# III. GROWTH FRAMEWORK

# GROWTH FRAMEWORK

## BACKGROUND AND CONTEXT

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

**Key elements of Longmont's Growth Framework include:**

- **Future Land Use Plan. The Future Land Use Plan is comprised of the Future Land Use map and accompanying land use category descriptions. The map defines where and how Longmont will grow over the next ten to twenty years and is accompanied by a discussion of the specific land use categories that are associated with different locations or types of places within the City. The Future Land Use Plan builds upon community preferences expressed as part of the Envision Longmont process as to different types and intensities of development, other City plans and policies, and underlying zoning, where applicable.**

- **Multimodal Transportation Plan. The Multimodal Transportation Plan is comprised of recommendations for the roadway, transit, bicycle, and pedestrian systems, which function together as the City's multimodal system. The Multimodal Transportation Implementation Plan in Appendix A contains the technical analysis and more detailed background information that underpins the Multimodal Transportation Plan.**

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

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

# Growth Framework Objectives

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

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

# Future Land Use Plan

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

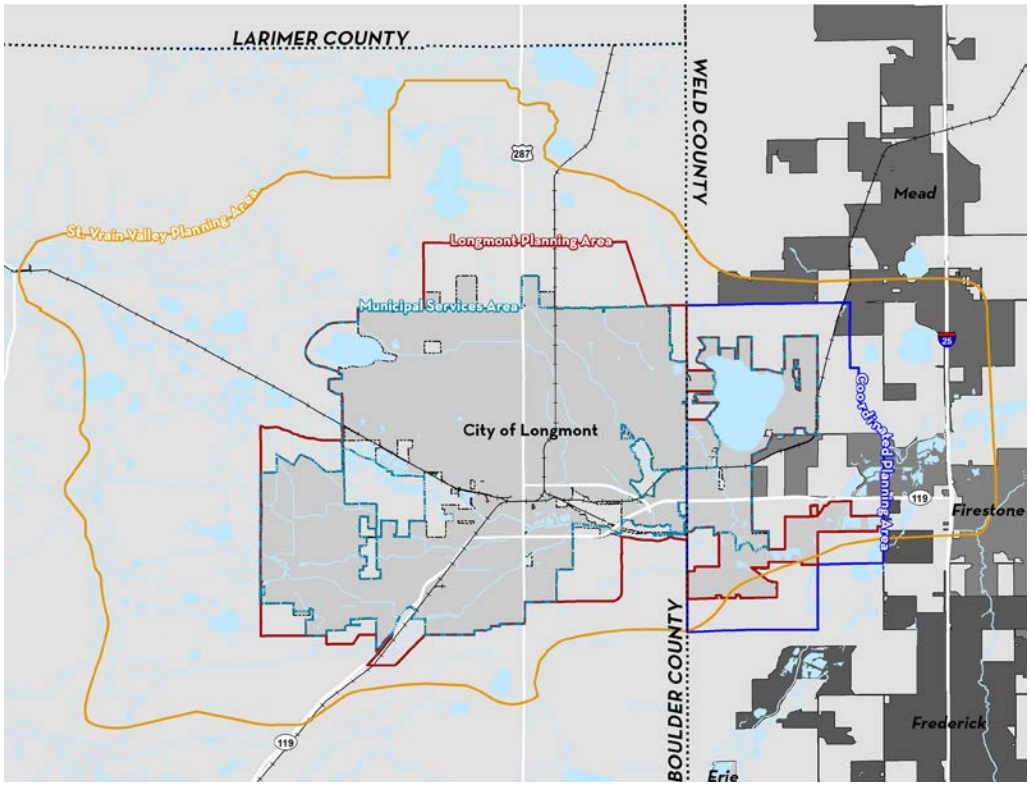
The City uses a "three-tier" planning process to guide its growth and development:

1. **Municipal Service Area.** The Municipal Service Area is that area within which the City currently provides, or intends to annex and provide, urban services over time.
2. **Longmont Planning Area.** The Longmont Planning Area is the second tier is outside the Municipal Service Area and represents the extent of the City's future urban development in Boulder County.
3. **St. Vrain Valley Planning Area.** The St. Vrain Valley Planning Area is the third tier, outside the Longmont Planning Area, within which land use, transportation, and water rights changes may have a direct or indirect effect on the City.

Within Weld County, the City has a supplement to the three-tier planning system. It is known as the **Coordinated Planning Area.** This Coordinated Planning Area (also known as Longmont's Urban Growth Area in Weld County) is the area that is subject to the City's Coordinated Planning Agreement with Weld County.

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

## THREE-TIER PLANNING AREA MAP




## HOW TO USE THE FUTURE LAND USE PLAN

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

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

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

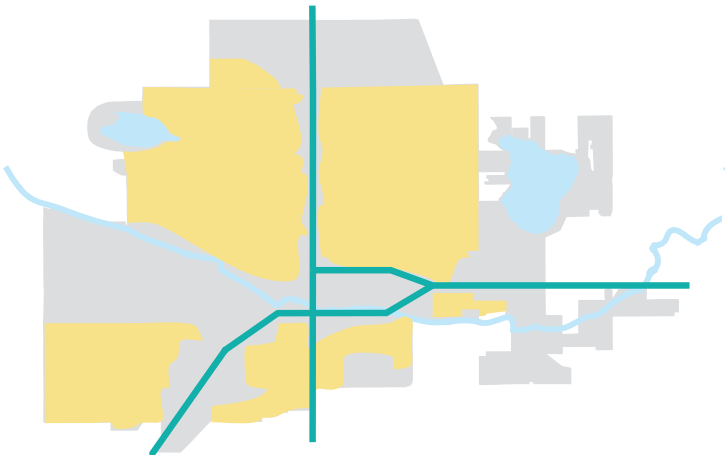
The Future Land Use Plan is not intended to be used as a standalone tool; rather, it should be considered in conjunction with the Multimodal Transportation Plan and accompanying principles, goals, and policies contained in this Plan.

# Factors Influencing Growth

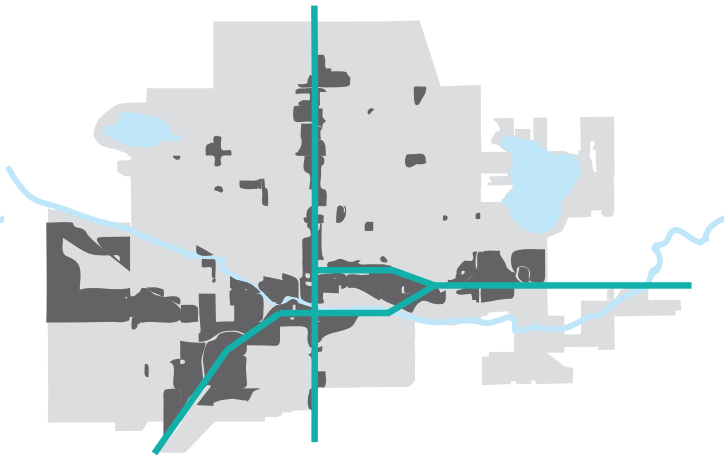
## A GROWING AND CHANGING POPULATION

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

### RESIDENTIAL AREAS



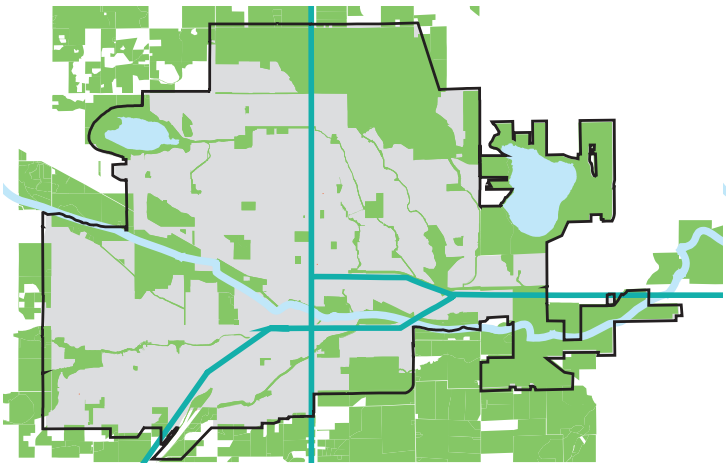
### EMPLOYMENT AREAS



## OPEN SPACE AND NEIGHBORING COMMUNITIES

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

### OPEN SPACE AND GREENWAYS

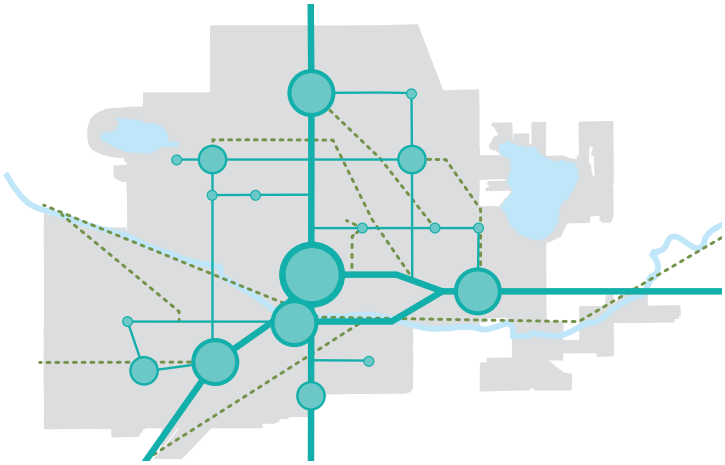


### NEIGHBORS

## MAJOR TRANSPORTATION CORRIDORS

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

### CENTERS AND CORRIDORS



**Major and Minor Centers:** Mixed-use areas served by major transportation systems that provide access to jobs; retail, commercial, and public services; and a variety of housing options.

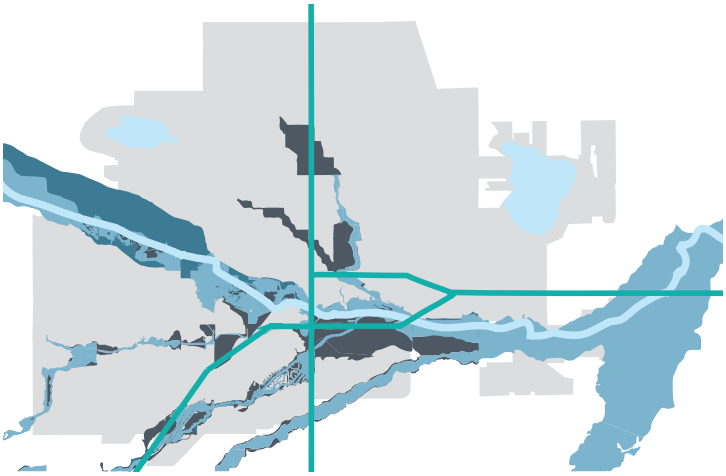
**Major and Minor Corridors:** City streets which connect Centers through a variety of transportation systems. Areas along Corridors also support opportunities for mixed-use and infill development.

**Greenways:** In addition to offering opportunities for recreation and active lifestyles, greenways also support biking and walking as modes of transportation.

## HAZARDS AND RISKS

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

### FLOOD ZONES



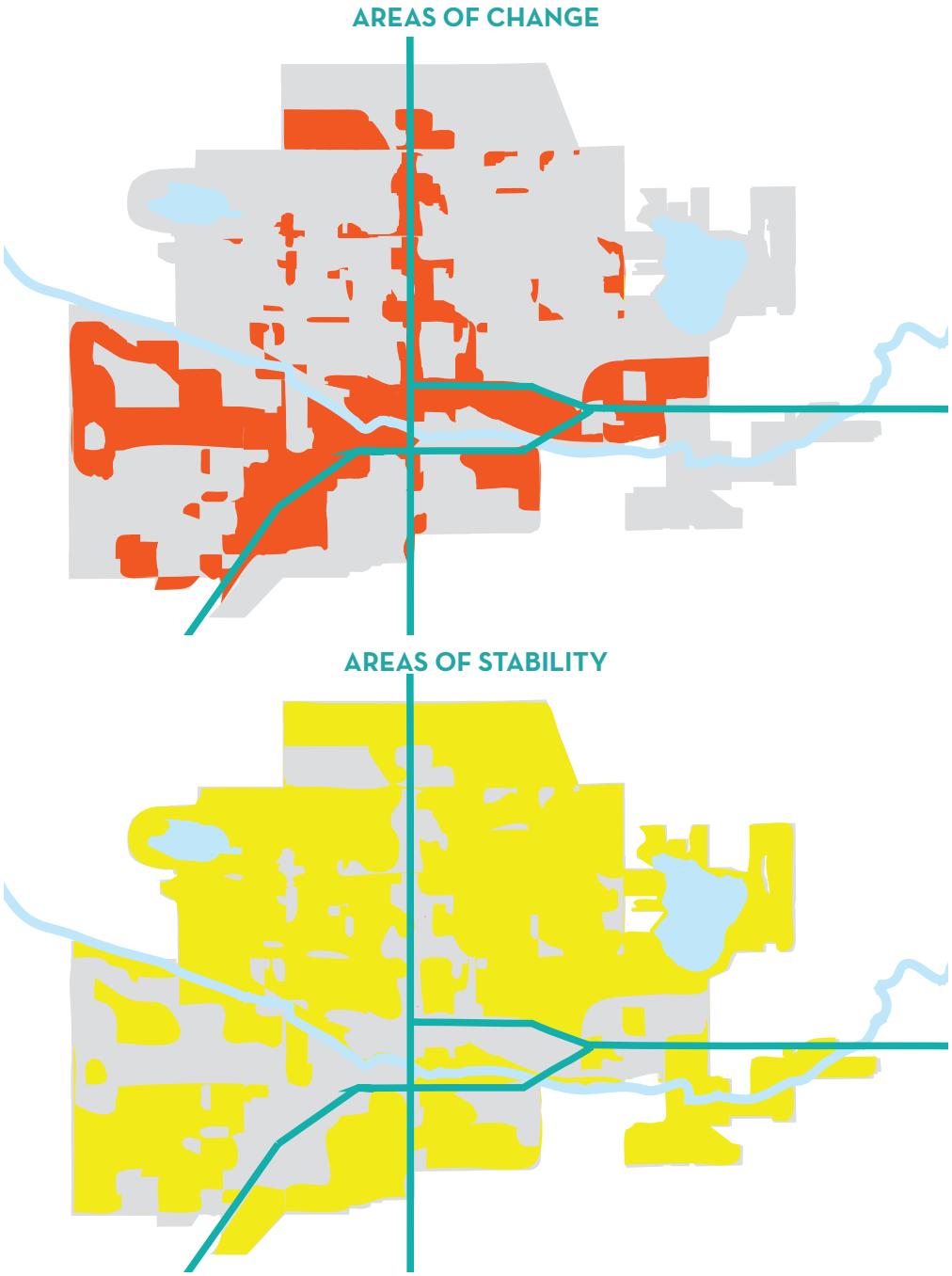
100-year Floodplain

500-year Floodplain

Areas Inundated in 2013 Flood

# Areas of Change and Stability

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



# Land Use Category Summary Table

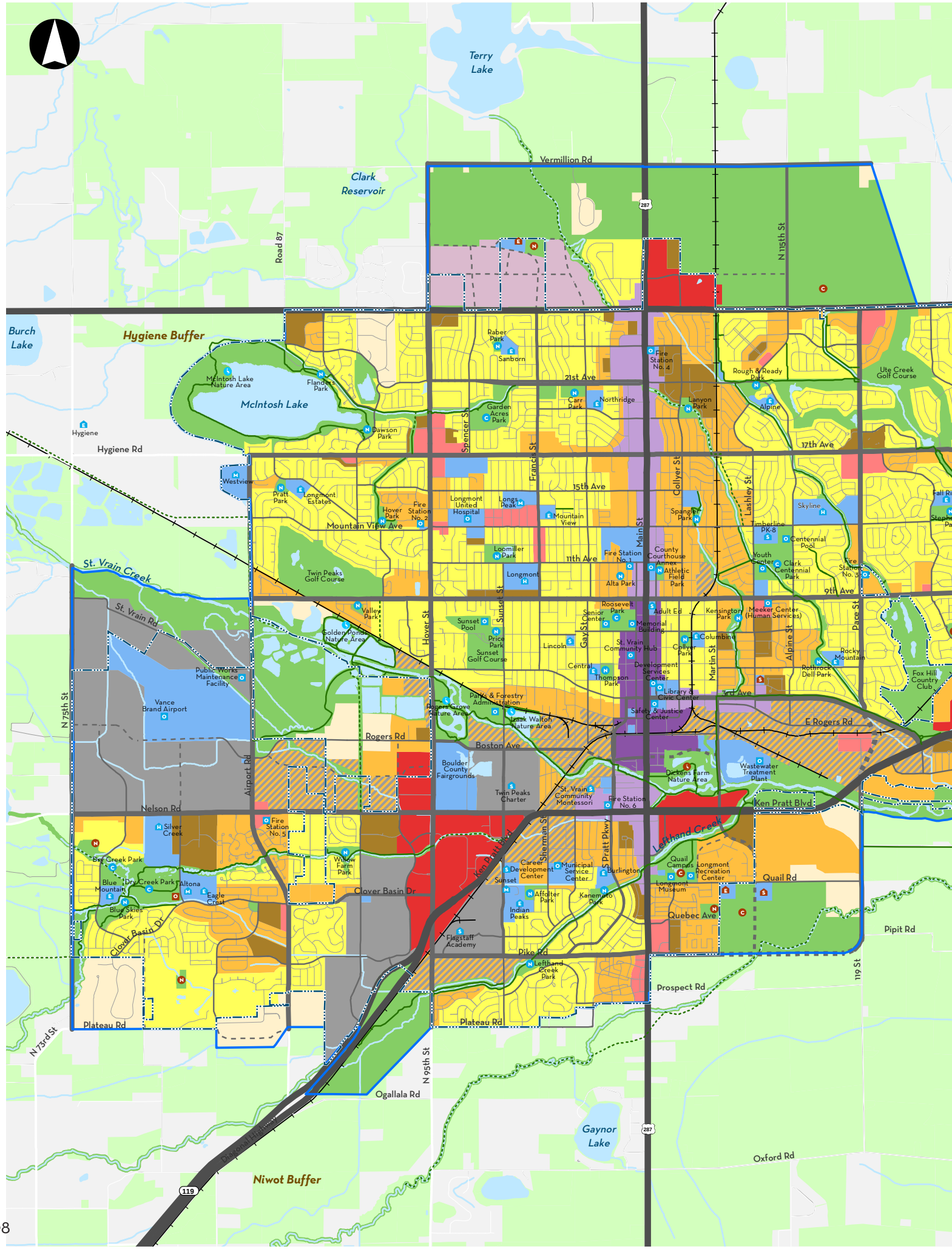
| Category | Uses | Range of Density/Scale | Key Characteristics |
|---|---|---|---|
| **Neighborhoods** | | | |
| **Rural Neighborhood** | **Primary:** Single-family detached homes on large lots.<br><br>**Secondary:** Accessory dwelling units, community gardens, food production. | Up to 1 dwelling unit per acre, but will typically be lower. | • Provides opportunities for ex-urban or rural lifestyles.<br><br>• Clustered development is encouraged to preserve sensitive natural features, common open space, or working agricultural lands. |
| **Single-family Neighborhood** | **Primary:** Single-family detached homes.<br><br>**Secondary:** Accessory dwelling units, parks, greenways, recreation, community gardens, schools, places of worship, and other complementary uses. | Typically between 1-8 dwelling units per acre; however, development that incorporates affordable units may be eligible for higher densities, as specified in the LDC. | • Includes neighborhoods (of all ages) that are comprised predominantly of single-family detached homes.<br><br>• A well-defined pattern of blocks and direct pedestrian and bicycle connections provides residents with direct access to nearby services and amenities. |
| **Mixed Neighborhood** | **Primary:** Single-family detached homes on smaller lots, duplexes, triplexes, townhomes, and smaller multifamily buildings.<br><br>**Secondary:** Accessory dwelling units, as well as small scale retail, restaurants/ cafes, community gardens, community or public services, parks, recreation facilities, schools, and places of worship. | Typically between 6 and 18 dwelling units per acre; however, development that incorporates affordable units and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater densities as specified in the LDC. | • Provides residents with a mix of housing options and densities within close proximity to services and amenities.<br><br>• Serves as a transition between Single-family Neighborhoods and higher-density corridors, centers, or employment areas. |
| **Multi-family Neighborhood** | **Primary:** Multifamily apartments or condominiums.<br><br>**Secondary:** Townhomes or duplexes, retail, restaurants, public facilities, senior services, parks, recreation facilities, community gardens, schools, and places of worship. | Typically 18-35 dwelling units per acre. Development in Multi-family Neighborhoods will generally be 3 to 4 stories; however, development that incorporates affordable units and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights and higher densities as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height. | • A mix of higher density housing types located in areas that are proximate to retail, health and human services, schools, parks, employment, and public transit. |

