

RESOLUTION NUMBER 09

(SERIES 2023)

A RESOLUTION APPROVING THE FIRST STREET CORRIDOR PLAN

WHEREAS, the Town of Berthoud, Colorado is a statutory municipality duly organized and existing as a body corporate and politic on the laws of the State of Colorado; and

WHEREAS, the Town of Berthoud, Colorado, acting through its Planning Commission is empowered pursuant to C.R.S. Section 31-23-201, et seq., to make and adopt a Comprehensive Plan; and

WHEREAS, the Town of Berthoud, Colorado adopted the 2021 Comprehensive Plan update through Resolution 2021-19 on July 13, 2021; and

WHEREAS, the Town of Berthoud through the 2021 Comprehensive Plan update acknowledged the importance of developing a Corridor Plan for First Street inclusive of design guidelines; and

WHEREAS, the Town Board of Trustees have reviewed the attached draft First Street Corridor Plan, attached hereto as Exhibit A; and

WHEREAS, the Town Board of Trustees considered the draft First Street Corridor Plan at its meeting held April 25, 2023.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BERTHOUD, COLORADO:

Section 1. Plan Approval. The First Street Corridor Plan is hereby accepted as shown in Exhibit A attached hereto.

Section 2. Staff is hereby directed to prepare an ordinance and a code amendment to incorporate the First Street Corridor Plan into the Land Use Code for the Board of Trustees' consideration.

Section 3. Interpretation: This Resolution shall be so interpreted and construed to effectuate its general purpose.

Section 4. Effective Date: The provisions of this Resolution shall take effect immediately.

Christian Samora, Town Clerk

By: *Christian Samora, Town Clerk*

ATTEST:



By

William Karスペック Mayor

*William Karスペック*

TOWN OF BERTHOUD

INTRODUCED, READ, ADOPTED, AND APPROVED on this 25th day of April, 2023.



TOWN OF BERTHOUD, COLORADO

# 1<sup>st</sup> Street Corridor Plan

**DRAFT - FOR REVIEW PURPOSES ONLY**

Last Revised: March 27, 2023



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## CHAPTER 1

# Overview

The Town of Berthoud continues to plan for managed growth and sustainable development, and 1<sup>st</sup> Street is an attractive location for future development for various reasons: adjacent properties are highly visible to drivers; there is convenient access to US 287 and Mountain Avenue; and Town infrastructure is in close proximity. In addition, the Comprehensive Plan and Zoning Code allow unique land uses that aren't permitted in most areas within the Town. The 1<sup>st</sup> Street Corridor Plan (Plan) sets the stage for 1<sup>st</sup> Street to serve as a central spine for one of the Town's growth areas east of the railroad.

## Purpose of the Plan

The Plan provides a vision and set of goals for guiding the growth, development, redevelopment and design of the 1<sup>st</sup> Street corridor. More specifically, the Plan addresses architecture, scale, form, character and intensity of development, connectivity, multi-modal transportation, streetscapes, and landscaping within the 1<sup>st</sup> Street Corridor Study Area.

Town staff coordinated with a multidisciplinary consultant team to guide the planning effort. Input for the 1<sup>st</sup> Street Corridor Plan was sought from local residents, businesses, property owners, and community leaders, particularly through a series of three community meetings.

*The 1<sup>st</sup> Street Corridor Plan provides Berthoud with a roadmap for accomplishing community planning objectives along the 1<sup>st</sup> Street corridor for many years to come.*

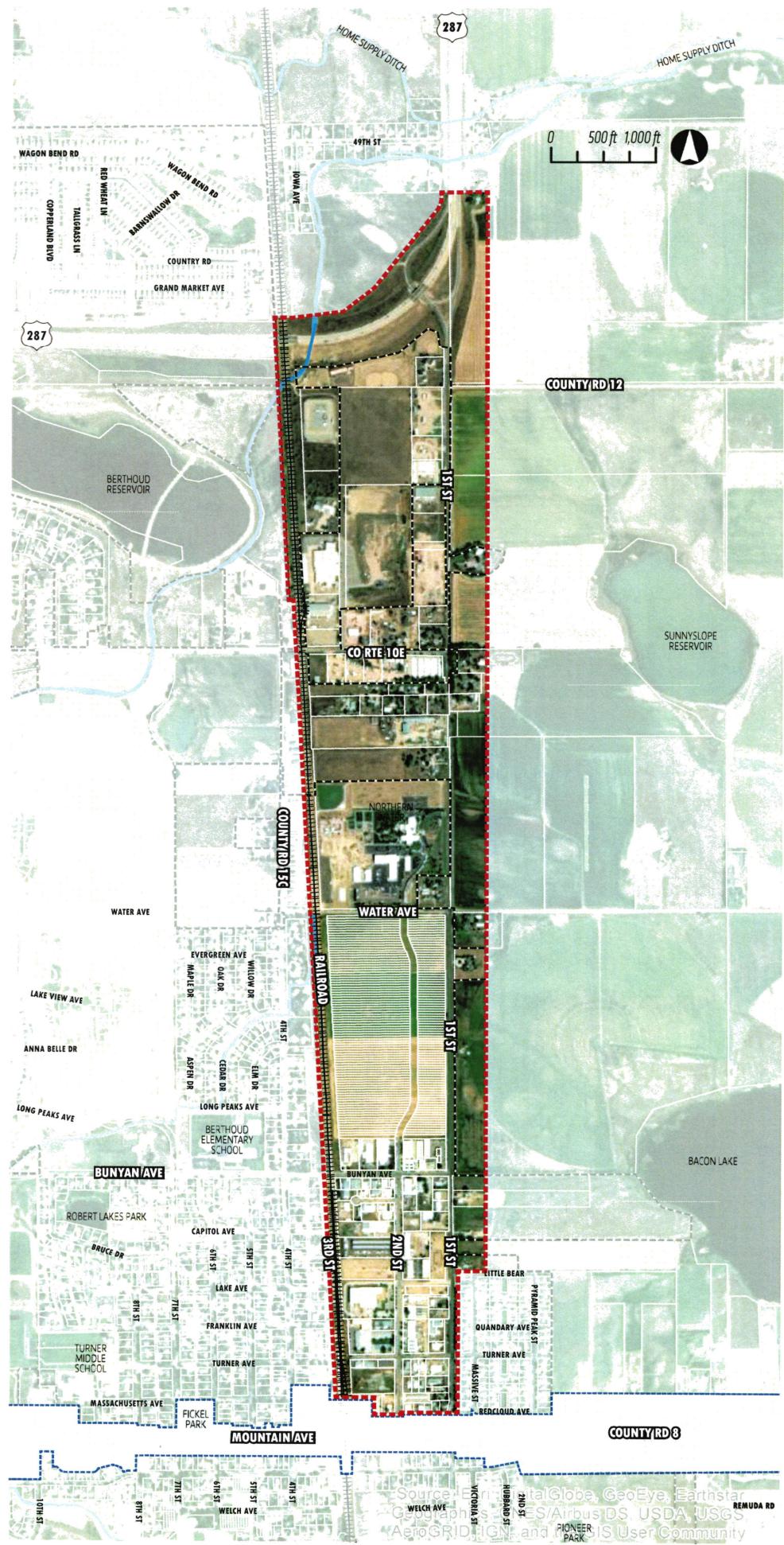
## PROJECT GOALS

- Identify and enhance the character of 1<sup>st</sup> Street
- Protect existing neighborhoods
- Envision distinct and memorable spaces and places that add to Berthoud's charm and boost the concept of an Innovation District along 1<sup>st</sup> Street, per the 2021 Comprehensive Plan
- Improve the experience for pedestrians, bicyclists, transit users, and motorists in a safe environment
- Create conditions and a collaborative environment where business and innovation can thrive



## Study Area

The 1<sup>st</sup> Street Corridor Study Area generally covers the area with US 287 on the north (including the interchange), the railroad on the west, Mountain Avenue on the south, and approximately 300 feet east of 1<sup>st</sup> Street. The corridor stretches about 2 miles from north to south.

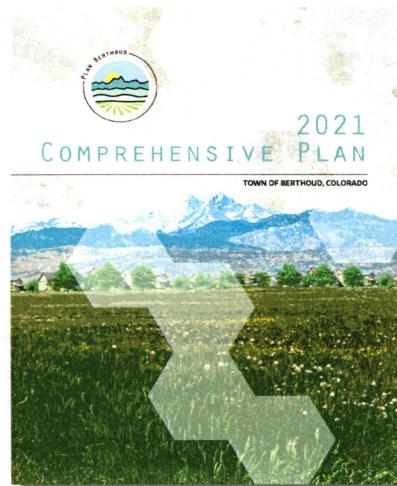


## Relationship to the Comprehensive Plan

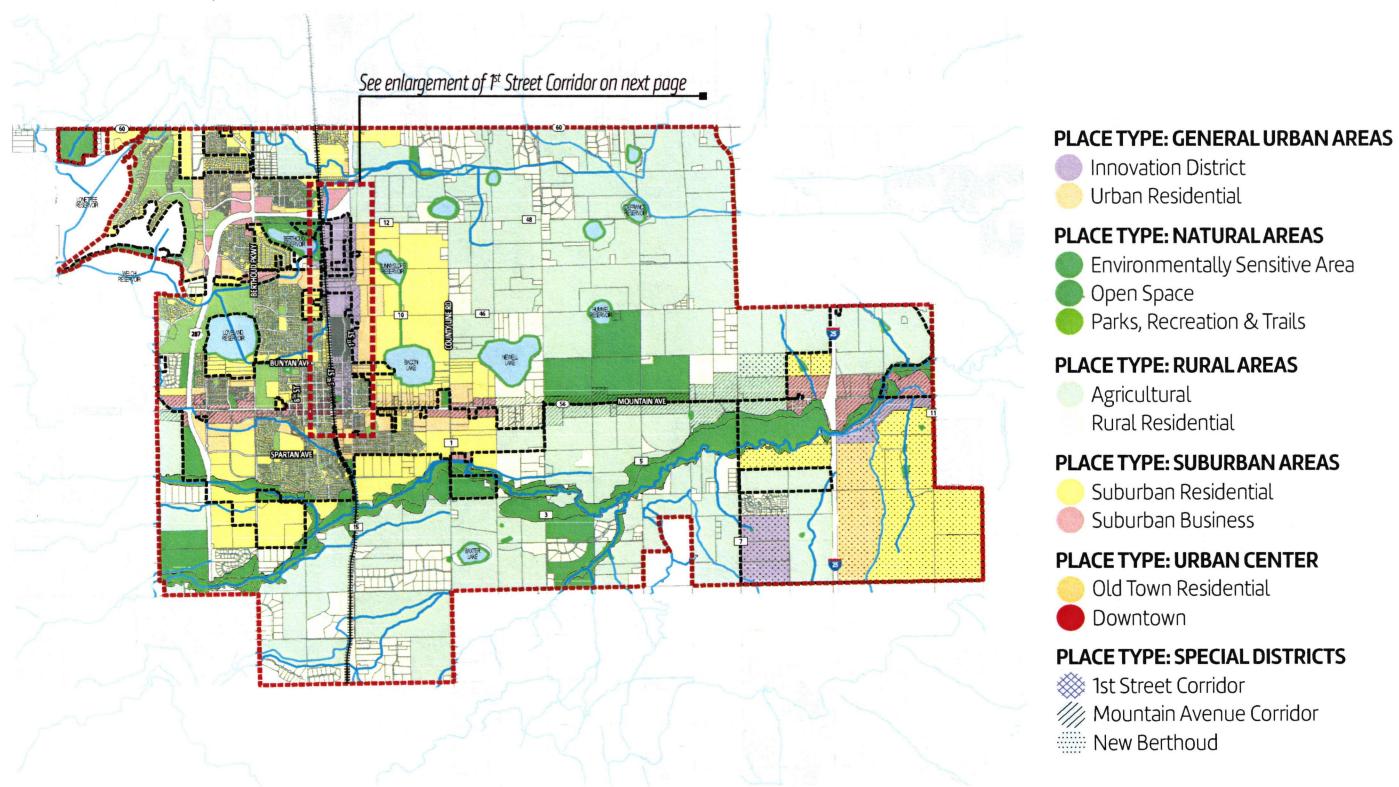
As illustrated in the map below, the Future Land Use Plan in the Town of Berthoud's 2021 Comprehensive Plan was built around a set of Character Districts that defined the land use, urban design, and character traits of Berthoud's districts and corridors.

The 1<sup>st</sup> Street Corridor is primarily characterized by two of those Character Districts, which are described in more detail on page 5. One is an **Innovation District** intended to be a distinct business district strategically designed to attract, retain, and cultivate talent in a variety of industries, from creativity, makers, and startups to technology, research, and development. **Urban Residential** uses to the east of 1<sup>st</sup> Street are also intended to support potential commercial and employment opportunities in the Innovation District.

This Plan will further articulate the desired character and function of the Study Area.



### FUTURE LAND USE PLAN | 2021 BERTHOUD COMPREHENSIVE PLAN



# Future Land Use Map

The Future Land Use Map from the 2021 Berthoud Comprehensive Plan is categorized by six Place Types, which each has its own set of Character Districts that define the land use character of the various neighborhoods, corridors, and districts that comprise Berthoud. One of the Character Districts is the Innovation District, which encompasses a majority of the 1<sup>st</sup> Street Corridor Study Area. Urban Residential is another prominent Character District east of 1<sup>st</sup> Street. Preferred land uses are summarized on the next page.

## PLACE TYPE: GENERAL URBAN AREAS

- Innovation District
- Urban Residential

## PLACE TYPE: NATURAL AREAS

- Environmentally Sensitive Area
- Open Space
- Parks, Recreation & Trails

## PLACE TYPE: RURAL AREAS

- Agricultural
- Rural Residential

## PLACE TYPE: SUBURBAN AREAS

- Suburban Residential
- Suburban Business

## PLACE TYPE: URBAN CENTER

- Old Town Residential
- Downtown

## PLACE TYPE: SPECIAL DISTRICTS

- 1<sup>st</sup> Street Corridor
- Mountain Avenue Corridor





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## CHAPTER 2

# Planning Process

## Overview

The Project Timeline on the right shows how the Plan was developed across three project phases:

### 1/ DISCOVERY

Including data collection, analysis, and Public Workshop #1 to gather community input

### 2/ CONCEPTS

Including Public Workshop #2 to share preliminary corridor plan concepts

### 3/ DIRECTION

Including Public Workshop #3 to share more detailed corridor concepts

The key takeaways and general details of the three Public Workshops are provided in this chapter. In addition, the consultant team coordinated with Town staff every other week throughout the planning and design process to discuss draft concepts, outreach elements, and other deliverables to ensure the plan reflects the direction and intents envisioned by Town leaders and community members.

