



Town of Berthoud Planning Commission
Town Hall
807 Mountain Avenue
Thursday, May 9, 2024, at 6:00 p.m.

1. Call Meeting To Order
2. Pledge Of Allegiance
3. Roll Call
4. Approval Of Meeting Minutes From April 11, 2024

Documents:

[2024 04 11_FINAL MINUTES.PDF](#)

5. Public Hearing To Consider A Resolution ## (Series 2024), A Resolution Approving The Weibel Industrial Park Neighborhood Master Plan, And Ordinance ##, An Ordinance Amending The Zoning Map Of The Town Of Berthoud To Rezone The Weibel Industrial Park Property Currently Zoned M2 – Industrial And T - Transitional To M1 – Light Industrial.

Presentation by: Tawn Hillenbrand, Senior Planner
Cathy Mathis, TB Group

Documents:

[2024 05 09_WEIBEL PC DOCUMENTS.PDF](#)

6. Report By Staff
7. Adjourn

Join Zoom Meeting <https://us02web.zoom.us/j/86049631362> Meeting ID: 860 4963 1362
One tap mobile +17193594580,,86049631362# US

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.



MEETING MINUTES OF THE PLANNING COMMISSION
Town Board Room
807 Mountain Avenue, Berthoud, CO 80513
April 11, 2024, at 6:00 p.m.

1. Meeting Called To Order – Chairperson Karen Anderson
Meeting Called to Order at 6:05 p.m.
2. Pledge of Allegiance – Led by Chairperson Anderson
3. Roll Call

The following Commission members were present:

Karen Anderson, Chairperson
Joe Donnelly, Commissioner
Marc Hofmans, Commissioner
Nick Semedallas, Commissioner via Zoom

The following Commission members were absent:

Abigail Smith, Vice Chairperson

The following Staff members were present:

Anne Johnson, Community Development Director
Tawn Hillenbrand, Senior Planner
Lauren Richardson, Town Planner
Teri Reger, Planning Technician
Noah Nemmers, Town Engineer, via Zoom
Erin Smith, Town Attorney, via Zoom

4. Approval of Minutes
 - a. March 28, 2024 - Planning Commission Meeting Minutes
MOTION made by Commissioner Donnelly to APPROVE the Minutes for the March 28, 2024 Planning Commission Meeting. SECONDED by Commissioner Hofmans. With those all in favor, THE MOTION CARRIED.
 - b. March 28, 2024 - Planning Commission Study Session Minutes
MOTION made by Commissioner Donnelly to APPROVE the Minutes for the March 28, 2024 Planning Commission Study Session. SECONDED by Commissioner Hofmans. With those all in favor, THE MOTION CARRIED.
5. Public Hearing - Consider a Request for a Change of Zone for Heron Lakes Filing 17 presented by Lauren Richardson, Town Planner.

Public Comment was opened by Chairperson Anderson at 6:31 p.m.
No Public Comment was given.

Public Comment was closed by Chairperson Anderson at 6:31 p.m.

MOTION was made by Commissioner Donnelly to approve the Heron Lakes 117th Filing Change of Zone request as the Criteria for Approval outlined in the Staff Report. SECONDED by Commissioner Hofmans. With those all in favor, THE MOTION CARRIED.

6. Public Hearing – A presentation was given by Tawn Hillenbrand, Town Senior Planner, regarding the Neighborhood Master Plan for the Revere Property with a recommendation to be sent to the Town Board of Trustees.

A presentation was given by Kristin Turner from TB Group representing the Developer, Jeff Mark. Additional information was provided by Stephanie Thomas, Civil Engineer, and Ruth Rollins, Traffic Engineer.

Public Comment was opened by Chairperson Anderson at 7:24 p.m.

The following residents of Berthoud provided comments opposing the Revere Development: Bridget Guccione, Scott Woods, Kelly Seaton, Jerimy Hiltner, Pat Guccione, Dave Peirce, Tom Pryor, Beau Barney, Kirk Rolfs, Roger Schafer, Mike Sims

The following individuals who are not residents of Berthoud provided comments opposing the Revere Development:

Steven Kiepe, Cody Sullivan, Dianne Pollock, Mina Cox, Brett Pruitt, Jim Schweiter

The following individual signed their name to the speaker list provided at the podium and elected not to speak:

Denise Perich

Public Comment was closed by Chairperson Anderson at 8:07 p.m.

Planning Commission members discussed each Condition of Approval for both the Neighborhood Master Plan and the Change of Zone request during their deliberation.

MOTION was made by Commissioner Semedallas to make a recommendation of approval to the Town Board of Trustees for the Revere Neighborhood Master Plan with the eight (8) following conditions:

- i. The applicant shall collaborate with the neighborhood to the North regarding the buffer area. The outcome of these buffer discussions shall be included in application materials for the Preliminary Plat.
- ii. The applicant shall update the Traffic Impact Study with the submittal of the Preliminary Plat.
- iii. The applicant shall have at least one neighborhood meeting to address the concerns of the residents of the neighborhood adjacent to, and north of the proposed Revere development. Documentation of the meeting shall be included with the Preliminary Plat application.
- iv. The applicant shall provide a Traffic Memo summarizing the submitted Traffic Impact Study to the Town Board of Trustees, in their packet for the Neighborhood Master Plan and Change of Zone hearing.
- v. The applicant shall evaluate the safety, placement, engineering, and design of the proposed roundabout. The outcome of this evaluation shall be included in the application materials for the Preliminary Plat.
- vi. The Preliminary Plan shall include a detailed analysis of alternative access points

- to the proposed development, traffic control, and internal parking.
- vii. The applicant shall address all comments received by Little Thompson Water District pertaining to an existing service line and meter pit near the location of the proposed roundabout and pertaining to an existing 3-inch waterline near the County Road 8 and Hwy 287 intersection at the Preliminary Plat phase.
 - viii. 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.

**MOTION was SECONDED BY Commissioner Donnelly.
With those all in favor, THE MOTION CARRIED.**

- 7. Public Hearing – Tawn Hillenbrand, Town Senior Planner, presented the request for a Change of Zone for Revere Property in conjunction with the Neighborhood Master Plan.

MOTION made by Commissioner Donnelly to recommend approval to the Town Board of Trustees of the Revere Rezone request to rezone the property from PUD – Planning Unit Development to SC – Suburban Commercial and SR- Suburban Residential.

**MOTION was Seconded by Commissioner Semedallas.
With those all in favor, THE MOTION CARRIED.**

- 8. Report by Staff
The Planning Commission meeting scheduled for April 25, 2024, has been cancelled.
The next Planning Commission meeting will be on May 9, 2024.
- 9. The meeting adjourned at 9:48 p.m.

CHAIRPERSON

SECRETARY

TOWN BOARD INFORMATION



COMMUNITY DEVELOPMENT DEPARTMENT

Meeting Date:	May 9, 2024
Agenda Title/Subject:	Resolution ## (Series 2024), a Resolution approving the Weibel Industrial Park Neighborhood Master Plan, and Ordinance ##, an Ordinance amending the zoning map of the Town of Berthoud to rezone the Weibel Industrial Park Property currently zoned M2 – Industrial and T - Transitional to M1 – Light Industrial.
Type of Item:	Public Hearing
Request:	Request to accept the Neighborhood Master Plan for the Weibel Industrial Park property and to change the existing zoning to bring the Weibel Industrial Park property into conformance with the 2021 Comprehensive Plan.
Presented by:	Tawn Hillenbrand, Senior Planner

ATTACHMENTS:

- Staff Report with Application materials
- Resolution ## (Series 2024) and Ordinance ##

BACKGROUND:

The current request consists of two (2) properties. Parcel-1 (parcel #9411115003) is an approximate 3.36 acres while Parcel-2 (parcel #9411000047) is an approximate 15.93 acres. According to project records, Parcel-1 was annexed to the Town in 2008 as part of the Meyers First Addition and received T – Transitional zoning at that time. Parcel-2 was annexed to the Town of Berthoud and received a Town zone district of M2 – Industrial in 2019.

Parcel-2 is currently undeveloped. Parcel-1 is currently developed with four (4) mobile homes and a commercial building. Additionally, the property owner periodically uses the property as overflow parking for vehicles that cannot be adequately stored at their car dealership. Should the Weibel Industrial Park rezone request be approved, the existing mobile homes will be considered a Non-Conforming Use and may remain as the primary use of the property until at which time either the use has been discontinued for a period of six (6) months or at which time the property owner redevelops the property, whichever may occur first. However, any other uses, such as using the property as overflow parking for the property owner's car dealership, would not be allowed moving forward without first receiving land use approval from the Town for the specific use, as defined by the Development Code. See the Staff Report for more details.

The intent of the Neighborhood Master Plan and Rezone request, to rezone to M1-Light Industrial, is to bring the zoning into alignment with the Comprehensive Plan and Future Land Use Map as well as the 1st Street Corridor Plan while also allowing for the future development of the proposed industrial park.

UPDATE/NEXT STEPS:

Tonight, the Planning Commission will hear two requests from 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. 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 Change of Zone illustrate a change to bring the site into conformance with the Town's vision of continued growth within the Town's utility service area. The M1 – Light Industrial zoning district is proposed and shall align with the vision of the Comprehensive Plan and 1st Street Corridor Plan.

RECOMMENDED ACTION(S):

Neighborhood Master Plan

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

1. The applicant shall address all remaining comments received by Little Thompson Water District pertaining to existing privately owned fire lines and LTWD waterlines at the Preliminary Plat phase.
2. The applicant shall address Baseline Engineering's comment related to a shared drive at the upper northeast property line at the Preliminary Plat phase.

Rezoning

Staff recommends Planning Commission make a motion to recommend approval to the Town Board of Trustees of the Weibel Industrial Park Rezone request to rezone from M2 – Industrial and T - Transitional to M1 – Light Industrial.

1. The property owner shall no longer be allowed to store vehicles on the property or use the property as overflow parking for a car dealership(s), as has been allowed under the T-Transitional zoning district.



STAFF REPORT: WEIBEL INDUSTRIAL PARK NEIGHBORHOOD MASTER PLAN AND REZONING

DATE: May 9, 2024

GENERAL INFORMATION

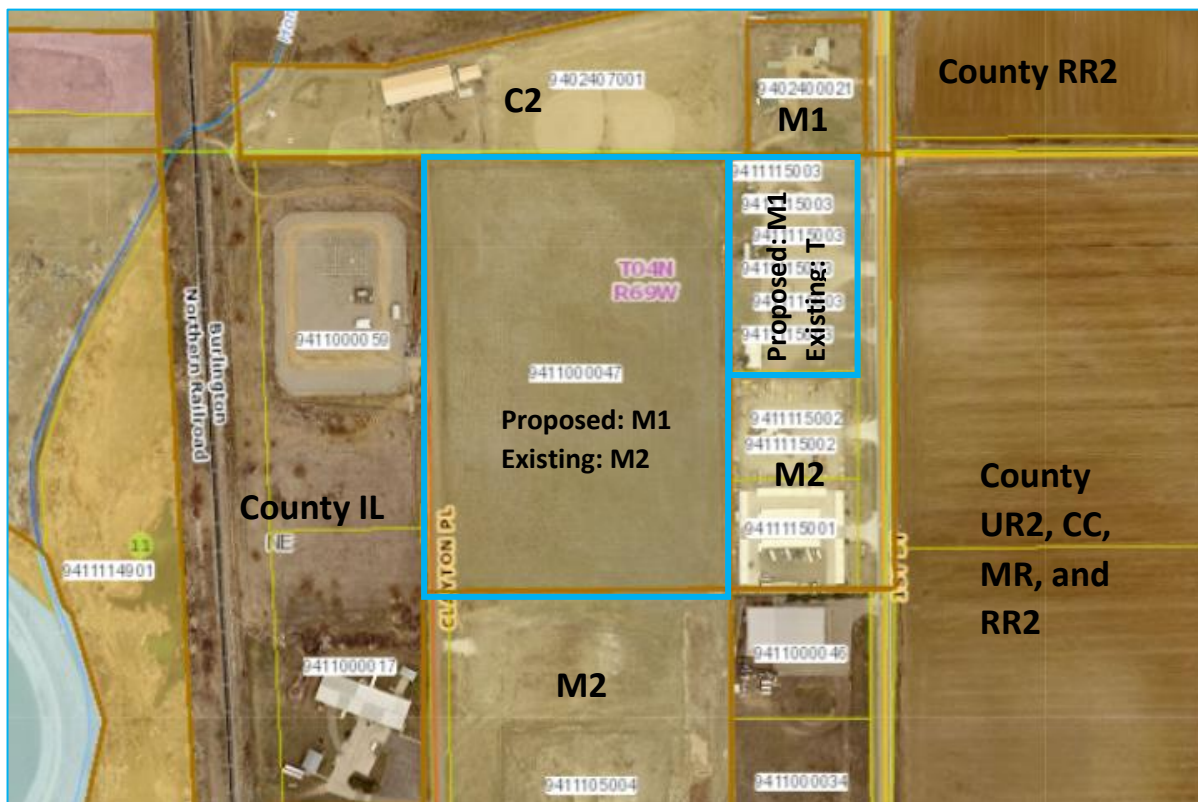
GENERAL INFORMATION			
Applicant:	TB Group – Cathy Mathis	Size: 19.29 acres	
Parcel Number:	Parcel 1 - #9411115003 and Parcel 2 - #9411000047		
Site Location:	The subject properties are located west of 1st Street and east of Clayton Place, just south of the East County Road 12 and 1st Street intersection.  Subject Properties outlined in blue.		
Applicant's Request:	The Applicant is requesting to rezone the subject property from M2 – Industrial and T – Transitional to M1 – Light Industrial, and Neighborhood Master Plan for a proposed industry, office, and flex user campus development.		
Lot and Density Standards per Zone District			
	Existing M2	Existing T	Proposed M1
Max Density	N/A	N/A	N/A
Min. Lot Size	N/A	N/A	N/A
Min. Lot Width	50'	N/A	50'

Front Setback	20'	N/A	25'
Side Setback	0 or 20'	N/A	0 or 20'
Rear Setback	20'	N/A	20'
Building Height:	50'	N/A	40'

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:	C2 and M1	Pro Swing batting fields; residential	N/A
South:	M2	Undeveloped	N/A
Southeast:	M2	Outdoor storage; enclosed storage	
East:	Larimer County UR2, CC, MR, and RR-2	Undeveloped, agriculture	N/A
West:	Larimer County IL	Public Service Company of CO (substation); light industrial manufacturing facility	N/A

Current zoning map; subject properties outlined in blue.



Proposal

The applicant is proposing the following two requests: Neighborhood Master Plan for the proposed Weibel Industrial Park development consisting of business uses catered toward light industry, office, and flex users with a concurrent request to Rezone the subject properties from T-Transitional and M2 - Industrial to M1 – Light Industrial. The Neighborhood Master Plan proposes a commercial development with an approximate 107,000 sq. ft. of building area. Each building site would front a parking area for employees and customers and would contain a separate incidental storage yard at the rear of each site to serve as an accessory to the primary use. The rezoning request would rezone the two (2) properties to one consistent zone district.

Background

The proposed request includes two parcels. Parcel-1 is currently zoned T - Transitional and Parcel-2 is currently zoned M2 – Industrial. According to project records, Parcel-1 was annexed to the Town in 2008 as part of the Meyers First Addition and received T – Transitional zoning at that time. Parcel-2 was annexed to the Town of Berthoud in 2019 and received a Town zone district of M2 – Industrial.

Parcel-2 is currently undeveloped. Parcel-1 is currently developed with four (4) mobile homes and a commercial building. Additionally, the property owner periodically uses the property as overflow parking for vehicles that cannot be adequately stored at their car dealership. Based upon project records, at the time the property was annexed to the Town in 2008, the mobile homes were existing along with a car and trailer sales use. The T-Transitional zoning district was requested at the time of annexation to allow the uses at that time to continue.

Per the current Development Code, T – Transitional zoning is intended to accommodate properties that are in a transitional stage with regard to their ultimate use or plans for development. No use shall be permitted except such use as existed on the date the property was placed in this zoning district. In order to expand any existing use or to develop new uses, such as is the case with this request, the property owner would be required to rezone the property to an appropriate zone district. Should the Weibel Industrial Park rezone request be approved, the existing mobile homes would be considered a Non-Conforming Use and may remain as the primary use of the property until at which time either the use has been discontinued for a period of six (6) months or the property owner redevelops the property, whichever may occur first. Any other uses, such as using the property as overflow parking for the property owner's car dealership, would not be allowed moving forward without first receiving land use approval from the Town for the specific use, as defined by the Development Code.

The intent of the Neighborhood Master Plan and Rezone request is to bring the zoning into alignment with the Comprehensive Plan and Future Land Use Map as well as the 1st Street Corridor Plan while also allowing for the future development of the proposed industrial park.

