1st Street Corridor Plan
Approved by Berthoud Town Board on April 25, 2023
Table of Contents

1: Overview 1
   Purpose of the Plan 1
   Study Area 2
   Relationship to the Comprehensive Plan 3
   Future Land Use Plan 4
   Character Districts 5

2: Planning Process 7
   Overview 7
   Project Timeline 7
   Public Participation 8
   Public Workshops 9

3: Opportunities & Constraints 11
   Overview 11
   Existing Trends Map 12
   Opportunities Map 13
   Constraints Map 14

4: Plan Concepts 15
   Alternative Plan Concepts 15
   Preferred Concept Plan 16
   Higher Visibility Areas 17
   Lower Visibility Areas 18
   Mixed Use Areas 19
   Residential Areas 20
   Architectural & Site Design Concepts 21
   Transportation Concepts 22

5: Corridor Character Transitions 25
   Overview 25
   Urban Character 26
   Transitional Character 28
   Rural Character 30

6: Focus Areas 33
   Overview 33
   Linear Park 35
   Jackson Parcel 36
   Bunyan Avenue 37
   Intersections 39
   US 287 Interchange 41

7: Next Steps 43
   Implementation Matrix 44

Appendix A1
   Public Workshop #1 Exhibits A2
   Public Workshop #2 Exhibits A9
   Public Workshop #3 Exhibits A14
   Modified Trends Map Concept A A18
   Modified Trends Map Concept B A19
The Town of Berthoud continues to plan for managed growth and sustainable development, and 1st 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 1st Street Corridor Plan (Plan) sets the stage for 1st 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 1st Street corridor. More specifically, the Plan addresses architecture, scale, form, character and intensity of development, connectivity, multi-modal transportation, streetscapes, and landscaping within the 1st Street Corridor Study Area.

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

**PROJECT GOALS**

- Identify and enhance the character of 1st 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 1st 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

The 1st Street Corridor Plan provides Berthoud with a roadmap for accomplishing community planning objectives along the 1st Street corridor for many years to come.
Study Area

The 1st 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 1st 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 1st 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 1st 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.

*Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community*
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 1st Street Corridor Study Area. Urban Residential is another prominent Character District east of 1st 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**
- 1st Street Corridor
- Mountain Avenue Corridor
Character Districts

Per the 2021 Comprehensive Plan, the 1st Street Corridor provides, “optimal opportunities for mixed use development and creation of new sub-districts...” which assumes Town annexation of unincorporated properties over time to guide future land use. As summarized below, the 1st Street Corridor is comprised of two Character Districts: the Innovation District and the Urban Residential District.

Innovation District | CHARACTER DISTRICT

Guiding Principle: 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.

Preferred Land Use: 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, 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.

Scale: Most buildings will be built to 1, 2, or 3-stories in height.

Urban Residential | CHARACTER DISTRICT

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.

Preferred Land Use: The dominant land use will be a mix of residential housing types, with nonresidential 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 in these neighborhoods.

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

The 1st 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.

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

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 1st 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.

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**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*

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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 1st Street Corridor.

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**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*

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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 1st Street Corridor.

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

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**GRAPHICS**
- Perspectives: 1st St
- Perspectives: Bunyan Ave
- Linear Park
- Roundabout
- Jackson Parcel

*NOTE: Workshop exhibits in Chapter 7*
Overview

This chapter focuses on the existing conditions of the 1st 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
- C: Neighborhood Commercial
- C2: General Commercial
- M: 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 FARMER COUNTY ZONING MAP
- FA: Farming
- FA1: Farming
- ET: 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 1st 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. 2nd 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 1st 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**
- Existing US 287 Partial Interchange

**Constraints**
1. Inconsistent multimodal infrastructure along 1st St
2. Inconsistent parking orientation along 1st 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

**Constraints Map**
- The map illustrates the constraints within the corridor area, with different colors representing various subareas and constraints.
- The map is associated with the Berthoud Town Board, approved on April 25, 2023.

**Map Credits**
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 1st 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 TRENDS ELEMENTS
- Town Gateway
- Enhanced Multimodal Intersection
- Railroad Crossing with Enhanced Multimodal Crossings
- Green Edge/Park/Open Space
- Roadway with Vehicular Priority
- Roadway with Multimodal Priority
- Existing Local Street
- Potential 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 1st 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 1st 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.