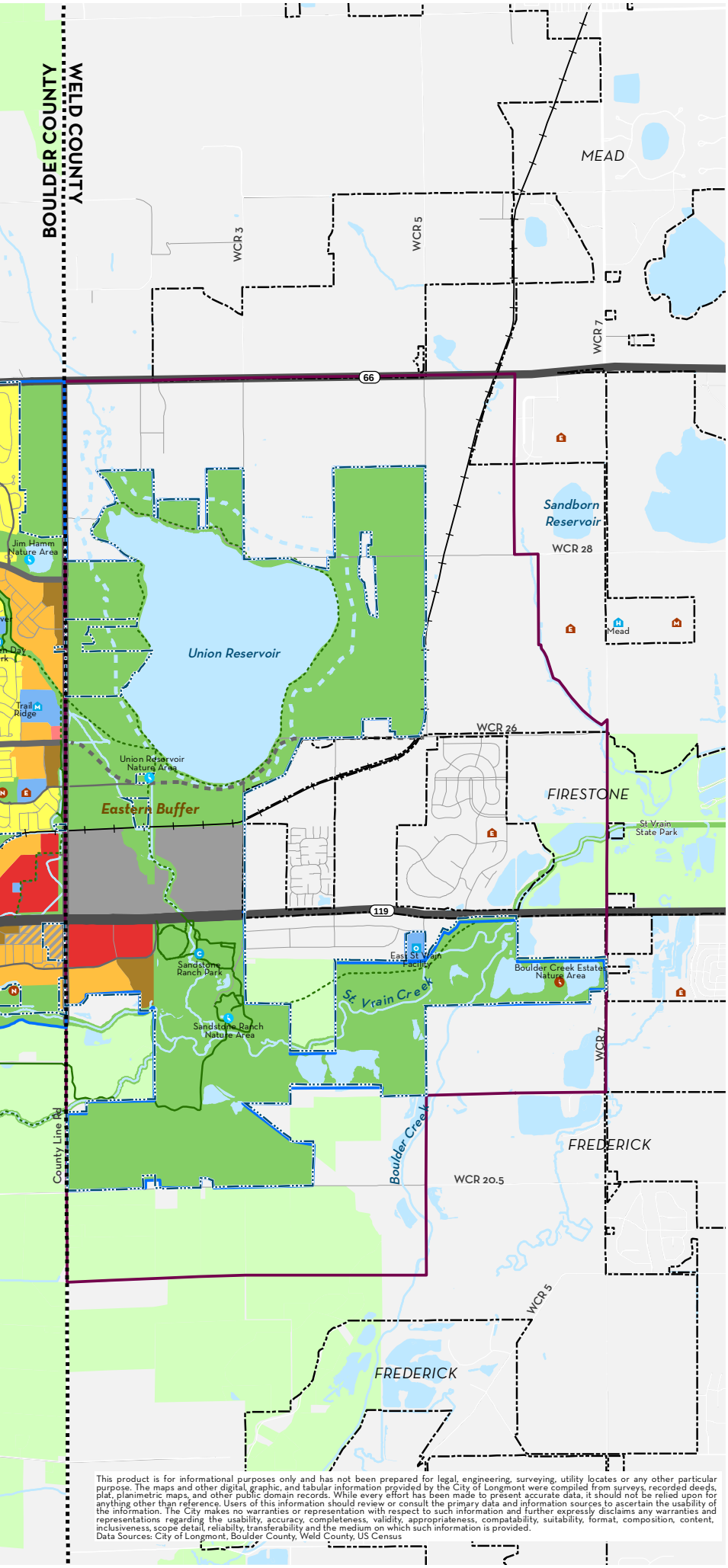
| Category | Uses | Range of Density/Scale | Key Characteristics |
|---|---|---|---|
| **Mixed-Use** | | | |
| **Downtown / CBD** | **Primary:** Diverse mix of uses, including specialty goods retail, bars and restaurants, arts and entertainment, offices, cultural facilities.<br><br>**Secondary:** Multifamily condominiums or apartments, civic and government facilities, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces. | Development in Downtown will generally be 1 to 4 stories; however, development outside of the historic downtown area that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height. | • The unique and historic character of downtown is protected through the preservation, rehabilitation, or adaptive reuse of historic structures.<br><br>• Higher-density pedestrian and transit-oriented development is encouraged to promote ongoing revitalization efforts and to expand housing options over time.<br><br>• Well-served by transit (existing/planned) making it easily accessible from other parts of the City and region. |
| **Regional Center** | **Primary:** Large format retail, restaurant, and similar entertainment uses that attract visitors from around the City and region.<br><br>**Secondary:** Office, public facilities (primary or satellite facilities), medical and other supporting non-residential and employment uses, high density apartments and condominiums, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces. | Development in Regional Centers will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height. | • Serve the commercial and retail needs of the City and region, while also providing high density housing and employment options in close proximity to transit and other services.<br><br>• Targeted infill and/or redevelopment in existing Regional Centers is encouraged to reduce surface parking, promote a broader mix of uses, create gathering places for people, and accommodate higher density, pedestrian, and transit-supportive uses over time.<br><br>• While Regional Centers may be largely auto-oriented today, future development should be designed to support existing/future transit. |

| Category | Uses | Range of Density/Scale | Key Characteristics |
|---|---|---|---|
| **Neighborhood Center** | **Primary:** Retail, commercial, business and professional uses intended to serve the residents of surrounding neighborhoods.<br><br>**Secondary:** Townhomes, small scale multi-family apartment or condominiums, restaurants, specialty stores, professional offices, health services, public facilities, as well as plazas, squares, pocket parks, and other community gathering spaces. | Building heights typically range from 1-2 stories. However, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Buildings up to 3 stories in height may also be considered as part of larger Neighborhood Centers depending on the proximity to adjacent Single-Family Neighborhoods, ability to incorporate transitions in height, and access to multimodal transportation facilities. Development abutting a lower-intensity, established residential neighborhoods should provide transitions in massing and height. | • Offer a mix of supporting services and small-scale commercial/retail uses for surrounding residential neighborhoods.<br><br>• Multifamily residential uses are typically of a smaller scale and lower density than those found in Regional Centers and as part of Mixed-Use Corridors, particularly where they abut a single family neighborhood. |
| **Mixed-Use Corridor** | **Primary:** A mix of commercial, retail, professional offices, medium to high density residential, and service-oriented uses.<br><br>**Secondary:** Civic and government uses, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces. | Development along Mixed-Use Corridors will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting ower-intensity, established residential neighborhoods should provide transitions in massing and height. | • Provides opportunities for a broader mix of high density pedestrian and transit-oriented uses.<br><br>• Infill and redevelopment, and/or the adaptive reuse of vacant buildings or underutilized sites are encouraged.<br><br>• Vertical integration of uses is strongly encouraged, particularly near transit stops and major intersections.<br><br>• Served by existing or planned transit; designed to provide safe and clear pedestrian and bicycle connections between uses along the corridor and between the corridor and adjacent neighborhoods. |

| Category | Uses | Range of Density/Scale | Key Characteristics |
|---|---|---|---|
| **Employment** | | | |
| **Mixed-Use Employment** | **Primary:** A range of employment uses, including small-scale manufacturing, processing, wholesaling, indoor and screened outdoor storage, office, flex-space, and commercial services.<br><br>**Secondary:** Supporting retail, hotel, cultural facilities, civic and government facilities, high density residential and live/work uses. | Development in Mixed-Use Employment areas will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height. | • Promotes the diversification of older employment areas by encouraging a greater variety of employment spaces that meet the changing needs of existing businesses and start-ups.<br><br>• Provides flexibility for the adaptive reuse of existing industrial buildings and for the incorporation of high density residential and live/work opportunities in close proximity to employment and supporting services in transitional areas.<br><br>• Located within walking distance of public transportation; enhanced pedestrian and bicycle networks needed in many cases. |
| **Primary Employment** | **Primary:** Employment uses, including larger-scale manufacturing, warehousing and distribution, research and development, and modern office space. Also includes, high quality, large employment facilities, such as corporate office headquarters and educational facilities in a planned "campus-like" setting,<br><br>**Secondary:** Supporting airport uses and limited support services, such as restaurants, professional and medical offices, and screened outdoor storage. | Varies; size depends on the specific needs of the primary employer, although heights typically range from 1 to 4 stories. | • Accommodates a wide range of business types and sizes to meet the future employment needs of the community, especially among the City's target industries (advanced technology, bioscience, creative arts & culinary, and professional services & IT).<br><br>• Designed to preserve larger contiguous sites to allow for large employment facilities, such as corporate office headquarters. |

| Category | Uses | Range of Density/Scale | Key Characteristics |
|---|---|---|---|
| **Community/Other** | | | |
| **Parks, Greenways and Open Space** | Parks, open space, greenways, natural areas, golf courses, and agriculture lands preserved through conservation easements or other mechanisms. | N/A | • Provides for the active and passive recreational needs of the community and protects the scenic and environmental quality of sensitive natural areas.<br><br>• Generally owned by public agencies (city, county, state or federal); however, this Parks, Greenways, and Open Space also includes private golf courses. Conservation easements can also exist on private property. |
| **Public/ Quasi-Public** | Schools, government offices, fair grounds, community centers, libraries, hospitals, and cemeteries. Also includes facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses. | Varies by type of facility. | • Typically provided by public entities such as the City, counties, or special districts, but can also include quasi-public or private entities such as Longmont United Hospital. |


Terry Lake
Clark Reservoir
Vermillion Rd
Road 87
N 115th St
Burch Lake
Hygiene Buffer
McIntosh Lake Nature Area
McIntosh Lake
Flanders Park
Hygiene
Hygiene Rd
Dawson Park
Raber Park
Sanborn
Garden Acres Park
Spencer St
France St
21st Ave
Carr Park
Northridge
Fire Station No. 4
Rough & Ready Park
Ute Creek Golf Course
Lanyon Park
Alpine
17th Ave
Collyer St
Lashley St
Westview
Pratt Park
Longmont Estates
Hover Park
Fire Station No. 2
Longmont United Hospital
Longs Peak
15th Ave
Mountain View
Spangler Park
Skyline
Timberline PK-8
Centennial Pool
Mountain View Ave
Main St
Loomiller Park
Fire Station No. 1
County Courthouse Annex
Youth Center
Clark Centennial Park
Fire Station No. 3
11th Ave
Longmont
Alta Park
Athletic Field Park
9th Ave
St. Vrain Creek
Twin Peaks Golf Course
St. Vrain Rd
Valley Park
Golden Ponds Nature Area
Hover St
Sunset St
Sunset Pool
Price Park
Sunset Golf Course
Roosevelt Park
Senior Center
Memorial Building
Adult Ed
Kensington Park
Meeker Center (Human Services)
Pace St
Gay St
Lincoln
St. Vrain Community Hub
Columbine
Collyer Park
Alpine St
Rocky Mountain
Rothrock Dell Park
Fox Hill Country Club
Central
Thompson Park
Development Services Center
Martin St
Library & Civic Center
3rd Ave
Public Works Maintenance Facility
Vance Brand Airport
N 75th St
Parks & Forestry Administration
Rogers Grove Nature Area
Isaak Walton Nature Area
Safety & Justice Center
E Rogers Rd
Rogers Rd
Boston Ave
Airport Rd
Boulder County Fairgrounds
Twin Peaks Charter
St. Vrain Community Montessori
Fire Station No. 6
Wastewater Treatment Plant
Dickens Farm Nature Area
Ken Pratt Blvd
Nelson Rd
Fire Station No. 5
Silver Creek
Dry Creek Park
Dry Creek Park
Blue Mountain
Altona
Eagle Crest
Blue Skies Park
Cloud Basin Dr
Clover Basin Dr
Whiow Farm Park
Ken Pratt Blvd
Sherman St
S Pratt Pkwy
Lefthand Creek
Career Development Center
Municipal Service Center
Burlington
Sunset
Affolter Park
Kanemoto Park
Indian Peaks
Flagstaff Academy
Quail Campus
Longmont Recreation Center
Longmont Museum
Quail Rd
Quebec Ave
Pipit Rd
Pike Rd
Lefthand Creek Park
Prospect Rd
119 St
Plateau Rd
Plateau Rd
N 73rd St
N 95th St
Ogallala Rd
Gaynor Lake
Oxford Rd
Niwot Buffer
119




ENVISION LONGMONT
ENGAGING OUR COMMUNITY PLANNING OUR FUTURE

# FUTURE LAND USE & TRANSPORTATION SYSTEM

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

**Neighborhoods**
- Rural Neighborhood
- Single-Family Neighborhood
- Mixed Neighborhood
- Multi-Family Neighborhood

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

**Employment**
- Mixed-Use Employment
- Primary Employment

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

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

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

**Community Facilities**

| Existing | Proposed | |
|---|---|---|
| N | N | Neighborhood Park |
| C | C | Community Park |
| | | Nature Areas |
| E | E | Elementary School |
| M | M | Middle School |
| H | H | High School |
| S | S | Special School |
| O | O | Other Facility |

0 0.5 1 2 Miles

## RURAL NEIGHBORHOOD

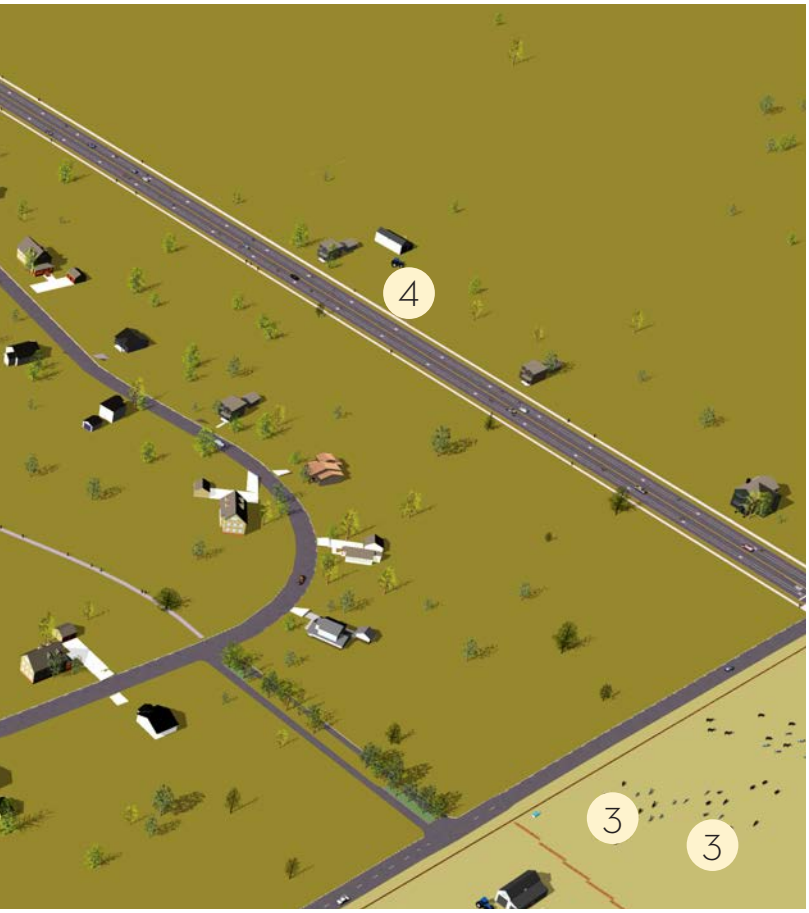

## CHARACTERISTICS

1. Provides opportunities for ex-urban or rural lifestyles where desirable or where necessary because of environmental considerations.

2. Clustered development that maximizes preservation of open space or working agricultural lands to the greatest extent possible.

3. Typically near areas designated for agriculture, open space preservation or near other ecologically sensitive lands.

4. Includes existing areas that do not have urban services, however, a full range of urban services is required for new Rural Neighborhoods.