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(D) 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	Yes	i. The proposed development would connect to the existing road network via connections to 1 st Street along the east property line, and to Clayton Place along the west property line. ii. No arterial or collector roads are proposed with this development.

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.		iii. A preliminary traffic impact study/analysis was provided with the submittal.
30-6-106(D) Required Elements	Finding	Rationale
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. ii. By code the applicant would be required to provide two open space elements. The applicant has chosen to meet these requirements through a 40' greenway and improved/useable detention areas. If the "useable" detention areas are found to not be "useable" during the Preliminary Plat phase, the applicant would be required to provide an alternative open space element. 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)	N/A	(i.-ii.) The park development requirements are not applicable to commercial developments and are only applicable to residential subdivisions. The proposed project does not contain a residential component.
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. Pedestrian connectivity is achieved through walkways incorporated throughout the site. In addition, a proposed 5-foot soft surface trail has been provided around the edge of the southwest detention pond. Currently, there is no existing trail network in this area; however, a future Regional Trail is proposed to extend north along 1st Street. The project proposes 6-foot detached sidewalks adjacent to 1st Street that could connect to the future Regional Trail. ii. Sidewalks will be constructed along the frontages of both properties, including 1st Street and Clayton Place. At this time, existing pedestrian systems are minimal to non-existent.

		in this area. This project would be one of the first in the area to provide these pedestrian improvements. iii. The proposed project would require improvements to 1st Street, adjacent to the project, to a standard Urban Arterial section. A standard section of an Urban Arterial requires a 6-foot detached sidewalk, 10-foot landscape parkway, and a 7-foot bike lane. Clayton Place would be improved to a standard Commercial Local Street section which does not typically require the inclusion of bike lanes.
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. Section 30-2-116()(1)(c) is not applicable to commercial developments and is only applicable to residential subdivisions. The proposed project does not contain a residential component. iii. Density and diversity requirements are not applicable to commercial development and are only applicable to residential subdivisions. The proposed project does not contain a residential component.
30-6-106(D) Required Elements	Finding	Rationale
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 connections in Clayton Place.
7. <u>Subdivision Identity Standards:</u> i. The applicant shall provide compliance with subdivision identity standards found in Section 30-2-131.	N/A	i. Subdivision identity and place element standards are not applicable to commercial developments and are only applicable to residential subdivisions. The proposed project does not contain a residential component.

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(E) 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 an Innovation District. The subject properties are located within the 1 st Street Corridor Overlay Area, with Parcel-1 located in the Higher Visibility Area and Parcel-2 in the Lower Visibility Area. The preferred land uses in this District include research and development, makerspaces, and related commercial and light industrial uses. The proposed Industrial Park development, consisting of business uses catered toward light industry, office, and flex users, would be consistent with the Innovation District. The proposed M1 – Light Industrial zone district, would allow the preferred land uses of this District, and therefore, would be in conformance with the Comprehensive Plan.
30-6-106(E) Review Criteria	Finding	Rationale
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. This proposal aligns with the 1 st Street Corridor Guiding Principle: The Character District is intended to evolve the corridor into a modern innovation hub designed as a green and connected campus that provides for a range of employment and business uses catering to creatives, artisans, makers, startups, and other innovators.
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	The proposed NMP includes multiple access points strategically placed to reduce impacts to adjacent land uses, including the single-family residence to the north. Landscaping is proposed along most of the property boundaries, creating a visual buffer. Additionally, the proposed accessory storage spaces for each building unit are located so that they are not readily visible from the public rights-of-way. Negative impacts have been identified and mitigated.
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	Yes	The proposed project is consistent with the Future Land Use Map in the Comprehensive Plan, and more specifically, with the 1 st Street Corridor Plan. The proposed project provides a balance of land use,

types within Berthoud according to town goals.		providing additional commercial and industrial type spaces where desired.
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Rezoning

The request includes two parcels. Parcel-1 is currently zoned T-Transitional and Parcel-2 is currently zoned M2-Industrial. According to project records, Parcel-1 was annexed to the Town in 2008 as part of the Meyers First Addition and received T – Transitional zoning at that time. Parcel-2 was annexed to the Town of Berthoud in 2019 and received a Town zone district of M2 – Industrial.

As stated previously, per the current Development Code, T – Transitional zoning is intended to accommodate properties that are in a transitional stage with regard to their ultimate use or plans for development. In order to expand any existing use or to develop new uses, such as is the case with this request, the property owner is required to rezone Parcel-1 to an appropriate zone district.

The applicant has requested to rezone the properties from T-Transitional and M2-Industrial to M1-Light Industrial. The M1 zone district is intended to provide locations for a variety of workplaces including light industrial uses, research and development offices, and institutions. Although Parcel-2 and a few adjacent lots are currently zoned M2-Industrial, the M1-Light Industrial zoning district is more consistent with the Future Land Use Map and the intent of the Innovation District. Generally, the M2-Industrial zoning district supports heavy industrial uses such as manufacturing, warehousing and distributing, and indoor and outdoor storage; uses not necessarily consistent with the intent of the Innovation District. This request to rezone from T-Transitional and M2-Industrial to M1-Light Industrial 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 5. The area requested for rezoning has changed or is changing to such a degree that it is in the public interest to	Yes	Staff finds that the proposed rezoning meets criteria 2. In order to redevelop Parcel-1, per the requirements of the Development Code for the T-Transitional zoning district, the applicant is required to rezone to an appropriate zone district. Additionally, the recently adopted (2023) 1st Street Corridor Plan provides a vision and set of goals for guiding the growth, development, redevelopment, and design of the 1st Street corridor. With this new Plan in place, rezoning the subject properties was necessary to bring the zoning into conformance with the adopted Plan, Future Land Use Map and Comprehensive Plan while allowing the proposed Industrial Park use.

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 April 22, 2024, a legal ad published April 21, 2024, and the property was posted as required by the Development Code by the applicant in February 2022. In addition, notice of the application was sent out to all property owners within 500 feet March 8, 2022, with an invitation to comment on the request within four weeks of receipt. As of the drafting of this report, no neighbor comments in-opposition to or in-support of the request have been received by staff.

FINDINGS AND RECOMMENDATIONS

Neighborhood Master Plan

Staff recommends Planning Commission make a motion to recommend approval of the Weibel Industrial Park Neighborhood Master Plan to the Town Board of Trustees with the following two (2) conditions:

1. The applicant shall address all remaining comments received by Little Thompson Water District pertaining to existing privately owned fire lines and LTWD waterlines at the Preliminary Plat phase.
2. The applicant shall address Baseline Engineering’s comment related to a shared drive at the upper northeast property line at the Preliminary Plat phase.

Rezoning

Staff recommends Planning Commission make a motion to recommend approval to the Town Board of Trustees of the Weibel Industrial Park Rezone request to rezone from T-Transitional and M2-Industrial to M1-Light Industrial with the following condition:

1. The property owner shall no longer store vehicles on the property or use the property as overflow parking for a car dealership(s), as has previously been allowed under the T-Transitional zoning district.

Attachments

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



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):		
Site Address:		
Project Name:		
Brief description of project:		
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 _____
APPLICANT		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	
CONTACT PERSON (will receive correspondence from Town Staff/Referral Agencies)		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	
OWNER(S) (If different than applicant)		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	
CONSULTANT (Engineer, Surveyor, or Planner)		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	

LAND USE INFORMATION							
Existing Use:							
Proposed Use:							
Existing Zoning:	Adjacent zoning / land use:						
Proposed Zoning: (if applicable):	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">East Side:</td> <td style="width: 50%; padding: 5px;">North Side:</td> </tr> <tr> <td style="width: 50%; padding: 5px;">West Side:</td> <td style="width: 50%; padding: 5px;">South Side:</td> </tr> </table>	East Side:	North Side:	West Side:	South Side:		
East Side:	North Side:						
West Side:	South Side:						
Number of acres:							
Proposed Access:							
UTILITY SERVICE INFORMATION							
Water:	Sewer:						
PROJECT INFORMATION							
Number of proposed units:	Non-Residential Building Area (Sq. Ft.) Proposed:						
Number of phases:	Non-Residential Construction Floor Area Ratio Proposed:						
Number of Units per phase:	Total Number of Parking Spaces:						
Number of lots proposed:	<u>Acreage of Site:</u>						
Lot size minimum:	a. Gross:						
Lot size maximum:	b. Right-of-Way:						
Lot size average:	c. Net (a-b)						
Gross density (units/acre):	Type of Housing Proposed (please check):						
Net density (units/acre):	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">☐ Future Single Family</td> <td style="width: 50%; padding: 5px;">☐ Townhouse</td> </tr> <tr> <td style="width: 50%; padding: 5px;">☐ Duplex</td> <td style="width: 50%; padding: 5px;">☐ Condominium</td> </tr> <tr> <td style="width: 50%; padding: 5px;">☐ Multi-family</td> <td></td> </tr> </table>	☐ Future Single Family	☐ Townhouse	☐ Duplex	☐ Condominium	☐ Multi-family	
☐ Future Single Family	☐ Townhouse						
☐ Duplex	☐ Condominium						
☐ Multi-family							
Area and percent open space:	(# of units:)						

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): _____ Date: 3-3-22

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: Cathy Mathis Date: 3.3.22

FOR OFFICE USE ONLY	Received By:	Date:
----------------------------	---------------------	--------------



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):		
Site Address:		
Project Name:		
Brief description of project:		
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 _____
APPLICANT		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	
CONTACT PERSON (will receive correspondence from Town Staff/Referral Agencies)		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	
OWNER(S) (If different than applicant)		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	
CONSULTANT (Engineer, Surveyor, or Planner)		
Name:		
E-mail:	Mailing Address:	
Phone:	City/State/Zip:	

LAND USE INFORMATION		
Existing Use:		
Proposed Use:		
Existing Zoning:	Adjacent zoning / land use:	
Proposed Zoning: (if applicable):	East Side:	North Side:
Number of acres:	West Side:	South Side:
Proposed Access:		
UTILITY SERVICE INFORMATION		
Water:	Sewer:	
PROJECT INFORMATION		
Number of proposed units:	Non-Residential Building Area (Sq. Ft.) Proposed:	
Number of phases:	Non-Residential Construction Floor Area Ratio Proposed:	
Number of Units per phase:	Total Number of Parking Spaces:	
Number of lots proposed:	<u>Acreage of Site:</u>	
Lot size minimum:	a. Gross:	
Lot size maximum:	b. Right-of-Way:	
Lot size average:	c. Net (a-b)	
Gross density (units/acre):	Type of Housing Proposed (please check):	
Net density (units/acre):	☐ Future Single Family ☐ Duplex ☐ Multi-family (# of units:)	☐ Townhouse ☐ Condominium
Area and percent open space:		

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): _____ Date: 3-3-22

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: Cathy Mathis Date: 3.3.22

FOR OFFICE USE ONLY	Received By:	Date:
----------------------------	---------------------	--------------

**Weibel Industrial Park
Neighborhood Master Plan Narrative
March 18, 2024**

General Description

The Weibel Industrial Park is a campus consisting of business uses catered towards light industry, office, and flex users. The site is approximately 19.375 acres with existing M2 and T zoning. Both of the parcels will be rezoned to M1.

With full build-out, it is anticipated there will be approximately 107,000 sq. ft. of building area. Each building will have a parking area in front of the for employee and customer entrances. In addition, each site will have its own incidental storage yard as an accessory to the primary use.

Primary access to the property will be from 1st Street and from the extension Clayton Place. All drives will be private.

Compliance with lot area size and lot diversity

N/A

General description of plan for drainage and stormwater management

In its existing condition, the site uniformly drains undetained to the southeast. The improved site would continue to generally drain to the southeast, however, stormwater would be detained and ultimately released to an existing drainage swale along the west side of 1st Street.

Depiction of compliance with subdivision identity standards

N/A

Compliance with open space elements

10% or 2 acres of open space is required for the Neighborhood Master Plan and the current plan has approximately 45.5% open space or 9 acres.

Two Functional Open Space elements are required, and the following are proposed:

Usable detention areas (1)

40' Greenway (1)

Description of how the development is connected to/ integrated with the surrounding area, how it responds to site features/constraints, and how it is consistent with the Code

The development has two points of vehicular access (1st Street and the extension of Clayton Place). The private drive street system is in a grid pattern, promoting connectivity throughout the site. The private drive network provides access to each developed building pad site and storage yards.

Pedestrian connectivity is achieved through walkways incorporated throughout the project via private drives. In addition, there will be a 5' soft surface trail around the edge of the southeast detention pond.

1st Street will be improved to an urban arterial, with a 6' detached walk and 10' landscape parkway.

Description of how the proposed development complies with the Town Comprehensive Plan

The proposed plan is consistent with the Town's 2021 Comprehensive Plan depiction of this area, defined as a General Urban Area Place type and an Innovation District, and further identified as the 1st Street Corridor Character District. While the district envisions a very different corridor than what is there today, it should recognize the existing industrial business and support additional employment and industrial type uses.

The Transportation typology for a General Urban Area encourages a high level of access and connectivity. Since 1st Street will ultimately be a 2-lane arterial, it will support and promote walkability with detached sidewalks and on-street bike lanes.

Compliance with the Innovation District and 1st Street Corridor Plan

The NMP complies with the following Key Concepts identified in the Plan:

- Depressed medians/ landscape islands that act as detention areas.
- The 1st Street frontage will meet Town standards, with a buffered bike lane, detached sidewalk, and street trees in the tree lawn.
- The landscape will be water-wise and a hydrozone plan will be included with each consecutive site plan.
- Increased architectural standards.
- 60% of the proposed street trees along 1st Street will be flowering trees.
- The rural ditch along 1st Street will remain as a conveyance for water.
- Connection to future regional trail system to the west.

Rationale of How Neighborhood Master Plan Correlates to Proposed Zone District

The master plan is proposing light industrial type uses that are appropriate for the M1 zone district.

**Weibel Industrial Park
Rezone Narrative
March 18, 2024**

Written Statement Describing the Proposal and Addressing the Following Points:

I. Rationale for the proposed zoning:

The Weibel Industrial Property is approximately 19.375-acres and is located west of 1st Street and east of Clayton Place. 15.93 acres of the property is already zoned M2. There is a 3.36-acre parcel that is currently zoned T-Transition. The requested zoning district for both parcels will be M1. The intention is to provide zoning for the site that will allow an industrial/office/flex campus to be constructed. Rezoning to M1 allows the above-mentioned project to be built.

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 is an Excel substation. To the north is the Pro Swing facility and the resto of the properties south of the site are all industrial uses.

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

The traffic study indicates that this project will have minimal impact. The intersections will operate at acceptable levels and potentially, a north-bound left turn lane may be needed at full build-out.

IV. Availability of utilities for any potential development:

Sanitary Service: Service for the project will be sanitary sewer, provided from the Town of Berthoud.

Water Service: Domestic water service for the project will be provided by the Town of Berthoud. On-site water mains will be looped through the development to provide domestic water service and fire flows.

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. With any new development an increase in service calls for law enforcement and fire protection can be anticipated as well as an increase in traffic.

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

The proposed plan is consistent with the Town's 2021 Comprehensive Plan depiction of this area, defined as a General Urban Area Place type and an Innovation District, and further identified as the 1st Street Corridor Character District. While the district envisions a very different corridor than what is there today, it should recognize the existing industrial business and support additional employment and industrial type uses.

VII. Public benefits arising from the proposal:

The public benefits achieved by this proposed rezoning arise from the increase in the Town's sales tax base. Additionally, this will stimulate economic development that results in high-quality improvements with significant benefits including upgrades to the adjacent infrastructure, creation of jobs, and promoting a vibrant economy.

Attachment 3 - Neighborhood Master Plan

LEGAL DESCRIPTION:
PARCEL ONE:
LOT 3, BLOCK 1, METERS FIRST SUBDIVISION
PARCEL TWO:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11
TOWNSHIP 4 NORTH RANGE 69 WEST OF THE 9TH PM, LAMBER
POLYON, COLORADO MORE PARTICULARLY DESCRIBED AS
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 11;
THENCE ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER
OF SAID SECTION 11 NORTH 89°13'45" WEST 350.00 FEET TO THE
TRUE POINT OF BEGINNING;
THENCE ALONG SAID NORTH LINE OF THE
NORTHEAST QUARTER OF SECTION 11 NORTH 89°13'45" WEST
700.00 FEET;
THENCE PARALLEL WITH THE EAST LINE OF SAID NORTHEAST
QUARTER OF SECTION 11 SOUTH 10°52'30" WEST 1005.88 FEET;
THENCE AGAIN PARALLEL WITH THE EAST LINE OF THE
NORTHEAST QUARTER OF SECTION 11 NORTH 10°02'30" EAST
987.14 FEET TO THE TRUE POINT OF BEGINNING
COUNT OF LAMBER STATE OF COLORADO.

