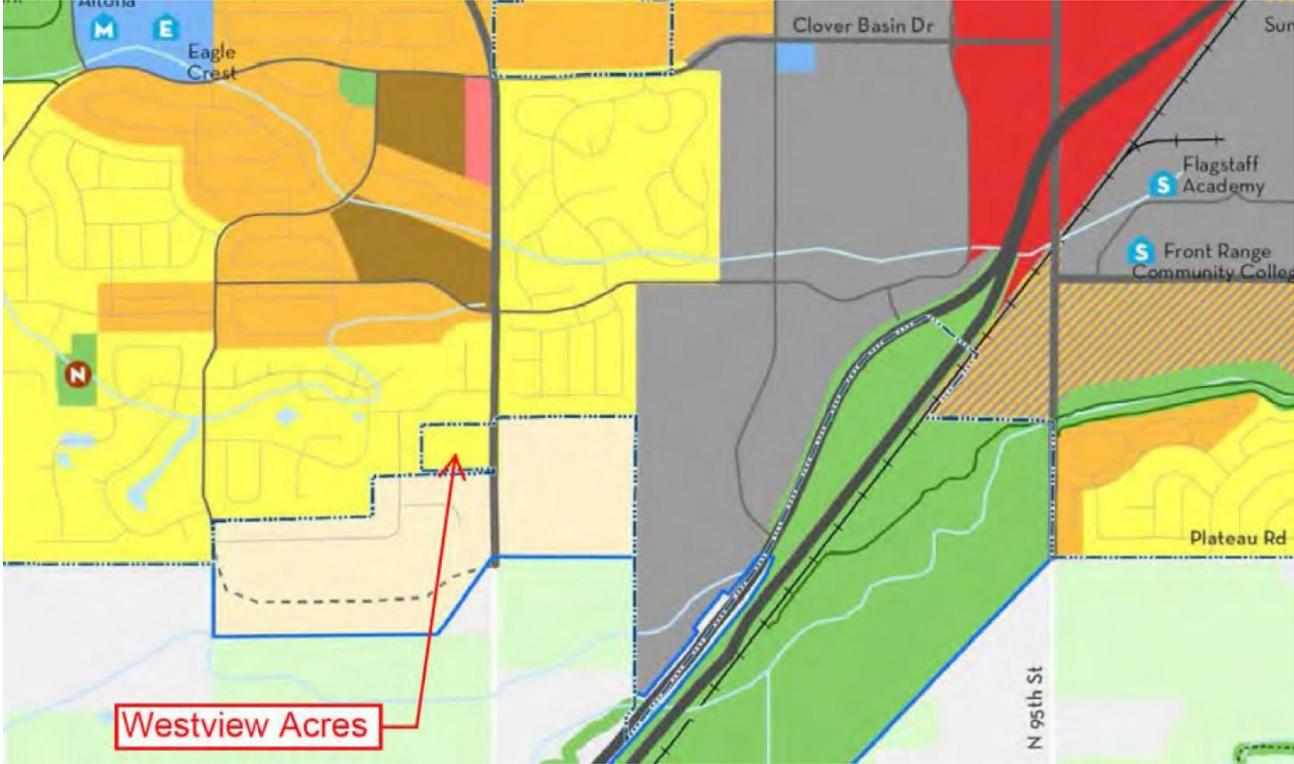


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Westview Acres Concept Plan Amendment  
 DV-CONCEPT PLAN 23-00020: Submittal 3 Cover Letter

This is to request an amendment to the Westview Acres Concept Plan and Annexation Agreement approved upon the annexation of the property into the City of Longmont on December 20 2022. The amendment will increase the number of lots from twenty-two (22) to twenty-four (24) on the 6.83 acres; increasing the density .28du/ac from 3.22du/ac to 3.5du/ac (8%).



**Context: Existing Uses, Zoning & Comprehensive Plan.** Westview is bounded on the west and north by Somerset Meadows subdivision; and the east by Airport Road in the City of Longmont. The parcel is bounded 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) are both designated R-SF in conformance with the Longmont Comprehensive Land Use Plan which allows 1-8du/ac. The subdivision to the west and north has the same zoning designation. The subdivision to the south is in Boulder County and consists of 1-acre lots zoned Rural (R-R).