## RANGE OF DENSITY

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

## USES

**Primary:** Single-family detached homes on large lots.

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

## SINGLE-FAMILY NEIGHBORHOOD

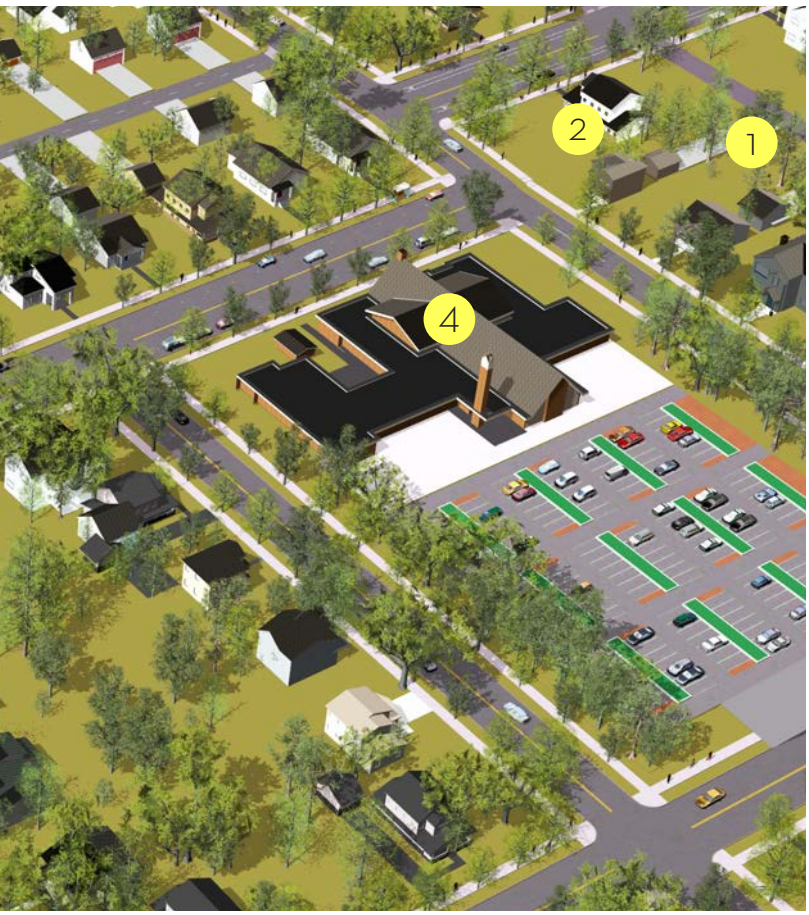

## CHARACTERISTICS

1. Includes neighborhoods (of all ages) that are comprised predominantly of single-family detached homes.

2. Includes protections for existing structures designated as historic landmarks by the City of Longmont, and provides guidelines for new development or redevelopment of non-designated structures in historic districts in order to protect the character and integrity of historic neighborhoods.

3. Secondary uses, such as accessory dwelling units, are designed in a manner to fit the scale and intensity of surrounding residential uses, or are integrated into the overall design of new Single-Family Neighborhood developments.

4. A well-defined pattern of blocks and direct pedestrian and bicycle connections provides residnets with direct access to nearby centers and corridors, as well as to services and amenities such as schools, parks, open space, or recreation centers.





## RANGE OF DENSITY

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

## USES

**Primary:** Single-family detached homes

**Secondary:** Accessory dwelling units, parks, greenways, recreation, community gardens, schools, places of worship, and other complementary uses.

## MIXED NEIGHBORHOOD


## CHARACTERISTICS

1. Provides residents with a mix of housing options and densities, encouraging a greater variety of housing types available in the City, as well as providing housing options for residents throughout all stages of their lives.

2. Provides opportunities for residents to meet their everyday needs through proximity to compatible non-residential uses such as small shops, cafes, parks, recreation facilities, schools, and/or community gathering place.

3. Typically within walking distance to additional services and amenities (such as larger-scale retail or employment areas) and public transit. Access is supported by a robust network of sidewalk, trail, and/or multi-use path connections.

4. Secondary uses are designed in a manner that fits the scale and intensity of the surrounding residential uses, or integrated into the overall design of new Mixed Neighborhood developments.

5. Serves as a transition between Single-Family Neighborhoods and higher density corridors, centers, or employment areas.


## RANGE OF DENSITY

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

## USES

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

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

## MULTI-FAMILY NEIGHBORHOOD


## CHARACTERISTICS

1. A mix of higher density housing types, such as apartment buildings, condominiums, townhomes, triplexes or duplexes, or housing types providing assisted living or other living arrangements for older residents. May be surburban or urban in character.

2. Located in areas that are proximate to services, schools, parks and/or employment and can be readily served by public transportation.

3. Includes pedestrian and bicycle connections within and between neighborhoods, and to adjacent centers and corridors.

4. Includes recreational amenties and community community gathering spaces designed to meet the needs of residents (e.g., playgrounds, community rooms).

## RANGE OF DENSITY/SCALE

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

## USES

**Primary:** Multifamily apartments or condominiums.

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

## DOWNTOWN / CBD


## CHARACTERISTICS

1. The unique and historic character of Downtown is protected through the preservation, rehabilitation, or adaptive reuse of historic structures.

2. Higher-density pedestrian and transit-oriented development is encouraged on vacant or underutilized sites (e.g., surface parking lots), or through redevelopment in order to promote ongoing revitalization efforts and to expand housing options over time.

3. Higher density residential uses may be incorporated in single use buildings outside of the Main Street core or as part of mixed-use buildings on retail-oriented blocks anywhere in Downtown.

4. Integration of public gathering spaces and continued revitalization of existing alleys as secondary streets in the core area of Downtown is encouraged.

5. Well-served by existing and planned public transportation providing access within the City of Longmont, as well as between Downtown and the greater region.

6. Direct pedestrian and bicycle connections provided between Downtown and adjacent neighborhoods.

7. Continue to serve as the main venue for street festivals, parades, and other community or cultural events.


## RANGE OF DENSITY/SCALE

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

## USES

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

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

## REGIONAL CENTER


## CHARACTERISTICS

1. Serve the commercial and retail needs of the City and region, while also providing high density housing and employment options in close proximity to transit and other services.

2. Targeted infill and/or redevelopment in existing Regional Centers is encouraged to reduce surface parking, promote a broader mix of uses, and accommodate higher density, pedestrian, and transit-supportive uses over time.

3. Clear pedestrian and bicycle connections should be provided within Regional Centers and to surrounding areas to promote connectivity and accessibility.

4. The integration of public facilities and services are encouraged as part of Regional Centers where they may be readily served by existing and future public transportation.

5. Regional Centers should be pedestrian-oriented and include public plazas, outdoor dining, greenspace, or other community gathering spaces.

6. While Regional Centers may be largely auto-oriented today, future development should be designed to support existing/future transit and reduce surface parking.



## RANGE OF DENSITY/SCALE

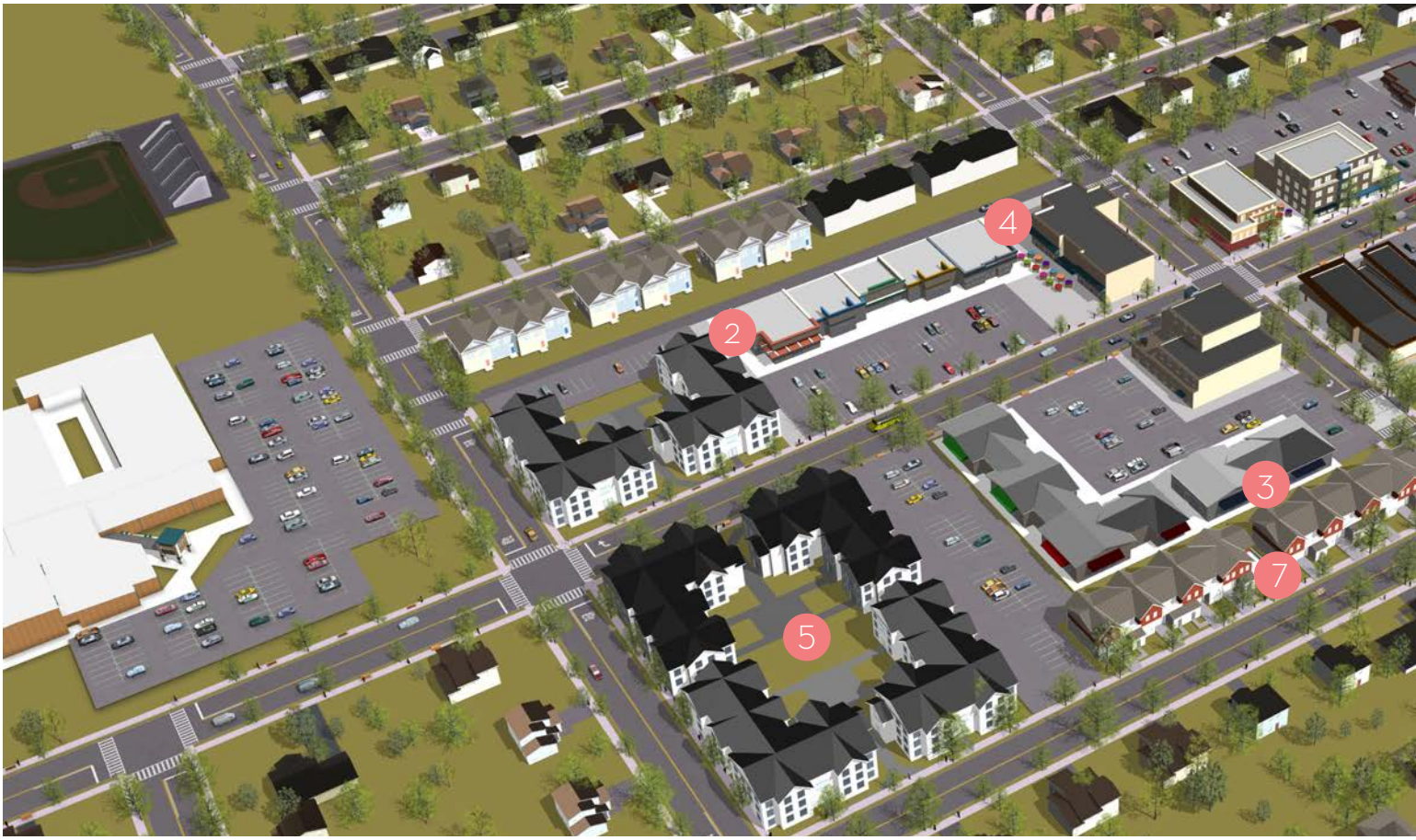
Development in Regional Centers will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified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

## USES

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

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

## NEIGHBORHOOD CENTER




## CHARACTERISTICS

1. Neighborhood Centers offer a mix of supporting services and small-scale commercial/retail uses for surrounding residential neighborhoods.

2. Neighborhood Centers may include vertical or horizontal mix of residential, commercial, office and other support uses.

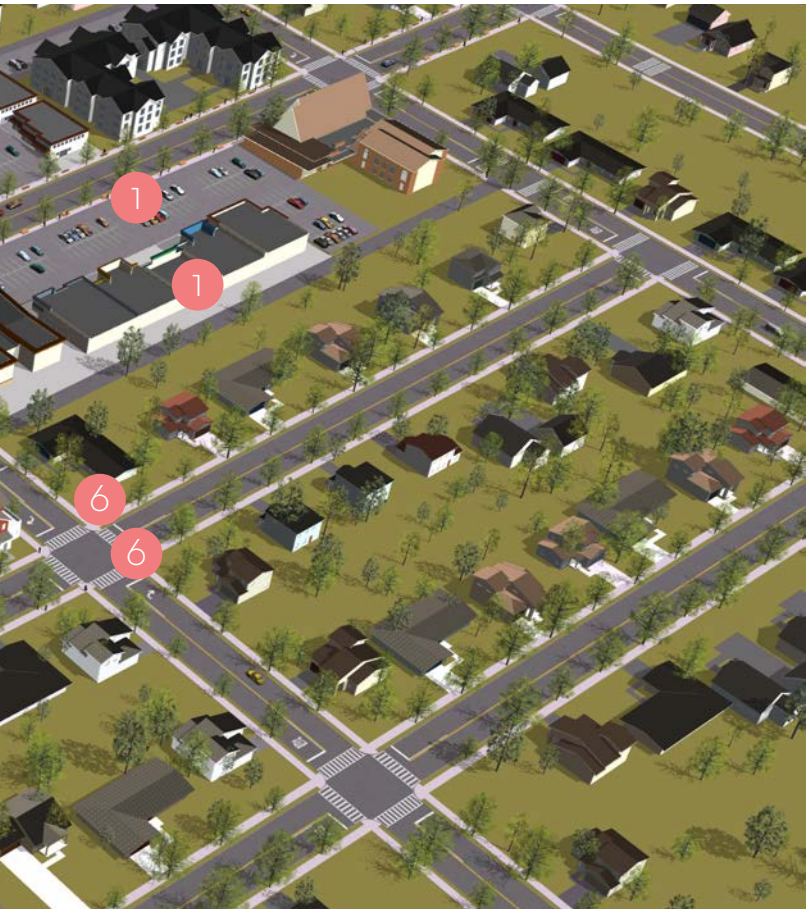
3. Larger neighborhood centers may function more independently, providing a larger retail anchor—such as a grocery store—along with adequate parking.

4. Neighborhood Centers should have a cohesive and pedestrian-oriented design that is compatible with adjacent neighborhoods and includes public plazas, outdoor dining, or other community gathering spaces.

5. Integrating multi-family housing within or adjacent to Neighborhood Centers through targeted infill and redevelopment is encouraged. Particularly housing that is oriented towards young adults, seniors, and others with special needs or a desire to live close to services.

6. Convenient pedestrian and bicycle connections support multimodal transportation access between the Neighborhood Center and the surrounding neighborhood.

7. Multifamily residential uses are typically of a smaller scale and lower density than those found in Regional Centers and as part of Mixed-Use Corridors, particularly where they abut a single family neighborhood.




## RANGE OF DENSITY/SCALE

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

## USES

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

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

## MIXED-USE CORRIDOR


## CHARACTERISTICS

1. Provides opportunities to convert existing single use development and surface parking to include a broader mix of uses and higher density, pedestrian and transit-oriented uses through targeted infill and redevelopment.

2. May contain a diverse mix of uses and types of structures, some of which may be in need of reinvestment and revitalization.

3. May include both horizontal mixing of uses and the vertical integration of uses near nodes of activity, such as transit stops or important intersections.

4. Mixed-Use Corridors are served by existing or planned public transportation routes and are designed to provide safe and clear pedestrian and bicycle connections between the Corridor and transit stops, as well as between transit stops and adjacent neighborhoods. Opportunities to reduce existing surface parking through infill and redevelopment should be encouraged over time.

5. Encourage appropriate transitions of uses, densities, and building designs between mixed-use corridors adjacent neighborhoods.

6. Use traffic-calming measures and streetscape design to promote a safe and comfortable environment for pedestrians and bikers, especially along corridors with high traffic volumes, such as Main Street/US 287 or Ken Pratt Boulevard.



## RANGE OF DENSITY/SCALE

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

## USES

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

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

## MIXED-USE EMPLOYMENT


## CHARACTERISTICS

1. Promotes the diversification of older employment areas within the City by encouraging a greater variety of employment spaces that meet the changing needs of existing businesses and start-ups.

2. Mixed-Use Employment areas support a range of secondary uses, such as recreational facilities and high density or live/work housing.

3. While Mixed-Use Employment areas tend to have smaller facilities or building footprints than those found in Primary Employment areas, larger users, such as corporate office headquarters and higher-education facilities (such as for FRCC), are allowed in planned "campus-like" settings.

4. Provides flexibility for the adaptive reuse of existing industrial buildings and for the incorporation of high density residential and live/work opportunities in close proximity to employment and supporting services in transitional areas or in employment areas expected to experience change in the future.

5. Mixed-Use Employment areas are within walking distance of public transportation, and with good connections to existing pedestrian and bicycle networks.



## RANGE OF DENSITY/SCALE

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

## USES

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

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

## PRIMARY EMPLOYMENT


## CHARACTERISTICS

1. Accommodates a wide range of business types and sizes to meet the future employment needs of the community, especially among the City's target industries (advanced technology, bioscience, creative arts & culinary, and professional services & IT).

2. Encourages the preservation of larger contiguous sites to allow for large employment facilities, such as corporate office headquarters.

3. More intense uses should be sited away from residential areas when the use of site design techniques cannot adequately achieve compatibility with nearby or adjacent residential uses.

4. Encourage multi-modal transportation connections for people and freight.




## RANGE OF DENSITY/SIZE

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

## USES

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

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

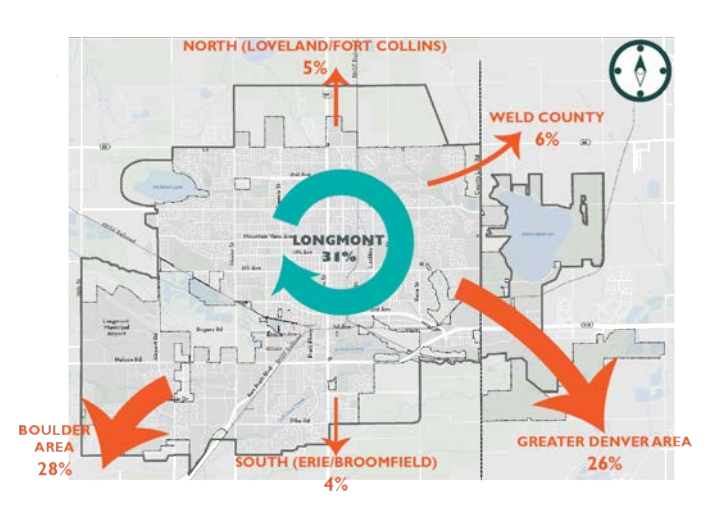

630
1145

# Multimodal Transportation Plan

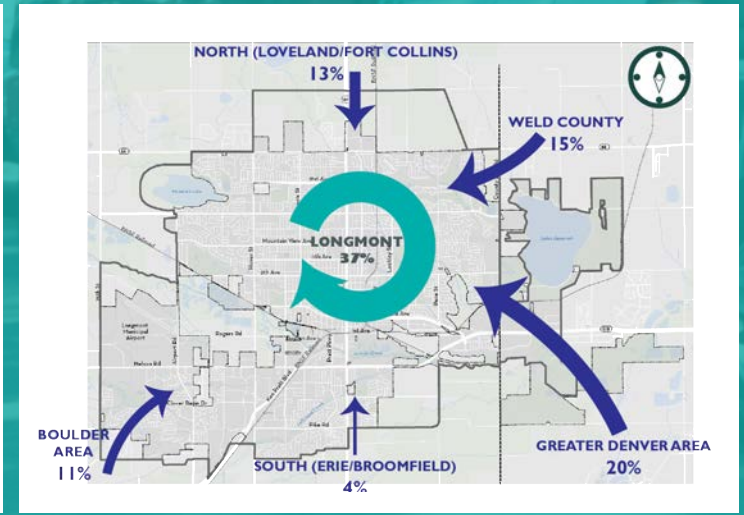
**Many trips for Longmont residents and workers begin or end in areas outside of the City. Since most people's day-to-day travel to schools, shopping recreation or visiting friends tend to be local, an estimated 79 percent of all Longmont residents' trips stay within the City.**

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

## WHERE DO LONGMONT RESIDENTS LIVE AND WORK?




Where do Longmont residents work?