PRECEDE NT 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 1st 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
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 1st 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.
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 1st 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

[Images of residential architecture and site design]
Excerpts from the Architectural Design Guidelines are provided below for the Innovation District and Urban Residential Character Districts.

PDF Link: 2021 Architectural Design Guidelines

**URBAN INDUSTRIAL**

- Architectural Design Guidelines
- Maintain the integrity of historic structures by maintaining architectural details and materials that are a part of the historic precedents set in the Town.
- Encourage a variety of architectural styles that are complementary to the historic precedents set in the Town.

**URBAN DOWNTOWN**

- Architectural Design Guidelines
- Promote mixed-use development with ground floor retail and office or residential uses on the upper stories that is scaled in size to fit the adjacent neighborhood.
- Bring attention to detail in the connections between the masses and material transitions of the overall building form.
- Create attractive, walkable developments with native landscaping and xeriscape.
- Encourage quality materials and good architectural design.
- Provide attractive business environments for industrial users.
- Recognize the balance required to provide attractive sites and buildings that respect the traditional character of the Downtown.

**URBAN RESIDENTIAL**

- Architectural Design Guidelines
- Site Design
- Landscaping and Screening
- Building Design
- Materials and Color
- Architecture Character
- Scale and Massing
- Materials and Color
- Parking and Circulation
- Roof Design
- Façade and Fenestration
- Fencing and Landscaping
Transportation Concepts

STREET TYPES & MODAL PRIORITIES

- Enhanced Multimodal Intersection
- Railroad Crossing with Enhanced Multimodal Crossings
- Roadway with Vehicular Priority
- Roadway with Multimodal Priority
- Existing Local Street
- Potential Local Street

The 1st 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, 1st Street, Water Avenue/Route 10
- **Pedestrian & Bike Modal Priority:** Route 10E, Bunyan Avenue, potential linear park along east side of 1st Street

A set of local commercial streets are proposed west of 1st Street, including a few existing streets like 2nd 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 NPRMO’s 2021 Regional Active Transportation Plan. Potential regional trails are recommended along the railroad and Mountain Avenue/SH 56. The Regional Active Transportation (RAT) 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 1st Street may also provide trail-like access and mobility for pedestrians and bicyclists.

TRANSIT

- Potential Transit Route
- Potential Transit Station

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 BATS 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 1st Street. Intersections are focal points of crossing activity and are a critical part of the corridor. The intersections of 1st 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 alleys.

**On-Street Public Parking:** Parking is not recommended on 1st 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, unmetred 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 1st Street, 4th 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 1st Street Corridor Study Area.

<table>
<thead>
<tr>
<th>Type</th>
<th>Typical Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conventional Bike Lanes</strong></td>
<td>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 ≥ 3,000 motor vehicle average daily traffic (ADT) and on streets with a posted speed ≥ 25 mph.</td>
</tr>
<tr>
<td><strong>Buffered Bike Lanes</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>

**Source:** Google Earth, Location: Gate Way Park Blvd, Berthoud

**Source:** NACTO, https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/conventional-bike-lanes/

**Source:** Google Earth, Location: Meadowlark Ave, Fort Collins

**Source:** NACTO, https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/
## Transportation Concepts

### BIKE FACILITIES CONSIDERATIONS (CONTINUED)

<table>
<thead>
<tr>
<th>Type</th>
<th>Typical Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cycle Tracks</strong></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td><strong>One Way Protected Cycle Tracks</strong></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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</td>
</tr>
<tr>
<td><strong>Two Way Cycle Tracks</strong></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td>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</td>
</tr>
</tbody>
</table>
Overview

Spanning approximately 2 miles, the 1st 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 1st 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 1st 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 1st 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.