### PROJECT TIMELINE

**DISCOVERY**  
MAY - AUG 2022

MAY PROJECT KICK-OFF

JUN DATA COLLECTION & ANALYSIS

JUL PUBLIC WORKSHOP #1 + OUTREACH  
Thu, July 21, 2022 @ 6:00 PM  
Northern Water | 220 Water Ave, Berthoud



AUG PLAN CONCEPTS

AUG - OCT 2022

SEP PUBLIC WORKSHOP #2 + OUTREACH  
Wed, September 14, 2022 @ 6:00 PM  
Northern Water | 220 Water Ave, Berthoud

### CONCEPTS

SEP

OCT PUBLIC WORKSHOP #3 + OUTREACH  
Tue, December 6, 2022 @ 5:00 PM  
Town Hall | 807 Mountain Ave, Berthoud

OCT - MAR 2023

NOV PREFERRED CONCEPT

DEC PUBLIC WORKSHOP #3 + OUTREACH  
Tue, December 6, 2022 @ 5:00 PM  
Town Hall | 807 Mountain Ave, Berthoud



JAN DRAFT PLAN

FEB 8 PLAN ADOPTION  
FINAL DOCUMENTS



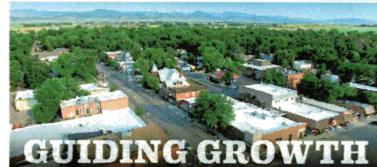
## Public Participation

The 1<sup>st</sup> Street Corridor Plan was built upon community feedback collected from a public participation process that included a set of three Public Workshops, which are summarized on the next page. The findings from each workshop contributed to an iterative process that helped prepare and refine draft plan concepts for the corridor. Periodic updates were also provided to Town officials.

The third Public Workshop was coordinated with a meeting with the Town Board and Planning Commission to present the draft plan concepts and gather feedback from Town officials. The outcome from this step provided direction for the final plan concepts.

A complete set of exhibits, findings, and results from the three Public Workshops is provided in the Appendix.

In addition to the public workshops, the project was promoted in the community through a project website, in the Berthoud InFocus monthly newsletter (see right), and a traveling exhibit board with project information that was stationed at key locations in town.



### GUIDING GROWTH

#### Community Calendar

As dates approach for the monthly meetings, please check the Town of Berthoud website at [www.Berthoud.org](http://www.Berthoud.org) where we will post updated information and changes. There will also be information about how to "digitally attend" and provide public comments.



### Stay informed!

Please use the link below or QR code on the right to access the project website. There you can obtain additional project information, find out about upcoming meetings, access meeting summaries, and review draft documents as they become available. We encourage you to use the "Contact Us" page to get in touch with a member of the project team should you have any questions, comments, or suggestions or require more information concerning the project.

PROJECT WEBSITE [www.plan-tools.com/Projects/PlanBerthoud](http://www.plan-tools.com/Projects/PlanBerthoud)

#### 1st Street Corridor

The Town is preparing a plan for Berthoud's 1st Street Corridor, which extends between Mountain Avenue and Hwy 287. The purpose of the project is to identify current and future needs of the 1st Street corridor and establish preferences and priorities based on those needs. The plan will provide a vision and a set of goals for guiding growth, development, redevelopment and design of the 1st Street corridor. More specifically, the plan will address architecture, scale, form, character of development, development density, intensity, connectivity, multi-modal transportation, streetscapes, landscaping and signage within the 1st Street corridor planning area.

Town staff and a local consulting team will guide the planning effort. Input for the 1st Street Corridor Plan will be sought from local residents, businesses, property owners, and community leaders. The final product - the 2022 1st Street Corridor Plan - will provide the Town with a roadmap for accomplishing community planning objectives along the corridor for many years to come.

#### Save the Date

A public workshop for the 1st Street Corridor Plan will be held July 21, 2022 from 6 – 7:30pm at Northern Water, 220 Water Avenue in Berthoud. This open house event will introduce the project, identify key planning issues, and provide feedback opportunity regarding corridor planning and design priorities.

For more information, please contact Curt Freese, Berthoud Community Development Director, at (970) 244-5818 or visit the project website [www.plan-tools.com/Projects/PlanBerthoud](http://www.plan-tools.com/Projects/PlanBerthoud).

For questions, please call the Town of Berthoud at 970.532.2643.



# Public Workshop #1 | JULY 21, 2022

**Intent:** The first Public Workshop served as an opportunity for community members to share their thoughts on the 1<sup>st</sup> Street Corridor today. They also interacted with visual preference boards showing a variety of design and development elements to be considered for the corridor. In particular, workshop participants used dot stickers to indicate their preferences for the style of architecture and design for different land uses and a variety of corridor elements, as listed on the right.

**Outcomes:** Workshop findings informed the draft concepts relating to how the built environment is designed, including buildings, roadways, and streetscape.

## LAND USE TYPES

- Commercial
- Industrial
- Residential
- Mixed Use

## CORRIDOR ELEMENTS

- Intersection treatments
- Bike lanes
- Pedestrian crossings
- Streetscape
- Linear parks
- Green infrastructure
- Gathering spaces
- Signage and murals
- Off-street parking

NOTE: Workshop exhibits in Appendix



# Public Workshop #2 | SEPTEMBER 14, 2022

**Intent:** The second Public Workshop enabled participants to share their comments on a series of exhibits (listed on the right) that encapsulate a general framework of how the built environment is designed, including buildings, roadways, and streetscape.

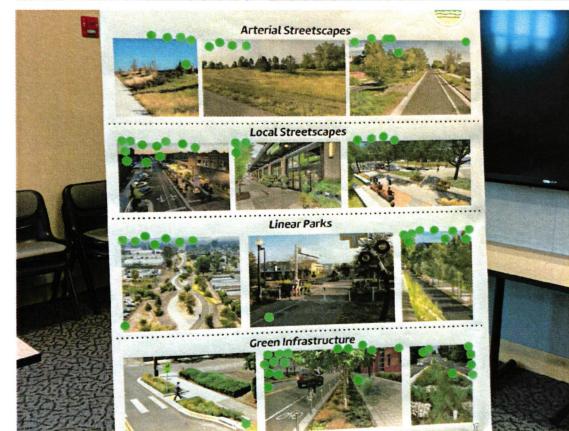
**Outcomes:** Workshop findings provided guidance to prepare more refined detail and finalize the draft concepts, including the preparation of 3D renderings and other graphics to illustrate the proposed look and feel of the 1<sup>st</sup> Street Corridor.

## CORRIDOR CONCEPTS

Existing and modified corridor trends regarding:

- Land use
- Access and mobility
- Innovation District
- Urban Residential
- Architectural attributes
- Street right-of-way design

NOTE: Workshop exhibits in Appendix



# Public Workshop #3 | DECEMBER 6, 2022

**Intent:** The third Public Workshop shared a gallery of 3D renderings and graphics that illustrated the overall design and character of the 1<sup>st</sup> Street Corridor.

**Outcomes:** Workshop findings provided feedback to finalize the graphics for inclusion in the 1<sup>st</sup> Street Corridor Plan.

## GRAPHICS

- Perspectives: 1<sup>st</sup> St
- Perspectives: Bunyan Ave
- Linear Park
- Roundabout
- Jackson Parcel

NOTE: Workshop exhibits in Chapter 7



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# Opportunities & Constraints

## Overview

This chapter focuses on the existing conditions of the 1<sup>st</sup> Street Corridor, including opportunities and constraints related to access, safety, connectivity, streetscape, architecture, site design, and zoning recommendations. These existing conditions are summarized on a series of maps to depict how their layouts and other physical attributes influence planning for the corridor. A series of exhibits depicting these opportunities and constraints were shared at Public Workshop #1 to collect community feedback.

Collectively, the opportunities and constraints provide a framework upon which corridor concepts are developed and proposed in Chapters 4, 5, and 6.



# Existing Trends Map

## TOWN ZONING DISTRICTS

PER THE 2020 BERTHOUD ZONING MAP

- R1: Single Family Residential
- R2: Limited Multi Family Residential
- R3: Multi Family Residential
- R4: Mixed Use\*
- R5: Manufactured Home
- PUD: Planned Unit Development
- C1: Neighborhood Commercial
- C2: General Commercial
- M1: Light Industrial
- M2: Industrial
- T: Transition
- Ag: Agriculture

\*There are presently no R4: Mixed Use Districts in and around the Study Area.

## COUNTY ZONING DISTRICTS

PER THE 2019 LARIMER COUNTY ZONING MAP

- FA: Farming
- FA1: Farming
- E1: Estate Residential
- R1: Residential
- M: Multi-Family Residential
- C: Commercial
- I: Industrial

## GENERAL MAP ELEMENTS

- Corridor Study Area Boundary
- Mountain Avenue Corridor

## TRANSPORTATION ELEMENTS

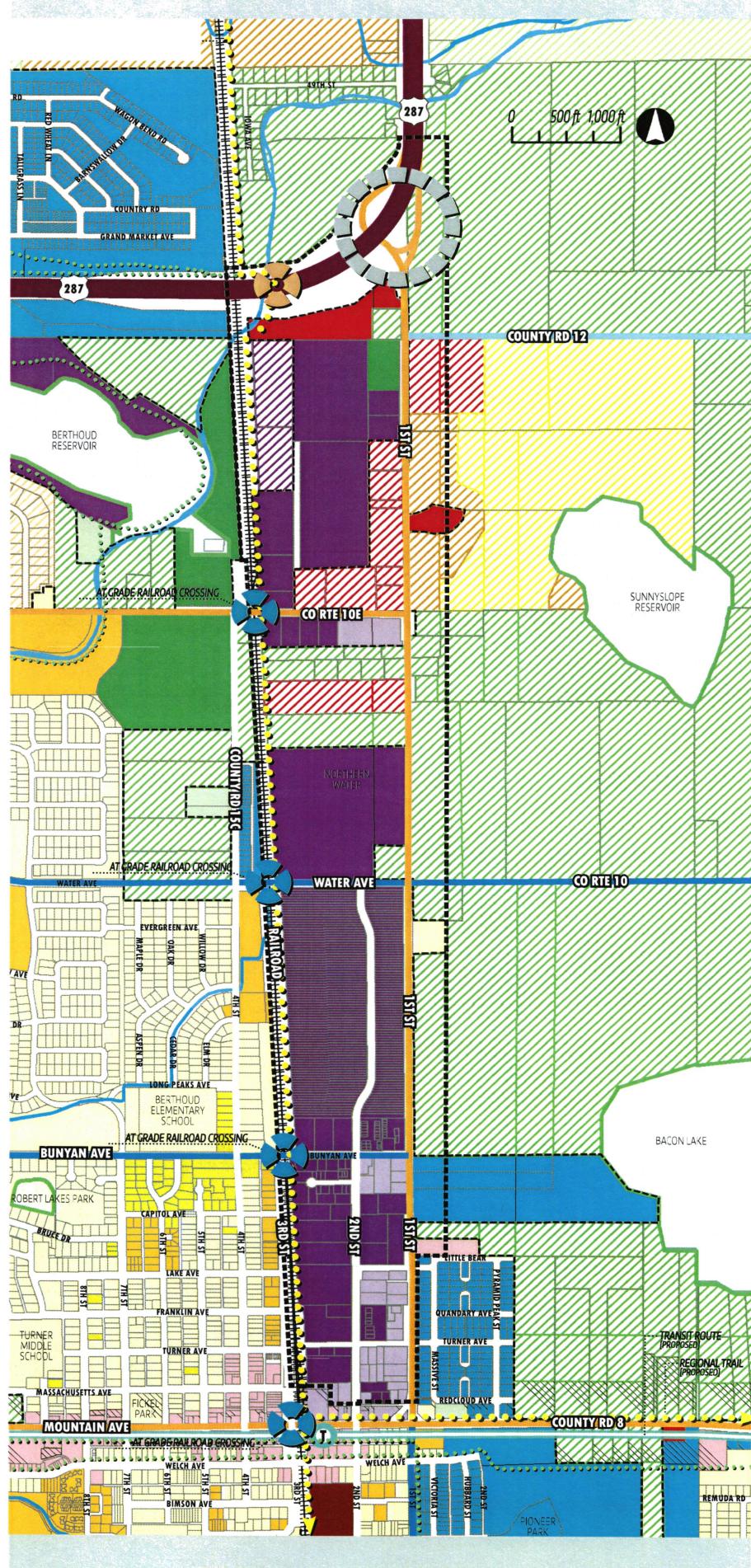
- Existing At-Grade Railroad Crossing
- Potential Trail Underpass
- Existing US 287 Partial Interchange
- Potential Local Trail
- Potential Regional Trail
- Potential Transit Route

## ROADWAY CLASSIFICATION HIERARCHY

PER THE 2021 BERTHOUD COMPREHENSIVE PLAN

- Highway
- 4-Lane Arterial Road\*
- 2-Lane Arterial Road
- Major Collector Road
- Minor Collector Road

\*The closest 4-lane arterial road is the northern end of Berthoud Parkway, which is located beyond the immediate Study Area to the west.



