



2021 COMPREHENSIVE PLAN

TOWN OF BERTHOUD, COLORADO

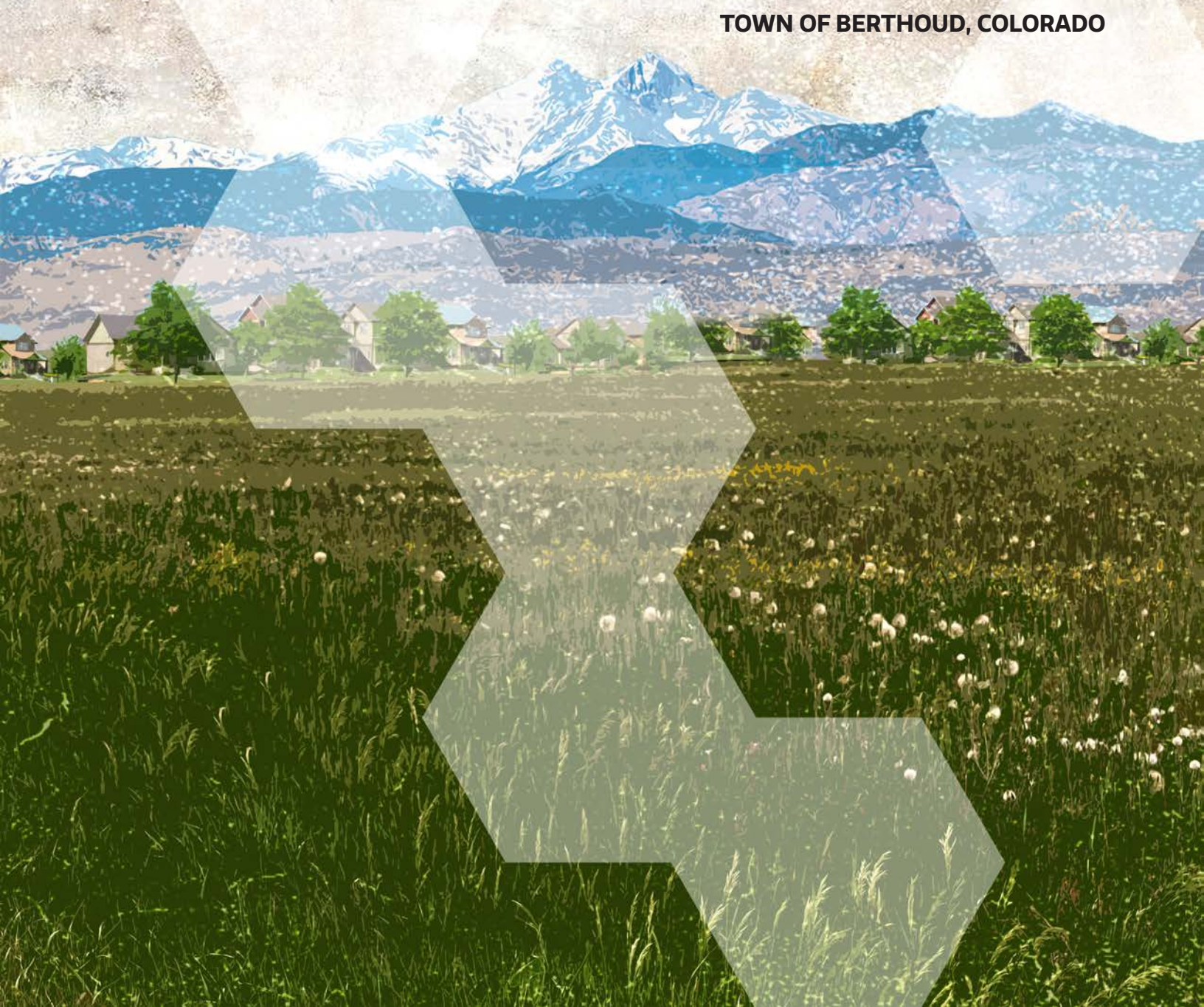


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SECTION 1

PLAN INTRODUCTION

BERTHOUD COMPREHENSIVE PLAN



SECTION 1: PLAN INTRODUCTION

PLAN AUTHORITY, PURPOSE AND OBJECTIVES

PLAN AUTHORITY

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

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

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

PLAN PURPOSE

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

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

PLAN OBJECTIVES

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

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

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

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

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



PLAN APPROACH

Town officials took the distinct step to center the comprehensive planning process around the urban-to-rural transect community planning model.

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

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

FIGURE 1.1
Transect Approach

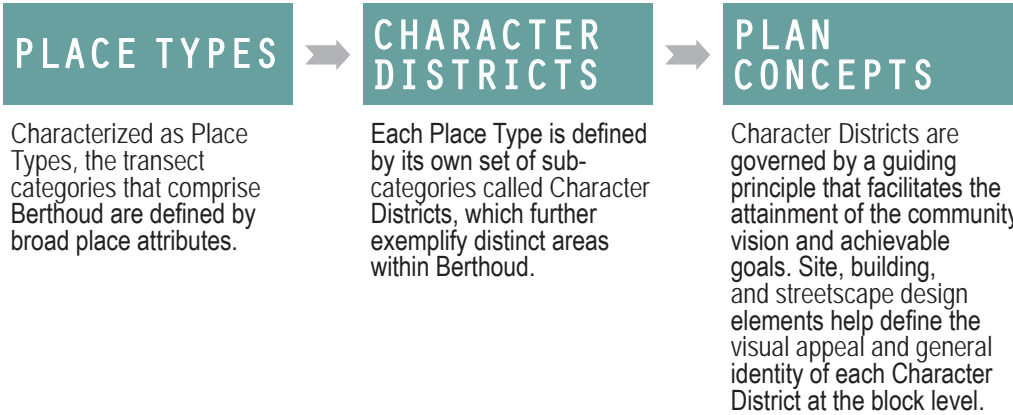


FIGURE 1.2
Berthoud Transect

| PLACE TYPE | PLACE TYPE | PLACE TYPE | PLACE TYPE | PLACE TYPE | PLACE TYPE |
|---|---------------------------------------|---|--|--------------------------------------|---|
| Natural Areas | Rural Areas | Suburban Areas | General Urban Areas | Urban Centers | Special Districts |
| • Environmentally Sensitive Area • Open Space • Parks, Recreation, and Trails | • Agricultural • Rural Residential | • Suburban Residential • Suburban Business | • Urban Residential • Innovation District | • Downtown • Old Town Residential | • New Berthoud • 1 st Street Corridor • Mountain Avenue Corridor |

PLAN ORGANIZATION

The 2021 Berthoud Comprehensive Plan is designed to provide guidance for decision-making in an easy to navigate format structured around four sections: Plan Introduction, Plan Influences, Plan Direction and Plan Implementation. The entire plan document is searchable with hyperlinks embedded into the Table of Contents. Each plan section is highlighted with a symbol using a different color shade for ease of reference (Figure 1.3):

SECTION 1:
PLAN INTRODUCTION

The Introduction section discusses the plan's authority, purpose, and objectives, the transect-based planning approach, and the plan organization.

SECTION 2:
PLAN INFLUENCES

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

SECTION 3:
PLAN DIRECTION

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

SECTION 4:
PLAN IMPLEMENTATION

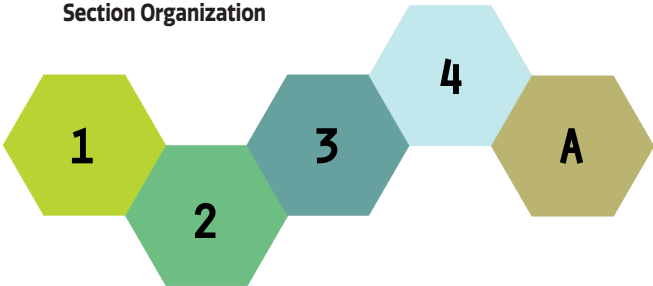
The Plan Implementation section prioritizes action items into a matrix with timeframes for completion, cost estimates, and potential Town partnerships. The Plan Implementation matrix is a tool for monitoring and evaluating progress toward achieving the plan's vision and goals.

PLAN APPENDIX

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

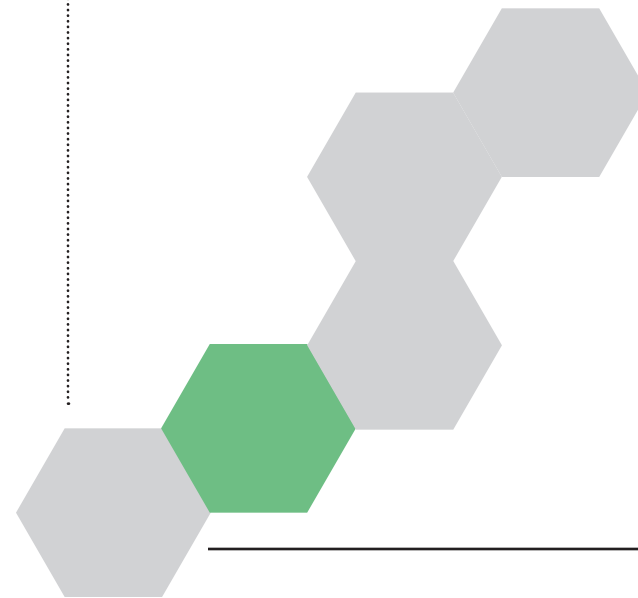
- Appendix A**
Berthoud Community Profile Report
- Appendix B**
Community Survey: Summary of Results
- Appendix C**
Virtual Open House #1 Summary: Vision and Priorities
- Appendix D**
Virtual Open House #2 Summary: Visual Preference Survey
- Appendix E**
Virtual Open House #3 Summary: Draft Plan Review

FIGURE 1.3
Section Organization



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SECTION 2

PLAN INFLUENCES

BERTHOUD COMPREHENSIVE PLAN

SECTION 2: PLAN INFLUENCES

PLANNING PROCESS

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

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

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

FIGURE 2.1
Project Schedule & Approach



COMMUNITY SURVEY

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

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

KEY FINDINGS

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

A question placed near the start of the questionnaire asked, "Thinking back over the past 5-10 years (or since you have lived here), has Berthoud improved, gotten worse, or stayed the same?" More respondents felt it had improved (38%) than gotten worse (29%), and about a quarter said it had stayed the same. This question was then probed through open-ended comments. Many respondents that felt the town had improved

cited new businesses, restaurants, the downtown, parks and recreation, and the small town and "community" aspects of Berthoud. Those that felt it had gotten worse were especially likely to identify growth, traffic, people, and development.

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

FIGURE 2.2
Survey Invitation Postcard



FIGURE 2.3
Methodology

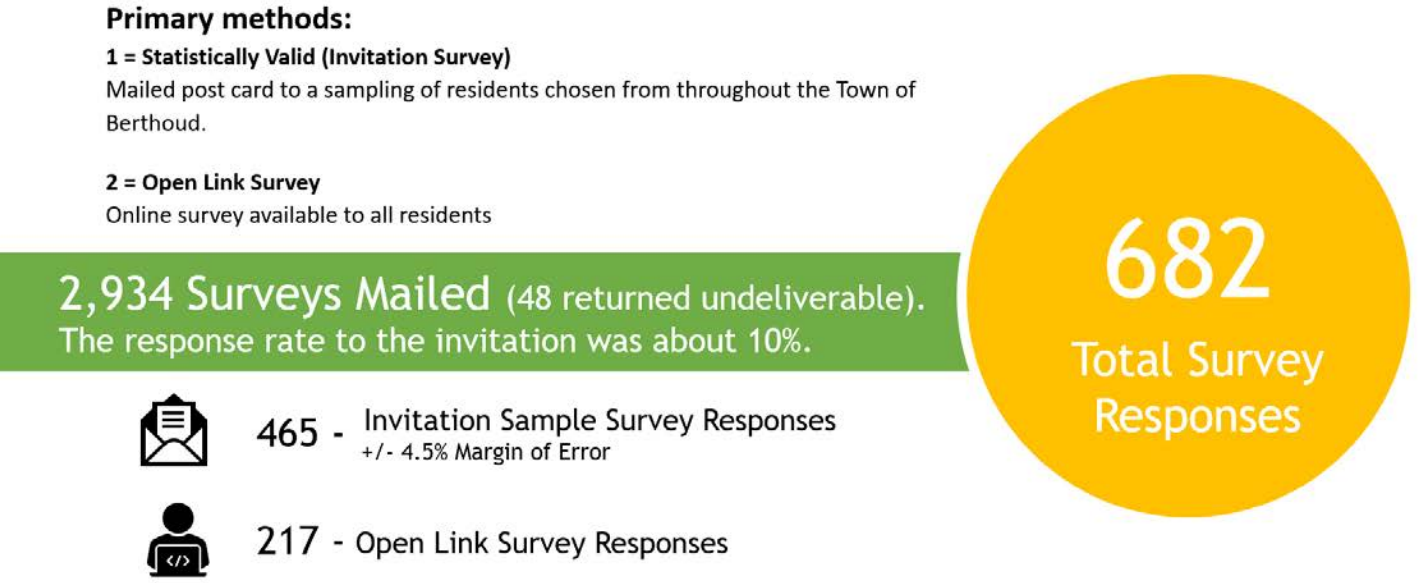
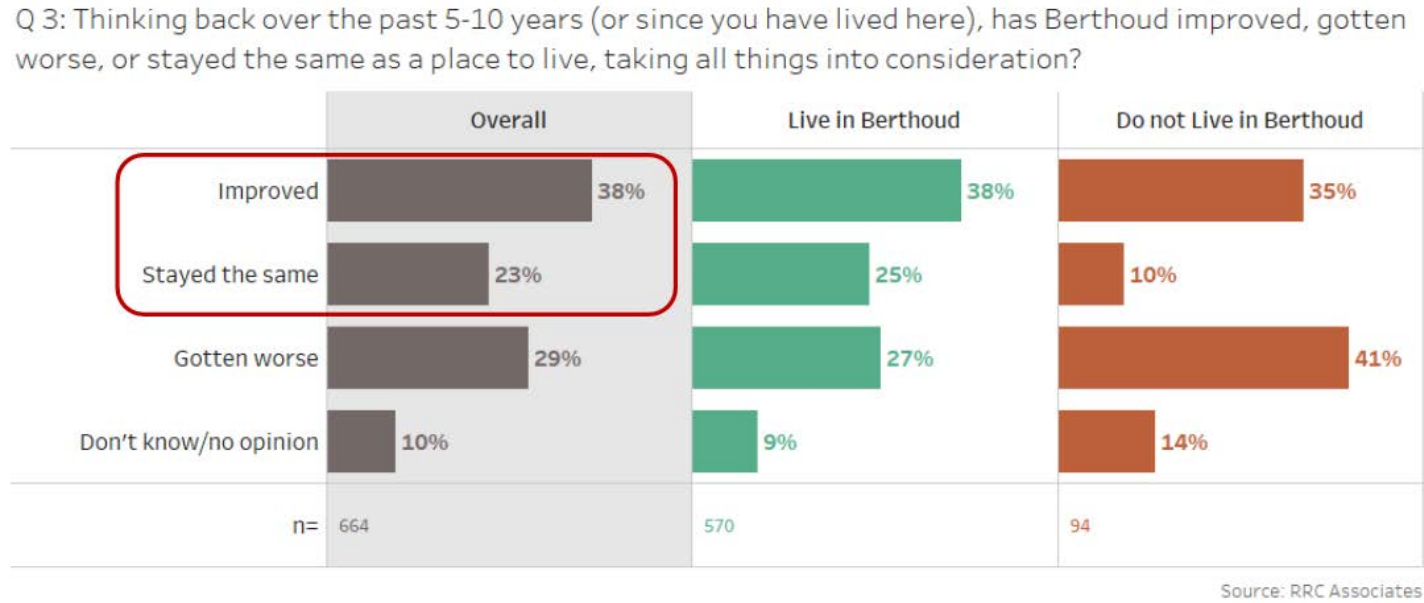


FIGURE 2.4
Desired Improvements

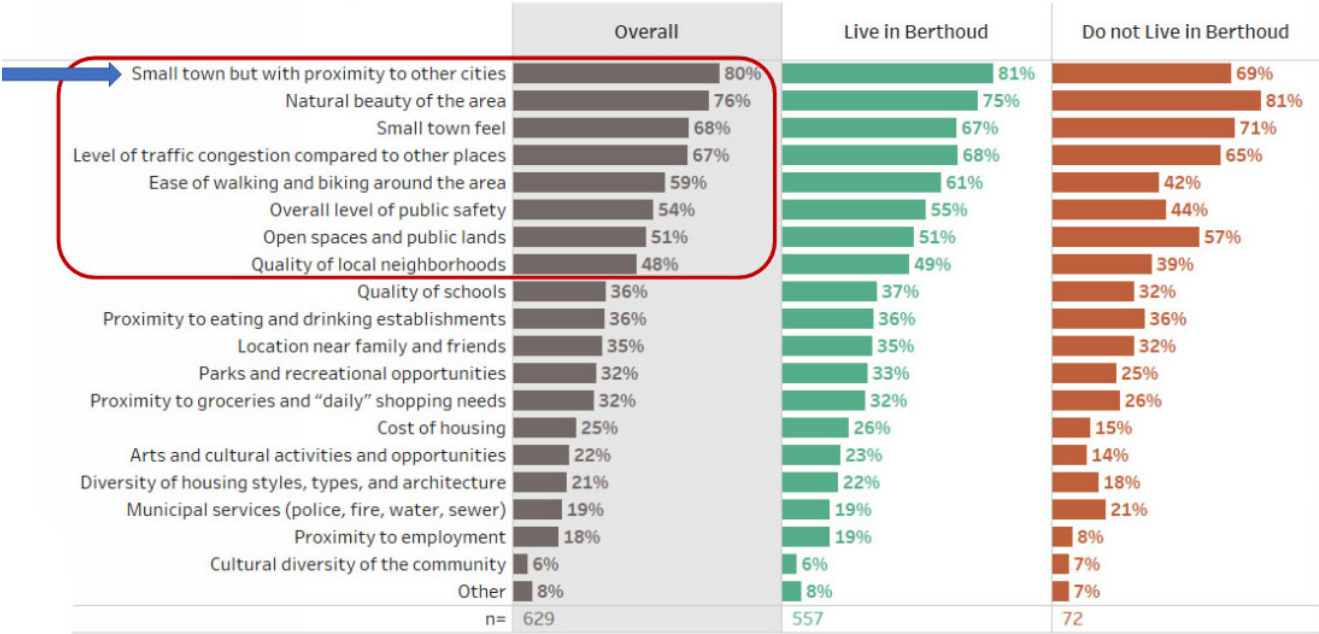


WHAT DO YOU LIKE ABOUT BERTHOUD?

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

FIGURE 2.5
Living In Berthoud

Q 5: Using the checkboxes in the column below, select the attributes that describe what you like about living in Berthoud (Select all that apply)



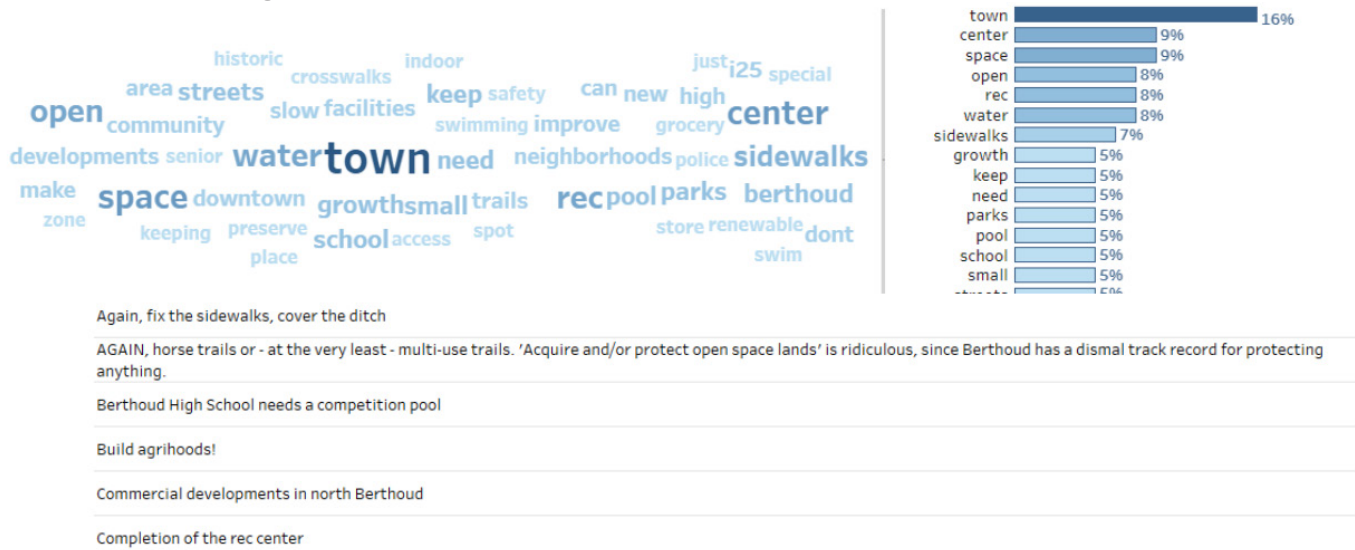


DESIRED IMPROVEMENTS

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

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

FIGURE 2.6
Introductory Demographics

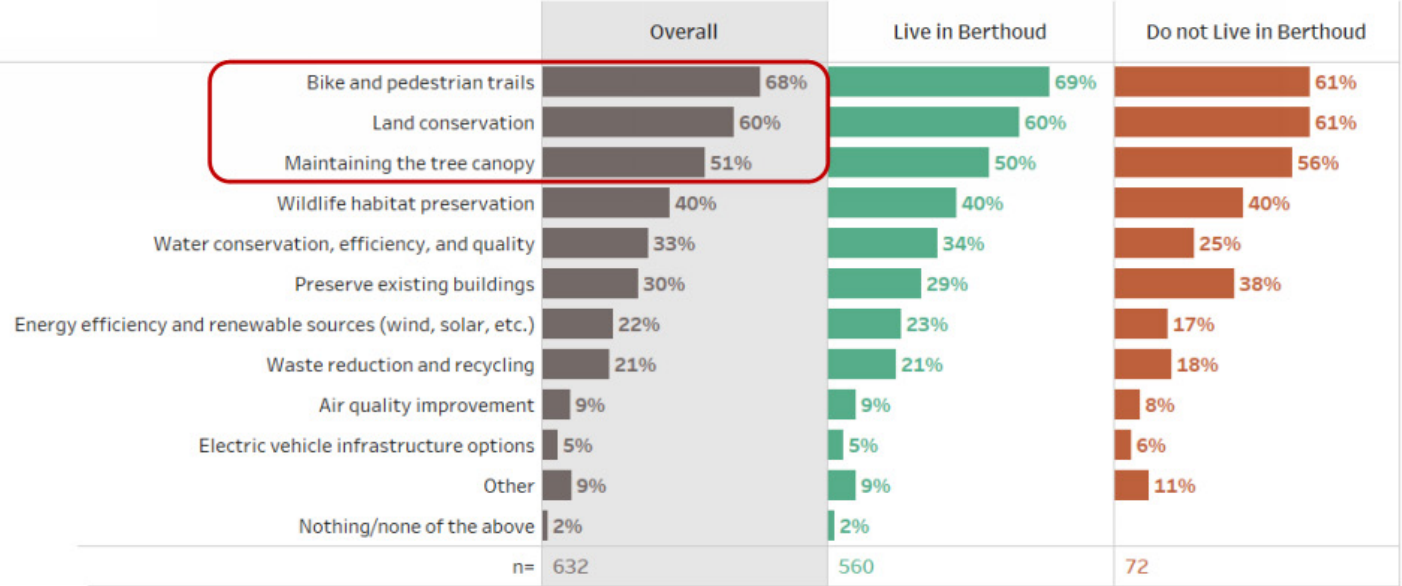


ENVIRONMENTAL AND SUSTAINABILITY PROGRAMS

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

FIGURE 2.7
Environmental and Sustainability Programs

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

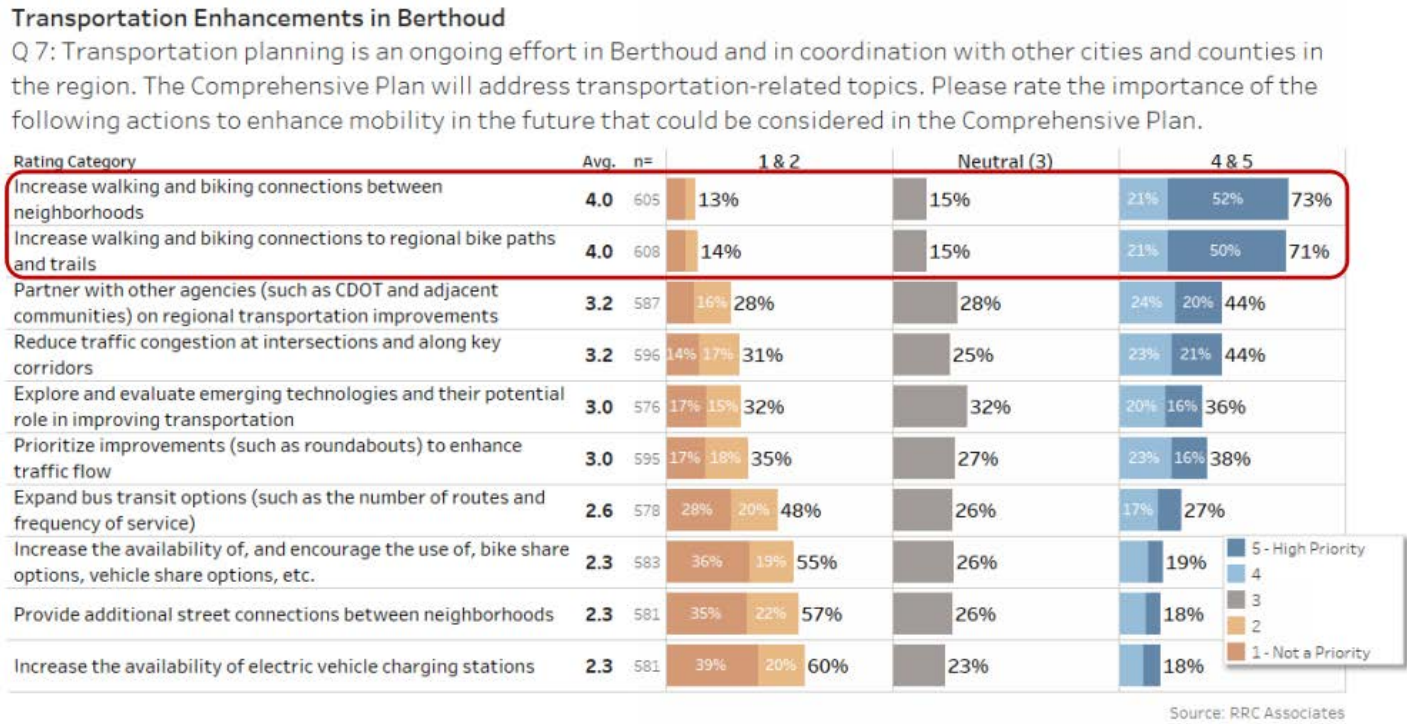


Source: RRC Associates

TRANSPORTATION ENHANCEMENTS

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

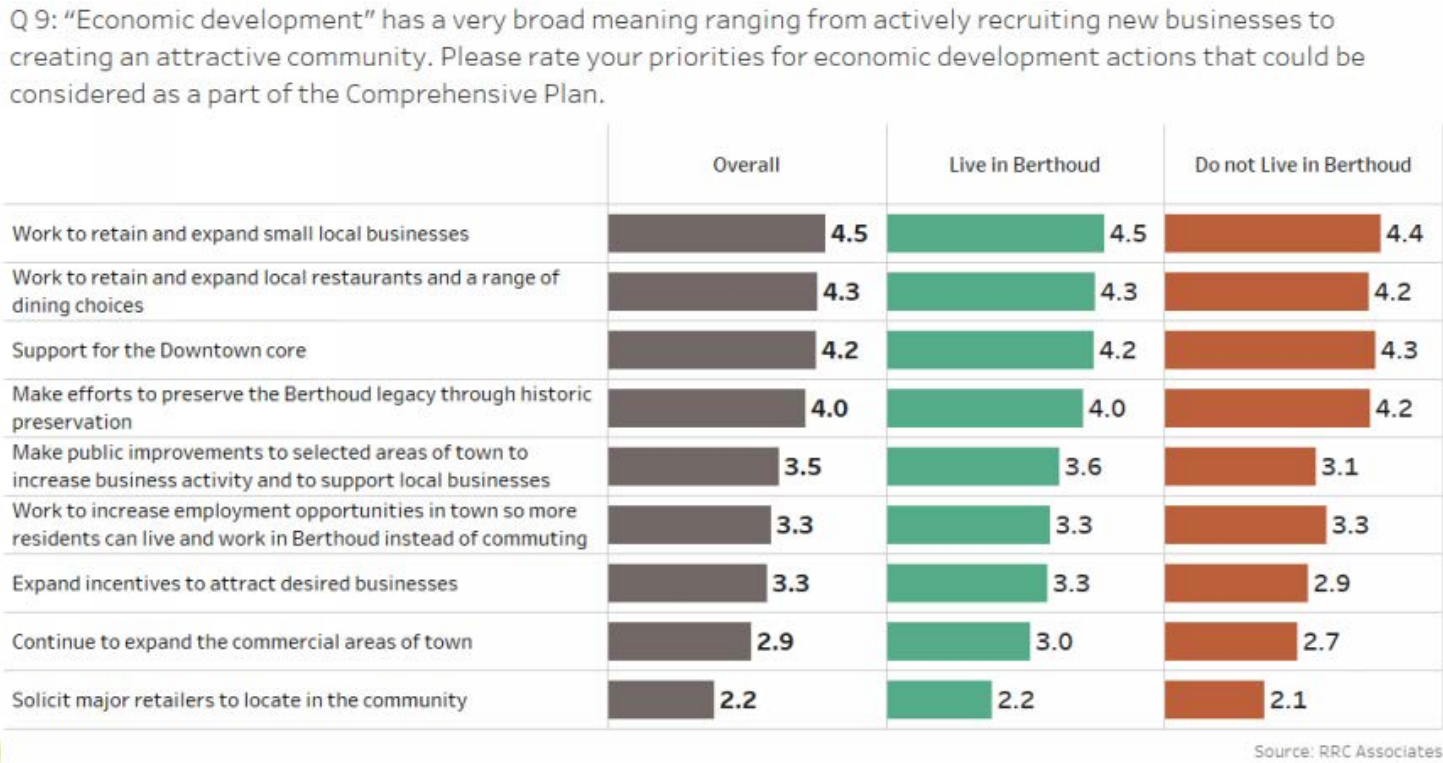
FIGURE 2.8
Importance of Actions to Enhance Mobility



ECONOMIC DEVELOPMENT

The survey evaluated economic development opportunities and results show strong support for economic-related efforts in general, with particular support for working to retain and expand small local businesses and also restaurants (two separate categories), as well as support for the Downtown core. There was relatively little support for soliciting major retailers to locate in the community.

