



**Garden
Spot of
Colorado**

MEETING OF THE PLANNING COMMISSION

**Town Board Room
807 Mountain Avenue
Town of Berthoud, Colorado
Thursday, August 28, 2025, 6:00 p.m.**

This is an IN-PERSON meeting at the location and time noted above.

This meeting will be streamed live on YouTube. The live stream is accessible by visiting www.berthoud.org/stream

1. Call Meeting To Order
2. Pledge Of Allegiance
3. Roll Call
4. Approval Of Meeting Minutes

Documents:

[2025 08 14 MINUTES PC DRAFT.PDF](#)

5. Public Hearing: Revere Rezone And Neighborhood Master Plan

Public Hearing to consider approval of the Revere Neighborhood Master Plan and an amendment to the Zoning Map of the Town of Berthoud.

Documents:

[00 PC INFORMATION FORM REVERE NMP COZ.PDF](#)
[01 REVERE PC NMP AND REZONE STAFF REPORT.PDF](#)
[01.1 COMBINED STAFF REPORT ATTACHMENTS.PDF](#)
[02 REVERE NMP RESOLUTION.PDF](#)
[03 REVERE COZ ORDINANCE.PDF](#)
[04 PUBLIC COMMENT \(AMENDED 8_25_2025\).PDF](#)

6. Planning Commission Elections
7. Report By Staff
8. Adjourn

Individuals needing special accommodation may request assistance by contacting the Town Clerk at 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.



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**Town of Berthoud Planning Commission
Town Hall
Board Room
807 Mountain Avenue, Berthoud, CO 80513
August 14, 2025 at 6:00 p.m.**

1. Meeting called to order – Chairperson Anderson at 6:02 p.m.
2. Pledge of Allegiance
3. Roll Call

The following Planning Commission members were present:

Karen Anderson, Chair
Abigail Smith, Vice Chair
Nick Semedallas, Commissioner
David Pond, Commissioner
Stacy Sigman, Commissioner
Marc Hofmans, Commissioner

The following staff members were present:

Anne Johnson, Community Development Director
Tawn Hillenbrand, Planning Manager
Bella Manzo, Planner

4. Approval of Minutes from July 10, 2025 were moved for approval by Commissioner Sigman and a second to the motion was made by Commissioner Hofmans.
5. Land Use Code Update Overview. An update and summary of the modifications to the Land Development Code was presented by Community Development Director Anne Johnson.
 - a. Community Development Director Anne Johnson provided a staff presentation at 6:04 p.m.
6. Public Hearing: Proposed Amendments to Chapter 30 of the Berthoud Municipal Code regarding the Mountain Avenue Overlay District were presented by Community Development Director Anne Johnson.
 - a. Community Development Director Anne Johnson provided a staff presentation at 7:05 p.m.
 - b. Public testimony was opened at 7:19 p.m. and closed at 7:19 p.m. No members of the public provided testimony.
 - c. Planning Commissioners deliberated and discussed the proposed Amendment. Discussion opened at 7:20 p.m. and closed at 7:21 p.m.
 - d. Commissioner Semedallas moved to send a recommendation of approval to the Town Trustees of the Amendment as proposed. A second to this motion was made by Commissioner Hofmans.

e. The public hearing closed at 7:22 p.m.

7. Report by Staff:

- a. Update on the proposed Short Term Rentals amendment was not approved by the Town Board of Trustees.
- b. A land use hearing is scheduled for the August 28, 2025 meeting of the Planning Commission.
- c. The meeting of the Planning Commission on September 11, 2025 does not yet have a land use hearing scheduled.
- d. The meeting of the Planning Commission on September 25, 2025 will include a discussion with the Town Attorney, and the introduction and orientation of a new Planning Commissioner.

8. Adjourn

The meeting was adjourned by Motion of Commissioner Smith and seconded by Commissioner Semedallas at 7:36 p.m.

Chairperson

Secretary

PLANNING COMMISSION INFORMATION

COMMUNITY DEVELOPMENT DEPARTMENT



Meeting Date:	August 28, 2025
Agenda Title/Subject:	Resolution ## (Series 2025), a Resolution approving the Revere Neighborhood Master Plan, and Ordinance ##, an Ordinance amending the zoning map of the Town of Berthoud to rezone the Revere Property currently zoned PUD - Planned Unit Development to SR - Suburban Residential and SC – Suburban Commercial.
Type of Item:	Public Hearing
Request:	Request to accept the Neighborhood Master Plan for the Revere property and to change the existing zoning to bring the Revere property into conformance with the 2021 Comprehensive Plan.
Presented by:	Tawn Hillenbrand, Planning Manager

ATTACHMENTS:

- Staff Report with application materials
- Draft Resolution ## (Series 2025) and Ordinance ##
- Public Comment

BACKGROUND:

The original zoning and PUD - Planned Unit Development concept plans for the subject property were approved by the Town in 2006. The 2006 approval included a PUD Overall Development Plan (ODP). According to project records, the 2006 ODP was for a mixed-use development containing residential and commercial uses.

The current application includes two requests:

- The first request is to rezone the property from PUD – Planned Unit Development to SR - Suburban Residential and SC – Suburban Commercial. The proposed zoning aligns with the vision and intent of the Comprehensive Plan and Future Land Use Map. The Comprehensive Plan's Future Land Use Map is not legislative in nature and establishes a vision of how properties should be zoned based on public input, Planning Commission and the Town Board's input during the Comprehensive Planning process. The Future Land Use Map is a vision document to guide future development. Staff has been consistent in requiring developers with properties zoned PUD to rezone to the current districts acknowledged through the Comprehensive Plan update from 2021.
- The second request is the Revere Neighborhood Master Plan. The purpose of the

Neighborhood Master Plan is to conceptualize the overall character of a future subdivision inclusive of “zoning, transportation, pedestrian network, parks, open space, subdivision identity standards and other amenities.”

This is the applicant’s second application for the Revere Neighborhood Master Plan and Rezone. The applicant’s first application was denied by the Town Board of Trustees on June 11, 2024. The rationale for denial was based on the proposal not meeting the Neighborhood Master Plan review criteria.

UPDATE/NEXT STEPS:

Tonight, the Planning Commission will hear two requests of the applicant. The first will be the Neighborhood Master Plan. The purpose of the Neighborhood Master Plan is to conceptualize the overall character of a future subdivision inclusive of “zoning, transportation, pedestrian network, parks, open space, subdivision identity standards and other amenities.” The second request is the Change of Zone which should be a simple public hearing if the Neighborhood Master Plan is approved as the Change of Zone is simply a map illustrating zoning boundaries which conform to the Neighborhood Master Plan

The applicant will be required to record the Neighborhood Master Plan and Change of Zone if approved by the Town Board of Trustees. Following recording of the documents, the next step would be a Preliminary Plat which would be presented in a public hearing before both the Planning Commission and the Town Board of Trustees. The Preliminary Plat review phase includes review of the Construction Documents (80%), referral agency review, analysis of the utilities and infrastructure planned for the project, off-site and on-site improvements, for example. If approved, the final planning process step would be a public hearing before the Planning Commission for a Final Plat. The Final Plat phase includes review of the Construction Documents (100%), referral agency review, analysis of the utilities and infrastructure planned for the project, off-site and on-site improvements, for example. The Final Plat can encompass all or a portion of the project. Both the Preliminary and Final platting must adhere to the Neighborhood Master Plan.

Referral agencies such as the school district, fire protection district, utility and infrastructure providers, for example have reviewed the Neighborhood Master Plan and the Change of Zone applications. Referral agency comments at this phase are incorporated into the Staff Report and are used by the applicant when they are preparing their next land use application materials for review. Sanitary sewer and water main engineering designs, the need for water dedication, and school bus stop locations, if needed, for example are reviewed at the Preliminary Plat and Final Plat stages. The developer will provide Construction Documents with these next two phases of development, and these will be reviewed by the Town Engineer and supportive agencies.

FISCAL IMPACT AND FUND SOURCE:

There is no negative impact to the Town in consideration of this request to rezone the property in conformance with the 2021 Comprehensive Plan update. Public notice is funded through fees paid by the applicant. Development review is funded through fees paid by the applicant.

COMMUNITY TOUCHSTONES:

Consideration of this request does not negatively impact community touchstones and in fact is supportive of the 2021 Comprehensive Plan update. The applicant’s request for Neighborhood Master Plan and Rezone illustrates a change to align the proposal with the vision of continued growth within the Town’s utility service area. Both Suburban Commercial and Suburban Residential zoning classifications are proposed and align more closely with

the Comprehensive Plan's vision for both.

RECOMMENDED ACTION(S):

Neighborhood Master Plan

Staff recommends Planning Commission make a motion to recommend approval of the Revere Neighborhood Master Plan to the Town Board of Trustees with the following condition:

1. The applicant shall submit an annexation request for the remaining portions of the County Road 8 and County Road 19 intersection as well as the segment of County Road 8, east of County Road 19, at the Preliminary Plat phase.

Rezoning

Staff recommends Planning Commission make a motion to recommend approval to the Town Board of Trustees of the Revere Rezone request to rezone from PUD – Planned Unit Development to SC – Suburban Commercial and SR – Suburban Residential.



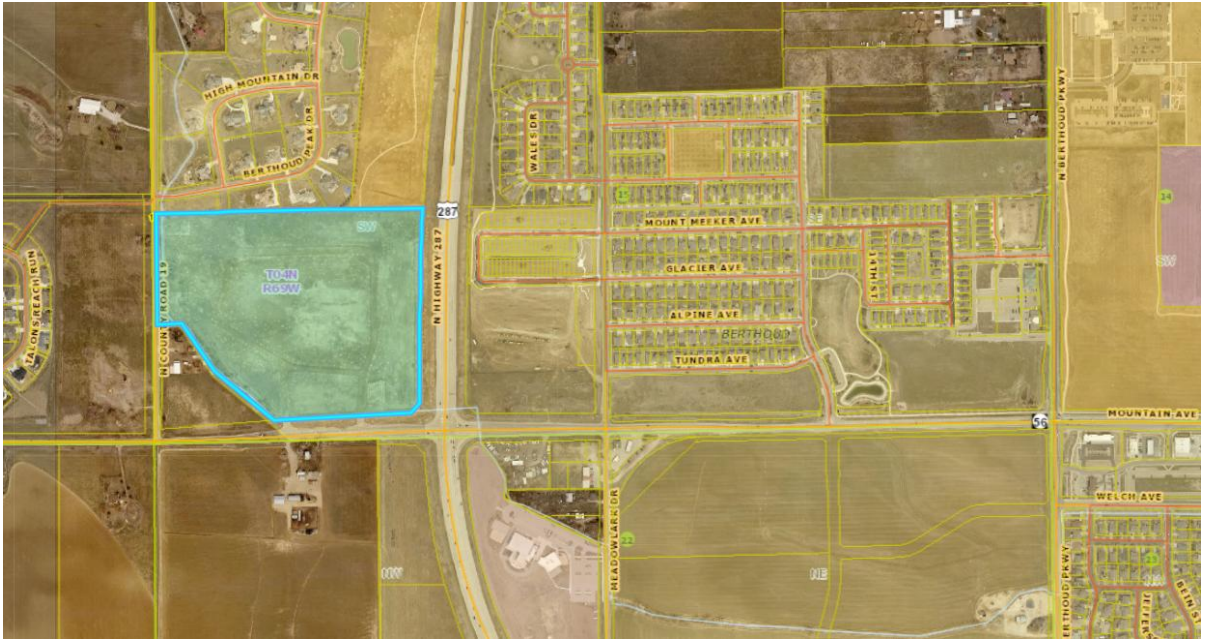
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807 Mountain Avenue | PO Box 1229 | Berthoud, CO 80513 | O: 970.532.2643 | F: 970.532.0640 | Berthoud.org

STAFF REPORT: REVERE NEIGHBORHOOD MASTER PLAN AND REZONING

DATE: August 28, 2025

GENERAL INFORMATION

Applicant:	Babcock Land Corp – Jeff Mark	Size: 38.3 acres
Site Location:	This property is located at the northwest corner of State Hwy 287 and W. County Road 8 (Mountain Ave.) (Parcel #9415316001)  Subject Property highlighted in blue.	
Applicant's Request:	The Applicant is requesting to rezone the subject property from PUD – Planned Unit Development to SC – Suburban Commercial and SR – Suburban Residential, and Neighborhood Master Plan for a proposed development consisting of single-family detached dwellings, commercial lots, and open space/trail connections.	
Adjacent Property Current Zoning:	North: PUD West: Larimer County RR2-Rural Residential South: Larimer County RR2-Rural Residential East: State Highway 287 *See current zoning map next page	



ZONING DISTRICT INFORMATION

	<u>PUD</u>	<u>SC</u>	<u>SR</u>
Max Density	Set at FDP	N/A	N/A
Min. Lot Size	Set at FDP	4,000 sq. ft.	2,500 sq. ft. (detached house)
Min. Lot Width	Set at FDP	N/A	40-feet
Front Setback	Set at FDP	50% of Building within 10-feet minimum	20-feet (front loaded)
Side Setback	Set at FDP	50% of the Building within 10-feet	5-feet; 10-feet (side corner)
Rear Setback	Set at FDP	10-feet	20-feet (front loaded)
Building Height:	Set at FDP	40-feet	30-feet

SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS

<u>Adjacent Zoning</u>	<u>Adjacent Land Uses</u>	<u>Setbacks for Adjacent Zoning/ Buffer required if rezoned</u>
North: PUD	Single-family Residential	N/A
South: County RR2	Single-Family Residential; agriculture	N/A
East: Highway 287	State Highway	N/A
West: County RR2	Undeveloped/vacant	N/A

Proposal

The applicant is proposing two requests: a Neighborhood Master Plan for the proposed Revere development and a change in zoning classification. The Neighborhood Master Plan proposes 81 detached single-family residential lots, commercial lots, and open space/trail connections. The zoning request is to rezone from PUD – Planned Unit Development to SC – Suburban Commercial and SR - Suburban Residential. The Neighborhood Master Plan proposes commercial development along the southern portion of the site adjacent to County Road 8 (Mountain Avenue), with smaller (approx. 3,825sf) single-family residential lots along the center of the subject property transitioning into larger (approx. 6,600 to 8,900sf) single-family residential lots along the northern portion of the subject property. The rezoning map similarly shows SC – Suburban Commercial along the southern one-third of the subject project, and SR – Suburban Residential for the remaining two-thirds of the property.

Background

The subject project is currently zoned PUD – Planned Unit Development. According to project records, the property appears to have been zoned PUD in June 2006 as part of the approved Revere Mixed Use PUD Overall Development Plan (ODP) which proposed both commercial and residential (100 units total) uses. It appears that the Town received a Preliminary Plat and Final Development Plan (FDP) application for the development, renaming the project to Berthoud Parkway Plaza. Based upon project records, it appears that the Berthoud Parkway Plaza project never advanced and the Preliminary Plat and FDP were never approved. The prior PUD process typically set development standards at the FDP stage.

This is the second application for the Revere Neighborhood Master Plan and Rezone. The first application was received in late 2023 and was denied by the Town Board of Trustees at their hearing on June 11, 2024 based on the rationale that the proposal did not meet the Neighborhood Master Plan review criteria. This current application includes a number of changes from the previous application with the most significant changes noted below.

1. The current project proposes 81 total detached single-family residential lots, with three different lot types with three different sizes of 3,825sf, 6,600sf, and 8,900sf. The previous application proposed 100 detached single-family lots, with two lot types sized 3,825sf and 6,600sf.
2. The current project proposes approximately 5.44 acres of commercial property, while the previous proposal included 3.7 acres.
3. The current project proposes approximately 11.06 acres of open space including a 50-foot landscaped buffer between the northernmost residential lot lines and the neighboring property line. The previous application proposed an approximate 10.5 acres of open space and a similar buffer; however, the previous application included a public trail within the buffer. The trail is no longer proposed.

Neighborhood Master Plan

The Neighborhood Master Plan is a conceptual design of the development, submitted with a rezoning or major subdivision application, that depicts the applicant's vision for the overall development, including zoning, transportation, pedestrian network, parks, open space, subdivision identity standards and other amenities. The Neighborhood Master Plan is binding on a development, and all future platting/zoning actions must follow the approved plan or apply for an amendment of said plan. Section 30-6-106 of the municipal code states that a Neighborhood Master Plan must consist of the following required elements:

30-6-106(E) Required Elements	Finding	Rationale
1. <u>Traffic Plan:</u> The applicant shall provide a preliminary traffic plan that addresses the following elements: i. The proposed street network connectivity to the existing road network, including all proposed access points. ii. The location and layout of all arterial and collector roads within the development. Local streets and alleys do not need to be depicted. iii. A preliminary traffic impact study prepared by a licensed traffic engineer which evaluates proposed access points, the existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.	Yes	i. The proposed development would connect to the existing road network via connections to County Road 8 (Mountain Avenue) and County Road 19. ii. A Major Collector is proposed to provide adequate traffic flow to and from the commercial portions of the site. Local Roads are proposed throughout the remaining portions of the site which would connect with either CR 19 or with the proposed Major Collector. iii. A preliminary traffic impact study/analysis was provided with the submittal.
2. <u>Open Space Plan:</u> The applicant shall provide a preliminary open space plan that addresses the following elements: i. Proposed open space distribution and location, including percentage of open space. ii. Compliance with 30-2-109(D)(4) open space elements. iii. Required buffer areas as per 30-2-109(C)(2)	Yes	i. An open space plan was provided as part of the Neighborhood Master Plan. The plan includes more than 10% open space and is proposing 28.9% open space. ii. By code the applicant would be required to provide two open space elements. The applicant has chosen to meet these requirements through a greenway and plaza in the commercial area. iii. There are no required buffer areas with this request.
3. <u>Park(s) Plan:</u> i. Proposed park locations and types of parks as per Section 30-2-109(B)(2) and (3) ii. Proposed park acreage as per Section 30-2-109(B)(2)	Yes	(i.-ii.) Parks are provided in accordance with 30-2-109(B)(2) and (3). A full list of how the project meets these requirements can be found on page 2 and page 3 of the NMP.
4. <u>Pedestrian Network:</u> i. Location of all trails within development, and connection to existing trail network. ii. Connectivity of sidewalks to the existing pedestrian system, including any off-site sidewalk improvements. iii. Depiction of any bike lanes or any other multi-modal features.	Yes	i. Locations of all trails are depicted on the NMP. Connections are provided to the existing trail network, including a Regional Trail, and additional trails are provided throughout the project. ii. Sidewalks will be constructed along the frontages of all properties and will then connect to the existing pedestrian system. iii. A Major Collector is proposed to provide adequate traffic flow to and from the

		commercial portion of the site. The Town's standard section of a Major Collector includes providing 5-foot bike lanes. Bike lanes are not proposed nor required along the Local Roads.
30-6-106(E) Required Elements	Finding	Rationale
5. <u>Zoning:</u> i. The location of zoning boundaries shall be provided with the application and depicted on the Neighborhood Master Plan. ii. The plan should show how lot diversity standards of Section 30-2-116(D)(1)(c), are met and create a mix of zoning which is harmonious with the surrounding area, and within the property itself. iii. Density and lot diversity shall be distributed throughout the project and shall not be located in only one area.	Yes	i. In addition to the Neighborhood Master Plan, this project also includes a rezoning request. The Neighborhood Master Plan identifies the project showing the proposed zoning changes. ii. The proposed zoning districts will be consistent with the neighboring residential districts to the north. By utilizing the Suburban Residential (SR) zoning districts, the applicant is proposing a denser development than the existing neighborhood to the north. The applicant is proposing larger single-family residential lots along the north portion of the site with smaller single-family residential lots at the center of the proposed development. This provides a transition between the existing residences to the north, and the proposed commercial uses along the south. iii. Density and diversity are distributed throughout the residential portions of the project.
6. <u>Overall Utility Plan:</u> i. A preliminary utility plan depicting the existing capacity of the utility system for both the proposal and any potential future development. ii. Proposed connections to the existing utility system. iii. The location of any proposed or required lift stations. iv. Utility plans for the interior of the development (such as water and sewer service lines) are not required as part of this process.	Yes	(i. – iv.) A preliminary utility plan has been provided showing the water line and sewer line connections capacity and demand, and where the lines would be located to verify the project can be served by utilities. The project will connect to existing Town of Berthoud utilities through one connection to the west, one to the south, and two at the east.
7. <u>Subdivision Identity Standards:</u> i. The applicant shall provide compliance with subdivision identity standards found in Section 30-2-131.	Yes	i. Code requires the proposed development to provide five subdivision identity and place elements. The applicant has chosen to provide the following five (5): entryway, trails, usable open space (in addition to the required 10%), pollinator garden, and buffer areas.

