

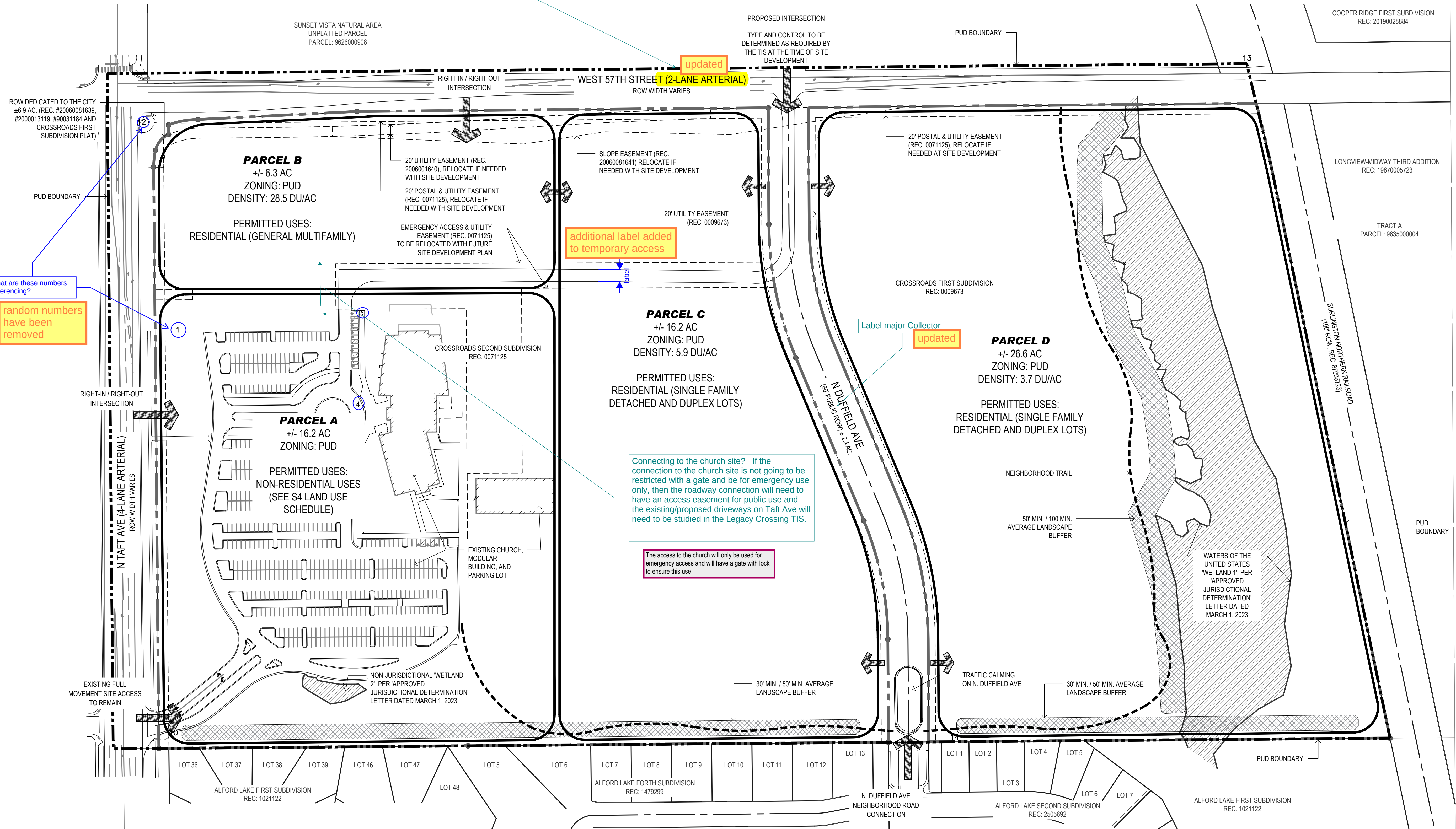
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Date Created: 3/15/2024 C:\USERS\MOLLIE\MSO

LEGACY CROSSING
PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

Round up the densities shown in each parcel to match the parcel table.

updated

57th is a 4-lane arterial on the City's Master Plan - Connect Loveland



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)

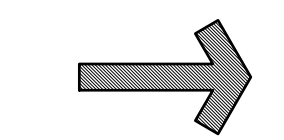
NOTES:

1. 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.
2. ACCESS POINTS SHOWN ARE CONCEPTUAL. FINAL LOCATIONS AND CONFIGURATIONS WILL BE DETERMINED AT TIME OF SITE DEVELOPMENT PLAN.