FIGURE 2.9
Priorities for Economic Development Actions



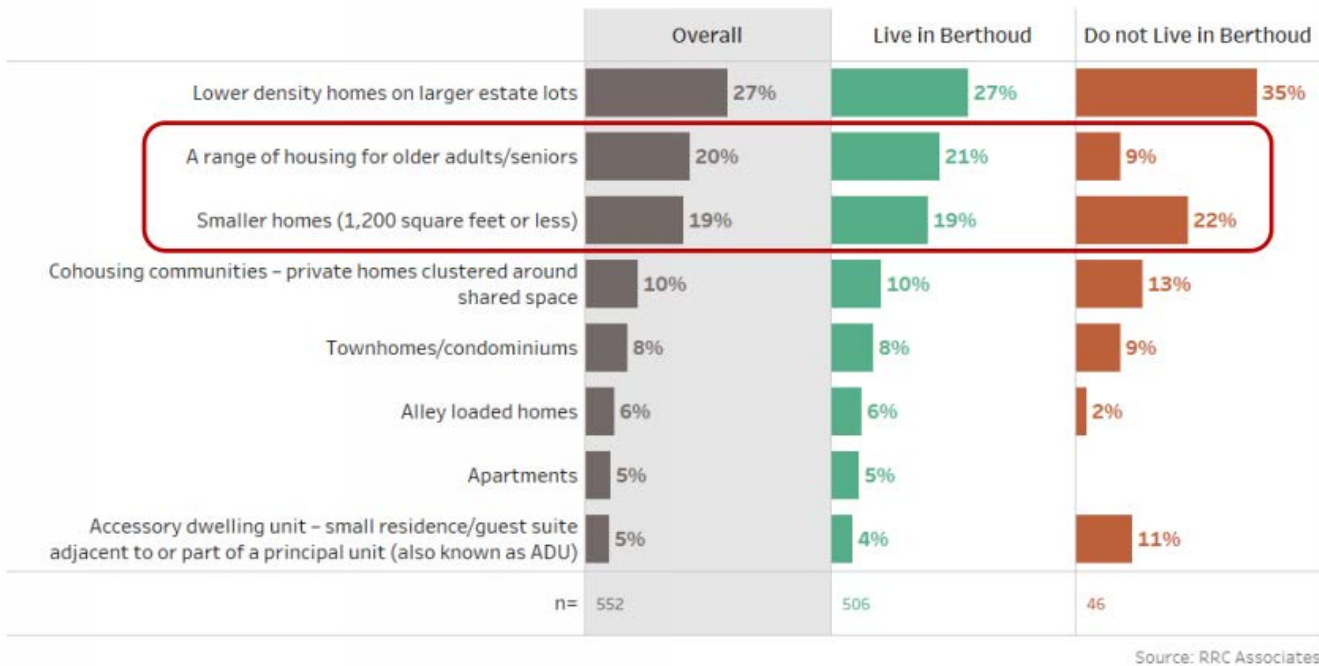


HOUSING NEEDS

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

FIGURE 2.10
Housing Options for Berthoud’s Needs

Q 11: From the list in the previous question, what one type of new housing do you think should be emphasized to better meet Berthoud’s needs?



VIRTUAL OPEN HOUSE SUMMARY
CONDUCTED SEPTEMBER 14- OCTOBER 9, 2020

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

2,444

TOTAL SITE VISITS

599

NUMBER OF UNIQUE USERS
(PARTICIPANTS WHO VISITED THE SITE, REGARDLESS IF THEY LEFT A COMMENT OR NOT)

87

NUMBER OF UNIQUE STAKEHOLDERS
(PARTICIPANTS WHO LEFT A COMMENT AND/OR UPVOTE / DOWNVOTE)

118

TOTAL COMMENTS

402

UPVOTES / DOWNVOTES ON OTHER PARTICIPANTS' COMMENTS



SEE APPENDIX
For full Virtual Open House Summary



ON-LINE OPEN HOUSE #2

VISUAL PREFERENCE SURVEY

The planning process for the Berthoud Comprehensive Plan Project has been rooted in a robust public engagement effort, which has included the community survey, outreach via the Town's website and social media streams, and an online Virtual Open House event held across a four week timeframe.

The next outreach method was a **Visual Preference Survey** conducted with Town officials and the general public. Similar to the Virtual Open House, the Visual Preference Survey, was primarily conducted as a web-based activity across a nine week period. More specifically, participants were asked to rate a series of images related to various topics by indicating **Like**, **Dislike**, or **Neutral**.

SURVEY RESULTS

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

SCORING

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

SURVEY FINDINGS

Survey findings helped to:

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

SEE APPENDIX
For full Visual Preference Survey Summary

ON-LINE OPEN HOUSE #3

Community members were provided with opportunities at various points of the planning process to provide their ideas, concerns, and general input that informed different aspects of the Comprehensive Plan. From the vision statement and guiding principles to land use and development standards, the community played an integral role in shaping the plan. The third on-line open house provided a virtual platform to provide feedback on the draft Berthoud Comprehensive Plan. Designed as a web-based survey, community members were able to review and comment on the plan's four main sections. The comments received from the survey reinforced the direction of the Comprehensive Plan, particularly the vision, goals, and strategies, as well as underscored some of the key concerns that the strategies are intended to address as Town officials proceed with plan implementation.

3. Please provide your feedback on Section 3: Plan Direction.
[Click to view PDF of Section 3: Plan Direction](#)

Section 3 encapsulates the plan direction, including a vision statement, achievable goals, and key strategies. The Future Land Use Plan and plan concepts for the various Character Districts are also provided. In addition, this section outlines the Transportation Plan, including functional roadway classifications and typical street cross sections.



Type comments on Section 3 in the box below:

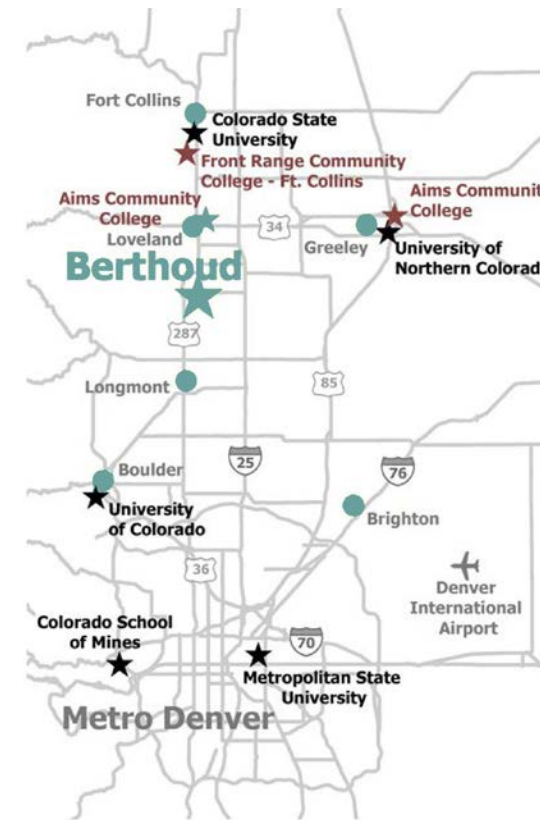
PHYSICAL SETTING

TOWN OF BERTHOUD

REGIONAL CONTEXT

Berthoud is an incorporated town of about 9,000 with a larger and more inclusive community stretching from Interstate 25 at the east to Carter Lake at the west. Including the residents who live in that area results in over 12,000 people who will respond "Berthoud" when asked to identify where they live.

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



LOCATION AND SETTING

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

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

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

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

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

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





FIGURE 2.11
PLACE TYPE DESCRIPTIONS & REPRESENTATIVE IMAGES



PLACE TYPE
Natural
Areas

PLACE TYPE
Rural
Areas

PLACE TYPE
Suburban
Areas

PLACE TYPE
General
Urban Areas

PLACE TYPE
Urban
Center

PLACE TYPE
Special
Districts

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

Generally serving as a rural buffer to help minimize sprawl around Berthoud, this Place Type separates the traditional section of Town from the growth area along I-25. As its name suggests, Rural Areas primarily maintain a pastoral character with a mix of agricultural land, natural areas, and limited development. Along with Natural Areas, Rural Areas are intended to preserve the rural nature of the larger Berthoud growth management area, while focusing development within other Place Types.

Suburban Areas are comprised of Berthoud's growth areas closest to the traditional section of Town. In addition, Suburban Areas are noted for their proximity to several lakes and reservoirs, which helps to tie into utility infrastructure. The lower densities and capacity for buffering in this Place Type also provide for gradual transition to adjacent Natural and Rural Areas.

General Urban Areas provide moderate density development with intensities greater than Suburban Areas but lower than the Urban Center. This Place Type adheres to the traditional grid and some mixed uses are encouraged. General Urban Areas encompass neotraditional development that is often associated with New Urbanism.

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

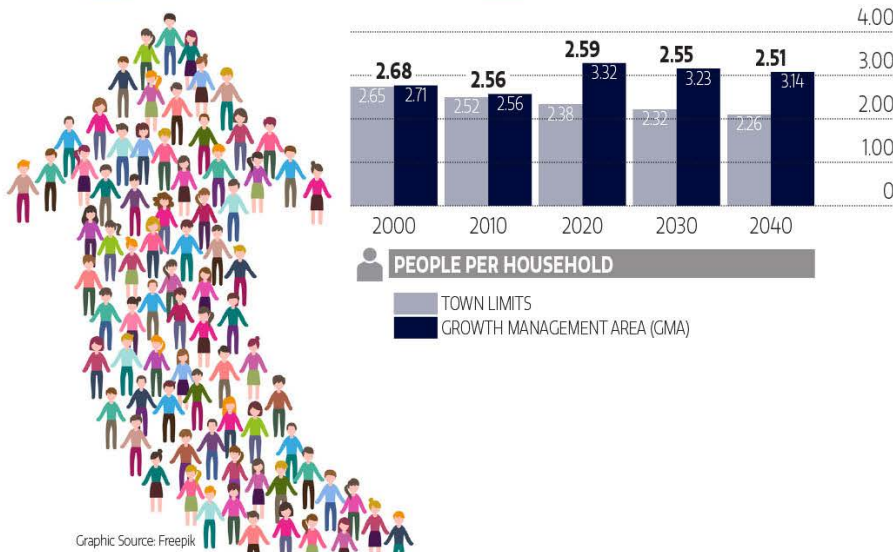
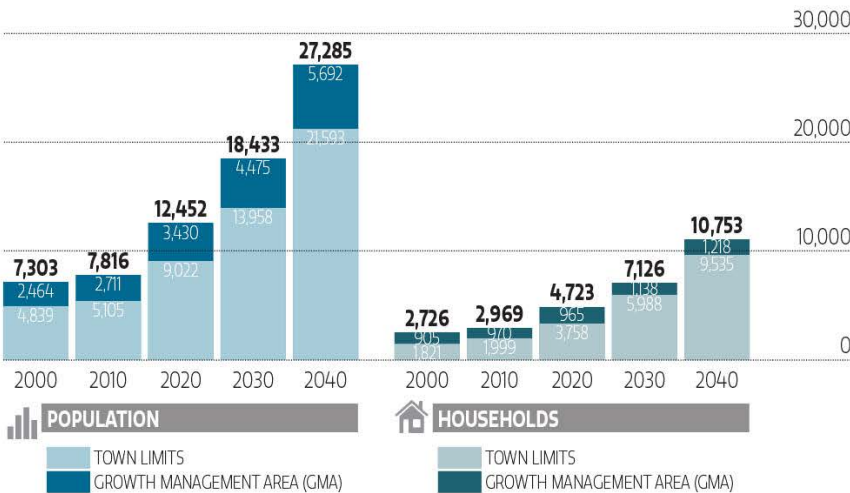
Special Districts are areas that have their own unique character and provide distinct contrasts to the other Place Types. Each of the Special Districts is represented by a Character District: (1) New Berthoud; (2) 1st Street Corridor; and (3) Mountain Avenue Corridor. In addition, Special Districts capitalize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



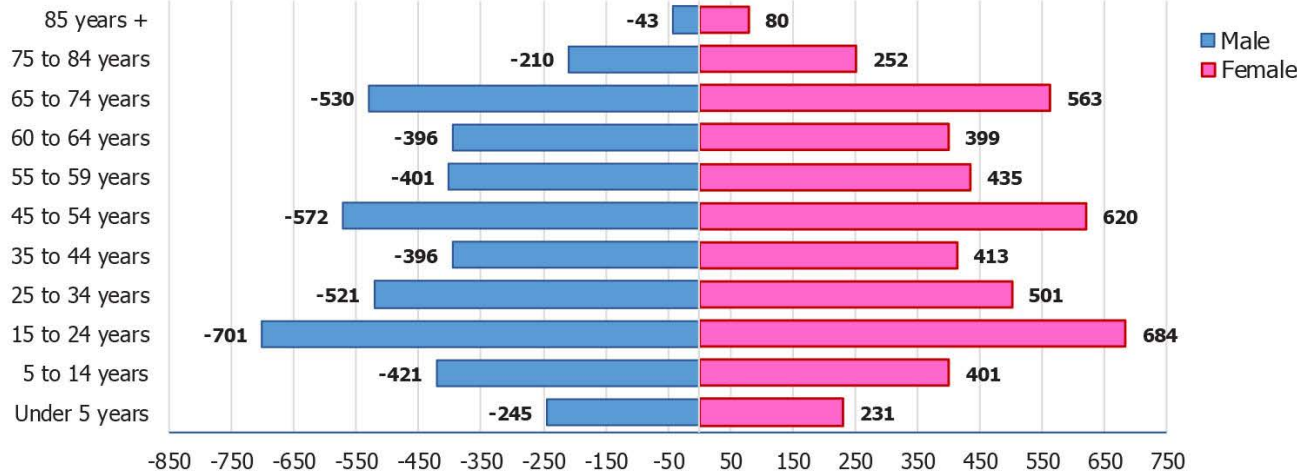
COMMUNITY PROFILE

POPULATION CHARACTERISTICS

POPULATION & HOUSEHOLDS, 2000-2040



POPULATION BY AGE & GENDER, 2020



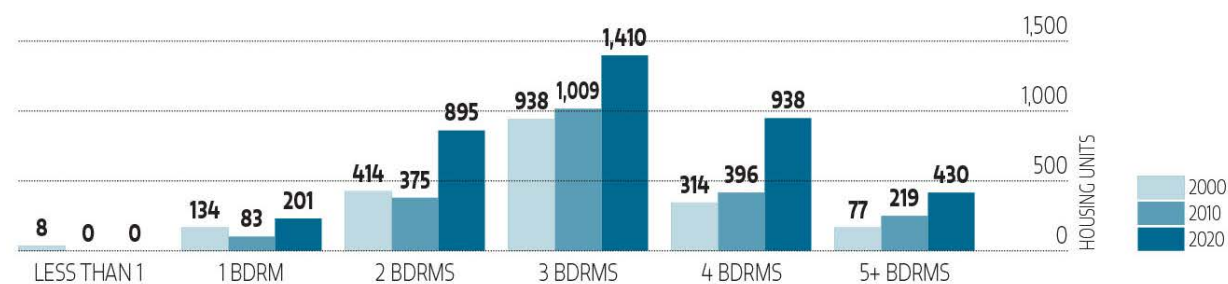
Sources: Sitewise; U.S. Census; Colorado State Demographer; THK Associates, Inc.

HOUSING CHARACTERISTICS

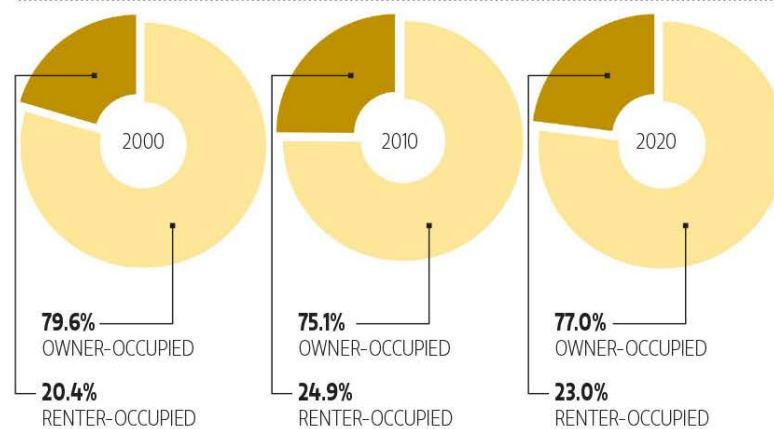
NUMBER OF HOUSING UNITS & MEDIAN HOME VALUE, 2000-2020



NUMBER OF BEDROOMS, 2000-2020

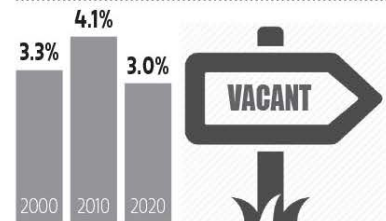


HOUSING TENURE, 2000-2020

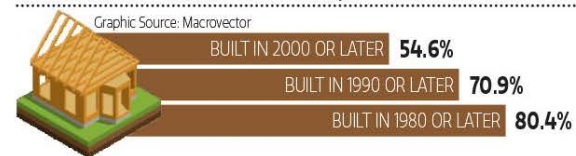


| | 2000 | 2010 | 2020 |
|-----------------------------|-----------|-----------|-----------|
| Total Housing Units | 1,883 | 2,084 | 3,874 |
| Occupied | 1,821 | 1,999 | 3,758 |
| Owner-occupied | 1,449 | 1,501 | 2,893 |
| Renter-occupied | 372 | 498 | 864 |
| Vacant | 62 | 85 | 116 |
| Seasonal | 3 | 11 | 27 |
| Year Structure Built | | | |
| Built 2010 or later | 0 | 11 | 1,801 |
| Built 2000 to 2009 | 104 | 313 | 313 |
| Built 1990 to 1999 | 634 | 634 | 634 |
| Built 1980 to 1989 | 369 | 365 | 365 |
| Built 1970 to 1979 | 279 | 277 | 277 |
| Built 1960 to 1969 | 113 | 111 | 111 |
| Built 1940 to 1959 | 53 | 49 | 49 |
| Built 1939 or earlier | 331 | 324 | 324 |
| Number of Bedrooms | | | |
| Less than 1 | 8 | 0 | 0 |
| 1 | 134 | 83 | 201 |
| 2 | 414 | 375 | 895 |
| 3 | 938 | 1,009 | 1,410 |
| 4 | 314 | 396 | 938 |
| 5 or more | 77 | 219 | 430 |
| Value | | | |
| Less than \$50k | 13 | 163 | 174 |
| \$50,000-\$99,999 | 13 | 0 | 58 |
| \$100,000-\$149,999 | 323 | 96 | 29 |
| \$150,000-\$199,999 | 482 | 334 | 87 |
| \$200,000-\$299,999 | 329 | 719 | 231 |
| \$300,000-\$499,999 | 25 | 221 | 1,302 |
| \$500,000-\$999,999 | 0 | 53 | 868 |
| \$1,000,000 or more | 0 | 8 | 116 |
| Median | \$172,000 | \$231,000 | \$446,355 |

VACANT HOUSING, 2000-2020



HOUSING STRUCTURE BUILT, 2000 OR LATER



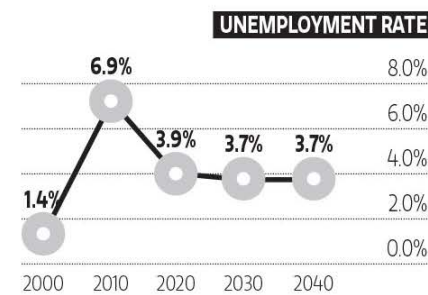
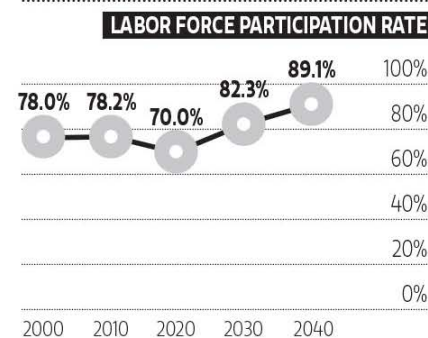
Sources: Sitewise; U.S. Census; Colorado State Demographer; THK Associates, Inc.

EMPLOYMENT CHARACTERISTICS



Graphic Source: Macrovector

EMPLOYMENT, 2000-2040



| | | | | | |
|--------------------------------|-------|-------|-------|--------|--------|
| Population 16 and older | 3,630 | 3,865 | 7,450 | 11,395 | 17,517 |
| Labor Force Participation Rate | 78.0% | 78.2% | 70.0% | 82.3% | 89.1% |
| Civilian Labor Force | 2,832 | 3,022 | 5,217 | 9,374 | 15,602 |
| Employed | 2,779 | 2,813 | 5,014 | 9,033 | 15,077 |
| Unemployed | 52 | 209 | 203 | 342 | 526 |
| Unemployment Rate | 1.4% | 6.9% | 3.9% | 3.7% | 3.7% |
| Armed Forces | 0 | 0 | 0 | 0 | 0 |
| Not in Labor Force | 798 | 843 | 2,233 | 2,021 | 1,915 |

Occupations

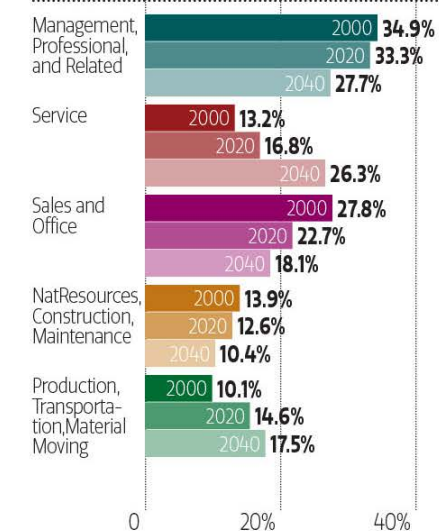
| | 2000 | 2010 | 2020 | 2030 | 2040 | Average Annual Rate of Change 2000-2020 | Average Annual Rate of Change 2020-2040 |
|--|------|-------|-------|-------|-------|---|---|
| Management, Professional, & Related | 971 | 1,111 | 1,671 | 2,512 | 3,843 | 2.8% | 4.3% |
| Service | 368 | 412 | 842 | 1,719 | 3,643 | 4.2% | 7.6% |
| Sales & Office | 772 | 601 | 1,139 | 1,979 | 2,514 | 2.0% | 4.0% |
| Natural Resources, Construction, & Maintenance | 386 | 434 | 630 | 915 | 1,439 | 2.5% | 4.2% |
| Production, Transportation, & Material Moving | 282 | 255 | 730 | 1,246 | 2,434 | 4.9% | 6.2% |

Industry

| | 2000 | 2010 | 2020 | 2030 | 2040 | Average Annual Rate of Change 2000-2020 | Average Annual Rate of Change 2020-2040 |
|--|------|------|------|-------|-------|---|---|
| Agriculture, forestry, fishing & hunting, mining, & construction | 364 | 422 | 825 | 1,488 | 2,358 | 4.2% | 5.4% |
| Manufacturing | 457 | 282 | 768 | 1,857 | 3,713 | 2.6% | 8.2% |
| Wholesale & retail trade | 452 | 423 | 571 | 741 | 907 | 1.2% | 2.3% |
| Transportation & warehousing, & utilities | 127 | 141 | 267 | 470 | 729 | 3.8% | 5.1% |
| Information | 89 | 55 | 84 | 120 | 158 | -0.3% | 3.2% |
| Finance, insurance, real estate, & rental & leasing | 125 | 98 | 118 | 138 | 157 | -0.3% | 1.4% |
| Professional, scientific, management, administrative, & waste management | 327 | 333 | 753 | 1,547 | 2,717 | 4.3% | 6.6% |
| Educational, health & social services | 380 | 704 | 864 | 1,035 | 1,191 | 4.2% | 1.6% |
| Arts, entertainment, recreation, accommodation & food services | 257 | 140 | 255 | 431 | 649 | 0.0% | 4.8% |
| Other services (except public administration) | 143 | 112 | 360 | 1,001 | 2,234 | 4.7% | 9.6% |
| Public administration | 58 | 103 | 147 | 205 | 264 | 4.8% | 3.0% |

Sources: Sitewise; U.S. Census; Colorado State Demographer; THK Associates, Inc.

OCCUPATION, 2000-2040



PER CAPITA INCOME, 2000-2020



Graphic Source: Adobe Stock

Historical & Archaeological Assets

From the time the Town was originally settled in the 1860s to the experience of rapid growth and development today, Berthoud's identity is deeply rooted in its historical and archaeological assets. Dating back to its earliest days, Berthoud continues to grow around its historic downtown area, particularly along the Colorado Central Railroad. From its earliest beginnings as a mercantile settlement with its flourishing agricultural land to its growth along Mountain Avenue and continually outward today, Berthoud has done well to preserve the historic properties and artifacts that tell the Town's stories and lay the foundation of a proud community with a distinct identity.

Historical Assets

Perhaps the most prominent historical asset that defines the community is the Berthoud Historic Commercial District, which is situated in the heart of town with many of Berthoud's original commercial structures built by early settlers and the Town's founders. The Town identifies 34 properties that comprise the Berthoud Historic Commercial District.

Many historic buildings still stand today, with some having undergone renovations for adaptive reuse over time. For example, the old Town Hall building was repurposed after Town functions moved to its present location in the Guaranty Bank and Trust building along Mountain Avenue.

As a community that strongly values its heritage, Berthoud holds the potential to explore the creation of historic districts, rehab and preservation of historic structures, and assignment of historic designations on individual properties, which would add to the four town-designated landmarks listed on the right. This would help solidify Berthoud's small town charm and historic character in the face of growth and development.

Archaeological Assets

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

The Pioneer Museum has various exhibits that archive Berthoud's archaeological assets, including artifacts dating back to the Town's early beginnings in the late 1800s. The McCarty-Fickel House displays artifacts in a home setting highlighting the domestic, professional, and civic lives of the Dr. and Mrs. D.W. McCarty family.

Town Designated Landmarks

Elevated Water Tank
Johnson-Botterill House
Bimson Blacksmith Shop
McCarty-Fickel House

State Designated Landmarks

United Brethren Church
Gustav and Annie Swanson Farm

National Designated Landmarks

Bimson Blacksmith Shop



Distribution by Place Type

The table below summarizes how the Town's historical and environmental assets are distributed across Berthoud within the six Place Types, which helps to assess if certain Place Types are over- or under-served (or just right). Distribution may also provide insights into potential ways these assets may help further define the character of a Place Type.

| Place Type | Natural Areas | Rural Areas | Suburban Areas | General Urban Areas | Urban Center | Special Districts |
|-------------------|---------------|---|---|------------------------|---|-------------------|
| Historical Assets | | Gustav and Annie Swanson Farm (outside GMA) | Historic water tower; Johnson-Botterill House | Bimson Blacksmith Shop | McCarty-Fickel Home; United Brethren Church; Berthoud Historic Commercial District (various properties) | |

Environmental Assets & Constraints

Beyond the Town's settlement along the Colorado Central Railroad, agriculture thrived in Berthoud as farmers were attracted by the availability of water via the reservoirs and basins that retained water diverted from the Little and Big Thompson Rivers. These water elements remain prominent today across Berthoud's landscape. The iconic views of the Front Range across the pastoral landscape also added to the quality of life and attraction of Berthoud as a town to call home. These view corridors continue to be a draw to residents and visitors alike, which reinforces the importance to preserve Berthoud's natural environment even as the Town manages sustained growth.

Environmental Assets

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

Some of these environmental assets create opportunities for open space and recreation, particularly in the form of conservation easements and trails.

Others, such as the Town's 13 drainage basins, influence the way different parts of Berthoud are developed, particularly in terms of site design, engineering, and stormwater management.

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

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

Environmental Constraints



| Place Type | Natural Areas | Rural Areas | Suburban Areas | General Urban Areas | Urban Center | Special Districts |
|----------------------|---|--|---|---------------------|----------------|-------------------|
| Environmental Assets | Existing trees; Little Thompson River; Dry Creek; Home Supply Ditch | Existing trees; Home Supply Ditch; Bacon Lake; Newell Lake; Hummel Reservoir; DeFrance Reservoir | Existing trees; Home Supply Ditch; Berthoud Reservoir; Sunnyslope Reservoir | Existing trees | Existing trees | Existing trees |

While the ridge lines marking the transition between Berthoud's 13 drainage basins may create potential constraints on how land is utilized in these areas, they also create opportunities for creative and environmentally sensitive site design.