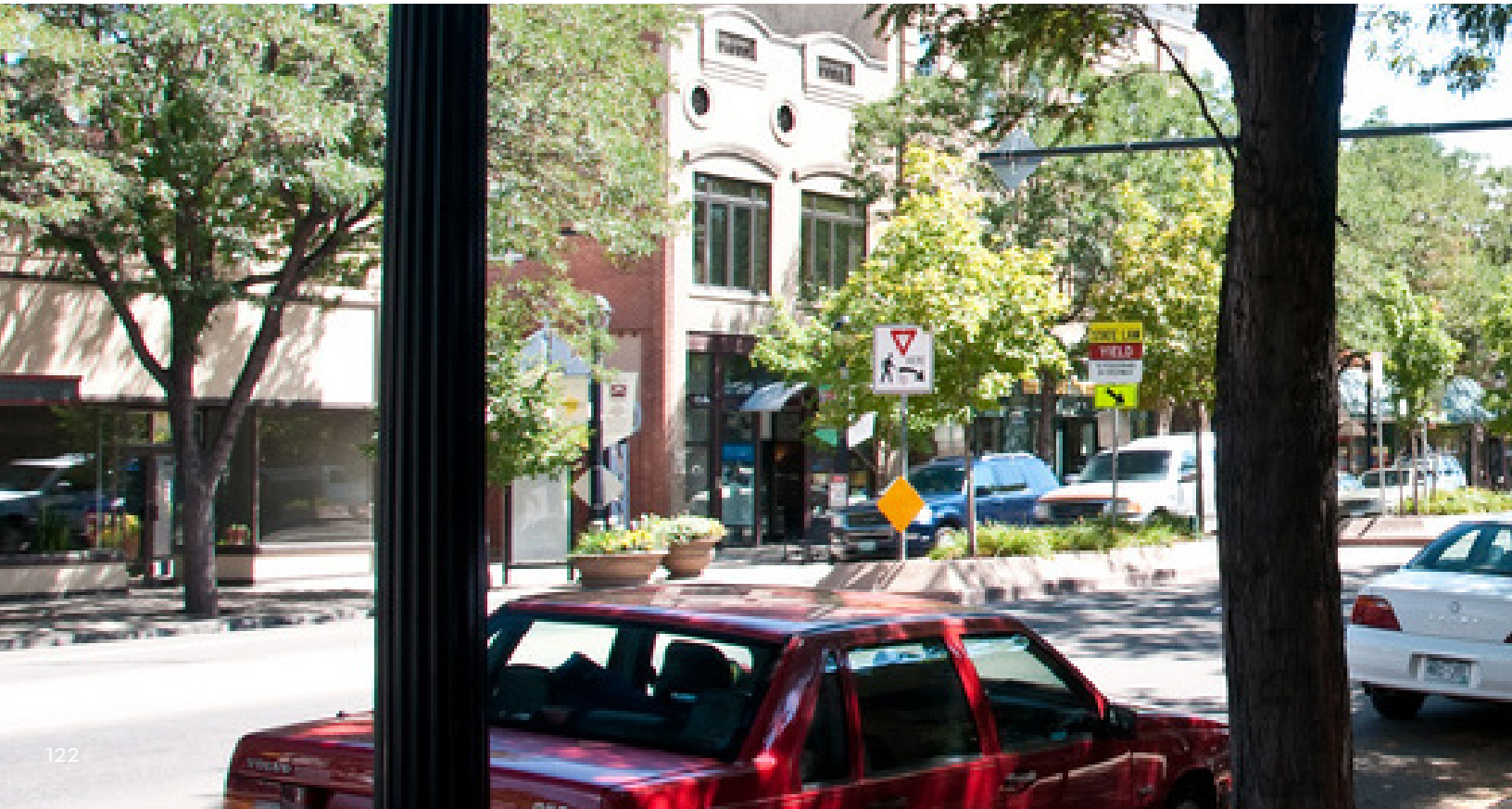



Where do Longmont workers live?

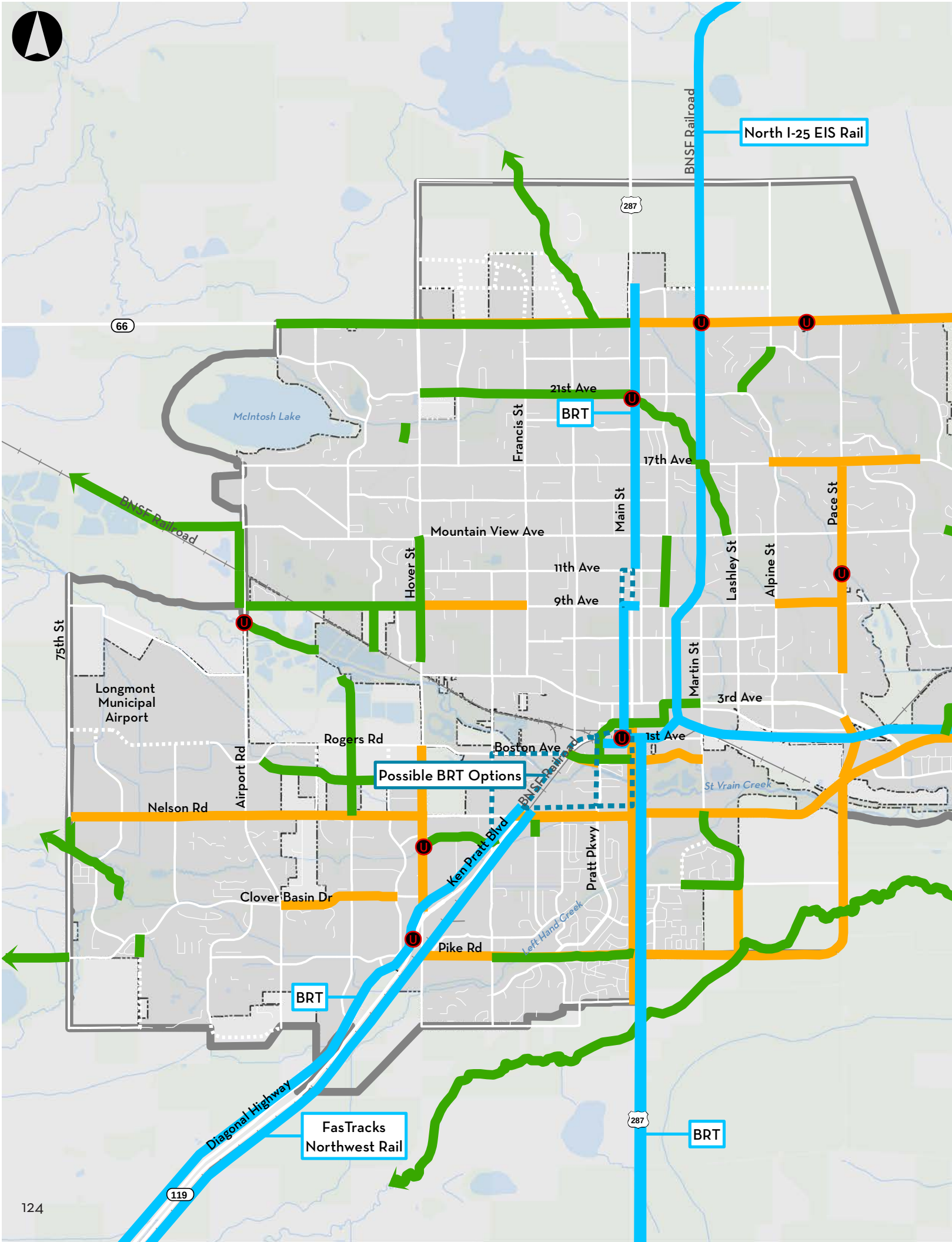
# MULTIMODAL TRANSPORTATION

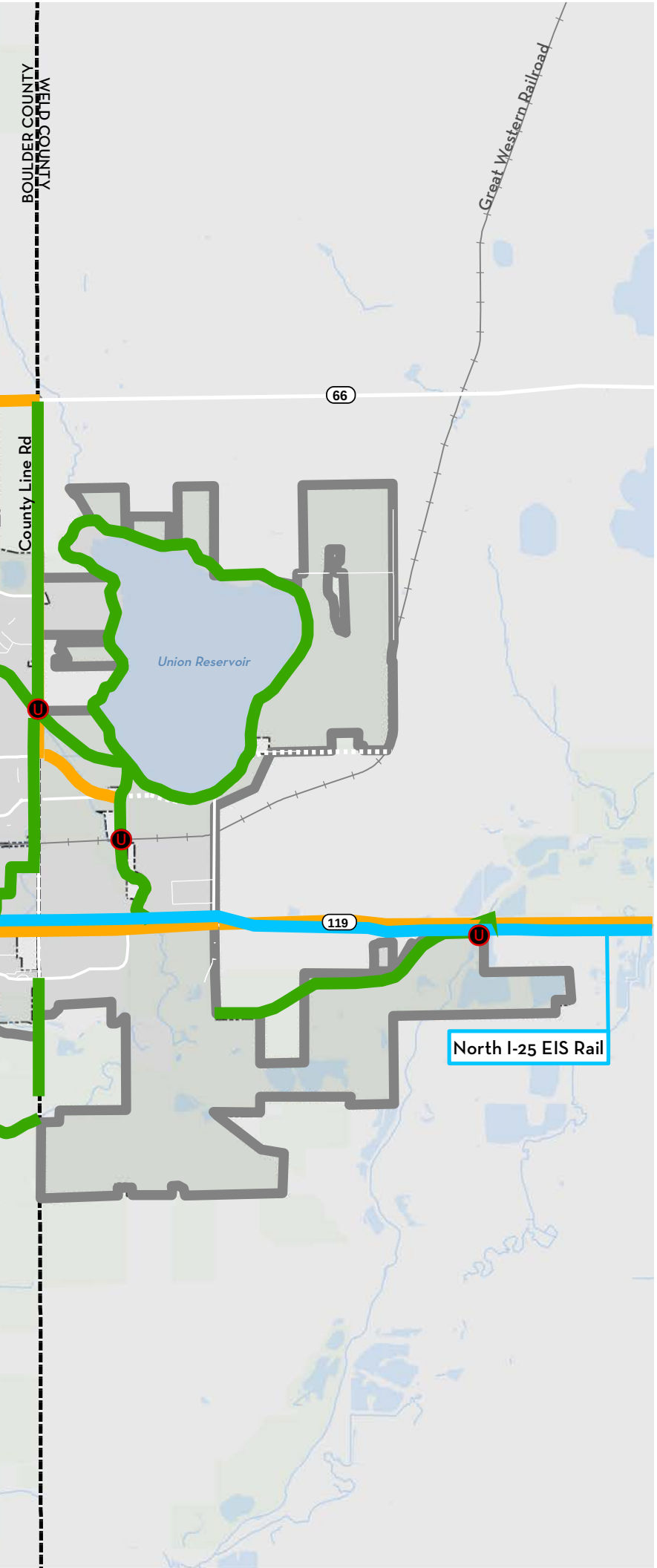
Longmont's transportation system must provide for the safe, efficient and convenient mobility needs of the growing population and changing demographics of the City. A complete and balanced system is needed to accommodate the wide range of users with diverse needs: motorists and those without access to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

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




324
Advertising


North I-25 EIS Rail
BNSF Railroad
287
66
21st Ave
BRT
Francis St
17th Ave
McIntosh Lake
BNSF Railroad
Main St
Pace St
Mountain View Ave
Hover St
11th Ave
9th Ave
Lashley St
Alpine St
75th St
Martin St
Longmont Municipal Airport
3rd Ave
Rogers Rd
Boston Ave
1st Ave
Possible BRT Options
BNSF Railroad
St Vrain Creek
Airport Rd
Nelson Rd
Ken Pratt Blvd
Pratt Pkwy
Clover Basin Dr
Left Hand Creek
Pike Rd
BRT
Diagonal Highway
FasTracks Northwest Rail
287
BRT
119




ENVISION LONGMONT
ENGAGING OUR COMMUNITY
PLANNING OUR FUTURE

# CITY OF LONGMONT

## Multimodal Transportation Improvements

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

0 0.5 1 2 Miles

Date: 07/07/2016

# ROADWAY SYSTEM

## About the System

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

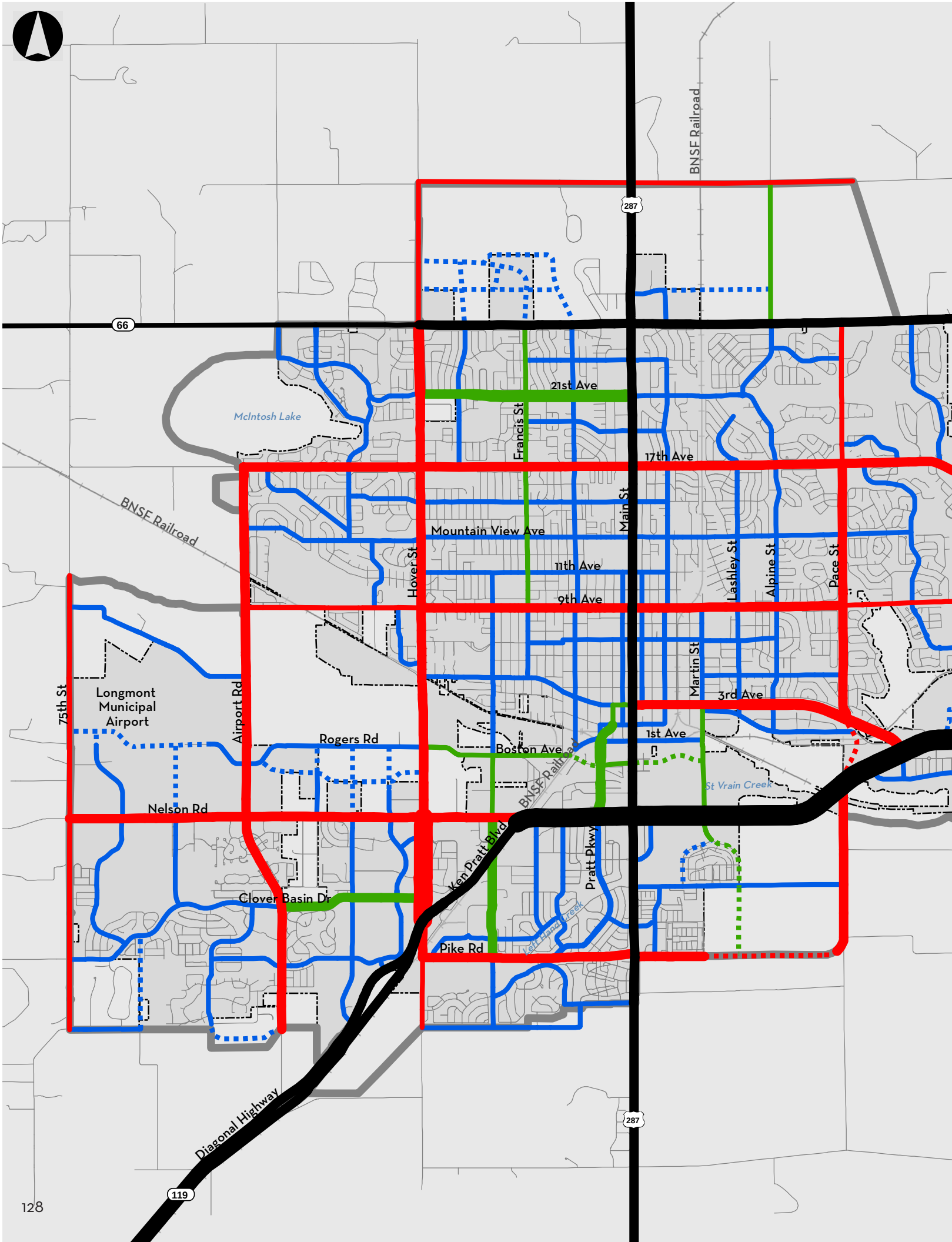
## Roadway Functions

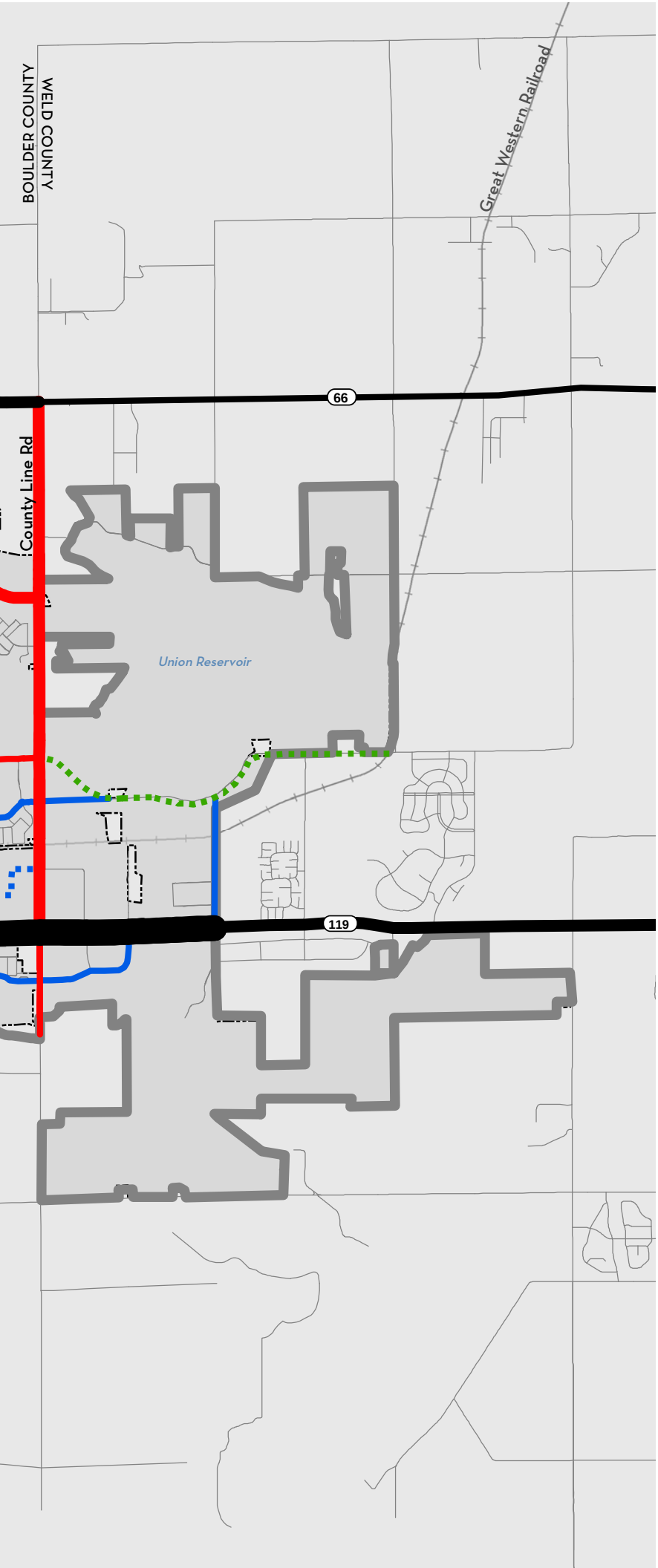
Roads generally provide two important functions: mobility and access. These functions conflict with each other—more access generally leads to reduced traffic carrying capacity and mobility, and vice versa. Each roadway type is specifically designed to operate with certain characteristics based on the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

