Downtown Analysis and Master Plan

Berthoud, Colorado 2005

Downtown Streetscape Master Plan

Berthoud, Colorado

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Table of Contents

INTRODUCTION

The Main Street Program for the Town of Berthoud, Colorado has requested design assistance in the drafting of design ideas for the layout, scope and public consensus development for their downtown streetscape. As explored within this report, the downtown of Berthoud covers an 8 block span of turn of the century buildings, residences, parks and rail crossings. The downtown commercial area continues to be active and is recognized by new residents as the heart of their community.

Recent residential development around Berthoud has precipitated a range of commercial outlets that threaten to diminish the economic vitality of the downtown area. Additionally, highway construction has added a by-pass west and north of the downtown area which will take much of the traffic out of downtown. This highway shift is seen as a benefit and a potential impact to the downtown area. Reduced traffic will yield a better pedestrian environment but may also negatively affect the local retail economy.

DESIGN PROCESS

The Main Street Program initiated design services from the DOLA Technical Assistance Program to help their Design Committee explore design ideas for the downtown. Designs were prepared and presented at a range of public meetings, assemblies, gatherings and town functions. At all events input was gathered and used to help direct the design alternates. Student design efforts were directed by an experienced landscape architect and design options presented represented a range of treatments over a range of treatment intensity areas. Final designs wee selected by the Design Committee and developed into a more final illustration for use as funding becomes available. Designs and this design report are all preliminary in nature and intended to express the results of this design process and help to give form to the visions for Berthoud Main Street. Following phases must include detailed construction design of not only the streetscape but of roadway, utility, lighting, architecture, and other elements of the town.

Public input was extensive. Public open house workshops were heavily attended and opinions, ideas, issues and concerns expressed were all documented at each of the meetings and shared with the design team. Many ideas were shared and some important issues which affect design were presented which helped shape the direction of this work. A summary of that input is included in this report's appendix.

MASTER PLAN SUMMARY

Downtown Berthoud is a collection of a range of projects which have developed a streetscape that lacks uniformity, direction or character. This Master Plan identifies ways to change the pedestrian environment to foster greater use of the walkways and provide a safer and more shopper friendly downtown. Designs utilize historic features of Berthoud to create a walkway that has a unique character yet contains the pedestrian traffic. Street crossings are defined and by use of walk extensions the pedestrian-traffic interface is reduced to the minimum necessary. This widened sidewalk provides area for shops to display their merchandise or provide outside seating. Importantly the sidewalk environment encourages pedestrians to leave their cars and visit shops all through a unified downtown Berthoud.

These plans do require some capital improvement programs for the community. Ongoing projects with the Department of Transportation will improve the intersection at 1st and Mountain and with this improvement will probably come some of the first Streetscape treatments in Berthoud. Other areas will require changes to the sidewalks, streets, drainage system, utility connections and ultimately to the streets. These improvements are not intended to all happen at the same time but the Master Plan does provide a template for the town to follow as these projects surface. And, as funding becomes available some treatments can begin to be developed.

An example of this town sponsored program would be the Third Street Park and Farmers Market treatment along the railroad rights-of-way. This area could be opened up, developed and improved to provide an example of the importance that the town places on it's downtown commercial center. Much of this improvement effort revolves around changing how vehicles use the space and the improvements of the green-space buffer along the tracks

Project Study Area

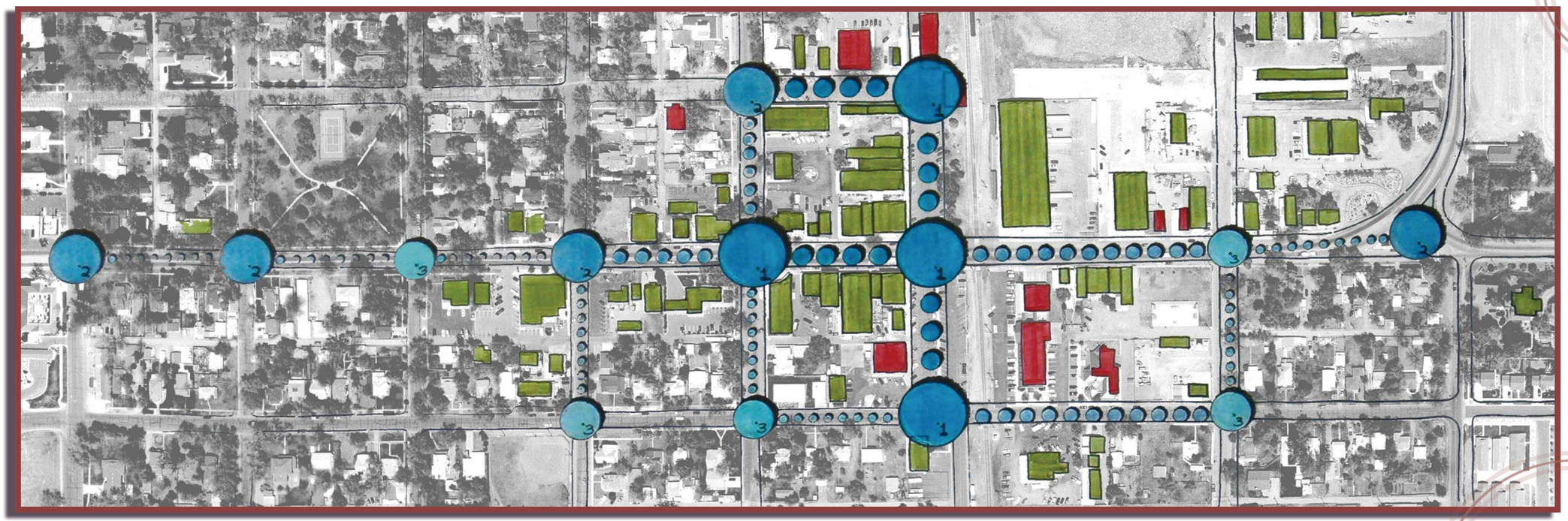
The unique Town of Berthoud has remained a quaint community amidst a whirlwind of change The front range region where Berthoud is situated has become a development mecca. However, Berthoud has not been exempt from the wave of growth apparent in the area. With a perfect location between many of the large urban centers in Northern Colorado, Berthoud has a strong pull to residents looking for a small town atmosphere with quick access to the conveniences of larger urban centers. New growth and development is beginning to change the face of this small community forever. As these changes occur, it has become imperative to preserve and update the most unique and special areas in the heart of Berthoud.

The quest of this project is to redesign and update the streetscapes for the "Downtown" section of Berthoud. Downtown Berthoud has an immense historic relevance as well as importance to the town as a main commercial center. Therefore, the physical definition of "Downtown Berthoud" becomes particularly important to the town as its historic context continually changes.

The figure above illustrates the area that can be included in the definition of the downtown district. This boundary defines the streets and areas which should be considered for a downtown streetscape improvement project. The extent of this project is meant to include the the historic edges of the town along Mountain Avenue, defined by the character of beautiful residential areas seen between 1st Street and 8th Street. Further, the northern and southern extents of the project are found between Welch Avenue and Massachusetts Avenue. This boundary contains many of the downtown businesses and important community buildings in Berthoud.

The scope of this project is meant to include the historic definitions of both the "business district" and the main thoroughfare upon which Berthoud has centered it's future growth. Mountain Avenue will serve the community as a connection from Interstate 25 to Highway 287 well into the future. These unique circumstances have situated Berthoud in an area where there is an enormous opportunity for the community to make a statement about it's wonderful heritage and rural identity. The study area for the project defines a district within which the streetscapes should make such a statement. This statement will show the historic character and boundary of the Town of Berthoud. With large scale infrastructure changes on the horizon for Berthoud the time is perfect for this planning process to begin.

Downtown Analysis



Priority Level One	Commercial Buildings
Priority Level Two	Community Buildings
Priority Level Three	Residences

As history has continually shaped the community of Berthoud, clear districts and neighborhoods have been forged into the framework of this unique rural town. The differences between these specific neighborhoods allow general boundaries to be drawn on the Downtown Streetscape Project. The creation of a general project boundary facilitates the need for a detailed analysis of the downtown area. Specific analysis will ultimately direct the design process and fiscal energy to the most deserving points within the downtown. The resulting analysis of Downtown Berthoud and the Mountain Avenue corridor will help reveal the intricacies of the area.

During the analysis process, each intersection and street within the project extent were considered for their adjacencies to surrounding commercial and public buildings. Further criteria addressed spatial relationships to major intersections, community event areas and parks. This process then rendered the downtown network seen in the figure above. The network, based upon a system of priority levels , begins to structure a downtown schema. The priority system uses 3 levels to define each street and intersection in the downtown network.

Priority Level One is the highest catergory. These streets and intersections were chosen for the high desity of commercial use coupled with adjacencies to special event spaces. The level one streets exhibit widths ranging from 58' to 80' and storefront walks ranging from 8' to 10' wide. This distinction helps to focus design efforts as well as the bulk of the dollars.

Priority Level Two streets and intersections exhibit a lower density of commercial activity and generally have no residential frontages on the streets. Here also, the steets and walks narrow. This level displays the same style of design as the Priority One segments, but the scale and level of detail should be less complicated and less expensive.

Priority Level Three is the lowest distinction in the downtown network, however, these areas are still important to the overall composition of any design for Downtown Berthoud. The Level Three streets and intersections must include the overall character of the design, yet should be greatly less detailed as the least important of the important sections included in the downtown network.

Existing Issues

Corner Conditions

Priority Level One corners are areas of large expanse which make pedestrian crossing difficult and dangerous. Many lack regular municiple standards such as clearly marked crossings and ADA accessible curb ramps. The existing state of these areas are not welcoming and do not express the importance of the place.

Priority Level Two corners have less of an expanse for pedestrians to cross, which automatically makes them more friendly. However, the narrow walks make awkward pedestrian spaces which do not promote pedestrian use. Currently, users will not find comfortable spaces to stop and rest after browsing what Berthoud has to offer.

Priority Level Three corners exhibit much less of a commercial feeling and should promote the beautiful residential spaces found in Berthoud. Nevertheless, residents and visitors who choose to use these areas as a primary pedestrian route to the central business district would also benefit from safe and well defined corners.

Railroad Park

Historically, Railroad Park has been vacant land left by the rail companies. Currently, the space has seen some improvements and have been vigorously planted with trees. Yet, this area is void of any design expression or clearly defined use areas. It is also overgrown with trees which block vital views from Mountain Avenue down 3rd Street.

Farmer's Market

The 3rd Street parking lot serves dual usage as a downtown parking venue and a summer farmer's market. The large expanse of pavement houses few cars on most days and becomes a void on one of Berthoud's most important frontages along 3rd Street. Also many proposals have been made to relocate the recycling center housed in the lot.

Sidewalk Conditions

Priority Level One walks generally exhibit widths ranging from 8-10'. These widths are wider than most residential walks, yet they are not wide enough to accomodate merchants who wish to use these areas for sidewalk seating and sales. Furthermore, for the main business district, the walks are uninviting, narrow and do not contain pedestrians.

Priority Level Two sidewalk conditions are very similar to that of the level one walks. Level two walks still serve many store fronts. These areas are stark and lack uniformity. Although Berthoud may not serve the crowds that larger cities see, users still must feel safe and comfortable in the streetside environment, where pedestrians have space to stop.

Priority Level Three sidewalks transport pedestrians through a romantic rural town setting. These walks should create the framework for a stroll through the beautiful small town neighborhoods. Instead, many of these ideal leisure walking areas are poorly maintained and much too narrow for a couple to reach a destination hand-in-hand.

Grain Elevator

In Berthoud, the grain elevator exists as a monument to the agricultural roots of the community. This building serves as a land mark, anchor and focal point for the 3rd Street corridor and the entire community of Berthoud. As a visually dominant structure, the grounds around the grain elevator and the 3rd street corridor need attention.

Railroad Crossing

Along Mountain Avenue, the downtown is divided by the railroad crossing. This division hurts the cohesive nature of the downtown network by discouraging east and west pedestrian movement. This section of sidewalk is particularly univiting and unsafe. This one area hurts the preception of the pedestrian environment more than any other.