Add the note regarding SF detached homes required along the southern border of Parcel C and D (from page 4) to this sheet.

note added
to sheet.

LEGEND



POTENTIAL INGRESS/EGRESS

PROPERTY BOUNDARY
 PROPOSED ROADWAY
 PROPOSED RIGHT-OF-WAY

———— PARCEL BOUNDARY

PUD BOUNDARY



PLAN NORTH



Proj Date: 3/18/2024, 1:49 PM, Plotted By: Nadia Breckhoff
Date Created: 3/15/2024, C:\USERS\MOLLESMAN\ONE\DRIVE - BHADDESIGN\PROJECTS\CROSSROADS 2022\DRAWINGS\ADU\PUID\PUID.CLEAN.DWG

LEGACY CROSSING

PLANNED UNIT DEVELOPMENT ZONING DOCUMENT

RESIDENTIAL LOT AND BUILDING STANDARDS

MINIMUM							
Lot Type	Vehicular Access	Lot Area	Lot Width	Front Setback (Building / Garage Door)	Interior Side Setback / Street Side Setback	Rear Setback	Maximum Height
Single-Family Detached Lot and Building Standards							
Urban Cottage	Alley	> 3,500 sf	25 ft	10 ft min - 15 ft max	5 ft / 8 ft	15 ft	26 ft
Urban	Street	2,800 sf	35 ft	15 ft / 20 ft	5 ft / 8 ft	10 ft	26 ft
Large Urban	Alley	4,500 sf	45 ft	10 ft min - 15 ft max	5 ft / 8 ft	15 ft	26 ft
	Street	4,500 sf	45 ft	15 ft / 20 ft	5 ft / 8 ft	10 ft	26 ft
Duplex Lot and Building Standards							
Side-by-Side Duplex	Street	2,800 sf	35 ft	15 ft / 20 ft	5 ft / 8 ft	10 ft	26 ft
Multifamily Lot and Building Standards							
General Multifamily	Street	10,000 sf per building	100 ft	25 ft	6 ft / 15 ft	15 ft	35 ft

As compared to Tables in section 18.04.02

RESIDENTIAL NOTES

1. BULK STANDARDS SHALL BE PER THE UDC UNLESS OTHERWISE SPECIFIED IN THE PUD
2. PARKING SHALL BE PROVIDED IN ACCORDANCE WITH THE STANDARDS ESTABLISHED IN THE UDC
3. FIVE FOOT (5') SIDE YARD SETBACKS SHALL APPLY TO SINGLE FAMILY DETACHED OR ATTACHED RESIDENTIAL LOTS ADJACENT TO COMMON AREAS OR AND/OR BUFFER YARDS
4. STREET SIDE SETBACKS SHALL APPLY TO PRIVATE DRIVES
5. SETBACKS FOR ALLEY-LOADED GARAGES SHALL BE SUBJECT TO SEC. 18.04.04.03. SETBACKS ALONG ALLEYS, SIDEWALKS, TRAIL OR ACCESS EASEMENTS, DITCHES, AND WATERBODIES.

PUD NON-RESIDENTIAL STANDARDS

PUD NON-RESIDENTIAL BULK STANDARDS					
Min. Building Setbacks (Principal/Accessory)				Max. Height	
Front	Interior Side	Street Side	Rear	Principal Buildings	Accessory Buildings
PER UDC	PER UDC	PER UDC	PER UDC	PER UDC	PER UDC

NON-RESIDENTIAL NOTES

1. BULK STANDARDS SHALL BE PER THE UDC UNLESS OTHERWISE SPECIFIED IN THE PUD
2. NON-RESIDENTIAL DEVELOPMENT WILL BE DESIGNED TO INTEGRATE AND CONNECT TO THE SURROUNDING RESIDENTIAL NEIGHBORHOOD.

