



**City of Brighton
Planning Commission
Agenda**

February 26, 2026

6:00 p.m.

**Located in the 1st Floor Council Chambers at City Hall
500 South 4th Avenue, Brighton, CO 80601**

Chair:	Mark Rawlings	Ward I
Vice Chair:	Blaine Nickeson	At Large
Commissioners:	Stephanie Ohm	Ward II
	Kylie Parks	Ward III
	Kathryn LeDonne	Ward IV
	Jolene Cohen-McCoy	Alternate
	Kevin Wieland	Alternate
	Alan Marraudino	Youth

ATTENTION TO ALL ATTENDING PUBLIC HEARING

Please leave all cell phones out of the Commission Chambers or make sure that they are turned off before entering. Thank you!

Por favor apague todos teléfonos de celular y aparatos de busca personas antes de entrar al concejo municipal.
Muchas gracias!

- I. Call to Order at 6:00 p.m.**
- II. Pledge of Allegiance**
- III. Roll Call**
- IV. Swearing in of Commissioners**
 1. Commissioner Stephanie Ohm – Natalie Hoel Presenting
- V. Seating of Alternates**
- VI. Minutes from the February 12, 2026, Planning Commission Meeting Presented for Approval**
- VII. Public Invited to be Heard on Items Not on the Agenda**
- VIII. Agenda Items**
 1. Public Hearing: Wildfire Resiliency Code Amendments – Summer McCann Presenting
 2. Public Hearing: Bromley Park PUD 36th Amendment – Summer McCann Presenting
 3. Public Hearing: Brighton Crossing Filing No. 9 – Grey Shipman Presenting
 4. Study Session: Bylaws Amendments – Yasmina Gibbons Presenting
- IX. Old Business**
- X. New Business**
 1. Comprehensive Plan Survey Update – Amanda Diaz Presenting

XI. Reports

1. Assistant Director of Community Development
2. Next Meeting: To be determined

XII. Adjournment

Notice of Non-Discrimination

It is the policy of the City of Brighton to provide equal services, programs and activities without regard to race, color, national origin, creed, religion, sex, sexual orientation, disability, or age and without regard to the exercise of rights guaranteed by state or federal law. The City of Brighton has a policy to provide language access services at no charge to persons with limited English proficiency (LEP) and persons with a disability who are served by the City.

For more information on non-discrimination or interpretation, please contact the City's Coordinator at ADACoordinator@brightonco.gov or 303-655-2096. The City will make reasonable accommodations for citizens in accordance with the Americans with Disabilities Act (ADA) or will arrange for an interpreter in accordance with Title VI of the Civil Rights Act. Any request for an interpreter must be made by 9:00 a.m. on the Thursday prior to the Planning Commission meeting.

Si desea traducción o acomodaciones de acuerdo con la Ley de Derechos de Discapacitados ("ADA" en inglés) o Título VI, por favor comuníquese por correo electrónico a ADACoordinator@brightonco.gov o 303-655-2096. Cualquier petición para un intérprete debe ser pedido antes de las 9 a.m. el jueves anterior de la sesión de la Comisión de Planificación.

CITY OF BRIGHTON PLANNING COMMISSION MINUTES

February 12, 2026

I. CALL TO ORDER

Chair Rawlings called the meeting to order at 6:00 PM

II. PLEDGE OF ALLEGIANCE

Chair Rawlings lead the Pledge of Allegiance.

III. ROLL CALL

Roll call was taken with the following Commissioners in attendance: Mark Rawlings, Blaine Nickeson, Kathryn LeDonne, Kylie Parks, Stephanie Ohm, Jolene Cohen-McCoy, Kevin Wieland, and Alan Marraudino.

STAFF PRESENT

Yasmina Gibbons, Deputy City Attorney; Shannon McDowell, Assistant Director of Community Development; Greg Labrie, Director of Public Works; Emma Lane, Senior Planner; and Jon Waines, Commission Secretary.

IV. SEATING OF ALTERNATES

None seated.

**V. MINUTES FROM January 22, 2026, PLANNING COMMISSION MEETING
PRESENTED FOR APPROVAL**

**Motion by Vice Chair Nickeson to approve minutes from January 22, 2026,
Planning Commission meeting.**

Second by Commissioner Ohm.

Voting Aye: All Present

VI. PUBLIC INVITED TO BE HEARD ON ITEMS NOT ON THE AGENDA

None presented.

VII. AGENDA ITEMS

1. Public Hearing: Grein Planned Development – Emma Lane Presenting
Chair Rawlings opened the Public Hearing at 6:02 PM

Senior Planner Emma Lane presented on the Grein Property Planned Development (PD) to change the zoning from A-1, Agriculture. The differences between the Land Use and Development Code (LUDC) and the proposed zoning were outlined and explained and confirmation was made that all other standards in the LUDC will be followed. Two homes on the property were recognized as being eligible for local historic designation and will be preserved in perpetuity by the PD. Finding that the proposal meets the Be Brighton Comprehensive Plan and LUDC 2.04C1, Staff recommended approval Grein Property PD. Allison Stavish, representing Redland, also presented.

Chair Rawlings called for questions from the Commission of Staff

Two questions were asked from the Commission. The questions were answered by Staff.

Chair Rawlings called for questions from the Commission of Applicant

Six questions were asked from the Commission. The questions were answered by the Allison Stavish and Travis Frasier with Redland.

Chair called for any member of the public to comment about the item being presented, summarized:

Five members of the public asked questions of Staff and made comments about the proposal. Staff and Redland answered all questions.

Chair called for comments from the Commission

Seven comments were made from the Commission.

Chair closed the Public Hearing at 7:10 PM

Motion by Vice Chair Nickeson to approve the resolution.

Second by Commissioner Ohm.

Voting Aye: All Present

Motion Passes: 4-1

VIII. OLD BUSINESS

No old business.

IX. NEW BUSINESS

Officer Elections

1. Chair of the Planning Commission

Vice Chair Nickeson nominated Mark Rawlings for Chair.
No other nominations were submitted.

Mark Rawlings elected as Chair of the Planning Commission

2. Vice Chair of the Planning Commission

Commissioner Parks nominated Blaine Nickeson for Vice Chair.
No other nominations were submitted.

Blaine Nickeson elected as Vice Chair of the Planning Commission

X. REPORTS

Chair Rawlings invited staff to present, summarized:

1. Assistant Director Shannon McDowell presented that City Council approved LUDC code amendments and a zoning map amendment. Public outreach for the Comprehensive Plan will be on Monday, March 9, 2026.
2. Next meeting: February 26, 2026

XI. ADJOURNMENT

Meeting adjourned by Chair Rawlings at 7:38 PM

Recorded by: Commission Secretary Jon Waines

Department of Community Development

Reference: Colorado Wildfire Resiliency - *Land Use & Development Code* Articles 5, 6, & 8

To: Chair and Members of the Planning Commission
Through: Shannon McDowell, Assistant Director of Community Development
Prepared By: Summer McCann, Senior Planner
Date Prepared: January 27, 2026

PURPOSE

Review and consider modifications to the *Land Use & Development Code* (LUDC) to address Colorado Wildfire Resiliency requirements.

PROCESS

The LUDC outlines the code amendment process, which allows for initiation of amendments by the City Council, Planning Commission, and staff on behalf of these entities.

In considering the amendments, the Planning Commission should use the review criteria outlined in Section 2.10(B) of the LUDC. The review criteria generally include but are not limited to furthering the purposes of the LUDC, amendments being in accordance with the Comprehensive Plan, promoting the public safety, health and general welfare of the community, and improving the effectiveness and efficiency of administering the LUDC.

BACKGROUND AND SUMMARY OF AMENDMENTS

In 2023, Senate Bill 23-166 was enacted, requiring the establishment of a Wildfire Resiliency Code Board. This Board was tasked with adopting model codes that governing bodies such as the City Council must adopt within areas located in the Wildland Urban Interface, either by adopting the model code or standards that exceed it.

In 2025, the Colorado Wildfire Resiliency Code (the “CWRC” or the “Code”) and its associated map area were established. The City of Brighton lies mostly outside the designated map area, with only a portion of the City impacted, primarily north of Baseline Road. Within these impacted areas, two wildfire risk tiers apply to Brighton: Class 1 (Low Intensity, shown in yellow) and Class 2 (Moderate Intensity, shown in orange). Depending on the class, requirements and standards within the CWRC differ, however, both classes affect site and building design to some degree.

From a land use perspective, the CWRC primarily impacts site and building design by requiring the use of noncombustible, fire-retardant-treated, or ignition-resistant materials. In addition to building design, the CWRC regulates site design by limiting the location of landscaping and fencing. The Code establishes three ignition zones around structures (0-5 ft, 5-30 ft, and 30-100 ft) with vegetation management requirements intended to reduce wildfire risk. The closer the area is to a building, the less vegetation or combustible material is permitted. As you go further out from the building, more vegetation is allowed. It also mandates the use of noncombustible or ignition resistant materials for hardscapes, plantings, retaining walls, and fencing near structures. The proposed amendments are intended to align the LUDC with the CWRC standards and regulations. The amendments do not modify the CWRC requirements but are intended to clearly identify applicable standards for applicants and staff.

Article 5 – Neighborhood Design Standards: Article 5 includes design standards for residential development. All properties located within the CWRC map area are required to meet the standards of the Code. As noted above, this will impact both building materials and site design. The LUDC does not currently restrict the types of materials permitted for residential design; however, it does include standards for setbacks, building modulation, and the percentage of windows and doors on each building elevation. Due to the potential financial challenges associated with meeting both the CWRC and LUDC building design standards, staff proposes language to provide flexibility for properties located within the CWRC map area. This language would allow the Community Development Director to approve alternatives to building and lot open space design. In addition, the proposed amendments would allow alternatives to open space design where conflicts may exist between the CWRC and the Code.

Article 6 – Non-Residential Design Standards: Article 6 includes design standards for non-residential development. Similar to residential development, the CWRC impacts both building materials and site design for non-residential properties. Unlike residential standards, the LUDC does include specific material requirements for non-residential building design, some of which may not be permitted under the CWRC. To address potential conflicts and increased costs associated with complying with both the CWRC and the LUDC, staff proposes amendments that would allow the Community Development Director to approve alternative building, open space, and frontage where conflicts may exist between the CWRC and the Code.

Article 8 – Landscape & Site Design Standards: Article 8 provides standards for landscaping and site design. The CWRC includes requirements related to vegetation, fencing, and retaining walls. The proposed code amendments clarify exemptions for the types of vegetation and ground cover allowed within the CWRC map area. In addition, the amendments identify considerations for fencing and retaining walls where CWRC standards apply.

CRITERIA BY WHICH THE PLANNING COMMISSION MUST CONSIDER THE ITEM AND STAFF ANALYSIS

Modifications to the LUDC must meet the following criteria, shown in **bold**, below. Following each criterion, staff provides an analysis of whether the proposed amendments meet the requirements of that criterion.