Favorable Conditions

Berthoud, Colorado is a town with an undeniable lure in Northern Colorado. This lure is a response to the favorable conditions and quaint historic atmosphere seen throughout the town.

The images on this page reference the posititve conditions that exist within the downtown network. This section is about focussing on the things that Berthoud can build on for the future.

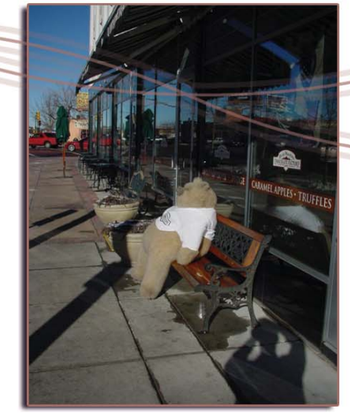
Many of the positive elements seen within the downtown are improvements which individual merchants have made. These specific instances can serve as a precedent for future development. The visible improvements should be taken into account for any design in Downtown Berthoud because of their positive impact. References to these small improvements may help tie the larger design motives to the existing Berthoud style, a style which residents undoubtedly seek to preserve.

Certain highlights of the existing character of downtown should be considered as solid design elements. Outdoor seating at the Jumping Bean and John Dough's Pizza is a great example and should be encouraged. These treatments promote a positive shopping and pedestrian atmosphere throughout Downtown Berthoud.

Further positive characteristics of the existing site conditions include the flagstone walks which line many of the downtown pedestrian walks. Although the full flagstone pavement is not practicle because of the restrictions it creates for handicap accessibility, the flagstone element can be utilized in various ways in the downtown streetscape environment. Also, many areas feature small planters and streetside plantings which always aid in creating a visually pleasing space for pedestrians to occupy.

Lastly, much of the area in consideration in the Berthoud Downtown area exemplify what a pleasant residential neighborhood should be. Future development and designs should strive to achieve a solution which preserves this asset in Berthoud. This pleasant and historic character is important to the composition of the community.

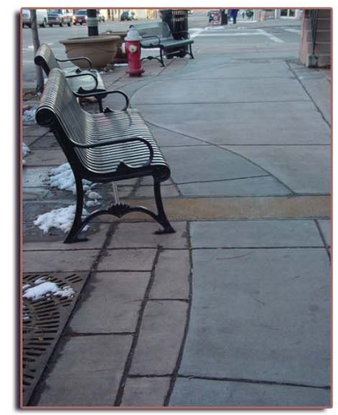
Precedents

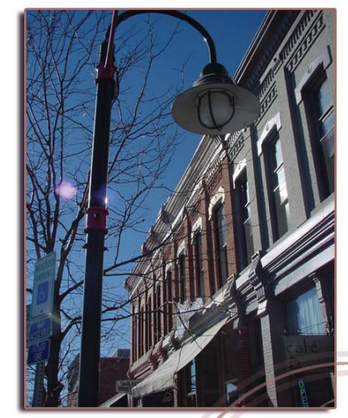


Key to any design is the use of precedents in the work and development of a good design. This process is no different in the Berthoud Main Street Project. Many excellent examples have already been implemented throughout the front range of Colorado. Towns have begun to buy into the idea of a strong central downtown just as Berthoud has.

Municipalities such as Ft. Collins, Loveland and Longmont have recreated or are beginning to recreate the image of their downtown environment. Many of these projects have been completed with the help of internationally recognized design firms. As such, these projects are a useful reference to use as a guide and creative inspiration for Berthoud's design future.

One of the shining examples of great design and pedestrian friendly spaces exists in Old Town Ft. Collins. The elements in the streetscape of downtown Ft. Collins works successfully to create place for people to be and enjoy. Large corner pedestrian areas include benches, concrete planting areas, and special paving. The corners are safely buffered from the busy streets and comfortable areas to congregate after dinner or shopping. This type of design is undoubtedly applicable to the current situation in Downtown Berthoud.





Another great example of urban design and downtown planning resides in the city of Longmont just south of Berthoud. A heavily themed design uses intricate concrete work to create an autonomous and creative solution to the many of the same problems which plague the streets of Berthoud. Here also, large corner pedestrian areas create spaces to stop and enjoy the area. These spaces are filled with benches and large round planters which make a vibrant composition in the spring and summer months.

Further improvements in both of these examples show sidewalk widths capable of creating new possibilities for an outdoor dining experience as well as sidewlk sales. Ft. Collins merchants are even able to organize specific outdoor shopping events because of the bountiful pedestrian spaces which the downtown streetscape design has provided.

A.G. Bimson Theme

Through the direction of the Main Street Design Committee and the public meeting process, one concept became the favorite of the community members in attendance. The concept which stood out was that of Concept C, which quickly became know as the Bimson Concept. As mentioned in the brief descriptions of the three concepts, Concept C is based on the iron work of a blacksmith during the turn of the 20th century in the small town of Berthoud.

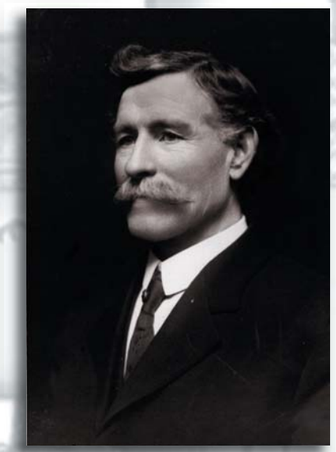
Alfred George Bimson was a man of character, an upstanding citizen of Berthoud. Throughout his career, business cards and advertisements referenced his unique stone shop which still serves today as the Little Thomson Valley Pioneer Museum. As a blacksmith, Bimson became renown for the quality and craftmenship of his work and his reputation was known all around the region. Bimson's abilities as a blacksmith, horseshoer and wagon maker were learned as a result of his earlier apprenticeship and honed by an unrivaled work ethic. It is said that for 60 years, Bimson could be seen at his forge 7 days a week, working.

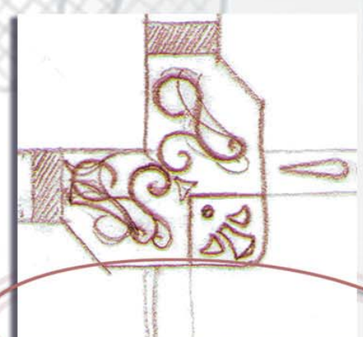
When it came to iron, Bimson was an expert. Bimson took great pride in his ability to work and form iron. Many of the projects and jobs he recieved were deamed impossible. Mr. Bimson would accept the challege willingly and always found a way to make things work. His vocation truly was a hobby as well as an inspiration to his own life.

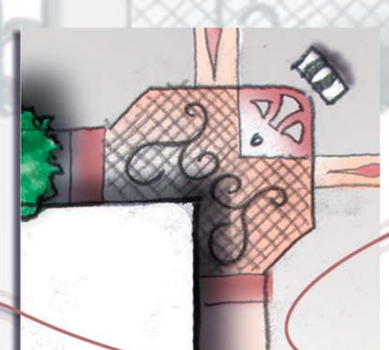
The real inspiration for the Bimson Concept actually comes from the later years in Bimson's life. When decades of intense labor had begun to wear on his body, Bimson's energies found their attention focussed still on blacksmithing, however the products turned into fine peices of metal art and sculpture. He formed beautifully intricate peices such as lamp bases, gates and grillwork, fern stands, bookends and chairs. Images of these stunning works are what has inspired the design for Downtown Berthoud.

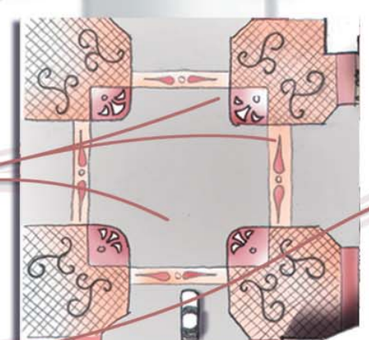
The driving idea behind the concept uses Bimson inspired wrought iron designs inlayed in the concrete at the mamor corners of Downtown Berthoud. The entire "medallion" is a western themed concrete design meant to resemble a flower. This special detail is the focus for the higest priority level corners and can serve as an icon for both the town of Berthoud as well as the downtown district.

With guidance from the Main Street Design Committee and support of the community, the Bimson Concept has grown and matured into a vision that relates the downtown district to the work of A.G. Bimson, Berthoud's unique western heritage and its rich garden history. The final concept is an effective representation of Berthoud's character and style. It contains the necessary elements to create useable spaces within the downtown network. The Bimson Concept is a strong design drawn from a colorful history, meant to create places truly unique to Berthoud, Colorado.

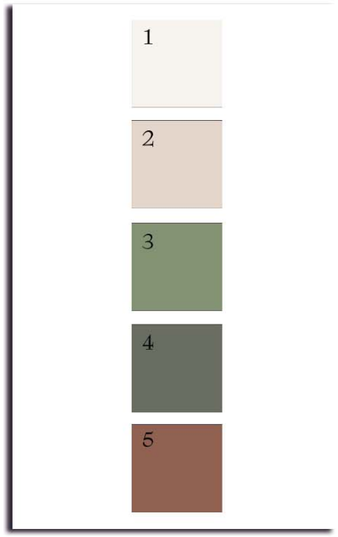








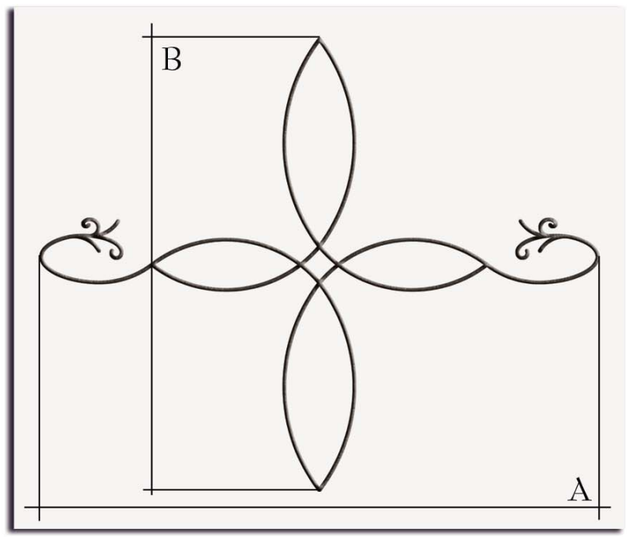
Bimson Details



Concrete Colors

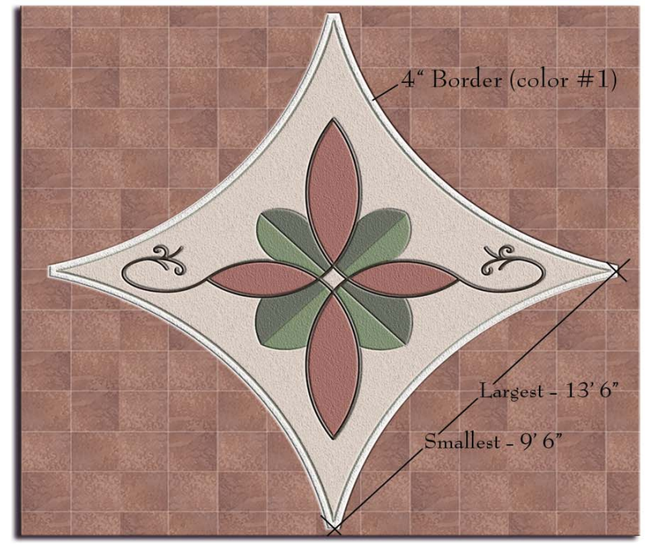
The colors used in the concept designs for Downtown Berthoud have been chosen from Davis Concrete Colors. Specific colors are given below. These colors can be found at any local concrete distributor using Davis Color products. However, the sample 1 and 2 would need to be a custom dye.