Neighborhood Master Plan Review Criteria

Section 30-6-106(G) states that the town shall use the following criteria in addition to other applicable provisions of the code to evaluate the application.

30-6-106(G) Review Criteria	Finding	Rationale
1. The land use mix within the project conforms to Berthoud's Zoning District Map and Comprehensive Plan Preferred Land Use Map and furthers the goals and policies of the Comprehensive Plan.	Yes	The Preferred Land Use plan envisions this area as Suburban Business and Suburban Residential transitioning from the lower intensity uses to the north and higher intensity uses to the south. Additionally, the Comprehensive Plan was developed to encourage form based transect zoning from open space/ rural areas to more developed urban areas with a diversity of housing options. The proposed commercial lots adjacent to CR 8 (Mountain Avenue) are consistent with the goals of the Mountain Avenue Overlay District, and more specifically for the Berthoud West Character District. Encouraging commercial development along this corridor provides limited business access for commuters along this route while also providing services to residents in the immediate area.
2. The Neighborhood Master plan represents a functional system of land use and is consistent with the rationale and criteria set forth in this Chapter, the Town Comprehensive Plan, and the Parks, Open Space and Recreation (PORT) Plan as amended.	Yes	The proposed plan is consistent with this criterion. The proposed transition from larger single-family detached residential lots along the north, to smaller single-family detached lots at the center of the project, to commercial along the south creates a functional system of land use that is consistent with Code and the Comprehensive Plan. The project will extend existing roadways to service the proposed lots allowing for a more connected neighborhood design. Additionally, the trail system proposed will allow connections throughout the project and into neighboring areas, including a Regional Trail connection along the east property line.
3. The preliminary traffic, open space, park utility and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code.	Yes	Plans were reviewed by Town staff as well as outside referral agencies. No deficient capacity issues were identified.
4. Negative impacts on adjacent land uses have been identified and satisfactorily mitigated.	Yes	Impacts to neighboring properties have been mitigated through multiple access points as to not create congested roadways, as well as placing the lower intensity uses (residential) closer to the existing residential to the north, and the higher intensity uses (commercial) to the south along CR 8 (Mountain Avenue). Additionally, the Plan provides a 50-foot landscaped open space buffer between the

		existing residential lots to the north and the proposed residential lots contained in this project.
30-6-106(G) Review Criteria	Finding	Rationale
5. There is a need or desirability within the community for the development and the development will help achieve a balance of land use and/or housing types within Berthoud according to town goals.	Yes	The proposed project is consistent with the Future Land Use Map in the Comprehensive Plan. The proposed Neighborhood Master Plan provides a balance of single-family detached lots and limited commercial lots.

Rezoning

The subject project is currently zoned PUD – Planned Unit Development. According to project records, the property appears to have been zoned PUD in August 2006 as part of the approved Revere Mixed Use PUD Overall Development Plan (ODP) which proposed both commercial and residential uses. If the subject property were to remain zoned PUD, the approved ODP would remain in effect and would be applicable to the subject property. However, the PUD process has been phased out by the Town of Berthoud and is no longer a preferred zone district. Therefore, rather than continuing through the now removed PUD process, staff has recommended the applicant rezone the property to a current zone district.

The applicant is requesting to rezone the property from PUD to SC – Suburban Commercial along the lower one-third portion of the subject property and SR – Suburban Residential for the remaining two-thirds of the subject property. The proposed commercial areas would be focused in the SC zoned areas, while the single-family residential uses would be focused in the SR zoned areas. This request is consistent with the Future Land Use Map contained in the Comprehensive Plan.

Rezoning is addressed through an official zoning map amendment. Section 30-3-110(D) states for the purpose of establishing and maintaining sound stable and desirable development within the Town, the Zoning Map shall not be amended except when it addresses one or more of the criteria in the following table.

30-3-110(D) Zoning Map Amendment Criteria	Finding	Rationale
1. To correct a manifest error in an ordinance establishing the zoning for a specific property; or 2. To rezone an area or extend the boundary of an existing district because of changed or changing conditions in a particular area or in the Town generally; or 3. The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the Town Comprehensive Plan; or 4. The proposed rezoning is necessary to provide land for a community-related use that was not anticipated at the time of the adoption of the Town Comprehensive Plan, and the rezoning will be consistent with the policies and goals of the Comprehensive Plan; or	Yes	Staff finds that the proposed rezoning meets criteria 2. The town has shifted away from Planned Unit Developments, and the proposed rezoning will help create more consistency between the project and what is intended in the Future Land Use map in the Comprehensive Plan.

5. The area requested for rezoning has changed or is changing to such a degree that it is in the public interest to encourage development or redevelopment of the area		
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PUBLIC NOTICE AND COMMENT

Notice of the Planning Commission Public Hearing has been mailed to property owners within 500 feet of the subject property August 11, 2025, a legal ad published August 6, 2025, and the property was posted as required by the Development Code by the applicant on August 11, 2025.

The Revere Neighborhood Master Plan and Rezone application completed two (2) rounds of referral agency review in the following sequence:

Submittal Number	Review documents submitted by Applicant on:	Staff and Referral Agency comments provided to Applicant on:
1st	January 15, 2025	February 20, 2025
2nd	June 2, 2025	July 14, 2025
3 rd (final)	July 2025	--

FINDINGS AND RECOMMENDATIONS

Neighborhood Master Plan

Staff recommends Planning Commission make a motion to recommend approval of the Revere Neighborhood Master Plan to the Town Board of Trustees with the following condition:

1. The applicant shall submit an annexation request for the remaining portions of the County Road 8 and County Road 19 intersection as well as the segment of County Road 8, east of County Road 19 at the Preliminary Plat phase.

Rezoning

Staff recommends Planning Commission make a motion to recommend approval to the Town Board of Trustees of the Revere Rezone request to rezone from PUD – Planned Unit Development to SC – Suburban Commercial and SR – Suburban Residential.

Attachments

1. Application form
2. Project Narratives
3. Neighborhood Master Plan
4. Rezoning map
5. Preliminary traffic impact study/analysis
6. Public Comments



Town of Berthoud
807 Mountain Ave.
P.O. Box 1229
Berthoud, CO 80513
970.532.2643

DEVELOPMENT REVIEW APPLICATION

All required information must be provided before submittal will be accepted and deemed complete.
To be complete, the application must include all items identified on the submittal checklist.
Please complete both sides of application form.

Parcel Number(s): 9415316001		
Site Address: NW corner of CR 8 and HWY 187		
Project Name: Revere		
Brief description of project: Residential development with commercial development located at the intersection of HWY 287 & CR 8		
APPLICATION TYPE (Check as appropriate):		
☐ Annexation	☐ Preliminary Subdivision Plat	☐ Final Site Plan
☒ Rezoning	☐ Final Subdivision Plat	☐ PUD Amendment
☐ Concept Plan	☐ Plat Amendment	☐ PUD Preliminary Development Plan
☐ Minor Subdivision	☐ Oil and Gas	☐ PUD Final Development Plan
☐ Special Use Review	☐ ROW Vacation	☒ Other <u>Neighborhood Master Plan</u>
APPLICANT		
Name: Jeff Mark - Babcock Land Corp		
E-mail: jmark@landhuisco.com	Mailing Address: 212 Wahsatch Ave., Suite 301	
Phone:	City/State/Zip: Colorado Springs, CO 80903	
CONTACT PERSON (will receive correspondence from Town Staff/Referral Agencies)		
Name: Kristin Turner		
E-mail: kristin@tbgroup.us	Mailing Address: 444 Mountain Ave.	
Phone: 9705325891	City/State/Zip: Berthoud, CO 80513	
OWNER(S) (If different than applicant)		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	
CONSULTANT (Engineer, Surveyor, or Planner)		
Name: Kristin Turner		
E-mail: kristin@tbgroup.us	Mailing Address: 444 Mountain Ave.	
Phone: 9705325891	City/State/Zip: Berthoud, CO 80513	

LAND USE INFORMATION							
Existing Use: Agriculture Proposed Use: Residential & Commercial Existing Zoning: PUD Proposed Zoning: (if applicable): Suburban Residential, Suburban Commercial Number of acres: 38.3 AC Proposed Access: CR 8 & CR 19	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #d9e1f2;"> <th colspan="2" style="text-align: center; padding: 5px;">Adjacent zoning / land use:</th> </tr> </thead> <tbody> <tr> <td style="width: 50%; padding: 5px;">East Side: HWY 287</td> <td style="width: 50%; padding: 5px;">North Side: PUD</td> </tr> <tr> <td style="padding: 5px;">West Side: Larimer County</td> <td style="padding: 5px;">South Side: CR 8</td> </tr> </tbody> </table>	Adjacent zoning / land use:		East Side: HWY 287	North Side: PUD	West Side: Larimer County	South Side: CR 8
Adjacent zoning / land use:							
East Side: HWY 287	North Side: PUD						
West Side: Larimer County	South Side: CR 8						
UTILITY SERVICE INFORMATION							
Water: Town of Berthoud Water	Sewer: Town of Berthoud Sewer						
PROJECT INFORMATION							
Number of proposed units: 80 Number of phases: TBD Number of Units per phase: TBD Number of lots proposed: 80 Lot size minimum: 45' x 85' Lot size maximum: 80' x 110' Lot size average: 62' x 97' Gross density (units/acre): 2.1DU/AC Net density (units/acre): 2.6DU/AC Area and percent open space: 11.2AC 29.2%OS	Non-Residential Building Area (Sq. Ft.) Proposed: NA Non-Residential Construction Floor Area Ratio Proposed: NA Total Number of Parking Spaces: NA <u>Acreage of Site:</u> a. Gross: 38.3 AC b. Right-of-Way: 7.7 AC c. Net (a-b) 30.6 AC <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr style="background-color: #d9e1f2;"> <th colspan="2" style="text-align: center; padding: 5px;">Type of Housing Proposed (please check):</th> </tr> </thead> <tbody> <tr> <td style="width: 50%; padding: 5px;"> ☒ Future Single Family ☐ Duplex ☐ Multi-family (# of units:) </td> <td style="width: 50%; padding: 5px;"> ☐ Townhouse ☐ Condominium </td> </tr> </tbody> </table>	Type of Housing Proposed (please check):		☒ Future Single Family ☐ Duplex ☐ Multi-family (# of units:)	☐ Townhouse ☐ Condominium		
Type of Housing Proposed (please check):							
☒ Future Single Family ☐ Duplex ☐ Multi-family (# of units:)	☐ Townhouse ☐ Condominium						

Signatures are required for ALL Property Owners and the Applicant

I hereby certify that I am the lawful owner of the parcel(s) of land that this application concerns and consent to the action. I hereby permit Town of Berthoud staff to enter upon the property for the purposes of inspection relating to the application. Building Permits will not be accepted while this application is in process.

Property Owner(s):

Signed by:

F259C4F74F2345A...

Date: 1/6/2025

Property Owner(s): _____ Date: _____

In submitting the application materials and signing this application agreement, I acknowledge and agree that the application is subject to the applicable processing and public hearing requirements set forth in the Development Code.

Applicant:


F259C4F74F2345A...

Date: 1/6/2025

FOR OFFICE USE ONLY	Received By:	Date:
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Revere Neighborhood Master Plan Narrative
May 22, 2025

General Description

The development proposed at Revere includes single-family detached residential lots, future commercial pads and open space/trail connections. The site currently has PUD zoning and an application for Suburban Residential (SR) and Suburban Commercial (SC) has been submitted along with this neighborhood master plan.

This site has historically been vacant and is bound by County Road 8 to the south, Highway 287 to the east, and residential development to the west and north.

Land Use Area

Revere is approximately 38.3 acres. The project has densities that are consistent with the Land Use Map of the Comprehensive Plan 2021, which is designated as Suburban Residential and Suburban Business. The site is located north of County Road 8 and west of Highway 287. There are 81 single family residential lots proposed.

Statement of Commercial Mineral Deposits

There are no known commercial mineral deposits on this site.

Compliance with Section 30-2-131

Based on the size of the site and the number of proposed units, five (5) subdivision identity points will be required. The specific subdivision identity elements to be provided will be determined at the time of plat, but a minimum of 5 element points will be provided.

The following is a list of elements that is being evaluated for this site but is subject to change, so long as the required element points are achieved at the time of plat:

1. ENTRYWAY LANDSCAPING	1
2. TRAILS	1
3. USABLE OPEN SPACE	1
4. POLLINATOR GARDEN	1
5. BUFFER AREAS	1
TOTAL	5

Compliance with the Town Comprehensive Plan

The proposed development utilized the Comprehensive Plan, the Trails Master Plan, and the Open Space Master Plan as a guide, along with the Land Development Code – when preparing the application materials. The proposed development integrates the goals set out in the Town Comprehensive Plan in the following ways:

Maintain a Strong Community Identity

It was important to maintain as much of Berthoud's rural character as possible when designing Revere. As such, native open space and walkability were top priorities when creating this layout. Additional open space beyond what is required is provided. This development is pedestrian-oriented and walkable with detached sidewalks, tree lawns, and street trees. Future residents of this community will be able to walk to adjacent subdivisions, as well as the commercial sites south of the residential section.

Additionally, the intersection of Highway 287 and County Road 8 is a central gateway into Downtown Berthoud. As such, the future commercial pads will incorporate architectural standards and landscaping which reflect the rural character of Berthoud, and which are attractive and inviting to both locals and visitors alike.

Environmental Sustainability

The design of Revere incorporates sustainable practices, particularly in regard to the amount of open space provided. Of note, this design features a walkable pollinator garden, located within the surrounding native seed area. The hope is that this space will encourage pollinators, as well as promote a better understanding of the importance and beauty of pollinator gardens.

Growth Management

We understand that the small-town feel and size of Berthoud is important to its residents. As such, we thought it was important to limit our number of residential lots being provided, and to incorporate ample landscape buffering surrounding our lots.

Economic Resiliency

Revere is particularly well-situated for its residents to easily reach major roadways and outdoor recreation opportunities. This can be seen in not only Revere's useful location at the junction of Highway 287 and County Road 8, but also by the ample sidewalk/trail opportunities provided. Berthoud's PORT trail is of particular note which runs the length of Revere and is easily accessed by Revere's residents.

The future commercial pads will also encourage economic growth for Berthoud and its residents. Again, the intersection of these major roadways will provide a great opportunity for visitors and residents to access these commercial sites.

Housing Diversity

Three different lot sizes are proposed at Revere. This will allow for opportunities in prices points and provide options for different housing needs. Special attention was applied to the plan with the largest lots adjacent existing residential development and the smaller lots situated internal to the site.

Transportation Enhancement

This plan provides a safe and efficient transportation network that accommodates pedestrians, vehicles and bicycles. It is planned as a pedestrian oriented and walkable community with detached sidewalks, tree lawns, street trees and connections throughout the community, to adjacent neighborhoods. Access to the site is proposed from W CR 8. In addition, road stubs are proposed to adjacent N CR 19.

Our centrally located park is easily accessible by both residents and visitors, via the trail system running through Revere, and our main road network.

Infrastructure Improvement

The proposed development is a logical extension of the Town of Berthoud public services without placing additional burdens on existing residents and businesses. There are nearby utilities and surrounding Berthoud streets.

Rationale of How Neighborhood Master Plan Correlates to Proposed Zone District

The Mountain Avenue Corridor Overlay District is highly important to Berthoud. The intersection of Highway 287 and Mountain Avenue serves as a major gateway into Downtown Berthoud. As such, we understand the particular importance of creating a development in this location that is beautiful, inviting, and reflective of Berthoud's goals per the Comprehensive Plan.

With that in mind, Revere proposes single-family detached homes, as well as a future, small commercial area (this is supported by the Suburban Residential (SR) and Suburban Commercial (SC) design components). The plan includes the extension of the PORT trail along Highway 287 and commercial pads along Mountain Avenue. Access for the site is proposed from Mountain Avenue and County Road 19.

Neighborhood Master Plan Review Criteria

1. The land use mix within the project conforms to Berthoud's Zoning District Map and Comprehensive Plan Preferred Land Use Map and furthers the goals and policies of the Comprehensive Plan.

The Comprehensive Plan identifies this property as Suburban Residential, Suburban Business and located within the Mountain Avenue Corridor. A proposal for associated zoning Suburban Residential (SR) and Suburban Commercial (SC) has been submitted concurrently with this application. Per the Comprehensive Plan, Suburban Residential is envisioned adjacent to the existing residential development north of the Revere property. The proposed neighborhood master plan includes residential development in this location including a mix of lots sizes and the largest lots adjacent to the existing development. The Suburban Business character district, as depicted along CR 8, identifies the vision for this area as a 'vibrant walkable commercial district'. The associated zone district is Suburban Commercial which allows for multiple uses including but not limited to commercial development as well as residential development. Because of how the community has evolved over time, commercial development at the proportion as depicted on the Comprehensive Plan is no longer a viable option, as the infrastructure cannot support it. Therefore, commercial development is proposed along CR 8 to be in conformance with the Comprehensive Plan and residential uses are proposed north of the commercial. The uses proposed are consistent with the Comprehensive Plan and depict the technical and engineering requirements and constraints for the property. Planning based on community vision documents as well as site specific technical criteria further supports the towns goal of responsible development. The proposed neighborhood master plan depicts uses and densities that are consistent with vision documents while not exceeding the capacity for development in this area.

2. *The Neighborhood Master plan represents a functional system of land use and is consistent with the rationale and criteria set forth in this Chapter, the Town Comprehensive Plan, and the Parks, Open Space and Recreation (PORT) Plan as amended.*

The Future Land Use Map identifies this property for suburban residential and suburban business development which is consistent with the proposed zoning of Suburban Residential

(SR) and Suburban Commercial (SC). The proposed uses and design support several goals as established in the Comprehensive Plan including but not limited to:

- Providing logical extensions of the Town's infrastructure to allow for efficient development.
- Providing logical and safe extensions of the Town's road network.
- Providing the framework for open space buffers and a trail network to support residential development. Significant buffers are provided around the perimeter of the property as well as along Highway 287.
- Providing access and connectivity to open space and park space. A trail system is planned for this community which will include a mix of hard surface and soft surface trails.
- Providing connectivity between this property and the town. The neighborhood trails will serve as an amenity for the development as well as a connection to the perimeter street network, and to the adjacent commercial development.
- Expanding the pedestrian and bicycle trail facilities in the community. A combination of on-street bike lanes, neighborhood trails, detached walks and a connection to the town regional trail will provide a robust and safe network for both pedestrians and bicyclists.
- Expanding the opportunity for residential development and diversity of product types available in Berthoud. The addition of different housing products in Berthoud provides product diversity as well as diversity in price point.

3. The preliminary traffic, open space, park, utility, and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code.

The open space provided with this project exceeds the minimum requirements (by more than double). In addition, the park space allocated to this development far exceeds the minimum requirements. All utility requirements for sizing and looping are achievable with additional detailed design to be provided at plat. Proposed traffic improvements for this property have been incorporated into the design to offset the impacts of this development while providing safe vehicular movements. Additionally, connections are provided to all existing road that allow for connections.

4. Negative impacts on adjacent land uses have been identified and satisfactorily mitigated.

As with all new developments, there will be an impact on infrastructure systems. This project will be required to provide design and upgrades to the system to ensure sufficient capacity and function.

Traffic impacts for this property have been addressed in multiple ways. The proposed use results in a lesser traffic burden than if the property were to develop with commercial uses only (one of the highest traffic generators). A roundabout is proposed along CR 8 to ensure proper traffic flows around this important intersection. In addition, access is proposed along CR 19 to help distribute traffic and reduce the impact near CR 8 and Hwy 287.

In consideration of existing residential development to the north, the largest single family detached lots are located adjacent to the norther property line, and smaller lots are located internally to the site. This results in a compatible adjacent use with lot sizes at a minimum of 8,900 square feet, nearest the existing residential development.