1. The amendment furthers the purposes of these regulations in Section 1.01.C.

The proposed amendments further the purposes of Section 1.01.C by promoting public safety, health, and general welfare through alignment of the LUDC with state wildfire mitigation requirements. The amendments clarify the applicability of the CWRC, ensuring that applicants, property owners, and staff understand and apply wildfire resiliency standards in affected areas of the City.

2. The amendment is in accordance with the Comprehensive Plan and has been considered for both its long-range effects as well as immediate impacts.

Be Brighton, the Comprehensive Plan, recognizes the importance of the LUDC in implementing the goals and policies of the plan. The Comprehensive Plan was adopted in 2016, prior to the adoption of the CWRC; therefore, it does not contain policies that directly address wildfire resiliency or mitigation. However, the proposed amendments are consistent with Citywide Principles, Policies, and Strategies identified in the Comprehensive Plan.

Specifically, the proposed amendments introduce flexibility within Articles 5 and 6 to address potential conflicts between state wildfire resiliency requirements and local design standards. This advances Policy 7.1, which encourages the City to continually update its design guidelines to reflect community values. The CWRC represents a new statewide standard that may increase construction costs or limit material choices within the designated map areas. As affordability has become an increasingly important consideration, the proposed amendments reflect the need to balance new state requirements with cost considerations. Allowing flexibility through alternative design approvals provides builders and homeowners with additional options and helps ensure that compliance with both state standards and the LUDC does not result in unnecessary hardship.

3. The amendment promotes the public safety, health, and general welfare of the community in the City of Brighton.

The purpose of the CWRC is to establish regulations that safeguard life and protect property. Although the CWRC affects a relatively small portion of the City, the proposed amendments align with state standards designed to mitigate wildfire risk and promote the public safety, health, and general welfare of the community.

4. The amendment improves the effectiveness and efficiency of administering the LUDC.

The proposed amendments enhance the LUDC by identifying where state wildfire resiliency standards may apply and by alerting both applicants and staff to applicable exemptions and additional requirements. Since the CWRC is subject to change, the requirements have not been directly copied into the LUDC. As part of the code amendments, the City will incorporate a map layer that identifies properties located within the CWRC map area. Planners will use this map to notify affected applicants of applicable requirements during initial conversation and Pre-Application meetings.

PUBLIC NOTICE AND INQUIRY

Notice of the public hearing was published on the City of Brighton website at least 15 days prior to the public hearing, as required by Section 2.01(F) of the LUDC.

SUMMARY OF FINDINGS AND STAFF RECOMMENDATION

Staff finds that the proposed code amendments generally meet the review criteria outlined in Section 2.10(B) Review Criteria, of the LUDC and is, therefore, recommending approval of the code amendments.

OPTIONS FOR PLANNING COMMISSION CONSIDERATION

The Planning Commission has four options when reviewing the Code Amendment application. The Planning Commission may:

1. Recommend approval of the code amendments as drafted;
2. Recommend denial of the code amendments;
3. Recommend approval of the code amendments with changes to the resolution; or
4. Continue the item to be heard at a later, specified date if the Planning Commission feels it needs additional information to ensure compliance with the approval criteria as set forth in the *Land Use & Development Code*.

ATTACHMENTS

- Draft Planning Commission Resolution

- Colorado Wildfire Resiliency Code Map
- Website Notice
- Website Publication Proof
- Code Amendment Redlines
- City Staff's Draft Presentation

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BRIGHTON, COLORADO, CONSIDERING A RECOMMENDATION TO THE CITY COUNCIL REGARDING THE AMENDMENT OF CERTAIN ARTICLES OF THE LAND USE AND DEVELOPMENT CODE TO ADDRESS COLORADO WILDFIRE RESILIENCY REQUIREMENTS

WHEREAS, in 2023, Senate Bill 23-166 was enacted, which established the Wildfire Resiliency Code Board and directed the Board to adopt a model wildfire resiliency code applicable to areas within the Wildland Urban Interface; and

WHEREAS, pursuant to Senate Bill 25-142, governing bodies with jurisdiction over areas within the Wildland Urban Interface are required to adopt the Colorado Wildfire Resiliency Code or standards that exceed the Code within nine months of its adoption; and

WHEREAS, the Wildfire Resiliency Code Board adopted the Colorado Wildfire Resiliency Code on June 1, 2025, along with an associated map identifying areas subject to the Colorado Wildfire Resiliency Code; and

WHEREAS, a portion of the City of Brighton (the "City") lies within the Wildland Urban Interface and is, therefore, subject to the requirements of the Colorado Wildfire Resiliency Code; and

WHEREAS, certain provisions of the City's Land Use and Development Code (the "LUDC") require modification to ensure consistency with the Colorado Wildfire Resiliency Code to address potential conflicts between state and local standards, and to provide flexibility in the application of local design requirements where appropriate; and

WHEREAS, the proposed amendments further the purposes of the LUDC by promoting public safety, health, and general welfare through enhanced wildfire risk mitigation; and

WHEREAS, in accordance with the public notice requirements of the LUDC, a notice of public hearing was published on the City's website for no less than fifteen (15) days prior to the Planning Commission public hearing; and

WHEREAS, at the public hearing, the Planning Commission received and considered all relevant evidence and testimony from City staff and other interested parties, including the public at large; and

WHEREAS, the Planning Commission has reviewed the proposed amendments to the LUDC and has found the amendments, as provided herein, are in the best interest of the public health, safety, and welfare of the residents of the City.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Brighton, Colorado, as follows:

Section 1. The Planning Commission hereby recommends that Section 5.03(D) be amended as follows:

D. **Alternative Design.** For the design standards in this Section 5.03, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map, shall comply with the standards of the CWRC, as either may be amended. Where compliance with the CWRC results in a conflict with or cannot be reasonably achieved due to the standards of this Code, the Director may approve an alternative design under this Code, provided the design meets the intent of this Section 5.03.

Section 2. The Planning Commission hereby recommends that Section 5.04(l)(5) be enacted as follows:

5. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. Where compliance with the CWRC results in a conflict with or cannot be reasonably achieved due to the standards of this Code, the Director may approve alternative design standards under this Code, provided the design meets the intent of this Section 5.04.

Section 3. The Planning Commission hereby recommends that Section 6.03(D) be amended as follows:

D. **Alternative Design.** For the design standards in this Section 6.03, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. In instances where lot and building open space design conflict with these standards, alternative

design standards may be approved by the Director, provided the design meets the intent of this Section 6.03.

Section 4. The Planning Commission hereby recommends that Section 6.04(D) be amended as follows:

D. **Alternative Design.** For the design standards in this Section 6.04, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. In instances where frontage design conflict with these standards, alternative design standards may be approved by the Director, provided the design meets the intent of this Section 6.04.

Section 5. The Planning Commission hereby recommends that Section 6.05(E) be amended as follows:

E. **Alternative Design.** For the design standards in this Section 6.05, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. In instances where building design or materials conflict with these standards, alternative design standards may be approved by the Director, provided the design meets the intent of this Section 6.05.

Section 6. The Planning Commission hereby recommends that Table 8-1 be amended as follows:

Table 8-1: Plant Requirements

Site Element	Trees [2]	Shrubs [2]	Ground Cover [1] [2]	Exceptions [2]	Substitutions [2]
Streetscape and Frontage: The area between the	1 large tree per 40' of lot frontage; Corner lots shall meet	N/A	Water-wise landscape or native seed. Native	Detached house, duplex/multi-unit house, and row	1 ornamental tree per 30' of lot frontage

<p>building line and the street, including any plantings required in the ROW, used to create a relationship between the site and the public realm.</p>	<p>this requirement on street side lot lines at a rate of 50% of the Streetscape and Frontage requirement.</p>		<p>seed shall be prohibited in tree lawns and street rights-of-way.</p>	<p>house building types may have irrigated turf in frontage areas, not including the tree lawn. Irrigated turf shall not exceed 40% of the frontage area or 1,000 s.f., whichever is less, and shall be a minimum of 8' in all directions.</p> <p>Detached house, duplex/multi-unit house, and row house building types may have artificial turf in frontage areas but artificial turf shall be limited to 20% of the frontage area.</p>	<p>may be substituted for large trees (constrained right-of-way or within 10 feet of overhead wires).</p>
<p>Foundation. Areas along the building frontage</p>	<p>1 ornamental tree per 30' of building</p>	<p>8 shrubs per 30' of building frontages;</p>	<p>Water-wise landscape.</p>	<p>Civic building types and publicly owned</p>	<p>Evergreen trees may be substituted</p>

<p>used to provide accents and soften larger expanses of buildings.</p>	<p>frontage for buildings setback more than 20' from the front lot line; Side and rear elevations that face public right-of-way or access drives shall provide this standard on at least 25% of the building.</p>	<p>Side and rear elevations that face public right-of-way or access drives shall provide this standard on at least 25% of the building.</p>		<p>buildings may place foundation landscaping anywhere on the site.</p>	<p>for ornamental trees at a rate of 1 for 1 for up to 50% of the requirement.</p> <p>3 ornamental grasses may be substituted for each shrub for up to 50% of the requirement. Seasonal planting beds or pots associated with the entrance may substitute for any building located closer than 8' to the front lot line.</p>
<p>Parking. Areas on the perimeter, or interior of parking where landscape is used to soften the appearance, mitigate heat gain and infiltrate stormwater.</p>	<p>1 large tree per 40' of parking perimeter; AND 1 large tree per 40 parking spaces (allocated to the perimeter, medians or islands).</p>	<p>8 shrubs per 30' of perimeter.</p>	<p>Water-wise landscape or native seed. Native seed shall be prohibited on the interior of a parking lot.</p>	<p>N/A</p>	<p>Ornamental trees may be substituted for large trees at a rate of 2 for 1 for up to 50% of the requirement. Evergreen trees may be substituted</p>

					for large trees at a rate of 2 for 1 for up to 50% of the perimeter requirement that does not face a front lot line. 3 ornamental grasses may be substituted for each shrub for up to 50% of the requirement.
Buffers. Areas of a site that require additional landscape to mitigate potential impacts on streetscape or adjacent property.	See Section 8.03.	See Section 8.03.	Water-wise landscape or native seed.	N/A	N/A
Civic and Open Spaces. Areas of the site or area designed as part of a broader system of formal and natural open spaces.	See Section 3.02.	See Section 3.02.	N/A	N/A	Artificial turf may be used in lieu of irrigated turf on athletic fields or designated recreation areas approved by the Director.