# Opportunities Map

## CHARACTER SUBAREAS

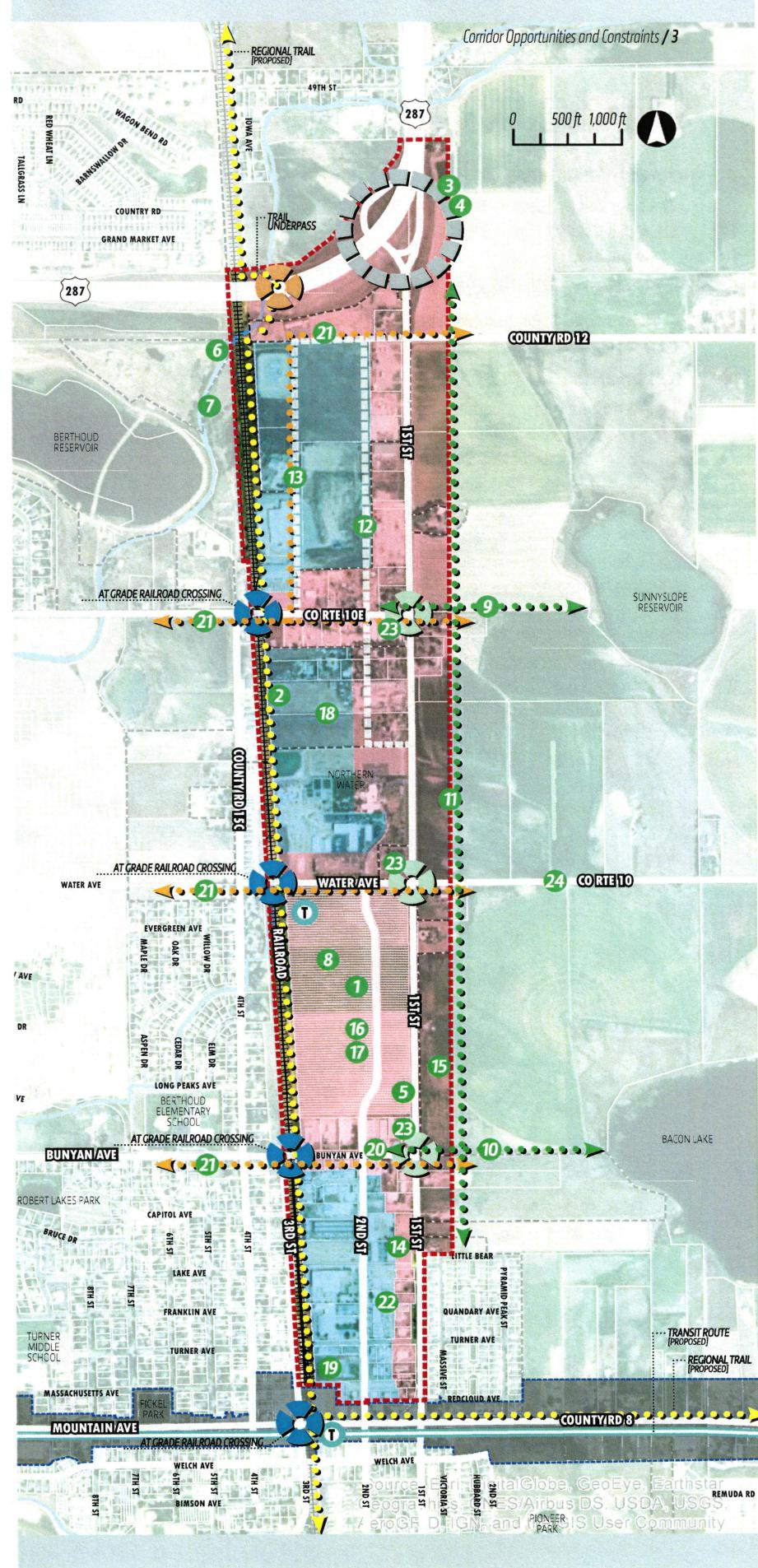
- Lower Visibility, Lesser Architectural Standards
- Higher Visibility, Higher Standards

## TRANSPORTATION ELEMENTS

- Existing At-Grade Railroad Crossing
- Potential Trail Underpass
- Existing US 287 Partial Interchange
- Potential for Enhanced Pedestrian Experience
- Potential for Improved Connectivity
- Potential Green Connection to Lake/Reservoir
- Potential Regional Trail
- Potential Transit Route
- Potential Transit Station

## OPPORTUNITIES

- 1 Mixed use or workforce housing w/ attainable rents
- 2 Regional trail parallel to railroad
- 3 Full interchange at US 287
- 4 Town gateway
- 5 Buffered on-street bike lanes on 1<sup>st</sup> St
- 6 Potential trail crossing across railroad
- 7 Town trail connecting to residential area
- 8 Potential for master planned live/work campus
- 9 Green connections to Sunnyslope Reservoir
- 10 Green connections to Bacon Lake
- 11 Greenway/linear park to serve as a method of transition between higher density urban residential and lower density suburban residential neighborhoods
- 12 2<sup>nd</sup> St extension
- 13 North/south connector using existing access road
- 14 Exemplar architecture along corridor (ex: Agile RF)
- 15 Landscaping to buffer future residential from roadway
- 16 Delineation of on- and off-street parking patterns
- 17 Design of consistent outdoor storage fencing standards
- 18 Incubator for light manufacturing w/ limited retail
- 19 Use of regional detention area for passive open space, which can be replicated on similar sites
- 20 Bunyan Ave as key east/west connector
- 21 Improvements along east/west connections
- 22 Use of industrial external building walls for public art
- 23 Enhanced pedestrian experience, transportation improvements, and building street orientation at major intersections along 1<sup>st</sup> St
- 24 LCR 10/WCR 46 could provide regional eastern connectivity and function as a parallel route to SH 56



# Constraints Map

## CHARACTER SUBAREAS

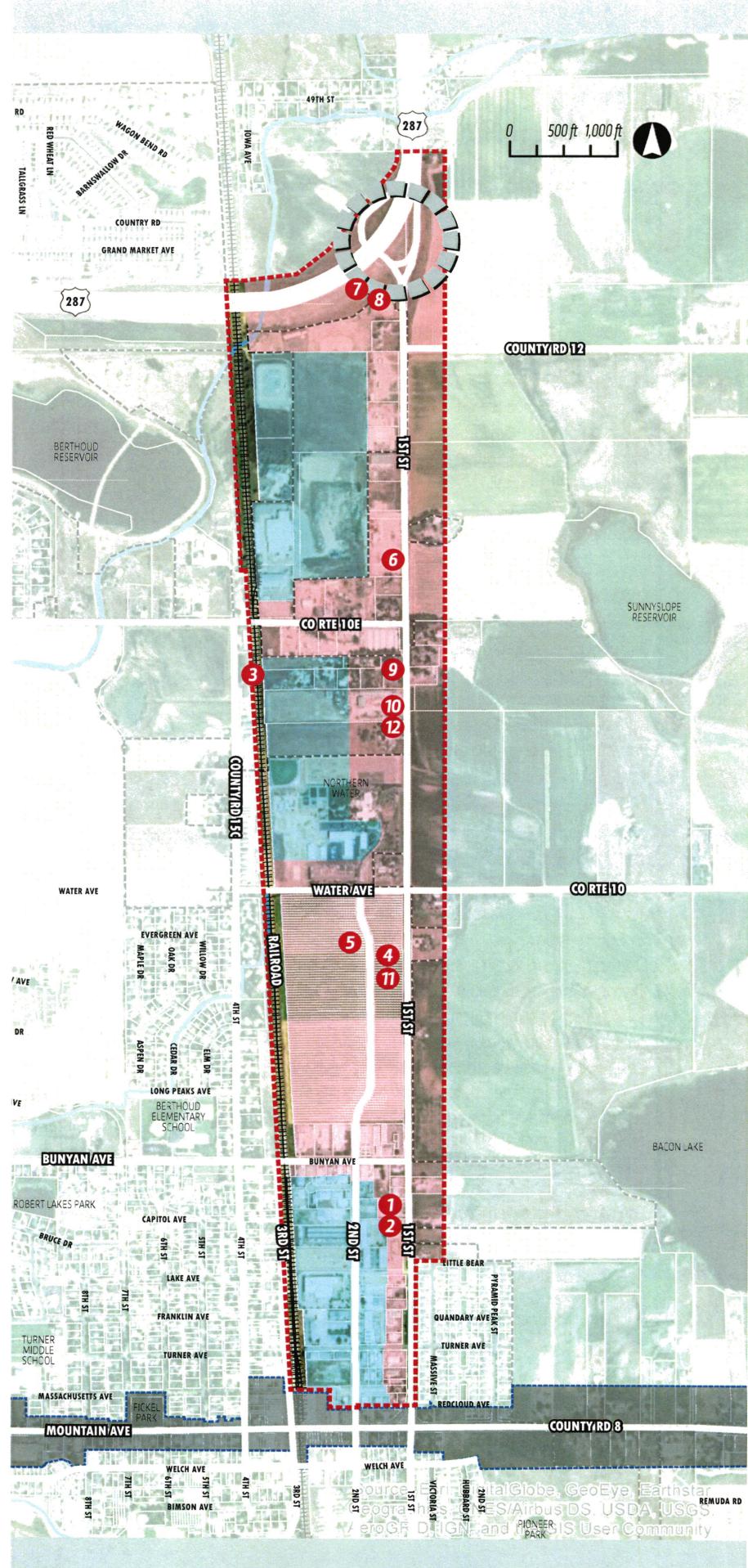
- Lower Visibility, Lesser Architectural Standards
- Higher Visibility, Higher Standards

## TRANSPORTATION ELEMENTS



## CONSTRAINTS

- 1 Inconsistent multimodal infrastructure along 1<sup>st</sup> St
- 2 Inconsistent parking orientation along 1<sup>st</sup> St
- 3 Limited railroad crossings impact east/west circulation
- 4 Sewer line at max capacity and need of upgrade
- 5 Limited north/south connectivity
- 6 Incomplete bike/pedestrian facilities
- 7 Partial interchange limits access
- 8 Large berms and challenging topography at US 287
- 9 Overhead power lines
- 10 Existing 80 ft ROW
- 11 Limited ADA accessible infrastructure
- 12 Frequent access points without turn lanes can create safety conflicts and make access management a challenge



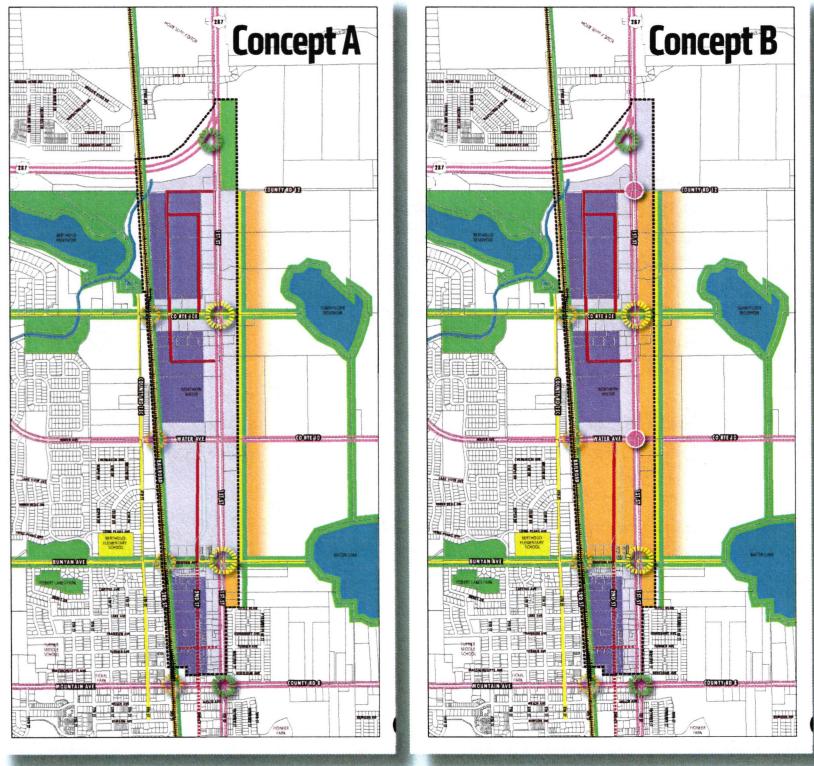
# Plan Concepts

## Alternative Plan Concepts

Based on community feedback from Public Workshop #1, two Modified Trends Concept Maps were created to translate the opportunities, constraints, and other existing trends. Concept A maximized the characterization of the 1<sup>st</sup> Street Corridor as an Innovation District, with industrial and mixed use emphasized as the central development trend. Concept B provided for a balanced development trend that builds upon Concept A by providing an increased secondary focus on urban residential uses to advance the corridor's housing component.

Concepts A and B and other related exhibits were shared at Public Workshop #2 to collect community feedback. The outcome from the workshop findings was a Preferred Concept Plan, including land use and transportation concepts, which are the focus of this chapter.

