



**Garden
Spot of
Colorado**

**MEETING OF THE TOWN BOARD
Town Board Room
807 Mountain Avenue
Town of Berthoud, Colorado
Tuesday, June 11, 2024, 6:30 p.m.**

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

You may also join virtually using Zoom: Phone: 1-346-248-7799 or 301-715-8592

Web: www.zoom.us/join

Use this Meeting ID: 210 035 9423

The Town Board may take action on any of the following agenda items as presented or modified prior to or during the meeting and items necessary or convenient to effectuate the agenda items.

1. Meeting Called To Order - Mayor William Karspeck
2. Pledge Of Allegiance - Mayor William Karspeck
3. Roll Call - Mayor William Karspeck
4. Citizen Participation
5. Scheduled Items And Estimated Time For Discussion

5.I. Consent Agenda

Introduction By: Christian Samora

Documents:

[MEMO RE CONSENT AGENDA.PDF](#)

[A. JUNE 11 2024 MEETING AGENDA.PDF](#)

[B. MAY 28, 2024 MEETING MINUTES.PDF](#)

[C. MORE HOUSING NOW DOLA GRANT RFP BID AWARD.PDF](#)

[D. APRIL 2024 FINANCIAL INFORMATION.PDF](#)

5.II. Weibel Neighborhood Master Plan And Change Of Zone - Public Hearing

Introduction By: Tawn Hillenbrand

1. Resolution 2024-08 A Resolution of the Town of Berthoud Board of Trustees approving a Neighborhood Master Plan for a development known as the "Weibel Industrial Park Development" in the Town of Berthoud.
2. Ordinance 1340 - 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

Documents:

[MEMO RE WEIBEL NMP AND COZ.PDF](#)
[WEIBEL NMP AND REZONE STAFF REPORT.PDF](#)
[RESOLUTION 2024 08 NEIGHBORHOOD MASTER PLAN.PDF](#)
[ORDINANCE 1340 CHANGE OF ZONE.PDF](#)
[PLANNING COMMISSION DRAFT MINUTES.PDF](#)

5.III. Revere Neighborhood Master Plan And Change Of Zone - Public Hearing
Introduction By: Tawn Hillenbrand

Resolution 2024-09 A Resolution of the Town of Berthoud Board of Trustees approving a Neighborhood Master Plan for a development known as the “Revere Development” in the Town of Berthoud.

Ordinance 1341 - An Ordinance Amending the Zoning Map of the Town of Berthoud to rezone the Revere Property previously zoned Planned Unit Development to Suburban Commercial and Suburban Residential Districts

Documents:

[MEMO RE REVERE NMP AND COZ.PDF](#)
[REVERE NMP AND REZONE STAFF REPORT.PDF](#)
[RESOLUTION 2024 09 NEIGHBORHOOD MASTER PLAN.PDF](#)
[ORDINANCE 1341 REVERE CHANGE OF ZONE.PDF](#)
[REVERE NEIGHBORHOOD MEETING INFORMATION.PDF](#)
[REVERE PLANNING COMMISSION MINUTES.PDF](#)

6. Elected Official Reports

1. Town Board - Tim Hardy, May Albrecht, Sean Murphy, Karl Ayers, Chris Kurtz, and Brett Wing
2. Mayor - William Karspeck
3. Staff - Town Administrator, Attorney

7. Adjourn

The order of agenda items listed above is approximate and intended as a guideline for the Town Board. Individuals needing special accommodation may request assistance by contacting the Town Clerk 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.

BOARD OF TRUSTEES INFORMATION



ADMINISTRATION DEPARTMENT

Meeting Date:	June 11, 2024
Agenda Title/Subject:	Consent Agenda
Type of Item:	Regular Item
Purpose:	The Consent Agenda contains routine items that can be approved with a single action by the Board.
Presented by:	Christian Samora

ATTACHMENTS:

- a) June 11, 2024, Meeting Agenda
- b) May 28, 2024, Meeting Minutes
- c) More Housing Now DOLA Grant RFP Bid Award
- d) April 2024 Financial Information

BACKGROUND:

The Consent Agenda is a group of routine matters to be acted on with a single motion and vote. The mayor will ask if any Board Member wishes to remove an item for separate discussion. Items removed from the consent agenda should be considered immediately following adoption of the amended Consent Agenda.

UPDATE/NEXT STEPS:

Any updates or next steps for the items on the Consent Agenda will be articulated in the information sheet provided for each item on the Consent Agenda.

FISCAL IMPACT AND FUND SOURCE:

Any fiscal information for the items on the Consent Agenda will be articulated in the information sheet provided for each item on the Consent Agenda.

COMMUNITY TOUCHSTONES:

Any Community Touchstones for the items on the Consent Agenda will be articulated in the information sheet provided for each item on the Consent Agenda.

RECOMMENDED ACTION(S):

“Move to combine and approve the items on the Consent Agenda.”

Followed by a second and a vote.



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Please note that you will need to call into the meeting if you wish to speak and do not have a microphone on your computer. If you are using a mobile device, it is highly recommended that you download the Zoom app.

The Town Board may take action on any of the following agenda items as presented or modified prior to or during the meeting and items necessary or convenient to effectuate the agenda items.

- I. REGULAR MEETING CALLED TO ORDER** – Mayor William Karspeck
- II. PLEDGE OF ALLEGIANCE** – Mayor William Karspeck
- III. ROLL CALL** – Mayor William Karspeck
- IV. CITIZEN PARTICIPATION**
- V. SCHEDULED ITEMS and ESTIMATED TIMES FOR DISCUSSION**
 - 1. Consent Agenda** (Christian Samora) (5 Min)

Consent Agenda items are considered to be routine by the Town Board and will be enacted with a single vote. There will be no separate discussion of these items. If discussion is deemed necessary, that item should be removed from the Consent Agenda and considered separately.

 - a) June 11, 2024, Meeting Agenda
 - b) May 28, 2024, Meeting Minutes
 - c) More Housing Now DOLA Grant RFP Bid Award
 - d) April 2024 Financial Information
 - 2. Weibel Neighborhood Master Plan and Change of Zone – Public Hearing** (Tawn Hillenbrand) (20 Min)
 - a) Resolution 2024-08 A Resolution of the Town of Berthoud Board of Trustees approving a Neighborhood Master Plan for a development known as the “Weibel Industrial Park Development” in the Town of Berthoud.
 - b) Ordinance 1340 - 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
 - 3. Revere Neighborhood Master Plan and Change of Zone – Public Hearing** (Tawn Hillenbrand) (60 Min)
 - a) Resolution 2024-09 A Resolution of the Town of Berthoud Board of Trustees approving a Neighborhood Master Plan for a development known as the “Revere Development” in the Town of Berthoud.
 - b) Ordinance 1341 - An Ordinance Amending the Zoning Map of the Town of Berthoud to rezone the Revere Property previously zoned Planned Unit Development to Suburban Commercial and Suburban Residential Districts

June 11, 2024, Meeting Agenda

The order of agenda items listed above is approximate and intended as a guideline for the Town Board. Individuals needing special accommodation may request assistance by contacting the Town Clerk 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.

VI. ELECTED OFFICIAL REPORTS

(10 Min)

- 1.** Town Board – Tim Hardy, May Albrecht, Sean Murphy, Karl Ayers, Chris Kurtz, and Brett Wing
- 2.** Mayor – William Karspeck
- 3.** Staff – Town Administrator, Attorney

VII. ADJOURN

Town Clerk or Deputy Town Clerk

William Karspeck, Mayor

June 11, 2024, Meeting Agenda

The order of agenda items listed above is approximate and intended as a guideline for the Town Board. Individuals needing special accommodation may request assistance by contacting the Town Clerk 807 Mountain Avenue, Berthoud, Colorado 80513, 970-532-2643 at least 24 hours in advance.



MEETING MINUTES OF THE TOWN BOARD

**Town Board Room
807 Mountain Avenue
Town of Berthoud, Colorado
Tuesday, May 28, 2024, 6:30 p.m.**

5/28/2024 - Minutes

1. Meeting Called To Order - Mayor William Karspeck

Mayor Karspeck called the meeting to order at 6:31 pm.

2. Pledge Of Allegiance - Mayor William Karspeck

Mayor Karspeck led the Pledge of Allegiance.

3. Roll Call - Mayor William Karspeck

The following Board members were present:

Karl Ayers, Trustee
Brett Wing, Trustee
Chris Kurtz, Trustee
May Albrecht, Trustee
Sean Murphy, Mayor Pro-Tem
Will Karspeck, Mayor

The following Board members were absent:

Tim Hardy, Trustee

The following staff members were present:

Erin Smith, Town Attorney
Chris Kirk, Town Administrator
Christian Samora, Town Clerk
Lexi Weissman, Deputy Town Clerk
Sergeant Justin Williamson, Larimer County Sheriff
Brian Dubois, Assistant to the Town Administrator

4. Citizen Participation

Michael Kelly spoke regarding the cost of living in Berthoud.

5. Scheduled Items And Estimated Time For Discussion

5.I. Consent Agenda

Items:

- a) May 28, 2024 Meeting Agenda
- b) May 14, 2024 Meeting Minutes

c) May 2024 Board Report

Trustee Ayers moved to combine and approve the items on the Consent Agenda. Trustee Kurtz seconded the motion. In a 6-0 roll call vote, THE MOTION CARRIED.

5.II. Sustainability Plan Scope

Assistant to the Town Administrator, Brian Dubois gave a presentation on the Town's Sustainability Plan Scope.

Mayor Karspeck opened it up to public comment.
Michael Kelly spoke during public comment.
Mayor Karspeck closed public comment.

Mayor Pro-Tem Murphy moved to authorize staff to solicit proposals for the creation of a Sustainability Action Plan. Trustee Wing seconded the motion. In a 6-0 roll call vote, THE MOTION CARRIED.

5.III. Oil And Gas Regulations - Public Hearing

Mayor Karspeck stated that Oil & Gas Attorney, Mike Foote, is ill and unable to attend this Public Hearing.

Trustee Kurtz moved to continue the hearing to a date uncertain and to direct staff to take any necessary action to ensure any required publications are made. Mayor Pro-Tem Murphy seconded the motion. In a 6-0 roll call vote, THE MOTION CARRIED.

5.IV. Residence Restrictions For Registered Sex Offenders - Public Hearing

Sergeant Justin Williamson gave an introduction on Ordinance 1339, Residence Restrictions for Registered Sex Offenders.

Mayor Karspeck opened the Public Hearing.
Lynn Larsen spoke during the Public Hearing.
Mayor Karspeck closed the Public Hearing.

Trustee Wing moved to approve Ordinance 1339, an ordinance of the Town of Berthoud, Colorado, enacting residency distance restrictions upon sex offenders from designated locations within the Town of Berthoud. Trustee Murphy seconded the motion. In a 6-0 roll call vote, THE MOTION CARRIED.

6. Elected Official Reports

Trustee Albrecht:

Albrecht requests a joint email for the Board of Trustees for the community to contact, and shares a request from VFW to assist in funding banners at the 1st Street roundabout. Albrecht inquires on when the short-term rental discussion will go before the Board. Administrator Kirk reports that the short-term rental discussion would go before the Planning Commission on June 27, 2024.

Trustee Kurtz:

Kurtz is appreciative of the Town's work pursuing the Dark Sky designation.

Trustee Wing:

Wing reports on Johnstown's raw water transmission pipeline and requested an informational update on Berthoud's water situation.

Trustee Ayers:

Ayers reports on a letter of appreciation regarding the Board's recent letter on large truck legislation. Ayers reports on communications with the Boy Scouts and the Girl Scouts regarding the bat box project.

Mayor Pro-Tem Murphy:

Murphy reports on Arbor Day and the Tree Committee's work with some apple trees near town. Murphy reports on Forestry department staffing, a meeting with House of Neighborly Service and the upcoming Berthoud Day event. Murphy inquires about a pipe replacement at 4th St and Water Ave.

Mayor Karspeck:

Karspeck reports on surveys regarding the upcoming passenger rail. Karspeck inquires about historical pavers in town.

Administrator Kirk:

Kirk provides updates on the road and sidewalk project, the Arboretum construction drawings, and the water treatment process. Kirk reports on the upcoming Pedalpalooza event and bike park enhancements. Kirk reports on passenger rail updates and the Adaptive Park grand opening.

7. Adjourn

The meeting was adjourned at 7:35 pm.

Town Clerk or Deputy Town Clerk

William Karspeck, Mayor

TOWN BOARD INFORMATION



COMMUNITY DEVELOPMENT DEPARTMENT

Meeting Date:	June 11, 2024
Agenda Title/Subject:	More Housing Now DOLA Grant RFP Bid Award
Type of Item:	Consent Agenda
Purpose:	Board approval to award Contract
Presented by:	Anne Johnson, Community Development Director

ATTACHMENTS:

- RFP issued by the Town
- Ayres Associates RFP response

BACKGROUND:

Town staff received two bids to the RFP issued as an outcome of the DOLA Moure Housing Now Grant awarded to the Town. The bids were evaluated by Community Development, Planning and Economic Development staff members and the award direction was unanimous. Ayres Associates submitted a bid at \$125,000 and their RFP aligned with the Town's requirements under the DOLA Award.

This project work will utilize expertise of housing partners such as Habitat for Humanity and the Loveland Housing Authority, and the Planning Commission will act as a steering committee along with the housing partners. The deliverables include an analysis and findings of the regional housing needs and how Berthoud can be a part of the housing solution. The deliverable will also include an analysis of the Development Code to ensure the Code is supportive of all types of housing.

UPDATE/NEXT STEPS:

Upon approval of the consultant selection, the contract will be executed and the consulting team with Staff will finalize the project schedule. Periodic reports will be provide to the Town Board of Trustees.

FISCAL IMPACT AND FUND SOURCE:

The project is grant-funded (\$100,460) and the local match (\$25,115) was included in the Town's 2024 budget.

COMMUNITY TOUCHSTONES:

The ability for housing of all price points provides for support to strengthen the Town's sustainability and resiliency goals.

RECOMMENDED ACTION(S):

Staff recommends approval of the award to Ayres Associates to perform the work described in the Town-issued RFP.

CONSULTING SERVICES AGREEMENT

This Consulting Service Agreement ("**Agreement**") is made effective as of _____, 2024 ("**Effective Date**") and entered into between Ayres Associates Inc. a Wisconsin Corporation, with a local address of 3665 John F. Kennedy Parkway, Building 2, Suite 100, Fort Collins, CO 80525, ("**Consultant**") and Town of Berthoud ("**Town**" or "**Berthoud**"). Taken together, Consultant and Town shall be referred to as "**Parties**."

Recitals

WHEREAS, the Town desires to hire Consultant to perform certain services as more particularly described in Exhibit "A" attached hereto and by this reference made a part hereof;

Agreement

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreements contained herein, the sufficiency of which is hereby acknowledged, the Parties do hereby promise and agree to and with each other as follows:

1. **Services.** Consultant shall provide to Berthoud the Services set forth in Exhibit A attached hereto (the "**Services**"), in a good and workmanlike manner and in accordance with all applicable professional standards and industry practices. Exhibit A shall describe in reasonable detail (i) the services to be performed by Consultant and any deliverables to be provided by Consultant (ii) the contract price to be paid by Berthoud ("**Contract Price**"), and (iii) any additional terms or conditions related to the Services. All Services shall be governed by the terms and conditions of this Agreement, the Exhibits attached hereto, and any Change Orders that may be executed by the Parties (collectively, the "**Contract Documents**"). To the extent a conflict arises between the Parties, the terms of this Agreement shall control.

2. **Term.** This Agreement and all provisions contained herein shall be effective as of the Effective Date and all Services contemplated hereunder shall be completed no later than August 1, 2025 ("**Term**"). The Term identified in this paragraph is subject to any written Change Orders that may be executed by the Parties and/or any Termination that may occur in accordance with Paragraph 3, below.

3. **Change Orders.** Any modification to the Services, including any change in the basic character of the Services, increase in the Contract Price or other deviation from the Contract Documents, must be: (i) mutually agreed upon by the Parties, (ii) comply with all terms in this section 3, (iii) formalized in writing, and (iv) signed by the Parties (a "**Change Order**"). Either party will be entitled to initiate a Change Order, and for such purpose shall submit its Change Order, including a detailed description of the required change and the reasons for it, to the other party. The Parties will evaluate the Change Order and negotiate in good faith any changes to the Services required to implement the Change Order. If both parties agree to implement the Change Order, both parties will execute the Change Order to indicate their acceptance of the changes. Neither party will be obligated to proceed with a Change Order until such time as the Change Order has been agreed upon by both parties and formalized in a signed writing. The Parties shall not be obligated to accept a proposed Change Order from the other party. In the absence of a fully executed Change Order, this Agreement and the Services set forth on Exhibit A will remain in full force and effect without modification.

4. **Fees, Expenses and Taxes.** Consultant expressly acknowledges that all costs, expenses and applicable taxes for materials and services that it is required to supply and perform hereunder, including any costs associated with travel, lodging and meals, are included in the Contract Price set forth in Exhibit A. Unless otherwise explicitly set forth in Exhibit A, Consultant shall provide and pay for labor, materials, furniture, furnishings and equipment, tools, consumables, installation equipment and machinery, delivery and other facilities and services necessary for the proper execution and completion of the Services.

5. **Payment Terms.** The "Fee", as identified on Exhibit A, shall not exceed \$125,000.00 without prior written authorization by Town. The Fee shall be paid by the Town pursuant to invoices ("Invoices") submitted by consultant within 30 days of receipt of the invoice. Consultant shall submit Invoices no more often than monthly. Each Invoice shall describe the Services that have been completed and the portion of the Fee payable for same. Berthoud shall not be obligated to pay any costs and/or fees in excess of the Fee identified on Exhibit A and referenced again in this sub-paragraph.

6. **Engagement of Third Parties & Consultants.** Consultant shall not engage third parties with respect to the Services without prior written authorization from the Town.

7. **Representations, Warranties and Covenants.**

a. Consultant hereby represents, warrants and agrees that:

- i. Consultant has adequate skill, training, expertise, knowledge and experience to perform the Services in a competent and professional manner consistent with industry standards;
- ii. Consultant has sufficient personnel and equipment available to perform and complete the Services within the milestones, timelines and time frames specified in this Agreement;
- iii. Consultant will perform the Services in a good and workmanlike manner consistent with industry standards;
- iv. Consultant has the full right and authority to enter into and fully perform this Agreement;
- v. Consultant shall perform its activities under this Agreement in accordance with all federal, state and local codes, laws, rules, regulations, and legal requirements relating to the services provided by Consultant under this Agreement ("**Legal Requirements**");
- vi. The execution, delivery and performance of this Agreement will not violate the provisions of any agreement to which Consultant is a party or by which it is bound; and
- vii. The person signing this Agreement on behalf of Consultant has the full authority to do so.

b. Berthoud hereby represents, warrants and agrees that:

- i. Berthoud has the full right and authority to enter into and fully perform this Agreement;
- ii. Berthoud shall perform its activities under this Agreement in accordance with all Legal Requirements;
- iii. The execution, delivery and performance of this Agreement will not violate the provisions of any agreement to which Berthoud is a party or by which it is bound;
- iv. The person signing this Agreement on behalf of Berthoud has the full authority to do so.

8. **Insurance.** Consultant agrees to maintain insurance during the life of the agreement:

- a. Comprehensive general liability insurance coverage in an amount not less than \$1 million per occurrence and automobile liability for owned, hired, and non-owned vehicles; and
- b. Professional insurance in an amount not less than \$1 million; and
- c. Such workers' compensation insurance as required.

9. **Termination.** Town may terminate this agreement at any time by giving Consultant ten working days' prior written notice, provided that in such event Consultant shall be entitled to payment for those Services rendered through the date of termination, provided those Services rendered are satisfactory to the Town.

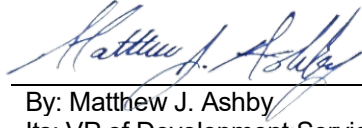
10. **Records.** Information, data, estimates, reports, studies, and all other project documents drafted or created by Consultant or on behalf of Consultant for Town shall belong to Town and Consultant hereby assigns all of its copyright interests to Town. All of the foregoing documents hereafter prepared by Consultant for Town shall be retained and maintained for Town by Consultant in its offices at no additional cost to Town. Consultant shall release all such files and documents as instructed by Town from time to time. Consultant shall not be liable for use of any such documents for purposes other than their original intended purpose.

11. **Liability and indemnity.** Consultant agrees to hold the Town harmless for any costs, claims, or liabilities arising from Consultant's negligent performance or operations relating to the services required by this agreement.
12. **Notices.** All notices required to be given pursuant to this Agreement shall be made in writing and shall be delivered by personal delivery and securing a written receipt, or shall be sent by certified mail, return receipt requested, to the respective Party's address included below. Notice given as provided herein shall be deemed to have been given on the date it was received as evidenced by the receipt received pursuant to either form of delivery. Notice hereunder shall be addressed to:
- If sent to Berthoud:
- Town of Berthoud: Planning Department
c/o Ms. Anne Best Johnson, AICP, MBA
807 Mountain Ave.
Berthoud, CO 80513
ajohnson@berthoud.org
- If sent to Consultant:
- Ayres Associates, Inc.
c/o Mr. Josh Olhava, AICP, PCCP
3665 John F. Kennedy Pkwy, Building 2, Suite 100
Fort Collins, CO 80525
OlhavaJ@AyresAssociates.com
13. **Restriction of Assignment.** Neither party shall have the right or power to assign its rights or obligations under this Agreement without the written consent of the other party.
14. **Waiver.** The failure of any of the Parties to enforce any provision or condition contained in this Agreement at any time will not be construed as a waiver of that condition or provision nor will it operate as a forfeiture of any right of future enforcement of the condition or provision.
15. **Entire Agreement.** This Agreement, together with all Contract Documents, contains the entire agreement between the parties and merges any prior representations, warranties, or understandings they may have had regarding the subject matter of this Agreement. This Agreement may not be amended or modified except by a writing executed by all parties.
16. **Counterpart; Facsimile Signatures.** This Agreement may be executed in counterparts by each party, separately, and when each party has executed a copy thereof, such copies taken together shall be deemed to be a full and complete contract between the Parties.
17. **Headings.** The section headings appearing in this Agreement are inserted for reference purposes only and in no way define, limit, construe or describe the scope or intent of such section, or in any way affect the meaning or interpretation of this Agreement.
18. **Construction.** It is agreed that all parties have participated in preparation of this Agreement and that there shall be no presumption of construing ambiguities against the drafter.
19. **Governing Law.** This Agreement and the parties' conduct arising out of or related to it shall be governed by and interpreted under the laws of the State of Colorado. Any suit, action or proceeding seeking to enforce any of the terms of this Agreement shall be brought in a court of competent jurisdiction in Larimer County, Colorado. All Parties expressly and irrevocably consent to jurisdiction and venue in said courts.
20. **Severability.** In the event that any provisions of this Agreement are found to be illegal or unenforceable, such provisions shall be modified to the extent necessary to make it enforceable, and as so modified, the remainder of this Agreement shall remain in full force and effect.

IN WITNESS WHEREOF the parties have executed this Agreement by their properly authorized signatories:

AYRES ASSOCIATES, INC.

TOWN OF BERTHOUD



06/03/2024

By: Matthew J. Ashby
Its: VP of Development Services

Date

By: Chris Kirk
Its: Town Administrator

Date



Request for Proposal

***Berthoud Housing Diversity Plan and
Land Use Code Amendment***

Town of Berthoud, Colorado

807 Mountain Avenue

Berthoud, CO 80513

March 27, 2024

Overview

This request for proposal (RFP) is being issued by the Town of Berthoud, Colorado. The goal is to solicit proposals from qualified consultants to prepare a scope of work, propose methodology, develop a proposed budget, and a timeline to deliver the work outlined in this Scope of Work. It is anticipated that the main deliverables will include a set of data, an analysis regarding regional housing needs, and the type of housing Berthoud can best support; develop baseline data specific to Berthoud and a job aide for staff to keep the baseline data current; redline the Land Use / Development Code for revisions and present findings with proposed amendments to Planning Commission and the Town Board of Trustees; to work with staff and a steering committee; and other deliverables found in the Scope of Services Section.

This project is governed by the More Housing Now grant awarded by DOLA for a Housing Diversity Plan for the Town of Berthoud. The Town has received its contract and is approved to issue this RFP for services. The expected deliverables for this plan are outlined in the Scope of Services below and must include the adoption of at least one Innovative Housing Strategy (<https://dlg.colorado.gov/innovative-affordable-housing-strategies>) and the Strong Communities Strategies suggested best practices (<https://dlg.colorado.gov/land-use-best-practices>).

Scope of Services

The following describes the anticipated Scope of Work for each major task. It is expected that all documents generated as part of this work will be provided to the Town in both a PDF and editable format. This includes draft documents, items used for public engagement, review and research, background documents supporting conclusions, for example.

1. Task 1 Scope: Housing Needs Assessment. Present findings to a stakeholder group and to the Planning Commission.
 - a. Inventory of the current range of housing options available.
 - b. Identify, assess and report what the gap is, and what housing products are needed between current and forecasted regional demand and local availability of affordable and attainable housing.
 - c. Clarify what the social, economic and transportation support systems / needs are associated with housing options, and determine if Berthoud is currently able to meet these needs. Provide an outline of what the social, economic and transportation support systems and needs are that are currently available in Berthoud, what is lacking, the partners able to meet the gap, and an assessment of the needs Berthoud may not be able to meet. Develop a regional approach based on the population and supportive services found in neighboring communities.
 - d. Collect and disseminate baseline data to communicate what the Town of Berthoud can reasonably support in attainable and affordable housing products. Identify how Berthoud can play a role in filling the identified gaps in regional housing needs.

- e. Confirm who the Town's partners are in the development of attainable and affordable housing.
 - f. Develop a method to project population for Berthoud specifically and provide the methodology for staff to update annually.
2. Task 2 Scope: Land Development Code update
- a. Identify options to incorporate water conservation and energy efficiency goals into the land development Code or if the current Code addresses these goals according to Best Management Practices and current State Legislation.
 - b. Identify how carbon – neutrality (net-zero) can be incorporated into attainable and affordable housing programs. Provide the source of the program, cost – benefit analysis and examples from other communities/organizations.
 - c. Confirm the likelihood of success for the following programs and provide an implementation outline of the program(s) requested by the Town:
 - i. Density bonus
 - ii. Transfer of development rights
 - iii. Land or water banking
 - iv. Other idea identified/discovered during the review process
 - d. Review the development code to identify land use regulatory and development review process barriers to affordable housing; and identify opportunities to remove identified barriers including but not limited to streamlining the development review process, identifying incentives, and revisions to the development/design standards.
 - e. Redline the code for amendments and be present for Planning Commission and Town Board meetings to discuss the proposed amendments.
 - f. Identify how the Town can reduce fees associated with Land Use approvals and the Building Permit process without causing harm to Town funds or services.
 - g. Identify funding opportunities available to the Town by signing on to Proposition 123 and other state and federal funding opportunities for land and water banking.
3. Task 3 Scope: Develop and deliver an implementation action plan.

Response Format and Requirements

The proposal shall include the following components:

Cover Letter. This letter shall briefly introduce the consulting team, indicate interest in the project, and be signed by an authorized company executive. Letters should be two pages or less.

Fees. The proposed fees for the project should include the hourly rates and estimated hours of each member of the team assigned to the project; any fixed expenses, and any other fees or expenses anticipated. The fees should represent the cost of completing the items included in the Scope of Services. The budget sheet should be two pages or less.

Methodology and Timeline. This section shall identify the methodology proposed to address the tasks identified in the Scope of Services. The methodology and timeline should be three pages or less.

Experience of the Firm/Consultant and Statement of Qualifications. This proposal shall highlight the firm or team's experience in completing similar projects for public agencies and include a reference for each project for the selection team to contact. This section shall also identify the key individuals that will be a part of the project team, their role and assignments in the project, and their individual qualifications/professional experience. This section shall not exceed seven pages.

Submittal Process/Contact with Town of Berthoud Staff

If you or your company is interested in responding to this proposal, please send an email to the address listed below containing contact information for your firm. This is a non-binding statement, but this will form the list of parties who will receive notification of any questions and their answers.

All questions or requests for clarification, or official submittals to this RFP should be made through the following email address:

Anne Johnson, Community Development Director at ajohnson@berthoud.org

Responses to any questions will be provided to all interested parties within 3 business days. If a more detailed response is required, you will be informed of a timeline in the initial response. The company that submits a question will not be identified in the public response.

To be considered for this RFP, an official Response submittal must be made by 5:00 PM on Wednesday, May 8 2024, and sent to the e-mail address above. Late submissions will not be accepted.

All material submitted regarding this RFP shall become the property of the Town. The Town has the right to use any or all ideas presented in reply to this RFP, regardless of the consultant awarded; disqualification of any consultant does not eliminate this right. The Town reserves the right to reject or accept any or all proposals or waive any formalities, informalities, or information therein.

If you want to be notified of addenda or responses to questions that arise prior to the Response due date, please email *Anne Johnson, Community Development Director at ajohnson@berthoud.org* with your name, email address and company name.

RFP Timeline and Selection Criteria

All time frames are expected targets with the exception of Response due date of **Wednesday, May 8, 2024 at 5 p.m.** Unless notified in writing, no proposals will be accepted after this date.

- Release of Request for Proposal Wednesday, March 27, 2024

- Bid Responses Due by Electronic Delivery 5 PM, Wednesday, May 8, 2024
- Bid response review by Town Staff May 15, 2024
- Notification of any parties selected for further evaluation May 16, 2024
- Interviews of selected parties, if necessary week of May 20, 2024
- Staff recommendation and Board selection June 11, 2024

The Town reserves the right to withdraw or cancel this RFP at any time. The Town also reserves the right to select any consultant that it believes can perform the work, in its sole discretion, regardless of fee estimate. Any contract negotiated between Town staff and the selected firm is subject to Town Board approval.



Housing Diversity Plan and Land Use Code Amendment

AYRES

Town of Berthoud

May 8, 2024

May 8, 2024

Attn: Anne Johnson, Community Development Director
Town of Berthoud
807 Mountain Avenue
Berthoud, CO 80513
ajohnson@berthoud.org

Re: Request for Proposal - Housing Diversity Plan and LUC Amendment

Dear Ms. Johnson and Selection Team:

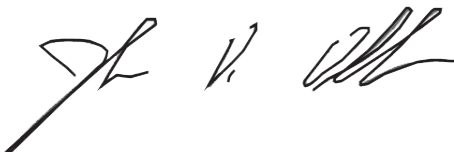
Congratulations on securing your grant award! This is an exciting step toward developing housing strategies for the community. We are excited for the opportunity of continuing our working relationship with the community and bringing our robust housing and state program experiences to the table. As you continue this important work, having the right team by your side is crucial.

Our team brings decades of experience and a passion for community well-being. With a proven track record of assisting communities across the region and country, we are well-equipped to help you achieve your goals. Here's why partnering with us makes sense:

- **Expertise in Housing Assessments:** Our team is underway or has successfully completed over half a dozen housing studies over the past two years. We believe in crafting a study that aligns with your community using both quantitative and qualitative data to inform decisions and recommendations.
- **Mastery of Targeted Regulations Updates:** Zoning regulations shape our communities but are oftentimes overly complex to navigate. We will build on your recent updates to align criteria with identified gaps in a right-sized approach. As part of our housing projects, we have and are helping over fifteen communities review and make targeted updates to regulations and processes to meet their goals and align with state funding opportunities.
- **Collaborative Approach:** We commit to working with local staff, stakeholders, and decision-makers along the way. Your input guides our recommendations, fostering community ownership and appreciation for the process.

Thank you for considering our qualifications. We look forward to discussing our experience and approach further.

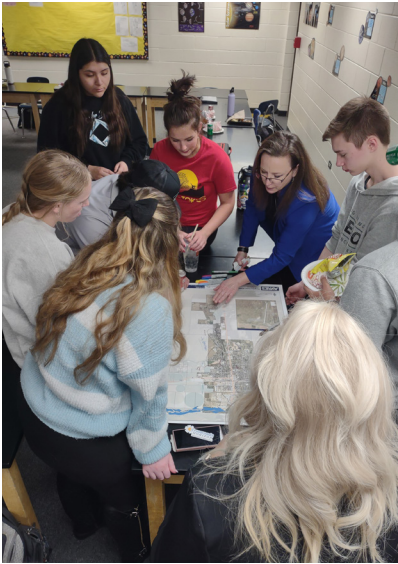
Sincerely,
Ayres Associates Inc.



Josh Olhava, AICP, PCCP
Project Manager/Western Planning Lead
970.893.1363
OlhavaJ@AyresAssociates.com



Matt Ashby, AICP CUD
Vice President of Development Services
307.286.5825
AshbyM@AyresAssociates.com



Building Lasting Relationships

Our team whole-heartedly believes in building lasting relationships with our community partners. We invest in the strength and stability of our relationships. One thing you will hear from our partners time and time again is that we care about the community and the people. At Ayres, one of our core values is “Clients as Partners.” That is why our partners know they can count on us, year after year.



Firm Introduction

Ayres was founded on principles of honesty, innovation, and hard work, with a focus on building strong and reliable partnerships. With decades of experience and thousands of successful collaborations, Ayres has evolved into a nationwide team of multi-disciplinary industry experts. Our project managers excel at translating complex details into actionable plans, ensuring seamless coordination and project success.

From landmark projects that shape communities to cutting-edge solutions that address current and future challenges, Ayres is at the forefront of industry trends, providing comprehensive services across civil and structural engineering, transportation, water resources, landscape architecture, environmental services, geospatial analysis, planning and development, and more.

Our dedication to innovation, client satisfaction, and community impact sets us apart as a trusted partner!



Development Services

At the heart of our team is a dedication to public service and community well-being. Specializing in a range of planning services from long-range visioning to boots-on-the-ground implementation, we ensure our strategies are tailored to meet your local needs.

Here's why we're the ideal partner for your project:

- 1. Embracing Challenges:** We thrive on unique challenges, turning obstacles into tailored solutions.
- 2. Public Sector Roots:** Our team's foundation lies in public sector planning. We intimately understand the importance of a good plan and have firsthand experience with implementation.
- 3. Holistic Approach:** From broad policies to detailed area plans and specific development projects, we span the entire spectrum of community building. Our multidisciplinary expertise ensures comprehensive solutions.
- 4. Practical Implementation:** We're results-driven doers. Our track record of successful funding pursuits and long-lasting client relationships demonstrates our ability to turn your visions into reality. We are here with you, from concept to completion.
- 5. Local Context:** We appreciate the uniqueness of each community. Our approach involves analyzing and identifying solutions that fit your specific context. Best practices guide us toward actionable results.



Fees

We've crafted a budget not to exceed \$125,000 for this project. Our estimates align with the major tasks outlined in the RFP and our methodology. Below is a breakdown of estimated costs for the major tasks, staff hours, rates, and how expenses are addressed within the overall budget. As we dive into the project, we understand that priorities or needs may shift. Rest assured; our team is flexible. We're ready to adapt and reallocate budget between project elements as needed and agreed upon. Your satisfaction remains at the forefront of our approach.

TASK 1: HOUSING NEEDS ASSESSMENT

Project Kickoff
Baseline Data and Inventory of Housing Options
Education and Outreach
Housing Demand Analysis
Support Systems and Projections Assessments
Report Development and Review
Report Presentation

Estimated Total: \$58,230

Flex Contingency: \$6,470 (staff directed)

TASK 2: CODE AND POLICY EFFORTS

Code Audit
Best Practice Analysis
Town-wide Programs
Process Analysis and Recommendations
PC and Town Board Joint Work Session
Code Redlines and Review
Redlines Presentation to PC and Town Board
Funding Opportunities

Estimated Total: \$47,800

TASK 3: IMPLEMENTATION ACTION PLAN

Workshop with Staff
Action Plan Development
Appendix Incorporation to Report

Estimated Total: \$12,500

*Estimated Totals include projected expenses for in-person meeting travel and meeting print materials.

MAIN STAFF HOURS BREAKDOWN

* Approximate. Final staff hour allocations are likely to be divided among additional support staff during the project.

- ◆ Josh Olhava = 200 hours
- ◆ Matt Ashby = 35 hours
- ◆ Melissa Hunt = 163 hours
- ◆ Michael Scholl = 85 hours
- ◆ David Land = 45 hours
- ◆ Nathan Randall = 160 hours

2024 FEE SCHEDULE

BILLING CATEGORY	2024 PER HOUR RATE
Senior Specialist IV	\$250
Senior Specialist III	\$240
Senior Specialist II	\$230
Senior Specialist I	\$220
Senior Professional IV	\$210
Senior Professional III	\$195
Senior Professional II	\$185
Senior Professional I	\$175
Project Manager IV	\$165
Project Manager III	\$160
Project Manager II	\$155
Project Manager I	\$150
Professional V	\$145
Professional IV	\$140
Professional III	\$135
Professional II	\$130
Professional I	\$125
Junior Professional V	\$120
Junior Professional IV	\$115
Junior Professional III/Tech IV	\$110
Junior Professional II/Tech III	\$105
Junior Professional I/Tech II	\$92
Administrator/Accounting/Tech I	\$86
Admin Assistant/Intern	\$78

Expenses are included in the overall project budget and are allocated at cost.

Mileage is at the current IRS rate in effect at the time of travel.



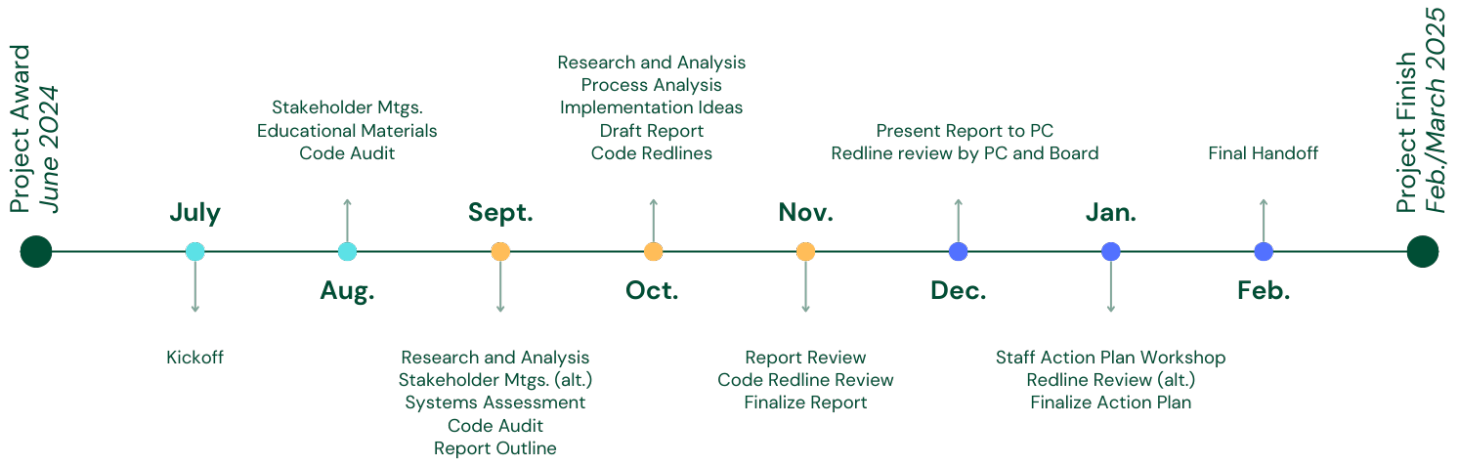
I was astounded by how clearly the team truly SAW our community. It's like they peered into the soul of our town and delivered a package that reflected our values and dreams. They truly know how to empathize, listen, and hear.

Tera Wick

Executive Director, Ridgway Creative Main Street

Methodology and Timeline

This estimated project timeline illustrates the major project milestones and elements during the 6-to-8 month process. The milestones and elements are pulled from the methodology that continues over the next couple of pages in line with your RFP Scope of Work. We anticipate working with staff early in the process and throughout to refine and adjust the time frames as needed to accommodate necessary adjustments and scheduling conflicts.



The proposed Scope of Work within the RFP is well-developed, capturing a comprehensive range of qualitative and quantitative data points pertaining to housing in Berthoud. Our methodology delves into each task element outlined in the RFP, guided by two core principles:

1. **Conciseness:** Ensuring clarity and brevity in our approach.
2. **Practicality:** Focusing on actionable insights and feasible recommendations.

In line with these principles, we anticipate a final report of approximately 40-50 pages, with relevant graphics, charts, and maps. Our data-driven approach aims to facilitate informed decision-making without overwhelming community stakeholders with excessive information. We strive to align implementation strategies with available grant opportunities to maximize impact, where practical.

TASK 1: HOUSING NEEDS ASSESSMENT

1.1 Project Kickoff [hybrid]

During the in-person and virtual meeting, we will:

- Outline key milestones, establish regular check-ins and communication protocols, and determine what success looks like when we are done.
- Identify an inclusive stakeholder team comprised of staff representatives, housing organizations, and community partners.
- Develop tailored education and engagement strategies, building from insights and feedback gleaned during the recently adopted Comprehensive Plan.
- Structure a steering committee from Town staff input and guidance. The committee will review certain report elements and meet monthly, as needed, depending on project deliverables and timeline.

1.2. Baseline Data Collection and Housing Inventory

- Gather available data and resources on core demographic, economic, and housing trends from diverse sources including online resources and the Town. We will build upon existing data and reports completed over the past few years, evaluate and update data to match current state of the community.
- Work with Town staff to inventory the existing housing stock in Berthoud, categorized by housing type (i.e., single-family, townhomes, and apartments).
- If available data exists, map housing type locations in relation to transportation and employment hubs, facilitating strategic analysis. If data is not readily available, work with Town staff on an alternate step.
- Refine data with Town staff to ensure accuracy and reliability of the outside data.

1.3. Education and Outreach

- Develop and distribute essential project information, including a 'Project 101' guide, through the Town website and various Town communication channels.
- Facilitate stakeholder focus group discussions with key community partners to capture diverse perspectives on housing challenges and opportunities.
- Design and supply a community-wide survey to gather valuable feedback and insights. We plan to use the Town's existing utility billing emails and mailers, and/or other Town communication channels.
- Due to the technical nature of the project, prioritize clear and accessible communication to engage and inform the community.

1.4. Housing Demand Analysis

- Analyze current and projected housing demand and gaps compared with assessments from other communities where practical (i.e., Boulder, Firestone,

Fort Collins, Frederick, Longmont, Loveland, and Windsor).

- Evaluate Berthoud's role in providing affordable and attainable housing locally and regionally.
- Identify key gaps and constraints hindering housing affordability and development, considering both internal and external factors.

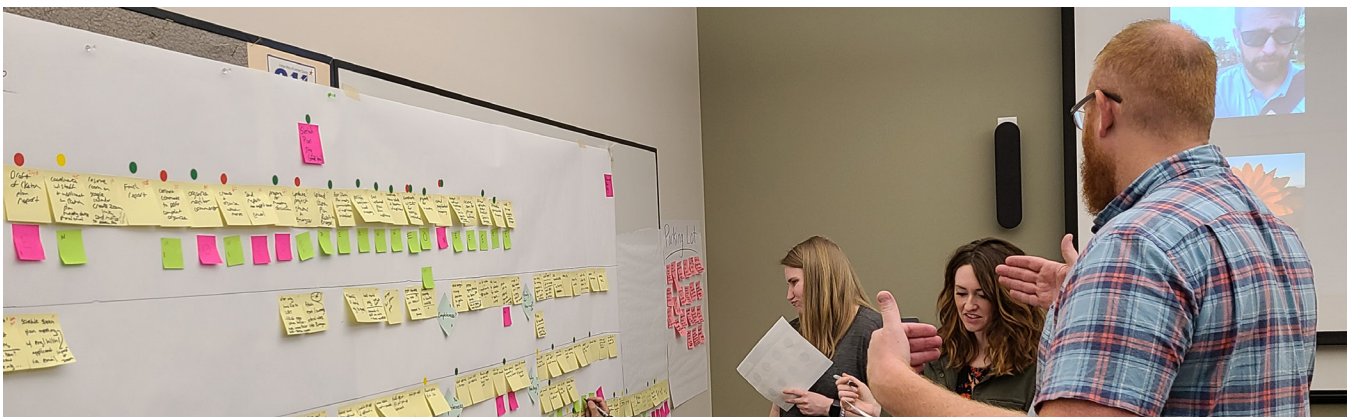
1.5. Support Systems Assessment

- Assess the availability and adequacy of social services, economic opportunities, and transportation infrastructure in the immediate surrounding areas.
- Identify deficiencies and explore collaborative strategies to address gaps.
- Develop population projections and establish mechanisms for regular data updates to inform future planning efforts.

1.6. Presentations

- Capture Steering Committee Review of draft and elements along the way. PC and TB work session review, then adoption review.
- Prepare a draft report for internal review, incorporating stakeholder feedback.
- Refine the report based on staff and steering committee input, ensuring clarity and consistency.
- Joint Commission and Board work session review of plan elements and strategies (in-person)
- Commission and Board final presentation (in-person)
- Compile an Implementation Action Plan as an appendix to the report.

Key Deliverables: Kickoff Meeting, Project Team Check-ins, Website Educational Content, Project 101, Community Survey, Data and Analysis, Housing Assessment Report, Presentation Materials.



TASK 2: CODE AND POLICY EFFORTS

2.1 Land Development Code Review and Audit

- Conduct a review and provide an audit report in memo format, identifying areas for improvement related to the development of affordable and attainable housing in Berthoud. This audit will be based on the qualifying strategies and requirements outlined in the state grant programs, and innovative approaches that may come up during the process.
- Identify opportunities for water conservation and energy efficiency, with a focus on what carbon neutrality could look like.
- Collaborate with Town staff to review the audit findings and determine next steps.
- Present up to four community examples, particularly focusing on water conservation and energy efficiency measures, along with cost-benefit analysis, where available.
- Review and incorporate recommendations from Comprehensive Plan and recent studies by other entities (Loveland Housing Authority and Habitat for Humanity).

2.2. Town-wide Program Likelihood and Implementation Outline

- Evaluate the feasibility of Density Bonus, Transfer of Development Rights (TDR), Land or Water Banking, or other related tools for promoting attainable housing development.
- Outline the applicable program requirements based on guidance from Town staff.
- Develop an implementation outline for desired programs, including next steps and strategies forward, to be included in the report under Tasks 1 and 3.

2.3. Process Analysis and Recommendations

- Identify barriers or challenges within the current Land Development Code (LDC) that hinder development of attainable and affordable housing.
- Collaborate with staff to review existing processes and common challenges in the review process. Proposed improvements aligned with grant qualifying strategies and Proposition 123 fast track requirements.

2.4. Land Development Code Redlines

- Following discussions and audit findings, prepare targeted LDC redlines focused on strategies to promote and

encourage the development of attainable and affordable housing projects.

- Collaborate with Town staff to review the proposed redlines and make revisions for final review by the Planning Commission and Town Board. Two rounds of review are anticipated; the first being the full review and the second being a check set review.

2.5. Present Redlines to Planning Commission and Town Board

- Present the redlines to the Planning Commission and Town Board, recommending a joint work session to maximize budget and efficiency.
- Provide final updates following the meeting and deliver final redlines to Town staff.

2.6. Funding Opportunities

- Integrate ongoing exploration of funding opportunities throughout the process, leading into the Implementation Action Plan and reflected in the final report.
- Utilize our extensive expertise in grant programs to align funding with strategy recommendations, wherever feasible.

Key Deliverables: Code Audit, Program Analysis and Strategies, Process Analysis, LDC Redlines, Presentation Materials, Funding Strategies, Steering Committee Review (virtual), Commission and Board Joint Work Session Meeting (in-person).

TASK 3: IMPLEMENTATION ACTION PLAN

3.1. Develop and Incorporate Action Plan as Appendix to Final Report

- Following completion of the report and identification of recommended strategies by the project team, we will outline an action plan to be included as an appendix to the final report.
- Conduct a strategic action plan workshop with Town staff and identified partners, utilizing Ayres' signature 3P2C exercise.
- Present the final action plan to Town staff for review and to integrate it with the report.

Key Deliverables: Strategic Plan Workshop, Implementation Action Plan.

Experience and Qualifications

Being a trusted partner of the Colorado Department of Local Affairs and our dedication to advancing right-sized planning efforts to meet the local context has positioned our team at the forefront of attainable housing initiatives throughout the state.

Our efforts span a variety of housing-focused initiatives including housing analysis, targeted regulation updates, process improvement, policy development, education and awareness, and specialty development and redevelopment programs.

Zoning

Zoning and subdivision regulations have the ability to promote or hinder development activity. The following list captures a snapshot of the communities where we completed zoning audits and/or targeted regulation updates:

- Severance, CO
- Hugo, CO
- Estes Park, CO
- Englewood, CO

Development Review Processes

With Prop. 123 fast track requirements and future state funding requirements, process improvement is a critical element for your project. Our project manager has led many successful process improvement initiatives for communities, saving both time and resources. Here are a couple of those communities:

- Windsor, CO
- Broomfield, CO
- Greeley, CO

Education

We recognize the value of offering resources that reduce jargon and demystify some of these technical and innovative concepts. Our track record in offering virtual tours, cases studies, and 101 resources have helped communities navigate these waters. Such communities include the following:

- Evans, CO
- Estes Park, CO
- Montezuma County, CO

Programs

The program strategies you identified are a good start in evaluating what could work best in Berthoud. Strategic planning activities and focus group conversations can help narrow this list down, similar to our efforts with the following communities:

- Kersey, CO
- Meeker, CO
- Severance, CO



The Ayres team finds creative ways to engage the community and create quality land use and planning elements stemming from the work being done. This often provides the community with more tangible and meaningful ways to engage with the project, which can otherwise be challenging.