<p>Site Constraints. Any element where site constraints such as easements prevent the installation of trees or shrubs (subject to approval by the Director).</p>	N/A	N/A	N/A	N/A	<p>12 five-gallon shrubs may be substituted for 1 large tree. 10 five-gallon shrubs may be substituted for 1 ornamental tree. 10 five-gallon shrubs may be substituted for 1 evergreen tree. 3 one-gallon perennials may be substituted for 1 shrub. 3 one-gallon ornamental grasses may be substituted for 1 shrub for up to 50% of the requirement. The required landscape material may be installed in an alternative</p>
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					location on the site.
All Other Unbuilt or Unpaved Areas of a Site.	N/A	N/A	Water-wise landscape, native seed, or non-living landscape materials.	Backyards of the detached house, duplex/multi-unit house, and row house building types may have irrigated turf, water-wise landscape, non-living landscape materials, native seed, artificial turf, or any combination thereof. All other building types, development sites, and landscape tracts shall limit irrigated turf to designated recreation areas approved by the Director.	Artificial turf may be used in lieu of irrigated turf on athletic fields or designated recreation areas approved by the Director.

[1] Native seed may not be appropriate in all contexts and its usage and seed mix shall require approval by the Director based on overall appearance, ability to maintain, height at maturity, and durability in the location where it is to be installed.

[2] Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either

may be amended. Where tree planting is prohibited, substitutions shall be provided at the rates specified in the Site Constraints row. All plantings and ground cover shall comply with an approved species list issued by the Colorado State Forest Service.

Section 7. The Planning Commission hereby recommends that Section 8.04(B) be amended as follows:

B. **Species.** All trees and shrubs shall be selected and planted according to the City of Brighton's Recommended Tree, Shrub and Perennial lists referenced in Appendix A, Resources, Guides and Industry Standards and on file with the City. For properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code Map area, plantings shall comply with an approved species list issued by the Colorado State Forest Service. In addition to any species on these lists, alternatives may be proposed and approved as part of the site plan provided they:

1. Are documented by a landscape architect or other credible information comparable in type and performance to any species on this list;
2. Are adaptable to the climate of the Front Range region and the specific conditions in which they are proposed; and
3. Are not invasive or otherwise problematic to the overall health of the landscape.

Section 8. The Planning Commission hereby recommends that Section 8.05(B)(7) be enacted as follows:

7. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map area shall comply with the fencing and retaining wall standards of the 2025 CWRC, as either may be amended.

Section 9. *Findings.* The Planning Commission finds that the amendments set forth herein: (i) further the purpose of the LUDC; (ii) are in accordance with the Comprehensive Plan and have been considered for both their long-range effects and immediate impacts; (iii) promote the public safety, health, and general welfare of the community of the City of Brighton; and (iv) improve the effectiveness and efficiency of administering the LUDC.

Section 10. This Resolution is effective as of the date of its adoption.

RESOLVED this 26th day of February 2026.

CITY OF BRIGHTON, COLORADO

PLANNING COMMISSION

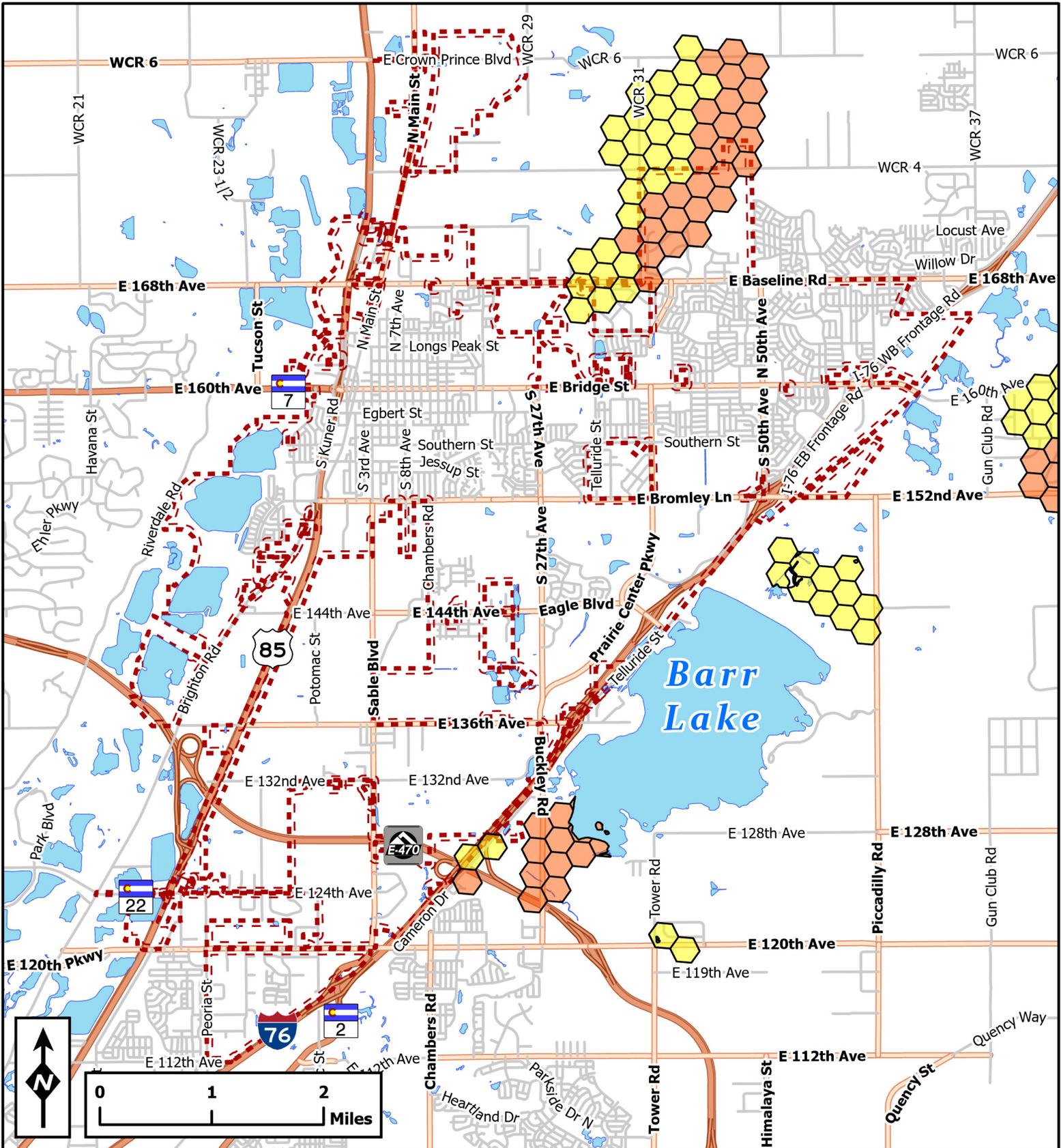
, Chairperson

ATTEST:

Jon Waines, Secretary

APPROVED AS TO FORM:

Yasmina Gibbons, Deputy City Attorney



Wildfire Resiliency Code Amendments

Intensity Risk Zones

- | | |
|---|--|
|  City Boundary | Street Class |
|  Low |  Highway |
|  Moderate |  Ramp |
| |  Major Road |
| |  Minor Road |

The map or digital product created or displayed was compiled from a variety of city, county, state and federal maps, records, and surveys at various scales, accuracy, timeliness, and completeness. The City of Brighton has made every effort to insure the accuracy of the map or digital product; however, due to the matters beyond its control, the City does not guarantee the accuracy of the map or digital product and assumes no liability for use, reliance or misuse of the map or digital product. The City of Brighton shall not be held liable for any direct or indirect damage, loss, or liability as a result of using these maps or digital products. For more information about the digital map and GIS data please contact the City of Brighton's GIS Division.





Community Development
500 South 4th Avenue
Brighton, CO 80601
303-655-2072
www.brightonco.gov

February 9, 2026

Dear Interested Party:

I am writing this letter to inform you of upcoming public hearings, which you may be inclined to attend. The hearings provide an opportunity for interested parties to voice their opinion on the proposed project to the Planning Commission and City Council. The input and opinions of residents and neighboring property owners provides valuable feedback to the Planning Commission, City Council, City staff, and the applicant. The following is some basic information that pertains to the project.

Application Type: **Land Use and Development Code Amendment:** A request to change the text of the Land Use and Development Code.

Summary: The request is for approval of code amendments that align with the standards of the 2025 Colorado Wildfire Resiliency Code relating to building and site design.

Reviewing Bodies: The Planning Commission makes a recommendation, and the City Council decides on the proposed Land Use and Development Code Amendment after a Public Hearing (details below) has been held.

Public Hearings: **Planning Commission**
Thursday, February 26, 2026 at 6:00 p.m.

City Council
Tuesday, March 17, 2026 at 6:00 p.m.

**Both hearings are held in the Council Chambers on the first floor of City Hall
Located at 500 S 4th Avenue, Brighton, CO 80601**

**Official Notice
Publication:** February 9, 2026 posted on the City's Website.

**City Staff Project
Manager:** Summer McCann
Senior Planner
(303) 498-1244
kbauer@brightonco.gov

Information continues on the reverse side.

Additional Info:

The review process allows the Planning Commission and the City Council to determine the completeness of the application and its adherence to City Codes and policies. The Planning Commission will provide a recommendation to City Council, who will ultimately make the final decision on the application.

Please do not hesitate to contact me if you have any questions on this project or if you are unable to attend the hearing but would like to submit a comment into the record. **Public comments must be received at least 24 hours prior to the meeting time.** Thank you for your time.

Best regards,
Summer McCann
Senior Planner

Legal Notices

SPECIAL MEETING NOTICES

PUBLIC HEARINGS

City Council Public Hearing 3/17/2026: [Bromley Park PUD 36th Amendment](#)

City Council Public Hearing 3/17/2026: [Colorado Wildfire Resiliency Code](#)

City Council Public Hearing 3/17/2026: [Brighton Crossing Filing No. 9](#)

City Council Public Hearing 3/3/2026: [Grein Property Planned Development](#)

Planning Commission Public Hearing 2/26/2026: [Bromley Park PUD 36th Amendment](#)

Planning Commission Public Hearing 2/26/2026: [Colorado Wildfire Resiliency Code](#)

Planning Commission Public Hearing 2/26/2026: [Brighton Crossing Filing No. 9](#)

Historic Planning Commission Public Hearing 2/19/2026: [COA for 575 Bush Street](#)

Planning Commission Public Hearing 2/12/2026: [Grein Property Planned Development](#)



Hi there! 
How can we



Let's Chat

 Enable Google Translate



Article 5. Neighborhood Design Standards

5.01 Intent & Applicability.

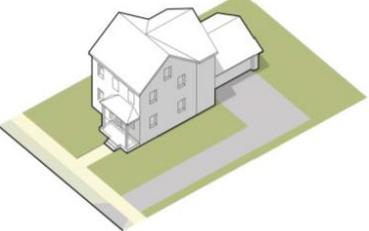
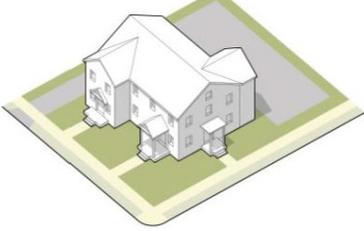
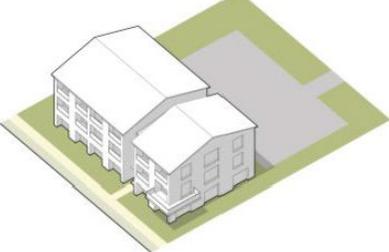
- A. **Intent.** The Neighborhood Design Standards have the following intent.
1. Improve the appearance and livability of neighborhoods with good civic design, and reinforce the distinct character of different neighborhoods based on their context.
 2. Design and locate parks, trails and other open spaces as focal points that shape neighborhood character.
 3. Design walkable neighborhood streetscapes, with slow traffic speeds, well-connected sidewalks, and shade and enclosure offered from street trees.
 4. Relate all buildings and lot frontages to the streetscape and open spaces, while still promoting effective transitions from public spaces to private spaces on the lot.
 5. Promote human-scale buildings and create active social spaces along the streetscape.
 6. Provide housing variety within neighborhoods and among different neighborhoods, and ensure compatible transitions between different building types.
 7. Promote lasting and sustained investment in neighborhoods with quality design.
 8. Promote the conservation of water supplies through the use of water-wise landscaping materials and efficient water application.
- B. **Applicability**
1. The standards in this article shall generally apply to all residential development, except where stated that sections only apply to specific building types, specific districts or specific scales of projects.
 2. Modification or additions to buildings or sites shall meet these standards to the extent of the modification or addition, except that the Director may waive any requirement applied to modifications or additions that conflicts with the consistent design of an existing building or conflicts with the prevailing character on the block or immediate vicinity of the project.
 3. The standards shall not apply to ordinary maintenance of existing buildings, except that maintenance to any building may not occur in a manner that brings the building or site to a greater degree of non-conformance with these standards.