5. *There is a need or desirability within the community for the development and the development will help achieve a balance of land use and/or housing types within Berthoud according to Town goals.*

There is need for both residential housing and commercial development in the Town of Berthoud. There is a lack of smaller residential product type like that which is proposed, within the community. As identified in numerous public meetings and work sessions, the town's leadership has identified the importance of having strong diversity in product type to support the varying needs of the community while designing to include compatible uses adjacent to existing development. Adjacency to Mountain Avenue and proximity to Hwy 287, the larger downtown area as well as the regional trail network makes this an ideal location for a mix of residential and commercial development.

Revere Rezone Narrative May 22, 2025

Revere rezone is approximately 38.3 acres. The site is located north of CR 8 and west of HWY 287. The existing zoning is PUD and we are requesting a change to 'straight' zoning, at the request of Town Staff to convert all sites to the most current zone districts. Berthoud's Land Use Code section 30-3-110 (D) states that 'the Zoning Map shall not be amended' unless for a reason listed. Revere's rezoning meets this code's requirement number 3, which states that 'The land to be rezoned was zoned in error and **as presently zoned is inconsistent with the policies and goals of the Town Comprehensive Plan**'. As stated above, the rezoning requested by staff will bring the Revere property to the most current zone districts for the Town of Berthoud.

These changes include:

1. Area 1: PUD to SR (suburban residential) zoning
2. Area 2: PUD to Suburban Commercial zoning

Written Statement Describing the Proposal and Addressing the Following Points:

I. Rationale for the proposed zoning:

The zone changes to these areas are intended to switch from PUD zoning to straight zoning, to be in conformance with the 2021 Comprehensive Plan. This proposed zoning change allows for economic growth and opportunities for the Town at a major thoroughfare (CR 8 and Hwy 287) for Berthoud with Suburban Commercial zoning proposed along CR 8. Additionally, the Suburban Residential zoning change allows for more housing opportunities at a popular intersection of Berthoud, with a proposed mix of lot sizes to allow for diversity of product and price points.

II. Present and future impacts on the existing adjacent zone districts, uses, and physical character of the surrounding area:

Impacts on existing adjacent properties are anticipated to be minimal. The land to the west of the property is currently zoned RR2 (Larimer County). The property is bordered by HWY 287 to the east and CR 8 along the southern property boundary. The site is bordered by Town of Berthoud, PUD, residential development to the north. The Revere development is consistent with the comprehensive plan and will establish the pattern of a high-quality residential neighborhood and commercial corner for the area. Additional usable open space opportunities are being created through the proposed development of this site, which will further promote Berthoud's passion and reputation for being an active, recreational Town. The proposed residential development will serve as a transition between the commercial development and the existing residential, consistent with the community vision as depicted via the Future Land Use Map of the Comprehensive Plan.

III. Impact of the proposed zone on area accesses and traffic patterns:

Traffic impacts of the Revere rezone will be minimal. The rezone does not change the permitted density for the property from the existing PUD zoning. A preliminary traffic study has been submitted with this package which provides information on potential improvements required at the time of plat. Access to the site will be provided at multiple locations to help spread out the traffic impacts. These access points include connections to CR 8 and a connection to CR 19.

IV. Availability of utilities for any potential development:

Water service for the Revere subdivision will be provided by the Town of Berthoud. The subdivision proposes to connect to an existing 12" waterline stub on the east side of the property and to an existing 8" stub on the north side of the property. Waterlines internal to the subdivision are expected to be 8" diameter.

Sewer service for the Revere subdivision will be provided by the Town on Berthoud. The subdivision proposes to connect to an existing 12" sewer line in two locations. These proposed connections are on the east side on the property. These tie-in locations may be altered with further design . This existing sewer line is a part of the sewer system that feeds into the Dry Creek interceptor. Sewer lines internal to the subdivision are expected to be 8" in diameter.

V: Present and future impacts on public facilities and services, including, but not limited to, fire, police, water, sanitation, roadways, parks, schools, and transit:

Impacts on public facilities and services are acknowledged. Due to the increase in residential units, commercial development and traffic, there will be an increase in service calls for law enforcement and fire protection. Parks, open space, and trails are all planned components of this development. The developer believes that by providing these facilities within the development, there will be minimal impact on existing Town facilities. Similar to all of the other development in the area, the residents will utilize the Town's parks and trail facilities.

Impacts on public facilities and services are acknowledged. The site was designed based on the criteria as defined in the Comprehensive Plan, Open Space and Trails Master Plans to create a connected development. With any new development, there will be an increase in service calls for law enforcement and fire protection. Parks, open space, transportation improvements, and trails are all planned components of this development. The developer believes that by providing these facilities within the development, there will be minimal impact on existing Town facilities. Similar to all of the other development in the area, the residents will utilize the Town's parks and trail facilities. As part of the Town's review process, we understand that proposed designs will be referred to different agencies such as fire, schools, water & sanitation districts etc. and information collected from these agencies will be incorporated into future plans.

VI. The relationship between the proposal and the Town Comprehensive Plan:

The rezoning is consistent with the Town's Comprehensive Plan 2021 Land Use Goals with proposed zoning matching the Future Land Use Plan. The Future Land Use Map identifies this property for suburban residential and suburban business development which is consistent with the proposed zoning of Suburban Residential (SR) and Suburban Commercial (SC). The proposed zoning will allow for land use design which supports several goals as established in the Comprehensive Plan including but not limited to:

- Providing logical extensions of the Town's infrastructure to allow for efficient development.
- Providing logical and safe extensions of the Town's road network.
- Providing the framework for open space buffers and a trail network to support residential development.
- Providing access and connectivity to open space and park space. A trail system is planned for this community which will include a mix of hard surface and soft surface trails.
- Providing connectivity between this property and the town. The neighborhood trails will serve as an amenity for the development as well as a connection the perimeter street network, to the nearby downtown commercial development.
- Expanding the pedestrian and bicycle trail facilities in the community. A combination of on-street bike lanes, neighborhood trails, detached walks and a connection to the town regional trail will provide a robust and safe network for both pedestrians and bicyclists.
- Expanding the opportunity for residential development and diversity of product types available in Berthoud. The addition of different housing products in Berthoud provides product diversity as well as diversity in price point.

VII. Public benefits arising from the proposal:

The public benefits achieved by this proposed rezoning are from the property & sales taxes that the Town will collect. The residential impacts will be offset by the Town's impact fees the Town and new residents will positively impact the Town via revenue from shopping and dining in Berthoud. Additionally, the commercial development will be an on-going source of sales tax for the community.

REVERSE PROPERTY | JULY 2025

LEGAL DESCRIPTION
LOT 1, SMITH SUBDIVISION, TOWN OF BERTHOUD, COUNTY OF
LAWLER, STATE OF COLORADO

SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS
RESIDENTIAL PRODUCT TYPES REQUIRED: 2
SUBDIVISION IDENTITY ELEMENTS POINTS REQUIRED: 5

THE SUBDIVISION IDENTITY ELEMENTS TO BE PROVIDED WILL BE
DETERMINED AT THE TIME OF PLAT. A MINIMUM OF 5 ELEMENT
POINTS WILL BE PROVIDED. THE FOLLOWING IS A LIST OF
ELEMENTS THAT IS BEING EVALUATED FOR THIS SITE, BUT IS
SUBJECT TO CHANGE, SO LONG AS THE REQUIRED ELEMENT
POINTS ARE ACHIEVED AT THE TIME OF PLAT:

- 1. ENTRYWAY 1
- 2. TRAIL(S) OF CRUSHER FINES W/ CONCRETE COLLAR 1
- 3. USABLE OPEN SPACE 1
(Note: This is in addition to the required 10% usable open space)
- 4. POLLINATOR GARDEN 1
- 5. BUFFER AREAS 1

TOTAL : 5

TRAFFIC INFORMATION
1. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE
LOCAL STREETS.

NOTES:
1. PROPOSED LOT COUNT AND LOT SIZES ARE CONCEPTUAL AND
MAY CHANGE AT TIME OF PLAT. DEPENDING ON MARKET
CONDITIONS, HOWEVER, FUTURE LOT SIZES WILL ADHERE TO
THE MINIMUM LOT SIZE REQUIREMENTS AND THE APPLICABLE
LOT TYPE, PER TOWN OF BERTHOUD CODE.

2. DENSITY MAY SHIFT BETWEEN DEVELOPMENT AREAS SO LONG
AS THE OVERALL DENSITY, AS DEPICTED IN THIS
NEIGHBORHOOD MASTER PLAN, IS NOT EXCEEDED. DENSITY
WITHIN A DEVELOPMENT AREA MAY NOT EXCEED THE MAXIMUM
PERMITTED PER THE UNDERLYING ZONE DISTRICT. DENSITY
SHIFTS MUST ADHERE TO THE NEIGHBORHOOD MASTER PLAN
REQUIREMENTS PER SECTION 30-6-106.C.5 OF THE BERTHOUD
MUNICIPAL CODE.

PROPOSED ZONING IS SUBURBAN RESIDENTIAL (SR) AND
SUBURBAN COMMERCIAL.

THE NEIGHBORHOOD MASTER PLAN IS BINDING ON A
DEVELOPMENT AND ALL FUTURE PLANNING/ZONING ACTIONS
MUST FOLLOW THE APPROVED PLAN AS PRESENTED AND
APPROVED BY THE TOWN BOARD OF TRUSTEES. SHOULD THIS
NEIGHBORHOOD MASTER PLAN BE ALTERED POST-APPROVAL,
A FORMAL AMENDMENT OF THE PLAN MAY BE REQUIRED.

NEIGHBORHOOD MASTER PLAN



LAND USE SUMMARY

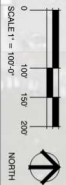
SINGLE FAMILY DETACHED (45' X 85')	54
SINGLE FAMILY DETACHED (60' X 110')	14
SINGLE FAMILY DETACHED (81' X 110')	13
TOTAL	81 LOTS

LAND USE STATISTICS

TOTAL RESIDENTIAL ACREAGE =	~10.38 ACRES
COMMERCIAL ACREAGE =	27.1%
% OF SITE AS COMMERCIAL =	~5.44 ACRES
OPEN SPACE ACREAGE =	14.2%
% OF SITE AS OPEN SPACE =	~11.08 ACRES
DETENTION ACREAGE =	28.9%
% OF SITE AS DETENTION =	~2.80 ACRES
PARK ACREAGE =	6.8%
% OF SITE AS PARK SPACE =	~1.25 ACRES
DRIVE ACREAGE =	3.3%
% OF SITE AS DRIVE =	~7.67 ACRES
TOTAL ACREAGE =	~38.3 ACRES

SHEET INDEX

- SHEET 1 - NEIGHBORHOOD MASTER PLAN
- SHEET 2 - OPEN SPACE AND CIRCULATION EXHIBIT
- SHEET 3 - PARK EXHIBIT



PARK STATISTICS:

PARK SPACE REQUIRED (80 LOTS) ~ 0.80 ACRES

PARK SPACE PROVIDED 1.25 ACRES
3.3% OF SITE

TRAILS AND WALKS

- DETACHED CONCRETE SIDEWALK • 10,020 feet
- OFF-STREET CONCRETE SIDEWALK (6' WIDTH) - 927 feet
- CRUSHER FINES TRAIL w/ CONCRETE COLLAR (6' WIDTH) - 3,503 feet
- TOWN OF BERTHOUD REGIONAL TRAIL (10' CONCRETE + 3' SOFT SURFACE) - 1,570 feet



OPEN SPACE CALCULATIONS:

TOTAL OPEN SPACE REQUIRED= 3.83 AC 10.0%

TOTAL OPEN SPACE PROVIDED= 11.06 AC 28.9%

TOTAL SITE ACREAGE = ~38.3 AC

OPEN SPACE ELEMENTS

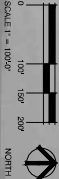
OPEN SPACE ELEMENTS 2 ELEMENTS REQUIRED
OPEN SPACE ELEMENTS 2 ELEMENTS PROVIDED

- GREENWAY 1 ELEMENT
1,200' long and minimum 88' wide, with 10' wide concrete Regional Trail.
- PLAZA IN COMMERCIAL AREA 1 ELEMENT
A 2,000 s.f. minimum plaza is proposed in the future designed commercial area of the Revere site. It will meet requirements of the open space elements.

PARKS & OPEN SPACE SUMMARY

PARK SPACE	1.25 ACRES
OPEN SPACE	11.06 ACRES
DETENTION SPACE	2.60 ACRES
TOTAL	14.91 ACRES

OPEN SPACE AND CIRCULATION EXHIBIT





POCKET PARK ELEMENTS

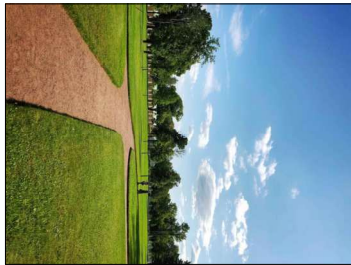
- ALL OF LIST A:
- ELECTRICITY
 - IRRIGATION
 - SECURITY LIGHTING
 - TRASH RECEPTACLES (2AC)
 - WATER SERVICE
 - BIKE RACKS
 - LANDSCAPING

5 OF LIST B:

- PICNIC SHELTERS WITH PICNIC TABLES (2)
- LOOP WALK (MIN 2,000 L.F.)
- USEABLE TURF OPEN SPACE (MIN 2,000 S.F.)
- NATURAL AREA - APPROX. 20,240 S.F.

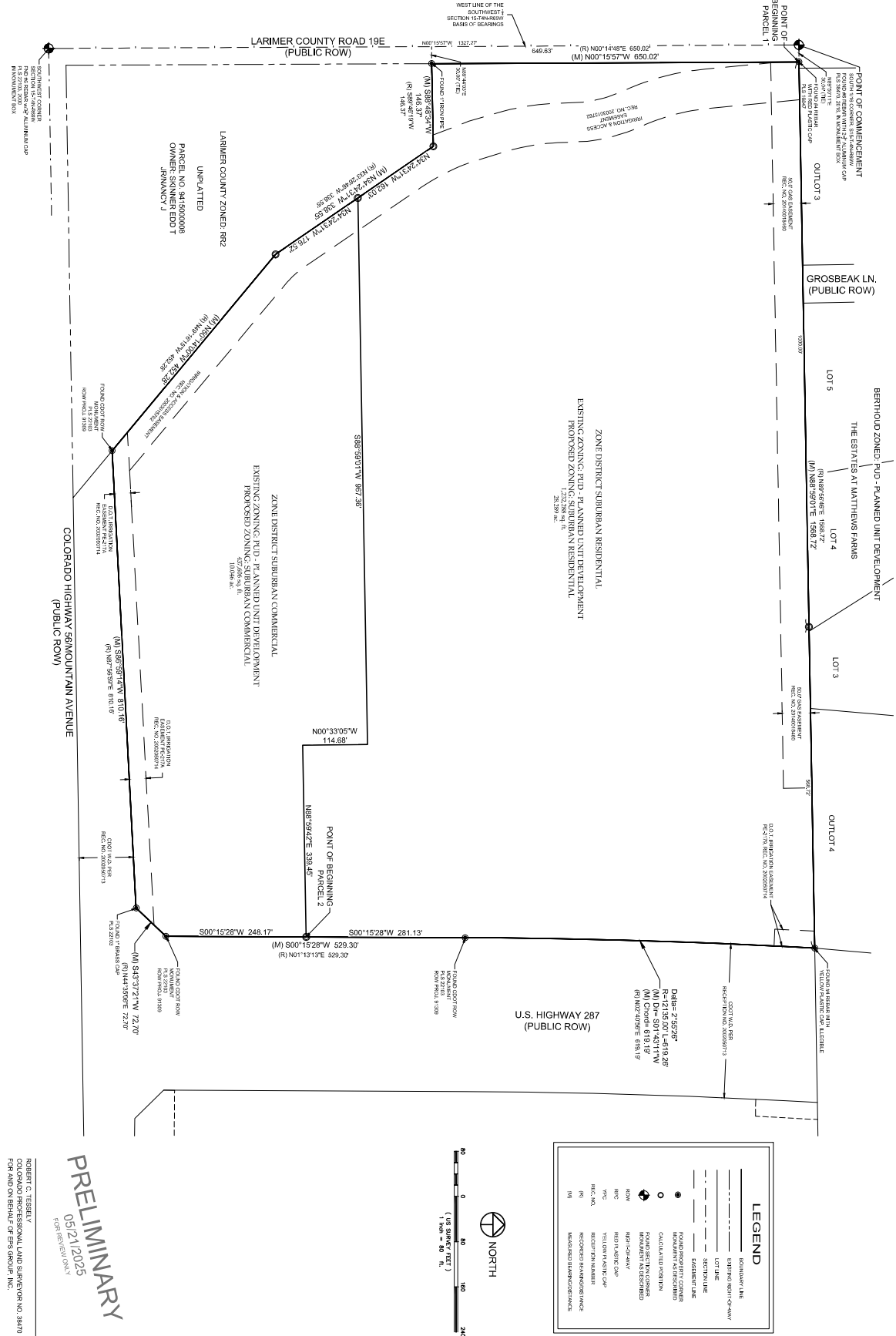
3 OF LIST C:

- 1 HIGH: COMMERCIAL-GRADE PLAYGROUND
- 2 LOW: ADJACENT GATHERING SPACE PUBLIC ART



REVERE REZONING MAP

LOT 1, SMITH SUBDIVISION, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M., TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO



PRELIMINARY

05/21/2025

FOR REVIEW ONLY

ROBERT C. TESSELY
COLORADO PROFESSIONAL LAND SURVEYOR NO. 38470
FOR AND ON BEHALF OF EPS GROUP, INC.

Revere Transportation Impact Study Town of Berthoud

May 27, 2025

December 20, 2024

January 15, 2024

August 7, 2023

Prepared for:
The Landhuis Company

Rollins Consult LLC

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1 INTRODUCTION

This report documents the results of a study to evaluate the potential traffic impacts of the proposed Revere Neighborhood Master Plan (NMP) in the Town of Berthoud. Rollins Consult LLC conducted the study as required for the project's development application. This study will focus on long range transportation conditions. As each phase of the proposed project is submitted, a transportation study will be performed.

PROJECT DESCRIPTION

The proposed Revere project is located to the west of downtown Berthoud. The project site is located to the west of US 287 and north of West County Road (CR) 8. Figure 1 illustrates the project location and the study area. The site is currently undeveloped.

A potential project site is depicted on Figure 2. The project was modeled with the following land uses and transportation elements:

- 80 single family homes.
- 45,000 square feet of commercial located directly north of CR 8.
- Access is proposed in two locations: the main access at a roundabout on CR 8, and a local street access to CR 19.
- The extension of the Town of Berthoud Regional Trail on the east side of the site.

Figure 1 – Project Location



Figure 2 – Site Plan



STUDY SCOPE

The scope of work for this study was developed in conjunction with the Town of Berthoud's traffic engineering consultant. The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach. The study analyzes the potential project-generated traffic impacts on the adjacent street system.

The study evaluates the transportation system after the completion of the proposed Revere development for the year 2042. The following transportation scenarios were analyzed for the AM and PM peak hours:

- **Existing Conditions** – The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing transportation system is described. Peak hour intersection operations are evaluated.
- **Project Travel Demand** – The traffic generated by the Project will be estimated, distributed, and assigned to the transportation network.
- **2042 Background Conditions** – Future traffic conditions are projected without the proposed Project for the buildout year 2042. The background traffic will include overall growth in traffic within the area and traffic from proposed development projects near the site.

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

- **Auxiliary Lanes** – The need for left-turn and right-turn lanes at the project access points will be evaluated.
- **Total Future Conditions** – The traffic associated with the Project will be added to the Background traffic. The intersection operations will be determined.

The study examined two existing intersections and two planned project access streets. It should be noted that the future right-in-right-out was eliminated from the proposed project. These were identified by the Town for inclusion in the study. The study intersections are listed below.

1. US 287 at Mountain Avenue
2. CR 19 at CR 8
3. Main Access at CR 8 (future)
4. Local Street Access at CR 19 (future)

2 EXISTING CONDITIONS

The transportation system has numerous elements that are described in this chapter. The roadway network is described, and traffic volume information is presented for the study intersections.

ADJACENT LANDUSE

The Project site is located west of US 287 and north of CR 8. East of the project site is US 287. To the west is rural/agricultural land. North of the site is the Belcara large lot residential area. South of CR 8 is rural/agricultural land.

TRANSPORTATION NETWORK

The primary roadways that serve the Project site are described below. Roadway designations were provided in the Town of Berthoud *Transportation Plan Map*, 2021.