1. Custom Davis Color
2. Custom Davis Color
3. Willow Green #5376
   Mix Ready Color
4. Green Slate #3685
5. Tile Red #1117



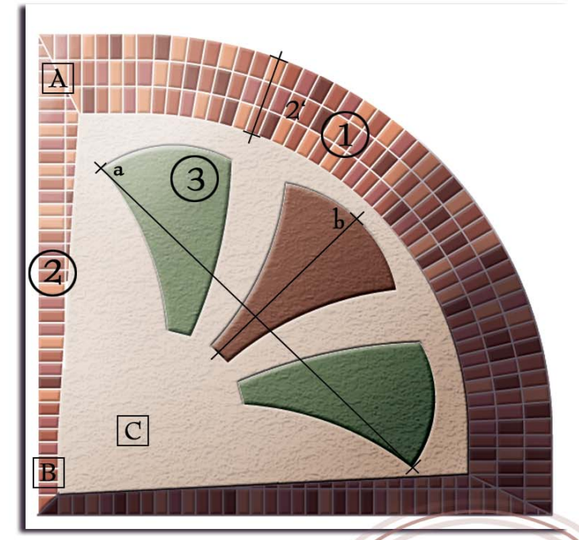
Bimson Iron Inlays

The centerpeice of each corner "medallion" is the Bimson inspired iron peice. Ideally, these custom peices would be fabricated using 2" diameter wrought iron. The peice would then be cast into place with the concrete surrounding it. Because of many different site constraints, these peices will not all be able to be the same size. The larges peices, seen at the intersection of 3rd and Mountain would be not larger than 15' (Dimension A) by 11' 9" (Dimension B). As site constraints change, they may need to be fashined at a considerably smaller scale. For example, the smallest iron peices at the corner of 4th and Massachusetts in front of the Masonic Building is restricted to 10' (Dimension A) by 8'4" (Dimension B). Therefore, each corner will render different conditions for these specialty peices. During the construction process, the fabricator would be responsible for each particular specification due to the differing site constraints.



Custom Concrete Inlay

As previously read, the colors for the concrete "medallion" have been chosen from the Davis Colors Company, a standard in the colored concrete business. The star shaped pattern is based simply on a square. Again the size of each individual meadallion will vary for each seperate corner or area because of different side considerations. Generally, the largest medallion is based up a square with each side measuring 13'6". Again the largest medallions would be seen around the intersection of 3rd Street and Mountain Avenue. This size will also range to the smaller sites where the medallion or star shape would be based on a square measuring 9'6" per side. The whole composition should be situated with the bottom of the figure facing the corner so that it is viewed as seen by pedestrians entering the corner area from the street. The border around the whole peice uses the first color swatch and should be a 4 inch concrete border.

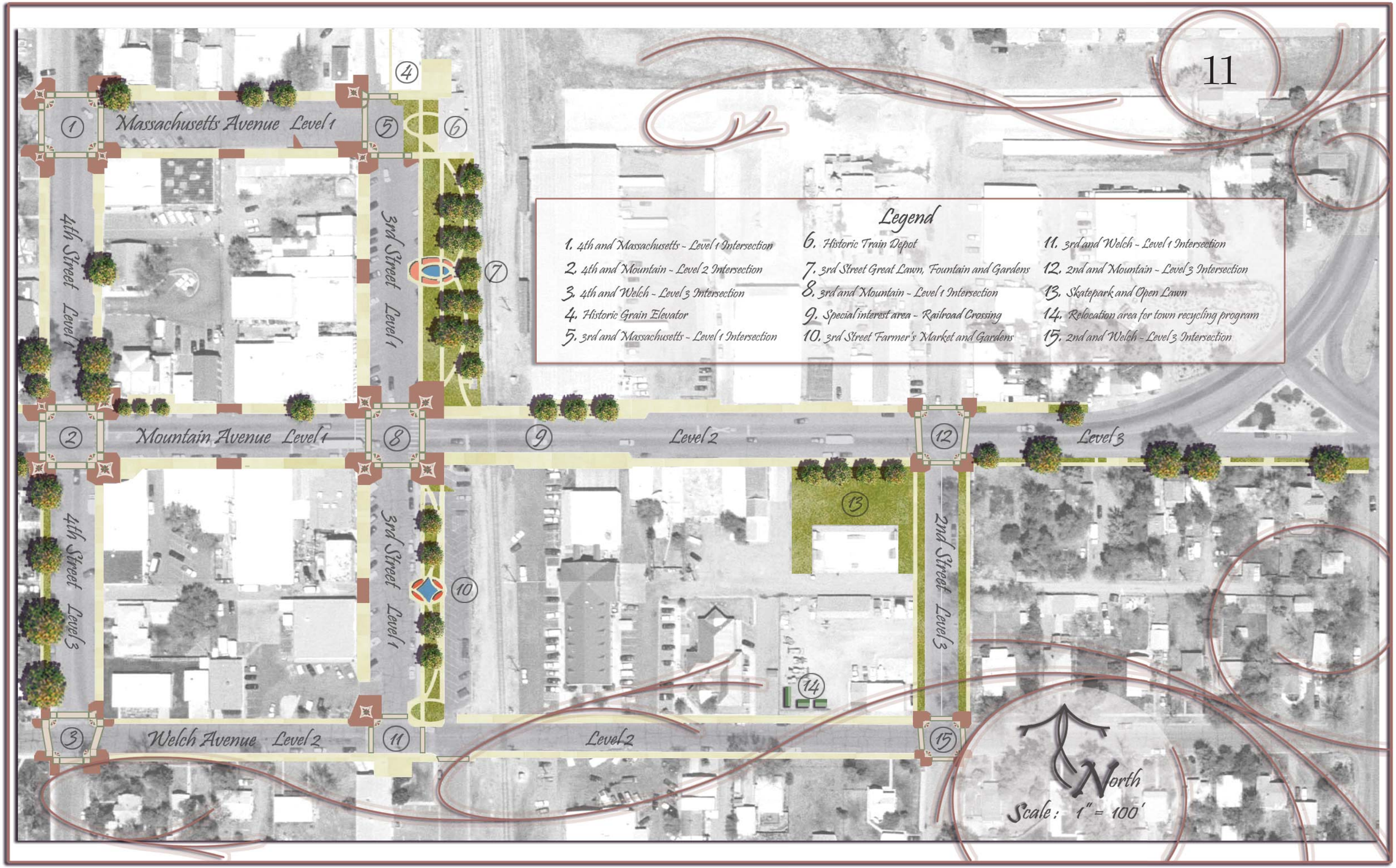


Brick Corner and Victorian Inlay

1. The brick in this area measures 2' from the pavement to the colored concrete in its center. From the street to the top of the corner structure is 1'. This makes the brick rest on a 2:1 slope or a 26.5 degree angle.
2. The brick in this area border the the handicap ramps. The elevation at point A is 1' and is then reduced to 6" at point B where the ramp meets the elevation of the sidewalk.
3. The third portion of the corner is the victorian style concrete detail. Once again, this detail will range is size according to the priority level of the corner on which it resides. Level 1 corner dimensions are 10' (Dimension A) by 5' (Dimension B). Level 2 corners are 9'6" by 4'4" . Finally, Level 3 corners measure 5'5" by 2'6". A light standard may then be placed in the corner at point C.

Master Plan


Legend
1. Tenth and Mountain - Level 2 Intersection
2. Ninth and Mountain - Level 3 Intersection
3. Fickel Park
4. Eighth and Mountain - Level 3 Intersection
5. 5th and Mountain - Level 2 Intersection
6. 5th and Welch - Level three Inersection
7. Berthoud Park Baseball Diamond
8. 4th and Massachusetts - Level 1 Intersection
9. 4th and Mountain - Level 2 Intersection
10. 4th and Welch - Level 3 Intersection
Level 3
Level 3
Level 3
Mountain Avenue
Level 2
5th Street
Level 3
4th Street
Level 2
4th Street
Level 3
North
Scale: 1" = 100'



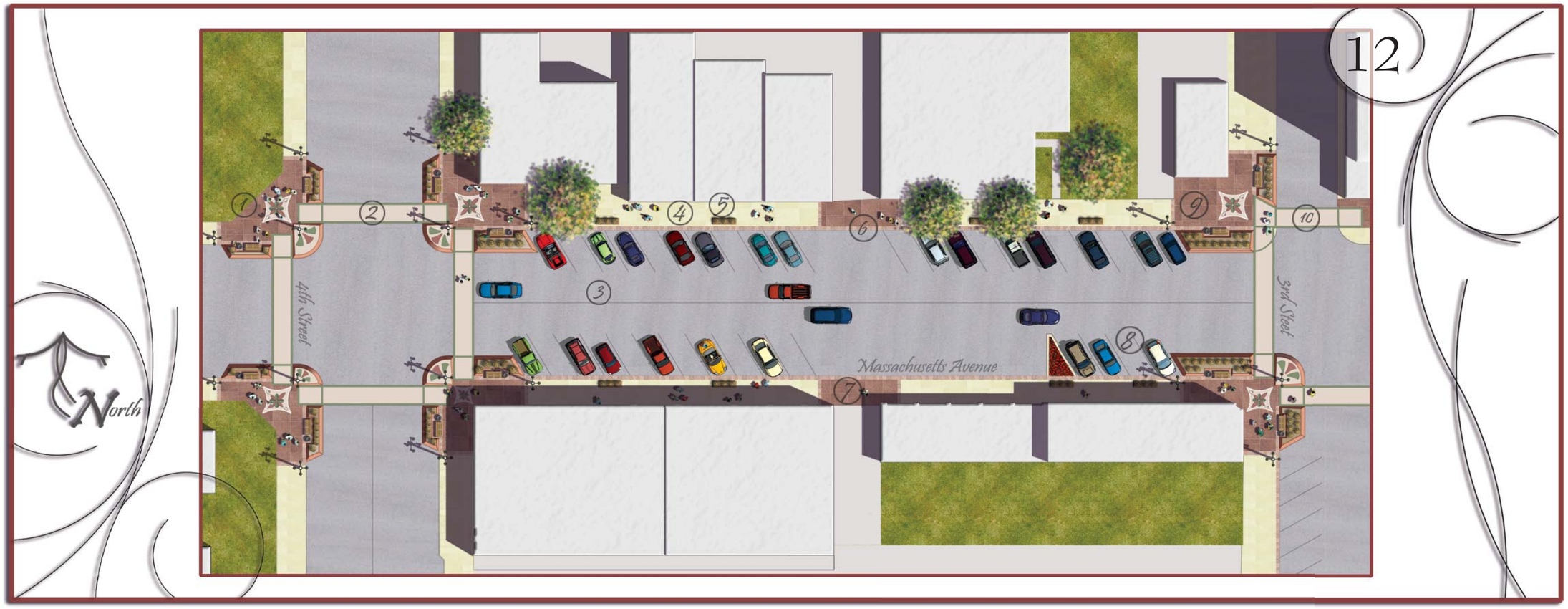
Legend

1. 4th and Massachusetts - Level 1 Intersection
2. 4th and Mountain - Level 2 Intersection
3. 4th and Welch - Level 3 Intersection
4. Historic Grain Elevator
5. 3rd and Massachusetts - Level 1 Intersection
6. Historic Train Depot
7. 3rd Street Great Lawn, Fountain and Gardens
8. 3rd and Mountain - Level 1 Intersection
9. Special interest area - Railroad Crossing
10. 3rd Street Farmer's Market and Gardens
11. 3rd and Welch - Level 1 Intersection
12. 2nd and Mountain - Level 3 Intersection
13. Skatepark and Open Lawn
14. Relocation area for town recycling program
15. 2nd and Welch - Level 3 Intersection

Streetscape Level 1

Legend

1. Level 1 Intersection features a 40' pedestrian area and custom medallion
2. 10' wide crosswalk is highlighted by colored concrete
3. Vehicular lanes are narrowed to 13' in order to accomodate streetscape
4. Pedestrian walks are widened to 13' to allow greater pedestrian ease
5. Streetside planter with deciduous shrubs (see street furniture)
6. 1' wide flagstone border enhances the sidewalk environment
7. Mid-block paving area allow vehicular access and adds detail to walk
8. Addition of parking in underutilized areas provides greater capacity
9. Level 1 intersection features a 40' pedestrian area and custom medallion
10. Street too narrow to allow pedestrian bump outs near grain elevator



The illustration above highlights the design intent for all of the streets within downtown Berthoud which have been labeled as a Proirity Level One Street. The rendering above shows how Massachusetts Avenue would be layed out within the design framework, however, all of the Level One streets should receive the same treatments.