**Concept Plan Amendment.** Westview Acres was annexed into the City of Longmont with a Concept Plan approved with twenty-two (22) lots on the 6.83ac property. The Concept Plan has been amended to twenty-four (24) lots to enhance its sustainability; allow for the removal of the existing houses; while maintaining the same buffer and reducing the number of lots along the north property line. The Amended Concept Plan was presented to the neighborhood at a meeting on April 25 2023 and received a positive response because of the removal of the existing homes and reduction of the number of lots on the north property line. The amended Concept Plan has been submitted concurrently with a Preliminary Plat which reflects the 24-lot plan.

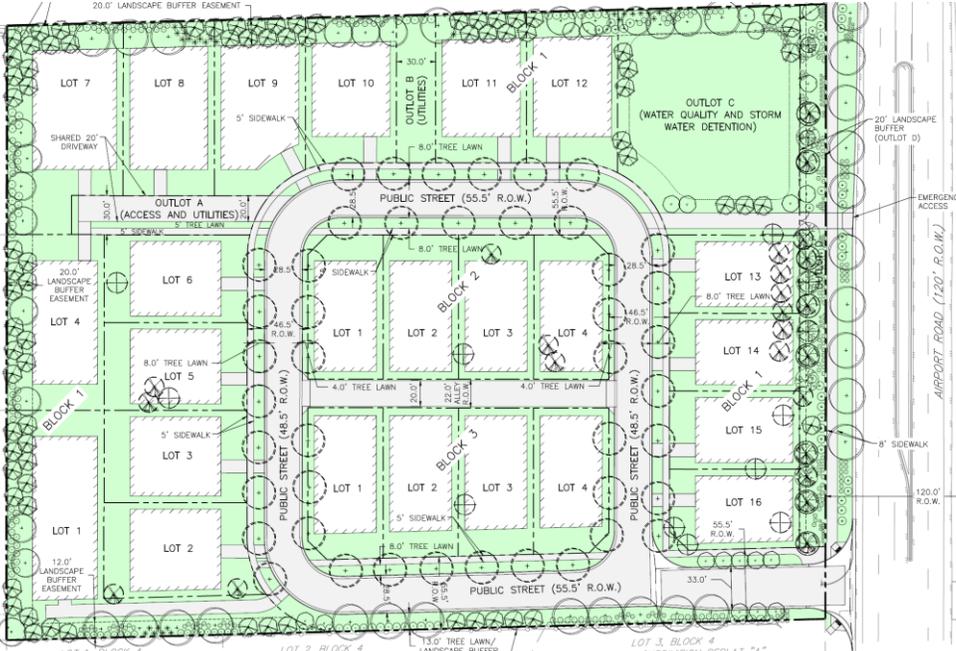
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The general lotting pattern will remain the same - arrayed on an internal street loop which includes a tree lawn. The looping internal street system also remains the same - consisting of 55.5' and 46.5' rights of way with double sided treelawns and parking on the E-W segments and single sided treelawns and parking on the N-S segments. There are no access points to adjacent neighborhoods. The project will conform to the R-SF standards and the intent is to develop the project in one construction phase.