Derick Teini

Planning Manager, City of Laramie, WY

Project Examples

We have included a handful of project profiles on the following pages, showcasing successful strategies and diverse housing initiatives undertaken in collaboration with regional and local partners. We invite you to contact our listed references for firsthand insights into our services and team.

Meeker Housing Assessment, Strategic Action Plan, and Zoning Analysis



Client: Town of Meeker

Reference: Mandi Etheridge | Town Administrator,
Meeker, CO | 970.878.5344 | mandi@town.meeker.co.us

The project included a full housing assessment, zoning regulation analysis and recommendations, and a strategic action plan to identify opportunities for additional housing within the community.

Our team identified unmet gaps in the housing market including the need for senior housing to free up existing housing stock for young families and the need for quality rental units to support local employers, such as the school and hospital.

Engagement included community events, stakeholder forum, and a community-wide survey. Recommendations were structured into a strategic action plan with sensible recommendations on housing policies that will facilitate attainable housing opportunities.

Eastern Plains Regional Housing Assessments and Targeted Zoning Updates



Client: Town of Limon (Fiduciary)

Reference: Gillian Laycock | (former) Assistant Town Manager,
Limon, CO | 720.278.1757 | hugomainst@gmail.com

Ayres was hired to complete a housing needs assessment for the three-county region. Through a state planning grant, the team completed code audits and code recommendations in eight rural communities within the region. We worked with these rural communities to provide much-needed code updates and to digitize land use maps.

Our team also helped communities identify housing development opportunities and build capacity toward development. We provided preliminary concept designs and financial analysis. As a result, four of the communities were able to leverage CHFA Technical Assistance grants to support pre-development efforts. The project is expected to be complete in the fourth quarter of 2024.

Severance Housing Assessment and Zoning Updates



Client: Town of Severance

Reference: Nicholoas J. Wharton, MPA, ICMA-CM | Town Manager, Severance, CO | 970.685.9144 | nwharton@townofseverance.org

As part of our ongoing work with the Town of Severance, our team completed a housing needs assessment that informed future land use planning and infrastructure spending. It identified gaps and unmet needs in the market and provided recommendations on housing policies to guide the Town Council for the next five to 10 years.

As part of our community engagement, our team attended community events and hosted local groups to seek information and insight into the housing challenges. We also sent a postcard mailer for a community survey that received over 700 unique local responses, which was over 25 percent of the community.

We provided the town with a final plan that included:

- Updates to local codes that allow for greater diversity of housing types including duplexes and triplexes.
- An assessment of the housing market and local demand and review of emerging issues including the conversion of single-family homes to rental properties.

Craig Housing Implementation and Zoning Updates

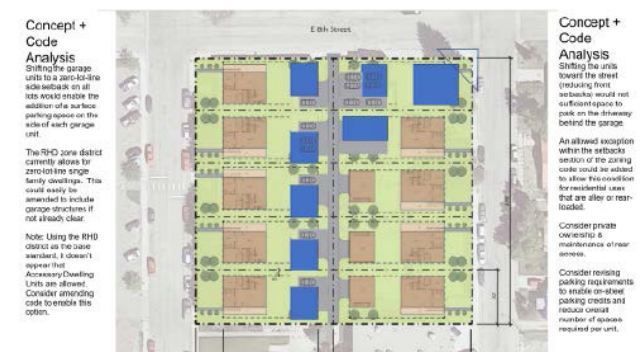


Client: City of Craig

Reference: Peter Brixius | City Manager | Craig, CO | 970.826.2023 | pbrixius@cityofcraig.org

Ayres is working with the City of Craig to identify and support opportunities to build affordable housing. Through a state planning grant, our team was able to help Craig complete code updates, identify development opportunities and leverage additional state grants totaling \$4.25 million.

Through our work, the City broke ground in July 2023 on a 20-unit for-sale affordable housing project. We assisted Craig in crafting the vision, facilitating local partnerships and building the development team. The project is expected to be completed in the second quarter of 2024.



Estes Park Housing Assessment and Zoning Codes



Client: Estes Park

Reference: Jessica Garner, AICP | (former) Community Development Director | 720.898.7435, jgarner@arvada.org

In this high-demand mountain community, Ayres is serving as on-call staff to help explore zoning code amendments targeted at adding missing middle options that are “mountain-town” appropriate. We are dovetailing our work with a 1271 Housing Assessment to provide code language that will enable short and long term solutions to advance.

Ayres, in conjunction with Multistudio, Inc., has completed a diagnostic review of the zoning code, which highlights key issues to address. We are drafting interim code options for the Planning Commission to review as the Town prepares for a more comprehensive update of its code. Ayres has already completed assistance with successful drafting and approval of a downtown building height increase, with an eye toward enabling workforce housing.

Statewide Housing and Planning Support



Client: Department of Local Affairs (DOLA) – statewide efforts

Our team partners closely with the DOLA to deliver customized solutions for local planning efforts. Our approach revolves around understanding the unique needs of each community, ensuring that our strategies are precisely tailored to their context. We work closely with local governments, bridging the gap between state-level policies and on-the-ground implementation. Our efforts include hosting interactive workshops, providing custom-tailored training sessions, and delivering innovative webinars. Through these channels, we empower local leaders with the knowledge and tools they need to navigate complex planning challenges effectively. Recent initiatives are highlighted below:

- Main Street Pickaxe Workshops (2018-present)
- Southeast Regional Resiliency Roadmap (2022-23)
- Strong Communities Education and Webinars (2023)
- Proposition 123 Fast Track Education and Webinars (2023-24)

Project Staff

Our team's primary staff on the project include certified planners and licensed professionals who demonstrate our commitment to advancing the profession while providing deliverables that are pragmatic to our partners. We are regularly complimented on how we listen to our client partners and help them achieve their goals. We are actual practitioners and know how to implement strategies and make things happen. In addition to our team members highlighted on the following pages, our western planning team is hiring additional staff that will help support your project.





Total Experience

13 years

Certifications

American Institute of Certified Planners

Prosci Certified Change Practitioner, Prosci

Education

MS, Community Planning, University of Cincinnati

BS, Community and Regional Planning, Iowa State University

**Work done under other employment.*

Josh Olhava, AICP, PCCP

Project Manager/Western Planning Lead

With a strong background in community and strategic planning, Josh is well-versed in land use planning policies, procedures and regulations, including their impact on the built environment. His experience spans both public and private sectors to include policy and plan development – implementation, code analysis and amendments, development review, corridor analysis and design criteria, and organizational process improvements. Josh is known for guiding creative and innovative planning initiatives with an eye on implementation. He enjoys bringing together community members and stakeholders to achieve common goals and objectives that embody community values.

Select Experience:

- Strong Communities and Prop. 123 Fast Track Guidance and Education: Department of Local Affairs, CO
- Comprehensive/Master Plan: Lamar and Evans, CO; Douglas and Lander, WY
- On-Call Planning Support: Severance, Greeley, and Estes Park, CO
- Fee Study Analysis: Windsor*, Broomfield*, Larimer County, Estes Park, and Greeley, CO
- Housing Assessment, Policy Recommendations, and Code Updates: Eastern Plains Region, Montezuma County, Severance, Meeker, Kersey, Sterling, and NE Region, CO
- Code Updates: Windsor* and Severance, CO, Douglas and Sheridan, WY



Years of Experience

23 years

Certifications

American Institute of Certified Planners, Certified Urban Designer

Education

BS, Environmental Design; MS, Urban Design; MS, Urban and Regional Planning, University of Colorado

Matt Ashby, AICP CUD

Vice President of Development Services

Matt is a trailblazer in community development. After 15 years of public-sector service, Matt moved to the private sector in 2015. Using his local government roots to help communities advance their vision, Matt is well versed in downtown development, comprehensive and strategic planning, code writing, design review, and zoning entitlements. As a brownfield practitioner, his enthusiasm for vibrant community development sharpens the focus of Ayres' work on brownfield redevelopment, transportation planning, park and recreation planning, and landscape architecture.

Select Experience:

- Southeast Region Resiliency Roadmap: Departemnt of Local Affairs, CO
- Main Street Pick-Axe Toolkit – Creator and Facilitator: Multiple Communities, CO
- Comprehensive/Master Plan: Lamar and Evans, CO; Douglas and Lander, WY
- Housing Assessment, Policy Recommendations, and Code Updates: Eastern Plains Region, Severance, Craig, Meeker, Kersey, Sterling, and NE Region, CO
- SB1271 Affordable Housing Implementation, Englewood and Evans, CO



Total Experience

19 years

Education

BS, Urban and Regional Studies, University of Wisconsin-Oshkosh

Melissa Hunt, AICP, PCCP Economic and Housing Specialist

Melissa has almost twenty years of experience assisting communities with developing and implementing effective planning, and community and economic development strategies. She works in collaboration with community leaders, regional and state organizations, business owners, and key stakeholders to successfully lead and support opportunities for growth and development. Melissa is Chair of the Wisconsin Economic Development Association Board, serves on the Wisconsin Downtown Action Council Board, and the UW-Oshkosh Alumni Board, among others. Melissa is a sought-after speaker on a range of topics including government, housing, planning, zoning, downtowns, and community and economic development.

Select Experience:

- Housing Code Analysis and Updates: NE Region, CO
- Prop. 123 Fast Track Guidance Research, Department of Local Affairs, CO
- Morgan County Strategic Transition Plan, Morgan County, CO
- City of West Allis REUPL Reuse Planning, West Allis, WI
- Eau Claire EPA Brownfield Grant Task 2 Inventory and Community Outreach, Eau Claire, WI



Years of Experience

28 years

Certifications

Economic Development Finance Professional, National Development Council

Education

MS, Urban Planning and Public Policy, University of Michigan;
BA, Political Science, University of Michigan

Mike Scholl, EDFP Economic and Housing Specialist

Mike is highly regarded for his work in providing planning and economic implementation services. Mike served for over 15 years in local government providing support for special projects, economic development, and grant writing and supporting planning activities. He has worked on many special projects spanning economic and housing analysis, incentive packages, special district financing and grant initiatives.

Select Experience:

- Housing Code Adjustments, Estes Park, CO
- Future of Housing, Craig, CO
- Housing Assessment, Policy Recommendations, and Code Updates: Eastern Plains Region, Montezuma County, Severance, Meeker, Kersey, Sterling, and NE Region, CO
- DOLA Recovery Roadmap, Various Municipalities, CO
- SB1271 Affordable Housing Implementation, Englewood and Evans, CO
- Laramie Main Street Alliance, Upper Story Housing Development, Laramie, WY
- Senior Housing Analysis, NE/Multi-County Region, CO



Total Experience

29 years

Registrations

Professional Landscape Architect, CO, WY

Education

BLA, Landscape Architecture, Ball State University

David Land, PLA Landscape Architect

David brings the perspectives of both consultant and client to the table. His projects benefit from that understanding, as well as David's genuine passion for problem solving. In his over-20-year career David has collaborated with an array of local, national, and international consultants, client teams, and sector experts to steward detailed design and implementation. This includes structural, mechanical, civil, electrical, environmental, healthcare, sports and recreation, zoological, and water feature consultants. David has extensive experience in regulatory entitlement, planning, design, and construction administration for complex site projects spanning civic, residential, retail, educational, brownfield, and sports and recreation sectors.

Select Experience:

- Rural Plains Communities Regional Affordable Housing Needs Assessments and Strategies, Limon, CO
- Downtown Development Plan, Parachute, CO
- Design Renderings and Concepts: Estes Park, Windsor DDA, Craig, CO
- Maker Space Feasibility Study, Eric, CO
- Landscape and Water Efficiency Code Analysis and Updates: Brighton, CO



Years of Experience

2 years

Education

BS, Environmental Studies and Sustainability, Northern Michigan University

Nathan Randall Community Planner

Nathan started his professional career in Colorado as a long-range planner for the City of Fort Collins where he helped to assist the city with East Mulberry Plan updates, updated land use code, and provided technical GIS analysis on a wide array of projects. Most recently he began work with Ayres as a community planner where he contributed to projects such as Severance code updates, Eastern Plains housing assessment, DOLA strategic plans, and other projects. Nathan has experience with local community planning, ranging from policy buildout to technical work with ESRI GIS map making and tool utilization. He has been involved with public engagement events, community planning, and technical tool applications since joining the team.

Select Experience:

- Housing Assessment and Policy Recommendations: Eastern Plains Region, Montezuma County, Meeker, Kersey, Sterling, and NE Region, CO
- Senior Housing Analysis, NE/Multi-County Region, CO
- On-Call Planning Support: Severance, CO
- Economic Assessment: Morgan County, CO

TOWN OF BERTHOUD AT A GLANCE

Monthly Report APRIL 2024

- Sales & Use Tax revenue is 5% **over** budget for the month of April; \$963,060 was received and \$917,917 was budgeted.
- Town Revenue through April including transfers between funds is 8% **over** budget for 2024.
- Town Expenditures through April are 16% **under** budget for 2024.

Sales Tax Review

APRIL	Berthoud Sales Tax	Motor Vehicle Use Tax	Building Materials Use Tax	Combined Total
2024	611,708.74	138,542.55	212,809.00	963,060.29
2023	588,533.11	142,980.11	101,945.60	833,458.82
2022	541,424.62	157,068.37	238,918.47	937,411.46
2021	420,672.52	109,505.55	564,217.27	1,094,395.34

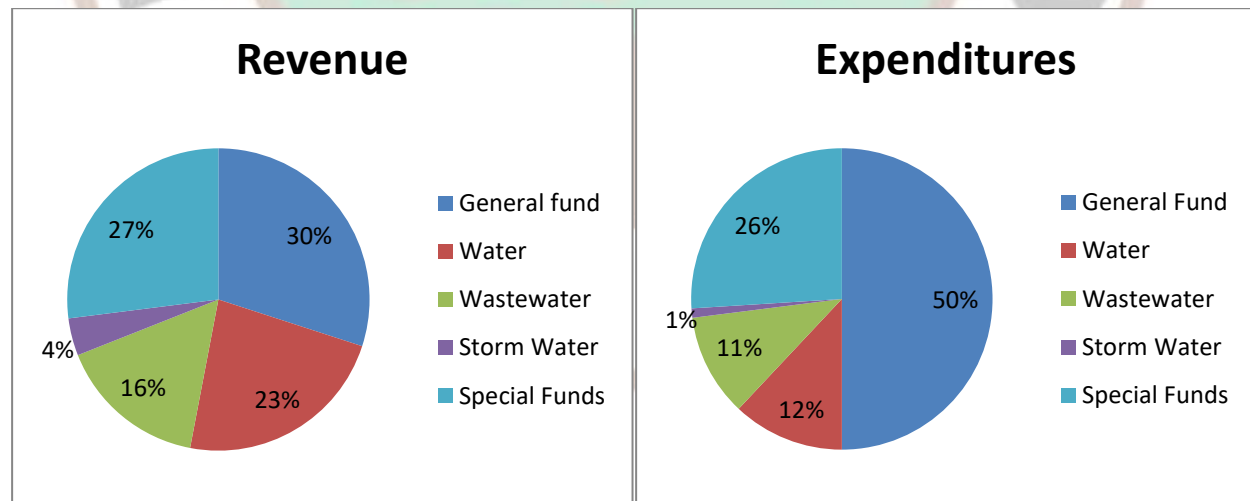
SALES TAX YEAR-TO-DATE FOR 2024

\$4,342,993.89

COMBINED STATEMENT OF REVENUES AND EXPENDITURES
APRIL 2024

REVENUE	Current Month	YTD Actual	YTD Budget	% of YTD Budget	% of Annual Budget
General Fund	1,364,276	4,325,768	4,053,661	107%	36%
Water	696,228	3,225,943	3,168,718	103%	34%
Wastewater	577,979	2,315,424	1,771,843	131%	44%
Storm Water	129,238	537,874	359,333	150%	50%
Special Funds	1,069,044	3,771,875	3,821,650	99%	33%
TOTAL REVENUE	3,836,765	14,206,884	13,175,205	108%	36%

EXPENDITURES	Current Month	YTD Actual	YTD Budget	% of YTD Budget	% of Annual Budget
General Fund	2,129,620	6,508,781	3,834,488	170%	57%
Water	374,581	1,612,530	3,879,324	42%	14%
Wastewater	628,362	1,429,324	2,577,672	55%	18%
Storm Water	15,701	43,743	612,770	7%	2%
Special Funds	1,621,761	3,341,550	4,515,588	74%	25%
TOTAL EXPENDITURES	4,770,025	12,935,928	15,419,842	84%	28%

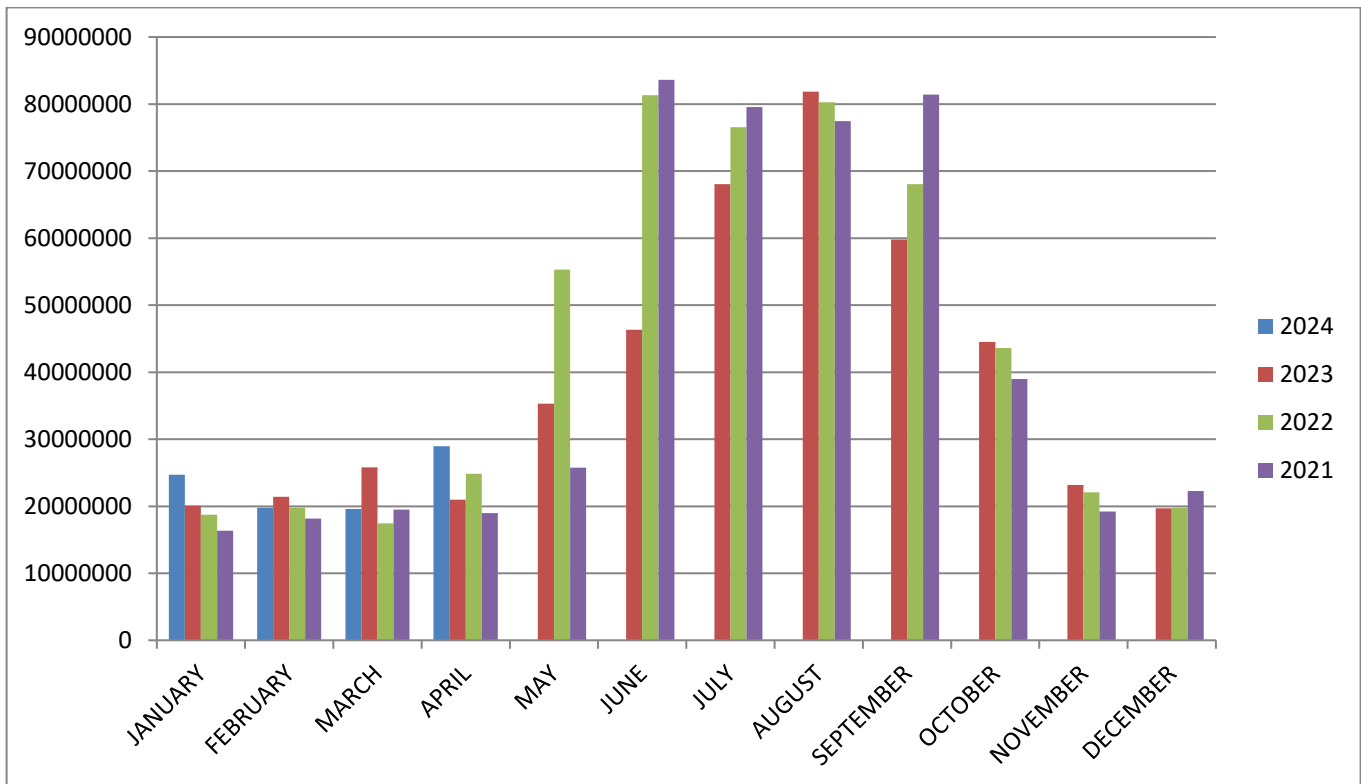


2024

	YEAR TO DATE TOTALS THRU APRIL 2024
Single Family Permits	93
Overall Permit Total	231
Water Gallons Billed	93,023,000
Passports	384
Cemetery	7 Funerals

Building Permit & Permit Valuation by Year & 2024 YTD					
	2020	2021	2022	2023	2024 YTD
Single-Family home permits	505	508	222	220	93
All permits (roofing, decks, additions, etc.)	934	1110	809	748	231
Total Permit Value	\$119,451,932	\$238,661,288	\$164,526,847	\$119,408,321	\$44,280,864

BERTHOUD WATER USAGE



Personnel Summary

	Full-time	Part-time	Seasonal
Administration	13		
Code Enforcement	2		
Economic Development	1		
Planning-Building	5		
Streets	6		
Recreation	4		
Rec Center	7	87	
Parks-Forestry	12		
BATS	1	1	
Water-Wastewater	8		

Town of Berthoud
807 Mountain Ave
PO Box 1229
Berthoud, CO 80513-1229
Phone 970.532.2643 Fax 970.532.0640



BILLS SUMMARY APRIL 2024 FINAL

BILLS ALLOWED

TOTAL BILLS	\$ 3,203,250
NET PAYROLL	\$ 313,537

Mayor William Karspeck

Trustee May Albrecht

Trustee Karl Ayers

Trustee Tim Hardy

Trustee Chris Kurtz

Trustee Sean Murphy

Trustee Brett Wing

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
04/24	04/30/2024	430243	Void Check				.00
Total :							.00
1100200400							
40124100							
04/24	04/10/2024	401241	CIGNA	APRIL 2024	11-00-200400	Insurance Payable	42,544.12
40224300							
04/24	04/02/2024	402243	Allstate	APRIL 2024	11-00-200400	Insurance Payable	802.62
40224301							
04/24	04/02/2024	402243	Guardian	APRIL 2024	11-00-200400	Insurance Payable	6,372.41
Total 1100200400:							49,719.15
1100420900							
76209							
04/24	04/17/2024	76209	Schultz, Donald	582837	11-00-4209-00	Restitution	5.00
Total 1100420900:							5.00
1100450100							
76231							
04/24	04/22/2024	76231	Adsit, Alison	582838	11-00-4501-00	Court-Fees	871.73
Total 1100450100:							871.73
1100465500							
76204							
04/24	04/11/2024	76204	Bank of Colorado	SIGN REFU	11-00-4655-00	Sign Deposit	300.00
Total 1100465500:							300.00
1101500914							
76228							
04/24	04/22/2024	76228	Dubois, Brian	04172024	11-01-5009.14	Travel/Training-Administrator	377.66
Total 1101500914:							377.66
1101501001							
76124							
04/24	04/02/2024	76124	Midwest Connect	632755	11-01-5010.01	Office Supplies-General Office	497.28
76137							
04/24	04/02/2024	76137	Xerox Business Solutions	4996495	11-01-5010.01	Office Supplies-General Office	5.44
76222							
04/24	04/18/2024	76222	Quadient Finance USA, Inc	041824	11-01-5010.01	Office Supplies-General Office	1,499.00
76268							
04/24	04/11/2024	76268	Culligan of Cheyenne	58766	11-01-5010.01	Office Supplies-General Office	83.00
76313							
04/24	04/11/2024	76313	Xerox Business Solutions	4976653	11-01-5010.01	Office Supplies-General Office	811.54
76356							
04/24	04/25/2024	76356	Digital Print Resources Inc	21858	11-01-5010.01	Office Supplies-General Office	903.00
76369							
04/24	04/29/2024	76369	Pioneer Press of Greeley	96925	11-01-5010.01	Office Supplies-General Office	260.00
Total 1101501001:							4,059.26

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
1101501003							
75996							
04/24	04/02/2024	75996	Office Depot	Multiple	11-01-5010.03	Office Supplies-Court	829.30
Total 1101501003:							829.30
1101501101							
76163							
04/24	04/04/2024	76163	Voice Exchange (Paragon	60405-45857	11-01-5011.01	Telephone-General Office	43.60
Total 1101501101:							43.60
1101501501							
76324							
04/24	04/24/2024	76324	CIRSA	240980	11-01-5015.01	Insurance	125.00
Total 1101501501:							125.00
1101501707							
76274							
04/24	04/11/2024	76274	Johnson Controls Fire Prot	51796111	11-01-5017.07	Building Maintenance-Town Hall	863.11
76338							
04/24	04/24/2024	76338	Alder Plumbing, Heating &	334351	11-01-5017.07	Building Maintenance-Town Hall	476.71
Total 1101501707:							1,339.82
1101501804							
76283							
04/24	04/11/2024	76283	Prairie Mountain Media	380456	11-01-5018.04	Publications/Legal Notice	137.17
Total 1101501804:							137.17
1101502103							
76278							
04/24	04/11/2024	76278	March, Olive & Sapienza, L	Multiple	11-01-5021.03	Municipal Judge	863.50
Total 1101502103:							863.50
1101502202							
76357							
04/24	04/29/2024	76357	Baldivia, Alan	APRIL24	11-01-5022.02	Election Judge	442.50
76358							
04/24	04/29/2024	76358	Cavins, Dawn	APRIL24	11-01-5022.02	Election Judge	442.50
76360							
04/24	04/29/2024	76360	Ellison, Eric	APRIL24	11-01-5022.02	Election Judge	420.00
76362							
04/24	04/29/2024	76362	Engelhardt, Terry	APRIL24	11-01-5022.02	Election Judge	442.50
76365							
04/24	04/29/2024	76365	Hyde-Bohn, Mary Kay	APRIL24	11-01-5022.02	Election Judge	442.50
Total 1101502202:							2,190.00
1101502302							
76129							
04/24	04/02/2024	76129	Pioneer Press of Greeley	Multiple	11-01-5023.02	Election Supplies	6,819.00
76131							
04/24	04/02/2024	76131	Samora, Christian	03182024	11-01-5023.02	Election Supplies	19.99

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
76296							
04/24	04/11/2024	76296	Clear Ballot Group, Inc	CBG32744	11-01-5023.02	Election Supplies	15,000.00
Total 1101502302:							21,838.99
1101502801							
76114							
04/24	04/02/2024	76114	DataShield	0132956	11-01-5028.01	Records Management	45.00
Total 1101502801:							45.00
1101503800							
76119							
04/24	04/02/2024	76119	Hays Market	MAR24	11-01-5038.00	Administrative Expenses	187.48
76125							
04/24	04/02/2024	76125	Morgan, Theresa	03232024	11-01-5038.00	Administrative Expenses	91.90
76205							
04/24	04/17/2024	76205	Andres, Jeanette	04152024	11-01-5038.00	Administrative Expenses	19.99
76315							
04/24	04/22/2024	76315	Coors, Johanna	04112024	11-01-5038.00	Administrative Expenses	39.95
76361							
04/24	04/29/2024	76361	Employers Council Service	503952	11-01-5038.00	Administrative Expenses	604.87
Total 1101503800:							944.19
1101504003							
76263							
04/24	04/11/2024	76263	Bell Gould Linder & Scott P	37467	11-01-5040.03	Attorney-Municipal Court	1,471.08
Total 1101504003:							1,471.08
1101504004							
76150							
04/24	04/04/2024	76150	Foote Law Firm	398	11-01-5040.04	Attorney-Board Meetings	4,950.00
Total 1101504004:							4,950.00
1101504103							
76269							
04/24	04/11/2024	76269	CyraCom LLC	1026915	11-01-5041.03	Court Expenses	215.00
Total 1101504103:							215.00
1101508907							
76111							
04/24	04/02/2024	76111	C & B Cleaning	Multiple	11-01-5089.07	Janitorial Service & Supplies	6,620.00
Total 1101508907:							6,620.00
1101509501							
76003							
04/24	04/11/2024	76003	Dreadnought Endeavors	DSO-24/000	11-01-5095.01	Computer Maintenance/Replace	259.90
76292							
04/24	04/11/2024	76292	Anchor Network Solutions,	Multiple	11-01-5095.01	Computer Maintenance/Replace	4,231.50
Total 1101509501:							4,491.40

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
1101509601							
76141							
04/24	04/02/2024	76141	Comcast	APRIL24-2	11-01-5096.01	Internet	22.76
Total 1101509601:							22.76
1101524701							
76322							
04/24	04/24/2024	76322	Caselle Inc.	127534	11-01-5247.01	Software-Admin	5,050.00
Total 1101524701:							5,050.00
1101525607							
76236							
04/24	04/25/2024	76236	Digital Print Resources Inc	21859	11-01-5256.07	Clean Up Day	217.50
Total 1101525607:							217.50
1102501004							
76118							
04/24	04/02/2024	76118	FedEx	AB29970120	11-02-5010.04	Office Supplies-Code Enf	292.00
76359							
04/24	04/29/2024	76359	Complete Wireless Technol	105600	11-02-5010.04	Office Supplies-Code Enf	1,823.50
Total 1102501004:							2,115.50
1102503404							
76120							
04/24	04/02/2024	76120	Larimer Humane Society	Multiple	11-02-5034.04	Animal Control	13,064.01
76143							
04/24	04/02/2024	76143	NOCO Humane	1039	11-02-5034.04	Animal Control	4,354.67
Total 1102503404:							17,418.68
1103501101							
76299							
04/24	04/11/2024	76299	Complete Wireless Technol	105461	11-03-5011.01	Telephone	165.00
Total 1103501101:							165.00
1103501202							
76135							
04/24	04/02/2024	76135	XCEL Energy	MARCH24-2	11-03-5012.02	Utilities-Street Lights	185.43
76230							
04/24	04/22/2024	76230	XCEL Energy	Multiple	11-03-5012.02	Utilities-Street Lights	141.01
Total 1103501202:							326.44
1103501207							
76291							
04/24	04/11/2024	76291	AM Signal Inc	M28683	11-03-5012.07	Street Light Repairs	264.88
Total 1103501207:							264.88
1103501406							
76275							
04/24	04/11/2024	76275	Kwik Korner	MARCH24	11-03-5014.06	Gas & Oil	2,426.35

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
Total 1103501406:							2,426.35
1103502106							
76341							
04/24	04/24/2024	76341	BK Tire, Inc.	37064	11-03-5021.06	Light Duty Veh/Equip Maint	511.06
Total 1103502106:							511.06
1103504506							
75995							
04/24	04/02/2024	75995	Cintas First Aid & Safety	Multiple	11-03-5045.06	Shop Operations	387.00
76000							
04/24	04/04/2024	76000	Republic Services	Multiple	11-03-5045.06	Shop Operations	1,393.17
76352							
04/24	04/24/2024	76352	Raynor Door Authority of D	97821	11-03-5045.06	Shop Operations	364.00
Total 1103504506:							2,144.17
1103504704							
76267							
04/24	04/11/2024	76267	Colorado Barricade Co	Multiple	11-03-5047.04	Signs & Signage	13,116.20
Total 1103504704:							13,116.20
1103504802							
76117							
04/24	04/02/2024	76117	Fastenal Company	188098	11-03-5048.02	Safety Equipment	225.00
76306							
04/24	04/11/2024	76306	Safety & Construction Sup	13702	11-03-5048.02	Safety Equipment	2,814.00
Total 1103504802:							3,039.00
1103525106							
76287							
04/24	04/11/2024	76287	University Auto Parts-NAP	Multiple	11-03-5251.06	Tools	921.55
Total 1103525106:							921.55
1104502032							
76281							
04/24	04/11/2024	76281	Northern Colorado Sports	10753	11-04-5020.32	Officials-Youth Volleyball	1,790.00
Total 1104502032:							1,790.00
1104502050							
76302							
04/24	04/11/2024	76302	Northern Colorado Sports	10779	11-04-5020.50	Officials-Soccer	1,945.00
76349							
04/24	04/24/2024	76349	Northern Colorado Sports	10810	11-04-5020.50	Officials-Soccer	2,025.00
Total 1104502050:							3,970.00
1104504602							
76007							
04/24	04/11/2024	76007	Pelkey, Morgan	UNIFORM 4	11-04-5046.02	Uniforms	104.90

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
Total 1104504602:							104.90
1104504608							
76280							
04/24	04/11/2024	76280	MI Sports and Casuals	Multiple	11-04-5046.08	Uniforms-Flag Football	3,925.10
76305							
04/24	04/11/2024	76305	RCX Sports	24938	11-04-5046.08	Uniforms-Flag Football	2,705.00
Total 1104504608:							6,630.10
1104504623							
76220							
04/24	04/18/2024	76220	MI Sports and Casuals	Multiple	11-04-5046.23	Uniforms-Youth Softball	876.40
Total 1104504623:							876.40
1104505601							
76276							
04/24	04/11/2024	76276	Lefthand Printworks	3358	11-04-5056.01	Brochures/Advertising	868.00
76307							
04/24	04/11/2024	76307	Smart Marketing with Easy	5184	11-04-5056.01	Brochures/Advertising	3,925.00
Total 1104505601:							4,793.00
1104505901							
76308							
04/24	04/11/2024	76308	Trusted Coaches	10915	11-04-5059.01	Coach Certification/background	630.00
Total 1104505901:							630.00
1106510606							
76215							
04/24	04/18/2024	76215	Brewhop Trolley	DP2024	11-06-5106.06	Travel-Business Prospecting	600.00
76294							
04/24	04/11/2024	76294	Brewhop Trolley	2024	11-06-5106.06	Travel-Business Prospecting	200.00
Total 1106510606:							800.00
1107501101							
76218							
04/24	04/18/2024	76218	Hilltop Broadband	1489-202404	11-07-5011.01	Telephone	262.33
Total 1107501101:							262.33
1107501209							
76304							
04/24	04/11/2024	76304	Poudre Valley REA	APRIL24	11-07-5012.09	Utilities-facilities/gen parks	1,633.79
Total 1107501209:							1,633.79
1107501309							
76155							
04/24	04/04/2024	76155	Rocky Mountain Truck & Tr	11016	11-07-5013.09	Vehicle Maint-General Park	1,863.99
Total 1107501309:							1,863.99

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
1107504601							
76009							
04/24	04/11/2024	76009	Visger, Dawson	UNIFORM 4-	11-07-5046.01	Uniforms	229.96
76159							
04/24	04/04/2024	76159	Gonzo Screen Printing	10171	11-07-5046.01	Uniforms	264.00
76224							
04/24	04/18/2024	76224	Schurr, Bohdan	UNIFORM 4-	11-07-5046.01	Uniforms	79.00
Total 1107504601:							572.96
1107505709							
76147							
04/24	04/04/2024	76147	Beavers Fish Farm Inc.	3053	11-07-5057.09	Repair/Supplies-General Park	1,200.00
76314							
04/24	04/11/2024	76314	Cardmember Service	MARCH24	11-07-5057.09	Repair/Supplies-General Park	40,757.62
76347							
04/24	04/24/2024	76347	K-D Flags, LLC	31324	11-07-5057.09	Repair/Supplies-General Park	546.85
Total 1107505709:							42,504.47
1107505902							
76310							
04/24	04/11/2024	76310	Vector Disease Control Inte	13955	11-07-5059.02	Insect Control	5,693.66
Total 1107505902:							5,693.66
1107506008							
76312							
04/24	04/11/2024	76312	Wintergreen Corporation	7886784	11-07-5060.08	Seasonal Decorations	630.01
Total 1107506008:							630.01
1108521502							
76154							
04/24	04/04/2024	76154	ProCode, Inc.	355000	11-08-5215.02	Contract Inspections	69,804.75
Total 1108521502:							69,804.75
1110510100							
76162							
04/24	04/04/2024	76162	Ken Garff Ford Greeley	13757	11-10-5101.00	Pickup - Parks & Rec	56,463.00
Total 1110510100:							56,463.00
1110510400							
76232							
04/24	04/23/2024	76232	Little Thompson Water Dist	I-25 MM	11-10-5104.00	I-25 Interchange Aesthetics	8,460.00
Total 1110510400:							8,460.00
1110512800							
76289							
04/24	04/11/2024	76289	Wilson & Company, Inc.	124810	11-10-5128.00	3rd & Massachusetts	7,650.00
Total 1110512800:							7,650.00

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
1110570800							
76127							
04/24	04/02/2024	76127	Ohlson Lavoie Corporation	115299	11-10-5708.00	Town Park Reconstruction	4,687.50
76132							
04/24	04/02/2024	76132	Star Playgrounds	11420D	11-10-5708.00	Town Park Reconstruction	661,778.47
76282							
04/24	04/11/2024	76282	Ohlson Lavoie Corporation	115355	11-10-5708.00	Town Park Reconstruction	800.00
76328							
04/24	04/24/2024	76328	Krische Construction	23047.8	11-10-5708.00	Town Park Reconstruction	555,887.81
76343							
04/24	04/24/2024	76343	Colorado Custom Fire Pits	03212024	11-10-5708.00	Town Park Reconstruction	5,400.50
Total 1110570800:							1,228,554.28
1110571500							
76151							
04/24	04/04/2024	76151	Lingleaf Irrigation	5083	11-10-5715.00	Irrigation Map	3,000.00
Total 1110571500:							3,000.00
1110572500							
76321							
04/24	04/24/2024	76321	Baseline Engineering Corp.	Multiple	11-10-5725.00	Parking Lot Pavement Design	29,374.50
Total 1110572500:							29,374.50
1111502301							
76348							
04/24	04/24/2024	76348	Lefthand Printworks	3391	11-11-5023.01	Historic Pres. Support	3,175.00
Total 1111502301:							3,175.00
1111518603							
76153							
04/24	04/04/2024	76153	Plan Tools LLC	24-10	11-11-5186.03	Development Code Updates	3,957.83
Total 1111518603:							3,957.83
1111518902							
76214							
04/24	04/18/2024	76214	Baseline Engineering Corp.	MARCH 202	11-11-5189.02	DEVELOPMENT REVIEW	34,193.00
76264							
04/24	04/11/2024	76264	Berthoud Weekly Surveyor	38909	11-11-5189.02	DEVELOPMENT REVIEW	534.82
Total 1111518902:							34,727.82
1112450100							
76233							
04/24	04/24/2024	76233	Tierra Development	LEASE DEP	11-12-4501-00	Lease-Triton Communities	250.00
Total 1112450100:							250.00
1112501201							
76227							
04/24	04/18/2024	76227	XCEL Energy	873061049	11-12-5012.01	Utilities	123.05

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
Total 1112501201:							123.05
1112501702							
76297							
04/24	04/11/2024	76297	Clear Shine Window Cleani	14156	11-12-5017.02	Building Maintenance-Maint	30.00
Total 1112501702:							30.00
1112502501							
76293							
04/24	04/11/2024	76293	Anthem Structural Enginee	24-262	11-12-5025.01	Design Redevelopment OTH	642.72
Total 1112502501:							642.72
1112503901							
76138							
04/24	04/02/2024	76138	Berthoud Village Shopping	APRIL24	11-12-5039.01	HOA Fees	4,167.74
Total 1112503901:							4,167.74
1113500901							
76004							
04/24	04/11/2024	76004	Horvath, Stephanie	CML 2024	11-13-5009.01	Education/Travel-Community	295.00
Total 1113500901:							295.00
1113502001							
76144							
04/24	04/02/2024	76144	Picture This Creative Servi	241-R-0013	11-13-5020.01	Prof Services-Community	300.00
Total 1113502001:							300.00
1113524701							
76327							
04/24	04/24/2024	76327	Insight Public Sector, Inc.	0227150195	11-13-5247.01	Software-Community Outreach	84.33
Total 1113524701:							84.33
1115515000							
76206							
04/24	04/17/2024	76206	Elish, Walt	98125	11-15-5150.00	Shop Local - Chamber	96.53
76355							
04/24	04/24/2024	76355	Elish, Walt	25335	11-15-5150.00	Shop Local - Chamber	75.00
Total 1115515000:							171.53
2000504002							
76371							
04/24	04/29/2024	76371	Vranesh & Raisch	Multiple	20-00-5040.02	Attorney Fees	19,554.14
Total 2000504002:							19,554.14
2000510402							
76329							
04/24	04/24/2024	76329	Leonard Rice Engineers In	25973	20-00-5104.02	Water Resource Master Plan	12,318.75

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
Total 2000510402:							12,318.75
2000520802							
76284							
04/24	04/11/2024	76284	Providence Infrastructure C	18	20-00-5208.02	Raw Line Maintenance	6,183.29
76326							
04/24	04/24/2024	76326	Gopher Excavation Inc	06-2389	20-00-5208.02	Raw Line Maintenance	88,470.75
Total 2000520802:							94,654.04
2100441000							
75756							
04/24	04/02/2024	75756	LIVINGSTON, JANE S.	11434.2	21-00-4410-00	Sale of Water	38.78
75757							
04/24	04/02/2024	75757	CB Signature Homes LLC	Multiple	21-00-4410-00	Sale of Water	370.23
75758							
04/24	04/09/2024	75758	RAFFERTY, BRANDON J	10158.2	21-00-4410-00	Sale of Water	223.70
75759							
04/24	04/09/2024	75759	TOLL BROTHERS	Multiple	21-00-4410-00	Sale of Water	917.75
76164							
04/24	04/10/2024	76164	POLL, MARK A	0488.2	21-00-4410-00	Sale of Water	122.00
76165							
04/24	04/17/2024	76165	JOYCE, DAVID & SUSAN	11789.2	21-00-4410-00	Sale of Water	11.71
76166							
04/24	04/17/2024	76166	HOWE, CATHERINE	2203.3	21-00-4410-00	Sale of Water	100.10
76168							
04/24	04/23/2024	76168	WRIGHT, JUDITH G	9387.2	21-00-4410-00	Sale of Water	92.57
76169							
04/24	04/30/2024	76169	ECI Site Construction Man	HM0877	21-00-4410-00	Sale of Water	2,500.00
Total 2100441000:							4,376.84
2100501101							
76142							
04/24	04/02/2024	76142	Hilltop Broadband	APRIL24	21-00-5011.01	Telephone	196.70
76216							
04/24	04/18/2024	76216	Comcast	APRIL 2024	21-00-5011.01	Telephone	435.90
Total 2100501101:							632.60
2100501203							
76134							
04/24	04/02/2024	76134	XCEL Energy	MARCH2023	21-00-5012.03	Utilities-Treatment	9,892.54
76372							
04/24	04/29/2024	76372	XCEL Energy	APRIL24	21-00-5012.03	Utilities-Treatment	9,843.22
Total 2100501203:							19,735.76
2100501301							
76152							
04/24	04/04/2024	76152	Mainstreet Car Care & Qui	57794	21-00-5013.01	Vehicle Maintenance	156.04
Total 2100501301:							156.04
2100504004							

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
76330							
04/24	04/24/2024	76330	Maynes Bradford Shipp's &	MARCH24	21-00-5040.04	Attorney	13,660.65
Total 2100504004:							13,660.65
2100504802							
75998							
04/24	04/04/2024	75998	Cintas First Aid & Safety	Multiple	21-00-5048.02	Safety Equipment	396.00
Total 2100504802:							396.00
2100505702							
76128							
04/24	04/02/2024	76128	Paratex Weed Control Inc.	Multiple	21-00-5057.02	Repair, Maint, Supp Dist	2,206.00
Total 2100505702:							2,206.00
2100505703							
76272							
04/24	04/11/2024	76272	Grainger	Multiple	21-00-5057.03	Repair, Maint, Supp Treat	247.44
76286							
04/24	04/11/2024	76286	UNCC	224030165	21-00-5057.03	Repair, Maint, Supp Treat	541.80
76295							
04/24	04/11/2024	76295	CDM Smith	90199364	21-00-5057.03	Repair, Maint, Supp Treat	207.75
76301							
04/24	04/11/2024	76301	LockTech	Multiple	21-00-5057.03	Repair, Maint, Supp Treat	689.28
76363							
04/24	04/29/2024	76363	Hach Co.	Multiple	21-00-5057.03	Repair, Maint, Supp Treat	10,718.96
Total 2100505703:							12,405.23
2100510802							
76266							
04/24	04/11/2024	76266	Colorado Analytical Labs, I	Multiple	21-00-5108.02	Lab Testing	3,372.11
Total 2100510802:							3,372.11
2100510905							
76113							
04/24	04/02/2024	76113	Dana Kepner	Multiple	21-00-5109.05	Meters-new	15,081.75
Total 2100510905:							15,081.75
2100512401							
76303							
04/24	04/11/2024	76303	Northern Water	12394-RS	21-00-5124.01	Water Assessments	35,116.71
76350							
04/24	04/24/2024	76350	Northern Water	5824	21-00-5124.01	Water Assessments	2,680.00
Total 2100512401:							37,796.71
2100527702							
76300							
04/24	04/11/2024	76300	Gopher Excavation Inc	06-2450	21-00-5277.02	Distribution System Improve	48,746.12
Total 2100527702:							48,746.12

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
2300441000							
76167							
04/24	04/22/2024	76167	BANTNER, RUTH & MOR	217.3	23-00-4410-00	Wastewater Charges	43.38
Total 2300441000:							43.38
2300501004							
76368							
04/24	04/29/2024	76368	Office Depot	Multiple	23-00-5010.04	Office Supplies	364.78
Total 2300501004:							364.78
2300501101							
76110							
04/24	04/02/2024	76110	AT&T Mobility	MAR24	23-00-5011.01	Telephone-Main Plant	711.64
76139							
04/24	04/02/2024	76139	CenturyLink	APRIL24	23-00-5011.01	Telephone-Main Plant	415.81
76140							
04/24	04/02/2024	76140	Comcast	APRIL24	23-00-5011.01	Telephone-Main Plant	1,643.12
Total 2300501101:							2,770.57
2300501201							
76130							
04/24	04/02/2024	76130	Poudre Valley REA	MAR24-3	23-00-5012.01	Utilities-Main Plant	16,255.77
76219							
04/24	04/18/2024	76219	Little Thompson Water Dist	Multiple	23-00-5012.01	Utilities-Main Plant	193.00
76221							
04/24	04/18/2024	76221	Poudre Valley REA	APRIL 2024	23-00-5012.01	Utilities-Main Plant	298.91
76290							
04/24	04/11/2024	76290	XCEL Energy	MARCH24	23-00-5012.01	Utilities-Main Plant	9,025.93
76354							
04/24	04/24/2024	76354	AGFINITY INC	Multiple	23-00-5012.01	Utilities-Main Plant	8,645.30
76370							
04/24	04/29/2024	76370	Poudre Valley REA	APRIL2024	23-00-5012.01	Utilities-Main Plant	5,981.55
Total 2300501201:							40,400.46
2300501202							
76136							
04/24	04/02/2024	76136	XCEL Energy	MARCH2024	23-00-5012.02	Utilities-Regional	1,458.14
Total 2300501202:							1,458.14
2300501203							
76277							
04/24	04/11/2024	76277	Little Thompson Water Dist	MARCH24-2	23-00-5012.03	Utilities	1,803.08
Total 2300501203:							1,803.08
2300502004							
76325							
04/24	04/24/2024	76325	GEI Consultants Inc.	Multiple	23-00-5020.04	Professional Fees	16,750.76
Total 2300502004:							16,750.76

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
2300505701							
76331							
04/24	04/24/2024	76331	MTech Mechanical	Multiple	23-00-5057.01	Repair, Maint. & Supplies-Main	8,848.40
76367							
04/24	04/29/2024	76367	Mathias Lock and Key	3085595	23-00-5057.01	Repair, Maint. & Supplies-Main	2,135.68
Total 2300505701:							10,984.08
2300506001							
76109							
04/24	04/02/2024	76109	Aries Chemical	108221	23-00-5060.01	Chemicals-Main Plant	10,860.00
76339							
04/24	04/24/2024	76339	Aries Chemical	108368	23-00-5060.01	Chemicals-Main Plant	16,265.00
Total 2300506001:							27,125.00
2300506002							
76335							
04/24	04/24/2024	76335	Treatment Technology	191233	23-00-5060.02	Chemicals-Regional	7,928.98
Total 2300506002:							7,928.98
2300511401							
76115							
04/24	04/02/2024	76115	Denali Water Solutions	764570	23-00-5114.01	Sludge Hauling-Main Plant	1,771.95
76271							
04/24	04/11/2024	76271	Denali Water Solutions	766757	23-00-5114.01	Sludge Hauling-Main Plant	2,381.95
76345							
04/24	04/24/2024	76345	Denali Water Solutions	Multiple	23-00-5114.01	Sludge Hauling-Main Plant	3,509.66
Total 2300511401:							7,663.56
2300511402							
76122							
04/24	04/02/2024	76122	McDonald Farms	Multiple	23-00-5114.02	Sludge Hauling-Regional	3,335.50
76279							
04/24	04/11/2024	76279	McDonald Farms	Multiple	23-00-5114.02	Sludge Hauling-Regional	7,877.00
Total 2300511402:							11,212.50
2300513803							
76333							
04/24	04/24/2024	76333	Ramey Environmental	Multiple	23-00-5138.03	T.V. Lines/Line Cleaning	98,046.50
Total 2300513803:							98,046.50
2300521405							
41523300							
04/24	04/04/2024	415233	Caselle Inc.	APRIL 2024	23-00-5214.05	Computer Maint/Replacement	1,866.00
Total 2300521405:							1,866.00
2300527404							
75997							
04/24	04/02/2024	75997	UMB BANK	BTH2 2024 1	23-00-5274.04	Waste Water 2012 Bonds	160,175.00