Designs for Priority One streets concentrate on creating a pleasant pedestrian environment which also opens new opportunities for merchants along these frontages. This is accomplished first by widening the sidewalk environment to 13' wide, or to the width of a normal downtown sidewalk. The extra room then creates new opportunities for store owners to merchandise outdoors in a sidewalk sale environment. Also, the addition generates enough space for restaurant owners to utilize the sidewalk environment as a seating area. This would be especially attractive and effective to the restaurants which line Mountain Avenue.

In widening the pedestrian walks, the streets must be narrowed in order to accomodate the changes. The new streets would feature a 13' lane width with standard 18' angled parking stalls on either side.

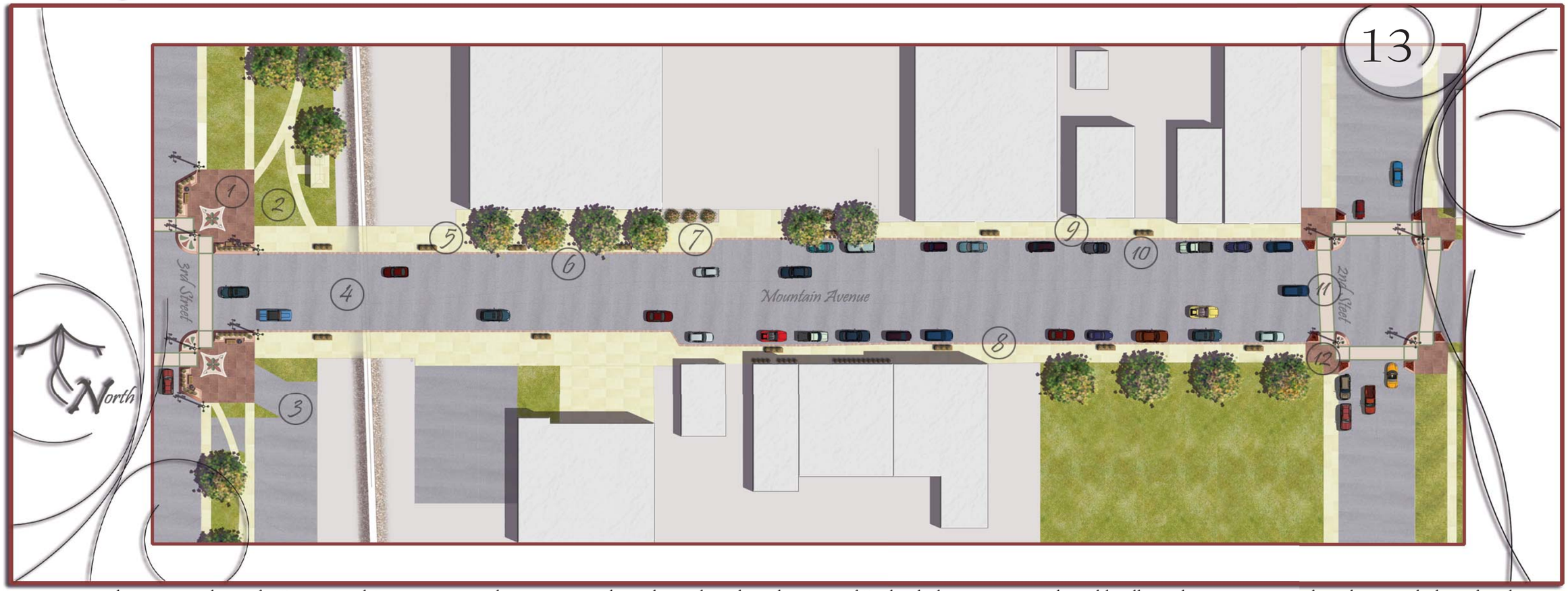
In the Bimson Concept, the corners are the focal point of the design. Theae are the areas for the community members to function in. The actual sidewalk environments are meant to supplement the heavily deatailed corners. The sidewalks feature streetside planters which soften the edge and help to contain the pedestrian environment. The plan shows four planters on each side of the street, however the addition of more planters would beautify the area and define a the pedestrian space.

The walks also feature a flagstone border which lines the street and visually defines the walk. The flagstone references the existing flagstone walks found throughout town. This element recalls the history of the town while still allowing for adequate handicap access. Also, Priority Level One streets feature a mid-block detailed pavement section. By highlighting the mid-block sections of these streets, the design lends an added amount of detail to the area. The higher amount of detail ultimately contributes to the visual importance of the Level One streetscape.

Streetscape Level 2

Legend

1. Level 1 intersection features 40' pedestrian area and custom medallion
2. South end and entrance to the 3rd Street Great Lawn along the railroad
3. North end and entrance to the 3rd Street Farmer's Market and Park
4. Special interest area where the walks widen to provides safe railroad crossng
5. 15' wide pedestrian railroad crossing increases safety and visual appearance
6. Special interest area promotes visitors and shoppers to cross the railroad
7. Street narrows to slow traffic and provide a safe railroad crossing
8. Flagstone border runs the lenght of Level 2 streets
9. Level 2 streetscape features a 10' wide concrete walkway
10. Streetside metal planter and deciduous shrubs (See Street Furniture)
11. 8' Wide pedestrian crossing and 40' street allows for a turning lane
12. Level 3 intersection features a 20' pedestrian area and flower planters



The streetscape designs for Priority Level Two streets are similar to that of the Level 1 streets. The similarities keep the design consistent throughout the whole of the downtown network.

Priority Level Two streets have been designated in this category because of a few differences from the Level One streets. As Level Two streets, these areas still contain a high density of businesses, but are not as dense as the areas in the Level One designation. Because the two levels are very similar, the streetscape designs for the Level Two streets are very similar. The main differences exist in the amount of detail and the scale of the different elements. The illustration above highlights the subtle differences between the two priority levels.

The rendering above shows the section of Berthoud's downtown along Mountain Avenue between 2nd and 3rd Street. Once again, the rendering is specific in nature, yet should be considered as an example for all of the Level Two Streets within the downtown network analysis and Master Plan.

The main difference in the Level Two designs is the sidewalk environment. More specifically, Level Two streets pedestrian walks are a slightly narrow width of 10'. The three foot difference from the Level One streets maintains the design hierarchy while attempting to focus the design on the most dense areas of Downtown Berthoud. However, the 10' width is an upgrade for most all of the sidewalks within the Level Two category. This width still provides a generous space for pedestrians which is safe and comfortable.

The Level Two streetscapes also feature the flagstone border along the entire width of the street. These areas also receive the streetside planters which feature small deciduous shrubs. These streets may accomodate less planters than the Level One streets. This is dependent on the project budget at the time of construction.

The wider areas of sidewalk in this rendering are a result of a special interest area at the railroad crossing and are meant to create a safe pedestrian railroad crossing. The specifics and design intent for this strech will be highlighted in a later section of the document.

Streetscape Level 3

Legend

1. Level 3 intersection features a 20' pedestrian area and small flower planters
2. 8' wide crosswalk featuring colored concrete and 13' wide vehicular lanes
3. 8' wide colored concrete crosswalk and keeping a 30' thourofare at Mtn. Ave.
4. 9' sidewalk offset maintains the residential character while providing a buffer
5. 5' wide pedestrian access widens the walks by 1'-2' for increased user ease
6. Removal of concrete areas in order to maintain design consistency
7. Level 3 intersection features 20' pedestrian area and small flower planters
8. 8' wide colored concrete crosswalk and 35' crossing distance
9. Level 3 corner creates pedestrian space in front of Log Cabin Liquors
10. Construction of pedestrian walks in areas where they do not exist

The final category for this section are the Priority Level Three streetcape design guidelines. The Level Three areas are much different than that of the first two categories. These sections of the downtown network are areas where the business density is very low or non-existent. Mostly, this portion of the design is for the residential streets which have been included in the Master Plan for three reasons. The largest number of level three streets exist as part of the central Mountain Avenue corridor and have been included for this reason. Otherwise, the rest of the level three streets either provide a connection to a park or have a small number of businesses on their frontage. On the whole, the streets are dominated by the beautiful small town residences of Berthoud.

As a result of the surroundings for these streets, most of the urban treatments seen in the first two priority levels do not fit. Nevertheless, these streets are still anchored and focused on the treatments at the corners. The corners which anchor the Level Three streets are also on a smaller scale than that of the Level One and Two corners. Their differences are explained in the next section of the design report.

As mostly residential streets, the Level Three streets are designed to maintain the beautiful character which they have historcally had. The main element in the streetscape design for these areas is a 9' offset for the walks. The transition zone is then filled with sod and a maintains a clean residential style throughout the downtown network.

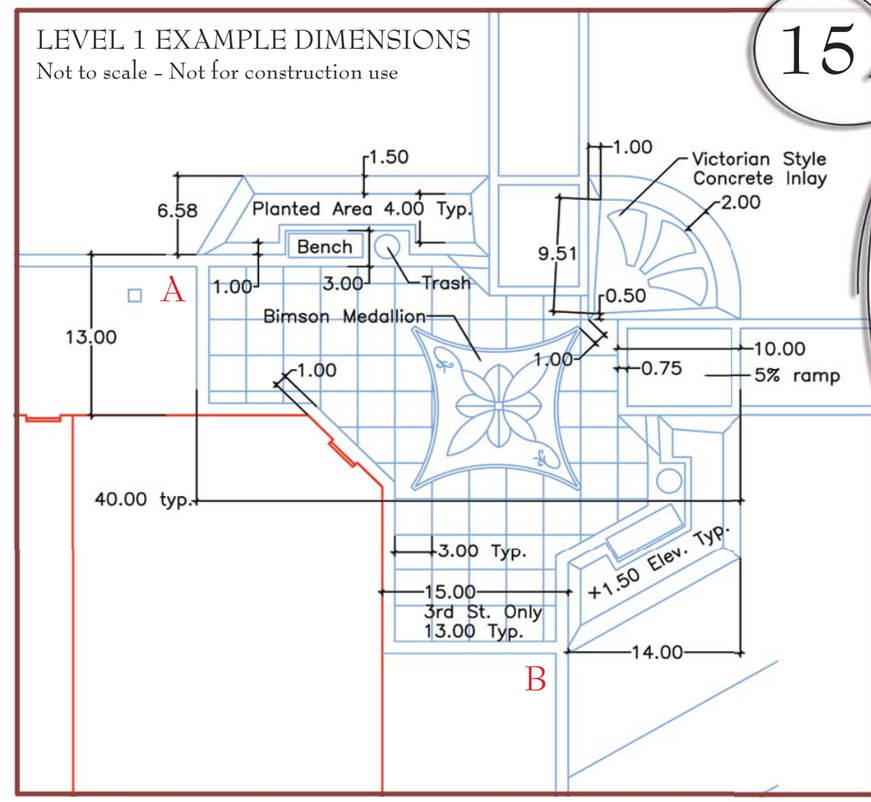
Many of the areas along the Level Three streets already exhibit this treatment. However, there is a great variety in the widths of the offset and sodded transition area. The design for these areas is meant to create an even standard of 9' for the sodded transition area. In keeping the autonomy of the design, spaces which still maintain a concrete sidewalk which extends to the curb will also recieve the sod transition area. The sidealk in front of the Wayside Inn is an example of such an area.

The final treatment for the Level 3 streets deals with the wide range of sidewalk width and pavement types. The pedestrian walks for this category will receive concrete pavement and be widened to a standard 4' width.