The same can be said about the use of land adjacent to the Little Thompson River, Dry Creek, wetlands, and other water elements. In particular, property owners, builders, and developers are able to transform constraints into opportunities for unique site designs, environmentally protected corridors, wildlife habitats, trails, and natural stormwater management.

The extraction of mineral resources has increasingly become a significant aspect of the economy. The Town is committed to ensuring these extraction activities do not have adverse impacts on the natural and built environments.

About 22% of the community's trees are classified as ash trees, which are not native to Colorado. Ash trees are susceptible to devastation by the emerald ash borer insect. The Town established an Emerald Ash Borer Management and Response Plan in 2019 that outlines best practices to handle the ash borer and prevent infestations, particularly as new ash trees are introduced into the ecosystem via new developments.



Distribution by Place Type

The table below summarizes how the Town's historical and environmental assets are distributed across Berthoud within the six Place Types, which helps to assess if certain Place Types are over- or under-served (or just right). Distribution may also provide insights into potential ways these assets may help further define the character of a Place Type.



Parks, Open Space, Recreation & Trails

Berthoud residents and visitors access local parks, open spaces, recreation facilities, and trails for exercise, sports, family and community activities, and enjoyment of the outdoors and the natural environment. The Town's continued growth and development accentuates the need to provide equitable access to park space and recreation facilities, protection of open spaces, and an interconnected trail network to link all of these elements and key destinations in and around Berthoud. Refer to the Berthoud Open Space Plan for additional information.

Parks

The Parks and Recreation Department manages ten public parks across roughly 50 total acres, which range in size and amenities. A new dog park opened in March 2020 at Bein Park. Standard park space-to-people ratios (e.g., 10 acres per 1,000 people) will help assess future park needs of a growing town.

Open Space

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

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

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

Recreation

Recreation provides a variety of opportunities to exercise, socialize, learn, and explore. Many of the Town's parks provide recreational spaces like sports fields, playgrounds, pavilions, and trails. Local schools, community center, and library also provide spaces for

recreation. Berthoud has over 422 acres of undeveloped recreation property.

In 2019 the Town initiated the design development phase of the proposed recreation center at Waggener Farm Park, which is slated to include aquatic amenities, gymnasium, fitness areas, community meeting rooms, playground, sports and recreation fields, outdoor gathering spaces, and trails. Groundbreaking was expected in 2020 with an anticipated opening in 2021.

The Town also announced in 2019 a series of upcoming parks and recreation projects, including expansion of Roberts Lake Pier, renovation of Bein Park Playground, new amenities at Berthoud Reservoir, and water-efficient improvements and new landscaping to the eastern entrance into Hillsdale Park.

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

Trails

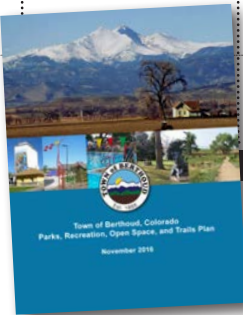
An interconnected trail network connects people to parks, open space, and other key destinations around town. Berthoud has the makings of such a trail network, with a few trails traversing through the town core and around the outer edges of town. The 2016 Parks, Recreation, Open Space, and Trails Plan recommends potential trails and linkages to further enhance the network.

The Transportation Typologies graphic summarizes the current walking and biking environment and potential facilities for each of the five Place Types. Some provide a safer and accessible experience for pedestrians and bicyclists than others, with future facilities ranging from on-street shared/ buffered lanes to detached sidepaths and trails.



Distribution by Place Type
The table below summarizes how the Town's parks, open space, recreation facilities, and trails are distributed across Berthoud within the six Place Types, which helps to assess if certain Place Types are over- or under-served (or just right). Distribution may also provide insights into potential ways these elements may help further define the character of a Place Type.

| Place Type | Natural Areas | Rural Areas | Suburban Areas | General Urban Areas | Urban Center | Special Districts |
|-----------------------|--|-------------------|---|--------------------------------------|------------------------|-------------------|
| Parks | All parks | | | | | |
| Open Spaces | Little Thompson River; Dry Creek; Home Supply Ditch; Carter, Knieval, and Richardson properties; Estates at Matthew's Farm | Home Supply Ditch | Home Supply Ditch | | | |
| Recreation Facilities | Proposed recreation center at Waggener Farm Park | | TPC Golf Course; school athletic fields | Public Library recreation space | | |
| Trails or Pathways | Regional and local trails | | Sidewalks; regional and local trails | Sidewalks; regional and local trails | Sidewalk; local trails | |



2016 Parks, Recreation, Open Space, and Trails (PORT) Plan
Berthoud's 2016 PORT Plan outlines an action plan comprised of objectives and action steps that the Town and its partners can pursue to add, expand, or improve parks and recreation facilities, preserve open space, and provide trails for all users. There are also objectives focused on the operations, programming, and finances of the Town's Parks and Recreation Department.

Public Facilities & Services

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

Overall, public facilities and services collectively work together to maintain a holistic framework of services, programs, and infrastructure to ensure a safe community with a high quality of life for Berthoud residents and businesses.

Town Administration

Town officials moved Town Hall to its present location at 807 Mountain Avenue in 2017. Occupying approximately 26,000 sq ft of the Guaranty Bank and Trust building, Town Hall is home to municipal departments, services, and administration tasked with managing operations of the community. Town officials released an RFP in late 2019 to renovate Town Hall.

The previous Town Hall building is located a few blocks away -- also in an old bank building -- at the northeast section of Downtown Berthoud. The building underwent redevelopment with new tenants in 2018, which accentuates the Town's desire to seek adaptive reuse of vacant or under-utilized structures to put them back into productive use.

Town roles and services include: governance, business development, code compliance, community development, parks and recreation, forestry, public safety, and public works (engineering, streets, and utilities).

Police

Berthoud receives law enforcement services through a contract with the Larimer County Sheriff's Office. While the Town is staffed with one sergeant and five deputies, the contract provides support from all of the Sheriff's Office divisions. Police officers patrol the Town via patrol cars, bikes, and on foot. They are also active in the community to help build trust and a greater sense of recognition within Berthoud.

In addition, the Sheriff's Office operates a School Resource Officer (SRO) program that provides specially trained deputies at schools within the Poudre and Thompson School Districts. The SROs are trained in school safety and security, conflict resolution, and other skills to foster safe and positive environments on school grounds.

Fire

Berthoud Fire Protection District (FPD) provides fire protection to the Town and adjacent areas. In addition, Berthoud FPD provides emergency medical service (EMS), public fire education, fire prevention, handling of hazardous materials, wildland protection, and other rescue and safety functions. The FPD currently operates out of one station located within Old Town Berthoud along Mountain Avenue.

Berthoud FPD's 2017 Strategic Plan marks property/facility acquisition and capital expenditures to replace or purchase new equipment as critical tasks, which underscores the need to ensure the FPD can handle the fire and protection load of a rapidly growing community.

EMS

Berthoud is served by Thompson Valley EMS, which is an emergency medical service provider located in Loveland. In addition to full service 911 operations and ambulance service, Thompson Valley EMS offers EMS education and training, EMT training, job safety training, and on-site emergency services for events.



Distribution by Place Type
The table below summarizes how public facilities and services are distributed across Berthoud within the six Place Types, which helps to assess if certain Place Types are over- or under-served (or just right). Distribution may also provide insights into potential ways public facilities and services may help further define the character of a Place Type.

| Place Type | Natural Areas | Rural Areas | Suburban Areas | General Urban Areas | Urban Center | Special Districts |
|-----------------|---------------|--|----------------|---------------------|--|---|
| Town Facilities | | | | | | Town Hall |
| Public Safety | | Berthoud Fire Protection District Station #2 (outside GMA) | | | Berthoud Fire Protection District Station #1 | Law Enforcement (via Larimer County Sheriff's Office) |



Water, Wastewater & Stormwater

The Town’s Public Works Department manages the municipal water, wastewater, and stormwater utilities infrastructure serving homes, businesses, and other properties in Berthoud. As Berthoud continues to experience significant growth and development, it will remain imperative for Town officials to regularly monitor the capacity of these utility systems, including aspects such as storage, treatment, and delivery.

Water

Procurement, storage, treatment, and delivery of a clean and reliable water supply is crucial to supporting a growing community like Berthoud. Berthoud Reservoir provides storage for the Town’s raw water supply, which is primarily generated from the Colorado Big Thompson Project via Big Thompson River water rights.

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

In 2012, the Town completed installation of a new pipeline to deliver water from Carter Lake to Berthoud for treatment. The Town’s potable water treatment plant was also rehabbed in 2013.

The computerization of the Town’s Water Plant’s monitoring system for the water treatment process was updated in 2015. This update follows the 2012 reconstruction of the plant’s infrastructure to modernize and improve the water treatment process.

The Water Department has continually expanded the water treatment plant to better serve a growing community, as well as enable Berthoud to remain independent for its water needs without relying on adjacent municipalities..

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

Northern Colorado Water Conservancy District is a public agency created by the federal government in 1937 to build the Colorado-Big Thompson Project, which supplies supplemental water to

over 640,000 acres of irrigated farm and ranch land over 1 million people across Northeastern Colorado. Northern Water maintains its headquarters in Berthoud, including offices, maintenance facilities, and a conservation garden.

Wastewater

The Town provides sewer service to residential, commercial, industrial, institutional, and municipal customers in and around Berthoud. The wastewater system is anchored by the Thomas C. Jones Memorial Water Reclamation Facility, which was upgraded with the latest treatment technologies and equipment due to the 2013 flooding of the Little Thompson River.

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

Stormwater

Proper drainage of stormwater is crucial to preserving a healthy natural environment. In addition, best practices in site design would ensure water is appropriately directed from impervious surfaces back into the ground or basins, many of which have direct drainage into the Little Thompson River.

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

In addition, roadway improvement projects, such as the 2019 improvements to County Road 7, typically integrate the construction of new or improved stormwater infrastructure. These projects are generally included in the Town’s Capital Improvement Plan to properly allocate resources.



Distribution by Place Type

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

^A North Front Range Water Quality Planning Association (NFRWQPA) is designated as the Section 208 planning agency managing water quality legislative and regulation setting actions for Larimer and Weld County under the Federal Clean Water Act

| Place Type | Natural Areas | Rural Areas | Suburban Areas | General Urban Areas | Urban Center | Special Districts |
|----------------------------|---|--|--|-------------------------------------|-------------------------------------|--|
| Water Service Area(s) | Town of Berthoud; Little Thompson | Town of Berthoud; Little Thompson | Town of Berthoud; Little Thompson | Town of Berthoud | Town of Berthoud | Town of Berthoud; Little Thompson |
| Water Facilities | | Bacon Lake; Newell Lake; Hummel Reservoir; DeFrance Reservoir | Historic water tower; Northern Water; Loveland Reservoir; Berthoud Reservoir; Sunnyslope Reservoir | | | Little Thompson Water District |
| Wastewater Service Area(s) | Town of Berthoud (208) ^A | Town of Berthoud (208) ^A | Town of Berthoud (208) ^A | Town of Berthoud (208) ^A | Town of Berthoud (208) ^A | Town of Berthoud (208) ^A ; Town of Johnstown (208) ^A |
| Major Drainage Basin(s) | Loveland Reservoir; 287; Bacon Lake; Dry Creek; Ish Reservoir; Baxter Reservoir 56; Highlands; W25; I25 | Dry Creek; Ish Reservoir; Baxter Reservoir; Big Hollow; Highlands; W25; 56; Newell Reservoir; Bacon Lake; W25; I25 | Welch; Loveland Reservoir; 287; Bacon Lake; Dry Creek; Ish Reservoir; Baxter Reservoir; 56 | Bacon Lake; 287; Dry Creek | Bacon Lake; Dry Creek | Dry Creek; Bacon Lake; 56; W25; I25 |

Transportation Network

Berthoud’s transportation network is defined by a series of major roadway corridors, including I-25, Mountain Avenue, 1st Street, U.S. Highway 287, and Berthoud Parkway supported by local and rural roads. The community also has the framework for a strong, interconnected trail system, with existing and future regional trails following environmental features and open spaces. In addition, local trails, sidewalks, and bicycle facilities will link neighborhoods, commercial districts, parks, and other community destinations to each other and the regional trail system. Berthoud currently provides local on-demand transit service and has connections to Transfort’s fixed-route transit services. The Berthoud Mobility Hub, currently being constructed near SH 56 and I-25, will provide greater transportation connectivity, including to the Colorado Department of Transportation’s Bustang interregional transit service.

Notable transportation trends are summarized below.

Housing & Transportation (H&T Index)

Berthoud residents spend approximately 53% on housing and transportation combined, higher than the recommend target (45%) for affordability.

WHY IT MATTERS

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the true cost of livability.

Places that are compact, close to jobs and services, and with a variety of transportation choices, allow people to spend less time, energy, and money on transportation (tied to land use and economics).

Census LEHD Origin–Destination Employment Statistics

92% of residents are employed somewhere else outside of Berthoud; and nearly 88% of those employed in Berthoud live outside of Berthoud.

WHY IT MATTERS

People commuting outside of their community for employment requires time, energy, and comes with an increased cost.

Planning for transportation needs to consider the entire network, including the regional transportation network. Identifying opportunities to partner with other agencies (such as Larimer County, CDOT, and NFRMPO) is critical in a time of limited funding.

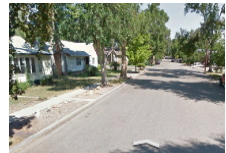
Census Means of Transportation to Work

Nearly 80% of residents drove alone to work, with 7% carpooling. Even prior to the COVID-19 pandemic, nearly 11% of residents worked at home.

WHY IT MATTERS

Single-occupancy vehicles are the predominant way to get around. As demographics and desires change, there will be a need to expand the transportation system with infrastructure and multi-modal transportation options beyond a car.

A community and the transportation needs looks different in a community with nearly 11% of people working from home.



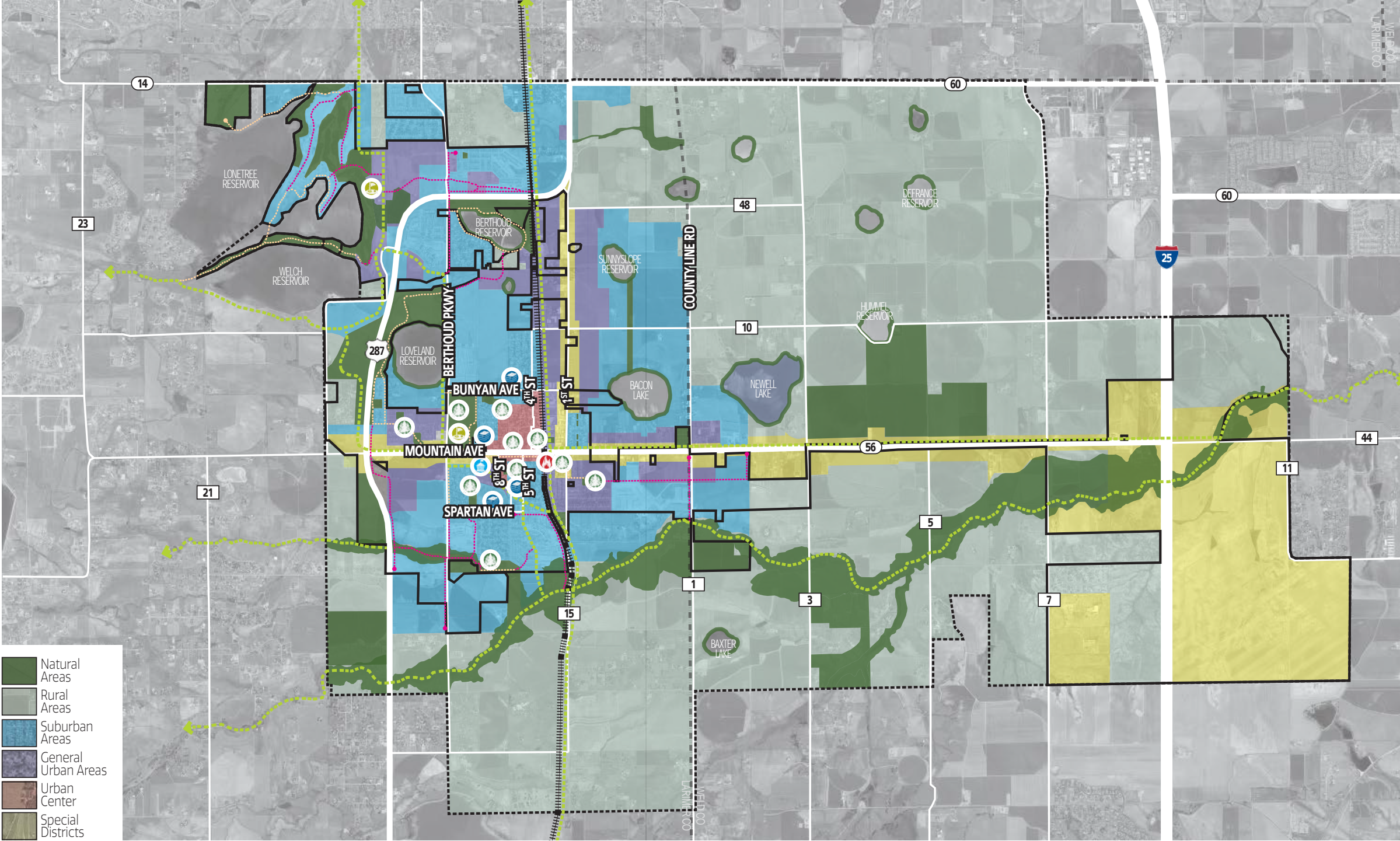
Distribution by Place Type

The table below summarizes how transportation facilities that are distributed across Berthoud within the six Place Types, which helps to assess if certain Place Types are over- or under-served (or just right). Distribution may also provide insights into potential ways public facilities and services may help further define the character of a Place Type.

| Place Type | Natural Areas | Rural Areas | Suburban Areas | General Urban Areas | Urban Center | Special Districts |
|-----------------------|---|---|---|---|---|--|
| Parking | Limited parking for recreational facilities, parks, and trail heads | Limited parking | On-street residential parking, off-street commercial parking lots | On-street parallel parking | On-street parallel and diagonal parking | Off-street commercial parking lots |
| Pedestrian Facilities | Local and regional trail connections; either paved or unpaved; sidewalks in local parks | Limited; regional trail connections | Detached sidewalks; sidepaths and trails | Detached sidewalks | Detached sidewalks | Planned sidewalks, sidepaths and trail connections |
| Bicycle Facilities | Local and regional trails; either paved or unpaved | Roadway shoulders; best suited for detached sidepaths and regional trails | Best suited for attached or detached sidepaths and trails | Best suited for on-street facilities such as shared lanes, bike lanes, and/or buffered bike lanes; consider connections to trail facilities | Best suited for on-street facilities such as shared lanes, bike lanes, and/or buffered bike lanes | Best suited for on-street facilities such as shared lanes, bike lanes, and/or buffered bike lanes; planned trail connections |



FIGURE 2.13
PLAN FRAMEWORK MAP



Edges

Berthoud's edges are defined by physical and jurisdictional boundaries. Serving as physical boundaries, roadways mark the Town's edges on the east (I-25), north (State Hwy 60), and west (U.S. Hwy 287). The railroad also serves as an internal edge, which is prominent within the Old Town and Town Core. Jurisdictional boundaries include the town boundary and growth management area (GMA) boundary, which advances balanced development and open space preservation.

| | |
|--|----------------------|
| | TOWN BOUNDARY |
| | GMA BOUNDARY |
| | I-25 |
| | U.S. HWY 287 |
| | STATE HWY 60 |
| | RAILROAD |

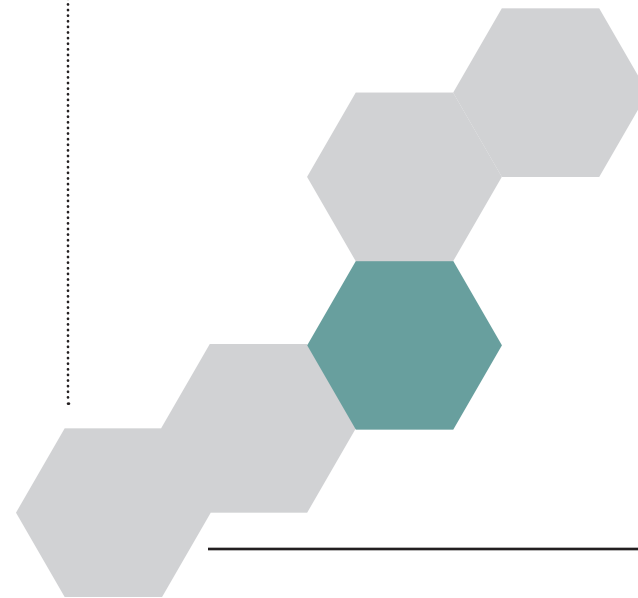
Corridors

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

| | |
|--|-------------------------|
| | I-25 |
| | U.S. HWY 287 |
| | MOUNTAIN AVE |
| | REGIONAL TRAILS |
| | TOWN TRAILS |
| | DEVELOPER TRAILS |

Community Facilities

| | | | | | |
|--|------------------------|--|----------------------|-----------------|--|
| | TOWN HALL | | PARKS | | RECREATION |
| | FIRE DEPARTMENT | | - Fickel Park | | - Community Center |
| | SCHOOLS | | - Bein Park | | - TPC Golf Course |
| | - Berthoud Elementary | | - Town Park | | - Future Recreation Center at Waggener Farm Park |
| | - Stockwell Elementary | | - Waggener Farm Park | | |
| | - Turner Middle | | - Roberts Lake Park | | |
| | - Berthoud High | | - Hillside Park | | |
| | | | - Skate Park | - Railroad Park | |
| | | | - Pioneer Park | - Collins Park | |



SECTION 3

PLAN DIRECTION

BERTHOUD COMPREHENSIVE PLAN

SECTION 3 : PLAN DIRECTION

Community Vision, Achievable Goals, Key Strategies

COMMUNITY VISION

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

Community members were also given the opportunity to share their input on the draft vision statement. In particular, the draft vision statement was posted for review and comment on the virtual Open House conducted on September 14, 2020, through October 9, 2020. Most public feedback revolved around emphasizing Berthoud's small town identity, limiting growth and large scale development, and supporting local businesses, artists, and creators. The importance of equity and inclusion was also of significance to the community.

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

Vision Statement

VISION STATEMENT

Berthoud is a beautiful, friendly, and safe place:

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

ACHIEVABLE GOALS

Achievable goals take the vision statement a step further by establishing points of achievement that will serve as guideposts to the community as it implements the Comprehensive Plan. These points of achievement are expressed as the following seven Achievable Goals:

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

KEY STRATEGIES

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

The following are the Plan's seven key strategies:

Key Strategy: Employ a transect-based planning approach for local land use management and placemaking.

Key Strategy: Protect open lands that preserve unique or sensitive environmental resources, buffers between Berthoud and adjacent communities, prime agricultural lands, and key view corridors that contribute to the Town's rural identity.

Key Strategy: Create a sustainable balance of goods and services by concentrating businesses near major roadway intersections, neighborhoods, and employment centers, which maximize access to residents, workers, and visitors.

Key Strategy: Develop and maintain a safe, efficient, and connected multimodal transportation network that accommodates all ages and abilities.

Key Strategy: Retain and enhance the vitality of downtown by supporting the historic character, adaptive reuse, and a viable public realm with healthy businesses and transportation connections.

Key Strategy: Provide a mix of housing, goods and services that meet the varying needs, budgets, and life stages of residents.

Key Strategy: Provide a diverse collection of passive and active recreational opportunities in parks, open spaces, trails and other indoor or outdoor settings.

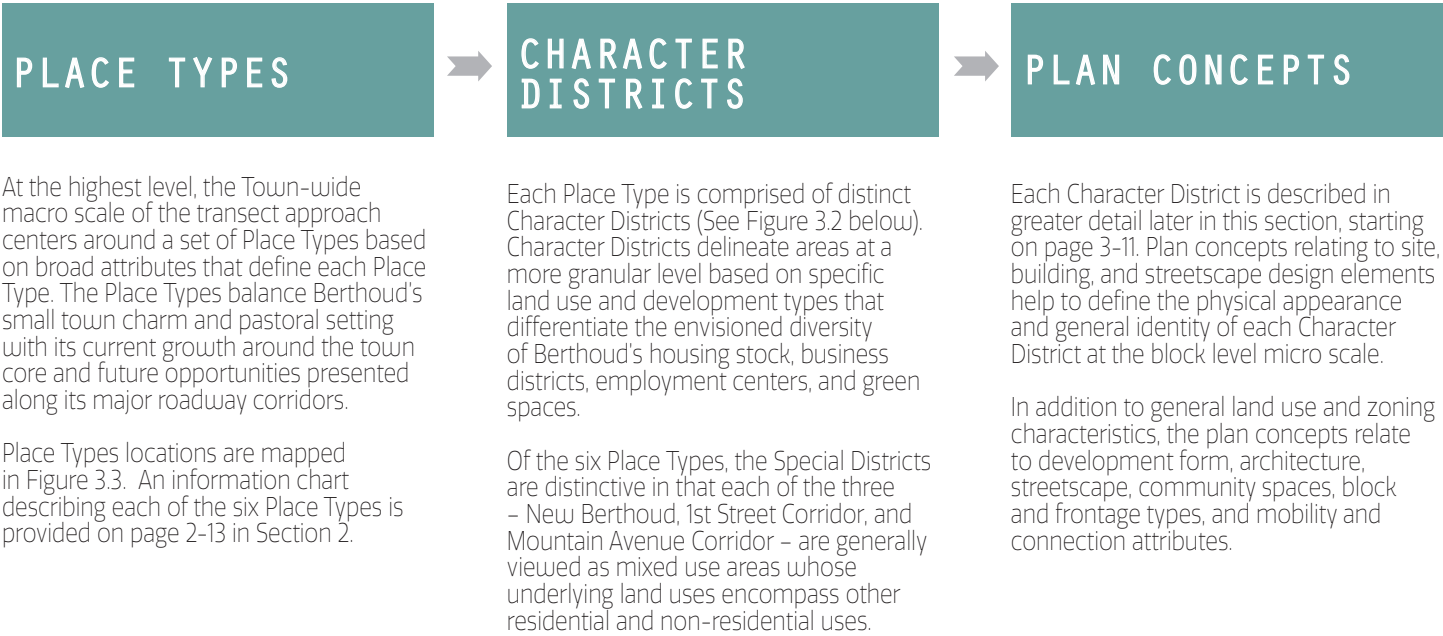
The relationship between the community vision, achievable goals and key strategies is depicted in Figure 3.1 on page 3-2.

FIGURE 3.1

Vision, Achievable Goals, & Key Strategies



Transect-Based Planning Approach



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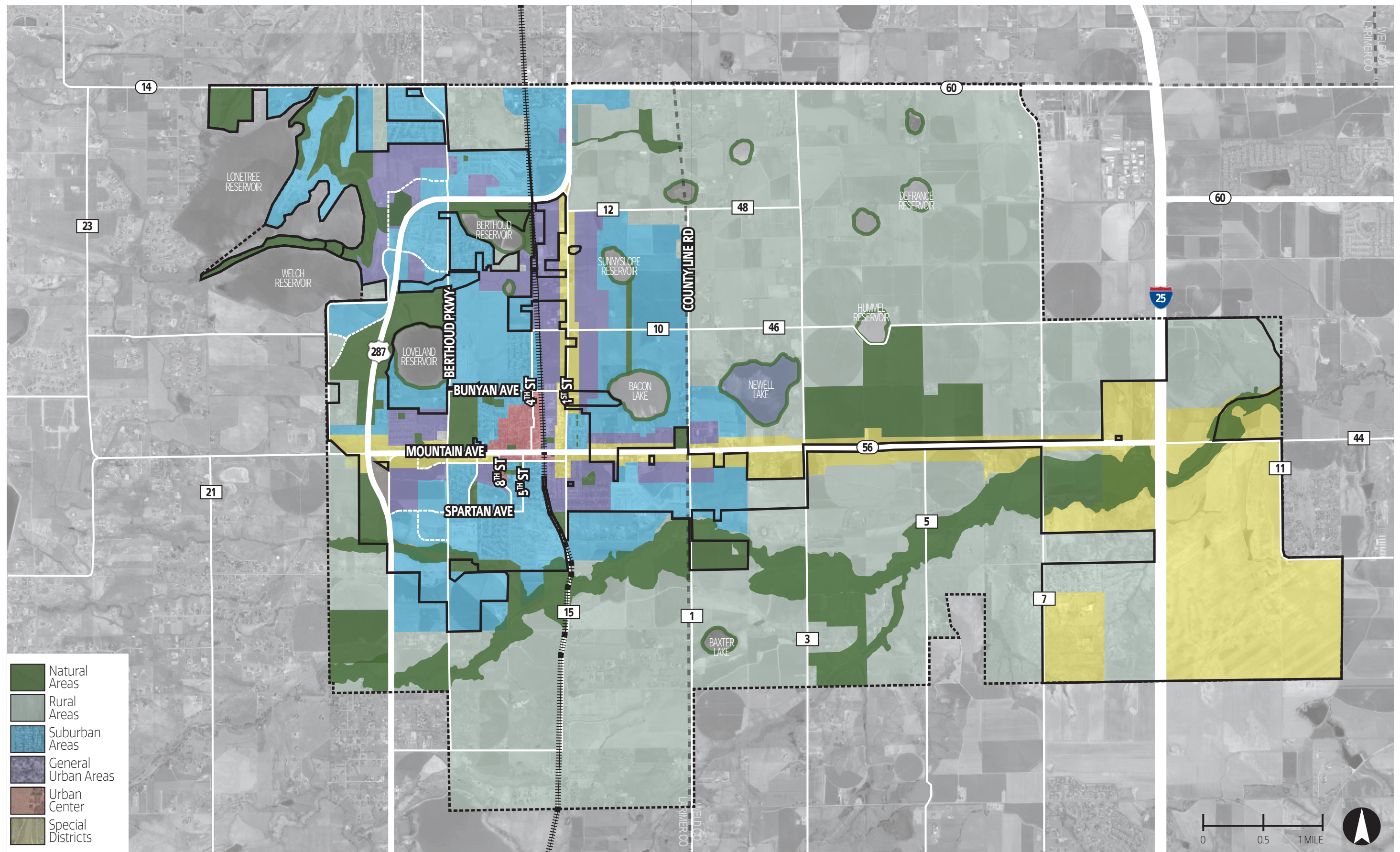
FIGURE 3.2
Place Types and Character Districts



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



Figure 3.3
PLACE TYPES MAP





FUTURE LAND USE PLAN

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

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

The Future Land Use Plan Map is provided in Figure 3.4. To learn more about each land use designation, check out the corresponding Character District descriptions on pages 3-11 through 3-44.

