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SECTION 1: PLAN INTRODUCTION

PLAN AUTHORITY, PURPOSE AND OBJECTIVES

PLAN AUTHORITY
The Colorado Revised Statutes, Title 31, Article 23, Part 2, outlines the authority and duties of the Town of Berthoud’s Planning Commission to make, amend and carry out a comprehensive plan for the physical development of Berthoud, Colorado.

Per C.R.S. 31-23-207, the Town of Berthoud Comprehensive Plan is considered necessary for guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality and its environs.

The 2021 Town of Berthoud Comprehensive Plan supersedes the Town’s 2014 Comprehensive Plan to guide the physical development of Berthoud.

PLAN PURPOSE
The purpose of the 2021 Berthoud Comprehensive Plan is to identify present and future needs of the community and establish preferences and priorities based on those needs. This new comprehensive plan provides guidance to coordinate development to accommodate growth as well as maintain the Town’s distinctive character.

The Berthoud Comprehensive Plan is a statement of how the community views itself, what the Town envisions for the community’s future, and the actions the Town will undertake to implement the vision and goals of the community.

PLAN OBJECTIVES
Berthoud is one of the fastest growing communities in the north Front Range due to its proximity and ease of access to larger communities such as Denver, Boulder, Greeley and Fort Collins. In 2018, the Town issued building permits for over 500 single family homes, and the population is estimated to more than double from the 2010 to the 2020 census. Much of the rapid growth has occurred since 2016, the Town currently has over 6000 approved residential lots in various stages of development.

Historically, Berthoud was a community built around agriculture and the railroad. Until recently, the Town’s population was concentrated within a mile of the downtown core. Berthoud’s small town character is important to new and old residents alike, and maintaining that character has consistently been identified as an important priority by the Town Board.

The last update to the Town of Berthoud’s comprehensive plan occurred in 2014. While that plan envisioned growth, it did not envision the amount of growth currently being experienced. The Town is interested in establishing a clear new vision for the future of Berthoud that encourages growth in a managed way.

The 2021 Town of Berthoud Comprehensive Plan is intended to meet the following objectives:

1. To establish a clear new vision for the future of Berthoud that reflects current community values.
2. To overhaul the policy foundation for Berthoud’s growth and development decisions, establishing a new approach for effectively maintaining Berthoud’s small-town character.
3. To incorporate new urbanist principles that advance transect development place types and character districts for guiding Berthoud’s physical development.
4. To serve as the foundation for land development regulations, capital improvement programming, and more detailed subarea plans and functional studies.
5. To restructure the comprehensive plan’s layout for enhanced legibility and navigability.
6. To make the comprehensive plan more practical from an implementation standpoint.
7. To provide an accountability tool for evaluating progress toward accomplishing the comprehensive plan’s action items.

The transect approach that guides the Berthoud Comprehensive Plan is a multi-tiered progression to plan for the community at various scales, starting from the Town-wide macro scale down to the block level micro scale. The graphics in Figures 1.1 and 1.2 provide a general overview of the transect-based planning approach as it applies to Berthoud.

More details on the Place Types, Character Districts, and Plan Concepts are provided in Section 3.

FIGURE 1.1 Transect Approach

Characterized as Place Types, the transect categories that comprise Berthoud are defined by broad place attributes.

Each Place Type is defined by its own set of subcategories called Character Districts, which further exemplify distinct areas within Berthoud.

FIGURE 1.2 Berthoud Transect

- Environmental Sensitive Area
- Open Space
- Parks, Recreation, and Trails
- Agricultural
- Rural Residential
- Suburban Residential
- Suburban Business
- Urban Residential
- Innovation District
- Downtown
- Old Town Residential
- New Berthoud
- 1st Street Corridor
- Mountain Avenue Corridor

Character Districts are governed by a guiding principle that facilitates the attainment of the community vision and achievable goals. Site, building, and streetscape design elements help define the visual appeal and general identity of each Character District at the block level.
The 2021 Berthoud Comprehensive Plan is designed to provide guidance for decision-making in an easy to navigate format structured around four sections: Plan Introduction, Plan Influences, Plan Direction and Plan Implementation. The entire plan document is searchable with hyperlinks embedded into the Table of Contents. Each plan section is highlighted with a symbol using a different color shade for ease of reference (Figure 1.3):

SECTION 1: PLAN INTRODUCTION
The Introduction section discusses the plan’s authority, purpose, and objectives, the transect-based planning approach, and the plan organization.

SECTION 2: PLAN INFLUENCES
The Plan Influences section begins with an overview of the planning process, with summaries of the community survey and on-line open house events. A description of Berthoud’s physical setting is followed by a community profile summarizing population, housing and employment characteristics. Additional infographics describe historic and archeological assets, environmental assets and constraints, and existing conditions associated with parks, open space and trails, public facilities and services, water, wastewater and stormwater facilities, and transportation. The Planning Influences section concludes with a Plan Framework map depicting edges, corridors and community facilities.

SECTION 3: PLAN DIRECTION
The Plan Direction section provides the policy framework for the plan, beginning with the community vision statements and their associated achievable goals and key strategies. The Future Land Use Plan map depicts the six major place types and their character districts within the Town’s Growth Management Area. Each place type and their associated character districts are described in detailed infographics, providing guidance for future land use decision-making. A transportation element includes a Transportation Plan Map and street cross-sections.

SECTION 4: PLAN IMPLEMENTATION
The Plan Implementation section prioritizes action items into a matrix with timelines for completion, cost estimates, and potential Town partnerships. The Plan Implementation matrix is a tool for monitoring and evaluating progress toward achieving the plan’s vision and goals.

PLAN APPENDIX
In addition to this plan document, there is a separate Plan Appendix volume containing the following appendices:

Appendix A
Berthoud Community Profile Report

Appendix B
Community Survey: Summary of Results

Appendix C
Virtual Open House #1 Summary: Vision and Priorities

Appendix D
Virtual Open House #2 Summary: Visual Preference Survey

Appendix E
Virtual Open House #3 Summary: Draft Plan Review
SECTION 2

PLAN INFLUENCES

BERTHOUD COMPREHENSIVE PLAN
SECTION 2: PLAN INFLUENCES

PLANNING PROCESS

As illustrated in the project schedule graphic in Figure 2.1, the planning process for the Berthoud Comprehensive Plan, branded as “Plan Berthoud,” advanced in a progression of several distinct stages. Each step in the planning process was a critical step to the next one, with the steps collectively creating the building blocks for the Comprehensive Plan through the transect development lens.

The planning process included a community engagement approach that provided Town officials and community members with different opportunities to participate in molding the update to the Berthoud Comprehensive Plan.

With the planning process occurring primarily during the COVID-19 pandemic, a majority of the community engagement activities took place online via virtual events. Web-based engagement proved to be highly productive and successful, as certain activities could be held open for an extended period of time to maximize outreach and enable participants to take part at their own pace, within their schedule, and in the comfort of their own home via computers or mobile devices. For example, the first public workshop was a “virtual open house” conducted over the course of approximately one month in Fall 2020. The virtual open house event enabled community members to participate across a period of four weeks rather than a typical two-hour timeframe on a single weekday evening for an in-person open house.

COMMUNITY SURVEY

The Berthoud Comprehensive Plan Community Survey was conducted from May through early June 2020. It resulted in a strong response from residents of Berthoud, as well as a sampling of individuals that live outside town.

Taken together, the 682 survey responses provided a foundation for the updated Comprehensive Plan. The survey also had an extensive number of open-ended questions that provided opportunities for respondents to explain their own words. An overview of the survey results and an indexed list of respondent comments is included in the Plan Appendix.

KEY FINDINGS

Has Berthoud improved, stayed the same, or gotten worse as a place to live? And how do residents feel about growth?

A question placed near the start of the questionnaire asked, “Thinking back over the past 5-10 years (or since you have lived here), has Berthoud improved, gotten worse, or stayed the same?” More respondents felt it had improved (38%) than gotten worse (29%), and about a quarter said it had stayed the same. This question was then probed through open-ended comments. Many respondents that felt the town had improved cited new businesses, restaurants, the downtown, parks and recreation, and the small town and “community” aspects of Berthoud. Those that felt it had gotten worse were especially likely to identify growth, traffic, people, and development.

This theme carried forward to a question that asked about the different components of population growth. Many respondents (over 50%) felt there was “too much” residential growth. In contrast, over half (56-60%) felt that there has been too little growth in retail businesses and restaurants.
FIGURE 2.1
Methodology

Primary methods:
1 = Statistically Valid (Invitation Survey)
   Mailed post card to a sampling of residents chosen from throughout the Town of Berthoud.

2 = Open Link Survey
   Online survey available to all residents

2,934 Surveys Mailed (48 returned undeliverable), The response rate to the invitation was about 10%.

682 Total Survey Responses

465 - Invitation Sample Survey Responses
   +/- 4.3% Margin of Error

217 - Open Link Survey Responses

FIGURE 2.4
Desired Improvements

Q: Thinking back over the past 5-10 years (or since you have lived here), has Berthoud improved, gotten worse, or stayed the same as a place to live, taking all things into consideration?

<table>
<thead>
<tr>
<th></th>
<th>Overall</th>
<th>Live in Berthoud</th>
<th>Do not Live in Berthoud</th>
</tr>
</thead>
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<tr>
<td>Improved</td>
<td>38%</td>
<td>38%</td>
<td>35%</td>
</tr>
<tr>
<td>Stayed the same</td>
<td>23%</td>
<td>25%</td>
<td>10%</td>
</tr>
<tr>
<td>Gotten worse</td>
<td>29%</td>
<td>27%</td>
<td>41%</td>
</tr>
<tr>
<td>Don’t know/No opinion</td>
<td>10%</td>
<td>9%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Source: RRC Associates

FIGURE 2.5
Living In Berthoud

WHAT DO YOU LIKE ABOUT BERTHOUD?

Respondents also provided insights on “What they like about living in Berthoud” based on a list of 19 attributes. Most-identified was “small town with proximity to other cities,” followed by “natural beauty of the area” and “small town feel.” The idea of “small town” as a strength of Berthoud was an important theme expressed in a variety of ways through the survey responses.

FIGURE 2.3
Living In Berthoud

Q: Using the checkboxes in the column below, select the attributes that describe what you like about living in Berthoud. (Select all that apply)

- Small town but with proximity to other cities
- Natural beauty of the area
- Small town feel
- Level of traffic congestion compared to other places
- Ease of walking and biking around the area
- Overall level of public safety
- Open spaces and public lands
- Quality of local neighborhoods
- Quality of schools
- Proximity to eating and drinking establishments
- Location near family and friends
- Parks and recreational opportunities
- Proximity to groceries and “daily shopping needs”
- Cost of housing
- Arts and cultural activities and opportunities
- Diversity of housing types, styles, and architecture
- Municipal services (parks, fire, water, sewer)
- Proximity to employment
- Cultural diversity of the community
- Other

Overall
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<th>%</th>
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Live in Berthoud
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Do not live in Berthoud
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<tr>
<td>Other</td>
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<td>69</td>
<td>68</td>
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</tbody>
</table>
**DESIRED IMPROVEMENTS**

The survey contained several questions that evaluated priorities for “improvements or enhancements in Berthoud.” Based on a list of ten potential enhancements the following were most identified: acquiring and protecting open space, providing more trails and paths to connect various elements of the community, and providing more parks and/or recreation facilities. The survey also asked about priorities “not on the list” and a variety of ideas were expressed including recreation facilities, sidewalks, and addressing growth issues.

Interestingly, newer residents to the area were especially likely to identify these priorities: open space, trails, parks, and recreation. Additionally, new residents generally place higher priority on all the factors included on the list in the survey. Clearly, these are attributes that are important to new home purchasers and renters, and continued attention to these priorities will likely help to keep Berthoud neighborhoods attractive in the future.

**FIGURE 2.6**

Introductory Demographics

- Water town: 25%
- Open space, walk, bike trails: 15%
- Sidewalks: 10%
- Historic: 6%
- Swimming: 5%
- Indoor: 5%
- Safety: 5%
- Proximity to center: 5%
- Make a whole town: 3%
- Just US streets: 2%

Agent, fix the sidewalks, cover the ditch.
Adapt, horse trails or -at the very least- multi-use trails. Acquire and/or protect open space lands” is endless, since Berthoud has a dismal track record for protecting anything.
Berthoud High School needs a competition pool.
Build a neighborhood.
Commercial developments in north Berthoud.
Completion of the rec center.

**ENVIRONMENTAL AND SUSTAINABILITY PROGRAMS**

Based on a list of ten types of actions the Town might pursue to enhance the environment and sustainability objectives, most identified were bike and pedestrian trails (consistent with results discussed above), land conservation, maintaining the tree canopy, and wildlife habitat preservation. Air quality improvement and electric vehicle charging stations were at the bottom of the priority list.

**FIGURE 2.7**

Environmental and Sustainability Programs

Q 6: What types of environmental or sustainability programs should be given the greatest emphasis by the Town of Berthoud as we look to the future? (Select up to 4 choices.)

<table>
<thead>
<tr>
<th>Program</th>
<th>Overall</th>
<th>Live in Berthoud</th>
<th>Do not Live in Berthoud</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike and pedestrian trails</td>
<td>58%</td>
<td>63%</td>
<td>61%</td>
</tr>
<tr>
<td>Land conservation</td>
<td>60%</td>
<td>60%</td>
<td>60%</td>
</tr>
<tr>
<td>Maintaining the tree canopy</td>
<td>55%</td>
<td>55%</td>
<td>55%</td>
</tr>
<tr>
<td>Wildlife habitat preservation</td>
<td>40%</td>
<td>40%</td>
<td>40%</td>
</tr>
<tr>
<td>Water conservation, efficiency, and quality</td>
<td>30%</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td>Preserve existing buildings</td>
<td>30%</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td>Energy efficiency and renewable sources (wind, solar, etc.)</td>
<td>22%</td>
<td>23%</td>
<td>21%</td>
</tr>
<tr>
<td>Waste reduction and recycling</td>
<td>21%</td>
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<td>21%</td>
</tr>
<tr>
<td>Air quality improvement</td>
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<tr>
<td>Electric vehicle infrastructure options</td>
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<td>Other</td>
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<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>Nothing/none of the above</td>
<td>72%</td>
<td>62%</td>
<td>72%</td>
</tr>
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</table>

Source: SRC Associates
TRANSPORTATION ENHANCEMENTS

A list of ten transportation “actions” were identified and respondents rated each one individually. The following were the two top priorities to improve mobility: “Increase walking and biking connections between neighborhoods,” and “Increase walking and biking connections to regional bike paths and trails.” Once again, the high importance for enhanced trail systems is evident. This theme was expressed through multiple responses in the survey.

FIGURE 2.8
Importance of Actions to Enhance Mobility

TRANSPORTATION ENHANCEMENTS IN BERTHOUD

Q 7: Transportation planning is an ongoing effort in Berthoud and in coordination with other cities and counties in the region. The Comprehensive Plan will address transportation-related topics. Please rate the importance of the following actions to enhance mobility in the future that could be considered in the Comprehensive Plan.

<table>
<thead>
<tr>
<th>Rating Category</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase walking and biking connections between neighborhoods</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Increase walking and biking connections to regional bike paths and trails</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Partner with other agencies (such as CDOT and adjacent communities)</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Reduce traffic congestion at intersections and along key corridors</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Explore and evaluate emerging technologies and their potential role in improving transportation</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Prioritize improvements (such as roundabouts) to enhance traffic flow</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Expand bus transit options (such as the number of routes and frequency of service)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Increase the availability of, and encourage the use of, bike share options</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Provide additional street connections between neighborhoods</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Increase the availability of electric vehicle charging stations</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: RBC Associates

FIGURE 2.9
Priorities for Economic Development Actions

Q 8: “Economic development” has a very broad meaning ranging from actively recruiting new businesses to creating an attractive community. Please rate your priorities for economic development actions that could be considered as a part of the Comprehensive Plan.