OPEN SPACE ELEMENTS:

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



IMPROVED DETENTION AREAS (1)

40' GREENWAY (1)

OPEN SPACE REQUIRED
2.0 AC (10% OF SITE)
OPEN SPACE PROVIDED
9.06 ACRES (46.4%)

OPEN SPACE/DETENTION CALCULATIONS:

OPEN SPACE = 6.12 AC 31.2%

DETENTION = 2.94 AC 15.2%

TOTAL OPEN SPACE PROVIDED= 9.06 AC 46.4%

TOTAL SITE ACREAGE = 19.375 AC 100%

TRAILS AND WALKS

DETACHED CONCRETE SIDEWALK - 7,072

5' SOFT SURFACE TRAIL - 1,052'

TOTAL WALKWAYS - 8,124'

OPEN SPACE/DETENTION SUMMARY:

OPEN SPACE PROVIDED	6.12 ACRES
---------------------	------------

DETENTION PROVIDED 2.94 ACRES

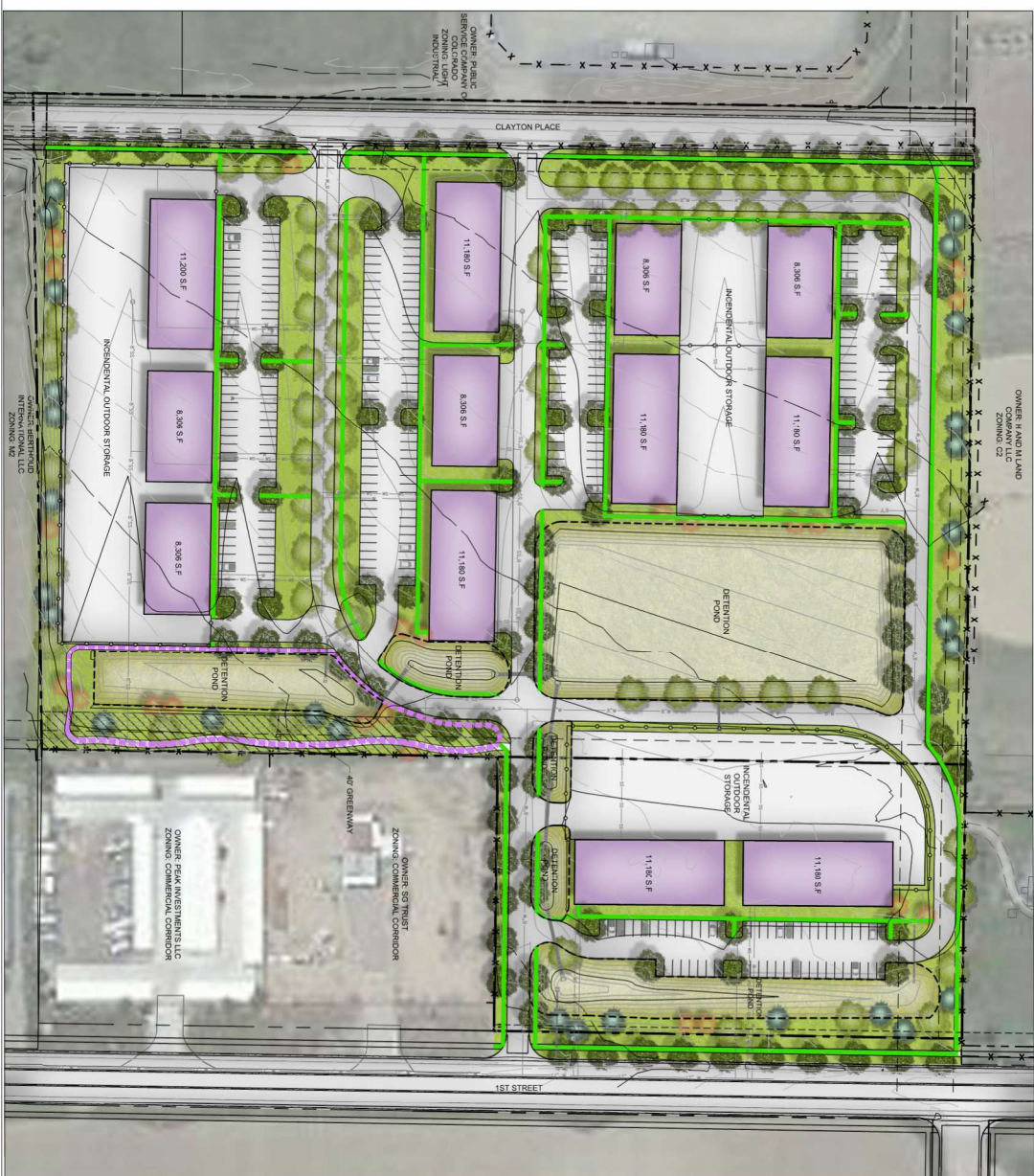
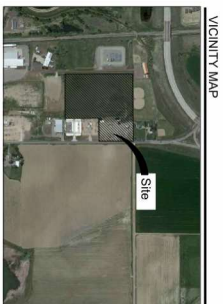
TOTAL	9.06 ACRES
-------	------------

TRAFFIC INFORMATION:

1. REFER TO PLAN FOR PROPOSED STREET NETWORK AND EXISTING ROAD NETWORK INCLUDING ALL ACCESS POINTS.
2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

GROSS AREA COVERAGE:	SQUARE FEET	ACRES	% OF
BUILDING FOOTPRINTS	119,812	2.75	14.2%
OPEN SPACE / LANDSCAPE	286,648	6.12	31.2%
DETENTION	128,012	2.94	15.2%
PAVED DRIVES AND PARKING	321,379	7.38	38.1%
SIDEWALKS	8,124	0.19	1.3%
TOTAL AREA	843,975	19.37 AC	100%

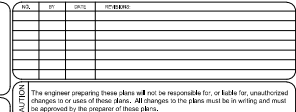
LAND USE SUMMARY:	
EXISTING ZONING:	T & M2
PROPOSED ZONING:	M1
GROSS LAND AREA:	19,375 ACRES
LAND USE:	LIGHT INDUSTRIAL / FLEX
TOTAL BUILDING GROSS S.F.:	124,168 SF
TOTAL PARKING SPACES:	319



UNITED CIVIL
Design Group

CIVIL ENGINEERING & CONSULTING

35 OLD TOWN SQUARE #218
FORT COLLINS, CO 80524
(970) 535-4604
WWW.UNITEDCIVIL.COM



DATE SUBMITTED: 3/25/2024

PREPARED FOR: TCC CORPORATION



MEMORANDUM

To: Noah Nemmers, Baseline
Tawn Hillenbrand, Town of Berthoud
Ernie Crownover, TCC Corporation
Cathy Mathis, TB Group

From: Ruth Rollins, *Rollins* Consult LLC

Date: April 29, 2024

Subject: Weibel Industrial Park - Update to Transportation Impact Study

The proposed Weibel Industrial Park will include 107,000 square feet of building area. The original Transportation Impact Study (TIS), for the Weibel Industrial Park, dated February 25, 2022, included 120,000 square feet of industrial use at full buildout. The TIS also included two development phases. The original trip generation estimates are provided in Table 1 below.

Table 1
Original Estimated Trip Generation

ITE Land Use Code & Rates		Project	Project Trip Generation						
Land Use	Land Use Code	1,000 SF 100 Storage Units	Daily	AM			PM		
				IN	Out	Total	IN	Out	Total
Phase 1									
Light Industrial - KSF	110	22.36	109	15	2	17	2	12	15
Storage - per 100 storage units	151	4	71	2	2	5	3	3	7
Total Phase 1			180	17	4	21	5	16	21
Light Industrial - KSF	110	120	584	78	11	89	11	67	78
Total Buildout			584	78	11	89	11	67	78

The current estimated trip generation is provided in Table 2. As indicated in the table, the current proposal would generate fewer trips than projected in the original TIS.

Table 2
Current Proposal Estimated Trip Generation

ITE Land Use Code & Rates		Project	Project Trip Generation						
Land Use	Land Use Code	1,000 SF	Daily	AM			PM		
				IN	Out	Total	IN	Out	Total
Light Industrial - KSF	110	107	521	70	10	79	10	60	70
Total Buildout			521	70	10	79	10	60	70

Based on the findings of the original traffic study, the three study intersections of 1st Street at the proposed Access Drive, 1st Street at CR 10E, and Clayton Place at CR 10E will operate acceptably with the current proposal. No auxiliary turn lanes would be necessary on 1st Street.

Thank you, feel free to reach out with any questions.

Transportation Impact Study Weibel Industrial Park

February 25, 2022

Prepared for:
TCC Corporation

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1 INTRODUCTION

This report documents the results of a study to evaluate the potential traffic impacts of the proposed Weibel Industrial Park development in the Town of Berthoud. Rollins Consult LLC conducted the study as required for the project's development application.

PROJECT DESCRIPTION

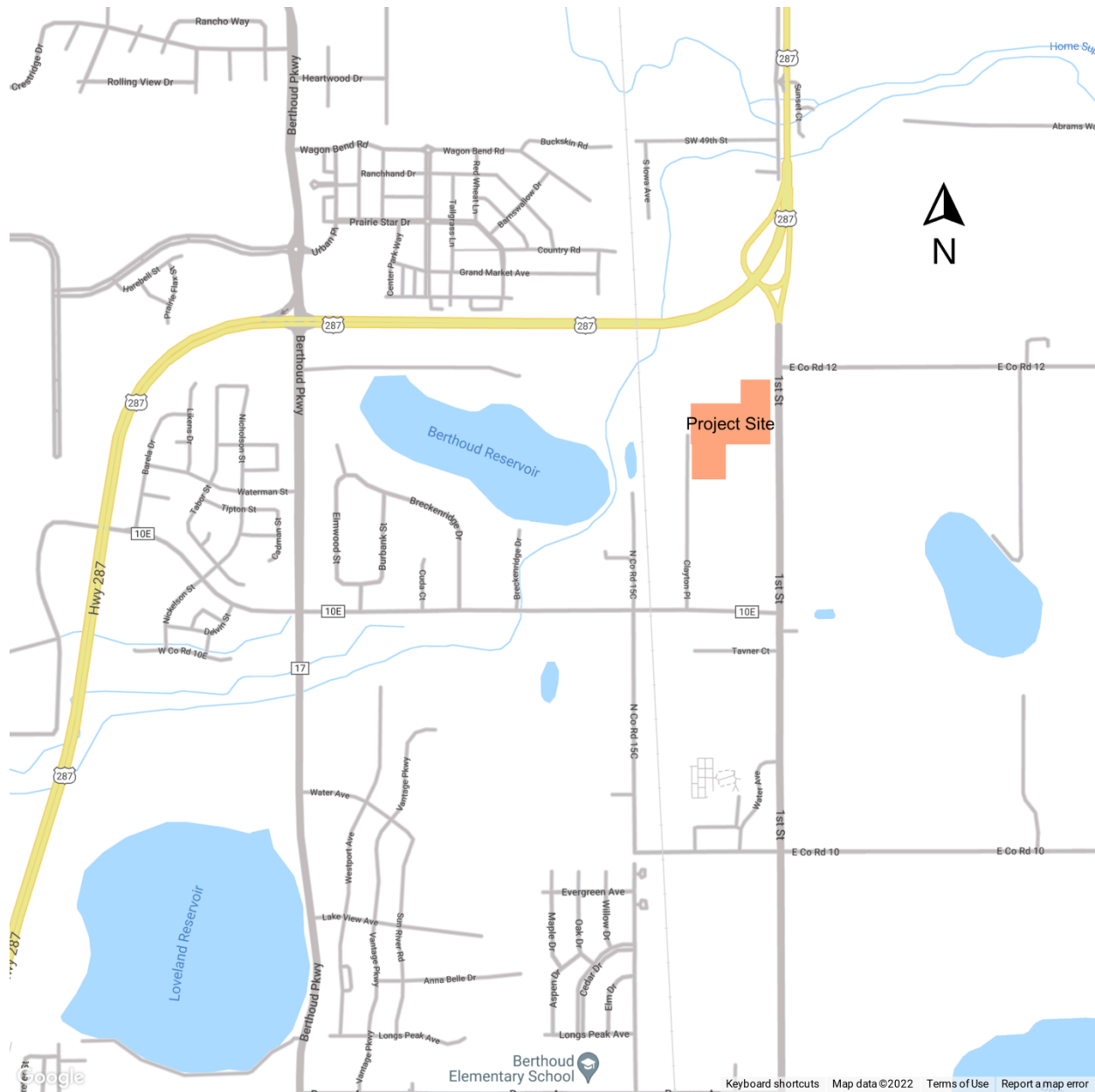
The proposed Weibel project is located north of the downtown area of Berthoud on the west side of 1st Street. Figure 1 illustrates the project location and the study area. The site is currently undeveloped with one house and three mobile homes. The house will remain, and the three mobile homes will be replaced with a duplex.

The project site is depicted on Figure 2. The site will be developed in two phases, The project proposes the following land uses and transportation elements:

- The initial phase will include two of the proposed industrial buildings and the remainder of the site could house 400 RV and boat storage spaces. Access will be to/from 1st Street and Clayton Place.
- The buildout of the project will allow for 120,000 square feet of industrial use.

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

Figure 1 – Project Location



WEIBEL INDUSTRIAL PARK PROPERTY | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Figure 2 – Site Plan

WEIBEL INDUSTRIAL PARK | FEBRUARY 2022

LEGAL DESCRIPTION

PARCEL ONE:
LOT 3, BLOCK 1, MEYER'S FIRST SUBDIVISION
AND
PARCEL TWO:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11,
TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M., LARIMER
COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 11;
THENCE ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER OF
SAID SECTION 11 NORTH 89°13'45" WEST 350.00 FEET TO THE TRUE POINT
OF BEGINNING;
THENCE CONTINUING ALONG SAID NORTH LINE OF THE NORTHEAST
QUARTER OF SECTION 11 NORTH 89°13'45" WEST 700.00 FEET;
THENCE PARALLEL WITH THE EAST LINE OF SAID NORTHEAST QUARTER
OF SECTION 11 SOUTH 00°52'30" WEST 1005.88 FEET;
THENCE NORTH 89°13'45" EAST 700.29 FEET;
THENCE AGAIN PARALLEL WITH THE EAST LINE OF THE NORTHEAST
QUARTER OF SECTION 11 NORTH 00°52'30" EAST 987.04 FEET TO THE
TRUE POINT OF BEGINNING
COUNTY OF LARIMER, STATE OF COLORADO.

OPEN SPACE ELEMENTS

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

-  IMPROVED DETENTION AREAS (1)
-  40' GREENWAY (1)

OPEN SPACE REQUIRED 2.0 AC (10% OF SITE)
OPEN SPACE PROVIDED 9.0 ACRES (45.5%)

OPEN SPACE/DETENTION CALCULATIONS:

OPEN SPACE =	9.0 AC	45.5%
DETENTION =	2.9 AC	14.6%
TOTAL OPEN SPACE PROVIDED=	~11.9 AC	60.1%
TOTAL SITE ACREAGE =	~19.8 AC	100%

TRAILS AND WALKS

-  DETACHED CONCRETE SIDEWALK - 6,196 feet
 -  8' SOFT SURFACE TRAIL - 482 feet
 -  5' SOFT SURFACE TRAIL - 368 feet
- TOTAL WALKWAYS - 7,046 feet

OPEN SPACE/PARKS/DETENTION SUMMARY

	OPEN SPACE PROVIDED	4.7 ACRES
	DETENTION PROVIDED	2.9 ACRES
TOTAL		7.6 ACRES 38.4% OF SITE



VICINITY MAP



LAND USE SUMMARY

INDUSTRIAL/FLEX.....~2.8 AC of Building
DUPLEX.....~4,400 SF of Additional Building

LAND USE STATISTICS

TOTAL ACREAGE = ~19.8 AC
TOTAL ROW/PRIVATE DRIVE/PARKING ACREAGE = ~4.8 AC
TOTAL OPEN SPACE ACREAGE = ~9.0 AC

INDUSTRIAL/FLEX SPACE

EXISTING ZONING: T
PROPOSED ZONING: M2
TOTAL ACREAGE = ~17.9 ACRES
ROW/PRIVATE DRIVE/PARKING ACREAGE = ~4.5 ACRES
% OF SITE AS ROW/DRIVE/PARKING = 22.7%
OPEN SPACE ACREAGE = ~7.6 ACRES
% OF SITE AS OPEN SPACE = 38.4%
YARD ACREAGE = ~3.0 ACRES
% OF SITE AS YARD = 15.2%

DUPLEX/PRIVATE RESIDENCE SPACE

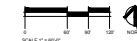
EXISTING ZONING: M1
PROPOSED ZONING: R5
TOTAL ACREAGE = ~1.9 ACRES
ROW/PRIVATE DRIVE/PARKING ACREAGE = ~0.3 ACRES
% OF SITE AS ROW/DRIVE/PARKING = 1.5%
OPEN SPACE ACREAGE = ~1.4 ACRES
% OF SITE AS OPEN SPACE = 7.1%

TRAFFIC INFORMATION

- REFER TO PLAN FOR PROPOSED STREET NETWORK AND EXISTING ROAD NETWORK INCLUDING ALL ACCESS POINTS.
- UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

SHEET INDEX

- SHEET 1 - NEIGHBORHOOD MASTER PLAN, PEDESTRIAN NETWORK PLAN, AND PARKS & OPEN SPACE MAP
- SHEET 2 - PHASING MAP



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 Weibel development for the year 2024. 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.
- **2024 Background Conditions** – Future traffic conditions are projected without the proposed Project for the buildout year 2024. The traffic volumes on the roadway system will be factored and analyzed to reflect conditions for 2024.
- **Total Future Conditions** – The traffic associated with the Project will be added to the Background traffic. The intersection operations will be determined.
- **Auxiliary Lanes** – The need for left-turn and right-turn lanes at the project access point will be evaluated.