LAND USE SCHEDULE

LAND USE MATRIX		USE STANDARDS	
FUTURE LAND USE MAP CATEGORY		ZONING - PUD (PLANNED UNIT DEVELOPMENT)	
USES		RESIDENTIAL	
RESIDENTIAL, SINGLE FAMILY DETACHED		Single-Family Detached	(1) refer to sheet S2 land use plan and parcel table and notes for location of each permitted use.
Urban Cottage	USE BY RIGHT	Duplex	(2) Use standards shall comply with the PUD and bulk standards or UDC, as specified on sheet S3.
Urban	USE BY RIGHT	Multifamily	(3) any use not listed as permitted are prohibited.
Large Urban	USE BY RIGHT		
RESIDENTIAL, DUPLEX		HOSPITALITY, RECREATION, AND ENTERTAINMENT	
Side-by-Side Duplex	USE BY RIGHT	Parks (Passive, Active)	Outside speakers, recreation/entertainment related lighting, and entertainment shall not be in use between the hours of 11:00pm and 7:00am. Shared parking between parks and other non-residential uses shall be permitted. Bufferyards shall adhere to requirements set forth in the UDC. This use shall comply with the standards established in the UDC.
RESIDENTIAL, MULTIFAMILY		COMMUNITY, CIVIC, EDUCATIONAL, AND INSTITUTIONAL	
General Multifamily	USE BY RIGHT	Day Care Center, Adult or Child	These uses shall comply with the standards established in the UDC. Outdoor play and recreation areas shall be enclosed with appropriate fencing and bufferyard as depicted in the UDC. Bufferyard for Place of Assembly shall only apply when uses are within 40' of a single family lot.
HOSPITALITY, RECREATION, AND ENTERTAINMENT		Place of Assembly	
Parks (Passive)	USE BY RIGHT		
Parks (Active)	USE BY RIGHT		
COMMUNITY, CIVIC, EDUCATIONAL, AND INSTITUTIONAL			
Place of Assembly	USE BY RIGHT		
Day Care Center, Adult or Child	USE BY RIGHT		



111 S Meldrum Street, Suite 110
Fort Collins, CO 80521
p. (970) 223-7577
www.bhadesign.com

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
BUILDING BULK STANDARDS / LAND USE
PLANNED UNIT DEVELOPMENT

Project Number: 2328
Date: 03.15.2024
Produced by: MCB

Sheet Number:
S3

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 SERVICE AREA. ON-SITE SANITARY SEWAGE 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 A PROPOSED OFF-SITE 18" SANITARY SEWER MAIN RUNNING DOWN WEST 57TH STREET BETWEEN NORTH TAFT AVENUE AND THE NORTH DUFFIELD AVENUE RIGHT-OF-WAY. THE CITY OF LOVELAND HAS STATED REIMBURSEMENT IS AVAILABLE FOR OVERSIZING OF WATER AND WASTEWATER MAIN EXTENSIONS REQUIRED PER THE CURRENT MASTER PLANS. AS THE PROPOSED OFF-SITE 18" SANITARY SEWER MAIN IN WEST 57TH STREET IS NOT NEEDED TO SERVE THE LEGACY CROSSING PROPERTY, THE ENTIRETY OF THE OFF-SITE 18" SANITARY SEWER WOULD BE OVERSIZING AND THE DESIGN AND CONSTRUCTION WOULD BE REIMBURSABLE. PROPOSED ON-SITE SANITARY SEWER MAINS WILL BE SIZED BASED ON THE DEMAND AND CAPACITY CALCULATIONS THAT WILL BE COMPLETED AS PART OF THE APPLICABLE FINAL PLAT SUBMITTAL.