<table>
<thead>
<tr>
<th>Overall</th>
<th>Live In Berthoud</th>
<th>Do Not Live In Berthoud</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work to retain and expand small local businesses</td>
<td>4.5</td>
<td>4.5</td>
</tr>
<tr>
<td>Work to retain and expand local restaurants and a range of dining choices</td>
<td>4.3</td>
<td>4.3</td>
</tr>
<tr>
<td>Support for the Downtown core</td>
<td>4.2</td>
<td>4.2</td>
</tr>
<tr>
<td>Make efforts to preserve the Berthoud legacy through historic preservation</td>
<td>4.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Make public improvements to selected areas of town to increase business activity and to support local businesses</td>
<td>3.5</td>
<td>3.6</td>
</tr>
<tr>
<td>Work to increase employment opportunities in town so more residents can live and work in Berthoud instead of commuting</td>
<td>3.3</td>
<td>3.3</td>
</tr>
<tr>
<td>Expand incentives to attract desired businesses</td>
<td>3.3</td>
<td>3.3</td>
</tr>
<tr>
<td>Continue to expand the commercial areas of town</td>
<td>2.9</td>
<td>3.0</td>
</tr>
<tr>
<td>Solicit major retailers to locate in the community</td>
<td>2.2</td>
<td>2.2</td>
</tr>
</tbody>
</table>

Source: RBC Associates
From a list of eight answer options, the most identified priority of current residents related to housing was to emphasize “lower density homes on larger estate lots.” However, when asked about priorities to better meet Berthoud’s needs, in addition to lower density homes, respondents also supported “a range of housing for older adults/seniors” and “smaller homes (1,200 square feet or less).” These questions provide some quantitative input on some of the alternative approaches to encouraging selected types of residential development.

<table>
<thead>
<tr>
<th>SECTION 2</th>
<th>PLAN INFLUENCES</th>
</tr>
</thead>
</table>

**FIGURE 2.10**

Housing Options for Berthoud’s Needs

Q11: From the list in the previous question, what one type of new housing do you think should be emphasized to better meet Berthoud’s needs?

<table>
<thead>
<tr>
<th>Housing Option</th>
<th>Overall</th>
<th>Live in Berthoud</th>
<th>Do not Live in Berthoud</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower density homes on larger estate lots</td>
<td>27%</td>
<td>27%</td>
<td>35%</td>
</tr>
<tr>
<td>A range of housing for older adults/seniors</td>
<td>20%</td>
<td>21%</td>
<td>9%</td>
</tr>
<tr>
<td>Smaller homes (1,200 square feet or less)</td>
<td>19%</td>
<td>19%</td>
<td>22%</td>
</tr>
<tr>
<td>Cohousing communities – private homes clustered around shared space</td>
<td>10%</td>
<td>10%</td>
<td>13%</td>
</tr>
<tr>
<td>Townhomes/condominiums</td>
<td>8%</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>Alley loaded homes</td>
<td>6%</td>
<td>9%</td>
<td>1%</td>
</tr>
<tr>
<td>Apartments</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Accessory dwelling unit – small residence/guest suite adjacent to or part of a principal unit (also known as ADU)</td>
<td>5%</td>
<td>4%</td>
<td>11%</td>
</tr>
</tbody>
</table>

Source: IRC Associates

**VIRTUAL OPEN HOUSE SUMMARY**

**CONDUCTED SEPTEMBER 14- OCTOBER 9, 2020**

Following up on the community survey, public outreach efforts for the Berthoud Comprehensive Plan Project continued with an online Virtual Open House event as an interactive tool to obtain community input revolving around the three elements shown below. This summary compiles the findings from the web-based SocialPoint platform utilized to conduct the Virtual Open House.

2,444 TOTAL SITE VISITS

599 NUMBER OF UNIQUE USERS

(OPEN HOUSE SUMMARIES)

87 NUMBER OF UNIQUE STAKEHOLDERS

(OPEN HOUSE SUMMARIES)

118 TOTAL COMMENTS

402 UPVOTES / DOWNVOTES ON OTHER PARTICIPANTS’ COMMENTS

**STEP 1:**

Planning Framework; Where are we now?

Where are we now? The Planning Framework Map outlines various elements that form the framework around which the Comprehensive Plan will be built.

**STEP 2:**

Vision Statement; Where do we want to be?

Where do we go? The vision statement guides the overall development of the Comprehensive Plan recommendations for the future.

**STEP 3:**

Priorities Map; How do we get there?

How do we get there? Location specific comments will help the project team understand existing and future challenges or opportunities.

SEE APPENDIX

For full Virtual Open House Summary
SURVEY RESULTS

The raw data from the survey results are in the Appendix of this document.

SCORING

Each image is rated with a composite score using a scoring system defined in the Appendix. Calculation of the composite score is based on % Like, % Dislike, and % Neutral survey results.

SURVEY FINDINGS

Survey findings helped to:

1. Refine the Character Districts
2. Develop design guidelines
3. Prepare plan graphics to visualize plan concepts relating to:
   - Site Design
   - Streetscape
   - Architecture
   - Community Spaces
   - Mobility & Connections

For full Visual Preference Survey Summary

PHYSICAL SETTING

TOWN OF BERTHOUD

REGIONAL CONTEXT

Berthoud is an incorporated town of about 9,000 with a larger and more inclusive community stretching from Interstate 25 at the east to Carter Lake at the west. Including the residents who live in that area results in over 20,000 people who will respond “Berthoud” when asked to identify where they live.

Since its early days in the 1800s as an agricultural center, Berthoud has grown and evolved while retaining the unique character and feel of a small rural town surrounded by agricultural and open lands. Berthoud’s location within a setting of open rural lands is unique among the communities of northern Colorado and a major factor in attracting new residents and businesses. Berthoud’s amenities are located within easy travel distance to 3 major universities, as well as the Denver metropolitan area.

LOCATION AND SETTING

Berthoud is located between the larger cities of Longmont to the south, and Loveland to the north. The greater Berthoud community is located within both Larimer and Weld counties and covers an area from east of Interstate 25 to west of U.S. Highway 287.

From I-25 to the west, Berthoud has very little developed land area. This area remains picturesque farm and ranch land with scattered home sites and stunning views to the front range of Colorado. Once at the Larimer/Weld County line, the setting shifts into a half-mile of more developed landscape before entering residential subdivisions and downtown Berthoud located along Mountain Avenue.

Mountain Avenue is the “main street” of the community and features a historic commercial district, residential and civic properties, parks, restaurants and more recently developed commercial properties.

West of the intersection of U.S. 287 and Colorado Highway 56 the topography shifts to a rolling foothills setting that features residential acreage development interspersed with farmlands and horse property. County roads access these larger acreages as well as Carter Lake, Flattions Reservoir and alternative routes to the cities of Loveland and Longmont.

Lands north of Berthoud quickly transition to developed county-level subdivisions or the City of Loveland itself. Communities including Campion and portions of south Loveland are close enough to be served by the wastewater utility of the Town.

Other than a few rural subdivisions quite close to the Berthoud town limits to the south, 7 miles of lightly developed open land remain in place before reaching the city limits of the City of Longmont.
SECTION 2 | PLAN INFLUENCES

PLACE TYPE DESCRIPTIONS & REPRESENTATIVE IMAGES

PLACE TYPE: Natural Areas

Natural Areas generally encompass open space or sensitive environmental features, such as floodplains, wetlands, riparian areas, etc. These areas differ from Rural Areas in that development is strictly prohibited in Natural Areas except for parks and recreation facilities to conserve open spaces, protect sensitive environmental resources, and protect views, especially to the foothills on the west. Natural Areas also provide spaces for local and regional trail connections.

PLACE TYPE: Rural Areas

Rural Areas are comprised of Berthoud’s growth areas closest to the traditional section of Town from the growth area along US-34. As its name suggests, Rural Areas provide a rural buffer to the west of Berthoud, the Place Type separates the traditional section of Town from the growth area along US-34. In addition, Rural Areas are noted for their proximity to several lakes and reservoirs, which helps to maintain a pastoral character with a mix of agricultural land, natural areas, and limited development. Along with Natural Areas, Rural Areas are intended to preserve the rural nature of the larger Berthoud growth management area, while allowing development within other Place Types.

PLACE TYPE: Suburban Areas

Suburban Areas provide moderate density development, with intensities greater than Suburban Areas but lower than the Urban Center. This Place Type is designed to be the new urban areas closest to the traditional grid and some mixed uses are encouraged. General Urban Areas are often associated with New Urbanism.

PLACE TYPE: General Urban Areas

General Urban Areas provide moderate density development, with intensities greater than Suburban Areas but lower than the Urban Center. This Place Type is designed to be the new urban areas closest to the traditional grid and some mixed uses are encouraged. General Urban Areas are often associated with New Urbanism.

PLACE TYPE: Special Districts

Special Districts are areas that have their own unique character and provide distinct contrast to the other Place Types. Each of the Special Districts is represented by a Character District: (1) New Berthoud; (2) 1st Street Corridor; and (3) Mountain Avenue Corridor. In addition, Special Districts capitalize on the access, visibility, and competitive advantages offered by Berthoud’s major roadways.

PLACE TYPE: Urban Center

This Place Type is defined as the Urban Center, which includes Berthoud’s historic downtown, and some of the Town’s most established neighborhoods that were generally built in a traditional grid. Although the Urban Center is the single most prominent of the six Place Types, it is perhaps the most prominent in terms of how it defines Berthoud’s identity.

PLACE TYPE: General Urban Areas

PLACE TYPE: Suburban Areas

PLACE TYPE: Special Districts

PLACE TYPE: Urban Center

FIGURE 2.11

PLACE TYPE DESCRIPTIONS & REPRESENTATIVE IMAGES

REPRESENTATIVE IMAGES

POPULATION & HOUSEHOLDS, 2000-2040

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population</th>
<th>Total Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>7,500</td>
<td>2,370</td>
</tr>
<tr>
<td>2010</td>
<td>13,632</td>
<td>4,273</td>
</tr>
<tr>
<td>2020</td>
<td>18,433</td>
<td>5,716</td>
</tr>
<tr>
<td>2030</td>
<td>27,383</td>
<td>9,108</td>
</tr>
<tr>
<td>2040</td>
<td>30,000</td>
<td>10,753</td>
</tr>
</tbody>
</table>

POPULATION & HOUSEHOLDS

PEOPLE PER HOUSEHOLD

POPULATION BY AGE & GENDER, 2020

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>85 years +</td>
<td>563</td>
<td>583</td>
</tr>
<tr>
<td>80 to 84</td>
<td>292</td>
<td>252</td>
</tr>
<tr>
<td>75 to 79</td>
<td>401</td>
<td>399</td>
</tr>
<tr>
<td>70 to 74</td>
<td>413</td>
<td>501</td>
</tr>
<tr>
<td>65 to 69</td>
<td>435</td>
<td>620</td>
</tr>
<tr>
<td>60 to 64</td>
<td>413</td>
<td>501</td>
</tr>
<tr>
<td>55 to 59</td>
<td>435</td>
<td>620</td>
</tr>
<tr>
<td>50 to 54</td>
<td>583</td>
<td>684</td>
</tr>
<tr>
<td>45 to 49</td>
<td>583</td>
<td>684</td>
</tr>
<tr>
<td>40 to 44</td>
<td>563</td>
<td>684</td>
</tr>
<tr>
<td>35 to 39</td>
<td>501</td>
<td>684</td>
</tr>
<tr>
<td>30 to 34</td>
<td>435</td>
<td>620</td>
</tr>
<tr>
<td>25 to 29</td>
<td>435</td>
<td>620</td>
</tr>
<tr>
<td>20 to 24</td>
<td>620</td>
<td>684</td>
</tr>
<tr>
<td>15 to 19</td>
<td>684</td>
<td>684</td>
</tr>
<tr>
<td>10 to 14</td>
<td>684</td>
<td>684</td>
</tr>
<tr>
<td>5 to 9</td>
<td>684</td>
<td>684</td>
</tr>
<tr>
<td>Under 5</td>
<td>684</td>
<td>684</td>
</tr>
</tbody>
</table>

### Historical & Archaeological Assets

From the time the Town was originally settled in the 1860s to the experience of rapid growth and development today, Berthoud’s identity is deeply rooted in its historical and archaeological assets. Dating back to the earliest days, Berthoud’s roots go back to the Native American peoples who lived and farmed the land. The importance of maintaining this heritage, Berthoud holds the potential to explore the creation of historic districts, rehab and preservation of historic properties, and artifacts that tell the Town’s story and lay the foundation of a proud community with a distinct identity.

### Archaeological Assets

The Berthoud Historical Society manages two museums, Little Thompson Valley Pioneer Museum and the McCarty-Fickel House. Berthoud’s historically designated landmarks are summarized below:

- **The Pioneer Museum** has various exhibits that reveal Berthoud’s archaeological assets, including artifacts dating back to the Town’s early beginnings in the late 1860s. The McCarty-Fickel House displays artifacts in a home setting highlighting the domestic, professional, and civic lives of the Dr. and Mrs. D.W. McCarty family.

### Historical Designated Landmarks

- **Bimson Blacksmith Shop**
- **United Brethren Church**
- **Swanson Farm (outside GMA)**
- **Johnson-Botterill House**

### State Designated Landmarks

- **Gustav and Annie Swanson Farm**
- **McCarty-Fickel House**
- **United Brethren Church**

### Town Designated Landmarks

- **McCarty-Fickel Home**
- **Bimson Blacksmith Shop**
- **Johnson-Botterill House**

### Environmental Assets & Constraints

Beyond the Town’s settlement along the Colorado Central Railroad, agriculture thrived in Berthoud as farmers were attracted by the availability of water via the reservoirs and basins maintained water diverted from the Little Thompson River. These water diversions created a corridor for agricultural development that stretched across the pastoral landscape also added to the quality of life and attraction of Berthoud as a town to call home. These rural communities continue to be a draw to residents and visitors alike, which reinforces the importance to preserve Berthoud’s natural environment even as the Town manages sustained growth.

#### Environmental Assets

Part of Berthoud’s attraction is the environmental assets that accentuate the area’s natural landscape and create scenic vistas of the terrain. From the Little Thompson River and various reservoirs and basins to Dry Creek and the foothills to the west, these assets add value to the quality of life in Berthoud and support critical functions such as stormwater management, migration, and natural habitats for wildlife.

Some of these environmental assets create opportunities for open space and recreation, particularly in the form of conservation easements and trails. Others, such as the Town’s 13 drainage basins, influence the way Berthoud is developed, particularly in terms of site design, engineering, and stormwater management.

New and planned developments are also taking conservation steps to accentuate Berthoud’s environmental assets. For example, the future Turion master-planned community in New Berthoud is devoted to regeneration of the prairie landscape and on-site food production.

Berthoud is home to over 6,000 trees along the streetscape and in public areas. Recognized by Tree City USA for almost four decades, the Town is committed to protecting the ecological, economical, and social benefits of its trees.

#### Environmental Constraints

- **Emerald Ash Borer**: The Town established an Emerald Ash Borer Management and Response Plan in 2019 that outlines best practices to handle the ash borer and prevent infestations, particularly as new ash trees are introduced into the ecosystem via new developments.

### Distribution by Place Type

<table>
<thead>
<tr>
<th>Place Type</th>
<th>Natural Areas</th>
<th>Rural Areas</th>
<th>Suburban Areas</th>
<th>General Urban Areas</th>
<th>Urban Center</th>
<th>Special Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historical Assets</td>
<td>Gustav and Annie Swanson Farm (outside GMA)</td>
<td>Historic water tower: Johnson-Botterill House</td>
<td>Bimson Blacksmith Shop</td>
<td>McCarty-Fickel Home</td>
<td>United Brethren Church</td>
<td>Berthoud Historic Commercial District (various properties)</td>
</tr>
</tbody>
</table>

**JULY 13, 2021 | BERTHOUD COMPREHENSIVE PLAN**
Berthoud residents and visitors access local parks, open spaces, recreation facilities, and trails for exercise, sports, family and community activities, and enjoyment of the outdoors and the natural environment. The Town’s continued growth and development accentuates the need to provide equitable access to park space and recreation facilities, protection of open spaces, and an inter-connected trail network to link all of those elements and key destinations in and around Berthoud. Refer to the Berthoud Open Space Plan for additional information.

### Parks

The Parks and Recreation Department manages ten public parks across nearly 50 total acres, which range in size and amenities. A new dog park opened in March 2020 at Bear Park. Special events park open-to-operations (e.g., 10 acres per 1,000 people) will help address future park needs of a growing Town.

Open Space

Open space is generally defined as land that protects agricultural values, maintains agricultural uses, and preserves critical wildlife habitats and sensitive environmental features. Major drainages, particularly the Little Thompson River and Dry Creek, also comprise a significant portion of open space in Berthoud.