**Concepts A and B are shown on the right, with full-page versions of both maps provided in the Appendix.**



# Preferred Corridor Plan

## MODIFIED TREND ELEMENTS

- Town Gateway
- Enhanced Multimodal Intersection
- Railroad Crossing with Enhanced Multimodal Crossings
- Green Edge/Park/Open Space
- Roadway with Multimodal Priority
- Roadway with Pedestrian and Bike Modal Priority
- Potential Local Street
- Existing Local Street
- Railroad
- Potential Local Trail
- Potential Regional Trail
- Potential Transit Route
- Innovation District [LOWER VISIBILITY]
- Innovation District [HIGHER VISIBILITY]
- Urban Residential
- Agriculture

## GENERAL MAP ELEMENTS

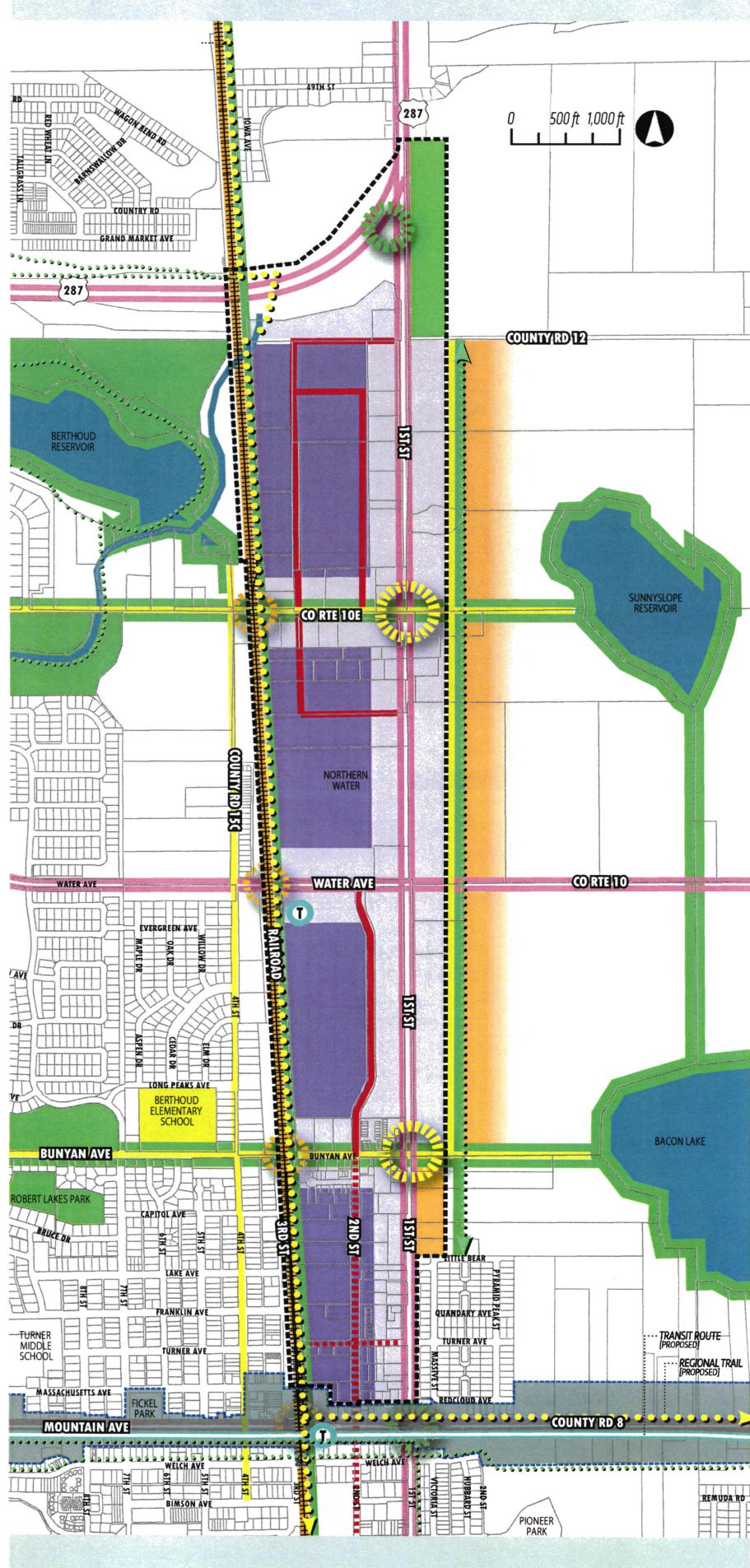
- Corridor Study Area Boundary
- Mountain Avenue Corridor

## HIGHER & LOWER VISIBILITY AREAS

Higher and Lower Visibility Areas will have differing design standards. They will be designated within the approved corridor plan and determine the standards and requirements of the built environment.

**Higher Visibility Areas** are defined within 300 feet of the centerline of 1st Street, Bunyan Avenue, Water Avenue, CR10, CR10E, and CR12. Architectural Design Guidelines for Higher Visibility Areas generally intend to preserve areas of the corridor to meet a higher standard of design details and material selection. They also allow for better quality design product along visible corridors where built environment most affects pedestrian and vehicular traffic.

**Lower Visibility Areas** preserve the ability for small businesses to enter the market and compete at lower cost. Architectural Design Guidelines for Lower Visibility Areas generally intend to preserve areas of existing uses and promote development of future affordability within the corridor. Architecture in this area will have less stringent requirements for design and materials.



## LAND USE CONCEPTS

# Higher Visibility Areas

As shown on the Preferred Corridor Plan, higher visibility areas are generally located along the east and west sides of 1<sup>st</sup> Street (only the west side south of Bunyan Avenue), as well as along major east/west streets like Route 10E, Water Avenue, and Bunyan Avenue.

The preferred land uses for the Innovation District are described in detail on the Future Land Use Map on page 4. In general, the Innovation District will support existing technical businesses and production uses and incorporate emerging commercial and light industrial uses that focus on research and development (R&D), technology, startups, makerspaces, and other related uses.

In terms of architecture and form, the built environment within the higher visibility innovation areas of the 1<sup>st</sup> Street Corridor should provide opportunities for craftsmanship, ornament, proportions, and decoration that are consistent with the local industrial vernacular of the corridor area. Architecture should follow the approved Berthoud Architectural Design Guidelines for the Urban Industrial/Innovation Character District (see page 21 for details).

The precedent images below are representative of the architecture and site design anticipated for the higher visibility innovation areas.

## PRECEDENT IMAGES: HIGHER VISIBILITY NON-RESIDENTIAL USES



## LAND USE CONCEPTS

# Lower Visibility Areas

As shown on the Preferred Corridor Plan, lower visibility areas are generally located along the western edge of the corridor, particularly along the railroad and away from major streets like 1<sup>st</sup> Street, Bunyan Avenue, and Water Avenue. Specific areas marked for lower visibility areas are located north and south of Route 10E and north and south of Bunyan Avenue.

The preferred land uses for the Innovation District are described in detail on the Future Land Use Map on page 4. In general, the Innovation District will support existing technical businesses and production uses and incorporate emerging commercial and light industrial uses that focus on research and development (R&D), technology, startups, makerspaces, and other related uses.

Regarding architecture and form, the built environment within the lower visibility innovation areas should provide economic and creative opportunities for ornament and decoration. Architecture should follow the approved Berthoud Architectural Design Guidelines for the Urban Industrial/Innovation Character District (see page 21 for details). However, leniency may be granted to properties with requirements affecting the ability to preserve existing and future affordability within the corridor.

The precedent images below are representative of the architecture and site design anticipated for the lower visibility innovation areas.

### PRECEDENT IMAGES: LOWER VISIBILITY NON-RESIDENTIAL USES



## LAND USE CONCEPTS

# Mixed Use Areas

As shown on the Preferred Corridor Plan, mixed use areas may generally be located within both the higher and lower visibility areas of the Innovation District, which encompasses a majority of the 1<sup>st</sup> Street Corridor.

In addition to supporting existing technical businesses and production uses and integrating emerging commercial and light industrial uses, the Innovation District may also include residential uses on upper levels and other elements like parks and open space. This mixed use character would further enhance the attraction of the Innovation District as a place for residents, workers, students, creators, and others seeking a unique spot in town.

Mixed use building types should follow the approved Berthoud Architectural Design Guidelines for the Urban Downtown Character District (see page 21 for details). However, leniency may be granted for properties with requirements affecting the ability to preserve existing and future affordability within the corridor.

The precedent images below are representative of the architecture and site design anticipated for mixed use areas.

## PRECEDENT IMAGES: MIXED USE AREAS



## LAND USE CONCEPTS

# Residential Areas

As shown on the Preferred Corridor Plan Map, residential areas may occur in either mixed use areas or neighborhoods with a mix of housing types. Mixed use areas may be located within both the higher and lower visibility areas of the Innovation District. Neighborhoods characterized as Urban Residential, which are located primarily east of 1<sup>st</sup> Street, may offer a diverse housing stock, including detached and attached single-family homes, townhomes, multi-family options, and affordable housing units.

Residential units may be provided on upper levels in mixed use buildings in the Innovation District. Urban Residential areas may include a mix of housing types, including single-family detached and attached homes, townhomes, and multifamily options. These neighborhoods will also incorporate affordable housing options where possible.

Residential architecture should follow the approved Berthoud Architectural Design Guidelines for the Urban Residential Character District (see page 21 for details).

The precedent images below are representative of the architecture and site design anticipated for residential areas.

### PRECEDENT IMAGES: URBAN RESIDENTIAL AREAS



# Architectural & Site Design Concepts

Based on guidance from Berthoud's 2021 Comprehensive Plan, the **2021 Architectural Design Guidelines** summarize specific design standards for architecture in the Town's various Character Districts, including the Innovation District and Urban Residential that define the 1<sup>st</sup> Street Corridor. As developers and builders propose new development along 1<sup>st</sup> Street, they are encouraged to consult the 2021 Architectural Design Guidelines for standards regarding the elements listed on the right.

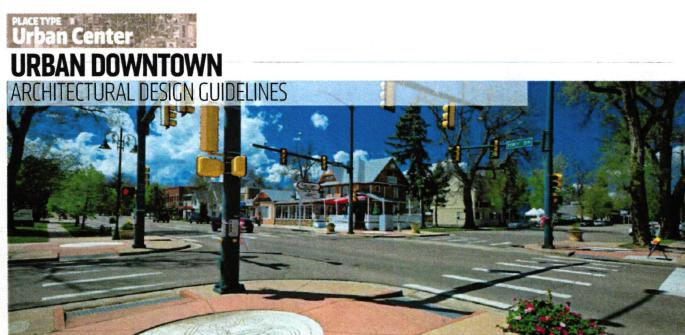
Excerpts from the Architectural Design Guidelines are provided below for the Innovation District and Urban Residential Character Districts.

 [PDF Link: 2021 Architectural Design Guidelines](#)



## DESIGN ELEMENTS

- Site Design
- Landscaping and Screening
- Building Design



## DESIGN ELEMENTS

- Site Planning
- Pedestrian Areas and Parking
- Scale and Massing
- Architectural Detail
- Screening
- Landscaping
- Signage
- Lighting



## DESIGN ELEMENTS

- Site Design
- Scale and Massing
- Architecture Character
- Materials and Color
- Parking and Circulation
- Roof Design
- Façade and Fenestration
- Fencing and Landscaping



# Transportation Concepts

## STREET TYPES & MODAL PRIORITIES

- Roadway with Multimodal Priority
- Roadway with Pedestrian and Bike Modal Priority
- Potential Local Street
- Existing Local Street

The 1<sup>st</sup> Street Corridor is intended to provide a multimodal environment that enables pedestrians, bicyclists, transit riders, and motorists to safely move to, from, and around the corridor. While the overall transportation network provides access and facilities for all modes of transport, modal priority varies as categorized below.

- **Vehicle Modal Priority:** US 287, 1<sup>st</sup> Street, Water Avenue/Route 10
- **Pedestrian & Bike Modal Priority:** Route 10E, Bunyan Avenue, potential linear park along east side of 1<sup>st</sup> Street

A set of local commercial streets are proposed west of 1<sup>st</sup> Street, including a few existing streets like 2<sup>nd</sup> Street, Turner Avenue, and Clayton Place.

## TRAILS

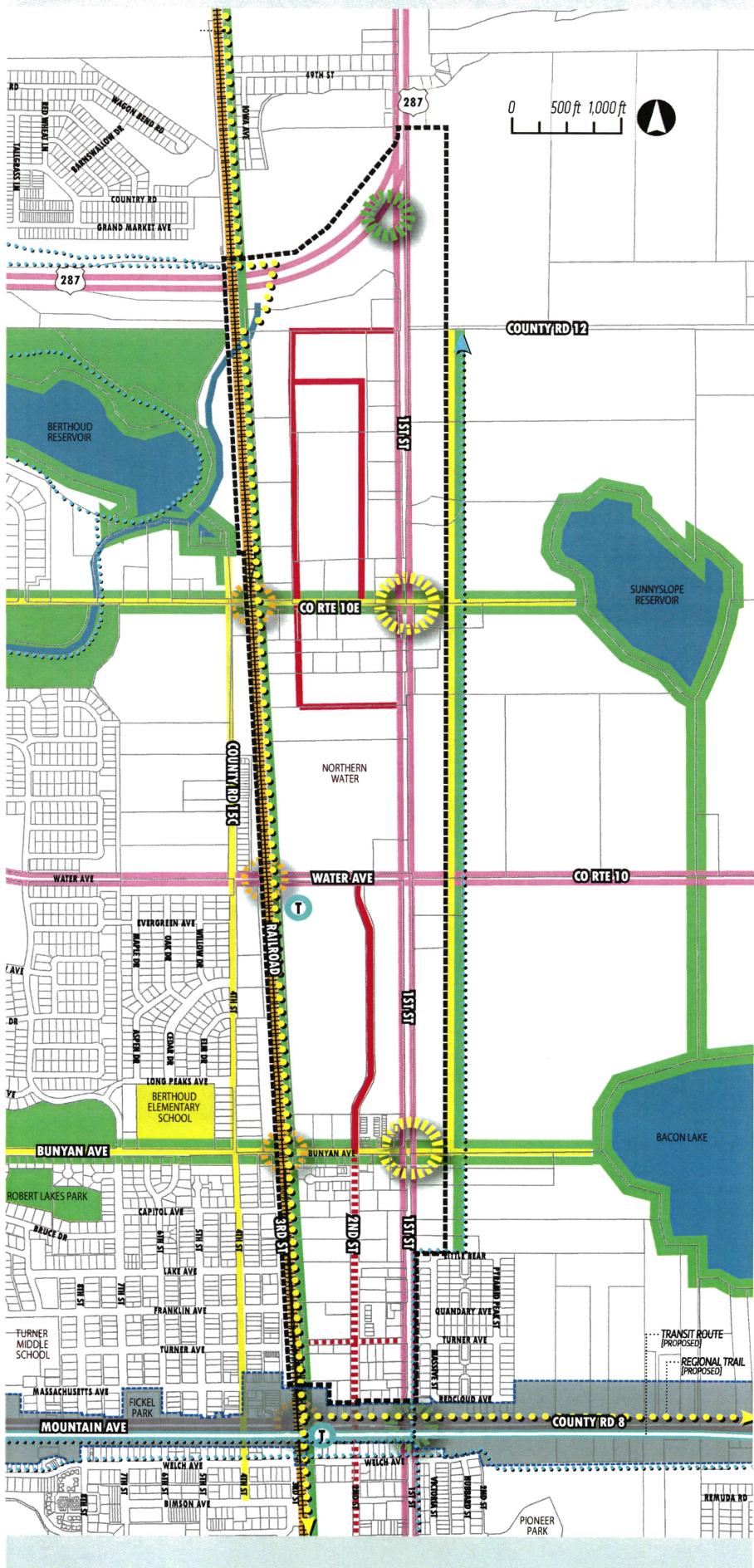
••• Potential Local Trail  
••• Potential Regional Trail

One of the primary transportation action items from the 2021 Comprehensive Plan is to complete regional trail connections, as promoted in NFRMPO's 2021 Regional Active Transportation Plan. Potential regional trails are recommended along the railroad and Mountain Avenue/ SH 56. The Regional Active Transportation (RATC) Network recommends a north/south trail along the BNSF railroad connecting Berthoud to Fort Collins (through Loveland). This regional trail would provide connections to the Little Thompson River trail, proposed to follow the Little Thompson River south of Mountain Avenue. Potential local trails are suggested in new developments, along Mountain Avenue, and around reservoirs. The recommended linear park on the east side of 1<sup>st</sup> Street may also provide trail-like access and mobility for pedestrians and bicyclists.