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
Total 2300527404:							160,175.00
2400501900							
43024309							
04/24	04/30/2024	430243	Alfa Construction LLC	APRIL 2024	24-00-5019.00	ALFA Line Reimbursement	8,250.00
Total 2400501900:							8,250.00
2400527100							
76223							
04/24	04/18/2024	76223	Roberts Excavation	Multiple	24-00-5271.00	1st Street Sewer Upgrade	158,254.26
76366							
04/24	04/29/2024	76366	Kimley-Horn and Associate	196724000-0	24-00-5271.00	1st Street Sewer Upgrade	18,139.60
Total 2400527100:							176,393.86
2400527300							
76334							
04/24	04/24/2024	76334	TETRA TECH, INC.	52196697	24-00-5273.00	WW Master Plan	61,742.00
Total 2400527300:							61,742.00
3400504601							
76005							
04/24	04/11/2024	76005	Koons, Brandon	UNIFORM 4-	34-00-5046.01	Uniforms	68.04
76006							
04/24	04/11/2024	76006	Parker, Tyler	UNIFORM 4-	34-00-5046.01	Uniforms	49.98
76203							
04/24	04/11/2024	76203	Miller, Austin	UNIFORM 4-	34-00-5046.01	Uniforms	299.04
76207							
04/24	04/17/2024	76207	Koons, Brandon	UNIFORM 3-	34-00-5046.01	Uniforms	110.66
76229							
04/24	04/22/2024	76229	Parker, Tyler	UNIFORM 4-	34-00-5046.01	Uniforms	200.00
Total 3400504601:							727.72
3400507202							
76346							
04/24	04/24/2024	76346	Jones Excavating & Plumbi	5383	34-00-5072.02	Tree Maint.-Parks	250.00
Total 3400507202:							250.00
3400507602							
76212							
04/24	04/18/2024	76212	Alphagraphics	112178	34-00-5076.02	Educational Materials	596.66
Total 3400507602:							596.66
3600430600							
76256							
04/24	04/30/2024	76256	Larimer County Sales Tax	APRIL 2024	36-00-4306-00	County Open Space Revenue	40,860.39
Total 3600430600:							40,860.39
3600502000							

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
76336							
04/24	04/24/2024	76336	Wenk Associates, Inc.	Multiple	36-00-5020.00	Professional Fees	2,452.38
Total 3600502000:							2,452.38
3600526800							
76344							
04/24	04/24/2024	76344	Colorado Portables	115393	36-00-5268.00	Berthoud Reservoir park Maint	250.00
Total 3600526800:							250.00
3700504602							
75999							
04/24	04/04/2024	75999	Pickard, Sam	UNIFORM 4-	37-00-5046.02	Uniforms	129.98
Total 3700504602:							129.98
3900511402							
43024301							
04/24	04/30/2024	430243	WEX BANK	APRIL 2024	39-00-5114.02	Gas & Oil	3,060.53
Total 3900511402:							3,060.53
4000511400							
76157							
04/24	04/04/2024	76157	Wilson Williams Fellman Di	564	40-00-5114.00	Spartan Design and Crossing	98.00
76273							
04/24	04/11/2024	76273	HDR Engineering	1200609873	40-00-5114.00	Spartan Design and Crossing	4,271.00
Total 4000511400:							4,369.00
4100528100							
76211							
04/24	04/17/2024	76211	Wildfire Arts Center	2024A	41-00-5281.00	Wildfire Arts provider	70,000.00
76288							
04/24	04/11/2024	76288	Wildfire Arts Center	2024	41-00-5281.00	Wildfire Arts provider	.00
Total 4100528100:							70,000.00
5100461000							
76254							
04/24	04/30/2024	76254	Town of Johnstown	APRIL 2024	51-00-4610-00	Sales Tax Revenue	7,247.92
Total 5100461000:							7,247.92
5100503800							
76210							
04/24	04/17/2024	76210	Sipes, Beth	49	51-00-5038.00	Sidewalk Improvements	2,215.00
Total 5100503800:							2,215.00
5100524400							
76309							
04/24	04/11/2024	76309	Upham, Tim	04092024	51-00-5244.00	I-25 Design	52,500.00
76340							
04/24	04/24/2024	76340	BHA Design, Inc.	2203-18	51-00-5244.00	I-25 Design	1,137.50

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
Total 5100524400:							53,637.50
5201500801							
76146							
04/24	04/04/2024	76146	American DataBank LLC	2403294	52-01-5008.01	Background/Physicals	44.00
Total 5201500801:							44.00
5201501201							
76337							
04/24	04/24/2024	76337	XCEL Energy	MAR24	52-01-5012.01	Utilities	11,942.76
Total 5201501201:							11,942.76
5201502004							
76145							
04/24	04/02/2024	76145	Xerox Business Solutions	4989063	52-01-5020.04	Purchased Services	26.90
76160							
04/24	04/04/2024	76160	Hilltop Broadband	4872-202404	52-01-5020.04	Purchased Services	392.11
Total 5201502004:							419.01
5201504601							
76208							
04/24	04/17/2024	76208	Schaefer, Nate	UNIFORM 4-	52-01-5046.01	Uniforms	151.91
Total 5201504601:							151.91
5201505404							
76008							
04/24	04/11/2024	76008	Republic Services	Multiple	52-01-5054.04	Trash Service	902.19
Total 5201505404:							902.19
5201505601							
76332							
04/24	04/24/2024	76332	Pioneer Press of Greeley	96603	52-01-5056.01	Brochures/Advertising/Printing	911.00
Total 5201505601:							911.00
5201524701							
76270							
04/24	04/11/2024	76270	DaySmart Recreation	01176884	52-01-5247.01	Computer Software	1,668.24
Total 5201524701:							1,668.24
5203501701							
76161							
04/24	04/04/2024	76161	Holbrook Service	F-44395	52-03-5017.01	Building Maintenance/Repair	2,494.05
Total 5203501701:							2,494.05
5203510201							
76156							
04/24	04/04/2024	76156	Western Paper Distributors	4822732	52-03-5102.01	Supplies/Equipment	212.53

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
76364							
04/24	04/29/2024	76364	HD Supply formerly Home	Multiple	52-03-5102.01	Supplies/Equipment	950.20
Total 5203510201:							1,162.73
5204505045							
76342							
04/24	04/24/2024	76342	Candlelight Dinner Playhou	95147856	52-04-5050.45	Equipment-Senior Travel	871.20
Total 5204505045:							871.20
5205506001							
76133							
04/24	04/02/2024	76133	The Aqueous Solution, Inc	15114	52-05-5060.01	Chemicals	440.10
76285							
04/24	04/11/2024	76285	The Aqueous Solution, Inc	14913	52-05-5060.01	Chemicals	69.11
76323							
04/24	04/24/2024	76323	CEM Sales & Service	Multiple	52-05-5060.01	Chemicals	2,500.53
76353							
04/24	04/24/2024	76353	The Aqueous Solution, Inc	Multiple	52-05-5060.01	Chemicals	1,518.71
Total 5205506001:							4,528.45
5205510201							
76213							
04/24	04/18/2024	76213	Associated Supply Compa	Multiple	52-05-5102.01	Supplies/Equipment	165.93
Total 5205510201:							165.93
5206502004							
76311							
04/24	04/11/2024	76311	Wellbeats	81821	52-06-5020.04	Purchased Services	249.00
Total 5206502004:							249.00
5207502004							
76112							
04/24	04/02/2024	76112	Crest Robotics and Compu	2258	52-07-5020.04	Purchased Services	655.20
76265							
04/24	04/11/2024	76265	Choose Well Nutrition, LLC	MARCH24	52-07-5020.04	Purchased Services	126.00
Total 5207502004:							781.20
5209504832							
76126							
04/24	04/02/2024	76126	NVAA	120	52-09-5048.32	Team Fees-Youth Volleyball	1,680.00
Total 5209504832:							1,680.00
5209505032							
76123							
04/24	04/02/2024	76123	MI Sports and Casuals	1031041	52-09-5050.32	Equipment-Youth Volleyball	1,058.85
Total 5209505032:							1,058.85
5235525400							

GL Period	Check Issue Date	Check Number	Payee	Invoice Number	Invoice GL Account	Invoice GL Account Title	Check Amount
76226							
04/24	04/18/2024	76226	UMB BANK	BTHO 06/01/	52-35-5254.00	COP Payment	384,000.00
Total 5235525400:							384,000.00
5235525500							
76225							
04/24	04/18/2024	76225	UMB BANK	972664	52-35-5255.00	COP Fee	2,000.00
Total 5235525500:							2,000.00
5240570100							
76148							
04/24	04/04/2024	76148	Blood Hound	Multiple	52-40-5701.00	Waggener Farm Park maint	1,470.00
Total 5240570100:							1,470.00
5240570200							
76116							
04/24	04/02/2024	76116	Diamond Enterprise Fencin	1315	52-40-5702.00	Berthoud Bike Park maint	1,290.81
76121							
04/24	04/02/2024	76121	Loveland Ready-Mix Concr	24-3494	52-40-5702.00	Berthoud Bike Park maint	595.00
76149							
04/24	04/04/2024	76149	Colorado Materials Inc	160038	52-40-5702.00	Berthoud Bike Park maint	1,078.75
76158							
04/24	04/04/2024	76158	Colorado Portables	114675	52-40-5702.00	Berthoud Bike Park maint	600.00
76217							
04/24	04/18/2024	76217	G & S Solutions	Multiple	52-40-5702.00	Berthoud Bike Park maint	1,232.73
76298							
04/24	04/11/2024	76298	Colorado Portables	110484	52-40-5702.00	Berthoud Bike Park maint	660.00
76351							
04/24	04/24/2024	76351	Quick Colorado Inc.	BCS167795	52-40-5702.00	Berthoud Bike Park maint	2,260.20
Total 5240570200:							7,717.49
Grand Totals:							3,203,249.58

APRIL 2024

Beginning and ending fund balances are not included in YTD and TOTAL Budget columns.

GENERAL FUND

REVENUE

PERCENTAGE

YTD ACTUAL vs

YTD BUDGET

	CURRENT MONTH		YTD ACTUAL		YTD BUDGET		TOTAL 2023 BUDGET		PERCENTAGE
TAXES	\$ 843,172.47	\$	2,525,949.63	\$	2,953,450.00	\$	8,860,350.00		85.5%
LICENSES & PERMITS	\$ 44,506.55	\$	93,320.02	\$	79,900.00	\$	239,700.00		116.8%
INTERGOVERNMENTAL REVENUE	\$ 93,556.52	\$	171,511.00	\$	172,028.00	\$	516,084.00		99.7%
FINES	\$ 4,190.00	\$	12,255.00	\$	7,000.00	\$	21,000.00		175.1%
MISCELLANEOUS	\$ 303,901.44	\$	1,260,833.30	\$	641,333.33	\$	1,924,000.00		196.6%
TRANSFERS	\$ 29,818.66	\$	120,380.71	\$	119,432.67	\$	358,298.00		100.8%
PROPERTY SALES & DONATIONS & INS CLAIM	\$ -	\$	-	\$	-	\$	-		0.0%
RECREATION	\$ 35,114.80	\$	105,961.70	\$	55,133.33	\$	165,400.00		192.2%
PARKS	\$ 1,950.00	\$	3,536.00	\$	2,566.67	\$	7,700.00		137.8%
LEASE REVENUE	\$ 8,066.06	\$	32,020.92	\$	22,816.67	\$	68,450.00		140.3%
TOTAL REVENUE GENERAL FUND	\$ 1,364,276.50	\$	4,325,768.28	\$	4,053,660.67	\$	12,160,982.00		106.7%

ADMINISTRATION**PERCENTAGE****YTD ACTUAL vs**

EXPENDITURES	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
ADMIN SALARIES/TAXES/BENEFITS	\$ 124,846.99	\$ 498,923.46	\$ 531,483.33	\$ 1,594,450.00	93.9%
GENERAL OFFICE OTHER	\$ 37,080.53	\$ 342,896.26	\$ 256,751.67	\$ 770,255.00	133.6%
ELECTIONS	\$ 17,721.00	\$ 38,209.89	\$ 21,833.33	\$ 65,500.00	0.0%
MUNICIPAL COURT	\$ 3,792.85	\$ 13,177.98	\$ 18,933.33	\$ 56,800.00	69.6%
BOARD & BOARD MEETINGS	\$ 9,568.51	\$ 26,193.25	\$ 30,033.33	\$ 90,100.00	87.2%
FINANCE	\$ 345.00	\$ 3,908.51	\$ 6,666.67	\$ 20,000.00	58.6%
BUILDING MAINTENANCE	\$ 2,996.84	\$ 15,680.26	\$ 23,333.33	\$ 70,000.00	67.2%
COMMUNITY SUPPORT	\$ 217.50	\$ 25,140.09	\$ 34,000.00	\$ 102,000.00	73.9%
TRANSFERS	\$ 1,666.67	\$ 6,666.68	\$ 6,666.67	\$ 20,000.00	100.0%
TOTAL ADMIN EXPENDITURES	\$ 198,235.89	\$ 970,796.38	\$ 929,701.67	\$ 2,789,105.00	104.4%

PUBLIC SAFETY DEPARTMENT**PERCENTAGE****YTD ACTUAL vs**

EXPENDITURES	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
CODE ENFORCEMENT (INCLUDES SALARY)	\$ 12,060.69	\$ 33,879.64	\$ 61,957.67	\$ 185,873.00	54.7%
LSCO ADMIN SUPPLIES	\$ 35.28	\$ 60.27	\$ 500.00	\$ 1,500.00	12.1%
ANIMAL CONTROL	\$ 4,354.67	\$ 17,418.68	\$ 19,333.33	\$ 58,000.00	90.1%
TRAFFIC CONTROL/PEDESTRIAN SAFETY	\$ -	\$ -	\$ 333.33	\$ 1,000.00	0.0%
DRUG EDUCATION/PUBLIC EVENTS	\$ -	\$ 350.20	\$ 7,333.33	\$ 22,000.00	4.8%
LARIMER COUNTY SHERIFF	\$ 617,143.00	\$ 617,143.00	\$ 823,333.33	\$ 2,470,000.00	75.0%
TOTAL PUBLIC SAFETY EXPENDITURES	\$ 633,593.64	\$ 668,851.79	\$ 912,791.00	\$ 2,738,373.00	73.3%

STREETS DEPARTMENT**PERCENTAGE****YTD ACTUAL vs**

EXPENDITURES	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
SALARIES/TAXES/BENEFITS	\$ 42,389.47	\$ 161,592.42	\$ 217,937.67	\$ 653,813.00	74.1%
ADMINISTRATION OTHER	\$ 3,243.20	\$ 6,066.46	\$ 9,633.33	\$ 28,900.00	63.0%
STREET REPAIR/MAINTENANCE	\$ 19,196.69	\$ 67,697.67	\$ 90,000.00	\$ 270,000.00	75.2%
CONTRACT SERVICES	\$ 2,424.25	\$ 12,765.75	\$ 16,666.67	\$ 50,000.00	76.6%
SIGNAGE	\$ 819.85	\$ 19,251.05	\$ 13,333.33	\$ 40,000.00	144.4%
SNOW REMOVAL	\$ -	\$ -	\$ 21,666.67	\$ 65,000.00	0.0%
SHOP & VEHICLE MAINTENANCE	\$ 9,885.68	\$ 42,174.80	\$ 45,333.33	\$ 136,000.00	93.0%
TOTAL STREETS EXPENDITURES	\$ 77,959.14	\$ 309,548.15	\$ 414,571.00	\$ 1,243,713.00	74.7%

RECREATION DEPARTMENT

EXPENDITURES						<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>		<u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
ADMIN SALARIES/TAXES/BENEFITS	\$ 20,397.82	\$ 88,086.19	\$ 93,215.67	\$ 279,647.00		94.5%
ADMINISTRATION (SUPPLIES, CONCESSIONS)	\$ 6,167.98	\$ 11,283.30	\$ 21,143.33	\$ 63,430.00		53.4%
FLAG FOOTBALL	\$ 4,234.82	\$ 9,565.30	\$ 5,173.33	\$ 15,520.00		184.9%
TRACK	\$ -	\$ 44.30	\$ 2,103.33	\$ 6,310.00		2.1%
TENNIS	\$ -	\$ -	\$ 1,946.67	\$ 5,840.00		0.0%
ADULT SOFTBALL	\$ -	\$ -	\$ 1,883.33	\$ 5,650.00		0.0%
YOUTH BASEBALL	\$ 25.96	\$ 204.85	\$ 6,950.00	\$ 20,850.00		2.9%
YOUTH SOFTBALL	\$ 833.50	\$ 1,038.34	\$ 4,003.33	\$ 12,010.00		25.9%
ADULT KICKBALL	\$ 298.32	\$ 298.32	\$ 1,420.00	\$ 4,260.00		21.0%
ADULT SOCCER	\$ 38.88	\$ 169.44	\$ 1,500.00	\$ 4,500.00		11.3%
SOCCER	\$ 1,678.15	\$ 5,509.27	\$ 7,866.67	\$ 23,600.00		70.0%
CAMPS/TOURNAMENTS	\$ -	\$ 73.64	\$ 3,346.67	\$ 10,040.00		2.2%
ADDITIONAL PROGRAMS	\$ -	\$ -	\$ 2,133.33	\$ 6,400.00		0.0%
TOTAL RECREATION EXPENDITURES	\$ 33,675.43	\$ 116,272.95	\$ 152,685.67	\$ 458,057.00		76.2%

PARKS DEPARTMENT

EXPENDITURES						<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>		<u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
SALARIES/TAXES/BENEFITS	\$ 41,191.33	\$ 165,571.75	\$ 246,094.33	\$ 738,283.00		67.3%
ADMINISTRATION OTHER	\$ 1,874.31	\$ 6,826.92	\$ 10,000.00	\$ 30,000.00		68.3%
INSECT CONTROL	\$ 5,693.66	\$ 10,678.31	\$ 15,000.00	\$ 45,000.00		71.2%
FACILITIES MAINTENANCE	\$ 1,427.58	\$ 5,330.85	\$ 14,666.67	\$ 44,000.00		36.3%
TURF/BALLFIELDS	\$ 1,010.94	\$ 11,170.20	\$ 47,833.33	\$ 143,500.00		23.4%
GENERAL PARKS	\$ 6,286.14	\$ 33,289.22	\$ 38,666.67	\$ 116,000.00		86.1%
FLEET MAINTENANCE	\$ 1,360.32	\$ 2,229.05	\$ 10,666.67	\$ 32,000.00		20.9%
SEASONAL DECORATIONS/BANNERS	\$ 630.01	\$ 2,900.28	\$ 5,666.67	\$ 17,000.00		51.2%
TRANSFER TO FORESTRY	\$ 41,666.67	\$ 166,666.68	\$ 166,666.67	\$ 500,000.00		100.0%
TOTAL PARKS EXPENDITURES	\$ 101,140.96	\$ 404,663.26	\$ 555,261.00	\$ 1,665,783.00		72.9%

ECONOMIC DEVELOPMENT**PERCENTAGE****YTD ACTUAL vs**

<u>EXPENDITURES</u>	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
SALARIES/TAXES/BENEFITS	\$ 13,510.23	\$ 53,430.83	\$ 59,700.33	\$ 179,101.00	89.5%
ADMINISTRATION OTHER	\$ 190.82	\$ 16,562.98	\$ 12,515.00	\$ 37,545.00	132.3%
BUSINESS DEVELOPMENT/MARKETING	\$ 1,774.18	\$ 17,387.31	\$ 36,208.33	\$ 108,625.00	48.0%
GRANTS - MARKET STUDY & FAÇADE/SIGN	\$ 2,000.00	\$ 2,000.00	\$ 16,000.00	\$ 48,000.00	12.5%
TOTAL ECONOMIC DEV EXPENDITURES	\$ 17,475.23	\$ 89,381.12	\$ 124,423.67	\$ 373,271.00	71.8%

BUILDING DEPARTMENT**PERCENTAGE****YTD ACTUAL vs**

<u>EXPENDITURES</u>	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
SALARIES/TAXES/BENEFITS	\$ 15,443.80	\$ 50,680.26	\$ 83,691.67	\$ 251,075.00	60.6%
ADMINISTRATION OTHER	\$ 249.12	\$ 1,317.47	\$ 7,645.00	\$ 22,935.00	17.2%
INSPECTIONS	\$ 55,270.88	\$ 276,500.41	\$ 146,666.67	\$ 440,000.00	188.5%
TOTAL BUILDING DEPARMENT EXPENDITURES	\$ 70,963.80	\$ 328,498.14	\$ 238,003.33	\$ 714,010.00	138.0%

PLANNING DEPARTMENT**PERCENTAGE****YTD ACTUAL vs**

<u>EXPENDITURES</u>	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
SALARIES/TAXES/BENEFITS	\$ 23,784.88	\$ 100,580.91	\$ 99,622.67	\$ 298,868.00	101.0%
ADMINISTRATION OTHER	\$ 310.90	\$ 3,565.76	\$ 7,945.00	\$ 23,835.00	44.9%
COMMISSION SUPPORT	\$ 3,285.00	\$ 3,570.00	\$ 3,833.33	\$ 11,500.00	93.1%
DEVELOPMENT REVIEW	\$ 50,834.94	\$ 208,971.99	\$ 40,000.00	\$ 120,000.00	0.0%
COMPREHENSIVE PLANNING	\$ 967.00	\$ 20,564.90	\$ 64,000.00	\$ 192,000.00	32.1%
TOTAL PLANNING DEPARTMENT EXPENDITURES	\$ 79,182.72	\$ 337,253.56	\$ 215,401.00	\$ 646,203.00	156.6%

ENGINEERING**PERCENTAGE****YTD ACTUAL vs**

<u>EXPENDITURES</u>	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
SALARIES/TAXES/BENEFITS	\$ -	\$ -	\$ 95,823.67	\$ 287,471.00	0.0%
ADMINISTRATION OTHER	\$ -	\$ -	\$ 4,130.00	\$ 12,390.00	0.0%
TOTAL ENGINEERING EXPENDITURES	\$ -	\$ -	\$ 99,953.67	\$ 299,861.00	0.0%

COMMUNITY OUTREACH

EXPENDITURES					<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
SALARIES/TAXES/BENEFITS	\$ 7,381.57	\$ 28,766.64	\$ 31,880.67	\$ 95,642.00	90.2%
ADMINISTRATION OTHER	\$ 350.27	\$ 735.79	\$ 2,981.67	\$ 8,945.00	24.7%
COMMUNITY SUPPORT	\$ 858.00	\$ 2,593.62	\$ 10,500.00	\$ 31,500.00	24.7%
TOTAL COMMUNITY OUTREACH EXPENDITURES	\$ 8,589.84	\$ 32,096.05	\$ 45,362.33	\$ 136,087.00	70.8%

TOWN HALL-MOUNTAIN AVE

EXPENDITURES					<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
INSURANCE AND TAXES	\$ -	\$ -	\$ 12,333.33	\$ 37,000.00	0.0%
BUILDING MAINTENANCE	\$ 1,049.81	\$ 4,469.88	\$ 3,033.33	\$ 9,100.00	147.4%
BUILDING REPAIRS	\$ -	\$ 190.00	\$ -	\$ -	0.0%
ELEVATOR MAINTENANCE	\$ -	\$ -	\$ 1,500.00	\$ 4,500.00	0.0%
HOA FEES	\$ 4,167.74	\$ 17,550.47	\$ 16,000.00	\$ 48,000.00	0.0%
DESIGN	\$ 942.92	\$ 942.92	\$ -	\$ -	0.0%
TOTAL MOUNTAIN AVE EXPENDITURES	\$ 6,160.47	\$ 23,153.27	\$ 32,866.67	\$ 98,600.00	70.4%

					<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
TOTAL G.F.C.I. EXPENDITURES	\$ 897,345.88	\$ 3,145,808.96	\$ 93,333.33	\$ 280,000.00	3370.5%
TOTAL CONTRIBUTION EXPENDITURES	\$ 5,297.39	\$ 82,457.54	\$ 20,133.33	\$ 60,400.00	409.6%
TOTAL EXPENDITURES GENERAL FUND	\$ 2,129,620.39	\$ 6,508,781.17	\$ 3,834,487.66	\$ 11,503,463.00	
TOTAL REVENUE OVER EXPENDITURES	\$ (765,343.89)	\$ (2,183,012.89)	\$ 219,173.01	\$ 657,519.00	

WATER FUND**SOURCE OF SUPPLY****PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL SOURCE OF SUPPLY REVENUE	\$ 232,813.04	\$ 1,239,058.87	\$ 1,020,416.67	\$ 3,061,250.00	121.4%
TOTAL SOURCE OF SUPPLY EXPENDITURES	\$ 84,863.26	\$ 434,556.08	\$ 2,018,263.33	\$ 6,054,790.00	21.5%
NET REVENUE OVER EXPENDITURES	\$ 147,949.78	\$ 804,502.79	\$ (997,846.66)	\$ (2,993,540.00)	

WATER OPERATIONS & MAINTENANCE**PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL WATER OPERATING REVENUE	\$ 265,053.77	\$ 1,073,473.89	\$ 1,362,666.67	\$ 4,088,000.00	78.8%
EXPENDITURES					
SALARIES/TAXES/BENEFITS	\$ 45,965.38	\$ 185,303.52	\$ 301,949.67	\$ 905,849.00	61.4%
ADMINISTRATION OTHER	\$ 44,605.97	\$ 386,648.21	\$ 174,816.67	\$ 524,450.00	221.2%
DISTRIBUTION	\$ 10,281.48	\$ 41,737.28	\$ 97,000.00	\$ 291,000.00	43.0%
TREATMENT	\$ 42,189.94	\$ 169,357.55	\$ 209,000.00	\$ 627,000.00	81.0%
PROFESSIONAL SERVICES	\$ 41,442.53	\$ 164,979.33	\$ 223,500.00	\$ 670,500.00	73.8%
UTILITY BILLING	\$ 1,736.93	\$ 6,184.01	\$ 4,400.00	\$ 13,200.00	140.5%
IMPROVEMENTS	\$ 85,120.12	\$ 119,392.87	\$ 383,766.67	\$ 1,151,300.00	31.1%
TRANSFER	\$ 18,375.00	\$ 73,500.00	\$ 219,961.33	\$ 659,884.00	33.4%
TOTAL WATER OPERATING EXPENDITURES	\$ 289,717.35	\$ 1,147,102.77	\$ 1,614,394.33	\$ 4,843,183.00	71.1%
NET REVENUE OVER EXPENDITURES	\$ (24,663.58)	\$ (73,628.88)	\$ (251,727.66)	\$ (755,183.00)	

WATER PLANT CAPITAL IMPROVEMENTS**PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL WATER PLANT CAPITAL REVENUE	\$ 198,360.74	\$ 943,409.93	\$ 785,634.67	\$ 2,356,904.00	120.1%
TOTAL WATER PLANT CAPITAL EXPENDITURES	\$ -	\$ 30,871.00	\$ 246,666.67	\$ 740,000.00	12.5%
NET REVENUE OVER EXPENDITURES	\$ 198,360.74	\$ 912,538.93	\$ 538,968.00	\$ 1,616,904.00	
TOTAL WATER FUND REVENUE	\$ 696,227.55	\$ 3,255,942.69	\$ 3,168,718.01	\$ 9,506,154.00	102.8%
TOTAL WATER FUND EXPENDITURES	\$ 374,580.61	\$ 1,612,529.85	\$ 3,879,324.33	\$ 11,637,973.00	41.6%
NET REVENUE OVER EXPENDITURES	\$ 321,646.94	\$ 1,643,412.84	\$ (710,606.32)	\$ (2,131,819.00)	

WASTEWATER FUND**WASTEWATER OPERATIONS & MAINTENANCE****PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL WASTEWATER REVENUE	\$ 373,206.43	\$ 1,416,679.39	\$ 1,073,500.00	\$ 3,220,500.00	132.0%
EXPENDITURES					
SALARIES/TAXES/BENEFITS	\$ 18,735.46	\$ 65,313.88	\$ 106,716.00	\$ 320,148.00	61.2%
ADMINISTRATION OTHER	\$ 1,746.17	\$ 118,141.96	\$ 63,266.67	\$ 189,800.00	186.7%
MAIN WASTEWATER TREATMENT PLANT	\$ 76,514.30	\$ 204,954.29	\$ 199,866.67	\$ 599,600.00	102.5%
REGIONAL I-25 TREATMENT PLAN	\$ 16,618.74	\$ 43,202.46	\$ 30,166.67	\$ 90,500.00	143.2%
COLLECTION SYSTEM	\$ 12,396.32	\$ 43,276.50	\$ 69,333.33	\$ 208,000.00	62.4%
PROFESSIONAL SERVICES	\$ 53,049.96	\$ 214,982.94	\$ 227,666.67	\$ 683,000.00	94.4%
UTILITY BILLING	\$ 2,584.86	\$ 7,871.94	\$ 4,400.00	\$ 13,200.00	178.9%
TRANSFER	\$ 8,750.00	\$ 35,000.00	\$ 35,000.00	\$ 105,000.00	100.0%
IMPROVEMENTS	\$ -	\$ -	\$ 950,000.00	\$ 2,850,000.00	0.0%
BOND	\$ 160,175.00	\$ 86,687.74	\$ 317,922.67	\$ 953,768.00	27.3%
TOTAL WASTEWATER EXPENDITURES	\$ 350,570.81	\$ 819,431.71	\$ 2,004,338.67	\$ 6,013,016.00	40.9%
NET REVENUE OVER EXPENDITURES	\$ 22,635.62	\$ 597,247.68	\$ (930,838.67)	\$ (2,792,516.00)	

WASTEWATER CAPITAL IMPROVEMENTS**PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL WASTEWATER CAPITAL REVENUE	\$ 204,772.32	\$ 898,744.78	\$ 698,343.33	\$ 2,095,030.00	128.7%
TOTAL WASTEWATER CAPITAL EXPENDITURES	\$ 277,790.74	\$ 609,891.86	\$ 573,333.33	\$ 1,720,000.00	106.4%
NET REVENUE OVER EXPENDITURES	\$ (73,018.42)	\$ 288,852.92	\$ 125,010.00	\$ 375,030.00	
TOTAL WASTEWATER FUND REVENUE	\$ 577,978.75	\$ 2,315,424.17	\$ 1,771,843.33	\$ 5,315,530.00	130.7%
TOTAL WASTEWATER FUND EXPENDITURES	\$ 628,361.55	\$ 1,429,323.57	\$ 2,577,672.00	\$ 7,733,016.00	55.5%
TOTAL REVENUE OVER EXPENDITURES	\$ (50,382.80)	\$ 886,100.60	\$ (805,828.67)	\$ (2,417,486.00)	

STORM WATER FACILITIES FUND**STORM WATER OPERATIONS & MAINTENANCE****PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL STORM WATER REVENUE	\$ 68,086.45	\$ 267,187.69	\$ 183,333.33	\$ 550,000.00	145.7%
EXPENDITURES					
SALARIES/TAXES/BENEFITS	\$ -	\$ -	\$ -	\$ -	0.0%
ADMINISTRATION OTHER	\$ 875.00	\$ 3,500.00	\$ 270.00	\$ 810.00	1296.3%
STREET CLEANING	\$ 2,969.16	\$ 11,292.73	\$ 30,833.33	\$ 92,500.00	36.6%
PROFESSIONAL SERVICES	\$ 3,915.00	\$ 8,346.25	\$ 18,333.33	\$ 55,000.00	45.5%
IMPROVEMENTS	\$ 832.25	\$ 9,624.00	\$ 13,333.33	\$ 40,000.00	72.2%
TOTAL STORM WATER EXPENDITURES	\$ 8,591.41	\$ 32,762.98	\$ 62,770.00	\$ 188,310.00	52.2%

NET REVENUE OVER EXPENDITURES	\$ 59,495.04	\$ 234,424.71	\$ 120,563.33	\$ 361,690.00	
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STORM WATER CAPITAL IMPROVEMENTS**PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL STORM WATER CAPITAL REVENUE	\$ 61,151.46	\$ 270,686.30	\$ 176,000.00	\$ 528,000.00	153.8%
TOTAL STORM WATER CAPITAL EXPENDITURES	\$ 7,109.50	\$ 10,980.50	\$ 550,000.00	\$ 1,650,000.00	2.0%
NET REVENUE OVER EXPENDITURES	\$ 54,041.96	\$ 259,705.80	\$ (374,000.00)	\$ (1,122,000.00)	
TOTAL STORM WATER FUND REVENUE	\$ 129,237.91	\$ 537,873.99	\$ 359,333.33	\$ 1,078,000.00	149.7%
TOTAL STORM WATER FUND EXPENDITURES	\$ 15,700.91	\$ 43,743.48	\$ 612,770.00	\$ 1,838,310.00	7.1%

TOTAL REVENUE OVER EXPENDITURES	\$ 113,537.00	\$ 494,130.51	\$ (253,436.67)	\$ (760,310.00)	
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SPECIAL REVENUE FUNDS**PARK DEVELOPMENT**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>PERCENTAGE</u> <u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
TOTAL PARK DEVELOPMENT REVENUE	\$ 88,799.91	\$ 400,889.26	\$ 322,083.33	\$ 966,250.00	124.5%
TOTAL PARK DEVELOPMENT EXPENDITURES	\$ 650,663.00	\$ 656,092.50	\$ 60,000.00	\$ 180,000.00	1093.5%
NET REVENUE OVER EXPENDITURES	\$ (561,863.09)	\$ (255,203.24)	\$ 262,083.33	\$ 786,250.00	

PARK DEDICATION

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>PERCENTAGE</u> <u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
TOTAL PARK DEDICATION REVENUE	\$ 23,250.97	\$ 104,407.67	\$ 88,416.67	\$ 265,250.00	118.1%
TOTAL PARK DEDICATION EXPENDITURES	\$ -	\$ -	\$ 50,000.00	\$ 150,000.00	0.0%
NET REVENUE OVER EXPENDITURES	\$ 23,250.97	\$ 104,407.67	\$ 38,416.67	\$ 115,250.00	

PUBLIC FACILITIES

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>PERCENTAGE</u> <u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
TOTAL PUBLIC FACILITIES REVENUE	\$ 30,404.08	\$ 131,350.66	\$ 101,833.33	\$ 305,500.00	129.0%
TOTAL PUBLIC FACILITIES EXPENDITURES	\$ 7,180.00	\$ 41,080.00	\$ 51,666.67	\$ 155,000.00	79.5%
NET REVENUE OVER EXPENDITURES	\$ 23,224.08	\$ 90,270.66	\$ 50,166.66	\$ 150,500.00	

CONSERVATION TRUST/FORESTRY**PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL CONSERVATION TRUST REVENUE	\$ 44,315.73	\$ 217,737.70	\$ 211,666.67	\$ 635,000.00	102.9%
EXPENDITURES					
SALARIES/TAXES/BENEFITS	\$ 30,137.13	\$ 113,111.30	\$ 143,212.33	\$ 429,637.00	79.0%
ADMINISTRATION OTHER	\$ 842.93	\$ 3,572.41	\$ 4,436.67	\$ 13,310.00	80.5%
FLEET MAINTENANCE	\$ 809.16	\$ 5,352.70	\$ 14,000.00	\$ 42,000.00	38.2%
PARK MAINTENANCE & IMPROVEMENTS	\$ 1,274.99	\$ 2,244.90	\$ 9,000.00	\$ 27,000.00	24.9%
TREE MAINTENANCE	\$ 9,000.06	\$ 16,286.44	\$ 22,333.33	\$ 67,000.00	72.9%
EAB RESPONSE	\$ -	\$ -	\$ 15,000.00	\$ 45,000.00	0.0%
TOTAL CONSERVATION TRUST EXPENDITURES	\$ 42,064.27	\$ 140,567.75	\$ 207,982.33	\$ 623,947.00	67.6%
NET REVENUE OVER EXPENDITURES	\$ 2,251.46	\$ 77,169.95	\$ 3,684.34	\$ 11,053.00	

LARIMER COUNTY OPEN SPACE TAX**PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL LARIMER COUNTY REVENUE	\$ 32,322.79	\$ 73,771.84	\$ 188,333.33	\$ 565,000.00	39.2%
TOTAL LARIMER COUNTY EXPENDITURES	\$ 3,594.91	\$ 94,375.43	\$ 157,686.67	\$ 473,060.00	59.8%
NET REVENUE OVER EXPENDITURES	\$ 28,727.88	\$ (20,603.59)	\$ 30,646.66	\$ 91,940.00	

CEMETERY ENDOWMENT**PERCENTAGE****YTD ACTUAL vs**

	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD BUDGET</u>
TOTAL CEMETERY ENDOWMENT REVENUE	\$ 9,079.67	\$ 25,644.47	\$ 25,666.67	\$ 77,000.00	99.9%
EXPENDITURES					
SALARIES/TAXES/BENEFITS	\$ 4,896.57	\$ 18,365.44	\$ 22,544.67	\$ 67,634.00	81.5%
FUNERALS	\$ -	\$ -	\$ 1,000.00	\$ 3,000.00	0.0%
MAINTENANCE	\$ 1,081.58	\$ 6,140.67	\$ 9,536.67	\$ 28,610.00	64.4%
IMPROVEMENTS	\$ -	\$ 8,467.98	\$ 11,666.67	\$ 35,000.00	0.0%
TOTAL CEMETERY ENDOWMENT EXPENDITURES	\$ 5,978.15	\$ 32,974.09	\$ 44,748.00	\$ 134,244.00	73.7%
NET REVENUE OVER EXPENDITURES	\$ 3,101.52	\$ (7,329.62)	\$ (19,081.33)	\$ (57,244.00)	

<u>BATS</u>						<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u>	<u>YTD BUDGET</u>
TOTAL BATS REVENUE	\$ 5,465.60	\$ 21,952.31	\$ 27,500.00	\$ 82,500.00		79.8%
EXPENDITURES						
SALARIES/TAXES/BENEFITS	\$ 8,325.70	\$ 38,139.28	\$ 41,139.00	\$ 123,417.00		92.7%
ADMINISTRATION OTHER	\$ -	\$ 431.39	\$ 2,436.67	\$ 7,310.00		17.7%
DRIVING	\$ 3,627.13	\$ 10,854.56	\$ 10,200.00	\$ 30,600.00		106.4%
SERVICES	\$ 1,182.00	\$ 76,182.00	\$ 40,000.00	\$ 120,000.00		190.5%
TOTAL BATS EXPENDITURES	\$ 13,134.83	\$ 125,607.23	\$ 93,775.67	\$ 281,327.00		133.9%
NET REVENUE OVER EXPENDITURES	\$ (7,669.23)	\$ (103,654.92)	\$ (66,275.67)	\$ (198,827.00)		
<u>ROAD IMPACT FEES</u>						<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u>	<u>YTD BUDGET</u>
TOTAL ROAD IMPACT REVENUE	\$ 87,631.84	\$ 385,661.10	\$ 297,750.00	\$ 893,250.00		129.5%
TOTAL ROAD IMPACT EXPENDITURES	\$ 2,537.66	\$ 21,936.59	\$ 1,517,432.67	\$ 4,552,298.00		1.4%
NET REVENUE OVER EXPENDITURES	\$ 85,094.18	\$ 363,724.51	\$ (1,219,682.67)	\$ (3,659,048.00)		
<u>RECREATIONAL MMJ</u>						<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u>	<u>YTD BUDGET</u>
TOTAL RECREATIONAL MMJ REVENUES	\$ 58,757.19	\$ 170,023.91	\$ 183,333.33	\$ 550,000.00		92.7%
TOTAL RECREATIONAL MMJ EXPENDITURES	\$ 82,202.00	\$ 82,631.00	\$ 186,666.67	\$ 560,000.00		44.3%
NET REVENUE OVER EXPENDITURES	\$ (23,444.81)	\$ 87,392.91	\$ (3,333.34)	\$ (10,000.00)		

<u>1998 1% SALES TAX</u>					<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
TOTAL 1998 1% REVENUE	\$ 262,175.81	\$ 748,891.99	\$ 920,716.67	\$ 2,762,150.00	81.3%
TOTAL 1998 1% EXPENDITURES	\$ 248,534.49	\$ 973,146.61	\$ 935,000.00	\$ 2,805,000.00	104.1%
NET REVENUE OVER EXPENDITURES	\$ 13,641.32	\$ (224,254.62)	\$ (14,283.33)	\$ (42,850.00)	
<u>2019 1% SALES TAX</u>					<u>PERCENTAGE</u>
	<u>CURRENT MONTH</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>TOTAL 2023 BUDGET</u>	<u>YTD ACTUAL vs</u> <u>YTD BUDGET</u>
RECREATION CENTER REVENUE	\$ 147,361.56	\$ 674,353.18	\$ 519,766.67	\$ 1,559,300.00	129.7%
SALES TAX REVENUE/INTEREST	\$ 279,478.43	\$ 817,190.82	\$ 934,583.33	\$ 2,803,750.00	87.4%
TOTAL 2019 1% REVENUE	\$ 426,839.99	\$ 1,491,544.00	\$ 1,454,350.00	\$ 4,363,050.00	102.6%
RECREATION CENTER OPERATING EXPENSES	\$ 164,766.60	\$ 747,311.39	\$ 792,829.33	\$ 2,378,488.00	94.3%
PARK EXPENSES	\$ 15,104.88	\$ 39,827.58	\$ 37,800.00	\$ 113,400.00	105.4%
COP PAYMENT AND OTHER EXPENSES	\$ 386,000.00	\$ 386,000.00	\$ 380,000.00	\$ 1,140,000.00	101.6%
TOTAL 2019 1% EXPENDITURES	\$ 565,871.48	\$ 1,173,138.97	\$ 1,210,629.33	\$ 3,631,888.00	96.9%
NET REVENUE OVER EXPENDITURES	\$ (139,031.49)	\$ 318,405.03	\$ 243,720.67	\$ 731,162.00	
TOTAL SPECIAL FUNDS REVENUE	\$ 1,069,043.58	\$ 3,771,874.91	\$ 3,821,650.00	\$ 11,464,950.00	
TOTAL SPECIAL FUNDS EXPENDITURES	\$ 1,621,760.79	\$ 3,341,550.17	\$ 4,515,588.01	\$ 13,546,764.00	
TOTAL REVENUE OVER EXPENDITURES	\$ (552,717.21)	\$ 430,324.74	\$ (693,938.01)	\$ (2,081,814.00)	

TOTAL REVENUE	\$ 3,836,764.29	\$ 14,206,884.04	\$ 13,175,205.34	\$ 39,525,616.00	
TOTAL EXPENDITURES	\$ 4,770,024.25	\$ 12,935,928.24	\$ 15,419,842.00	\$ 46,259,526.00	

TOWN BOARD INFORMATION



COMMUNITY DEVELOPMENT DEPARTMENT

Meeting Date:	June 11, 2024
Agenda Title/Subject:	Resolution 08 (Series 2024), a Resolution approving the Weibel Industrial Park Neighborhood Master Plan, and Ordinance 1340, 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 08 (Series 2024) and Ordinance 1340
- Planning Commission hearing minutes

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 Town Board of Trustees 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. Any land use activity to occur on site will need either an administratively approved Site Plan or a Use by Special Review which requires public hearings. A Development Agreement may be needed as part of the Final Plat process.

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 illustrates 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

Planning Commission heard the request for approval of the Weibel Industrial Park Neighborhood Master Plan at their May 9, 2024, public hearing and voted unanimously to send their recommendation of approval 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

Planning Commission heard the request for approval of the Weibel Industrial Park Rezone at their May 9, 2024, public hearing and voted unanimously to send their recommendation of approval to the Town Board of Trustees with the following condition:

1. The property owner shall be allowed to store passenger vehicles on the property as overflow parking for the property owner's car dealership(s) for no more than 12 months following Town Board of Trustees approval of the Weibel Industrial Park Neighborhood Master Plan and Change of Zone.



STAFF REPORT: WEIBEL INDUSTRIAL PARK NEIGHBORHOOD MASTER PLAN AND REZONING

DATE: June 11, 2024

GENERAL INFORMATION

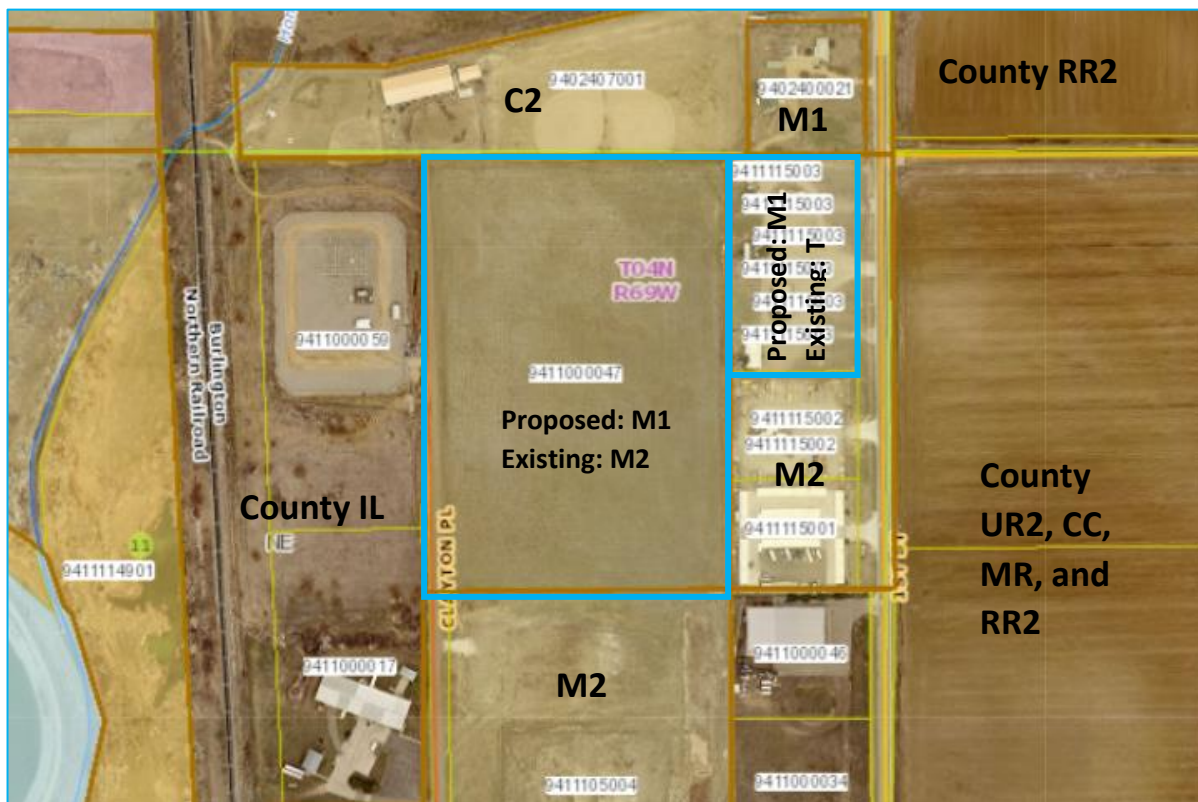
GENERAL INFORMATION			
Applicant:	TB Group – Cathy Mathis		Size: 19.29 acres
Parcel Number:	Parcel 1 - #9411115003 and Parcel 2 - #9411000047		
Site Location:	The subject properties are located west of 1st Street and east of Clayton Place, just south of the East County Road 12 and 1st Street intersection.  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.
--	--	---

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

Planning Commission heard the request for approval of the Weibel Industrial Park Neighborhood Master Plan at their May 9, 2024, public hearing and voted unanimously to send their recommendation of approval 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

Planning Commission heard the request for approval of the Weibel Industrial Park Rezone at their May 9, 2024, public hearing and voted unanimously to send their recommendation of approval to the Town Board of Trustees with the following condition:

1. The property owner shall be allowed to store passenger vehicles on the property as overflow parking for the property owner’s car dealership(s) for no more than 12 months following Town Board of Trustees approval of the Weibel Industrial Park Neighborhood Master Plan and Change of Zone.