The study examined two existing intersections and the planned project access at 1st Street. These were identified by the Town for inclusion in the study. The study intersections are listed below.

1. Clayton Place at CR 10E
2. 1st Street at CR 10E
3. 1st Street at Access Drive

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 1st Street to the south of E CR 12. The site is currently undeveloped land and is located to the north of downtown Berthoud. The site is adjacent to undeveloped land and light industrial uses. The BNSF railroad line exists to the west of the Project site.

TRANSPORTATION NETWORK

The primary roadways that serve the Project site are described below. Roadway designations were provided in the Town of Berthoud's *Transportation Plan Map*, September 9, 2021.

Roadway Network

1st Street – This two-lane north/south road provides a connection between US 287 and downtown Berthoud. There are no sidewalks, and the shoulder is unpaved. The speed limit is posted at 45 mph. The Transportation Plan identifies 1st Street as a two-lane arterial road. The ultimate cross-section would include sidewalks, bicycle lanes, and a center two-way left-turn lane.

Clayton Place – This north/south two-lane road provides local access to numerous industries and businesses. It terminates on the south side at CR 10E. To the north, it exists to the southern boundary of the proposed Project site as a paved road and then is an unpaved road. There are no sidewalks or bicycle facilities. No parking is allowed on either side of Clayton Place.

CR 10E – This is a two-lane east/west street. CR 10E currently has no sidewalks or bike lanes within the study area. The speed limit is posted at 35 mph. Berthoud's Transportation Plan calls for CR 10E to be a two-lane arterial road with sidewalks, bicycle lanes, and a center two-way left-turn lane.

Pedestrian, Bicycle, and Transit Network

Due to the undeveloped nature of the area, many roads have no sidewalks or bicycle lanes. As the area develops, both sidewalks and bicycle facilities will be added. The *Berthoud Unified Trail Master Plan*, June 2018, has identified a future envisioned trail along the BNSF rail line to the west of the Project site. This trail would link to Fort Collins. The primary roadways serving the area will have both sidewalks and bike lanes in the future as the adjacent properties develop/redevelop. Berthoud currently has an on-demand transit service. Berthoud is also served by Transfort's Flex service. This is a regional bus that serves the communities of Fort Collins, Loveland, Berthoud, Longmont, and Boulder. There is a stop located on Mountain Avenue at 2nd and 3rd Streets.

EXISTING TRAFFIC CONDITIONS

Existing intersection operations were evaluated for both the morning and evening peak hours. Intersection and daily count data were collected during December of 2021. These counts were performed at Clayton Place at CR 10E, 1st Street at CR 10E, and a daily count was performed on 1st Street at the project site. Appendix A includes the intersection turning movement and daily count data. The resulting peak hour turning movement and daily volumes are provided on Figure 3. The current lane configurations of the study intersections are shown on Figure 4.

Figure 3 – Existing Peak Hour Traffic Volumes

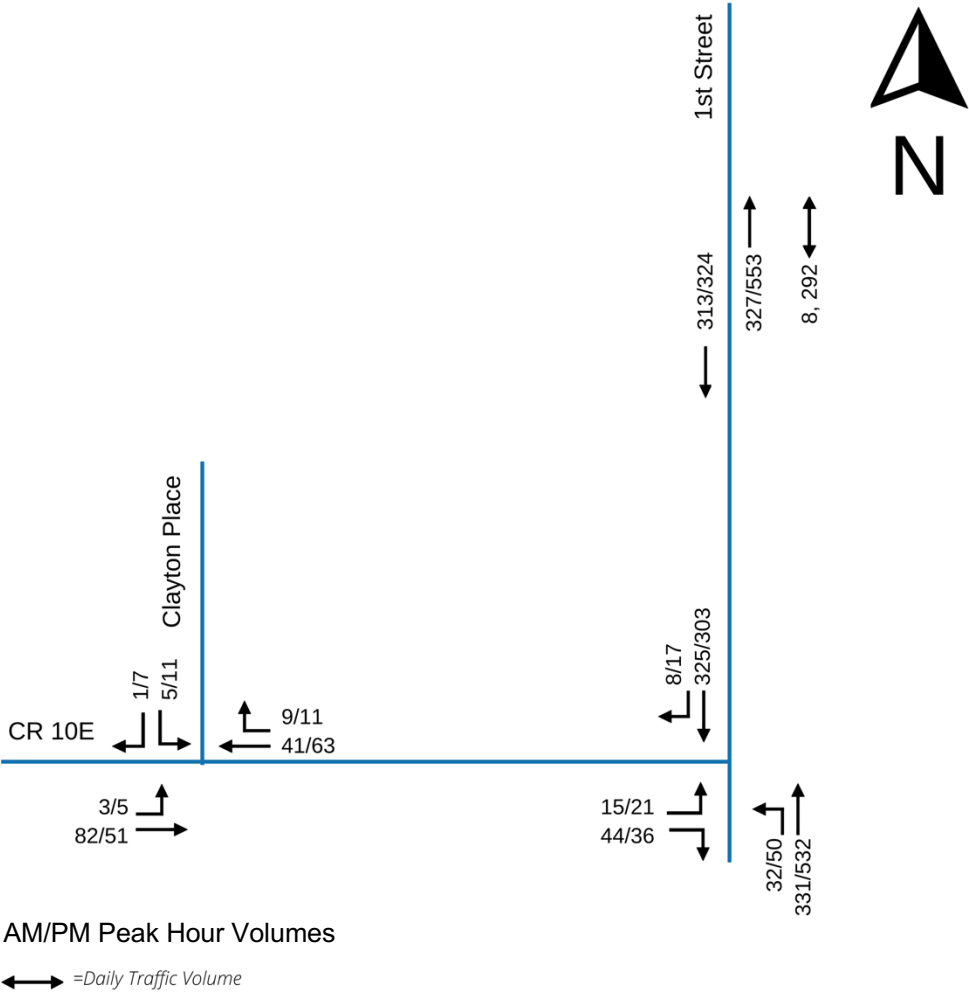
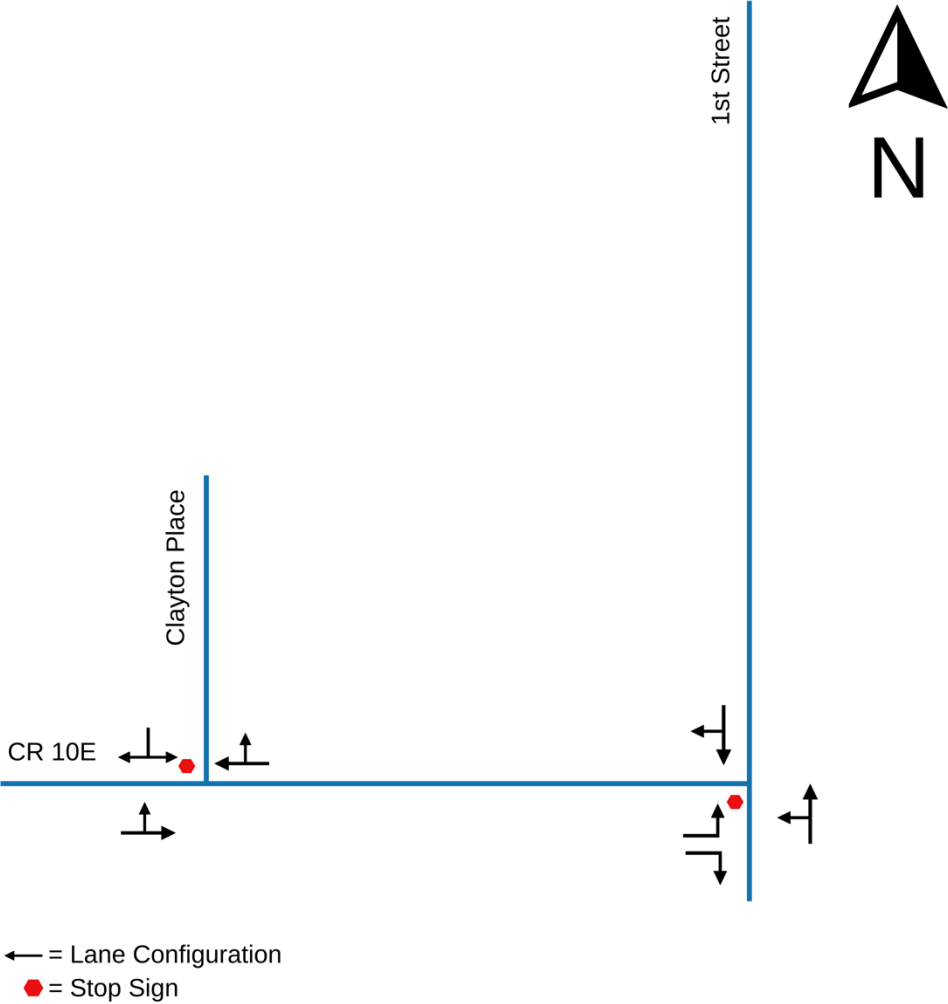


Figure 4 – Existing Lane Configurations



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. The Town of Berthoud uses the City of Loveland's level of service standards. 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.			

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 2 summarizes the relationship between average control delay per vehicle and LOS for unsignalized intersections.

Table 2
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 3. The Town's LOS thresholds, provided in Table 1, were utilized to evaluate existing operations. As indicated in Table 3, the study intersections are currently operating at acceptable levels of service. The detailed analysis worksheets are provided in Appendix B.

Table 3
Existing Weekday Peak-Hour Intersection Level of Service

#	Intersection	Overall Movement	AM Peak	PM Peak
1	Clayton Pl at CR 10E T- Stop	Overall	A	A
		EB LT	A	A
		SB Approach	B	A
2	1 st Street at CR 10E T-Stop	Overall	A	A
		NB LT	A	A
		EB LT	C	C
		EB 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 Weibel Industrial Park project will include industrial, and storage uses. The project is envisioned to be phased. For purposes of the traffic study, two phases were evaluated. The initial phase would include 23,000 square feet of industrial and 400 storage spaces for boats and recreational vehicles. The project site plan is depicted on Figure 2. As shown on the figure, vehicular access to the project will be from two locations, one onto 1st Street and one to Clayton Place.

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 4 provides the trip generation estimated for the Weibel project. As indicated in the table, this initial phase is estimated to generate approximately 180 daily trips, 21 morning, and 21 evening peak hour trips. The full buildout of the project will result in an estimated 584 daily, 89 morning, and 78 evening peak hour trips.

Table 4
Estimated Trip Generation

ITE Land Use Code & Rates		Project	Project Trip Generation						
Land Use	Land Use Code	1,000 SF 100 Storage Units	Daily	AM			PM		
				IN	Out	Total	IN	Out	Total
Phase 1									
Light Industrial - KSF	110	22.36	109	15	2	17	2	12	15
Storage - per 100 storage units	151	4	71	2	2	5	3	3	7
Total Phase 1			180	17	4	21	5	16	21
Light Industrial - KSF	110	120	584	78	11	89	11	67	78
Total Buildout			584	78	11	89	11	67	78

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

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

traffic data. The project trip distribution is depicted on Figure 5. The resulting peak hour traffic associated with the initial phase is shown on Figure 6 and for buildout, it is represented on Figure 7.

Figure 5 – Trip Distribution

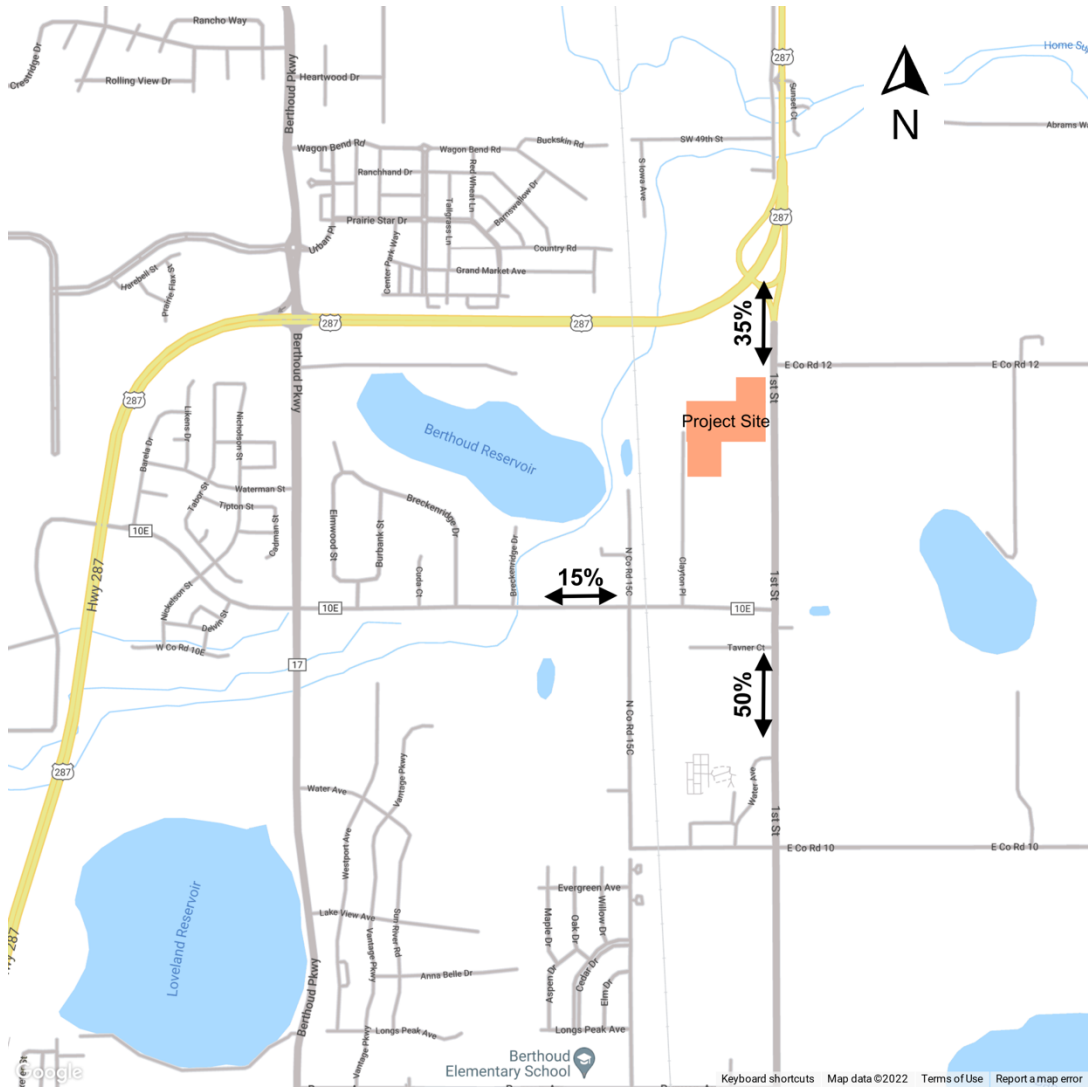
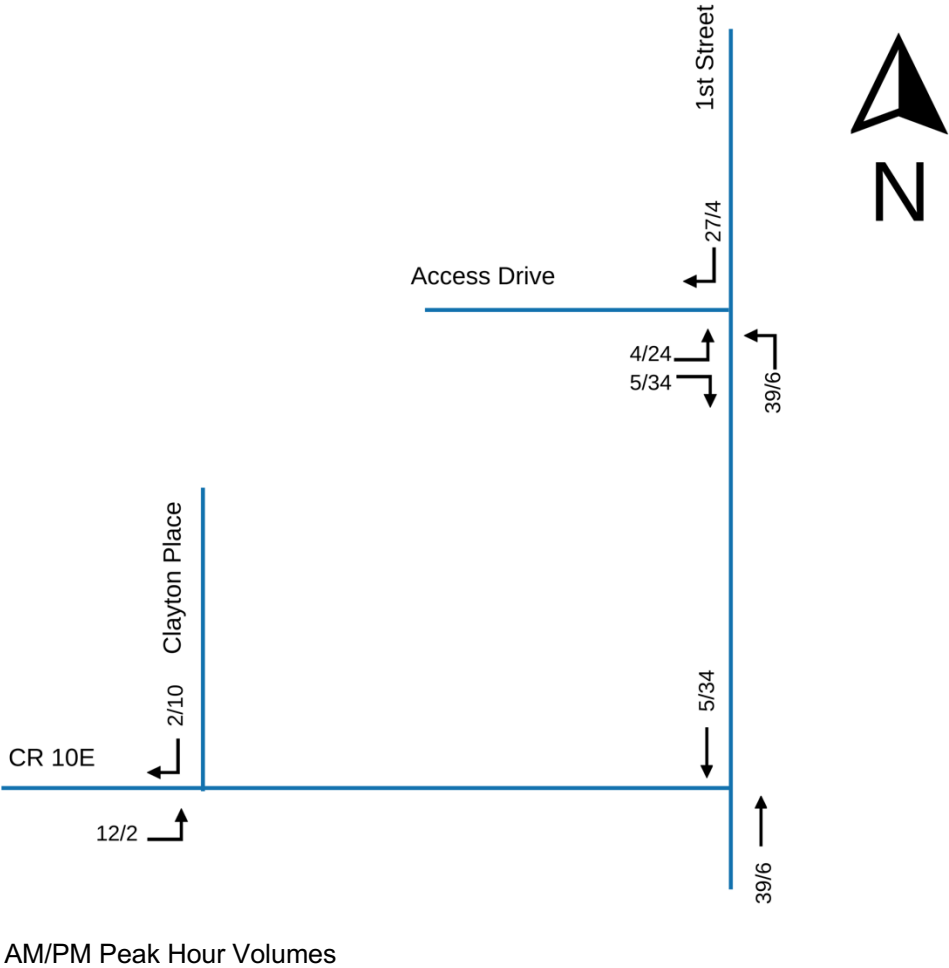