Roadway Network

US 287 is a north-south state highway that connects cities within northern Colorado from Fort Collins south to Longmont. US 287 is a four-lane highway with paved shoulders and room for a center left-turn lane. The speed limit in the study area is 65 mph. Adjacent to the project site US 287 is classified as a freeway (FW) by the Colorado Department of Transportation (CDOT). South of Mountain Avenue, US 287 is classified as a NR-A, non-rural regional highway.

CR 19 is a north/south two-lane county road that exists for 1.3 miles north of CR 8, where it turns to the east and becomes CR 10E. The speed limit is posted at 30 mph. There is a narrow paved shoulder. No sidewalks exist on either side of the road. This road is identified as a Major Collector.

Mountain Avenue is a two-lane east-west roadway that runs through downtown Berthoud. This road is also SH 56, a CDOT facility classified as an NR-B. It is classified by the Town as a two-lane Arterial. There are paved shoulders and a sidewalk on the north side adjacent to existing residential areas. The speed limit is posted at 45 mph east of US 287 and 50 mph west of US 287.

CR 8 is an east-west two-lane road. The speed limit is 50 mph for westbound traffic and 40 mph for eastbound traffic adjacent to the project site. It is classified as an Arterial in the Berthoud *Transportation Plan Map*. There is very little shoulder. There are no sidewalks.

Pedestrian, Bicycle, and Transit Network

There are no pedestrian facilities near the project site. No on-street bicycle facilities exist on the adjacent roads. There is a regional bicycle/pedestrian trail located north of the project site within the Belcara residential area. This is part of a planned regional trail that would connect north to Loveland and south/east through Berthoud. This trail

connects to the Colorado Front Range Trail. Trails are identified in the Town's *Berthoud Unified Trail Master Plan*, June 2018.

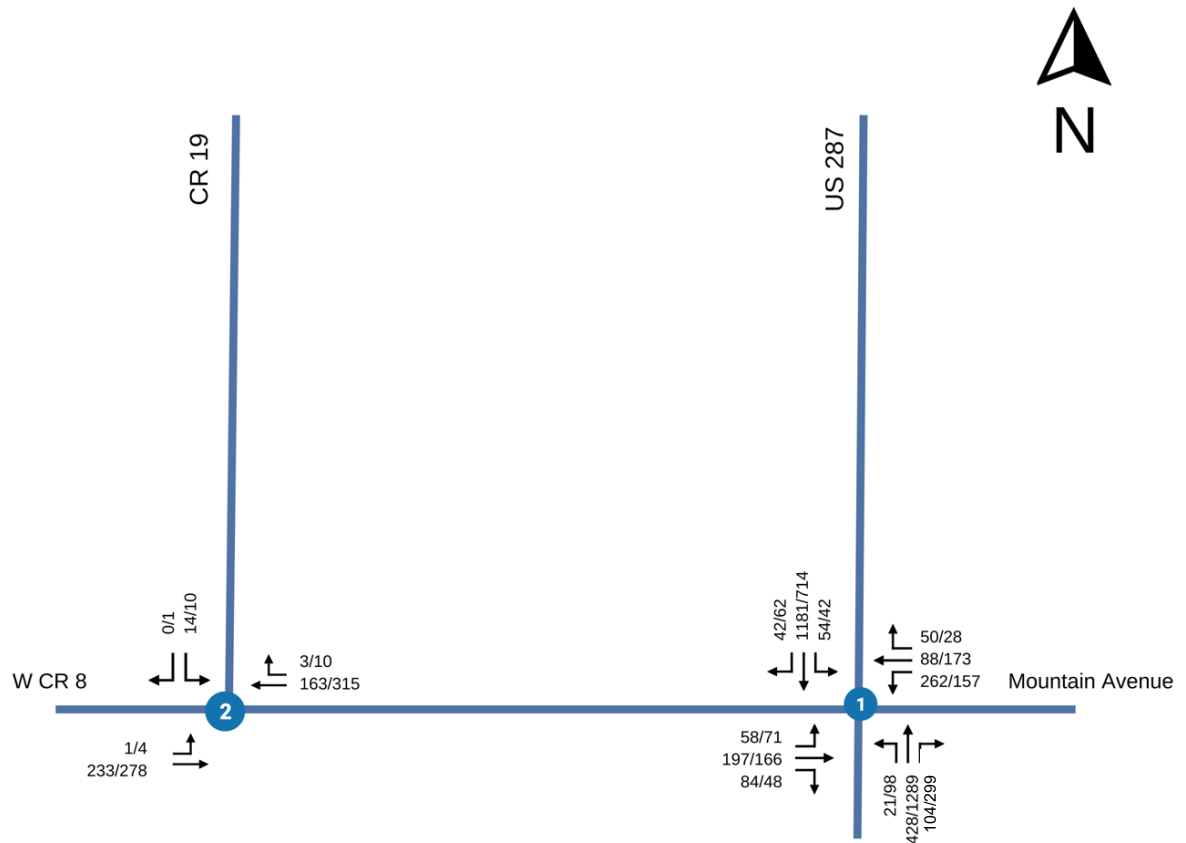
Berthoud is served by Transfort's Flex service. This is a regional bus that serves the communities of Fort Collins, Loveland, Berthoud, Longmont, and Boulder. There are stops on Mountain Avenue at 2nd and 3rd Streets. Berthoud also operates the Berthoud Area Transportation Service (BATS). It offers door-to-door service within Berthoud and offers service to Loveland and Longmont.

EXISTING TRAFFIC CONDITIONS

Existing intersection operations were evaluated for both the morning and evening peak hours. Intersection count data was collected in June and August of 2022. These counts were performed at the existing study intersections.

Appendix A includes the intersection turning movement count data. The resulting peak hour turning movement is provided on Figure 3. The current lane configurations of the study intersections are shown on Figure 4.

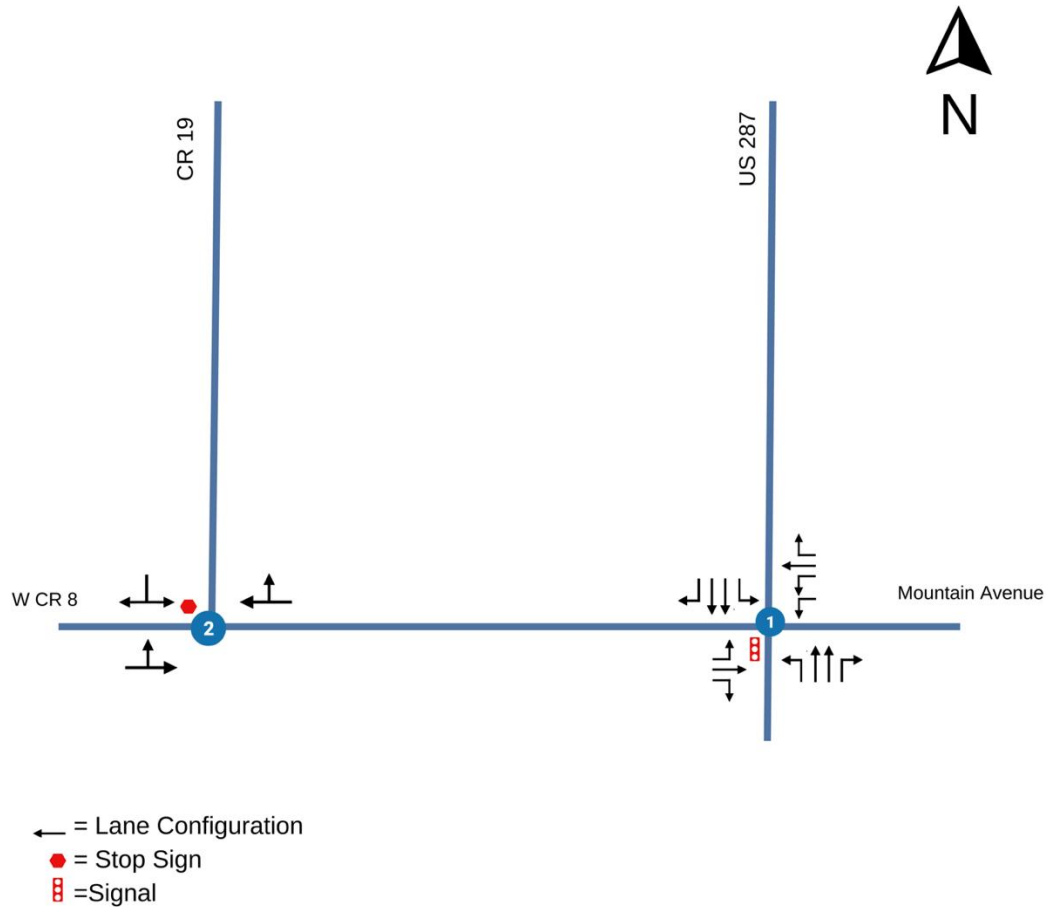
Figure 3 – Existing Peak Hour Traffic Volumes



AM/PM Peak Hour Turning Movements

= Study Intersection

Figure 4 – Existing Lane Configurations



Intersection Level of Service Analysis Methodologies

Transportation professionals evaluate intersections to determine how they are currently operating and will operate in the future. The methods employed can be found in the Transportation Research Board's, 6th Edition, 2016 *Highway Capacity Manual* (HCM). Level of service (LOS) is based on a "graded" system from LOS A, with very little to no delays to LOS F which represents excessive delays and congestion. Table 1 provides the thresholds for acceptable levels of service. The table is from the *Larimer County Urban Area Street Standards* (LCUASS), August 1, 2021.

Table 1
Intersection Level of Service Thresholds

Intersection Component	Major Intersection ¹	Minor Intersection ²	Driveway
Overall (City Limits)	LOS C	LOS C	No Limit
Overall (GMAs)	LOS D	LOS D	No Limit
Any Leg	LOS D	LOS E	No Limit
Any Movement	LOS E	LOS F	No Limit
¹ Includes all signalized and unsignalized arterial/arterial and arterial/ major collector intersections. ² Includes all unsignalized intersections (except major intersections) and high volume driveways ³ There are no LOS standards for I-25 Interchanges. ⁴ On State Highways, overall LOS D is acceptable.			

Signalized Intersection

Peak hour levels of motor vehicle delay at signalized intersections were estimated using methods provided in the HCM. This operations analysis method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Table 2 summarizes the relationship between the average control delay per vehicle and LOS for signalized intersections.

Table 2
Signalized Intersection Level of Service Definitions

Level of Service	Average Control Delay Per Vehicle (Seconds)	Description
A	≤ 10.0	Free Flow or Insignificant Delays: Operations with very low delay, when signal progression is extremely favorable, and most vehicles arrive during the green light phase. Most vehicles do not stop at all.
B	> 10.0 and ≤ 20.0	Stable Operation or Minimal Delays: Generally, occurs with good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay. An occasional approach phase is fully utilized.
C	> 20.0 and ≤ 35.0	Stable Operation or Acceptable Delays: Higher delays resulting from fair signal progression and/or longer cycle lengths. Drivers begin having to wait through more than one red light. Most drivers feel somewhat restricted.
D	> 35.0 and ≤ 55.0	Approaching Unstable or Tolerable Delays: Influence of congestion becomes more noticeable. Longer delays result from unfavorable signal progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop. Drivers may have to wait through more than one red light. Queues may develop, but dissipate rapidly, without excessive delays.
E	> 55.0 and ≤ 80.0	Unstable Operation or Significant Delays: Considered to be the limit of acceptable delay. High delays indicate poor signal progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	> 80.0	Forced Flow or Excessive Delays: Occurs with oversaturation when flows exceed the intersection capacity. Represents jammed conditions. Many cycle failures. Queues may block upstream intersections.

Source: Transportation Research Board, Highway Capacity Manual, 2016.

Unsignalized Intersection

Peak hour levels of motor vehicle delay at unsignalized intersections were estimated using the method from Chapter 17 of the 2016 *Highway Capacity Manual*. The delays for the entire intersection and the movement and/or approach are determined. Table 3 summarizes the relationship between the average control delay per vehicle and LOS for unsignalized intersections.

Table 3
Unsignalized Intersection Level of Service Definitions

Level of Service	Average Control Delay Per Vehicle (Seconds)	Description
A	≤ 10.0	No delay for stop-controlled approaches.
B	10.0 and ≤ 15.0	Operations with minor delay.
C	> 15.0 and ≤ 25.0	Operations with moderate delays.
D	> 25.0 and ≤ 35.0	Operations with increasingly unacceptable delays.
E	> 35.0 and ≤ 50.0	Operations with high delays, and long queues.
F	> 50.0	Operations with extreme congestion, and with very high delays and long queues unacceptable to most drivers.

Source: Transportation Research Board, Highway Capacity Manual, 2016

Existing Intersection Conditions

Using the HCM methodology, the weekday AM and PM peak hour intersection operations were determined. The results are provided in Table 4. The Town's LOS thresholds, provided in Table 1, were utilized to evaluate existing operations. As indicated in Table 4, the study intersections are currently operating at acceptable levels of service. The detailed analysis worksheets are provided in Appendix B. It should be noted that it is CDOT's desire to have LOS of D or better at its intersections. Some of the existing movements at US 287 at Mountain Avenue, exceed CDOT's desired LOS D.

Table 4
Existing Weekday Peak-Hour Intersection Level of Service

#	Intersection	Overall Movement	Level of Service	
			AM Peak Hr	PM Peak Hr
1	US 287 & Berthoud Parkway Signal	Overall	C	C
		EB LT	D	E
		EB T	E	D
		EB RT	A	A
		WB LT	E	E
		WB T	D	D
		WB RT	A	A
		NB LT	B	C
		NB T	B	C
		NB RT	A	A
		SB LT	B	C
		SB T	C	C
		SB RT	A	A
2	CR 19 & CR 8 T-Stop	Overall	A	A
		EB LT	A	A
		SB LT/RT	B	B

1. LOS calculations performed using Synchro which is based on the Transportation Research Board HCM 2016.
2. LOS is reported for both overall intersection and each constrained STOP-controlled movement or approach.

3 PROJECT TRAVEL DEMAND

This chapter provides an overview of the project and a description of the travel demand methodology to estimate vehicle trip generation, distribution, and assignment of project-generated traffic along area roadways and intersections.

PROJECT CHARACTERISTICS

The proposed Revere project will include both residential and commercial uses. The project site plan is depicted on Figure 2. As shown on the figure, vehicular access to the project will be from locations along CR 8 and CR 19.

PROJECT TRIP GENERATION

The trip generation characteristics of the project were estimated using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Table 5 provides the trip generation estimate for the Revere project. As indicated in the table, the full buildout of the project will result in an estimated net of 5,074 daily, 220 morning, and 487 evening peak hour trips.

Table 5
Estimated Trip Generation

ITE Land Use Code & Rates		Project	Project Trip Generation						
Land Use	Land Use Code	Dwelling Units/KSF	Daily	AM			PM		
				IN	Out	Total	IN	Out	Total
Single Family	210	80	822	15	46	61	51	30	81
Commercial	821	45.00	4,252	98	61	159	195	211	406
TOTAL			5,074	114	107	220	246	241	487

Based on ITE Trip Generation 11th Edition

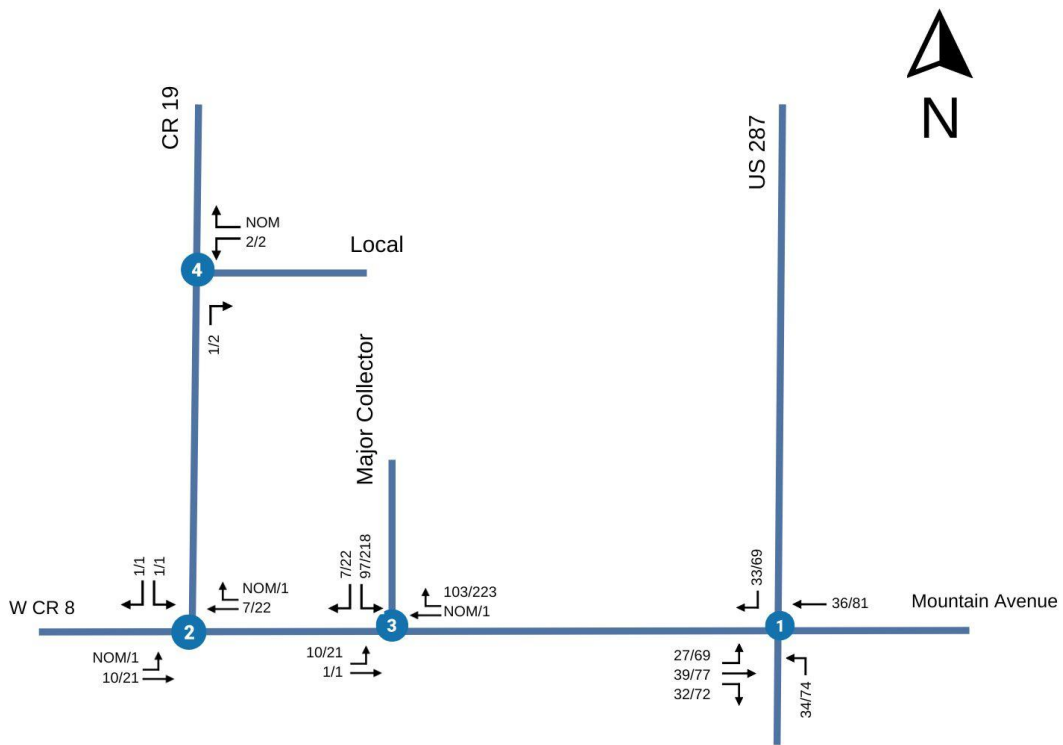
PROJECT TRIP DISTRIBUTION | ASSIGNMENT

The distribution of the project traffic onto the roadway system was based on the location of the project within Berthoud and northern Colorado, the roadway system, and existing traffic data. The project trip distribution is depicted on Figure 5 and indicates the distribution for residential and commercial uses. The resulting peak hour traffic associated with the buildout of Revere is shown on Figure 6.

Figure 5 – Trip Distribution



Figure 6 – Project Traffic



AM/PM Peak Hour Turning Movements

⊕ = Study Intersection / NOM= Nominal

4 FUTURE TRAFFIC PROJECTIONS

Estimates of future traffic conditions both with and without the proposed Project were necessary to evaluate the potential impact of the Project on the local street system. The background base traffic scenario represents future traffic conditions without the addition of the Project, while the total scenario represents future traffic conditions with the completion of the proposed Project. These projections were developed for Year 2042. The development of these future traffic scenarios is described in this chapter.

BACKGROUND 2042 TRAFFIC PROJECTIONS

The background traffic projections reflect growth in traffic from two primary sources: ambient growth in the existing traffic volumes due to regional growth both in and outside of the study area, and consideration of traffic generated by nearby planned projects. Each of these elements is described below.

- The **areawide/ambient growth** in traffic was determined based on the direction from the Colorado Department of Transportation (CDOT). The 20 year growth factors were from 1.18 to 1.39. Because numerous other projects' traffic will also be included, a 20 year growth factor of 1.10 was applied.
- The future connection of Spartan Avenue between Berthoud Parkway and US 287 was assumed. Traffic was modified by shifting traffic to this future connection.
- The future traffic related to the **other proposed projects** was added to the background traffic. Three proposed projects were included as follows.
 - Traffic Impact Study for Gateway (northeast corner of US 287 and Mountain Avenue) now called Westside, Aldridge Transportation Consultants, LLC, October 24, 2019
 - Trails at Creekview (northeast corner Berthoud Parkway and CR 4E) Rollins Consult LLC, January 27, 2022.
 - Ludlow Farm Transportation Impact Study, Rollins Consult LLC, January 3, 2023
 - Heron Lake Filing 1.

The resulting Background 2042 traffic projections for the study intersections are provided on Figure 7.

TOTAL TRAFFIC PROJECTIONS

The total traffic projections include both the background plus project traffic. The project-generated traffic volumes from Figure 6 were added to the Year 2042 background traffic volumes illustrated on Figure 7 to develop background plus project peak hour traffic volumes. The resulting Year 2042 total traffic is depicted on Figure 8.

