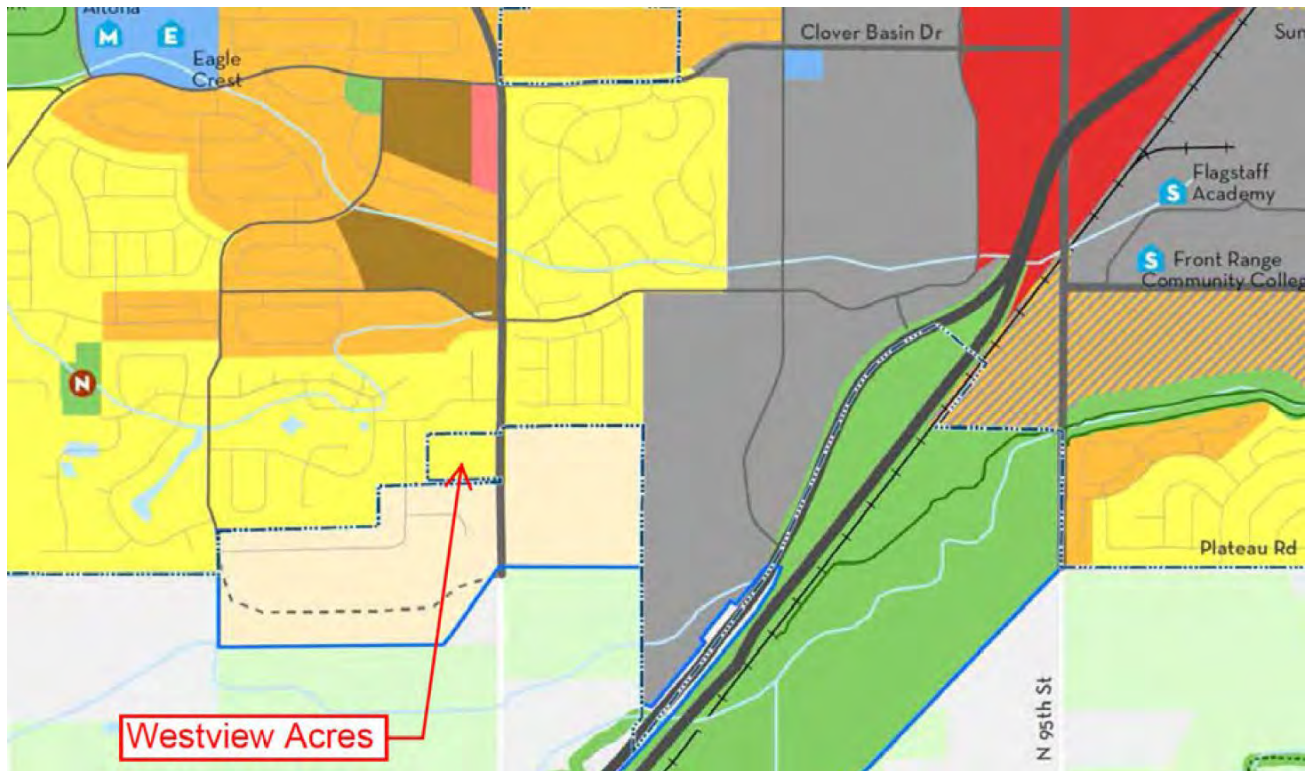


March 14 2024

Westview Acres Preliminary Plat  
DV-PLAT-23-00009: Submittal 2 Cover Letter

We respectfully request approval of the Preliminary Plat for the Westview Acres subdivision. The property was approved for annexation and R-SF zoning on December 20 2022 - recorded April 20 2023. The subdivision is 6.83 acres and as proposed consists of 24 lots.



**Context: Existing Uses, Zoning & Comprehensive Plan.** Westview is bounded on the west and north by Somerset Meadows subdivision; on the east by Airport Road in the City of Longmont; and on the south by the Summerlin Subdivision in Boulder County. The property has a total area of 6.83 acres, subdivided into two lots, each with one residence. Lot 1 (east) and Lot 2 (west) were designated R-SF in conformance with the Longmont Comprehensive Land Use Plan at the time of annexation. Somerset Meadows (west and north) has the same zoning designation. Summerlin consists of large lots zoned Rural (R-R).