## TRANSIT

### ==== Potential Transit Route

The 2021 Comprehensive Plan carries forward the North I-25 Environmental Impact Statement (EIS) recommendation for a transit route along Mountain Avenue (SH 56). This route is intended to connect the Mobility Hub at I-25 to downtown Berthoud and the potential/future Passenger Rail Station. The Town is currently exploring transit service options, such as micromobility, to best meet the Town's mobility needs. Current BAT5 service is available along 1st Street and in the Innovation District. Any new service would also be available to this area.



# Transportation Concepts

## KEY EAST/WEST CONNECTORS

### Bunyan Ave, Water Ave (CR10), CR10E, CR 12

Key east/west streets connect neighborhoods, community destinations, and the Innovation District. These streets should include one vehicular travel lane in each direction and prioritize the movement of bicyclists and pedestrians via enhanced multimodal facilities. Special consideration should be given to railroad crossings and the intersections of 1<sup>st</sup> Street. Intersections are focal points of crossing activity and are a critical part of the corridor. The intersections of 1<sup>st</sup> Street and CR 10E and Bunyan Avenue should be designed to prioritize the safe movement of pedestrians and bicyclists. These intersections should facilitate visibility and predictability for all users, creating an environment in which crossings feel safe, easy, and intuitive.

## TRUCK ROUTES

Public feedback indicates the need to maintain and/or enhance truck and freight access to/from industrial properties. A preferred truck route and truck specific improvements (e.g., wider turning lanes) may be recommended.

## PARKING

**Private Parking:** Private parking should be tucked behind or between buildings to minimize the visibility from public streets. Residential parking spaces should be accessed from alleyways.

**On-Street Public Parking:** Parking is not recommended on 1<sup>st</sup> Street. However, public on-street parallel parking is permissible on local and collector streets, and is recommended to support adjacent commercial and mixed use land uses, such as in the Innovation District.

**Local Streets:** Where possible, unmetered parallel parking should be provided on both sides of local streets. The existing informal pull-in parking area should be formalized as parallel parking for consistency.

**Truck Parking:** There may be potential opportunities for truck parking within the Innovation District.

## BIKE FACILITIES CONSIDERATIONS

Bicycle facilities are recommended on 1<sup>st</sup> Street, 4<sup>th</sup> Street, Bunyan Avenue, and CR 10E as these streets are key local and regional connectors to neighborhoods, community destinations, and the Innovation District. Bike lanes designate an exclusive space for bicyclists using a combination of pavement markings, signage, and/or separation. The appropriate bicycle facility type varies based on factors such as the average daily traffic (ADT) and the anticipated type(s) of cyclists using the facility. The table below informed the recommended facility type for the streets within the 1<sup>st</sup> Street Corridor Study Area.

Type	Typical Applications
<b>Conventional Bike Lanes</b> Conventional bike lanes designate an exclusive space for bicyclists using pavement markings and signage. Bike lanes enable bicyclists to ride at their preferred speed without interference from vehicular traffic. Bike lanes facilitate predictable behavior and movements between bicyclists and motorists.	<p>Conventional bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. Most helpful on streets with <math>\geq 3,000</math> motor vehicle average daily traffic (ADT) and on streets with a posted speed <math>\geq 25</math> mph.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Source: Google Earth Location: Gate Way Park Blvd, Berthoud</p> </div> <div style="text-align: center;">  <p>Source: NACTO; <a href="https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/">https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/</a></p> </div> </div>
<b>Buffered Bike Lanes</b> Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes provide greater separation between motor vehicles and bicyclists.	<p>Buffered bike lanes can be considered anywhere a standard bike lane is being considered and on streets with extra lanes or extra lane width. Most helpful on streets with higher travel speeds, higher ADT, and/or high amounts of truck traffic.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Source: Google Earth Location: Meadowlark Ave, Fort Collins</p> </div> <div style="text-align: center;">  <p>Source: NACTO; <a href="https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/">https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/</a></p> </div> </div>



# Transportation Concepts

## BIKE FACILITIES CONSIDERATIONS [CONTINUED]

Type	Typical Applications
<b>Cycle Tracks</b> A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane.	<p>Most helpful on streets with parking lanes and on streets which bike lanes would cause many bicyclists to feel stress because of factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.</p> <p>Features: A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level.</p>
<b>One Way Protected Cycle Tracks</b> One-way protected cycle tracks are bikeways physically separated from the roadway allowing bicycle movement in one direction, typically the same direction as vehicular traffic.	<p>Most applicable on streets with parking lanes and streets on which bike lanes would cause many bicyclists to feel stress because of factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover. Most helpful on streets with high bicycle volumes and streets with high ADT and speeds.</p> <div style="display: flex; justify-content: space-around;">   </div> <p>Source: Streetsblog Denver; <a href="https://denver.streetsblog.org/2017/08/31/eyes-on-the-street-the-14th-street-bike-lane-is-immediately-denvers-best/">https://denver.streetsblog.org/2017/08/31/eyes-on-the-street-the-14th-street-bike-lane-is-immediately-denvers-best/</a> Location: 14th St, Denver</p>
<b>Two Way Cycle Tracks</b> Two-way cycle tracks (also known as on-street bike paths) are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road. Two-way cycle tracks share some of the same design characteristics as one-way tracks but may require additional considerations at driveway and side-street crossings.	<p>Most helpful on streets with few conflicts such as driveways or cross-streets on one side of the street. Also helpful on streets where more destinations are on one side thereby reducing the need to cross the street.</p> <div style="display: flex; justify-content: space-around;">   </div> <p>Source: BikeWalkKC; <a href="https://bikewalkkc.org/advocacy/gillham-corridor-complete-street-projects/">https://bikewalkkc.org/advocacy/gillham-corridor-complete-street-projects/</a> Location: Gillham Rd, Kansas City</p>

# Corridor Character Transitions

## Overview

Spanning approximately 2 miles, the 1<sup>st</sup> Street Corridor extends from the urbanized portions of Berthoud on the south to more rural areas northward. Even as the corridor manages development over time, the development expectations and supporting design guidelines seek to honor Berthoud's small town heritage and rural aesthetic.

Three specific corridor character transition areas are summarized below and described in this chapter.

### 1/ URBAN CHARACTER

Extending from Mountain Ave to Bunyan Ave

### 2/ TRANSITIONAL CHARACTER

Extending from Bunyan Ave to Water Ave

### 3/ RURAL CHARACTER

Extending from Water Ave to CR12/US 287



# Urban Character

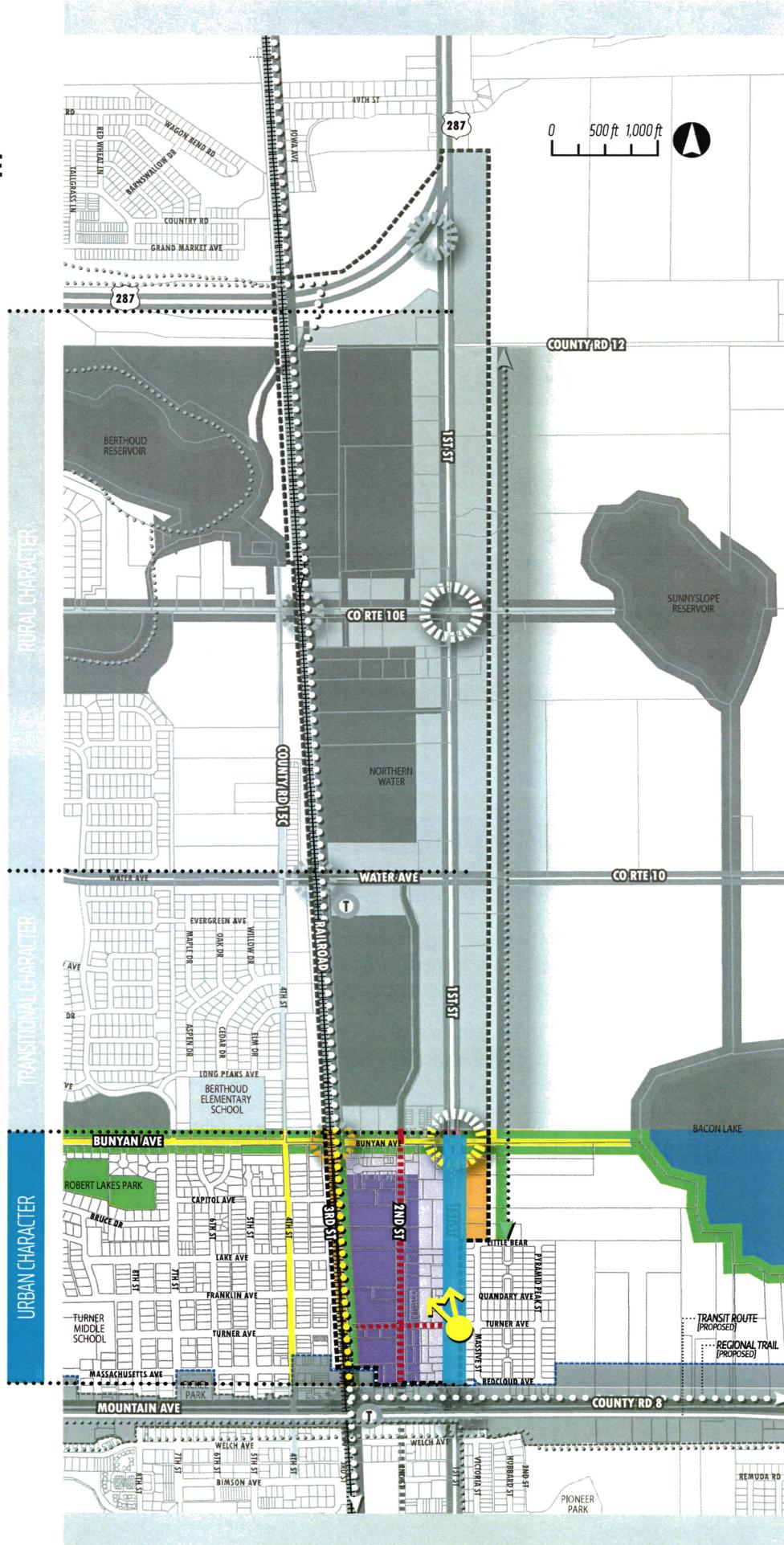
## MOUNTAIN AVENUE TO BUNYAN AVENUE

### CORRIDOR CHARACTER TRANSITION

This stretch of 1<sup>st</sup> Street transitions from a major arterial (Mountain Avenue) to a major collector (Bunyan Avenue). It also includes a range of uses on both sides of the corridor. A variety of existing technical businesses and production uses occupy the west side of 1<sup>st</sup> Street, while Peakview Meadows neighborhood is located on the east side.

#### KEY CONCEPTS

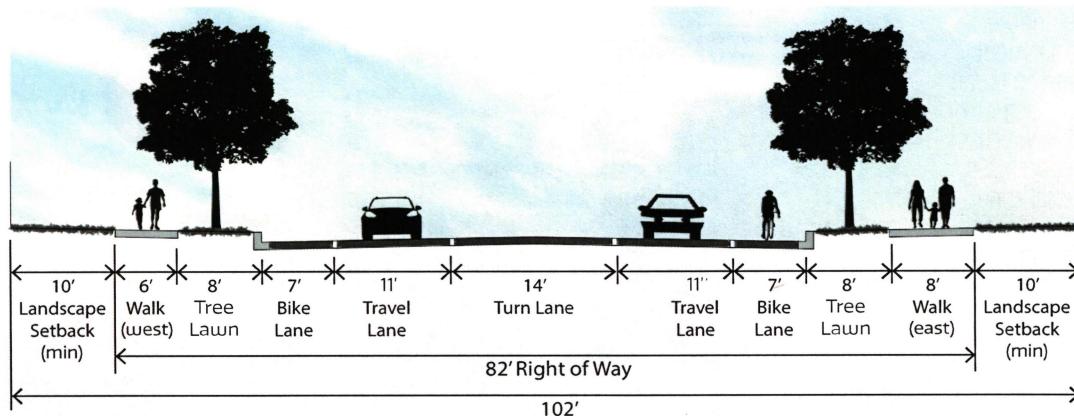
- Street, sidewalk, and right of way widths are reduced to limit impacts to existing adjacent developments and promote a more pedestrian-scale environment
- Left turn lanes maintain existing access (no raised medians)
- Buffered bike lanes on both sides of the street
- Detached sidewalks and street trees in tree lawns on both sides of the street
- Water saving landscape treatments are encouraged, where appropriate
- Increased architectural standards required when development occurs along higher visibility parcels adjacent to 1<sup>st</sup> Street
- Trees with seasonal interest are encouraged in medians and tree lawns to reinforce the Town's image as the Garden Spot. Trees with seasonal interest include flowering trees, trees with interesting leaf colors, and trees with vibrant fall color.
- Curb and gutter on both sides of the street