Priority Level One Corner

Legend

1. 1' Flagstone border adds detail and defines the boundary of the corner
2. Anique brick planter elevates 1'6" from the street and makes corner visible
3. 6' iron and wood benches compliment the Bimson Iron Inlay
4. Stamped, colored and textured concrete is detailed on a 3' grid
5. Iron and wood trash recepticle prompts users to control litter
6. Corner medallion recalls garden history and features Bimson Iron Inlay
7. Special concrete detail references Berthoud's architectural details
8. Corner light standard is a replica of the original Berthoud street lights
9. 5% slope ramps comply with ADA standards for disabled persons
10. 10' wide pedestrian crosswalk constructed with colored concrete
11. Corner planters maintain visibility growing small deciduous shrubs
12. Expanded downtown pedestrian walks are concrete and have a 6" curb



In the Bimson Concept, the corners hold the weight of the design. Although the streetscape designs provide a nice character to the downtown, the corners are meant to be the focal points, both for the visitors and the construction costs. The highly detailed corners provide anchor points for pedestrian traffic thoughout the downtown network. By providing anchor points within the design, the street sections are meant to be left with an open ended philosophy. This means that the business owners are given the opportunity to use the streets for business purposes such as outdoor dining, sidewalk sales and the like.

As with the streetscapes, the corners have been broken out in to levels as well. The rendering above shows a plan for the highly detailed Priority Level One Corner. These corners are the showcase. Here is where the Bimson concept hits the pavement, literally. The Level One corners are the only corners to contain the Bimson "medallions". The concrete inlay, or medallion, is central to the 40' pedestrian area in the Level One corners. Around this central detail, benches, trash receptacles and planters create a very user friendly space. The planters, made of antique looking brickwork, are used as a sefety and containment element. The planters contain small deciduous shrubs and are meant to make the corners feel very comfortable and safe. The benches are then nestled into the brick planters and set in among the shrubs. The whole corner composition creates a sheltered atmosphere much like an outdoor room.

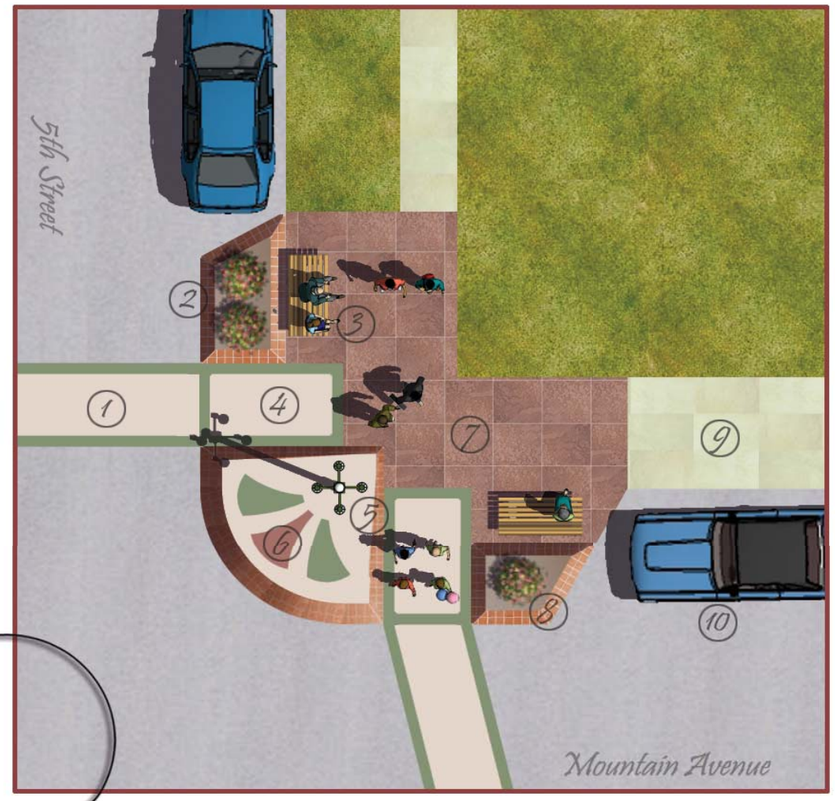
Another special feature of the design is the corner brickwork treatment. It is a small elevated area which features a colored concrete inlay and houses a historic style light standard. Plans should also include light standards at points A and B if the budget allows.

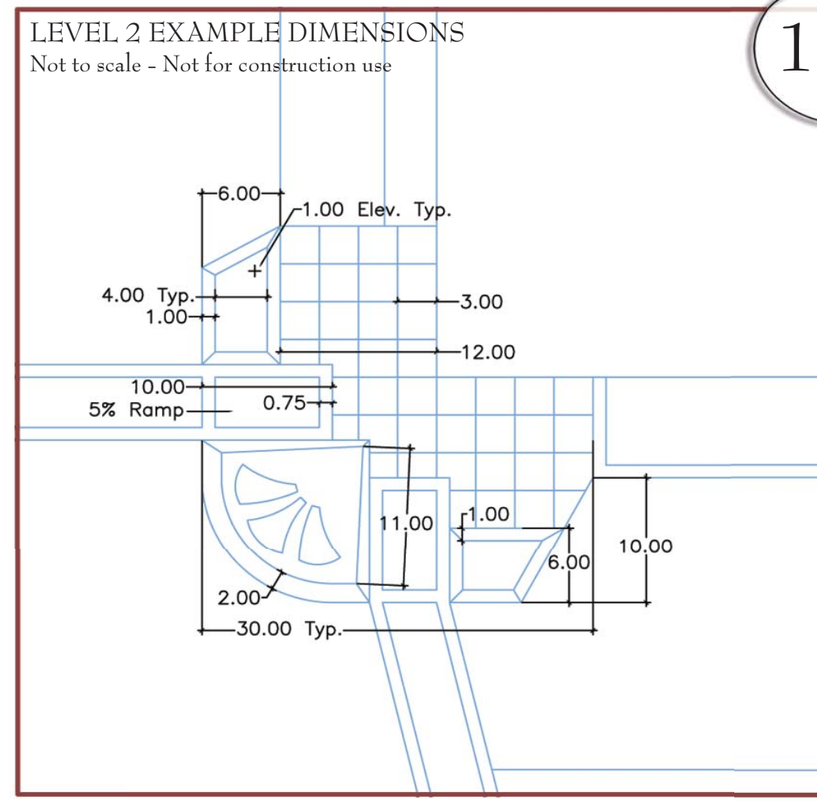
Other special features of the Level One corners are the crosswalks and the flagstone border. The crosswalks are detailed with two colors of concrete in order to increase their visibility. The color change also adheres to ADA standards and should contain a different texture in order to comply. Lastly, the entire corner design is bordered with a 1' wide flagstone inlay. This extra detail adds to the space by defining the corner and using a very prevalent local material seen throughout the streets of Berthoud.

Priority Level Two Corner

Legend

1. 8' pedestrian crosswalk finished with colored concrete
2. Antique brick planter elevates 1' from the street and makes corner visible
3. 6' iron and wood benches provide users a place to sit and relax
4. 5% ramps comply with ADA standards for handicap persons
5. Historic style light standard is similar to the original Berthoud street lights
6. Special concrete detail references Berthoud's architectural details
7. Stamped, colored and textured concrete is detailed on a 3' grid
8. Corner planters maintain visibility while growing small deciduous shrubs
9. Streetscape Level Two pedestrian walk is 10' wide as it joins the corner
10. 10' wide corner "bump out" furnishes parallel parking along Mountain





Similar to the streetscape category framework, the Level Two corners feature many of the same treatments as the Level One corners. The largest noticable difference is the absence of the Bimson "medallion" and iron inlay. As mentioned in the analysis for Downtown Berthoud, the goal of this project is to focus user attention and construction costs on the areas which were found to be the most densly populated with business and most relevant to the downtown scene. Therefore, the Level Two corners are somewhat less prominent, yet no less important and still provide a welcoming space with less detail.

As the level decreases, the size of the pedestrian environment decreases as well. The level Two corners feature a 30' pedestrian space instead of the 40' space seen in the Level One corners. This large area still allows the Level Two corners to harbor benches and provides enough room for trash receptacles, although they are not shown in the plan. Other details such as the planters remain a part of the corner environment. These planters are much smaller and contain less foliage, but still provide visibility for vehicles navigating around the "bump outs". These planters should also elevate 1' 6" from the pavement. The Level Two corners also exhibit the same crosswalk concrete detailing as the other levels. However, these crosswalks are narrowed by two feet to a width of 8'.

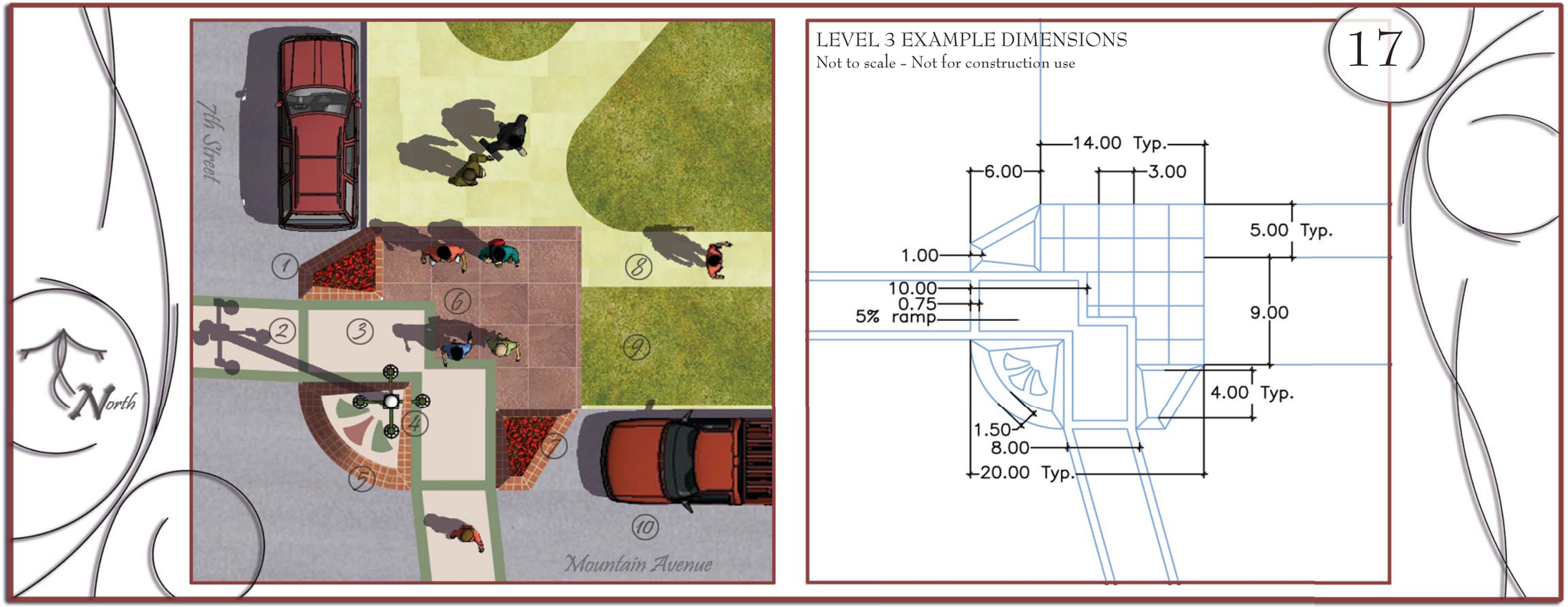
The interior area of the corner features dyed concrete which is textured and stamped in a 3' grid pattern. This detail is similar in all levels of the downtown corners. However, the level two corners lack the special inset flagstone seen in the higher level corners. Also, these corners should only feature one historic style light standard (7).

Because each corner's exact dimensions are not uniform throughout downtown, items such as the raised brick corners will need to be dimensioned and designed for each particular corner. Also, the special concrete detail (6) in these areas will vary is size. The dimensions above give a general idea for the measurements of the different elements contained in the corner area.