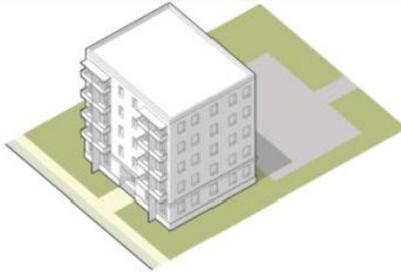
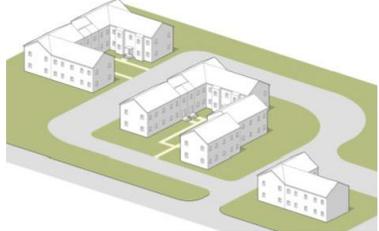
(Ord. No. 2438, § 1, 1-2-2024)

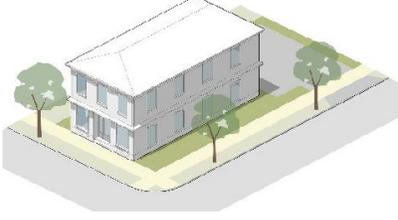
5.02 Residential Building Types

- A. **Descriptions of Types.** The following building types are established to allow a range of residential buildings and create effective transitions within and between neighborhoods. The building types provide distinctions

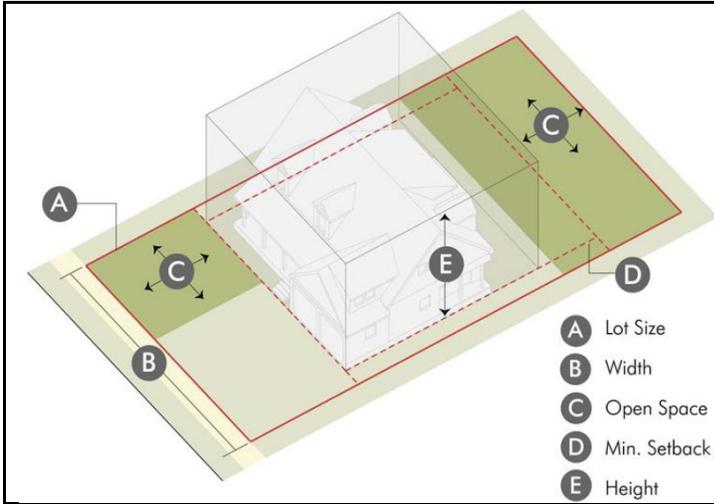
based on lot sizes, unit configuration, building footprints and massing, building placement, and frontage designs.

Table 5-1: Residential Building Types Descriptions	
<p>Detached House</p> <p>A residential building designed for one primary dwelling unit in an urban neighborhood, suburban or rural setting. Variants of this type are based primarily on lot size and context.</p> <ul style="list-style-type: none"> • Detached House - Rural • Detached House - Suburban • Detached House - Neighborhood • Detached House - City Lot • Detached House - Compact 	
<p>Duplex/Multi-unit House</p> <p>A residential building designed to accommodate multiple dwelling units in an urban neighborhood or suburban setting. Unit configurations for Duplex - Suburban or Duplex / Multi-unit House may include "up/down," "side-by-side," "front/back," or variation based on context and frontage design. Homes may also be designed to have the scale and massing of a single detached house divided into multiple units.</p> <ul style="list-style-type: none"> • Duplex - Suburban (2 units max) • Duplex/Multi-unit House (2-4 units) 	
<p>Row House</p> <p>A residential building type designed to accommodate 3 to 8 dwelling units in an urban neighborhood or mixed-use setting. Each unit is separated by a common sidewall with a side-by-side configuration and each has its own private entrance.</p>	
<p>Small Apartment</p> <p>A small-scale, multi-unit residential building designed on a small or moderate-sized lot in an urban neighborhood or mixed-use setting. The building is accessed by a common lobby entrance at building frontage and arranged to</p>	

<p>integrate into the block structure of a neighborhood with a variety of other small-scale residential building types.</p>	
<p>Medium Apartment</p> <p>A moderate-scale, multi-unit residential building on a moderate-sized lot in high-density areas, corridors or mixed-use areas. The building is accessed by a common lobby entrance at the building frontage and arranged to integrate into the block structure of a neighborhood, typically as a transition to small-scale residential building types.</p>	
<p>Large Apartment</p> <p>A large-scale, multi-unit residential building on a moderate- to large-sized lot in high-density areas, corridors or mixed-use areas. The building is accessed by a common lobby entrance at the building frontage. It is appropriate in limited contexts where greater density or intensity supports broader planning goals for the area or neighborhood.</p>	
<p>Garden Apartment</p> <p>A grouping of small-scale apartment buildings in a common development, typically in a suburban context and arranged around an internal system of streets and other access ways, walkways and common open space.</p>	
<p>Senior Living</p> <p>One building or a grouping of buildings in a common development providing senior housing and support for daily living (meals, housekeeping, nursing, security, personal care, transportation). These large buildings typically have a common lobby entrance. Parking for employees and residents is provided on site. Senior living facilities are appropriate in transition spaces between commercial uses and multi-family or single-family uses.</p>	
<p>Civic</p> <p>A building designed for a civic, institutional or public use, with building and site design that emphasizes the public realm through enhanced design and relationships to</p>	

<p>streetscape and open space. Variations include small civic buildings for integration into neighborhoods and mixed-use areas, as well as prominent civic buildings on larger grounds or in a campus setting, with specific patterns and scale based on the functions for the intended use.</p>	
<p>Live/Work</p> <p>A building designed for a primary dwelling unit but has a secondary component - typically at the building frontage - designed for a commercial and occupational use by the resident. This building type is appropriate at transitions between neighborhoods and commercial centers or busier corridors, or integrated into mixed-use areas.</p>	

- B. **Building Types and Development Standards.** The development standards for residential districts shall be based on the different building types permitted in each district, as specified in Table 5-2, Residential District Building Type & Development Standards. The Design Standards in other sections of this article may further specify the design and location of each building type in a specific context.



- A Lot Size
- B Width
- C Open Space
- D Min. Setback
- E Height

Figure 5-1 Building Types
 Building types in Table 5-2 are distinguished based on lot sizes, unit configuration, building footprints and massing, building placement and frontage designs. This diagram illustrates the key elements standards in Table 5-2 applied to a typical lot.

Table 5-2: Residential District Building Type & Development Standards

Zoning Districts								Building Types	Development Standards							
A/R	A/E	RE	R-1	R-1-A	R-1-B	R-2	R-3		Lot Standards			Minimum Setbacks [3]				
									Size	Width [1]	Lot Open Space	Front	Interior Side	Corner Side [1]	Rear	
■								Detached House—Rural	35 ac. A/R	300' +	80 % of lot	Based on context. See Section 5.02.D. Frontage Design	20'	20'	20'	35' st
	■	■						Detached House—Suburban	20K s.f. +	80' +	60% of lot		15'	30'	25'	35' st
			■	■	■	■		Detached House—Neighborhood	7K s.f. +	65' +	1,200 s.f./unit		7'	15'	25' [4]	35' st
				■	■	■	■ [5]	Detached House—City Lot	5K s.f. +	40' +	800 s.f./unit		5'	10'	25' [4]	35' st
					□	■	■ [5]	Detached House—Compact	3K s.f. +	25' +	400 s.f./unit		4'	8'	25' [4]	35' st
				■		■	■ [5]	Duplex—Suburban	7K s.f. +; 2 units max	65' +	600 s.f./unit		7'	20'	25'	35' st
					□	■	■ [5]	Duplex/Multi-unit House	5K s.f. +; 2K s.f. per unit minimum 2—4 units	40' +	400 s.f./unit		5'	10'	25' [4]	35' st
					□	■	■	Row House	1.5K s.f. per unit minimum 3—8 units	18'—36' per unit	200 s.f./unit		5' [2]	10'	15' [4]	4' st
						□	■	Small Apartment	6K—14K s.f. + 3—12 units	50'—100'	200 s.f./unit		5' [2]	10'	15'	4' st
						□	□	Medium Apartment	10K—20K s.f. + 13—40 units	80'—200'	150 s.f./unit		5' [2]	10'	20'	6' st
						&diaK	&diaK	Large Apartment	20K s.f. - 80K s.f. + 500 s.f. per unit	150'—300'	150 s.f./unit		10' [2]	10'	20'	11' st
							■	Garden Apartment	5K s.f. + 1K s.f. per unit	100' +	300 s.f./unit		20'	25'	20'	45' st
						□	■	Senior Living	20K s.f. +	150'—300'	150 s.f./unit	10' [2]	10'	20'	4' st	

■	■	■	■	■	■	■	■	■	■	Accessory Buildings	See Residential Accessory Buildings in Section 5.02.E
■	■	■	■	■	■	■	■	■	■	Accessory Dwelling Unit (ADU)	See Accessory Dwelling Units in Section 5.04.H
■	■							□		Live/Work	See Non-residential Building Types in Table 6-2
□	□	□	□	□	□	□	□	□	□	Small Civic	See Non-residential Building Types in Table 6-2

- Building types allowed
- Building types allowed subject to the location criteria in Section 5.02.F.
- ◆ Building type allowed only by Conditional Use Permit or Planned Zoning District according to the procedures in Article 2.
- [1] Corner lots shall add 10' to the required lot width.
- [2] Row Houses, Small, Medium Apartments shall have a 10' side setback when abutting lots with a detached house; 20' for Large Apartments.
- [3] Buildings that require a certificate of occupancy shall be setback at least 250' from an oil/gas facility, and 25' from a well that has been plugged and abandoned. Buildings that do not require a certificate of occupancy shall be setback 150' from a tank battery or oil/gas well (unless plugged and abandoned).
- [4] Detached houses, duplexes, and row homes with an alley-loaded attached garage shall have a 5' minimum setback from the rear property line.
- [5] Building type only permitted with the Common Lot Development Pattern.