Figure 7 – Background Traffic 2042

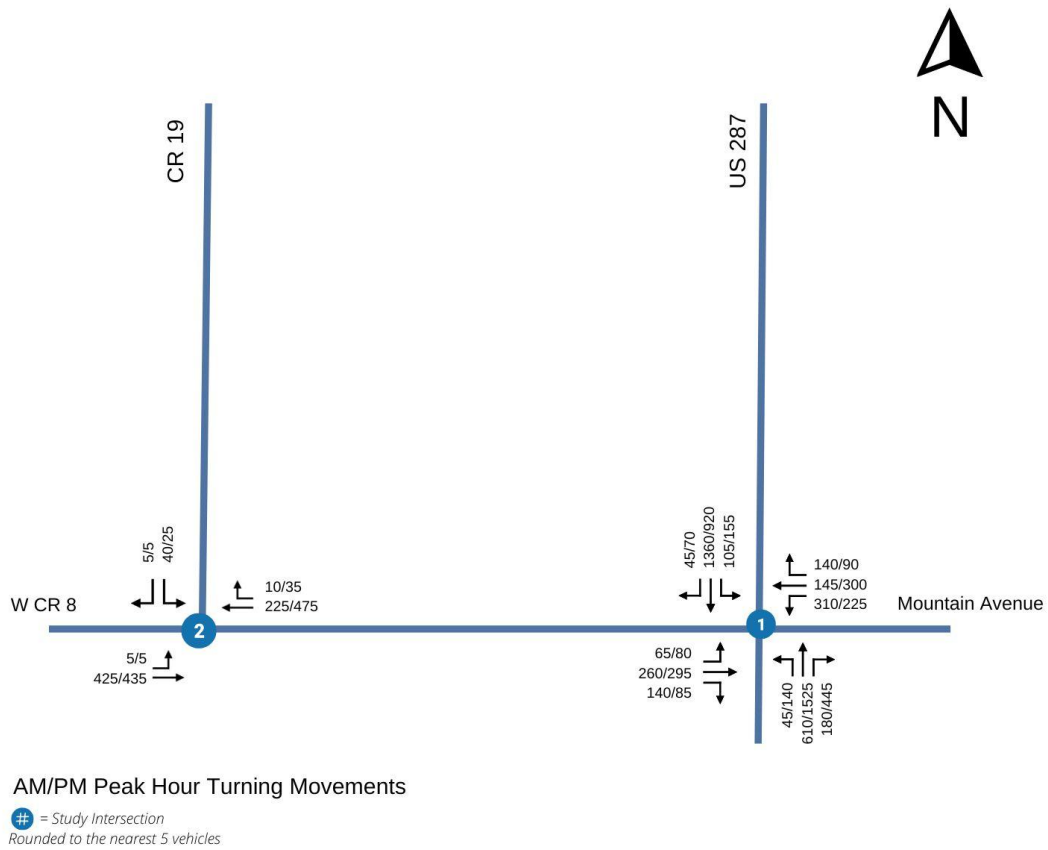
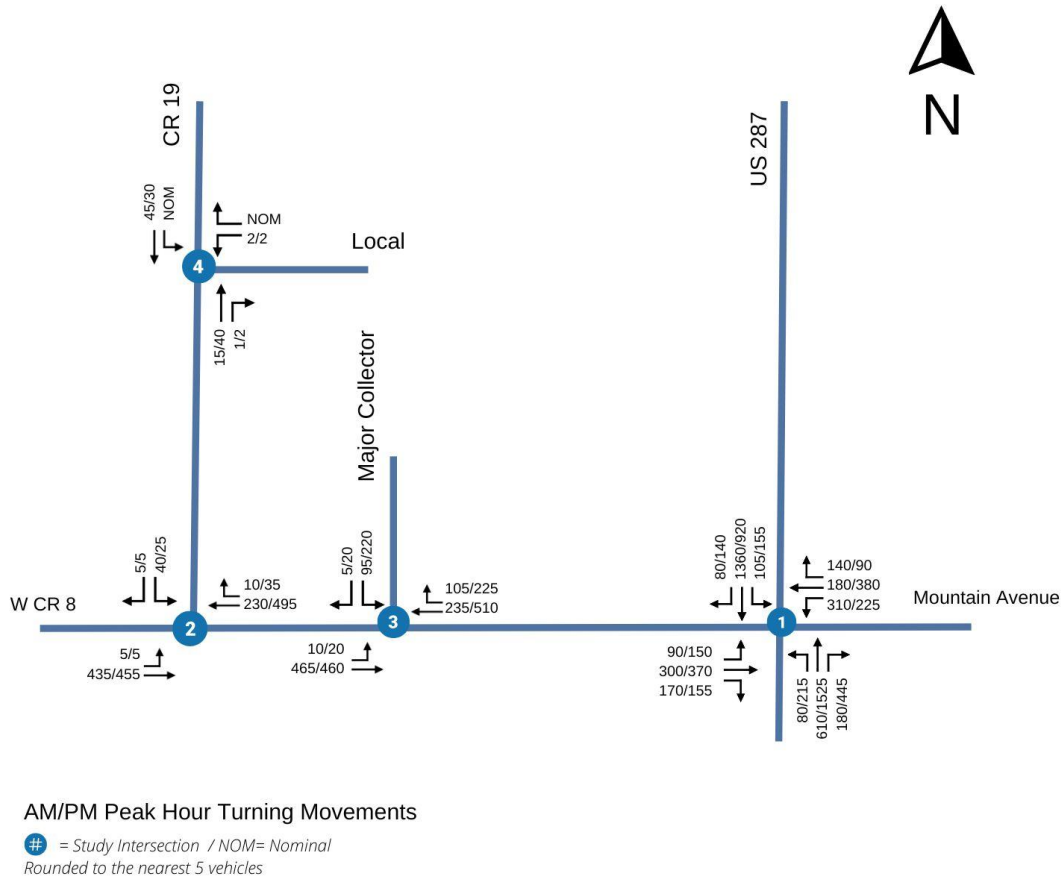


Figure 8 – Total Traffic 2042



5 AUXILIARY LANE ANALYSIS

An analysis was conducted to determine the need for auxiliary turn lanes to the project site from CR 8 and CR 19.

The guidelines from Figure 8-4 in LCUASS (provided in Appendix C) were applied to the total future projected volumes depicted on Figure 9 for 2042 total traffic conditions. Using the LCUASS criteria, it was determined that the following lane is required under 2042 Total conditions.

CR 8

- A westbound right-turn lane at the proposed roundabout access
- A westbound right-turn at CR 19 (satisfied under background conditions)

The westbound right-turn lane at CR 8 and the access will be assumed for the analysis of the study intersection operations for 2042 conditions. The westbound right-turn at CR 19 and CR 8 will not be included in the initial analysis to determine if the intersection operates acceptably without this lane. Chapter 7 will present the storage lengths and need for a CDOT access permit.

6 TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the traffic generated by the proposed Revere project on the local street system. The analysis compares the projected levels of service at each study intersection under future background and total conditions to estimate the incremental increase in the level of service caused by the proposed Project. This provides the information needed to assess the potential impact of the Project using the acceptable operations criteria.

FUTURE INTERSECTION TRAFFIC CONDITIONS

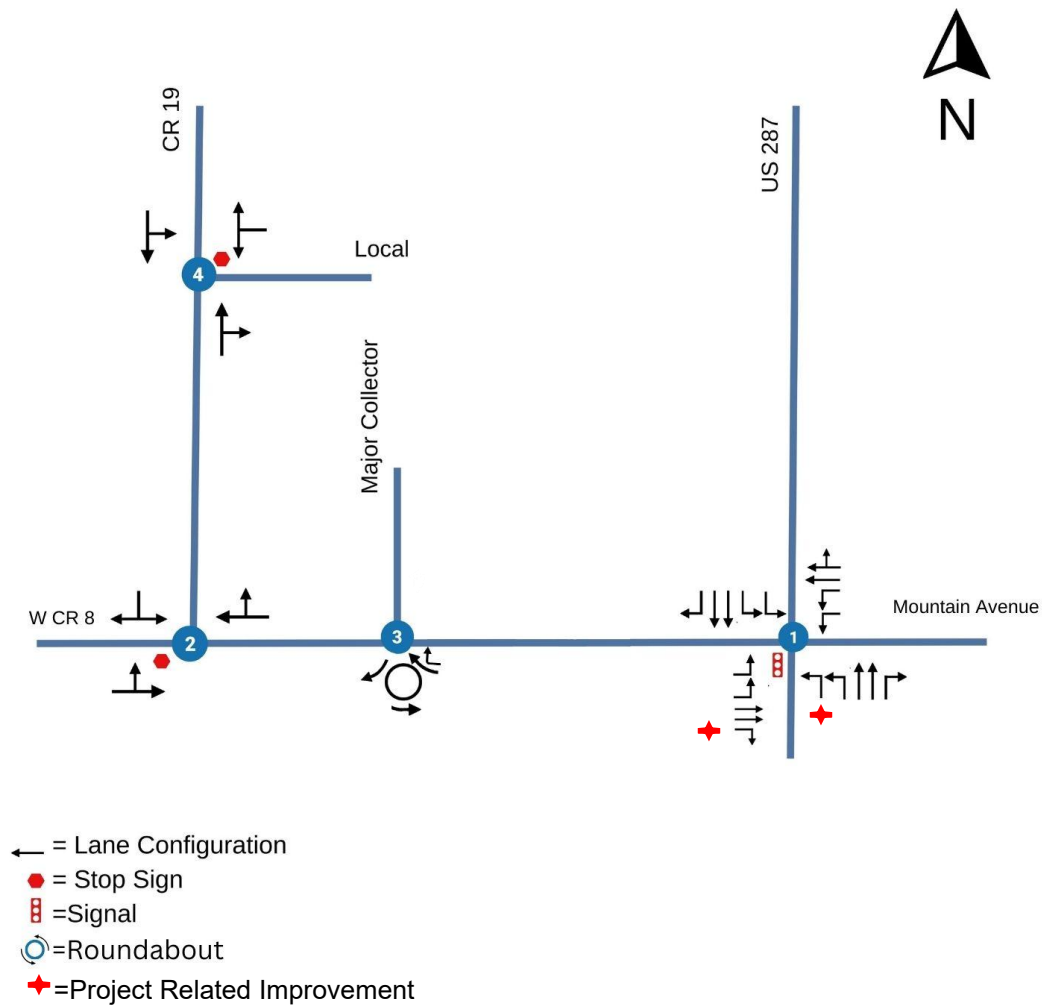
The future traffic projections at the study intersections were analyzed to determine their operating conditions. The analysis results are provided in Table 6 for both background and total conditions. The long range intersection configurations are illustrated in Figure 9. As indicated in Table 6, the intersections are projected to operate within the acceptable limits established by the Town of Berthoud and by CDOT. The results of the intersection operational analysis indicate that all improvements at the intersection of US 287 at Mountain Avenue are required for background 2042 conditions with the exception of the following improvements that are related to the project.

- Add a northbound left-turn lane, resulting in two northbound left-turn lanes.
- Add an eastbound right-turn lane.

Under background conditions two westbound through lanes are required. The project will provide the right-of-way for this improvement that benefits overall growth in the area and the other development projects that are planned in Berthoud. CDOT performed a study, *US 287 Berthoud Corridor Evaluation*, by Ulteig Engineers, Inc., September 1, 2022. The findings of this study are consistent with the findings of the corridor evaluation with the exception for the inclusion of an exclusive westbound right-turn lane on Mountain Avenue. This improvement is no longer feasible due to the Westside project.

The intersection of CR 19 at CR 8 is projected to operate acceptably without an exclusive westbound right-turn lane. It should be noted that the proposed project's westbound right-turn traffic is nominal as shown on Figure 6.

Figure 9
2042 Intersection Configurations



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Town of Berthoud

Table 6
2042 Peak Hour Intersection Level of Service

#	Intersection	Overall Movement	Background		Total	
			AM	PM	AM	PM
1	US 287 & Mountain Ave Signal	Overall	C	C	C	C
		EB LT	D	D	D	D
		EB T	D	D	D	D
		EB RT	D	B	D	C
		WB LT	D	D	D	D
		WB T	D	D	D	D
		WB RT	D	D	D	D
		NB LT	D	C	D	D
		NB T	B	C	B	C
		NB RT	B	B	B	B
		SB LT	D	D	D	D
		SB T	C	C	C	C
		SB RT	B	A	B	A
2	CR 19 & CR 8 T-Stop	Overall	A	A	A	A
		EB LT	A	A	A	A
		SB LT/RT	C	C	C	C
3	Main Access & CR 8 Roundabout	Overall	-	-	A	A
		EB Approach	-	-	A	A
		WB Approach	-	-	A	A
		SB Approach	-	-	A	A
4	CR 19 & Local St	Overall	-	-	A	A
		WB LT/RT	-	-	A	A
		SB LT	-	-	A	A

1. LOS calculations performed using Synchro which is based on the Transportation Research Board HCM 2016.
2. LOS is reported for both overall intersection and each constrained, STOP-controlled movement, or approach.

7 LANE STORAGE/ACCESS PERMIT

An analysis was conducted to determine the length required for auxiliary turn lanes both on US 287 and adjacent to the project site. The need for a CDOT Access Permit was also determined.

Lane Storage

The guidelines from the State of Colorado, *State Highway Access Code (SHAC), Volume 2, Code of Colorado Regulations 601-1*, March 2002, were applied to the total future projected volumes depicted on Figure 8 for 2042 total traffic conditions. Additionally, the 95th percentile storage based on the intersection analysis was determined. US 287 is classified as FW, freeway, north of Mountain Avenue and as a NR-A, Non-Rural Regional Highway. The speed limit is 65 mph. Mountain Avenue, SH 56, is classified as a NR-B, Non-Rural Arterial. The speed limit is posted at 45 mph east of US 287 and 50 mph west of US 287.

The anticipated lane lengths required by CDOT or the LCUASS are provided in Table 7. The 95th percentile storage (from the intersection analysis) are also shown. The lengths for CDOT facilities include deceleration/acceleration, taper, and storage where appropriate. The lengths are rounded to the nearest five feet.

Table 7 – Lane Lengths – Total Traffic 2042

#	Intersection	Movement	Current Lane (ft)	Queue Length (ft) Highest Peak Hour	
				95 th Percentile	CDOT SHAC
1	US 287 & Mountain Ave Signal	NB LT	1190	105	1015
		NB T	Over 1,000	670	NA
		NB RT	1010	155	800
		SB LT	1415	95	1255
		SBT	Over 1,000	700	NA
		SB RT	1185	30	1100
		EB LT	285	85	375
		EB T	820	155	NA
		EB RT	280	550	375
		WB LT	535	160	635
		WB T/RT	845	190	NA
3	Main Access & CR 8 Roundabout	EB LT/T	705	75	NA
		WB T	800	50	NA
		WB RT	To be built	25	405
		SBLT/ RT	To be built	50	NA

As shown in Table 7, most of the lanes will be within the lengths required by CDOT or LCUASS. The exceptions are the existing eastbound left and right turn lanes, and the current westbound left turn lanes. The eastbound lanes can be restriped to satisfy the standards. In the westbound direction the median will need to be redesigned.

CDOT Access Permit Analysis

An analysis was performed to determine if an CDOT Access Permit would be required at US 287 and Mountain Avenue. When a project increases traffic on a road by 20% or more, the applicant will be required to submit an access permit to CDOT. As shown in Table 8, the west leg of this intersection satisfies the 20% threshold and therefore an access permit will be required.

Table 8 – Percent Increase - US 287 at Mountain Ave

#	Intersection	AM 2042			PM 2042		
		Background	Total	Percent Increase	Background	Total	Percent Increase
1	US 287 & Mountain Ave West Leg (WB+EB)	700	900	29%	970	1410	45%

8 CONCLUSIONS

This study was undertaken to analyze the potential long range traffic impacts of the proposed Revere property in the Town of Berthoud. The following summarizes the results of this analysis:

- The proposed Revere project is located north of W CR 8 and west of US 287. The site is currently undeveloped.
- The traffic study analyzed the long range 2042 traffic conditions with the full buildout of the project.
- The project was modeled with 80 single family homes and 45,000 square feet of commercial.
- The full buildout of the project is anticipated to result in an estimated 5,074 daily, 220 morning, and 487 evening peak hour trips.
- Currently, the study intersections are at acceptable levels.
- A westbound right-turn lane on CR 8 is required at the proposed roundabout to the project site.
- The study intersections are projected to operate acceptably under the 2042 background and total traffic conditions with the intersection configurations shown on Figure 9.
- In the long range future under total traffic conditions the project related improvements to US 287 at Mountain Avenue include: an additional northbound left-turn lane and an eastbound right-turn lane.
- The project will be required to obtain a CDOT Access Permit at US 287 and Mountain Avenue.

APPENDICES

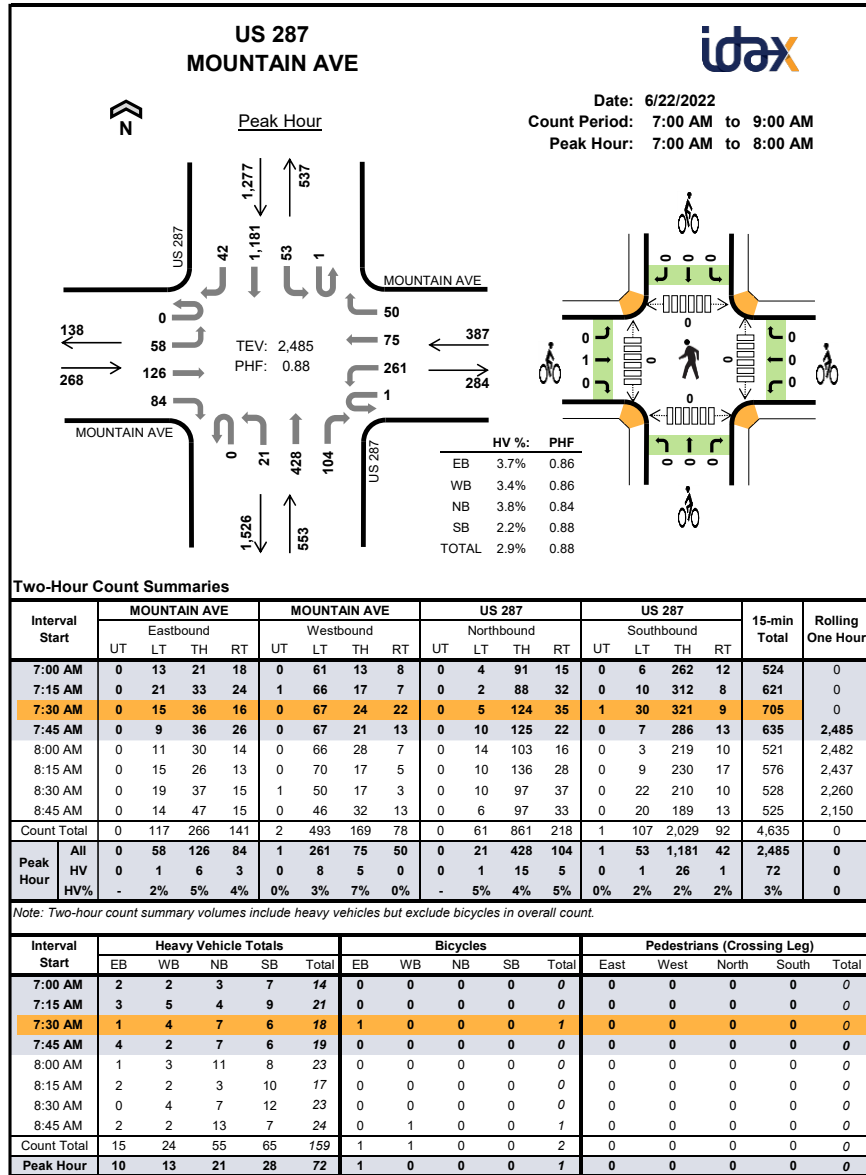
- Appendix A: Intersection Turning Movement Count Data
- Appendix B: Level of Service Worksheets
- Appendix C: Right-Turn Warrants