---

1ST STREET CORRIDOR PLAN // TOWN OF BERTHOUD, COLORADO
Urban Character

MOUNTAIN AVENUE TO BUNYAN AVENUE
CORRIDOR CHARACTER TRANSITION

NORTHWARD VIEW, PEDESTRIAN PERSPECTIVE
Transitional Character

BUNYAN AVENUE TO WATER AVENUE
CORRIDOR CHARACTER TRANSITION

This stretch of 1st 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 1st 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 1st Street and Bunyan Avenue

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Approved by Berthoud Town Board on April 25, 2023

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Innovation District [HIGHER VISIBILITY]
Innovation District [LOWER VISIBILITY]
Potential Local Trail
Enhanced Multimodal Intersection
Town Gateway

---

Lettuce/Ag

---

Agriculture (Low Visibility)
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 1st 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 1st 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 1st 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
This page intentionally left blank.
Overview

The land use, transportation, and urban design concepts cover the entirety of the 1st 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 1st 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 1st 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 1st 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 1st 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](image-url)

![Precedent Images](image-url)
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 1st 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 1st Street, 2nd 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 1st 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 1ST 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
Bunyan Avenue | EAST OF 1ST 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 1st 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 1st Street intersection at Mountain Avenue presently has a roundabout. All other intersections along 1st Street each currently have a traditional design. However, a roundabout could be introduced at certain intersections along 1st 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

TRADITIONAL INTERSECTION

ROUNDABOUT INTERSECTION

TRADITIONAL VS ROUNDABOUTS

Focus Areas

Intersections

TRADITIONAL VS ROUNDABOUTS
US 287 Interchange

INTERCHANGE
The US 287 interchange is currently a partial interchange; travelers northbound on 1st Street can only access northbound US 287 and southbound 1st 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 1st 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 1st Street. The US 287 and 1st Street interchange is an opportunie location to create a northern gateway into Berthoud.
Achieving the vision for the 1st 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**

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

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

| Public Workshop #1 Exhibits | A2 |
| Public Workshop #2 Exhibits | A9 |
| Public Workshop #3 Exhibits | A14 |
| Modified Trends Map Concept A | A18 |
| Modified Trends Map Concept B | A19 |
Public Workshop #1 | JULY 21, 2022 | VISUAL PREFERENCE BOARDS

1st STREET CORRIDOR PLAN
TOWN OF BERTHOUD, COLORADO

Commercial

Industrial (High Visibility)

Industrial (Low Visibility)
Public Workshop #1 | JULY 21, 2022 | VISUAL PREFERENCE BOARDS

1st STREET CORRIDOR PLAN
TOWN OF BERTHOUD, COLORADO

Mixed use

Residential

Live–Work
Public Workshop #1 | JULY 21, 2022 | VISUAL PREFERENCE BOARDS

1st STREET CORRIDOR PLAN
TOWN OF BERTHOUD, COLORADO

Local Street Intersections

Arterial Intersections

Bike Lanes

Pedestrian Crossings
Public Workshop #1 | JULY 21, 2022 | VISUAL PREFERENCE BOARDS

1st STREET CORRIDOR PLAN
TOWN OF BERTHOUD, COLORADO

Arterial Streetscapes

Local Streetscapes

Linear Parks

Green Infrastructure
Public Workshop #1 | JULY 21, 2022 | VISUAL PREFERENCE BOARDS

1st STREET CORRIDOR PLAN
TOWN OF BERTHOUD, COLORADO

Gathering Spaces & Amenities

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Signage & Murals

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Off-Street Parking

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<td>![Image 15]</td>
<td>6 likes</td>
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Approved by Berthoud Town Board on April 25, 2023

Public Workshop #1 | JULY 21, 2022 | AERIAL STRIP COMMENT MAP
MODIFIED TRENDS: GENERAL OVERVIEW

**DESCRIPTION**
The 1st Street Corridor provides “optimal opportunities for mixed use development and creation of new sub-districts...”

**GUIDING PRINCIPLE**
The 1st Street Corridor is intended to evolve 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 core community.

**INNOVATIVE DISTRICT: CHARACTER DESIGN**

- **Concept:** The Innovation Character District is strategically designed to attract, retain, and cultivate talent, and businesses and production uses, while also leveraging a design-gateway that aligns with the themes of technology, startups, makerspaces, and other commercial light industrial live/work housing.