**Preliminary Plat.** The Westview Preliminary Plat as submitted in this application contains 24 lots on the 6.83ac property. The approved Annexation Concept Plan contained 22 single family lots. A Concept Plan Amendment with 24 lots (3.5du/ac) has been submitted concurrently for approval by the City Council. The Concept Plan amendment of 24-lots was presented at the Preliminary Plat neighborhood meeting on April 25 2023. The Concept Plan Amendment and Preliminary Plat maintain the perimeter buffer treatment and lotting pattern approved at annexation. The IZO requirements for a minimum of 12% affordable housing (3 units) will likely be met with offsite units or fee in lieu. The project will conform to the R-SF standards and the intent is to develop the project in one construction phase.

**Circulation.** Primary access to the neighborhood is from Airport road at the southeast corner of the property in alignment with the proposed Somerset Village entrance on the east side of Airport

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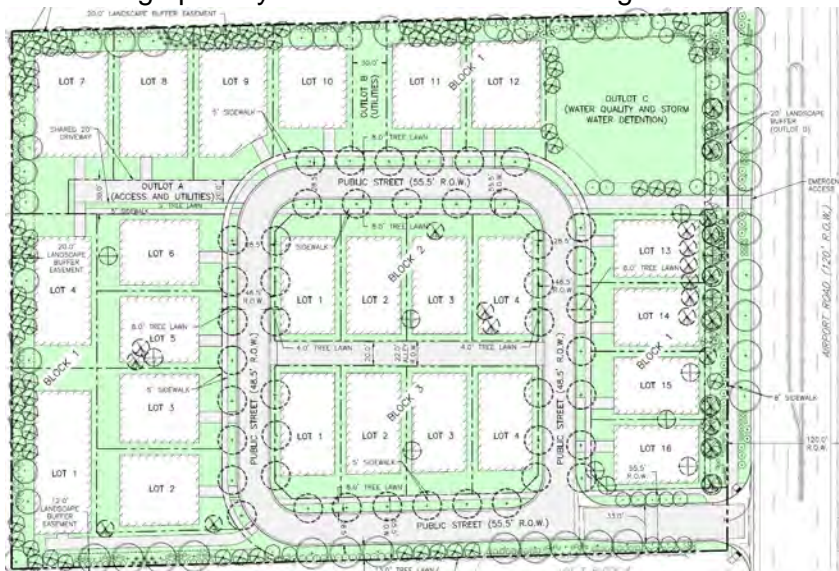
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Road. A gated, emergency vehicle access is located adjacent the water quality pond to the north. The lots are arrayed on an internal street loop with tree lawn; and the removal of the two existing homes as part of the 24-lot plan.

Street Right of Way Design. The internal street system of Heatherhill Circle and Somerset Drive consists of a 55.5' right of way for the East-West (E-W) street segments and a 46.5' right of way for the North-South (N-S) street segments. The E-W segments will have treelawns and parking on each side; and the N-S segments will have a treelawn, sidewalk and parking on one side. An exception has been requested for the N-S right of way variance. There are no access points to adjacent neighborhoods.

Westview Preliminary Plat Land Use Table		
Common Area	Acres	Percentage
Out Lot A - Access & Utility	0.11553	1.69%
Out Lot B - Utility	0.17825	2.61%
Out Lot C - Water Quality Pond	0.60723	8.89%
total	0.90101	13.19%
Right of Way		
Street - Interior Loop	1.62055	23.73%
total	1.62055	23.73%
Total Right of Way & Common Area	2.52156	36.92%
Total Lotting Area	4.30844	63.08%
Total Area	6.83000	100.00%

**Compatibility.** Westview is planned as a walkable neighborhood and with elements designed to create a compatible relationship with the adjacent Longmont subdivisions which share the same residential single-family residential zone: R-SF. The Westview development homes will conform to the R-SF zone standards for architecture and lot dimensions. The project has perimeter landscape buffers designed as a more robust variant of the City Code Buffer 'B' standard. The buffers include a solid wood 6' high privacy fence similar to the existing fence on the Summerlin property line.