# Roadway Characteristics by Functional Classification

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

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


BNSF Railroad
287
66
21st Ave
McIntosh Lake
Francis St
17th Ave
Main St
BNSF Railroad
Mountain View Ave
Hover St
11th Ave
9th Ave
Lashley St
Alpine St
Pace St
75th St
Longmont Municipal Airport
Airport Rd
Martin St
3rd Ave
Rogers Rd
Boston Ave
1st Ave
BNSF Railroad
St Vrain Creek
Nelson Rd
Ken Pratt Blvd
Pratt Pkwy
Clover Basin Dr
Left Hand Creek
Pike Rd
Diagonal Highway
119
287




ENVISION LONGMONT
ENGAGING OUR COMMUNITY
PLANNING OUR FUTURE

# CITY OF LONGMONT

## Roadway System Plan

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

0 0.5 1 2 Miles

Date: 07/14/2016

## Roadway Improvement Plan

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

- **Short-Range Projects.** Needs within the next ten years, including a Boston Avenue extension and additional through lanes on segments of SH 66, Nelson Road and Ken Pratt Boulevard.

- **Mid-Range Projects.** Needs in the ten to 20 year time frame, including extension of 9th Avenue/WCR 26 to Union Reservoir and widening of segments of SH 66, 17th Avenue, Clover Basin Drive and Pike Road.

- **Long-Range Projects –** Needs anticipated beyond the 20 year time frame to complete the full Roadway Implementation Plan, including extensions of Pike Road, Lashley Street, Rogers Avenue, and Pace Street and widening of segments of 9th Avenue, Ken Pratt Parkway, Nelson Road, Pace Street and County Line Road.

Additional elements of the Roadway Improvement Plan include:

- **Coordinated Study with CDOT.** This category consists of planning projects on state highways for which the City should actively participate with the Colorado Department of Transportation (CDOT).

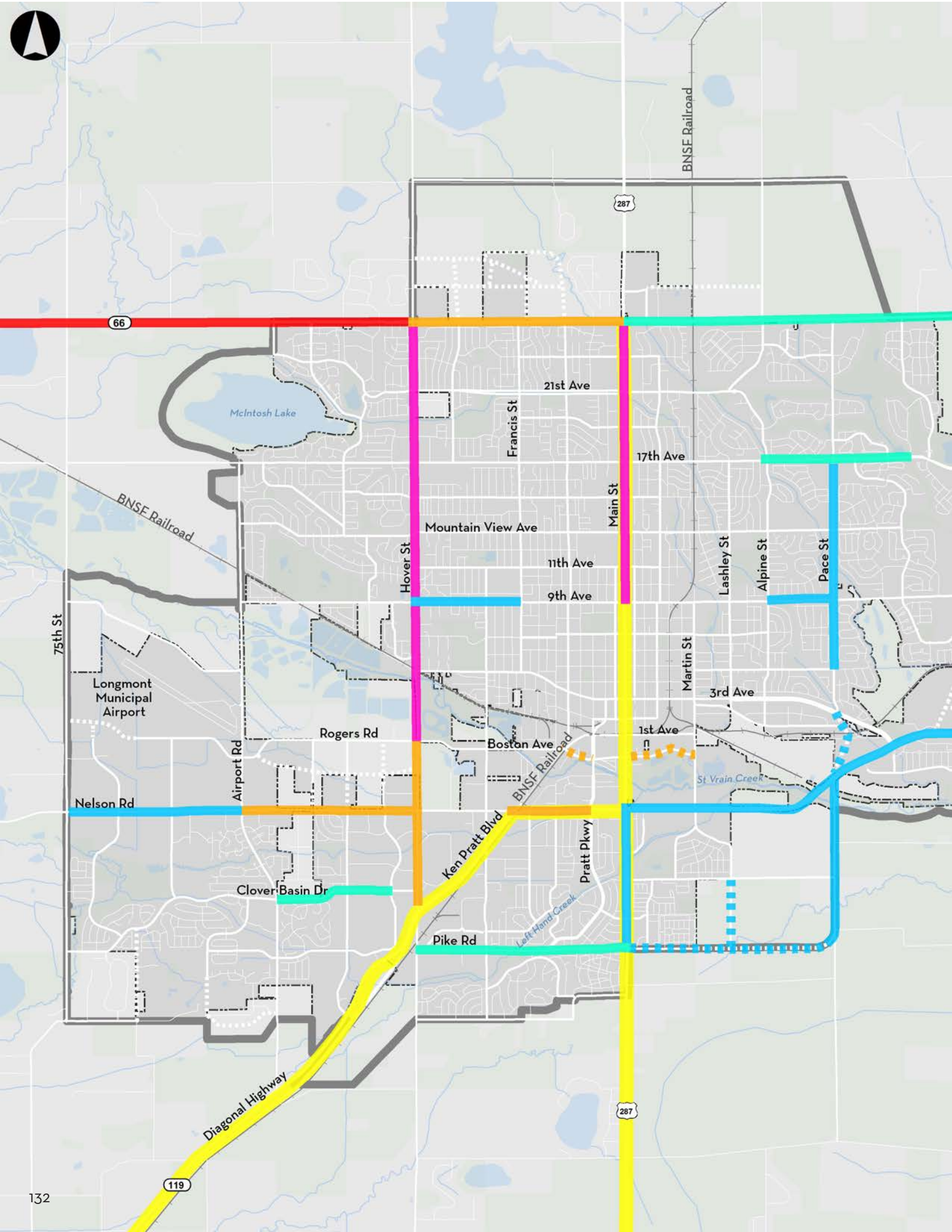
- **Corridor Study.** This category focuses on the Main Street and Hover Street corridors and recommends future planning studies to evaluate the multimodal transportation needs along these corridors, to include a public involvement process focused on gaining buy-in from interested local residents and businesses.

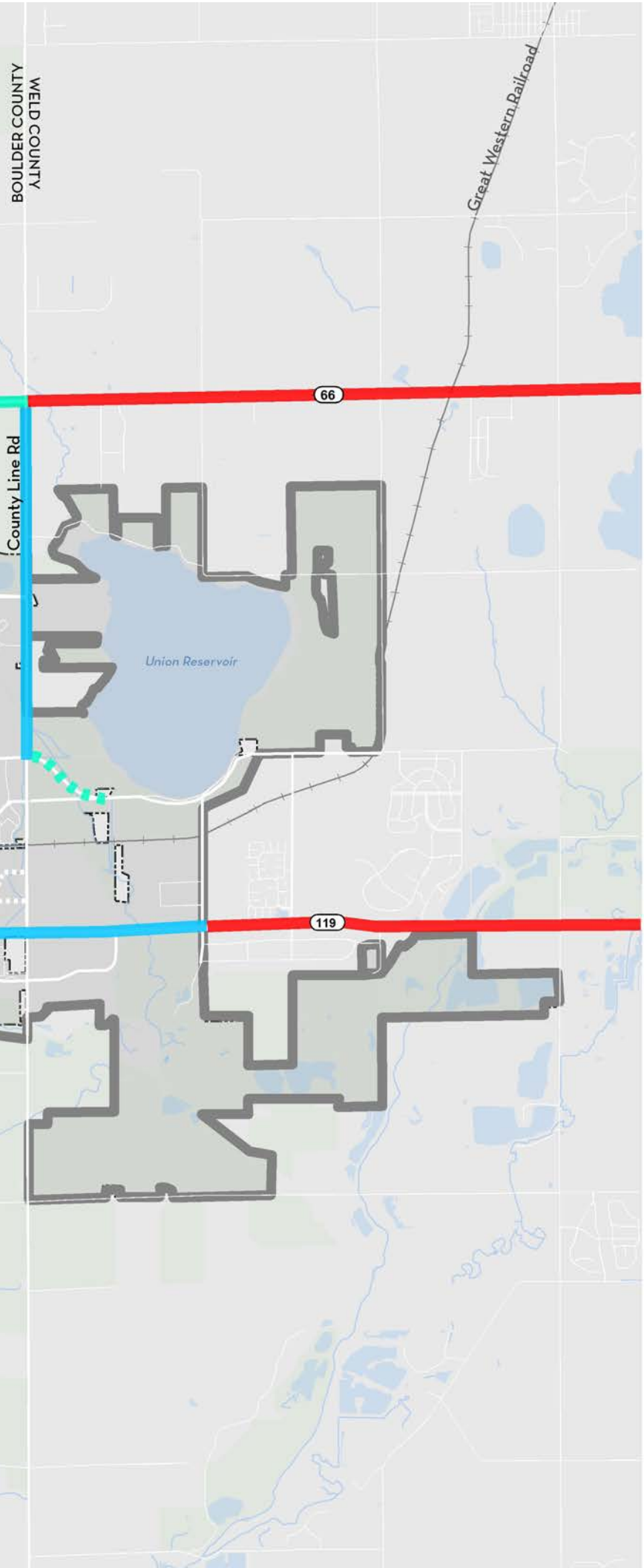
- **BRT.** This category includes roadway corridors which are anticipated to provide Bus Rapid Transit (BRT) operations along the SH 119 and US 287 corridors. These projects are described more fully in the Transit Plan section.

- **Parking Management.** Incorporate parking management strategies in activity centers with stronger transit and bicylcing and pedestrian connections in order to better use limited land supply. One example of this type of activity center would be the downtown core area of Longmont. Parking management can include a number of techniques, such as paid parking, cash-out parking based on time, and unbundling of parking spaces from multi-family dwelling units.

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


YIELD


BNSF Railroad
287
66
McIntosh Lake
21st Ave
Francis St
17th Ave
Main St
BNSF Railroad
Mountain View Ave
Hover St
11th Ave
9th Ave
Lashley St
Alpine St
Pace St
75th St
Martin St
Longmont Municipal Airport
3rd Ave
Rogers Rd
Boston Ave
1st Ave
Airport Rd
BNSF Railroad
St Vrain Creek
Nelson Rd
Ken Pratt Blvd
Pratt Pkwy
Clover Basin Dr
Left Hand Creek
Pike Rd
Diagonal Highway
287
119




ENVISION LONGMONT

ENGAGING OUR COMMUNITY
PLANNING OUR FUTURE

# CITY OF LONGMONT

## Roadway Improvement Plan for Arterial Streets

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

0 0.5 1 2 Miles

Date: 5/3/2016

# TRANSIT SYSTEM

## About the System

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

## Transit Improvement Plan

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

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

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

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

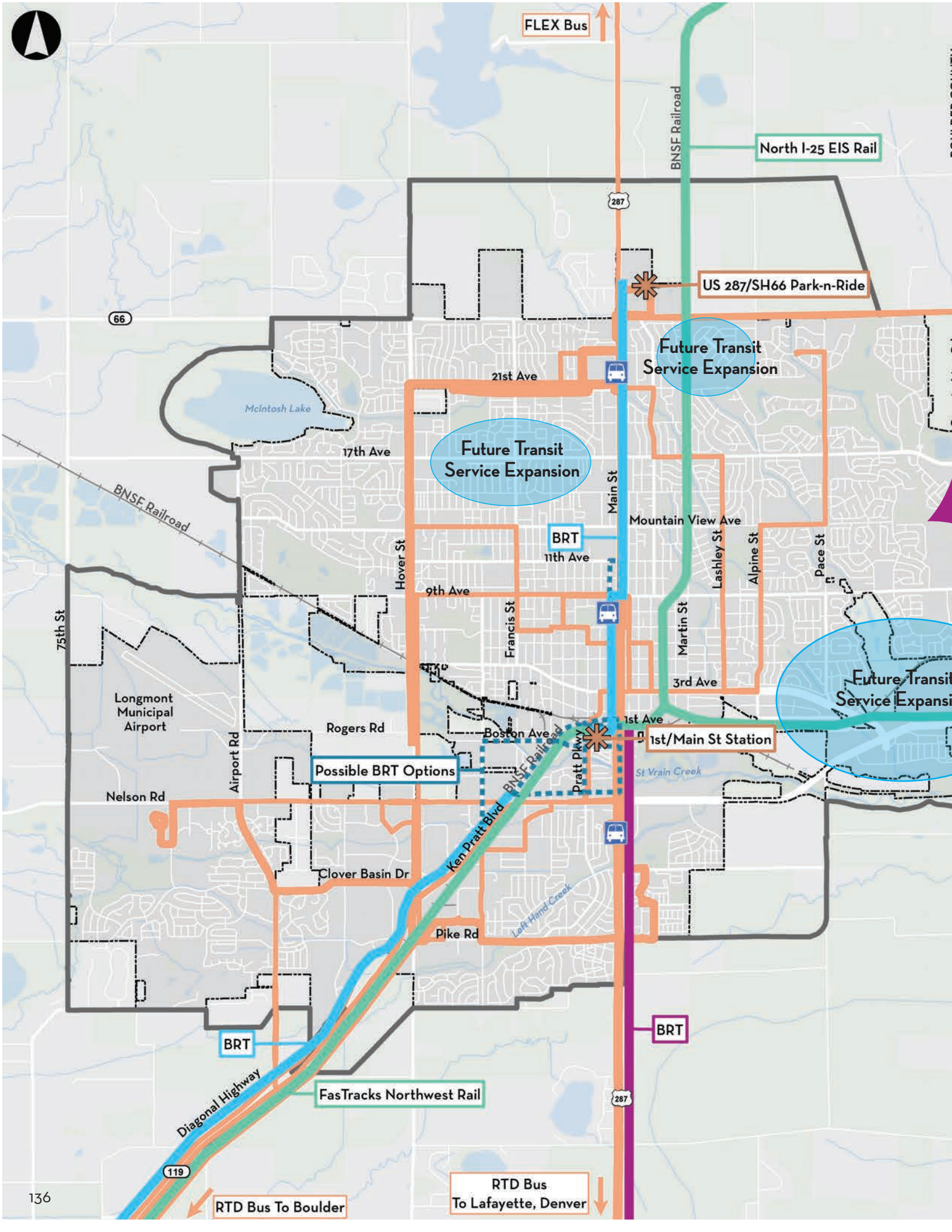
- **Extend Bus Service to Southeast Focus Areas -** Longmont will work with RTD to extend fixed-route bus service to the currently unserved southeast areas of the City, including the Sugar Mill and SH 119 Gateway focus area and to underserved north Longmont neighborhoods.