Figure 6 – Initial Phase Project Traffic



AM/PM Peak Hour Volumes

Figure 7 – Buildout Project Traffic



4 FUTURE TRAFFIC PROJECTIONS

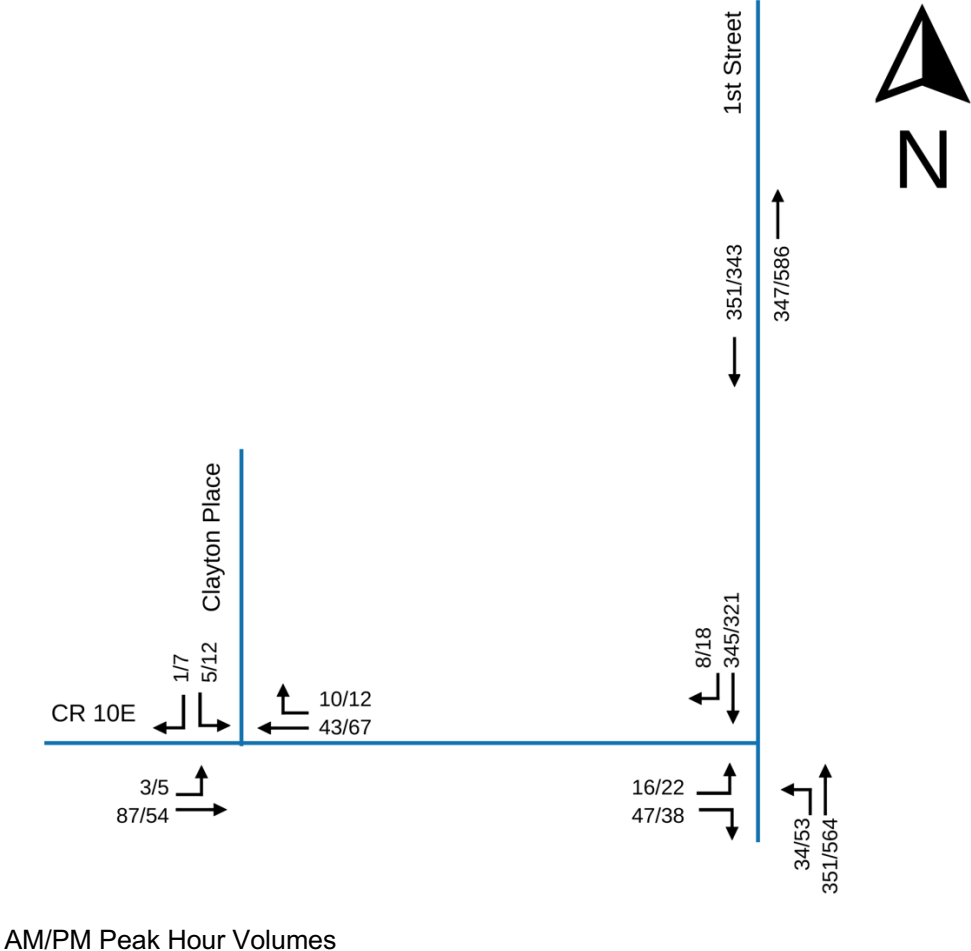
Estimates of future traffic conditions both with and without the proposed Project were necessary to evaluate the potential impact of the Project on the local street system. The background base traffic scenario represents future traffic conditions without the addition of the Project, while the total scenario represents future traffic conditions with completion of the proposed Project. These projections were developed for Year 2024. The development of these future traffic scenarios is described in this chapter.

BACKGROUND 2024 TRAFFIC PROJECTIONS

The background traffic projections reflect growth in traffic from overall growth in the study area. This was determined based on the Colorado Department of Transportation's (CDOT) 20-year growth factors for Mountain Avenue and US 287 near the project site. The CDOT data indicated a growth of between 1.17 and 1.47 percent per year. A factor of 2% per year was applied to be somewhat conservative. The existing traffic volumes were factored upward by a 6% increase to reflect 2024 conditions.

The resulting Background 2024 traffic projections for the study intersections are provided on Figure 8.

Figure 8 – Background Traffic 2024

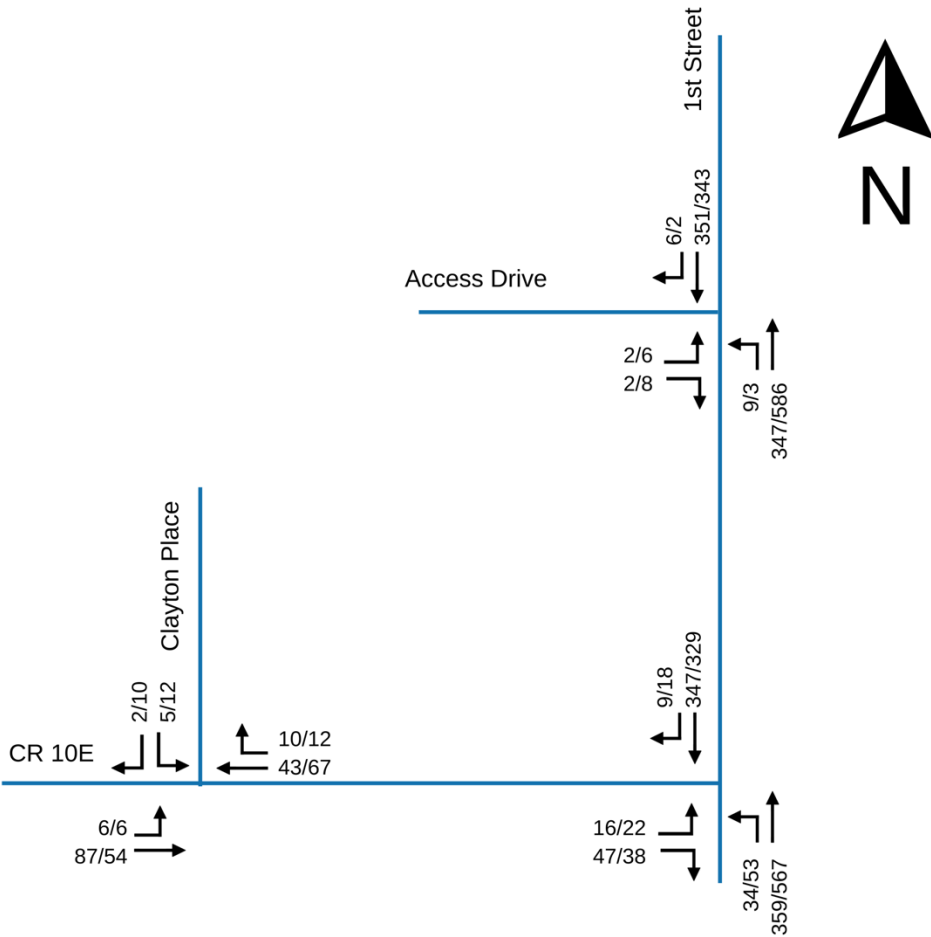


TOTAL TRAFFIC PROJECTIONS

The total traffic projections include both the background plus project traffic. The initial phase of the project-generated traffic volumes from Figure 6 were added to the Year 2024 background traffic volumes illustrated on Figure 8 to develop background plus project peak hour traffic volumes. The resulting Year 2024 total traffic with the initial phase is depicted on Figure 9.

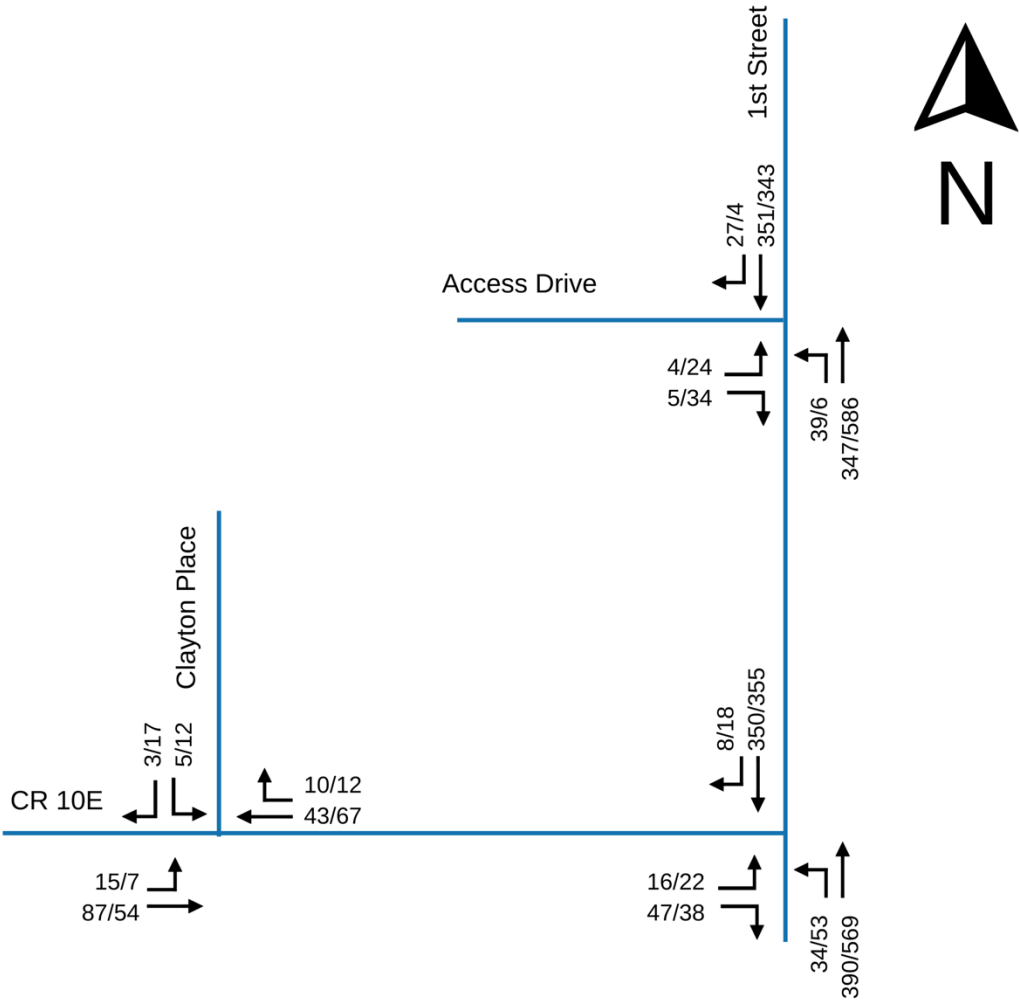
The total traffic with the full buildout of the proposed project was developed by adding the Year 2024 background traffic from Figure 8 to the full buildout project traffic shown on Figure 7. The total Year 2024 traffic volumes with the buildout of the project are illustrated on Figure 10.

Figure 9 – Total Traffic 2024 With Initial Phase



AM/PM Peak Hour Volumes

Figure 10 – Total Traffic 2024 With Buildout



AM/PM Peak Hour Volumes

5 AUXILIARY LANE ANALYSIS

An analysis was conducted to determine the need for auxiliary turn lanes adjacent to the project site on 1st Street.

The guidelines from Figure 8-4 in LCUASS (provided in Appendix C) were applied to the total future projected volumes depicted on Figures 9 and 10 for 2024 total traffic conditions. Using the LCUASS criteria, it was determined that no auxiliary lanes are required for the initial phase. A northbound left-turn lane may be required with the buildout of the project. When the full buildout is proposed a follow-up traffic memo should be prepared that determines if the northbound left-turn lane is necessary. It should be noted that the future two-lane arterial designation of 1st Street includes a center left-turn lane. A southbound right-turn lane is not warranted at the project's access drive.

6 TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the traffic generated by the proposed Weibel 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 TRAFFIC CONDITIONS

The future traffic projections at the three study intersections were analyzed to determine their operating conditions. The results are provided in Table 5 for background and the total traffic conditions for both the initial phase and buildout. As indicated in the table, the intersections are projected to operate acceptably.

Table 5
2024 Peak-Hour Intersection Level of Service

#	Intersection	Overall Movement	Background		Total Initial Phase		Total Buildout	
			AM	PM	AM	PM	AM	PM
1	Clayton Pl at CR 10E T- Stop	Overall	A	A	A	A	A	A
		EB LT	A	A	A	A	A	A
		SB Approach	B	A	B	A	B	A
2	1 st St at CR 10E T-Stop	Overall	A	A	A	A	A	A
		NB LT	A	A	A	A	A	A
		EB LT	C	C	C	C	C	D
		EB RT	B	B	B	B	B	B
3	1 st St at Access T-Stop	Overall	-	-	A	A	A	A
		NB LT	-	-	A	A	A	A
		EB Approach	-	-	B	B	B	C

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 CONCLUSIONS

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

- The proposed Weibel Industrial Park project is located directly west of 1st Street, to the north of CR 10E. Clayton Place borders the western side of the site.
- The project will be built in phases. The initial phase will include 23,000 square feet of industrial and 400 boat and recreation vehicles storage spaces. The buildout of the project will allow for 120,000 square feet of industrial development.
- The initial phase is estimated to generate approximately 180 daily, 21 morning, and 21 evening peak hour trips.
- Full buildout of the project is anticipated to result in 584 daily, 89 morning, and 78 evening peak hour trips.
- Currently, the study intersections are at acceptable levels.
- The analysis of both background and total 2024 traffic conditions indicated the study intersections will continue to operate at acceptable levels.
- The project may require a northbound left-turn at its access drive with 1st Street. This lane is not warranted under the initial phase. When the development of the full buildout is proposed, a check of the need for the northbound left-turn lane should be performed.