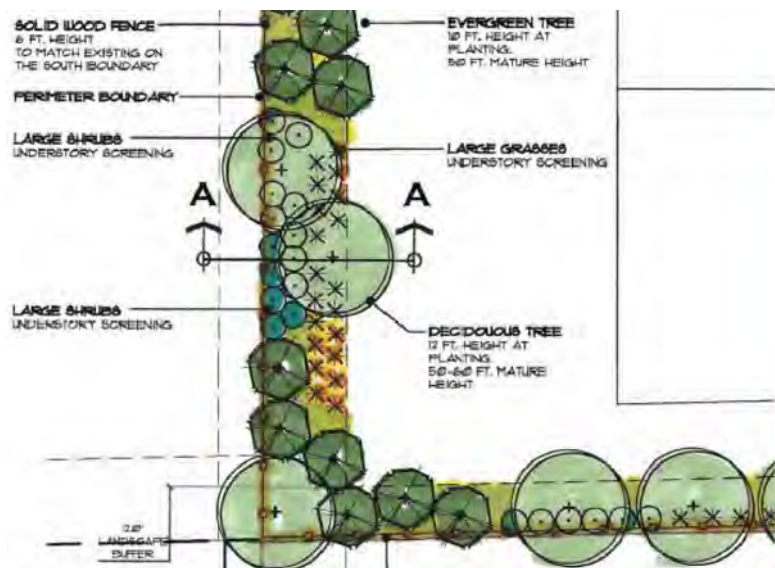
Westview Acres Concept Plan – 24 Lots

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Buffer Treatments

- South Boundary. The homes in the south part of the project are separated from the Summerlin subdivision by Somerset Drive - a 55.5' right of way; including a 12' landscape buffer along the property line and frontyard setback. The distance between the existing Summerlin houses to the south and Westview homes is estimated at 165' to 184'.
- West Boundary. The homes are separated from the Somerset Meadows subdivision lots by a 20' landscape buffer and setback. The homes will side-on and the lots match-up in width with the Somerset Meadows lots - ranging from 10,129sf to 17,160sf.
- North Boundary. The homes on the north property line have a 20' landscape buffer adjoining an existing 80' open space/utility easement which separates Westview from the Somerset Meadows subdivision to the north. The distance between the existing houses to the north in Somerset Meadows and the Westview houses is estimated at 121' to 194'.
- East Boundary. The 20' required arterial landscape buffer extends along the east side of the project (utilizing preserved mature trees and shrubs) adjacent the 20' landscaped Airport Road right of way.



Landscape Buffer Typical

**Water, Sanitary Sewer, Storm Sewer & Public Safety Services.** The property will be served by and developed to City of Longmont standards for water, sanitary sewer, power and public safety services. A looping water system ties to the water main on Glen Eyre to the north at Airport Road and across the open space easement as planned. The subdivision will be connected to the sanitary sewer stub located in the utility easement adjacent the north property line. The septic systems serving the existing houses will be abandoned and mitigated at the time the houses are removed. The drainage system will connect to a water quality/detention pond in the northeast corner of the property where runoff will be filtered and flow to the existing regional storm water system in the open space to the north. Power by LPC will be connected from the northeast corner.

**Development Standards.** Westview development will conform to the City Zoning standards for R-SF. The lots range from 6,231sf to 17,160sf in size. Smaller lots are located in the internal block and along Airport Road; with larger lots adjacent the north and west property line.



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**Preliminary Plat Core Review Criteria (15.02.050.B)**

1. The application is consistent with the comprehensive plan and the purpose of the code and zoning district; conforms to any previously approved concept plan, preliminary plat, or PUD overall development plan; and complies with all applicable statutes, codes, ordinances and regulations.
  - *Analysis. The design of the Westview Acres Subdivision Filing No. 2 preliminary plat conforms with the comprehensive plan and zoning district (R-SF) use and development standards. The preliminary plat includes an additional 24 lots. The plan for Westview complies with the Envision Longmont goals & policies as it contributes to a diversified housing mix, sustainable cost/benefit, affordable housing, transit and developing underutilized properties in Longmont Planning Area's along major corridors. The project will assist in achieving portions of Longmont's Comprehensive Plan Goals & Policies.*

**GP1: Livable Centers, Corridors & Neighborhoods**

- 1.1 Embrace an Efficient and Compact Pattern of Growth
  - 1.1A Growth Management; 1.1B Infill & Redevelopment; 1.1C Intergovernmental Coordination; 1.1D Three Mile Area
- 1.2 Promote a Sustainable Mix of Land Uses
  - 1.2A Overall Mix of Uses; 1.2D Development Types; 1.2E Mix of Housing Types; 1.2F Higher Density Housing;
- 1.3 Maintain and Enhance the Character of Established Neighborhoods
  - 1.3A Neighborhood Character;
- 1.4 Focus Infill on Centers, Corridors & Other Areas of Change  
Encouraging the consolidation and assemblage of properties to improve and coordinate the redevelopment of blocks or segments of centers and corridors, rather than employing a property-by-property approach;
  - 1.4C Transit Supportive Development;
  - 1.4F Relationship to Surrounding Neighborhoods
- 1.6 Provide, Maintain & Enhance Public Infrastructure, Facilities, and Services to meet the Changing Needs of the Community;
  - 1.6E Planning for the future integration of public improvements