Priority Level Three Corner

Legend

1. Antique brick planter elevates 1' from the street and makes corner visible
2. 8' wide pedestrian crossing is constructed using easily visible colored concrete
3. 5% slope ramps comply with ADA standards for disabled persons
4. Historic style light standard is similar to the original Berthoud street lights
5. Raised corner section is easily visible and features a colored concrete inlay
6. Colored, stamped and textured concrete is detailed on a 3' grid
7. Level 3 corners have small planter filled with small flower gardens
8. Standard 5' wide pedestrian sidewalk joins the 20' Level 3 pedestrian area
9. 9' wide sod "transition" zone maintains Berthoud's residential character
10. 6' corner "bump out" creates parallel parking space along Mountain



The final category of the corner details are the Priority Level Three corners. Once again, these corners area similar to the other levels, yet much less detailed and on a smaller scale. As the lowest classification these corners are not meant to be a focal point in Downtown Berthoud. Instead, these areas complete the design intent. They create a uniformity and overall character for the entire Mountain Avenue corridor. As a supplement to the grand scheme, the dcesign is not complete without the small touches found in the design for these corners.

The Level Three corners resound the design theme by using all of the same materials and finishes. The third level corners do not feature the seating areas and trash receptacles that the higher level categories exhibit. This is because of the limited space on these corners. Besides having a smaller pedestrian area, the existing site conditions on the Level Three corners limit amount of space which is available to use. The streets are much more narrow along the streches and the design cannot be spread out among the private homowner's land. Because of these specific conditions, the Level Three pedestrian areas has been scaled down to a 20' space. These dimensions still allow for the corner to function as a comfortable place for users to wait and cross the street. They provide enough space for neighbors or friends to stop and catch up with each other as they pass on the street. Level Three corners promote the greater design scheme with areas that welcome pedestrian interaction.

Found around the corner are the same antique brickwork planters. These planters hold perennial flowers instead of the deciduous shrubs found in the other two categories. These planters elevate 1' froot from the pavement and are considerably smaller in order to fit the scale of the corner.

Other elements such as the raised corner treatment (5) can still be found in this design level. Once again, this detail will need to be specific to each corner in the downtown area. But, in general, this set of details becomes smaller in this category. The pedestrian area is still finished with dyed, stamped and textured concrete to resemble inlayed tile. Also, the pedestrian ramps remain ADA compliant assuming a 6" curb height.

3rd Street Great Lawn

Legend

1. 10' wide crosswalk is significantly narrowed by the design
2. Existing street is narrowed to 13' wide vehicular lanes and angled parking
3. 10' wide crosswalk continues the walkway down the 3rd street corridor
4. Widening of existing park allows for an expansive great lawn
5. Removal of existing screen plants allows for portable toilets structure
6. Arched 5' walk mimics the style of the beloved Fickel Park
7. Masonary wall screens the railroad control station from central area
8. Central area features benches set among flower gardens and a fountain
9. New tree planting and low fence provide a light screning of the railroad
10. 3' bermed area anchors the north end of the 3rd Street open space corridor

Throughout the analysis and design processes, the 3rd Street "corridor" between Welch Avenue and Massachusetts Avenue grew into a high priority section. As visitors enter from the east, they are confronted by the 3rd Street frontage. Historically, this has been a major street since the beginning of Berthoud. The striking image of grain elevator and train depot remind one of a simpler time. This stretch is where railroad passengers would find their first glimpse of this beautiful town. As they exited the depot building they were greeted by a wall of store fronts and a classic hotel which is now occupied by the Castle Oriental Rug Company. The spatial arrangement of this entire stretch recall the very important function of the downtown in this era.

Currently, this section of the Berthoud Downtown is in use as a park. However, the park lacks a clear definition and is not functioning at its full potential. By narrowing the wide streets along this stretch, extra room can be found to expland this area into a clearly defined park setting. The design for this area is intended to create a 2 block corridor which connects the 3rd Street Great Lawn to the new design for a farmer's market across the Mountain Avenue to the South. The standard size walks extend down this section and promote movement along this beautiful stretch of Downtown Berthoud.

A new design for this area situates a plaza at the center of the block. The plaza features a simple layout for perennial gardens and a large fountain. This area is meant to create a foreground context to the massive grain elevator found at the end of the 3rd Street Corridor.

The removal of much of the plant growth adjacent to Mountain Avenue opens the view down the street, giving visitors a chance to see the entire street frontage. New tree plantings are made along the railroad with a gentle screen in mind. Near the entrance to the park at 3rd and Mountain, a shelter has been placed to house a portable restroom structure. This benefits the town by adding public restrooms to the area without the need for costly plumbing and infrastructure changes. From here, the user is transported along an arching walk which reflects the ever popular Fickel Park.

3rd Street Farmer's Market

Legend

1. Level 1 Intersection features a 40' pedestrian area and custom medallion
2. 3' bermed sod area anchors the south end of the 3rd Street corridor
3. Proposed relocation of the recycling center to the town maintenance yard
4. Angled parking along the central open space replaces paralell parking
5. Trees and sod areas create pleasant spaces for the farmers market
6. Central area features gardens and a fountain in a concrete planter
7. Redesign creates a 28' foot wide corridor bordered by two 5' walks
8. Extreme widths on third street are narrowd to 13' vehicular lanes
9. Walks continue across parking lot entrance to ensure pedestrian safety
10. 10' wide crosswalk continues the pedestrian corridor along 3rd Street

During the summer months, the parking lot found in the 3rd Street corridor is used for a farmers market. As an open space, the current conditions are easy to work with for the farmer's market. However, this lot becomes a void in the downtown area at other times. An updated design for this section of 3rd Street deals directly with this void.

The design for a new farmers market applies a design idea along the entire 2 block stretch of 3rd Street found in downtown. This area has been designed to function both as a farmer's market and as an open space corridor or park.

The design for the farmer's market focuses the pedestrian use in the center of the market. The central area is a 28' wide strip featuring large shade trees and sodded areas. This interior area creates a space which the merchants can surround. The design also allows for pickup trucks and trailers to be backed up on both sides (notice the trucks on the east side are backed in on market days). This area creates a pedestrian friendly area that is safe, contained and pleasant during the hot days of summer.

When this area is not being used for the farmer's market (the majority of the time), is will still serve the parking needs of the downtown district. Now filled with an interesting park, this area will no longer become a void. It will function as a asset to the downtown area by drawing people to the shaded areas and pleasant spaces. The design rearranges the parking layout for the area. Along 3rd Street, angled parking is taken from the lot and added to the street side, eliminating a limited number of total parking spots. This arrangement also assumes that the proposed relocation of the recycling center is a reality.

The park features a center area filled with flower gardens and a center concrete planter. Inside of the planter, space is available for a fountain if the budget allows. This park should contain benches for pedestrians to rest and relax as they visit Downtown Berthoud. A 3' bermed area serves as an anchor point at the South end (2).

By using this area with a dual purpose, the 3rd Street corridor could be revitalized as an attraction to both residents and visitors without compromising the functionality of the existing space.

Appendix

COMMUNITY INVOLVEMENT PROGRAM AND DESIGN DEVELOPMENT

Berthoud Main Street Program established a number of public meetings and presentations to gain input and help direct the plans for the Downtown area. Over 3 public workshops, 3-5 public group presentations, several town council presentations and numerous Main Street Design Committee meetings were held to fine tune the designs. Meetings were well attended, often public workshops hosted over 100 people giving input, discussing their needs and desires.

At each meeting I ssue and Idea cards (5x7 index cards) were used to document input from each of those interested in sharing their views. Cards were then posted for all to see and further reaction to the cards spurred further discussion. As the meetings progressed the idea cards were posted with response to the views offered. This documentation of the input gained helped strengthen the community support for the project and helped direct the design effort to better reflect community interests.

Cards were divided into three categories. Goal cards illustrated the identified goals of the project and helped those at the meeting understand the direction of the effort. 2) Issues Cards identified topics and concerns that might affect the direction of the design. 3) Ideas Cards helped share citizen ideas for what could be represented in their downtown. After each meeting the cards were tabulated and the results were forwarded to the Main Street Manager for keeping in their files.
The Goals, Issues and Ideas presented within this report reflect the majority of those shared at the public meetings.

Over the spring and summer of 2005, three Public Open House meetings were held to gain input and share the design progress with the citizens of Berthoud. Each Open House hosted a number of displays with maps, illustrations and plenty of comment cards to be filled out. Each of the Main Street Design Committee members helped host the meetings and anyone who attended could spend as much time as they wanted to share their opinions. Ideas where provided which ranged from treatments at the curb in residential areas to needs for a violin shop in town. Important input was gained from local merchants who discussed their need for circulation and parking at their front door for customers and at the rear of their deliveries. Although all concerns could not be answered most were incorporated into the design and the design direction was altered as a result of this input.

Designs progressed from simple information gathering to offering a number of design scenarios for Berthoud Downtown. Design ideas were further fine tuned with public input and the final design for downtown can be said to fully reflect the ideas and wishes of the community of Berthoud.

MISCELLANEOUS DESIGN ELEMENTS


Streetscape Lighting

Lighting for Downtown Berthoud is very important to the historic feel of the project. Sternberg Vintage Lighting has created many similar lights for communities such as Monrovia, California which feature a 5 globe fixture like that of Berthoud's history.
www.sternberglighting.com
1-800-621-3376

Street Planters

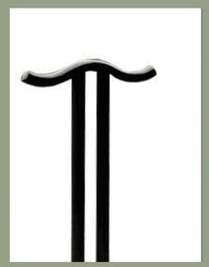
This street planter is manufactured by CIS Street Furniture of England. The picture is to be used for example purposes to describe the character of the street planters. A U.S. manufacturer or custom builder would be appropriate for this item.
http://www.cis-streetfurniture.co.uk/


Street Benches

Manufactured by Landscape Forms, both street benches above would be appropriate for the character of Downtown Berthoud. The left picture exhibits the Gretchen series and the right example is the Plainwell series. Both examples are consistant with a vision for the furniture to reflect the iron inlays in order to complete the streetscape composition.
www.landscapeforms.com
888-741-6739 or 303-799-0028

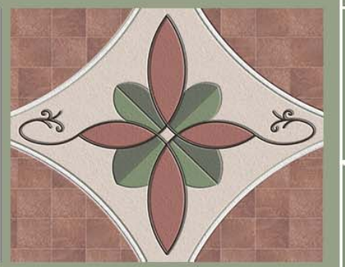
Litter Receptacle

This is example is manufactured by Landscape Forms and feature a consistant timber and iron design which would fit nicely into the scheme for the downtown streetscapes
www.landscapeforms.com
303-799-0028