Annexation Concept Plan – 22 Lots



Amended Concept Plan – 24 Lots, removal of existing homes

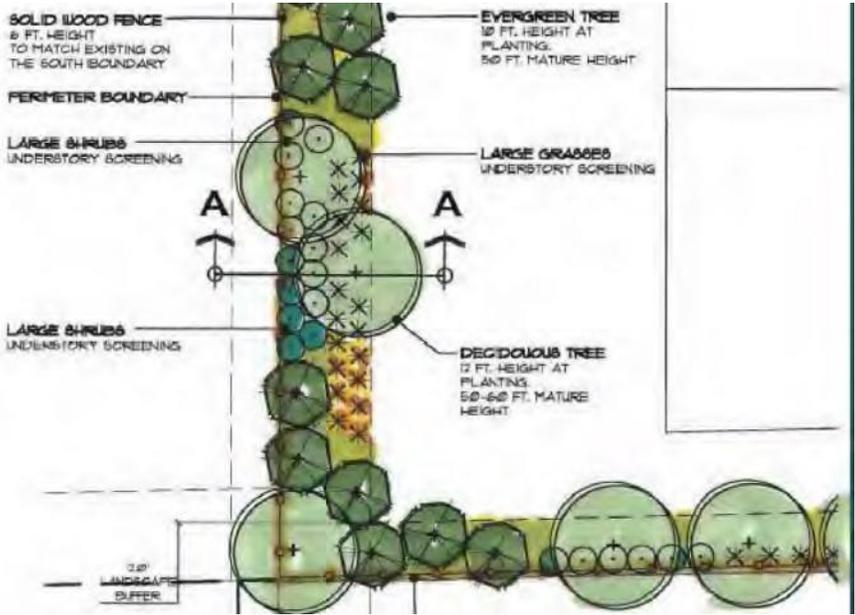
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**Neighborhood Compatibility.** The compatibility with the adjacent subdivisions is enhanced by the amended plan with the reduced number of lots on the north boundary. The homes will meet the R-SF zone district standards for building architecture – the same zone district as the adjacent Somerset Meadows subdivision. The project has a perimeter landscape buffer system has additional conifer trees to provide 4-season buffering. A buffer is planned on all sides of the property and includes a solid wood 6’ high privacy fence similar to the existing Summerlin fence on the south property line which will be installed on the west, north and east property lines, as well.

**Buffer Treatments**

- South Boundary. The homes in the south part of the project are separated from the Summerlin subdivision lots by the project drive with a 55.5’ right of way; including a 12’ landscape buffer along the property line; existing 6’ privacy fence; and a 20’ front yard setback. The distance between the existing houses to the south in Summerlin subdivision and the Westview houses will range from 165’ to 184’.
- West Boundary. The homes are separated from the Somerset Meadows subdivision lots by a 20’ landscape buffer and privacy fence on the property line. The homes are oriented to side-on and match-up with the Somerset Meadows lot property lines to the west and range from 10,129sf to 17,160sf in size.
- North Boundary. The homes along the north side of the property have a 20’ landscape buffer and are separated from the Somerset Meadows subdivision lots to the north by the existing 80’ open space/utility easement and a 6’ privacy fence. The distance between the existing houses to the north in Somerset Meadows and the Westview houses will range between from 121’ to 194’.
- East Boundary. A 20’ landscape buffer extends along the east side of the project adjacent Airport Road, a major arterial, utilizing the existing mature trees, shrubs, berm and a 6’ privacy fence on the property line.



**Landscape Buffer Typical**

**Access & Circulation.** The access and circulation remain the same with the Westview amendment with primary access coming from Airport Road – designated a Principal Arterial and planned for four through lanes with on or off-street bike lanes/trails and sidewalks. The primary access to the

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neighborhood is located at the south end of the property where a full movement intersection aligning with the access point to Somerset Village on the east side of Airport Road will also be located. Access to Traffic generated by Kanemoto Estates will be large enough to warrant a traffic signal. The entrance at Westview Acres will be evaluated to ensure that it can accommodate one receiving lane as well as a dedicated eastbound left turn lane and eastbound through-right lane. A gated emergency vehicle access is also planned to the north adjacent the water quality pond. The subdivision is served internally by a street.

**Water, Sanitary Sewer, Storm Sewer & Public Safety Services.** The services for the property will also remain the same from the City of Longmont for water, sanitary sewer, power and public safety. A looping water system ties to the water main on Glenneyre 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 standards for architecture and lotting 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 northern and west property line.