**GP2: A Complete Balanced and Connected Transportation System**

- 2.1 Integrate Land Use and Transportation Planning to Enhance the Overall Quality of Life in the city
  - 2.1B Transit-Supportive Development

**GP3: Ensure there are Affordable and Accessible Housing Options that Meet the Needs of Residents of all Ages, Abilities, and Income Levels.**

- 3.1 Housing Options - Allowing for a mix of housing types and sizes.
2. The application complies with applicable city standards, including for street and utility design and layout, and adequate utilities are available or will be provided for appropriate urban-level services.
    - *Analysis. Adequate utilities are available to provide appropriate urban-level services. The design of the utilities and street standards are compliant with the exception of the two N-S segments of the interior street loop which are designed with a reduced street section (46.5') with parking to one side which an exception request has been submitted.*

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3. The application proposes development compatible with surrounding properties in terms of land use, site and building layout and design, and access.
  - *Analysis. The proposed neighborhood is compatible with surrounding properties as previously approved in the annexation. The single-family detached residential is the same zone (R-SF) as the surrounding City of Longmont subdivision. The building layout is arranged to allow a one-to-one lot width relationship adjacent the closest existing lots on the west with a landscape buffer. A landscape buffer and entry drive create a major building to building setback on the south; and a buffer and open space/utility tract create a major building to building setback on the north. The plan as designed will not affect surrounding properties, the natural environment, existing or planned city transportation, utility services or facilities. The residential lots have been sized and located within the plan to provide a walkable neighborhood setting and a compatible relationship with adjacent neighborhood lots while meeting City R-SF standards. The lots along the west property line average .45 acre in size and align with the property widths of the existing lots to the west. The lots along the north property line have 20' rearyard setbacks adjacent the 80' drainage easement open space. The closest building to building distance from the existing houses to the north and the new houses at Westview along the north property line is estimated at 121' and the greatest building to building distance is estimated at 194'. There is a 55.5' wide internal drive right of way along the south property line combined with a 12' landscape buffer on the south side of the drive with no sidewalk adjacent the rearyard of the Summerlin lots. The building-to-building distance from the existing houses to new houses at Westview is estimated at 165' to 184'.*
4. The application will not adversely affect surrounding properties, the natural environment, existing or planned city transportation, or utility services or facilities, or the adverse impacts of the use will be mitigated to the maximum extent feasible.
  - *Analysis. The preliminary plat as designed will not affect surrounding properties, the natural environment, existing or planned city transportation, utility services or facilities. The surrounding properties consist of the same single family residential use and no direct street access is planned from Westview into adjacent neighborhoods. Access to Westview is planned from Airport Road at a point meeting the City major arterial intersection spacing standard which aligns with the proposed entry to Somerset Village on the east side of Airport Road. The Natural Resource Habitat Plan indicates there is negligible natural habitat on the property - no raptor nests or endangered species that the proposed use could adversely impact. Existing utilities were planned prior to connect to serve property and no adverse impacts to utility capacity, public safety services or the St Vrain School District are anticipated.*
5. The application includes an appropriate transportation plan, including multi-modal transportation access, and is integrated and connected, where appropriate, with adjacent development through street connections, sidewalks, trails and similar features.
  - *Analysis. The transportation plan and street system are appropriate. Westview fronts on Airport Road – an arterial planned for four through lanes with bike lanes/trails and sidewalks. The Multi-modal Transportation Plan and street system are appropriately scaled to the proposed Westview neighborhood with an integrated sidewalk system that connects to Airport Road and extends to the north to Glenneyre Drive. The primary*

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*access for Westview is proposed at the south end of the property where a full movement intersection aligning with the access point at Kanemoto Estates on the east side of Airport Road would be improved. A secondary access is provided to the north with a right-in/right-out only intersection.*