APPENDICIES

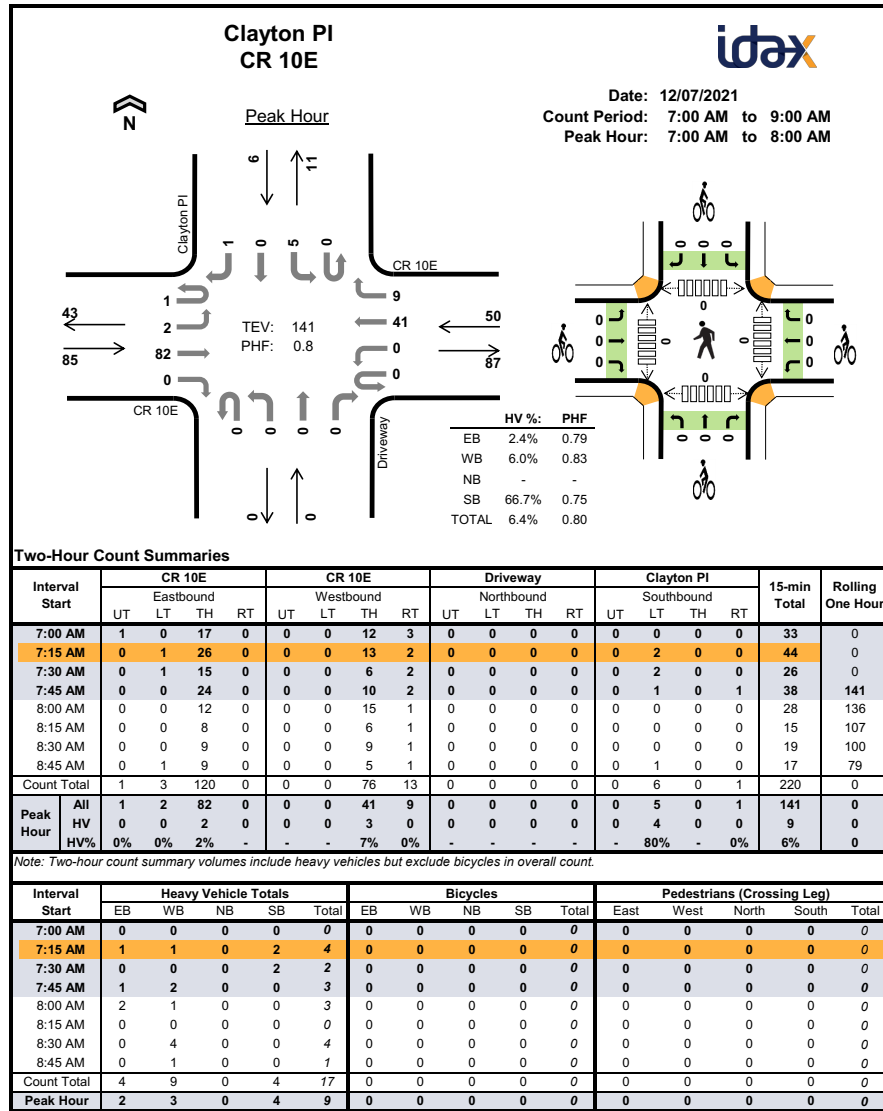
- Appendix A: Intersection Turning Movement Count Data
- Appendix B: Level of Service Worksheets
- Appendix C: Left-Turn and Right-Turn Warrants

Appendix A Intersection Turning Movement Count Data

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Town of Berthoud

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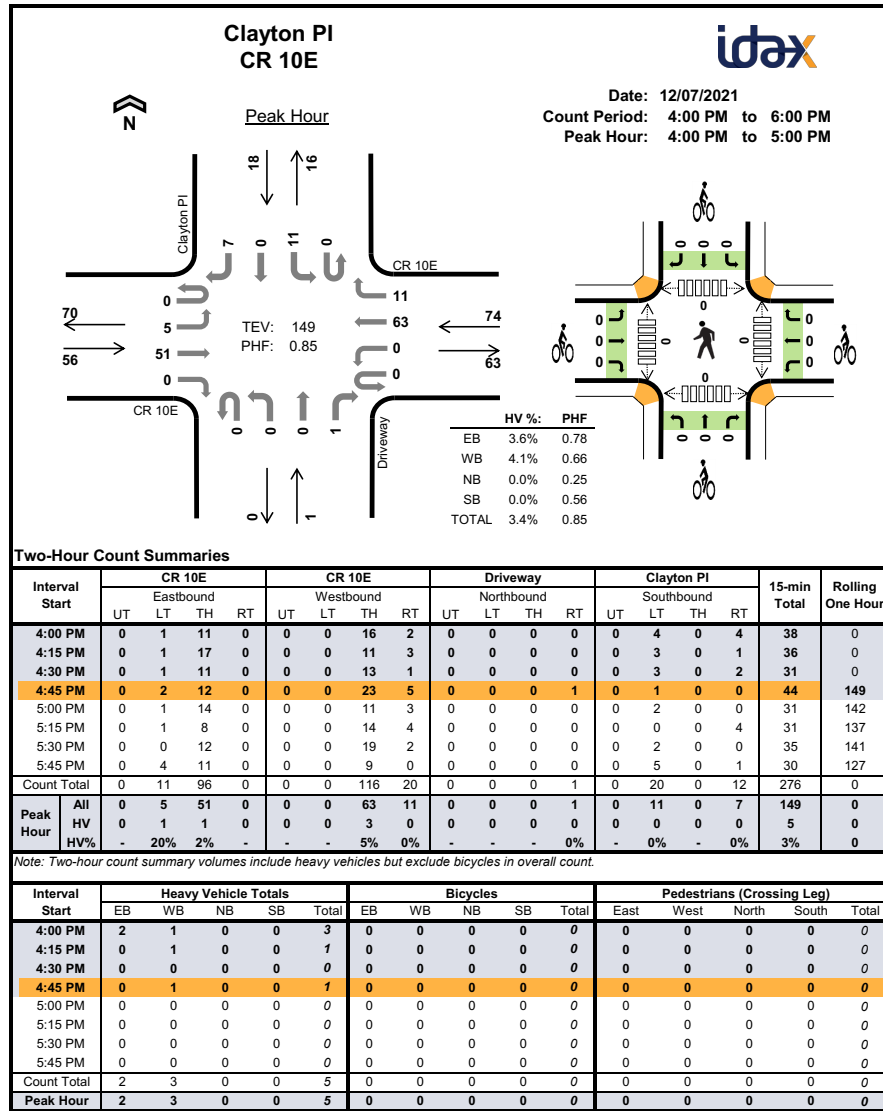
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Town of Berthoud

www.idaxdata.com



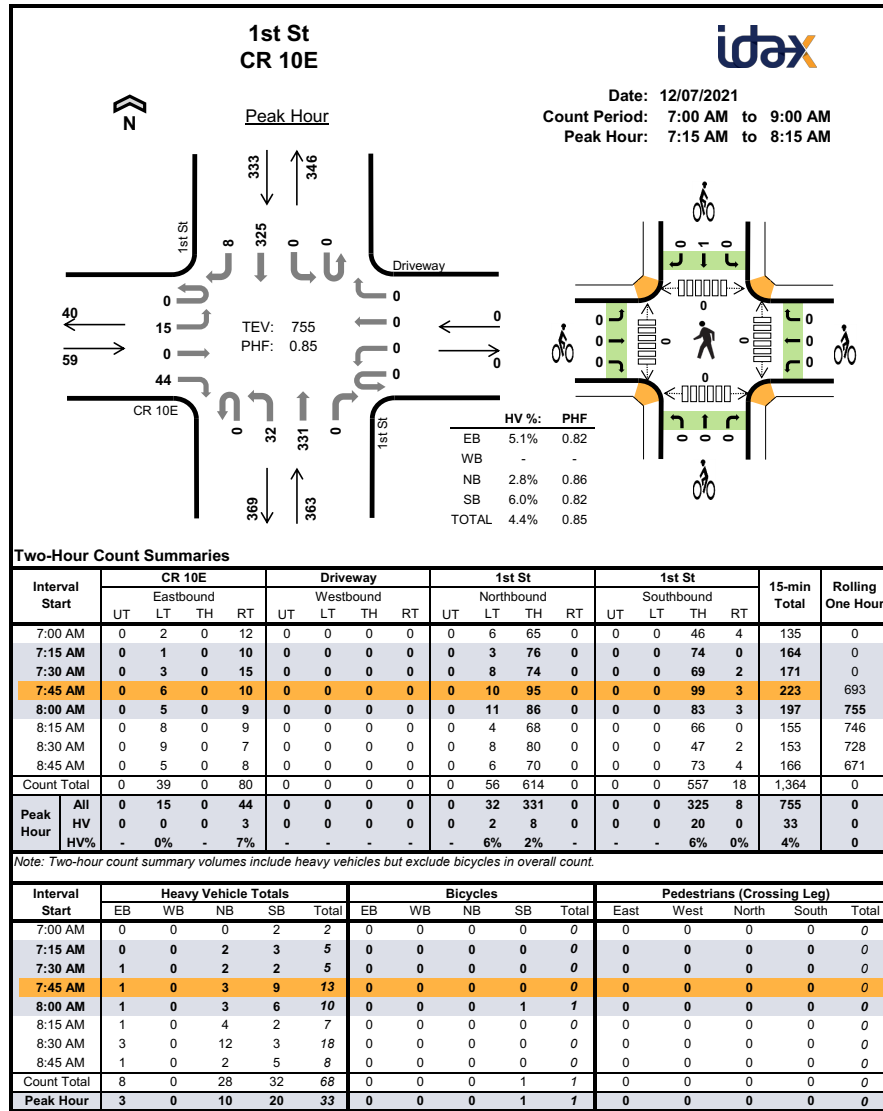
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WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY

Town of Berthoud



Location: 1ST ST N-O CR 10E
 Date Range: 12/7/2021 - 12/13/2021
 Site Code: 02

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	12/7/2021			12/8/2021			12/9/2021			12/10/2021			12/11/2021			12/12/2021			12/13/2021					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	9	5	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	5	14
1:00 AM	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
2:00 AM	8	3	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	3	11
3:00 AM	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
4:00 AM	17	20	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	20	37
5:00 AM	53	132	185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	132	185
6:00 AM	138	207	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	207	345
7:00 AM	327	313	640	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	327	313	640
8:00 AM	329	278	607	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	329	278	607
9:00 AM	246	214	460	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	246	214	460
10:00 AM	260	187	447	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	260	187	447
11:00 AM	279	212	491	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	279	212	491
12:00 PM	276	239	515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	276	239	515
1:00 PM	285	266	551	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	285	266	551
2:00 PM	312	300	612	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	312	300	612
3:00 PM	406	346	752	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	406	346	752
4:00 PM	553	324	877	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	553	324	877
5:00 PM	407	330	737	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	407	330	737
6:00 PM	220	205	425	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	220	205	425
7:00 PM	116	123	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	123	239
8:00 PM	64	72	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	72	136
9:00 PM	35	57	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	57	92
10:00 PM	29	30	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	30	59
11:00 PM	19	13	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	13	32
Total	4,402	3,890	8,292	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,402	3,890	8,292
Percent	53%	47%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53%	47%	

1. Mid-week average includes data between Tuesday and Thursday.

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Appendix B Level of Service Worksheets

EXISTING

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/19/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	82	41	9	5	1
Future Vol, veh/h	3	82	41	9	5	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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	6	6	67	67
Mvmt Flow	4	103	51	11	6	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	62	0	-	0	168	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	4.12	-	-	-	7.07	6.87
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.218	-	-	-	4.103	3.903
Pot Cap-1 Maneuver	1541	-	-	-	693	853
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1541	-	-	-	691	853
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	775	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		10.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1541	-	-	-	-	701
HCM Lane V/C Ratio	0.002	-	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	-	10.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Scenario 1 Weibel 12:19 pm 01/30/2022 Existing AM
 Ruth Rollins

Synchro 11 Light Report
 Page 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/19/2022

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	51	63	11	11	7
Future Vol, veh/h	5	51	63	11	11	7
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	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	6	60	74	13	13	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	87	0	-	0	153	81
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1496	-	-	-	839	979
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1496	-	-	-	836	979
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	951	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1496	-	-	-	-	870
HCM Lane V/C Ratio	0.004	-	-	-	-	0.024
HCM Control Delay (s)	7.4	0	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Scenario 1 Weibel 12:19 pm 01/30/2022 Existing PM
 Ruth Rollins

Synchro 11 Light Report
 Page 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/19/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	44	31	331	325	8
Future Vol, veh/h	15	44	31	331	325	8
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	3	6	6
Mvmt Flow	18	52	36	389	382	9
Major/Minor						
	Minor2	Major1	Major2			
Conflicting Flow All	848	387	391	0	-	0
Stage 1	387	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.13	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.227	-	-	-
Pot Cap-1 Maneuver	328	654	1162	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	654	1162	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Approach						
	EB	NB	SB			
HCM Control Delay, s	12.6	0.7	0			
HCM LOS	B					
Minor Lane/Major Mvmt						
	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1162	-	315	654	-	-
HCM Lane V/C Ratio	0.031	-	0.056	0.079	-	-
HCM Control Delay (s)	8.2	0	17.1	11	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.3	-	-

Scenario 1 Weibel 12:19 pm 01/30/2022 Existing AM
 Ruth Rollins

Synchro 11 Light Report
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WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/19/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	36	50	532	303	17
Future Vol, veh/h	21	36	50	532	303	17
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	4	3	3
Mvmt Flow	23	40	55	585	333	19
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1038	343	352	0	-	0
Stage 1	343	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	254	695	1196	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	695	1196	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.7	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1196	-	237	695	-	-
HCM Lane V/C Ratio	0.046	-	0.097	0.057	-	-
HCM Control Delay (s)	8.2	0	21.8	10.5	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.2	-	-

Scenario 1 Weibel 12:19 pm 01/30/2022 Existing PM
 Ruth Rollins

Synchro 11 Light Report
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BACKGROUND 2024

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/19/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	87	43	10	5	1
Future Vol, veh/h	3	87	43	10	5	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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	6	6	67	67
Mvmt Flow	4	109	54	13	6	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	67	0	-	0	178	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	117	-
Critical Hdwy	4.12	-	-	-	7.07	6.87
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.218	-	-	-	4.103	3.903
Pot Cap-1 Maneuver	1535	-	-	-	683	848
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	681	848
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	769	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1535	-	-	-	694	
HCM Lane V/C Ratio	0.002	-	-	-	0.011	
HCM Control Delay (s)	7.4	0	-	-	10.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Scenario 1 Weibel 12:19 pm 01/30/2022 Background 2024 AM
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Synchro 11 Light Report
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WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/19/2022

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	54	67	12	12	7
Future Vol, veh/h	5	54	67	12	12	7
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	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	6	64	79	14	14	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	93	0	-	0	162	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1489	-	-	-	829	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1489	-	-	-	826	973
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	947	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		9.3		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1489	-	-	-	860	
HCM Lane V/C Ratio	0.004	-	-	-	0.026	
HCM Control Delay (s)	7.4	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Scenario 1 Weibel 12:19 pm 01/30/2022 Background 2024 PM
 Ruth Rollins

Synchro 11 Light Report
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WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/19/2022

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	47	34	351	345	8
Future Vol, veh/h	16	47	34	351	345	8
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	3	6	6
Mvmt Flow	19	55	40	413	406	9

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	904	411	415
Stage 1	411	-	-
Stage 2	493	-	-
Critical Hdwy	6.45	6.25	4.13
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	2.227
Pot Cap-1 Maneuver	304	634	1139
Stage 1	663	-	-
Stage 2	608	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	290	634	1139
Mov Cap-2 Maneuver	290	-	-
Stage 1	633	-	-
Stage 2	608	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1139	-	290	634	-	-
HCM Lane V/C Ratio	0.035	-	0.065	0.087	-	-
HCM Control Delay (s)	8.3	0	18.3	11.2	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.3	-	-

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/19/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	38	53	564	321	18
Future Vol, veh/h	22	38	53	564	321	18
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	4	3	3
Mvmt Flow	24	42	58	620	353	20

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1099	363	373
Stage 1	363	-	-
Stage 2	736	-	-
Critical Hdwy	6.44	6.24	4.14
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	2.236
Pot Cap-1 Maneuver	233	677	1175
Stage 1	699	-	-
Stage 2	470	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	216	677	1175
Mov Cap-2 Maneuver	216	-	-
Stage 1	647	-	-
Stage 2	470	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1175	-	216	677	-	-
HCM Lane V/C Ratio	0.05	-	0.112	0.062	-	-
HCM Control Delay (s)	8.2	0	23.8	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.2	-	-

TOTAL 2024 with PHASE 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/22/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	87	43	10	5	2
Future Vol, veh/h	6	87	43	10	5	2
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	6	6	67	67
Mvmt Flow	8	109	54	13	6	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	67	0	-	0	186	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.12	-	-	-	7.07	6.87
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.218	-	-	-	4.103	3.903
Pot Cap-1 Maneuver	1535	-	-	-	676	848
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	672	848
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	762	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1535	-	-	-	708	
HCM Lane V/C Ratio	0.005	-	-	-	0.012	
HCM Control Delay (s)	7.4	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Phase 1 AM
 Ruth Rollins

Synchro 11 Light Report
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WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/22/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	54	67	12	12	10
Future Vol, veh/h	6	54	67	12	12	10
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	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	7	64	79	14	14	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	93	0	-	0	164	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	78	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1489	-	-	-	827	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1489	-	-	-	823	973
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	945	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		9.3		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1489	-	-	-	-	873
HCM Lane V/C Ratio	0.005	-	-	-	-	0.03
HCM Control Delay (s)	7.4	0	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/22/2022