WATER SUPPLY

- THE PROPERTY IS LOCATED WITHIN THE CITY OF LOVELAND 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 A PROPOSED OFF-SITE 12" WATER MAIN RUNNING DOWN WEST 57TH STREET BETWEEN NORTH TAFT AVENUE AND THE NORTH DUFFIELD AVENUE RIGHT-OF-WAY. THE CITY OF LOVELAND HAS STATED REIMBURSEMENT IS AVAILABLE FOR OVERSIZING OF WATER AND WASTEWATER MAIN EXTENSIONS REQUIRED PER THE CURRENT MASTER PLANS. AS THE PROPOSED OFF-SITE 12" WATER MAIN IN WEST 57TH STREET IS NOT NEEDED TO SERVE THE LEGACY CROSSING PROPERTY, THE ENTIRETY OF THE OFF-SITE 12" WATER MAIN WOULD BE OVERSIZING AND THE DESIGN AND CONSTRUCTION WOULD BE REIMBURSABLE. PROPOSED ON-SITE WATER MAINS WILL BE DESIGNED TO LOOP AND WILL BE SIZED BASED ON THE DEMAND AND CAPACITY CALCULATIONS THAT WILL BE COMPLETED AS PART OF THE APPLICABLE 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
- STREET SYSTEM WILL MEET LOVELAND CITY 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 WEST 57TH STREET TO THE ULTIMATE STANDARD STREET SECTION ON THE NORTHERN PORTION OF THE ROAD RIGHT-OF-WAY OR TO CONSTRUCT A POTENTIAL FUTURE ROUNDABOUT AT THE INTERSECTION OF WEST 57TH STREET AND THE NORTH DUFFIELD AVENUE RIGHT-OF-WAY, THESE ITEMS WOULD BE CONSIDERED OVERSIZING AND REIMBURSABLE TO THE EXTENT THAT THEY ARE NOT REQUIRED FOR SERVICE TO THE SITE.
- 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. THE CITY OF LOVELAND REQUESTS THE DEVELOPMENT TO DESIGN AND CONSTRUCT NORTH TAFT AVENUE TO THE ULTIMATE STANDARD STREET SECTION ON THE WESTERN PORTION OF THE ROAD RIGHT-OF-WAY. THESE ITEMS WOULD BE CONSIDERED OVERSIZING AND REIMBURSABLE TO THE EXTENT THAT THEY ARE NOT REQUIRED FOR SERVICE TO THE SITE.
- THE DEVELOPMENT WILL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION 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 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.

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

- WET UTILITIES MAY BE LOCATED WITHIN 20' WIDTH OF PAVEMENT THAT IS WITHIN THE 26' WIDE CLEAR ZONE (RIGHT-OF-WAY OR PRIVATE DRIVE).
- WATER MAIN MAY BE WITHIN 5' OF THE 26' WIDE CLEAR ZONE AND WITHIN 2' OF THE EDGE OF THE PAVED 20' WIDTH.
- WATER MAIN MAY BE WITHIN 10' OFFSET FROM FACE OF STRUCTURE WITH A MINIMUM OFFSET OF 7'.
- WATER SERVICE LINES PRIOR TO METERS ALLOWED TO BE WITHIN 5' OF DRY UTILITIES.
- WATER METER VAULTS ALLOWED TO BE PARALLEL OR PERPENDICULAR TO LOT ORIENTATION OR WATER MAIN.
- OUTSIDE EDGE OF METER VAULTS ALLOWED TO BE WITHIN 10' OF STRUCTURE WITH A MINIMUM OFFSET OF 5'.
- WATER METER VAULT EASEMENTS ALLOWED TO BE MINIMUM OF 5' AROUND VAULT EDGES ON A MAXIMUM OF 2 SIDES.
- WATER SERVICE LINES MAY BE ROUTED TO INDIVIDUAL LOTS WITHIN THE 26' WIDE CLEAR ZONE BUT NOT WITHIN THE 20' DRIVABLE ALLEY WIDTH.
- SANITARY SEWER MAIN MAY BE WITHIN 10' OFFSET FROM FACE OF STRUCTURE WITH A MINIMUM OFFSET OF 7'.
- SANITARY SEWER MAIN MAY BE WITHIN 5' OF THE 26' WIDE CLEAR ZONE AND WITHIN 2' OF THE EDGE OF THE PAVED 20' WIDTH.
- CENTER OF SANITARY SEWER MANHOLES MAY BE WITHIN 5' OF THE 26' WIDE CLEAR ZONE AND WITHIN 2' OF THE EDGE OF THE PAVED 20' WIDTH.
- CENTER OF SANITARY SEWER MANHOLES MAY BE WITHIN 10' OFFSET FROM FACE OF STRUCTURE WITH A MINIMUM OFFSET OF 7'.
- THIS DEVELOPMENT WILL NOT REQUIRE GAS INFRASTRUCTURE. A STANDARD 10' UTILITY EASEMENT MAY BE USED THROUGHOUT THE DEVELOPMENT AT PUBLIC ROAD. THIS EASEMENT WILL BE WIDENED TO ACCOMMODATE LIGHT & 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 OR PUBLIC ALLEYS WILL BE COORDINATED WITH LIGHT & POWER TO ACCOMMODATE FACILITIES UTILIZING THE 5' CLEARANCE FROM OUTSIDE EDGES OF FACILITIES SUCH AS TRANSFORMERS AND VAULTS.

