

**Weld County-Related Language in the *Longmont Area Comprehensive Plan (LACP)*
January 15, 2008**

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

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

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

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

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

- A. Funding for capital improvements necessary to serve the area either will comply with the City’s timetable for such expenditures or will be the responsibility of the persons requesting annexation as contained in a negotiated annexation agreement.
- B. Revenues generated by the proposed use, once added to the overall revenues of the City, will aid in providing the required levels of services.
- C. The City has planned the area in advance of development for land use and transportation, and the proposed use is in accordance with that neighborhood planning area. In limited situations when City Council finds that the annexation is in the best interests of the City, land use planning can occur concurrently with the annexation.

- D. The City Council has conducted a referral review and concluded that the proposed annexation provides exceptional benefits to the City over and above meeting City requirements.
- E. The goals, policies, and strategies of the Longmont Area Comprehensive Plan are met.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

POLICY E-2.4: Encourage wetlands preservation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Strategy RG-4.1(a): Use the Metro Vision 2020 tracking system to monitor the City’s development so that it is consistent with the urban area the City has agreed upon as part of *Metro Vision 2020*.