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	47	34	359	347	8
Future Vol, veh/h	16	47	34	359	347	8
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	3	6	6
Mvmt Flow	19	55	40	422	408	9
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	915	413	417	0	-	0
Stage 1	413	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.13	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.227	-	-	-
Pot Cap-1 Maneuver	299	633	1137	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	633	1137	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	13.1	0.7	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1137	-	285	633	-	-
HCM Lane V/C Ratio	0.035	-	0.066	0.087	-	-
HCM Control Delay (s)	8.3	0	18.5	11.2	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.3	-	-

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/22/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	38	53	567	329	18
Future Vol, veh/h	22	38	53	567	329	18
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	4	3	3
Mvmt Flow	24	42	58	623	362	20

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1111	372	382
Stage 1	372	-	-
Stage 2	739	-	-
Critical Hdwy	6.44	6.24	4.14
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	2.236
Pot Cap-1 Maneuver	229	669	1166
Stage 1	693	-	-
Stage 2	469	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	212	669	1166
Mov Cap-2 Maneuver	212	-	-
Stage 1	640	-	-
Stage 2	469	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1166	-	212	669	-	-
HCM Lane V/C Ratio	0.05	-	0.114	0.062	-	-
HCM Control Delay (s)	8.2	0	24.2	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.2	-	-

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 3: 1st St & Access Drive

02/22/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	9	347	351	6
Future Vol, veh/h	2	2	9	347	351	6
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	2	10	377	382	7
Major/Minor						
	Minor2	Major1		Major2		
Conflicting Flow All	783	386	389	0	-	0
Stage 1	386	-	-	-	-	-
Stage 2	397	-	-	-	-	-
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	362	662	1170	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	662	1170	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Approach						
	EB		NB		SB	
HCM Control Delay, s	12.8		0.2		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1170	-	465	-	-	
HCM Lane V/C Ratio	0.008	-	0.009	-	-	
HCM Control Delay (s)	8.1	0	12.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Phase 1 AM
 Ruth Rollins

Synchro 11 Light Report
 Page 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 3: 1st St

02/22/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	6	8	3	586	343	2
Future Vol, veh/h	6	8	3	586	343	2
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	7	9	3	637	373	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1017	374	375	0	-	0
Stage 1	374	-	-	-	-	-
Stage 2	643	-	-	-	-	-
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	263	672	1183	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	262	672	1183	-	-	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1183	-	402	-	-	
HCM Lane V/C Ratio	0.003	-	0.038	-	-	
HCM Control Delay (s)	8.1	0	14.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Phase 1 PM
 Ruth Rollins

Synchro 11 Light Report
 Page 1

TOTAL 2024 with BUILDOUT

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/22/2022

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	87	43	10	5	3
Future Vol, veh/h	15	87	43	10	5	3
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	6	6	67	67
Mvmt Flow	19	109	54	13	6	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	67	0	-	0	208	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.12	-	-	-	7.07	6.87
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.218	-	-	-	4.103	3.903
Pot Cap-1 Maneuver	1535	-	-	-	655	848
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	646	848
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	744	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		10.2		
HCM LOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1535	-	-	-	-	709
HCM Lane V/C Ratio	0.012	-	-	-	-	0.014
HCM Control Delay (s)	7.4	0	-	-	-	10.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Buildout
 Ruth Rollins

Synchro 11 Light Report
 Page 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 1: CR 10E & Clayton

02/22/2022

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	54	67	12	12	17
Future Vol, veh/h	7	54	67	12	12	17
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	85	85	85	85	85	85
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	8	64	79	14	14	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	93	0	-	0	166	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	80	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1489	-	-	-	824	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1489	-	-	-	819	973
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	943	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1489	-	-	-	-	894
HCM Lane V/C Ratio	0.006	-	-	-	-	0.038
HCM Control Delay (s)	7.4	0	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Buildout PM
 Ruth Rollins

Synchro 11 Light Report
 Page 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/22/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	47	34	390	350	8
Future Vol, veh/h	16	47	34	390	350	8
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	3	6	6
Mvmt Flow	19	55	40	459	412	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	956	417	421	0	-	0
Stage 1	417	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.13	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.227	-	-	-
Pot Cap-1 Maneuver	283	629	1133	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	629	1133	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.3	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1133	-	270	629	-	-
HCM Lane V/C Ratio	0.035	-	0.07	0.088	-	-
HCM Control Delay (s)	8.3	0	19.3	11.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.3	-	-

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 2: CR 10E & 1st St

02/22/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	38	53	569	355	18
Future Vol, veh/h	22	38	53	569	355	18
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	4	3	3
Mvmt Flow	24	42	58	625	390	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1141	400	410	0	-	0
Stage 1	400	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	220	646	1138	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	646	1138	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	16.2		0.7		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1138	-	203	646	-	-
HCM Lane V/C Ratio	0.051	-	0.119	0.065	-	-
HCM Control Delay (s)	8.3	0	25.1	11	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.2	-	-

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Buildout PM
 Ruth Rollins

Synchro 11 Light Report
 Page 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 3: 1st St & Access Drive

02/22/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	4	5	39	347	351	27
Future Vol, veh/h	4	5	39	347	351	27
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	4	5	42	377	382	29
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	858	397	411	0	-	0
Stage 1	397	-	-	-	-	-
Stage 2	461	-	-	-	-	-
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	327	652	1148	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	652	1148	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	11.9	0.8	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR		
Capacity (veh/h)	1148	-	534	-	-	
HCM Lane V/C Ratio	0.037	-	0.018	-	-	
HCM Control Delay (s)	8.3	0	11.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Buildout
 Ruth Rollins

Synchro 11 Light Report
 Page 1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 3: 1st St

02/22/2022

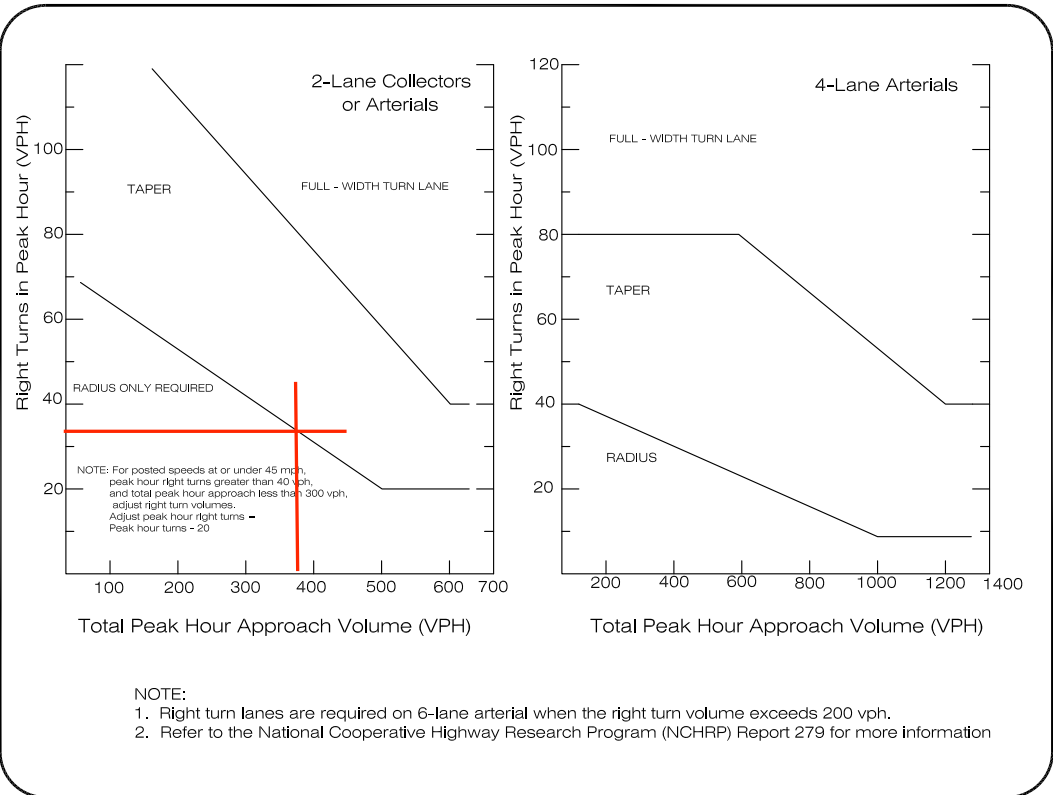
Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	34	5	586	343	4
Future Vol, veh/h	23	34	5	586	343	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	25	37	5	637	373	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1022	375	377	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	647	-	-	-	-	-
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	261	671	1181	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	671	1181	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.4	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1181	-	409	-	-	
HCM Lane V/C Ratio	0.005	-	0.151	-	-	
HCM Control Delay (s)	8.1	0	15.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Buildout PM
 Ruth Rollins

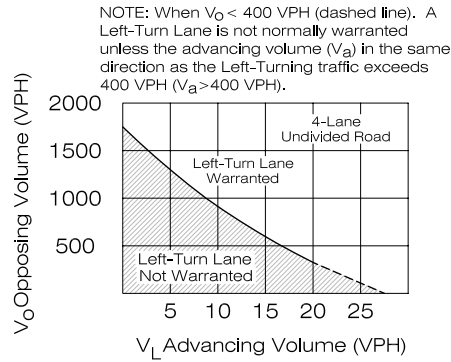
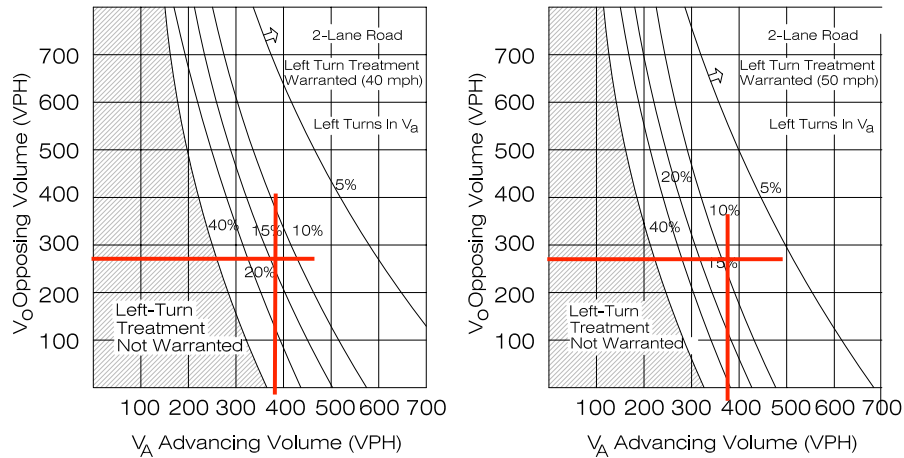
Synchro 11 Light Report
 Page 1

Appendix C LCUASS Right-Turn and Left-Turn Warrants

TRAFFIC VOL. GUIDELINES FOR DESIGN RIGHT TURN LANES	LARIMER COUNTY URBAN AREA STREET STANDARDS	DESIGN FIGURE	REVISION NO: DATE: 08/01/21	FIGURE 8-4



WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud



Notes: 1. Left turn lanes are required at all intersections and all-movement accesses on arterial roadways except where roundabouts are provided.

VOLUME WARRANTS FOR LEFT TURN LANES AT UNSIGNALIZED INTER.

**LARIMER COUNTY
URBAN AREA
STREET STANDARDS**

**DESIGN
FIGURE**

REVISION NO:

DATE: 12/14/00

FIGURE

8-1

WEIBEL INDUSTRIAL PARK | TRANSPORTATION IMPACT STUDY
Town of Berthoud

TOWN OF BERTHOUD

NOTICE OF A PUBLIC HEARING BEFORE THE TOWN OF BERTHOUD
PLANNING COMMISSION AND BOARD OF TRUSTEES TO CONSIDER A
NEIGHBORHOOD MASTER PLAN AND REZONING REQUEST FOR
WEIBEL INDUSTRIAL PARK.

NOTICE IS HEREBY GIVEN that the Town of Berthoud Planning Commission will conduct a Public Hearing on May 9, 2024, commencing at 6:00 p.m. or as soon thereafter as the matter may come on for hearing, and that the Town of Berthoud Board of Trustees will conduct a Public Hearing on June 11, 2024, commencing at 6:30 p.m. or soon thereafter as the matter may come on for hearing, at the Berthoud Town Hall, 807 Mountain Avenue, Berthoud, Colorado, for the purpose of considering a Neighborhood Master Plan and Rezone.

The two parcels are located west of 1st Street and east of Clayton Place just south of the E. County Road 12 and 1st Street intersection. The 15.93-acre parcel is currently zoned M2 - Industrial and the 3.36-acre parcel is currently zoned T - Transitional. The applicant is requesting a Neighborhood Master Plan and Rezone to M1 - Light Industrial for a proposed industrial/office/flex space campus development.

Copies of the proposed submittal documents can be provided by emailing thillenbrand@berthoud.org. Any person may appear at such hearing and present evidence upon this matter.

Dated this day of April 21, 2024

By: Tawn Hillenbrand, Senior Planner

Published: Loveland Reporter Herald April 21, 2024-2047130

Prairie Mountain Media, LLC

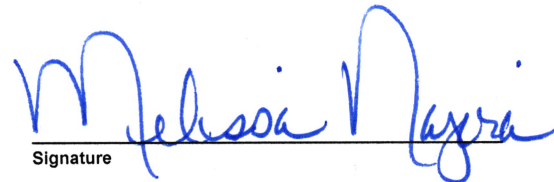
PUBLISHER'S AFFIDAVIT

County of Larimer
State of Colorado

The undersigned, Agent, being first duly sworn under oath, states and affirms as follows:

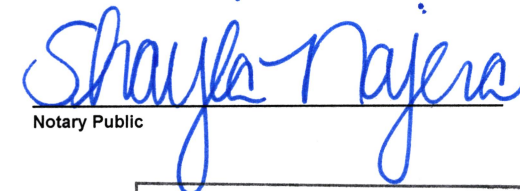
1. He/she is the legal Advertising Reviewer of Prairie Mountain Media LLC, publisher of the *Loveland Reporter Herald*.
2. The *Loveland Reporter Herald* is a newspaper of general circulation that has been published continuously and without interruption for at least fifty-two weeks in Larimer County and meets the legal requisites for a legal newspaper under Colo. Rev. Stat. 24-70-103.
3. The notice that is attached hereto is a true copy, published in the *Loveland Reporter Herald* in Larimer County on the following date(s):

Apr 21, 2024


Signature

Subscribed and sworn to me before me this

22nd day of April, 2024.


Notary Public

(SEAL)

SHAYLA NAJERA
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20174031965
MY COMMISSION EXPIRES July 31, 2025

Account: 1051549
Ad Number: 2047130
Fee: \$33.93

RESOLUTION NUMBER ##

(SERIES 2024)

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

WHEREAS, the property under consideration is known as the “Weibel Industrial Park” development; and

WHEREAS, the Town of Berthoud (“Town”) approved Ordinance No. 1094 on July 22, 2008, which approved the Annexation and Zoning of Parcel 1 of the Weibel Industrial Park to T-Transitional, and Ordinance No. 2019-1274 on August 27, 2019, which approved the Zoning of Parcel 2 of the Weibel Industrial Park to M2 – Industrial; 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 at the request of staff; 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 May 9, 2024, 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 two (2) conditions:

1. The applicant shall address all remaining comments received by Little Thompson Water District pertaining to existing privately owned fire lines and LTWD waterlines at the Preliminary Plat phase.
2. The applicant shall address Baseline Engineering’s comments related to a shared drive at the upper northeast property line at the Preliminary Plat phase; and

WHEREAS, notice was properly posted in a manner required by law and a public hearing was conducted on June 11, 2024, 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 June 11, 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 June 11, 2024, the Board of Trustees determines and finds that compliance with the

Neighborhood Master Plan review criteria as provided in Section 30-6-106.E 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 May 2024.

TOWN OF BERTHOUD

By _____

William Karspeck, Mayor

ATTEST:

By: _____

Christian Samora, Town Clerk

Exhibit A: Neighborhood Master Plan

LEGAL DESCRIPTION:

PARCEL ONE:
LOT 3, BLOCK 1, MEYERS FIRST SUBDIVISION
AND
PARCEL TWO:
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11,
TOWNSHIP 36 NORTH, RANGE 67 WEST, COUNTY OF LARIMER,
COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS
FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 11;
THENCE ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER
OF SAID SECTION 11 NORTH 89°13'45" WEST 380.00 FEET TO THE
THE NORTHEAST QUARTER OF SECTION 11 NORTH 89°13'45" WEST
700.00 FEET;
THENCE PARALLEL WITH THE EAST LINE OF SAID NORTHEAST
QUARTER OF SECTION 11 SOUTH 85°52'30" WEST 1005.88 FEET;
THENCE AGAIN PARALLEL WITH THE EAST LINE OF THE
NORTHEAST QUARTER OF SECTION 11 NORTH 00°52'30" EAST
987.74 FEET TO THE TRUE POINT OF BEGINNING
COUNTY OF LARIMER STATE OF COLORADO.

