

# LEGACY CROSSING

## PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

CROSSROADS ADDITION, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOVELAND,  
COUNTY OF LARIMER, STATE OF COLORADO

### LEGAL DESCRIPTION

#### EXHIBIT A

A TRACT OF LAND SITUATE IN A PORTION OF SECTIONS 26, 27, 34, AND 35, TOWNSHIP 6 NORTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOVELAND, COUNTY OF LARIMER, STATE OF COLORADO, BEING DESCRIBED AS FOLLOWS:

BASIS OF BEARING: THE NORTH LINE OF THE NORTHWEST ONE QUARTER OF SECTION 35 BEING MONUMENTED AT THE WEST END BY AN ALUMINUM CAP STAMPED "LS 17662" IN A RANGE BOX AND AT THE EAST END BY AN ALUMINUM CAP STAMPED "LS 5007" IN A RANGE BOX IS ASSUMED TO BEAR N89°47'43"E.

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 35; THENCE N45°12'26"W A DISTANCE OF 28.29 FEET TO THE POINT OF BEGINNING; THENCE N89°47'43"E ON THE NORTH RIGHT OF WAY LINE AND THE EXTENSION THEREOF OF LARIMER COUNTY ROAD NO. 28 AS DESCRIBED IN BOOK R AT PAGE 138, LARIMER COUNTY RECORDS, A DISTANCE OF 2260.62 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN RAILROAD AS SHOWN ON LONGVIEW-MIDWAY THIRD ADDITION TO THE CITY OF LOVELAND RECORDED AT RECEPTION NO. 87005723, LARIMER COUNTY RECORDS, SAID POINT BEING A POINT ON CURVE; THENCE ON SAID WESTERLY RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES:

- ON THE ARC OF A CURVE TO THE RIGHT HAVING A DELTA OF 00°24'17", A RADIUS OF 1818.48 FEET, A DISTANCE OF 12.85 FEET, THE CHORD OF WHICH BEARS S16°25'35"E A DISTANCE OF 12.85 FEET TO A CURVE TO SPIRAL POINT;
- ON A SPIRAL CURVE THE CHORD OF WHICH BEARS S13°06'02"E A DISTANCE OF 261.93 FEET TO A SPIRAL TO TANGENT POINT;
- S11°25'08"E A DISTANCE OF 1096.03 FEET TO THE SOUTH LINE OF THAT PARCEL DESCRIBED AT RECEPTION NUMBER 0099100597;

THENCE S89°49'26"W ON SAID SOUTH LINE AND THE EXTENSION THEREOF A DISTANCE OF 2535.70 FEET TO THE WEST RIGHT OF WAY LINE OF LARIMER COUNTY ROAD NUMBER 17 AS DESCRIBED IN SAID BOOK R AT PAGE 138; THENCE N00°12'35"W ON SAID WEST RIGHT OF WAY LINE A DISTANCE OF 1341.50 FEET TO THE POINT OF BEGINNING.

CONTAINING A CALCULATED AREA OF 74.001 ACRES (3,223,485 SQUARE FEET).

### LAND USE STATISTICS

PUD GROSS SITE AREA:	± 74.0 AC
PARCEL A	± 16.2 AC
PARCEL B	± 6.3 AC
PARCEL C	± 16.2 AC
PARCEL D	± 26.6 AC
NET ACREAGE	± 65.3 AC
DEDICATED ROW*	± 8.7 AC
GROSS ACREAGE	± 74.0 AC

\*INCLUDES N. TAFT AVE., W. 57TH ST AND N. DUFFIELD AVE.

EXISTING ZONING:	PUD, PLANNED UNIT DEVELOPMENT
PROPOSED ZONING:	PUD, PLANNED UNIT DEVELOPMENT
NON-RESIDENTIAL FAR:	0.1 MAX.
RESIDENTIAL DENSITY:	5 DU/AC MAX AND 373 UNITS (DENSITY AND UNIT COUNT BASED ON GROSS ACREAGE)

### OWNER/APPLICANT

OWNER: LOVELAND HOUSING AUTHORITY  
375 W 37TH STREET #200  
LOVELAND, COLORADO 80538

CONTACT: ERIC HULL  
EHULL@LOVELANDHOUSING.ORG

### LANDSCAPE ARCHITECT

BHA DESIGN INC.  
111 S MELDRUM STREET, SUITE 110  
FORT COLLINS, COLORADO 80521  
970.223.7577

CONTACT: ANGELA MILEWSKI  
AMILEWSKI@BHADESIGN.COM

### CIVIL ENGINEERING/SURVEYOR

GALLOWAY & COMPANY  
5265 RONALD REAGAN BLVD, SUITE 210  
JOHNSTOWN, COLORADO 80534  
970.800.3300

CONTACT: KYLE POLLOCK  
KYLEPOLLOCK@GALLOWAYUS.COM

### SHEET INDEX

SHEET 1	COVER SHEET
SHEET 2	LAND USE PLAN
SHEET 3	LAND USE SCHEDULE, & DESIGN STANDARDS
SHEET 4	PUBLIC & PRIVATE IMPROVEMENTS
SHEET 5	STREET CROSS SECTIONS
SHEET 6	PROPOSED DEVIATIONS

### APPROVAL SIGNATURES

THIS ZONING DOCUMENT WAS APPROVED BY THE LOVELAND CITY COUNCIL ON (INSERT DATE OF 2ND READING) BY ORDINANCE # \_\_\_\_\_ AND IS SUBJECT TO THE CONDITIONS LISTED THEREIN.

VERIFIED BY:

CURRENT PLANNING MANAGER \_\_\_\_\_ DATE \_\_\_\_\_

### OWNER'S CERTIFICATE

KNOW ALL PERSONS BY THESE PRESENTS THAT:

\_\_\_\_\_ being all the lawful record owner of the property shown on this Planned Unit Development, except any existing public streets, roads, or highways, do hereby certify that I/we accept the conditions and restrictions set forth on said plan and in the conditions of approval by the City of Loveland in Ordinance # \_\_\_\_\_ and that I/we consent to the recordation of any information pertaining thereto.

#### OWNER NAME & TITLE

STATE OF \_\_\_\_\_ )  
 )  
 ) ss.  
COUNTY OF \_\_\_\_\_ )

The foregoing instrument was acknowledged before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by \_\_\_\_\_

Witness my hand and official seal.

My commission expires: \_\_\_\_\_

Notary Public

### CONDITIONS OF APPROVAL

#### Conditions-Planning

- Due to the jurisdictional designation of Wetland Area #1, as identified in the environmentally sensitives area report dated February 2024, any discharge of fill or dredged material to this wetland will require approval of a permit from the Army Corp of Engineers prior to approval of a site work permit from the City.