One way the Town commits to protecting open lands in the area is through the establishment of a local “right to farm” resolution to keep lands in farming. Berthoud also maintains partnerships with Colorado Open Land, Great Outdoors Colorado Trust (GOCO), and Larimer County to pursue grants that provide funding for farm preservation and the acquisition of easements.

These measures also aid the Town in preserving its iconic views of the Front Range. Berthoud’s roughly 875 acres of conservation easements and other property acquisitions help to protect views, as well as enhance Berthoud’s open space inventory.

### Recreation

Recreation provides a variety of opportunities to encourage social interaction, and explore. Many of the Town’s parks provide spaces for recreation, including expansion of Roberts Lake Pier, renovation of Bein Park Playground, new amenities at Berthoud Reservoir, and water-efficient improvements and new landscaping to the eastern entrance into Hillsdale Park.

Some of these projects have been completed while others are ongoing.

### Trails

An interconnected trail network connects people to parks, open space, and other key destinations around town. Berthoud has the majority of such a trail network, with a few trails eliminating through the Town core and around the outer edges of town. The Parks, Recreation, Open Space, and Trails Plan recommends potential trails and images to further enhance the network.

The Transportation Typologies graphic summarizes the current use, location and design environment and potential facilities for each of the five Place Types. Some provide a safe and accessible experience for pedestrians and bicycles, whereas others, with a single use, including the trail facilities ranging from on-street shared and pedestrian-friendly streets for detached sidepaths and trails.

### Public Facilities & Services

Public facilities and services are primarily represented by the municipal offices, departments, services and administration housed within Town Hall. Police, fire, and EMS are also included, as they provide services to ensure public safety. Other public facilities like parks, roadsways, and water and wastewater and stormwater utilities are described separately in other sections of this document.

### Town Administration

Town officials moved Town Hall to its present location at 802 Mountain Avenue in 2017. Occupying approximately 26,000 sq ft of the current bank and retail building, Town Hall is home to municipal departments, services, and administration tasked with managing operations of the community. Town officials released an RFP in late 2019 to renovate Town Hall.

The previous Town Hall building is located a few blocks away — also in an old bank building — at the northeast corner of South and Mountain Avenues. The building underwent redevelopment with new tenants in 2018, which accentuates the Town’s desire to adapt and repurpose spaces of vacant or under-utilized structures to put them back into productive use.

For more information on the Park Plan and details on what the Town can do to help improve the Watson Bay Trail, refer to the Berthoud Open Space Plan for additional information.

### Distribution by Place Type

The table below summarizes how the Town’s parks, open space, recreation facilities, and trails are distributed across Berthoud within the six Place Types. This table provides an insight into potential ways these elements may help further define the character of a Place Type.

### Distribution by Place Type

The table below summarizes how public facilities and services are distributed across Berthoud within the six Place Types, which helps to assess if certain Place Types are over- or under-served (or just right). Distribution may also provide insights into potential future needs that the Town can address to define the character of a Place Type.
Water, Wastewater & Stormwater

The Town’s Public Works Department manages the municipal water, wastewater, and stormwater utilities infrastructure serving homes, businesses, and other properties in Berthoud. The department manages water, wastewater, and stormwater infrastructure, including the Water Treatment Plant, wastewater treatment plants, water mains, and stormwater facilities, to ensure safe and reliable water supply and quality.

Water

Provision of clean water to residents, business, and other properties is crucial to supporting a growing community like Berthoud. Berthoud Development provides storage and distribution networks for the Town’s municipal water system, which is primarily supplied by the Colorado-Big Thompson Project, a public agency created by the federal government in 1937 to build the Colorado-Big Thompson Project, which supplies supplemental water to Northern Colorado Water Conservancy District.

The Water Department has continually served by the Little Thompson Water District (LTWD) via an intergovernmental agreement. Where appropriate, the Town will continue to work with LTWD and other regional entities to provide a reliable source of potable water throughout Berthoud’s service area.

In 2012, the Town completed installation of a new raw water delivery facility to supply water from Cache Lake to Berthoud for treatment. The Town’s potable water treatment plant was also rehabilitated in 2012.

The Water Department has expanded the water treatment plant to better serve a growing community and bring independent lines to water users without relying on adjacent municipals.

The Town’s annual Drinking Water Quality Report bolsters community confidence in the municipal water supply, which is crucial to address the impacts of growth on the natural environment.

Northern Colorado Water Conservancy District is a public agency created by the State in 1937 to build the Colorado Big Thompson Project. The Town provides a potable water network to over 60,000 acres of improved farm and ranch land over 1 million people across Northern Colorado. Northern Water maintains its headquarters in Berthoud, including offices, maintenance facilities, and a conservation garden.

Wastewater

The Town provides sewer service to residential, commercial (industrial, institutional), and municipal customers in and around Berthoud. The wastewater system is managed by the Town’s Water Resources Department, which performs inspections, and equipment due to the 2010 flooding of the Little Thompson River.

For residents living beyond the Town’s service area, individual septic disposal systems (septic) are utilized for wastewater treatment.

Stormwater

Proper drainage of stormwater is crucial to preserving a healthy natural environment. In addition to best practices in new development, the Town is addressing stormwater management through the Little Thompson Creek Watershed Plan and other initiatives.

As Berthoud continues to develop, it will be important for the Town to approve developments that minimize impervious surfaces and integrate elements like green roofs, permeable pavers, wetland preservation and restoration, and native plantings, etc.

The Water Department has expanded the water treatment plant to better serve a growing community and bring independent lines to water users without relying on adjacent municipals.

The Town’s annual Drinking Water Quality Report bolsters community confidence in the municipal water supply, which is crucial to address the impacts of growth on the natural environment.

Northern Colorado Water Conservancy District is a public agency created by the State in 1937 to build the Colorado Big Thompson Project. The Town provides a potable water network to over 60,000 acres of improved farm and ranch land over 1 million people across Northern Colorado. Northern Water maintains its headquarters in Berthoud, including offices, maintenance facilities, and a conservation garden.

Distribution by Place Type

The table below summarizes how the Town’s utilities infrastructure is distributed across Berthoud within the six Place Types, which helps to assess if certain Place Types are over- or under-served (or served at all). Distribution may also provide insights into potential water-related infrastructure needs to further define the character of a Place Type.

<table>
<thead>
<tr>
<th>Place Type</th>
<th>Natural Areas</th>
<th>Rural Areas</th>
<th>Suburban Areas</th>
<th>General Urban Areas</th>
<th>Urban Center</th>
<th>Special Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Service Areas</td>
<td>Town of Berthoud; Little Thompson</td>
<td>Town of Berthoud; Little Thompson</td>
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<td>North Fork South Water District</td>
<td>Town of Berthoud; Little Thompson</td>
<td>Town of Berthoud; Little Thompson</td>
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<tr>
<td>Water Supports</td>
<td>Bacon Lake; Dry Creek</td>
<td>Dry Creek, South Reservoir; Reservatory; Big Hollow Reservoir; Reserves; Reservoirs</td>
<td>Reservatory; Big Hollow Reservoir; Reserves; Reservoirs</td>
<td>Reservatory; Big Hollow Reservoir; Reserves; Reservoirs</td>
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<td>Reservatory; Big Hollow Reservoir; Reserves; Reservoirs</td>
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Berthoud’s edges are defined by physical and jurisdictional boundaries. Serving as physical boundaries, roadways mark the Town’s edges on the east (I-25), north (State Hwy 60), and west (U.S. Hwy 287). The railroad also serves as an internal edge, which is prominent within the Old Town and Town Core. Jurisdictional boundaries include the town boundary and growth management area (GMA) boundary, which advances balanced development and open space preservation.

In addition to defining the Town’s edges, I-25 and U.S. 287 provide regional access and mobility across the Front Range. U.S. 287 and Mountain Avenue (State Highway 56) provide opportunities to advance a multimodal transportation network, particularly via trails and linkages for pedestrians, bicyclists, and transit riders.
Section 3: Plan Direction

Community Vision, Achievable Goals, Key Strategies

Community Vision

The community vision is encapsulated in a statement that is intended to help the Town define who we are and what we ultimately wish to be in the future. The various elements that make up the Comprehensive Plan are designed to achieve this vision. A draft vision statement was prepared at the start of the planning process with guidance from the project’s Advisory Committee.

Community members were also given the opportunity to share their input on the draft vision statement. In particular, the draft vision statement was posted for review and comment on the virtual Open House conducted on September 14, 2020 through October 9, 2020. Most public feedback revolved around emphasizing the following seven Achievable Goals:

1. Maintaining a Strong Community Identity
2. Environmental Sustainability
3. Growth Management
4. Economic Resiliency
5. Housing Diversity
6. Transportation Enhancement
7. Infrastructure Improvement

After a series of iterative refinements, the vision statement was finalized, as provided in the graphic below.

Vision Statement

Berthoud is a beautiful, friendly, and safe place:
- That retains its small-town feel and strong sense of community
- That values its surrounding rural and pastoral character
- That recognizes the Town’s proximity to regional economic centers, amenities, and outdoor recreation
- That creates diverse economic opportunities
- With an authentic, vibrant downtown civic core
- With attractive residential neighborhoods served by thriving businesses
- With abundant parks and open spaces connected by trails

The relationship between the community vision, achievable goals, and key strategies is depicted in Figure 3.1 on page 3-2.

Achievable Goals

Each component of the community vision contains a single “key strategy” for its implementation. Key strategies are crafted to be action-oriented and linked to one or more achievable goals. As such, the key strategies serve to activate the Comprehensive Plan into a dynamic document that Town officials use on a regular basis.

The following are the Plan’s seven key strategies:

Key Strategy: Maintain a Strong Community Identity

- A PLACE... that retains its small-town feel and strong sense of community

Key Strategy: Environmental Sustainability

- A PLACE... that values its surrounding rural and pastoral character

Key Strategy: Growth Management

- A PLACE... with effective residential/neighborhoods served by thriving businesses

Key Strategy: Economic Resiliency

- A PLACE... with abundant parks and open spaces connected by trails

Key Strategy: Housing Diversity

- A PLACE... that creates diverse economic opportunities

Key Strategy: Transportation Enhancement

- A PLACE... that recognizes the Town’s proximity to regional economic centers, amenities, and outdoor recreation

Key Strategy: Infrastructure Improvement

- A PLACE... with an authentic, vibrant downtown civic core

Key Strategy: Environmental Sustainability

- A PLACE... with a sustainable balance of goods and services that meet the varying needs, budgets, and life stages of residents

Key Strategy: Growth Management

- A PLACE... with an abundant collection of passive and active recreational opportunities in parks, open spaces, trails and other indoor or outdoor settings

Key Strategy: Economic Resiliency

- A PLACE... that values the Town’s rural identity

Key Strategy: Housing Diversity

- A PLACE... that creates a sustainable balance of goods and services by concentrating businesses near major roadway intersections, neighborhoods, and employment centers, which minimize access to residents, workers, and visitors
At the highest level, the Town-wide macro scale of the transect approach centers around a set of Place Types based on broad attributes that define each Place Type. The Place Types balance Berthoud’s small town charm and pastoral setting with its current growth around the town core and future opportunities presented along its major roadway corridors.

Place Types locations are mapped in Figure 3.3. An information chart describing each of the six Place Types is provided on page 2-13 in Section 2.

As noted in the first key strategy, the comprehensive planning process is centered around the urban-to-rural transect community planning model. The transect approach that guides the Berthoud Comprehensive Plan is a multi-tiered progression to plan for the community at various scales, starting from the Town-wide macro scale down to the block level micro scale.

Each Place Type is comprised of distinct Character Districts (See Figure 3.2 below). Character Districts delineate areas at a more granular level based on specific land use and development types that differentiate the envisioned diversity of Berthoud’s housing stock, business districts, employment centers, and green spaces.

Of the six Place Types, the Special Districts are distinctive in that each of the three – New Berthoud, 1st Street Corridor, and Mountain Avenue Corridor – are generally viewed as mixed use areas whose underlying land uses encompass other residential and non-residential uses.

Each Character District is described in greater detail later in this section, starting on page 3-11. Plan concepts relating to site, building, and streetscape design elements help to define the physical appearance and general identity of each Character District at the block level micro scale.

In addition to general land use and zoning characteristics, the plan concepts relate to development form, architecture, streetscape, community spaces, block and frontage types, and mobility and connection attributes.

Character Districts:
- Environmentally Sensitive Areas
- Open Space
- Parks, Recreation, and Trails
- Agricultural
- Rural Residential
- Suburban Residential
- Suburban Business
- Urban Residential
- Innovation District
- Downtown
- Old Town Residential
- New Berthoud
- 1st Street Corridor
- Mountain Avenue Corridor

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Figure 3.3
PLACE TYPES MAP
FUTURE LAND USE PLAN

The Character Districts collectively form the framework for the Future Land Use Plan, which is typically the core element of a Comprehensive Plan. The Future Land Use Plan defines how land uses will be distributed across the community to ensure a balanced mix of housing, business districts, employment centers, parks and recreation, open spaces, and other uses. In addition, the arrangement of land uses on the Future Land Use Plan Map illustrates how community infrastructure—from roadways and trails to transit facilities and utilities—influences the Town’s capacity to serve these uses and provide for sensible growth.

With the Berthoud Comprehensive Plan taking a transect approach to planning, the Future Land Use Plan takes a unique form by showing how the plan concepts (e.g., development form, architecture, streetscape, community spaces, block and frontage types, and mobility and connectivity attributes) bring land uses to life and activate residential, commercial, and other spaces across the community. This approach also adds value to the community by advancing the respective identities of the Character Districts and the larger Place Types.

The Future Land Use Plan Map is provided in Figure 3.1. To learn more about each land use designation, check out the corresponding Character District descriptions on pages 3-11 through 3-44.

KEY FEATURES OF THE FUTURE LAND USE PLAN MAP INCLUDE:

**EASTERN GROWTH AREA:** The eastern growth area is generally defined along the New Berthoud Special District, which is primarily set to develop along I-25. The Turon master planned community at the southeast corner of the I-25 interchange sets the tone as an example of the development form and mixed use approach appropriate for a new but evolving growth area for Berthoud. The superior access to the interstate and potential transit facilities provides unique opportunities regarding housing, businesses, and employment generating uses.

**AGRICULTURAL LAND:** Land designated as agricultural will remain as such unless landowners decide to sell their properties for other non-agricultural purposes. Agricultural land may be actively farmed or used for other related purposes. Most farmsteads are designated as rural residential. A majority of agricultural land is also located outside Berthoud’s municipal limits, which underscores the implications of proper coordination with Larimer and Weld Counties to ensure any future development in unincorporated areas align with the community’s general aspirations for these areas.

**COMMUNITY BUFFERS:** Agricultural land between County Line Road and I-25 serves as a green buffer between Berthoud’s eastern and western growth areas. This will enable the two growth areas to develop their own identities but maintain connection via Mountain Avenue/State Highways 66. In addition, agricultural land provides a green buffer to neighboring towns to the north and south. The extensive floodplain along the Little Thompson River also serves as a natural buffer, with limited development south of the river in most areas except eastward around I-25.

**INNOVATION DISTRICT:** While the respective focus of most of the residential and business-related Character Districts is generally straightforward and rooted in existing development forms, the Innovation District is one of the more unique Character Districts. Primarily located north of Mountain Avenue between the railroad and 1st Street, the Innovation District is intended to be a distinct business district strategically designed to attract, retain, and cultivate talent of a variety of industries, from creativity, makers, and startups to technology, research, and development. Envisioned to evolve into an open and sustainable campus setting, the Innovation District’s tenants, users, and workers will be encouraged to innovate and create at local, regional, and global scales through integrated networking and communication flows inspired by interconnected spaces.

**HAZARD AREAS:** The plan designates significant natural areas to conserve prominent open space, protect sensitive environmental features, and provide spaces for active and passive recreation. These areas are held to safeguard Berthoud’s scenic view of the pastoral environment and the foothills to the west. In addition, some natural areas, such as the floodplain along the Little Thompson River, act as natural buffers between developed areas and undeveloped land.

**BUSINESS DISTRICTS:** From Downtown Berthoud to major roadway corridors, Berthoud’s business districts are intended to primarily be located at or near major intersections to provide for convenient access to surrounding neighborhoods. This approach also encourages a mix of non-commercial uses, such as housing, civic uses, and open spaces, between business districts, which provides for a balanced mix of uses and strengthens a limited set of business districts rather than sprawling retail across the entire town. The Mountain Avenue Corridor is a notable exception, given the roadway’s significance as the town’s spine through the heart of Berthoud and principal connector from the community’s east and west sides.