C. **Dimension Exceptions.** The following are exceptions to setback and building dimensions standards established in Table 5-2: Residential District Building Type & Development Standards.

1. *Lot and Building Configurations.*

- a. Row houses and side-by-side duplexes may have individual units platted on separate lots, provided the building meet the standards in Table 5-2 and each unit meets any per-unit or proportional standards for each lot. The lots shall be platted with a party wall as provided by the standards in the building code.
- b. Side lot easements may be granted in association with a plat between abutting lots to meet the lot open space requirements and design standards in Section 5.03. These easements may create the effect of zero lot line houses, provided the platted lot lines and buildings meet the standards in Table 5-2. Easements shall be private agreements and account for all access and maintenance scenarios for the lot, open space, and buildings.
- c. Shared access easements may allow driveways, common lanes or alleys to be located along private lot lines, and any limits to access widths in Section 5.02.D. may be apportioned among all lots sharing access.
- d. Lots may be configured in a Courtyard Pattern as provided in Section 5.05.

2. *Setback Encroachments.* The following encroachments into the required setback are permitted, except in no case shall this authorize structures that violate the provisions of any easement.

- a. Primary entrance features may encroach beyond the required front building line, as specified in Section 5.04.C.
- b. Structural projections such as bay windows, balconies, canopies, chimneys, eaves, cornices, open fire escapes, egress wells, or other non-foundational overhangs or projections may extend up to 4 feet from the foundation and encroach into the setback, but no closer than 2 feet from any lot line. This exception shall be limited to no more than 20% of the surface area of a building elevation.
- c. Unenclosed and un-roofed decks or patios attached to the principal structure at or below the first floor elevation may extend into the rear or side setback up to 15 feet but no closer than 5 feet to any lot line.

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- d. Ground-mounted mechanical equipment accessory to the building may be located in the side or rear setback provided that it extends no more than 6 feet from the principal building, no closer than 3 feet to the lot line, and is screened from public right-of-way by structures or landscape. These limitations do not apply to any utility structures otherwise authorized to be located according to easements or in the right-of-way, which shall follow the location and design standards of those specific authorizations.
 - e. Any other accessory use or structure within the setback, not specified in Section 5.02.E, shall have a setback of at least 1/3 its height from the property line.
3. *Height Exceptions.* The following are exceptions to the height limits in Table 5-2:
- a. Building elements integral to the design and construction of the building, such as parapet walls, false mansards or other design elements essential to a quality appearance of the building may extend up to 6 feet above the roof deck.
 - b. Architectural features such as belfries, chimneys, ornamental towers and spires, and similar accessory features that a minimal part of the building footprint, massing and volume may extend up to 50% above the actual building height.
 - c. Functional and mechanical equipment such as elevator bulkheads, cooling towers, smoke stacks, roof vents or other equipment may be built up to their necessary height in accordance with building codes.
 - d. Any residential building fronting directly on civic or common open space, or fronting on blocks directly opposite of civic or open space, may be built to 45' and 3 stories.
- D. **Frontage Design.** The design of lot frontages establishes the relationship of buildings and lots to the streetscape, including building placement, lot access, and garage extent and locations. Buildings shall be placed in relation to the front lot lines established in Table 5-2 based on the frontage types in this subsection.
1. *Design Objectives.* Frontage types shall be applied to meet the following design objectives:
- a. Enhance the image of neighborhoods by coordinating streetscape investment with private lot and building investment.
 - b. Design frontages to the particular context of the neighborhood, block and street.
 - c. Design frontages to limit areas designated for vehicles and provide visual interest using landscape design.
 - d. Coordinate development across several lots, considering the cumulative impacts on streetscapes from access, parking, and landscape design.
 - e. Orient all buildings and lots to the public street or to common open spaces that serve as an extension of the streetscape and public realm.
 - f. Limit the extent of frontages and building facades designed for car access and emphasize the extent designed for social spaces and pedestrian access, particularly on narrower lots, walkable streets, or neighborhoods intended for more compact, walkable development.
2. *Applicability.* The appropriate application of frontage types is based upon the character of the zoning district, the building type, and the streetscape design on which the development fronts. Table 5-4, Residential Frontage Types specifies the appropriate frontage type(s) for the residential zoning districts. Where multiple frontage types are permitted, the frontages should be similar for all lots on the same block face or gradually transition to different types on adjacent lots.

Table 5-4: Residential Frontage Types				
Zoning District	Frontage Types			
	Terrace	Neighborhood Yard	Suburban Yard	Buffer
A/E, A/R, RE			■	
R-1, R-1-A	■	■	■	
R-1-B, R-2	■	■		
R-3				■
Any civic or institutional or other permitted nonresidential building type	■	■		■

3. *Frontage Design Standards.* Frontage types shall be designed according to the standards in Table 5-5, Residential Frontage Types & Design Standards.

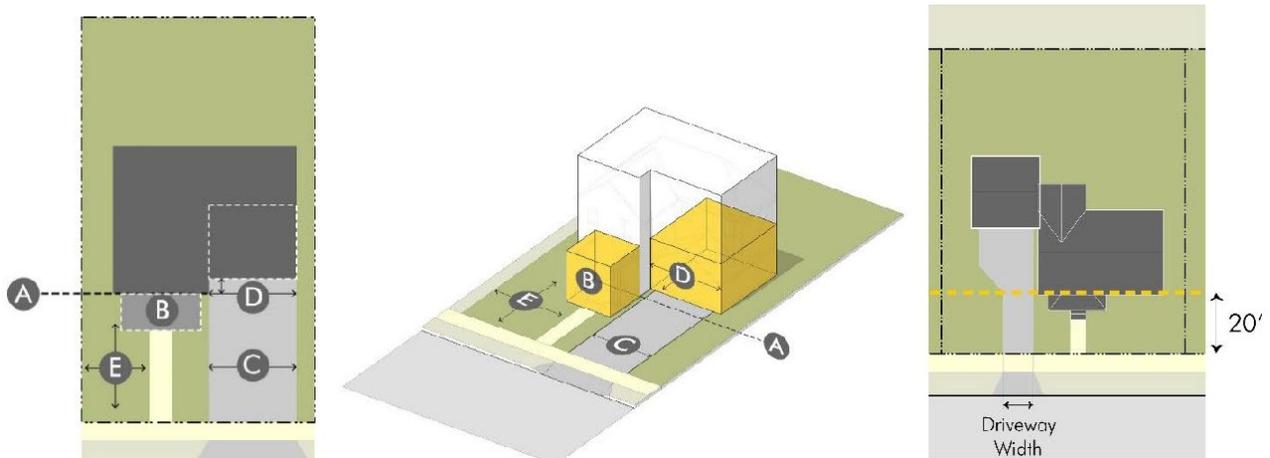


Figure 5-2 Frontage Design Standards

This diagram illustrates the key elements of frontage design—(A) front building line; (B) front entry features, (C) driveway widths (applies to the first 20' of frontage depth); (D) garage extent and location, and (E) landscape areas. These elements determine the relationship between the building, the lot, and the streetscape, and affect the character of the area when applied across multiple lots on a block.

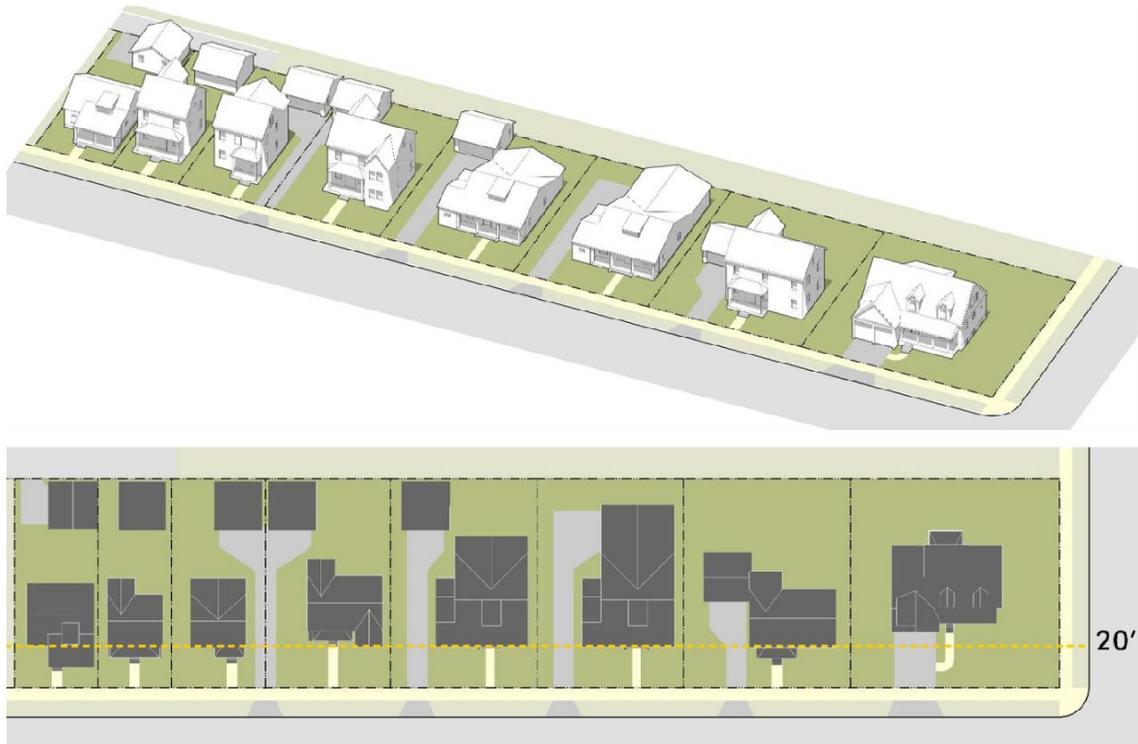
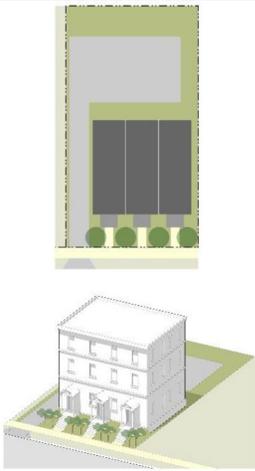
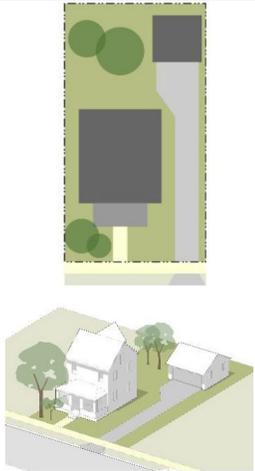
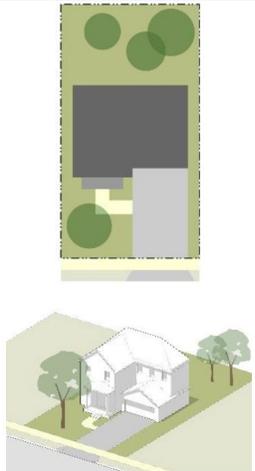
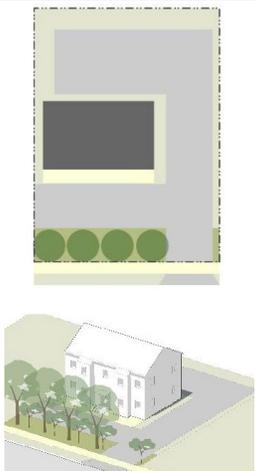


Figure 5-3 Residential Access Patterns

Frontage type standards are based on lot widths to recognize both the proportionate and cumulative effect that frontage design elements have on a block. The more compact and the narrower the lot, the greater impact access has on the frontage and streetscape. In these situations, alternatives that limit the car-orientation of the frontage and streetscape but still accommodate the convenience of access of vehicles, should be used. In cases where access standards limit the access, narrower entries, shared drives, common lanes or internal block alleys may be required.