#### Conditions-Transportation

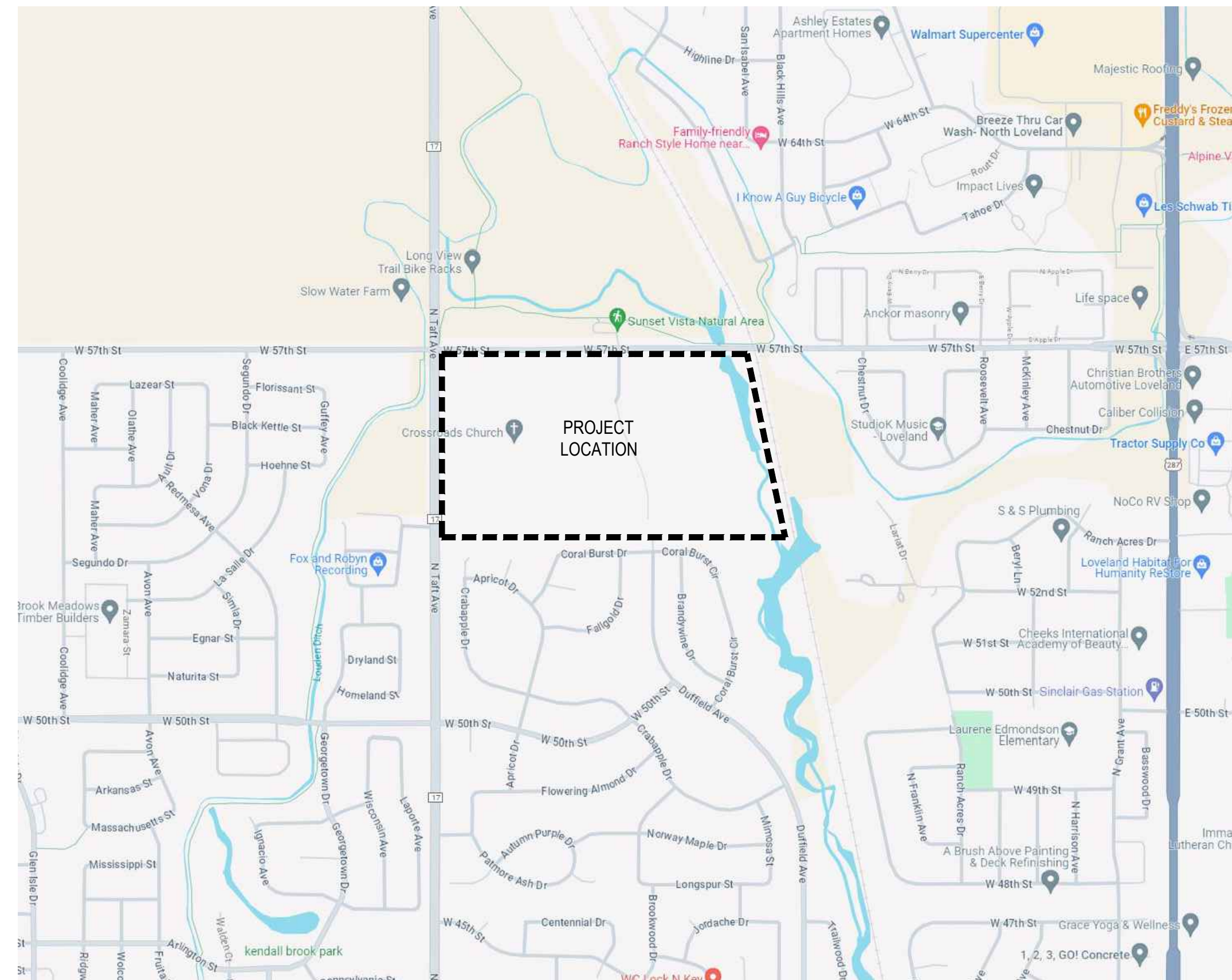
- All future development within this PUD zone district shall comply with the public improvement design and construction standards and the Transportation Plan and any updates to either in effect at the time of site specific development application. Any and all variances from these standards and plans require specific written approval by the City Engineer.
- The developer agrees to acquire, at no cost to the City, any off-site right-of-way necessary for mitigation improvements. Prior to the approval of any site specific development applications within this addition, the developer shall submit documentation satisfactory to the City Attorney and the City Engineer, establishing the developer's unrestricted ability to acquire sufficient public right-of-way for the construction and maintenance of any required street improvements to both adjacent and off-site streets.
- Notwithstanding any conceptual information presented in the PUD, street layout, street alignments, access locations, intersection configurations and intersection operations (traffic controls) shall be determined at the time of application for SDP approval.
- Notwithstanding any information presented in the Master Traffic Impact Study for the PUD, the developer shall provide any additional traffic information, corrections, revisions and analysis required by the City to verify compliance with the Adequate Community Facilities ordinance and other applicable codes or requirements at the time of review of site specific development plans. Future traffic impact studies for site specific development plans shall use a study area determined by considering the cumulative trip generation within the entire PUD (i.e. -traffic from the proposed use plus traffic from previously approved site specific development plans)
- Any and all conditions of annexation shall apply to the PUD, as appropriate.

#### Conditions-WWW

- Extension of water main: The Owner shall, if not done by others, design and construct a water main extended from the existing water main at N Duffield Ave and 57th Street west to connect to N Taft Ave. The size and alignment can be determined by Owner's analysis with the Water Impact Demand Analysis and coordinated with the current Water Master Plan.
- Extension of wastewater main: The Owner shall, if not done by others, design and construct a wastewater main extended from the existing wastewater main at N Duffield Ave west to the property limits of N Taft Ave. The size and alignment will be determined by Owner's analysis with the Wastewater Impact Demand Analysis and coordinated with the Current Wastewater Master Plan.

#### Conditions-Parks/Rec

- Per the Sensitive Area Report for the Legacy Crossing Development, prepared by Wildland Consultants, dated February, 2024 a buffer zone ranging from a minimum of 50 to a maximum of 298 feet (average of 167 feet) must be created between the edge of lots and the edge of the wetland associated with Natural Area #79 (wetland on the east side of the property). Disturbed areas of the buffer zone shall be reseeded with a native grass seed mix.



VICINITY MAP  
NOT TO SCALE



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Fort Collins, CO 80521  
p. (970) 223-7577  
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Landscape Architecture  
Urban Design  
Master Planning

Revision: \_\_\_\_\_ Date: \_\_\_\_\_



Project: LEGACY CROSSING

Client: LOVELAND HOUSING AUTHORITY  
375 W 37TH ST #200  
LOVELAND, COLORADO 80538

LEGACY CROSSING  
COVER SHEET

PLANNED UNIT DEVELOPMENT

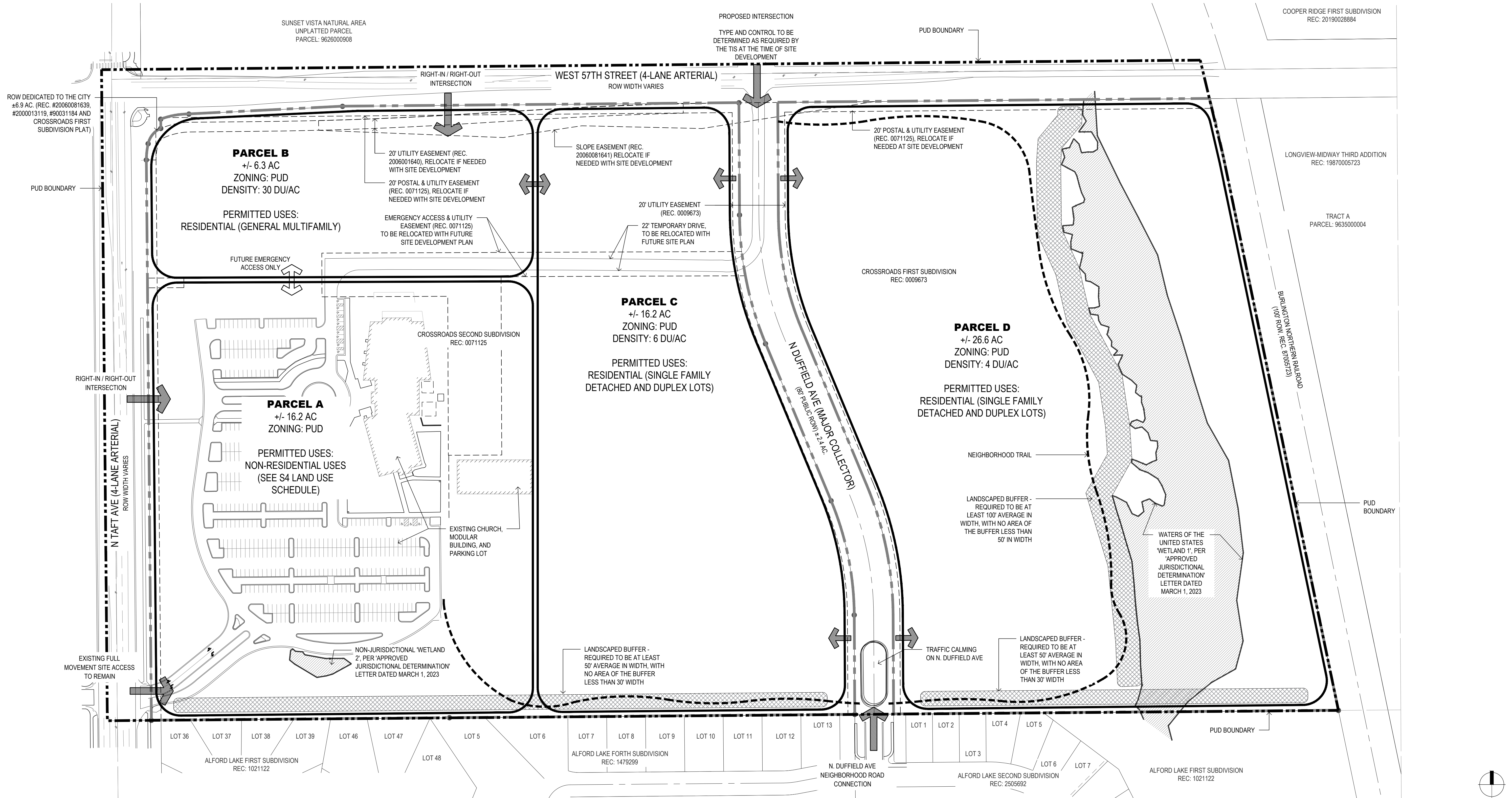
Project Number: 2328  
Date: 06.24.2024  
Produced by: MCB