Bike Racks

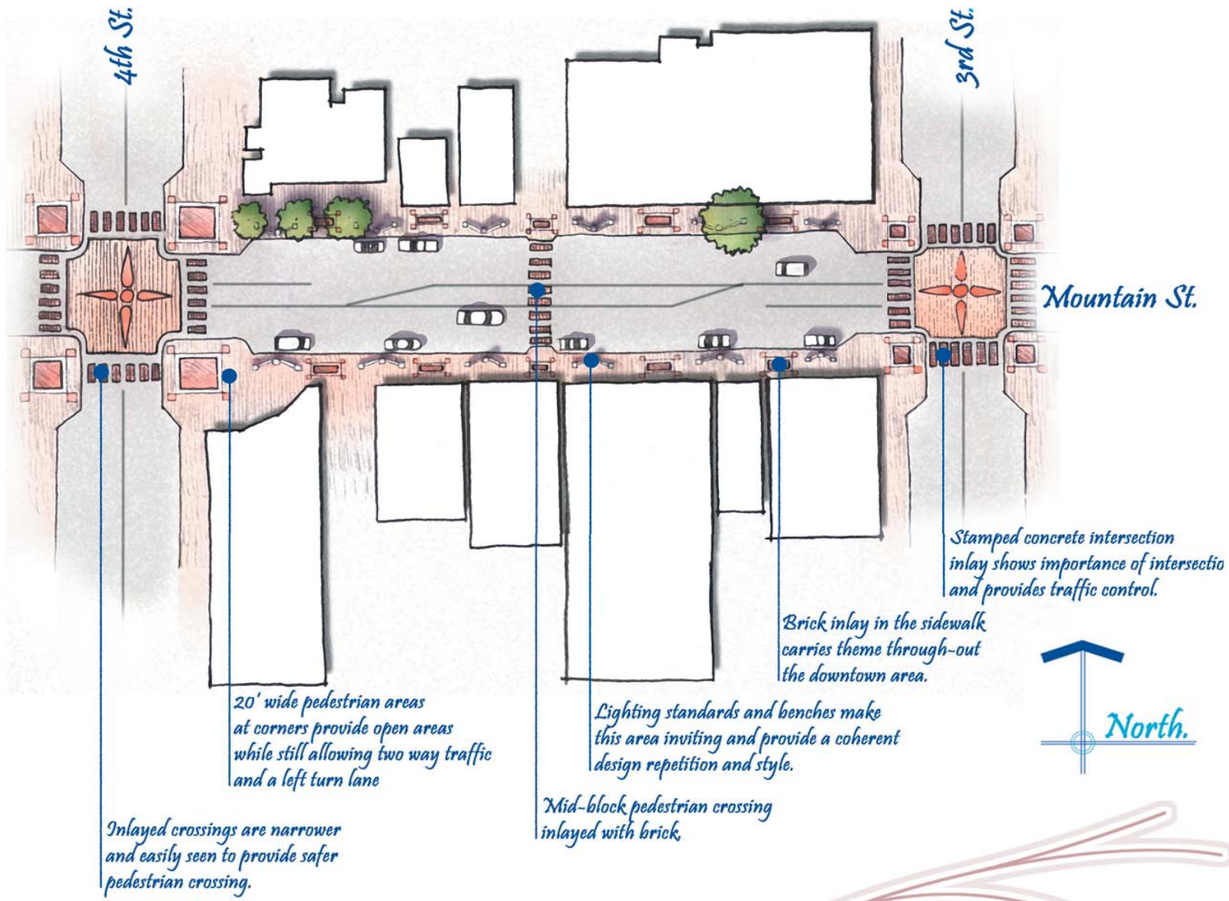
This simple design is also from the Landscape Forms line of products and would compliment the downtown with beautiful functionality.
Contact Landscape Forms

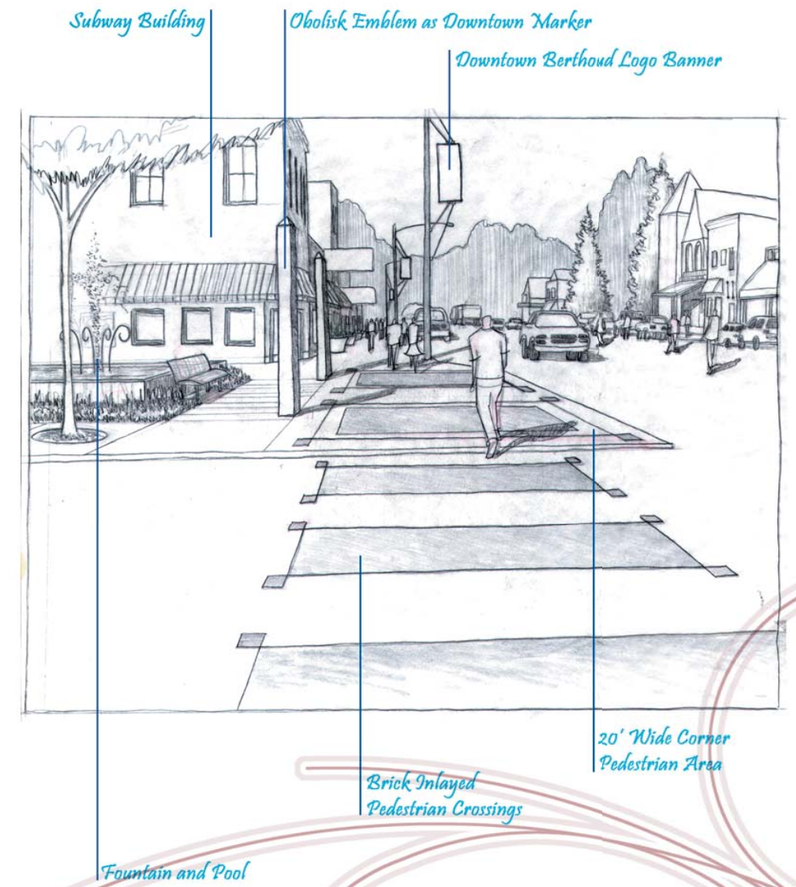


Custom Corner Iron Inlays

Local artist and iron worker David Frank of Ceptcon Ironworks USA has been contacted and is interested in the fabrication of the custom iron inlays. Located in Berthoud, Ceptcon has an ideal location for the completion of such a large project.
Ceptcon Ironworks USA
David Frank 303-799-0028

Concept A

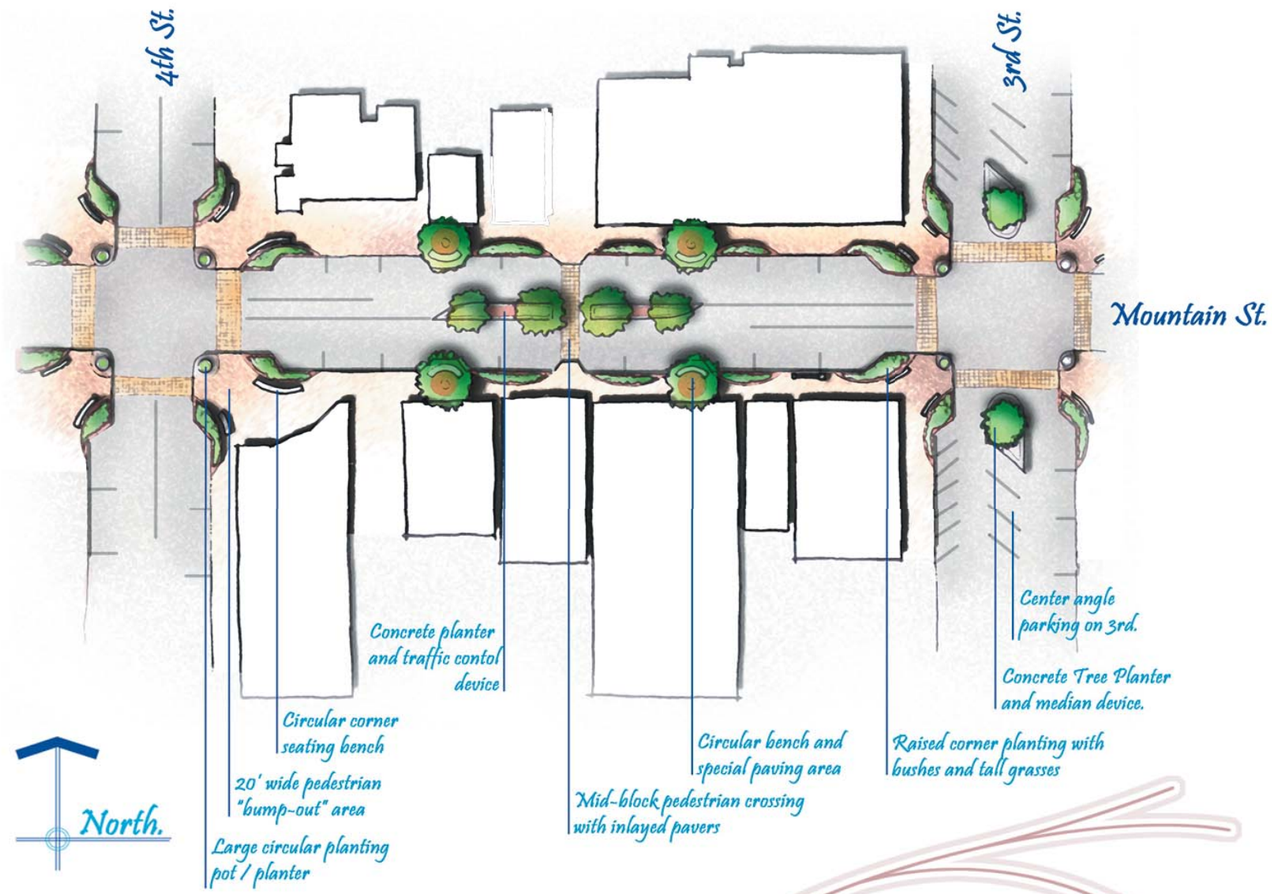




Concept A is a modern approach to the formal styles of the past, such as those seen in Fickel Park. The strong use of geometry achieves a clean urban style format for the design of Downtown Berthoud. In Concept A, the highest priority intersections have a medallion style concrete design in the street. This special feature easily creates a hierarchy for the proposed priority levels by automatically showing the levels with the different amount of detail in the intersections. Concept A also features a mid-block pedestrian crossing for shopping ease and safety when pedestrians must cross at different places than the center. The perspective sketch above shows the formal nature of this concept. Inlayed pedestrian crossings and sidewalks make a consistent detail for the whole downtown area. Further design elements feature obel isks to mark the entrance and exit of downtown as well as any other special areas unique to Berthoud.

Copncept A has a strong central theme and urban style for downtown Berthoud. However, the residents did not connect as well with the formal ideas of this concept. Many residents liked the special paving areas and the use of color within the concrete, yet it was just not Berthoud.

Concept B



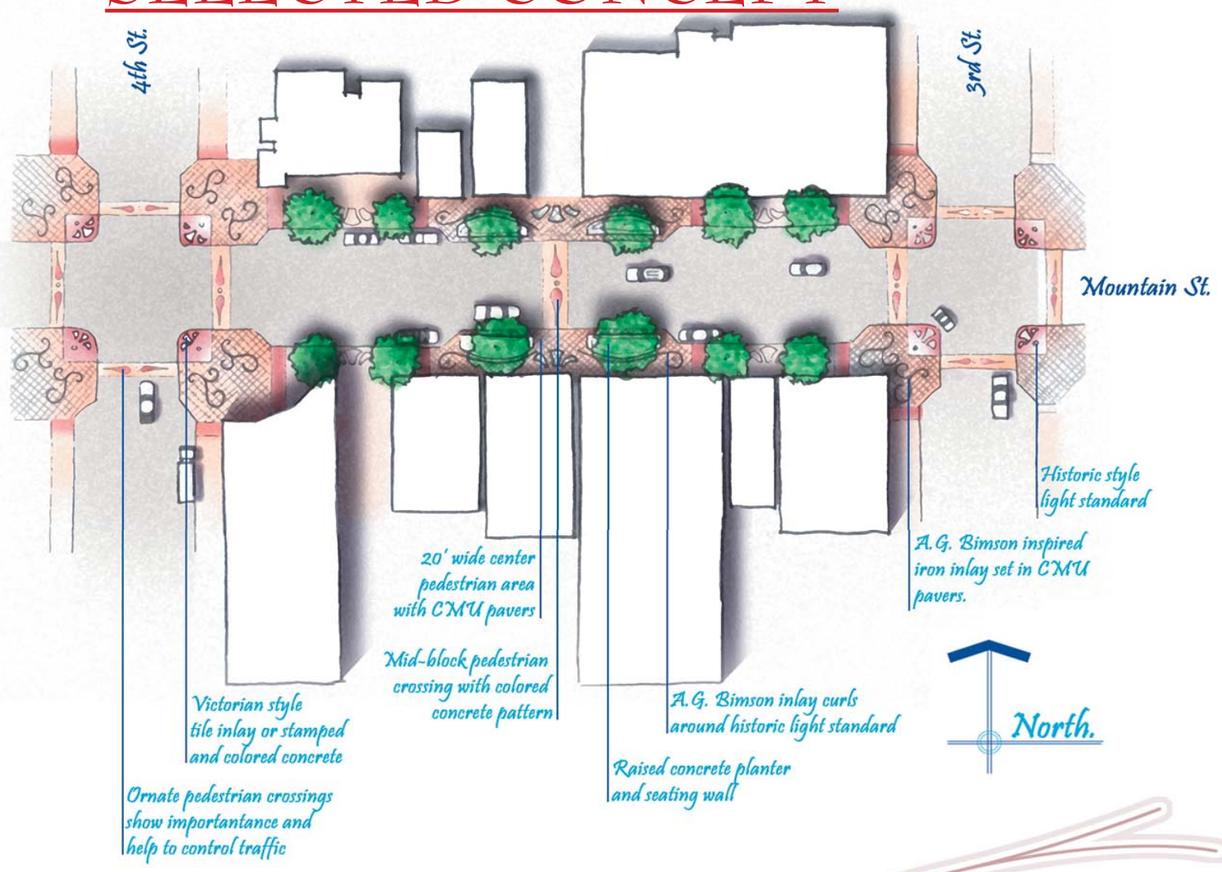
Concept B creates an environment meant to seperate and buffer the pedestrian space from the street. Heavy use of planted material and large streetside planter boxes provide a transition between the harsh street environment and the pedestrian environment. Although the planted material will not serve as a sound barrier, the visual barrier would help the user to feel more comfortable and relaxed along Mountain Avenue. Also, the planted areas would break up the intense urban feel of the area.