KEY FEATURES OF THE FUTURE LAND USE PLAN MAP INCLUDE:

WESTERN GROWTH AREA: Berthoud’s western growth area has primarily developed outwardly from the Urban Center, with Downtown Berthoud serving as the heart of town and new development occurring close to major roadways like Mountain Avenue, State Highway 287, and Berthoud Parkway. These development trends will continue to encourage growth to take place within the community’s utility service areas and close to the Urban Center.



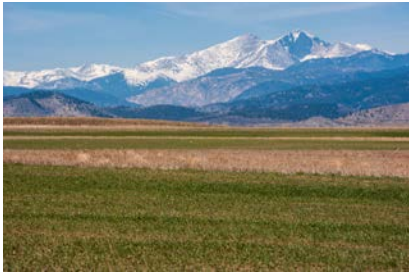
EASTERN GROWTH AREA: The eastern growth area is generally defined by the New Berthoud Special District, which is primarily set to develop along the east and west sides of I-25. The Turion master planned community at the southeast corner of the I-25 interchange sets the tone as an example of the development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



NATURAL AREAS: The plan designates significant natural areas to conserve prominent open space, protect sensitive environmental features, and provide spaces for active and passive recreation. These areas also help to safeguard Berthoud’s scenic views of the pastoral environment and the foothills to the west. In addition, some natural areas, such as the floodplain along the Little Thompson River, act as a natural buffer between developed areas and



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



COMMUNITY BUFFERS: Agricultural land between County Line Road and I-25 serves as a green buffer between Berthoud’s eastern and western growth areas. This will enable the two growth areas to develop their own identities but maintain connection via Mountain Avenue/State Highway 56. In addition, agricultural land provides a green buffer to neighboring towns to the north and south. The extensive floodplain along the Little Thompson River also serves as a natural buffer, with limited development south of the river in most areas except eastward around I-25.



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



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



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



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

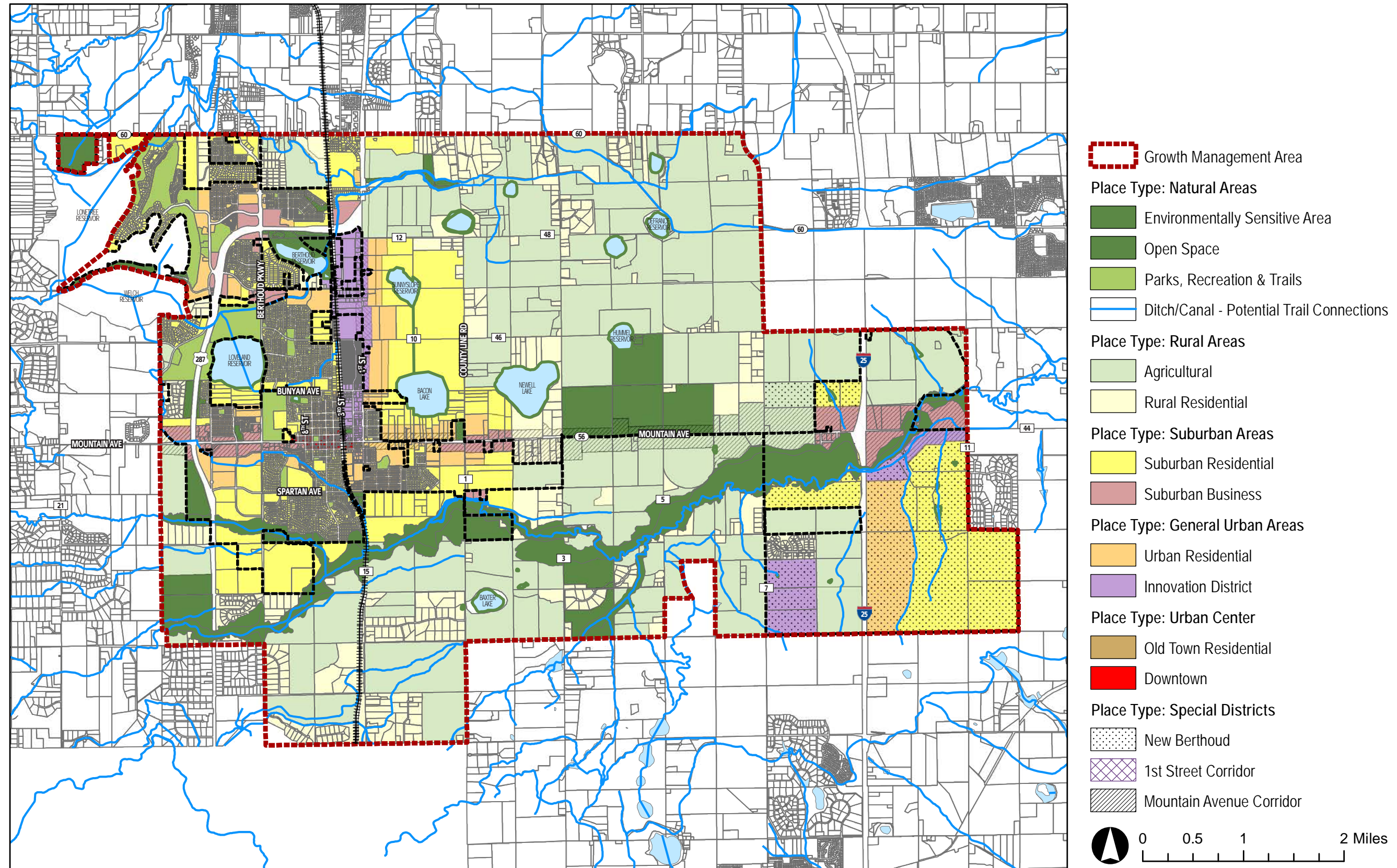


PUBLIC, INSTITUTIONAL, AND CIVIC USES: Community assets like schools, religious institutions, and municipal facilities are located within various neighborhoods and districts across Berthoud. They are meant to serve the community-at-large with opportunities, programs, and services that meet the educational,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





Figure 3.4
FUTURE LAND USE PLAN MAP



Natural Areas

PLACE TYPE

ATTRIBUTES & CHARACTER VIEWS

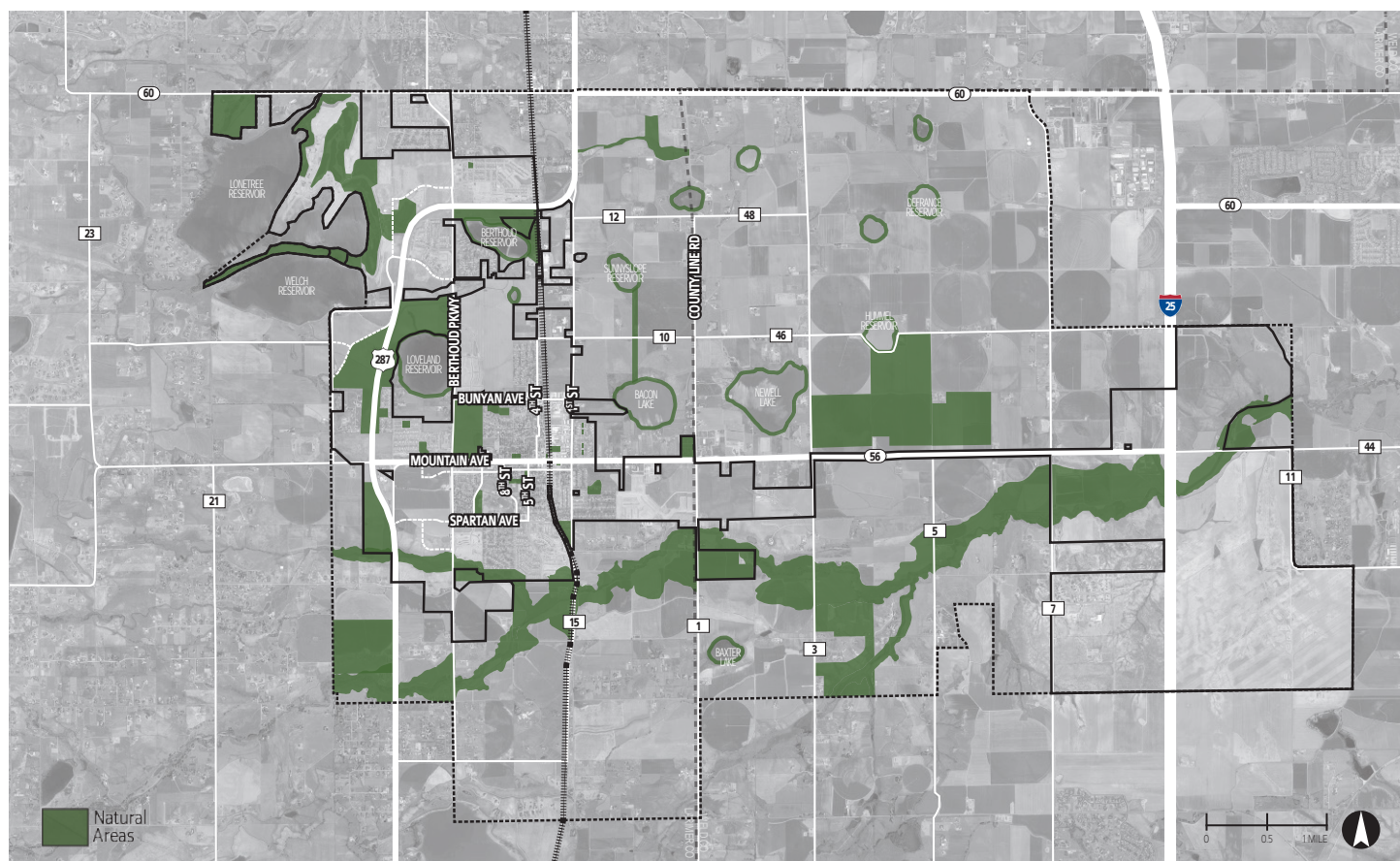
The Natural Areas Place Type serves several different purposes, including:

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

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

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

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



Environmentally Sensitive Areas | CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

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

GENERAL CHARACTERISTICS

Preferred Land Uses

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

Relevant Zone Districts

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

DEVELOPMENT FORM

Character of Development

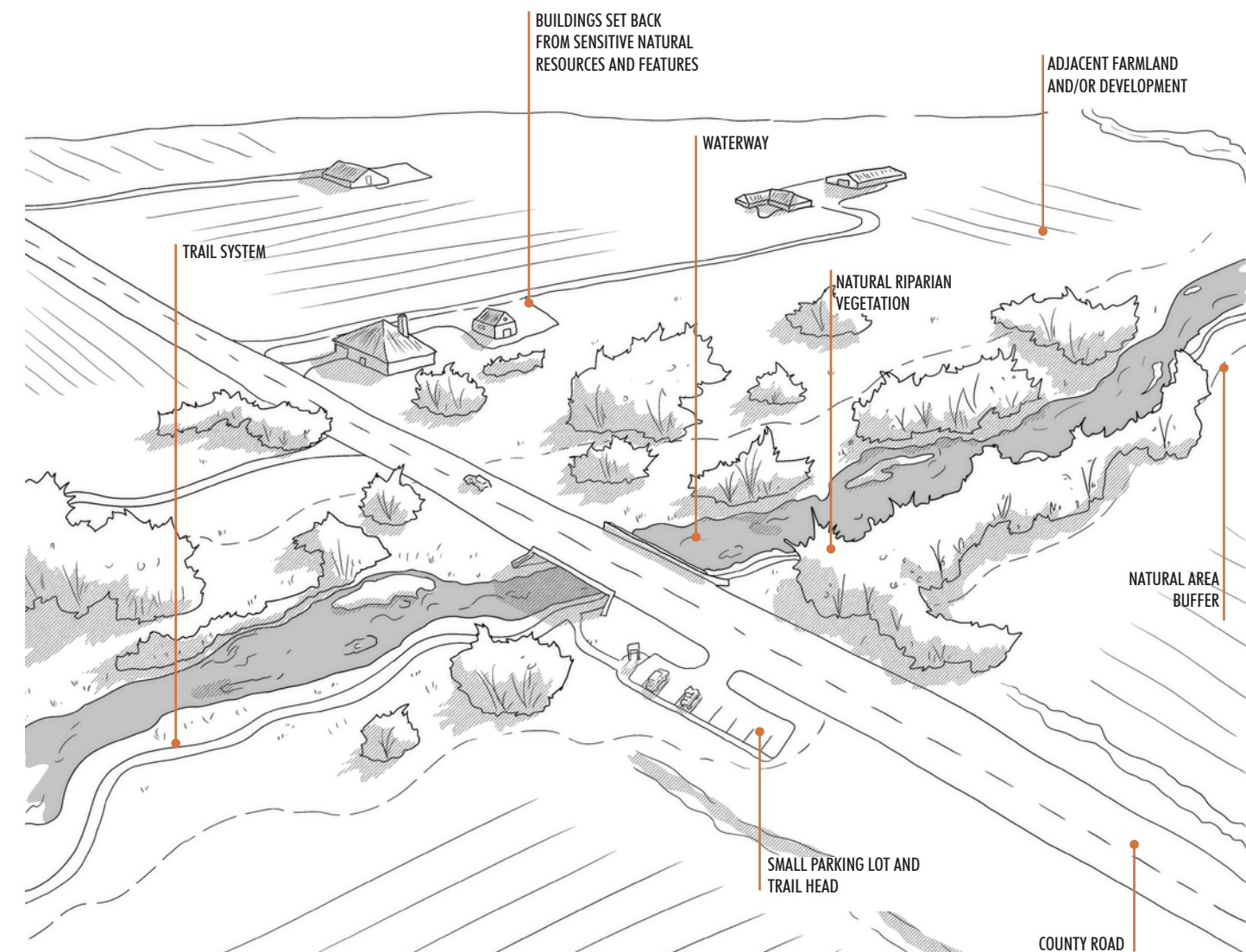
The character of these areas will vary based on the resource that is being protected, but will generally be natural, native, open, and undeveloped.

Density & Intensity

Development within these areas, if any, will be limited to trails, small gravel parking areas, interpretive and education features, and small seating areas.

Scale

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





Environmentally Sensitive Areas| CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

URBAN DESIGN

Architecture

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

Streetscape

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

COMMUNITY SPACES

Public Spaces

Some environmentally sensitive areas will be public owned, however, public access will be limited in some areas to protect the natural environment.

Private Spaces

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

BLOCK & FRONTAGE TYPES

Frontage Types

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

MOBILITY & CONNECTIONS

Street Characteristics

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

Access & Connectivity

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

Vehicle Speeds

Within these areas vehicle speeds on internal drives will be very low.

Parking

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

Pedestrian Facilities

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

Bicycle Facilities

Facilities may include soft and hard trails for bicycling. Access and parking should be provided and be placed outside of sensitive areas. Where possible, bicycle parking will be placed near popular destinations and stopping points such as trailheads.

Trails

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



Open Space| CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

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

GENERAL CHARACTERISTICS

Preferred Land Uses

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

Relevant Zone Districts

Where possible, open spaces should be included in an "Natural Areas" or "Open Space" zoning district.

DEVELOPMENT FORM

Character of Development

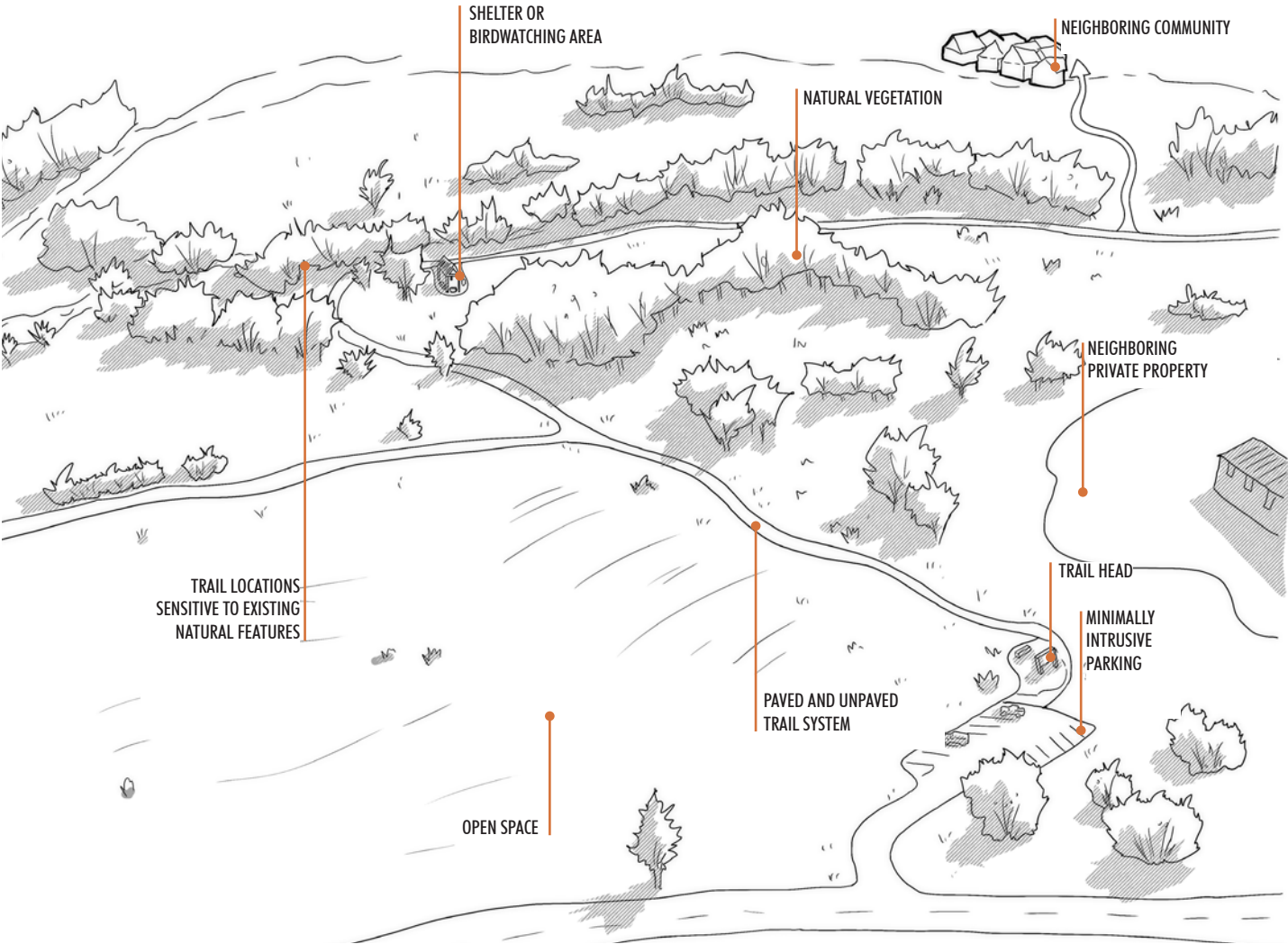
The character of these areas will vary, but will generally be natural, native, open, and undeveloped.

Density & Intensity

Development within these areas, if any, will be limited to trails, small gravel parking areas, interpretive and education features, and small to medium size gathering areas.

Scale

Man-made features will be visually recessive, low impact, and visually unobtrusive. They should blend into the surroundings rather than be dominant features. Exceptions include historic structures and cultural venues.





Open Space | CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

URBAN DESIGN

Architecture

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

Streetscape

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

COMMUNITY SPACES

Public Spaces

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

Private Spaces

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

BLOCK & FRONTAGE TYPES

Frontage Types

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

MOBILITY & CONNECTIONS

Street Characteristics

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

Access & Connectivity

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

Vehicle Speeds

Vehicle speeds for internal driveways should be low.

Parking

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

Pedestrian Facilities

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

Bicycle Facilities

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

Trails

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

Parks, Recreation & Trails | CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

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

GENERAL CHARACTERISTICS

Preferred Land Uses

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

Relevant Zone Districts

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

DEVELOPMENT FORM

Character of Development

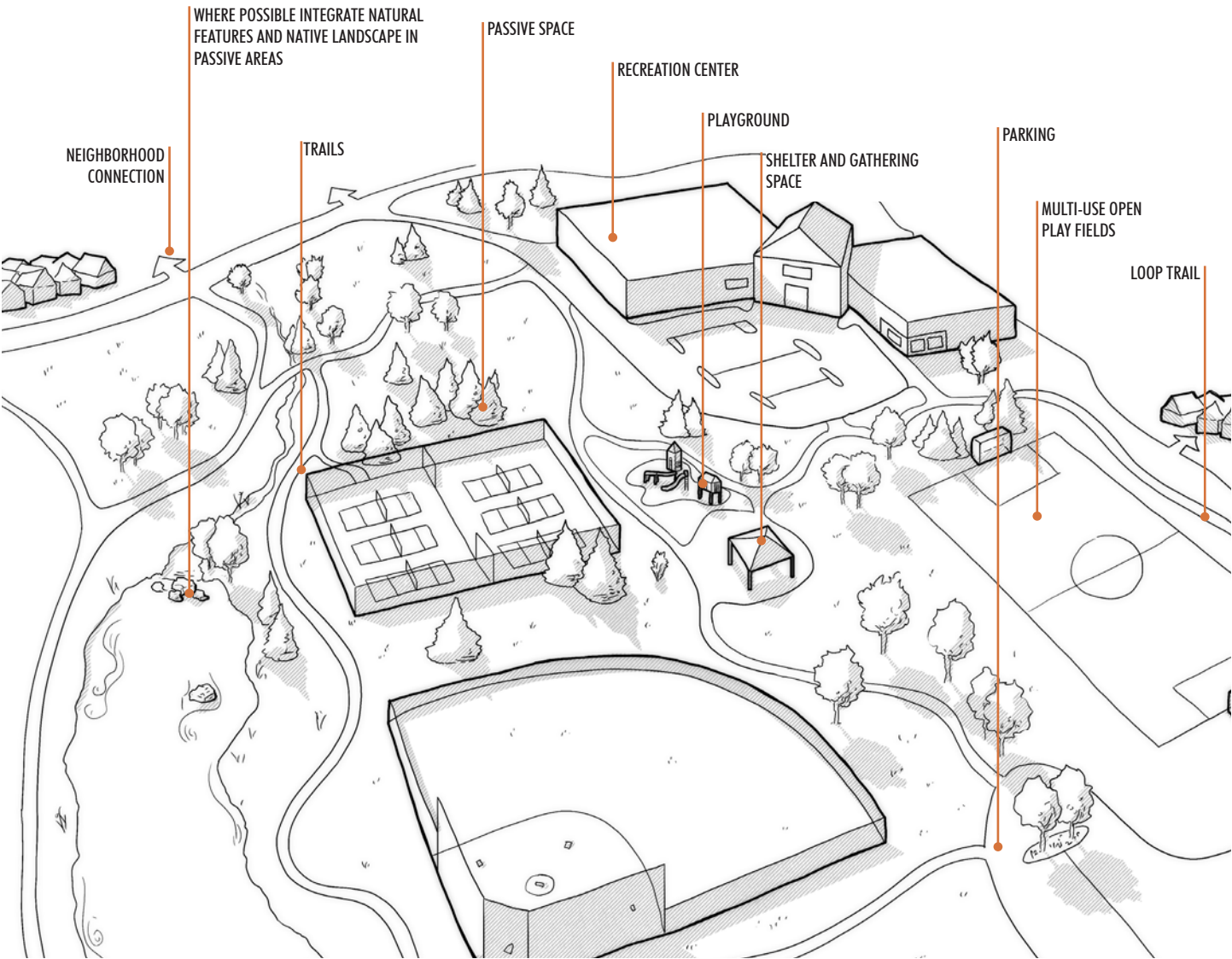
The character of parks, recreation facilities, and trails will vary depending on their location, intended uses and surrounding context. Creating a rich collection of diverse park experiences is desired.

Density & Intensity

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

Scale

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





Parks, Recreation & Trails | CHARACTER DISTRICT

NATURAL AREAS | PLACE TYPE

URBAN DESIGN

Architecture

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

Streetscape

The streetscape for these facilities should be blended into the surrounding character district's streetscape.

COMMUNITY SPACES

Public Spaces

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

Private Spaces

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

BLOCK & FRONTAGE TYPES

Block Types

Block types will vary by location.

Frontage Types

Frontage types will vary by location.

MOBILITY & CONNECTIONS

Street Characteristics

Public streets will provide access to the edges of public parks, recreation facilities, and trailheads. Private drives will be used for internal circulation.

Access & Connectivity

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

Vehicle Speeds

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

Parking

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

Pedestrian Facilities

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

Bicycle Facilities

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

Trails

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



Rural Areas

PLACE TYPE

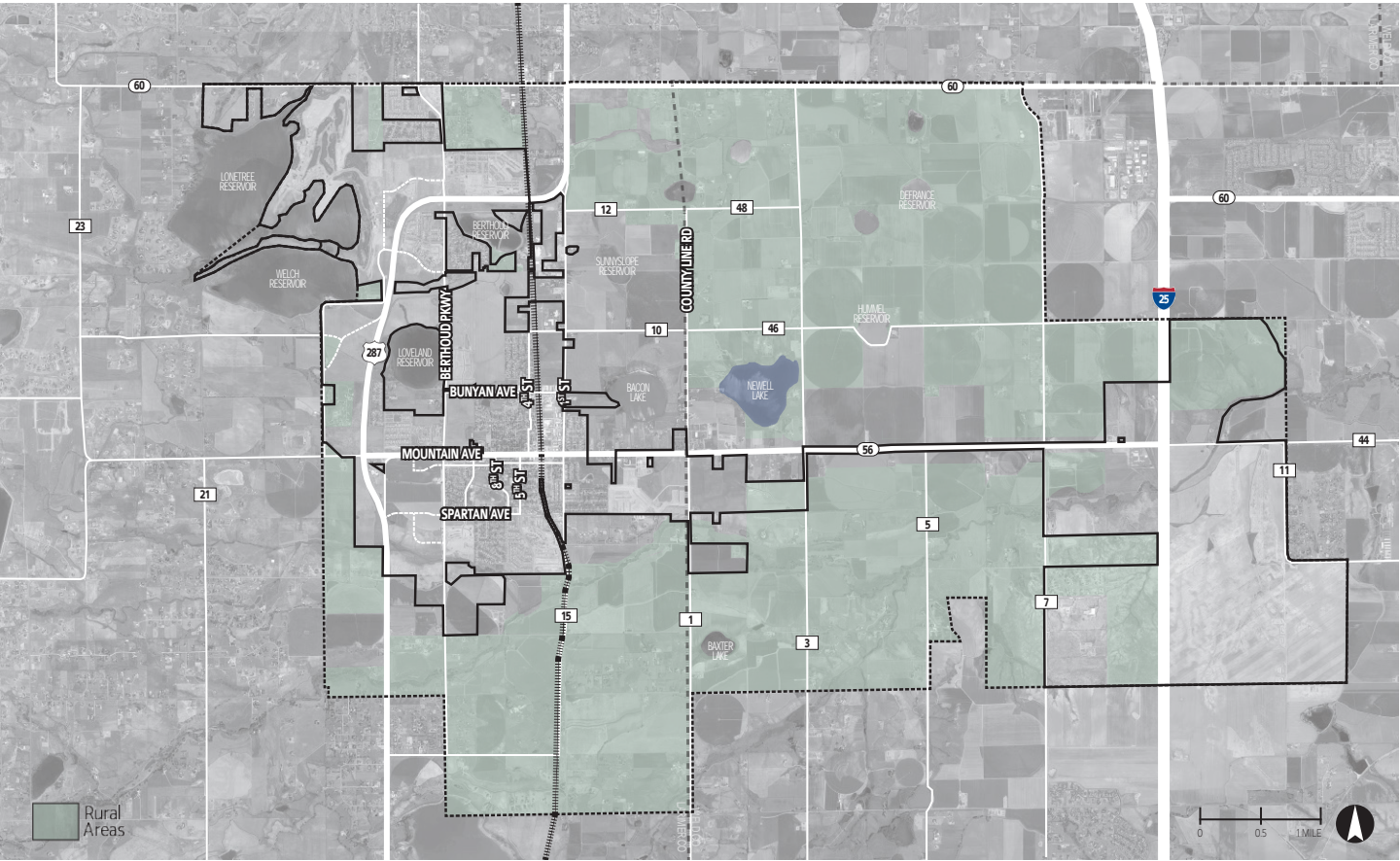
ATTRIBUTES & CHARACTER VIEWS

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

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

- Agriculture
- Rural Residential

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





Agricultural | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

GUIDING PRINCIPLE: The Agricultural Character District is intended to preserve Berthoud's agrarian character and charm, including the rural landscape, scenic views, and operation of existing farms, while also providing desirable separations to surrounding towns and cities.