Sheet Number:  
**S1**



# LEGACY CROSSING

## PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

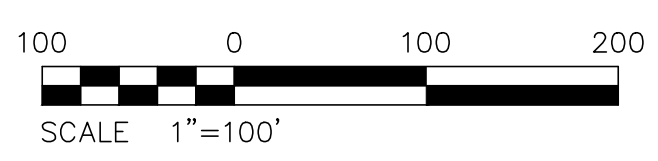
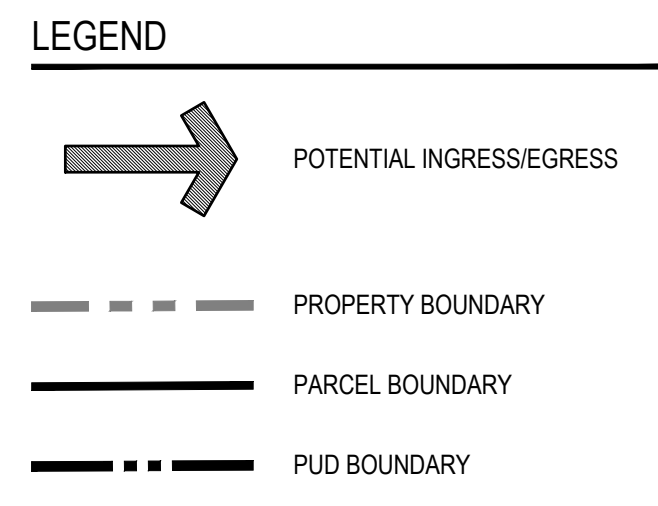


**PARCEL TABLE**

DESCRIPTION	AREA (ACRE)	PERMITTED USES	MAXIMUM DENSITY
PARCEL A	16.2	NON-RESIDENTIAL ('HOSPITALITY, RECREATION, AND ENTERTAINMENT', 'COMMUNITY, CIVIC, EDUCATIONAL AND INSTITUTIONAL')	0.1 (FAR)
PARCEL B	6.3	RESIDENTIAL (GENERAL MULTIFAMILY)	30 (DU/AC)
PARCEL C	16.2	RESIDENTIAL (SINGLE FAMILY DETACHED AND DUPLEX LOTS)	6 (DU/AC)
PARCEL D	26.6	RESIDENTIAL (SINGLE FAMILY DETACHED AND DUPLEX LOTS)	4 (DU/AC)

**NOTES:**

- UTILIZING THE HOUSING DIVERSITY INCENTIVE ALLOWED BY SECTION 18.17.08.07E, THE MAXIMUM DENSITY FOR THIS DEVELOPMENT WILL NOT EXCEED AN OVERALL DENSITY OF 5 DU/AC AND 373 UNITS (DENSITY AND UNIT COUNT BASED ON GROSS ACREAGE), WILL INCLUDE A MINIMUM OF THREE HOUSING TYPES, AND WILL INCLUDE AT LEAST 30 PERCENT OF UNITS IN A HOUSING TYPE THAT IS NOT SINGLE-FAMILY DETACHED.
- ACCESS POINTS SHOWN ARE CONCEPTUAL. FINAL LOCATIONS AND CONFIGURATIONS WILL BE DETERMINED AT TIME OF SITE DEVELOPMENT PLAN.
- ONLY DETACHED SINGLE FAMILY HOMES (NO DUPLEXES) WILL BE PERMITTED ALONG THE SOUTHERN BORDER OF PARCEL C & D.



Revision:	Date:



Project: LEGACY CROSSING

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LEGACY CROSSING  
LAND PLAN SHEET  
PLANNED UNIT DEVELOPMENT

Project Number: 2328  
Date: 06.24.2024  
Produced by: MCB

Sheet Number:  
**S2**

Pld Date: 7/18/2024 4:27 PM Plotted By: Angela Mikewell  
 Date Created: 2/22/2024 C:\USERS\ANGELA\_MIKEWELL\DRAWINGS\2023\DRAWINGS\LEGACY\_CROSSING\LEGACY\_CROSSING\_PUD\LEGACY\_CROSSING\_PUD\_PUD\_ZONING\_DOCUMENT.dwg







# LEGACY CROSSING

## PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

### PUBLIC & PRIVATE IMPROVEMENTS

#### AFFORDABLE HOUSING FLEXIBILITY

- AFFORDABLE HOUSING FLEXIBILITY REVIEW PROCEDURES AND APPROVAL STANDARDS SHALL COMPLY WITH THE REQUIREMENTS OF THE UDC (18.17.15.04) UNLESS OTHERWISE MODIFIED BY THIS PUD.

#### PUBLIC & PRIVATE PARKS

- PUBLIC AND PRIVATE PARKS SHALL COMPLY WITH THE REQUIREMENTS OF THE UDC

#### SANITARY SEWER

- THE PROPERTY IS LOCATED WITHIN THE CITY OF LOVELAND'S WASTEWATER SERVICE AREA. ON-SITE WASTEWATER WILL BE COLLECTED VIA PROPOSED PIPE NETWORKS AND ROUTED TO CONNECTIONS TO THE EXISTING CITY OF LOVELAND 21" SANITARY SEWER MAIN LOCATED IN THE NORTH DUFFIELD AVENUE RIGHT-OF-WAY. PER THE CURRENT CITY OF LOVELAND WASTEWATER MASTER PLAN, THE CITY OF LOVELAND WILL REQUIRE INSTALLATION OF AN EXTENSION OF THE WASTEWATER MAIN FROM THE MAIN IN NORTH DUFFIELD TO THE WEST END OF THE PROPERTY. THE SIZE AND ALIGNMENT OF THIS MAIN WILL BE VERIFIED BY THE WASTEWATER IMPACT DEMAND ANALYSIS AND COORDINATED WITH THE CURRENT WASTEWATER MASTER PLAN. OVERSIZING REIMBURSEMENT IS AVAILABLE PER MUNICIPAL CODE. PROPOSED ON-SITE SANITARY SEWER MAINS WILL BE SIZED BASED ON THE WASTEWATER IMPACT DEMAND ANALYSIS THAT WILL BE COMPLETED AS PART OF THE FINAL PLAT SUBMITTAL.