Appendix A Intersection Turning Movement Count Data

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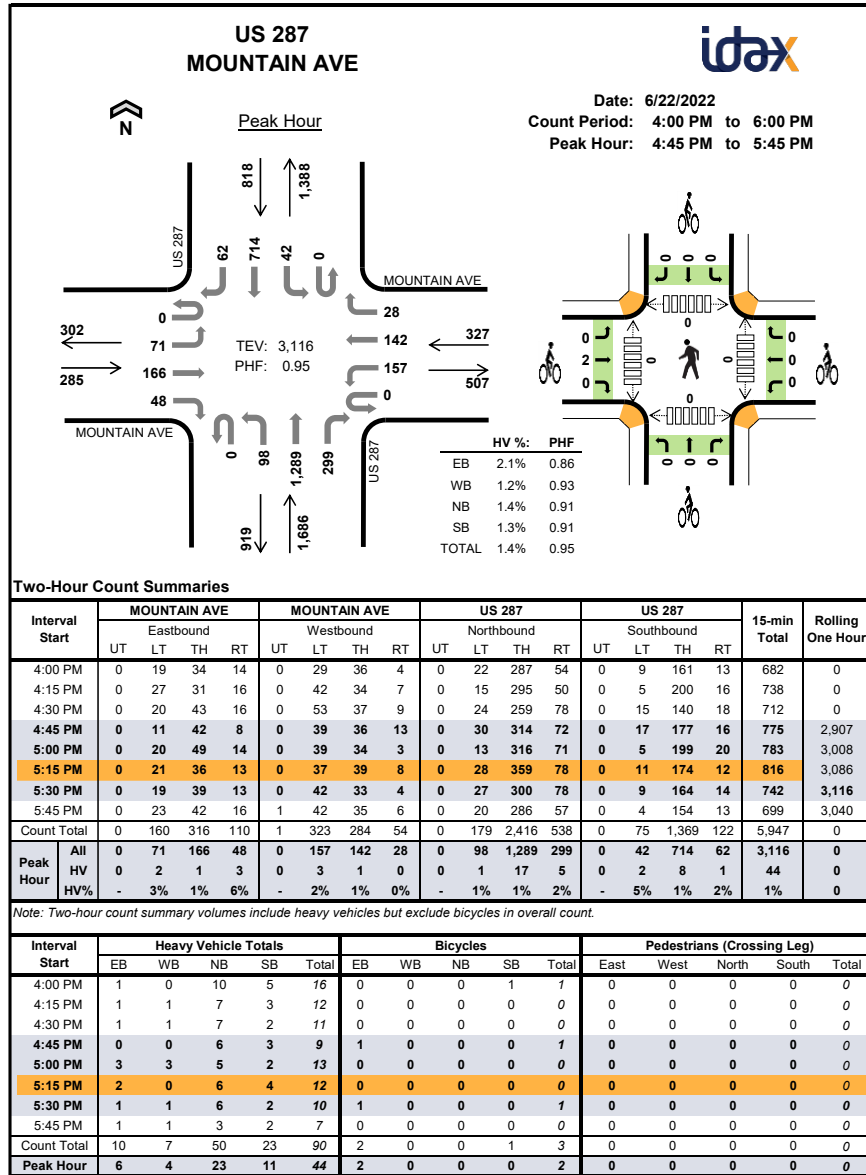


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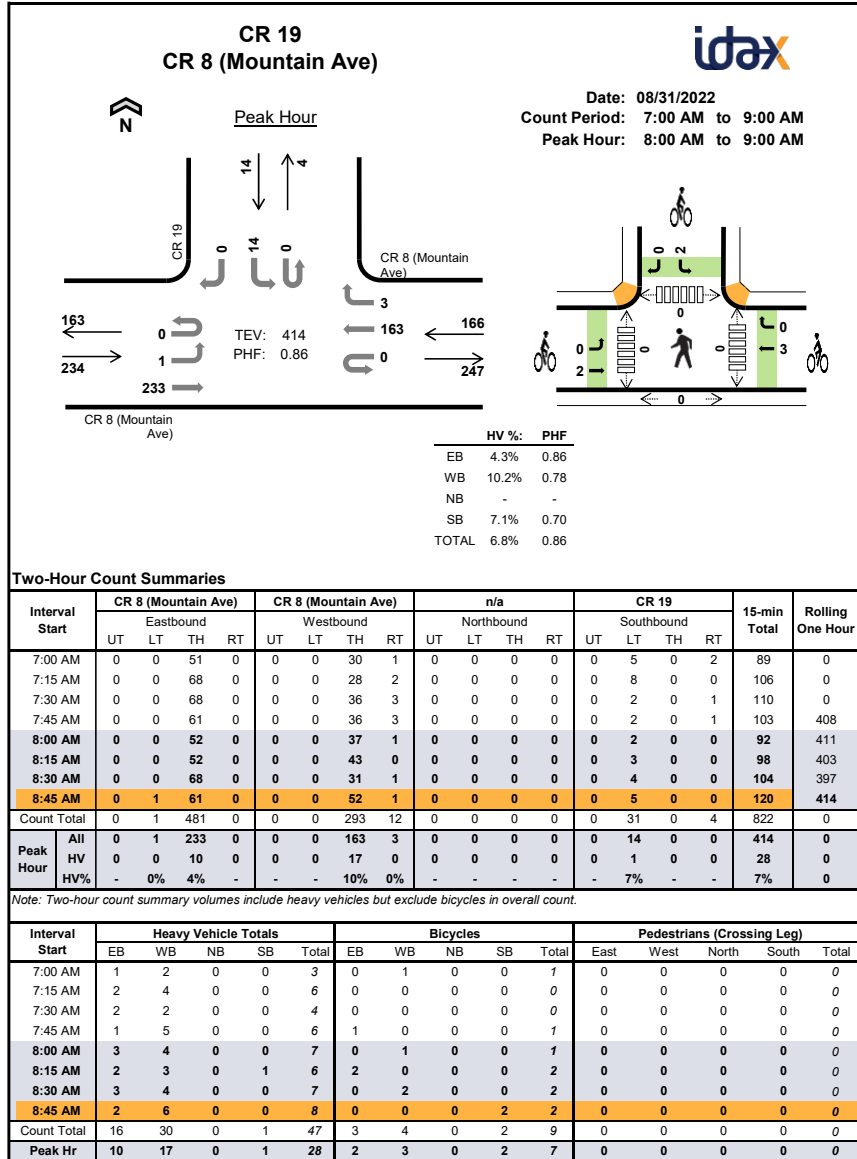
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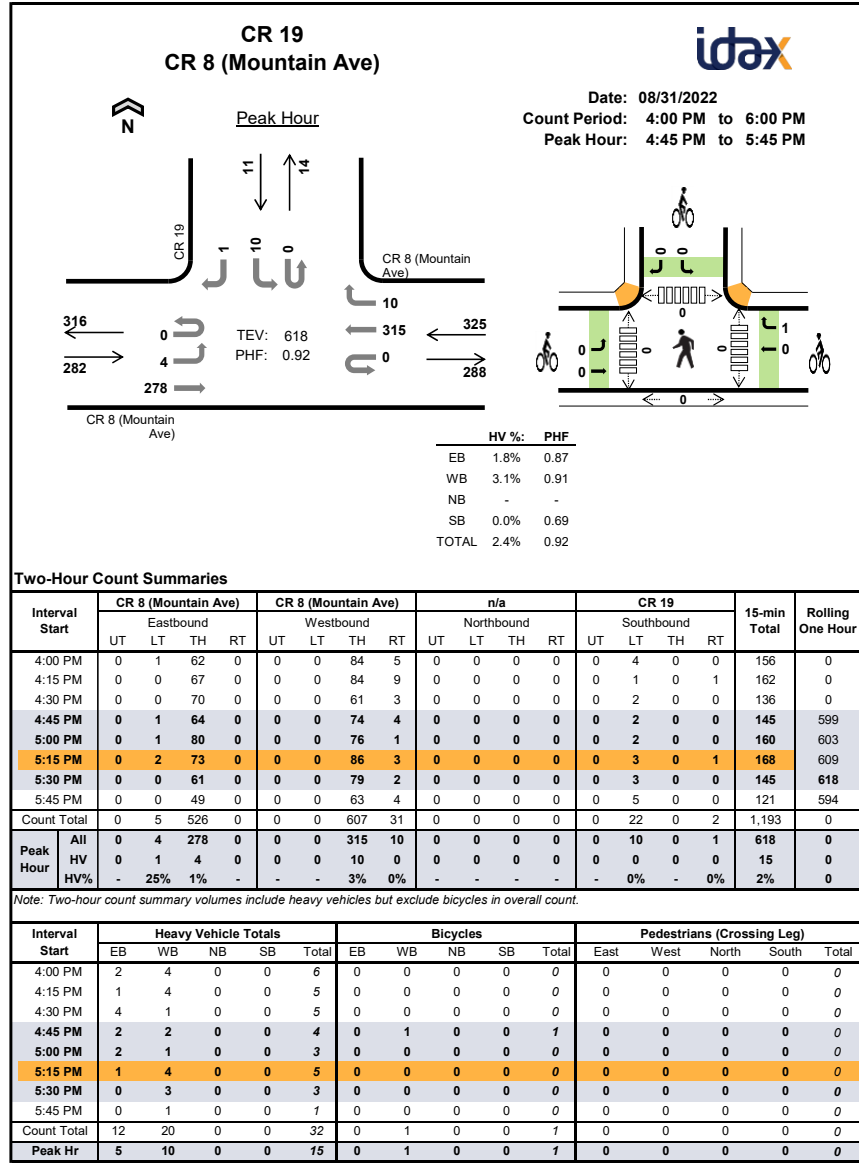
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Appendix B Level of Service Worksheets

EXISTING

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

	↖	→	↗	↖	←	↖	↗	↑	↖	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (vph)	58	197	84	262	88	50	21	428	104	54	1181	42
Future Volume (vph)	58	197	84	262	88	50	21	428	104	54	1181	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	1		1	2		1		1		1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	3400	1845	1568	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.088			0.415		
Satd. Flow (perm)	1752	1845	1568	3400	1845	1568	162	3505	1568	766	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			207			147			147			147
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		468			6240			2013			2442	
Travel Time (s)		8.0			85.1			25.0			30.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	66	224	95	298	100	57	24	486	118	61	1342	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	224	95	298	100	57	24	486	118	61	1342	48
Turn Type	Prot	NA	Free	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8	2		2	6		6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	14.9	23.5		17.0	25.6	25.6	10.5	48.9	48.9	10.6	49.0	49.0
Total Split (%)	14.9%	23.5%		17.0%	25.6%	25.6%	10.5%	48.9%	48.9%	10.6%	49.0%	49.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	8.3	15.9	100.0	11.3	21.2	21.2	51.7	47.4	47.4	54.1	52.1	52.1

Existing AM 12:00 pm 01/17/2023 Revere
RR

Synchro 11 Light Report
Page 1

REVERE | TRANSPORTATION IMPACT STUDY Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

	↖	→	↗	↖	←	↖	↗	↑	↖	↗	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.16	1.00	0.11	0.21	0.21	0.52	0.47	0.47	0.54	0.52	0.52
v/c Ratio	0.46	0.76	0.06	0.78	0.26	0.13	0.14	0.29	0.14	0.13	0.73	0.05
Control Delay	53.8	57.4	0.1	57.9	35.9	0.6	12.7	17.8	2.1	11.6	23.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	57.4	0.1	57.9	35.9	0.6	12.7	17.8	2.1	11.6	23.5	0.1
LOS	D	E	A	E	D	A	B	B	A	B	C	A
Approach Delay		42.6			45.9			14.6			22.2	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	40	136	0	96	55	0	7	104	0	17	312	0
Queue Length 95th (ft)	81	210	0	#148	99	0	18	139	19	36	484	0
Internal Link Dist (ft)		388			6160			1933			2362	
Turn Bay Length (ft)												
Base Capacity (vph)	164	332	1568	391	397	452	169	1662	820	469	1826	887
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.67	0.06	0.76	0.25	0.13	0.14	0.29	0.14	0.13	0.73	0.05

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 27.0

Intersection LOS: C

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: US 287 & W CR 8/Mountain Ave

↖ Ø1	↖ Ø2 (R)	↖ Ø3	→ Ø4
10.6 s	48.9 s	17 s	23.5 s
↖ Ø5	↖ Ø6 (R)	↖ Ø7	↖ Ø8
10.5 s	49 s	14.9 s	25.6 s

Existing AM 12:00 pm 01/17/2023 Revere
RR

Synchro 11 Light Report
Page 2

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

05/27/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	166	48	157	173	28	98	1289	299	42	714	62
Future Volume (vph)	71	166	48	157	173	28	98	1289	299	42	714	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	1	1	1	2	1	1	1	1	1	1	1	1
Taper Length (ft)	25	25	25	25	25	25	25	25	25	25	25	25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.850			0.850			0.850			0.850	
Frt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1676	1583	1770	3539	1583	1770	3539	1583
Frt Permitted	0.950			0.950			0.360			0.077		
Satd. Flow (perm)	1770	1863	1583	3433	1676	1583	671	3539	1583	143	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			223			223			223			223
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	468	6240	2013	2442								
Travel Time (s)	10.6	141.8	45.8	55.5								
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%			0%			0%		
Adj. Flow (vph)	75	175	51	165	182	29	103	1357	315	44	752	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	175	51	165	182	29	103	1357	315	44	752	65
Turn Type	Prot	NA	Free	Prot	NA	Free	pm+pt	NA	Free	pm+pt	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free	2		Free	6		Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	17.1	28.6		16.3	27.8		12.0	63.9		11.2	63.1	
Total Split (%)	14.3%	23.8%		13.6%	23.2%		10.0%	53.3%		9.3%	52.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)	11.6	23.1	120.0	10.8	22.3	120.0	58.4	58.4	120.0	57.6	57.6	120.0

Existing PM 11:52 am 01/17/2023 Revere
RR

Synchro 11 Light Report
Page 1

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

05/27/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.10	0.19	1.00	0.09	0.19	1.00	0.49	0.49	1.00	0.48	0.48	1.00
v/c Ratio	0.44	0.49	0.03	0.54	0.59	0.02	0.27	0.79	0.20	0.30	0.44	0.04
Control Delay	59.8	48.5	0.0	59.1	53.2	0.0	21.2	29.8	0.3	22.2	21.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	48.5	0.0	59.1	53.2	0.0	21.2	29.8	0.3	22.2	21.6	0.0
LOS	E	D	A	E	D	A	C	C	A	C	C	A
Approach Delay	43.1			51.7			24.1			20.0		
Approach LOS	D			D			C			C		
Queue Length 50th (ft)	56	122	0	63	130	0	42	447	0	18	196	0
Queue Length 95th (ft)	106	195	0	101	209	0	75	541	0	39	248	0
Internal Link Dist (ft)	388			6160			1933			2362		
Turn Bay Length (ft)												
Base Capacity (vph)	171	358	1583	308	311	1583	386	1722	1583	145	1698	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.49	0.03	0.54	0.59	0.02	0.27	0.79	0.20	0.30	0.44	0.04

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 27.9

Intersection LOS: C

Intersection Capacity Utilization 71.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: US 287 & W CR 8/Mountain Ave

Ø1	Ø2 (R)	Ø3	Ø4
11.2 s	63.9 s	16.3 s	28.6 s
Ø6 (R)	Ø5	Ø7	Ø8
63.1 s	12 s	17.1 s	27.8 s

Existing PM 11:52 am 01/17/2023 Revere
RR

Synchro 11 Light Report
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REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: W CR 8 & N CR 19

08/04/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	233	163	3	14	0
Future Vol, veh/h	1	233	163	3	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	7	7	7	7
Mmt Flow	1	271	190	3	16	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	193	0	-	0	465	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	4.17	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.263	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1351	-	-	-	547	837
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1351	-	-	-	546	837
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	762	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		11.8	
HCM LOS					B	
Minor Lane/Major Mmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1351	-	-	-	546	
HCM Lane V/C Ratio	0.001	-	-	-	0.03	
HCM Control Delay (s)	7.7	0	-	-	11.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

2040 PM 12:00 pm 01/17/2023 Revere Option 1
 RR

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: W CR 8 & N CR 19

08/04/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	278	315	10	10	1
Future Vol, veh/h	4	278	315	10	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	302	342	11	11	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	353	0	-	0	658	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1206	-	-	-	429	695
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1206	-	-	-	427	695
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	744	-
Approach	EB	WB		SB		
HCMControl Delay, s	0.1	0		13.4		
HCMLOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1206	-	-	-	-	443
HCMLane V/C Ratio	0.004	-	-	-	-	0.027
HCMControl Delay (s)	8	0	-	-	-	13.4
HCMLane LOS	A	A	-	-	-	B
HCM95th %tile Q(veh)	0	-	-	-	-	0.1

Existing PM 11:52 am 01/17/2023 Revere
 RR

Synchro 11 Light Report
 Page 1

BACKGROUND 2042

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

HCM 6th Signalized Intersection Summary

1: US 287 & W CR 8/Mountain Ave

12/19/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	260	140	310	145	140	45	610	180	105	1360	45
Future Volume (veh/h)	65	260	140	310	145	140	45	610	180	105	1360	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	71	283	152	337	158	152	49	663	196	114	1478	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	148	462	206	406	364	324	127	1832	817	175	1881	839
Arrive On Green	0.04	0.13	0.13	0.12	0.21	0.21	0.04	0.52	0.52	0.05	0.53	0.53
Sat Flow, veh/h	3428	3526	1572	3428	1763	1572	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	71	283	152	337	158	152	49	663	196	114	1478	49
Grp Sat Flow(s), veh/h/ln	1714	1763	1572	1714	1763	1572	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	2.0	7.6	9.3	9.6	7.8	8.5	1.4	11.1	6.8	3.3	33.7	1.5
Cycle Q Clear(g_c), s	2.0	7.6	9.3	9.6	7.8	8.5	1.4	11.1	6.8	3.3	33.7	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	462	206	406	364	324	127	1832	817	175	1881	839
V/C Ratio(X)	0.48	0.61	0.74	0.83	0.43	0.47	0.38	0.36	0.24	0.65	0.79	0.06
Avail Cap(c_a), veh/h	504	867	387	463	412	368	206	1832	817	254	1881	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	41.1	41.8	43.1	34.6	34.9	47.0	14.2	13.2	46.6	18.7	11.2
Incr Delay (d2), s/veh	2.4	1.3	5.1	10.9	0.8	1.1	1.9	0.6	0.7	4.1	3.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.3	3.7	4.5	3.2	3.2	0.6	4.0	2.3	1.4	12.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.2	42.4	46.9	54.0	35.4	35.9	48.9	14.8	13.9	50.7	22.1	11.4
LnGrp LOS	D	D	D	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h	506			647			908			1641		
Approach Delay, s/veh	44.7			45.2			16.4			23.8		
Approach LOS	D			D			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	56.5	16.3	17.6	8.2	57.8	8.8	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.4	36.5	13.5	24.6	6.0	37.9	14.7	23.4				
Max Q Clear Time (g_c+1), s	5.3	13.1	11.6	11.3	3.4	35.7	4.0	10.5				
Green Ext Time (p_c), s	0.1	4.6	0.2	1.8	0.0	1.7	0.1	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	28.6											
HCM 6th LOS	C											

Background 2042 AM Revere 8:53 am 12/19/2024
RR

Synchro 11 Light Report
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REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

HCM 6th Signalized Intersection Summary

1: US 287 & W CR 8/Mountain Ave

12/19/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	295	85	225	300	90	140	1525	445	155	920	70
Future Volume (veh/h)	80	295	85	225	300	90	140	1525	445	155	920	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	311	89	237	316	95	147	1605	468	163	968	74
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	439	466	309	444	131	589	1849	967	230	1481	738
Arrive On Green	0.05	0.12	0.12	0.09	0.16	0.16	0.17	0.52	0.52	0.07	0.42	0.42
Sat Flow, veh/h	3456	3554	1585	3456	2704	799	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	84	311	89	237	206	205	147	1605	468	163	968	74
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1726	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	2.1	7.6	0.7	6.0	9.9	10.1	3.3	35.6	14.7	4.2	19.7	0.9
Cycle Q Clear(g_c), s	2.1	7.6	0.7	6.0	9.9	10.1	3.3	35.6	14.7	4.2	19.7	0.9
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	439	466	309	292	284	589	1849	967	230	1481	738
V/C Ratio(X)	0.50	0.71	0.19	0.77	0.71	0.72	0.25	0.87	0.48	0.71	0.65	0.10
Avail Cap(c_a), veh/h	284	750	605	326	397	386	589	1849	967	230	1481	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	37.9	11.3	40.1	35.5	35.7	32.4	18.9	9.7	41.1	21.0	4.5
Incr Delay (d2), s/veh	2.3	2.1	0.2	10.0	3.5	4.3	0.2	5.8	1.7	9.5	2.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.4	0.9	3.0	4.5	4.5	1.4	14.8	5.0	2.1	8.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	40.0	11.5	50.0	39.1	40.0	32.6	24.7	11.5	50.7	23.3	4.7
LnGrp LOS	D	D	B	D	D	D	C	C	B	D	C	A
Approach Vol, veh/h	484			648			2220			1205		
Approach Delay, s/veh	35.5			43.4			22.4			25.9		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	51.3	12.6	15.6	19.8	42.0	8.9	19.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.0	38.5	8.5	19.0	7.0	37.5	7.4	20.1				
Max Q Clear Time (g_c+1), s	6.2	37.6	8.0	9.6	5.3	21.7	4.1	12.1				
Green Ext Time (p_c), s	0.0	0.9	0.0	1.6	0.1	6.5	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay	27.7											
HCM 6th LOS	C											