GENERAL CHARACTERISTICS

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

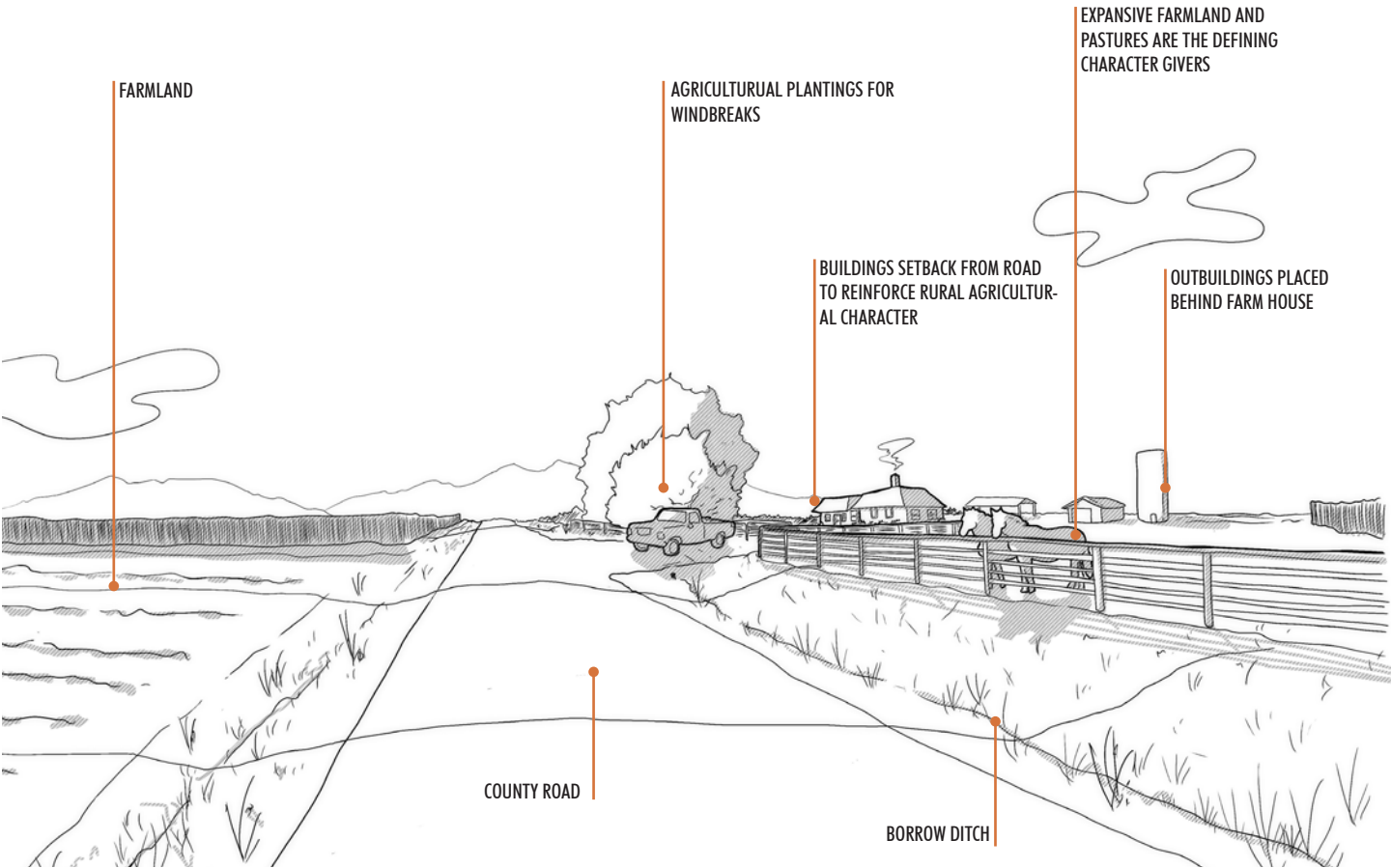
Relevant Zone Districts
Suggested Zoning: The suggested zoning for Agricultural parcels within Town limits is Agriculture (AG). Parcels located outside of Town limits in Larimer and Weld County are currently zoned Farming (FAI) and Agriculture (A), respectively.

DEVELOPMENT FORM

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

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

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



Agricultural | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

URBAN DESIGN

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

Streetscape
County roads will maintain rural street sections with native grasses, windrows, and no curbs. Street trees and streetlights will not be required unless land is annexed as part of a residential development.

COMMUNITY SPACES

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

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

BLOCK & FRONTAGE TYPES

Block Types
Houses will generally maintain large setbacks from the right-of-way, and larger distances between homes formed by large setbacks. Outbuildings should be placed behind the primary home.

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

MOBILITY & CONNECTIONS

Street Characteristics
Agricultural areas will typically be served by single- and multi-lane County roads and State highways. Roads may be paved and unpaved, and shoulders should be included. Borrow ditches may also be present.

Access & Connectivity
Roadway network may have a lower level of access and a lower level of street connections with minimal local streets.

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

Parking
Parking will be limited to private lots. No on-street parking will be provided.

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

Bicycle Facilities
On some of the existing streets, bicyclists may use roadway shoulders and share travel lanes. For new roads, bike lanes and paved shoulders should be incorporated to accommodate bikes. Detached multi-use trails/sidepaths may be considered within the road right-of-way to serve these areas.

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





Rural Residential | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

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

GENERAL CHARACTERISTICS

Preferred Land Uses

Preferred uses will generally include farmsteads and rural residential lots.

Relevant Zone Districts

Parcels located within Town limits are zoned Agriculture (Ag). Parcels located outside Town limits in Larimer County and Weld County are zoned Farming (FAI) and Agriculture (A), respectively.

DEVELOPMENT FORM

Character of Development

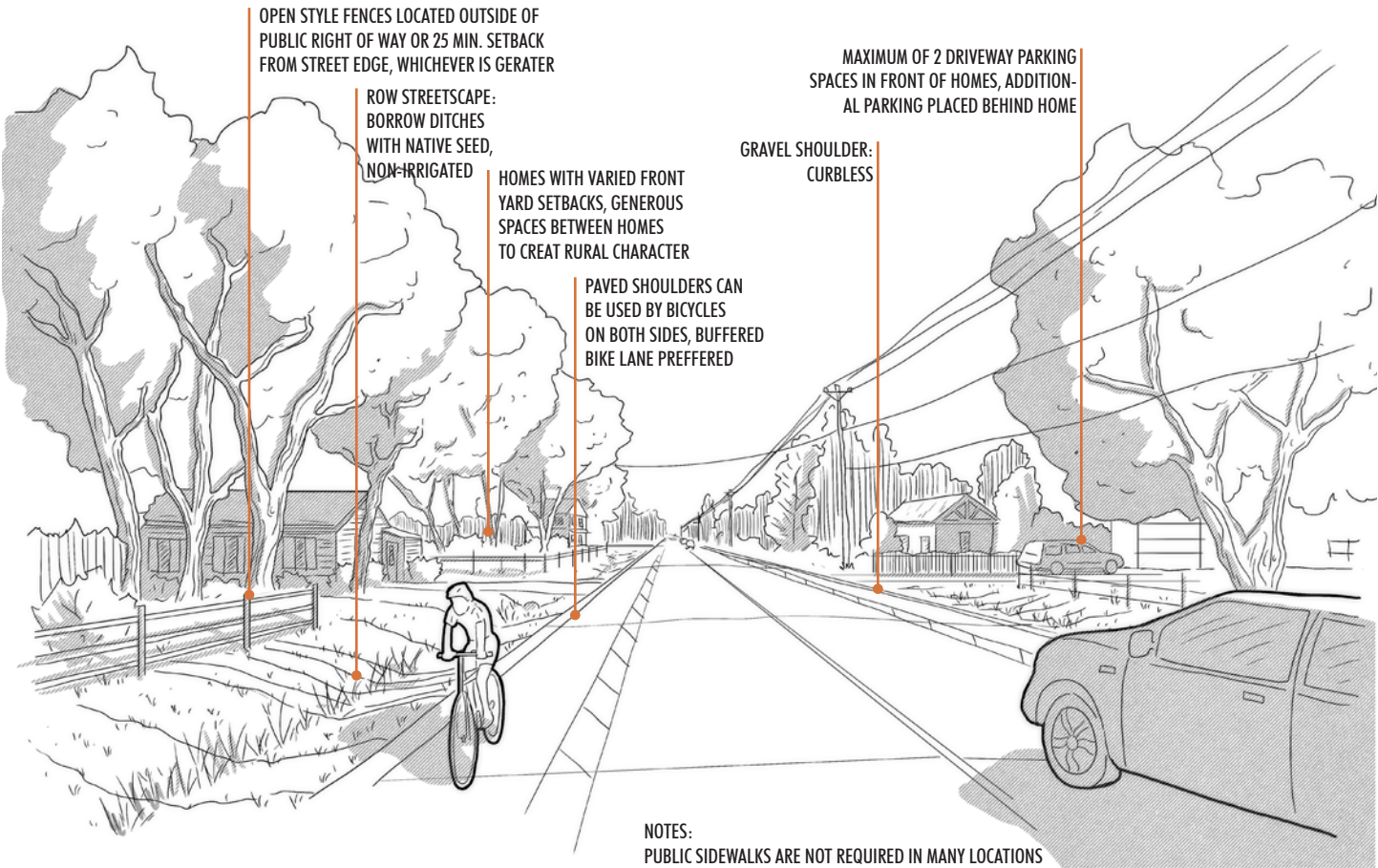
While the Rural Residential Character District is defined by residential uses, development will continue to maintain the Place Type's rural and agrarian character through large lot homes at a low density, including the utilization of conservation design. Conservation design development concepts are intended for parcels where significant environmentally sensitive areas exist, such as the Little Thompson River floodplain. In conservation design developments, a significant percentage of the property is permanently protected as open space, and a small percentage of the property can be developed with low density rural residential lots that are placed to minimize impacts to environmental resources.

Density & Intensity

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

Scale

Both Character Districts in the Rural Areas Place Type work in tandem to preserve an expansive agrarian scale that serves as a rural buffer around the Town, particularly as a community separator to adjacent towns. The Rural Place Type also functions as a distinct separation between the other Place Types.



NOTES:
PUBLIC SIDEWALKS ARE NOT REQUIRED IN MANY LOCATIONS
OUTBUILDINGS, SHEDS, AND OUTDOOR STORAGE SHOULD BE PLACED BEHIND BUILDINGS
PRIVACY FENCES, IF NEEDED, SHOULD BE SETBACK BEHIND FROM FACADE OF HOME

Rural Residential | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

URBAN DESIGN

Architecture

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

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

Streetscape

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

COMMUNITY SPACES

Public Spaces

The Rural Residential Character District will likely have no public community spaces, unless a park, civic space, or recreation area is provided.

Private Spaces

Since the Rural Residential Character District is residential in nature, it will likely have no private community spaces.

BLOCK & FRONTAGE TYPES

Block Types

As shown in the graphic on the previous page, houses will generally maintain large setbacks from the right-of-way. Some rural residential developments may include a group of homes that form a block like a traditional neighborhood block, but with larger distances between homes formed by large yards and setbacks.

Frontage Types

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

MOBILITY & CONNECTIONS

Street Characteristics

Street character encompasses multi-lane County and State highways (paved and unpaved).

Access & Connectivity

The roadway network will have a low level of access and a lower level of street connections with minimal local streets.

Vehicle Speeds

County roads and State highways will accommodate high vehicle speeds in accordance with posted speed limits. However, private roads serving a group of homes or a farmstead will have slower speeds.

Parking

Parking will be limited to individual residential lots. On-street parking will not be provided in Rural Residential Areas.

Pedestrian Facilities

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

Bicycle Facilities

Bicycle facilities will be relegated to roadway shoulders and detached sidepaths and regional trails. Detached multi-use trails/sidepaths may be considered within the road right-of-way to serve these areas.

Trails

Any future trails will likely be strategic connector trails from a group of rural homes to a regional trail, such as the proposed trail along the Little Thompson River.



Suburban Areas

PLACE TYPE

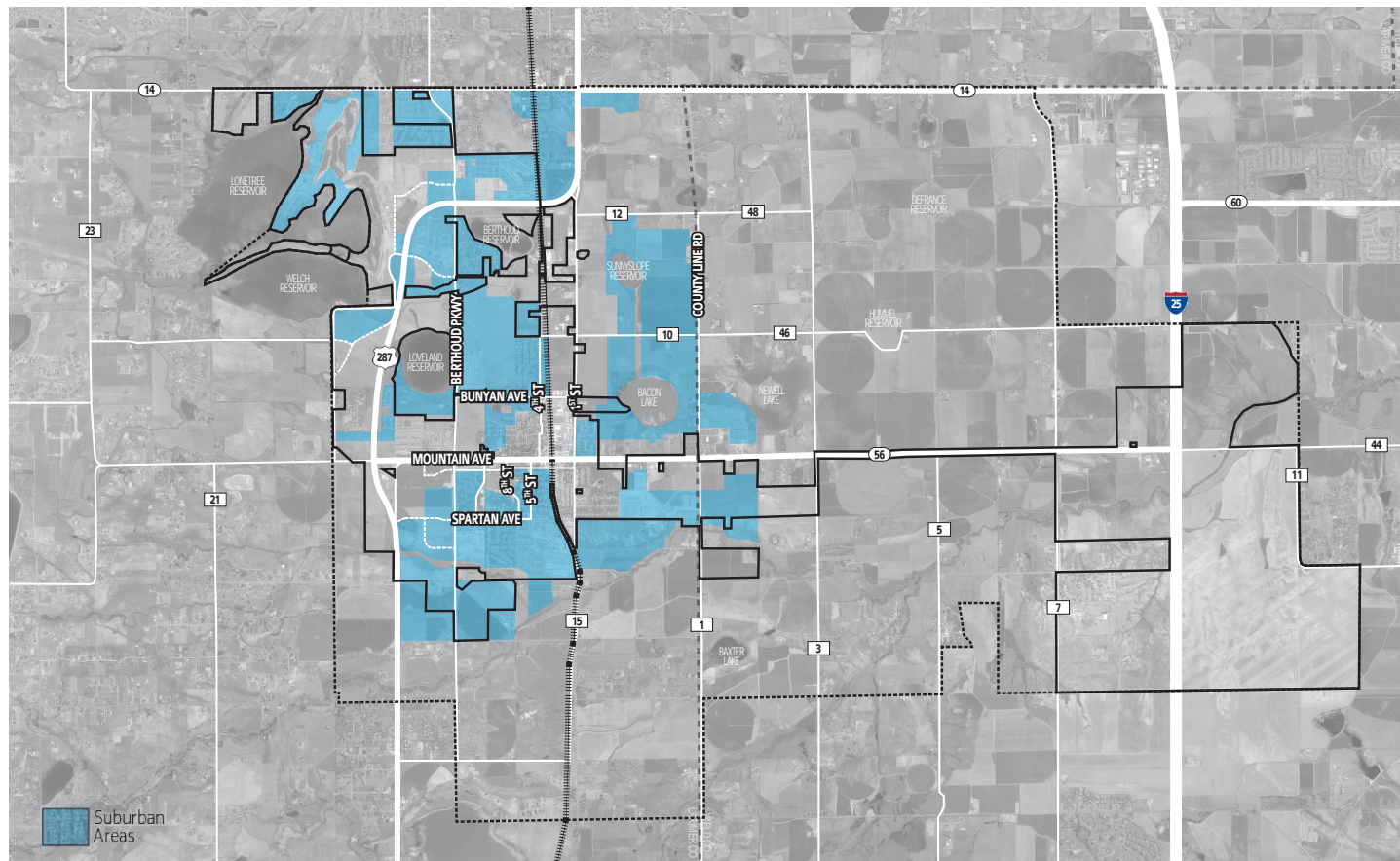
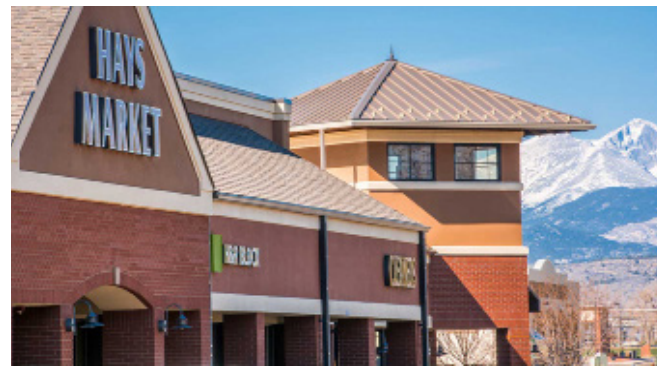
ATTRIBUTES & CHARACTER VIEWS

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

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

- Suburban Business
- Suburban Residential

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



Suburban Residential | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

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

GENERAL CHARACTERISTICS

Preferred Land Uses

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

Relevant Zone Districts

Land slated for suburban residential located within Town limits generally cover four of Berthoud's five residential zoning districts: Single Family (R1), Limited Multi-Family (R2), Multi-Family (R3), and Mixed Use (R4). Suburban residential also cover the Agriculture (Ag) and Planned Unit Development (PUD) zoning districts. Parcels located outside Town limits in Larimer County and Weld County are primarily zoned Farming (FA1) and Agriculture (A), respectively. However, a potential suburban residential area along County Line Road in Larimer County is zoned Multi-Family (M) and Residential (R1).

DEVELOPMENT FORM

Character of Development

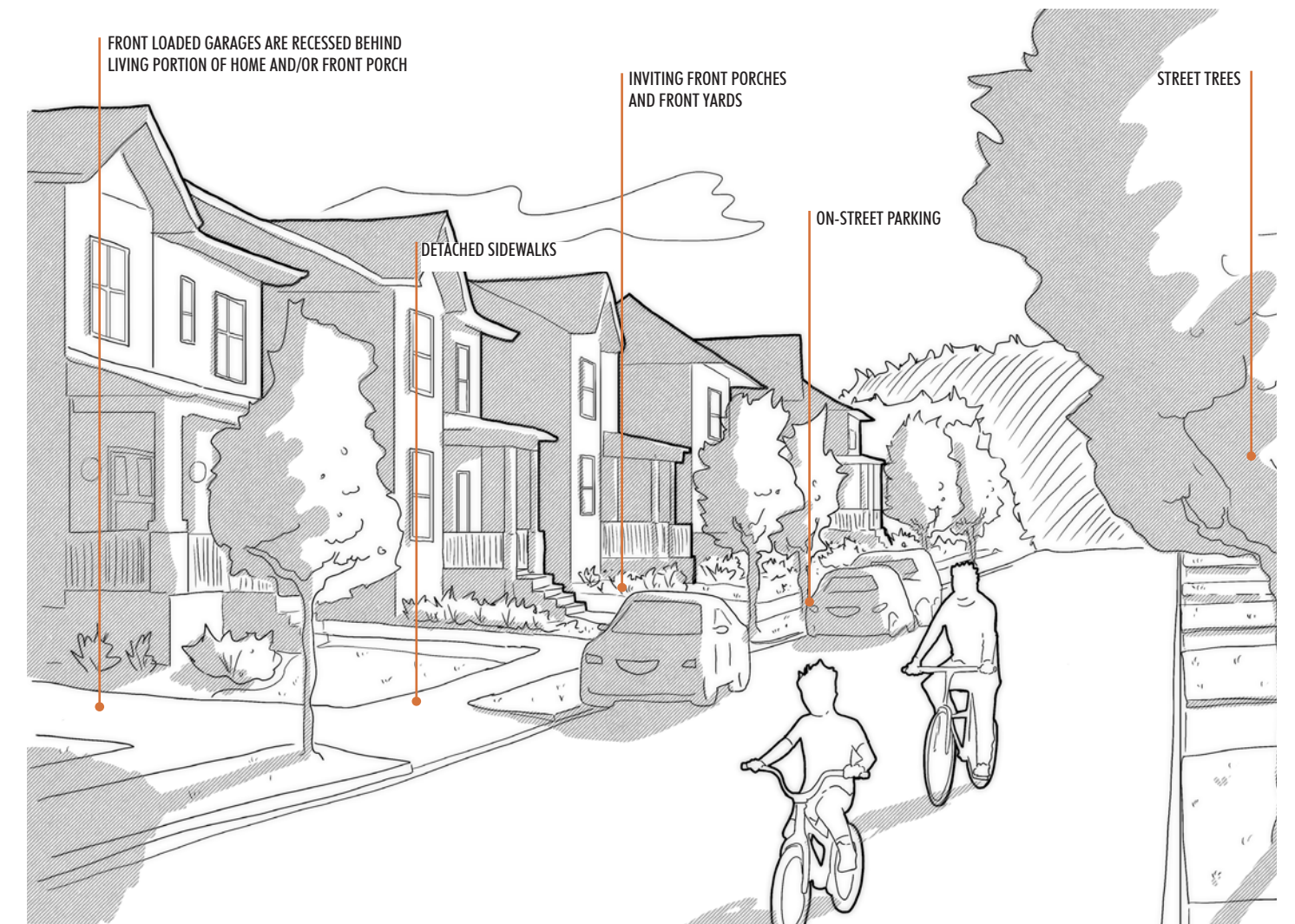
These areas should be designed to contribute to Berthoud's small town charm and character. Street patterns may have either a suburban curvilinear character or a gridded pattern. Walkability and bikeability are important characteristics.

Density & Intensity

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

Scale

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





Suburban Residential | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

URBAN DESIGN

Architecture

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

Streetscape

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

COMMUNITY SPACES

Public Spaces

Parks, greenways, recreation, and civic spaces could and should be in close proximity to suburban neighborhoods, or be well connected to them with trails and bikeways.

Private Spaces

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

BLOCK & FRONTAGE TYPES

Block Types

Suburban residential areas will provide for walkable neighborhood blocks.

Frontage Types

Homes will front on the streets and front porches will be encouraged to activate the street scene and promote interactions with neighbors.

MOBILITY & CONNECTIONS

Street Characteristics

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

Access & Connectivity

Moderate level connectivity will be provided by local streets, collector streets, arterial streets, and/or state highways.

Vehicle Speeds

Lower speeds will generally max out at 25 mph on local streets and 30 to 35 mph on collector streets, as defined by the Town's street standards.

Parking

For single family housing, private parking will be provided in garages and driveway, and off-street parking lots may be required for higher density housing developments. Public parking may be accommodated on local streets.

Pedestrian Facilities

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

Bicycle Facilities

Bicycles will share travel lanes with vehicles on local streets. Dedicated on-street bike facilities should be provided on collector and arterial streets, as defined by the Town's street standards. Bike parking will also be provided in areas where public or private amenities are provided, such as at parks and trailheads.

Trails

Where possible, trails should be connected to suburban residential areas providing safe routes to schools, parks, and other popular destinations.

Suburban Business | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

GUIDING PRINCIPLE: The Suburban Business Character District is envisioned as a vibrant walkable commercial district with opportunities for shopping, eating, employment and other services. Though this district is in close proximity to the town core, it will build on the unique characteristics of downtown, but not replicate it.

GENERAL CHARACTERISTICS

Preferred Land Uses

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

Relevant Zone Districts

Within Town limits, suburban business areas generally cover Berthoud's two commercial zoning districts: Neighborhood Commercial (C1) and General Commercial (C2). Suburban business uses may also be integrated into sites in the Planned Unit Development (PUD) zoning district. Parcels located outside Town limits in Larimer County and Weld County are primarily zoned Farming (FA1) and Agriculture (A), respectively.

DEVELOPMENT FORM

Character of Development

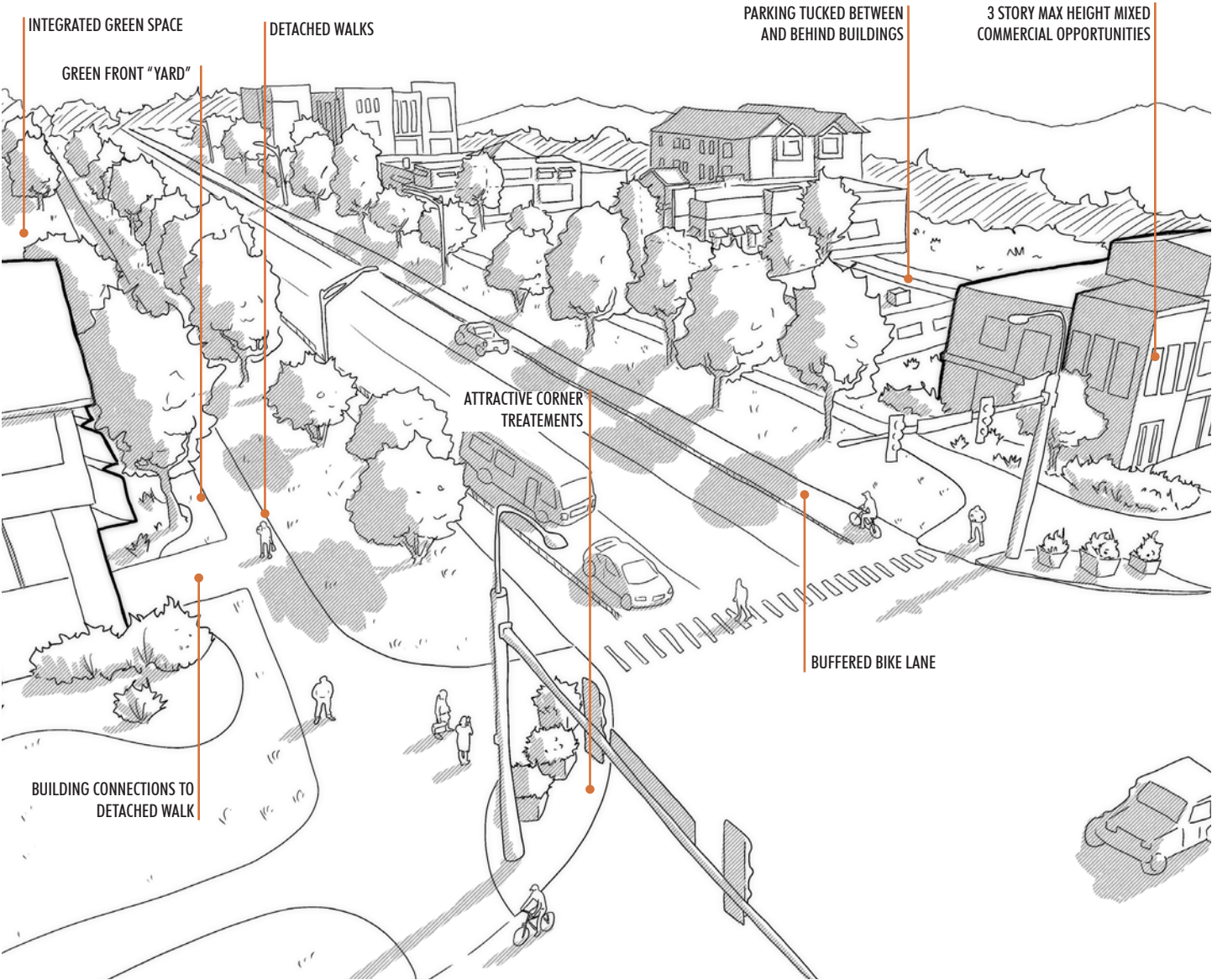
Configuration and placement of buildings will give intentional shape and layout to adjacent exterior gathering spaces and pedestrian/ bicycle connections. Where possible, restaurant and bank drive-thrus will be oriented away from public rights-of-way.

Density & Intensity

Suburban business areas will generally maintain low to moderate intensity.

Scale

The general scale of buildings will be up to three stories.





Suburban Business | CHARACTER DISTRICT

RURAL AREAS | PLACE TYPE

URBAN DESIGN

Architecture

Four-sided architecture will be provided with multiple entrance points and articulation. Design style will complement Berthoud's small town charm. Cookie-cutter fat-façade buildings that lack articulation and site-specific features will not be allowed.

Streetscape

Generous tree lawns are recommended in this district to create a character that is distinctly different than downtown. A mixture of large canopy shade trees and flowering ornamental trees placed in informal groupings will enhance the appearance of suburban business areas.

COMMUNITY SPACES

Public Spaces

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

Private Spaces

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

BLOCK & FRONTAGE TYPES

Block Types

Buildings will be used to define a strong street edge with upper floors stepped back and architectural embellishments at corners and main entry features.

Frontage Types

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

MOBILITY & CONNECTIONS

Street Characteristics

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

Access & Connectivity

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

Vehicle Speeds

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

Parking

Where possible, off-street parking lots should be shared to reduce the overall footprint of paved parking areas. Parking lots should be tucked behind buildings to minimize their visual presence. Availability of on-street parking will be limited in most areas.

Pedestrian Facilities

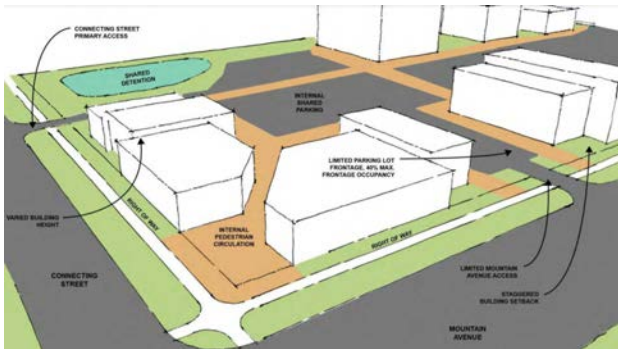
Streets will have detached sidewalks on both sides and paths will provide access to each business. Where possible, connections will be made to adjacent local and regional trails.