Attachments

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

1. Application Form



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): 9411115003 & 9411000047		
Site Address: 2441 1st Street, Berthoud CO 80513		
Project Name: Weibel Industrial Park		
Brief description of project: A phased campus consisting of business uses catering towards light industry, office and flex uses.		
APPLICATION TYPE (Check as appropriate):		
☐ Annexation	☐ Preliminary Subdivision Plat	☐ Final Site Plan
☐ Rezoning	☐ Final Subdivision Plat	☐ PUD Amendment
☐ Concept Plan	☐ Plat Amendment	☐ PUD Preliminary Development Plan
☐ Minor Subdivision	☐ Oil and Gas	☐ PUD Final Development Plan
☐ Special Use Review	☐ ROW Vacation	☒ Other <u>Neighborhood Master Plan</u>
APPLICANT		
Name: Cathy Mathis, TB Group		
E-mail: cathy@tbgroup.us Phone: 970.532.5891	Mailing Address: 444 Mountain Ave. City/State/Zip: Berthoud CO 80513	
CONTACT PERSON (will receive correspondence from Town Staff/Referral Agencies)		
Name: Ernie Crownover, TCC Corporation		
E-mail: ecrownover@tccorp.net Phone: 970.460.0583	Mailing Address: 609 Gryfalcon Ct. City/State/Zip: Windsor CO 80550	
OWNER(S) (If different than applicant)		
Name: Weibel Enterprises LLC		
E-mail: lesieweibelduke@gmail.com Phone:	Mailing Address: Longmont CO 80504 City/State/Zip: Longmont CO 80504	
CONSULTANT (Engineer, Surveyor, or Planner)		
Name: Sam Eliason, United Civil Design Group		
E-mail: sa.eliason@unitedcivil.com Phone: 970.217.7420	Mailing Address: 19 Old Town Square, Suite 238 City/State/Zip: Fort Collins CO 80524	

LAND USE INFORMATION							
Existing Use: Vacant Proposed Use: Light Industrial Existing Zoning: M2 and T Proposed Zoning: (if applicable): M2 Number of acres: 19.29 Proposed Access: 1st Street & Calyton Pla	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #d9e1f2;"> <th colspan="2" style="text-align: center; padding: 5px;">Adjacent zoning / land use:</th> </tr> </thead> <tbody> <tr> <td style="width: 50%; padding: 5px;">East Side: UR</td> <td style="width: 50%; padding: 5px;">North Side: C2</td> </tr> <tr> <td style="padding: 5px;">West Side: M2</td> <td style="padding: 5px;">South Side: M2</td> </tr> </tbody> </table>	Adjacent zoning / land use:		East Side: UR	North Side: C2	West Side: M2	South Side: M2
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UTILITY SERVICE INFORMATION							
Water: Town of Berthoud	Sewer: Town of Berthoud						
PROJECT INFORMATION							
Number of proposed units: Number of phases: 3 Number of Units per phase: Number of lots proposed: Lot size minimum: Lot size maximum: Lot size average: Gross density (units/acre): Net density (units/acre): Area and percent open space: 9.0 acres / 45.5%	Non-Residential Building Area (Sq. Ft.) Proposed: 120,000 sq. ft. Non-Residential Construction Floor Area Ratio Proposed: 12% Total Number of Parking Spaces: 319 <u>Acreage of Site:</u> a. Gross: 19.29 b. Right-of-Way: c. Net (a-b) <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #d9e1f2;"> <th colspan="2" style="text-align: center; padding: 5px;">Type of Housing Proposed (please check):</th> </tr> </thead> <tbody> <tr> <td style="width: 50%; padding: 5px;"> ☐ Future Single Family ☐ Duplex ☐ Multi-family (# of units:) </td> <td style="width: 50%; padding: 5px;"> ☐ Townhouse ☐ Condominium </td> </tr> </tbody></table>	Type of Housing Proposed (please check):		☐ Future Single Family ☐ Duplex ☐ Multi-family (# of units:)	☐ Townhouse ☐ Condominium		
Type of Housing Proposed (please check):							
☐ Future Single Family ☐ Duplex ☐ Multi-family (# of units:)	☐ Townhouse ☐ Condominium						

Signatures are required for ALL Property Owners and the Applicant

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

Property Owner(s): _____ 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:
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Town of Berthoud
807 Mountain Ave.
P.O. Box 1229
Berthoud, CO 80513
970.532.2643

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E-mail: ecrownover@tcccorp.net Phone: 970.460.0583	Mailing Address: 609 Gryfalcon Ct. City/State/Zip: Windsor CO 80550	
OWNER(S) (If different than applicant)		
Name: Weibel Enterprises LLC		
E-mail: leslieweibelduke@gmail.com Phone:	Mailing Address: Longmont CO 80504 City/State/Zip: Longmont CO 80504	
CONSULTANT (Engineer, Surveyor, or Planner)		
Name: Sam Eliason, United Civil Design Group		
E-mail: sa.eliason@unitedcivil.com Phone: 970.217.7420	Mailing Address: 19 Old Town Square, Suite 238 City/State/Zip: Fort Collins CO 80524	

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Applicant: Cathy Mathis Date: 3.3.22

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

2. Project Narratives

Weibel Industrial Park Neighborhood Master Plan Narrative May 16, 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.

Interim Condition of Approval

The property located at 2421 1st Street (parcel #9411115003) was annexed to the Town in 2008 and received T-Transitional zoning at that time. The existing uses at the time of annexation included four (4) mobile homes and a car and trailer sales use. Rezoning the property to M1 – Light Industrial with a Neighborhood Master Plan shall mean that the property

owner shall be allowed to store passenger vehicles on the property as overflow parking for the property owner's car dealership(s) for no more than 12 months following Town Board of Trustees approval of the Weibel Industrial Park Neighborhood Master Plan and Change of Zone on June 11, 2024. The four (4) existing mobile homes shall 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.

**Weibel Industrial Park
Rezone Narrative
May 16, 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.

VIII. Interim Condition of Approval:

The property located at 2421 1st Street (parcel #9411115003) was annexed to the Town in 2008 and received T-Transitional zoning at that time. The existing uses at the time of annexation included four (4) mobile homes and a car and trailer sales use. Rezoning the property to M1 – Light Industrial with a Neighborhood Master Plan shall mean that the property owner shall be allowed to store passenger vehicles on the property as overflow parking for the property owner's car dealership(s) for no more than 12 months following Town Board of Trustees approval of the Weibel Industrial Park Neighborhood Master Plan and Change of Zone on June 11, 2024. The four (4) existing mobile homes shall 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.

3. Neighborhood Master Plan

EXISTING ZONING:	T & M2
PROPOSED ZONING:	M1
GROSS LAND AREA:	19.375 AC

219

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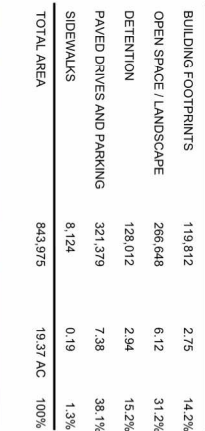
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KNOW ALL PERSONS BY THESE PRESENTS, THAT THE UNDERSIGNED, BEING THE OWNERS AND PETITIONERS OF THE FOLLOWING PARCELS

LOT 3, BLOCK 1, MEYERS FIRST SUBDIVISION SITUATE IN THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 NORTH, RANGE 60 WEST OF THE 5TH P.M., TOWN OF BERTHOUD, COUNTY OF GARFIELD, STATE OF COLORADO.

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:

THENCE AGAIN PARALLEL WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 11 NORTH 09°52'30" EAST 987.04 FEET TO THE TRUE POINT OF BEGINNING.

OWNER: WEIBEL ENTERPRISES LLC

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 2024 BY _____

WITNESS BY MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC: _____

I, CHRISTOPHER L. THOM, A REGISTERED LAND SURVEYOR
STATE OF COLORADO, DO HEREBY CERTIFY THAT THE PAR-
BOUNDARY DEPICTED HEREIN AND THE PROPERTY DESCR-
IPTIONS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
AND IN ACCORD WITH APPLICABLE STATE OF COLORADO
REGULATIONS.

SURVEY FOR R01632

BEARING
TOWNS
OF SAID

• LARIMA
04/21/20

TRAILER
NEEDS
ALLOW

HAS BEEN
REDEEMED

PREPARED FOR: TCC CORPORATION

DATE SUBMITTED: 5/21/2024

CAUTION The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.



UNITED CIVIL
Design Group

CIVIL ENGINEERING & CONSULTING

19 OLD TOWN SQUARE #218
FORT COLLINS, CO 80524
(970) 530-4044
www.uncivil.com

SHEET NUMBER
1
OF 1 SHEET

SCALE
VERTICAL: 1" = 100'
HORIZONTAL: 1" = 100'

JOB NUMBER
U21016

5. Traffic Impact Study (TIS)



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

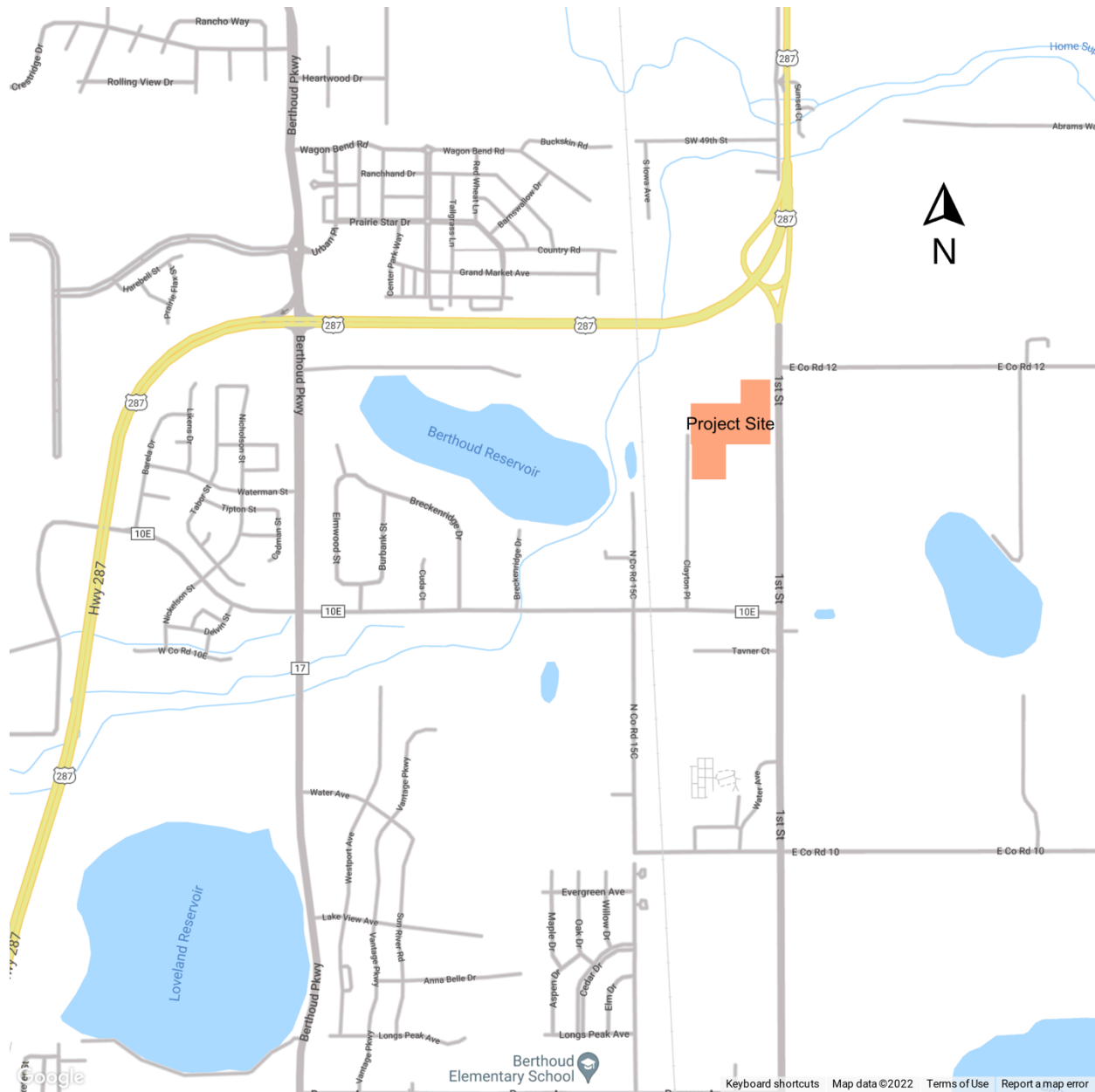
The proposed Weibel project is located north of the downtown area of Berthoud on the west side of 1st Street. Figure 1 illustrates the project location and the study area. The site is currently undeveloped with one house and three mobile homes. The house will remain, and the three mobile homes will be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

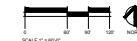
EXISTING ZONING: M1	
PROPOSED ZONING: R5	
TOTAL ACREAGE =	~1.9 ACRES
ROW/PRIVATE DRIVE/PARKING ACREAGE =	~0.3 ACRES
% OF SITE AS ROW/DRIVE/PARKING =	1.5%
OPEN SPACE ACREAGE =	~1.4 ACRES
% OF SITE AS OPEN SPACE =	7.1%

TRAFFIC INFORMATION

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.

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

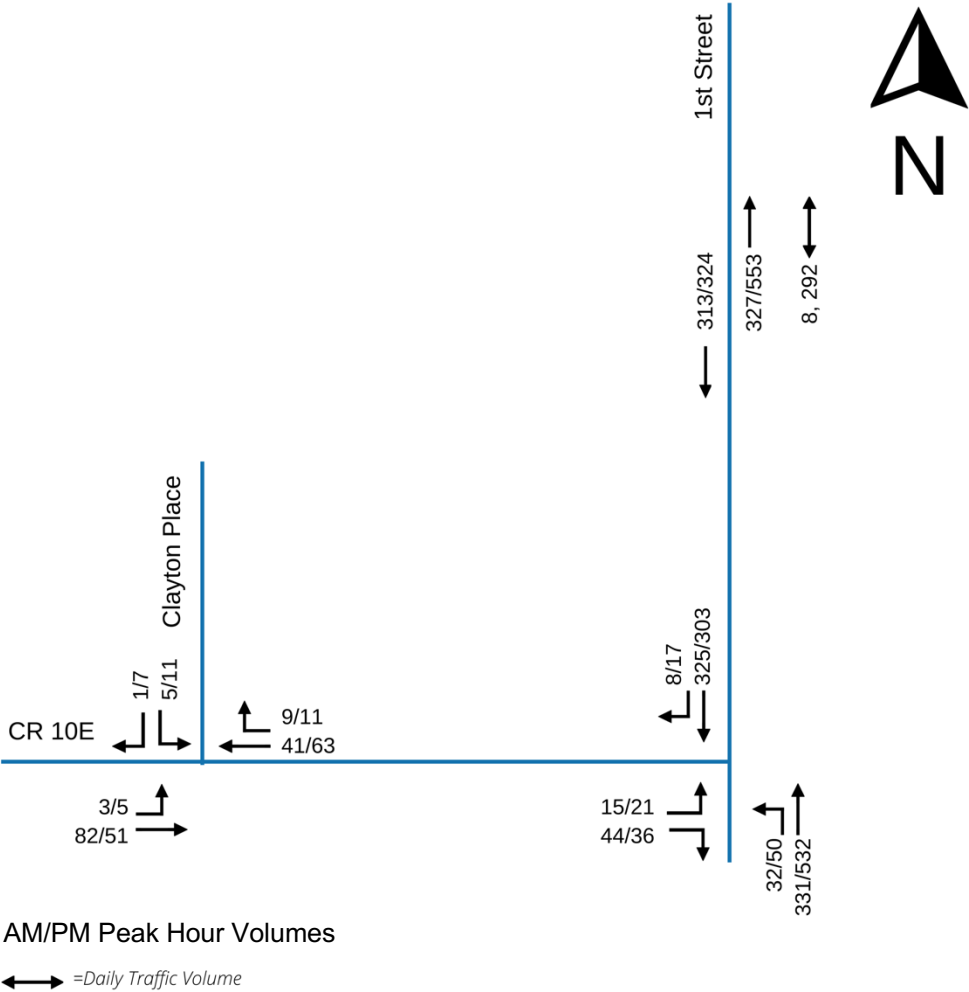
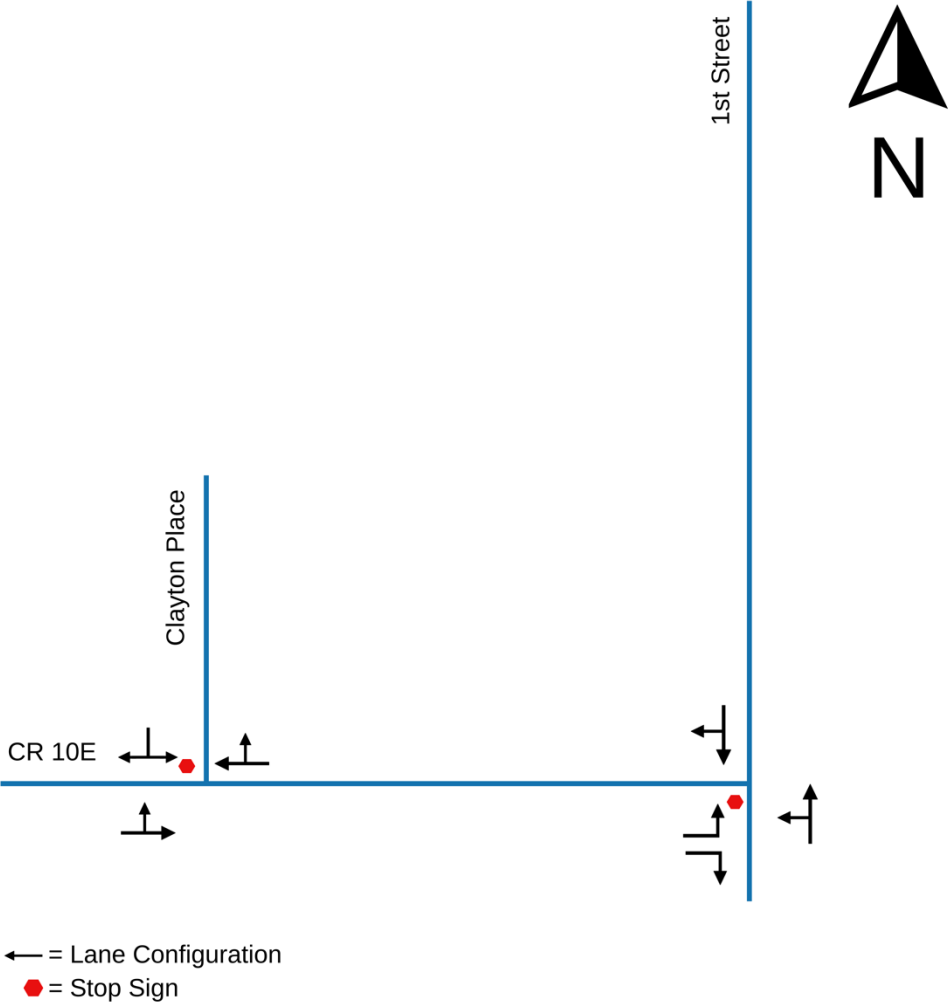


Figure 4 – Existing Lane Configurations



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

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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

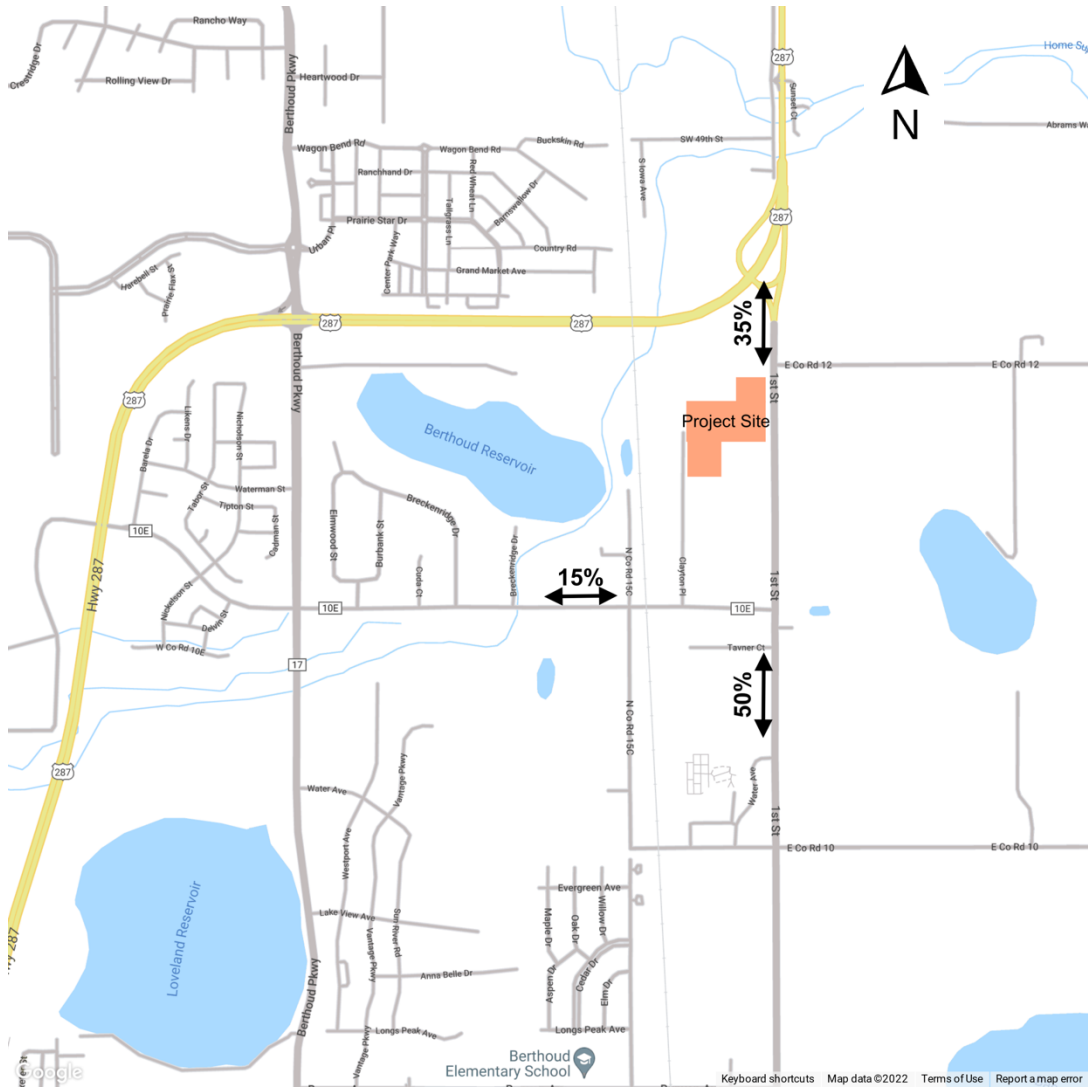
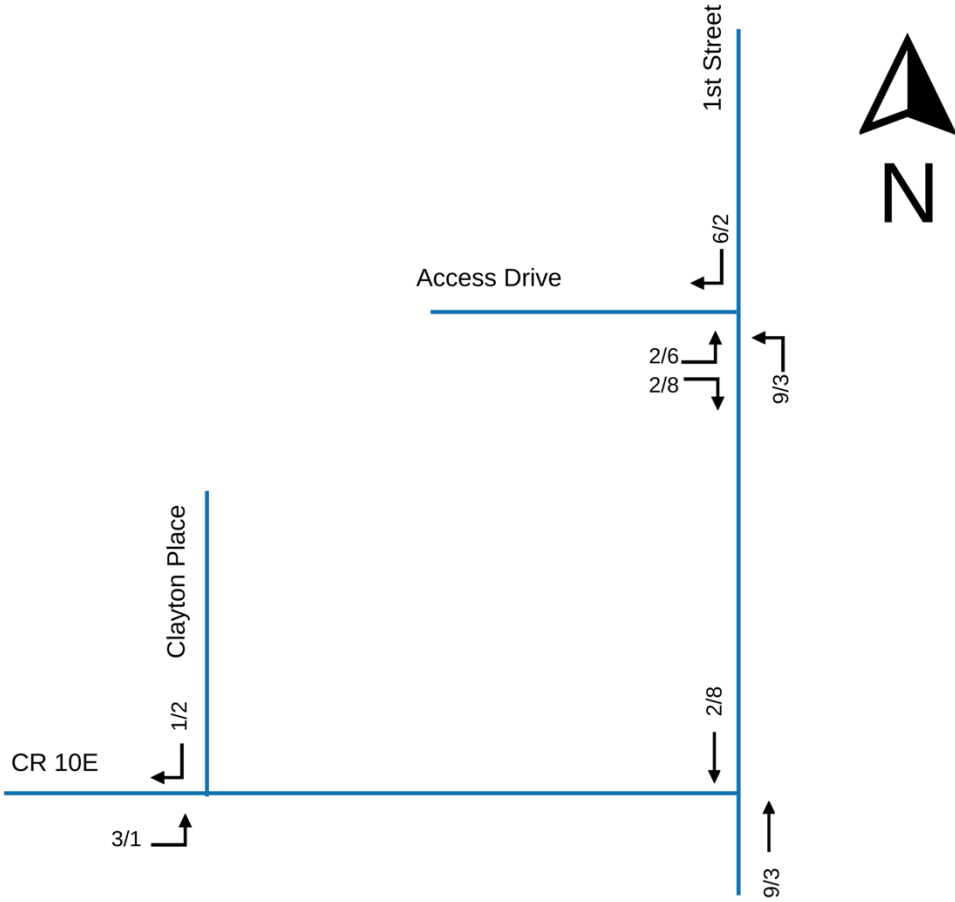
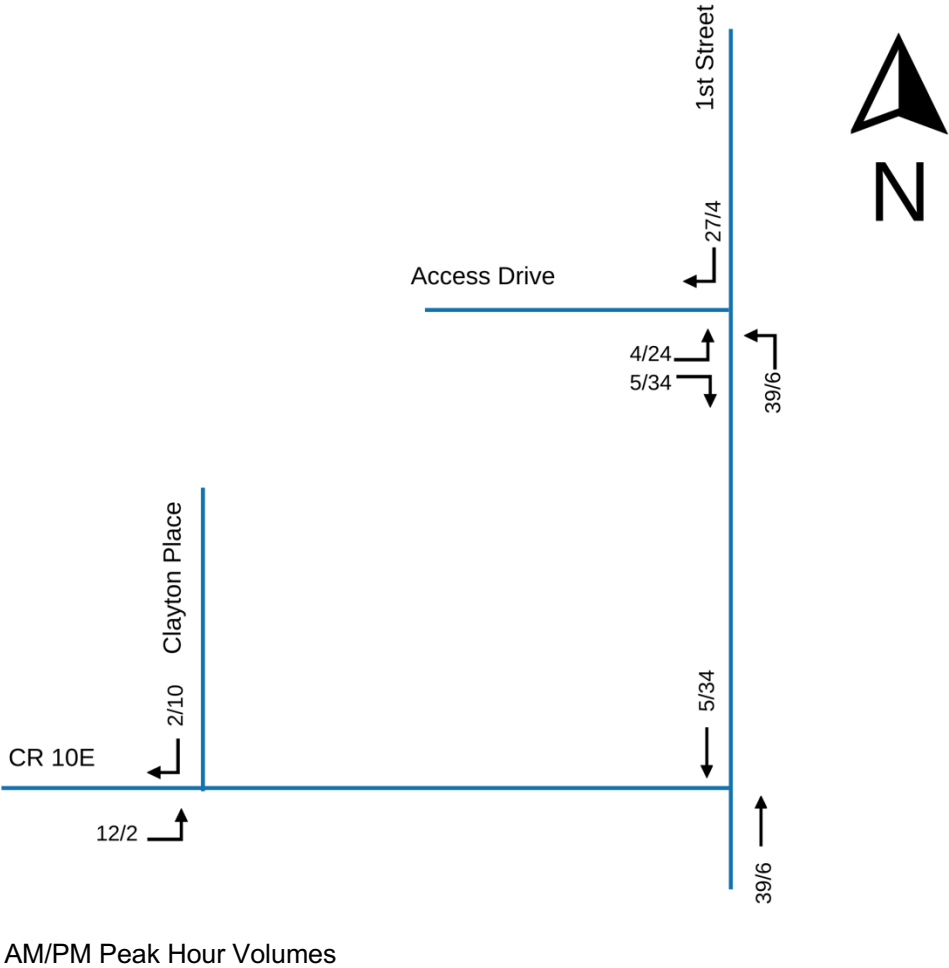


Figure 6 – Initial Phase Project Traffic



AM/PM Peak Hour Volumes

Figure 7 – Buildout Project Traffic



4 FUTURE TRAFFIC PROJECTIONS

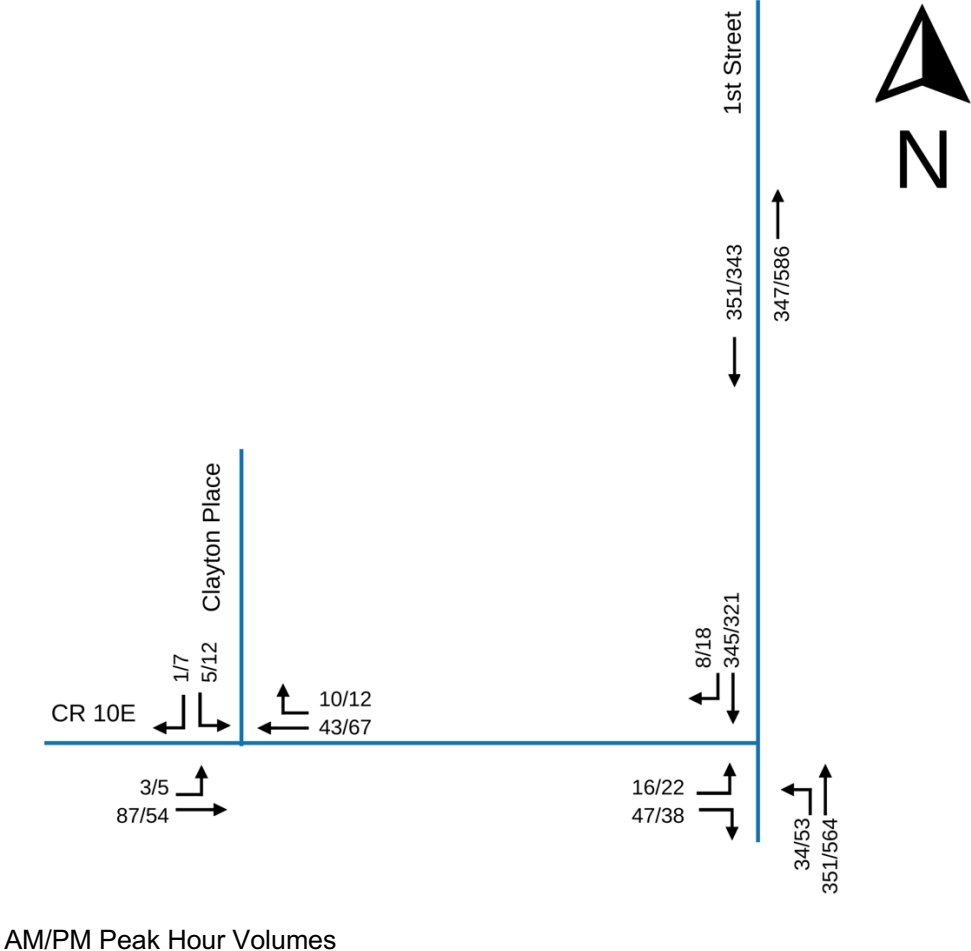
Estimates of future traffic conditions both with and without the proposed Project were necessary to evaluate the potential impact of the Project on the local street system. The background base traffic scenario represents future traffic conditions without the addition of the Project, while the total scenario 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

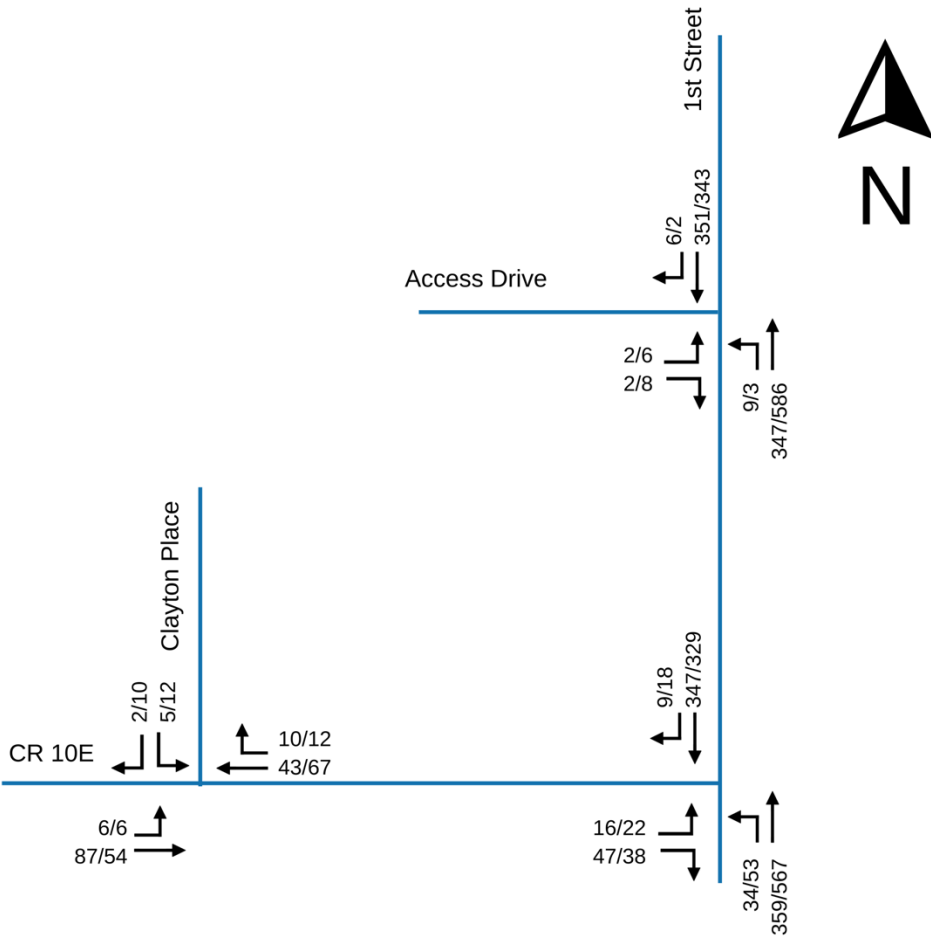


TOTAL TRAFFIC PROJECTIONS

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.

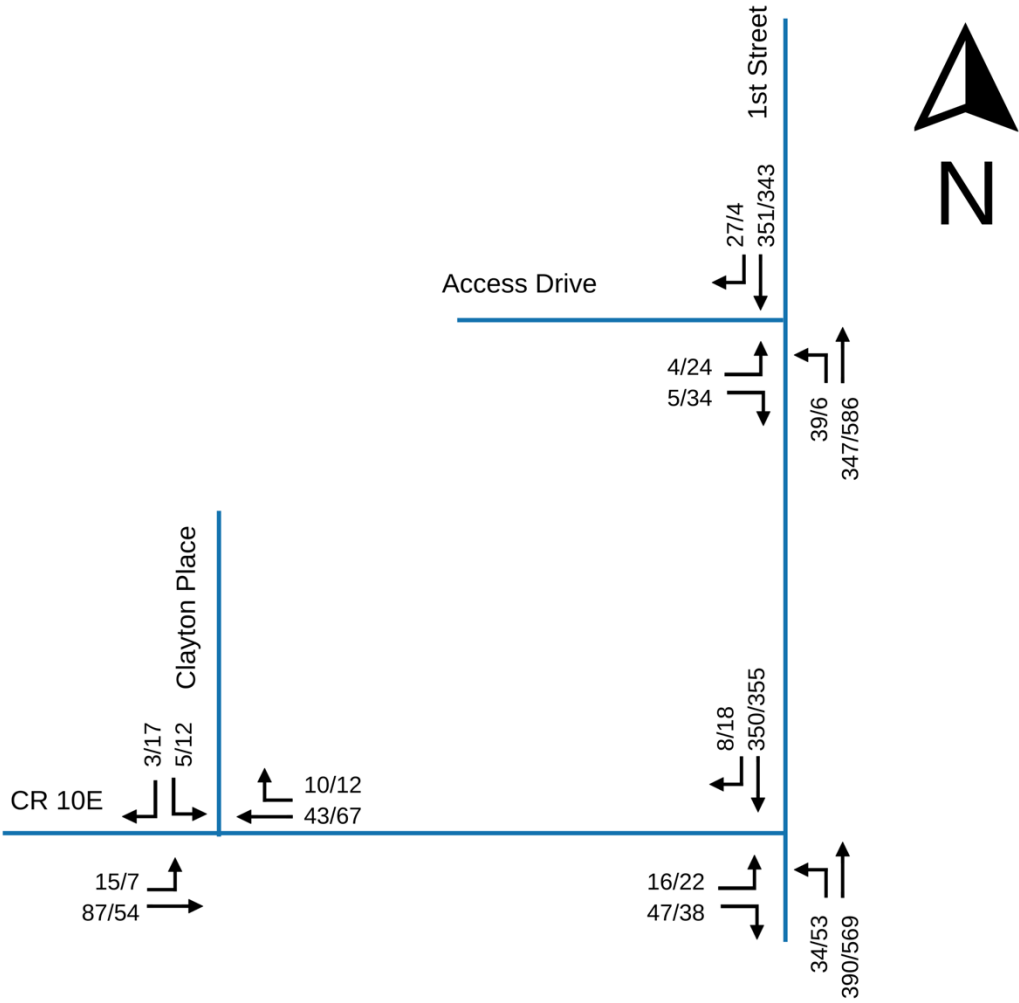
The total traffic with the full buildout of the proposed project was developed by adding the Year 2024 background traffic from Figure 8 to the full buildout project traffic shown on Figure 7. The total Year 2024 traffic volumes with the buildout of the project are illustrated on Figure 10.

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

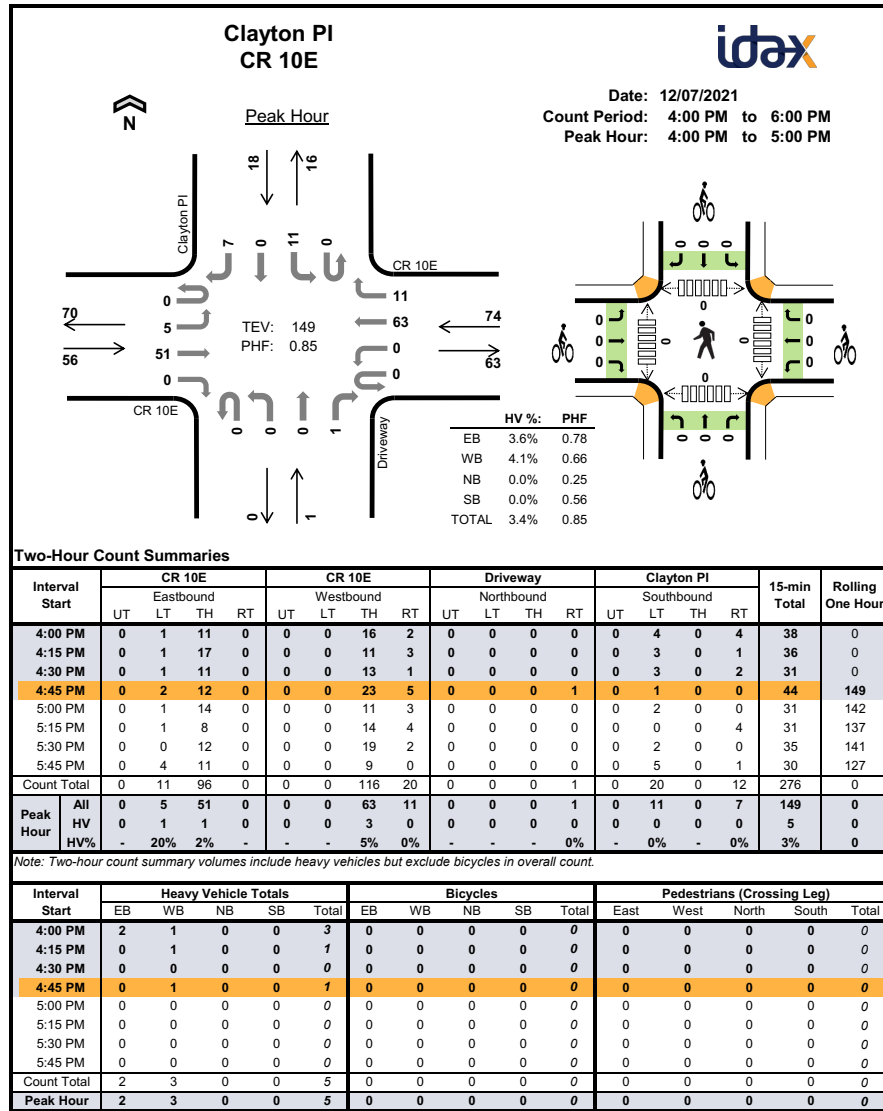
- Appendix A: Intersection Turning Movement Count Data
- Appendix B: Level of Service Worksheets
- Appendix C: Left-Turn and Right-Turn Warrants

Appendix A Intersection Turning Movement Count Data

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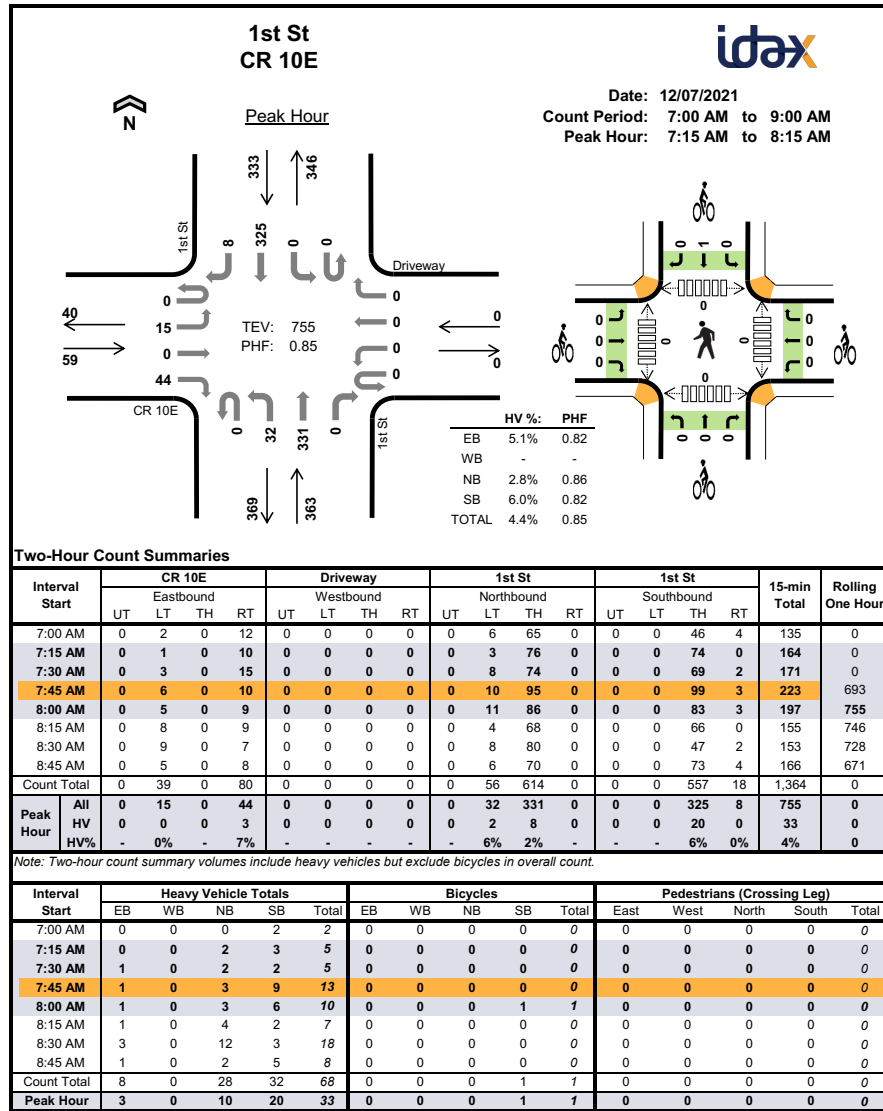
Project Manager: (415) 310-6469

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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
 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	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
 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	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	

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
 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	1.5					
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

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

02/22/2022

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
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
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Synchro 11 Light Report
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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
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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
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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

02/22/2022

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
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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

02/22/2022

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

HCM 6th TWSC
 3: 1st St

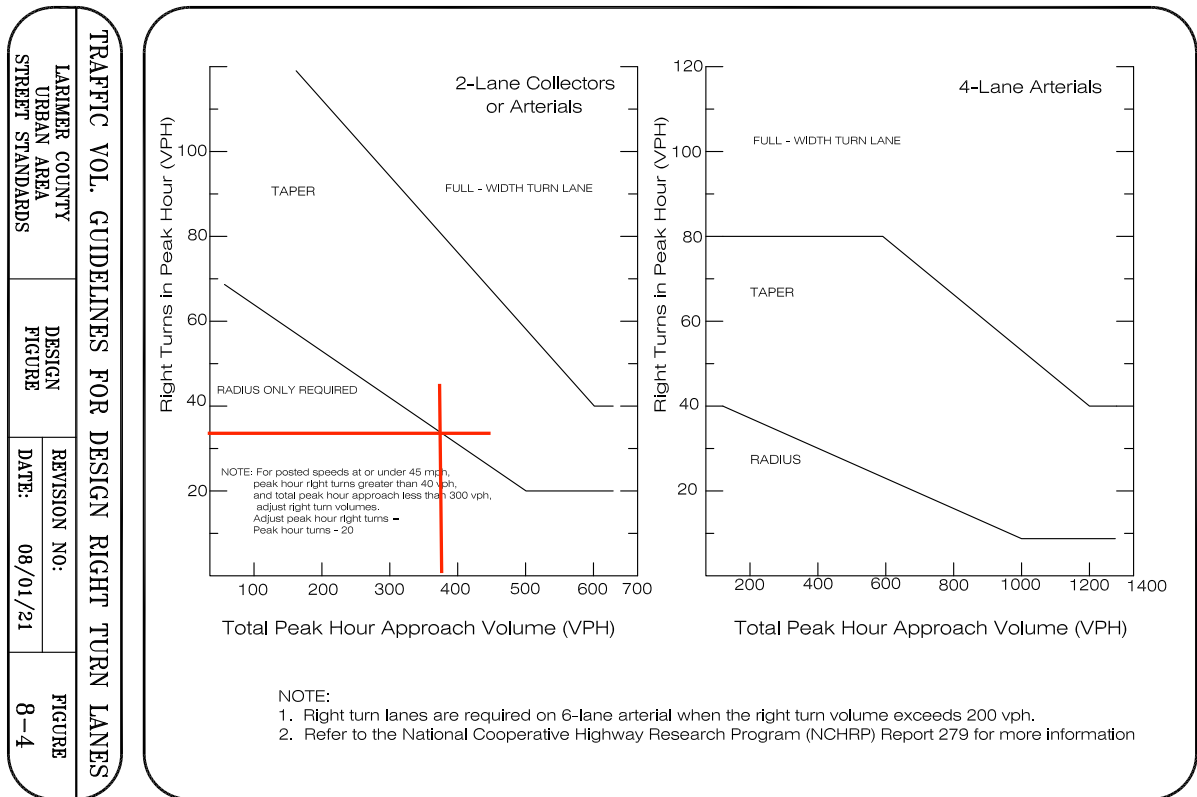
02/22/2022

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	-	-	

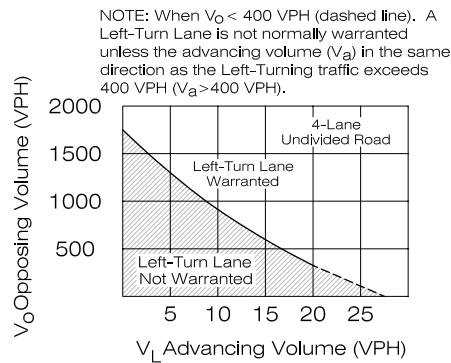
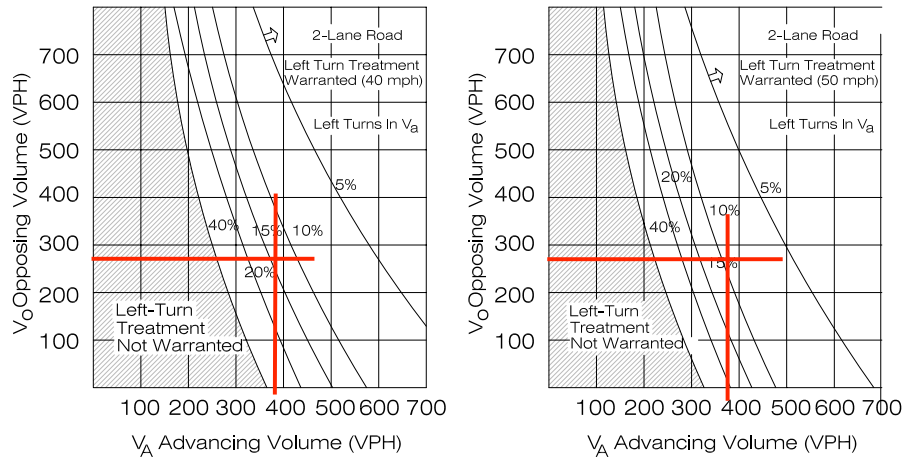
Scenario 1 Weibel 12:19 pm 01/30/2022 Total 2024 Buildout PM
 Ruth Rollins

Synchro 11 Light Report
 Page 1

Appendix C LCUASS Right-Turn and Left-Turn Warrants



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

RESOLUTION NUMBER 08

(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

OPEN SPACE/DETENTION CALCULATIONS:	
OPEN SPACE =	6.12 AC 91.2%
DETENTION =	2.54 AC 15.2%
TOTAL OPEN SPACE PROVIDED=	9.06 AC 46.4%
TOTAL SITE ACRES =	19.53 AC 100%
OP	
OP	

OPEN SPACE ELEMENTS.	
OPEN SPACE ELEMENTS OPEN SPACE ELEMENTS	2 ELEMENTS REQUIRED 2 ELEMENTS PROVIDED
	IMPROVED DETENTION AREAS (1)
	40' GREENWAY (1)
OPEN SPACE REQUIRED OPEN SPACE PROVIDED	2.0 AC. (10% OF SITE) 9.06 ACRES (46.5%)



GROSS AREA COVERAGE:		SQUARE FEET	ACRES	% OF
BUILDING FOOTPRINTS		119,812	2.75	14.2%
OPEN SPACE/ LANDSCAPE		286,448	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 AC
LAND USE:	LIGHT INDUSTRIAL / FLEX
TOTAL BUILDING GROSS S.F.:	124,168 SF
TOTAL PARKING SPACES:	319

TRAILS AND WALKS

DETACHED CONCRETE SIDEWALK - 7.072'

5' SOFT SURFACE TRAIL - 1,052'

OPEN SPACE/DETENTION SUMMARY:

	OPEN SPACE PROVIDED	6.12 ACRES
	DETENTION PROVIDED	2.94 ACRES

TRAFFIC INFORMATION

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

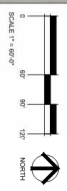
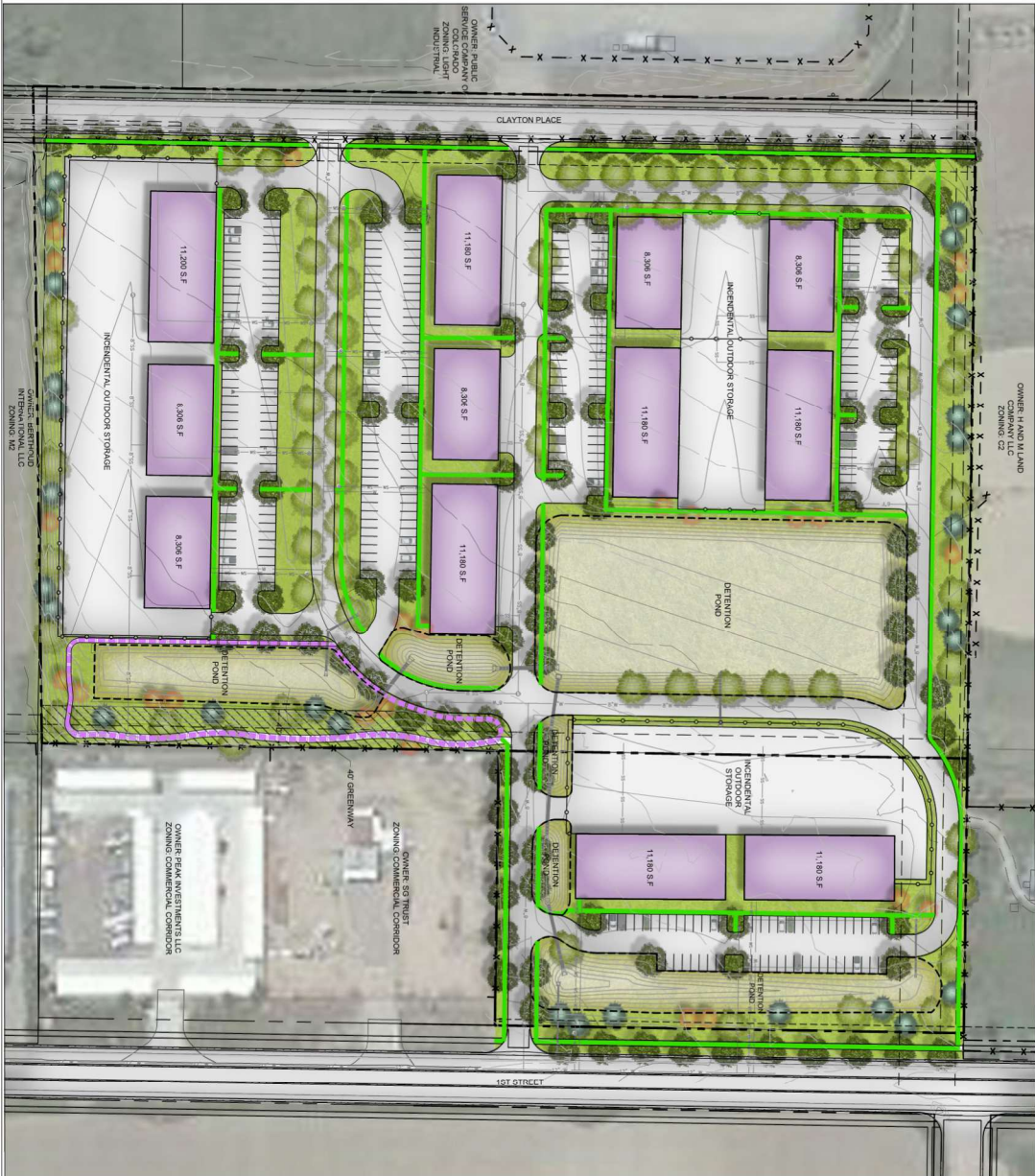
2. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STREETS ARE LOCAL STREETS AND/OR ALLEYS.