#### WATER SUPPLY

- THE PROPERTY IS LOCATED WITHIN THE CITY OF LOVELAND'S WATER SERVICE AREA. THE PROPOSED ON-SITE WATER SYSTEM WILL CONNECT TO THE EXISTING CITY OF LOVELAND 16" WATER MAIN LOCATED IN THE NORTH DUFFIELD AVENUE RIGHT-OF-WAY. PER THE CURRENT CITY OF LOVELAND WATER MASTER PLAN, THE CITY OF LOVELAND WILL REQUIRE INSTALLATION OF AN EXTENSION OF THE WATER MAIN FROM THE MAIN IN NORTH DUFFIELD TO CONNECT TO THE EXISTING WATER MAIN IN TAFT/57TH. THE SIZE AND ALIGNMENT OF THIS MAIN WILL BE VERIFIED BY THE WATER IMPACT DEMAND ANALYSIS AND COORDINATED WITH THE CURRENT WATER MASTER PLAN. OVERSIZING REIMBURSEMENT IS AVAILABLE PER MUNICIPAL CODE. PROPOSED ON-SITE WATER MAINS WILL BE DESIGNED TO LOOP AND WILL BE SIZED BASED ON THE WATER IMPACT DEMAND ANALYSIS THAT WILL BE COMPLETED AS PART OF THE FINAL PLAT SUBMITTAL.

#### FIRE PROTECTION

- FIRE PROTECTION IS PROVIDED BY LOVELAND FIRE RESCUE AUTHORITY. ALL FIRE CODE REQUIREMENTS WILL BE COMPLIED WITH FOR THE PROPOSED PROJECT.
- FIRE HYDRANTS WILL BE INSTALLED TO MEET CITY OF LOVELAND FIRE RESCUE AUTHORITY REQUIREMENTS AND CITY OF LOVELAND WATER STANDARDS.
- STREET SYSTEM WILL MEET LOVELAND FIRE RESCUE AUTHORITY ACCESS REQUIREMENTS INCLUDING SECONDARY EMERGENCY ACCESS.

#### ROADWAYS

- THE PROPERTY WILL BE DEVELOPED IN ACCORDANCE WITH THE LARIMER COUNTY URBAN AREA STREET STANDARDS AND WITH THE CITY OF LOVELAND ADEQUATE COMMUNITY FACILITY ORDINANCE AND AS MODIFIED WITH THIS PUD.
- A TRAFFIC IMPACT STUDY HAS BEEN PROVIDED AS PART OF THIS PUD.
- THE DEVELOPMENT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF WEST 57TH STREET TO THE ULTIMATE STANDARD STREET SECTION ON THE SOUTHERN PORTION OF THE ROAD RIGHT-OF-WAY THAT RUNS ALONG THE PROPERTY FRONTAGE. THE CITY ENGINEER MAY ACCEPT CASH-IN-LIEU FOR A PORTION OF THE WEST 57TH STREET ULTIMATE IMPROVEMENTS BETWEEN THE NORTH DUFFIELD AVENUE RIGHT-OF-WAY AND RAILROAD CROSSING TO THE EAST DUE TO POTENTIAL FUTURE TRAFFIC ROUTING. IF THE CITY OF LOVELAND REQUESTS THE DEVELOPMENT TO DESIGN AND CONSTRUCT ADDITIONAL OFF-SITE ROAD IMPROVEMENTS, REIMBURSEMENT SHALL FOLLOW LARIMER COUNTY URBAN AREA STREET STANDARDS SECTION 1.9.3.
- THE DEVELOPMENT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF NORTH TAFT AVENUE TO THE ULTIMATE STANDARD STREET SECTION ON THE EASTERN PORTION OF THE ROAD RIGHT-OF-WAY THAT RUNS ALONG THE PROPERTY FRONTAGE. IF THE CITY OF LOVELAND REQUESTS THE DEVELOPMENT TO DESIGN AND CONSTRUCT ADDITIONAL OFF-SITE ROAD IMPROVEMENTS, REIMBURSEMENT SHALL FOLLOW LARIMER COUNTY URBAN AREA STREET STANDARDS SECTION 1.9.3.
- THE DEVELOPMENT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE SOUTHEAST CORNER OF THE ULTIMATE INTERSECTION AND SIGNAL IMPROVEMENTS AT THE INTERSECTION OF NORTH TAFT AVENUE AND WEST 57TH STREET.
- THE DEVELOPMENT WILL INCORPORATE TRAFFIC CALMING MEASURES WITHIN NORTH DUFFIELD AVENUE IN THE PORTION OF THE RIGHT-OF-WAY THAT IS INSIDE THE PROPERTY BOUNDARY. THE DESIGN OF THE TRAFFIC CALMING MEASURES WILL BE COORDINATED WITH THE CITY OF LOVELAND TRANSPORTATION DEPARTMENT AT THE TIME OF SITE DEVELOPMENT PLAN REVIEW.
- ALL STREETS WITHIN AND ADJACENT TO THE DEVELOPMENT SHALL COMPLY WITH THE LATEST ADOPTED TRANSPORTATION PLAN, LCUASS STANDARDS, UDC AND RECOMMENDATIONS PROVIDED IN THE TRAFFIC IMPACT STUDY.
- RESIDENTIAL PRIVATE DRIVES MAY BE USED TO PROVIDE ACCESS TO REAR LOADED RESIDENTIAL PRODUCTS SUBJECT TO THE CITY'S PRIVATE DRIVE DESIGN GUIDELINES FOR SMALL LOT SUBDIVISIONS.

#### DRAINAGE

- THE EXISTING SITE GENERALLY DRAINS FROM THE NORTHWEST TO THE SOUTHEAST. THE MAJORITY OF EXISTING RUNOFF OUTFALLS INTO DRY CREEK ON THE EAST SIDE OF THE PROPERTY. PROPOSED RUNOFF WILL BE COLLECTED VIA INLETS AND STORM DRAIN PIPES AND ROUTED TO PROPOSED ON-SITE DETENTION PONDS. THESE PONDS WILL DETAIN THE FLOWS AND RELEASE AT THE CITY OF LOVELAND REQUIRED RELEASE RATES. PROPOSED ON-SITE INLETS, STORM DRAIN, AND DETENTION PONDS WILL BE SIZED BASED ON THE DEMAND AND CAPACITY CALCULATIONS THAT WILL BE COMPLETED AS PART OF THE APPLICABLE FINAL PLAT SUBMITTAL.

#### SHALLOW UTILITIES

- EXISTING DRY UTILITY LINES EXIST AROUND THE PERIMETER OF THE PROJECT SITE AND WILL BE CONSIDERED DURING THE PROPOSED GRADING AND UTILITY DESIGN PROCESSES.

#### FLOODPLAIN

- THE PROPERTY IS NOT IN A FEMA FLOODPLAIN ACCORDING TO THE FIRM (FLOOD INSURANCE RATE MAP).