**RESIDENTIAL DISTRICT: CHARACTER DESIGN**

- **Concept:** The Urban Residential Character District will transform accessible areas into unique employment centers with connected residential design that respects adjacent neighborhoods.

**SCALE**
Main buildings will be built to 12, or 3 stories in height.
Modified Trends: Concepts A & B Shared Attributes

1st Street Corridor Plan | Berthoud, CO

Architectural Details

Higher Visibility Areas

- Higher visibility and lower visibility areas are designated within the corridor above and below
- The higher visibility corridor is intended to be an extension of the historic downtown area
- Lower visibility areas are intended to act as a buffer between the higher visibility areas and the surrounding environment.

Lower Visibility Areas

- Lower visibility areas are intended to act as a buffer between the higher visibility areas and the surrounding environment.
- They are meant to provide a transition between the higher visibility areas and the surrounding environment.
- Lower visibility areas are intended to act as a buffer between the higher visibility areas and the surrounding environment.

Residential

- Residential structures are intended to be simple and functional.
- They are intended to provide a buffer between the higher visibility areas and the surrounding environment.
- Residential structures are intended to be simple and functional.
- They are intended to provide a buffer between the higher visibility areas and the surrounding environment.

Non-Residential

- Non-residential structures are intended to be more complex and ornate.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.
- Non-residential structures are intended to be more complex and ornate.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.

Mixed Use

- Mixed use structures are intended to be a blend of residential and non-residential functions.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.
- Mixed use structures are intended to be a blend of residential and non-residential functions.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.

Transportation

- Transportation elements are intended to be designed to accommodate the needs of the community.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.
- Transportation elements are intended to be designed to accommodate the needs of the community.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.

Mix Use

- Mix use structures are intended to be a blend of residential and non-residential functions.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.
- Mix use structures are intended to be a blend of residential and non-residential functions.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.

Materials & Color

- Materials and colors are intended to be coordinated to enhance the overall aesthetic of the corridor.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.
- Materials and colors are intended to be coordinated to enhance the overall aesthetic of the corridor.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.

Parking & Circulation

- Parking and circulation are intended to be designed to accommodate the needs of the community.
- They are intended to provide a transition between the higher visibility areas and the surrounding environment.
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AeroGRID, IGN, and the GIS User Community

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Appendix

1st Street Corridor Plan | Berthoud, CO

Public Workshop #2 | September 14, 2022 | Exhibits
Public Workshop #2 | SEPTEMBER 14, 2022 | EXHIBITS

MODIFIED TRENDS: STREET CONCEPTS
1ST STREET CORRIDOR PLAN | BERTHOUD, CO

INSTRUCTIONS: To share comments about this map, please write your feedback in the COMMENTS area below. You may also share comments using the post-it notes and/or the note pad next to this map.

1. Key Pedestrian Routes (Example: Bunyan Avenue)

2. 1st Street, North of Bunyan Avenue
   Speed Limit: 30 - 35 mph

3. 1st Street, South of Bunyan Avenue
   Speed Limit: 25 - 30 mph

4. Bike Lane Arterial w/ Pedestrian Focus (Example: CO10)
   Speed Limit: 20 - 25 mph

PLEASE SHARE YOUR COMMENTS BELOW:

- More bike lanes and bike lanes on 1st Street, please.
- More emphasis on 1st Street, please.
- Make 1st Street a roundabout.
- No cement median - let the nature come in.
- Make 1st Street as a roundabout.
- No cement median - let the nature come in.
- More bike lanes on 1st Street.
- Make 2nd Street have a green Median.
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Public Workshop #2 | SEPTEMBER 14, 2022 | EXHIBITS

1st STREET CORRIDOR PLAN
TOWN OF BERTHOUD, COLORADO

Approved by Berthoud Town Board on April 25, 2023

Appendix
Public Workshop #3 | DECEMBER 6, 2022 | EXHIBITS

**JACKSON PARCEL**
CONCEPTUAL SITE PLAN
1ST STREET CORRIDOR PLAN | BERTHOUD, CO

**KEY CONCEPTS**
- Increased architectural innovation uses
- Increased architectural standards required for greater visibility
- Increased architectural standards for non-visible uses
- Green space and greenroofs are important around perimeter of parcels
- Increased level of walkability and bikability
- Green space serves dual purpose (detection and gathering space)
- 1 to 3 story buildings adjacent to 1st 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