SITE DEVELOPMENT STANDARDS

- UNLESS EXPRESSLY NOTED OR APPROVED OTHERWISE, LANDSCAPE SHALL COMPLY WITH THE STANDARDS ESTABLISHED IN CHAPTER 18.08 THE UDC

SITE CHARACTERISTICS

WETLAND AREA

- DRY CREEK PROVIDES A NATURAL DRAINAGE CORRIDOR ON THE FAR EAST BOUNDARY OF THE SITE AND INCLUDES A JURISDICTIONAL WETLAND. DRAINAGE IN THIS AREA AND IN DRY CREEK GENERALLY TRENDS TO THE SOUTHEAST. A BUFFER WILL BE PROVIDED BETWEEN THE BACK OF PROPOSED LOTS AND THE WETLAND BOUNDARY TO THE EAST. THIS BUFFER WILL VARY IN WIDTH MEASURING 50' MIN. / 100' MIN. AVERAGE TO NEAREST LOT. THE VARYING BUFFER WILL PROVIDE FOR A MORE NATURAL, UNDULATING EDGE TO THE OPEN SPACE. THIS BUFFER BETWEEN THE LOTS AND THE WETLAND BOUNDARY WILL CONTAIN DETENTION PONDS AND A PEDESTRIAN TRAIL. WILL CONVEY DRAINAGE, AND WILL HAVE UNDERGROUND STORM DRAIN UTILITIES AS NEEDED. PROPOSED GRADING IN THE BUFFER AREA WILL ENSURE POSITIVE DRAINAGE TOWARDS THE NATURAL DRAINAGE PATTERNS.

BUFFER AREAS ALONG ROADS

- BUFFER AREAS ALONG N. TAFT AVE, W. 57TH STREET, AND N. DUFFIELD AVE. WILL CONTAIN VARYING GRADING AND WILL CONVEY DRAINAGE AND UTILITIES. IN GENERAL, DRAINAGE WILL BE CONVEYED TO THE EAST AND THE SOUTH SUPPORTING THE EXISTING OVERALL SITE DRAINAGE PATTERNS.

BUFFER YARD ALONG SOUTHERN EDGE OF SITE

- A BUFFER YARD WIDTH MEASURING 30' MIN. / 50' MIN. AVERAGE IS PROPOSED BETWEEN THE EXISTING HOMES OF ALFORD LAKE SUBDIVISION, AND THE REAR LOT LINES OF THE PROPOSED HOMES IN PARCEL C & D.
- THIS BUFFER WILL BE LANDSCAPED WITH NATIVE PLANTS, WILL HAVE A SOFT TRAIL, WILL CONTAIN DETENTION PONDS, WILL CONVEY DRAINAGE, AND WILL HAVE UNDERGROUND STORM DRAIN UTILITIES. LANDSCAPING WILL BE A COMBINATION OF NATIVE SEED, SHRUBS, AND TREES.
- ONLY DETACHED SINGLE FAMILY HOMES (NO DUPLEXES) WILL BE PERMITTED ALONG THE SOUTHERN BORDER OF PARCEL C & D. THIS WILL ADD TO THE NEIGHBORHOOD'S OPEN CHARACTER AND CREATE A TRANSITION BETWEEN THE LOWER DENSITIES OF ALFORD LAKE SUBDIVISION AND THE HIGHER RESIDENTIAL DENSITIES PERMITTED IN THIS PUD.

