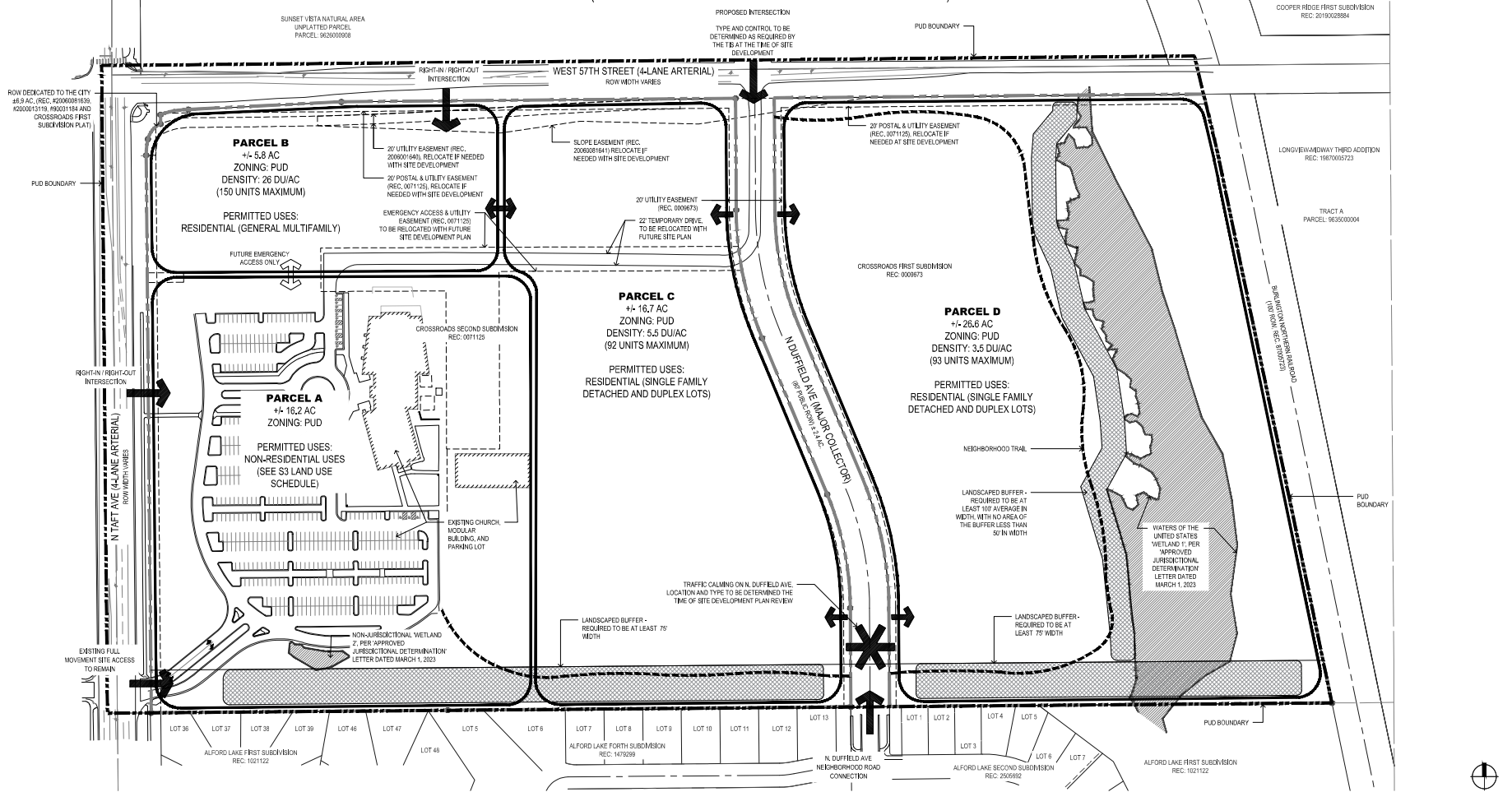


LEGACY CROSSING

PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

(BEING A MAJOR AMENDMENT OF THE CROSSROADS PUD)