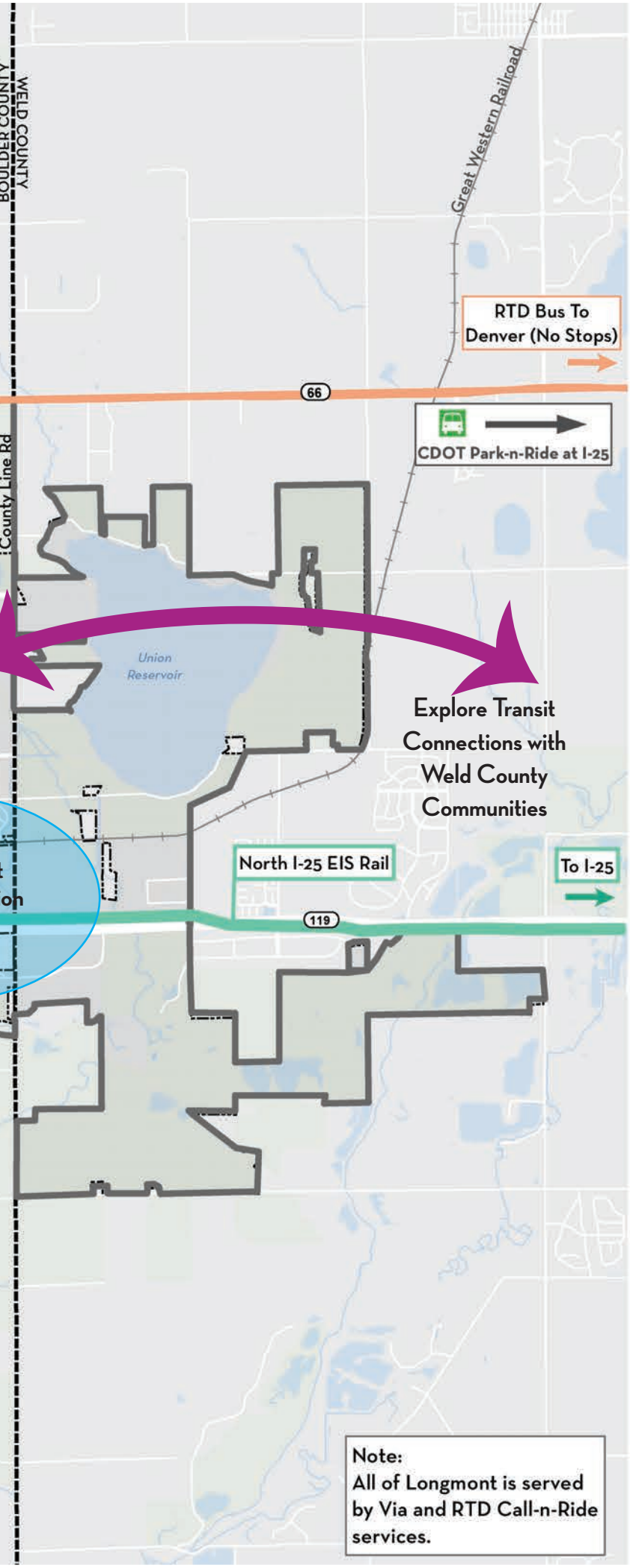
**Mid-range transit improvements** include:

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

**Long-range transit improvements** include:

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


FLEX Bus
BNSF Railroad
North I-25 EIS Rail
287
US 287/SH66 Park-n-Ride
66
Future Transit Service Expansion
21st Ave
Mcintosh Lake
17th Ave
Future Transit Service Expansion
Main St
BNSF Railroad
Mountain View Ave
BRT
11th Ave
Hover St
Lashley St
Alpine St
Pace St
9th Ave
75th St
Francis St
Martin St
3rd Ave
Future Transit Service Expansi
Longmont Municipal Airport
Rogers Rd
Boston Ave
1st Ave
1st/Main St Station
Airport Rd
Possible BRT Options
BNSF Railroad
Pratt Pkwy
St Vrain Creek
Nelson Rd
Ken Pratt Blvd
Clover Basin Dr
Left Hand Creek
Pike Rd
BRT
BRT
Diagonal Highway
FasTracks Northwest Rail
287
119
RTD Bus To Boulder
RTD Bus To Lafayette, Denver




ENVISION LONGMONT

ENGAGING OUR COMMUNITY PLANNING OUR FUTURE

# CITY OF LONGMONT

## Transit Improvement Plan

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

Existing Transit Service

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

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

0 0.5 1 2 Miles

Date: 07/25/2016

# BICYCLE SYSTEM

## About the System

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

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

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

## Bicycle Facilities Plan

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

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

## Three Types of Cyclists

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

**Bicycle facility types** identified on this plan include:

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

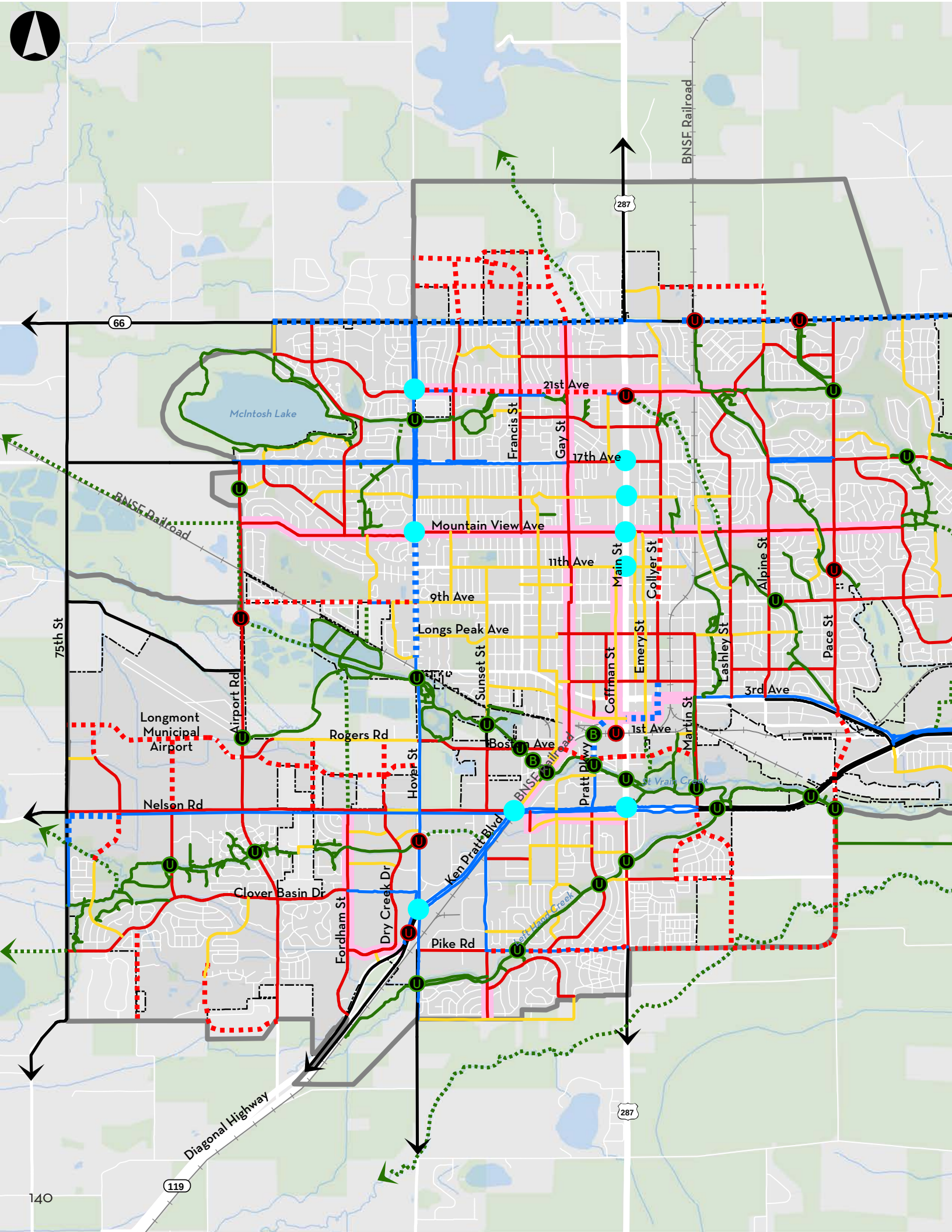
- **Sidepaths.** Sidepaths are detached or attached paths that are a minimum of eight-feet wide allowing for shared use by pedestrians and bicyclists. While sidepaths are not the preferred facility for many confident transportation-oriented cyclists they may be the optimal facility type for casual and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

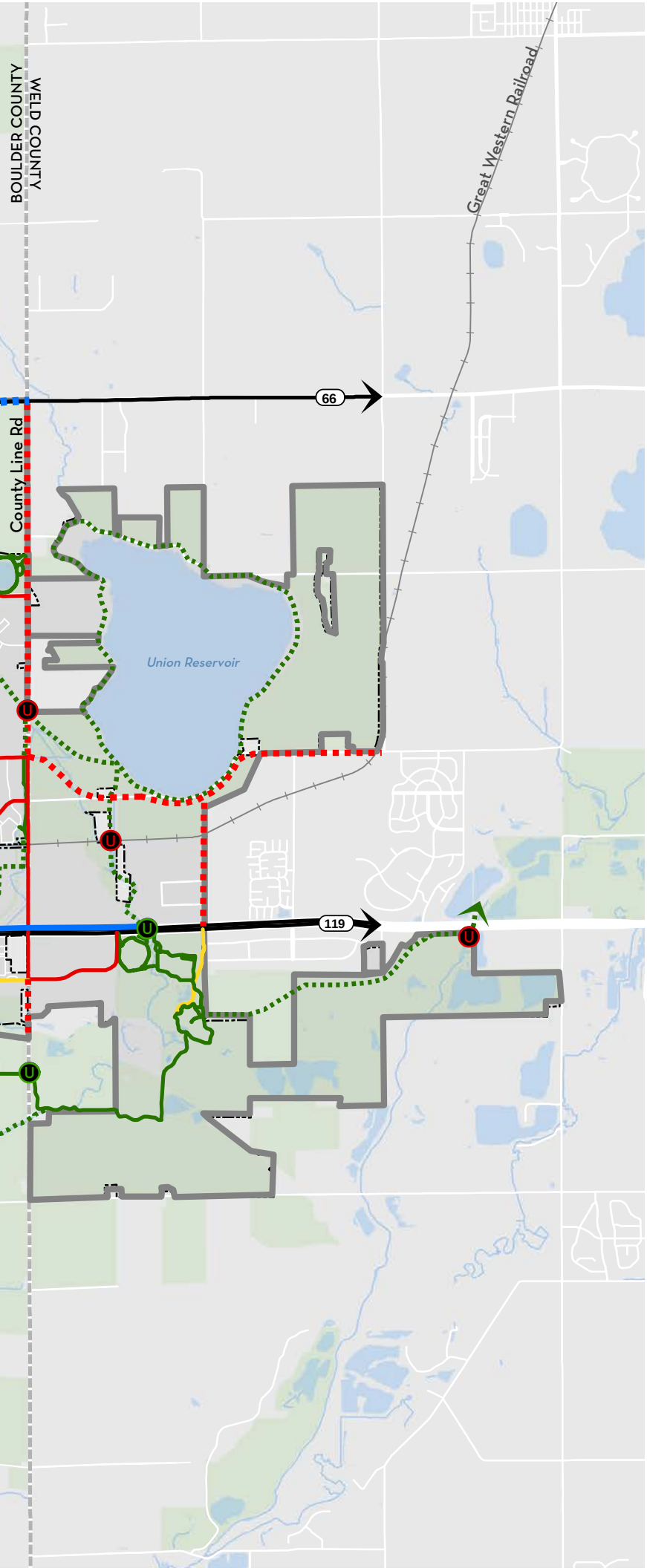
In addition to these facility types, the Bicycle Facilities Plan provides an indication for Future Enhanced Multi-Use Corridors on several streets and associated intersections in the City. Enhanced Multi-Use Corridors are those designated as key corridors warranting consideration of some special treatment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

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

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

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


BNSF Railroad
287
66
21st Ave
McIntosh Lake
Francis St
Gay St
17th Ave
BNSF Railroad
Mountain View Ave
11th Ave
Main St
Collyer St
Alpine St
9th Ave
75th St
Longs Peak Ave
Sunset St
Coffman St
Emery St
Lashley St
Pace St
3rd Ave
Airport Rd
Longmont Municipal Airport
Rogers Rd
Boston Ave
1st Ave
Martin St
Hover St
BNSF Railroad
Pratt Pkwy
St Vrain Creek
Nelson Rd
Ken Pratt Blvd
Clover Basin Dr
Dry Creek Dr
Fordham St
Left Hand Creek
Pike Rd
Diagonal Highway
119
287




ENVISION LONGMONT
ENGAGING OUR COMMUNITY
PLANNING OUR FUTURE

# CITY OF LONGMONT

## Bicycle Facilities Plan

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

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

0 0.5 1 2 Miles

Date: 07/14/2016

# PEDESTRIAN SYSTEM

## About the System

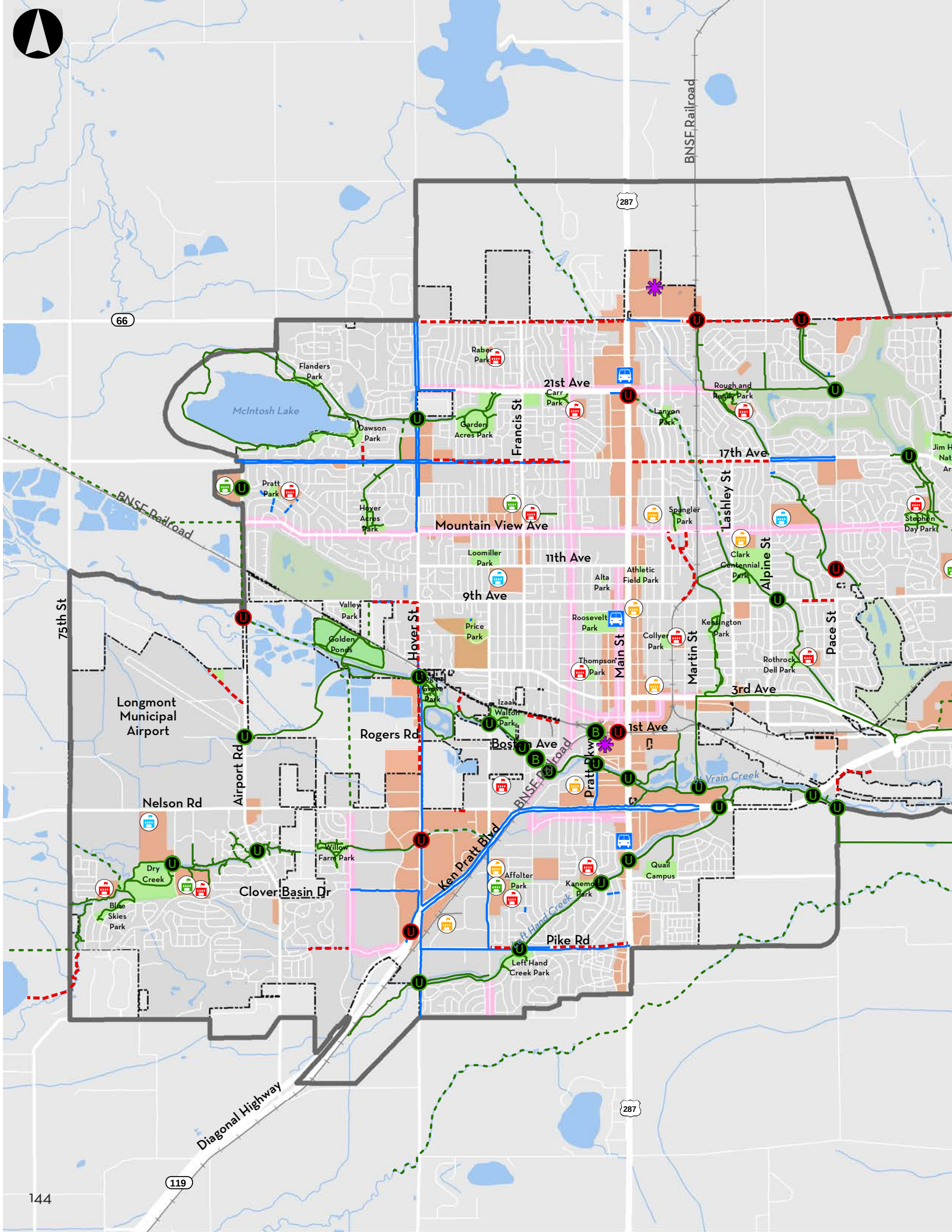
The pedestrian element of the plan for Longmont is aimed at providing sidewalks and paths to accommodate pedestrians throughout the City, while focusing on development of high quality pedestrian accommodations where pedestrian activity is currently high or is expected to be high in the future.

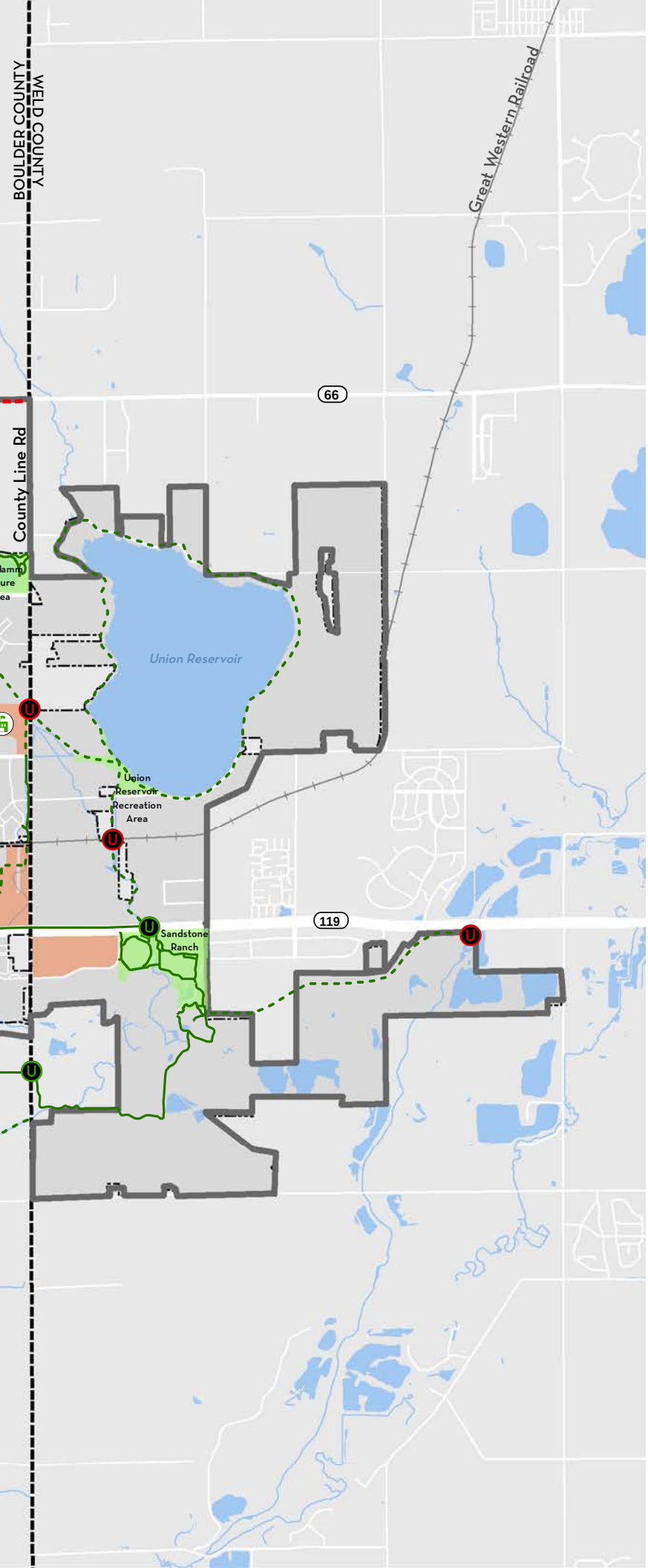
Appropriate sidewalks are incorporated in the City's street standards for all street types and sidewalks are currently provided on a large majority of streets throughout Longmont. However, there are missing sidewalk segments found throughout the City and a goal is to fill these gaps with sidewalks that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