Table 5-5: Residential Frontage Types & Design Standards				
Frontage Element	Terrace	Neighborhood Yard	Suburban Yard	Buffer
Description/Design Objective	A shallow open area along a block face that creates a continuous landscape element across multiple frontages and enhances the tighter relationships of buildings along a streetscape, such as courtyards, gardens or small lawns.	A small to moderate open area with a building setback from the property line to create consistent landscaped area that emphasizes the buildings relationship to the streetscape and creates a consistent rhythm of building facades along a block.	A small, moderate or large open area with a building setback from the property line to create larger, uninterrupted landscape areas along a block.	A concentrated landscaped area used to soften, screen and separate the site and any potential impacts from the streetscape.
Front Building Line	10'—25'	25'—40' 15'—25', provided any front-loaded garage remains at least 12' back	25'+ 15'—25', provided any front-loaded garage remains at least 12' back	30'+

		from the Front Building Line.	from the Front Building Line.	
Front Entry Feature	Required, Section 5.04.C	Required, Section 5.04.C	Required, Section 5.04.C	Required, Section 5.04.C
Driveway Width (w/in first 20') [1]	15% of lot width, up to 20' maximum	20% of lot width, up to 20' maximum	40% of lot width, up to 24' maximum	25% of lot width, up to 30' maximum
Garage Limitations	<ul style="list-style-type: none"> No more than 40% of the front elevation. If between 30% to 40% of front elevation - at least 12' behind the front building line. If less than 30% of the front elevation, at least 4' behind front elevation or 12' behind the front entry feature, whichever is greater Otherwise, side-loaded, rear-loaded, or detached garages shall be used. 		<ul style="list-style-type: none"> No more than 45% of the front elevation, except no limit applies for side facing garages or front-facing garages setback more than 40' from front lot line. At least even with or behind the front building line, or 30' from front lot line, whichever is greater. Where more than two front-loaded garage bays are allowed, the third bay should be off-set at least 2' from the two primary bays or individual bays shall be used. 	
Landscape (frontage areas)	Allocation of space shall be: <ul style="list-style-type: none"> 70% to 90% landscape; and 10% to 30% hardscape. 	Allocation of space shall be: <ul style="list-style-type: none"> 75% to 100% landscape; and 0% to 25% hardscape. 	50% minimum landscape area.	<ul style="list-style-type: none"> Type I: 6' minimum buffer on local streets. Type II: 15' minimum buffer on collector streets. Type III: 30' minimum buffer on sites over 3 acres or arterial streets.
See Section 8.02, Landscape Design for planting requirements. standards and specifications				
[1] Driveway width limits apply to the lot frontage. This limit shall apply to the first 20' of the lot depth (Figure 5-2). In cases where driveway width limits and garage limitations prohibit front-loaded garages and driveways on a particular lot, a range of alternative access patterns and garage locations should be used (Figure 5-3).				
Description/Design Objective	A shallow open area along a block face that creates a continuous landscape element across multiple frontages and enhances the tighter relationships of buildings along a streetscape, such as courtyards, or gardens.	A small to moderate open area with a building setback from the property line to create consistent landscaped area that emphasizes the buildings relationship to the streetscape and creates a consistent rhythm of building facades along a block.	A small, moderate or large open area with a building setback from the property line to create larger, uninterrupted landscape areas along a block.	A concentrated landscaped area used to soften, screen and separate the site and any potential impacts from the streetscape.
				

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4. *Exceptions.* The Director may approve exceptions to the frontage type standards where:
 - a. The specific standard is not practical due to the context and location of the lot or other similar physical conditions beyond the specific building and site not created by the landowner; or
 - b. An alternative design equally or better meets the design objectives of this section; or
 - c. In instances of infill development where clear pattern of existing buildings and lots on the same block and opposite block face present a different arrangement in terms of the front building line, driveway access patterns, and extent and placement of garages.
 - d. In all cases the deviation is the minimum necessary to address the circumstance and does not negatively impact other design standards applicable to the building or site.
 - E. **Accessory Buildings—Residential.** Accessory buildings shall be permitted in association with and on the same lot as a principal building. Accessory buildings do not include accessory dwelling units (ADUs) and shall not be used for residential occupancy. The different types of accessory buildings outlined in this Section are not mutually exclusive and are subject to the following additional limitations.
 1. *Generally.* All accessory buildings shall be at least 10 feet from the principal building, unless a lesser distance is specified by applicable building codes. Accessory buildings shall be clearly incidental and subordinate to the principal building or use, in terms of scale, location and orientation.
 2. *Small Sheds.* Accessory buildings 200 square feet or less, and less than 12 feet tall, shall be limited to:
 - a. 1 per lot or 1 per each 5,000 square feet of lot, whichever is more; up to a maximum of 3;
 - b. Be located behind the front building line of the principal building.
 3. *Open Structures.* Unenclosed structures such as pergolas and gazebos not attached to the principal structure, 200 square feet or less, and less than 12 feet tall, shall be limited to:
 - a. 1 per lot or 1 per each 5,000 square feet of lot, whichever is more; up to a maximum of 3;
 - b. Be located behind the front building line of the principal building.
 4. *Accessory Building—Residential.* In any residential district, accessory buildings over 200 square feet shall meet the following:
 - a. No more than 1 per lot, except that the small apartment, medium apartment, large apartment, and garden apartment building types may have 1 per principal building.
 - b. Located behind the front building line.
 - c. Be at least 10 feet from the rear lot line, except that an accessory garage accessed from an alley may be set back 5 feet from the rear lot line.
 - d. Be at least 5 feet from the side lot line, except that on corner lots, they shall have the same street-side setback as the principal building.
 - e. Maximum height of 1.5 stories or no higher than the principal building, whichever is less. The following specific massing standards apply:
 - (1) The first story wall height shall be no more than 10 feet above the finished floor, except that gables, dormers or other subordinate walls may support the roof structure.
 - (2) The roof peak or other top of structure shall not exceed 24 feet above finished floor for pitched roofs with a 6:12 pitch or greater and no more than 16 feet for flat or shed roofs below a 6:12 pitch.

- f. Maximum size of 800 square feet or 10% of the lot area, whichever is greater, but no more than 1,600 square feet. However, the lot shall maintain the required lot open space standards regardless of the permitted principal and accessory building allowances.
 - g. Be constructed with materials, architectural details and style, and roof forms that are compatible with the principal building as described in Section 11.02 Glossary of Architecture & Design Terms.
 - h. Accessory buildings may be attached to the principal building by an open-roofed structure, an enclosed breezeway, or other manner that ensures it is clearly a secondary and subordinate mass from the principal building.
 - i. Accessory buildings shall not be located within an easement area.
5. **Detached Building—Agriculture.** Accessory buildings for agriculture purposes in the A/E, A/R and RE districts are permitted subject to the following:
- a. *Setback.* 30 feet, all sides.
 - b. *Area.* 3,000 square feet maximum; 2,000 square feet RE.
 - c. *Height.* 25', but 1' of additional height for each 2 feet of additional setback.
 - d. *Number.* 1 per every 3 acres; up to 5 maximum.
6. **Detached Building—Civic Uses and Open Space.** Accessory buildings for permitted institutional uses or public and common open spaces are permitted subject to the following:
- a. *Setback.* 30 feet, all sides.
 - b. *Area.* 5,000 square feet maximum.
 - c. *Height.* 25', but 1' of additional height for each 2 feet of additional setback
 - d. *Number.* 1 per every 3 acres.
- F. **Location Criteria for Limited Building Types.** Buildings indicated as limited by location criteria in Table 5-2, Residential District Building Type and Development Standards (□) are intended to permit a mix of housing options within neighborhoods, specifically the R-1-B, R-2, and R-3 zoning districts. The location of these building types should be strategic based on patterns in the area and proximity to other neighborhood amenities. Unless otherwise located according to an approved subdivision plan, these types shall only be permitted according to the location criteria in Table 5-6 and Figure 5-4.