#### UTILITY LAYOUT

- TWO PUBLIC WET UTILITIES MAY RUN PARALLEL TO EACH OTHER AND BE LOCATED WITHIN THE 20' WIDTH OF PAVEMENT THAT IS WITHIN THE 26' WIDE PRIVATE DRIVE CLEAR ZONE. A THIRD PUBLIC WET UTILITY MAY CROSS THE OTHERS BUT NOT RUN PARALLEL TO THEM.
- WATER MAIN MAY BE A MINIMUM OF 4.5' FROM THE EDGE OF THE 26' WIDE CLEAR ZONE AND A MINIMUM OF 1.5' FROM THE EDGE OF THE PAVED 20' WIDTH AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
- WATER MAIN MAY BE A MINIMUM OF 7.5' FROM THE FOUNDATION OF A STRUCTURE AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
- WATER SERVICE LINES PRIOR TO METERS MAY BE A MINIMUM OF 6' FROM DRY UTILITIES HORIZONTALLY.
- SANITARY SEWER MAIN MAY BE A MINIMUM OF 10' FROM THE FOUNDATION OF A STRUCTURE.
- SANITARY SEWER MAIN MAY BE A MINIMUM OF 5' AWAY FROM THE CENTER OF WATER METER PITS AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
- SANITARY SEWER MAIN MAY BE A MINIMUM OF 7' AWAY FROM THE CENTER OF WATER METER PITS ALONG STRAIGHT SECTIONS OF THE PRIVATE DRIVES.
- SANITARY SEWER MAIN MAY BE A MINIMUM OF 7' FROM THE EDGE OF THE 26' WIDE CLEAR ZONE AND A MINIMUM OF 4' FROM THE EDGE OF THE PAVED 20' WIDTH AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
- THIS DEVELOPMENT WILL NOT REQUIRE GAS INFRASTRUCTURE. A STANDARD 10' POWER AND FIBER EASEMENT MAY BE USED THROUGHOUT THE DEVELOPMENT ALONG PUBLIC ROAD RIGHT-OF-WAY. THIS EASEMENT WILL BE WIDENED TO ACCOMMODATE CITY OF LOVELAND POWER FACILITIES SUCH AS TRANSFORMERS AND VAULTS FOR A LENGTH THAT PROVIDES A MINIMUM OF 5' FROM OUTSIDE EDGES OF FACILITY. EASEMENTS AT EDGES OF PRIVATE DRIVES WILL BE COORDINATED WITH CITY OF LOVELAND POWER TO ACCOMMODATE FACILITIES UTILIZING THE 5' CLEARANCE FROM OUTSIDE EDGES OF FACILITIES SUCH AS TRANSFORMERS AND VAULTS.



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Landscape Architecture  
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△	Revision:	Date:



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LEGACY CROSSING  
PUBLIC & PRIVATE IMPROVEMENTS  
PLANNED UNIT DEVELOPMENT

Project Number: 2328  
Date: 06.24.2024  
Produced by: MCB

Sheet Number:  
**S4**



# LEGACY CROSSING

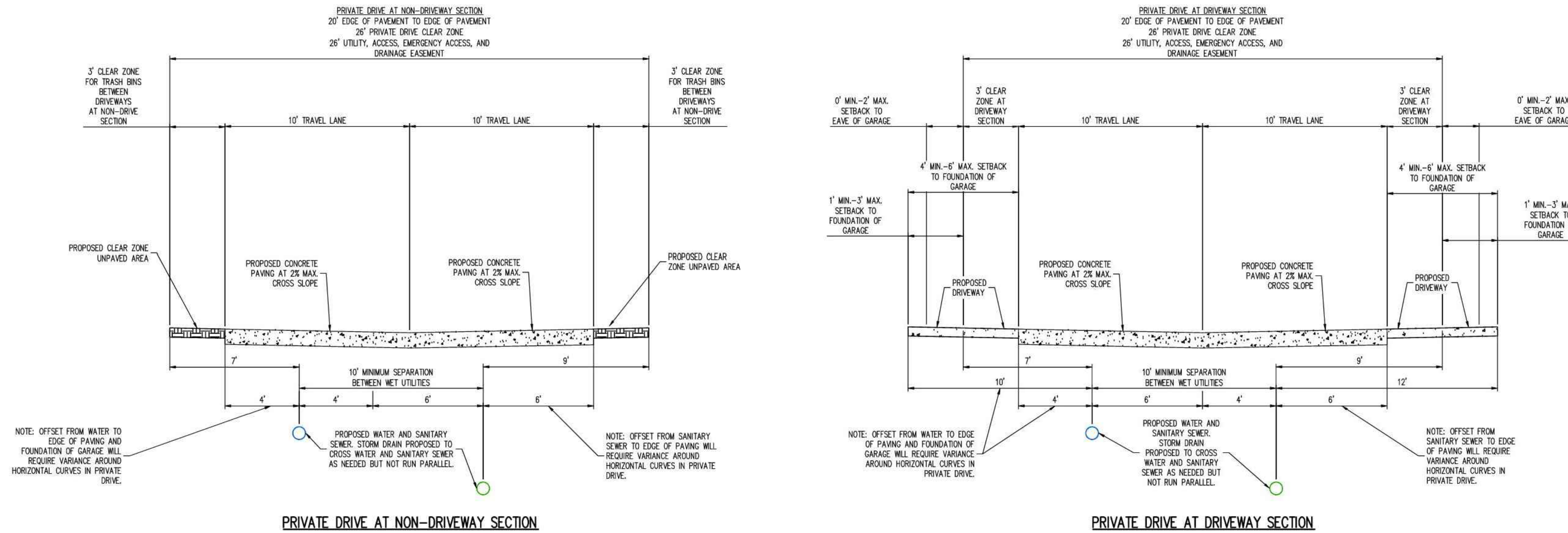
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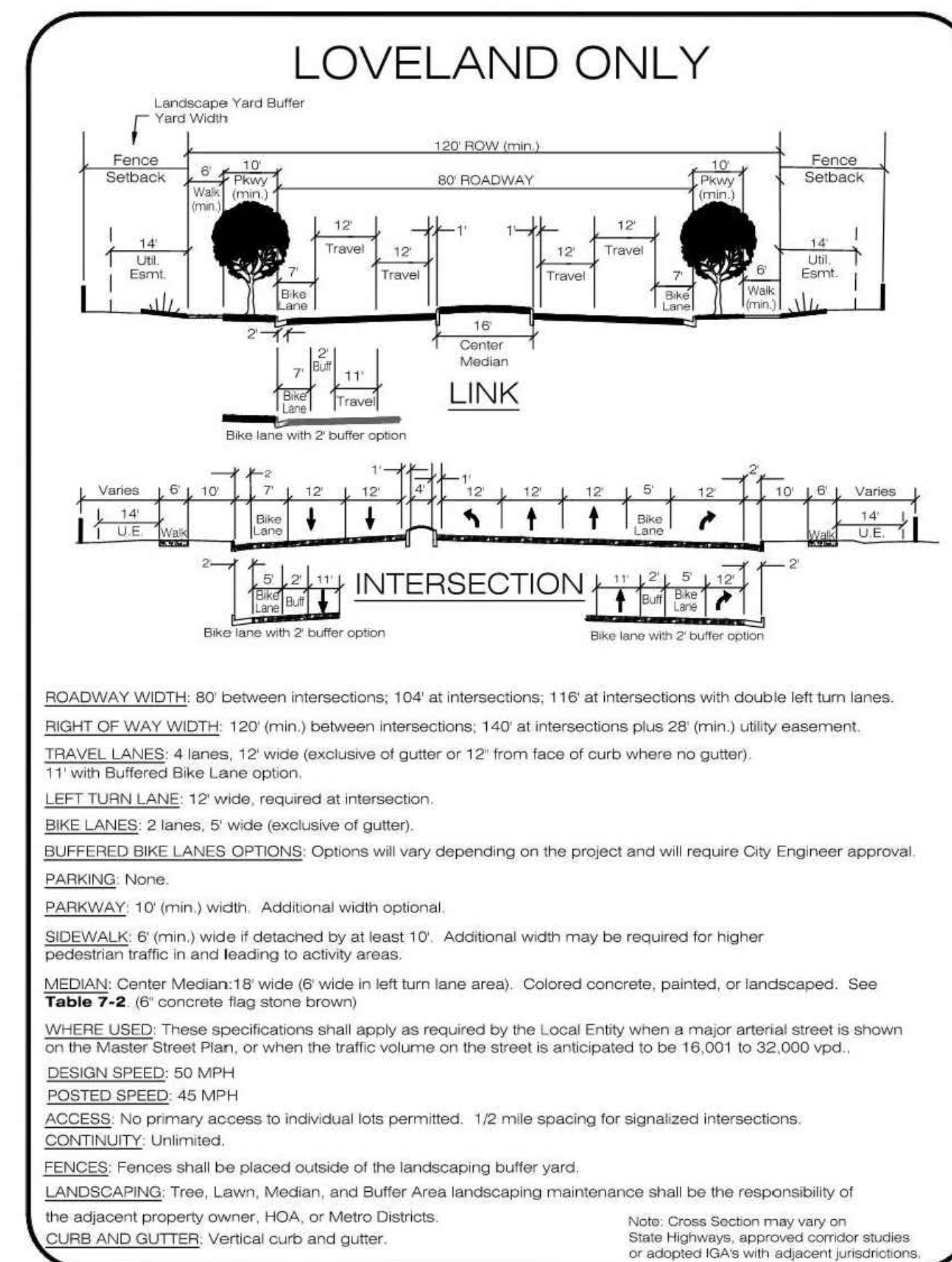
### PRIVATE DRIVE CROSS SECTIONS