LEGAL DESCRIPTION:

PARCEL ONE:
LOT 3, BLOCK 1, MEYERS FIRST SUBDIVISION
AND
ALL THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 11,
TOWNSHIP 4 NORTH, RANGE 68 WEST OF THE 6TH P.M., LAMBER
COUNTY, COLORADO, MORE PARTICULARLY, DESCRIBED AS
FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SECTION 14;
THENCE S 89° 13' 45" E OF SUNDIALS COURSE 11.4
FEET TO SECTION 11 NORTH 89° 13' 45" WEST 360.0 FEET TO THE
TRUE POINT OF BEGINNING;
THENCE CONTINUING ALONG SAID NORTH LINE OF SECTION 14
TO SECTION 11 NORTH 89° 13' 45" WEST 700.0 FEET;
THENCE QUARTER OF SECTION 11 NORTH 89° 13' 45" WEST 1005.88 FEET;
THENCE QUARTER OF SECTION 11 SOUTH 00° 32' 30" WEST 1005.88 FEET;
THENCE NORTH 89° 13' 45" EAST 702.3 FEET;
THENCE ACROSS PARALLEL TO THE EAST LINE OF THE NORTHEAST
QUARTER OF SECTION 11 NORTH 00° 32' 30" EAST 987.04 FEET TO
THE COUNTY OF LAMBER, STATE OF COLORADO.

INTERIM CONDITION OF APPROVAL:

THE PROPERTY LOCATED AT 2424 1ST STREET (PARCEL #641115003) WAS DEEMED TO BE A ZONING VIOLATION BY THE CITY OF DENVER IN 2008 DUE TO AN UNLAWFUL CONSTRUCTION AND ANNEXATION INCLUDING FOUR (4) MOBILE HOMES AND A CAR AND TRAILER SALES USE. RECOGNIZING THE PROPERTY TO BE A LIGHT INDUSTRIAL WITH A NEIGHBORHOOD MASTER PLAN SHALL MEAN THAT THE PROPOSED DEVELOPMENT MUST BE COMPATIBLE WITH PASSENGER VEHICLES ON THE PROPERTY AS OVERFLOW PARKING FOR THE PROPERTY OWNERS (CAR DEALERSHIP(S)) FIRST AND FORTH FOR 12 MONTHS FOLLOWING TOWN BOARD OF JURISDICTION AND MASTERS PLAN AND CHANCE OF ZONE (IN JAN. 11, 2024). THE FOUR (4) EXISTING MOBILE HOMES SHALL BE CONSIDERED A NON-CONFORMING USE AND MAY REMAIN AS THE PRIMARY USE OF THE PROPERTY UNTIL THE END OF THE TERM OF THE ZONING DISCONTINUED FOR A PERIOD OF SIX (6) MONTHS ON THE PROPERTY OWNER REDEVELOPS THE PROPERTY, WHICHEVER MAY OCCUR FIRST.



ORDINANCE NO. 1340

**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 be allowed to store passenger vehicles on the property as overflow parking for the property owner’s car dealership(s) for no more than 12 months following Town Board of Trustees approval of the Weibel Industrial Park Neighborhood Master Plan and Change of Zone; 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.

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



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

BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO.

COUNTRY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THENCE NORTH 89°13'46" EAST 700.29 FEET;

TO THE TRUE POINT OF BEGINNING

S/40 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: WEIBEL ENTERPRISES LLC

STATE OF COLORADO)

COUNT OF EVENTS /

WITNESS BY MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC: _____

SURVEYOR'S CERTIFICATE

and 1000 mg/kg BW daily for 7 days.

CHRISTOPHER L. THEW
COLORADO REGISTERED

EAST QUARTER AS BEARING NORTH 89° 13' 4

THOUGH ZONING MAP AS OF 4/21/2022

CONFIDENTIAL

08 AND RECEIVED T-TRANSITIONAL ZONING. THE
ME OF ANNEXATION INCLUDED FOUR (4) MOE

ONE-PASSENGER VEHICLES ON THE PROPE-

PRIMARY USE OF THE PROPERTY UNTIL AT A
CONTINUED FOR A PERIOD OF SIX (6) MONTHS

CRIPCTIONS FOR THIS ZONING MAP ARE BASED BY STEWART TITLE GUARANTY COMPANY

DATE SUBMITTED: 5/21/2024

CAUTION The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.



UNITED CIVIL
Design Group

CIVIL ENGINEERING & CONSULTING

19 OLD TOWN SQUARE #218
FORT COLLINS, CO 80524
(970) 530-4044
www.uncivil.com

SHEET NUMBER
1
OF 1

SCALE

VERTICAL:	5"
HORIZONTAL:	5"

U21016



MEETING MINUTES OF THE PLANNING COMMISSION
Town Board Room
807 Mountain Avenue, Berthoud, CO 80513
May 9, 2024, at 6:00 p.m.

1. Meeting Called to Order – Chairperson Karen Anderson
Meeting Called to Order at 6:00 p.m.
2. Pledge of Allegiance
Chairperson Anderson led the Pledge of Allegiance
3. Roll Call

The following Commission members were present:

Chairperson Karen Anderson
Vice Chair Abigail Smith
Secretary Nick Semedalas
Commissioner Joe Donnelly
Commissioner Marc Hofmans

The following Staff members were present:

Anne Johnson, Community Development Director
Tawn Hillenbrand, Senior Planner
Lexi Weissman, Deputy Town Clerk
Noah Nemmers, Town Engineer via Zoom

Developers Team members present:

Cathy Mathis, TB Group
Ernie Crownover, TCC, Owners Representative
Sam Eliason, United Civil Engineering

4. Approval of Minutes
 - a. April 11, 2024 - Planning Commission Meeting Minutes

MOTION made by Commissioner Hofmans to APPROVE the Minute for the April 11, 2024 Planning Commission Meeting. SECONDED by Secretary Semedalas. With all those in favor, THE MOTION CARRIED.

5. Public Hearing to Consider Resolution ## (Series 2024), A Resolution Approving the Weibel Industrial Park **Neighborhood Master Plan**.

An introduction was given by Town Planner, Tawn Hillenbrand, regarding the Weibel Industrial Park Neighborhood Master Plan and proposed Rezoning from M2-Industrial and T-Transitional to M1-Light Industrial.

Cathy Mathis with TB Group, and Ernie Crownover, representing the Weibel family, gave a presentation on the Weibel Industrial Park Master Plan and Rezoning.

The Public Hearing was opened by Chairperson Anderson at 6:44 p.m.

No Public Comment was given.

The Public Hearing was closed by Chairperson Anderson at 6:45 p.m.

MOTION made by Vice Chair Smith to recommend approval to the Town Board of Trustees for the Weibel Industrial Park Neighborhood Master Plan with the following 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.**

MOTION was SECONDED by Commissioner Donnelly. In a 5-0 roll call vote, THE MOTION CARRIED.

Public Hearing to consider an ordinance Amending the Zoning Map of the Town of Berthoud to **Rezone** the Weibel Industrial Park Property Currently Zone M2-Industrial and T-Transitional to M1-Light Industrial.

MOTION made by Commissioner Donnelly 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 with the following condition:

- 1. The property owner shall be allowed to store operable passenger vehicles on the property as overflow parking for the property owner's car dealership(s), as has been allowed under the T-Transitional zoning district, for up to 12 months.**

MOTION was SECONDED by Vice Chair Smith. In a 5-0 roll call vote, THE MOTION CARRIED.

6. Report by Staff

There are 2 vacancies in the Planning Commission that have been advertised.

The next Planning Commission Meeting will be on May 23, 2024.

There will be no upcoming land use cases.

There will be a presentation on the DDA by Economic Development.

There will be a presentation on the art of deliberation by the Town Attorney.

There will be a presentation on safety given by Sergeant Williamson.

There will be a meeting on June 13, 2024.

There may be code changes on the agenda, as well as an update on the comprehensive plan.

There will be a presentation by Habitat for Humanity.

There will most likely be no land use items.

There will be a meeting on June 27, 2024.

There will be no land use items.

Planner Hillenbrand will be presenting code amendments or short-term rentals.

There will be a presentation on oil and gas changes by Mike Foote.

There will be no Planning Commission on July 11, 2024.
Late July may see more land use cases.
Director Johnson is planning a trip in the fall to look at the downtown areas of other communities.

Commissioner Donnelly reported on safety concerns at the intersections of Highway 287 & Mountain Ave and Highway 287 & Berthoud Pkwy and requested staff research and a presentation on the topic. Donnelly also reports he will not be in attendance at the June 13, 2024, Meeting.

Chairperson Anderson wanted to discuss requiring developers to speak to the community prior to coming before the Commission.

7. Adjourn

MOTION was made by Vice Chair Smith to adjourn the May 9, 2024, Planning Commission meeting. SECONDED by Secretary Semedalas. With all in favor, THE MOTION CARRIED.

The meeting was adjourned at 8:20 p.m.

Chairperson

Secretary

TOWN BOARD INFORMATION



COMMUNITY DEVELOPMENT DEPARTMENT

Meeting Date:	June 11, 2024
Agenda Title/Subject:	Resolution 09 (Series 2024), a Resolution approving the Revere Neighborhood Master Plan, and Ordinance 1341, an Ordinance amending the zoning map of the Town of Berthoud to rezone the Revere Property currently zoned PUD - Planned Unit Development to SR - Suburban Residential and SC – Suburban Commercial.
Type of Item:	Public Hearing
Request:	Request to accept the Neighborhood Master Plan for the Revere property and to change the existing zoning to bring the Revere property into conformance with the 2021 Comprehensive Plan.
Presented by:	Tawn Hillenbrand, Senior Planner

ATTACHMENTS:

- Staff Report with Application Materials and Community Comments
- Resolution 09 (Series 2024) and Ordinance 1341
- Applicant's Neighborhood Meeting Notification, Meeting Sign-in Sheet, and Meeting Summary
- Planning Commission hearing minutes

BACKGROUND:

The original zoning and PUD - Planned Unit Development concept plans for the subject property were approved by the Town in 2006. The 2006 approval included a PUD Overall Development Plan (ODP). The application being presented is done so at staff's request to bring the envisioned zoning districts into conformance with the 2021 Comprehensive Plan update.

UPDATE/NEXT STEPS:

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

The applicant will be required to record the Neighborhood Master Plan and Change of Zone if approved by the Town Board of Trustees. Following recording of the documents,

the next step would be a Preliminary Plat which would be presented in a public hearing before both the Planning Commission and the Town Board of Trustees. The Preliminary Plat review phase includes review of the Construction Documents (80%), referral agency review, analysis of the utilities and infrastructure planned for the project, an analysis of 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. Any land use activity to occur on site will need either an administratively approved Site Plan or a Use by Special Review which requires public hearings for uses other than residential (single-family attached or detached). A Development Agreement will be required as part of the Final Plat process.

Referral agencies such as the school district, fire protection district, utility and infrastructure providers, Town departments, 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.

Planning Commission recommended that the application hold a neighborhood meeting prior to the public hearing before the Town Board of Trustees. The applicant elected to request a continuance of their public hearing before the Board scheduled for May 14th to accommodate holding a neighborhood meeting. Information has been provided to the Town regarding this meeting and included in your packets.

FISCAL IMPACT AND FUND SOURCE:

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

COMMUNITY TOUCHSTONES:

Consideration of this request does not negatively impact community touchstones and in fact is supportive of the 2021 Comprehensive Plan update. The applicant was requested to submit a Change of Zone and Neighborhood Master Plan by staff illustrating a change to the originally approved development plans to bring the site into conformance with the Town's vision of continued growth within the Town's utility service area [Page 3-0]. Both Suburban Commercial and Suburban Residential zoning classifications are proposed and shall align with the Comprehensive Plan's vision for both. Additional open space and park space coupled with greater diversity of housing types have been provided.

RECOMMENDED ACTION(S):

Neighborhood Master Plan

Planning Commission heard the request for approval of the Revere Neighborhood Master Plan at their April 11, 2024, public hearing and voted unanimously to send their recommendation of approval to the Town Board of Trustees with the following eight (8) conditions:

1. 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 AC waterline near the County Road 8 and Hwy 287 intersection at the Preliminary Plat phase.
2. 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.
3. The applicant shall collaborate with the neighborhood to the north regarding the buffer area. The outcome of these buffer discussions shall be included in the Preliminary Plat application.
4. The applicant shall update the Traffic Impact Study with the submittal of the Preliminary Plat application.
5. The applicant shall have at least one neighborhood meeting to address the concerns of the adjacent property owners. Documentation of the meeting shall be included with the Preliminary Plat application.
6. The applicant shall provide a traffic memo summarizing the submitted Traffic Impact Study to Town Board of Trustees in their packet for the Neighborhood Master Plan and Change of Zone hearing.
7. The applicant shall evaluate the safety, placement, engineering, and design of the proposed roundabout.
8. The Preliminary Plan application shall include a detailed analysis of alternative access points to the proposed development, traffic control, and internal parking.

Rezoning

Planning Commission heard the request for approval of the Revere Rezone at their April 11, 2024, public hearing and voted unanimously to send their recommendation of approval to the Town Board of Trustees.



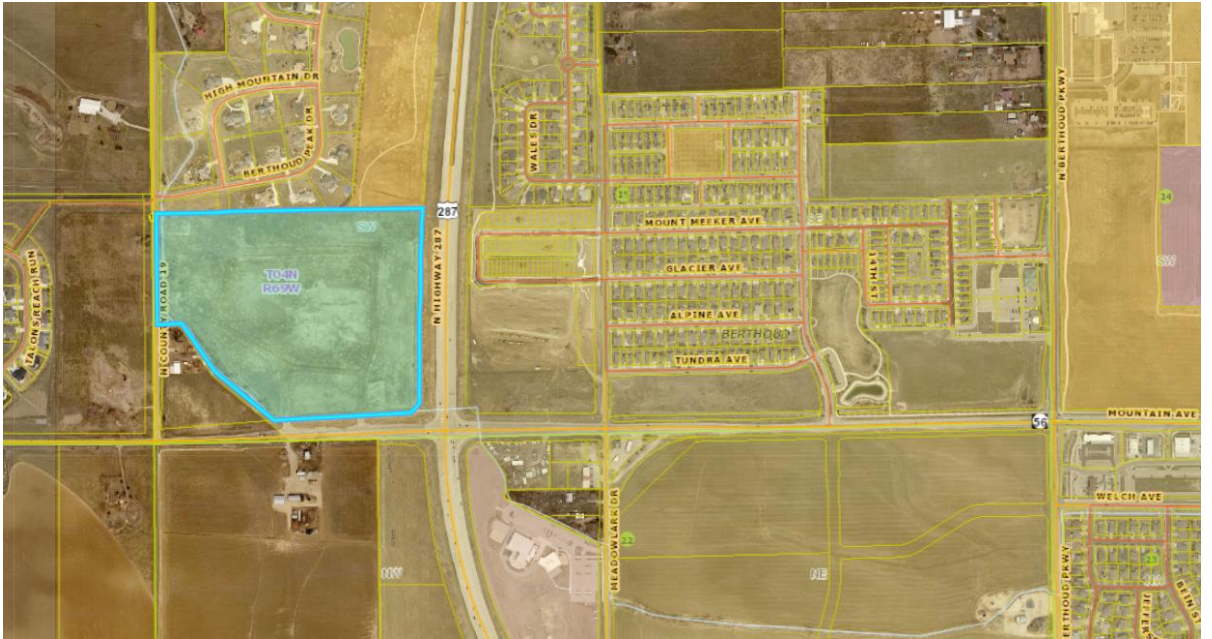
**Garden
Spot of
Colorado**

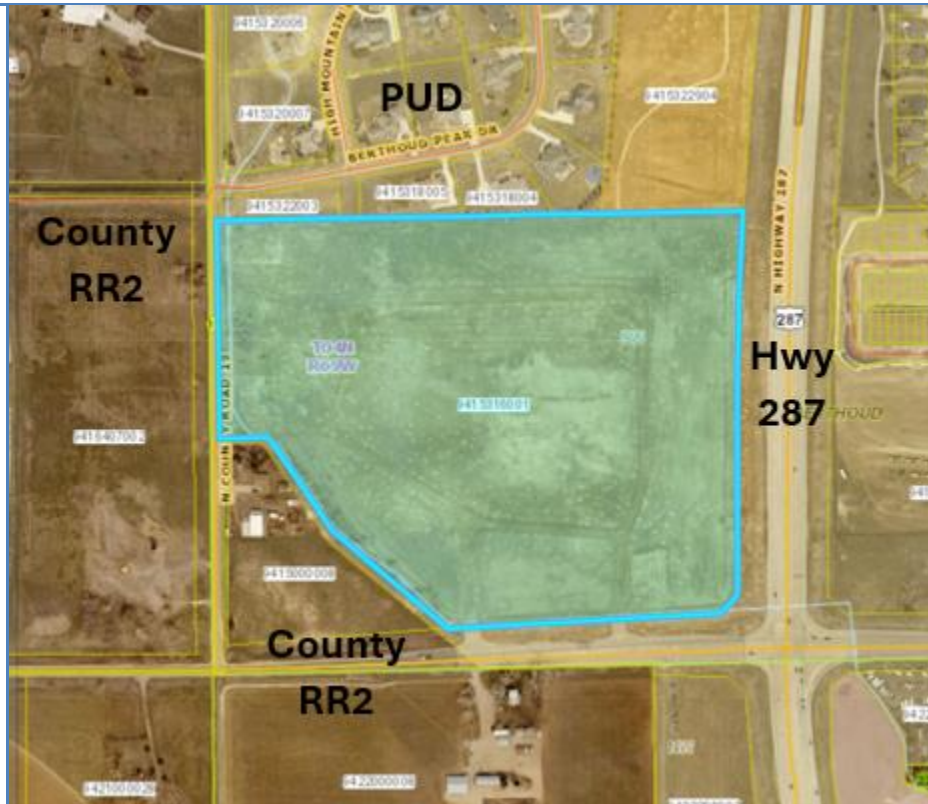
807 Mountain Avenue | PO Box 1229 | Berthoud, CO 80513 | O: 970.532.2643 | F: 970.532.0640 | Berthoud.org

STAFF REPORT: REVERE NEIGHBORHOOD MASTER PLAN AND REZONING

DATE: June 11, 2024

GENERAL INFORMATION

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



ZONING DISTRICT INFORMATION

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

SURROUNDING ZONING, LAND USE AND REQUIRED BUFFERS

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

Proposal

The applicant is proposing the following two requests: Neighborhood Master Plan for the proposed Revere development consisting of 100 detached single-family residential lots, commercial lots, and open space/trail connections with a concurrent request to Rezone the subject property from PUD – Planned Unit Development to SC – Suburban Commercial and SR - Suburban Residential. The Neighborhood Master Plan proposes commercial development along the southern portion of the site adjacent to County Road 8 (Mountain Avenue), with smaller single-family residential lots along the center of the subject property transitioning into larger single-family residential lots along the northern portion of the subject property. The rezoning map similarly shows SC – Suburban Commercial along the southern one-quarter the subject project, and SR – Suburban Residential for the remaining three-quarters of the property.

Background

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

Over the course of the last few years, the Town has phased out the PUD process and the PUD zone district is longer a preferred zone district. The Town has strongly encouraged property owners with PUD zoned properties to transition their projects to a current zone district rather than continuing with the PUD-FDP process.

The Revere Neighborhood Master Plan and Rezone project has had two rounds of referral agency review. Additionally, neighbor notification was sent to adjacent properties owners notifying them of the request.

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 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	Yes	i. The proposed development would connect to the existing road network via connections to County Road 8 (Mountain Avenue) and County Road 19. ii. A Major Collector is proposed to provide adequate traffic flow to and from the commercial portions of the site. Local Roads are proposed throughout the remaining portions of the site which would connect with either CR 19 or with the proposed Major Collector. iii. A preliminary traffic impact study/analysis was provided with the submittal.

existing street system, and any need for any road improvements (including off-site improvements) created by the proposed development.		
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 greenway and green area. iii. There are no required buffer areas with this request.
3. <u>Park(s) Plan:</u> i. Proposed park locations and types of parks as per Section 30-2-109(B)(2) and (3) ii. Proposed park acreage as per Section 30-2-109(B)(2)	Yes	(i.-ii.) Parks are provided in accordance with 30-2-109(B)(2) and (3). A full list of how the project meets these requirements can be found on page 2 and page 3 of the NMP.
4. <u>Pedestrian Network:</u> i. Location of all trails within development, and connection to existing trail network. ii. Connectivity of sidewalks to the existing pedestrian system, including any off-site sidewalk improvements. iii. Depiction of any bike lanes or any other multi-modal features.	Yes	i. Locations of all trails are depicted on the NMP. Connections are provided to the existing trail network, including a Regional Trail, and additional trails are provided throughout the project. ii. Sidewalks will be constructed along the frontages of all properties and will then connect to the existing pedestrian system. iii. A Major Collector is proposed to provide adequate traffic flow to and from the commercial portion of the site. The Town's standard section of a Major Collector includes providing 5-foot bike lanes. Bike lanes are not proposed nor required along the Local Roads.
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	Yes	i. In addition to the Neighborhood Master Plan, this project also includes a rezoning request. The Neighborhood Master Plan identifies the project showing the proposed zoning changes. ii. The proposed zoning districts will be consistent with the neighboring residential districts to the north. By utilizing the Suburban Residential (SR) zoning districts, the applicant is proposing a slightly denser development than the existing neighborhood to the north. The applicant is proposing larger single-family residential lots

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.		along the north portion of the site with smaller single-family residential lots at the center of the proposed development. This provides a transition between the existing residences to the north and west, and the proposed commercial uses along the south. iii. Density and diversity are distributed throughout the residential portions of the project.
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 served by utilities. The project will connect to existing Town of Berthoud utilities through one connection to the west, one to the south, and two at the east.
7. <u>Subdivision Identity Standards:</u> i. The applicant shall provide compliance with subdivision identity standards found in Section 30-2-131.	Yes	i. Code requires the proposed development to provide five subdivision identity and place elements. The applicant has chosen to provide six: a pocket park(1), trails(1), playground(1), fencing/walls (1), pollinator plant palette(1), and buffer areas (1).

Neighborhood Master Plan Review Criteria

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

30-6-106(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 Suburban Business and Suburban Residential transitioning from the lower intensity uses to the north and higher intensity uses to the south. Additionally, the Comprehensive Plan was developed to encourage form based transect zoning from open space/ rural areas to more developed urban areas with a diversity of housing options such as those proposed as part of this project. The proposed commercial lots adjacent to CR 8 (Mountain Avenue) are consistent with the goals of the Mountain Avenue Overlay District, and more specifically for the

		Berthoud West Character District. Encouraging commercial development along this corridor provides limited business access for commuters along this route while also providing services to residences in the immediate area.
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. The proposed transition from larger single-family detached residential lots along the north, to smaller single-family detached lots at the center of the project, to commercial along the south creates a functional system of land use that is consistent with Code and the Comprehensive Plan. The project will extend existing roadways to service the proposed lots allowing for a more connected neighborhood design. Additionally, the trail system proposed will allow connections throughout the project and into neighboring areas, including a Regional Trail connection along the east property line.
3. The preliminary traffic, open space, park utility and pedestrian design is adequate and functional given the existing and planned capacities of each system, and meets the standards found in this Code.	Yes	Plans were reviewed by Town staff as well as outside referral agencies. No deficient capacity issues were identified.
4. Negative impacts on adjacent land uses have been identified and satisfactorily mitigated.	Yes	Impacts to neighboring properties have been mitigated through multiple access points as to not create congested roadways, as well as placing the lower intensity uses (residential) closer to the existing residential to the north, and the higher intensity uses (commercial) to the south along CR 8 (Mountain Avenue). Additionally, the Plan provides an open space buffer between the existing residential lots to the north and west and the proposed residential lots contained in this project.
5. There is a need or desirability within the community for the development and the development will help achieve a balance of land use and/or housing types within Berthoud according to town goals.	Yes	The proposed project is consistent with the Future Land Use Map in the Comprehensive Plan. The proposed Neighborhood Master Plan provides a balance of single-family detached lots and limited commercial lots.

Rezoning

The subject project is currently zoned PUD – Planned Unit Development. According to project records, the property appears to have been zoned PUD in August 2006 as part of the approved Revere Mixed Use PUD Overall Development Plan (ODP) which proposed both commercial and residential uses. If the subject property were to remain zoned PUD, the approved ODP would remain in effect and would be applicable to the subject property. However, the PUD process has

been phased out by the Town of Berthoud and is no longer a preferred zone district. Therefore, rather than continuing through the now removed PUD process, staff has recommended the applicant rezone the property to a current zone district. The applicant has requested to rezone the property from PUD to SC – Suburban Commercial along the lower one-quarter portion of the subject property and SR – Suburban Residential for the remaining three-quarters of the subject property. The proposed commercial areas would be focused in the SC zoned areas, while the single-family residential uses would be focused in the SR zoned areas. This request is consistent with the Future Land Use Map contained in the Comprehensive Plan.

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

30-3-110(D) Zoning Map Amendment Criteria	Finding	Rationale
1. To correct a manifest error in an ordinance establishing the zoning for a specific property; or 2. To rezone an area or extend the boundary of an existing district because of changed or changing conditions in a particular area or in the Town generally; or 3. The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the Town Comprehensive Plan; or 4. The proposed rezoning is necessary to provide land for a community-related use that was not anticipated at the time of the adoption of the Town Comprehensive Plan, and the rezoning will be consistent with the policies and goals of the Comprehensive Plan; or 5. The area requested for rezoning has changed or is changing to such a degree that it is in the public interest to encourage development or redevelopment of the area	Yes	Staff finds that the proposed rezoning meets criteria 2. The town has shifted away from Planned Unit Developments, and the proposed rezoning will help create more consistency between the project and what is intended in the Future Land Use map in the Comprehensive Plan.

PUBLIC NOTICE AND COMMENT

Notice of the Planning Commission Public Hearing has been mailed to property owners within 500 feet of the subject property March 27, 2024, a legal ad published March 28, 2024, and the property was posted as required by the Development Code by the applicant on September 12, 2023. In addition, notice of the application was sent out to all property owners within 500 feet August 31, 2023, with an invitation to comment on the request within four weeks of receipt. All comments received can be found in this packet.

FINDINGS AND RECOMMENDATIONS

Neighborhood Master Plan

Planning Commission heard the request for approval of the Revere Neighborhood Master Plan at their April 11, 2024, public hearing and voted unanimously to send their recommendation of approval to the Town Board of Trustees with the following eight (8) conditions:

1. 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.
2. 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.
3. The applicant shall collaborate with the neighborhood to the north regarding the buffer area. The outcome of these buffer discussions shall be included in the Preliminary Plat application.
4. The applicant shall update the Traffic Impact Study with the submittal of the Preliminary Plat application.
5. The applicant shall have at least one neighborhood meeting to address the concerns of the adjacent property owners. Documentation of the meeting shall be included with the Preliminary Plat application.
6. The applicant shall provide a traffic memo summarizing the submitted Traffic Impact Study to Town Board of Trustees in their packet for the Neighborhood Master Plan and Change of Zone hearing.
7. The applicant shall evaluate the safety, placement, engineering, and design of the proposed roundabout.
8. The Preliminary Plan application shall include a detailed analysis of alternative access points to the proposed development, traffic control, and internal parking.

Rezoning

Planning Commission heard the request for approval of the Revere Rezone at their April 11, 2024, public hearing and voted unanimously to send their recommendation of approval to the Town Board of Trustees.

Attachments

1. Application forms
2. Project Narratives
3. Neighborhood Master Plan
4. Rezoning map
5. PC Requested Traffic Impact Study (TIS) Summary
6. Preliminary Traffic Impact Study (TIS)
7. Public Comments received prior to PC Hearing
8. Public Comments received at or following PC Hearing

1. Application Form

Town of Berthoud Development Review Application

Note: All required information must be provided before submittal will be accepted. Use appropriate submittal checklist to determine application requirements. Complete both sides of application form.

Project Name:**Revere****Brief description of project:**

Residential development with commercial development located at the intersection of HWY 287 and CR 9.

APPLICATION TYPE (Check as appropriate):

☐ Annexation	☐ Preliminary Subdivision Plat	☐ Final Site Plan
☒ Rezoning	☐ Final Subdivision Plat	☐ PUD Overall Development Plan
☒ Master Plan	☐ Plat Amendment	☐ PUD Preliminary Development Plan
☐ Minor subdivision	☐ Preliminary Site Plan	☐ PUD Final Development Plan
☐ Special Use Review	☐ ROW Vacation	

Legal Description of Property (lots, blocks, tracts, subdivision name, or metes& bounds):
LOT 1, SMITH SUBDIVISION, TOWN OF BERTHOUD,
COUNTY OF LARIMER, STATE OF COLORADO

APPLICANT

Company Name: Babcock Land Corp

Contact Person: Jeff Mark

Address: 212 N Wahsatch Ave, Suite 301

Phone #

City: Colorado Spring State: CO Zip Code: 80903

OWNER (IF DIFFERENT THAN APPLICANT)

Company Name:

Contact Person:

Address:

Phone #

City: State: Zip Code:

CONSULTANT (ENGINEER, SURVEYOR, OR PLANNER)

Company Name: TB Group

Contact Person: Kristin Turner

Address: 444 Mountain Avenue

Phone # 970.532.5891

City: Berthoud State: CO Zip Code: 80513

FOR OFFICE USE ONLY**NOTES:****Received By:**

Date:	Sketch Plan Date:	
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Site Data

LAND USE INFORMATION								
Existing Use: Agriculture								
Proposed Use: Residential & Commercial								
Existing Zoning: PUD	<table border="1"> <tr> <th colspan="2">Adjacent zoning / land use:</th> </tr> <tr> <td>East Side: HWY 287</td> <td>North Side: PUD</td> </tr> <tr> <td>West Side: Larimer County</td> <td>South Side: CR 9</td> </tr> </table>		Adjacent zoning / land use:		East Side: HWY 287	North Side: PUD	West Side: Larimer County	South Side: CR 9
Adjacent zoning / land use:								
East Side: HWY 287	North Side: PUD							
West Side: Larimer County	South Side: CR 9							
Proposed Zoning: (if applicable): Suburban Residential, Suburban Commercial								
Number of acres: 38.3 AC								
UTILITY SERVICE INFORMATION								
Water: Town of Berthoud Water	Sewer: Town of Berthoud Sewer	Other:						
PROJECT INFORMATION								
Number of proposed units: 31 units Number of phases: TBD Number of Units per phase: TBD Number of lots proposed: 31 Lot size minimum: Lot size maximum: 60' X 110' Lot size average: Gross density (units/acre): 0.8 DU/AC Net density (units/acre): 1.0 DU/AC Area and percent open space: 6.37AC 16.6% OS	Non-Residential Bldg. Area (Sq.Ft.) Proposed: NA Non-Residential construction Floor Area Ratio: NA Total Number of Parking Spaces: NA <u>Acreage of Site:</u> a. Gross: 38.3 AC b. Right-of-Way: 7.0 AC c. Net (a-b) 31.3 AC <u>Type of Housing Proposed (please check):</u> <table border="0"> <tr> <td>☒ Future Single Family</td> <td>☐ Townhouse</td> </tr> <tr> <td>☐ Duplex</td> <td>☐ Condominium</td> </tr> <tr> <td>☒ Multi-family (# of units: TBD)</td> <td></td> </tr> </table>		☒ Future Single Family	☐ Townhouse	☐ Duplex	☐ Condominium	☒ Multi-family (# of units: TBD)	
☒ Future Single Family	☐ Townhouse							
☐ Duplex	☐ Condominium							
☒ Multi-family (# of units: TBD)								

DESIGNATION OF REPRESENTATIVE:

The undersigned owner(s) and lienholder(s) agree that Babcock Land Corp (Jeff Mark -Manager) represents the undersigned in all matters pertaining to this project, including subsequent modification to the application.

Owner: Jeff Mark Date: 8/8/2023

Lienholder: _____ Date: _____

ACKNOWLEDGMENTS:

I, THE APPLICANT or designated representative of the applicant, hereby acknowledge that the information on this application is accurate and complete as per the attached checklist(s) and specification of the Town of Berthoud Development Code.

Applicant or representative:


F259C4E74F2345A

Date: 8/8/2023

2. Project Narratives

Revere Neighborhood Master Plan Narrative April 1, 2024

General Description

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

Land Use Area

Revere is approximately 38.3 acres. The project has densities that are consistent with the Land Use Map of the Comprehensive Plan 2021, which is designated as Suburban Residential and Commercial. The site is located north of CR 8 and west of HWY 287. There are 100 single family residential lots proposed.

Statement of Commercial Mineral Deposits

There are no known commercial mineral deposits on this site.

Compliance with Section 30-2-131

Based on the size of the site and the number of proposed units, six (6) subdivision identity points will be required. The specific subdivision identity elements to be provided, will be determined at the time of plat but a minimum of 6 element points will be provided.

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

1. POCKET PARK	1
2. TRAILS	1
3. PLAYGROUND	1
4. FENCING/WALLS	1
5. POLLINATOR PLANT PALETTE	1
6. BUFFER AREAS	1
TOTAL	6

Compliance with the Town Comprehensive Plan

The proposed development integrates the goals set out in the Town Comprehensive Plan in the following ways:

The proposed development is designed to provide connections to the perimeter road network and pedestrian connections that will connect to development to the north. In addition, the layout provides continuous, direct, convenient, and safe pedestrian pathways to proposed parks and open space areas. The site is well situated for housing per the Comprehensive Plan.

Goal: Transportation Enhancements

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

Goal: Community Identity

This plan provides a community that promotes high quality development. This development is pedestrian oriented and walkable with detached sidewalks, tree lawns and street trees. Future residents of this community will be able to walk to adjacent subdivisions.

Goal: Public Infrastructure

The proposed development is a logical extension of the Town of Berthoud public services without placing additional burdens on existing residents and businesses. There are nearby utilities and surrounding Berthoud streets. The design allows for phasing that is both responsible and flexible. Infrastructure will be provided so as to meet the requirements of the Comprehensive Plan and/or the Land Use Code.

Rationale of How Neighborhood Master Plan Correlates to Proposed Zone District

The proposed residential product types directly correlate to the proposed zone districts (SR and Suburban Commercial). Single-family detached are proposed within the SR zone district. Commercial is proposed with the Mountain Corridor Overlay area.

Request for Vesting

We are requesting vesting of the proposed neighborhood master plan per 30-4-102 of the Berthoud Land Use Code.

Revere Rezone Narrative **August 7, 2023**

Revere rezone is approximately 38.3 acres. The site is located north of CR 8 and west of HWY 287. The existing zoning is PUD and we are requesting a change to 'straight' zoning at the request of Town Staff to convert all sites to the most current zone districts.

These changes include:

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

Written Statement Describing the Proposal and Addressing the Following Points:

I. Rationale for the proposed zoning:

The zone changes to these are intended switch from PUD zoning to straight zoning and be in conformance with the 2021 Comprehensive Plan.

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

Impacts on existing adjacent properties are anticipated to be minimal. The land to the west of the property is currently zoned RR2 (Larimer County). The property is bordered by HWY 287 to the east and CR 8 along the southern property boundary. The site is bordered by Town of Berthoud, PUD, residential development to the north. The Revere development is consistent with the comprehensive plan and will establish the pattern of a high-quality residential neighborhood and commercial corner for the area.

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

Traffic impacts of the Revere rezone will be minimal. A preliminary traffic study has been submitted with this package which provides information on potential improvements required at the time of plat. Access to the site will be provided at multiple locations to help spread out the traffic impacts. These access points include connections to CR 8 and a connection to CR 19.

IV. Availability of utilities for any potential development:

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

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

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

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

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

The rezoning is consistent with the Town's Comprehensive Plan 2021 Land Use Goals. The comprehensive plan designates this property as suburban residential and suburban business, which the proposed zoning designations are consistent with.

VII. Public benefits arising from the proposal:

The public benefits achieved by this proposed rezoning are from the property & sales taxes that the Town will collect. The development will have impacts on the Town, but will be offset by the increase in property & sales taxes and additional residents' spending money and increasing the Town's sales tax base. The proposed development will also provide housing and the opportunity for commercial development. This site is located at a prime corner for commercial development which would allow for more services in closer proximity to existing and proposed residential development.

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

SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS
RESIDENTIAL PRODUCT TYPES PROVIDED: 2

SUBDIVISION IDENTITY ELEMENTS POINTS
REQUIRED: 5

THE SUBDIVISION IDENTITY ELEMENTS TO BE
PROVIDED WILL BE DETERMINED AT THE TIME OF
PLAT. A MINIMUM OF 6 ELEVATION POINTS WILL BE
PROVIDED. THE FOLLOWING IS A LIST OF THE
ELEMENTS THAT WILL BE PROVIDED FOR THIS
SITE BUT IS SUBJECT TO CHANGE SO LONG AS
THE REQUIRED ELEMENT POINTS ARE ACHIEVED
AT THE TIME OF PLAT:

- 1. POCKET PARK 1
- 2. TRAILS 1
- 3. PLAYGROUND 1
- 4. FENCING/WALLS 1
- 5. POLLINATOR PALETTE 1
- 6. BUFFER AREAS 1

TOTAL: 6

TRAFFIC INFORMATION

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

NOTES:

- 1. PROPOSED LOT COUNT AND LOT SIZES ARE CONCEPTUAL
AND MAY CHANGE AT TIME OF PLAT, DEPENDING ON
MARKET CONDITIONS. HOWEVER, FUTURE LOT SIZES WILL
ADHERE TO THE MINIMUM LOT SIZE REQUIREMENTS AND
THE APPLICABLE LOT TYPE, PER TOWN OF BERTHOUD
CODE.
- 2. DENSITY MAY SHIFT BETWEEN DEVELOPMENT AREAS SO
LONG AS THE TOTAL DENSITY REMAINS AS NOTED IN THIS
NEIGHBORHOOD MASTER PLAN. DENSITY IS NOT EXCEED
DENSITY WITHIN A DEVELOPMENT AREA MAY NOT
EXCEED THE MAXIMUM PERMITTED PER THE UNDERLYING
ZONE DISTRICT. DENSITY SHIFTS MUST ADHERE TO THE
NEIGHBORHOOD MASTER PLAN REQUIREMENTS PER
SECTION 30-6-106.C.5 OF THE BERTHOUD MUNICIPAL
CODE.

NEIGHBORHOOD MASTER PLAN



ESTATE AT MATTHEW FARM
BERTHOUD ZONED, BUT
NOT A PART OF THIS
MASTER PLAN

ESTATE AT MATTHEW FARM
BERTHOUD ZONED, BUT
NOT A PART OF THIS
MASTER PLAN

TOWN OF BERTHOUD
ZONED, BUT
NOT A PART OF THIS
MASTER PLAN

EXISTING 10'
CONCRETE
RECREATION TRAIL
PER TOWN PLAN

Hwy 287



LAND USE SUMMARY

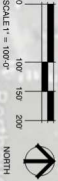
SINGLE FAMILY DETACHED (60' X 110').....	31
SINGLE FAMILY DETACHED (45' X 85').....	69
TOTAL.....	100 LOTS

LAND USE STATISTICS

TOTAL ACREAGE =	-38.3 ACRES
SINGLE FAMILY DETACHED ACREAGE (60'X110') =	-5.1 ACRES
(SFD) PROPOSED DENSITY =	6.1 DU/AC
SINGLE FAMILY DETACHED ACREAGE (45'X85') =	-6.6 ACRES
(SFD) PROPOSED DENSITY =	10.5 DU/AC
COMMERCIAL ACREAGE =	-3.7 ACRES
% OF SITE AS COMMERCIAL =	9.7%
OPEN SPACE ACREAGE =	-10.5 ACRES
% OF SITE AS OPEN SPACE =	27.4%
DETENTION ACREAGE =	-2.6 ACRES
% OF SITE AS DETENTION =	6.8%
PARK ACREAGE =	-2.1 ACRES
% OF SITE AS OPEN SPACE =	5.5%
DRIVE ACREAGE =	-7.7 ACRES
% OF SITE AS DRIVE =	20.1%

SHEET INDEX

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



PARK STATISTICS:

PARK SPACE REQUIRED (100 LOTS) ~ 1.00 ACRES

PARK SPACE PROVIDED 2.1 ACRES
5.5% OF SITE

TRAILS AND WALKS

DETACHED CONCRETE SIDEWALK • 10,012 feet

OFF-STREET CONCRETE SIDEWALK • 4,482 feet

SOFT SURFACE TRAIL • 2,108 feet

TOWN OF BERTHOUD REGIONAL TRAIL (10' CONCRETE) - 1,617 feet

UNL LAMAR, LEE
HOMER COUNTY
ZONED R-2

UNL LAMAR, LEE
HOMER COUNTY
ZONED R-2



OPEN SPACE CALCULATIONS:

TOTAL OPEN SPACE REQUIRED= 3.83 AC 10.0%
TOTAL OPEN SPACE PROVIDED= 13.10 AC 34.2%

TOTAL SITE ACREAGE = ~38.3 AC

OPEN SPACE ELEMENTS

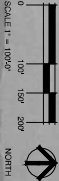
OPEN SPACE ELEMENTS 2 ELEMENTS REQUIRED
OPEN SPACE ELEMENTS 2 ELEMENTS PROVIDED

- GREENWAY 1 ELEMENT
• 1,200' long and minimum 88' wide, with 10' wide concrete Regional Trail.
- GREEN AREA 1 ELEMENT
1.24 AC (50' width minimum). Conveniently located along an 8' wide concrete trail and at the junction of CR19 and Berthoud Peak Drive, this green area could be utilized for a number of recreational activities of the users' choice.

PARKS & OPEN SPACE SUMMARY

	PARK SPACE	2.1 ACRES
	OPEN SPACE	10.5 ACRES
	DETENTION SPACE	2.6 ACRES
TOTAL		15.2 ACRES

OPEN SPACE AND CIRCULATION EXHIBIT



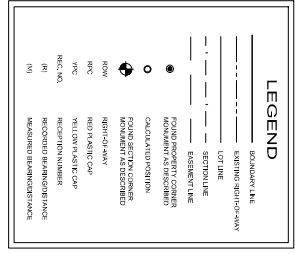


POCKET PARK ELEMENTS

- ALL OF LIST A:
- ELECTRICITY
 - IRRIGATION
 - SECURITY LIGHTING
 - TRASH RECEPTACLES (2AC)
 - WATER SERVICE
 - BIKE RACKS
 - LANDSCAPING
- 5 OF LIST B:
- PICNIC SHELTERS WITH PICNIC TABLES (2)
 - LOOP WALK (MIN. 2,000 LF)
 - TUFF - APPROX. 24,600 S.F.
 - NATURAL AREA - APPROX. 35,100 S.F.
- 3 OF LIST C:
- 1 HIGH: COMMERCIAL-GRADE PLAYGROUND
 - 2 LOW: POLLINATOR GARDEN
 - WALK
 - SANDPARK
 - GATHERING SPACE



REVERE REZONING MAP



80 0 80 160 240
(US SURVEY FEET)
1 inch = 80 ft.

Revere TIS Summary

The Revere Transportation Impact Study looked at future conditions on the surrounding roads both with and without the Revere project. The purpose of the study is to determine any improvements that may be necessary to support the proposed project.

Existing Conditions – The existing conditions were determined based on peak hour traffic counts conducted at the study intersections. The figure below shows the peak hour intersection operations. The A/A at CR 19 and CR 8 indicates that over the AM/PM peak hours the intersection will operate at Level of Service A. Intersection LOS goes from A, with very little delays to LOS F which represents excessive delays and congestion.