Table 5-6: Limited Residential Building Types - Location Criteria								
R-1-B	R-2	R-3	Building Types	[1] Corner	[2] End Grain	[3] Corridor	[4] Open Space	[5] Transition
□	Allowed unlimited	Follow Common Lot Ownership Pattern	Detached House— Compact	■	■		■	■
□	Allowed unlimited	Follow Common Lot Ownership Pattern	Duplex/Multi-unit House	■	■		■	■

<input type="checkbox"/>	Allowed unlimited	Allowed unlimited	Row House		■		■	■
Not allowed	<input type="checkbox"/>	Allowed unlimited	Small Apartment		■	■	■	■
Not allowed	<input type="checkbox"/>	<input type="checkbox"/>	Medium Apartment			■	■	■
Not allowed	<input type="checkbox"/>	<input type="checkbox"/>	Large Apartment			CUP	CUP	CUP
Not allowed	<input type="checkbox"/>		Senior Living				■	■
Not allowed	<input type="checkbox"/>		Live/Work					■
<input type="checkbox"/> All R Districts			Small Civic			■	■	■

- [1] Corner = Any corner lots
- [2] End Grain = Lots oriented to the end grain or short side of a block on a collector street classification or higher
- [3] Corridor = Lots fronting on a major collector or arterial street
- [4] Open Space = Lots fronting directly on or on block faces opposite and fronting on public or common open space
- [5] Transition = Blocks adjacent to a non-residential zoning district that creates a transition in building type, scale and intensity of uses

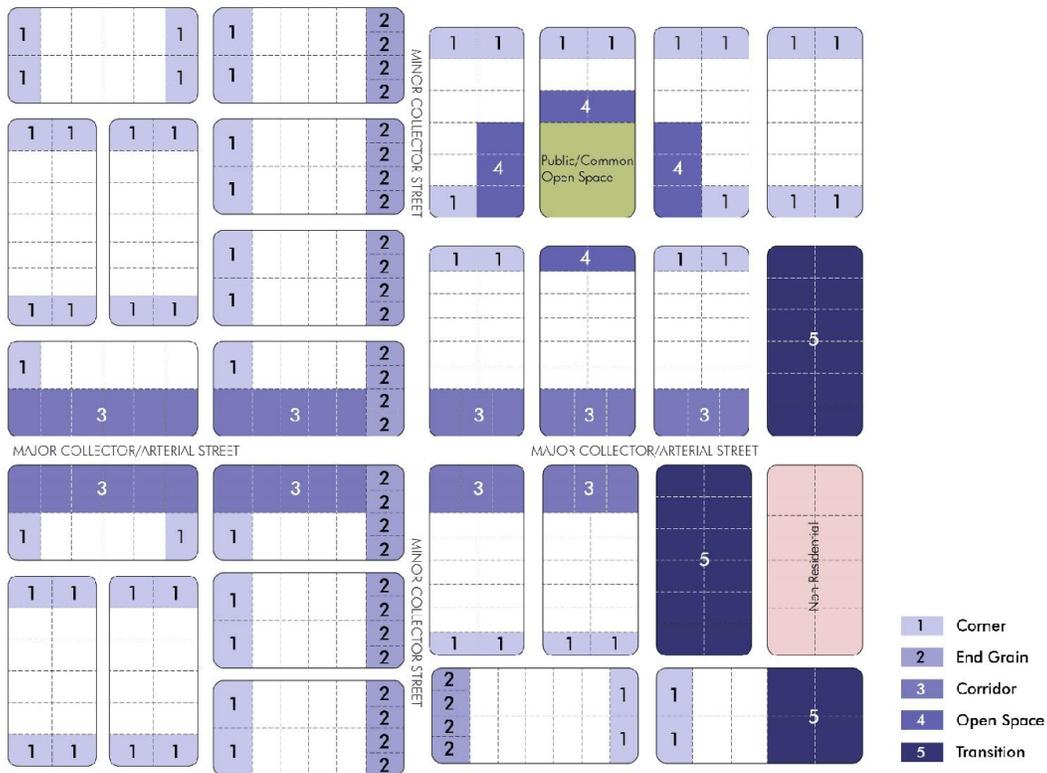


Figure 5-4 Location Criteria for Limited Building Types

The R-1-B, R-2, and R-3 zoning districts permit a variety of building types, some of which should be placed in strategic locations based on the street type, the relationship to open and civic spaces, and the context of the block and lot. This diagram illustrates the location criteria from Table 5-6 for how to mix a variety of small scale, multi-unit housing types into neighborhoods.

(Ord. No. 2405, §§ 1—9, 1-3-2023; Ord. No. 2438, §§ 2—4, 1-2-2024; Ord. No. 2462, §§ 6, 7, 12-17-2024; Ord. No. 2475, §§ 5, 6, 6-17-2025)

5.03 Lot Open Space Design

- A. **Design Objective.** A system of different types of open spaces shapes the neighborhood character and creates unique identities for different neighborhoods. The following design objectives shall be used to apply the open space standards in this section.
1. Promote the arrangement of neighborhoods, blocks and lots in a way that responds to the existing natural features.
 2. Ensure access to a variety of different types of open spaces including natural areas, recreation amenities and formal gathering spaces.
 3. Use open spaces to create gateways, focal points and transitions in coordination with the street network, block structure and lot arrangement.
 4. Consider how all unbuilt areas may serve as valuable neighborhood features, considering the aesthetic, ecological, recreation, or community serving potential of these spaces.
 5. Ensure that all lots and buildings have access and proximity to useable open space, whether public, common or private, and whether neighborhood-scale, block-scale or building- and lot-scale spaces.
- B. **Required Site Open Space** Each building type shall provide the lot open space specified in Table 5-2, (Lot Open Space) within the lot or project. Lots platted as part of a subdivision plan may credit common open space towards this requirement, provided it meets the following standards:
1. The space is public or remains accessible to the public; or
 2. If private or common space, the lot applying the credit access to the space through ownership or other agreement, and the space is otherwise dedicated and reserved from future development.
 3. The space shall be on the same block or within 600 feet of the lot, and meet the design standards for one of the Open and Civic Space types in Section 3.02.
- C. **Lot and Building Open Space Design.** Lot open space required for each building type shall create a common or private amenity for the site and building. Buildings and open spaces on a lot shall be arranged to create usable outdoor spaces based on the following:
1. The requirement shall ensure intact, useable outdoor spaces for active recreation or leisure activities. For multi-unit projects, the cumulative per-unit spaces may need to be consolidated for the building or project to result in usable space.
 2. Spaces less than 15' wide in any direction or private extensions of the unit (such as decks, patios, balconies or other similar private outdoor spaces) can only count up to 25% of the requirement. Any space shall be at least 8' in any direction and at least 100 square feet to count towards this requirement.
 3. The remaining 75% shall be open yards or opens space types meeting the type and design standards of Section 3.02.

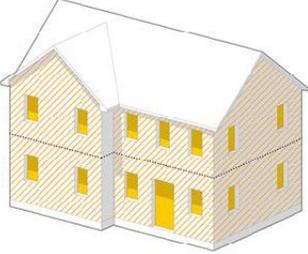
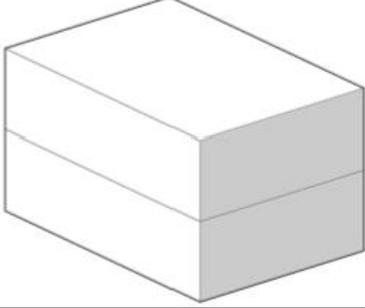
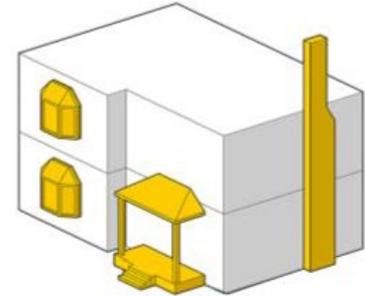
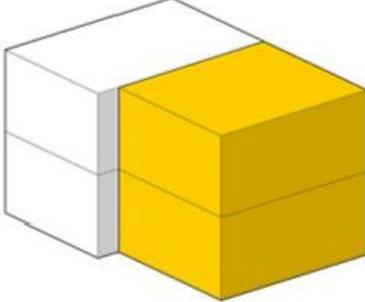
4. Proper design and location of the open space may allow these areas to meet multiple requirements, including building setbacks, landscape requirements, buffers or screening.
- D. **Alternative Design.** For the design standards in this Section 5.03, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. Where compliance with the CWRC results in a conflict with or cannot be reasonably achieved due to the standards of this Code, the Director may approve an alternative design under this Code, provided the design meets the intent of this section.

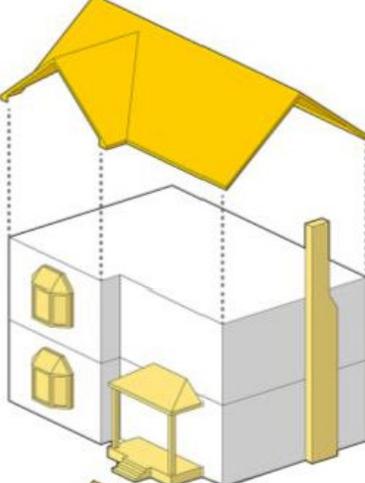
(Ord. No. 2405, § 10, 1-3-2023)

5.04 Building Design

- A. **Design Objectives.** Building design refines the scale and form of buildings beyond basic height, setback and lot coverage standards. Design breaks down the building volume into smaller-scale masses, and it adds depth, texture and variation to surfaces, in a manner that improves the relationship of buildings to the lot, to adjacent lots and buildings, and to the streetscape. The following design objectives shall be used in applying the building design standards in this section.
1. Relate buildings to public realm and streetscape in a consistent manner and create a rhythm of mass to voids from facades along the block face.
 2. Arrange buildings in a way that creates meaningful outdoor spaces on the site, with building designs that define and activate these spaces.
 3. Blend a variety of building sizes and types and create compatible transitions between adjacent buildings of different scale by mimicking similar massing and proportions of adjacent development with step-backs and secondary masses.
 4. Break down larger masses with human scale design features, particularly on facades along streetscapes and active open spaces, or nearest adjacent lots.
 5. Encourage unique architectural expression, and promote the use of key details and design characteristics inherent in the chosen style for the building.
 6. Promote enduring investments with the application of durable, quality materials.
- B. **Building Design Standards.** Table 5-7, Building Design Standards provides standards for massing and facade design to meet the design objectives. Subsections following the table provide specific design strategies and techniques to be used in meeting these standards.

Table 5-7: Building Design Standards			
Design Detail	Building Type	Detached House (all), Duplex, and Multi-Unit House	Row House, Apartment (all), Live/Work

<p>Minimum window and door openings per story (includes decorative trim, molding and casing)</p>		<p>Front - 20% 1st story; 10% upper stories Side - 8% Street-side: 15% Rear: 10%</p>	<p>Front - 20% 1st story; 10% upper stories Side - 8% Street-side: 15% Rear: 10%</p>
<p>Maximum wall plane, with no minimum modulation</p>		<p>600 s.f., or 35 linear feet</p>	<p>800 square feet, or 50 linear feet</p>
<p>Maximum wall plane, with at least 20% modulation</p>		<p>601 - 900 s.f., or 36 - 50 linear feet</p>	<p>901 - 1,200 square feet, or 51 - 70 linear feet</p>
<p>Maximum building elevation without minimum 4' off-set on at least 25% of facade</p>		<p>901 + s.f. or 51 + linear feet</p>	<p>1,201 + s.f. or 71+ linear feet</p>

Maximum roof plane limits without offsets, dormers or gables		800 s.f. or 40 linear feet	1,000 s.f. or 50 linear feet
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- C. **Front Entry Features.** Front entry features create a human-scale relationship of buildings to the street, provide opportunities for subtle variations in design between buildings along the streetscape, and can help create compatible relationships between buildings of different scale or size. The following entry features standards and design techniques shall be used where entry features are required by Frontage Types in Table 5-5, and are recommended on frontage types where they are optional to achieve the design objectives of this Section and to meet the standards of Table 5-7, Building Design Standards.