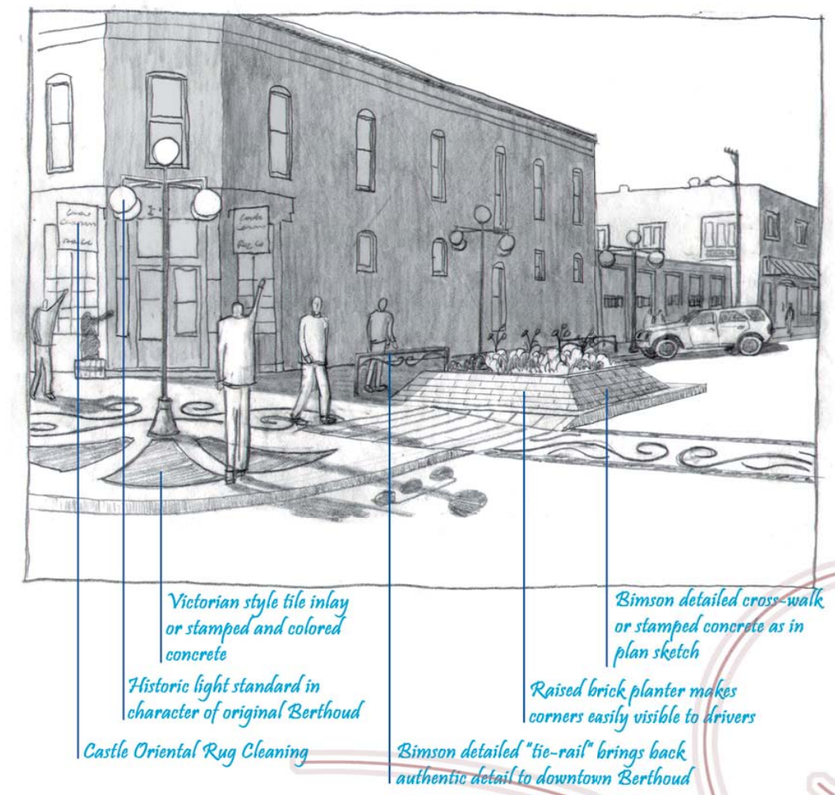
This concept also features a mid-block pedestrian crossing. This crossing is also protected with a central island on either side of the cossing. The islands are concrete planter boxes which hold various shrubs as well as four large deciduous trees. The corner pedestrian crossings are also a special detailing area which feature inlayed pavers and create a visual stimulus for drivers to slow down for users.

Concept B is a beautiful alternative for the Berthoud streetscapes, but the concept was not well received as a result of some flaws. Many residents expressed discontent with the island concept, because it would not allow the Berthoud Days Parade procession to continue. Although beautiful, it was not Downtown Berthoud's solution.

Concept C

SELECTED CONCEPT





Concept C is based on the iron work of Alfred G. Bimson, an ironsmith and resident of Berthoud as the turn of the century. This concept is steeped in small town style, meant to reference Berthoud's unique western heritage while the rich floral and garden history here. Loosely called the Bimson Concept, this concept uses the inspiration of Bimson's work to detail the downtown environment with iron inlays in the concrete of the main corners in the downtown network.

This concept centers itself around the iron inlays. Pedestrian seating areas are arranged around these simple, yet elegant inlays. The corners are also detailed with special concrete paving and colored and stamped concrete. The pedestrian crosswalks are also marked with some of the same treatments in order to make them more visible to motorists.

During the public process, this concept became the favorite of the design commitee as well as the residents in attendance during the open meetings. Because this concept plays of the rich history of Berthoud, it is a perfect fit and is the concept which was chosen for further development and final concept desgn.

Berthoud Main Street

LEVEL ONE

			Unit	QTY	Unit Cost	Total Cost
A. Street Totals						
	Walks		SF	17,912	$4	73,260
	Flagstone Inlay		SF	1,700	15	25,500
	Intersection Crosswalks		SF	5,600	5	29,232
	Curb and Gutter		LF	1,550	7	10,618
	Iron and Wood Street Planter		Ea	28	945	26,460
	Shrubs		Ea	84	28	2,352
	Trees		Ea	30	400.00	12,000.00
					Sub-Total =	*$179,421.58*
B. Corners						
	Stamped, Texture and Dyed Concrete		SF	582	10	5,820
	Decorative, Colored Concrete		SF	210	5	1,096
	Specialty Concrete Forms		SF	150	20	3,000
	Concrete Curb and Gutter		LF	95	7	651
	Flagstone Inlay		SF	150	15	2,250
	Brick Planter		SF/Face	270	28	7,425
	Shrubs		Ea	15	28	413
	Soil Preparation and Planting		CY	13	38	507
	Mulching		SY	13	5	65
	Light Standard		Ea	3	1,700	5,100
	Street Bench		Ea	2	1,250	2,500
	Trash Receptacle		Ea	2	965	1,930
					Sub-Total =	*$30,756*
C. Corners in Priority Level One						
					15	$461,335

	Streets & Corners Sub-Total =	$640,756
CONTRACTOR FEES (General Requirements: 10%, Overhead: 5%, Profit:10%)	25% =	160,189
DESIGN FEES	7% =	44,853
CONTINGENCY (Conceptual Estimate 10-20%)	15% =	96,113
	TOTAL Building Cost =	*$941,912*

Note: This document is to be used for estimation purposes only. Quantities and values are educated approximations. LS Estimate is a best guess Lump Sum guess of what the overall cost for that item may be. Other Estimates indicate a best guess cost for the noted units.

Sources:

1) Building Construction Cost Data, RSMeans, 2004.
2) Square Foot Costs, RS Means, 2004
3) Landscape Forms Colorado Sales Office

Berthoud Main Street

LEVEL TWO

			Unit	QTY	Unit Cost	Total Cost
A. Street Totals						
	Walks		SF	38,412	$4	157,105
	Flagstone Inlay		SF	4,012	15	60,180
	Intersection Crosswalks		SF	1,760	5	9,187
	Curb and Gutter		LF	3,919	7	26,845
	Iron and Wood Street Planter		Ea	40	945	37,800
	Shrubs		Ea	120	28	3,360
	Trees		Ea	40	400.00	16,000.00
					Sub-Total =	*$310,477.43*
B. Corners						
	Stamped, Texture and Dyed Concrete		SF	360	10	3,600
	Decorative, Colored Concrete		SF	200	5	1,044
	Specialty Concrete Forms		SF	25	20	500
	Concrete Curb and Gutter		LF	65	7	445
	Brick Planter		SF/Face	75	28	2,063
	Shrubs		Ea	4	28	110
	Soil Preparation and Planting		CY	6	38	228
	Mulching		SY	6	5	29
	Light Standard		Ea	1	1,700	1,700
	Street Bench		Ea	2	1,250	2,500
					Sub-Total =	*$12,219*
C. Corners in Priority Level Two						
					3	$36,657

	Streets & Corners Sub-Total =	$347,134
CONTRACTOR FEES (General Requirements: 10%, Overhead: 5%, Profit:10%)	25% =	86,783
DESIGN FEES	7% =	24,299
CONTINGENCY (Conceptual Estimate 10-20%)	15% =	52,070
	TOTAL Building Cost =	*$510,287*

Note: This document is to be used for estimation purposes only. Quantities and values are educated approximations. LS Estimate is a best guess Lump Sum guess of what the overall cost for that item may be. Other Estimates indicate a best guess cost for the noted units.

Sources:

1) Building Construction Cost Data, RSMeans, 2004.
2) Square Foot Costs, RS Means, 2004
3) Landscape Forms Colorado Sales Office
4) http://www.cityofmarion.org/parks/lowe_park/cost_estimate

Berthoud Main Street

LEVEL THREE			Unit	QTY	Unit Cost	Total Cost
A. Street Totals						
	Walks		SF	20,050	$4	82,005
	Intersection Crosswalks		SF	3,380	5	17,644
	Curb and Gutter		LF	4,071	7	27,886
	Sod		SF	21,468	0.36	7,728
	Irrigation		SF	21,468	0.80	17,174
	Soil Preparation		SF	21,469	0.10	2,147
					Sub-Total =	*$154,584.23*
B. Corners						
	Stamped, Texture and Dyed Concrete		SF	150	10	1,500
	Decorative, Colored Concrete		SF	140	5	731
	Specialty Concrete Forms		SF	25	20	500
	Concrete Curb and Gutter		LF	45	7	308
	Brick Planter		SF/Face	65	28	1,788
	Shrubs		Ea	4	28	110
	Soil Preparation and Planting		CY	3	38	114
	Mulching		SY	3	5	15
	Light Standard		Ea	1	1,700	1,700
					Sub-Total =	*$6,765*
C. Corners in Priority Level Three						
				5		$33,826

	Streets & Corners Sub-Total =	$188,410
CONTRACTOR FEES (General Requirements: 10%, Overhead: 5%, Profit:10%)	25% =	47,102
DESIGN FEES	7% =	13,189
CONTINGENCY (Conceptual Estimate 10-20%)	15% =	28,261
	TOTAL Building Cost =	*$276,962*

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Berthoud Main Street

3RD STREET CORRIDOR			Unit	QTY	Unit Cost	Total Cost
A. 3rd Street Great Lawn						
	Walks		SF	6,884	$4	28,156
	Curb and Gutter		LF	408	7	2,795
	Stone Fencing		LF	330	31	10,230
	Soil Preparation and Planting (gardens)		CY	15	38	570
	Mulching		SY	15	5	75
	Tree Transplanting		Ea	4	500	2,000
	Plant Material		Ea	1	3,500	3,500
	Sod		SF	16,029	0.36	5,770
	Irrigation		SF	16,450	0.80	13,160
	Soil Preparation (sodded areas)		SF	16,029	0.10	1,603
	Benches		Ea	4	1,250	5,000
	Light Standard		Ea	4	1,700	6,800
	Trash Receptacle		Ea	2	965	1,930
	Portable Chemical Toilet		Ea	2	705	1,410
	Port-o-let Structure		SF	200	11	2,200
	Fountain		Ea	1	120,000	120,000
					Sub-Total =	*$205,199*
B. 3rd Street Farmer's Market						
	Walks		SF	4,986	$4	20,393
	Curb and Gutter		LF	1,107	7	7,583
	Asphalt Pavement		SF	9,728	3	27,336
	Stone Fencing		LF	307	31	9,517
	Soil Preparation		CY	15	38	570
	Mulching		SY	15	5	75
	Plant Material		Ea	1	2,500	2,500
	Sod		SF	3,653	0.36	1,315
	Irrigation		SF	3,853	0.80	3,082
	Soil Preparation		SF	3,853	0.10	385
	Benches		Ea	4	1,250	5,000
	Trash Receptacle		Ea	2	965	1,930
	Light Standard		Ea	4	1,700	6,800
	Fountain		Ea	1	120,000	120,000
					Sub-Total =	*$206,486*

	3rd Street Corridor Sub-Total =	$411,685
CONTRACTOR FEES (General Requirements: 10%, Overhead: 5%, Profit:10%)	25% =	102,921
DESIGN FEES	7% =	28,818
CONTINGENCY (Conceptual Estimate 10-20%)	15% =	61,753
	TOTAL Building Cost =	*$605,177*

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