**HOUSING DIVERSITY:** Four of the six Place Types are defined by a residential-focused Character District, which is intended to encourage a diversified mix of housing across the community in addition to varied housing types and densities, a diverse housing stock is meant to provide choices that meet the varying budgets, needs, and life stages of residents and homeowners. The density of neighborhoods generally radiate from high density in the Urban Center and near Special Districts to lower densities as neighborhoods feather outward toward the rural parts of Berthoud and vicinity.

**SPECIAL DISTRICTS:** The three Character Districts (New Berthoud, 1st Street Corridor, and Mountain Avenue Corridor) that comprise the Special Districts exemplify unique sections of town by providing optimal opportunities for mixed use development and the creation of new sub-districts each with their own identities separate from the historic downtown area. In terms of the Future Land Use Plan, the underlying land use designations are represented by the land use categories representing some of the other Character Districts, which illustrates how they work together to provide a balanced mix of uses and ensure a sustainable approach to growth management.

**PUBLIC, INSTITUTIONAL, AND CIVIC USES:** Community assets like schools, religious institutions, and municipal facilities are located within various neighborhoods and districts across Berthoud. They are meant to serve the community—at large with opportunities, programs, and services that meet the educational, religious, spiritual, and day-to-day needs of residents, workers, and visitors. As Berthoud continues to manage growth and development, new public, institutional, and civic uses may also expand their facilities where possible, with the added potential of adaptive reuse of existing structures if such uses decide to move into new facilities altogether.
Figure 3.4

FUTURE LAND USE PLAN MAP

Growth Management Area

Place Types: Natural Areas
- Environmentally Sensitive Area
- Open Space
- Parks, Recreation & Trails
- Parks, Recreation & Trails
- Ditch/Canal - Potential Trail Connections

Place Types: Rural Areas
- Agricultural
- Rural Residential

Place Types: Suburban Areas
- Suburban Residential
- Suburban Business

Place Types: General Urban Areas
- Urban Residential
- Innovation District

Place Types: Urban Center
- Old Town Residential
- Downtown

Place Types: Special Districts
- New Berthoud
- 1st Street Corridor
- Mountain Avenue Corridor

Legend:

- Growth Management Area
- Environmentally Sensitive Area
- Open Space
- Parks, Recreation & Trails
- Ditch/Canal - Potential Trail Connections
- Agricultural
- Rural Residential
- Suburban Residential
- Suburban Business
- Urban Residential
- Innovation District
- Old Town Residential
- Downtown
- New Berthoud
- 1st Street Corridor
- Mountain Avenue Corridor

Scale:

0 0.5 1 2 Miles

Last Revised: June 16, 2021

BERTHOUD COMPREHENSIVE PLAN

DRAFT - FOR REVIEW PURPOSES ONLY
Natural Areas

PLACE TYPE

ATTRIBUTES & CHARACTER VIEWS

The Natural Areas Place Type serves several different purposes, including:

- Inviting people to spend time outdoors and promoting an active lifestyle
- Protecting and enhancing existing natural resources, sensitive ecosystems, valuable wildlife habitat areas, waterways, lakes/reservoirs, and floodplains
- Protecting historic and cultural resources
- Providing public spaces for passive and active recreation and community events

Natural Areas, highlighted in the map below, are made up of 3 character districts, including:

- Environmentally Sensitive Areas
- Open Space
- Parks, Recreation and Trails

These character districts are described in detail on the following pages. Refer to the Berthoud Open Space Plan for additional information.

NATURAL AREAS PLACE TYPE

Environmentally Sensitive Areas: CHARACTER DISTRICT

GENERAL CHARACTERISTICS

Preferred Land Uses

Preferred use will generally remain the same to continue protecting environmentally sensitive areas.

Relevant Zone Districts

Environmentally sensitive areas primarily cover land zoned Agriculture (Ag) within Berthoud, as well as Farming (FA1) and Agriculture (A) in Larimer County and Weld County, respectively. However, some areas within Berthoud have other underlying zoning, such as Planned Unit Development (PUD) or one of the residential zones (such as R1 and R2).

GUIDING PRINCIPLE

The Environmentally Sensitive Areas Character District is intended to protect and enhance existing natural resources, sensitive ecosystems, and valuable wildlife habitat areas that are commonly associated with floodplains, waterways, lakes, ponds, wetlands, and critter corridors. The Little Thompson River corridor and Dry Creek represent two of the Town’s richest natural resources.

Scale

Man-made features will be visually recessive, low impact, and visually unobtrusive. They should blend into the surroundings rather than be prominent features.

NATURAL RIPARIAN VEGETATION

Adjacent Farmland and/or Development

WATERWAY

Building Set Back From Sensitive Natural Resources and Features

Trail System

Natural Riparian Erosion

Natural Area Buffer

NATURAL AREA BUFFER

Small Parking Lot and Trail Head

Country Road

CHARTER DISTRICT

ATTRIBUTES & CHARACTER VIEWS

The Natural Areas Place Type serves several different purposes, including:

- Inviting people to spend time outdoors and promoting an active lifestyle
- Protecting and enhancing existing natural resources, sensitive ecosystems, valuable wildlife habitat areas, waterways, lakes/reservoirs, and floodplains
- Protecting historic and cultural resources
- Providing public spaces for passive and active recreation and community events

Natural Areas, highlighted in the map below, are made up of 3 character districts, including:

- Environmentally Sensitive Areas
- Open Space
- Parks, Recreation and Trails

These character districts are described in detail on the following pages. Refer to the Berthoud Open Space Plan for additional information.
**Urban Design**

**Architecture**
Architecture for restrooms, kiosks, and signage should be small scale, rustic, and natural in character. Use of natural materials (e.g., wood, stone, metal, etc.) is preferred.

**Streetscape**
The streetscape abutting environmentally sensitive areas will maintain the native/natural character of the adjacent natural area.

**Community Spaces**

**Public Spaces**
Some environmentally sensitive areas will be public owned. However, public access will be limited in some areas to protect the natural environment.

**Private Spaces**
Natural area buffers located on private property will be protected and maintained to preserve natural resources and the environment.

**Block & Frontage Types**

**Frontage Types**
Frontage types vary depending on location, but they will generally provide for open natural edges with low style fences, if needed.

**Transportation & Connections**

**Streets**

**Characteristics**
Street character will vary depending on location. Access and parking should be planned outside of sensitive areas.

**Access & Connectivity**
Pedestrian and automobile access should be sensitively placed with the intent of preserving the natural environment.

**Vehicle Speeds**
Vehicle speeds within these areas will be very low.

**Parking**
Parking quantities should be limited to reduce the impact on the natural resource. Parking may be gravel or paved. Accessible parking shall be provided at designated locations such as trailheads.

**Pedestrian Facilities**
Facilities may include soft and hard trails, small seating areas, areas for fishing, small gathering spaces, outdoor education areas, and features. Vault restrooms and picnic areas may also be appropriate in some areas. Lighting will be limited and designed to protect sensitive habitats. Universal accessibility should be provided wherever practical.

**Bicycle Facilities**
Facilities may include soft and hard trails for bicycling. Access and parking should be provided and be placed outside of sensitive areas.

**Trails**
Trail widths will vary depending on intended use and intensity of use. Trails can be soft surface or paved, with universal accessibility provided wherever practical.

**Guiding Principle:** The Open Space Character District is intended to provide spaces for passive recreational uses such as walking, jogging, bicycling, bird watching, picnicking, and other similar activities, as well as preserve historic and cultural resources, on publicly owned lands not associated with sensitive natural resources.

**General Characteristics**

**Preferred Land Uses**
Land uses will generally include open spaces with passive recreational and/or educational opportunities. Explore the potential to expand existing open spaces and connect open space as part of capital projects and/or new developments.

**Relevant Zone Districts**
Where possible, open spaces should be included in an “Natural Areas” or “Open Space” zoning district.

**Development Form**

**Character of Development**
The character of these areas will vary, but will generally be natural, native, open, and undeveloped.

**Density & Intensity**
Development within these areas, if any, will be limited to trails, small gravel parking areas, interpretive and education features, and small to medium size gathering areas.
Open Space | CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

URBAN DESIGN

Architecture

Architectural character and height will vary depending on the proposed uses within and surrounding the open space. Generally, one-story building heights are envisioned, but there may be exceptions.

Street scape

Typical street scape will be natural and open character unless the open space is located within a developed area. In these situations, streetscape could blend with the surrounding area or be more natural in character.

COMMUNITY SPACES

Public Spaces

Designated open spaces will be publicly owned. However, public access could be limited in some areas to buffer adjacent uses.

Private Spaces

Private community spaces are not envisioned within public open space areas but they could be placed adjacent to them.

MOBILITY & CONNECTIONS

Street Characteristics

Street character will vary depending on location. Internal driveways can be gravel or paved.

Access & Connectivity

Where possible, open spaces should be interconnected with public parks, recreation areas, and trails. Open spaces should also be accessible to residential areas.

Vehicle Speeds

Vehicle speeds for internal driveways should be low.

Parking

Parking quantities will vary depending on the intended open space uses. Parking may be gravel or paved. Accessible parking will be provided at designated locations such as trailheads.

Pedestrian Facilities

Pedestrian facilities may include soft and hard trails, gathering spaces, outdoor education areas, public art, and cultural features. Restrooms and picnic areas may also be appropriate in some areas. Lighting of higher use spaces is possible. Universal accessibility should be provided wherever practical. Wayfinding signs, trailhead kiosks, and interpretive signage may also be incorporated in open spaces.

Bicycle Facilities

Bicycle access and parking should be provided. Where possible, bicycle parking shall be placed near popular destinations and stopping points such as trailheads. Bike repair stations could also be provided. Wayfinding may be provided in the form of maps to help trail users discover new destinations in Berthoud.

Trails

Trails can be soft surface or paved, and universal accessibility should be provided. Wherever practical, trail width will vary depending on intended use and intensity of use.

Parks, Recreation & Trails | CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

GUIDING PRINCIPLE: The Parks, Recreation, and Trails Character District is intended to inspire vibrancy in the community by encouraging the creation and use of active spaces that invite people to be outdoors, pursue recreation, interact with others, and promote an active lifestyle.

GENERAL CHARACTERISTICS

Preferred Land Uses

Primary land uses will be active and passive recreation. As growth occurs, additional parks, trails, and recreation facility will be needed to support increased demand.

Relevant Zone Districts

Where possible, open spaces should be included in an “Open Space” zoning district. As an alternative, public parks could be allowed as a use by right in most zone districts.

DEVELOPMENT FORM

Character of Development

The character of parks, recreation facilities, and trails will vary depending on their location, intended uses, and surrounding context. Creating a rich collection of diverse park experiences is desired.

Density & Intensity

Density and intensity will depend on the intended uses of each facility. Some facilities will be fully developed with active uses while others could be a blend of active and passive spaces.

Scale

Scale will be based on the intended uses and impacts of adjacent uses.

WHERE POSSIBLE INTEGRATE NATURAL FEATURES AND NATIVE LANDSCAPE IN PASSIVE AREAS
**URBAN DESIGN**

**Architecture**
Architectural style and character could honor the agrarian small-town character, or to be designed to reflect the unique setting, theme, and/or character of each site.

**Streetscape**
The streetscape for these facilities should be blended into the surrounding character districts’ streetscape.

**COMMUNITY SPACES**
Public Spaces
Public parks, recreation facilities, and trails will be owned, operated, and maintained by the Town and open to the public for use.

Private Spaces
Private parks and recreation facilities should be incorporated into residential neighborhoods. These facilities will be owned and maintained by the property owner.

**MOBILITY & CONNECTIONS**
**Street Characteristics**
Public streets will provide access to the edges of public parks, recreation facilities, and trails. Private streets will be used for internal circulation.

**Access & Connectivity**
Parks and recreation facilities should be connected to public streets. Community parks should have access from an arterial or collector street. Neighborhood parks can be accessed by a local street.

**Vehicle Speeds**
Low speeds will be required for driveways within parks and recreation facilities.

**Parking**
Off-street paved parking should be provided for community parks, trail, and recreation facilities. On-street parking, if necessary, can be used for neighborhood parks. ADA parking should be provided for each facility.

**Pedestrian Facilities**
Lighting, benches, picnic tables, bike racks, sports/athletic equipment, public art, wayfinding signage, and other features may be incorporated in these facilities to encourage use of these spaces.

**Bicycle Facilities**
Safe connections to bike trails and on-street biking facilities will be important considerations for parks and recreational areas.

**Trails**
Safe connections to local and regional trails will be crucial for parks and recreation facilities. Trails can be soft surface or paved, with universal accessibility provided wherever practical.

**RURAL AREAS**

The Rural Areas Place Type is intended to preserve Berthoud’s agrarian small-town character, the rural landscape, scenic views, and operation of existing farms and ranches. Rural Areas also create buffers between Berthoud and the surrounding towns and cities.

Rural Areas, highlighted in the map below, are made up of 2 character districts, including:
- **Agriculture**
- **Rural Residential**

These character districts are described in greater detail in the following pages.
**Guiding Principle:** The Agricultural Character District is intended to preserve Berthoud’s agrarian character and charm, including the rural landscape, scenic views, and operation of existing farms, while also providing desirable separations to surrounding towns and cities.

**General Characteristics**

**Preferred Land Uses**
Land uses will consist of farms and ranches. If development occurs on agricultural land, design and development of such areas should align with the attributes defined for the Rural Residential Character District.

**Scale**
Both Character Districts in the Rural Area Place Type work in tandem to preserve an expansive agrarian scale that serves as a rural buffer around the Town, particularly as a community separator to adjacent towns.

**Development Form**

**Character of Development**
These areas will be characterized by wide open spaces, farms, farmsteads, and ranches. They may also commonly have a cluster of buildings (e.g., farm house, barns, outbuildings) surrounded by expansive farmland and/or pastures.

**Density & Intensity**
This character district will have the lowest density and level of intensity.

**Architecture**
Residential structures will be primarily comprised of farmhouses and modern 1- to 2-story single family homes. As highlighted in the image below, the Visual Preference Survey results indicate strong support for farm style homes, which is likely a reflection of the desire to preserve Berthoud’s small town charm and pastoral character.

**Streetscape**
County roads will maintain rural street sections with native grasses, undivided, and no curbs. Street trees and streetlights will not be required on private roads serving farms and ranches.

**Community Spaces**

**Public Spaces**
The Agricultural Character District will likely have no public community spaces, unless a natural area, open space, park, or recreation area is provided.

**Private Spaces**
Since the Agricultural Character District is non-residential in nature, it will likely have no private community spaces.

**Block & Frontage Types**

**Houses**
Houses will generally maintain large setbacks from the right-of-way, and larger distances between farms, forming large setbacks. Outbuildings should be placed behind the primary home.

**Frontage Types**
The right-of-way will be defined by a minimal building frontage and large setbacks.

**Mobility & Connections**

**Street Characteristics**
Agricultural areas will typically be served by single- and multi-lane County roads and State highways. Access to these roads may vary depending on the land use and development, ranging from no access to gated access.

**Vehicle Speeds**
County roads and State highways will accommodate higher vehicle speeds in accordance with posted speed limits. However, private roads serving farms and ranches will have lower speeds.

**Parking**
Parking will be limited to on-site parking. No on-street parking will be permitted.

**Pedestrian Facilities**
Pedestrian facilities in a rural residential setting may be limited, primarily in the form of a connection to a regional trail or the sidepath network in a development in an adjacent Place Type.

**Bicycle Facilities**
On some of the existing streets, bicyclists may use roadway shoulders and share travel lanes. For new roads, bike lanes and paved shoulders should be incorporated to accommodate bikes.

**Trails**
Agricultural areas may have limited access to trails. Proposed trails may serve some of these areas in the future.

**Urban Design**

**Rural Areas Place Type**

**Comprehensive Plan**

**Land Use**
Land uses will consist of farms and ranches. If development occurs on agricultural land, design and development of such areas should align with the attributes defined for the Rural Residential Character District.

**Density & Intensity**
This character district will have the lowest density and level of intensity.

**Scale**
Both Character Districts in the Rural Area Place Type work in tandem to preserve an expansive agrarian scale that serves as a rural buffer around the Town, particularly as a community separator to adjacent towns.