PARCEL TABLE

DESCRIPTION	AREA (ACRE)	PERMITTED USES	MAXIMUM DENSITY
PARCEL A	18.2	NON-RESIDENTIAL (HOSPITALITY, RECREATION, AND ENTERTAINMENT, COMMUNITY, CIVIC, EDUCATIONAL AND INSTITUTIONAL)	0.1 (FAR)
PARCEL B	5.8	RESIDENTIAL (GENERAL MULTIFAMILY)	26 (DU/AC)
PARCEL C	16.7	RESIDENTIAL (SINGLE FAMILY DETACHED AND DUPLEX LOTS)	5.5 (DU/AC)
PARCEL D	26.6	RESIDENTIAL (SINGLE FAMILY DETACHED AND DUPLEX LOTS)	3.5 (DU/AC)

- NOTES**
- THE DEVELOPMENT WILL INCLUDE AT LEAST 20% OF THE TOTAL NUMBER OF UNITS AS QUALIFIED AFFORDABLE, UTILIZING THE AFFORDABLE HOUSING INCENTIVE ALLOWED BY SECTION 18.17.15(a)(2). THE DEVELOPMENT IS ALLOWED UP TO 385 UNITS, HOWEVER, THE MAXIMUM DENSITY FOR THIS DEVELOPMENT WILL NOT EXCEED AN OVERALL DENSITY OF 4.8 DU/AC AND 105 UNITS DENSITY AND UNIT COUNT BASED ON CROSS-AGREEMENTS.
 - 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 PARCELS C & D.

LEGEND

- POTENTIAL INGRESS/EGRESS
- PROPERTY BOUNDARY
- PARCEL BOUNDARY
- PUD BOUNDARY

SCALE 1"=100'

PLAN NORTH

Revision:	Date:



Project: LEGACY CROSSING
 Client: LOVELAND HOUSING AUTHORITY
 375 W. 37TH ST #200
 LOVELAND, COLORADO 80538

LEGACY CROSSING
 LAND PLAN SHEET
 PLANNED UNIT DEVELOPMENT

Project Number: 2328
 Date: 11-4-2024
 Produced by: ANH

Sheet Number:
S2

LEGACY CROSSING

PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

(BEING A MAJOR AMENDMENT OF THE CROSSROADS PUD)

PUBLIC & PRIVATE IMPROVEMENTS

AFFORDABLE HOUSING FLEXIBILITY

1 AFFORDABLE HOUSING FLEXIBILITY REVIEW PROCEDURES AND APPROVAL STANDARDS SHALL COMPLY WITH THE REQUIREMENTS OF THE UDC (9.17.15.04) UNLESS OTHERWISE MODIFIED BY THIS PUD.

PUBLIC & PRIVATE PARKS

1 PUBLIC AND PRIVATE PARKS SHALL COMPLY WITH THE REQUIREMENTS OF THE UDC.

SANITARY SEWER

1 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 24" 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 THE 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

1 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 TAFTS FISH. 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 SIZED BASED ON THE WATER IMPACT DEMAND ANALYSIS THAT WILL BE COMPLETED AS PART OF THE FINAL PLAT SUBMITTAL.

FIRE PROTECTION

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

ROADWAYS

1 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.
 2 A TRAFFIC IMPACT STUDY HAS BEEN PROVIDED AS PART OF THIS PUD.
 3 THE DEVELOPMENT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF WEST 9TH 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 CROSS-SECTION FOR A PORTION OF THE WEST 9TH 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 1.6.3.
 4 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 1.6.3.
 5 THE DEVELOPMENT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE SOUTHWEST CORNER OF THE ULTIMATE INTERSECTION AND SIGNAL IMPROVEMENTS AT THE INTERSECTION OF NORTH TAFT AVENUE AND WEST 9TH STREET.
 6 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.
 7 ALL STREETS WITHIN AND ADJACENT TO THE DEVELOPMENT SHALL COMPLY WITH THE LATEST ADOPTED TRANSPORTATION PLAN, LCMASS STANDARDS, UDC AND RECOMMENDATIONS PROVIDED IN THE TRAFFIC IMPACT STUDY.
 8 RESIDENTIAL PRIVATE DRIVES MAY BE USED TO PROVIDE ACCESS TO HEAVY LOADED RESIDENTIAL PRODUCTS SUBJECT TO THE CITY'S PRIVATE DRIVE DESIGN GUIDELINES FOR SMALL LOT SUBDIVISIONS.