### City of Longmont Review Criteria for All Application Types (1502.055)

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 proposed Concept Plan conforms with the Envision Longmont citywide goals, polices, Comprehensive Land Use & Transportation Plan and Land Use District.*
    - *Overall Density – the plan increases overall City density*
    - *Housing Mix – the plan increases residential diversity in an area of predominately single-family housing and is intended to provide up to support three (3) affordable housing units via in lieu fees.*
    - *Sustainable – the plan provides sufficient density to pay for city services*
    - *Major Corridor - the property is located along a major corridor and the plan will achieve Envision Longmont City-wide goals for ‘livable corridors’ as identified in the Comprehensive Master Plan, including:*
      - *a livable neighborhood along a major corridor – Airport Road*
      - *development of new, diversified residential housing mix*
      - *affordable units and opportunities for home ownership*
      - *Tree preservation & integrated common open space*
      - *creation of a walkable environment*

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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. The Concept conforms to city standards for water, sanitary sewer, water quality and detention; power and overall subdivision layout. Water, sanitary sewer, storm drain system utilities are readily available. A right of way standard for the two north-south streets has been requested to reduce impervious surface and provide for more pedestrian safety. An interconnected sidewalk system is planned that meets multi-modal interconnectivity standards.*
3. The application proposes development compatible with surrounding properties in terms of land use, site and building layout and design, and access.
  - *Analysis. The property has the same R-SF zone as the neighboring Summerlin and Somerset Meadows subdivisions with detached lots. The Westview lots are smaller than those subdivisions which allows for a higher-level economic sustainability. The project has been substantially buffered with robust landscape plantings on all sides of the property. The project has treelawn lined local streets and large building to building distances between the existing houses and Westview new houses. No vehicle access is proposed between Westview and the surrounding neighborhoods.*
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 new homes envisioned in the Concept Plan will maintain and create value in the surrounding properties when compared to the existing development on the property. There is no effect on the natural environment as concluded in the Natural Resource Assessment prepared for the property; and there will be no negative impacts on the existing or planned transportation and utility services. Adverse impacts indicated by neighbors have been mitigated to the maximum extent possible by reducing overall density of the plan and creating buffers and access to the property away from the adjacent neighborhoods.*
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 plan provides for multi-modal transportation access with an integrated and connected sidewalk system connected to the adjoining neighborhood and adjacent streets with a proposed new sidewalk along Airport Road north to Glenneyre. A signal is planned at the Westview Entrance as part of the Somerset Plan on the east side of Airport Road.*

**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.
  - *The design of the Westview Acres Subdivision Filing No. 2 preliminary plat conforms with the comprehensive plan and zoning district use and standards (R-SF). The preliminary plat*

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*includes an additional 2 lots increasing the total from 22 to 24 lots (8%). An Amendment to the Concept Plan has been submitted concurrently with the Preliminary Plat.*

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.
  - *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 2 N-S segments of the interior street loop which have a reduced street section (46.5') with parking and a sidewalk on one side. An exception request has been submitted for this variance.*
3. The application proposes development compatible with surrounding properties in terms of land use, site and building layout and design, and access.
  - *The development is compatible with surrounding properties as previously approved in the annexation review process.*
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.
  - *The preliminary plat as designed will not affect surrounding properties, the natural environment, existing or planned city transportation, utility services or facilities.*
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.
  - *The transportation plan and street system are appropriate.*

**Concept Plan Amendment Additional Criteria (15.02.060.E)**

1. The Concept Plan Amendment 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;
  - *The Concept Plan Amendment maintains the parcel as annexed and will reduce limitations to integration of surrounding land. This was evaluated as part of the annexation approval process of the property. The annexed property allows for greater adjacency to the property to the south in Boulder County which would afford annexation of the land more efficiently, if it was desirable. It should be noted that an exception to the local street right of way standard has been included with the Concept Plan Amendment – which will reduce impervious surface and allow for more generous lots similar to the surrounding neighborhoods.*
2. The Concept Plan Amendment will not create lots that are undevelopable or burdened with costs that would preclude development from occurring on other property; and
  - *The Concept plan Amendment provides more density and the ability to spread the costs over more lots creating less burden to each lot which increases the success ratio of the project's feasibility.*

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3. The proposed phasing plan for development of the plan is rational in terms of available infrastructure capacity and adequate public facility standards.
  - *There is sufficient infrastructure (water, sanitary sewer, storm drainage facilities, power) immediately adjacent the property. Development of a project of this size (grading, drainage, utilities) would be executed as a continuous building – in one phase.*

Thank you for your consideration – we look forward to working with you on this.

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