**Development Form**

**Character of Development**
These areas will be characterized by wide open spaces, farms, farmsteads, and ranches. They may also commonly have a cluster of buildings (e.g., farm house, barns, outbuildings) surrounded by expansive farmland and/or pastures.

**Density & Intensity**
This character district will have the lowest density and level of intensity.

**Scale**
Both Character Districts in the Rural Area Place Type work in tandem to preserve an expansive agrarian scale that serves as a rural buffer around the Town, particularly as a community separator to adjacent towns.
Rural Residential | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

GUIDING PRINCIPLE: The Rural Residential Character District is intended to provide for single family homes in a rural setting, whether as a farmstead, an individual home, or part of a low density residential enclave.

DEVELOPMENT FORM
Character of Development
While the Rural Residential Character District is defined by residential uses, development will operate to maintain the place type’s rural and agrarian character through large lot homes at a low density, including the utilization of conservation design.

Conservation design development concepts are intended for parcels where significant environmental sensitivities exist, such as floodplains or the Little Thompson River floodplain. In conservation design developments, a significant portion of the property is permanently protected as open space, with a small percentage of the property can be developed with low density rural residential lots that are placed to minimize impacts to environmental resources.

URBAN DESIGN
Architecture
Residential structures are primarily comprised of farmsteads 1- to 2-story single family homes. As highlighted in the images below, the visual Preference Survey results reflect a strong preference for farm style homes which is likely a reflection of the desire to preserve Berthoud’s small town charm and pastoral character.

With modern development practices offering farmland architecture options, this helps to support rural residential development and adaptive reuse of existing farm structures.

Streetscape
County roads will maintain rural street sections with borrow-streets and no curb and gutter. Street trees and streetlights will not be required unless land is annexed as part of a residential development.

Density & Intensity
The Rural Residential Character District will maintain a very low density, including low intensity development limited to farmstead and single family homes on large lots.

Scale
Both Character Districts in the Rural Areas Place Type work in tandem to preserve an expansive agrarian scale that serves as a rural buffer around the Town, particularly as a community separator to get access to the Little Thompson River.

The Right-of-Way
In conservation design developments, a significant portion of the property is permanently protected as open space, with a small percentage of the property can be developed with low density rural residential lots that are placed to minimize impacts to environmental resources.

CURBLESS DESIGN

MOBILITY & CONNECTIONS

Bicycle Facilities
Bicycle facilities will be limited to provision of on-street shoulders on rural residential streets, serving a group of homes or a farmstead with lower speeds. Off-street bicycle parking is not provided in Rural Residential Areas.

Pedestrian Facilities
Pedestrian facilities in a rural residential setting may be limited, primarily in the form of a connection to a regional trail or the sidewalk network in a development in an adjacent Place Type. Detached sidewalks may be required for rural residential areas within Town limits.

Bicycle Facilities
Bicycle facilities will be limited to provision of on-street shoulders on rural residential streets, serving a group of homes or a farmstead with lower speeds. Off-street bicycle parking is not provided in Rural Residential Areas.

Pedestrian Facilities
Pedestrian facilities in a rural residential setting may be limited, primarily in the form of a connection to a regional trail or the sidewalk network in a development in an adjacent Place Type. Detached sidewalks may be required for rural residential areas within Town limits.

Bicycle Facilities
Bicycle facilities will be limited to provision of on-street shoulders on rural residential streets, serving a group of homes or a farmstead with lower speeds. Off-street bicycle parking is not provided in Rural Residential Areas.

Pedestrian Facilities
Pedestrian facilities in a rural residential setting may be limited, primarily in the form of a connection to a regional trail or the sidewalk network in a development in an adjacent Place Type. Detached sidewalks may be required for rural residential areas within Town limits.

Bicycle Facilities
Bicycle facilities will be limited to provision of on-street shoulders on rural residential streets, serving a group of homes or a farmstead with lower speeds. Off-street bicycle parking is not provided in Rural Residential Areas.

Pedestrian Facilities
Pedestrian facilities in a rural residential setting may be limited, primarily in the form of a connection to a regional trail or the sidewalk network in a development in an adjacent Place Type. Detached sidewalks may be required for rural residential areas within Town limits.

Bicycle Facilities
Bicycle facilities will be limited to provision of on-street shoulders on rural residential streets, serving a group of homes or a farmstead with lower speeds. Off-street bicycle parking is not provided in Rural Residential Areas.

Pedestrian Facilities
Pedestrian facilities in a rural residential setting may be limited, primarily in the form of a connection to a regional trail or the sidewalk network in a development in an adjacent Place Type. Detached sidewalks may be required for rural residential areas within Town limits.

Bicycle Facilities
Bicycle facilities will be limited to provision of on-street shoulders on rural residential streets, serving a group of homes or a farmstead with lower speeds. Off-street bicycle parking is not provided in Rural Residential Areas.

Pedestrian Facilities
Pedestrian facilities in a rural residential setting may be limited, primarily in the form of a connection to a regional trail or the sidewalk network in a development in an adjacent Place Type. Detached sidewalks may be required for rural residential areas within Town limits.
Suburban Areas

PLACE TYPE

ATTRIBUTES & CHARACTER VIEWS

Suburban Areas are envisioned as vibrant places that are made up of lower intensity commercial and lower density residential uses that are in close proximity to each other to encourage walking and bicycling nearby restaurants, shops and services. To reduce automobile dependence, streets and pathways will link adjacent neighborhoods to each other and to commercial areas. The suburbs of tomorrow are intended to feel more like “villages” and include little epicenters of commerce and community.

Suburban Areas, highlighted in the map below, are made up of the 2 character districts, including:

- Suburban Business
- Suburban Residential

These character districts are described in greater detail in the following pages.

GUIDING PRINCIPLE: The Suburban Residential Character District is intended to provide for neighborhoods with primarily single-family detached, single-family attached homes (e.g., townhouses, duplexes, triplexes, etc.), and affordable housing options.

GENERAL CHARACTERISTICS

Preferred Land Uses

Land uses will have a primary focus on single family detached and single-family attached housing types in a low to moderate density setting. Future schools and other public/institutional uses may also be appropriate with context sensitive design.

Relevant Zone Districts

Land slated for suburban residential located within Town limits generally cover four of Berthoud’s five residential zoning districts: Single Family (R1), Limited Multi-Family (R2), Multi-Family (R3), and Mixed Use (RX). Suburban residential also cover the Agriculture (Ag) and Planned Unit Development (PUD) zoning districts. Parcels located outside Town limits in Larimer County and Weld County are primarily zoned Farming (FA1) and Agriculture (A), respectively. However, a potential suburban residential area along County Line Road in Larimer County is zoned Multi-Family (M) and Residential (R).

DEVELOPMENT FORM

Character of Development

These areas should be designed to contribute to Berthoud’s small town charm and character. Street patterns may have either a suburban curvilinear character or a grid pattern. Walkability and bikeability are important characteristics.

Density & Intensity

Suburban residential areas will generally maintain low to moderate density with lots of varying sizes.

Scale

The general scale will be 1- and 2-story homes.
URBAN DESIGN

Architecture
Charming architecture with bespoke detailing and multiple roof planes will be encouraged. Garages may front on a street or an alley. Garage doors that face the street should not dominate the facade of the home. Garages should be recessed behind a front porch or the living portion of the house.

Streetscapes
Neighborhood streets should be welcoming and inviting to walk along. Streets should be lined on both sides with street trees. Detached sidewalks and generous front and side yard setbacks will convey a sense of lower density.

Public Spaces
Parking, greenways, recreation, and public access should be walkable.

Private Spaces
Private common spaces within suburban residential areas will be encouraged to serve each neighborhood. The spaces could include community gardens, play areas, and natural areas.

COMMUNITY SPACES

MOBILITY & CONNECTIONS

Street Characteristics
Local streets will serve mixed suburban areas along with some collector streets and at higher volume roads. Alleys will be encouraged to improve accessibility and the streetscape. On-street parking will be common in suburban neighborhoods.

Access & Connectivity
Moderate level connectivity will be provided by local worth, collector, arterial streets, and or state highways.

Vehicle Speeds
Lower speeds will generally max out at 35 mph on local streets and 50 to 60 mph on collector streets, as defined by the Town’s street standards.

Bicycle Facilities
Bicycles will share travel lanes with vehicles on local streets. Dedicated on-street bike lanes should be provided where possible. Sidewalks should be connected to local and regional trails.

Pedestrian Facilities
Streets will have detached sidewalks on both sides and be interconnected throughout neighborhood. Where possible, sidewalks should be connected to local and regional trails.

Suburban Residential | CHARACTER DISTRICT

Suburban Business | CHARACTER DISTRICT

GENERAL CHARACTERISTICS
Preferred Land Uses
Preferred uses will include a variety of businesses that serve local residents and employees, such as retail stores, lodging, services, restaurants, and offices.

DEVELOPMENT FORM
Character of Development
Configuration and placement of buildings will give intentional shape and layout to adjacent exterior gathering spaces and pedestrian/bicycle connections. Where possible, restaurant and bank drive-throughs will be oriented away from public rights-of-way.

Density & Intensity
Suburban business areas will generally maintain low to moderate intensity.

Scale
The general scale of buildings will be up to three stories.
Suburban Business | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

COMMUNITY SPACES

Public Spaces
Public spaces, such as plazas, event venues, and social parks, can be integrated into suburban business areas.

Private Spaces
Private outdoor dining and gathering spaces will be encouraged in suburban business areas.

BLOCK & FRONTAGE TYPES

Block Types
Buildings will be used to define a strong street edge with upper floor loading back and architectural embellishments at corners and main entry features.

Frontage Types
Primary building facades will be oriented towards public streets, and four-sided architecture will create an attractive appearance from each side.

MOBILITY & CONNECTIONS

Street Characteristics
Collector and arterial streets that accommodate higher traffic volumes will be common for suburban business areas. Streets serving these areas will incorporate detached pedestrian sidewalks and dedicated on-street bike facilities. Buffer bike lanes will be preferred, as defined by the Town’s street standards.

Access & Connectivity
Arterial and collector streets will provide primary access for the suburban business areas.

Vehicle Speeds
Vehicle speeds should be moderate in these areas, as defined by the Town’s street standards.

Parking
Where possible, off-street parking lots should be provided in these areas, as defined by the Town’s street standards. Parking lots should be located behind buildings to minimize their visual presence. Availability of on-street parking will be limited in all areas.

Pedestrian Facilities
Streets will have detached sidewalks on both sides, and parks will provide access to each business. Where possible, connections will be made to adjacent local and regional trails.

Bicycle Facilities
Dedicated bike facilities will be provided on collector and arterial streets. Bike parking should be provided at key locations such as in front of businesses. Connectivity to surrounding residential areas should be prioritized.

Trails
Where possible, trails should be connected to suburban business areas to enable and encourage people to walk or bike to these destinations.

General Urban Areas | PLACE TYPE

ATTRIBUTES & CHARACTER VIEWS

General Urban areas will be designed using “New Urbanism” principles. A mix of land uses will be encouraged, and land uses can be mixed vertically and/or horizontally. New developments will have prided streets with alley loaded garages, parking lots located behind buildings, and people oriented streets.

General Urban areas, highlighted in the map below, are made up of 2 character districts, including:
- Urban Residential
- Innovation District

These character districts are described in greater detail in the following pages.
GUIDING PRINCIPLE: The Urban Residential Character District will focus on human-scale design and incorporate “New Urbanism” planning and design principles such as walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces. A variety of housing types, at varying price points, will be blended together on the same block, and commercial uses can be blended into these areas to support the neighborhood.

GENERAL CHARACTERISTICS
Preferred Land Uses
The dominant land use will be a mix of residential housing types, with non-residential uses to support the neighborhoods. Housing types will include single-family detached homes, single-family attached homes, townhomes, and multi-family options. Affordable housing will also be incorporated into these neighborhoods.

Relevant Zone Districts
General urban areas within Town limits are generally covered by a range of zoning districts: Single Family (R1), Limited Multi-family (R2), Mixed Use (MU), and Planned Unit Development (PUD).

DEVELOPMENT FORM
Character of Development
Urban Residential areas will incorporate traditional neighborhood design, also known as New Urbanism. Development pattern will focus on walkable streets, front porches, alley loaded garages and green spaces for local gatherings and play. Non-residential uses, where incorporated, will be blended into the character of the residential context.

Density & Intensity
Urban residential areas will generally maintain moderate to high density.

Scale
Most housing types will be built at 1-2 stories in height. Townhomes and apartments can be up to 3 stories in certain areas.

URBAN DESIGN
Architecture
Charming residential scale architecture with covered front porches, façade proportion, and multiple roof planes. In general garages will be accessed from alleys on the rear of each lot. In areas where it’s not possible to access garages from an alley, garage doors that face the street should not dominate the front façade of the home and garage doors should be recessed behind a front porch or the living portion of the house.

Streetscape
Neighborhood streets will be welcoming to walk along with detached sidewalks on both sides with street trees.

POTENTIAL COMMERCIAL SERVICES
BLENDED INTO NEIGHBORHOOD

BLOCK & FRONTAGE TYPES
Block Types
Urban residential areas will provide for walkable neighborhood blocks.

Frontage Types
Homes will front on streets and front porches will activate the street scene and foster a sense of community. Garages will be accessed from alleys at the rear of each lot.

COMMUNITY SPACES
Public Spaces
Parks, greenways, recreation, and civic spaces should be located within a short walk from each neighborhood. Connectivity to trails and bikeways will also be encouraged.

Private Spaces
Private common spaces within urban residential areas will be encouraged to serve the needs of each neighborhood. The spaces could include community gardens, play areas, open sky areas, natural areas, and other gathering spaces.

MOBILITY & CONNECTIONS
Street Characteristics
Local streets will serve most urban residential areas, along with some higher volume collector and local arterial streets. Alleys will be critical to improve accessibility and the streetscape character.

Access & Connectivity
Local streets and collector streets will provide moderate level connectivity to arterial streets and/or state highways.

Vehicle Speeds
Lower vehicle speeds will be expected at 25 mph max on local streets and 30 to 35 mph on collector streets, as defined by the Town’s street standards.

Pedestrian Facilities
Streets will have dedicated sidewalks on both sides and be interconnected throughout neighborhoods. Where possible, sidewalks should be connected to local and regional trails.

Bicycle Facilities
Pedestrians will share travel lanes with vehicular traffic on local streets. Dedicated on-street bike facilities can be provided on collector and arterial streets, as defined by the Town’s street standards.

Parking
Private parking will be provided in garages, parking lots, and on home driveways. Public on-street parking will be accommodated on local and major collector streets.

Trails
Where possible, trails should be connected to urban residential areas, providing safe routes to schools, parks, and other community destinations.
The Innovation Character District is intended to create a unique business district strategically designed to attract, retain, and cultivate talent, and improve networking and communication flows between business innovators, and residential uses will be blended into these areas to support the business community.

**GENERAL CHARACTERISTICS**

**Preferred Land Uses**
The future character and composition of the Innovation District will be guided by the preferred uses for the corridor. In particular, the Innovation District will continue to support existing technical businesses, and production uses, while also integrating emerging business types that focus on research and development (R&D), technology, startups, and makerspaces, and other related commercial and light industrial uses. Residential uses may also be incorporated on 2nd and/or 3rd floors in the Innovation District, but the primary uses within the district will be non-residential. The Innovation District will evolve into a unique employment center with context sensitive design that respects adjacent neighborhoods.

**Development Form**

**Character of Development**
The Innovation District will bring together organizations, businesses, and multi-use public spaces, as well as residents and visitors, to supplement the foot traffic of the working population, so that they can externalize and share quality-of-life costs, particularly to the benefit of young and small enterprises.

**Density & Intensity**

Intensity of development will vary depending on specific business needs and site layouts.

**Scale**

Most buildings will be built to 1-, 2-, or 3-stories in height. Scale will provide primary access for these areas.

**LANDSCAPE SETBACKS**

Parks, greenways, recreation, and civic spaces can be located within or in close proximity to the Innovation District. This district will also be well connected to trails and bikeways.

**Private Spaces**

Private outdoor spaces will enable people to work and/or meet outside, eat lunch, and demonstrate their company’s creations and technology.

**MOBILITY & CONNECTIONS**

**Street Characteristics**

Street speeds should be low and pedestrian facilities will provide access to each business.

**Bicycle Facilities**

Dedicated bike facilities will be provided on collector and arterial streets. Bike parking will also be provided.