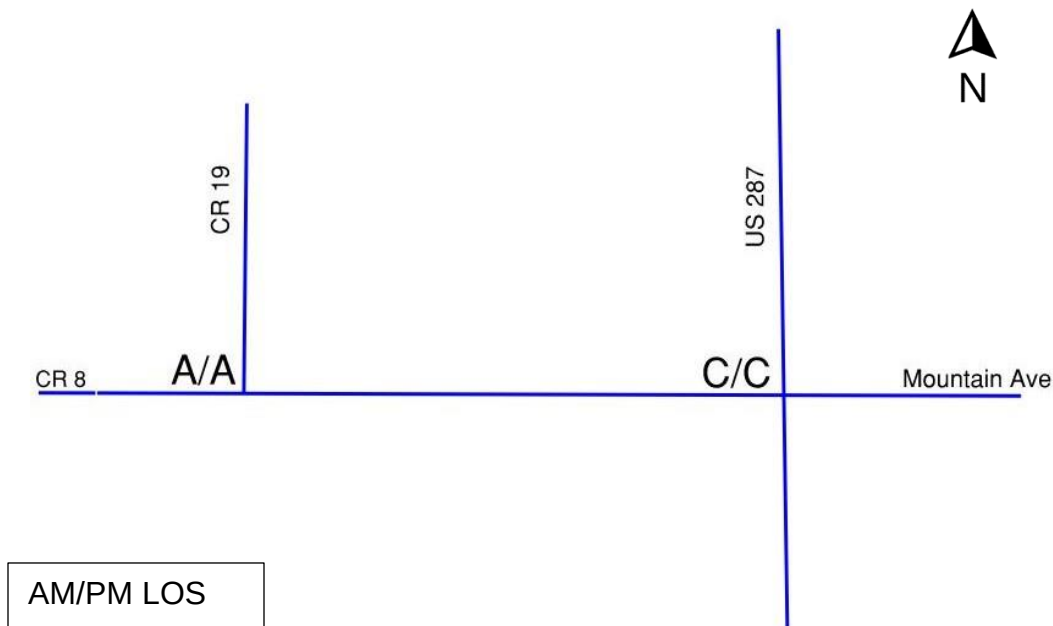


Table 4 from the report shows the detailed intersection LOS for each movement.

Table 4
Existing Weekday Peak-Hour Intersection Level of Service

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

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

Project Traffic – The traffic related to the project is estimated by using nationally accepted trip generation rates from the Institute of Transportation Engineers. As indicated in the table the project is anticipated to result in approximately 4,000 daily trips, 185 AM peak hour trips, and 385 PM peak hour trips. These trips are assigned to the roadway system. The resulting peak hour trips are shown on Figure 6 from the report.

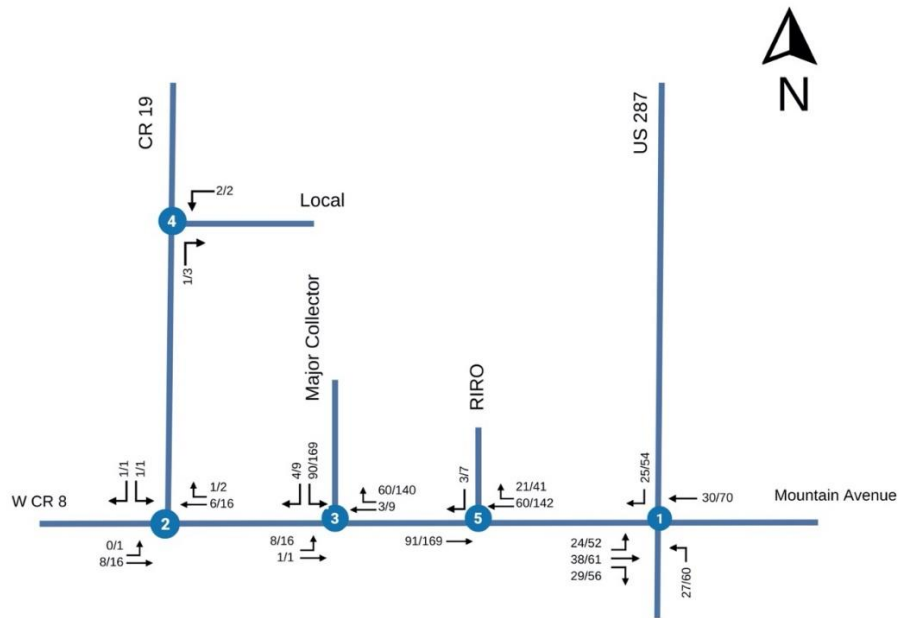
Table 5

Estimated Trip Generation

ITE Land Use Code & Rates		Project	Project Trip Generation						
Land Use	Land Use Code	Dwelling Units/KSF	Daily	AM			PM		
				IN	Out	Total	IN	Out	Total
Single Family	210	100	1,009	19	55	74	63	37	99
Commercial	821	31.80	3,005	70	43	112	138	149	287
TOTAL			4,014	89	98	187	200	186	387

Based on ITE Trip Generation 11th Edition

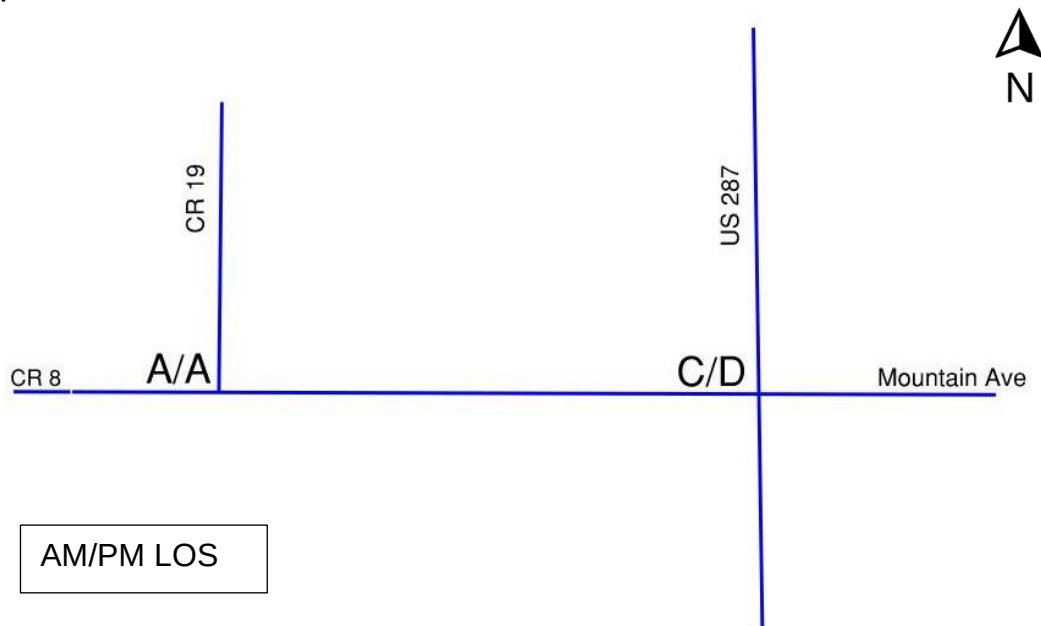
Figure 6 – Project Traffic



AM/PM Peak Hour Turning Movements

= Study Intersection / NOM= Nominal

2042 Background – The future long range background traffic accounts for overall growth in traffic plus other known projects in the area. The overall intersection operations for the AM/PM peak hour are shown below and provided on Table 6 .



2042 Total – The project traffic is added to the future long range background traffic resulting in the Total 2042 traffic projections. The resulting overall intersection operations are shown on the figure below. The detailed intersection level of service is provided in Table. 6.

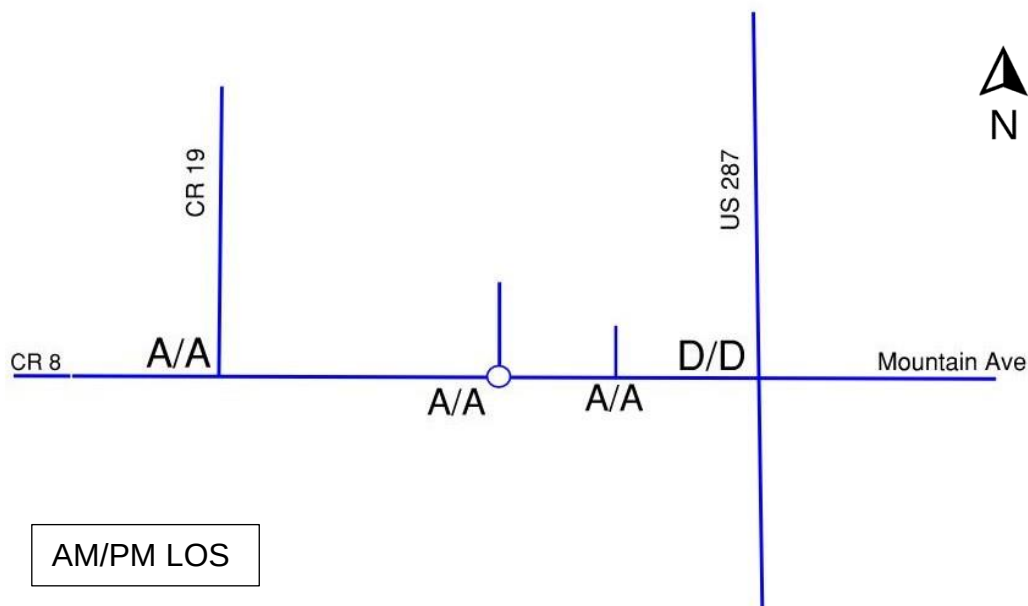


Table 6
2042 Peak Hour Intersection Level of Service

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

Conclusions

- The traffic study analyzed the long range 2042 traffic conditions with the full buildout of the project.
- The project was modeled with 100 single family homes and approximately 39,800 square feet of commercial.
- The full buildout of the project is anticipated to result in approximately 4,000 daily, 185 morning, and 385 evening peak hour trips.
- Currently, the study intersections are at acceptable levels.
- A westbound right-turn lane on CR 8 is required to access the project site at the RIRO access.
- The study intersections are projected to operate acceptably under the 2042 background and total traffic conditions.

Revere Transportation Impact Study Town of Berthoud

January 15, 2024
Original August 7, 2023

Prepared for:
The Landhuis Company

Rollins Consult LLC

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1 INTRODUCTION

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

PROJECT DESCRIPTION

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

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

- 100 single family homes.
- 31,800 square feet of commercial located directly north of CR 8.
- Access is proposed in three locations: a right-in-right-out access to CR 8, the main access at a roundabout on CR 8, and a local street access to CR 19.
- The extension of the Town of Berthoud Regional Trail on the east side of the site.

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Figure 1 – Project Location

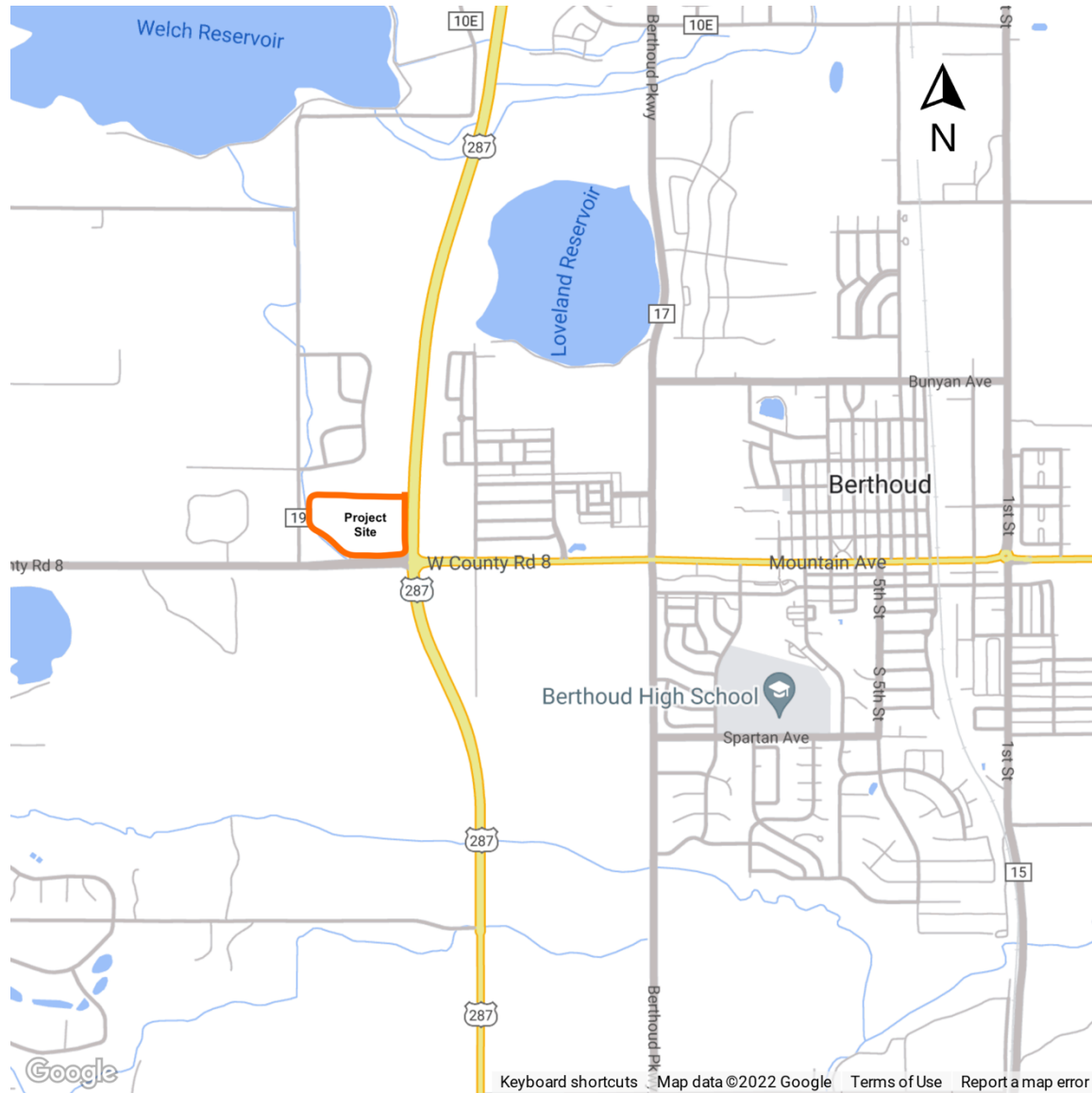
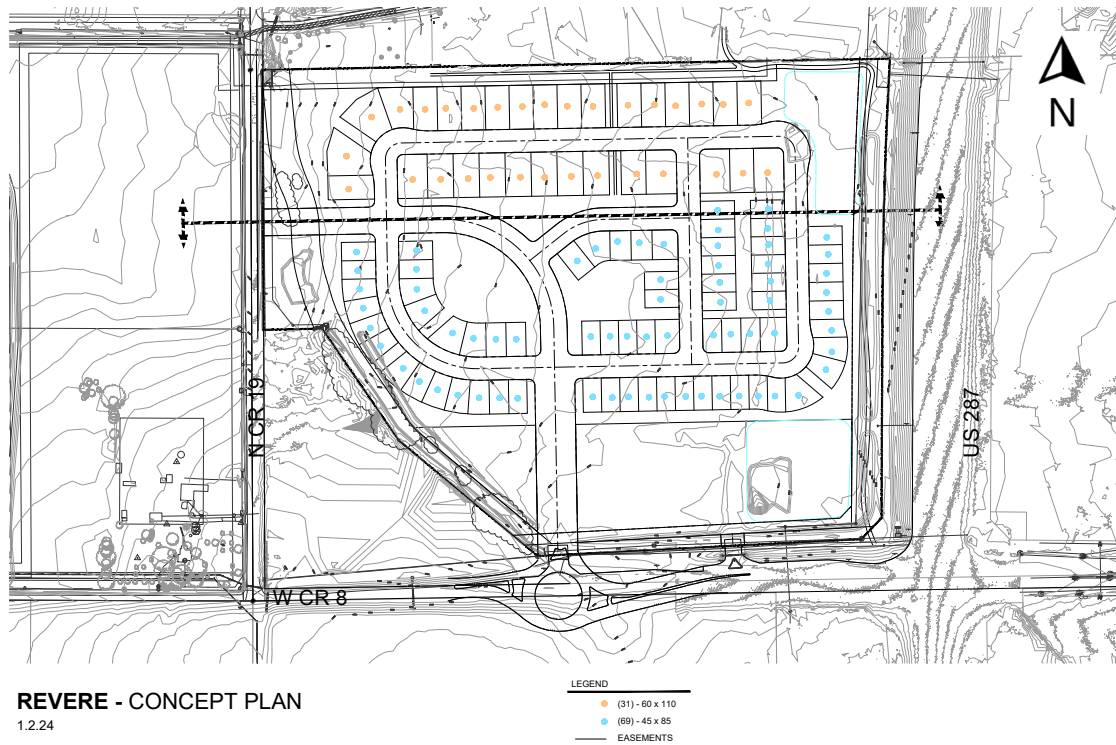


Figure 2 – Site Plan



STUDY SCOPE

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

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

- **Existing Conditions** – The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing transportation system is described. Peak hour intersection operations are evaluated.
- **Project Travel Demand** – The traffic generated by the Project will be estimated, distributed, and assigned to the transportation network.
- **2042 Background Conditions** – Future traffic conditions are projected without the proposed Project for the buildout year 2042. The background traffic will include overall growth in traffic within the area and traffic from proposed development projects near the site.
- **Auxiliary Lanes** – The need for left-turn and right-turn lanes at the project access points will be evaluated.
- **Total Future Conditions** – The traffic associated with the Project will be added to the Background traffic. The intersection operations will be determined.

The study examined two existing intersections and three planned project access streets. These were identified by the Town for inclusion in the study. The study intersections are listed below.

1. US 287 at Mountain Avenue
2. CR 19 at CR 8
3. Main Access at CR 8 (future)
4. Local Street Access at CR 19 (future)
5. Right-In-Right-Out (RIRO) at CR 8 (future)

2 EXISTING CONDITIONS

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

ADJACENT LANDUSE

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

TRANSPORTATION NETWORK

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

Roadway Network

US 287 is a north-south state highway that connects cities within northern Colorado from Fort Collins south to Longmont. US 287 is a four-lane highway with paved shoulders and room for a center left-turn lane. The speed limit in the study area is 65 mph. Adjacent to the project site US 287 is classified as a freeway (FW).

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

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

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

Pedestrian, Bicycle, and Transit Network

There are no pedestrian facilities near the project site. No on-street bicycle facilities exist on the adjacent roads. There is a regional bicycle/pedestrian trail located north of the project site within the Belcara residential area. This is part of a planned regional trail that would connect north to Loveland and south/east through Berthoud. This trail connects to the Colorado Front Range Trail. Trails are identified in the Town's *Berthoud Unified Trail Master Plan*, June 2018.

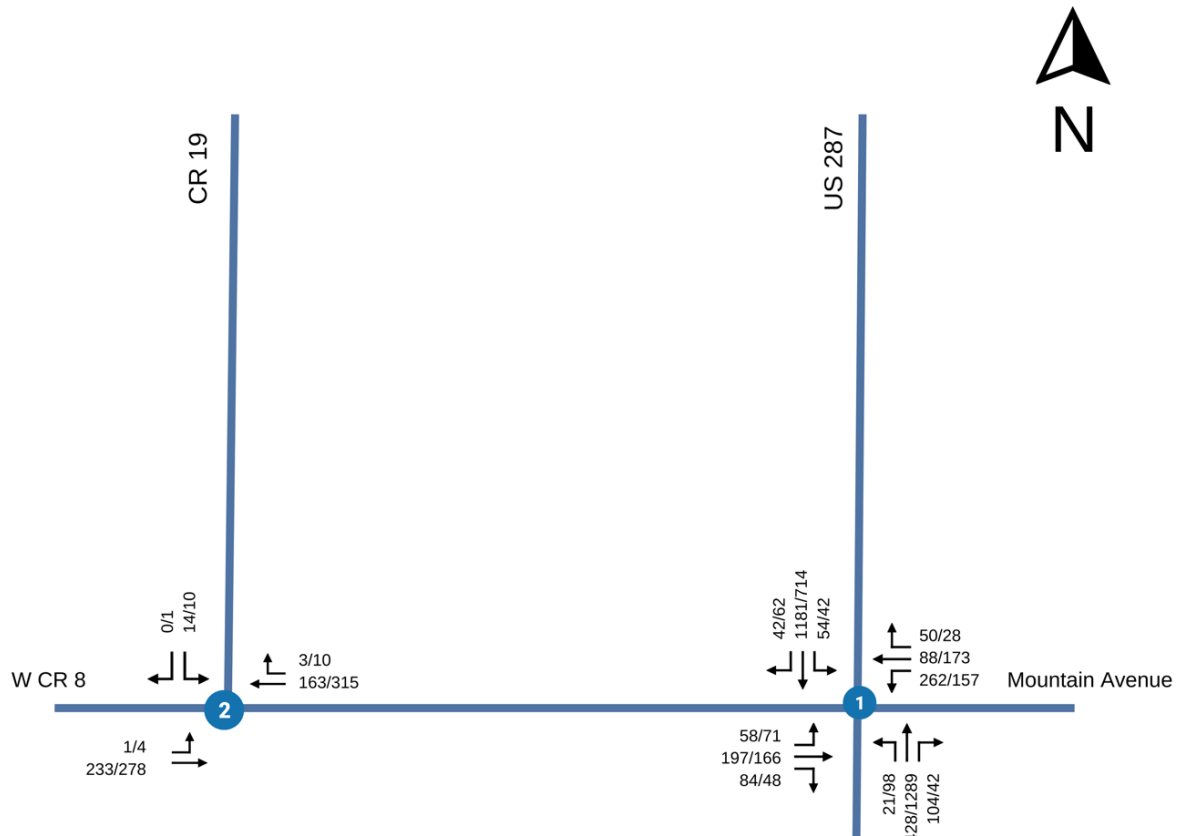
Berthoud is served by Transfort's Flex service. This is a regional bus that serves the communities of Fort Collins, Loveland, Berthoud, Longmont, and Boulder. There are stops on Mountain Avenue at 2nd and 3rd Streets. Berthoud also operates the Berthoud Area Transportation Service (BATS). It offers door-to-door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

EXISTING TRAFFIC CONDITIONS

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

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

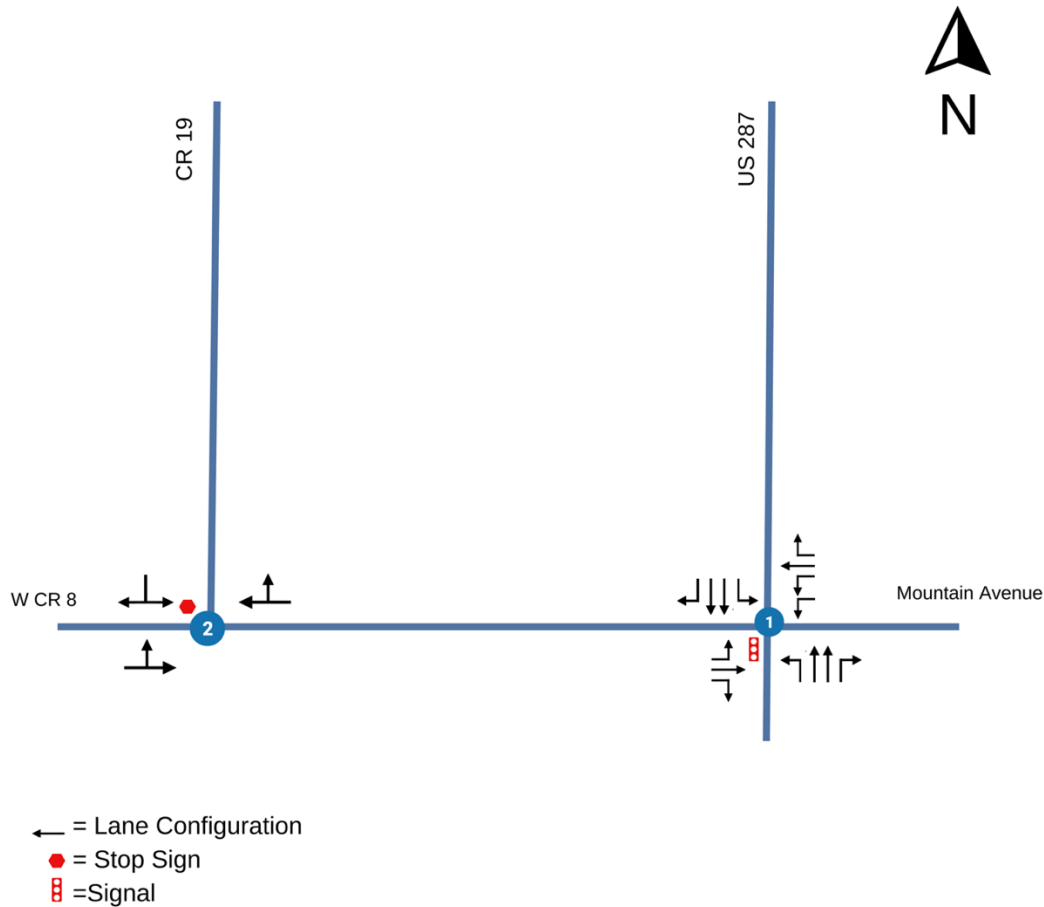
Figure 3 – Existing Peak Hour Traffic Volumes



AM/PM Peak Hour Turning Movements

● = Study Intersection

Figure 4 – Existing Lane Configurations



Intersection Level of Service Analysis Methodologies

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

Table 1
Intersection Level of Service Thresholds

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

Signalized Intersection

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

Table 2
Signalized Intersection Level of Service Definitions

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

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

Unsignalized Intersection

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

Table 3
Unsignalized Intersection Level of Service Definitions

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

Source: Transportation Research Board, Highway Capacity Manual, 2016

Existing Intersection Conditions

Using the HCM methodology, the weekday AM and PM peak hour intersection operations were determined. The results are provided in Table 4. The Town's LOS thresholds, provided in Table 1, were utilized to evaluate existing operations. As indicated in Table 4, the study intersections are currently operating at acceptable levels of service. The detailed analysis worksheets are provided in Appendix B.

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Table 4
Existing Weekday Peak-Hour Intersection Level of Service

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

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

3 PROJECT TRAVEL DEMAND

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

PROJECT CHARACTERISTICS

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

PROJECT TRIP GENERATION

The trip generation characteristics of the project were estimated using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Table 5 provides the trip generation estimate for the Revere project. As indicated in the table, the full buildout of the project will result in an estimated net of 4,014 daily, 200 morning, and 387 evening peak hour trips.

Table 5
Estimated Trip Generation

ITE Land Use Code & Rates		Project	Project Trip Generation						
Land Use	Land Use Code	Dwelling Units/KSF	Daily	AM			PM		
				IN	Out	Total	IN	Out	Total
Single Family	210	100	1,009	19	55	74	63	37	99
Commercial	821	31.80	3,005	70	43	112	138	149	287
TOTAL			4,014	89	98	187	200	186	387

Based on ITE Trip Generation 11th Edition

PROJECT TRIP DISTRIBUTION | ASSIGNMENT

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

Figure 5 – Trip Distribution

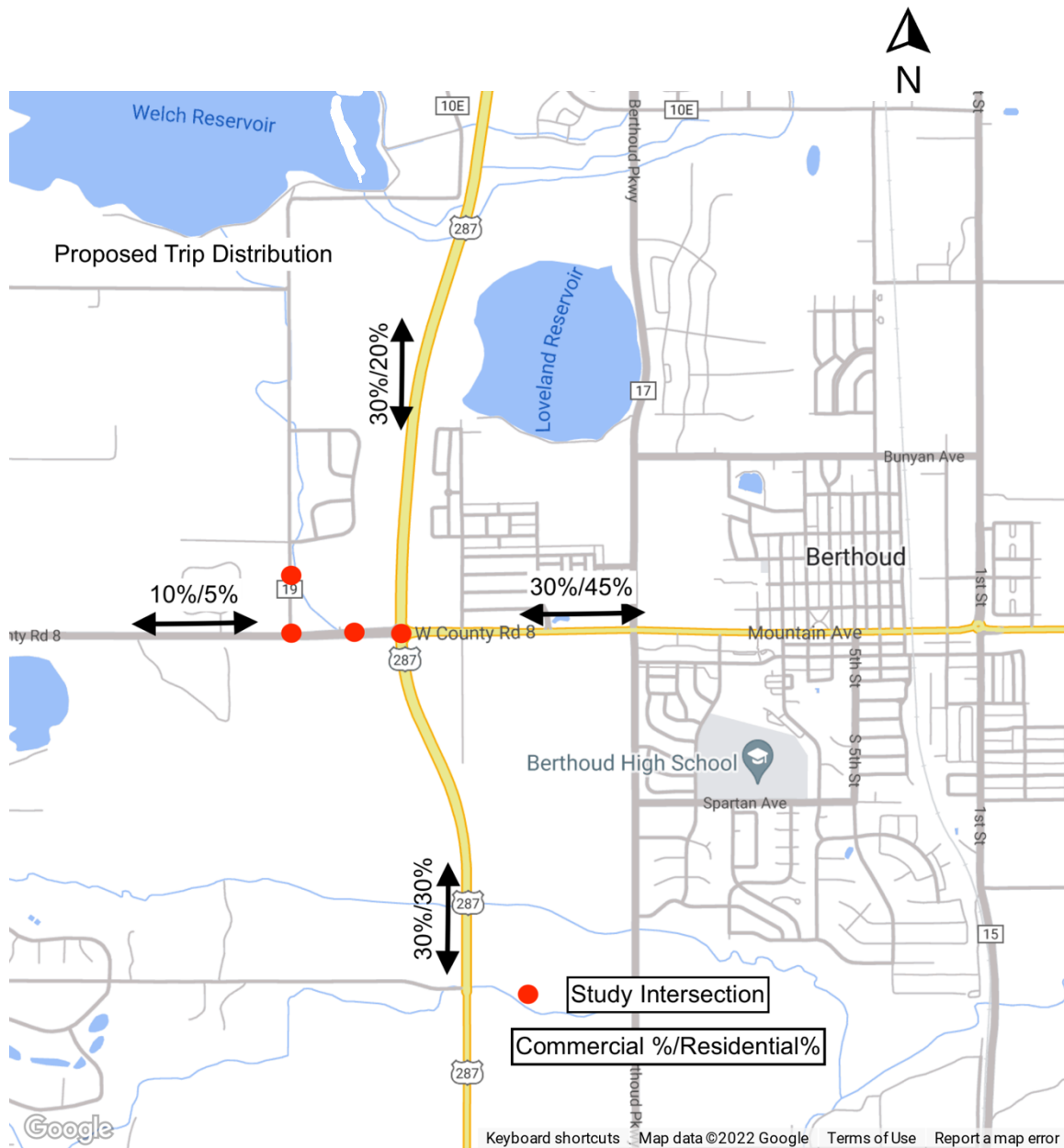


Figure 6 – Project Traffic



AM/PM Peak Hour Turning Movements

= Study Intersection / NOM= Nominal

4 FUTURE TRAFFIC PROJECTIONS

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

BACKGROUND 2042 TRAFFIC PROJECTIONS

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

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

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

TOTAL TRAFFIC PROJECTIONS

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

Figure 7 – Background Traffic 2042

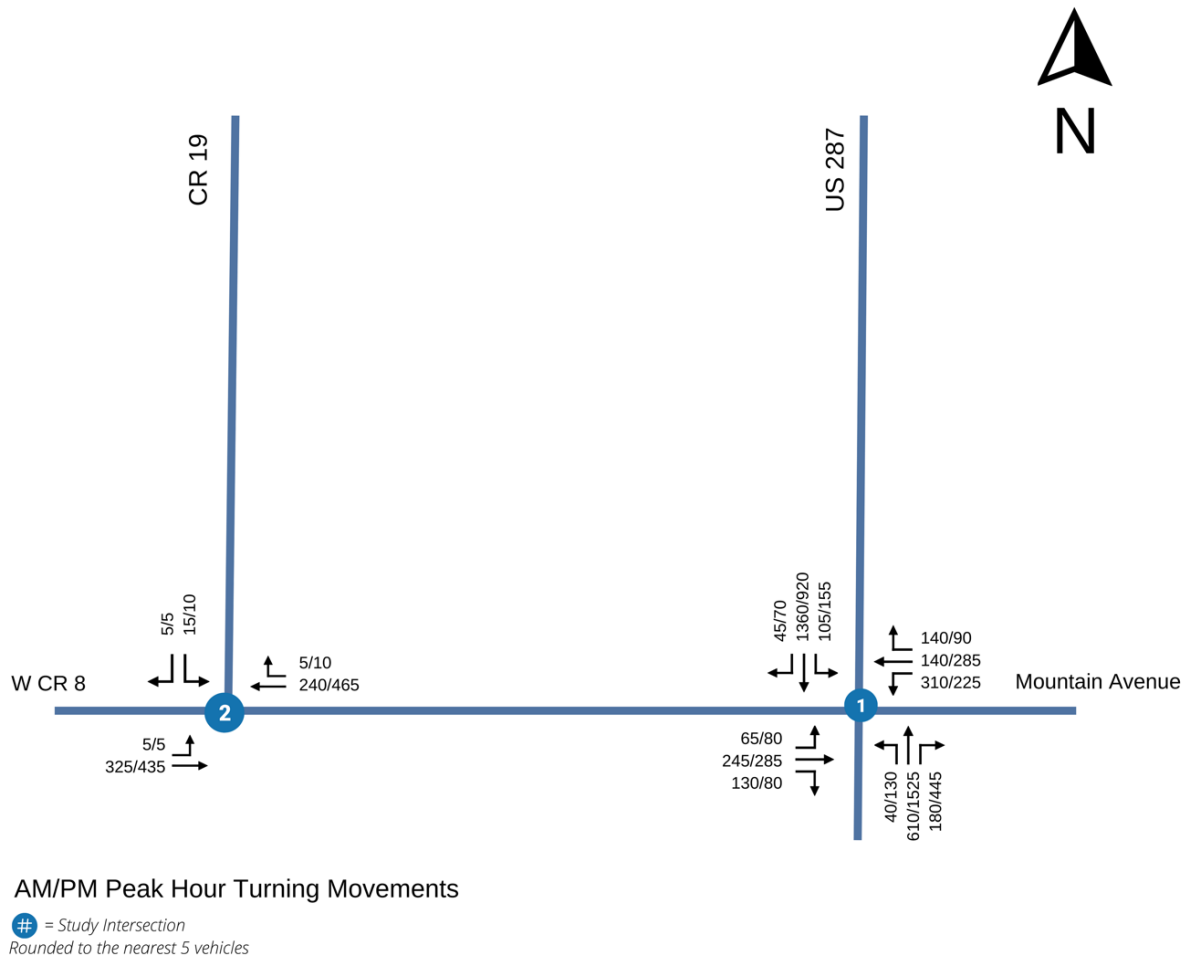
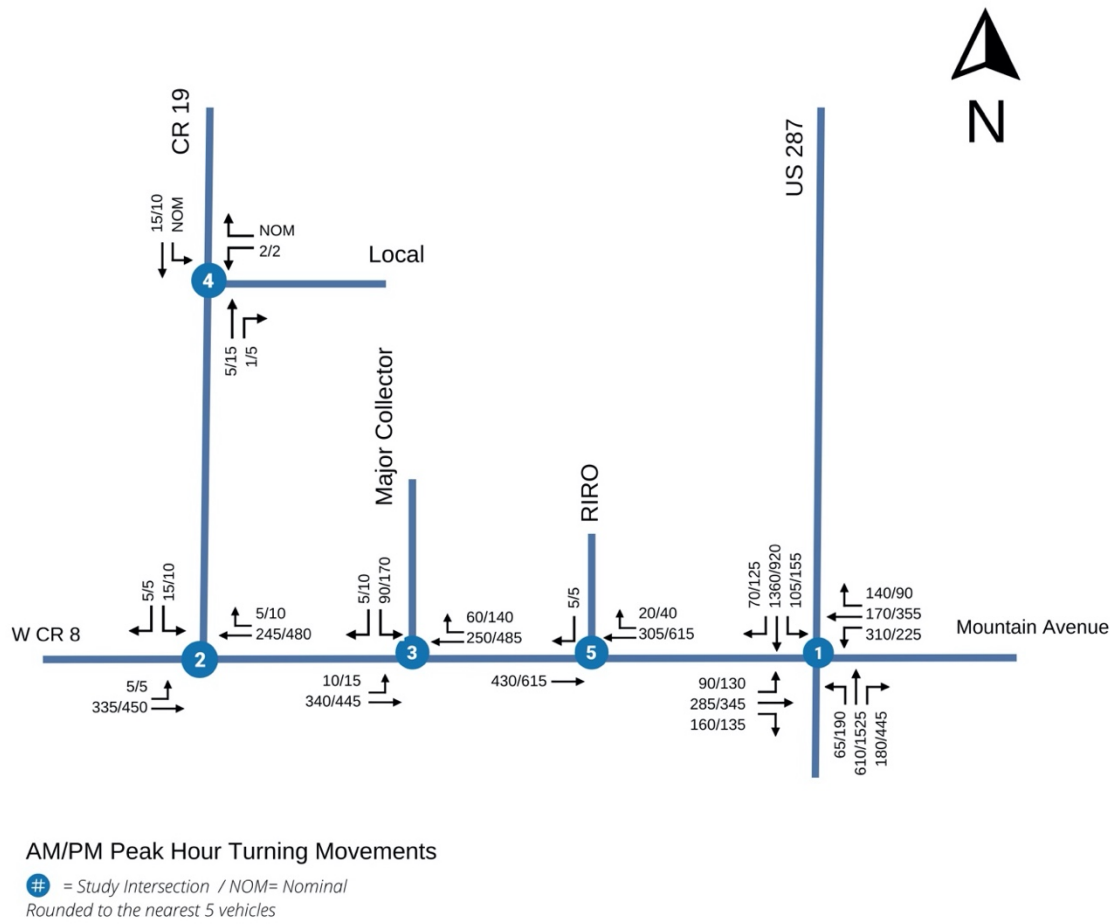


Figure 8 – Total Traffic 2042



5 AUXILIARY LANE ANALYSIS

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

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

CR 8

- A westbound right-turn lane at the proposed RIRO access

This lane will be assumed for the analysis of the study intersection operations for 2042 conditions.

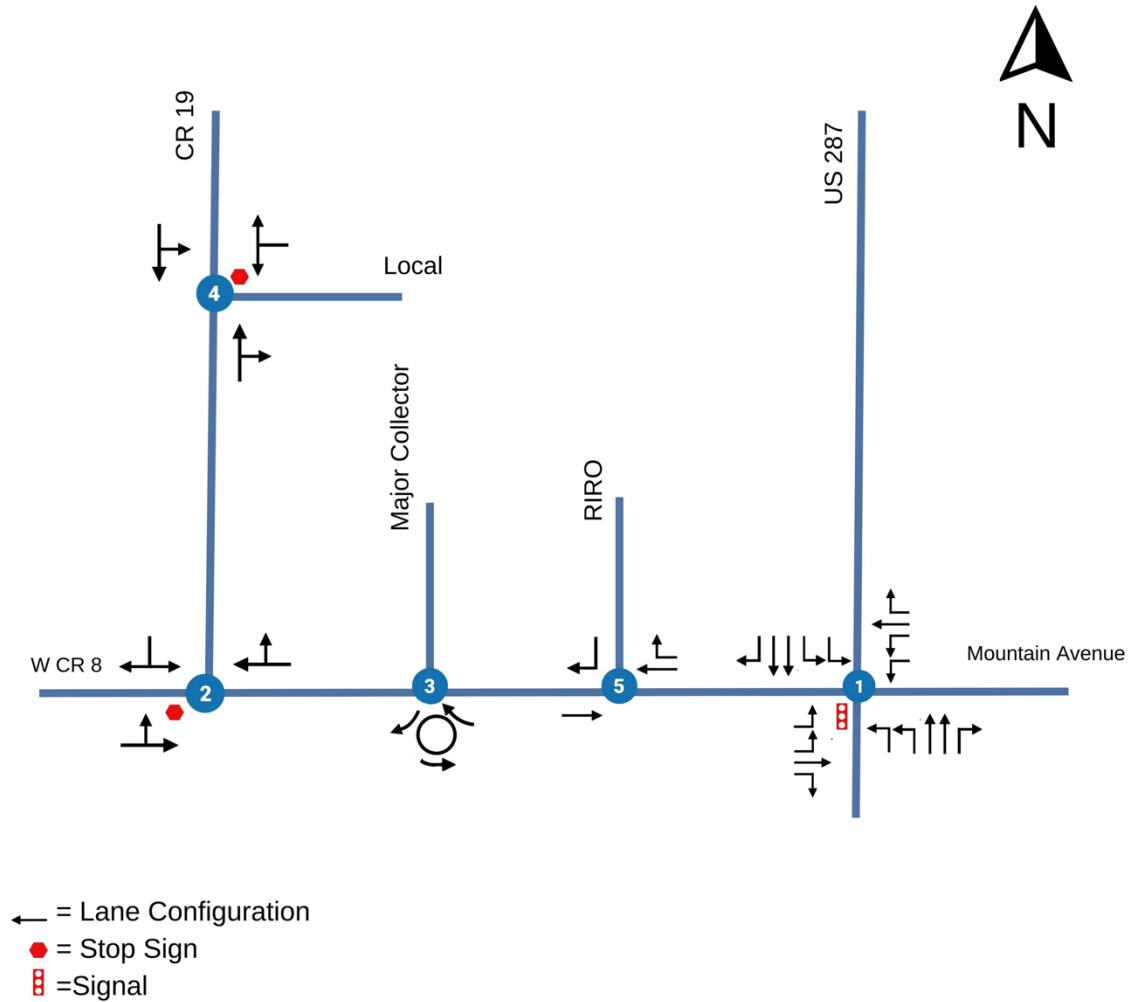
6 TRAFFIC IMPACT ANALYSIS

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

FUTURE INTERSECTION TRAFFIC CONDITIONS

The future traffic projections at the study intersections were analyzed to determine their operating conditions. The analysis results are provided in Table 6 for both background and total conditions. The long range intersection configurations are illustrated in Figure 9. As indicated in Table 6, the intersections are projected to operate within the acceptable limits established by the Town of Berthoud.

Figure 9
2042 Intersection Configurations



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Table 6
2042 Peak Hour Intersection Level of Service

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

7 CONCLUSIONS

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

- The proposed Revere project is located north of W CR 8 and west of US 287. The site is currently undeveloped.
- The traffic study analyzed the long range 2042 traffic conditions with the full buildout of the project.
- The project was modeled with 100 single family homes and approximately 39,800 square feet of commercial.
- The full buildout of the project is anticipated to result in an estimated 4,014 daily, 200 morning, and 387 evening peak hour trips.
- Currently, the study intersections are at acceptable levels.
- A westbound right-turn lane on CR 8 is required to access the project site at the RIRO access.
- The study intersections are projected to operate acceptably under the 2042 background and total traffic conditions.