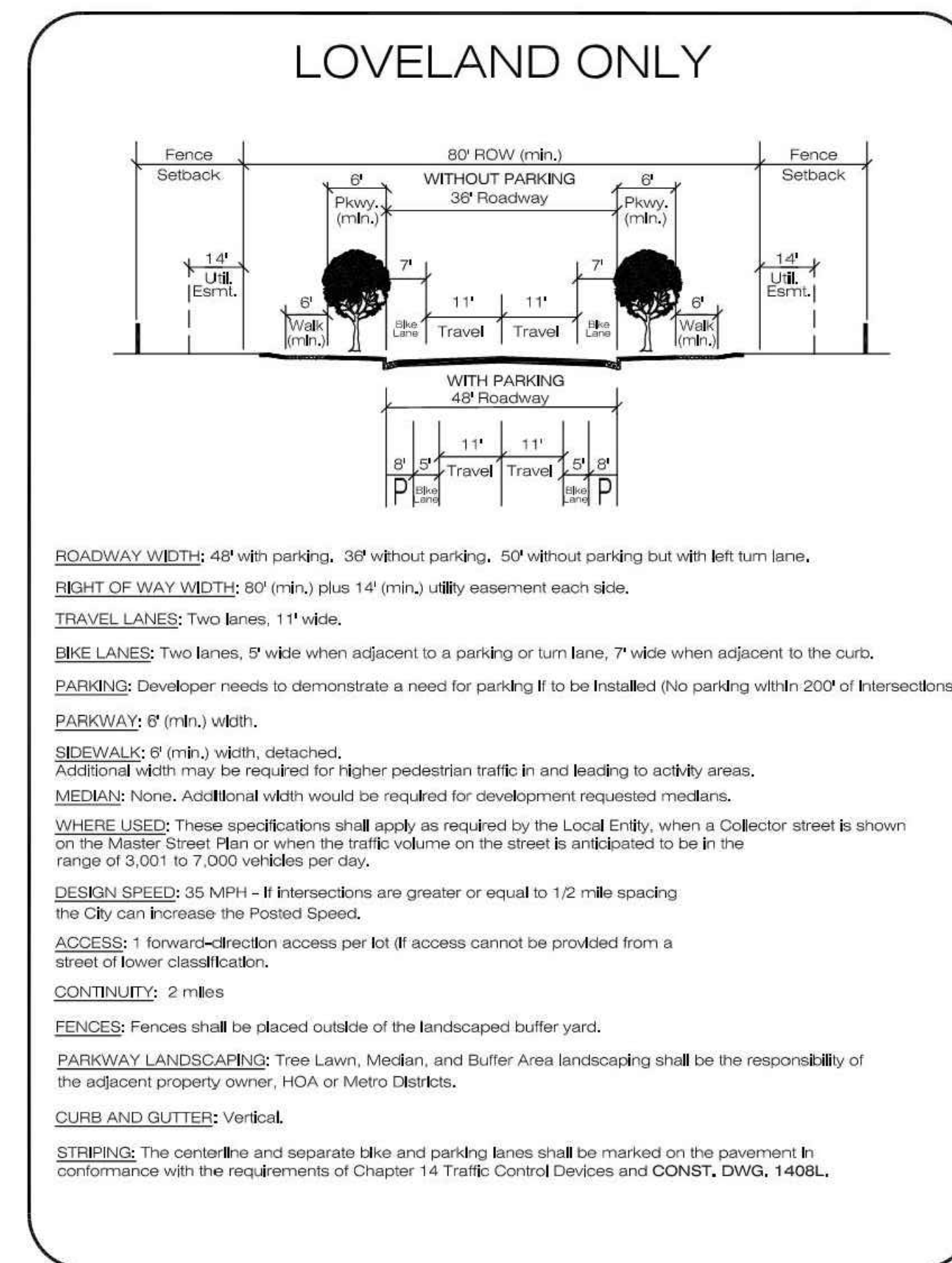
- Notes:**  
Private drive shall be designed, constructed and function per LCUASS Figures 7-9L & 7-10L. The private drive design and construction shall also provide:
- Minimum 25' inner radius and 50' outer radius on any corners.
  - For any curves, provide truck turning templates for a Trash Truck and any design vehicle required by LFRA (WB45), to verify design vehicle can maneuver within the alley pavement and ROW.
  - "No Parking" signs shall be installed. "No Parking-Fire Lane" signs shall be installed if also used as an approved Fire Access Road.
  - Minimum Pavement width shall be 20 feet if no water or wastewater mains. If wastewater is requested in the private drive then a minimum pavement width is 23'. If water and wastewater is requested in the private drive then minimum pavement width is 26'.
  - Minimum Private Drive Clear Zone width is 26 feet (see below). This Minimum Private Drive Clear Zone shall be included on the subdivision plat.
  - The private drive shall have a street name if also used as an approved Fire Access Road.

The Private Drive Clear Zone is defined as the area, width and height, that is necessary to safely operate trash service and associated equipment, that is free of obstructions. This area includes the 20-foot minimum pavement stated above, and a minimum of 3 feet on both sides of the pavement, resulting in a minimum clear zone width of 26 feet.  
The obstructions shall include any part of the building structure and attachments, including building overhangs, lighting fixtures, satellite dishes and related equipment, or other items, to a height of 25 feet as measured from the pavement surface.