Bicycle Facilities

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

Trails

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



General Urban Areas

PLACE TYPE

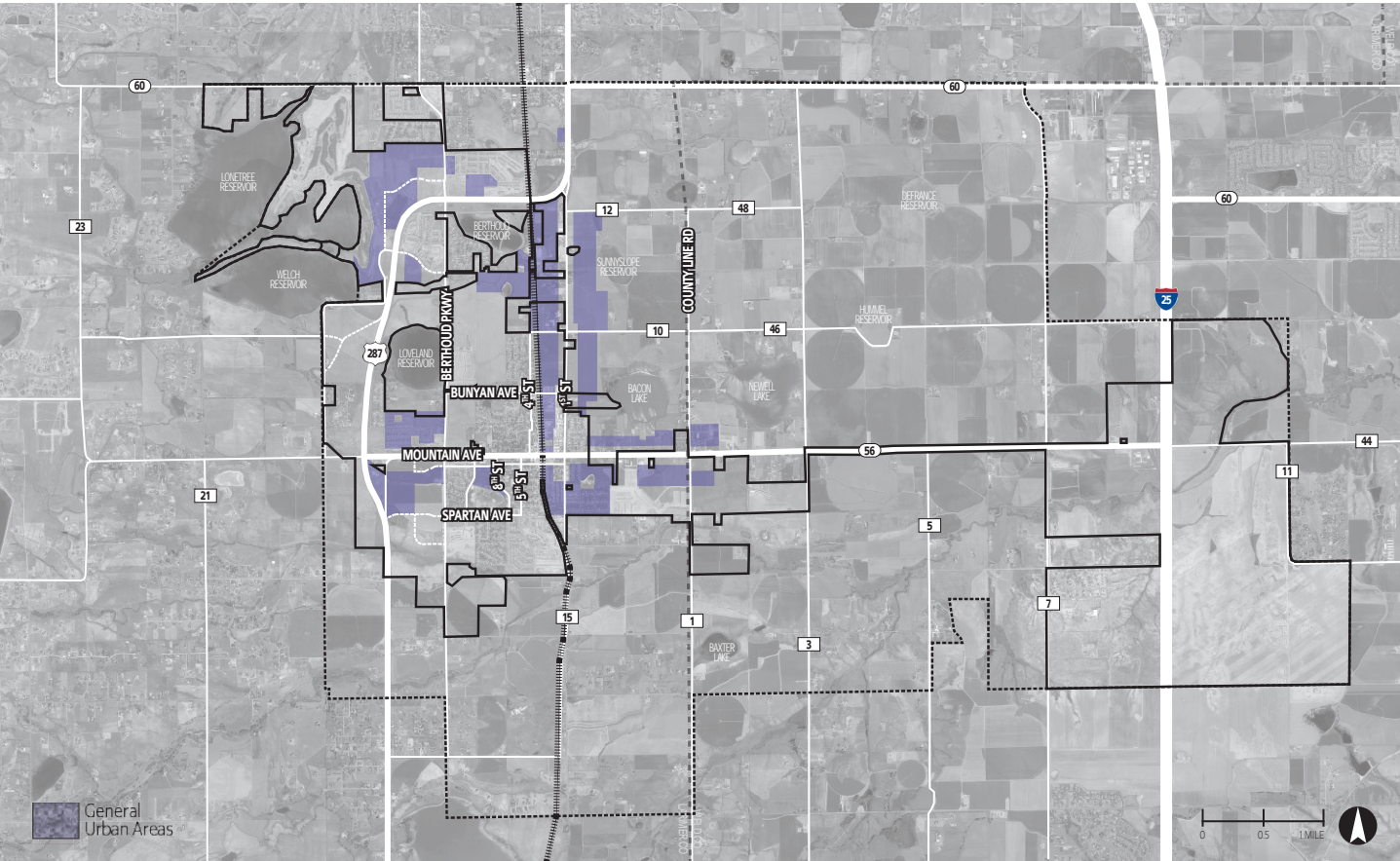
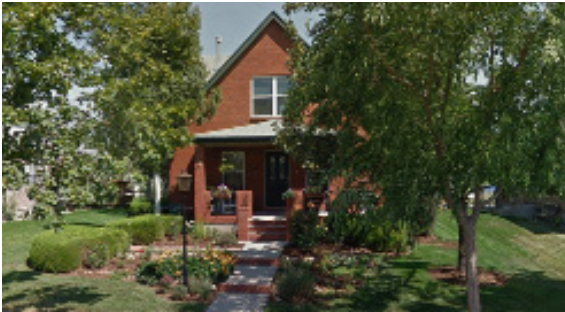
ATTRIBUTES & CHARACTER VIEWS

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

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

- Urban Residential
- Innovation District

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



Urban Residential | CHARACTER DISTRICT

GENERAL URBAN AREAS | PLACE TYPE

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

GENERAL CHARACTERISTICS

Preferred Land Uses

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

Relevant Zone Districts

General urban areas within Town limits are generally covered by a range of zoning districts: Single Family (R1), Limited Multi-Family (R2), Multi-Family (R3), Mixed Use (R4), and Planned Unit Development (PUD).

DEVELOPMENT FORM

Character of Development

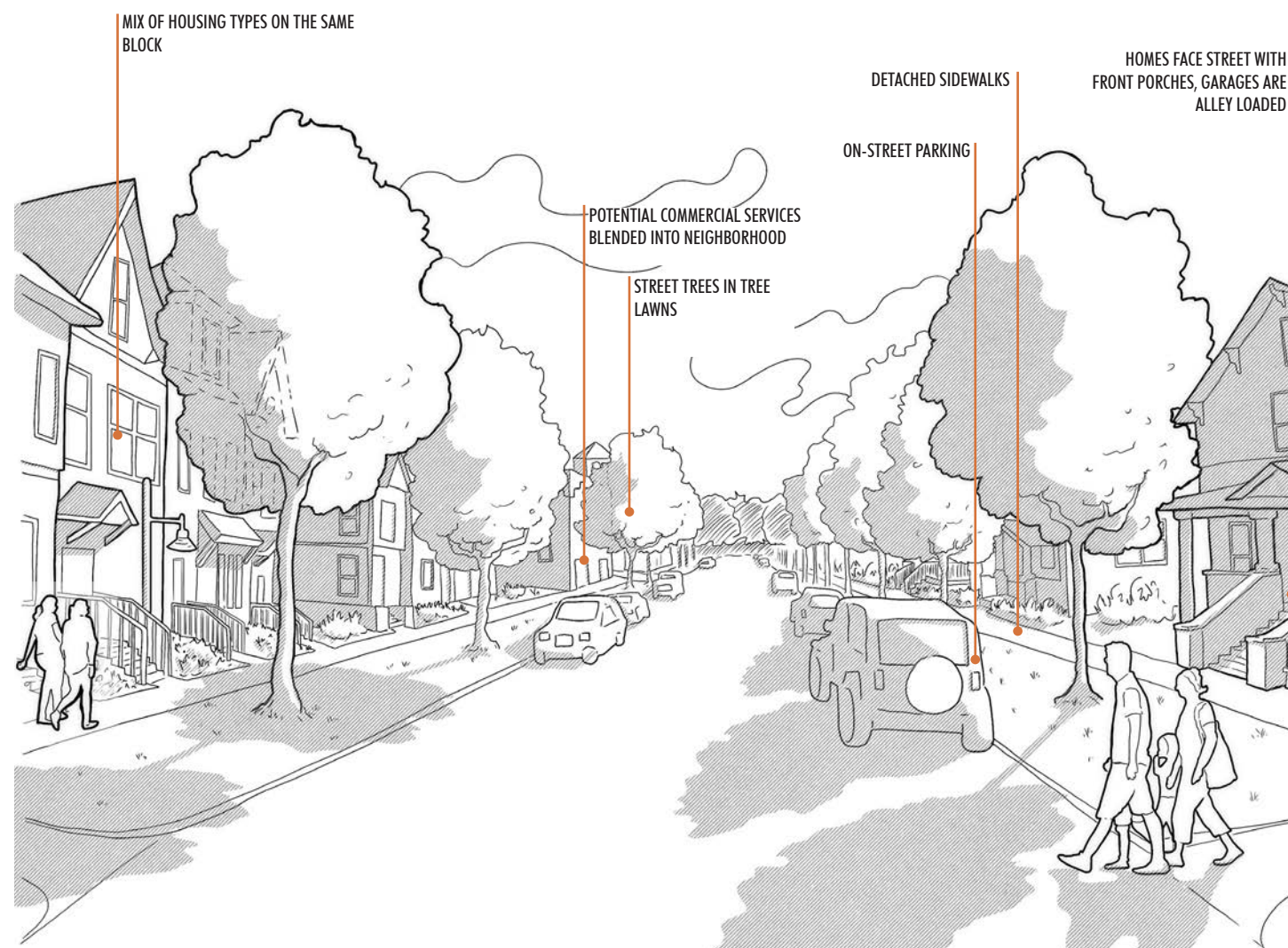
Urban Residential areas will incorporate traditional neighborhood design, also known as New Urbanism. Development pattern will focus on walkable streets, front porches, alley loaded garages and green spaces for social gatherings and play. Non-residential uses, where incorporated will be blended into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

Density & Intensity

Urban residential areas will generally maintain moderate to high density.

Scale

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



Urban Residential | CHARACTER DISTRICT

GENERAL URBAN AREAS | PLACE TYPE

URBAN DESIGN

Architecture

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

Streetscape

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

COMMUNITY SPACES

Public Spaces

Parks, greenways, recreation, and civic spaces should be located within or in close proximity to urban residential areas. Connectivity to trails and bikeways will also be encouraged.

Private Spaces

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

BLOCK & FRONTAGE TYPES

Block Types

Urban residential areas will provide for walkable neighborhood blocks.

Frontage Types

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

MOBILITY & CONNECTIONS

Street Characteristics

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

Access & Connectivity

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

Vehicle Speeds

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

Parking

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

Pedestrian Facilities

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

Bicycle Facilities

Bicycles will share travel lanes with vehicles on local streets. Dedicated on-street bike facilities can be provided on collector and arterial streets, as defined by the Town's street standards. Bike parking will also be provided in areas where public or private amenities are provided, such as at parks and trailheads.

Trails

Where possible, trails should be connected to urban residential areas providing safe routes to schools, parks, and other community destinations.



Innovation District | CHARACTER DISTRICT

GENERAL URBAN AREAS | PLACE TYPE

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.

GENERAL CHARACTERISTICS

Preferred Land Uses

The future character and composition of the Innovation District will be guided by the preferred uses for the corridor. In particular, the Innovation District will continue to support existing technical businesses and production uses, while also integrating emerging business types that focus on research and development (R&D), technology, startups, 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.

Relevant Zone Districts

Located entirely within Town limits, the Innovation District is generally covered by the Light Industrial (M1), Industrial (M2), Mixed Use (R4), and General Commercial (C2).

DEVELOPMENT FORM

Character of Development

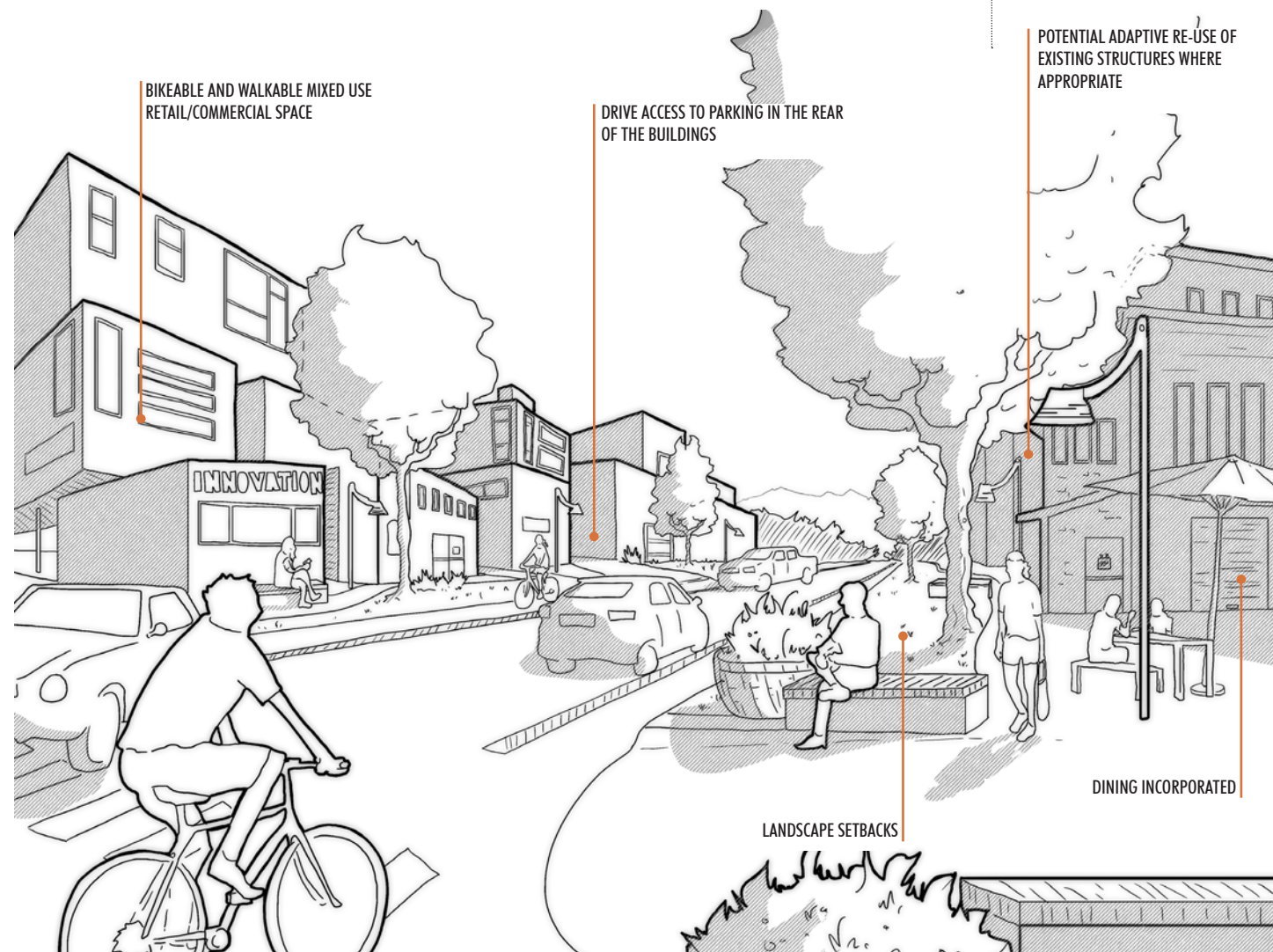
The Innovation District will bring together organizations, business, and multi-use public spaces, as well as residents and visitors to supplement the foot traffic of the working population, so that they can externalize and share quality-of-life costs, particularly to the benefit of young and small enterprises.

Density & Intensity

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

Scale

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



Innovation District | CHARACTER DISTRICT

GENERAL URBAN AREAS | PLACE TYPE

URBAN DESIGN

Architecture

Architecture will complement the Town's small town charm and reflect a progressive sense of design. When residential uses are located in a predominantly commercial area, architectural style will blend with neighboring commercial buildings.

Streetscape

Streets will be welcoming to walk along with detached sidewalks lined on both sides with street trees.

COMMUNITY SPACES

Public Spaces

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

Private Spaces

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

BLOCK & FRONTAGE TYPES

Block Types

Buildings will be used to define a strong street edge with upper floors stepped back with architectural embellishments at corners and main entry features.

Frontage Types

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

MOBILITY & CONNECTIONS

Street Characteristics

Streets that accommodate higher traffic volumes and larger vehicles will be common in the Innovation District. Streets will incorporate detached pedestrian sidewalks and dedicated bicycle facilities. Buffer bike lanes will be preferred, as described in the Town's street standards.

Access & Connectivity

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

Vehicle Speeds

Vehicle speeds should be low to moderate in these areas.

Parking

Where possible, off-street parking lots should be shared to reduce the overall footprint of paved parking areas.

Parking lots should be tucked behind buildings to minimize their visual presence. Availability of on-street parking will be limited in some areas.

Pedestrian Facilities

Streets will have detached sidewalks on both sides and paths will provide access to each business. Where possible, connections to adjacent local and regional trails will be provided in close proximity to each business.

Bicycle Facilities

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

Trails

Where possible, trails should be connected to the Innovation District to enable and encourage walking and biking.



Urban Center

PLACE TYPE

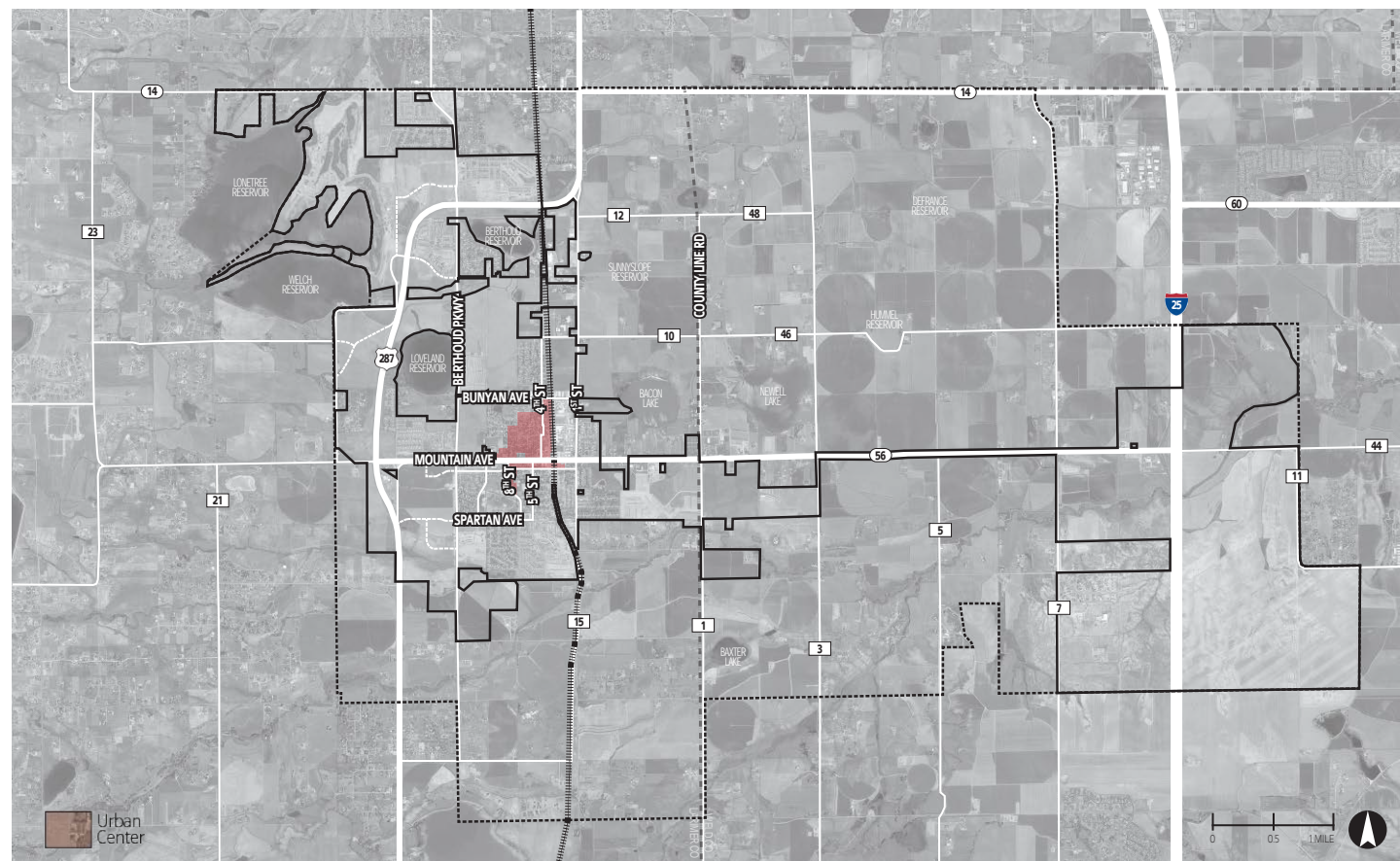
ATTRIBUTES & CHARACTER VIEWS

Berthoud's Urban Center has the greatest concentration of character and personality, and it shapes much of the Town's identity. Its buildings give a sense of history, its businesses and restaurants show the liveliness of the town, and its quirks set it apart from other towns in Northern Colorado. And while the downtown has changed over the years, its essence is well preserved and will continue to be.

The Urban Center, highlighted in the map below, is made up of 2 character districts, including:

- Downtown
- Old Town Residential

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



Downtown | CHARACTER DISTRICT

URBAN CENTER | PLACE TYPE

GUIDING PRINCIPLE: The Downtown Character is intended to be a vibrant and vital reflection of Berthoud's personality. This district will build upon and accent downtown's existing strengths; create a pedestrian friendly experience with quality outdoor spaces; preserve historic architecture; provide unique places to shop and eat; include a mix of commercial and residential uses; and encourage cultural and entertainment opportunities.

GENERAL CHARACTERISTICS

Preferred Land Uses

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

Relevant Zone Districts

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

DEVELOPMENT FORM

Character of Development

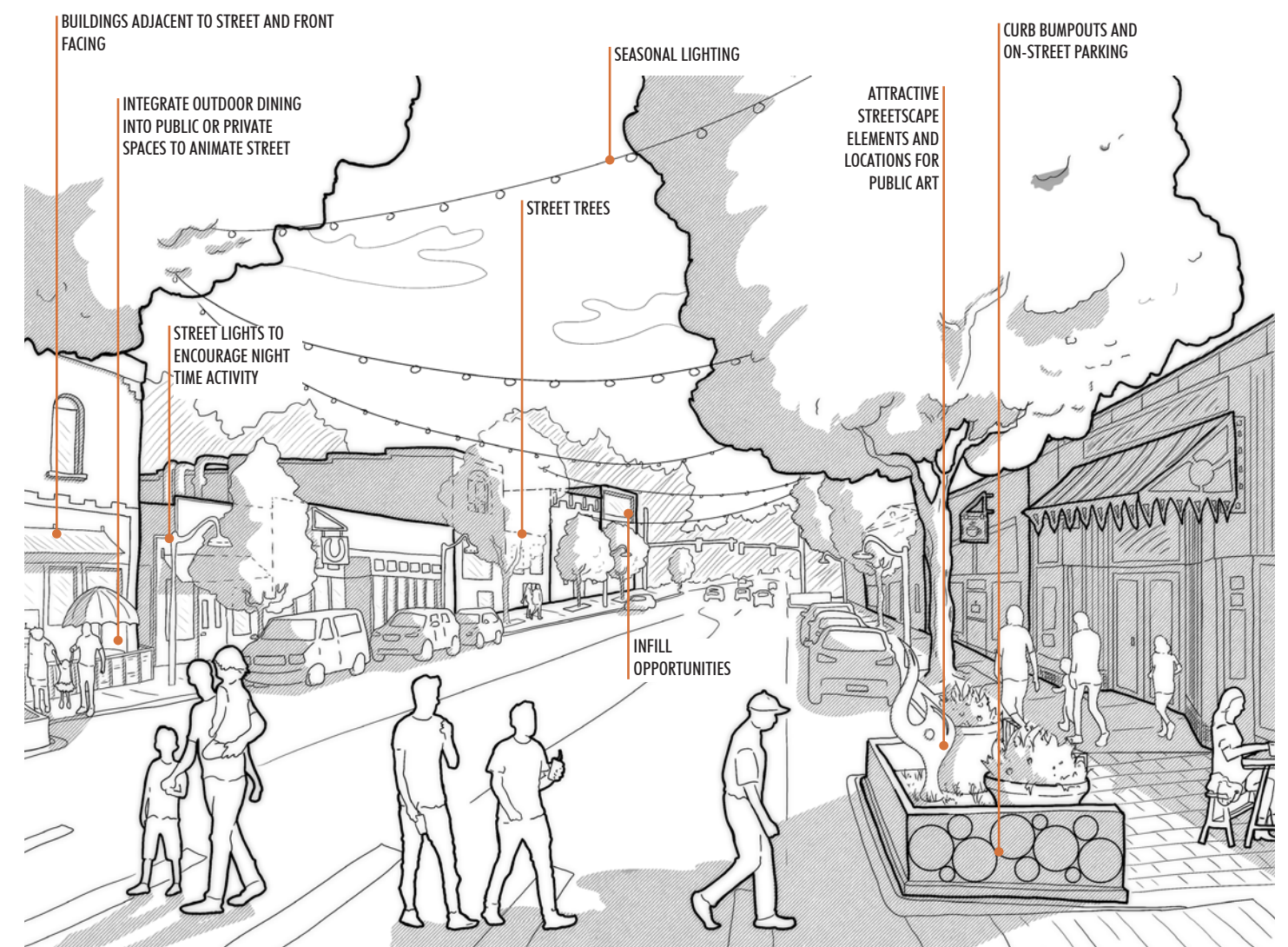
This district is all about creating a rich and vibrant environment that attracts people to downtown stores and restaurants. Streets will be activated with outdoor dining, rooftop decks, and other people spaces. The historic, creative, and quirky vibes will be celebrated and reinforced.

Density & Intensity

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

Scale

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





Downtown | CHARACTER DISTRICT

URBAN CENTER | PLACE TYPE

URBAN DESIGN

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

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

COMMUNITY SPACES

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

Private Spaces
Outdoor dining and rooftop decks will be encouraged to animate this district. Outdoor display and storage will be fully screened from the public right-of-way.

BLOCK & FRONTAGE TYPES

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

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

MOBILITY & CONNECTIONS

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

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

Vehicle Speeds
Slower speeds will be preferred to prioritize the pedestrian.

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

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

Bicycle Facilities
The concept of an east/west bikeway on Welch Avenue, which was posed in the Mountain Avenue Corridor Plan, is supported by the Comprehensive Plan because a safe and low stress east/west connection is a priority.

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

Old Town Residential | CHARACTER DISTRICT

URBAN CENTER | PLACE TYPE

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

GENERAL CHARACTERISTICS

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

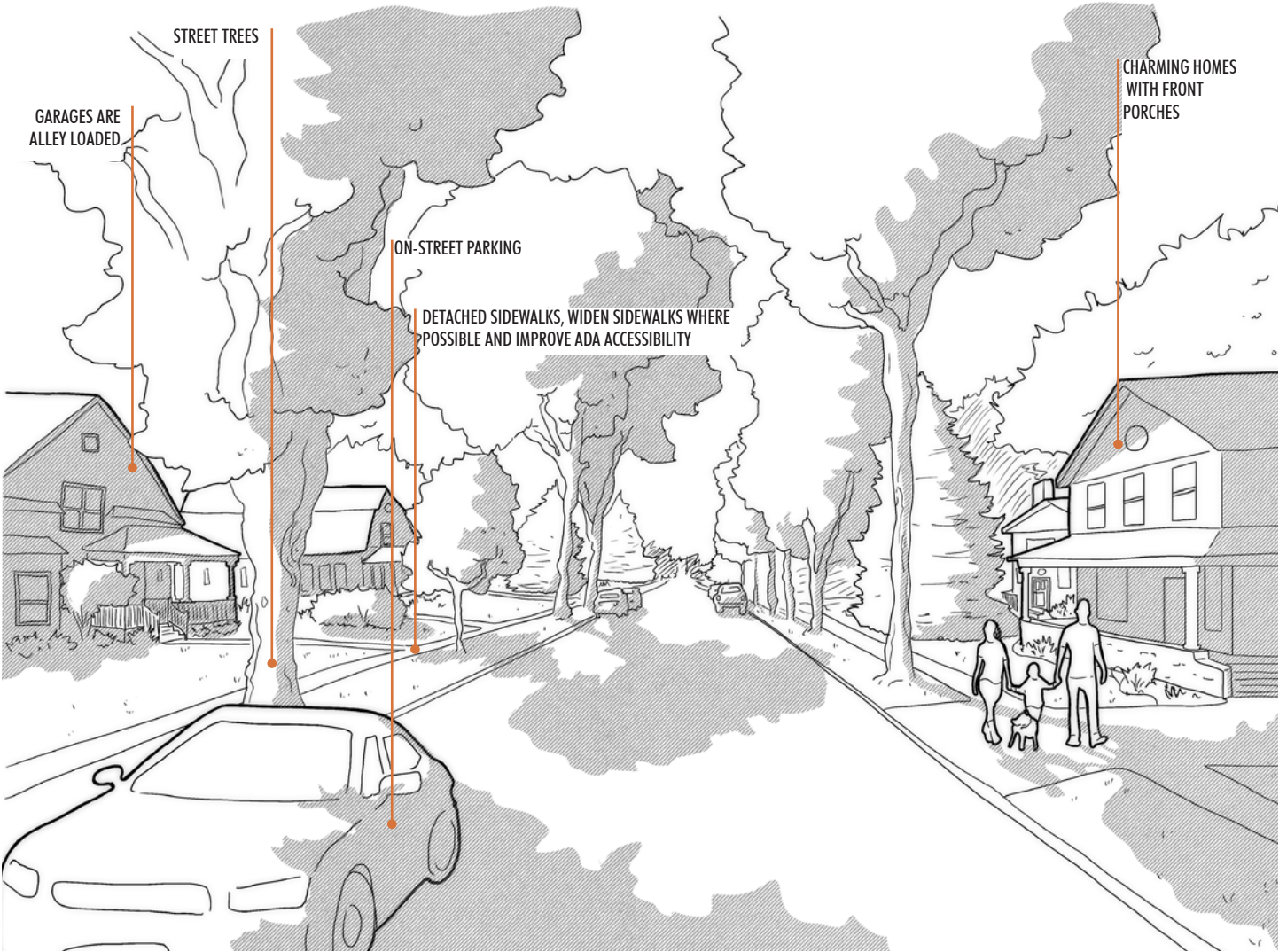
Relevant Zone Districts
Located entirely within Town limits, the Old Town Residential is generally covered by the Single-Family (R1), Limited Multi-Family (R2), Multi-Family (R3), and Agricultural (A) zoning districts, as well as a few instances of Neighborhood Commercial (C1).

DEVELOPMENT FORM

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

Density & Intensity
These neighborhoods will generally maintain low to moderate density.

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





Old Town Residential | CHARACTER DISTRICT

URBAN CENTER | PLACE TYPE

URBAN DESIGN

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

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

COMMUNITY SPACES

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

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

BLOCK & FRONTAGE TYPES

Block Types
The Old Town Residential Character District will continue to maintain walkable blocks.

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

MOBILITY & CONNECTIONS

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

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

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

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

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

Bicycle Facilities
Bicycles will share travel lanes with drivers on local streets. Dedicated bike facilities may be provided on collector and arterial streets. Bike parking should be provided in areas where public or private amenities are provided.