## Pedestrian Plan

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


2:00 AM
TO 5:00 AM
2 HR
PARKING
8:00 AM
TO 6:00 PM
WEEKDAYS


BNSF Railroad
287
66
Raber Park
Flanders Park
McIntosh Lake
Dawson Park
Garden Acres Park
21st Ave
Carr Park
Francis St
Rough and Ready Park
Lanyon Park
17th Ave
Lashley St
Jim H Nat Ar
Pratt Park
Hover Acres Park
Mountain View Ave
Spangler Park
Stephen Day Park
Loomiller Park
11th Ave
Clark Centennial Park
Alpine St
Athletic Field Park
Alta Park
9th Ave
Valley Park
Golden Ponds
Hover St
Price Park
Roosevelt Park
Kensington Park
Collyer Park
Pace St
75th St
Thompson Park
Main St
Martin St
Rothrock Dell Park
3rd Ave
Longmont Municipal Airport
Izaak Walton Park
Rogers Rd
1st Ave
Boston Ave
Pratt Pkwy
Vrain Creek
BNSF Railroad
Airport Rd
Nelson Rd
Willow Farm Park
Ken Pratt Blvd
Quail Campus
Dry Creek
Affolter Park
Kanemoto Park
Clover Basin Dr
Blue Skies Park
Left Hand Creek
Pike Rd
Left Hand Creek Park
Diagonal Highway
119
287




ENVISION LONGMONT
ENGAGING OUR COMMUNITY
PLANNING OUR FUTURE

# CITY OF LONGMONT

## Pedestrian Plan

### Pedestrian Activity Centers

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

### Pedestrian Facilities

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

### Future Facilities

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

0 0.5 1 2 Miles

Date: 07/13/2016

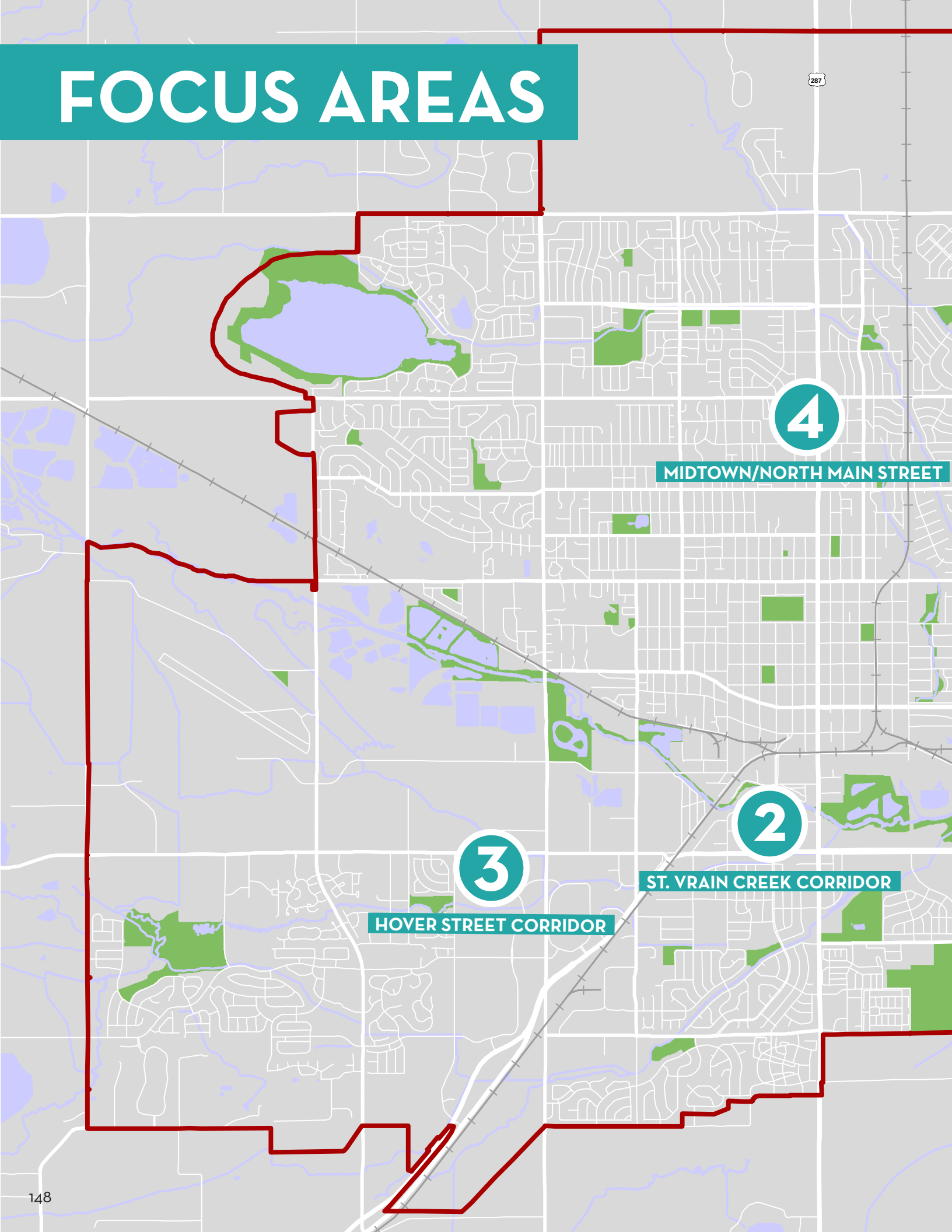
# Focus Areas

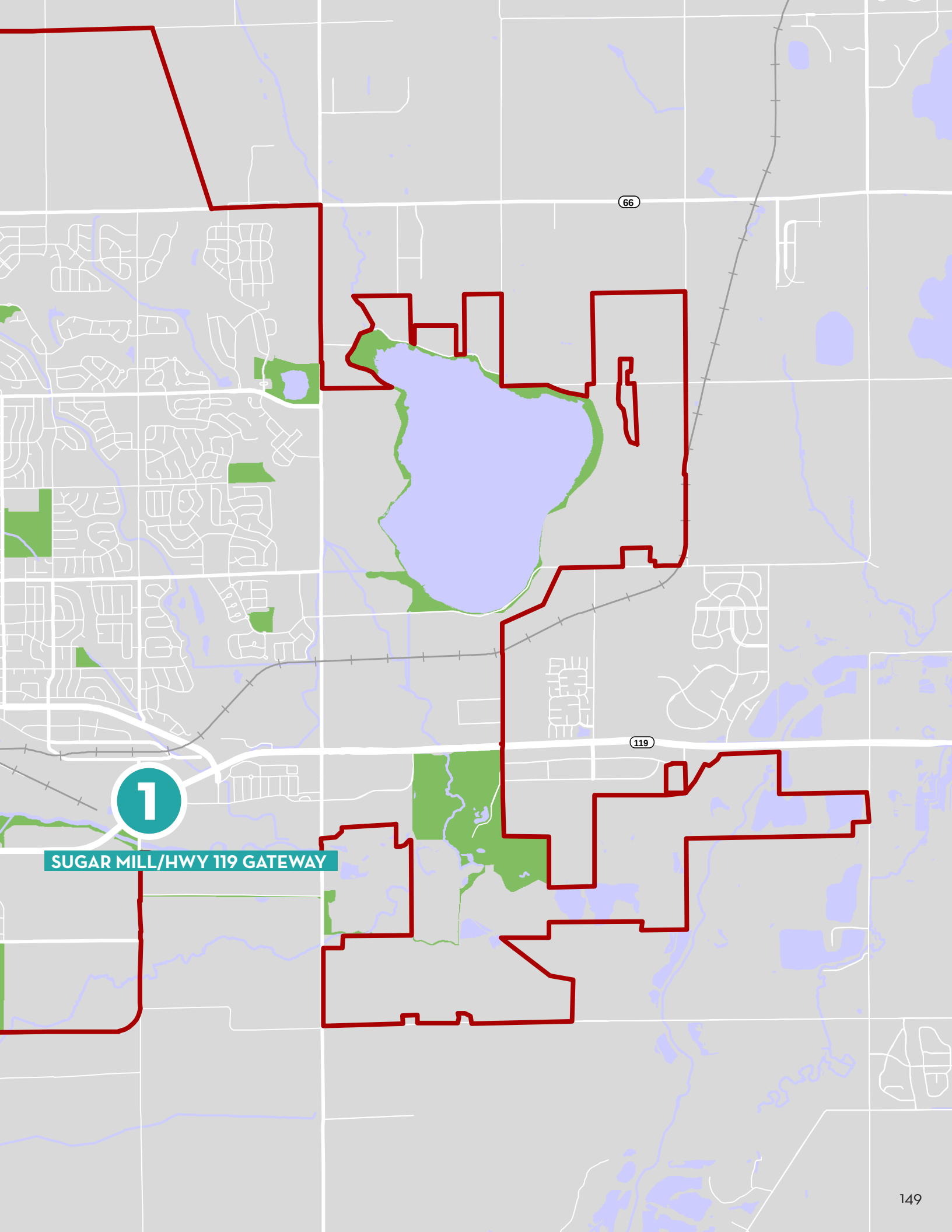
**Four Focus Areas were identified as part of the Envision Longmont process as areas offering the greatest opportunity to accommodate future development:**

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

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

# FOCUS AREAS


287
4
MIDTOWN/NORTH MAIN STREET
2
ST. VRAIN CREEK CORRIDOR
3
HOVER STREET CORRIDOR


66
119
1
SUGAR MILL/HWY 119 GATEWAY

# SUGAR MILL/HIGHWAY 119 GATEWAY

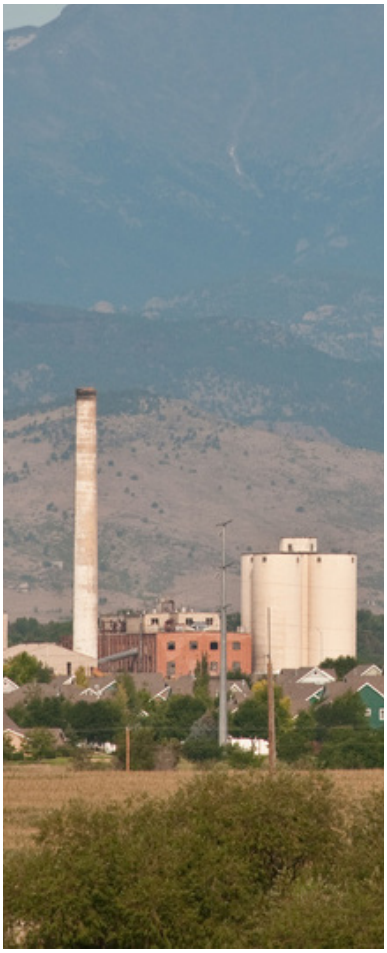
1

## ISSUES AND OPPORTUNITIES

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

## RELATED PLANS AND STUDIES

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



## FUTURE LAND USE AND MULTIMODAL PLAN

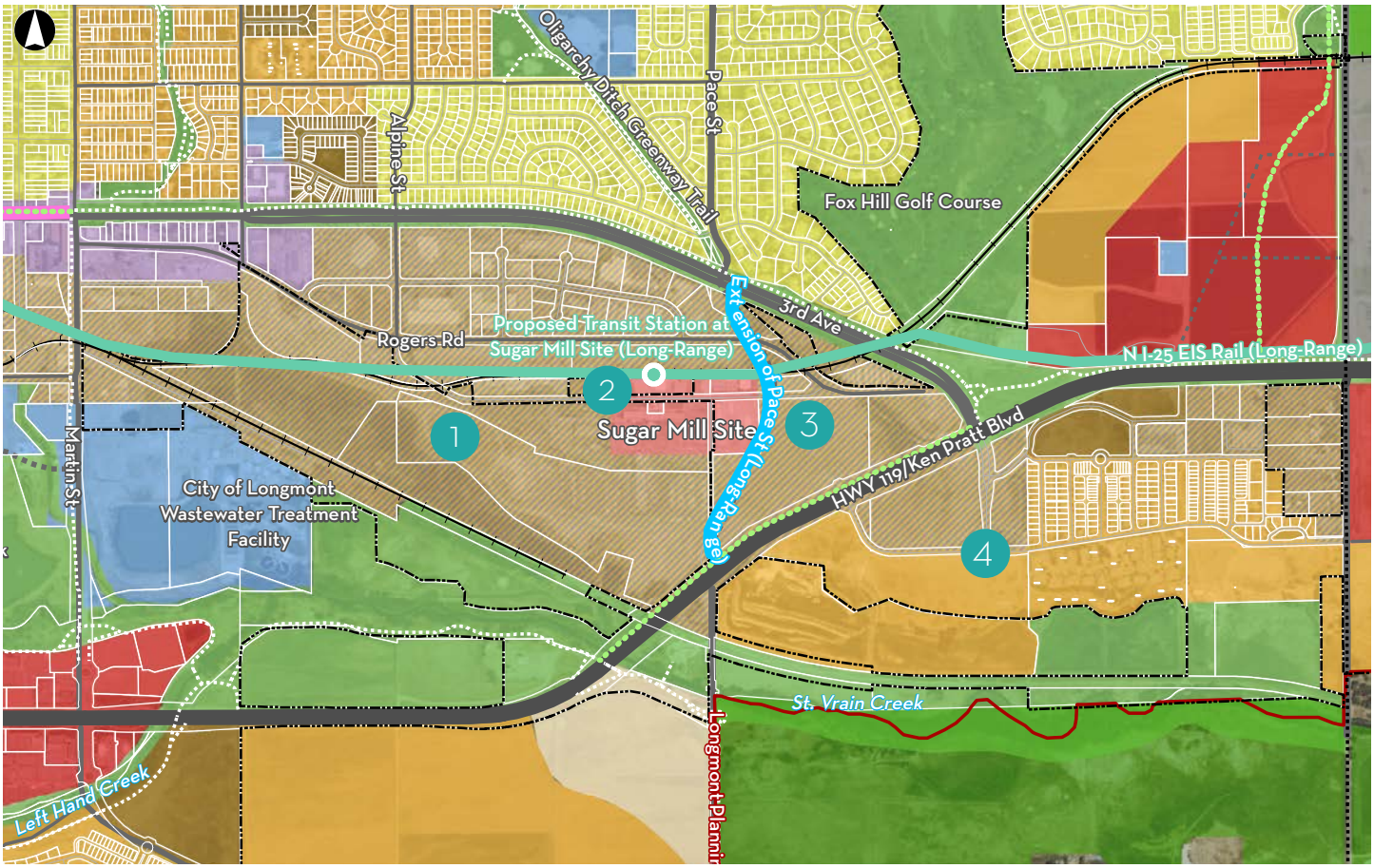
1. This Focus Area is contemplated as a vibrant Mixed Employment area that includes both high-density residential and supporting services.
2. Adaptive reuse of the mill building is envisioned as an anchor for a new Neighborhood Center accessible via a future Pace Street extension and ultimately, via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