TRAIL CONNECTIONS

- PEDESTRIAN CONNECTION TO THE OUTDOORS IS AN IMPORTANT PART OF THE LEGACY CROSSING NEIGHBORHOOD. A PEDESTRIAN TRAIL THROUGHOUT THE COMMUNITY SHALL BE PROVIDED. CONNECTIONS WILL BE PROVIDED TO THE TRAIL, ALONG GREENWAYS, AND FROM SIDEWALKS CONNECTING RESIDENCES TO THE PROPOSED NEIGHBORHOOD PARK.
- PEDESTRIAN CONNECTION SHALL BE PROVIDED TO CHURCH PARCEL FOR EASY ACCESS.
- DEVELOPMENT PLANS SHALL PROVIDE PEDESTRIAN CONNECTION TO SIDEWALKS ALONG W. 57TH ST, N. TAFT AVE, AND ALFORD LAKE SUBDIVISION TO THE SOUTH. SEE 'TRAIL' CONNECTIONS UNDER 'SITE CHARACTERISTICS' ON SHEET 54

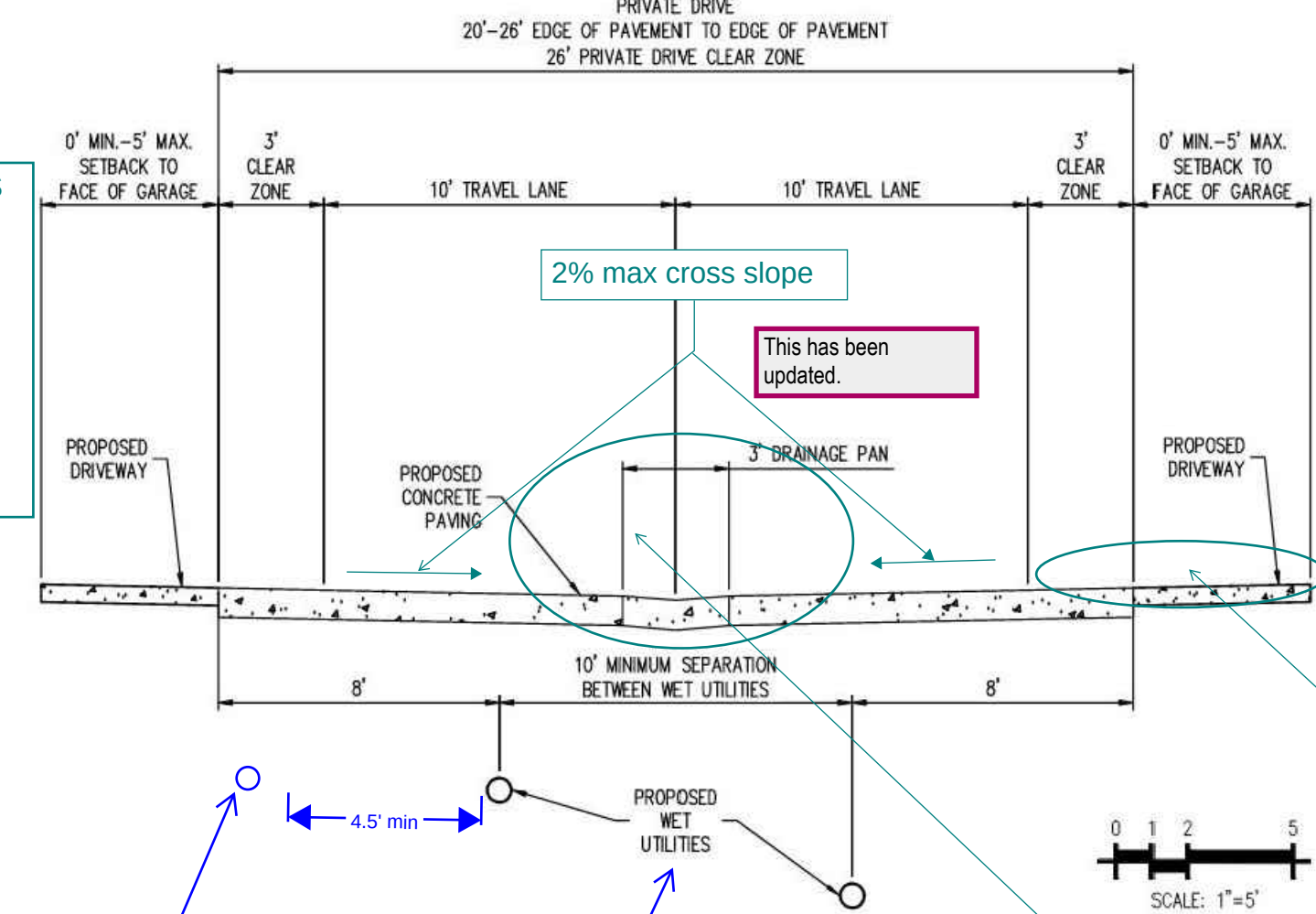
OPEN SPACE

- COMMON OPEN SPACE SHALL BE DESIGNED TO PROVIDE RESIDENTS WITH BOTH PASSIVE AND ACTIVE RECREATION OPPORTUNITIES.

SUSTAINABILITY

- SUSTAINABILITY IS A TOP PRIORITY WHEN IT COMES TO COMMUNITY PLANNING AND DESIGN AT LEGACY CROSSING. LEGACY CROSSING WILL BALANCE LOVELAND'S NEED FOR AFFORDABLE AND ATTAINABLE HOUSING WITH SUSTAINABLE DEVELOPMENT BEST PRACTICES.