**TRAILS**

Where possible, trails should be trenched behind buildings to minimize their visual presence. Availability of on-street parking will be limited in some areas.

**PARKING**

Parking lots should be tucked behind buildings to minimize their visual presence. Availability of on-street parking will be limited in some areas.
Berthoud’s Urban Center has the greatest concentration of character and personality, and it shapes much of the Town’s identity. Its buildings give a sense of history, its businesses and restaurants show the liveliness of the town, and its quirks set it apart from other towns in Northern Colorado. And while the downtown has changed over the years, its essence is well preserved and will continue to be.

The Urban Center, highlighted in the map below, is made up of 2 character districts, including:
- Downtown
- Old Town Residential

These character districts are described in greater detail in the following pages.

**General Characteristics**

**Preferred Land Uses**

Downtown will continue to be a lively mix of shops, restaurants and eateries, coffee shops, offices, personal services, and residential uses on upper floors. Adaptive Reuse and infill developments will maintain the small town charm and complement the historic identity.

**Relevant Zone Districts**

Located entirely within Town limits, the Urban Center is generally covered by the Neighborhood Commercial (C1), Single-Family (R1), and Limited Multi-Family (R2) zoning districts.

**Guiding Principle**

**Character of Development**

This district is all about creating a rich and vibrant environment that attracts people to downtown stores and restaurants. Streets will be activated with outdoor dining, rooftop decks, and other open spaces. The historic, creative, and quirky vibes will be celebrated and reinforced.

**Density & Intensity**

Buildings and lots will maintain moderate to high density with a mix of uses forming a compact urban environment.

**Scale**

Buildings will generally maintain heights of 2- and 3-stories.
URBAN DESIGN

Architecture

Architecture in the Downtown Character District will adhere to recommendations outlined in the Mountain Avenue Corridor Plan.

Streetscape

Street trees in the Downtown Character District will adhere to recommendations outlined in the Mountain Avenue Corridor Plan.

COMMUNITY SPACES

Public Spaces

Downtown public spaces will adhere to recommendations outlined in the Mountain Avenue Corridor Plan.

Private Spaces

Downtown private spaces and rooftop decks will be encouraged to animate this district. Outdoor display and storage will be fully screened from the public right-of-way.

BLOCK & FRONTAGE TYPES

Block Types

Buildings will be used to define a strong street edge with architectural embellishments at corners and main entry features. Refer to the Mountain Avenue Corridor Plan.

Frontage Types

Continuous urban edges with zero front foot set backs will be typical in the Downtown Character District, except in the Residential Conversion Area identified in the Mountain Avenue Corridor Plan.

URBAN DESIGN

Street Characteristics

Streets will be designed to prioritize pedestrian activity. Traffic calming measures such as curb bumpouts, on-street parking, and narrow travel lanes can be implemented.

Access & Connectivity

Connectivity will be a top priority, and access will be designed to limit impact to pedestrians within the district.

Vehicle Speeds

Slower speeds will be preferred to prioritize the pedestrian.

Parking

Parking in the Downtown Character District will adhere to recommendations outlined in the Mountain Avenue Corridor Plan.

Pedestrian Facilities

Pedestrian facilities in the Downtown Character District will adhere to recommendations outlined in the Mountain Avenue Corridor Plan.

Bicycle Facilities

Bicycle facilities will be designed to accommodate cyclists. Refer to the Mountain Avenue Corridor Plan.

Trails

A north/south regional trail has been considered along the BNSF railroad corridor. Downtown sidewalks will be directly connected to this trail and indirectly connected to other local and regional trails.

COMMUNITY SPACES

Preferred Land Uses

Preferred uses will generally stay the same to preserve the historic residential character of this Character District. Urban infill and adaptive reuse of existing buildings will be expected to help with this effect. Future schools, places of assembly, civic facilities, and other public institutional uses may also be appropriate with context sensitive design.

Relevant Zone Districts

Located entirely within Town limits, the Old Town Residential is generally covered by the Single-Family (R1), Limited Multi-Family (R2), Multi-Family (R3), and Agricultural (A) zoning districts, as well as a few instances of Neighborhood Commercial (C1).

Density & Intensity

These neighborhoods will generally maintain low to moderate density.

Scale

Homes will generally be built to 1- to 2-stories in height.

GUIDING PRINCIPLE

The Old Town Residential Character District is intended to preserve Berthoud’s most established neighborhoods and the residential core with closest proximity to Downtown and the Mountain Avenue Corridor.

GENERAL CHARACTERISTICS

Character of Development

On the outskirts of the Urban Center is the Old Town, Residential Character District which is comprised of the Town’s older, more established neighborhoods. This district is characterized by grid streets, lush charming older homes set relatively close to the street creating a pedestrian-friendly streetscape with majestic trees that create a seemingly continuous canopy over many streets. Green spaces surrounding the homes and detached walks with mature trees create walkable and usable neighborhoods.
URBAN DESIGN

Architecture
Historic homes and character of district should be protected and reinforced. New homes and remodeled homes will blend with the scale and character of the existing architecture.

Streetscape
Neighborhood streets will be welcoming and inviting to walk along. They will have detached sidewalks and be lined on both sides with street trees. Flowerpots may be placed at prominent street corners to add color and interest to the streetscape.

COMMUNITY SPACES

Public Spaces
Pickle Park will continue to be the neighborhood centerpiece. Parks, greenways, recreation, and trail spaces should be located within or in close proximity to the Old Town Residential Character District or be well connected to them with trails and bikeways.

Private Spaces
Private common spaces within these areas will be encouraged to serve the needs of each building. These spaces could include outdoor dining areas, outdoor display spaces, gardens, play areas, and other gathering spaces.

MOBILITY & CONNECTIONS

Street Characteristics
Local streets will serve most residences within this district, along with some higher volume streets. Alleyways will be critical to improve accessibility and the streetscape character.

Access & Connectivity
Street corners and sidewalks should be improved to comply with accessibility requirements.

Vehicle Speeds
Lower speeds will be maintained with a max of 25 mph on local streets.

Parking
Private parking will be provided in garages, driveways, and accessed from the alley. Public on-street parking will be provided on both sides of most, if not all, streets.

Special Districts

As growth occurs, the well-traveled and highly visible corridors will attract development. The future land use plan envisions growth areas along Interstate 25, Hwy 56/Mountain Ave, 1st Street. The special districts are intended to capitalize on the access, visibility, and competitive advantages offered by Berthoud's major roadways while ensuring that future development along these important corridors enhances Berthoud's sense of place, charm, and identity.

Special Districts, highlighted in the map below include:
• Neu Berthoud
• 1st Street
• Mountain Avenue/Hwy 56

The Special Districts are described in greater detail in the following pages.
SPECIAL DISTRICTS

Guiding Principles: The New Berthoud Character District is intended to form the first impression of the Town for travelers on I-25 by creating a unique district that relates to “Berthoud Proper” and offers a fresh new built.

New Berthoud | Character District

Special Districts

Plan Direction

Development Form

Character of Development

In time, a variety of commercial and mixed-use developments will pop up in this area. Mixed-use environments similar to the future Town development will be encouraged to plan for a mix of residential, commercial, office, and industrial space.

Reveland Zoning

Parcels located within Town limits are zoned Planned Unit Development (PUD), Transition (T) Agricultural (Ag), Commercial (C), General Commercial (C-2), and Industrial (ID). Parcels located outside Town limits in Weld County are zoned Agriculture (A), except the parcel north of Serenity Ridge zoned Highway Commercial (C-T). Generally, a mix of uses are supported by the plan if they are attractive, appropriately lighted, and well screened from the public right-of-way.

Prefered Land Uses

A mix of office, commercial, and light industrial uses are recommended along Highway 56 and I-25 and all of critical importance in populating individual developments together visually. Streetscapes and Town signage should be distinct and attractive. This district should not appear as a truck stop; however these types of uses are supported by the plan if they are attractive, appropriately lighted, and well screened from the public right-of-way.

Density & Intensity

This Character District will maintain moderate to high density, with higher intensities closer to I-25 that dissipate to rural areas.

Scale

While the Character District will see a variety of uses, e.g., residential, commercial, office, mixed uses, etc., all will maintain building scale ranging from 1 to 3 stories.

Community Spaces

Public Spaces

Parks, greenways, recreation, and open space should be located within, or in close proximity to the Special District. On I-25, 20 feet will be set back to connect with trail facilities.

Private Spaces

Building setbacks should be sufficiently spaced around corner setbacks. Frontages will provide primary access for these areas. Local streets may be used to access residential neighborhood and small businesses located within mixed use areas.

Vehicle Speeds

Speeds should be low to moderate in these areas.

Private parking lots should be shared to reduce the overall footprint of paved parking areas, and parking lots should be tucked behind buildings to minimize their visual presence. On-street parking will be present in some areas and limited in others.

Bicycle Facilities

Dedicated bike facilities will be provided on arterials and collector streets. Bike parking will be provided.

Trails

Pedestrian and bicycle connectivity will link the district to the rest of the Town. The Little Thompson River Trail should be extended to the eastern Town limits, and other trails should be incorporated, where the Little Thompson River Trail and Country Road 64.

Public Spaces

The Little Thompson River Trail and Country Road 44.

Pedestrian and bicycle connectivity will link the district to the rest of the Town. The Little Thompson River Trail should be extended to the eastern Town limits, and other trails should be incorporated, where the Little Thompson River Trail and Country Road 64.

Bicycle Facilities

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Bicycle Facilities

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Trails

Pedestrian and bicycle connectivity will link the district to the rest of the Town. The Little Thompson River Trail should be extended to the eastern Town limits, and other trails should be incorporated, where the Little Thompson River Trail and Country Road 64.

Bicycle Facilities

Dedicated bike facilities will be provided on arterials and collector streets. Bike parking will be provided.

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The 1st Street Corridor

The 1st Street Corridor Character District is intended to evolve the corridor into a modern innovation hub designed as a green and connected campus that provides for a range of employment and business uses catering to creatives, artisans, makers, startups, and other innovators. Residential uses can be blended into these areas to support the business community.

GUIDING PRINCIPLE: The 1st Street Corridor Character District is intended to evolve the corridor into a modern innovation hub designed as a green and connected campus that provides for a range of employment and business uses catering to creatives, artisans, makers, startups, and other innovators. Residential uses can be blended into these areas to support the business community.

GENERAL CHARACTERISTICS

Preferred Land Uses

The future character and composition of the 1st Street Corridor will be guided by the intention to evolve the district into a vibrant street with a cool character and climate of innovation. Preferred uses will be encouraged to achieve this style of corridor. While existing technical businesses and production uses will be supported, new developments and adaptive reuse of existing structures will be encouraged to integrate a mix of commercial, office, residential, and mixed uses in a funky yet modern corridor environment. Specific uses like tech startups, makerspaces, co-working spaces, etc., will be encouraged. The 1st Street Corridor may also reflect or link to certain aspects of the Innovation District to the west.

Relevant Zone Districts

Within Town limits, the 1st Street Corridor is covered by a range of zoning districts, including the Neighborhood Commercial (C1), General Commercial (C), Limited Multi-family (MU), Planned Unit Development (PUD), Light Industrial (IL), and Industrial (IZ). Unincorporated land in Larimer County is zoned Medium-95, Mixed Use (RU, MU-Mixed Use), and Commercial (C).

DEVELOPMENT FORM

Character of Development

1st Street is one of the Town’s primary entry corridors. It will be a vibrant street with a cool and innovative vibe, incorporating funky and modern twists on the small-town charm. Neighborhood-based activity areas will be integrated into this corridor to support the businesses and surrounding neighborhoods.

Density & Intensity

This Character District will maintain moderate to high density, with higher intensities closer to major intersections.

Scale

While this Character District will house a variety of uses (e.g., residential, commercial, office, mixed use, etc.), all will maintain building scale ranging from 1 to 3 stories.

URBAN DESIGN

Architecture

Architectural guidelines for the 1st Street Special District should be developed to ensure that new buildings will complement the existing character of the corridor to support the businesses and surrounding neighborhoods.

Streetscape

Streets will be welcoming and inviting to walk and bike along. They will have detached sidewalks and be lined on both sides with informal groupings of street trees.

Streets

Streets will be welcoming and inviting to walk and bike along. They will have detached sidewalks and be lined on both sides with informal groupings of street trees.

Architectural Guidelines for

Architectural guidelines for the 1st Street Special District should be developed to ensure that new buildings will complement the existing character of the corridor to support the businesses and surrounding neighborhoods.

Commercial (C2), Limited Multi-family (MU), Planned Unit Development (PUD), Light Industrial (IL), and Industrial (IZ). Unincorporated land in Larimer County is zoned Medium-95, Mixed Use (RU, MU-Mixed Use), and Commercial (C).

COMMUNITY SPACES

Public Spaces

Public spaces should be located within or in close proximity to this Special District, or it should be well connected to such facilities via public trails and bikeways.

Private Spaces

Private outdoor spaces will enable people to work and relax outside, eat lunch, and, if desired, demonstrate their company’s creations and technology.

Parks, greenways, recreation, and public spaces should be located within or in close proximity to this Special District, or it should be well connected to such facilities via public trails and bikeways.

Dedicated bike facilities will be provided on collector and arterial streets. Bike parking should also be provided.

MOBILITY & CONNECTIONS

Street Characteristics

Adjacent streets that accommodate higher traffic volumes and larger vehicles will be designed along the corridor. These streets will incorporate dedicated markings, signage, and dedicated bicycle facilities.

Access & Connectivity

Access & Connectivity

Parks, greenways, recreation, and public spaces should be located within or in close proximity to this Special District, or it should be well connected to such facilities via public trails and bikeways.

Dedicated bike facilities will be provided on collector and arterial streets. Bike parking should also be provided.

Vehicle Speeds

Vehicle speeds should be low to moderate in these areas to accommodate lower traffic volumes and encourage pedestrian and bicycle activity.

Parking

Vehicle speeds should be low to moderate in these areas to accommodate lower traffic volumes and encourage pedestrian and bicycle activity.

Where possible, off-street parking lots should be shared to reduce the overall footprint of paved parking areas. Bike parking lots should be tucked behind buildings to minimize visual impacts.

Streets will accommodate higher traffic volumes and larger vehicles along the corridor. These streets will incorporate dedicated markings, signage, and dedicated bicycle facilities.

Dedicated bike facilities will be provided on collector and arterial streets. Bike parking should also be provided.
Mountain Avenue is "the face" of Berthoud and the experience along Mountain Avenue creates a lasting impression. The Mountain Avenue Corridor Design Plan focuses on protecting and enhancing the existing historical districts and directing the general character of new development along Mountain Avenue/Hwy 56. The plan defines and emphasizes unique character districts along the corridor and addresses topics related to architecture, site planning, parking, urban design and streetscapes.

**Guiding Principles:** Mountain Avenue is "the face" of Berthoud and the experience along Mountain Avenue creates a lasting impression. The Mountain Avenue Corridor Design Plan focuses on protecting and enhancing the existing historical districts and directing the general character of new development along Mountain Avenue/Hwy 56. The plan defines and emphasizes unique character districts along the corridor and addresses topics related to architecture, site planning, parking, urban design and streetscapes.

**General Characteristics**

**Development Form**

**Character of Development**

Mountain Avenue & Berthoud’s main east/west corridor, extending the entire length of the town and serving as the eastern growth area around the I-25 interchange. The corridor accommodates the accessibility of Downtown Berthoud and emerging mixed use areas at major intersections like at Highway 287 and Berthoud Parkway. Other intersections at 1st Street, County Line Road, and I-25 will provide opportunities to add even more to the character of Mountain Avenue as a gateway to the eastern growth area around the I-25 interchange. The corridor accentuates the accessibility of Downtown Berthoud and emerging mixed use areas at major intersections like at Highway 287 and Berthoud Parkway. Other intersections at 1st Street, County Line Road, and I-25 will provide opportunities to add even more to the character of Mountain Avenue as a gateway to the eastern growth area around the I-25 interchange.

**Preferred Land Uses**

Preferred use will generally stay the same, with a mix of infill and new development but to advance a walkable, mixed-use environment and pedestrian/bicycle connectivity to adjacent neighborhoods, parks, schools, trails, and businesses.

**Relevant Zone Districts**

Within Town limits, the Mountain Avenue Corridor is covered by a range of zoning districts, including the Neighborhood Commercial (NC), General Commercial (C2), Single-Family Residential (R), Multi-Family Residential (RM), Mixed-Use Development (PUD), Light Industrial (MI), and Industrial (M2). Unincorporated land in Larimer County and Weld County is zoned Farming (FA1) and Agricultural (A), respectively.