**LEGEND**

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

## CURRENT CONDITIONS AND INFLUENCING FACTORS


## FUTURE LAND USE AND MULTIMODAL PLAN



# ST. VRAIN CREEK CORRIDOR

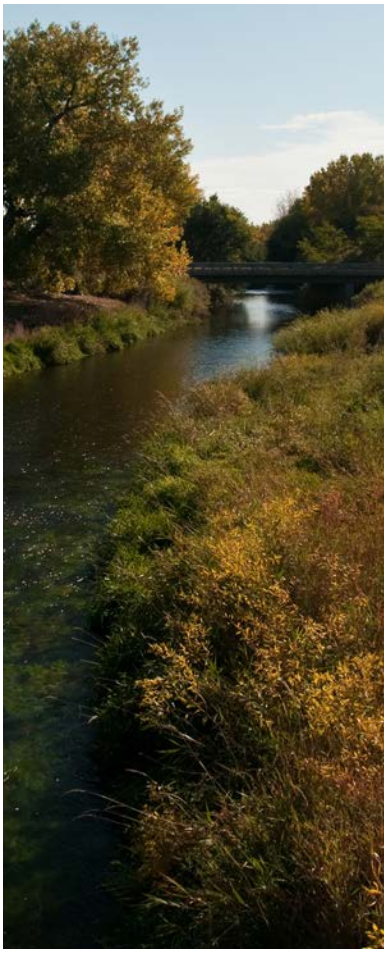
2

## ISSUES AND OPPORTUNITIES

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

## RELATED PLANS AND STUDIES

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



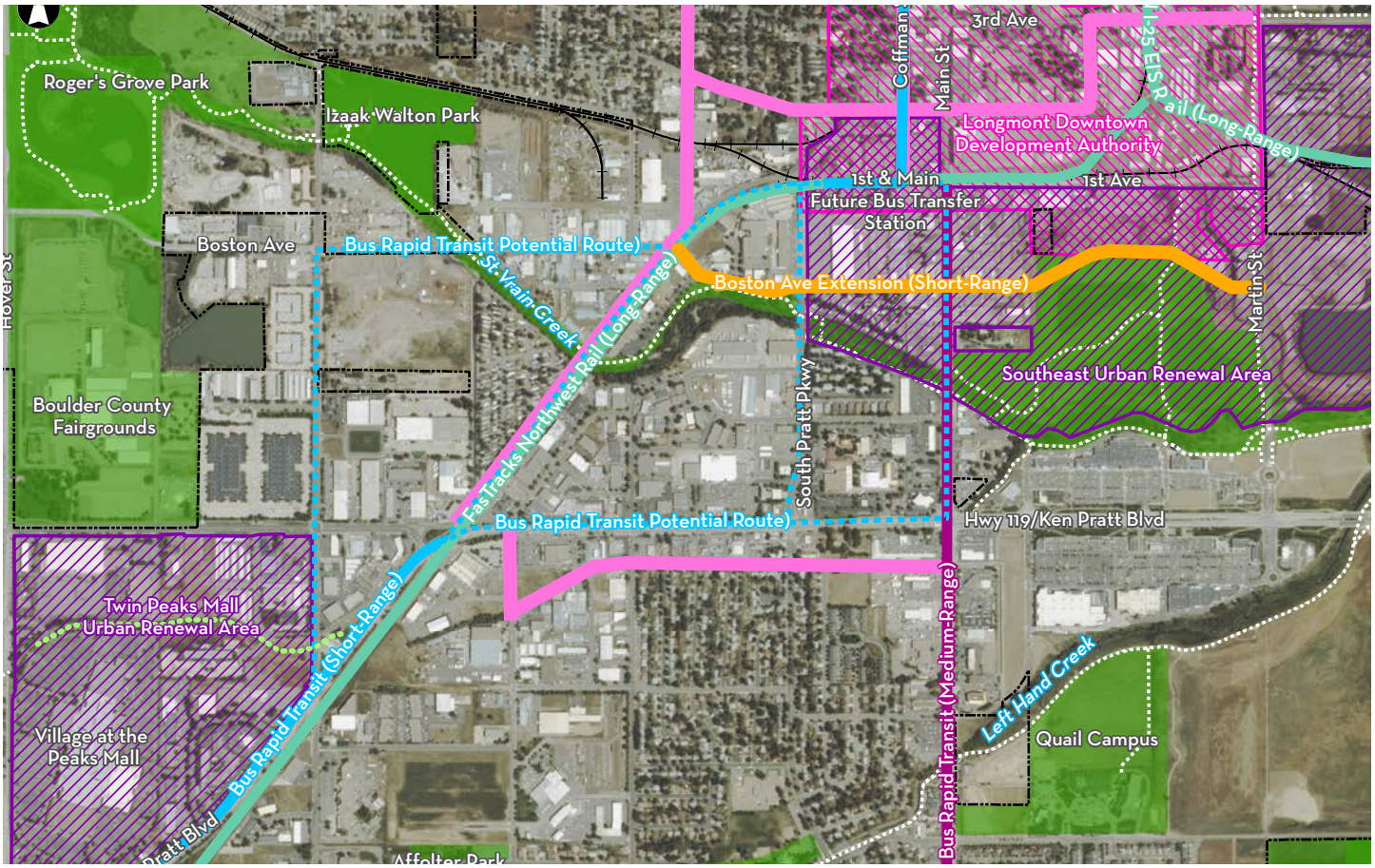
## FUTURE LAND USE AND MULTIMODAL PLAN

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

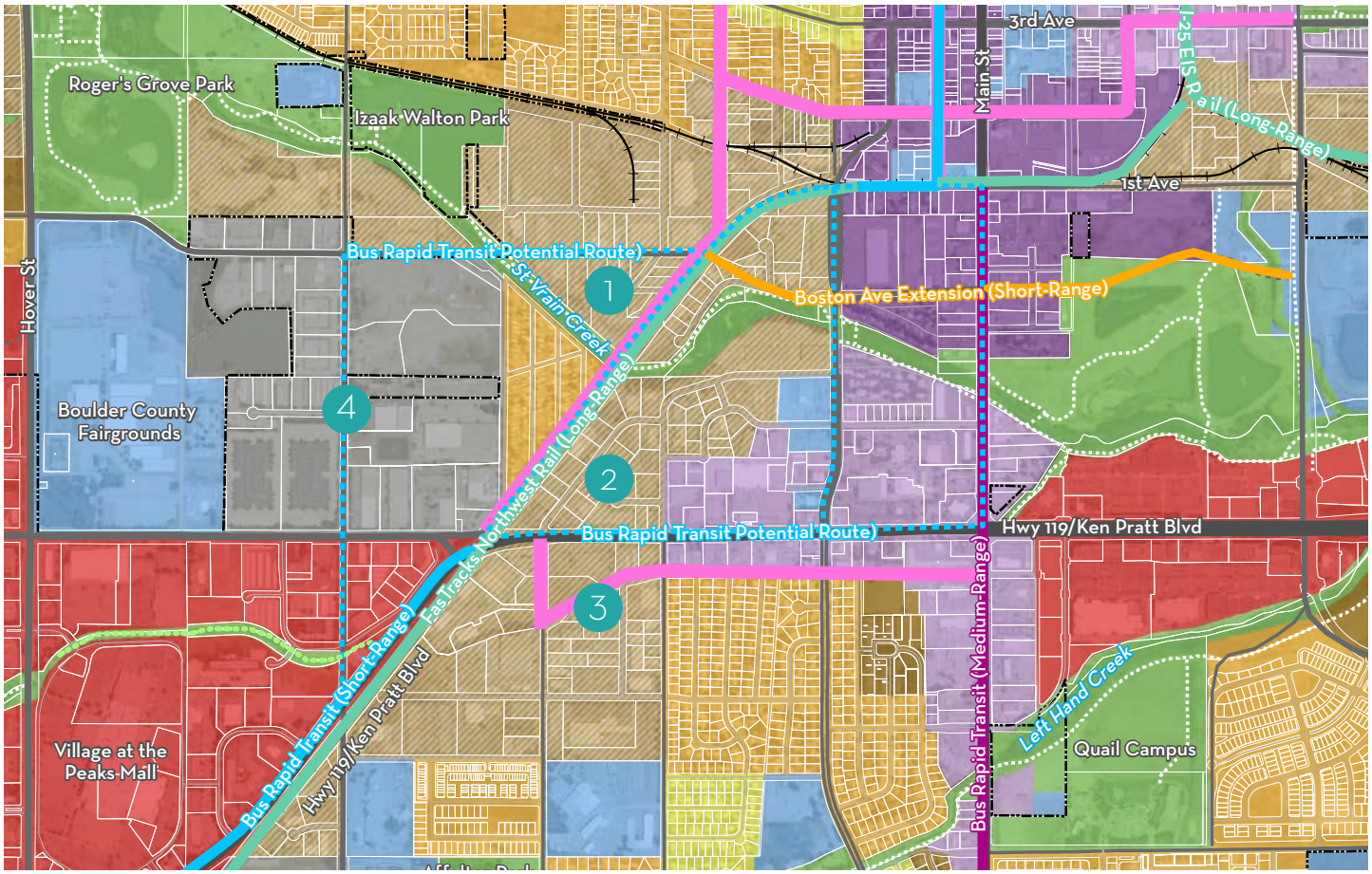
**LEGEND**

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

## CURRENT CONDITIONS AND INFLUENCING FACTORS




## FUTURE LAND USE AND MULTIMODAL PLAN



# HOVER STREET CORRIDOR

3

## ISSUES AND OPPORTUNITIES

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

## RELATED PLANS AND STUDIES

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

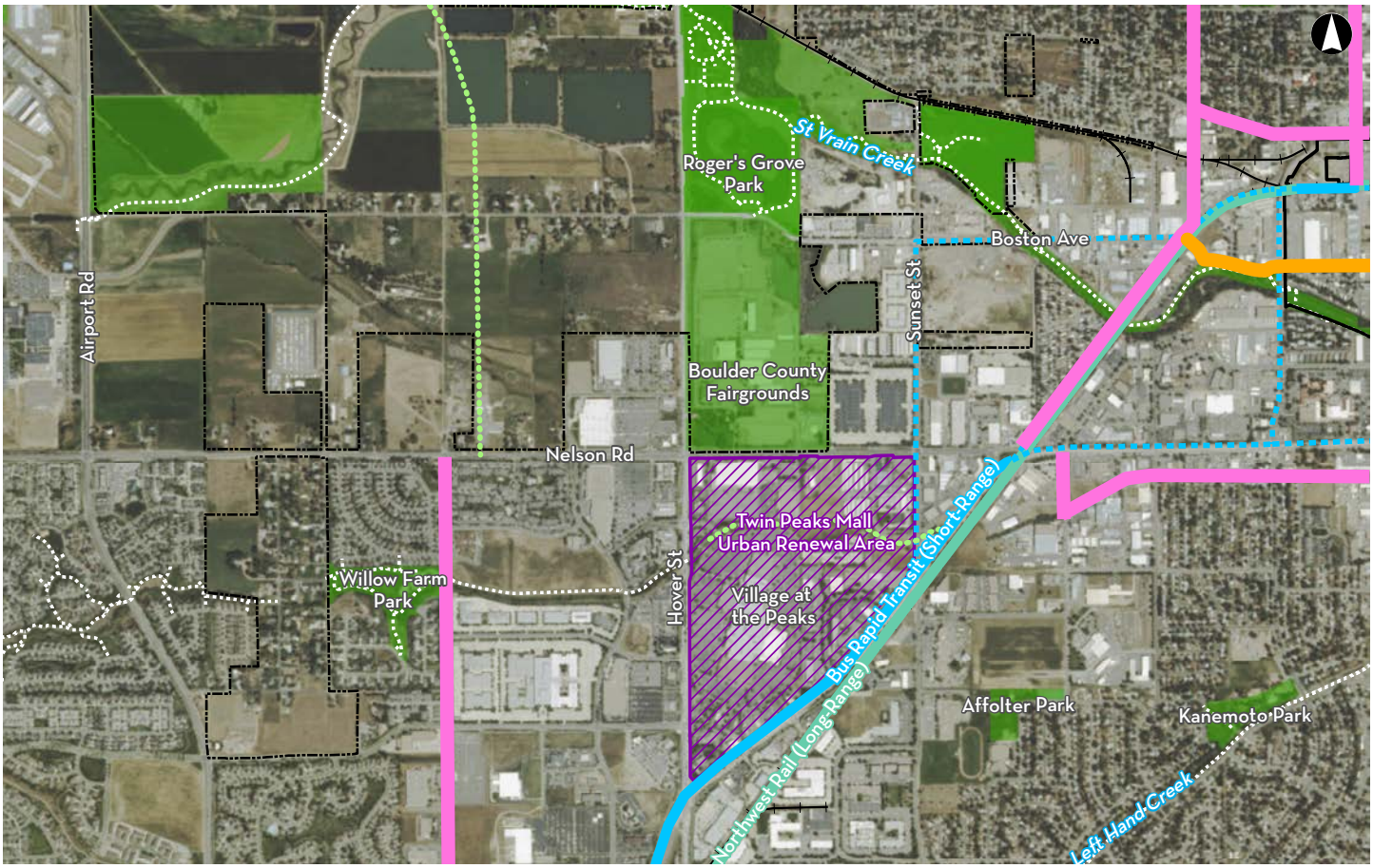
## FUTURE LAND USE AND MULTIMODAL PLAN

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

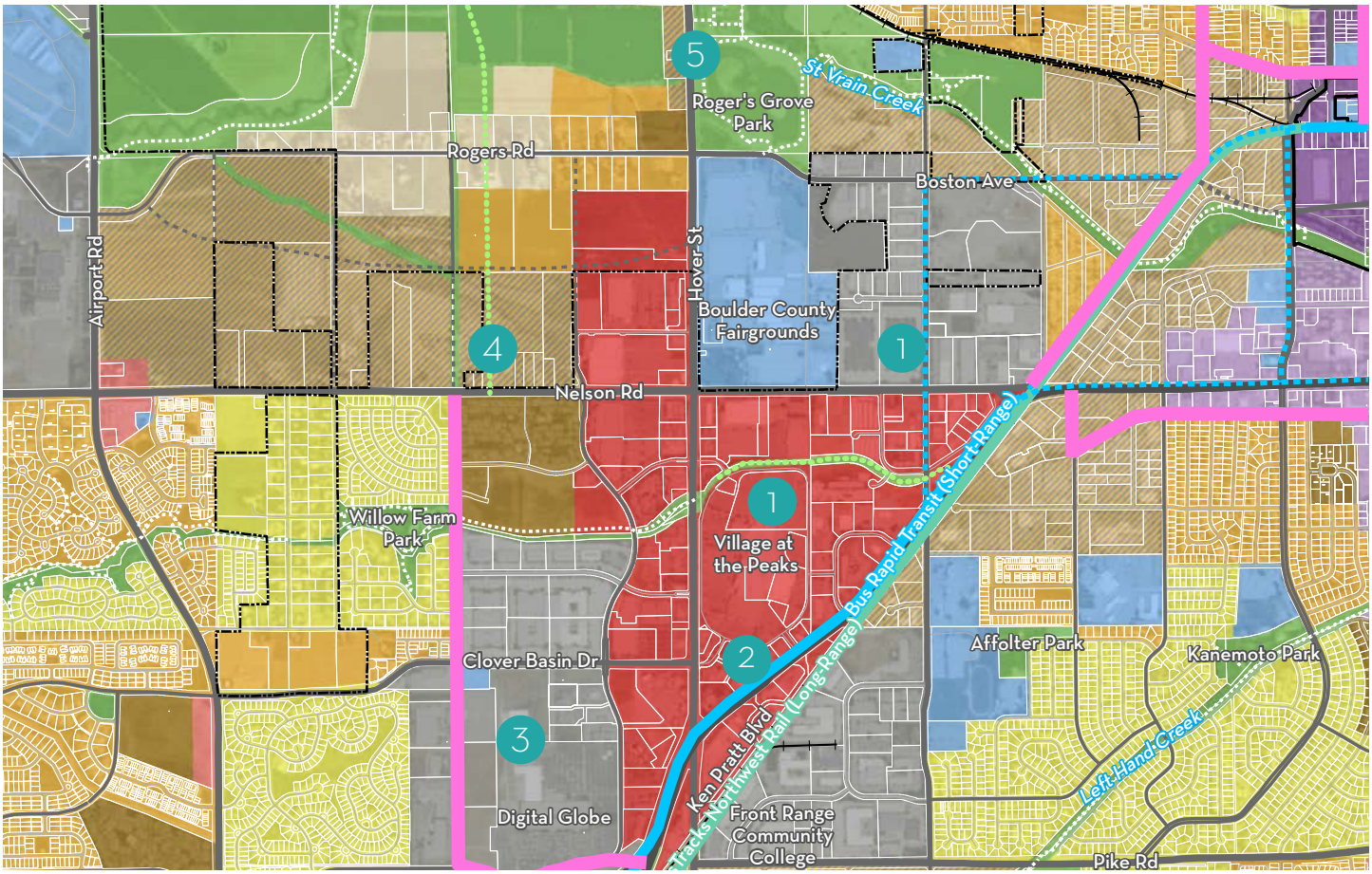
**LEGEND**

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

## CURRENT CONDITIONS AND INFLUENCING FACTORS




## FUTURE LAND USE AND MULTIMODAL PLAN



# MIDTOWN/ NORTH MAIN STREET

4

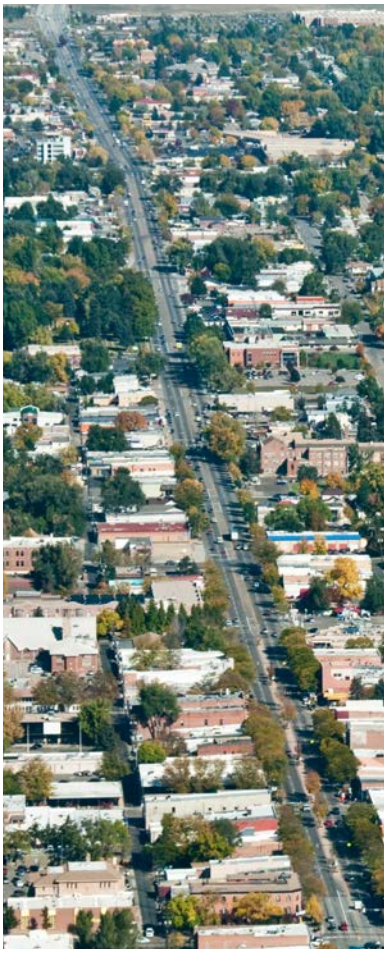
## ISSUES AND OPPORTUNITIES

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

## RELATED PLANS AND STUDIES

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

## FUTURE LAND USE AND MULTIMODAL PLAN

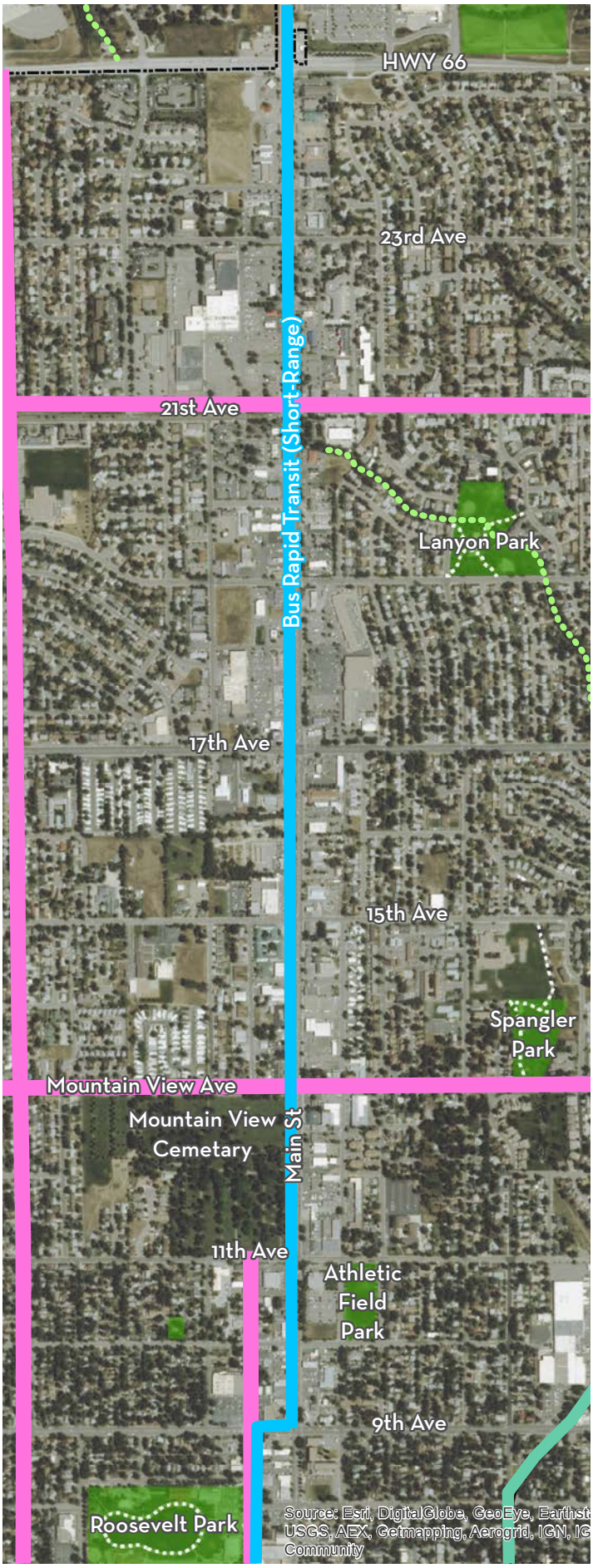


1. Revitalization of the corridor should be encouraged over time, both through the adaptive reuse of existing structures and through infill and redevelopment of larger sites.
2. The incorporation of a broader mix of uses and higher density development is desired to expand housing options within the City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

**LEGEND**

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

## CURRENT CONDITIONS AND INFLUENCING FACTORS




## FUTURE LAND USE AND MULTIMODAL PLAN