APPENDICES

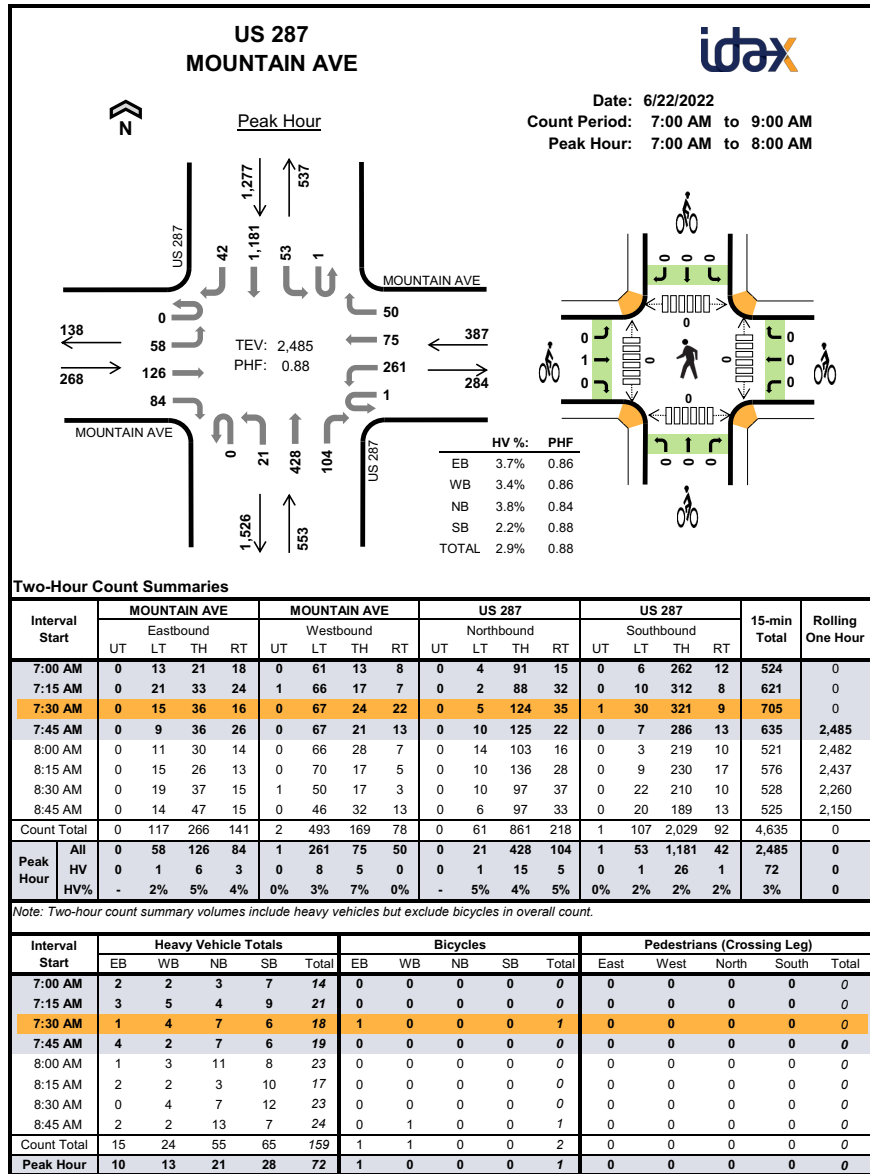
- Appendix A: Intersection Turning Movement Count Data
- Appendix B: Level of Service Worksheets
- Appendix C: Right-Turn Warrants

Appendix A Intersection Turning Movement Count Data

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

www.idaxdata.com



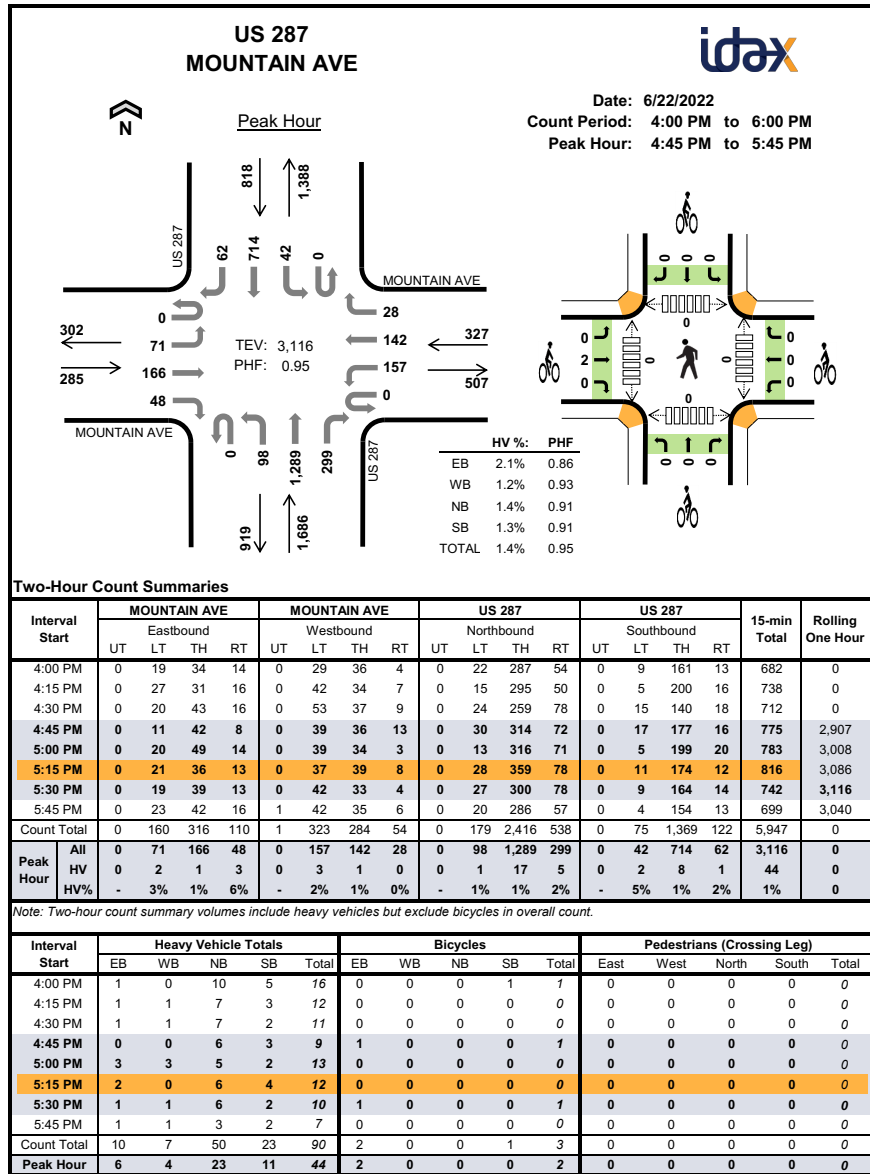
Project Manager: (720) 646-1008

project.manager.co@idaxdata.com

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

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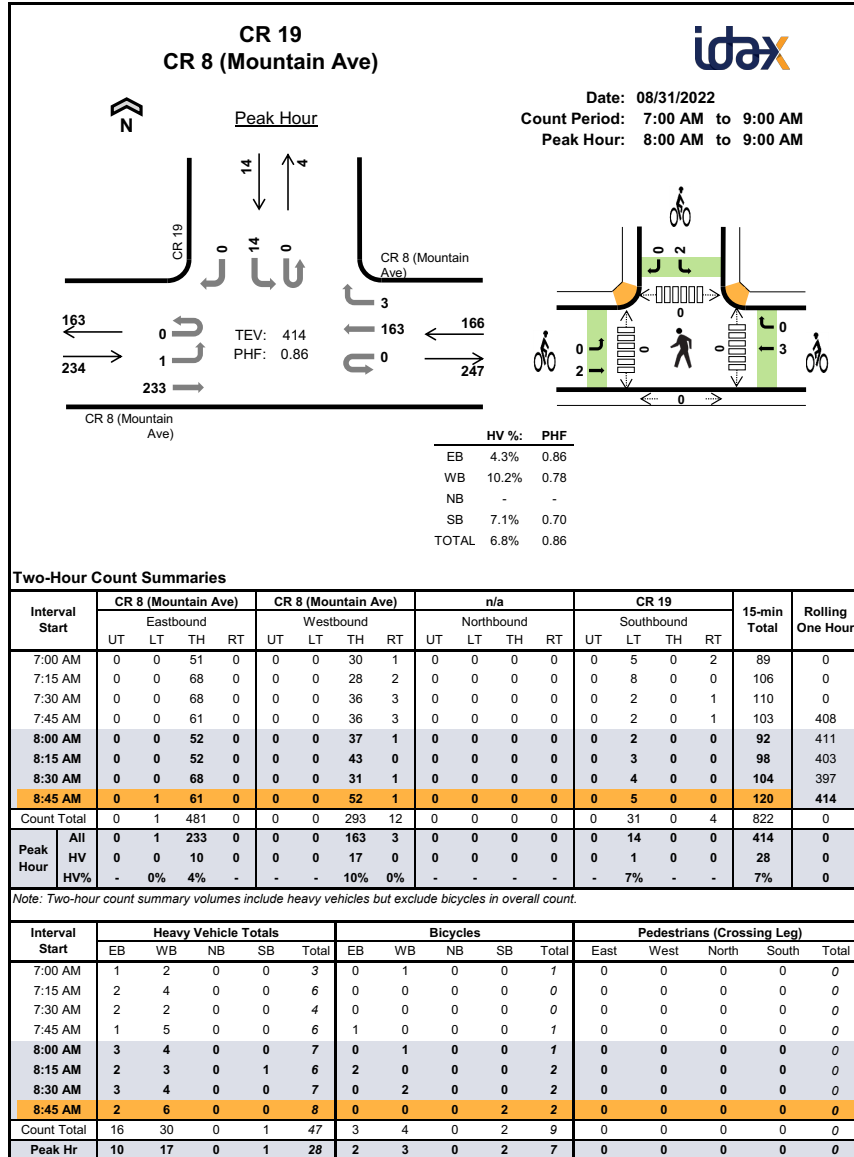
Project Manager: (720) 646-1008

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REVERE | TRANSPORTATION IMPACT STUDY

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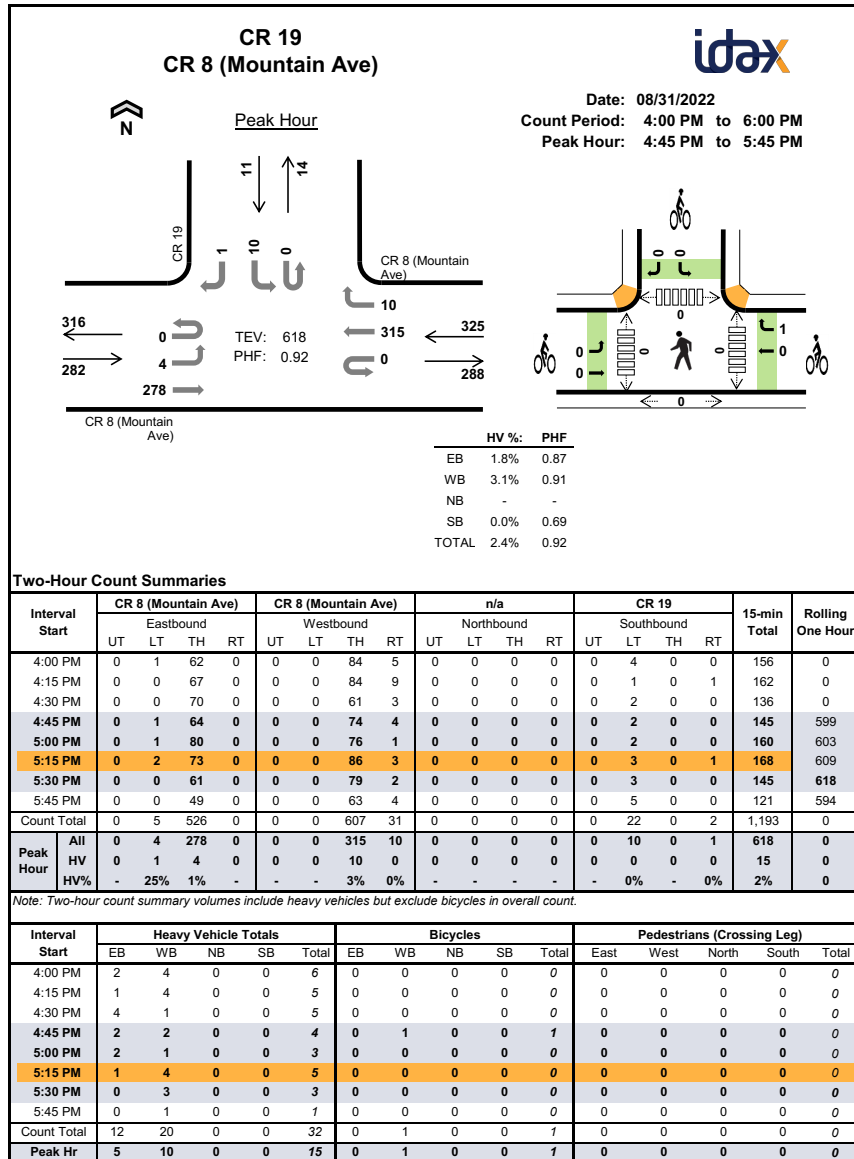
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REVERE | TRANSPORTATION IMPACT STUDY

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Project Manager: (720) 646-1008

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Appendix B Level of Service Worksheets

EXISTING

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

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

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

Synchro 11 Light Report
Page 1

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

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

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 27.0

Intersection LOS: C

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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

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

Synchro 11 Light Report
Page 2

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

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

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

Synchro 11 Light Report
Page 1

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.10	0.19	1.00	0.09	0.19	1.00	0.49	0.49	1.00	0.48	0.48	1.00
v/c Ratio	0.44	0.49	0.03	0.54	0.59	0.02	0.27	0.79	0.03	0.30	0.44	0.04
Control Delay	59.8	48.5	0.0	59.1	53.2	0.0	21.2	29.8	0.0	22.2	21.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	48.5	0.0	59.1	53.2	0.0	21.2	29.8	0.0	22.2	21.6	0.0
LOS	E	D	A	E	D	A	C	C	A	C	C	A
Approach Delay	43.1			51.7			28.4			20.0		
Approach LOS	D			D			C			C		
Queue Length 50th (ft)	56	122	0	63	130	0	42	447	0	18	196	0
Queue Length 95th (ft)	106	195	0	101	209	0	75	541	0	39	248	0
Internal Link Dist (ft)	388			6160			1933			2362		
Turn Bay Length (ft)												
Base Capacity (vph)	171	358	1583	308	311	1583	386	1722	1583	145	1698	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.49	0.03	0.54	0.59	0.02	0.27	0.79	0.03	0.30	0.44	0.04

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 30.4

Intersection LOS: C

Intersection Capacity Utilization 71.4%

ICU Level of Service C

Analysis Period (min) 15

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

			
11.2 s	63.9 s	16.3 s	28.6 s
			
63.1 s	12 s	17.1 s	27.8 s

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

Synchro 11 Light Report
Page 2

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

08/04/2023

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

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

08/04/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	278	315	10	10	1
Future Vol, veh/h	4	278	315	10	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	302	342	11	11	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	353	0	-	0	658	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1206	-	-	-	429	695
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1206	-	-	-	427	695
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	744	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		13.4	
HCM LOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1206	-	-	-	-	443
HCM Lane V/C Ratio	0.004	-	-	-	-	0.027
HCM Control Delay (s)	8	0	-	-	-	13.4
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

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

Synchro 11 Light Report
 Page 1

BACKGROUND 2042

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	245	130	310	140	140	40	610	180	105	1360	45
Future Volume (vph)	65	245	130	310	140	140	40	610	180	105	1360	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850				0.850				0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1845	1568	3400	1845	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	1845	1568	3400	1845	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			262			164			205			164
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		468			6240			2013			2442	
Travel Time (s)		8.0			85.1			25.0			30.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	74	278	148	352	159	159	45	693	205	119	1545	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	278	148	352	159	159	45	693	205	119	1545	51
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	10.5	23.5		16.0	29.0	29.0	10.5	48.6	48.6	11.9	50.0	50.0
Total Split (%)	10.5%	23.5%		16.0%	29.0%	29.0%	10.5%	48.6%	48.6%	11.9%	50.0%	50.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	5.9	17.8	100.0	11.5	25.4	25.4	5.9	45.4	45.4	7.3	50.9	50.9

Background 2042 AM 12:00 pm 01/17/2023 Revere
RR

Synchro 11 Light Report
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REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.06	0.18	1.00	0.12	0.25	0.25	0.06	0.45	0.45	0.07	0.51	0.51
v/c Ratio	0.37	0.84	0.09	0.90	0.34	0.31	0.22	0.44	0.25	0.48	0.87	0.06
Control Delay	50.6	63.0	0.1	70.9	33.5	6.3	47.7	20.0	3.3	51.3	29.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	63.0	0.1	70.9	33.5	6.3	47.7	20.0	3.3	51.3	29.9	0.1
LOS	D	E	A	E	C	A	D	C	A	D	C	A
Approach Delay	42.6			46.7			17.7			30.5		
Approach LOS	D			D			B			C		
Queue Length 50th (ft)	23	170	0	115	84	0	14	157	0	38	490	0
Queue Length 95th (ft)	45	#286	0	#190	139	43	31	201	37	65	#634	0
Internal Link Dist (ft)	388			6160			1933			2362		
Turn Bay Length (ft)												
Base Capacity (vph)	204	350	1568	391	473	523	204	1589	823	254	1782	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.79	0.09	0.90	0.34	0.30	0.22	0.44	0.25	0.47	0.87	0.06

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 31.7

Intersection LOS: C

Intersection Capacity Utilization 77.9%

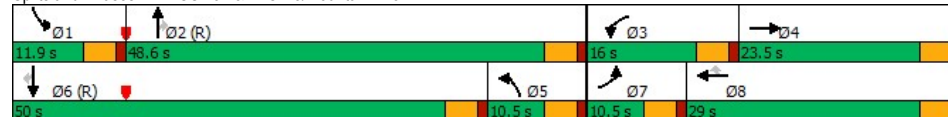
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

			
Ø1	Ø2 (R)	Ø3	Ø4
11.9 s	48.6 s	16 s	23.5 s
Ø6 (R)	Ø5	Ø7	Ø8
50 s	10.5 s	10.5 s	29 s

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	285	80	225	285	90	130	1525	445	155	920	70
Future Volume (vph)	80	285	80	225	285	90	130	1525	445	155	920	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor				0.850			0.850			0.850		
Frt				0.850			0.850			0.850		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1676	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1676	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			177			183			177
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	468			6240			2013			2442		
Travel Time (s)	10.6			141.8			45.8			55.5		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0											
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	84	300	84	237	300	95	137	1605	468	163	968	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	300	84	237	300	95	137	1605	468	163	968	74
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	14.0	27.0		14.0	27.0		17.0	64.0		15.0	62.0	
Total Split (%)	11.7%	22.5%		11.7%	22.5%		14.2%	53.3%		12.5%	51.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	8.1	21.7	120.0	9.5	25.2	120.0	12.5	61.0	120.0	9.8	58.3	120.0

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RR

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REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

08/04/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.07	0.18	1.00	0.08	0.21	1.00	0.10	0.51	1.00	0.08	0.49	1.00
v/c Ratio	0.36	0.89	0.05	0.87	0.85	0.06	0.38	0.89	0.30	0.58	0.56	0.05
Control Delay	57.6	76.5	0.1	85.1	69.5	0.1	53.6	34.7	0.5	61.7	23.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	76.5	0.1	85.1	69.5	0.1	53.6	34.7	0.5	61.7	23.6	0.1
LOS	E	E	A	F	E	A	D	C	A	E	C	A
Approach Delay	59.4			64.9			28.6			27.3		
Approach LOS	E			E			C			C		
Queue Length 50th (ft)	32	227	0	95	229	0	52	585	0	63	275	0
Queue Length 95th (ft)	58	#379	0	#168	#408	0	84	#716	0	100	339	0
Internal Link Dist (ft)	388			6160			1933			2362		
Turn Bay Length (ft)												
Base Capacity (vph)	271	349	1583	271	351	1583	357	1799	1583	300	1720	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.86	0.05	0.87	0.85	0.06	0.38	0.89	0.30	0.54	0.56	0.05

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 36.5

Intersection LOS: D

Intersection Capacity Utilization 83.0%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Ø1	Ø2 (R)	Ø3	Ø4
15 s	64 s	14 s	27 s
Ø6 (R)	Ø5	Ø7	Ø8
62 s	17 s	14 s	27 s

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

08/04/2023

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	325	240	5	15	5
Future Vol, veh/h	5	325	240	5	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	6	378	279	6	17	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	285	0	-	0	672	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	4.17	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.263	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1249	-	-	-	413	745
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	411	745
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	673	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		13.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1249	-	-	-	-	463
HCM Lane V/C Ratio	0.005	-	-	-	-	0.05
HCM Control Delay (s)	7.9	0	-	-	-	13.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

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 RR

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REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

08/05/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	435	465	10	10	5
Future Vol, veh/h	5	435	465	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	473	505	11	11	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	516	0	-	0	994	511
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1050	-	-	-	272	563
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1050	-	-	-	270	563
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	620	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		16.6		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1050	-	-	-	327	
HCM Lane V/C Ratio	0.005	-	-	-	0.05	
HCM Control Delay (s)	8.4	0	-	-	16.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

TOTAL 2042

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

01/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	285	160	310	170	140	65	610	180	105	1360	70
Future Volume (vph)	90	285	160	310	170	140	65	610	180	105	1360	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1845	1568	3400	1845	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	1845	1568	3400	1845	1568	3400	3505	1568	3400	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			159			205			115
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		468			6240			2013			2442	
Travel Time (s)		8.0			85.1			25.0			30.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	102	324	182	352	193	159	74	693	205	119	1545	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	324	182	352	193	159	74	693	205	119	1545	80
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5		10.5	23.5	23.5	10.5	23.5	23.5	10.5	23.5	23.5
Total Split (s)	13.7	25.1		16.0	27.4	27.4	10.5	47.0	47.0	11.9	48.4	48.4
Total Split (%)	13.7%	25.1%		16.0%	27.4%	27.4%	10.5%	47.0%	47.0%	11.9%	48.4%	48.4%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.1	19.8	100.0	11.5	25.4	25.4	5.9	43.5	43.5	7.2	46.8	46.8

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

Synchro 11 Light Report
Page 1

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

01/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.20	1.00	0.12	0.25	0.25	0.06	0.44	0.44	0.07	0.47	0.47
v/c Ratio	0.37	0.89	0.12	0.90	0.41	0.31	0.37	0.46	0.26	0.49	0.94	0.10
Control Delay	47.2	65.3	0.1	70.9	35.4	7.0	50.6	21.4	3.5	51.6	39.6	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	65.3	0.1	70.9	35.4	7.0	50.6	21.4	3.5	51.6	39.6	1.6
LOS	D	E	A	E	D	A	D	C	A	D	D	A
Approach Delay	42.8			46.8				19.8			38.6	
Approach LOS	D			D				B			D	
Queue Length 50th (ft)	32	200	0	115	105	0	23	162	0	38	~510	0
Queue Length 95th (ft)	57	#336	0	#190	170	47	45	207	38	65	#654	12
Internal Link Dist (ft)	388			6160				1933			2362	
Turn Bay Length (ft)												
Base Capacity (vph)	312	380	1568	391	468	516	204	1523	797	251	1638	794
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.85	0.12	0.90	0.41	0.31	0.36	0.46	0.26	0.47	0.94	0.10

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 36.1

Intersection LOS: D

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Ø1	Ø2 (R)	Ø3	Ø4
11.9 s	47 s	16 s	25.1 s
Ø5	Ø6 (R)	Ø7	Ø8
10.5 s	48.4 s	13.7 s	27.4 s

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

Synchro 11 Light Report
Page 2

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

01/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	345	135	225	355	90	190	1525	445	155	920	125
Future Volume (vph)	130	345	135	225	355	90	190	1525	445	155	920	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	3433	1676	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1676	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			177			183			177
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			6240			2013			2442	
Travel Time (s)		10.6			141.8			45.8			55.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					0							
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	137	363	142	237	374	95	200	1605	468	163	968	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	363	142	237	374	95	200	1605	468	163	968	132
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	13.2	33.8		15.2	35.8		17.4	59.0		12.0	53.6	
Total Split (%)	11.0%	28.2%		12.7%	29.8%		14.5%	49.2%		10.0%	44.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	8.4	27.2	120.0	10.6	29.4	120.0	12.9	56.1	120.0	8.1	51.3	120.0

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

Synchro 11 Light Report
Page 1

REVERE | TRANSPORTATION IMPACT STUDY

Town of Berthoud

Lanes, Volumes, Timings

1: US 287 & W CR 8/Mountain Ave

01/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.07	0.23	1.00	0.09	0.24	1.00	0.11	0.47	1.00	0.07	0.43	1.00
v/c Ratio	0.57	0.86	0.09	0.78	0.91	0.06	0.54	0.97	0.30	0.71	0.64	0.08
Control Delay	63.7	64.5	0.1	71.9	71.0	0.1	56.7	48.0	0.5	72.2	30.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	64.5	0.1	71.9	71.0	0.1	56.7	48.0	0.5	72.2	30.0	0.1
LOS	E	E	A	E	E	A	E	D	A	E	C	A
Approach Delay	50.1				61.8		39.0				32.3	
Approach LOS	D				E		D				C	
Queue Length 50th (ft)	53	265	0	94	276	0	76	638	0	65	316	0
Queue Length 95th (ft)	87	#410	0	#153	#442	0	116	#818	0	#118	390	0
Internal Link Dist (ft)	388				6160		1933				2362	
Turn Bay Length (ft)												
Base Capacity (vph)	248	454	1583	306	437	1583	369	1654	1583	230	1512	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.80	0.09	0.77	0.86	0.06	0.54	0.97	0.30	0.71	0.64	0.08

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 42.0

Intersection LOS: D

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

↖ Ø1	↑ Ø2 (R)	↙ Ø3	→ Ø4
12 s	59 s	15.2 s	33.8 s
↓ Ø6 (R)	↘ Ø5	↗ Ø7	← Ø8
53.6 s	17.4 s	13.2 s	35.8 s

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

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

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

01/14/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	335	245	5	15	5
Future Vol, veh/h	5	335	245	5	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	6	390	285	6	17	6
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	291	0	-	0	690	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	402	-
Critical Hdwy	4.17	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.263	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1243	-	-	-	403	739
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	401	739
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	665	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		13.4	
HCM LOS					B	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1243	-	-	-	-	453
HCM Lane V/C Ratio	0.005	-	-	-	-	0.051
HCM Control Delay (s)	7.9	0	-	-	-	13.4
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

01/14/2024

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	450	480	10	10	5
Future Vol, veh/h	5	450	480	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	489	522	11	11	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	533	0	-	0	1027	528
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1035	-	-	-	260	550
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	258	550
Mov Cap-2 Maneuver	-	-	-	-	258	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	610	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		17.1		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1035	-	-	-	-	313
HCM Lane V/C Ratio	0.005	-	-	-	-	0.052
HCM Control Delay (s)	8.5	0	-	-	-	17.1
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

01/14/2024

Intersection			
Intersection Delay, s/veh	5.2		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	381	337	103
Demand Flow Rate, veh/h	388	343	105
Vehicles Circulating, veh/h	100	11	277
Vehicles Exiting, veh/h	282	477	77
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.8	4.8	4.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	388	343	105
Cap Entry Lane, veh/h	1246	1364	1040
Entry HV Adj Factor	0.981	0.981	0.981
Flow Entry, veh/h	381	337	103
Cap Entry, veh/h	1222	1339	1020
V/C Ratio	0.311	0.251	0.101
Control Delay, s/veh	5.8	4.8	4.4
LOS	A	A	A
95th %tile Queue, veh	1	1	0

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

01/14/2024

Intersection			
Intersection Delay, s/veh	8.0		
Intersection LOS	A		
Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	500	679	196
Demand Flow Rate, veh/h	510	693	200
Vehicles Circulating, veh/h	189	16	538
Vehicles Exiting, veh/h	549	683	171
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.1	8.0	7.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	510	693	200
Cap Entry Lane, veh/h	1138	1358	797
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	500	679	196
Cap Entry, veh/h	1116	1331	781
V/C Ratio	0.448	0.510	0.251
Control Delay, s/veh	8.1	8.0	7.4
LOS	A	A	A
95th %tile Queue, veh	2	3	1

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

01/14/2024

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	2	1	5	1	1	15
Future Vol, veh/h	2	1	5	1	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	5	1	1	16
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	24	6	0	0	6	0
Stage 1	6	-	-	-	-	-
Stage 2	18	-	-	-	-	-
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	992	1077	-	-	1615	-
Stage 1	1017	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	991	1077	-	-	1615	-
Mov Cap-2 Maneuver	991	-	-	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.5	0	0.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1018	1615	-	
HCM Lane V/C Ratio	-	-	0.003	0.001	-	
HCM Control Delay (s)	-	-	8.5	7.2	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

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

01/14/2024

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	15	5	1	10
Future Vol, veh/h	2	1	15	5	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	16	5	1	11
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	32	19	0	0	21	0
Stage 1	19	-	-	-	-	-
Stage 2	13	-	-	-	-	-
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	982	1059	-	-	1595	-
Stage 1	1004	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	981	1059	-	-	1595	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.6	0		0.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 1006	1595	-		
HCM Lane V/C Ratio	-	- 0.003	0.001	-		
HCM Control Delay (s)	-	- 8.6	7.3	0		
HCM Lane LOS	-	- A	A	A		
HCM 95th %tile Q(veh)	-	- 0	0	-		

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 5: W CR 8 & RIRO Access

01/14/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↖		↖
Traffic Vol, veh/h	0	430	305	20	0	5
Future Vol, veh/h	0	430	305	20	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	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	0	467	332	22	0	5
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	332
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	710
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	710
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		10.1	
HCM LOS					B	
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	-	710	
HCM Lane V/C Ratio	-	-	-	-	0.008	
HCM Control Delay (s)	-	-	-	-	10.1	
HCM Lane LOS	-	-	-	-	B	
HCM 95th %tile Q(veh)	-	-	-	-	0	

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

Synchro 11 Light Report
 Page 1

REVERE | TRANSPORTATION IMPACT STUDY
Town of Berthoud

HCM 6th TWSC
 5: W CR 8 & RIRO Access

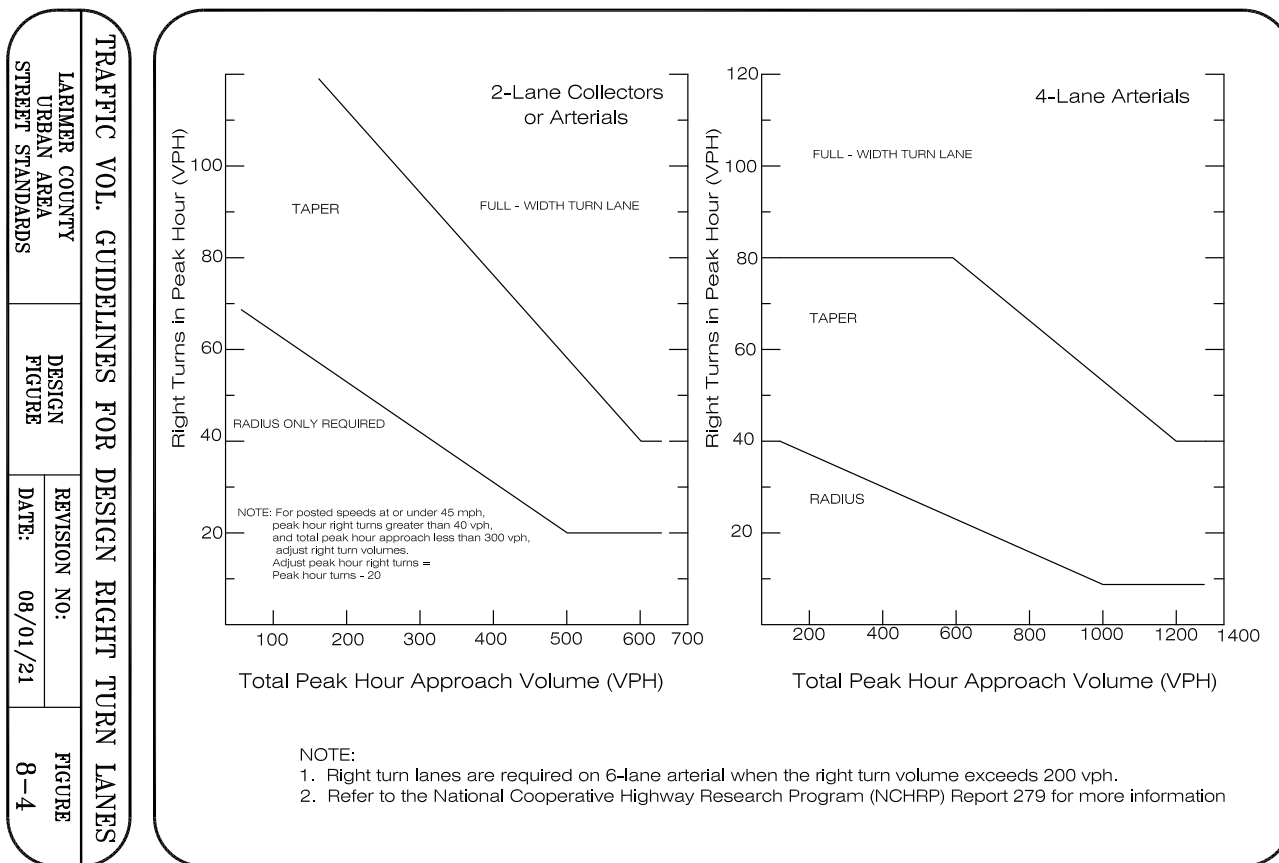
01/14/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	615	615	40	0	5
Future Vol, veh/h	0	615	615	40	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	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	0	668	668	43	0	5
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	668
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	458
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	458		
HCM Lane V/C Ratio	-	-	-	0.012		
HCM Control Delay (s)	-	-	-	13		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0		

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

Synchro 11 Light Report
 Page 1

Appendix C LCUASS Right-Turn Warrants



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7. Public Comments Received Prior to PC Hearing

Neighbor Comment - 1

From: Mina Cox <mcox@specprod.com>
Sent: Monday, September 18, 2023 2:25 PM
To: Tawn Hillenbrand
Subject: RE: Proposed Neighborhood Master Plan & Rezone - Parcel #9415316001

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Neighbor Comment

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Tawn,

I went through the comprehensive plan and I do not see where apartments are thought of as Suburban Residential which is the zoning they are looking for along with Suburban Business. Wouldn't having apartments be called out immediately as an issue? Also, to max out the Suburban Residential density next to rural residential seems to be contrary to maintaining the development characteristics called out in the Comprehensive Plan. This is an important corner for commercial for the Town and to allow most of the property to go to apartments and homes is not what I thought the Town was planning on.

Mina

From: Tawn Hillenbrand <THillenbrand@berthoud.org>
Sent: Thursday, September 14, 2023 2:36 PM
To: Mina Cox <mcox@specprod.com>
Subject: RE: Proposed Neighborhood Master Plan & Rezone - Parcel #9415316001

Mina,

It appears that the previous property owners pursued approval for a Preliminary Plat - Overall Development Plan (PUD zoning) that was approved in 2007. It appears that the applicants never acted on that approval. Current regulations state that if no action is taken on a Preliminary or Final Plat the approval expires in three years. I suspect the regulation in 2007 may have been similar if not the same. If you would like access to those historic documents, you would be required to complete a CORA request or Colorado Open Records Act through the Town Clerk online:

<https://www.berthoud.org/201/Open-Records>.

The current property owners are not required to proceed with any previous plans, whether approved or not, and can pursue other options as long as they go through the necessary or required land use approval process.

Although the Town of Berthoud currently has a handful of existing neighborhoods zoned PUD, PUD is no longer an available option as a zoning district. The Town is moving away from PUDs, as is common in many communities. As property owners move forward with development plans on properties zoned PUD, a rezoning to an appropriate zone district is generally encouraged. Therefore, the current property owners are taking the step to rezone. Per current regulations a Neighborhood Master Plan is required with any rezoning request.

Thank you,
Tawn



Tawn Hillenbrand
LEED Green Associate
Senior Planner

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



From: Mina Cox <mcox@specprod.com>
Sent: Wednesday, September 13, 2023 4:13 PM
To: Tawn Hillenbrand <THillenbrand@berthoud.org>
Subject: RE: Proposed Neighborhood Master Plan & Rezone - Parcel #9415316001

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Tawn,

There was a proposed concept that was done and a plan presented several years ago for this property and a lot of work went into that from the neighbors. Do you have that? This was not even close to what was originally approved by Town of Berthoud. Is that plan considered expired? Could you send that to us please?

Mina

From: Tawn Hillenbrand <THillenbrand@berthoud.org>
Sent: Wednesday, September 13, 2023 3:30 PM
To: loganmc1101@gmail.com
Subject: Proposed Neighborhood Master Plan & Rezone - Parcel #9415316001

Hello Mina,

Thank you for reaching out to the Berthoud Planning Department to inquire about the proposed Neighborhood Master Plan and Change of Zone located at the northwest corner of State Hwy 287 and West County Road 8 in Berthoud (parcel #9415316001). This project is in the very early stages and is currently awaiting referral agency review.

You may review the Revere NMP & COZ project submittal materials by following the link below:
<https://www.dropbox.com/scl/fo/sg3tbb9acvnavj6u1w9su/h?rlkey=ktz5hzw2ac789v6yqt2cfv9xv&dl=0>

Neighborhood Master Plan (NMP) and Change of Zone (COZ) are the first step in the subdivision process, which is a multi-step process. Should the applicant receive approval from the Town Board of Trustees for the NMP and COZ, they would proceed to the next step of the process which is Preliminary Plat. (Note: public hearings for this project have not yet been scheduled). For more information on the land division process please refer to Section 6, *Subdivision Regulations*, of the Development Code online:

https://library.municode.com/co/berthoud/codes/code_of_ordinances?nodeId=CH30BEDECO_S6SURE

If you would like, please email me your comments on the proposed project by September 29th. All comments will become a part of the public record and will be provided to the applicant for consideration.

Please feel free to forward this information to your neighbors or anyone else that may be interested in this project. Let me know if you have any questions.

Thank you,
Tawn



Tawn Hillenbrand
LEED Green Associate
Senior Planner

To: Berthoud Planning Commission & Berthoud Planning Staff
Anne Johnson, Tawn Hillenbrand, Karen Anderson, Chris Kurtz, Jon Van Benthem, Melissa Feldbush, Nick Semedallas, Abigail Smith, Brett Wing
From: Bridget Guccione
Subject: Revere Development Plans – Parcel #9415316001
Date: September 22, 2023

As a resident of Belcara Estates (the Estates at Matthews Farms), the proposed development, Revere/Parkway Plaza, will have a lasting effect on our neighborhood community with respect to present and future property values as well as our overall relationship to the Town of Berthoud. With these points in mind, I want to detail my comments and concerns to you as members of the Berthoud Planning Commission.

1. On the positive side, the zoning request to change from PUD to Suburban Residential/Business has the potential to create a residential area with homes, green space and a park as a buffer or transitional space to an area of possible commercial development.

I agree with the rezoning of the land from its present PUD designation. However, I'm concerned with the Suburban designation due to the geographic location at the intersection of Hwy 287 and County Road 8.

Examining the Town's Place Types Map, Figure 3.3 on page 3-5 within the Comprehensive Plan, the predominate land designations west of Hwy 287 are Rural Areas and Natural Areas with the exceptions of the Heron Lakes Golf Course Development which is classified as Suburban and Urban Areas. The designation of Heron Lakes as Suburban/Urban is reasonable due to the concentrated geographic location significantly removed from major thoroughfares with well-defined roadways within their community that support walking and cycling rather than automobile use.

Sectioning off the 38.3 acre lot at the intersection of Hwy 287 and CR8 as Suburban Residential/Business rather than a Rural Residential Area is not sound based upon the descriptors of these area designations. I understand the reasoning behind the Town's inclusion of the frontage area adjacent to CR 8 as part of the Mountain Avenue Corridor; however, it is not reasonable to expect this area to be successful as a Suburban Business development of restaurants, retail, lodging, offices and services. Rather, heading west on CR8 from Hwy 287, visitors and residents should immediately feel Berthoud's rural roots.

2. The descriptors of a Suburban Residential area in your Comprehensive Plan state a goal of lower intensity commercial and lower density residential uses to feel like a 'village'. There should be lots of varying sizes with a focus on **single family homes** with a goal of reducing automobile dependence with the use pathways to link other areas.

The Revere Developer submittal has proposed 31 single-family lots on 5.3 acres, only 15% of the lot use. The commercial component is 17% with high density housing, apartments, equating to almost 30% of the land use. In their application they have defined a maximum lot size of 60' x 110' for the single-family homes. The Town of Berthoud Code specifies developments of > 30 acres must maintain diversity through a minimum of three lot sizes. The Revere plan submittals indicate the bulk of the single-family home lots on identical lots sizes with minimal variations in dimensions.

More importantly, the Revere Plan focus is on high-density housing, apartments, equating to 222 units on 11.1 acres (30% of the land use), rather than following the Guiding Principle of Suburban Residential in the Comprehensive Plan:

The Suburban Residential Character District is intended to provide neighborhoods with primarily single-family detached, single-family attached homes.

The goal repeated over and over in the Comprehensive Plan is to contribute to Berthoud's distinctive small-town charm and character. High density apartments adjacent to \$1-2MM homes on 1-2 acre lots does not contribute to this goal.

3. In order for Berthoud to maintain a solid tax base, there needs to be a focus on maintaining property values of existing homes and future homes and businesses.

Belcara Estates, the Estates at Matthews Farms, is a development of single-family homes on one and two acre lots. We have a Homeowners Association to ensure that the homes in our community are maintained and new construction meet standards that have been established over the years. We are dedicated to being good stewards of our land and homes as a rural community in Berthoud.

Property values have increased as a result of our stewardship as well as to the overall growth of the area. The Town of Berthoud benefits from our investments in our community and our efforts to maintain the area and the 29 lots/homes in our development.

Development of the land northwest of the intersection of Hwy 287 and County Road 8 is a critical component in maintaining the value of our properties as well as the image of Berthoud as a distinctive and unique small town in Colorado.

I understand the purpose of the Comprehensive Plan for Berthoud and the need to establish consistency in the administration of the Town Municipal Code. In light of the extensive efforts made in adapting the Comprehensive Plan and the attempts to balance the wishes of the community with the needs of advancing the financial well-being of Berthoud, please consider the points made above with your decisions on this application.

Ultimately the property at the NW corner of Hwy 287 and County Road 8 will be developed; however, please take into consideration the detrimental effects on the existing homes north of this land if the rezoning is handled improperly. Please note – rezoning from PUD is necessary.

A Suburban Residential/Business area is workable if the stated objectives and goals are adhered to; the Suburban Residential Character District is intended to provide neighborhoods with primarily single-family detached and single-family attached homes with a vibrant walkable commercial area with opportunities for shopping, eating and employment. Please take note – this **does not** include high density apartments or gasoline stations and grocery stores.

Successfully establishing a ‘village-like’ community in this area is a challenge to say the least based upon the physical location at a high speed and very heavily traveled corridor. Unless the business/commercial component is handled properly and the housing is kept at low density, a village-like atmosphere will not be achievable.

The transition from the high-end rural housing, the Estates at Matthews Farms (Belcara Estates) on the north side of the property to a Suburban Residential area will require:

1. A green landscaped buffer area along the shared border with fencing to match existing fencing.

This space in the Revere plan is a reasonable start with the path; however, considering privacy to the existing homes along this area, fencing is needed. Single-family homes with borders of 300+’ will have 5-6 neighbors with direct view of their homes based on the current plan.

2. The Suburban Residential lots must have increased diversity in size and design to meet the objective of the Comprehensive Plan.
3. High density housing, apartments, must be removed from the plan to ensure proper implementation of the Suburban Residential directives to create a village-like atmosphere. This is an absolute necessity in order to maintain the property values of the existing homes in the established area.
4. The commercial/business development along County Road 8 must follow the goals of the Suburban Commercial character. As noted above this development must not be gasoline stations and/or grocery stores which would detract from the village-like housing development.

I intended on participating to the fullest in upcoming public comment periods for this development project.

Neighbor Comment - 3

To: Berthoud Planning Commission & Berthoud Planning Staff

Planning Staff: Anne Johnson, Tawn Hilenbrand, Karen Anderson, Christ Kurtz, Jon Van Benthem, Melissa Fedbush, Nick Semedallas, Abigail Smith, Brett Wing

From: David Moore

Subject: Revere Development Plans – Parcel #9415316001

Date: 9/29/2003

As resident of Belcara Estates, and a Law Enforcement officer with over 20 years of experience, I wanted to express some concerns I have regarding the proposed Revere development and the proposed 220 unit high density apartment complex.

The overarching issues related to high density housing complexes include:

- Apartments often have higher turnover rates than single-family homes. Residents may move frequently, leading to a lack of long-term community relationships and stability.
- High-density living can lead to increased noise levels and congestion.
- Limited parking space in apartment complexes can lead to parking problems, with residents struggling to find convenient and secure parking for their vehicles which can lead to overflow into connecting areas.
- Apartment living often is associated with higher crime rates. Security concerns can arise due to the proximity of many people living in close quarters.
- High-density living often means limited access to private yards or green spaces, which some people value for recreational activities and a sense of nature.
- In some cases, property owners or management companies may neglect the maintenance of apartment buildings, leading to a decline in living conditions and aesthetics.

More specifically regarding this development, the main concerns are associated with the increase in town population and the effects this will have on the town's ability to continue to provide service to its' residents. The current population of the town of Berthoud is estimated at 12,500 according to the Chamber of Commerce. The anticipated increase associated with the Revere development will be approximately 628 residents $(220 \div 31) \times 2.5$ average occupants per residence = 628 new residents), or in other words, a 5% increase in the town population.

This drastic increase in such a small geographic area will impact services in several ways. Imagine a 5% increase in traffic entering and exiting 56 during high load times such as before and after school, as well as at peak rush hour times. Highway 287 and 56 is already a dangerous intersection and is currently a drain to both Fire and Police services. Furthermore, the intersection frequently experiences traffic control related malfunctions which can cause traffic to sit through multiple light cycles. When school buses are present, often only 3 to 4 east and westbound vehicles are able to get through the intersection per cycle. This development will only stand to exacerbate the traffic issues and cause more people to press yellow and red lights, which is the proximate cause of most accidents in this intersection.

Furthermore, with regard to police services, the national average of police officers to 1000 citizens is 2.4. This development equates to the town needing to provide 1.5 more officers which equates to the town needing to invest nearly \$200,000 more into its' contract with Larimer County. Are you, as the town administration, prepared to pick up this additional annual cost? Has anyone been in contact with Larimer County to ensure they can even provide the additional resources given this difficult LEO hiring time? Although I am not as well versed in fire services, certainly this drastic increase in population will have additional costs for fire services as well. This is not to mention that our rural fire departments surely lack the skill set to deal with a high density, multi-level structure fire. How will they be trained for this new skillset? Are they willing to take on this new challenge? Furthermore, with respect to service-related professionals, are you prepared to have 5% more utility workers, are you willing to deal with 5% more utility shut offs every month, are you willing to deal with 5% more code enforcement issues every day? Finally, is Thompson Valley able to accommodate 5% more students in the Berthoud schools?

As a resident of Belcara, I know that our lack of water pressure in this area is a well-known issue and of significant concern. There is no doubt that adding 7 times the residents in this small geographic region (to include multi levels which only exponentially increases this issue) will further reduce our water pressure. What will be the associated cost be to increase the town's ability to provide functional water services?

Changing zoning and planning to appease an apartment developer is not going to be profitable for the town. I believe it will actually have a negative impact to the Town's overhead. Please take time to consider the impact on the town and stick with the original plan for residential and retail development in this area. The Town of Berthoud does not need to become a high density, transitory bedroom community for Loveland and Longmont. Development should make a positive impact on the community, not just for the developer.

Neighbor Comment - 4

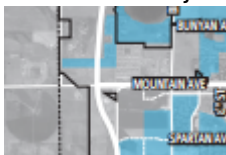
From: Mina Cox <mcox@specprod.com>
Sent: Friday, February 16, 2024 12:35 PM
To: Tawn Hillenbrand
Subject: comments: RE: Proposed Neighborhood Master Plan & Rezone - Parcel #9415316001

Categories: Neighbor Comment

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Tawn,

Just reviewed the Revere Plan – and I do not understand how the Town can even accept it. This plan is a Non Starter. It DOES NOT even come close to complying with the Comprehensive Plans nor the Mountain View Ave Corridor Plan . Density of 253 units for 38 acres is not in line with the Comprehensive Plan. The original plan for that area was for 20 lots and lots of commercial. This area that was designated to be commercial with low density due to it being west of the highway and the Town's citizens wishes to keep the west part of area aligned with county level densities as much as possible. It is clearly not compatible with this lot's northern neighbor, nor the neighbors to the west. The TB Group is very well aware of what expectations the Town and the community have always had for this area and it appears that they have chosen to spend their client's money on bringing forward plans that are not in line with the Comprehensive Plan nor what they clearly know are the expectations of the community. The Comprehensive plan shows the majority of this property being commercial. A 3.65 acre portion



for commercial is not in line with that. Multi-family units are not compatible with the area. The density being proposed is not compatible with the area at all.



Here is a pic from the Comprehensive Plan:
Not the same picture applicants are asking for.

What is happening with this application?

Mina Cox

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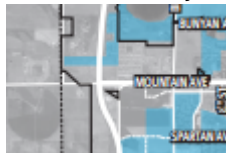
Neighbor Comment - 5

From: Mina Cox <mcox@specprod.com>
Sent: Friday, February 16, 2024 12:35 PM
To: Tawn Hillenbrand
Subject: comments: RE: Proposed Neighborhood Master Plan & Rezone - Parcel #9415316001

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What is happening with this application?

Mina Cox

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8. Public Comments Received At and/or
Following PC Hearing

11 April 2024
Comments by Steven Kiepe,
530 Talons Reach Run, Berthoud
to the Berthoud Planning Committee

1. Staff Report on Revere neighborhood master plan and rezoning dated April 11, 2024.
The following relevant errors are noted:
 - a. On page 1, in the column "Surrounding property current zoning", the entry for the properties to the west are mischaracterized. They are listed as "zoned RR2" (correct), "undeveloped" (**error**). The area immediately adjacent to the proposed development on the west side of CR19 is Longs Peak Farms, an 83.6 acre Conservation Development with 36 homesites (33 homes currently occupied) including several within 650' of the proposed Revere development.
 - b. In the table on page 2, titled "Surrounding Zoning, Land Use and Required Buffers, to the west, the table notes "County RR2, adjacent land use is "undeveloped, agriculture" (**incorrect** as noted in 1.a. previous).
 - c. Page 3, under background, the staff report notes that "neighbor negotiation was sent to adjacent properties owners notifying them of the request." This is technically correct regarding a single lot, however, the failure to recognize the Longs Peak Farms Conservation Development as an entity that includes the Horneber lot (shown on the plat) is a staff planning failure.
 - d. Page 4, 30-6-106(D) Required elements, paragraph 5, under item ii., the staff report states that by "...using the Suburban Residential (SR) zoning districts, the applicant is proposing a "*slightly denser*" development than the existing neighborhood to the north." This appears to be a significant error. Even the larger lots proposed (60'x110' – 0.15 acres) would be approximately 1/7 the size of the smallest homesites immediately to the north and on average, 1/3 the size of the lots to the west. The smaller detached homesites (45'x85' – 0.0878 acres) of course are even less comparable to lot sizes to the north or west.
2. Per the Berthoud 2021 Comprehensive Plan, the Suburban Residential Character District (page 3-24), General Characteristics section, the phrase "...*housing types in a low to moderate density setting*" is listed as a preferred land use. Under Development Form, Character of Development, it states "*These areas should be designed to contribute to Berthoud's small town charm and character.*" Finally, under "Density and Intensity," the document states "*Suburban residential areas will generally maintain low to moderate density with lots of varying sizes.*" It's my assertion that the proposed plan deviates greatly from this section of the Comprehensive plan. I'd also add that the Urban Design Architecture, Streetscape and Street Characteristics description on page 3-25 is likely unobtainable with the development as proposed.
 - a. The "postage stamp" size of most lots and the absence of "alleyways" will force most homes with garages to "dominate the front façade of the home.
 - b. With lot sizes as small as 45' in width, the home width facing the street could be as little as 25' in order to accommodate building setbacks from the property lines.
3. In the developer provided traffic study, it appears that little consideration was given to the tremendous number of accidents that occur on a regular basis at the intersection of Highway 287 and CR8. Increasing traffic backlogs for drivers trying to enter the

development from the east on CR8 is likely to exacerbate this issue, especially as the “roundabout” proposed is so close to intersection.

4. It is recommended that a turn-in entry into the eastern part of the residential area from the southbound traffic lane of 287 be considered to reduce congestion at the intersection of 287 and CR8. A possible southbound 287 exit at the same point should be considered. This is especially critical during the construction phase as CR8 is virtually the only means for entry to the Longs Peak Farms subdivision and surrounding properties. Shutting down CR8 to support the construction of a “round-about” would be onerous on the population west of the Revere Development.
5. Our HOA noted that the Revere Development plan before the committee today actually shows no entries into the commercial zone on the southside of the development.
6. Our HOA also noted that the Revere Development plan’s preliminary traffic study did not mention the potential impact of traffic on CR8 and CR19 associated with a potential elementary school on the northern end of CR19 as envisioned in the Heron Lakes filing #1.
7. In a survey of the Longs Peak Farms Owners, 52.6% believed the Revere development as proposed will negatively impact the property values of the homes in our subdivision. 47.4% were uncertain. There were no positive implication responses.
8. On the question of requiring the developer to adopt noise abatement (trees, sound walls and other treatments) and traffic control measures as a condition of approval of the development project, 90% of the respondents agreed with this requirement. As evident on the developer plan, no provisions for noise abatement of either the subdivision or the increased traffic expected on CR19 is shown.
9. Finally, the residents of Longs Peak Farms are frequent visitors to Berthoud businesses. As part of any development, ensuring a safe pedestrian walkway from CR19 into Berthoud proper would greatly facilitate Longs Peak Farms residents ability to access Berthoud businesses.

Revere Development

Density Analysis

Lot density (lots/acre): East v. West

Key Takeaways:

Residential lot density is significantly higher East of 287

The Revere development, as planned, would represent a significant departure from precedent.

Revere would be nearly 4-5x more dense than its two (and only) neighboring developments.

Nowhere else in Berthoud do you see such a significant contrast in lot density between adjacent developments (i.e., neighborhoods that share property lines).



Revere Development (Planned)

Residential Acres: ~31

Lots: 100

Density: 3.1 Lots / Acre



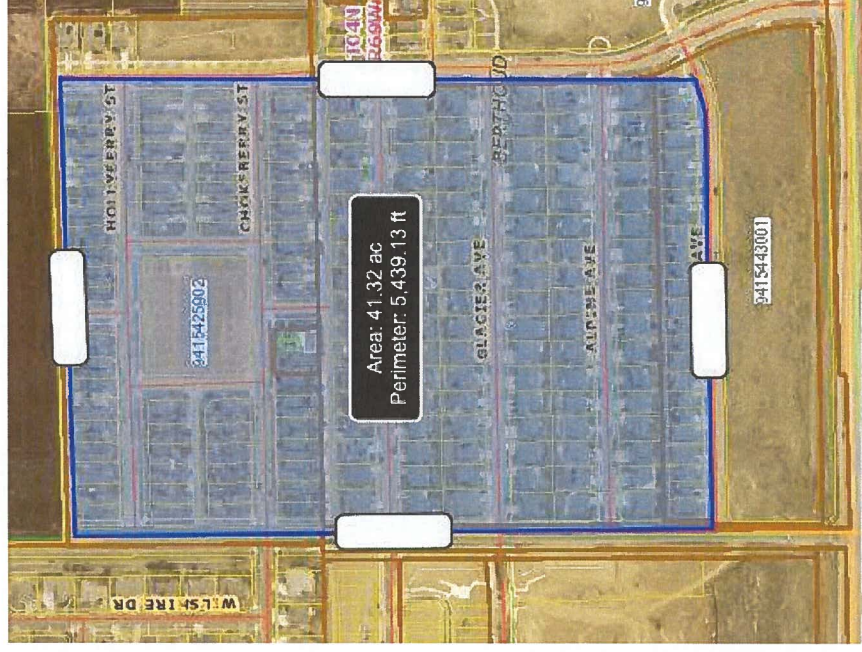
Note: Commercial acreage is excluded in this analysis, which is consistent for all neighborhoods.