**Urban Design**

**Architecture**

Refer to the Mountain Avenue Corridor Plan for more information.

**Community Spaces**

**Public Spaces**

Parks, greenways, recreation, and public spaces should be located within, or in close proximity to, this Special District. On-street parking should be well connected to such facilities via public trails and bikeways.

**Private Spaces**

Private outdoor spaces will enable people to work, and/or socialize, eat lunch, and provide open areas for outdoor displays, entertainment, or special events, where permissible.

**Block & Frontage Types**

**Block Types**

Block types vary by location. Refer to the Mountain Avenue Corridor Plan for more information.

**Frontage Types**

Primary building facades will be oriented towards public streets, and four-sided architecture will create an attractive appearance from each side.

**Accessibility & Connectivity**

Arterial and collector streets will provide primary access to the corridor. Local streets may be used to access small businesses located within mixed-use areas.

**Vehicle Speeds**

Vehicle speeds should be low to moderate in these areas to accommodate pedestrians, bicycle riders, and motorists. On-street parking should be limited behind buildings to encourage pedestrian/bicycle activity.

**Parking**

Where possible, off-street parking lots should be shared to reduce the overall footprint of paved parking areas and parking lots should be tucked behind buildings to enhance pedestrian/bicycle activity. Availability of on-street parking will be limited in most areas.

**Mobility & Connections**

**Street Characteristics**

Adjacent streets that accommodate higher traffic volumes and larger vehicles will be continuous along the corridor. These streets will incorporate detached pedestrian sidewalks and dedicated bicycle facilities. Buffer bike lanes will be preferred, as described in the Town’s street standards.

**Bicycle Facilities**

Dedicated bike facilities will be provided on arterials and collector streets. On-street parking should also be provided.

**Trails**

Where possible, trails should be connected to the Mountain Avenue Corridor to enable and encourage people to walk and ride their bikes.
TRANSPORTATION PLAN

INTRODUCTION

The following section includes recommendations for Berthoud’s future multimodal transportation system. A well-planned transportation network will provide automobile, bicycle, pedestrian, and transit mobility and connectivity within the Town as well as between Berthoud and neighboring communities. Berthoud’s Transportation Plan focuses on providing a hierarchy of streets to serve the Town’s current and future multimodal travel needs and to support the Town’s current and future land uses. The transportation plan was developed using the recommendations from the 2016 Master Streets Plan and updated to accommodate anticipated future travel demands and place types. The Transportation Plan illustrates the recommended functional classification for multimodal streets, major regional trail corridors, and future regional transit considerations.

ROADWAY RECOMMENDATIONS

The Town of Berthoud follows the Loveland standards as a part of the Larimer County Urban Area Street Standards (LCUASS). These typical street cross sections are intended to provide safe, attractive, and comfortable access and travel for all modes within the public right-of-way. The Town’s cross sections shown in Figure 3.7 through Figure 3.13 are consistent with the Loveland cross sections in LCUASS. A series of rural cross sections with drainage ditches instead of curb and gutter are also included in Figure 3.14 through Figure 3.16. The rural cross sections may be considered in certain areas of Berthoud either as an interim condition or as a context sensitive long-term option that may be more fitting to the rural and open space place types.

BICYCLES AND PEDESTRIAN RECOMMENDATIONS

Berthoud’s transportation plan is intended to provide a comprehensive well-connected system of on-street and off-street bicycle and pedestrian facilities. Since bicyclists and pedestrians can vary greatly in their abilities and their level of comfort in using various types of facilities, the transportation system should ideally accommodate all types of bicyclists and pedestrians, ranging from school aged children to aging adults. These recommendations provide an opportunity to expand the Town’s network of safe bicycle and pedestrian facilities, connect to community activity centers, and increase the regional trail network connecting northern Colorado.

The on-street recommendations are embedded with the LCUASS standards, as described above. The off-street trail recommendations are consistent with Berthoud’s Unified Trail Master Plan and include local trails and the following regional trails: Colorado Front Range Trail (CFRT), Big Thompson River Trail, Horsetooth Corridor, and the US 34 Non-Motorized Corridor.

TRANSPORT RECOMMENDATIONS

The transit recommendations included as a part of the Transportation Plan are compatible with local and regional transit planning efforts. This includes maintaining the local BRT service area, the BART Service Route, and the Bus Route. The Transportation Plan recommends implementing the future Berthoud Mobility Hub located at 1-25 and 51st, and the possible Front Range Rail alignment along the BNSF.

FIGURE 3.5 Transportation Typology

<table>
<thead>
<tr>
<th>Place Type</th>
<th>PLACETYPE Natural Areas</th>
<th>PLACETYPE Rural Areas</th>
<th>PLACETYPE Suburban Areas</th>
<th>PLACETYPE General Urban Areas</th>
<th>PLACETYPE Urban Center</th>
<th>PLACETYPE Special Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access</td>
<td>Restricted vehicle access</td>
<td>Low level of access</td>
<td>Moderate level of access</td>
<td>High level of access</td>
<td>Highest level of access with any land uses</td>
<td>Highest level of access</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Connectivity limited to adjacent streets that have limited or no access onto sites</td>
<td>Lower level of street connections with minimal local streets, County and State highways</td>
<td>Moderate level of street connections from local streets and state highways</td>
<td>High level of street connections from local streets</td>
<td>High level of street connections with a grid street network</td>
<td>Moderate level of street connections from local streets and adjacent county roads</td>
</tr>
<tr>
<td>Vehicle Speeds</td>
<td>n/a</td>
<td>Higher travel speeds</td>
<td>Medium speeds</td>
<td>Slower speeds</td>
<td>Slower speeds</td>
<td>Slower speeds (planned)</td>
</tr>
<tr>
<td>Street Characteristics</td>
<td>Restricted multi-lane County and State Highway crossings, planted and unpaved</td>
<td>Multi-lane County and State highways, paved and unpaved</td>
<td>Curvilinear, grid, and modified grid paved streets</td>
<td>Grid networks, paved streets, including alleys</td>
<td>Grid networks with narrow paved streets, including alleys</td>
<td>Mix of grid and curvilinear paved streets (planned)</td>
</tr>
<tr>
<td>Parking</td>
<td>Limited parking for recreational facilities, parks, and trail heads</td>
<td>Limited parking</td>
<td>On-street residential parking, off-street commercial parking lots</td>
<td>On-street parallel parking</td>
<td>On-street parallel and diagonal parking</td>
<td>On-street parallel parking (planned)</td>
</tr>
<tr>
<td>Walkability</td>
<td>Variable levels of walkability; expansive open space; main walking trips longer and usually recreational; local parks offer greater levels of walkability</td>
<td>Liquor level of walkability; higher travel speeds and spread outland use make walking trips longer or inaccessible</td>
<td>Moderate level of walkability due to lack of facilities or connections that make walking trips longer</td>
<td>High level of walkability due to compact land uses and slower speeds from facilities</td>
<td>High level of walkability due to compact land uses, narrow streets, and slower speeds facilitate walking</td>
<td>High level of walkability due to planned land uses and connections that facilitate walking</td>
</tr>
<tr>
<td>Pedestrian Facilities</td>
<td>Local and regional trail connections, either paved or unpaved in street facilities</td>
<td>Limited, regional trail connections</td>
<td>Detached sidewalks, sidewalks and trails</td>
<td>Detached sidewalks</td>
<td>Detached sidewalks</td>
<td>Planned sidewalks, sidewalks and trail connections</td>
</tr>
<tr>
<td>Bicycle Environment</td>
<td>Local and regional trails provide connectivity to other off-street and on-street facilities, trail crossings at Guam roads and State highways can be points of conflict</td>
<td>Low density land uses and higher vehicular speeds may increase trip length and stress for bicyclists</td>
<td>Low density land uses and under-street facilities may increase trip length and stress for bicyclists</td>
<td>Compact land uses and slower speeds facilitate bicycling</td>
<td>Compact land uses facilitate bicycling</td>
<td>Planned land uses and connections, will facilitate bicycling</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td>Local and regional trails, either paved or unpaved</td>
<td>Roadway shoulders, best suited for dedicated sidewalks and regional trails</td>
<td>Best suited for wide shoulders, best suited for dedicated sidewalks and trails</td>
<td>Best suited for shared bike lanes, bike lanes, and/or buffered bike lanes</td>
<td>Best suited for bike facilities such as shared bike lanes, bike lanes, and/or buffered bike lanes</td>
<td>Best suited for bike facilities such as shared bike lanes, bike lanes, and/or buffered bike lanes</td>
</tr>
</tbody>
</table>
Figure 3.6
TRANSPORTATION PLAN

Evaluate the feasibility of a parallel roadway alignment between County Line Road and I-25.

Recommendations are consistent with the previous planning completed in the Mountain Avenue Corridor Design Plan.

Future study and recommendations for SH 60 will be coordinated with CDOT, Larimer County, and Johnstown.

Dashed lines denote proposed arterial and collector roads.

Natural Areas

Trails | DEVELOPER-BUILT

Trails | TOWN

Trails | REGIONAL

Transit Route [PROPOSED]

Transit Stop [PROPOSED]

Highway

4-Lane Arterial Road

2-Lane Arterial Road

Major Collector Road

Minor Collector Road

Local Road

Minor Collector Road

Major Collector Road

2-Lane Arterial Road

4-Lane Arterial Road

Highway

Dashed lines denote proposed arterial and collector roads.
**STREET CROSS SECTIONS**

**Functional Classification, Cross-Sections and ROW Preservation**

<table>
<thead>
<tr>
<th>Master Street Plan</th>
<th>Functional Classification</th>
<th>Existing Travel Lanes</th>
<th>Future Travel Lanes</th>
<th>Cross Section Options</th>
<th>Minimum Right of Way to Preserve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Arterial</td>
<td>2</td>
<td>2</td>
<td>2-Lane Arterial</td>
<td>100'</td>
<td></td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>2</td>
<td>4</td>
<td>2-Lane Arterial</td>
<td>120'</td>
<td></td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>4</td>
<td>4</td>
<td>4-Lane Arterial</td>
<td>120'</td>
<td></td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>6</td>
<td>6</td>
<td>6-Lane Arterial</td>
<td>140'</td>
<td></td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>2</td>
<td>2</td>
<td>2-Lane Arterial</td>
<td>100'</td>
<td></td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>2</td>
<td>4</td>
<td>2-Lane Arterial</td>
<td>120'</td>
<td></td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>4</td>
<td>4</td>
<td>4-Lane Arterial</td>
<td>120'</td>
<td></td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>6</td>
<td>6</td>
<td>6-Lane Arterial</td>
<td>140'</td>
<td></td>
</tr>
<tr>
<td>Minor Collector</td>
<td>2</td>
<td>2</td>
<td>Major Collector</td>
<td>80'</td>
<td></td>
</tr>
<tr>
<td>Minor Collector</td>
<td>2</td>
<td>2</td>
<td>Minor Collector</td>
<td>67'</td>
<td></td>
</tr>
<tr>
<td>Local Street</td>
<td>2</td>
<td>2</td>
<td>Local Street</td>
<td>51'</td>
<td></td>
</tr>
<tr>
<td>Alley</td>
<td>2</td>
<td>0</td>
<td>Alley</td>
<td>20'</td>
<td></td>
</tr>
</tbody>
</table>

**FOUR LANE URBAN ARTERIAL**

Figure 3.7

**SIX LANE URBAN ARTERIAL**

Figure 3.8

**FOUR LANE URBAN ARTERIAL**

Figure 3.9
SECTION 4

Plan Implementation

BERTHOUD COMPREHENSIVE PLAN
SECTION 4: PLAN IMPLEMENTATION

IMPLEMENTATION

OVERVIEW

The 2021 Berthoud Comprehensive Plan provides a framework for guiding growth, development, and redevelopment in Berthoud in the foreseeable future. As illustrated on page 4-2, Berthoud’s Comprehensive Plan serves as an overarching planning policy document closely linked to numerous other planning tools, including intergovernmental agreements, land use regulations, capital improvement programming and other plans and studies.

The success of the 2021 Berthoud Comprehensive Plan is dependent upon the implementation of a variety of action items. The primary responsibility for leadership in implementing the plan will be borne by the Town of Berthoud. As the principal authority and champion for the comprehensive plan, the Town has the capacity to adopt policy and regulatory documents, provide funding assistance, and leverage staff resources.

Fortunately, the Town will not be alone in carrying the workload for implementing the comprehensive plan. The realization of the comprehensive plan’s vision and goals hinges on the Town’s proven ability to forge effective partnerships. The Town intends to continue to actively engage multiple stakeholders - landowners, developers, government agencies, funding institutions, community organizations and interested citizens - in the implementation of the 2021 Berthoud Comprehensive Plan.

The plan serves as a foundation and guide for the provisions of the zoning regulations, subdivision regulations, the official map, flood hazard regulations, annexation decisions and other decisions made under these regulations.

2. A BASIS FOR COMMUNITY PROGRAMS AND DECISION MAKING:

The plan is a guide for the recommendations contained in a capital improvement program, for a community development program, and for direction and content of other local initiatives such as for water protection, recreation or open space land acquisition and housing.

3. A SOURCE FOR PLANNING STUDIES:

Few plans can address every issue in sufficient detail. Therefore, many plans will recommend further studies to develop courses of action on a specific need.

4. A STANDARD FOR REVIEW AT THE COUNTY AND STATE LEVEL:

Other regulatory processes identify the municipal plan as a standard for review of applications. Master plans are important to the development of regional plans or inter-municipal programs, i.e., a regional trail network or valley-wide transit program.

5. A SOURCE OF INFORMATION:

The plan is a valuable source of information for local boards, commissions, organizations, citizens, and business.

6. A LONG-TERM GUIDE:

The plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social and economic environment of the community.

THE COLORADO DEPARTMENT OF LOCAL AFFAIRS COMPILED THE FOLLOWING LIST OF POTENTIAL USES FOR AN ADOPTED COMPREHENSIVE PLAN:

1. A BASIS FOR REGULATORY ACTIONS:

2. A BASIS FOR COMMUNITY PROGRAMS AND DECISION MAKING:

3. A SOURCE FOR PLANNING STUDIES:

4. A STANDARD FOR REVIEW AT THE COUNTY AND STATE LEVEL:

5. A SOURCE OF INFORMATION:

6. A LONG-TERM GUIDE:

FUNCTIONAL PLANS & STUDIES

- 3 Mile Area Plan
- Mountain Avenue Corridor Plan
- Parks, Open Space & Trails Plan
- Unified Trail Master Plan
- Open Space Plan

DEVELOPMENT REGULATIONS

- Development Code
- Mountain-Avenue Overlay Code
- Building Code
- Other Municipal Codes

CAPITAL IMPROVEMENT PROGRAM

- Annual Town Budget
- Grant Funding

2021 BERTHOUD COMPREHENSIVE PLAN

As the community’s master plan, the 2021 Berthoud Comprehensive Plan influences various aspects of planning and development. Conversely, current and future functional plans, including the 2021 Berthoud Comprehensive Plan, provide a basis for some of the concepts and strategies outlined in the Comprehensive Plan.

The Future Land Use Plan plays a critical role in guiding potential amendments to Berthoud’s zoning regulations and map. It also may serve as a springboard to other functional plans or studies in the future, such as subarea plans for New Berthoud and 1st Street Corridor.