- AS AN ALL-ELECTRIC COMMUNITY, LEGACY CROSSING WILL MAXIMIZE ENERGY EFFICIENCY OPPORTUNITIES WHILE DOING ITS PART TO REDUCE GREENHOUSE GAS EMISSIONS.
- COMMUNITY DESIGN WILL CELEBRATE AND EMBRACE OPPORTUNITIES TO LIVE A HEALTHY LIFESTYLE, PROVIDING WALKABLE AND BIKEABLE OPPORTUNITIES TO CONNECT TO EXISTING AND PROPOSED TRAIL NETWORKS AND TO THE NATURAL ENVIRONMENT.
- DROUGHT-TOLERANT LANDSCAPING AND IRRIGATION EFFICIENCY WILL HELP CONSERVE WATER. COMMON AREA LANDSCAPING WILL UTILIZE THE CITY OF LOVELAND HYDROZONE PROGRAM TO OPTIMIZE WATER-EFFICIENT LANDSCAPE AND IRRIGATION DESIGN. HYDROZONE PLANS WILL BE PROVIDED AT THE TIME OF SITE DEVELOPMENT PLAN REVIEW TO ENSURE EFFICIENCIES IN IRRIGATION WATER DEMAND AND USE.

PRIVATE DRIVE CROSS SECTION - FOR ALLEY LOADED HOUSING



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 LRFA (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.