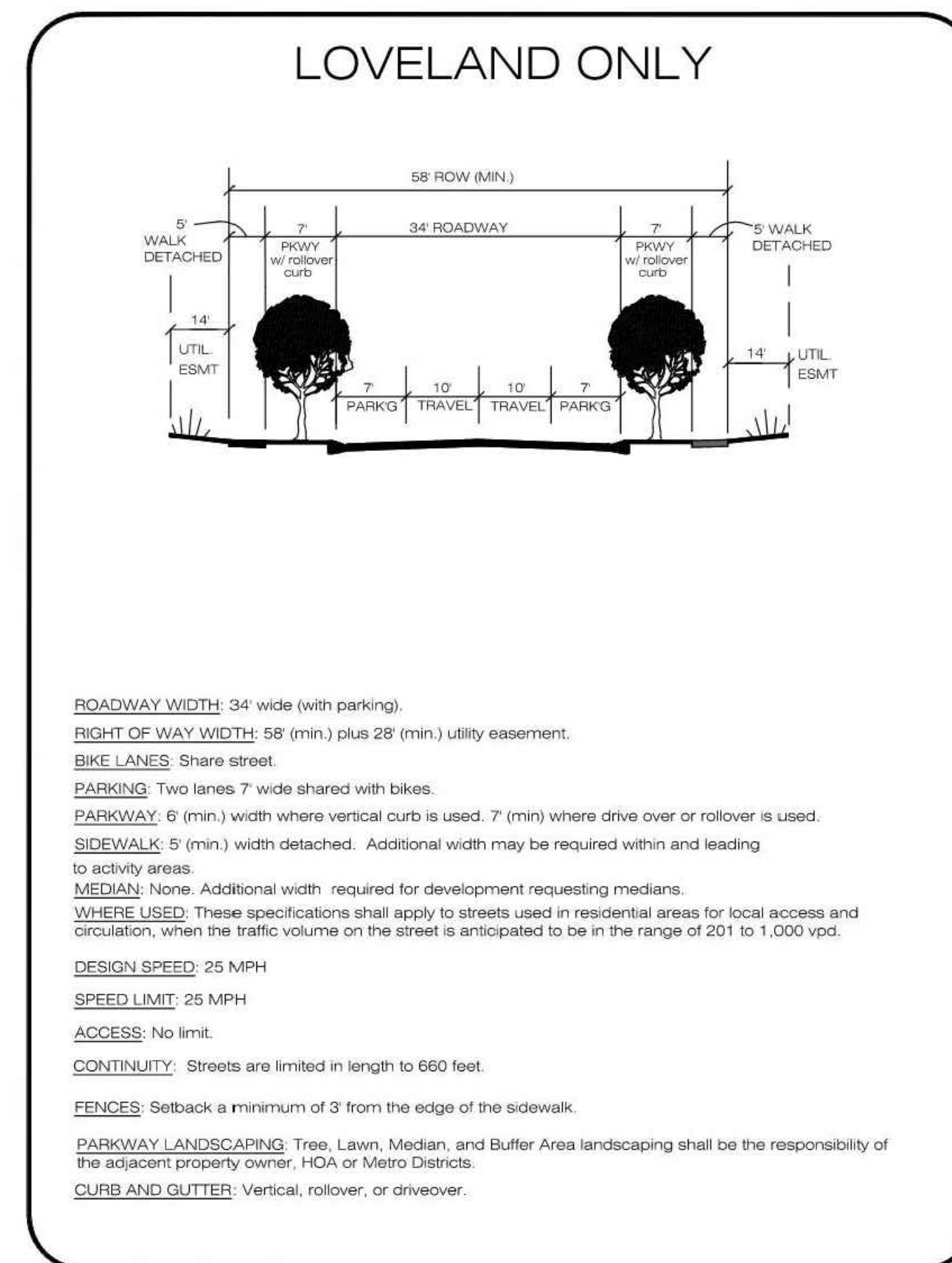
### LCUASS TYPICAL CROSS SECTIONS



**ROADWAY WIDTH:** 80' between intersections; 104' at intersections; 116' at intersections with double left turn lanes.  
**RIGHT OF WAY WIDTH:** 120' (min.) between intersections; 140' at intersections plus 28' (min.) utility easement.  
**TRAVEL LANES:** 4 lanes, 12' wide (exclusive of gutter or 12' from face of curb where no gutter), 11' with Buffered Bike Lane option.  
**LEFT TURN LANE:** 12' wide, required at intersection.  
**BIKE LANES:** 2 lanes, 5' wide (exclusive of gutter).  
**BUFFERED BIKE LANES OPTIONS:** Options will vary depending on the project and will require City Engineer approval.  
**PARKING:** None.  
**PARKWAY:** 10' (min.) width. Additional width optional.  
**SIDEWALK:** 6' (min.) wide if detached by at least 10'. Additional width may be required for higher pedestrian traffic in and leading to activity areas.  
**MEDIAN:** Center Median: 18' wide (6' wide in left turn lane area). Colored concrete, painted, or landscaped. See Table 7-2. (6' concrete flag stone brown)  
**WHERE USED:** These specifications shall apply as required by the Local Entity when a major arterial street is shown on the Master Street Plan, or when the traffic volume on the street is anticipated to be 16,001 to 32,000 vpd.  
**DESIGN SPEED:** 50 MPH  
**POSTED SPEED:** 45 MPH  
**ACCESS:** No primary access to individual lots permitted. 1/2 mile spacing for signalized intersections.  
**CONTINUITY:** Unlimited.  
**FENCES:** Fences shall be placed outside of the landscaping buffer yard.  
**LANDSCAPING:** Tree, Lawn, Median, and Buffer Area landscaping maintenance shall be the responsibility of the adjacent property owner, HOA, or Metro Districts.  
**CURB AND GUTTER:** Vertical curb and gutter.  
Note: Cross Section may vary on State Highways, approved corridor studies or adopted IGAs with adjacent jurisdictions.



**ROADWAY WIDTH:** 48' with parking, 36' without parking, 50' without parking but with left turn lane.  
**RIGHT OF WAY WIDTH:** 80' (min.) plus 14' (min.) utility easement each side.  
**TRAVEL LANES:** Two lanes, 11' wide.  
**BIKE LANES:** Two lanes, 5' wide when adjacent to a parking or turn lane, 7' wide when adjacent to the curb.  
**PARKING:** Developer needs to demonstrate a need for parking if to be installed (No parking within 200' of intersections)  
**PARKWAY:** 6' (min.) width.  
**SIDEWALK:** 6' (min.) width, detached. Additional width may be required for higher pedestrian traffic in and leading to activity areas.  
**MEDIAN:** None. Additional width would be required for development requested medians.  
**WHERE USED:** These specifications shall apply as required by the Local Entity, when a Collector street is shown on the Master Street Plan or when the traffic volume on the street is anticipated to be in the range of 3,001 to 7,000 vehicles per day.  
**DESIGN SPEED:** 35 MPH - If intersections are greater or equal to 1/2 mile spacing the City can increase the Posted Speed.  
**ACCESS:** 1 forward-direction access per lot (if access cannot be provided from a street of lower classification).  
**CONTINUITY:** 2 miles  
**FENCES:** Fences shall be placed outside of the landscaped buffer yard.  
**PARKWAY LANDSCAPING:** Tree, Lawn, Median, and Buffer Area landscaping shall be the responsibility of the adjacent property owner, HOA or Metro Districts.  
**CURB AND GUTTER:** Vertical.  
**STRIPING:** The centerline and separate bike and parking lanes shall be marked on the pavement in conformance with the requirements of Chapter 14 Traffic Control Devices and CONST. DWG. 1408L.



**ROADWAY WIDTH:** 34' wide (with parking).  
**RIGHT OF WAY WIDTH:** 58' (min.) plus 28' (min.) utility easement.  
**BIKE LANES:** Share street.  
**PARKING:** Two lanes 7' wide shared with bikes.  
**PARKWAY:** 6' (min.) width where vertical curb is used. 7' (min.) where drive over or rollover is used.  
**SIDEWALK:** 5' (min.) width detached. Additional width may be required within and leading to activity areas.  
**MEDIAN:** None. Additional width required for development requesting medians.  
**WHERE USED:** These specifications shall apply to streets used in residential areas for local access and circulation, when the traffic volume on the street is anticipated to be in the range of 201 to 1,000 vpd.  
**DESIGN SPEED:** 25 MPH  
**SPEED LIMIT:** 25 MPH  
**ACCESS:** No limit.  
**CONTINUITY:** Streets are limited in length to 660 feet.  
**FENCES:** Setback a minimum of 3' from the edge of the sidewalk.  
**PARKWAY LANDSCAPING:** Tree, Lawn, Median, and Buffer Area landscaping shall be the responsibility of the adjacent property owner, HOA or Metro Districts.  
**CURB AND GUTTER:** Vertical, rollover, or driveover.