In addition, the action items identified in the Implementation Matrix on pages 4-4 through 4-7 will advise the Town’s Capital Improvement Program, including the pursuit of grants and integration of projects into the municipal budget.
### Achievable Goal: Maintaining a Strong Community Identity

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Priority</th>
<th>Timeframe</th>
<th>Cost</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update the Development Code to include comprehensive set of design guidelines similar in scope to the Mountain Avenue Corridor Plan</td>
<td>2</td>
<td>ST</td>
<td>$</td>
<td>TBD</td>
</tr>
<tr>
<td>Update the Development Code to include placemaking techniques that accentuate the Town’s identity and provide for a mix of community spaces, amenities, programming, etc.</td>
<td>3</td>
<td>ST</td>
<td>$</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Achievable Goal: Environmental Sustainability

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Priority</th>
<th>Timeframe</th>
<th>Cost</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work with agricultural landowners to establish conservation easements and preserve productive open lands</td>
<td>2</td>
<td>ON</td>
<td>$</td>
<td>LC, WC</td>
</tr>
<tr>
<td>Update the Development Code to include conservation subdivision provisions</td>
<td>1</td>
<td>ST</td>
<td>$</td>
<td>TBD</td>
</tr>
<tr>
<td>Update the Parks, Open Space, Recreation and Trails Master Plan to include recommendations from the Open Lands Plan</td>
<td>2</td>
<td>ST</td>
<td>$</td>
<td>TBD</td>
</tr>
<tr>
<td>Update the Development Code to include recommendations from the Open Lands Plan</td>
<td>2</td>
<td>ST</td>
<td>$</td>
<td>TBD</td>
</tr>
</tbody>
</table>

### Achievable Goal: Infrastructure Improvement

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Priority</th>
<th>Timeframe</th>
<th>Cost</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluate the potential to expand or enhance municipal services and programs to support a growing population and thriving business districts</td>
<td>2</td>
<td>ST</td>
<td>$</td>
<td>BACC</td>
</tr>
<tr>
<td>Collaborate with local public safety service agencies to evaluate levels of service and potential needs for expansion, staffing, new facilities and equipment, service improvements, etc. to support the Town’s growth and development</td>
<td>2</td>
<td>ON</td>
<td>$</td>
<td>LC, WC, BFPO Thompson Valley EMS</td>
</tr>
</tbody>
</table>

### Topic: Community Design

#### Update the Development Code to Include Design Guidelines

- **Description:** Update the Development Code to include comprehensive set of design guidelines similar in scope to the Mountain Avenue Corridor Plan.

- **Priority:** 2
- **Timeframe:** Short Term (ST)
- **Cost:** $500K+ (as needed)
- **Partners:** TBD

- **Description:** Update the Development Code to include placemaking techniques that accentuate the Town’s identity and provide for a mix of community spaces, amenities, programming, etc.

- **Priority:** 3
- **Timeframe:** Short Term (ST)
- **Cost:** $500K+ (as needed)
- **Partners:** N/A

### Topic: Community Brand

#### Develop a Community Branding Campaign

- **Description:** Develop a community branding campaign that encapsulates Berthoud’s identity for marketing purposes, including streetscape elements, gateway features, and adaptation to special districts like New Berthoud, InStreet Corridor, etc.

- **Priority:** 3
- **Timeframe:** Mid Term (MT)
- **Cost:** TBD
- **Partners:** DCI

- **Description:** Propose and implement a Wayfinding Signage Plan that reinforces Berthoud’s community identity via a cohesive sequence of gateway, directional, identification, and informational signage.

- **Priority:** 3
- **Timeframe:** Mid Term (MT)
- **Cost:** TBD
- **Partners:** DOLA

### Topic: Open Land Preservation

#### Work with Agricultural Landowners to Establish Conservation Easements

- **Description:** Update the Development Code to include conservation subdivision provisions.

- **Priority:** 1
- **Timeframe:** Short Term (ST)
- **Cost:** TBD
- **Partners:** TBD

#### Update the Parks, Open Space, Recreation and Trails Master Plan

- **Description:** Update the Parks, Open Space, Recreation and Trails Master Plan to include recommendations from the Open Lands Plan.

- **Priority:** 2
- **Timeframe:** Short Term (ST)
- **Cost:** TBD
- **Partners:** TBD

#### Update the Development Code to Include Recommendations from the Open Lands Plan

- **Description:** Update the Development Code to include recommendations from the Open Lands Plan.

- **Priority:** 2
- **Timeframe:** Short Term (ST)
- **Cost:** TBD
- **Partners:** TBD

### Topic: Hazard Mitigation

#### Update the Community Wildfire Protection Plan

- **Description:** Update the Community Wildfire Protection Plan.

- **Priority:** 3
- **Timeframe:** Long Term (LT)
- **Cost:** TBD
- **Partners:** BFPO

#### Update the Development Code as Needed to Remain in Compliance with CWCB Recommendations for Flood Damage Prevention

- **Description:** Update the Development Code as needed to remain in compliance with CWCB recommendations for flood damage prevention.

- **Priority:** 2
- **Timeframe:** Ongoing (ON)
- **Cost:** TBD
- **Partners:** CWCB

### Topic: Habitat Protection

#### Continue to Protect Environmentally Sensitive Areas

- **Description:** Continue to protect environmentally sensitive areas including shorelines and riparian corridors that provide for wildlife habitats and other natural functions.

- **Priority:** 1
- **Timeframe:** Ongoing (ON)
- **Cost:** TBD
- **Partners:** TBD

### Topic: Vehicular Protection

#### Update the Development Code to Protect Vistas of Lake Shorelines and Other Key Vistas

- **Description:** Update the Development Code to protect vistas of lake shorelines and other key vistas.

- **Priority:** 2
- **Timeframe:** Ongoing (ON)
- **Cost:** TBD
- **Partners:** TBD

### Topic: Utility Systems

#### Assess the Need to Expand Water, Sewer, and/or Water Utility Lines to New Areas of Growth and Development

- **Description:** Assess the need to expand water, sewer, and/or water utility lines to new areas of growth and development. This includes determining the potential for new or expanded lift stations, wells, reservoirs, and other infrastructure.

- **Priority:** 2
- **Timeframe:** Short Term (ST)
- **Cost:** TBD
- **Partners:** LTWD, NCWCD

#### Coordinate with Developers and Homebuilders to Integrate Best Practices in Stormwater Management

- **Description:** Coordinate with developers and homebuilders to integrate best practices in stormwater management as part of new development or redeveloped sites.

- **Priority:** 3
- **Timeframe:** Ongoing (ON)
- **Cost:** TBD
- **Partners:** NCWCD

#### Coordinate with Transportation Agencies to Integrate Best Practices in Stormwater Management

- **Description:** Coordinate with transportation agencies to integrate best practices in stormwater management as part of new development or improved roadway infrastructure.

- **Priority:** 3
- **Timeframe:** Ongoing (ON)
- **Cost:** TBD
- **Partners:** LC, WC, CDOT

---

**PARTNER ACRONYM**

- BACC: BERTHOUD AREA CHAMBER OF COMMERCE
- BFPO: BERTHOUD FIRE PROTECTION DISTRICT
- BHS: BERTHOUD HISTORICAL SOCIETY
- BRC: BERTHOUD ROTARY CLUB
- CCD: COLORADO CENTER FOR COMMUNITY DEVELOPMENT
- CCI: COLORADO CREATIVE INDUSTRIES
- CDOT: COLORADO DEPARTMENT OF TRANSPORTATION
- CHAF: COLORADO HOUSING AND FINANCE AUTHORITY
- CED: COLORADO OFFICE OF ECONOMIC DEVELOPMENT AND INTERNATIONAL TRADE
- CPW: COLORADO PARKS AND WILDLIFE
- CWCB: COLORADO WATER CONSERVATION BOARD
- DCS: DOWNTOWN COLORADO, INC.
- DOL: COLORADO DEPARTMENT OF LOCAL AFFAIRS
- LHFA: FEDERAL HIGHWAY ADMINISTRATION
- LC: LAWER COUNTY
- LTWD: LITTLE THOMPSON WATeR DISTRICT
- NCWCD: NORTHERN COLORADO WATER CONSERVANCY DISTRICT (NORTHERN WATER)
- NRMPD: NORTH FRONT RANGE METROPOLITAN PLANNING ORGANIZATION
- RAFT: BERTHOUD RURAL ALTERNATIVE FOR TRANSPORTATION
- REDI: NORTHERN COLORADO REGIONAL ECONOMIC DEVELOPMENT INITIATIVE
- VFC: TRANSPORT
- UC: UPSTATE COLORADD
- WC: WELD COUNTY
**ACHIEVABLE GOAL: MANAGED GROWTH**

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Priority</th>
<th>Timeframe</th>
<th>Cost</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Topic: Land Use</strong></td>
<td>Update the Development Code to support the transit-based planning approach</td>
<td>2</td>
<td>ST</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>Update the Development Code to incentivize infill development, adaptive reuse, and redevelopment of underutilized or vacant properties</td>
<td>2</td>
<td>MT</td>
<td>TBD</td>
</tr>
</tbody>
</table>

| Topic: Intergovernmental Coordination | Update the Berthoud/Larimer County Intergovernmental Agreement as needed to address matters of mutual land use concern within the GMA | 3 | ON | LC |
| Topic: Action Item | Update the Berthoud/Weld County Cooperative Planning Agreement as needed to address matters of mutual land use concern within the GMA | 3 | ON | WC |

| Topic: Annexation | Adopt a Three Mile Area Plan in accordance with CRS 31-12-105 | 2 | ST | TBD |
| | Annually adopt a resolution updating the Town’s Three Mile Area Plan in accordance with CRS 31-12-105 | 3 | ON | N/A |

| Topic: Other | Update the Zoning Map to be consistent with the Future Land Use Map | 1 | ST | TBD |
| | Update the Development Code to ensure the sign regulations are legally compliant with content-neutrality standards | 1 | ST | TBD |

**ACHIEVABLE GOAL: ECONOMIC RESILIENCE**

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Priority</th>
<th>Timeframe</th>
<th>Cost</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Topic: Business Retention</strong></td>
<td>Conduct a business survey to gain a deeper understanding of the needs, concerns, and ideas of business owners and employees</td>
<td>1</td>
<td>ST</td>
<td>SAC, REDI, REDI, UC, LC</td>
</tr>
<tr>
<td></td>
<td>Update the Development Code to encourage existing ground floor retail and restaurant uses and second floor residential and offices uses in the Courthouse district</td>
<td>1</td>
<td>ST</td>
<td>TBD</td>
</tr>
</tbody>
</table>

| Topic: Business Attraction | Conduct a market study to understand the local business supply and demand | 1 | ST | TBD |
| | Prepare town and site marketing materials that can be readily shared with prospective businesses, brokers, and investors | 2 | ST | TBD |
| | Promote Berthoud at International Council of Shopping Centers (ICSC) events | 2 | ST | TBD |

| Topic: Other | Update the Berthoud Business Development Strategic Plan | 1 | ST | REDI, UC, LC |

**ACHIEVABLE GOAL: HOUSING DIVERSITY**

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Priority</th>
<th>Timeframe</th>
<th>Cost</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Topic: Attainable Housing</strong></td>
<td>Conduct a housing survey to gain a deeper understanding of community needs and preferences regarding housing</td>
<td>2</td>
<td>MT</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>Promote a range of housing options (e.g., detached single family homes, condominiums, townhouses, duplexes, apartments) and maintain an independent living, low-income facilities, etc.) that meet varying budgetary needs and life stages</td>
<td>2</td>
<td>ON</td>
<td>TBD</td>
</tr>
</tbody>
</table>

| Topic: Zoning Consistency | Update the Development Code as needed to ensure appropriate housing options are listed as permitted or special uses in the applicable zoning districts | 2 | ON | TBD |
| | Update the Development Code as needed to ensure residential district standards (e.g., lot size, density, height, units above commercial use, etc.) allow for a range of housing types | 2 | ON | TBD |
| | Review the Development Code as needed for opportunities to reduce housing costs (e.g., density bonuses and increase housing supply (e.g., apartments) | 2 | ON | TBD |

**ACHIEVABLE GOAL: TRANSPORTATION ENHANCEMENT**

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Priority</th>
<th>Timeframe</th>
<th>Cost</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Topic: Multimodal Mobility</strong></td>
<td>Prepare a multimodal transportation plan for Berthoud and the growth management area</td>
<td>2</td>
<td>ST</td>
<td>LC, WC, NFRMPO, CDOT</td>
</tr>
<tr>
<td></td>
<td>Prepare an Active Transportation Plan including Safe Routes to School</td>
<td>3</td>
<td>MT</td>
<td>LC, WC, NFRMPO</td>
</tr>
<tr>
<td></td>
<td>Coordinate with the NFRMPO and surrounding jurisdictions to implement the contacts identified in the NFRMPO Regional Transportation Plan</td>
<td>2</td>
<td>DN</td>
<td>NFRMPO, CDOT, LC</td>
</tr>
<tr>
<td></td>
<td>Complete a 1st Street Corridor Study</td>
<td>3</td>
<td>ST</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>Advise recommendations from the Mountain Avenue Corridor Study</td>
<td>3</td>
<td>DN</td>
<td>CDOT</td>
</tr>
<tr>
<td></td>
<td>Work collaboratively with CDOT and regional partners to improve transportation corridors such as I-25, US 380, and SH 56</td>
<td>2</td>
<td>DN</td>
<td>NFRMPO, CDOT, LC</td>
</tr>
<tr>
<td></td>
<td>Require right-of-way dedication at time of development to implement the multimodal transportation network as shown on the Transportation Framework Map</td>
<td>3</td>
<td>DN</td>
<td>LC, WC, NFRMPO, CDOT</td>
</tr>
<tr>
<td></td>
<td>Evaluate the feasibility of parallel roadway alignment between County Line Road and I-25 to expand the transportation network and to support reliable mobility on Mountain Avenue/391-St.</td>
<td>2</td>
<td>LT</td>
<td>WC, NFRMPO</td>
</tr>
</tbody>
</table>

| Topic: Transit | Prepare a Transit Assessment to determine near-term and long-term services and operations | 1 | ST | RIFT, NFRMPO, CDOT, TIFORT |
| | Coordinate with CDOT on the Berthoud Mobility Hub to accommodate ride share, local transit, and other emerging technologies | 2 | ST | CDOT |
| | Monitor the progress and planning for Front Range Passenger Rail | 3 | DN | TBD, NFRMPO, CDOT |

| Topic: Accessibility | Adopt a complete streets policy to encourage design standards to incorporate for all modes | 1 | MT | LC, WC, NFRMPO, CDOT |
| | Maintain and periodically update the Americans with Disabilities Act (ADA) Transiion Plan | 1 | DN | LC, WC, NFRMPO, CDOT |
| | Incorporate sidewalks, bicycle facilities, and trails into the development review process; require the right-of-way to be provided or the facilities to be constructed as new developments are approved | 1 | DN | TBD, LC, WC, NFRMPO, CDOT |
| | Connect the on-street bicycle and pedestrian facilities with the trail network to encourage bicycling and walking for recreational and travel purposes | 3 | DN | NFRMPO, CDOT, LC |

| Topic: Trails | Complete the regional non-motorized corridor connections, as determined by the NFRMPO 2016 Non-Motorized Plan | 3 | LT | LC, WC, NFRMPO |

| Topic: Parking | Complete a Downtown Parking Study to analyze on-street parking use, parking requirements, and determine appropriate parking strategies, as needed | 3 | MT | TBD |
| | Revise the land use code to include transportation amenities such as drop-off options and shared parking (i.e., parking used for one use during the day and another use in the evening) in all mixed and non-residential uses | 3 | ST | TBD |

| Topic: Wayfinding | Expand signage to direct drivers, cyclists, and pedestrians to key community destinations such as downtown, business districts, recreation centers, parks, and open spaces | 2 | MT | TBD |

| Topic: Other | Prepare right-of-way for future roadway widening as identified in the Transportation Framework Map | 1 | DN | LC, WC, NFRMPO, CDOT |
| | Pursue grant funding to supplement Town capital improvement projects | 2 | DN | DOLA, NFRMPO, CDOT |
| | Continue to engage in NFRMPO planning and activities to ensure the Town’s interests are represented at the regional level | 3 | DN | LC, WC, NFRMPO |
ACKNOWLEDGEMENTS

BERTHOUD TOWN BOARD
William Karspeck, Mayor
Maureen Douer, Mayor Pro-Tem
Mike Grace
Tim Hardy
Jeff Hindman
May Soriceili
Lonnie Stevens

BERTHOUD PLANNING COMMISSION
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Jeff Butler, Vice Chair
Sean Murphy, Secretary
Patrick Dillon
Matt Rood
Abigail Smith

BERTHOUD COMPREHENSIVE PLAN ADVISORY COMMITTEE
The Berthoud Town Board and Berthoud Planning Commission

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Town Administrator
Community Development Director
Planner II
Economic Development Manager
Public Works Director

PROJECT CONSULTANTS
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BHA Design Inc.
Egret & Ox Planning, LLC
Felsburg Holt & Ullevig
RRC Associates
THK Associates, Inc.

ADOPTION / APPROVAL
Adopted by Planning Commission Resolution No. 2021-1 on June 24th, 2021
Approved by Board Of Trustees Resolution No. 2021-19 on July 13th, 2021