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: W CR 8 & N CR 19

12/19/2024

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	425	225	10	40	5
Future Vol, veh/h	5	425	225	10	40	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	6	494	262	12	47	6
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	274	0	-	0	774	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	506	-
Critical Hdwy	4.17	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.263	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1261	-	-	-	360	759
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	357	759
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	595	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		16		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1261	-	-	-	-	379
HCM Lane V/C Ratio	0.005	-	-	-	-	0.138
HCM Control Delay (s)	7.9	0	-	-	-	16
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5

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Synchro 11 Light Report
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REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: W CR 8 & N CR 19

12/19/2024

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	435	475	35	25	5
Future Vol, veh/h	5	435	475	35	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	473	516	38	27	5
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	554	0	-	0	1018	535
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1016	-	-	-	263	545
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1016	-	-	-	261	545
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	620	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		19.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1016	-	-	-	286	
HCM Lane V/C Ratio	0.005	-	-	-	0.114	
HCM Control Delay (s)	8.6	0	-	-	19.2	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Background 2042 PM 11:52 am 01/17/2023 Revere
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TOTAL 2042

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

HCM 6th Signalized Intersection Summary

1: US 287 & W CR 8/Mountain Ave

12/19/2024

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations	↰↱	↰↱		↰↱	↰↱		↰↱	↰↱	↰↱	↰↱	↰↱	↰↱
Traffic Volume (veh/h)	90	300	170	310	180	140	80	610	180	105	1360	80
Future Volume (veh/h)	90	300	170	310	180	140	80	610	180	105	1360	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	98	326	185	337	196	152	87	663	196	114	1478	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	160	404	224	406	497	365	156	1643	733	175	1662	741
Arrive On Green	0.05	0.18	0.18	0.12	0.26	0.26	0.05	0.47	0.47	0.05	0.47	0.47
Sat Flow, veh/h	3428	2186	1214	3428	1937	1425	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	98	262	249	337	177	171	87	663	196	114	1478	87
Grp Sat Flow(s), veh/h/ln	1714	1763	1637	1714	1763	1599	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	2.8	14.2	14.7	9.6	8.3	8.9	2.5	12.4	7.6	3.3	38.2	3.1
Cycle Q Clear(g_c), s	2.8	14.2	14.7	9.6	8.3	8.9	2.5	12.4	7.6	3.3	38.2	3.1
Prop In Lane	1.00		0.74	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	326	302	406	452	410	156	1643	733	175	1662	741
V/C Ratio(X)	0.61	0.80	0.82	0.83	0.39	0.42	0.56	0.40	0.27	0.65	0.89	0.12
Avail Cap(c_a), veh/h	504	434	403	463	452	410	206	1643	733	254	1662	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	39.0	39.2	43.1	30.7	30.9	46.7	17.6	16.3	46.6	24.1	14.8
Incr Delay (d2), s/veh	3.7	7.8	10.0	10.9	0.6	0.7	3.1	0.7	0.9	4.1	7.6	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.6	6.5	4.5	3.4	3.3	1.1	4.6	2.7	1.4	15.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	46.8	49.2	54.0	31.3	31.6	49.8	18.3	17.2	50.7	31.6	15.1
LnGrp LOS	D	D	D	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h	609			685			946			1679		
Approach Delay, s/veh	48.4			42.5			21.0			32.1		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	51.1	16.3	23.0	9.1	51.6	9.2	30.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.4	36.5	13.5	24.6	6.0	37.9	14.7	23.4				
Max Q Clear Time (g_c+1), s	5.3	14.4	11.6	16.7	4.5	40.2	4.8	10.9				
Green Ext Time (p_c), s	0.1	4.5	0.2	1.8	0.0	0.0	0.2	1.4				
Intersection Summary												
HCM 6th Ctrl Delay	33.8											
HCM 6th LOS	C											

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REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

HCM 6th Signalized Intersection Summary

1: US 287 & W CR 8/Mountain Ave

12/19/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	370	155	225	380	90	215	1525	445	155	920	140
Future Volume (veh/h)	150	370	155	225	380	90	215	1525	445	155	920	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	398	167	242	409	97	231	1640	478	167	989	151
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	534	238	320	503	118	306	1743	924	230	1665	849
Arrive On Green	0.07	0.15	0.15	0.09	0.18	0.18	0.09	0.49	0.49	0.07	0.47	0.47
Sat Flow, veh/h	3456	3554	1585	3456	2855	671	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	161	398	167	242	253	253	231	1640	478	167	989	151
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1750	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	4.1	9.6	7.0	6.2	12.3	12.5	5.9	39.3	4.5	4.3	18.4	1.3
Cycle Q Clear(g_c), s	4.1	9.6	7.0	6.2	12.3	12.5	5.9	39.3	4.5	4.3	18.4	1.3
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	534	238	320	313	308	306	1743	924	230	1665	849
V/C Ratio(X)	0.70	0.74	0.70	0.76	0.81	0.82	0.76	0.94	0.52	0.72	0.59	0.18
Avail Cap(c_a), veh/h	257	750	335	320	381	375	361	1743	924	230	1665	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	36.6	22.0	39.8	35.6	35.7	40.1	21.7	3.5	41.2	17.6	3.5
Incr Delay (d2), s/veh	7.0	2.5	3.7	9.9	10.3	11.5	7.4	11.5	2.1	10.8	1.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.3	2.8	3.0	6.1	6.2	2.6	16.1	2.0	2.0	6.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	39.1	25.7	49.8	45.9	47.2	47.5	33.2	5.5	52.0	19.2	4.0
LnGrp LOS	D	D	C	D	D	D	D	C	A	D	B	A
Approach Vol, veh/h	726			748			2349			1307		
Approach Delay, s/veh	38.0			47.6			29.0			21.6		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	48.6	12.8	18.0	12.5	46.7	10.5	20.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.0	40.0	7.0	19.0	9.4	36.6	6.7	19.3				
Max Q Clear Time (g_c+1), s	6.3	41.3	8.2	11.6	7.9	20.4	6.1	14.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.1	6.0	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay	31.1											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green												

Total 2042 PM 2:59 pm 08/04/2023 Revere
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REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: W CR 8 & N CR 19

12/19/2024

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	435	230	10	40	5
Future Vol, veh/h	5	435	230	10	40	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	6	506	267	12	47	6
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	279	0	-	0	791	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	4.17	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.263	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1255	-	-	-	352	754
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	350	754
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		16.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1255	-	-	-	372	
HCM Lane V/C Ratio	0.005	-	-	-	0.141	
HCM Control Delay (s)	7.9	0	-	-	16.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Total 2042 AM 4:03 pm 08/04/2023 Revere
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REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: W CR 8 & N CR 19

12/19/2024

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	455	495	35	25	5
Future Vol, veh/h	5	455	495	35	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	495	538	38	27	5
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	576	0	-	0	1062	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	505	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	997	-	-	-	247	530
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	997	-	-	-	245	530
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	606	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		20.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	997	-	-	-	269	
HCM Lane V/C Ratio	0.005	-	-	-	0.121	
HCM Control Delay (s)	8.6	0	-	-	20.2	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Total 2042 PM 2:59 pm 08/04/2023 Revere
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Synchro 11 Light Report
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REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th Roundabout
3: W CR 8 & Main Access

12/19/2024

Intersection				
Intersection Delay, s/veh	5.7			
Intersection LOS	A			
Approach	EB	WB	SB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	516	369	108	
Demand Flow Rate, veh/h	526	376	110	
Vehicles Circulating, veh/h	105	11	260	
Vehicles Exiting, veh/h	265	620	127	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	7.2	3.9	4.4	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	LT	LT	R	LR
Assumed Moves	LT	LT	R	LR
RT Channelized				
Lane Util	1.000	0.691	0.309	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
Entry Flow, veh/h	526	260	116	110
Cap Entry Lane, veh/h	1240	1406	1406	1058
Entry HV Adj Factor	0.981	0.980	0.983	0.982
Flow Entry, veh/h	516	255	114	108
Cap Entry, veh/h	1216	1378	1382	1039
V/C Ratio	0.424	0.185	0.083	0.104
Control Delay, s/veh	7.2	4.1	3.3	4.4
LOS	A	A	A	A
95th %tile Queue, veh	2	1	0	0

Total 2042 AM 4:03 pm 08/04/2023 Revere
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REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th Roundabout
3: W CR 8 & Main Access

12/19/2024

Intersection				
Intersection Delay, s/veh	7.4			
Intersection LOS	A			
Approach	EB	WB	SB	
Entry Lanes	1	2	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	522	799	261	
Demand Flow Rate, veh/h	532	815	266	
Vehicles Circulating, veh/h	244	22	565	
Vehicles Exiting, veh/h	587	754	272	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	9.2	5.7	8.9	
Approach LOS	A	A	A	
Lane	Left	Left	Right	Left
Designated Moves	LT	LT	R	LR
Assumed Moves	LT	LT	R	LR
RT Channelized				
Lane Util	1.000	0.693	0.307	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
Entry Flow, veh/h	532	565	250	266
Cap Entry Lane, veh/h	1076	1392	1392	775
Entry HV Adj Factor	0.981	0.980	0.980	0.981
Flow Entry, veh/h	522	554	245	261
Cap Entry, veh/h	1056	1365	1364	761
V/C Ratio	0.494	0.406	0.180	0.343
Control Delay, s/veh	9.2	6.5	4.1	8.9
LOS	A	A	A	A
95th %tile Queue, veh	3	2	1	2

Total 2042 PM 2:59 pm 08/04/2023 Revere
RR

Synchro 11 Light Report
Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 4: N CR 19 & Local St

12/19/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	2	1	15	1	1	45
Future Vol, veh/h	2	1	15	1	1	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	16	1	1	49
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	68	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	937	1062	-	-	1600	-
Stage 1	1006	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	936	1062	-	-	1600	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	8.7		0		0.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT		NBRWBLn1		SBL	SBT
Capacity (veh/h)	-		-		975	1600
HCM Lane V/C Ratio	-		-		0.003	0.001
HCM Control Delay (s)	-		-		8.7	7.3
HCM Lane LOS	-		-		A	A
HCM 95th %tile Q(veh)	-		-		0	0

Total 2042 AM 4:03 pm 08/04/2023 Revere
 RR

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 4: N CR 19 & Local St

12/19/2024

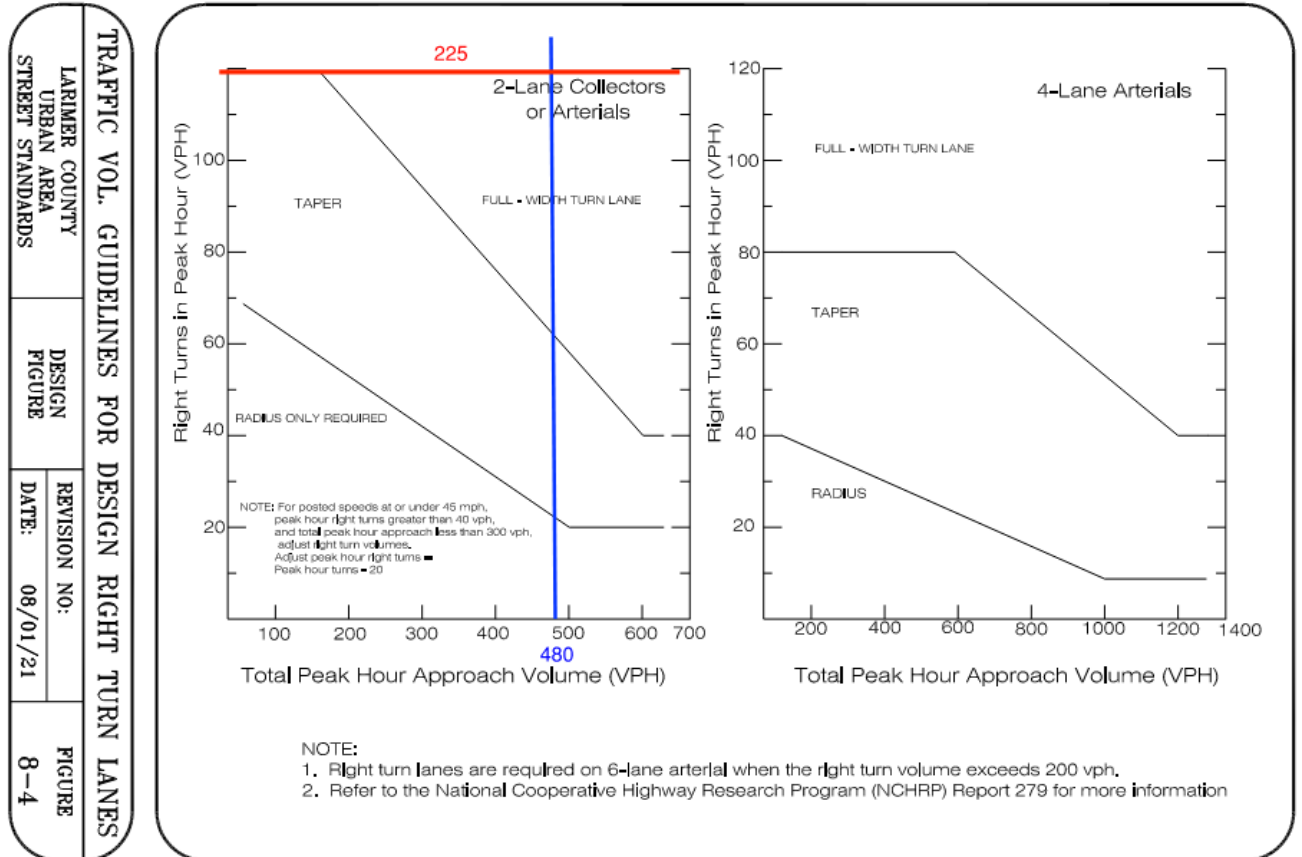
Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	2	1	40	2	1	30
Future Vol, veh/h	2	1	40	2	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	43	2	1	33
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	79	44	0	0	45	0
Stage 1	44	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	924	1026	-	-	1563	-
Stage 1	978	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	923	1026	-	-	1563	-
Mov Cap-2 Maneuver	923	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	8.8		0		0.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT		NBRWBLn1		SBL	SBT
Capacity (veh/h)	-		-		955	1563
HCM Lane V/C Ratio	-		-		0.003	0.001
HCM Control Delay (s)	-		-		8.8	7.3
HCM Lane LOS	-		-		A	A
HCM 95th %tile Q(veh)	-		-		0	0

Total 2042 PM 2:59 pm 08/04/2023 Revere
 RR

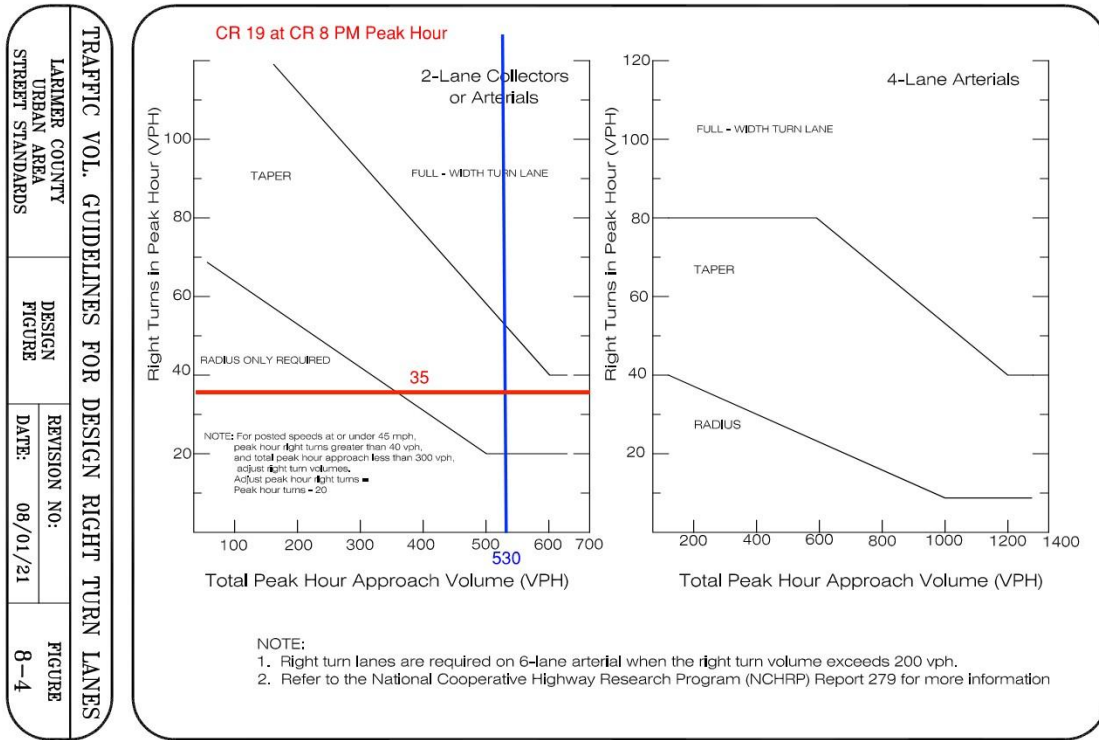
Synchro 11 Light Report
 Page 1

Appendix C LCUASS Right-Turn Warrants

Main Access at CR 8 (Mountain Avenue) PM Peak Hour



REVERE | TRANSPORTATION IMPACT STUDY Town of Berthoud



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RESOLUTION NUMBER ##

(SERIES 2025)

A RESOLUTION OF THE TOWN OF BERTHOUD BOARD OF TRUSTEES APPROVING A NEIGHBORHOOD MASTER PLAN FOR A DEVELOPMENT KNOW AS THE “REVERE DEVELOPMENT” IN THE TOWN OF BERTHOUD.

WHEREAS, the property under consideration is known as the “Revere” development; and

WHEREAS, the Town of Berthoud (“Town”) approved Ordinances 1030 on June 15, 2006, which approved the Zoning of the Revere property to Planned Unit Development; and

WHEREAS, the applicant has reviewed the 2021 Comprehensive Plan and seeks to incorporate the Town’s new zoning classifications and conform to the land development vision outlined in the 2021 Comprehensive Plan; and

WHEREAS, the Neighborhood Master Plan attached herein as Exhibit A has been reviewed by referral agencies to ensure the proposed development does not present a burden on service provision; and

WHEREAS, notice was properly posted in the manner required by law and a public hearing was conducted on August 28, 2025, before the Berthoud Planning Commission; and

WHEREAS, after the public hearing, the Berthoud Planning Commission made a unanimous recommendation to the Town Board of Trustees to approve the Neighborhood Master Plan as presented with the following condition:

1. The applicant shall submit an annexation request for the remaining portions of the County Road 8 and County Road 19 intersection as well as the segment of County Road 8, east of County Road 19 at the Preliminary Plat phase; and

WHEREAS, notice was properly posted in a manner required by law and a public hearing was conducted on October 14, 2025, before the Board of Trustees as required by law and which public hearing incorporated the testimony of citizens which were allowed to speak during “Citizen Participation” during the Board of Trustees meeting held October 14, 2024, and which testimony the applicant confirmed it had reviewed; and

WHEREAS, based on the testimony and evidence presented at the public hearing and that given October 14, 2025, the Board of Trustees determines and finds that compliance with the Neighborhood Master Plan review criteria as provided in Section 30-6-106.G of the Berthoud Municipal Code has been demonstrated.

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

Section 1. NMP Approval. The Neighborhood Master Plan is hereby approved. The Preliminary Plat shall be submitted in accordance with the Neighborhood Master Plan and the processing shall follow the Land Use Code.

Section 2. Interpretation: This Resolution shall be interpreted and construed to effectuate its general purpose.

Section 3. Effective Date: The provisions of this Resolution shall take effect upon adoption.