4-LANE ARTERIAL STREET			
LARIMER COUNTY URBAN AREA STREET STANDARDS	DESIGN FIGURE	REVISION NO: DATE: 07/01/21	FIGURE 7-2L

MAJOR COLLECTOR/COMMERCIAL COLLECTOR STREET			
LARIMER COUNTY URBAN AREA STREET STANDARDS	DESIGN FIGURE	REVISION NO: DATE: 07/01/21	FIGURE 7-4L

RESIDENTIAL LOCAL STREET			
LARIMER COUNTY URBAN AREA STREET STANDARDS	DESIGN FIGURE	REVISION NO: DATE: 07/01/21	FIGURE 7-7L

Project: LEGACY CROSSING

Client: LOVELAND HOUSING AUTHORITY  
375 W 37TH ST #200  
LOVELAND, COLORADO 80538

LEGACY CROSSING  
STREET CROSS-SECTIONS  
PLANNED UNIT DEVELOPMENT

Project Number: 2328  
Date: 06.24.2024  
Produced by: MCB

Sheet Number:  
**S5**



# LEGACY CROSSING

## PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

### DESIGN STANDARDS & PROPOSED DEVIATIONS

Minimum Lot Area - Single-Family Detached (Urban), AND Duplex (Side-by-Side Duplex)	
UDC:	Lot Area is specified as 'a minimum of 3,500 sf.' in table 18.04.02.03A of the UDC.
PROPOSED:	Reduce the minimum Lot Area from 3,500 sf. to 2,800 sf.
JUSTIFICATION:	The Legacy Crossing Development is planned to provide a mix of small-lot single family homes to provide options for affordability. While these lots generally meet the UDC requirements for Urban and Large Urban lot types, Legacy Crossing will offer an option for a small lot area similar to the Urban, with smaller rear setbacks, but on a wider 35ft lot. This allows for a smaller, more affordable lot area while maintaining a wider street frontage better allowing for on-street parking. The PUD includes shared open space areas and buffers rather than larger back yards.

Lot Width - Duplex (Side-by-Side Duplex)	
UDC:	Lot width is specified as 45 ft. (per unit) in table 18.04.02.04 of the UDC.
PROPOSED:	Reduction of lot width from 45 ft. min. to 35 ft. min.
JUSTIFICATION:	The reduction of the Street Side Setback allows for a smaller lot to better support options for smaller home types similar to those that have been built historically by Loveland Habitat for Humanity. With this deviation, the Street Side Setback dimensions for this lot type would match those of the Urban Cottage, Urban, and Large Urban lot types in the Legacy Crossing PUD. Utility easements would still be provided as required by the UDC.

Front Setback - Duplex (Side-by-Side Duplex)	
UDC:	Front Setback is specified as 20 ft. in table 18.04.02.04 of the UDC.
PROPOSED:	Reduction of the front setback of living portion of building from 20 ft. to 15 ft. Garage Setback would remain at 20 ft.
JUSTIFICATION:	The reduction of the Front Setback allows for a smaller lot to better support options for smaller home types similar to those that have been built historically by Loveland Habitat for Humanity. With this deviation, the Front Setback dimensions for this lot type would match those of the Urban and Large Urban lot types in the Legacy Crossing PUD. Utility easements would still be provided as required by the UDC.

Street Side Setback - Duplex (Side-by-Side Duplex)	
UDC:	Street Side Setback is specified as 10 ft. in Table 18.04.02.04 of the UDC.
PROPOSED:	Reduction of the Street Side Setback from 10 ft. min. to 8 ft. min. The UDC currently allows for Alley-Loaded Duplexes to have a Side Street Setback of 8 ft.
JUSTIFICATION:	The reduction of the street side setback allows for a smaller lot to better support options for smaller home types similar to those that have been built historically by Loveland Habitat for Humanity. With this deviation the street side setback dimensions for this lot type would match those of the Urban Cottage, Urban, and Large Urban lot types in the Legacy Crossing PUD. Utility easements would still be provided as required by the UDC.

Rear Setback - Single-Family Detached (Street Loaded)	
UDC:	Rear setbacks for street loaded residential units is specified as 15 ft. on tables found in section 18.04.02 of the UDC.
PROPOSED:	Reduction of the Rear Setback from 15 ft. min. to 10 ft. min.
JUSTIFICATION:	The reduction of the rear setback allows for a smaller lot to better support options for smaller home types similar to those that have been built historically by Loveland Habitat for Humanity. The Legacy Crossing Development sees the benefit of shifting the unutilized space from backyards to the common open space, which contributes to open viewsheds and wider buffer areas.

Bufferyard Requirement - PUD Non-Residential Standards	
UDC:	Bufferyard for Place of Assembly is specified in Section 18.02.04.07(G)(1)(b) of the UDC.
PROPOSED:	The UDC requires a type B bufferyard that includes a noise barrier or fence, if the use adjoins a property that is used or zoned for residential purposes. This PUD proposes that UDC removes bufferyard requirements for Places of Assembly. The Place of Assembly uses of Crossroads Church and the residential uses of the Alford Lake subdivision (located to the south of this PUD) are existing. This deviation does not negatively affect the Alford Lake subdivision, because there are no changes planned for the area between the uses.
JUSTIFICATION:	A goal of the Legacy Crossing project is to create a strong connection between the planned residential uses with in this PUD and the existing Crossroads Church. Placing a bufferyard and sound barrier or fence between the two uses diminishes this connection and goes against the project goal.

Architectural Diversity Standard	
UDC:	Architectural Diversity Standards are specified in Section 18.04.05.02(F) of the UDC.
PROPOSED:	The UDC requires that no two buildings of similar front elevation shall be constructed or located on more than three proximate lots. Front elevations shall be deemed to be similar if there is no substantial difference in the roof lines, fenestration, and color and type of cladding. The PUD proposes that a minimum of 3 distinguishing characteristics should be used to deem front elevations as dis-similar. Distinguishing characteristics include: Roof Lines, Fenestration, changes in color, Changes in cladding material or synthetic veneers, shingle colors, and mirrored elevations
JUSTIFICATION:	Legacy Crossing has identified three different single family housing types (Alley-loaded Urban Cottage, Street-loaded Urban, Alley / Street-loaded Large Urban) and one duplex housing type (Side-by-Side Duplex) allowed within a relatively small development area to create architectural diversity. In addition, the PUD requires alternative housing characteristics to ensure architectural diversity with more cost-effective measures to support housing affordability.

Utility layout	
UDC:	Utility layout information is specified in Loveland Water and Wastewater Development Standards and Requirements for Electrical Services.
PROPOSED:	The Loveland Water and Wastewater Development Standards and Requirements for Electrical Services outlines how utilities are layout on a site. The 'Utility Layout' bullets shown on sheet S4 under 'Public & Private Improvements' propose variances to these standards.
JUSTIFICATION:	This is the utility layout required to provide services to the smaller lot sizes proposed in the Legacy Crossing PUD. With this deviation, lot sizes can remain affordable, and overall density numbers can remain in place.



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Landscape Architecture  
Urban Design  
Master Planning

Revision:	Date:



Project: LEGACY CROSSING  
 Client: LOVELAND HOUSING AUTHORITY  
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LEGACY CROSSING  
 PROPOSED DEVIATIONS  
 PLANNED UNIT DEVELOPMENT

Project Number: 2328  
Date: 06.24.2024  
Produced by: MCB

Sheet Number:  
**S6**

Plot Date: 7/18/2024 4:27 PM Plotted By: Angela Mikewski  
 Date Created: 2/22/2024 C:\USERS\ANGELA.MIKIEWSKI\DRAWINGS\2024\DRAWINGS\CA\CA\PLD\UD\LEGACY CROSSING