Trails
Where possible, trails should be connected to the Old Town Residential Character District providing safe routes to schools, parks, and other popular destinations.



Special Districts

PLACE TYPE

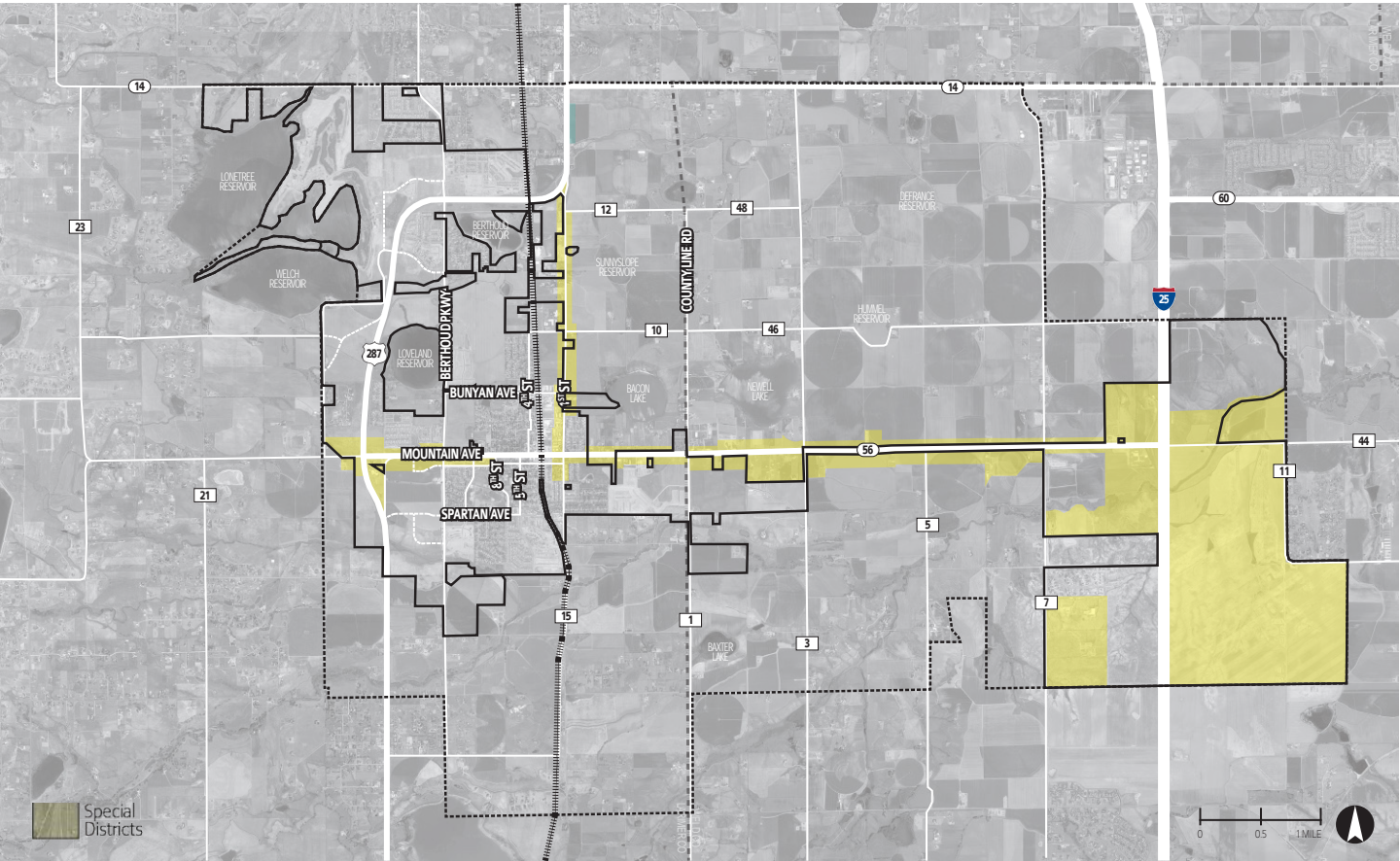
ATTRIBUTES & CHARACTER VIEWS

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

Special Districts, highlighted in the map below, include:

- New Berthoud
- 1st Street
- Mountain Avenue/Hwy 56

The Special Districts are described in greater detail in the following pages





New Berthoud | CHARACTER DISTRICT

SPECIAL DISTRICTS | PLACE TYPE

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

GENERAL CHARACTERISTICS

Preferred Land Uses

Generally, a mix of uses is encouraged that take advantage of the strong access to I-25 and build out Berthoud’s eastern growth area. Mixed use environments similar to the future Turion development will be encouraged to plan for a mix of residential, commercial, office, industrial and open space.

Relevant Zone Districts

Parcels located within Town limits are zoned Planned Unit Development (PUD), Transition (T), Agriculture (Ag), General Commercial (C2), and Industrial (M2). Parcels located outside Town limits in Weld County are zoned Agriculture (A), except the parcel north of Serenity Ridge zoned Highway Commercial (C-4).

DEVELOPMENT FORM

Character of Development

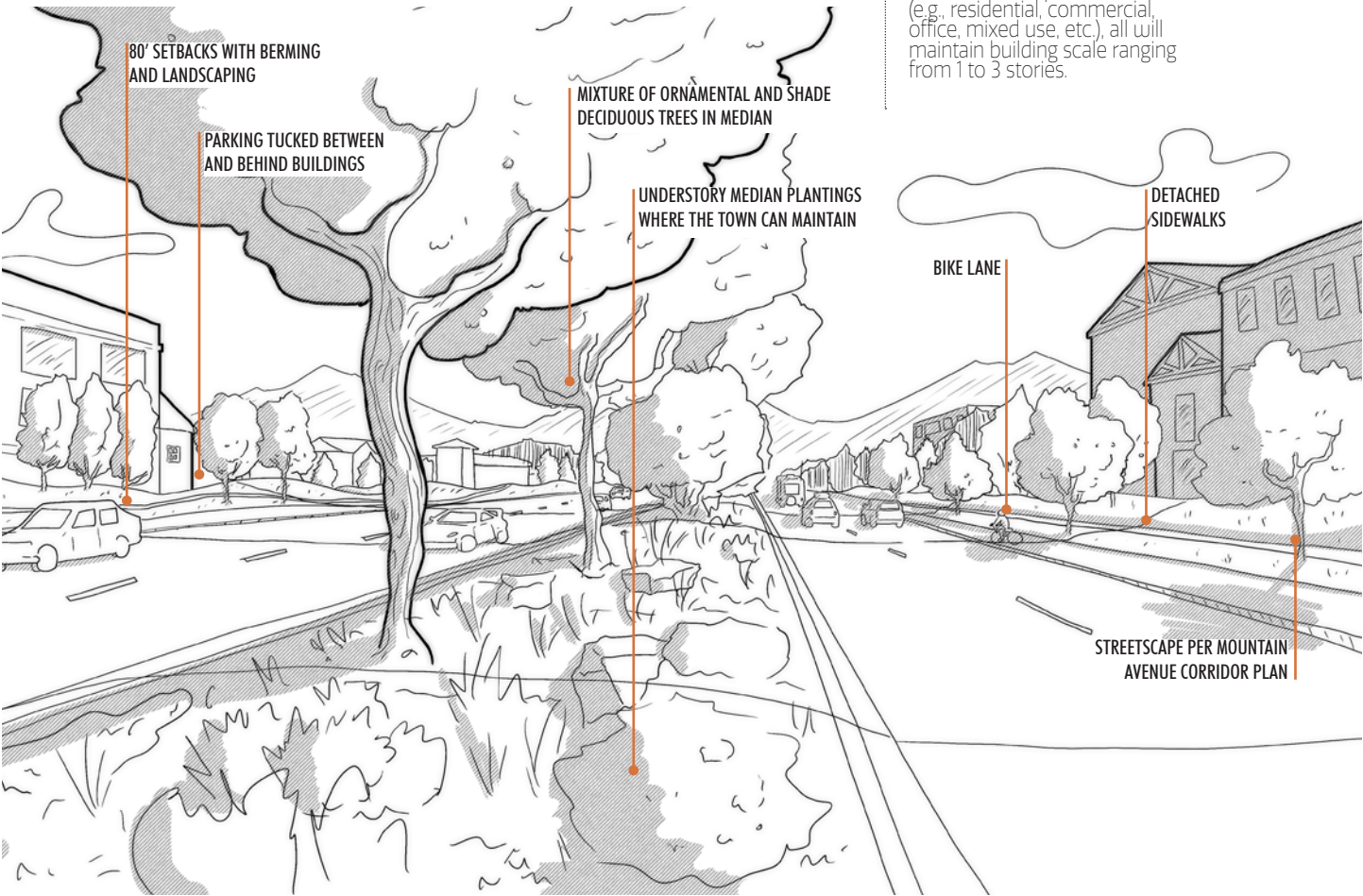
In time, a variety of commercial and mixed-use developments will pop up in this area and each should contribute positively to the Town’s image. Generous landscape buffers are recommended along Highway 56 and I-25 and are of critical importance in tying individual developments together visually. Streetscapes and Town signage should be distinct and attractive. This district should not appear as a truck stop; however, these types of uses are supported by the plan if they are attractive, appropriately lighted, and well screened from the public right-of-way.

Density & Intensity

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

Scale

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



New Berthoud | CHARACTER DISTRICT

SPECIAL DISTRICTS | PLACE TYPE

URBAN DESIGN

Architecture

Architectural guidelines for the New Berthoud Special District should be developed by the Town to formulate a cohesive vision the development within this district.

REFER TO THE MOUNTAIN AVENUE CORRIDOR PLAN FOR MORE INFORMATION

Streetscape

Within this district, landscaping in tree lawns along I-25 and Highway 56 will be limited to non-irrigated native seed and groupings of shade trees and ornamental flower trees. Medians will also include a mix of shade trees and ornamental flowering trees. Understory plantings in medians will depend on the Town’s ability to maintain them. Streets within developments will have detached walks and street trees on both sides.

COMMUNITY SPACES

Public Spaces

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

Private Spaces

Building footprints should be intentionally shaped around plazas and forecourts with the building mass providing protection from winter winds. Wall heights and roof line shapes shall consider sun angles to allow for pockets of sunshine, thus creating micro-climates that extend the shoulder seasons.

BLOCK & FRONTAGE TYPES

Block Types

Buildings will be used to define a strong street edge with upper floor step back and architectural embellishments at corners and main entry features. Green front yard setbacks will be provided within the majority of this district, but zero foot setbacks will be provided in pedestrian-/bicycle-friendly activity areas.

Frontage Types

New buildings and parking lots will be set back a minimum of 80 feet from the Highway 56 and I-25 rights-of-way. These setbacks will provide spaces for attractive streetscapes and proper buffering of adjacent developments.

MOBILITY & CONNECTIONS

Street Characteristics

Streets that accommodate higher traffic volumes and larger vehicles will be common in these areas. Streets serving these areas will incorporate detached pedestrian sidewalks and dedicated bicycle facilities. Buffer bike lanes will be preferred, as described in the Town’s street standards.

Access & Connectivity

Arterial and collector streets will provide primary access for these areas. Local streets may be used to access residential neighborhood and small businesses located within mixed use areas.

Vehicle Speeds

Vehicle speeds should be low to moderate in these areas.

Parking

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

Pedestrian Facilities

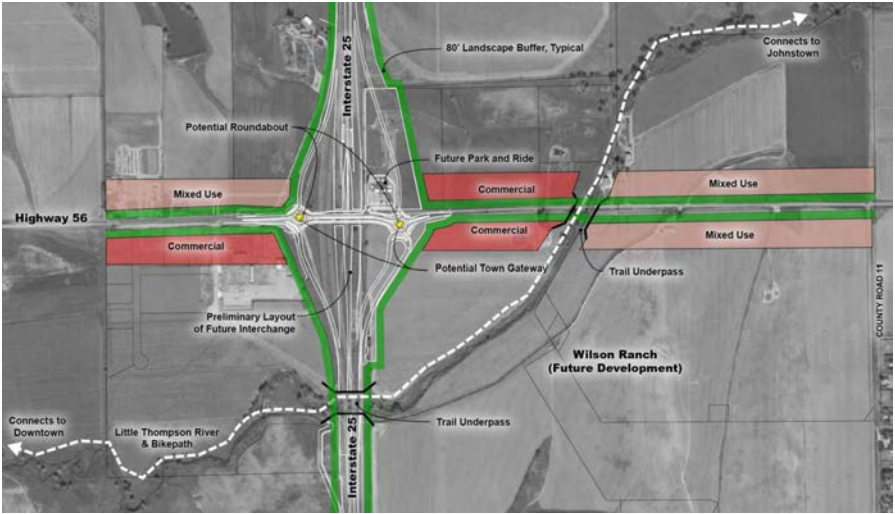
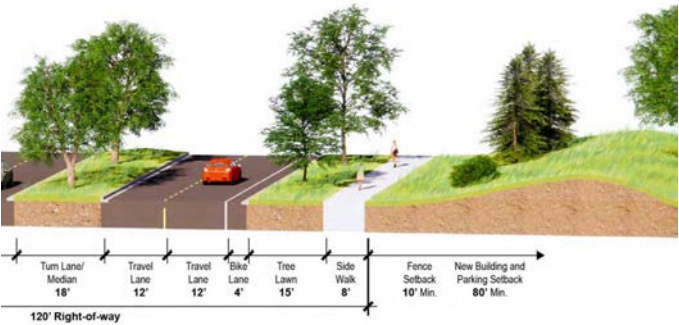
Streets will have detached sidewalks on both sides and paths will provide access to each business. Where possible, connections to adjacent local and regional trails will be provided.

Bicycle Facilities

Dedicated bike facilities will be provided on collector and arterial streets. Bikes will share travel lanes with cars on local streets. Bike parking will be provided.

Trails

Pedestrian and bicycle connectivity will link this district to the rest of the Town. The Little Thompson River Trail should be extended to the eastern Town limits, and trail underpasses should be incorporated where the Little Thompson River crosses I-25 and Country Road 44.





1st Street Corridor | CHARACTER DISTRICT

SPECIAL DISTRICTS | PLACE TYPE

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

GENERAL CHARACTERISTICS

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

Relevant Zone Districts
Within Town limits, the 1st Street Corridor is covered by a range of zoning districts, including the Neighborhood Commercial (C1), General Commercial (C2), Limited Multi-Family (R2), Planned Unit Development (PUD), Light Industrial (M1), and Industrial (M2). Unincorporated land in Larimer County is zoned Farming (FA1), Mixed Use (R4), Multi-Family (M), and Commercial (C).

DEVELOPMENT FORM

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

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

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

1st Street Corridor | CHARACTER DISTRICT

SPECIAL DISTRICTS | PLACE TYPE

URBAN DESIGN

Architecture
Architectural guidelines for the 1st Street Special District should be developed by the Town to formulate a cohesive vision the development within this district.

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

COMMUNITY SPACES

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

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

BLOCK & FRONTAGE TYPES

Block Types
Buildings will be used to define a strong street edge with upper floor step back and architectural embellishments at corners and main entry features. Zero foot front yard setbacks will be encouraged at the south end of the 1st Street Corridor (south of Bunyan Avenue). Broader setbacks will be incorporated north of Bunyan Avenue.

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

MOBILITY & CONNECTIONS

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

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

Vehicle Speeds
Vehicle speeds should be low to moderate in these areas. Low speeds near residential neighborhoods and other areas that will have significant pedestrian/bicycle activity.

Parking
Where possible, off-street parking lots should be shared to reduce the overall footprint of paved parking areas, and parking lots should be tucked behind buildings to minimize their visual presence. On-street parking will be limited in most areas.

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

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

Trails
Where possible, trails should be connected to the 1st Street Corridor to enable and encourage people to walk and ride their bikes.





Mountain Avenue Corridor | CHARACTER DISTRICT

SPECIAL DISTRICTS | PLACE TYPE

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

GENERAL CHARACTERISTICS

REFER TO THE MOUNTAIN AVENUE CORRIDOR PLAN FOR MORE INFORMATION

Preferred Land Uses

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

Relevant Zone Districts

Within Town limits, the Mountain Avenue Corridor is covered by a range of zoning districts, including the Neighborhood Commercial (C1), General Commercial (C2), Single Family (R1), Limited Multi-Family (R2), Multi-Family (R3), Planned Unit Development (PUD), Light Industrial (M1), and Industrial (M2). Unincorporated land in Larimer County and Weld County is zoned Farming (FA1) and Agricultural (A), respectively.

DEVELOPMENT FORM

Character of Development

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

Density & Intensity

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

Scale

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

REFER TO THE MOUNTAIN AVENUE CORRIDOR PLAN FOR MORE INFORMATION



Mountain Avenue Corridor | CHARACTER DISTRICT

SPECIAL DISTRICTS | PLACE TYPE

URBAN DESIGN

Architecture

REFER TO THE MOUNTAIN AVENUE CORRIDOR PLAN FOR MORE INFORMATION

Streetscape

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

REFER TO THE MOUNTAIN AVENUE CORRIDOR PLAN FOR MORE INFORMATION

COMMUNITY SPACES

Public Spaces

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

Private Spaces

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

REFER TO THE MOUNTAIN AVENUE CORRIDOR PLAN FOR MORE INFORMATION

BLOCK & FRONTAGE TYPES

Block Types

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

Frontage Types

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

REFER TO THE MOUNTAIN AVENUE CORRIDOR PLAN FOR MORE INFORMATION

MOBILITY & CONNECTIONS

Street Characteristics

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

Access & Connectivity

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

Vehicle Speeds

Vehicle speeds should be low to moderate in these areas. Low speeds near residential neighborhoods and other areas that will have significant pedestrian/bicycle activity.

Parking

Where possible, off-street parking lots should be shared to reduce the overall footprint of paved parking areas, and parking lots should be tucked behind buildings to minimize their visual presence. Availability of on-street parking will be limited in most areas.

Pedestrian Facilities

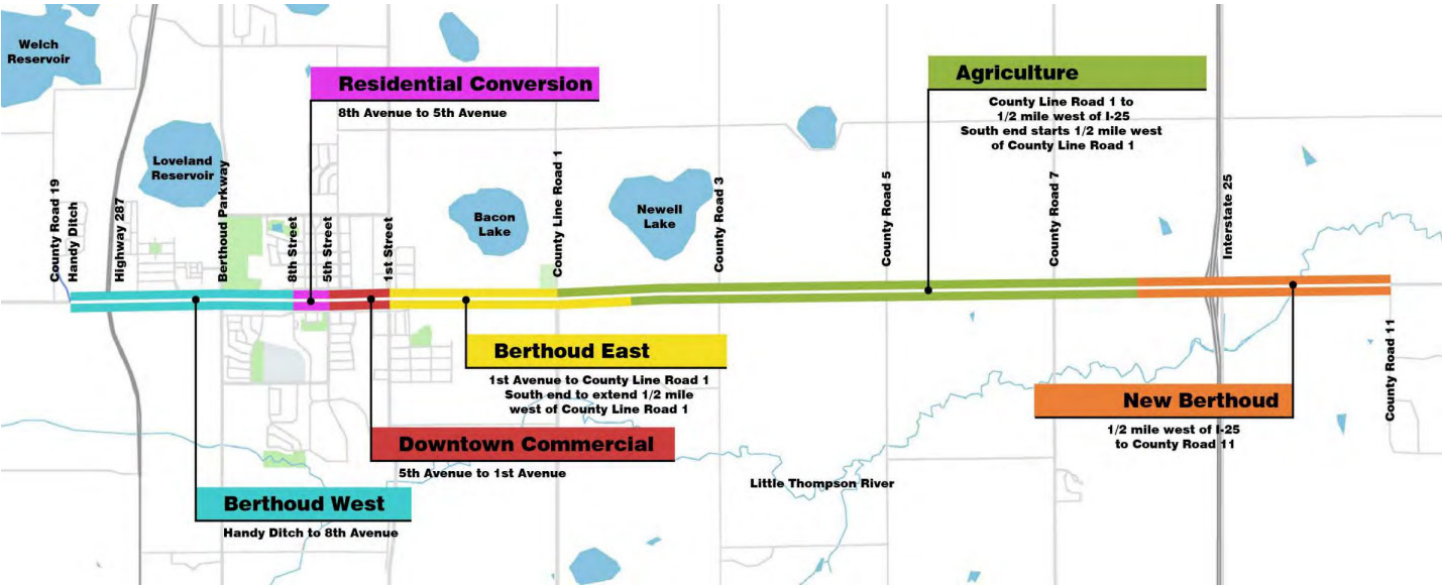
Streets will have detached sidewalks on both sides and paths will provide access to each business. Where possible, connections to adjacent local and regional trails will be provided.

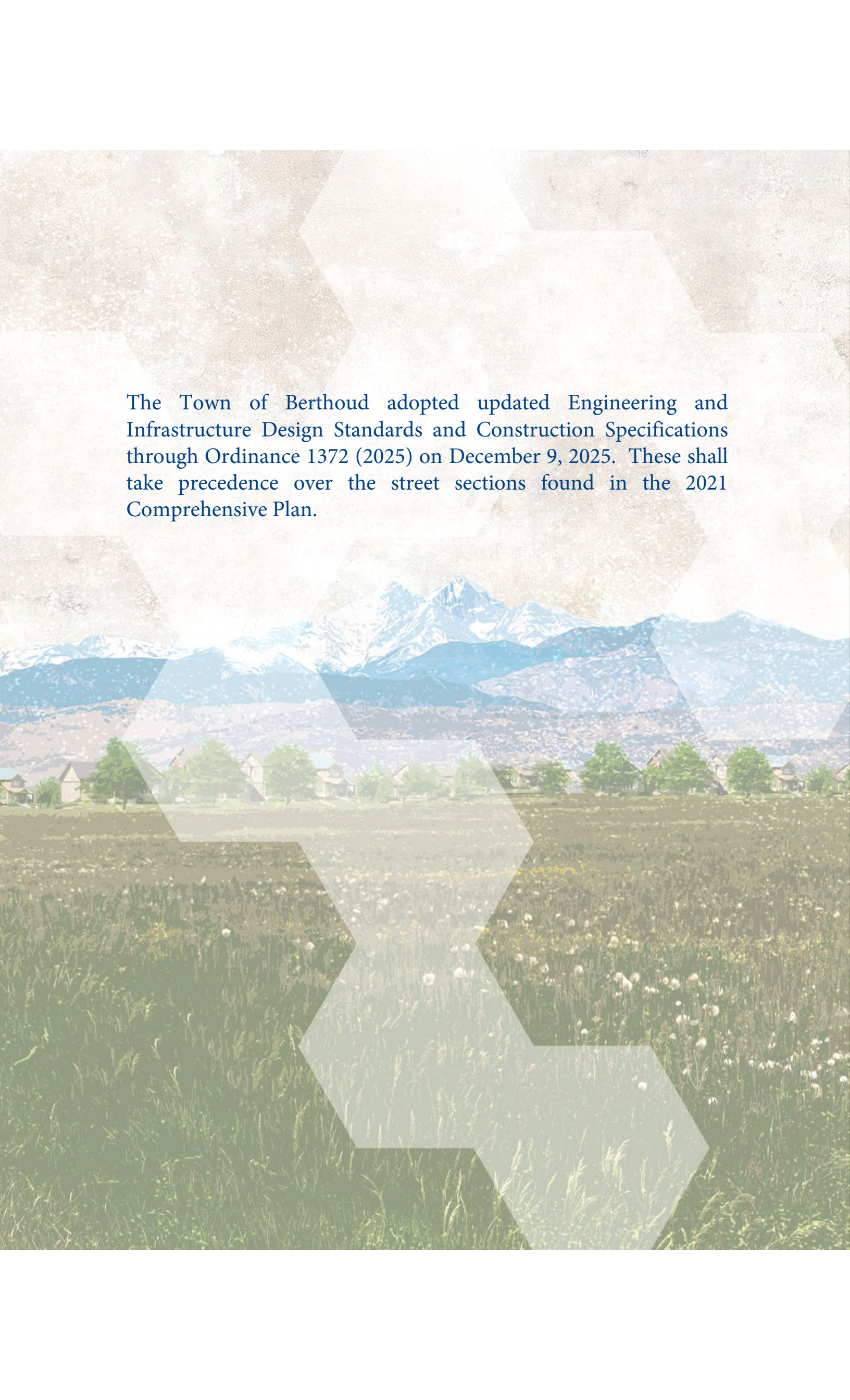
Bicycle Facilities

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

Trails

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





The Town of Berthoud adopted updated Engineering and Infrastructure Design Standards and Construction Specifications through Ordinance 1372 (2025) on December 9, 2025. These shall take precedence over the street sections found in the 2021 Comprehensive Plan.

TRANSPORTATION PLAN

INTRODUCTION

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

ROADWAY RECOMMENDATIONS

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

BICYCLES AND PEDESTRIAN RECOMMENDATIONS

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

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

TRANSIT RECOMMENDATIONS

The transit recommendations included as a part of the Transportation Plan are compatible with local and regional transit planning efforts. This includes maintaining the local BATS service area, the RAFT service, Transfort Flex Route, and the Bustang North Line. The Transportation Plan recommends implementing the future Berthoud Mobility Hub located at I-25 and SH 56, and the possible Front Range Rail alignment along the BNSF.



FIGURE 3.5
Transportation Typology

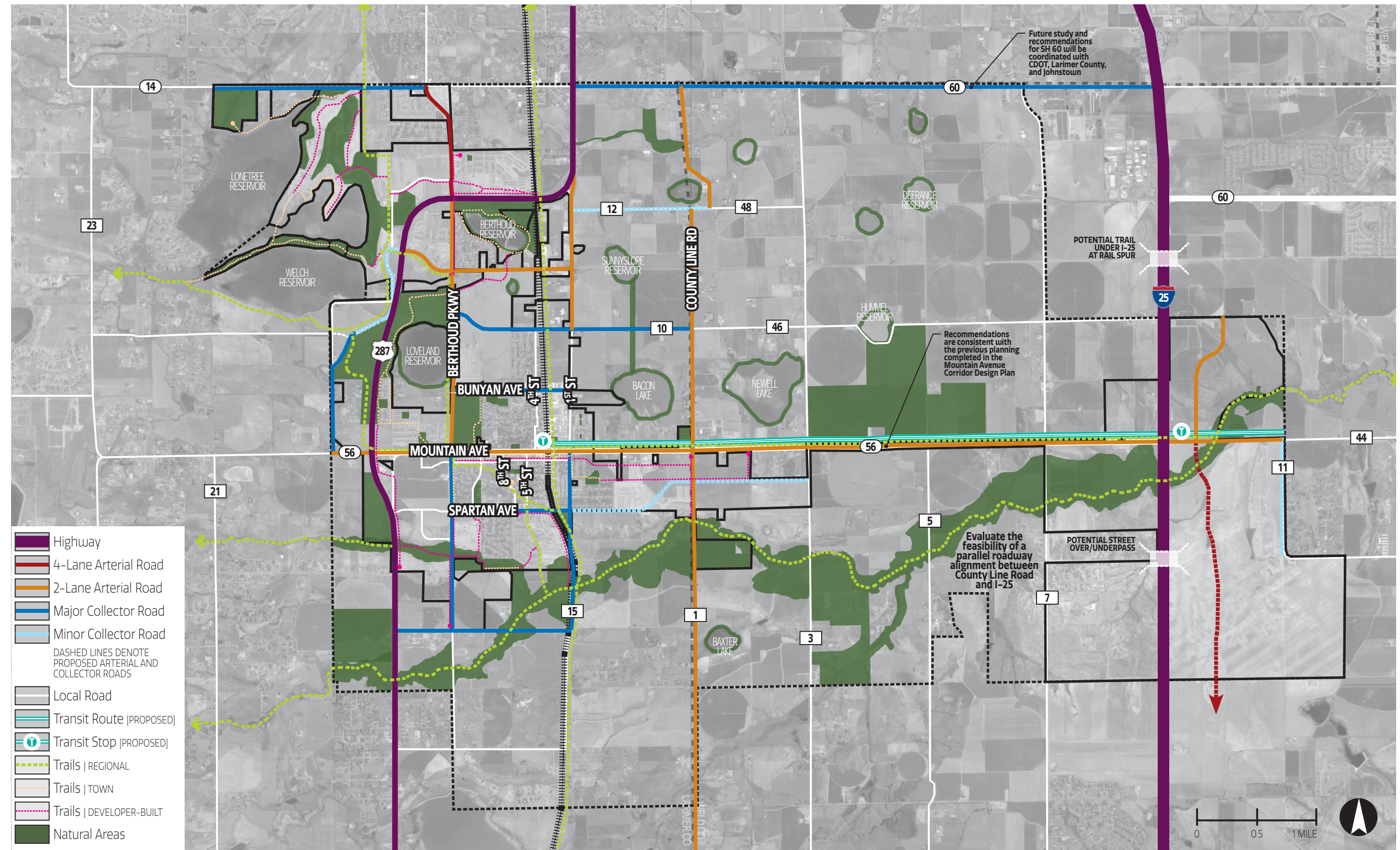


| Place Type | PLACE TYPE Natural Areas | PLACE TYPE Rural Areas | PLACE TYPE Suburban Areas | PLACE TYPE General Urban Areas | PLACE TYPE Urban Center | PLACE TYPE Special Districts |
|------------------------|--|---|--|---|---|--|
| Access | Restricted vehicular access | Low level of access | Moderate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