# Urban Character

## MOUNTAIN AVENUE TO BUNYAN AVENUE

### CORRIDOR CHARACTER TRANSITION



NORTHWARD VIEW, PEDESTRIAN PERSPECTIVE



PRECEDENT IMAGES



# Transitional Character

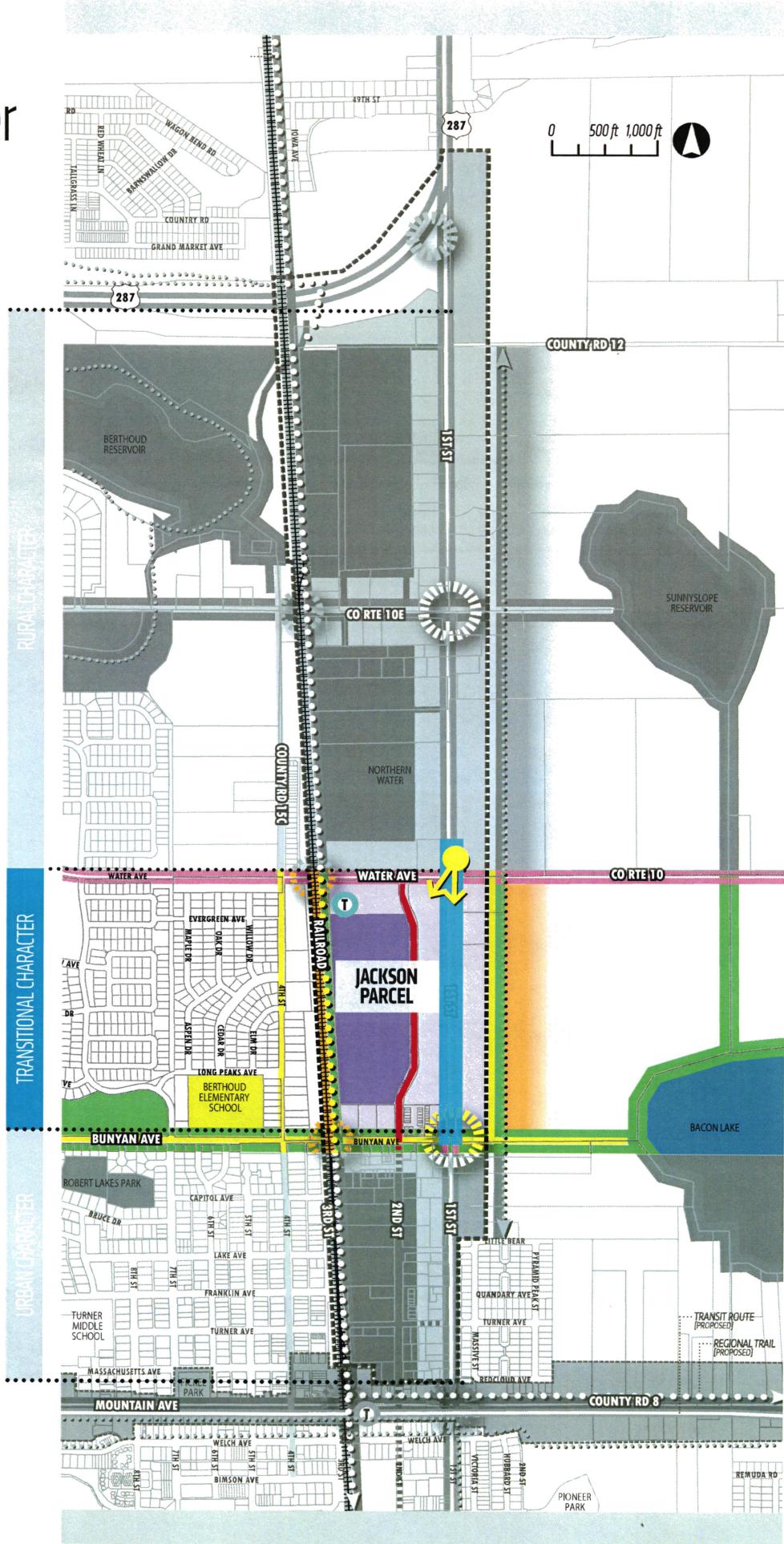
## BUNYAN AVENUE TO WATER AVENUE

### CORRIDOR CHARACTER TRANSITION

This stretch of 1<sup>st</sup> Street transitions from one major collector (Bunyan Avenue) to another (Water Avenue), which enables the segment to serve as transitional zone between an urban character to the south and a rural character to the north. The 80-acre Jackson Parcel, which is described in more detail on page 36, occupies a significant portion of this transitional zone. There are a few existing technical businesses and production uses along the north side of Bunyan Avenue.

#### KEY CONCEPTS

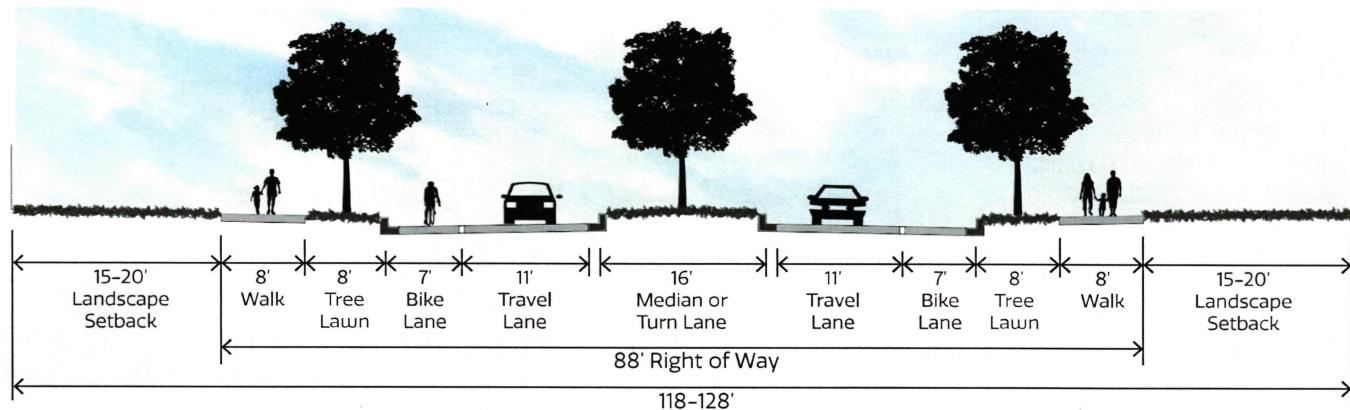
- Raised median with landscaping
- Buffered bike lanes on both sides of the street
- Detached sidewalks on both sides of the street
- Street trees in tree lawns on both sides of the street
- Water saving landscape concepts are encouraged, where appropriate
- Increased architectural standards required when development occurs along higher visibility parcels adjacent to 1<sup>st</sup> Street
- Trees with seasonal interest are encouraged in medians and tree lawns to reinforce the Town's image as the Garden Spot. Trees with seasonal interest include flowering trees, trees with interesting leaf colors, and trees with vibrant fall color.
- Curb and gutter and/or rural ditches
- Multimodal enhancements to facilitate safe pedestrian and bicyclist crossings at the intersection of 1<sup>st</sup> Street and Bunyan Avenue



# Transitional Character

## BUNYAN AVENUE TO WATER AVENUE

### CORRIDOR CHARACTER TRANSITION



SOUTHWARD VIEW, PEDESTRIAN PERSPECTIVE



PRECEDENT IMAGES



# Rural Character

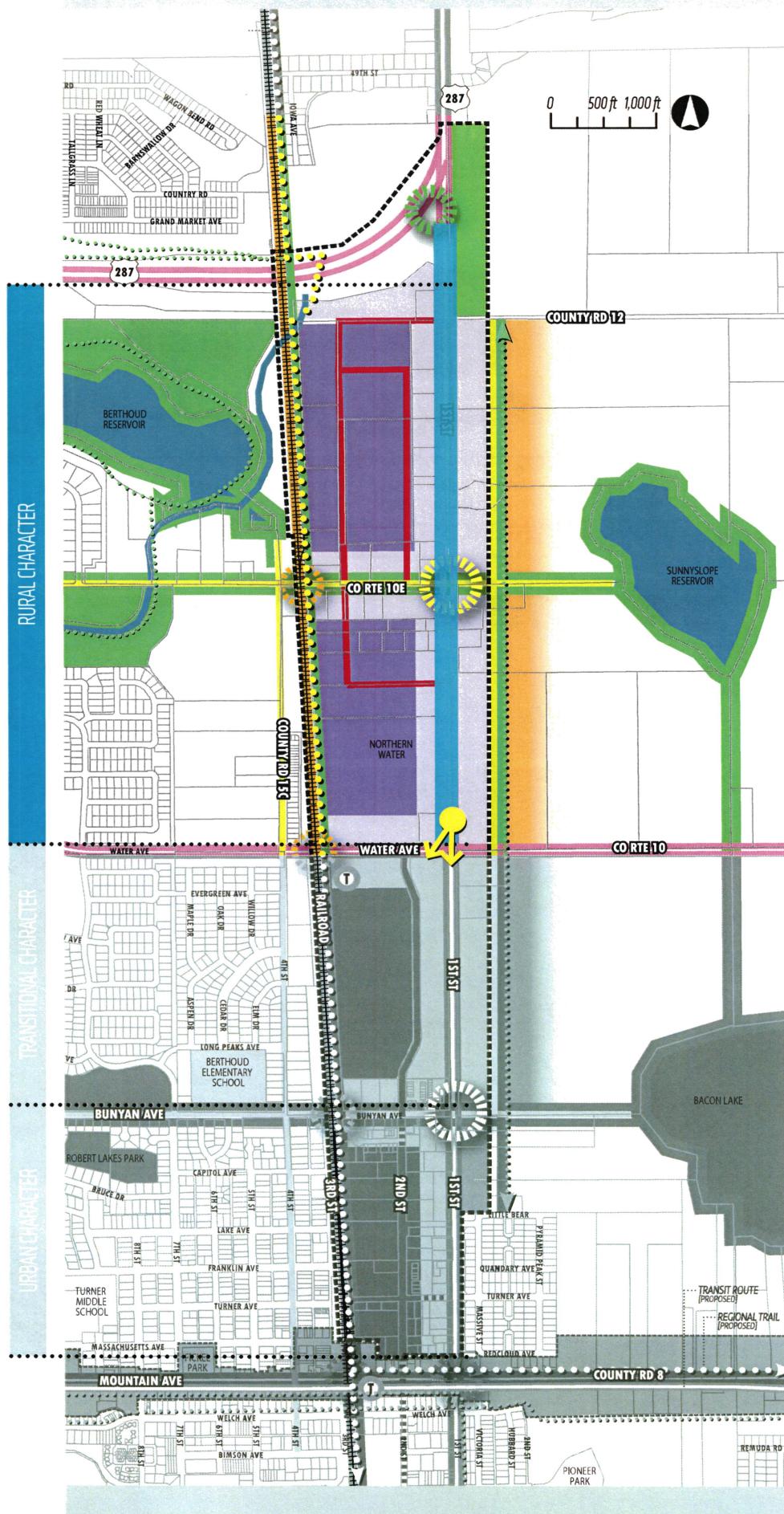
## WATER AVENUE TO CR12/US 287

### CORRIDOR CHARACTER TRANSITION

This stretch of 1<sup>st</sup> Street transitions from major collector (Water Avenue) to a minor collector (CR12) towards the US 287 interchange. The current character of this segment is predominantly rural in nature, particularly east of 1<sup>st</sup> Street. The west side includes a mix of existing technical businesses and production uses, including Northern Water's campus headquarters. A rural character is proposed for this segment, even as the corridor experiences new development.

#### KEY CONCEPTS

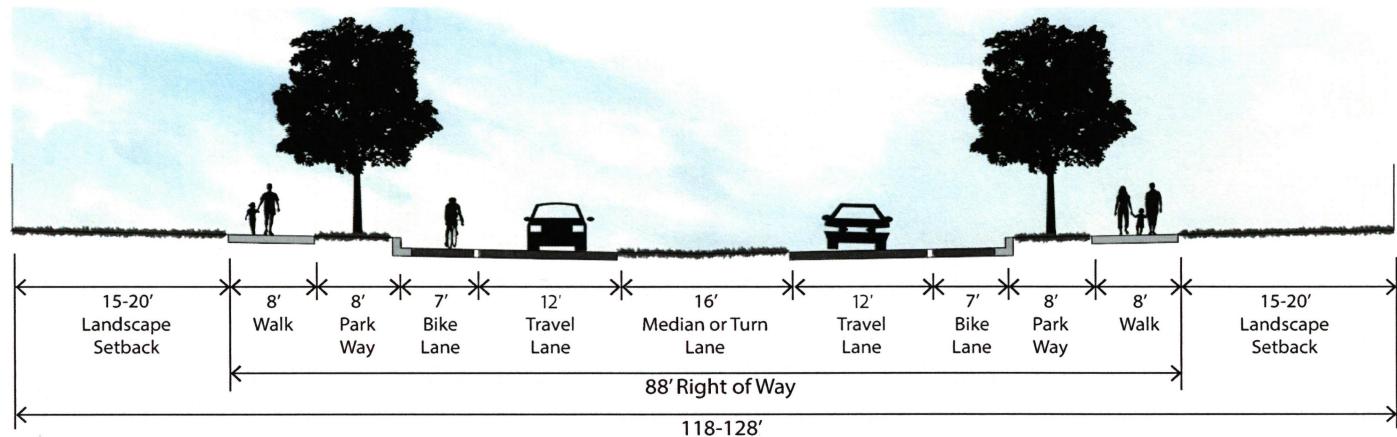
- Sparsely landscaped depressed median is more rural in character, as compared to raised median
- Buffered bike lanes on both sides of the street
- Detached sidewalks on both sides of the street
- Street trees in tree lawns on both sides of the street
- Water saving landscape concepts are encouraged, where appropriate
- Increased architectural standards when development occurs along the higher visibility parcels adjacent 1<sup>st</sup> Street and Bunyan Avenue
- Portions of tree lawn can be landscaped with water saving plants instead of bluegrass to build on Garden Spot image
- Trees with seasonal interest are encouraged in medians and tree lawns to reinforce the Town's image as the Garden Spot. Trees with seasonal interest include flowering trees, trees with interesting leaf colors, and trees with vibrant fall color.



# Rural Character

## WATER AVENUE TO CR12/US 287

### CORRIDOR CHARACTER TRANSITION



SOUTHWARD VIEW, PEDESTRIAN PERSPECTIVE



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## CHAPTER 6

# Focus Areas

## Overview

The land use, transportation, and urban design concepts cover the entirety of the 1<sup>st</sup> Street Corridor. This chapter highlights focus areas that will play significant roles in defining the character and development of the corridor:

### 1/ LINEAR PARK

A potential linear park that provides modal priority to pedestrians and bicyclists east of 1<sup>st</sup> Street.

### 2/ JACKSON PARCEL

The largest cohesive portion of land that will be integral to building up the Innovation District envisioned for the corridor.

### 3/ BUNYAN AVENUE

Major east/west connector that links the corridor to the rest of Berthoud to the west.

### 4/ INTERSECTIONS

Traditional and roundabout intersection treatments.

### 5/ US 287 INTERCHANGE

Potential conversion of the north end into a full interchange.