BUILDING DESIGN STANDARDS

ARCHITECTURAL DIVERSITY STANDARD - SINGLE FAMILY / DUPLEX

- THESE STANDARDS SHALL APPLY TO THE SINGLE-FAMILY DETACHED AND DUPLEX DWELLING UNITS IN THIS PUD. THE STANDARDS ARE APPLIED TO "PROXIMATE LOTS," WHICH ARE LOTS THAT ADJOIN OR SHARE SIDE PROPERTY LINES, OR LOTS THAT, ALTHOUGH SEPARATED BY A STREET, FACE EACH OTHER SUCH THAT THE EXTENSION OF SIDE LOT LINES ACROSS THE STREET CREATES AN OVERLAP ALONG THE FRONT LOT LINE OF MORE THAN 30 PERCENT.
1. GENERAL STANDARDS. 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 ARE LESS THAN THREE DISTINGUISHING CHARACTERISTICS. DISTINGUISHING CHARACTERISTICS INCLUDE:
- ROOF LINES (SEE SUBSECTION F.2., BELOW);
 - FENESTRATION (SEE SUBSECTION F.3., BELOW);
 - CHANGES IN COLOR (RATHER THAN MERELY SHADE);
 - CHANGES IN CLADDING MATERIALS OR SYNTHETIC VENEERS
 - SHINGLE COLORS
 - MIRRORED ELEVATIONS
 - GARAGE ORIENTATION (OTHER THAN FRONT LOAD)
2. ROOF LINES. FOR THE PURPOSE OF THIS SUBSECTION F., THE FOLLOWING DIFFERENCES IN ROOF LINES THAT ARE VISIBLE ON THE FRONT BUILDING ELEVATION ARE SUFFICIENT TO MEET THE REQUIREMENTS OF SUBSECTION F.1.A., ABOVE:
- CHANGING GABLE ROOFS TO HIP ROOFS OR VICE-VERSA;
 - PROVIDING AN INTERSECTING ROOF RIDGE OR DORMER ON THE MAIN ROOF, PROVIDED THAT THE HEIGHT OF THE INTERSECTING ROOF OR DORMER IS AT LEAST 50 PERCENT OF THE HEIGHT OF THE MAIN ROOF;
 - ROTATING GABLE ROOF SYSTEMS 90 DEGREES;
 - CHANGE IN PORCH ROOF AND PORCH COLUMNS; OR
 - OTHER COMPARABLE CHANGES THAT ARE APPROVED BY THE DIRECTOR.
3. FENESTRATION. FOR THE PURPOSE OF THIS SUBSECTION F., THE FOLLOWING DIFFERENCES IN THE SIZE, LOCATION, OR TYPE OF WINDOWS THAT ARE VISIBLE ON THE FRONT BUILDING ELEVATION ARE SUFFICIENT TO MEET THE REQUIREMENTS OF SUBSECTION F.1.B., ABOVE:
- CHANGING FROM SINGLE WINDOWS TO A MULTIPLE WINDOW ARRANGEMENT OR VICE-VERSA;
 - CHANGING THE TYPES OF WINDOWS (E.G., CASEMENT TO DOUBLE HUNG);
 - CHANGE IN WINDOW SHAPE AND/OR LOCATION; OR
 - IN THE EVENT THAT BECAUSE OF ITS SIZE, LOCATION OR DESIGN, ONE WINDOW IS THE PREDOMINANT WINDOW ON THE FRONT BUILDING ELEVATION, IF THE SIZE, LOCATION, OR TYPE OF THAT WINDOW IS CHANGED, THEN NO OTHER WINDOW NEED BE CHANGED.



111 S Meldrum Street, Suite 110
Fort Collins, CO 80521
p. (970) 223-7577
www.bhadesign.com

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
PUBLIC & PRIVATE IMPROVEMENTS
PLANNED UNIT DEVELOPMENT

Project Number: 2328
Date: 03.15.2024
Produced by: MCB

Sheet Number:

S4

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.

The Planning Department is supportive of the deviations listed.

thank you

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 the front setback of living potion 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(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.
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 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.

WASTEWATER DEVELOPMENT STANDARDS AND REQUIREMENTS FOR ELECTRICAL SERVICES.

This has been updated.

Utility layout	
UDC:	Utility layout information is specified in Loveland Water and Power Standards and Details.
PROPOSED:	The Loveland Water and Power Standards and Details outlines how utilities are layout on a site. The 'Utility Layout' bullets shown on sheet S4 under 'Public & Private Improvements' propose changes to these standards and details.
JUSTIFICATION:	This is the utility layout required to provide services to the smaller lot types 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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This has been updated.

△	Revision:	Date:



LOVELAND
Housing Authority

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
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S5