**Review Criteria for All Application Types (15.02.055)**

1. The application is consistent with the comprehensive plan and the purpose of the code and zoning district; conforms to any previously approved concept plan, preliminary plat, or PUD overall development plan; and complies with all applicable statutes, codes, ordinances and regulations.
  - *Analysis. The application conforms to the Comprehensive Plan, Code and Zoning District; the Annexation Concept Plan.*
2. The application complies with applicable city standards, including for street and utility design and layout, and adequate utilities are available or will be provided for appropriate urban-level services.
  - *Analysis. Adequate utilities are available adjacent the site as planned; and the application complies with applicable city standards for utilities. A minor right of way modification has been requested for the N-S street segments which will reduce impervious surface and create a more compatible lot fit on the parcel.*
3. The application proposes development compatible with surrounding properties in terms of land use, site and building layout and design, and access.
  - *Analysis. The development is compatible with surrounding properties as previously approved in the annexation review process. The land use is single family detached residential and the same zone (R-SF) as the surrounding properties. The building layout is arranged to allow a one-to-one lot width relationship adjacent the closest existing lots on the west with a landscape buffer. A landscape buffer and entry drive create a major building to building setback on the south; and a buffer and open space tract create a major building to building setback on the north. The plan as designed will not measurably affect surrounding properties, the natural environment, existing or planned city transportation, utility services or facilities. The residential lots have been sized and located within the plan to provide a walkable neighborhood setting and a compatible relationship with adjacent neighborhood lots while meeting City R-SF standards. The lots along the west property line average .45 acre in size and align with the property widths of the existing lots to the west. The lots along the north property line have 20' rearyard setbacks adjacent the 80' drainage easement open space. The closest building to building distance from the existing houses to the north and the new houses at Westview along the north property line is estimated at 121' and the greatest building to building distance is estimated at 194'. There is a 55.5' wide internal drive right of way along the south property line combined with a 12' landscape buffer (in place of a treelawn) on the south side of the drive. The closest building to building distance from existing houses to the south to the houses at Westview is estimated at 165' to 184'.*
4. The application will not adversely affect surrounding properties, the natural environment, existing or planned city transportation, or utility services or facilities, or the adverse impacts of the use will be mitigated to the maximum extent feasible. Chapter 15.02: Development Review Procedures

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15.02.060 | Review Standards and Procedures for Specific Major Development Applications  
Longmont Land Development Code 29

- *Analysis. The proposed plan has been reviewed extensively during the annexation approval process and it was deemed not to affect surrounding properties, the natural environment, existing or planned transportation, utilities or City services in general. The landscape buffers included in the plan respond to neighborhood and Staff requests. Attention has been given to the design of landscape buffers between the new residential and the existing neighborhoods on the north, west and south property lines. The buffers contain robust landscaping with a large percentage of evergreen trees to provide 4-season buffering.*
5. The application includes an appropriate transportation plan, including multi-modal transportation access, and is integrated and connected, where appropriate, with adjacent development through street connections, sidewalks, trails and similar features.
- *Analysis. A multi-modal transportation access plan that is integrated with its surroundings to the degree allowed has been provided. The internal street system conforms with City standards and reductions in street width have been requested where appropriate and can aid in reduction of impervious surface. A separated sidewalk designed with a treelawn provides a safe walking environment with good connectivity in the Westview neighborhood. The sidewalk system connects to Airport Road and will be improved along the project frontage and to the north to Glenneyre Drive. Access to the neighborhood is from Airport Road at a location that will align with the proposed Somerset Village entrance on the east side of Airport Road that is planned with full movement signalization. A secondary access is also planned on Airport Road as a gated emergency vehicle access.*

**Preliminary Subdivision Plat Additional Criteria (15.02.060.E)**

1. The subdivision will not limit the ability to integrate surrounding land into the city or cause variances or exceptions to be granted if the adjacent land is annexed or developed;
  - *Analysis. The Preliminary Plat will not limit integration of surrounding land. The plan would allow for additional annexations to the south with the annexation of Westview and its adjacency characteristics if that should be preferred.*
2. The subdivision will not create lots that are undevelopable or burdened with costs that would preclude development from occurring on other property; and
  - *Analysis. The Preliminary Plat with the approval of the Concept Plan Amendment provides better efficiency and less cost burden on the project that could preclude development.*
3. The proposed phasing plan for development of the subdivision is rational in terms of available infrastructure capacity and adequate public facility standards.
  - *Analysis. Because of the size of the project and the immediate adjacency of utilities that meet capacity and adequate standards for water, sanitary sewer, storm drainage, electrical - the phasing for the development of the project will be done in one phase.*