APPROVED AND ADOPTED this 14th day of October 2025.

TOWN OF BERTHOUD

By _____
William Karspeck, Mayor

ATTEST:

By: _____
Christian Samora, Town Clerk

Exhibit A: Neighborhood Master Plan

ORDINANCE NO. #####

**AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF BERTHOUD
TO REZONE THE REVERE PROPERTY PREVIOUSLY ZONED TO PLANNED UNIT
DEVELOPMENT TO SUBURBAN COMMERCIAL AND SUBURBAN RESIDENTIAL
DISTRICTS**

WHEREAS, the property under consideration is known as the “Revere” development and was zoned to Planned Unit Development by Ordinances 1030 in 2006 by the Town of Berthoud; and

WHEREAS, the applicant has reviewed the 2021 Comprehensive Plan and seeks to incorporate the Town’s new zoning classifications and conform to the land development vision outlined in the 2021 Comprehensive Plan; and

WHEREAS, the Planning Commission considered the request to rezone the property at their public hearing on August 28, 2025, and moved to forward their approval of the request to the Town Board of Trustees; and

WHEREAS, notice was properly posted in the manner required by law and a public hearing was conducted on August 28, 2025, before the Berthoud Planning Commission and a public hearing was conducted on October 14, 2025, before the Board of Trustees as required by law; and

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

Section 1. Map Revision: The official zoning map of the Town of Berthoud shall be amended hereinafter, and which property is commonly known as the “Revere” development as described in Exhibit A, shall be rezoned from Planned Unit Development to Suburban Commercial (SC) and Suburban Residential (SR) as illustrated in Exhibit B.

Section 2. Interpretation: This Ordinance shall be so interpreted and construed to effectuate its general purpose.

Section 3. Publication: The Town Clerk shall certify to the passage of this Ordinance and cause its contents to be published and shall cause the appropriate change to be made to the official Berthoud Zoning District Map.

Section 4. Effective Date: The provisions of this Ordinance shall take effect thirty days after publication as required by law.

INTRODUCED, READ, ADOPTED, APPROVED, AND ORDERED PUBLISHED IN FULL on this 14th day of October 2025.

TOWN OF BERTHOUD

By _____
William Karspeck, Mayor

ATTEST:

By: _____
Christian Samora, Town Clerk

EXHIBIT A: LEGAL DESCRIPTION

LOT 1, SMITH SUBDIVISION, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M., TOWN OF BERTHOUD, COUNTY OF COUNTY OF LARIMER, STATE OF COLORADO.

EXHIBIT B: CHANGE OF ZONE MAP

Public Comment - 1

From: Dave Pierce <dave.s.pierce@gmail.com>
Sent: Wednesday, August 13, 2025 7:40 PM
To: Tawn Hillenbrand
Cc: Dave Pierce
Subject: Revere Neighborhood Master Plan and Change of Zone - Written Comments

Tawn,

My name is Dave Pierce and I am the homeowner at 901 High Mountain Drive, Berthoud CO, 80513 located in Belcara Estates, just north of the proposed master plan. I am submitting my comments to be included in the meeting/council notes expressing our position.

The revised Revere Master Plan is little more than a repackaged version of the original proposal that was already denied — a blatant disregard for both community input and the decision-making process the developer has put forth again. The plan completely fails to take into account the adjoining Belcara Estates neighborhood, where existing properties sit on approximately one-acre lots of roughly 44,000 sq. ft each at a minimum. My lot is 2 acres; approximately 88,000 sq. ft and is within 300 ft of the proposed plan. Instead of incorporating feathered lot sizes to create a reasonable and compatible transition between the two communities, the developer is pressing forward with an incompatible density pattern, again. The largest proposed lot in the new plan is a mere 8,800 square feet, with others shrinking dramatically to just 6,014 square feet, and, most egregiously, some as small as 3,825 square feet. This jarring disparity shows a complete disregard for preserving the character, scale, acceptable transition in lot size, and property values of the surrounding area. The lot size transition from 8,800 sq ft to approximately 44,000 sq. ft just 100 ft away is 5x smaller than the 1 acre lots those specific homes are adjoining to! That does not comply with a density pattern that was the initial intent of the property that was approved by prior Town Board of Trustees, who by the way, expressed their position at the last public hearing (on record), going back to the original intent of this specific property. Does that not carry any weight with the Town Planning Commission?

What is even more troubling is the utter lack of proactive communication from the developer... again. While it is not required, it continues to show the ongoing lack of regard for the neighbors, community and any intention to consider reasonable home unit reduction and increase in lot size to meet past requirements. Despite the strong opposition expressed at the last meeting — where the plan was rightfully voted down — there has been no genuine engagement with local residents, no outreach to address concerns, and no effort to build trust. This silence sends a clear message: the developer is pushing forward with a plan that suits their own interests, not the best interests of the community. The absence of dialogue and collaboration is unacceptable, especially for a project of this scale that will have lasting impacts on the neighborhood and City of Berthoud.

Furthermore, the developer has taken no meaningful steps to address ongoing environmental concerns, such as the unchecked prairie dog population, which continues to create problems for both the land and adjoining properties. The failure to address these issues, coupled with the refusal to adjust the plan in any substantial way, underscores the lack of respect for both the residents and the governing bodies that denied the original proposal. This is not a Master Plan — it is a recycled scheme that ignores community

standards, environmental stewardship, and the very feedback the developer was instructed to consider, prior to coming back to the Planning Commission and Town Board of Trustees.

In its current proposed state, it is glaringly obvious that nothing has changed significantly in the resubmitted Master Plan that would possibly sway the Town Board of Trustees position and denial from the prior process. Therefore, this should be an easy decision for the Town Planning Commission to save time, energy and resources and deny this moving forward by voting no.

Regards,
Dave Pierce

FW: Revere Development

From Anne Johnson <AJohnson@berthoud.org>

Date Mon 8/18/2025 3:02 PM

To Bella Manzo <bmanzo@berthoud.org>

From: Bridget Guccione <bpguccione@me.com>

Sent: Monday, August 18, 2025 2:52 PM

To: Anne Johnson <AJohnson@berthoud.org>

Cc: Bridget Guccione <bpguccione@me.com>; Chris Kirk <CKirk@berthoud.org>; Tawn Hillenbrand <THillenbrand@berthoud.org>; Luke Seeber <lseeber@berthoud.org>; kristin <kristin@tbgrou.us>

Subject: Re: Revere Development

Thank you, Anne.

On Aug 18, 2025, at 1:28 PM, Anne Johnson <AJohnson@berthoud.org> wrote:

Bridget,

Hello. Tawn is out this week, and I'll try to address your questions in as timely a manner as possible. The planning stage the applicant is at is a concept stage. The Neighborhood Maser Plan and Change of Zone provide a broad view of the project to determine if in concept the project can work. If the concept is found to be acceptable, the applicant then expends resources to engineer and fully design the project. See responses to your questions in blue font below.

1. Within the Rezoning Narrative, there are repeated comments and references to minimal impacts on neighboring/adjacent properties and traffic; however, impacts on public facilities and services are acknowledged. During the original development submittals in 2024, stakeholders repeatedly voiced concerns about services and infrastructure pressures. Can you please provide the town's analysis on these impacts as noted in the submittal?

Water and sanitary sewer infrastructure is capable of handling proposed development with the improvements proposed with this submittal. Future phases of development review will include engineering of these improvements.

The transportation infrastructure along Mountain Avenue/CR8 will be improved as illustrated in this submittal to manage the additional traffic generated from this development heading to Berthoud. Per the traffic study, this development will not add much traffic along CR 19 to the north or to CR8 west of CR 19.

2. In the same narrative repeated references are made to connectivity of the Revere development to **safe** pedestrian trails and bicycle trail network as well as connection to the downtown commercial area. There are no specifics on crossing Hwy 287. Referring to the Berthoud Unified Trail Masterplan,

numerous maps show this connection but I would like to know the specifics and the projected timetable for an underpass or overpass.

The regional and community trails illustrate connection across the highway. Details of a potential underpass are provided in the Trails Master Plan however, locations for this type of crossing are not assigned to an intersection. The detail is schematic. The Action Plan does not cite an underpass or an overpass as an alternative street crossing for the trail at this location.

3. Within the Master Plan Narrative, under the Neighborhood Review Criteria, it is stated: ***Because of how the community has evolved over time, commercial development at the proportion as depicted on the Comprehensive Plan is no longer a viable option, as the infrastructure cannot support it.*** These are comments from the developer/contact, TB Group. I question the source and reasoning. Please provide the town analysis of its operations that have lead to such a conclusion. Was this a public analysis provided to all interested parties? As part of this analysis, one can only assume that it clearly differentiates the various infrastructure requirements for commercial versus residential.

The Applicant indicated that this is their opinion which will need to be explained during the public hearing process.

Sincerely,
Anne

From: Anne Johnson
Sent: Monday, August 18, 2025 10:44 AM
To: Bridget Guccione <bpguccione@me.com>; Tawn Hillenbrand <THillenbrand@berthoud.org>
Cc: Chris Kirk <CKirk@berthoud.org>; William Karspeck <WKarspeck@berthoud.org>
Subject: RE: Revere Development

Bridget,
Hello. Tawn is out this week and I will be responding to some of your questions here shortly. Because this is a land use case heading to a public hearing, my response will remove Mayor Karspeck.

Sincerely,
Anne

From: Bridget Guccione <bpguccione@me.com>
Sent: Thursday, August 14, 2025 4:51 PM
To: Tawn Hillenbrand <THillenbrand@berthoud.org>
Cc: Bridget Guccione <bpguccione@me.com>; Chris Kirk <CKirk@berthoud.org>; Anne Johnson <AJohnson@berthoud.org>; William Karspeck <WKarspeck@berthoud.org>
Subject: Re: Revere Development

You don't often get email from bpguccione@me.com. [Learn why this is important](#)
Good Afternoon Tawn,

Thank you for the DropBox link so I could access the full documentation for the Revere Development Project.

Before submitting comments as an affected resident/stakeholder, I have a few questions after reading the two included narratives, Rezone and Master Plan

Narratives.

Within the Rezoning Narrative, there are repeated comments and references to minimal impacts on neighboring/adjacent properties and traffic; however, impacts on public facilities and services are acknowledged. During the original development submittals in 2024, stakeholders repeatedly voiced concerns about services and infrastructure pressures. Can you please provide the town's analysis on these impacts as noted in the submittal?

In the same narrative repeated references are made to connectivity of the Revere development to **safe** pedestrian trails and bicycle trail network as well as connection to the downtown commercial area. There are no specifics on crossing Hwy 287. Referring to the Berthoud Unified Trail Masterplan, numerous maps show this connection but I would like to know the specifics and the projected timetable for an underpass or overpass.

Within the Master Plan Narrative, under the Neighborhood Review Criteria, it is stated:

Because of how the community has evolved over time, commercial development at the proportion as depicted on the Comprehensive Plan is no longer a viable option, as the infrastructure cannot support it.

These are comments from the developer/contact, TB Group. I question the source and reasoning. Please provide the town analysis of its operations that have lead to such a conclusion. Was this a public analysis provided to all interested parties? As part of this analysis, one can only assume that it clearly differentiates the various infrastructure requirements for commercial versus residential.

Thank you for providing this critical information as we approach the public comment meetings.

Respectfully,

Bridget Guccione

On Aug 14, 2025, at 10:19 AM, Bridget Guccione
<bpguccione@me.com> wrote:

Thank you, Tawn.

On Aug 14, 2025, at 8:50 AM, Tawn Hillenbrand
<THillenbrand@berthoud.org> wrote:

Hello Bridget,

Thank you for your email.

The complete application packet is quite large so for ease of access, please see the Dropbox link below. Please note that Geotechnical Reports are not required with a Neighborhood Master Plan and Rezone application, so you won't see that in the project file. The file does contain the Preliminary TIS and Preliminary Utility and Drainage Plan.

Revere Dropbox:

<https://www.dropbox.com/scl/fo/9r5nfsi0an6rwizcdapc9/AO04pnREUbgRkcod7Ou4-zg?rlkey=54v8v1v80yqezl4ypuxeo1br1&st=vrhry3zq&dl=0>

Please let me know if you have any questions.

Thank you,
Tawn

Tawn Hillenbrand, AICP
LEED Green Associate
Planning Manager

Phone: 970.344.5808
thillenbrand@berthoud.org
Berthoud.org
807 Mountain Ave, Berthoud, CO 80513

All messages sent or received by this address
may be subject to public disclosure
pursuant to the Colorado Open Records Act
(CORA) C.R.S. 24-72-200.1 et seq.

-----Original Message-----

From: Bridget Guccione <bpguccione@me.com>
Sent: Wednesday, August 13, 2025 4:51 PM
To: Tawn Hillenbrand <THillenbrand@berthoud.org>
Cc: Bridget Guccione <bpguccione@me.com>
Subject: Revere Development

Good Afternoon Tawn,

As stated on the website, the attachments for the Revere development do not contain the entire file composition.

I'm requesting the full documentation, including geotechnical reports and traffic studies, so I can review the differences from earlier submittals by Babcock Land Corporation.

Thank you.

Respectfully,

Bridget Guccione
810 Berthoud Peak Drive

From: Bridget Guccione <bpguccione@me.com>
Sent: Thursday, August 21, 2025 10:54 AM
To: Anne Johnson <AJohnson@berthoud.org>; Tawn Hillenbrand <THillenbrand@berthoud.org>
Cc: Bridget Guccione <bpguccione@me.com>; Pat Guccione <pat.guccione@nch.com>
Subject: Public Comments - Revere Application

Please include this email as part of the public comments for the Planning Commission packet just posted on the Berthoud Webpage.

Thank you.

Respectfully,

Bridget Guccione

To: Berthoud Planning Commission

Karen Anderson, Nick Semedallas, Abigail Smith, Marc Hofmans, David Pond, Mark Brodie, Stacy Sigman, Anne Johnson, Tawn Hildebrand

From: Bridget Guccione, 810 Berthoud Peak Drive

Subject: Revere Development Rezoning and Neighborhood Master Plan

Date: August 21, 2025

Please consider this email as my response to the January/May 2025 resubmittal for the proposed development in Berthoud of Parcel #9415316001, Revere Rezoning Request and Neighborhood Master Plan. Please include it as part of the materials reviewed by the Planning Commission from a resident and stakeholder directly affected by the development of this parcel.

In the spring/summer of 2024, I participated in the Planning Commission and the Town Board of Trustees meetings to review and consider the first submittal by Babcock Land Management and their representatives, TB Group, for development of the parcel of land at the NW corner of Highway 287 and County Road 8.

At those meetings, the stakeholders from the adjacent residential communities, acreage properties and working farms affected by this proposed development clearly stated their shared concerns for the rezoning and Neighborhood Master Plan as submitted. Our collective participation in the public comment component of Berthoud's town planning, resulted in the denial of the application for the Revere Property Development by the Board of Trustees in a 6-1 vote noting a failure to comply with 4 of 5 criteria of the Berthoud Comprehensive Plan.

The current resubmittal by Babcock Land Management and the TB Group indicates a lack of understanding of the stakeholders concerns and those expressed by the Town Trustees

at the June 11, 2024 meeting. The current Neighborhood Master Plan reduces the proposed residential lots from 100 to 81 homes but does not sufficiently address the concerns and issues noted by the Trustees for compliance with the Comprehensive Master Plan.

I will address the application accuracy, inconsistency and misinterpretations by section.

1. In the Review Application from the Developer dated January 2025, the density of the property is noted as 2.1 and 2.6 units/acre. This is inaccurate. The developer is playing 'loose and fast' with the data. 81 single family homes on 10.38 acres is a density of 7.8 DU/Acre. Separating out the three different lot sizes (45'x85', 60'x110', 81'x110') would be slightly different; however, the acreage/lot size is not given in the submittal. The density of BelCara Estates, the residential development to the north of the Revere Project is <1 DU/Acre. This difference in residential density approaches a 1000% increase in density; a total lack of any attempt to feather or transition between developments of significant differences in residential developments.

In the previous submittal in 2024, the densities of the residential area were noted as 6.1 and 10.5 DU/Acre. This was accurate but not in alignment with the low to moderate density for suburban residential areas in the Comprehensive Master Plan.

The neighboring community of BelCara Estates, originally zoned as PUD, aligns more closely with the new Conservation District classification with no access to collector roads, open space, borrow ditches, no sidewalks or gutters and possessing water rights.

These are the existing features of BelCara Estates. Since BelCara shares these characteristics with the Conservation district classification, the green space and buffering requirements in the Code to minimize visual and noise impacts where adjacent land uses are of a different type (e.g., residential adjacent to commercial or industrial) or are of a substantially different residential density should be a component of the proposed Revere project.

2. The Revere Rezone Narrative provides an insight to the Developer's rationale for rezoning from PUD to Suburban Residential and Commercial.

Points addressing land use and impacts of the development on adjacent properties stress adherence to the Berthoud Comprehensive Master Plan with an effort to maintain Berthoud's 'rural character' while promoting Berthoud's passion and reputation for being an active, recreation town.

The traffic study provided measures current volumes and forecasts future volumes based upon growth. There is a glaring absence in the study of incidents and recorded accidents at the high speed and heavily traveled intersection. Some notations of bicycle traffic are alluded to but also excluded in some analyses. This should be a critical component in the considerations since the overall development repeatedly stressed the Revere Development being a pedestrian and bicycle friendly community with access to Downtown Berthoud – **through a heavily traveled north south highway.**

The adjective **SAFE**, is used repeatedly in describing the road network and trail system. To quote:

Expanding the pedestrian and bicycle trail facilities in the community is a goal. A combination of on-street- bike lanes, neighborhood trails, detached walks and a connection to the town regional trail will provide a robust and SAFE network for both pedestrians and bicyclists.

It should be noted that the frequently referenced trail, the Colorado Front Range Trail, is currently the trail to nowhere in the vicinity of the Revere Development. The Berthoud Trail Master Plan has priority for work on this trail north of County Road 10 and no definitive plans for access for this trail to the east side of Highway 287. Currently on this parcel and the land east of BelCara, it remains the trail that ends in an agricultural field.

Stressing and emphasizing adherence to the Comprehensive Plan with amenities that are at most a futuristic wish is a serious misrepresentation.

3. The Revere Neighborhood Master Plan Narrative puts forth the perspective of the developer of the five review criteria of the Berthoud planning process; land use mix conformance with zoning, functional land use in compliance with Comprehensive Plan and PORT, traffic, open space and pedestrian design adequacy, negative impact on adjacent properties mitigation, and finally balance land use and housing mix.

The developer, Babcock Land Management, and their representative, TB Group, emphasize the importance of limiting the number of residential lots in the development while incorporating ample landscape buffering in their plan to maintain the small-town feel of Berthoud.

As stated above, this statement does not ring true when the application claims a ‘doctored’ density of 2.1 rather than an actual density of 7.8.

The developer continues with comments on the access to major roadways and outdoor recreation opportunities by ample sidewalks/trails provided, particularly noting the PORT trail running the length of the development. This is the incomplete trail ending in a field with a low priority designation on the Trail Master Plan. This is misleading to say the least. Additionally access to recreational opportunities should have a footnote stating, ‘to the west’. Access to the opportunities to the east, e.g. bike park, recreation center, etc. must cross the Highway 287/County Road 8 intersection. On foot or by bicycle this crossing is questionable for mature residents, let alone young people. Using the terminology of **SAFE** throughout the narrative is irresponsible.

Under the land use mix criterium 1., the applicant states:

Because of how the community has evolved over time, commercial development at the proportion as depicted on the Comprehensive Plan is no longer a viable option as the infrastructure cannot support it.

An explanation of this conclusion is an important factor in determining the zoning and residential/commercial division.

Finally considering the above statement, in the narrative, the developer states that there is a lack of smaller residential product type as proposed in this application in the town of Berthoud. Please refer to the projects and housing in Westside Crossing, Gateway Park, Harvest West, Fickel Farm and potentially Ludlow Farms, and the list goes on.....

As a resident of Berthoud in BelCara Estates, 810 Berthoud Peak Dr, I encourage the Planning Staff and Planning Commission to examine this application, supporting materials and comments from the public and stakeholders of Berthoud to deny the application as submitted.

Sound development is necessary for Berthoud to ensure continued grow in a sustainable way that maintains the characteristics of the community that we love. The Revere Project Application does not meet the needs of Berthoud as a growing community with a goal to maintain our agricultural roots.