OPEN SPACE ELEMENTS:

OPEN SPACE ELEMENTS
2 ELEMENTS REQUIRED
2 ELEMENTS PROVIDED:

IMPROVED DETENTION AREAS (1)

40' GREENWAY (1)

OPEN SPACE REQUIRED
2.0 AC (10% OF SITE)

OPEN SPACE PROVIDED
9.06 ACRES (46.4%)

OPEN SPACE/DETENTION CALCULATIONS:

OPEN SPACE =
6.12 AC 31.2%

DETENTION =
2.94 AC 15.2%

TOTAL OPEN SPACE PROVIDED=
9.06 AC 46.4%

TOTAL SITE ACREAGE =
19.375 AC 100%

TRAILS AND WALKS

DETACHED CONCRETE SIDEWALK - 7.072

5' SCFT SURFACE TRAIL - 1.052

TOTAL WALKWAYS - 8.124

OPEN SPACE/DETENTION SUMMARY:

OPEN SPACE PROVIDED
6.12 ACRES

DETENTION PROVIDED
2.94 ACRES

TOTAL
9.06 ACRES
46.4% OF SITE

TRAFFIC INFORMATION:

1. REFER TO PLAN FOR PROPOSED STREET
NETWORK AND EXISTING ROAD NETWORK INCLUDING
ALL ACCESS POINTS.

2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL
STREETS ARE LOCAL STREETS AND/OR ALLEYS.

VICINITY MAP

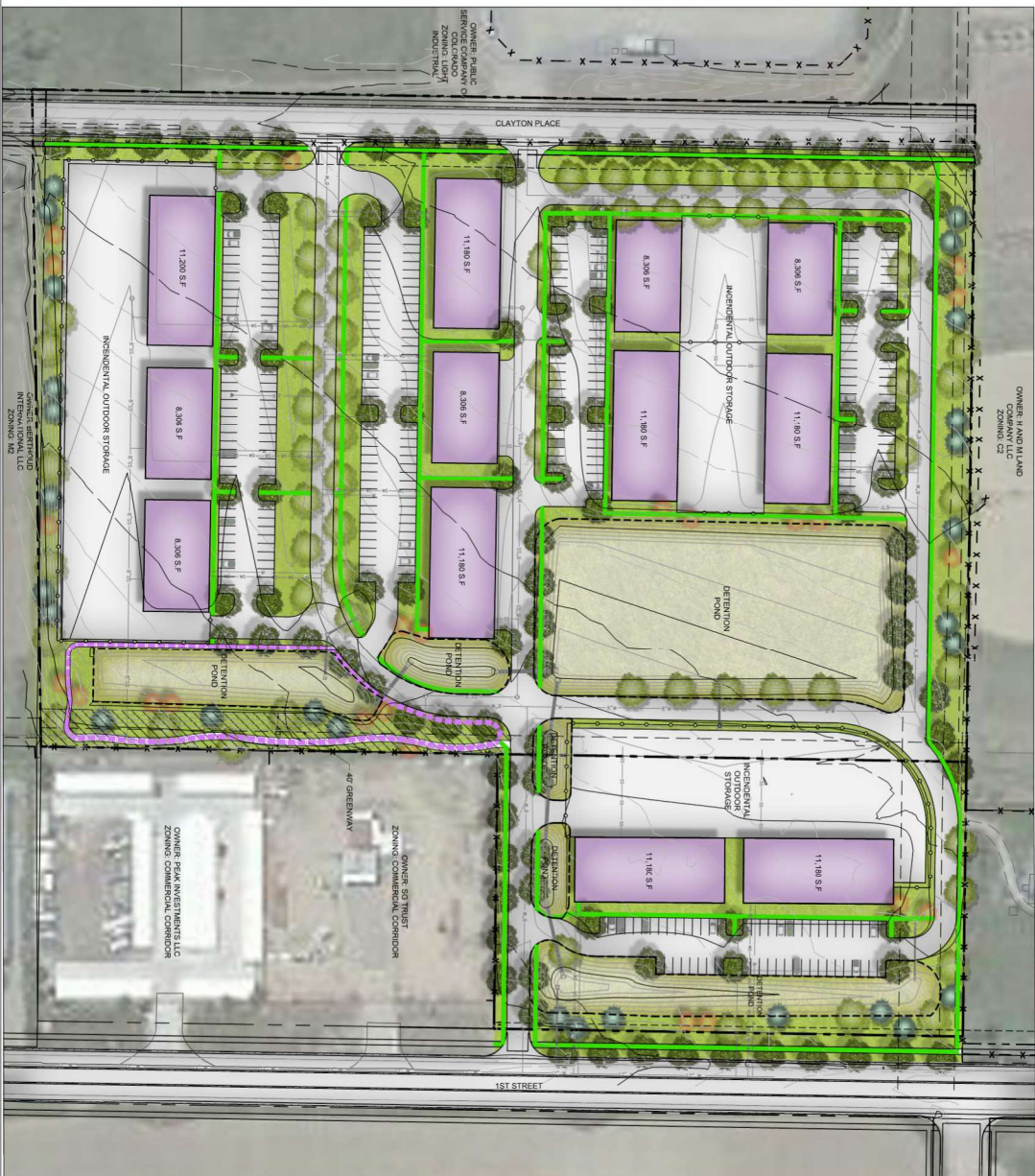


GROSS AREA COVERAGE:

	SQUARE FEET	ACRES	% OF
BUILDING FOOTPRINTS	119,812	2.75	14.2%
OPEN SPACE / LANDSCAPE	266,648	6.12	31.2%
DETENTION	128,012	2.94	15.2%
PAVED DRIVES AND PARKING	321,379	7.38	38.1%
SIDEWALKS	8,124	0.19	1.3%
TOTAL AREA	843,975	19.37 AC	100%

LAND USE SUMMARY:

	EXISTING ZONING:	PROPOSED ZONING:	GROSS LAND AREA:	LAND USE:	TOTAL BUILDING GROSS S.F.:	TOTAL PARKING SPACES:
	T & M2	M1	19.375 ACRES	LIGHT INDUSTRIAL / FLEX	124,168 SF	319



Sheet Number: 1 OF 1

ORDINANCE NO. ####

**AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF BERTHOUD
TO REZONE THE WEIBEL INDUSTRIAL PARK PROPERTY PREVIOUSLY ZONED
T - TRANSITIONAL AND M2 - INDUSTRIAL TO M1- LIGHT INDUSTRIAL
DISTRICT**

WHEREAS, the property under consideration is known as the “Weibel Industrial Park” development and was zoned to T – Transitional by Ordinance No. 1094 on July 22, 2008, and to M2 – Industrial by Ordinance No. 2019-1274 on August 27, 2019, 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 at the request of staff; and

WHEREAS, the Planning Commission considered the request to rezone the property at their public hearing on May 9, 2024 and moved to forward their approval of the request to the Town Board of Trustees with the following condition:

1. The property owner shall no longer store vehicles on the property or use the property as overflow parking for a car dealership(s), as has previously been allowed under the T-Transitional zoning district; and

WHEREAS, notice was properly posted in the manner required by law and a public hearing was conducted on May 9, 2024, before the Berthoud Planning Commission and a public hearing was conducted on June 11, 2024, 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 “Weibel Industrial Park” development as described in Exhibit A, shall be rezoned from T – Transitional and M2 – Industrial to M1 – Light Industrial 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 11th day of June 2024.

TOWN OF BERTHOUD

By _____

William Karspeck, Mayor

ATTEST:

By: _____

Christian Samora, Town Clerk

EXHIBIT A: LEGAL DESCRIPTION

PARCEL 1:

LOT 3, BLOCK 1, MEYERS FIRST SUBDIVISION SITUATE IN THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M., TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO.

SAID PARCEL CONTAINS 3.362 ACRES MORE OR LESS, TOGETHER WITH AND SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY EXISTING AND/OR OF PUBLIC RECORD.

PARCEL 2:

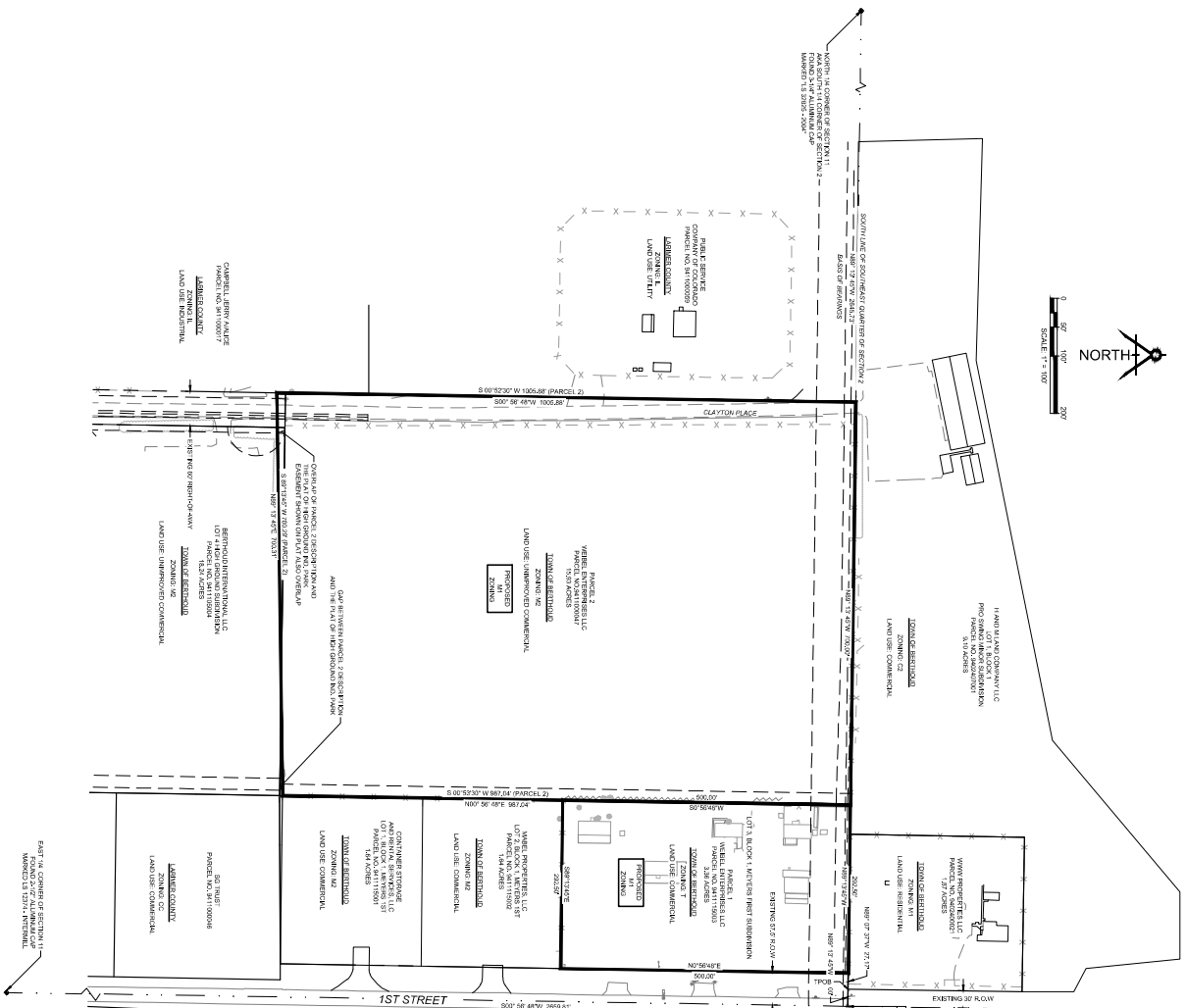
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M., LARIMER COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER OF SAID SECTION 11 NORTH 89°13'45" WEST 350.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 11 NORTH 89°13'45" WEST 700.00 FEET; THENCE PARALLEL WITH THE EAST LINE OF SAID NORTHEAST QUARTER OF SECTION 11 SOUTH 00°52'30" WEST 1005.88 FEET; THENCE NORTH 89°13'45" EAST 700.29 FEET; THENCE AGAIN PARALLEL WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 11 NORTH 00°52'30" EAST 987.04 FEET TO THE TRUE POINT OF BEGINNING

COUNTY OF LARIMER, STATE OF COLORADO.

SAID PARCEL CONTAINS 16.013 ACRES MORE OR LESS, TOGETHER WITH AND SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY EXISTING AND/OR PUBLIC RECORD.

Exhibit B: Zoning Map



WEIBEL INDUSTRIAL PARK ZONING AMENDMENT MAP
SITUATE IN THE NORTH-EAST QUARTER OF SECTION 11 AND THE SOUTH-EAST QUARTER OF SECTION 2,
TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M.,
TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO

DECLARATION OF OWNERSHIP

KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, BEING THE OWNERS AND PETITIONERS OF THE FOLLOWING PARCELS

LOT 3, BLOCK 1, MEYERS FIRST SUBDIVISION SITUATE IN THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 NORTH, RANGE 69 WEST OF THE 6TH P.M. TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO.
Said parcel contains 3.02 acres more or less, together with and subject to all easements and rights-of-way existing and/or of public record.

ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 NORTH, RANGE 10 WEST OF THE 6TH PA. LANDS COUNTY OCCUPYING MORE PARTICULARLY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 11,

THENCE ALONG THE NORTHERN LINE OF SAID NORTHEAST QUARTER OF SAID SECTION 11 NORTH 10° 15' WEST 350.00 FEET TO THE END POINT OF MEASUREMENT,

THENCE CONTINUING ALONG SAID NORTHERN LINE OF THE NORTHEAST QUARTER OF SECTION 11 NORTH 10° 15' WEST 100.00 FEET TO THE POINT OF BEGINNING OF SAID NORTHEAST QUARTER OF SECTION 11 SOUTH 80° 00' WEST 100.00 FEET,

THENCE ALONG SAID 100.00 FEET,

THENCE AGAIN PARALLEL TO THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 11 NORTH 82° 25' EAST 357.24 FEET

COUNTY OF LINNEA, STATE OF COLORADO.

SAD PARCEL CONTAINS 16.013 ACRES MORE OR LESS, TOGETHER WITH AND SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY EXISTING AND/OR OF PUBLIC RECORD.

OWNER: WEBER ENTERPRISES LLC
 REPRESENTATIVE'S PRINTED NAME & TITLE: _____ SIGNATURE: _____
 STATE OF COLORADO)
) SS
 COUNTY OF LARIMER)
)
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2022 BY _____
 WITNESSED BY ME AND ANOTHER, STATE:

NOTARY PUBLIC: _____

SURVEYORS CERTIFICATE

CHRISTOPHER L. THEW
COLORADO REGISTERED
PROFESSIONAL LAND
SURVEYOR #20692

1001

- [illegible]

CERTIFICATE OF APPROVAL BY BOARD OF TRUSTEES

THE AMENDMENT OF THE CITY PLANNING MAP OF THE TOWN OF
DEER CREEK, LAMAR COUNTY, COLORADO, IS HEREBY APPROVED
BY THE BOARD OF TRUSTEES OF THE TOWN OF DEER CREEK,
LAMAR COUNTY, COLORADO, ON THE _____ DAY OF _____
A.D. 20____, AND RECORDED ON _____ AS RECEPTION
NUMBER _____ IN THE RECORDS OF THE LAMAR COUNTY CLERK
AND RECORDED BY THE BOARD OF TRUSTEES OF DEER CREEK,
COLORADO.

TAYLOR

PLANNING COMMISSION CERTIFICATE

APPROVED BY THE DESIGNATED PLANNING COMMISSION ON: _____ DAY OF _____ A.D. 20____

CHAIRMAN

COMMISSION SECRETARY

WEIBEL INDUSTRIAL PARK
ZONING AMENDMENT MAP

PREPARED FOR: TCC CORPORATION

DATE SUBMITTED: 3/25/2024

[illegible]

UNITED CIVIL
Design Group

CIVIL ENGINEERING & CONSULTING

19 OLD TOWN SQUARE #218
FORT COLLINS, CO 80524
(970) 533-4044
WWW.UNITEDCIVIL.COM

SHEET NUMBER
1

1 OF 1 SHEETS

SCALE

VERTICAL: $\frac{1}{8}'' = 1 \text{ MILE}$
HORIZONTAL: $\frac{1}{8}'' = 100'$

JOB NUMBER
U21016