Collins Park

Residential Acres: ~41

Lots: ~180

Density: 4.3 Lots / Acre

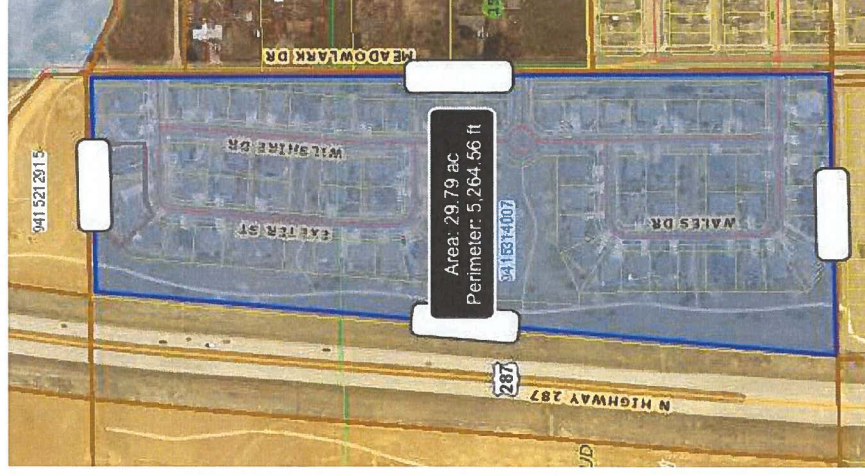


Matthews Farm Villages

Residential Acres: ~30

Lots: ~68

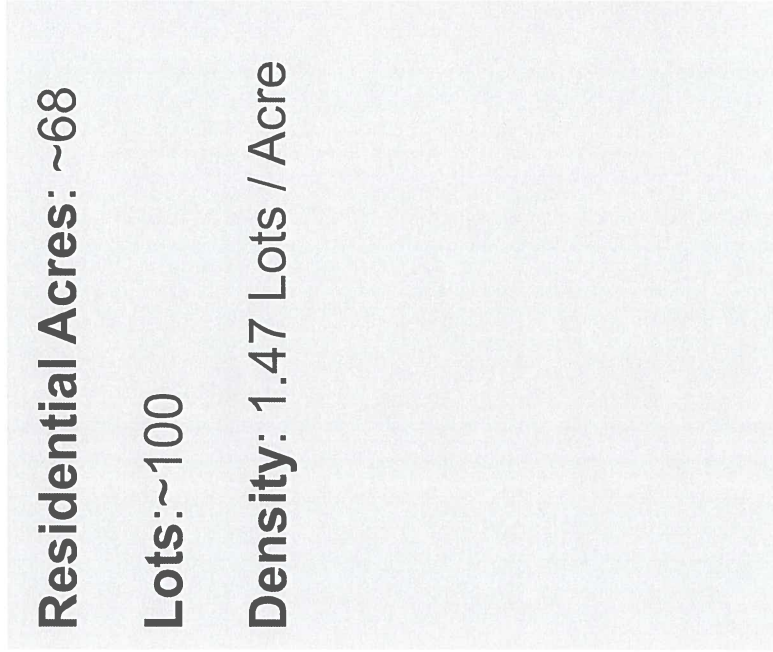
Density: 2.3 Lots / Acre



Residential Acres: ~68

Lots: ~100

Density: 1.47 Lots / Acre



Talon's Reach

Residential Acres: ~40

Lots: ~34

Density: 0.85 / Acre



Belcara Estates

Residential Acres: ~46

Lots: ~31

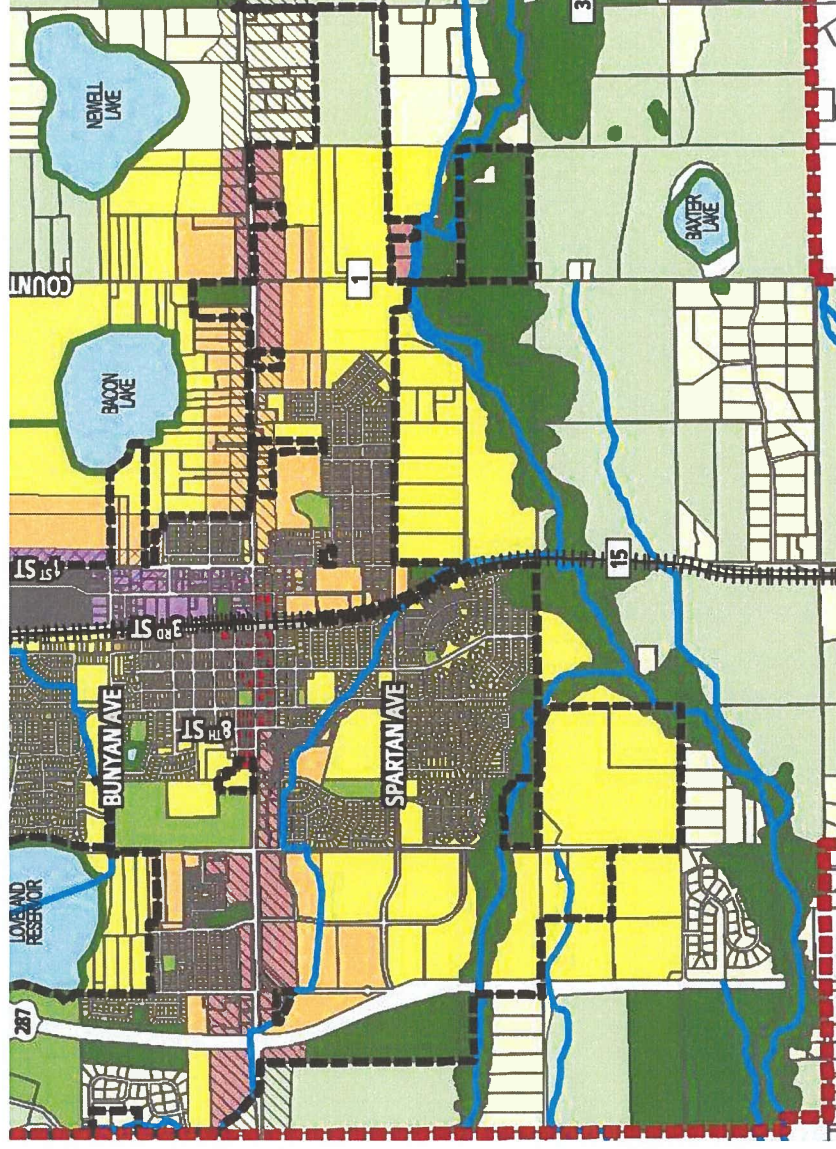
Density: 0.68 Lots / Acre



Rural Residential Transitions

Using the [future land use map](#), you find examples of where a Suburban Residential neighborhood (existing or planned) is adjacent to an existing Rural Residential neighborhood. In those examples, they are separated by roads. These roads provide a buffer and transition from one place type to the next.

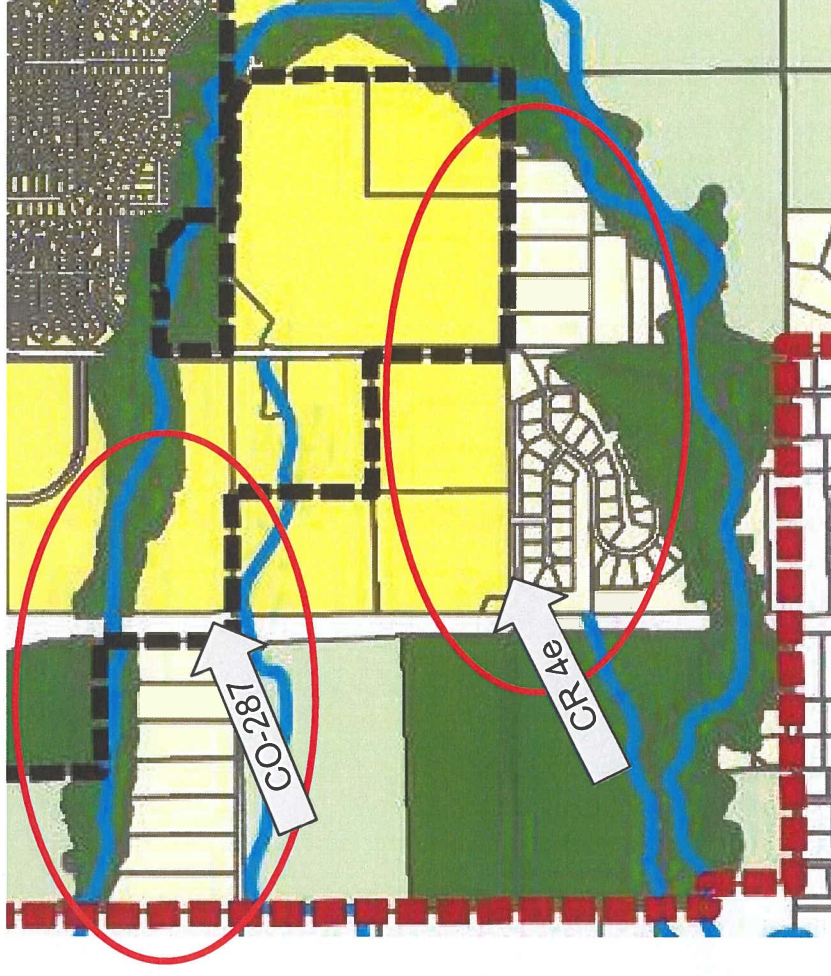
In the case of Revere, there is no road or natural buffer between the two place types. The lack of a buffer, combined with the high density, would make the Revere development incongruous with both the rural nature of the existing area and the guiding principles of the Comprehensive Plan.



Rural Residential Transitions - EXAMPLES

The highlighted area is just South of the proposed Revere development.

See red circled areas where **CO-287** and **CR 4e** separate Rural Residential neighborhoods from Suburban Residential neighborhoods.



Comprehensive Plan - Place Types



PLACE TYPE Rural Areas

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



PLACE TYPE Suburban Areas

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

From the comprehensive plan document:

Rural Areas:

- “Generally serving as a buffer to help minimize sprawl...”

Suburban Areas:

- “...comprised of Berthoud’s growth areas closest to the traditional section of Town”

The land west of that intersection is almost entirely Rural, pastoral and agricultural. CO-287 serves as a logical buffer to help minimize sprawl. Revere’s density characteristics feel like sprawl to me, and it implies that corner is one of Berthoud’s “growth areas”. Is that the intent?

Suburban Residential Place Types

From the comprehensive plan (3-23):

“Suburban areas are envisioned as vibrant places...that are in close proximity to each other to encourage walking and bicycling to nearby restaurants, shops and services.”

Question:

The Revere land is surrounded by Rural areas and buffeted by 287. There are no shops, restaurants or services within walking distance. Casurally riding your bike across 287 is dangerous (there are no bike lanes or sidewalks) and I wouldn't let my kids do it (whereas when I lived on the east side of 287 I frequently let my kids ride their bikes into town by themselves). CO-287 fundamentally changes the characteristics of this area.

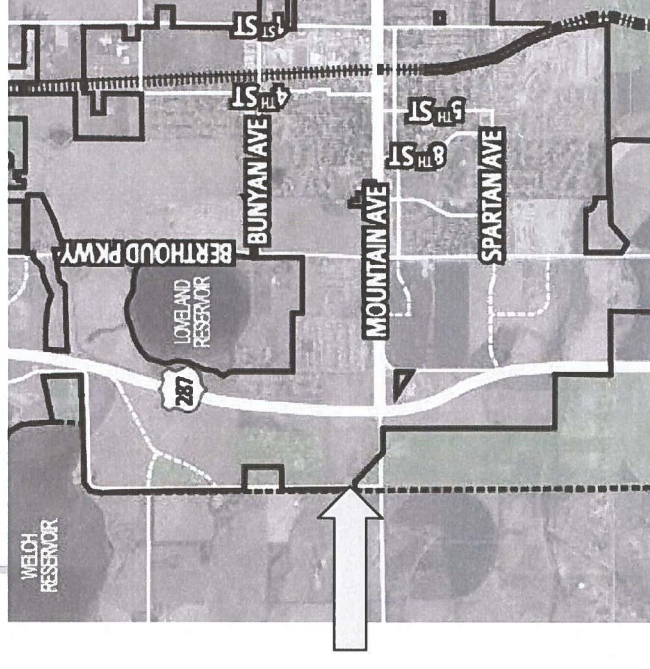
Doesn't calling this area “Suburban”, given how the Comprehensive Plan describes it, feel like a stretch?

Suburban Areas

PLACE TYPE

ATTRIBUTES & CHARACTER VIEWS

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



Housing Diversity

From the comprehensive plan (3-8):

“The density of neighborhoods generally radiate from high density in the Urban Center...to lower densities as neighborhoods feather outward toward the rural parts of Berthoud.”

Question:

How do you square this feature of the future land use plan with the housing density proposed in Revere, which is roughly the same as developments that are in and around the Urban Center?

Also, where is the “feathering” present in this plan? Revere, as proposed, transitions very abruptly from high-density Suburban Residential to Rural Residential with very little buffer.

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



Bridget P. Guccione
810 Berthoud Peak Dr
Berthoud Colorado, 80513

Mr. Will Karspeck
Town of Berthoud
807 Mountain Ave
Berthoud CO 80513

May 9, 2024

Re: Revere Neighborhood Master Plan and Rezoning

Dear Mayor Karspeck:

I'm certain you've kept abreast of the development projects submitted to the Planning Staff and Planning Commission over the past month. I have no doubt you are also aware of the rather contentious meeting on April 11, 2024 when the Revere Master Plan was reviewed.

It was extremely disappointing when the Commission failed to listen to the residents in attendance. Representatives of the neighboring communities to the proposed development were there 'en masse' clearly stating their opposition to the plan as submitted. Comments during the public comment period resoundingly detailed concerns over traffic, density and infrastructure.

In general, the groups are not opposed to development; however, the plans submitted lack any input from the surrounding communities that will be most affected by the development of this parcel.

It was sad to watch the Commission 'talk themselves into' approving the plans with conditions. All of the Commission members expressed concern that the developer failed to make any attempt to meet and obtain any input from adjacent properties affected. Why recommend approval and send it to the Trustees if there are serious doubts that are supported by the attending residents. The Commission's responsibility is to make the difficult decisions challenging the developers to ensure Berthoud does not become another sprawling community like Erie. Berthoud has a Comprehensive Plan and it must be used for guidance in making these decisions. The Planning Staff repeatedly said the Comprehensive Plan is not codified so decisions are based on the Town's Code. I ask why did the town invest time and money into creating this plan. Why did residents bother to share their visions and provide feedback in the process if their wishes are so easily pushed aside.

The developer must do more for Berthoud than 'cross the t's and dot the i's. If there are no consequences for the developer's lack of foresight in thinking this project through from the perspective of improving Berthoud as a whole, what control is Berthoud exercising over its future growth and ultimately it's very identity. The conditions placed on the developer will have little substantive effect on the project if approved by the Board of Trustees following the 'wordsmithing' offered by the Planning Staff.

The conditions ranged from:

1. Creating a memo to summarize the traffic study so the Trustees can see critical components.
2. Addressing alternatives to the proposed roundabout on County Road 8.
3. Addressing access points to the development and the lack of parking.

4. Meet with the neighboring communities and adjacent properties in a collaborative manner to address issues of proposed density, lack of feathering of areas of dramatically different density and lack of sufficient buffering.

If the developer had approached this project with Berthoud in mind rather than dollars and cents, meeting with the surrounding property owners would have highlighted and possibly truly mitigated many of these issues prior to the first submittal.

Now we are faced with the developer claiming to abide by one of the conditions. Many of the residents of the surrounding areas received notification of an upcoming **Revere Question and Answer Session**, on May 21, 2024 at Grace Place in Berthoud.

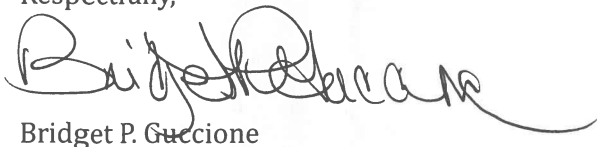
I'm quite concerned on the frame work of this 'session' and the distinct difference between the condition added by the Planning Commission versus the Q&A invite from the TB Group. A Q&A session lead by the developer is not a **collaborative meeting** with the purpose of exchanging ideas. The Commission stressed the need for a dialog to address the negative impact of the Revere Project on the neighboring communities. The developer is structuring this 'session' to follow the 'letter of the law' not the spirit of the requested meeting.

We are not opposed to development. We embrace sound and fiscally responsible development. When I contacted the town staff concerning a fiscal impact study on development within Berthoud, I was told Berthoud did not perform this type of analysis. How can decisions be made if we do not understand the balancing of our services and resources with incoming revenues, etc.

Development in Berthoud should stay true to the Comprehensive Plan. Throughout the Comprehensive Plan and the Town's Code, it states repeatedly that new subdivisions are to complement the Town's historical development pattern and enhance the Town's character. I seriously question that either of these goals is achieved when none of the adjacent properties or communities see this proposed development in a positive light. Our elected officials must listen to the citizens they represent. There is more at stake here than 'crossing t's and dotting i's'.

Please do not let this developer simply 'follow the letter of the law' require them to consider the spirit of Berthoud.

Respectfully,



Bridget P. Guccione

Cc: Berthoud Board of Trustees
 Brett Wing Tim Hurley May Albrecht
 Sean Murphy Karl Ayers Chris Kurtz
 Berthoud Planning Commission – Karen Anderson - Chair

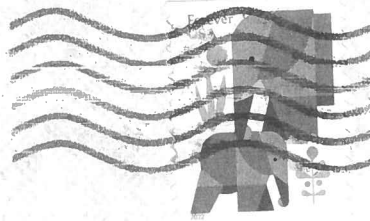


BRIDGET GUCCIONE
810 BERTHOUD PEAK DR.
BERTHOUD, CO 80513



DENVER CO 802

10 MAY 2024 PM 8 L



Ms Karen Anderson
Planning Commission
Town of Berthoud
807 Mountain Ave
Berthoud CO 80513

80513-136807



Bridget P. Guccione
810 Berthoud Peak Dr
Berthoud Colorado, 80513

Mr. Jeff Mark
The Landhuis Company
Babcock Land Corporation
212 N Wahsatch Ave Suite 301
Colorado Springs, CO 80903

May 9, 2024

Re: Revere Neighborhood Master Plan and Rezoning

Dear Mr. Mark:

I've received the notification of the upcoming ***Revere Question and Answer Session***, on May 21, 2024 at Grace Place in Berthoud.

I'm quite concerned on the frame work of this 'session' and the distinct difference between the condition added by the Planning Commission versus the Q&A invite from the TB Group.

During the Berthoud Planning Commission meeting on April 11, the commission clearly stated the meeting was to be a **collaborative** meeting with an exchange of ideas. They stressed the need for a dialog to address the negative impact of the Revere Project on the neighboring communities.

You stated that it was not a requirement based on the town's code and you were following the 'letter of the law.' It's unfortunate that you care so little about the Town of Berthoud that you ignore the fact that people's privacy, way of life and investment in their homes means so little. I am certain that if your home was nestled on a large private lot; you would not appreciate a large number of homes being built in close proximity. Meeting with the neighboring communities would have made a positive impression and created a win-win situation for the parcel development and for the town-at-large.

We are not opposed to development. We embrace sound and fiscally responsible development. We look forward to the opportunity to work toward achieving that goal.

Approach this session not as a Q&A session as stated but as a collaborative meeting with intelligent and creative people, who live here and let them share their ideas for the parcel that add to Berthoud's character and will certainly still be financially attractive.

Respectfully,



Bridget P. Guccione

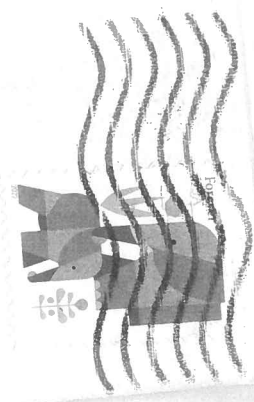
Cc: Kristin Turner – TB Group Anne Johnson/Tawn Hillenbrand – Berthoud Planning Staff
Karen Anderson – Berthoud Planning Commission Chair
Will Karspeck – Berthoud Mayor

G

BRIDGET GUCCIONE
810 BERTHOUD PEAK DR.
BERTHOUD, CO 80513

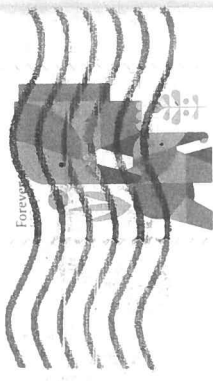
DENVER CO 802

10 MAY 2024 PM 2 L



Ms Karen Andersen
Berthoud Planning
Comm
807 North Ave
Berthoud CO 80513
80513-136807

80513-136807



DENVER CO 802

10 MAY 2024 PM 8 L

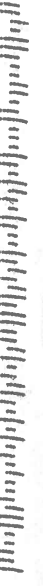
BRIDGET GUCCIONE

810 BERTHOUD PEAK DR.
BERTHOUD, CO 80513



Anne Johnson Town Hillerbrand
Berthoud Flaming
town of Berthoud
807 Mountain Ave
Berthoud CO 80513

80513-136807



RESOLUTION NUMBER 09

(SERIES 2024)

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

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

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

WHEREAS, the applicant has reviewed the 2021 Comprehensive Plan and seeks to incorporate the Town’s new zoning classifications and conform to the land development vision outlined in the 2021 Comprehensive Plan 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 April 11, 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 eight (8) conditions:

1. 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.
2. 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.
3. The applicant shall collaborate with the neighborhood to the north regarding the buffer area. The outcome of these buffer discussions shall be included in the Preliminary Plat application.
4. The applicant shall update the Traffic Impact Study with the submittal of the Preliminary Plat application.
5. The applicant shall have at least one neighborhood meeting to address the concerns of the adjacent property owners. Documentation of the meeting shall be included with the Preliminary Plat application.
6. The applicant shall provide a traffic memo summarizing the submitted Traffic Impact Study to Town Board of Trustees in their packet for the Neighborhood Master Plan and

Change of Zone hearing.

7. The applicant shall evaluate the safety, placement, engineering, and design of the proposed roundabout.
8. The Preliminary Plan application shall include a detailed analysis of alternative access points to the proposed development, traffic control, and internal parking; 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 11th day of June 2024.

TOWN OF BERTHOUD

By _____

William Karspeck, Mayor

ATTEST:

By: _____

Christian Samora, Town Clerk

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

SUBDIVISION IDENTITY & RESIDENTIAL STANDARDS
RESIDENTIAL PRODUCT TYPES PROVIDED: 2

SUBDIVISION IDENTITY ELEMENTS POINTS
REQUIRED: 5

THE SUBDIVISION IDENTITY ELEMENTS TO BE
PROVIDED WILL BE DETERMINED AT THE TIME OF
PLAT. A MINIMUM OF 6 ELEVATION POINTS WILL BE
PROVIDED. THE FOLLOWING IS A LIST OF THE
ELEMENTS THAT WILL BE PROVIDED FOR THIS
SITE BUT IS SUBJECT TO CHANGE SO LONG AS
THE REQUIRED ELEMENT POINTS ARE ACHIEVED
AT THE TIME OF PLAT:

- 1. POCKET PARK 1
- 2. TRAILS 1
- 3. PLAYGROUND 1
- 4. FENCING/WALLS 1
- 5. POLLINATOR PALETTE 1
- 6. BUFFER AREAS 1

TOTAL: 6

TRAFFIC INFORMATION

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

NOTES:

- 1. PROPOSED LOT COUNT AND LOT SIZES ARE CONCEPTUAL
AND MAY CHANGE AT TIME OF PLAT, DEPENDING ON
MARKET CONDITIONS. HOWEVER, FUTURE LOT SIZES WILL
ADHERE TO THE MINIMUM LOT SIZE REQUIREMENTS AND
THE APPLICABLE LOT TYPE, PER TOWN OF BERTHOUD
CODE.
- 2. DENSITY MAY SHIFT BETWEEN DEVELOPMENT AREAS SO
LONG AS THE TOTAL DENSITY REMAINS AS NOTED IN THIS
NEIGHBORHOOD MASTER PLAN. DENSITY IS NOT EXCEEDED
WITHIN A DEVELOPMENT AREA MAY NOT
EXCEED THE MAXIMUM PERMITTED PER THE UNDERLYING
ZONE DISTRICT. DENSITY SHIFTS MUST ADHERE TO THE
NEIGHBORHOOD MASTER PLAN REQUIREMENTS PER
SECTION 30-6-106.C.5 OF THE BERTHOUD MUNICIPAL
CODE.

NEIGHBORHOOD MASTER PLAN



VICINITY MAP



LAND USE SUMMARY

SINGLE FAMILY DETACHED (60' X 110').....	31
SINGLE FAMILY DETACHED (45' X 85').....	69
TOTAL.....	100 LOTS

LAND USE STATISTICS

TOTAL ACREAGE =	-38.3 ACRES
SINGLE FAMILY DETACHED ACREAGE (60'X110') =	-5.1 ACRES
(SFD) PROPOSED DENSITY =	6.1 DU/AC
SINGLE FAMILY DETACHED ACREAGE (45'X85') =	-6.6 ACRES
(SFD) PROPOSED DENSITY =	10.5 DU/AC
COMMERCIAL ACREAGE =	-3.7 ACRES
% OF SITE AS COMMERCIAL =	9.7%
OPEN SPACE ACREAGE =	-10.5 ACRES
% OF SITE AS OPEN SPACE =	27.4%
DETENTION ACREAGE =	-2.6 ACRES
% OF SITE AS DETENTION =	6.8%
PARK ACREAGE =	-2.1 ACRES
% OF SITE AS OPEN SPACE =	5.5%
DRIVE ACREAGE =	-7.7 ACRES
% OF SITE AS DRIVE =	20.1%

SHEET INDEX

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



PARK STATISTICS:

PARK SPACE REQUIRED (100 LOTS) ~ 1.00 ACRES

PARK SPACE PROVIDED 2.1 ACRES
5.5% OF SITE

TRAILS AND WALKS

DETACHED CONCRETE SIDEWALK • 10,012 feet

OFF-STREET CONCRETE SIDEWALK • 4,482 feet

SOFT SURFACE TRAIL • 2,108 feet

TOWN OF BERTHOUD REGIONAL TRAIL (10' CONCRETE) - 1,617 feet

UNL LAMAR, LEE
HONERER
LARNER COUNTY
ZONING 100
NOT A PART OF THIS
MASTER PLAN

UNL LAMAR, LEE
HONERER
LARNER COUNTY
ZONING 100
NOT A PART OF THIS
MASTER PLAN



OPEN SPACE CALCULATIONS:

TOTAL OPEN SPACE REQUIRED= 3.83 AC 10.0%

TOTAL OPEN SPACE PROVIDED= 13.10 AC 34.2%

TOTAL SITE ACREAGE = ~38.3 AC

OPEN SPACE ELEMENTS

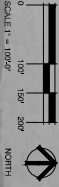
OPEN SPACE ELEMENTS 2 ELEMENTS REQUIRED
OPEN SPACE ELEMENTS 2 ELEMENTS PROVIDED

- GREENWAY 1 ELEMENT
 - 1,200' long and minimum 88' wide, with 10' wide concrete Regional Trail.
- GREEN AREA 1 ELEMENT
 - 1.24 AC (50' width minimum). Conveniently located along an 8' wide concrete trail and at the junction of CR19 and Berthoud Peak Drive, this green area could be utilized for a number of recreational activities of the users' choice.

PARKS & OPEN SPACE SUMMARY

	PARK SPACE	2.1 ACRES
	OPEN SPACE	10.5 ACRES
	DETENTION SPACE	2.6 ACRES
TOTAL		15.2 ACRES

OPEN SPACE AND CIRCULATION EXHIBIT





POCKET PARK ELEMENTS

- ALL OF LIST A:
- ELECTRICITY
 - IRRIGATION
 - SECURITY LIGHTING
 - TRASH RECEPTACLES (2AC)
 - WATER SERVICE
 - BIKE RACKS
 - LANDSCAPING
- 5 OF LIST B:
- PICNIC SHELTERS WITH PICNIC TABLES (2)
 - LOOP WALK (MIN. 2,000 LF)
 - TUFF - APPROX. 24,600 S.F.
 - NATURAL AREA - APPROX. 35,100 S.F.
- 3 OF LIST C:
- 1 HIGH: COMMERCIAL-GRADE PLAYGROUND
 - 2 LOW: POLLINATOR GARDEN
 - WALK
 - SANDPARK
 - GATHERING SPACE



ORDINANCE NO. 1341

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

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

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

WHEREAS, the Planning Commission considered the request to rezone the property at their public hearing on April 11, 2024 and moved to forward their approval of the request to the Town Board of Trustees; and

WHEREAS, notice was properly posted in the manner required by law and a public hearing was conducted on April 11, 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 “Revere” development as described in Exhibit A, shall be rezoned from Planned Unit Development to Suburban Commercial (SC) and Suburban Residential (SR) as illustrated in Exhibit B.

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

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

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

INTRODUCED, READ, ADOPTED, APPROVED, AND ORDERED PUBLISHED IN FULL on this 11th day of June 2024.

TOWN OF BERTHOUD

By _____

William Karspeck, Mayor

ATTEST:

By: _____

Christian Samora, Town Clerk

EXHIBIT A: LEGAL DESCRIPTION

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

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

BOUNDARY DESCRIPTION:

KNOW ALL MEN BY THESE PRESENTS: That the undersigned, being the owners and petitioners of that portion of the Southwest Quarter of Section 15, Township 4 North, Range 69 West of the 6th Principal Meridian, Town of Berthoud, County of Larimer, State of Colorado, more particularly described as follows:

LOT 1, SMITH SUBDIVISION, TOWN OF BERTHOUD, COUNTY OF LARIMER, STATE OF COLORADO.

containing 1,669.895 square feet or 38.336 acres more or less.

The above described tract of land may be subject to easements and right-of-way now on record or existing.

ZONE DISTRICT SUBURBAN RESIDENTIAL DESCRIPTION: R1D - PLANNED UNIT DEVELOPMENT TO SUBURBAN RESIDENTIAL

The portion of the Southwest Quarter of Section 15, Township 4 North, Range 69 West of the 6th Principal Meridian, Town of Berthoud, County of Larimer, State of Colorado, more particularly described as follows:

Considering the West line of the Southwest Quarter of Section 15 as bearing North 00° 15' 57" West and with all bearings COMMENCING at the South 1/16th corner of Section 15;
THENCE North 89° 50' 11" East a distance of 30.04 feet to POINT OF BEGINNING PARCEL 1;
THENCE North 89° 50' 11" East a distance of 1588.72 feet to POINT OF BEGINNING PARCEL 2;
THENCE North 89° 50' 11" East a distance of 619.26 feet, said curve has a Radius of 12,115.00 feet, a Delta of 02° 55' 20" and is subtended by a Chord bearing South 01° 43' 11" West a distance of 619.19 feet;
THENCE South 00° 15' 29" West a distance of 280.99 feet;
THENCE South 00° 15' 29" West a distance of 229.55 feet;
THENCE South 89° 50' 11" East a distance of 30.04 feet to POINT OF BEGINNING PARCEL 3;
THENCE South 89° 50' 11" East a distance of 146.37 feet;
THENCE North 00° 15' 57" West a distance of 660.02 feet to POINT OF BEGINNING PARCEL 1, containing 1,339,652 square feet or 30.754 acres more or less.

The above described tract of land may be subject to easements and right-of-way now on record or existing.

ZONE DISTRICT SUBURBAN COMMERCIAL DESCRIPTION: R1D - PLANNED UNIT DEVELOPMENT TO SUBURBAN COMMERCIAL

The portion of the Southwest Quarter of Section 15, Township 4 North, Range 69 West of the 6th Principal Meridian, Town of Berthoud, County of Larimer, State of Colorado, more particularly described as follows:

Considering the West line of the Southwest Quarter of Section 15 as bearing North 00° 15' 57" West and with all bearings COMMENCING at the South 1/16th corner of Section 15;
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THENCE North 89° 50' 11" East a distance of 619.26 feet, said curve has a Radius of 12,115.00 feet, a Delta of 02° 55' 20" and is subtended by a Chord bearing South 01° 43' 11" West a distance of 619.19 feet;
THENCE South 00° 15' 29" West a distance of 280.99 feet;
THENCE South 00° 15' 29" West a distance of 229.55 feet;
THENCE South 89° 50' 11" East a distance of 30.04 feet to POINT OF BEGINNING PARCEL 2;
THENCE South 89° 50' 11" East a distance of 146.37 feet;
THENCE North 00° 15' 57" West a distance of 660.02 feet to POINT OF BEGINNING PARCEL 1, containing 330,243 square feet or 7.581 acres more or less.

The above described tract of land may be subject to easements and right-of-way now on record or existing.

OWNER:

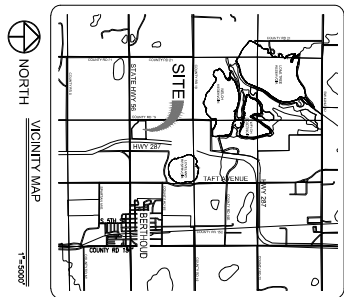
BY _____

STATE OF COLORADO)
COUNTY OF LARIMER)

The foregoing instrument was acknowledged before me this _____ day of _____, 2024, by _____

Witness my hand and official seal
My commission expires: _____

Notary Public _____



APPROVAL CERTIFICATES:

This is to certify that the rezoning of the above described property was approved by Ordinance No. _____ of the Town of Berthoud, passed and adopted on the _____ day of _____, 2024, and that the Mayor of the Town of Berthoud, as authorized by said ordinance on behalf of the Town of Berthoud hereby for all acknowledges and adopts the said rezoning upon which the certificate is endorsed for all purposes indicated hereon.

Approved by the Board of Trustees of the Town of Berthoud, Colorado this _____ day of _____, 2024.

Mayor _____

The foregoing map is approved for filing and accepted by the Town of Berthoud, Colorado this _____ day of _____, 2024.

ATTEST: _____
Town Clerk

APPROVAL CERTIFICATES:

Approved by the Planning Commission of the Town of Berthoud, Colorado this _____ day of _____, 2024.

Chairman _____

The foregoing map is approved for filing and accepted by the Town of Berthoud, Colorado this _____ day of _____, 2024.

ATTEST: _____
Planning Technician

LARIMER COUNTY CLERK & RECORDER CERTIFICATE:

This Rezoning Map was accepted for filing in the Office of the Larimer County Clerk & Recorder on this _____ day of _____, 2024, A.D. at _____ M. in Book _____ Page _____
Registration No. _____

By _____
Larimer County Clerk and Recorder

NOTES:

- 1) Bearings are based on the assumption that the West line of the Southwest Quarter of Section 15, Township 4 North, Range 69 West of the 6th P.M. bears North 00° 15' 57" West, with the South 1/16th corner being a 3" aluminum cap on an rebar, stamped L.S. 3840, and the Southwest corner being a 3" aluminum cap on a 7" value in monument box, stamped R.L.S. 22103.
- 2) The final unit of measurement for this map is U.S. Survey Feet.
- 3) For all information regarding easements, right-of-way or title of record, Northern Engineering relied upon Commitment No. 221192, dated April 26, 2024, prepared by Stewart Guaranty Company.
- 4) According to FRMA Parcel (08060C1861 for Larimer County, dated January 15, 2021, this tract lies within an area of minimal flood risk (Zone X).
- 5) The word "warranty" or "warrantage" as shown and used herein is an expression of professional opinion regarding the facts of the survey, and does not constitute a warranty or guaranty, expressed or implied, DORA B. Davis and Bates (d CCR 73p-1).
- 6) Northern Engineering or the Professional Land Surveyor listed herein, does not have the expertise to address mineral rights, and therefore, no responsibility for the mineral rights upon the subject property.
- 7) For easements created by separate document and shown herein refer to record document for specific terms.
- 8) A copy of the title commitment and the documents contained herein were provided to the owner listed herein. It is the surveyor's understanding that said owner has reviewed said documents and undertaken their impact, if any, on the subject property.
- 9) Not all documents listed in the title commitment are pleasurable or definable by their terms. All easements that are definable by their descriptions are shown herein.
- 10) Easements and other record documents shown or noted herein were examined as to location and purpose and were not examined as to restrictions, conditions, exclusions, obligations, terms, or as to the right to grant the same.
- 11) There may be other documents related to the subject property that were not discovered by the land surveyor and/or title company.
- 12) The Professional opinion of the Surveyor is not a determination of law, nor a matter of fact.
- 13) Adjacent property owner information per the Larimer County Land Information Locator.
- 14) Zoning information per Town of Berthoud Zoning Map dated October 2020 and Larimer County Zoning Districts Map dated April 2024.
- 15) Monuments depicted herein for reference purposes only.
- 16) This map is prepared exclusively for Rezoning purposes and is not to be used for any other purpose and is not a monumental land survey as defined by the State of Colorado.
- 17) All bearings and distances are derived from field measurements unless otherwise noted. The recorded bearings and distances shown herein are taken from existing public records and will not match the measured bearings and distances due to differences in the chain and/or projection used to complete the survey.
- 18) It is unlawful under Colorado State Statute to knowingly obtain, disclose, remove, or destroy a land survey monument.

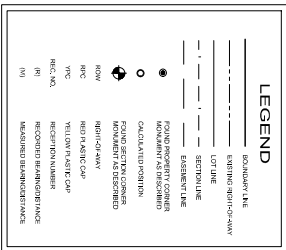
SURVEYOR'S STATEMENT

I, Robert C. Tinsley, a Registered Land Surveyor in the State of Colorado, do hereby certify that this Rezoning Map of REVERE REZONING MAP, County of Larimer, State of Colorado, was prepared and drawn under my direct supervision and the accompanying map accurately and properly shows the results of the survey.

Robert C. Tinsley
Colorado Registered Professional Land Surveyor No. 38470
For and on behalf of Northern Engineering Services, Inc.

DRAFT
3-26-24
PRELIMINARY - NOT FOR CONSTRUCTION,
PURPOSES OR IMPLEMENTATION.

REVERE REZONING MAP



DRAFT

REVERE QUESTION & ANSWER SESSION

Dear Neighbor,

The Revere development team will be hosting a Question & Answer session on **Tuesday May 21st, 2024**.
A zoning and neighborhood master plan application are currently in review with the Town of Berthoud.
This meeting will be held at:

Grace Place
375 Meadowlark Drive
Berthoud, CO 80513
Summit Room
5:00 pm -6:30 pm

Please join us if you have any questions about the proposed development at Revere!

Sincerely,

The Revere Development Team

Revere Neighborhood Mtg 5/21/24

Sign In Sheet

Name

Address

Email

Steven Reed

530 Tams Reach Run

Moving Stems

David Wolfe

552 Talone React R 90

MEL SULLIVAN

1805 14 June 1905

RELATIONS

1805 W County RD

msu@ivan730@hotmail.com

Kare Piro

451	SUREN	ROC
901	11th of June 1968	

Cellus Seaton

870) Berano & Cook 0-

2019年6月20日

David Braxton

1051. Bestward Peak-Dike

kelly.e.seaton@gmail.com

Alma Cox

84/ NCR 19

Jennite-Butera

1050 Beyond Peak Dr

liabs@cmr7.com

Megan H. Turner

1011 Berthoud Peak Dr

Healthcare email ca

Amey Lamb
1111 R

1101 N. CR 19

only use the @ool.com

John Tier

110 Highway Dr.

LLRos24@gmail.com

621170 AUC

Revere Neighborhood Mtg 5/21/24

Sign In Sheet

Name

Address

Email

Bill & Anne Wheeler	968 N. CR 19, Berthoud 80513	bill@raptaridgenc.com
Edd Skinner	600 N. CR 19, Berthoud 80513	edds.kinner@gmail.com
Jim Schweiter	523 Nesting Eagles Way, Berthoud 80513	j.schweiter@yahoo.com

TO: Town of Berthoud Planning Department
FROM: Kristin Turner, TB Group
DATE: May 21, 2024

RE: Neighborhood Meeting Notes

Below is a summary of the primary issues discussed during the Revere neighborhood meeting. This meeting was held on Tuesday May 21, 2024, via in-person meeting, held at Grace Place Church. The meeting was set up with project boards, a brief presentation was provided, and the remainder of the time was allocated to questions, answers, and discussion. The meeting was hosted by the Developer (Jeff Mark), and the land planner (Kristin Turner/TB Group), Stephanie Thomas (EPS Engineering) and Ruth Rollins (Rollins Consult).

The bulk of the questions from neighbors were related to density, traffic, and other general discussion topics. There were approximately 17-25 people in attendance and the meeting lasted for roughly 2 hours.

1. TRAFFIC, ACCESS & ROUNDABOUT

- a. **Concern:** You need to be sure that the proposed roundabout allows semi-trucks to move through it. Semi-trucks are used for the farming operation south of CR 8.
- b. **Response:** Our engineer has already reached out to the property owners to the south and will continue to coordinate with them, including an on-site meeting at the time engineering work begins. We understand the roundabout will need to be designed to accommodate semi-trucks.
- c. **Concern:** A semi-truck would not be able to go through some other roundabouts in Berthoud.
- d. **Response:** It's important to note that roundabouts are designed at different sizes, but it includes semi-trucks driving up onto the interior curb. One of the purposes of a roundabout is to slow down traffic. If it is made too big, then cars are essentially able to maneuver more like it is a straight road (because the openings are too large). This is why they are designed for semi-trucks to utilize the interior curb.
- e. **Concern:** Roundabouts in Europe don't require trucks to drive on the interior curb.
- f. **Response:** We will design the roundabout to the standards required for this area.
- g. **Concern:** Can you build a pedestrian overpass or underpass across 287.
- h. **Response:** No. 287 is a state highway. That would be a more regional improvement done by either CDOT and/or CDOT and the Town of Berthoud. A pedestrian crossing is provided over 287 at CR 10E.
- i. **Concern:** Was CR 19 included in the TIS?
- j. **Response:** Yes.
- k. **Concern:** Why wasn't the state growth factor used in the TIS?
- l. **Response:** Because the actual development data, plus the growth factor used, resulted in a more conservative analysis than if the state growth factor had been used.
- m. **Concern:** Safety at 287 and Mountain is a concern. Specifically speeds and accidents.
- n. **Response:** Acknowledged. There appears to be concerns with the existing conditions of this intersection. This team can discuss with the Town if/what can be done to help resolve these

problems, but it would be beneficial for you to reach out to the Town about an existing issue as well. Items you might want to ask about include if the Town can help coordinate with CDOT for reduced speeds on 287 through Berthoud as well as if the Sheriff's Department can do additional patrols and speed traps at this intersection.

- o. **Concern:** How will pedestrians get to the school at Heron Lakes?
- p. **Response:** This is a potential future school site (no school at this time). Revere will include pedestrian sidewalks, and an extension of the regional trail through the property.
- q. **Concern:** Kids are kids are don't necessarily pay attention when crossing at 287 & Mountain.
- r. **Response:** Acknowledged. If there are safety mechanisms that make sense at the Revere property, those can be evaluated.
- s. **Concern:** No one will plow CR 8.
- t. **Response:** Acknowledged. Portions of CR 8 that are currently in the county will be required to be annexed into the Town of Berthoud with this development.
- u. **Concern:** Once this gets approved there is no changing anything.
- v. **Response:** That is not accurate. A new TIS will be submitted at preliminary plat and final plat. If additional improvements are found to be necessary, the developer will be required to incorporate those into the plans.

2. DENSITY

- a. **Concern:** The density of the project is denser than Ludlow and Rose Farm and it is not appropriate.
- b. **Response:** The density of Revere is less dense than Ludlow and Rose Farm.
- c. **Concern:** This is just too dense. Will you reduce the density?
- d. **Response:** This is a fairly low density and is consistent with the comp plan which designates the property as suburban residential. We do not want to reduce the density but would consider removing a few lots along the northern boundary and making the lots larger in that location.
- e. **Concern:** If you aren't willing to reduce the density then you were being disingenuous in hosting this meeting and there is nothing to discuss.
- f. **Response:** We think there are many things we can talk about. If we don't agree on all items, that doesn't mean there aren't items that are worth discussion.
- g. **Concern:** This shouldn't have been a Q&A session. You were specifically told to collaborate with the neighbors.
- h. **Response:** Q&A was simply the title on the letter that was mailed. You can consider this a Q&A session or neighborhood meeting or discussion session. We consider those terms interchangeable, and the intent is to have a discussion with you.
- i. **Concern:** You should have come up with a plan that showed lower density based on the feedback you heard at Planning Commission.
- j. **Response:** The intent of this meeting is to have a discussion. Any proposed changes will be presented to the Board.
- k. **Concern:** You should pull your item from the agenda for June 11th and continue to work with neighbors until we can agree on the density.
- l. **Response:** We do not intend to pull our item from the agenda but are open to talking about your concerns here tonight. Changes need to make sense for the developer as well and if there are changes that can be made, those will be presented to the Board.
- m. **Question from team:** What density do you think you could support for this neighborhood?

- n. **Response:** We don't know. You will need to 'negotiate against yourself' and show us something new.
- o. **Question from team:** What is a critical number of lots for you? 90 lots? 80 lots? Are there any thoughts from the group on this?
- p. **Response:** No. We can't give you a number.
- q. **Concern:** You should know that we are an organized group, and we can make this process miserable for you if you continue with this plan.
- r. **Response:** Acknowledged.
- s. **Concern:** This should be a rural residential subdivision.
- t. **Response:** The comprehensive plan designates this area as suburban residential which is consistent with what is being proposed. We are only proposing single family detached, while this zone district would also allow for townhomes and duplex lots.
- u. **Concern:** Your lots are way too small.
- v. **Response:** The largest lots have been proposed adjacent to the existing residences along the norther property boundary. The smaller lots are located interior to the site.

3. OTHER

- a. **Concern:** Weeds and prairie dogs. Be a good neighbor and take care of the property.
Response: This is the first time we've been notified about concerns with weeds and/or prairie dogs. We will reach out to an exterminator to see what can be done about the prairie dogs.
- b. **Concern:** We've reached out to the Town about the prairie dog issues and were told there was nothing they could do.
Response: Acknowledged. We will look into what can be done about this concern.
- c. **Concern:** Will Landhuis serve as a property management group for this development.
Response: No.
- d. **Concern:** Why weren't we notified about this project?
Response: Notification was provided per the requirements of the municipal code. That radius does not include the entirety of the neighborhoods to the north and west of Revere.
- e. **Concern:** You should have sent notices to a larger area.
Response: Notification was provided per the requirements of the municipal code. That radius does not include the entirety of the neighborhoods to the north and west of Revere, but we specifically included the entire neighborhoods for this meeting notification.
- f. **Concern:** This site should have more commercial to be aligned with the comprehensive plan.
Response: We evaluated additional commercial, but it results in significantly more traffic. We've proposed more residential to reduce the intensity of this development.
- g. **Concern:** Can you put the commercial along 287 and provide access from 287.
Response: We looked at an option with commercial along 287 but access from 287 will not be permitted. The CDOT access control plan defines where access is allowed, and they will not allow another access here. It made more sense to shift the commercial down along CR 8 to be aligned with the comprehensive plan and Mountain Corridor Plan.
- h. **Concern:** Your plan does not meet the requirements of the Mountain Corridor Plan.
Response: We believe that it does.
- i. **Concern:** What kind of commercial would develop here.
Response: We don't know at this time, but it will be smaller scale, more neighborhood oriented commercial. The site is not sufficiently sized for larger retail like a grocery store.

- j. **Concern:** The Town ends on the west side of 287. This should be rural residential development.
Response: The GMA extends beyond 287 and the Revere property is located within the GMA.
- k. **Question from team:** What is the preference for the trail that runs along the northern property boundary?
Response: Remove it.
- l. **Question from team:** Would the neighbors adjacent to the northern property boundary prefer fencing or landscaping as buffering.
Response: All of the above.
- a. **Concern:** You should have hosted a neighborhood meeting. When Longs Peak Farm developed, they hosted a meeting.
Response: Longs Peak Farm went through a Larimer County entitlement process and was required to host a neighborhood meeting. Revere is going through a Town of Berthoud process that has no neighborhood meeting requirement. Please note, that this team reached out to staff after the Planning Commission meeting and suggested that the Town consider requiring neighborhood meetings for all projects moving forward.



**Garden
Spot of
Colorado**

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 the 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 Semedalas 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.

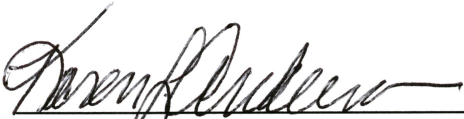
- 7. Public Hearing – Tawn Hillenbrand, Town Senior Planner, presented the request for a Change of Zone for Revere Property in conjunction with the Neighborhood Master Plan.

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 Semedalas.
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