DRAINAGE

1 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

1 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

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

UTILITY LAYOUT

1 TWO PUBLIC WET UTILITIES MAY RUN PARALLEL TO EACH OTHER AND BE LOCATED WITHIN THE 20' WIDTH OF PAVEMENT THAT IS WITHIN THE 20' WIDE PRIVATE DRIVE CLEAR ZONE. A THIRD PUBLIC WET UTILITY MAY CROSS THE OTHERS BUT NOT RUN PARALLEL TO THEM.
 2 WATER MAIN MAY BE A MINIMUM OF 4' FROM THE EDGE OF THE 20' WIDE CLEAR ZONE AND A MINIMUM OF 1.5' FROM THE EDGE OF THE PAVED 20' WIDTH AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
 3 WATER MAIN MAY BE A MINIMUM OF 2.0' FROM THE FOUNDATION OF A STRUCTURE AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
 4 WATER SERVICE LINES PRIOR TO METERS MAY BE A MINIMUM OF 6' FROM CURVILINES HORIZONTALLY.
 5 SANITARY SEWER MAIN MAY BE A MINIMUM OF 10' FROM THE FOUNDATION OF A STRUCTURE.
 6 SANITARY SEWER MAIN MAY BE A MINIMUM OF 5' AWAY FROM THE CENTER OF WATER METER PITS AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
 7 SANITARY SEWER MAIN MAY BE A MINIMUM OF 7' AWAY FROM THE CENTER OF WATER METER PITS ALONG STRAIGHT SECTIONS OF THE PRIVATE DRIVES.
 8 SANITARY SEWER MAIN MAY BE A MINIMUM OF 7' FROM THE EDGE OF THE 20' WIDE CLEAR ZONE AND A MINIMUM OF 4' FROM THE EDGE OF THE PAVED 20' WIDTH AROUND HORIZONTAL CURVES IN THE PRIVATE DRIVES.
 9 THIS DEVELOPMENT WILL NOT REQUIRE GAS INFRASTRUCTURE. A STANDARD 10' CITY OF LOVELAND POWER AND PULSE FIBER EASEMENT MAY BE USED THROUGHOUT THE DEVELOPMENT ALONG PUBLIC ROAD RIGHT-OF-WAY. THIS EASEMENT WILL BE VIEWED 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 FACILITIES. 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
 Urban Design
 Master Planning

Revision:	Date:



Project: LEGACY CROSSING
 Office: LOVELAND HOUSING AUTHORITY
 375 W. 37TH ST #200
 LOVELAND, COLORADO 80538

LEGACY CROSSING
 PUBLIC & PRIVATE IMPROVEMENTS
 PLANNED UNIT DEVELOPMENT

Project Number: 2328
 Date: 11-4-2024
 Produced by: AWC

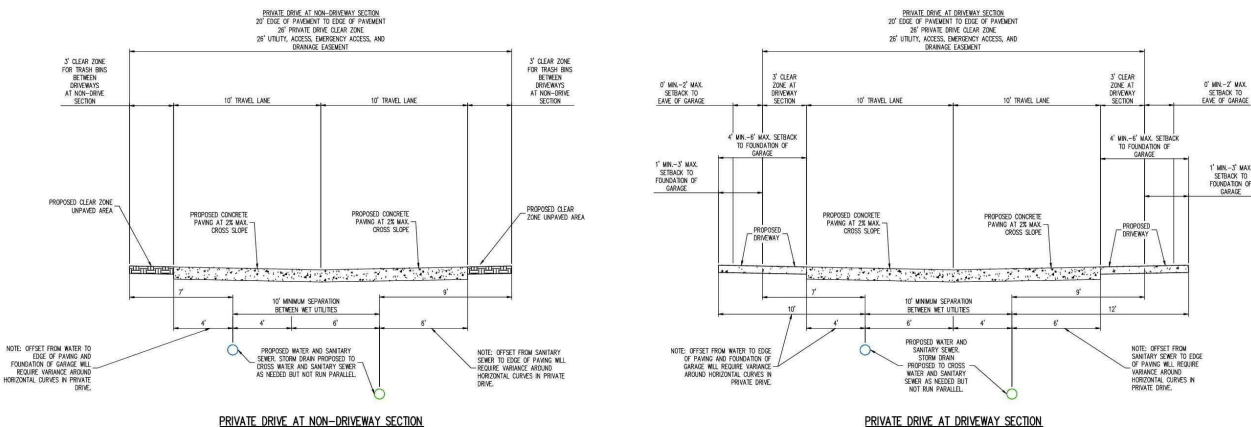
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S4