Figure 3.6

TRANSPORTATION PLAN



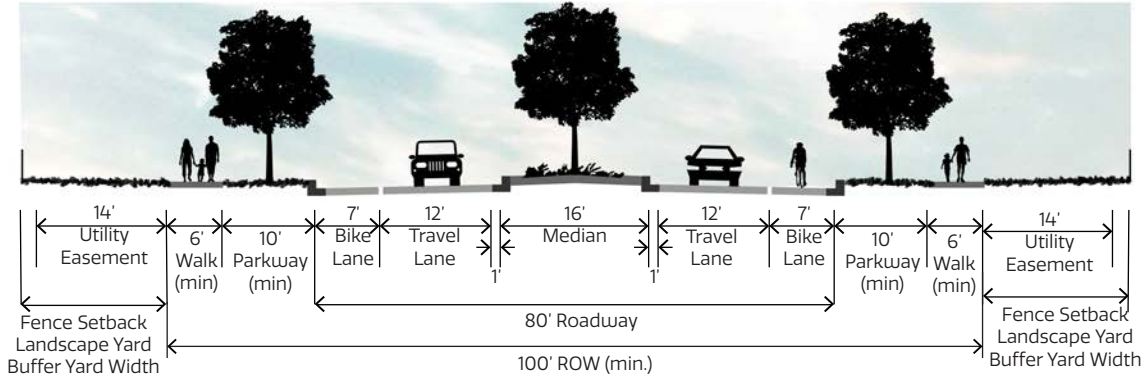


STREET CROSS SECTIONS

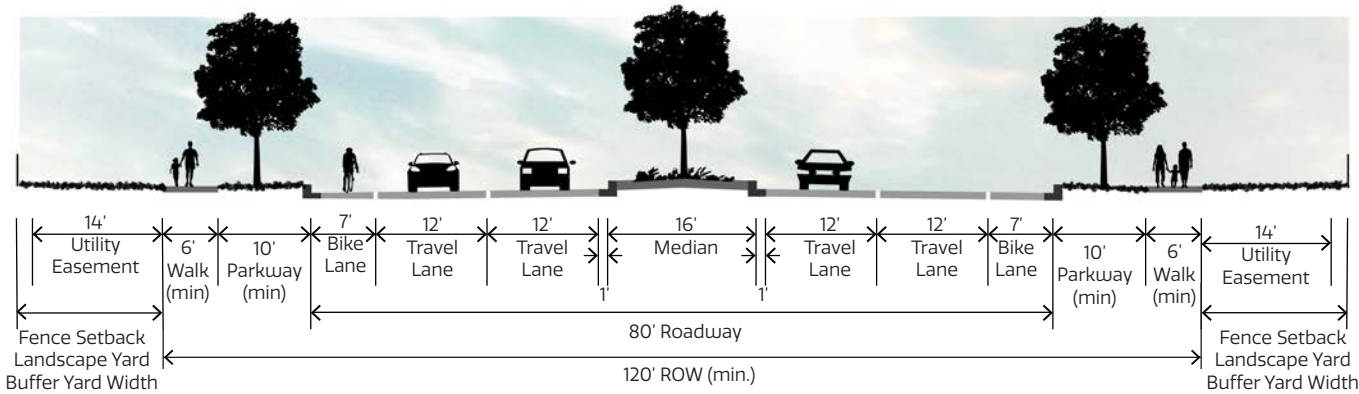
Functional Classification, Cross-Sections and ROW Preservation

| Master Street Plan | | | Cross Section Options | Minimum Right of Way to Preserve |
|---------------------------|-----------------------|---------------------|-----------------------|----------------------------------|
| Functional Classification | Existing Travel Lanes | Future Travel Lanes | | |
| Principal Arterial | 2 | 2 | 2-Lane Arterial | 100' |
| | | | Rural 2-Lane Arterial | 120' |
| Principal Arterial | 2 | 4 | 2-Lane Arterial | 120' |
| | | | Rural 2-Lane Arterial | 140' |
| Principal Arterial | 4 | 4 | 4-Lane Arterial | 120' |
| | | | Rural 4-Lane Arterial | 140' |
| Principal Arterial | 4 | 6 | 4-Lane Arterial | 140' |
| | | | Rural 4-Lane Arterial | 140' |
| Principal Arterial | 6 | 6 | 6-Lane Arterial | 140' |
| Minor Arterial | 2 | 2 | 2-Lane Arterial | 100' |
| | | | Rural 2-Lane Arterial | 120' |
| Minor Arterial | 2 | 4 | 2-Lane Arterial | 120' |
| | | | Rural 2-Lane Arterial | 140' |
| Minor Arterial | 4 | 4 | 4-Lane Arterial | 120' |
| | | | Rural 4-Lane Arterial | 140' |
| Major Collector | 2 | 2 | Major Collector | 80' |
| | | | Rural Collector/Local | 100' |
| Minor Collector | 2 | 2 | Minor Collector | 67' |
| | | | Rural Collector/Local | 87' |
| Local Street | 2 | 2 | Local Street | 51' |
| | | | Rural Collector/Local | 70' |
| Alley | 2 | 0 | Alley | 20' |

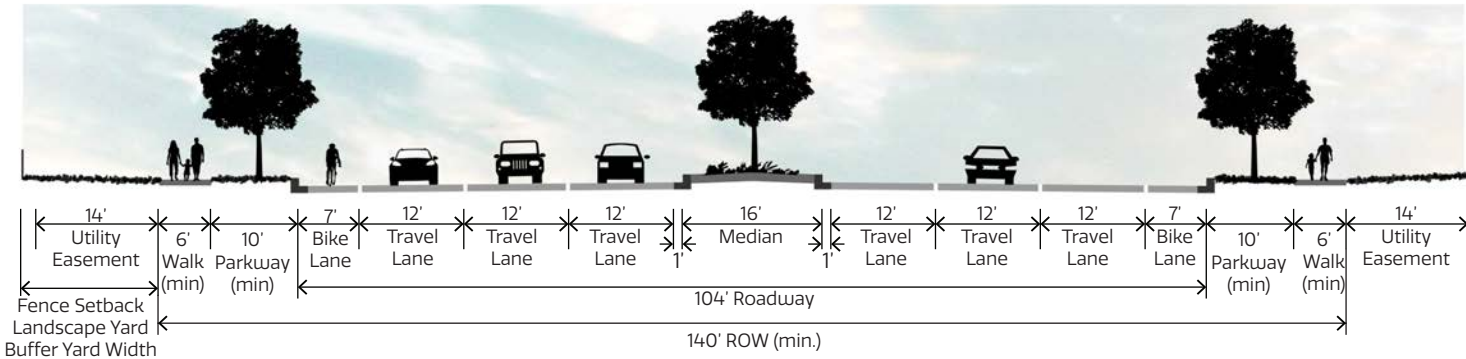
TWO LANE URBAN ARTERIAL
Figure 3.7



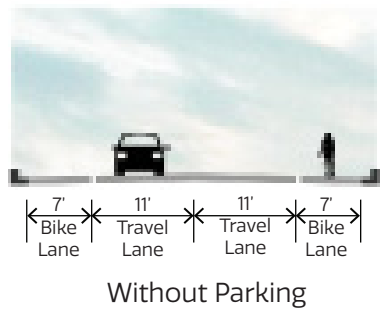
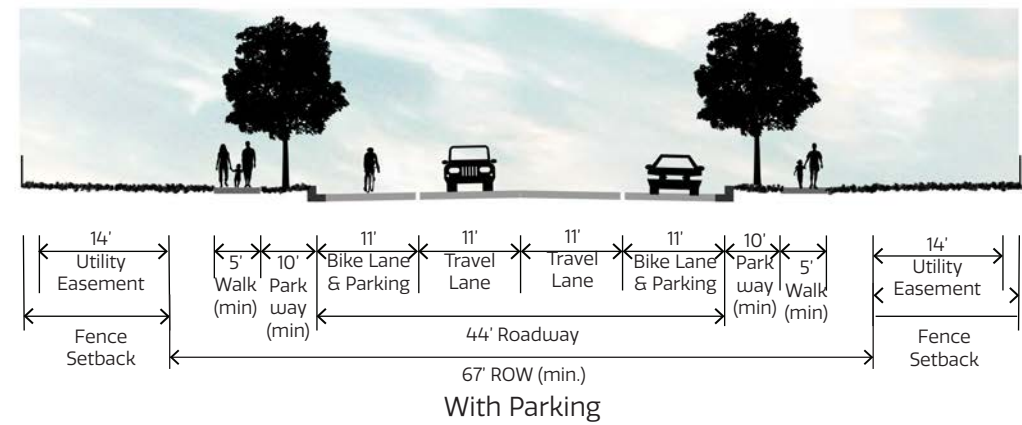
FOUR LANE URBAN ARTERIAL
Figure 3.8



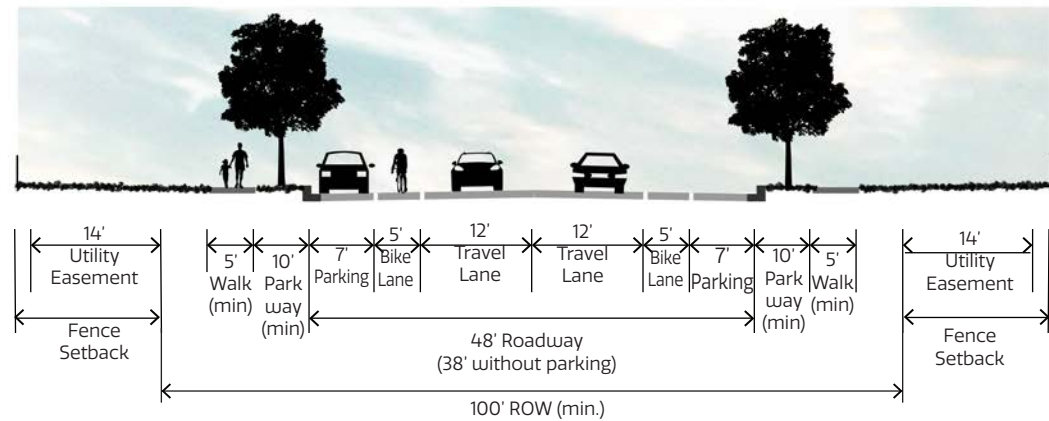
SIX LANE URBAN ARTERIAL
Figure 3.9



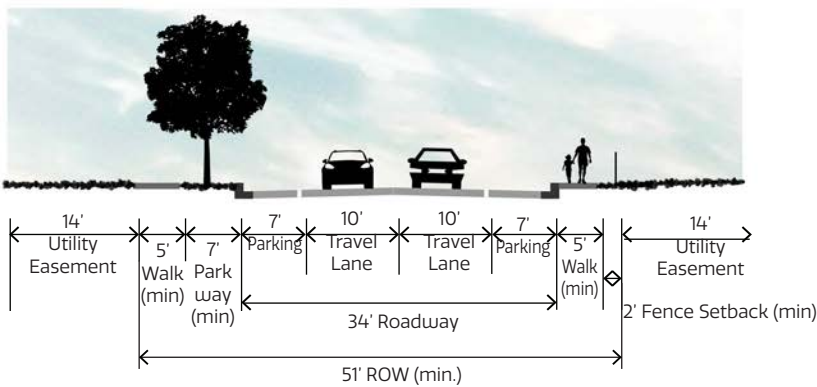
MINOR COLLECTOR STREET
Figure 3.10



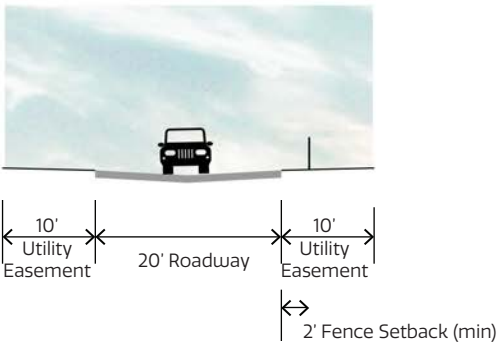
MAJOR COLLECTOR
Figure 3.11



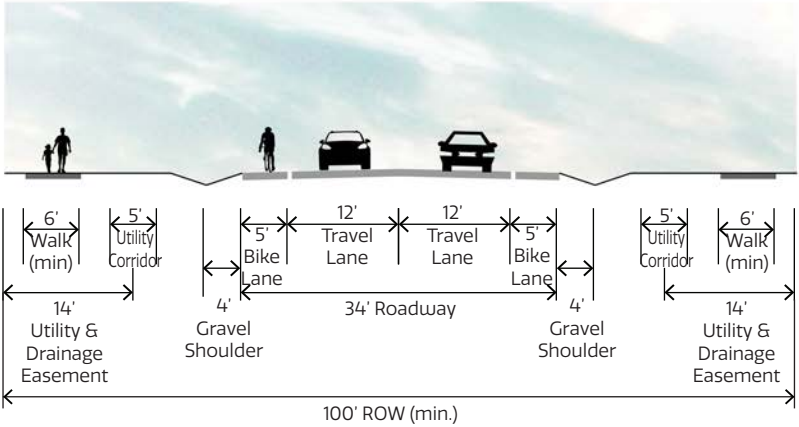
RESIDENTIAL LOCAL STREET
Figure 3.12



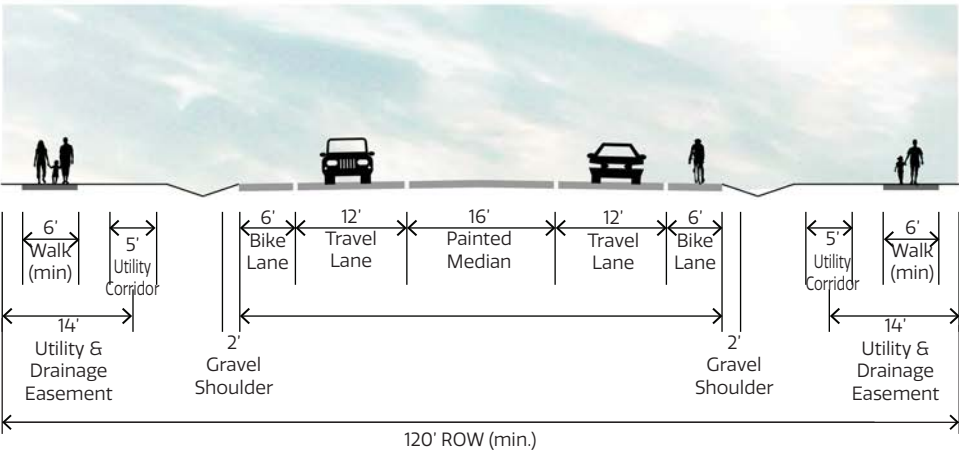
ALLEY
Figure 3.13



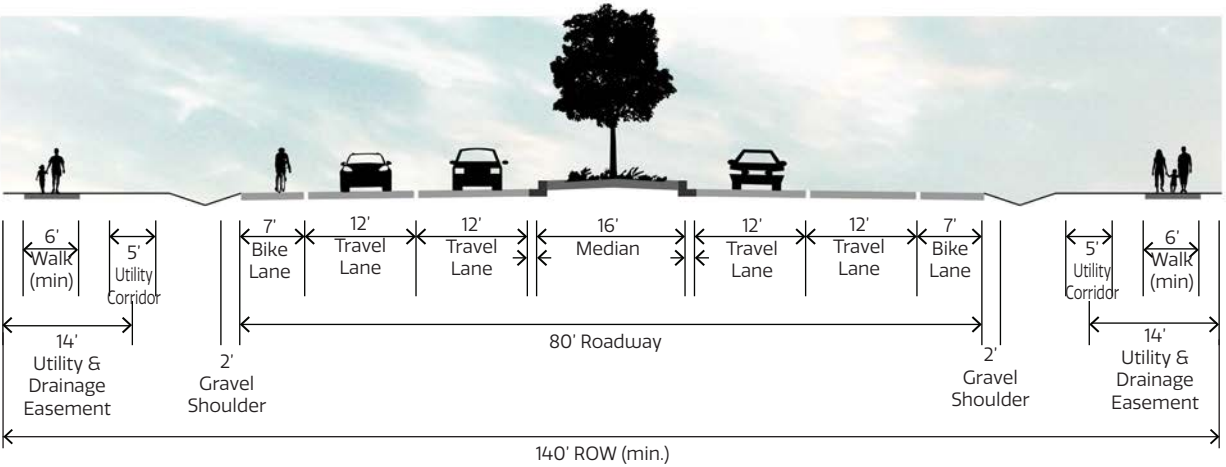
RURAL COLLECTOR / LOCAL
Figure 3.14



TWO LANE RURAL
Figure 3.15

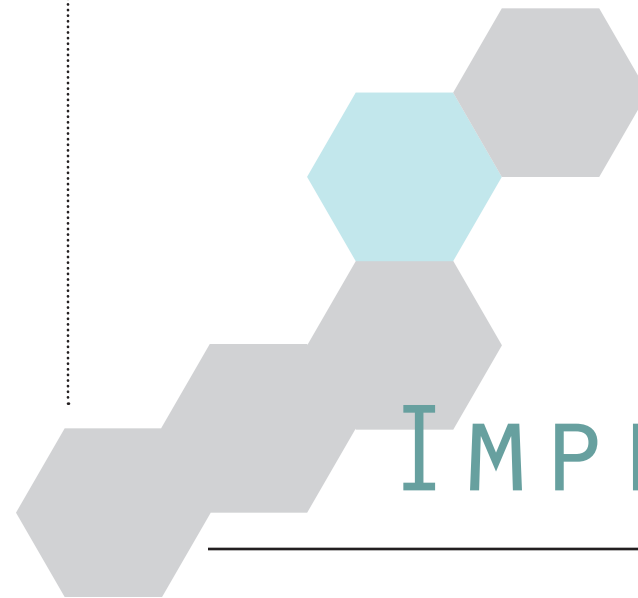


FOUR LANE RURAL
Figure 3.16



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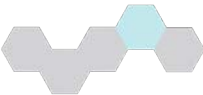




SECTION 4

PLAN IMPLEMENTATION

BERTHOUD COMPREHENSIVE PLAN



IMPLEMENTATION
MATRIX

The Implementation Matrix on the following pages 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.

PARTNER ACRONYM

| | |
|--------|---|
| 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 |
| CHAFHA | COLORADO HOUSING AND FINANCE AUTHORITY |
| COEDIT | COLORADO OFFICE OF ECONOMIC DEVELOPMENT AND INTERNATIONAL TRADE |
| CPW | COLORADO PARKS AND WILDLIFE |
| CWCB | 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 |

MATRIX KEY

PRIORITY LEVEL

- 1. Critical
- 2. Vital
- 3. Desireable

TIMEFRAME

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

COST

\$: \$0-\$100k
\$\$: \$100-\$500k
\$\$\$: \$500K+

ACHIEVABLE GOAL: MAINTAINING A STRONG COMMUNITY IDENTITY

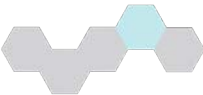
| Action Item | Priority | Timeframe | Cost | Partners |
|--|----------|-----------|------|----------|
| Topic: Community Design | | | | |
| Prepare a 1st Street Corridor Plan that includes a comprehensive set of design guidelines similar in scope to the Mountain Avenue Corridor Plan | 2 | ST | \$ | TBD |
| Update the Development Code to include placemaking techniques that accentuate the Town's identity and provides for a mix of community spaces, amenities, programming, etc. that is distinct to Berthoud | 3 | ST | \$ | N/A |
| Topic: Community Brand | | | | |
| Develop a community branding campaign that encapsulates Berthoud's identity for marketing purposes, including streetscape elements, gateway features, and adaptation to special districts like New Berthoud, 1st Street Corridor, etc. | 2 | MT | \$ | DCI |
| Prepare and implement a Wayfinding Signage Plan that reinforces Berthoud's community identity via a cohesive sequence of gateway, directional, identification and informational signage | 2 | MT | \$ | DOLA |

ACHIEVABLE GOAL: ENVIRONMENTAL SUSTAINABILITY

| Action Item | Priority | Timeframe | Cost | Partners |
|--|----------|-----------|------|----------|
| Topic: Open Land Preservation | | | | |
| Work with agricultural landowners to establish conservation easements and preserve productive open lands | 2 | ON | \$ | LC, WC |
| Update the Development Code to include conservation subdivision provisions | 1 | ST | \$ | TBD |
| Update the Parks, Open Space, Recreation and Trails Master Plan to include recommendations from the Open Lands Plan | 2 | ST | \$ | TBD |
| Update the Development Code to include recommendations from the Open Lands Plan | 2 | ST | \$ | TBD |
| Topic: Hazard Mitigation | | | | |
| Update the Community Wildfire Protection Plan | 3 | LT | \$ | BFPD |
| Update the Development Code as needed to remain in compliance with CWCB recommendations for flood damage prevention | 2 | ON | \$ | CWCB |
| Topic: Habitat Protection | | | | |
| Continue to protect environmentally sensitive areas including shorelines and riparian corridors that provide for wildlife habitats and other natural functions | 1 | ON | \$ | TBD |
| Topic: Viewshed Protection | | | | |
| Update the Development Code to protect views of lake shorelines and other key viewsheds | 2 | ST | \$ | TBD |

ACHIEVABLE GOAL: INFRASTRUCTURE IMPROVEMENT

| Action Item | Priority | Timeframe | Cost | Partners |
|--|----------|-----------|------|-----------------------------------|
| Topic: Community Facilities | | | | |
| Evaluate the potential to expand or enhance municipal services and programs to support a growing population and thriving business districts | 2 | ST | \$ | BACC |
| Collaborate with local public safety service agencies to evaluate levels of service and potential needs for expansion, staffing, new facilities and equipment, service improvements, etc. to support the Town's growth and development | 2 | ON | \$ | LC, WC, BFPD, Thompson Valley EMS |
| Topic: Utility Systems | | | | |
| Assess the need to expand water, sewer, and/or wastewater utility lines to new areas of growth and development, including the potential for new or expanded lift stations, wells, reservoirs, and other infrastructure | 2 | ST | \$ | LTWD, NCWCD |
| Coordinate with developers and homebuilders to integrate best practices in stormwater management as part of new development or redeveloped sites | 3 | ON | \$ | NCWCD |
| Coordinate with transportation agencies to integrate best practices in stormwater management as part of new or improved roadway infrastructure | 3 | ON | \$ | LC, WC, CDOT |



ACHIEVABLE GOAL: MANAGED GROWTH

| Action Item | Priority | Timeframe | Cost | Partners |
|--|----------|-----------|------|----------|
| Topic: Land Use | | | | |
| Update the Development Code to support the transect-based planning approach | 2 | ST | \$ | TBD |
| Update the Development Code to incentivize infill development, adaptive reuse, and redevelopment of underutilized or vacant properties | 2 | MT | \$ | TBD |
| Topic: Intergovernmental Coordination | | | | |
| Update the Berthoud/Larimer County Intergovernmental Agreement as needed to address matters of mutual land use concern within the GMA | 3 | ON | \$ | LC |
| Update the Berthoud/Weld County Cooperative Planning Agreement as needed to address matters of mutual land use concern within the GMA | 3 | ON | \$ | WC |
| Topic: Annexation | | | | |
| Adopt a Three Mile Area Plan in accordance with CRS 31-12-105 | 2 | ST | \$ | TBD |
| Annually adopt a resolution updating the Town's Three Mile Area Plan in accordance with CRS 31-12-105 | 3 | ON | | N/A |
| Topic: Other | | | | |
| Update the Zoning Map to be consistent with the Future Land Use Map | 1 | ST | \$ | TBD |
| Update the Development Code to ensure the sign regulations are legally compliant with content-neutrality standards | 1 | ST | | TBD |

ACHIEVABLE GOAL: ECONOMIC RESILIENCY

| Action Item | Priority | Timeframe | Cost | Partners |
|--|----------|-----------|------|--------------|
| Topic: Business Retention | | | | |
| Conduct a business survey to gain a deeper understanding of the needs, concerns, and ideas of business owners and employees | 1 | ST | \$ | BACC, REDI |
| Update the Development Code to encourage existing ground floor retail and restaurant uses and second floor residential and offices uses in the Downtown district | 1 | ST | \$ | TBD |
| Topic: Business Attraction | | | | |
| Conduct a market study to understand the local business supply and demand | 1 | ST | \$ | TBD |
| Prepare town and site marketing materials that can be readily shared with prospective businesses, brokers, and investors | 2 | ST | \$ | TBD |
| Promote Berthoud at International Council of Shopping Centers (ICSC) events | 1 | ST | \$ | TBD |
| Topic: Other | | | | |
| Update the Berthoud Business Development Strategic Plan | 1 | ST | \$ | REDI, UC, LC |

ACHIEVABLE GOAL: HOUSING DIVERSITY

| Action Item | Priority | Timeframe | Cost | Partners |
|---|----------|-----------|------|----------|
| Topic: Attainable Housing | | | | |
| Conduct a housing survey to gain a deeper understanding of community needs and preferences regarding housing | 2 | MT | \$ | TBD |
| Promote a range of housing options (e.g., detached single family homes, condominiums, town-houses, duplexes, apartments, assisted and independent senior living, live/work spaces, ADU'S, etc.) that meet varying budgets, needs, and life stageserties | 2 | ON | \$ | TBD |
| Topic: Zoning Consistency | | | | |
| Update the Development Code as needed to ensure appropriate housing options are listed as permitted or special uses in the applicable zoning districts | 2 | ON | \$ | TBD |
| Update the Development Code as needed to ensure residential district standards (e.g., lot size, density, height, units above commercial uses, etc.) allow for a range of housing types | 2 | ON | \$ | TBD |
| Review the Development Code as needed for opportunities to reduce housing costs (e.g., density bonuses) and increase housing supply (e.g., apartments). | 2 | ON | \$ | TBD |

ACHIEVABLE GOAL: TRANSPORTATION ENHANCEMENT

| Action Item | Priority | Time-frame | Cost | Partners |
|--|----------|------------|--------|---------------------------|
| Topic: Multimodal Mobility | | | | |
| Prepare a multimodal transportation plan for Berthoud and the growth management area | 2 | ST | \$ | LC, WC, NFRMPO, CDOT |
| Prepare an Active Transportation Plan including Safe Routes to School | 3 | MT | \$ | LC, WC, NFRMPO |
| Coordinate with the NFRMPO and surrounding jurisdictions to implement the projects identified in the NFRMPO Regional Transportation Plan | 2 | ON | \$\$\$ | LC, WC, NFRMPO, CDOT |
| Complete a 1st Street Corridor Study | 2 | ST | \$ | TBD |
| Advance recommendations from the Mountain Avenue Corridor Study | 3 | ON | \$\$ | CDOT |
| Work collaboratively with CDOT and regional partners to implement improvements on regional corridors such as I-25, US 287, and SH 56 | 2 | ON | \$\$\$ | LC, WC, NFRMPO, CDOT |
| Require right-of-way dedication at time of development to implement the multimodal transportation network as shown on the Transportation Framework Map | 1 | ON | \$ | LC, WC, NFRMPO, CDOT |
| Evaluate the feasibility of parallel roadway alignment between County Line Road and I-25 to expand the transportation network and to support reliable mobility on Mountain Avenue/SH 56 | 2 | LT | \$\$ | WC, NFRMPO |
| Topic: Transit | | | | |
| Prepare a Transit Assessment to determine near-term and long-term services and operations | 1 | ST | \$ | RAFT, NFRMPO, CDOT, TFORT |
| Coordinate with CDOT on the Berthoud Mobility Hub to accommodate ride share, local transit, and other emerging technologies | 2 | ST | \$ | CDOT |
| Monitor the progress and planning for Front Range Passenger Rail | 3 | ON | TBD | NFRMPO, CDOT |
| Topic: Accessibility | | | | |
| Adopt a complete streets policy to encourage design standards to incorporate for all modes | 3 | MT | \$ | LC, WC, NFRMPO, CDOT |
| Maintain and periodically update the Americans with Disabilities Act (ADA) Transition Plan | 3 | ON | \$ | LC, WC, NFRMPO, CDOT |
| Incorporate sidewalks, bicycle facilities, and trails into the development review process; require the right-of-way to be provided or the facilities to be constructed as new developments are approved | 1 | ON | TBD | LC, WC, NFRMPO, CDOT |
| Connect the on-street bicycle and pedestrian facilities with the trail network to encourage bicycling and walking for recreational and travel purposes | 3 | ON | \$\$\$ | LC, WC, NFRMPO, CDOT |
| Topic: Trails | | | | |
| Complete the regional non-motorized corridor connections, as determined by the NFRMPO 2016 Non-Motorized Plan | 3 | LT | \$\$\$ | LC, WC, NFRMPO |
| Topic: Parking | | | | |
| Complete a Downtown Parking Study to analyze on-street parking use, parking requirements, and determine appropriate parking strategies, as needed | 3 | MT | \$ | TBD |
| Revise the land use code to include transportation amenities such as drop-off locations and shared parking (i.e. parking used for one use during the day and another use in the evening) in all mixed and non-residential uses | 3 | ST | \$ | TBD |
| Topic: Wayfinding | | | | |
| Expand wayfinding to direct drivers, cyclists, and pedestrians to key community destinations such as downtown, business districts, recreation centers, parks, and open space | 2 | MT | \$ | TBD |
| Topic: Other | | | | |
| Preserve right-of-way for future roadway widening as identified in the Transportation Framework Map | 1 | ON | \$ | LC, WC, NFRMPO, CDOT |
| Pursue grant funding to supplement Town capital improvement projects | 2 | ON | \$ | DOLA, NFRMPO, CDOT |
| Continue to engage in NFRMPO planning and activities to ensure the Town's interests are represented at the regional level | 3 | ON | \$ | LC, WC, NFRMPO |

ACKNOWLEDGEMENTS

BERTHOUD TOWN BOARD

William Karspeck, Mayor
Maureen Dower, Mayor Pro-Tem
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Tim Hardy
Jeff Hindman
May Soricelli
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Patrick Dillon
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The Berthoud Town Board and Berthoud Planning Commission

TOWN STAFF

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| Adam Olinger, AICP-C | Planner II |
| Walt Elish | Economic Development Manager |
| Stephanie Brothers, P.E. | Public Works Director |

PROJECT CONSULTANTS

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Felsburg Holt & Ullevig
RRC Associates
THK Associates, Inc.

ADOPTION / APPROVAL

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