# Focus Areas

The focus areas are shown on the map on the right. Bunyan Avenue intersects with the potential linear park and serves as the southern boundary of the Jackson parcel, which illustrates how the focus areas can influence each other.

## LINEAR PARK

Potential park spans approximately 2 miles on the east side of 1<sup>st</sup> Street to provide modal priority to pedestrians and bicyclists parallel to the main corridor.

[See page 35 for details](#)

## JACKSON PARCEL

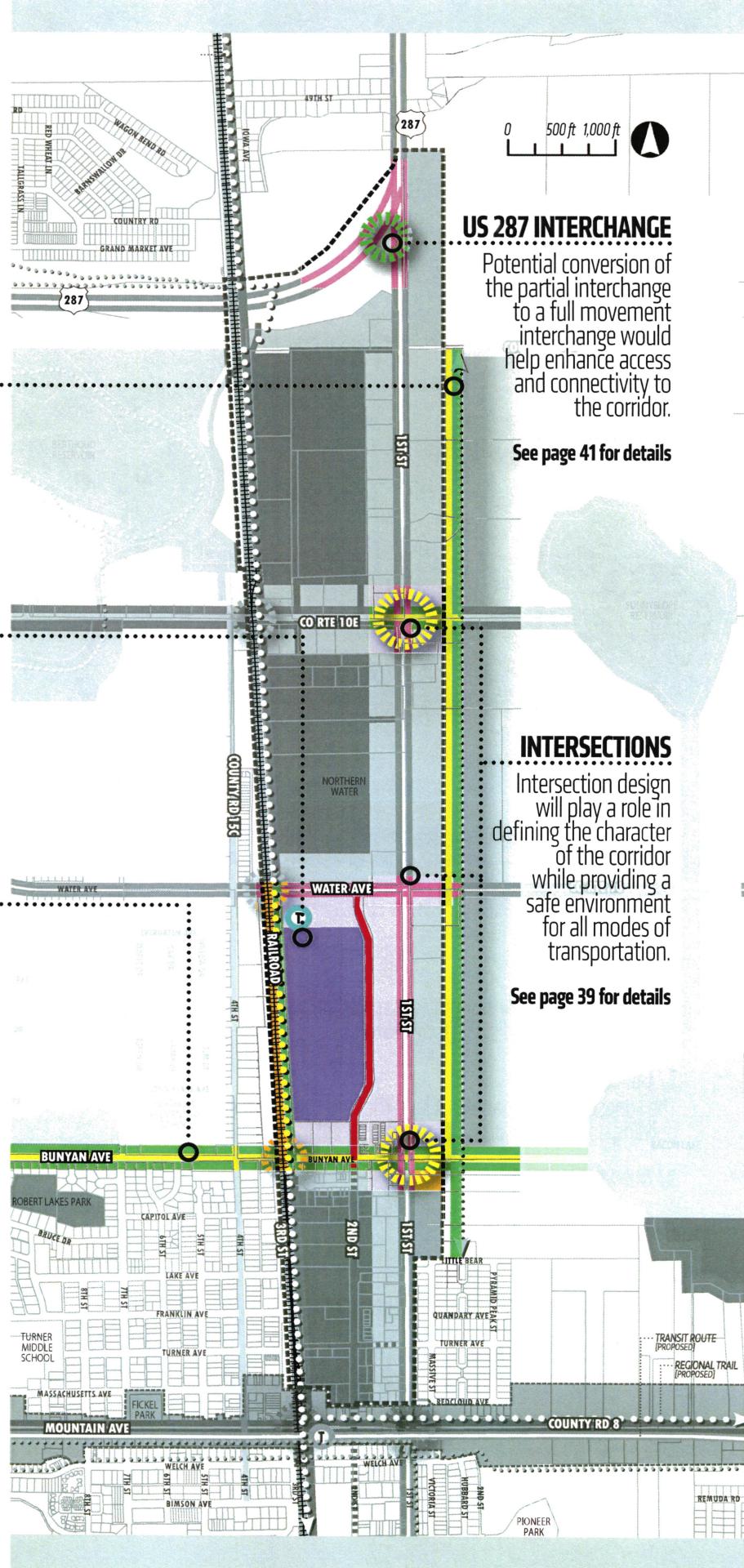
An approximately 80 acre property on the west side of 1<sup>st</sup> Street provides a unique opportunity to create a unified industrial/commercial mixed use district with options for housing, entertainment, and recreation.

[See page 36 for details](#)

## BUNYAN AVE

Key east/west corridor serves as a parallel route to Mountain Avenue, linking the 1<sup>st</sup> Street Corridor to Berthoud's historic core, community destinations such as Berthoud Elementary School, Berthoud Recreation Center, Waggener Farm Park, and the Town's western growth area. A future eastern extension of Bunyan Avenue would also connect to Bacon Lake.

[See page 37 for details](#)



# Linear Park

## KEY CONCEPTS

- Linear park and trail extend from Peakview Meadows to CR12
- 120-foot wide park serves recreational and stormwater needs
- Uses in linear park will vary along its length
- Urban residential uses on east side front onto the park with parking behind
- Water saving landscape concepts are encouraged, where appropriate
- Increased architectural standards when development occurs along the higher visibility parcels adjacent Bunyan Avenue and the park
- Linear park will be bordered by higher visibility innovation uses on the west and urban residential on the east



NORTHWARD VIEW, AERIAL PERSPECTIVE



PRECEDENT IMAGES

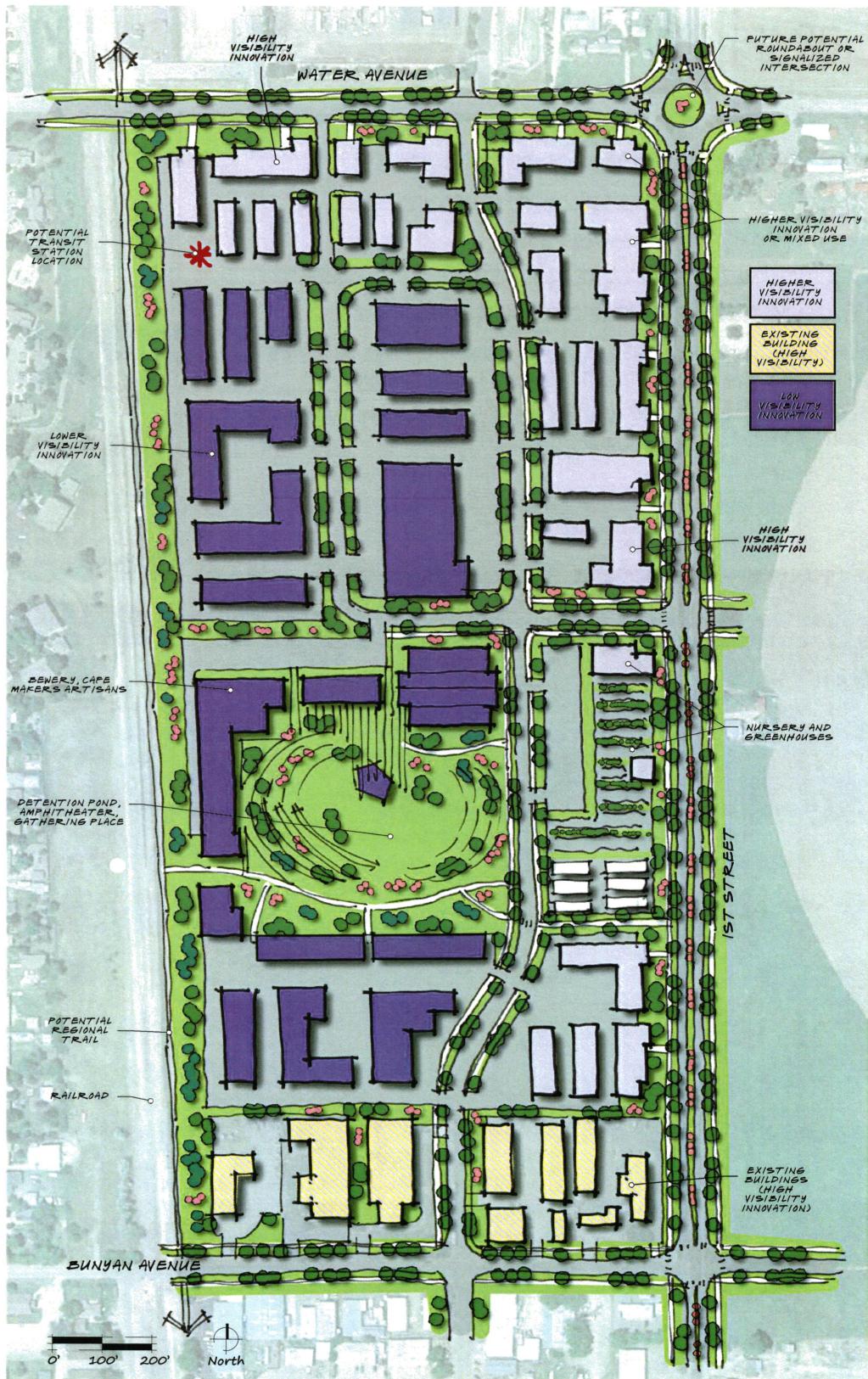


# Jackson Parcel

The Jackson Parcel is zoned industrial and proposed uses will include industrial innovation uses. Increased architectural standards are required for parcels with higher visibility, i.e., adjacent to 1<sup>st</sup> Street, Water Avenue, and Bunyan Avenue. Lesser architectural standards will be required for parcels with lower visibility, including those on the western side of the property by the railroad.

## KEY CONCEPTS

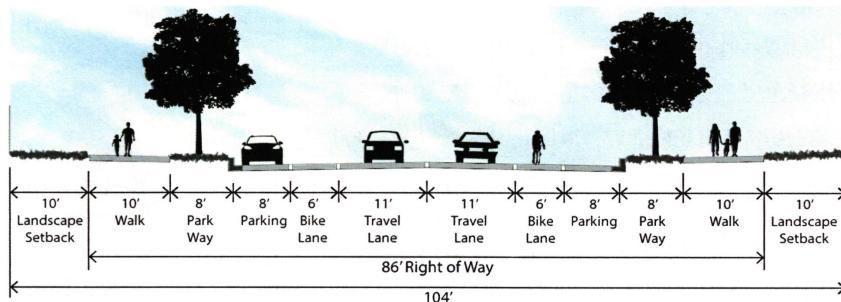
- Green edge and streetscape are important around perimeter of parcel
- Buildings front along 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Water Avenue, and Bunyan Avenue to create a more pedestrian-friendly streetscape
- Increased level of walkability and bikeability
- Green space serves dual purpose (detention and gathering space)
- 1 to 2 story buildings adjacent to 1<sup>st</sup> Street, Water Avenue, and Bunyan Avenue
- Up to 3 story buildings in internal parcels
- Architectural character will be similar to the precedent images
- Parking areas are tucked behind and between buildings



# Bunyan Avenue | WEST OF 1<sup>ST</sup> STREET

## KEY CONCEPTS

- Buffered bike lanes on both sides of the street
- Parallel parking on both sides of the street
- Detached sidewalks on both sides of the street
- Street trees in tree lawns on both sides of the street
- Water saving landscape concepts are encouraged, where appropriate
- Increased architectural standards required when development occurs along higher visibility parcels adjacent to Bunyan Avenue



WESTWARD VIEW, PEDESTRIAN PERSPECTIVE



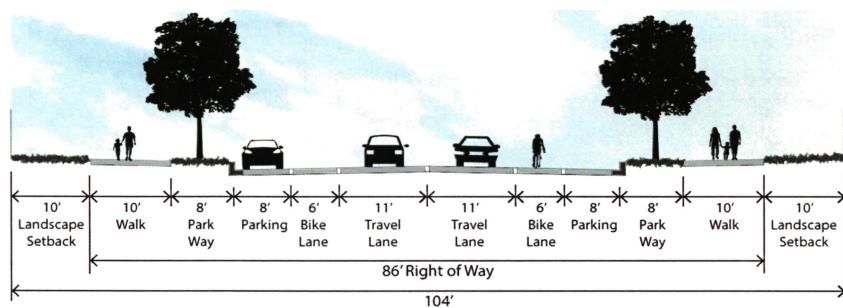
PRECEDENT IMAGES



# Bunyan Avenue | EAST OF 1<sup>ST</sup> STREET

## KEY CONCEPTS

- Strong visual and physical connection to Bacon Lake
- Buffered bike lanes on both sides of the street
- Parallel parking on both sides of the street
- Detached sidewalks on both sides of the street
- Street trees in tree lawns on both sides of the street
- Water saving landscape concepts are encouraged, where appropriate
- Increased architectural standards required when development occurs along higher visibility parcels adjacent to Bunyan Avenue and the park
- Linear park in the midground is bordered by higher visibility innovation uses on the west and urban residential on the east