**CORRIDOR PERSPECTIVE RENDERING**
VIEW OF 1st STREET LOOKING NORTH NEAR TURNER AVENUE [BETWEEN MOUNTAIN AVENUE AND BUNYAN AVENUE]
1ST STREET CORRIDOR PLAN | BERTHOUD, CO

**KEY CONCEPTS**
- Street, sidewalks, and right of way widths are reduced to limit impacts to existing adjacent developments
- Left turn lane accommodates existing driveways (no raised medians)
- Buffered bike lanes on both sides of the street
- Dedicated sidewalks and street trees 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 1st Street
Public Workshop #3 | DECEMBER 6, 2022 | EXHIBITS

CORRIDOR PERSPECTIVE RENDERING
VIEW OF BUNYAN AVENUE LOOKING WEST AWAY FROM 1ST STREET (PEDESTRIAN VIEW)

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 two lanes on both sides of the street
- Water-loving landscape concepts are encouraged, where appropriate
- Increased architectural standards required when development occurs along higher visibility parcels adjacent to Bunyan Avenue

CORRIDOR PERSPECTIVE RENDERING
VIEW OF 1ST STREET LOOKING SOUTH NEAR WATER AVENUE (BETWEEN BUNYAN AVENUE AND WATER 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 two lanes on both sides of the street
- 50% of tree plantings will be flowering trees to reinforce innovative district
- Trees with sky blue color will also be incorporated
- Water-loving landscape concepts are encouraged, where appropriate
- Increased architectural standards required when development occurs along higher visibility parcels adjacent to 1st Street
**Public Workshop #3 | DECEMBER 6, 2022 | EXHIBITS**

**CORRIDOR PERSPECTIVE RENDERING**

**VIEW OF 1ST STREET LOOKING SOUTH NEAR WATER AVENUE** *(BETWEEN BUNYAN AVENUE AND WATER AVENUE)*

**KEY CONCEPTS:**
- Detached sidewalks on both sides of the street
- Sparsely landscaped depressed median is more rural in on the west and urban residential on the east
- Buffered bike lanes on both sides of the street
- Street trees in two-lane on both sides of the street
- Increased architectural standards required when development occurs along the higher visibility parcels adjacent to 1st Street and Bunyan Avenue
- Portions of tree lawn can be landscaped with water saving plants instead of bluegrass to build garden spot

---

**CORRIDOR PERSPECTIVE RENDERING**

**VIEW OF BUNYAN AVENUE (EXTENDED) LOOKING EAST TOWARDS BACON LAKE** *(HARBOR VIEW)*

**KEY CONCEPTS:**
- String visual and physical connection to Bacon Lake
- Buffered bike lanes on both sides of the street
- Parallel parking on both sides of the street
- Street trees in two-lane on both sides of the street
- Increased architectural standards required when development occurs along the higher visibility parcels adjacent to Bunyan Avenue and the path
- Portions of tree lawn can be landscaped with water saving plants instead of bluegrass to build garden spot

---

*1ST STREET CORRIDOR PLAN | TOWN OF BERTHOUD, COLORADO*
Roundabout will be sized appropriately for truck traffic.

Water saving landscape concepts are encouraged, where appropriate.

At the roundabout, bikes have the option to merge on to sidewalks or share the roadway.

120-foot wide park serves recreational and stormwater needs.

Higher visibility parcels adjacent Bunyan Avenue and the park.

Linear park will be bordered by higher visibility. Innovation District uses on the west and urban residential on the east.
Modified Trends Map Concept A

Legend
- Town Gateway
- Green Edge / Park / Open Space
- Roadway with Vehicle Modal Priority
- Roadway with Pedestrian and Bike Modal Priority
- Pedestrian-focused Road crossing
- Proposed Local Commercial Street
- Existing Local Commercial Street
- Railroad
- Railroad crossing
- Innovation District (Low Visibility)
- Innovation District (High Visibility)
- Urban Residential
- Agriculture
Modified Trends Map Concept B
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
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Karen Anderson, Vice Chair
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