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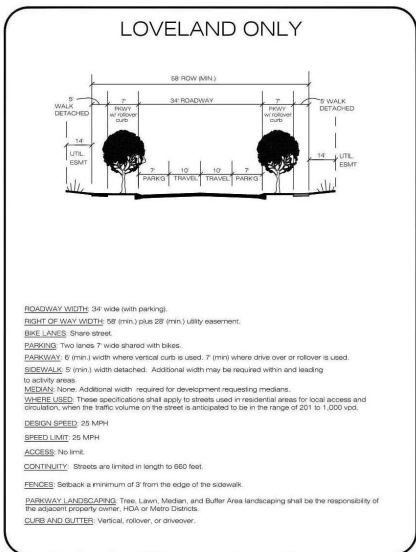
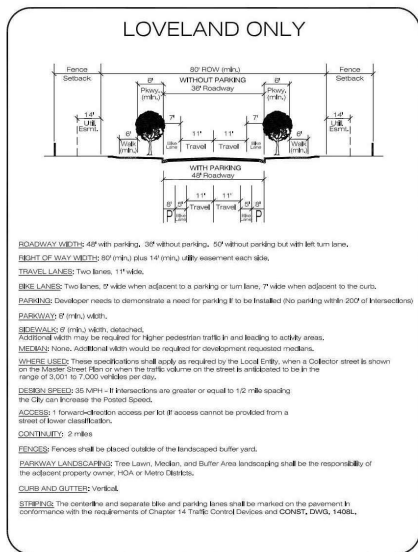
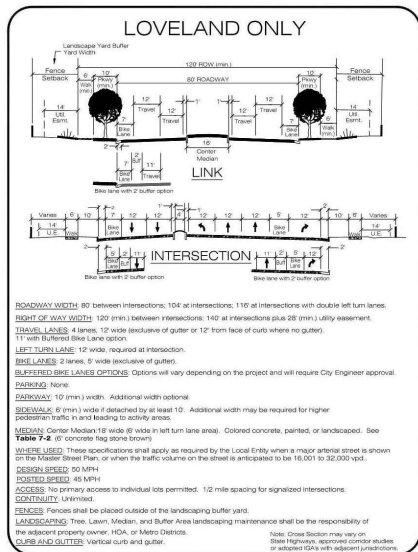
LEGACY CROSSING

PLANNED UNIT DEVELOPMENT ZONING DOCUMENT (BEING A MAJOR AMENDMENT OF THE CROSSROADS PUD)

PRIVATE DRIVE CROSS SECTIONS



LCUASS TYPICAL CROSS SECTIONS



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

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

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

Revision:	Date:



Project: LEGACY CROSSING
Client: LOVELAND HOUSING AUTHORITY
315 W 37TH ST #200
LOVELAND, COLORADO 80538

LEGACY CROSSING
STREET CROSS-SECTIONS
PLANNED UNIT DEVELOPMENT

Project Number: 2328
Date: 11.4.2024
Produced by: ANJ

Sheet Number: S5

LEGACY CROSSING

PLANNED UNIT DEVELOPMENT ZONING DOCUMENT (BEING A MAJOR AMENDMENT OF THE CROSSROADS PUD)

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 unbuilt 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(6)(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.
JUSTIFICATION:	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. 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 dissimilar. Distinguishing characteristics include: Roof Lines, Fenestrations, 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
375 W. 37TH ST #200
LOVELAND, COLORADO 80538

LEGACY CROSSING
PROPOSED DEVIATIONS
PLANNED UNIT DEVELOPMENT

Project Number: 2328
Date: 11.4.2024
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Sheet Number:
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