EASTWARD VIEW, AERIAL PERSPECTIVE



# Intersections

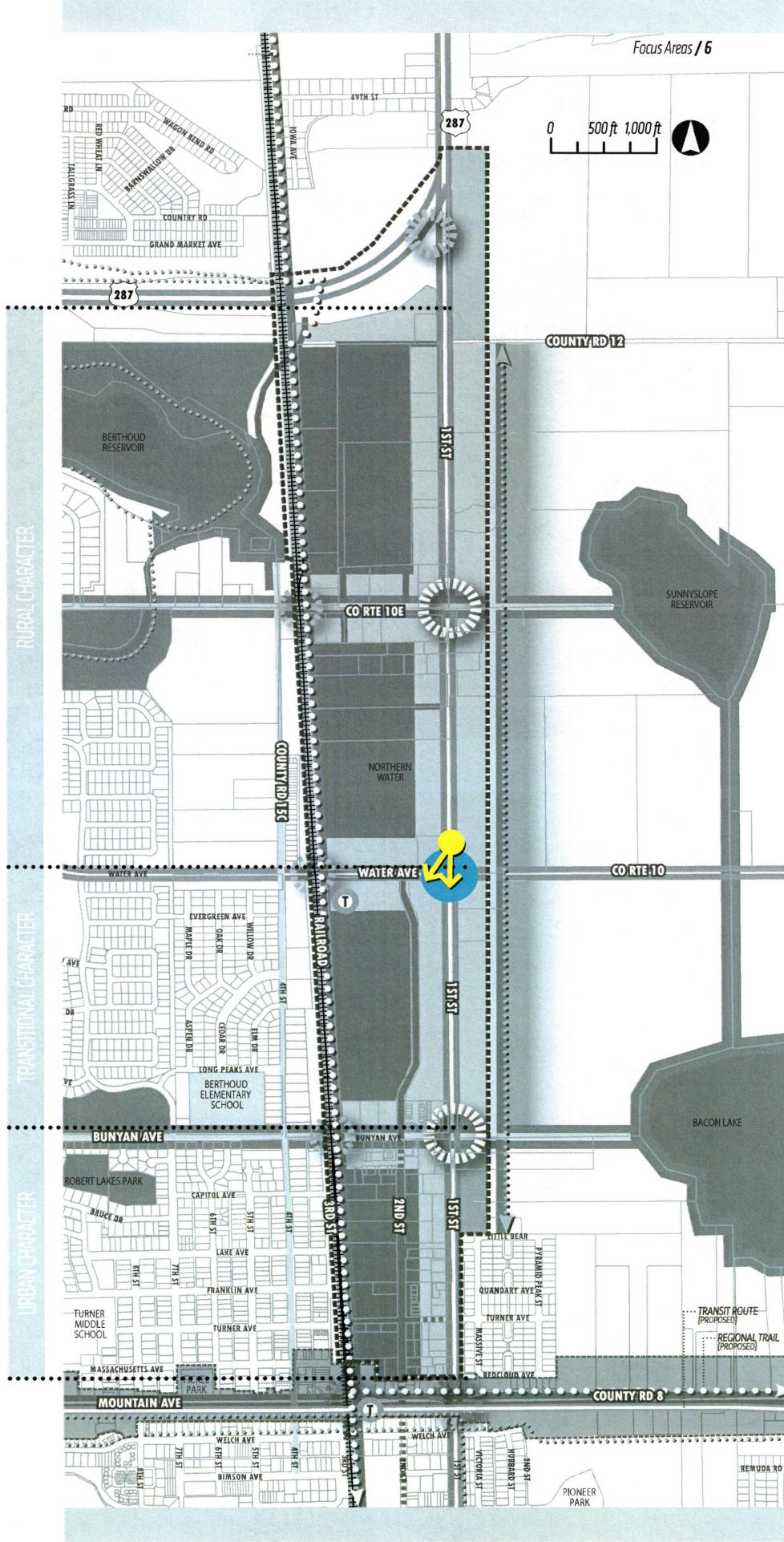
## TRADITIONAL VS ROUNDABOUTS

Intersection treatments can add character to the 1<sup>st</sup> Street Corridor while also providing modal priority in a safe and appropriate manner. For example, a roundabout may be the more appropriate intersection treatment to transition from one district to another, to create a gateway, and to slow vehicular traffic.

Even though it is just outside the Study Area, the 1<sup>st</sup> Street intersection at Mountain Avenue presently has a roundabout. All other intersections along 1<sup>st</sup> Street each currently have a traditional design. However, a roundabout could be introduced at certain intersections along 1<sup>st</sup> Street, such as the Water Avenue intersection as marked on the map on the right.

### KEY CONCEPTS

- Roundabouts could be used at intersections with higher vehicular priority
- At the roundabout, bikes have the option to merge on to sidewalks or share travel lanes with cars
- Center island could be a gateway and reinforce the Town's garden spot image
- Water saving landscape concepts are encouraged, where appropriate
- Roundabout will be sized appropriately to accommodate truck traffic
- Roundabouts require more space than traditional intersections and is anticipated to have a greater impact on adjacent properties



# Intersections

## TRADITIONAL VS ROUNDABOUTS

TRADITIONAL INTERSECTION: SOUTHWARD VIEW, PEDESTRIAN PERSPECTIVE



ROUNDABOUT INTERSECTION: SOUTHWARD VIEW, PEDESTRIAN PERSPECTIVE



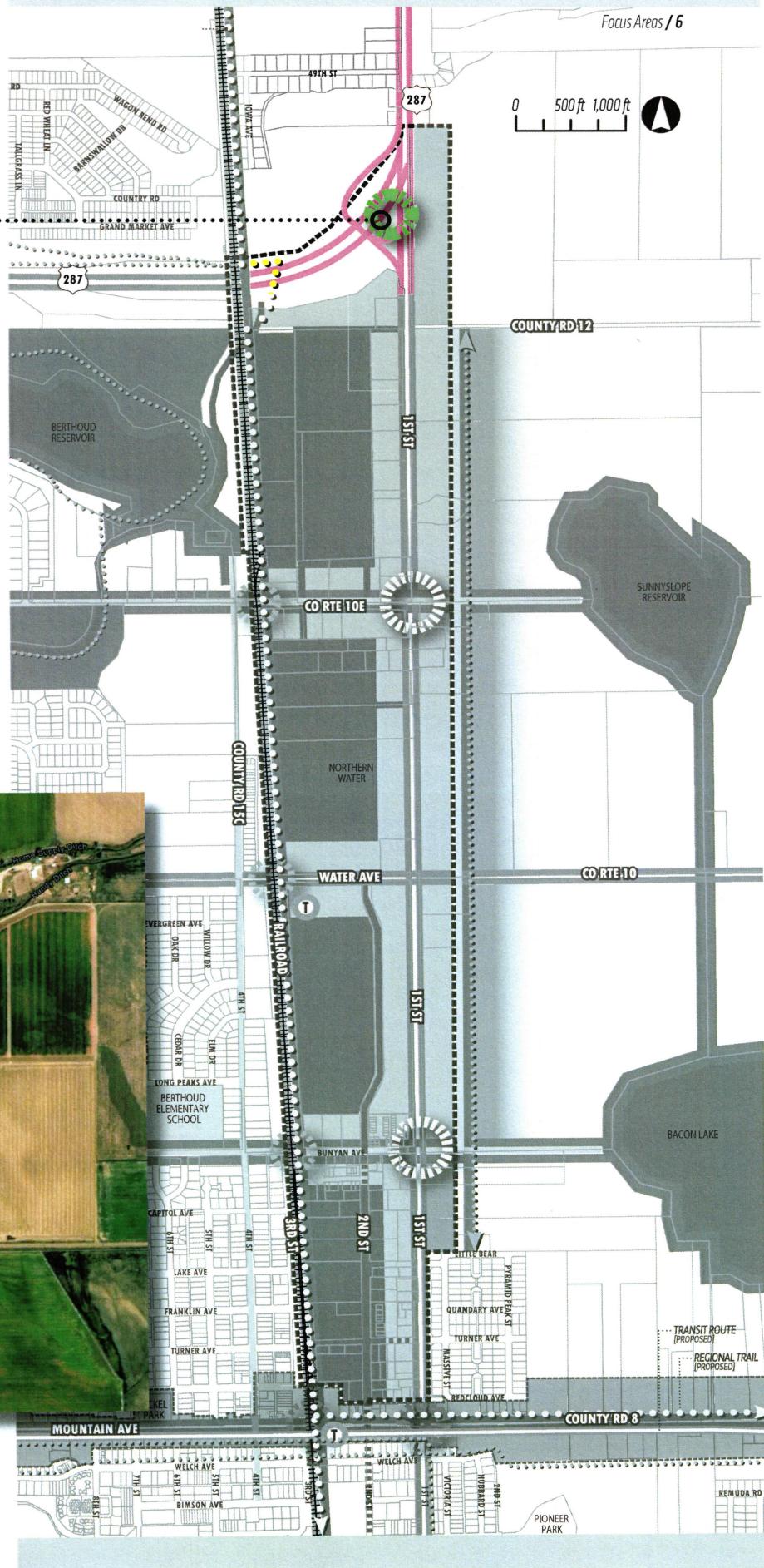
PRECEDENT IMAGES



# US 287 Interchange

## INTERCHANGE

The US 287 interchange is currently a partial interchange; travelers northbound on 1<sup>st</sup> Street can only access northbound US 287 and southbound 1<sup>st</sup> Street can only be accessed from southbound US 287. ***It is recommended that the Town coordinate with the Colorado Department of Transportation (CDOT), the owner of US 287, to evaluate the potential impacts of converting this partial interchange to a full movement interchange.*** A full movement interchange would improve access and connectivity to the residents and businesses along 1<sup>st</sup> Street, and to the Innovation District. The full movement interchange may potentially alleviate some of the traffic and freight congestion at the other US 287 and Berthoud Parkway intersection. A full movement interchange would also likely increase the vehicular traffic of 1<sup>st</sup> Street. The US 287 and 1<sup>st</sup> Street interchange is an opportune location to create a northern gateway into Berthoud.

AERIAL OF US 287 INTERCHANGE AT 1<sup>ST</sup> STREET

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## CHAPTER 7

# Next Steps

Achieving the vision for the 1<sup>st</sup> Street Corridor as defined in this plan will require coordination of Town initiatives, partnerships, and resources that move projects from the drawing table to town approval meetings to groundbreakings. These projects may run a diverse range from development projects, property consolidation, and utility infrastructure improvements to streetscape enhancements, trail connections, and transit coordination.

The Implementation Matrix on the following page identifies action items by achievable goal, with each action item assigned a priority level and timeframe for completion, an estimated cost range, and one or more agencies to serve as resources and potential Town partners (listed on the right).

### TOWN PARTNERS

<b>BACC</b>	Berthoud Area Chamber of Commerce
<b>BFPD</b>	Berthoud Fire Protection District
<b>BHS</b>	Berthoud Historical Society
<b>BRCC</b>	Berthoud Rotary Club
<b>CCCD</b>	Colorado Center for Community Development
<b>CCI</b>	Colorado Creative Industries
<b>CDOT</b>	Colorado Department of Transportation
<b>CHAFA</b>	Colorado Housing and Finance Authority
<b>COEDIT</b>	Colorado Office of Economic Development and International Trade
<b>CPW</b>	Colorado Parks and Wildlife
<b>CWCB</b>	Colorado Water Conservation Board
<b>DCI</b>	Downtown Colorado, Inc.
<b>DOLA</b>	Colorado Department of Local Affairs
<b>FHA</b>	Federal Highway Administration
<b>LC</b>	Larimer County
<b>LTWD</b>	Little Thompson Water District
<b>NCWCD</b>	Northern Colorado Water Conservancy District (Northern Water)
<b>NFRMPO</b>	North Front Range Metropolitan Planning Organization
<b>RAFT</b>	Berthoud Rural Alternative for Transportation
<b>REDI</b>	Northern Colorado Regional Economic Development Initiative
<b>TFORT</b>	Transfort
<b>UC</b>	Upstate Colorado
<b>WC</b>	Weld County



## Implementation Matrix

Action Items	Priority	Timeframe	Cost	Town Partners
<b>MANAGED GROWTH</b>				
Update the Town's Three Mile Area Plan to identify and coordinate potential annexation of properties in the corridor	2	ST	\$	LC, property owners
Update the Town's Development Code as needed to support the types of development, architecture, and site features proposed for the corridor	2	ST	\$	TBD
Coordinate projects and policies that impact both 1st Street and Mountain Avenue given the proximity of the two corridors	2	ON	\$	Development community
Maintain communication with corridor property owners to be transparent with potential development proposals and corridor improvements	2	ON	\$	TBD
Develop a formalized landscape concept plan for the tree lawns and medians to guide future development and create a cohesive look throughout the 1st Street corridor.	2	ST	\$	TBD
<b>TRANSPORTATION ENHANCEMENTS</b>				
Coordinate multimodal transportation elements such as sidewalks, bike facilities, local and regional trails, transit stops and stations, intersection treatments, truck routes, etc. with relevant agencies	2	ON	\$	CDOT, LC, NFRMPO, TFORT
Accommodate ride share, local transit, regional transit (e.g., potential future passenger rail), and other emerging mobility technologies into the Innovation District	2	ST	\$	TBD
Apply Complete Streets principles to 1st Street and other corridors to ensure multimodal connectivity and accessibility is prioritized along the corridor	2	MT	\$\$	TBD
Coordinate with CDOT to evaluate the feasibility and impact of upgrading the US 287 partial interchange into a full movement interchange	3	LT	\$\$	CDOT
Coordinate wayfinding and signage with a community branding campaign and Town-wide wayfinding signage plan	2	ON	\$	TBD, development community
Identify preferred truck routing and access within the Innovation District	3	ST	\$	LC, TBD
<b>INFRASTRUCTURE IMPROVEMENTS</b>				
Work with utility companies to identify, preserve, and/or modify utility easements in the corridor	2	ON	\$	TBD
Identify and build new or extended water, sewer, and stormwater utility infrastructure	1	ON	\$\$\$	TBD
<b>ENVIRONMENTAL SUSTAINABILITY</b>				
Work with property owners to identify and preserve conservation easements in the corridor	3	ON	\$	Property owners, development community
<b>HOUSING DIVERSITY</b>				
Use findings from a housing survey to identify how the corridor can help diversify Berthoud's housing stock	2	ST	\$	CCI, CHAFA, DOLA
<b>ECONOMIC RESILIENCY</b>				
Use findings from a business survey to identify business retention and attraction opportunities along the corridor	2	ST	\$	BACC, COEDIT, REDI, UC

### MATRIX KEY

#### Priority Level

- 1: Critical
- 2: Vital
- 3: Desirable

#### Timeframe

- ST: Short Term (1-3 years)
- MT: Mid Term (3-5 years)
- LT: Long Term (5+ years)
- ON: Ongoing (as needed)

#### Cost

- \$: \$0 - \$100,000
- \$\$: \$100,000 - \$500,000
- \$\$\$: \$500,000+



# Acknowledgements

## Berthoud Town Board

William Karspeck, Mayor  
Mike Grace, Mayor Pro Tem  
Karl Ayers  
Jeff Butler  
Tim Hardy  
Sean Murphy  
May Soricelli

## Berthoud Planning Commission

Jan Dowker, Chair  
Karen Anderson, Vice Chair  
Chris Kurtz, Secretary  
Jon van Benthem  
Melissa Feldbush  
Abigail Smith  
Brett Wing

## Town Staff

Chris Kirk, Town Administrator  
Anne Best Johnson, Community Development Director (current)  
Curt Freese, Community Development Director (former)  
Adam Olinger, Planner II (former)

## Consultant Team

Plan Tools LLC  
BHA Design  
Sopher Sparn Architects  
Egret & Ox Planning  
Felsburg Holt & Ullevig