> Table 5-8: Front Entry Features			
Design Element	Width	Depth	Details & Ornamentation
Porch	At least 50% of front facade or 20', whichever is less	8' - 12'	Decorative railing or wall 2.5' to 4' high along at least 50% of the perimeter. If not roofed, a canopy, pediment, transom windows, enlarged trim and molding or other similar accents accompany the door.
Stoop	8' - 20'	6' - 10'	Ornamental features accent the door, including decorative side railings, canopy, pediment, transom windows, enlarged trim and molding, or other similar accents that emphasize the door over other facade features.
Entry Court	12' +, but never more than 50% of facade	10' - 30'	Recessed entry within the building footprint. Decorative wall or railing, no higher

			than between 2.5' and 6' high along at least 50% of the opening.
General Design	<ul style="list-style-type: none"> • All entry features shall have a sidewalk of at least 4 feet wide directly connecting the entry feature to the public sidewalk or street • All entry features shall be integrated into the overall building design including compatible materials, roof forms, and architectural style and details. 		

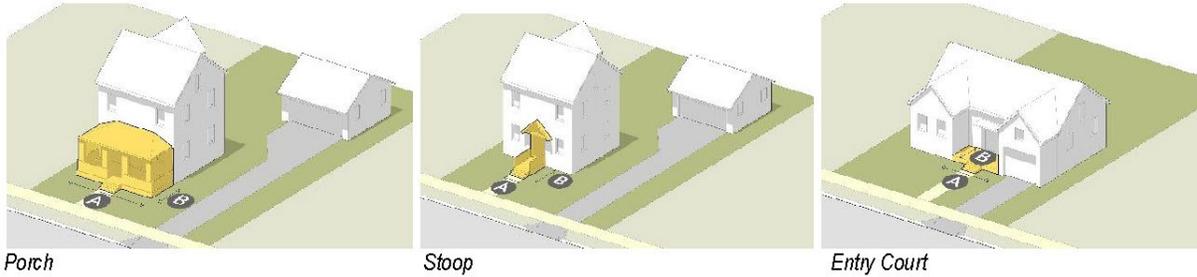


Figure 5-5 Front Entry Features—Types

The porch, stoop and entry court are three distinct types of entry features that create active, social spaces and human-scale details on the residential frontages. Spaces with a minimum width (A) and depth (B) specified in table 5-8 provide usable social spaces, activate the streetscape and frontage, and contribute to the massing and modulation required by the building design standards.

1. Variations in the front entry features should create diversity among adjacent buildings along a block face, so that the same or similar entry feature does not occur within two buildings on either side. Variations should include combinations of at least two of the following changes:
 - a. Different types: such as, porch, stoop, or entry court;
 - b. Different roof styles: such as gable, hip, shed, flat, arched, or no roof;
 - c. Different locations and extent: such as centered, shifted, wrapped and half or full; and/or
 - d. Different ornamentation or architectural styles that lead to distinct qualities within a similar scale or pattern.

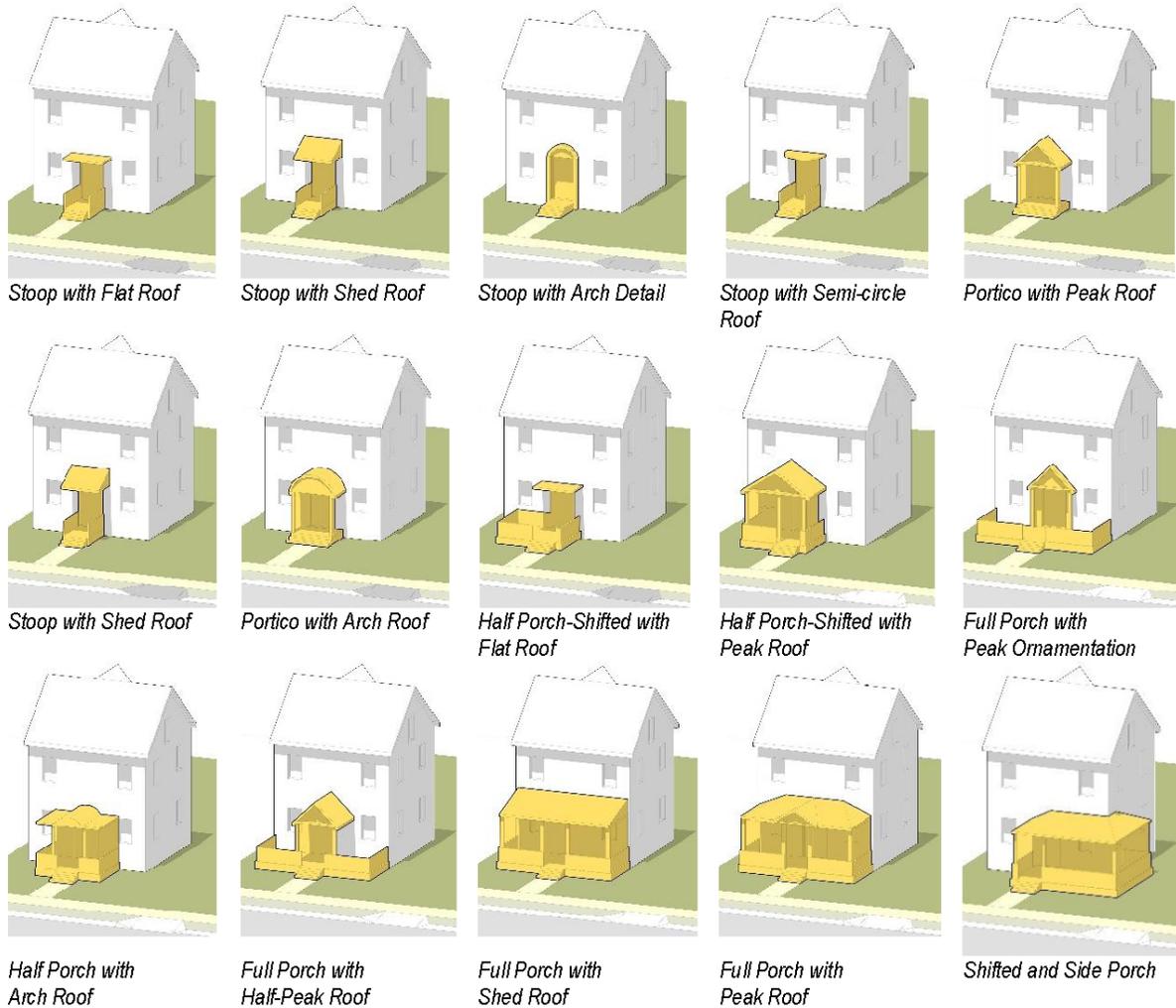


Figure 5-6 Primary Entry Feature—Variations

Options for primary entry features help avoid repetition building designs along a streetscape and subtle variations allow consistent, human-scale relationships between buildings and streetscapes. Various combinations of types, location and extent, and design options (far beyond those even in this illustration) lead to unending diversity in frontages within a consistent scale and pattern.

2. Entry features meeting these design requirement may encroach up to 10 feet in front of the required front building line, but never closer than 5 feet to a public or common property line, provided they are unenclosed on all sides that project into the setback (no windows, screens or full walls).

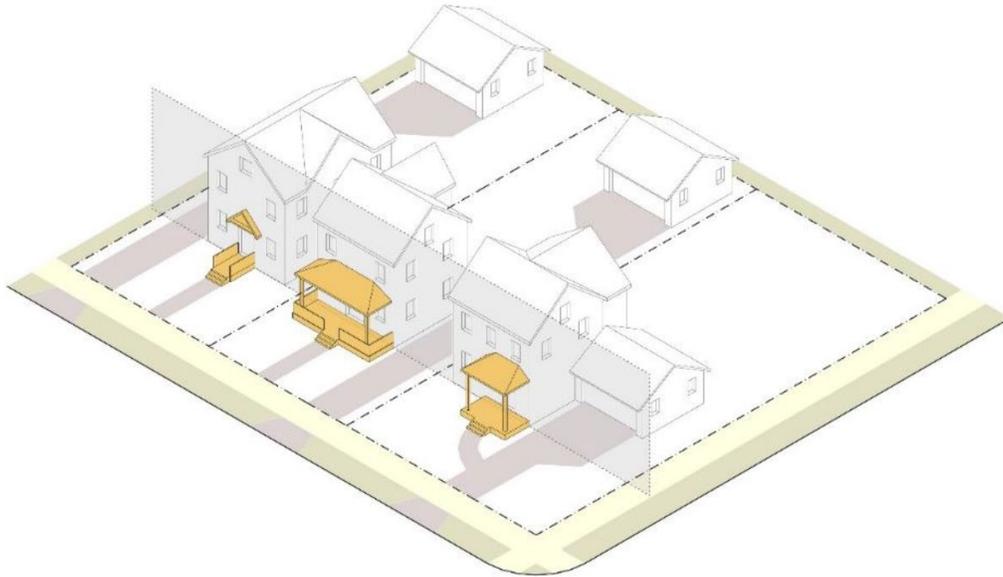


Figure 5-7 Primary Entry Feature—Encroachments

Front entry features meeting the standards of this section create social spaces that help activate streetscapes, and create a variety of human-scale details along blocks. These features may encroach into the front setback to improve the frontages along blocks.

3. Any building with more than 150 feet of front facade, or any side permitted greater than 200 feet and permitted within 20 feet of the street, shall have 1 entry feature for every 100 linear feet of building frontage on the street.

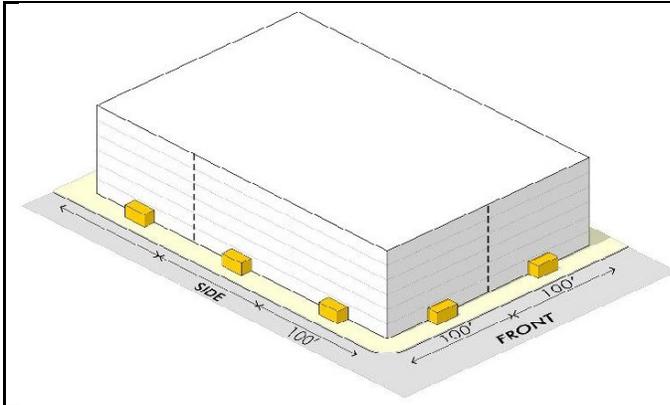


Figure 5-8 Primary Entry Feature—Large Buildings

Front entry features should be more frequently located on larger buildings with wall planes in close proximity to the street. This breaks up the building massing and activates the streetscape.

- D. **Massing & Modulation.** Massing and modulation refers to the use of form and materials to break facades into smaller components and to relate buildings to the surrounding spaces. The following techniques should be to achieve the design objectives of this section and to meet the standards of Table 5-7, Building Design Standards:

1.	Step the height of the building mass, off-set secondary masses from main masses, and divide larger facades into smaller components with projections, recesses, and material changes and ornamentation.	
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2.	Modulation of larger wall planes should occur with features that create at least 2' of projection or relief, such as bay windows, chimneys, balconies and other similar projections and recesses.	
3.	When elevations become large and out of scale with the building or site, off-sets of at least 4' should occur to create main masses and secondary masses or to differentiate stories.	
4.	Articulate larger roof planes by stepping the roof at least 2 feet, using different material or ornamental details on wall planes within gables, using dormers with windows, and using prominent overhangs of at least 3 feet with decorative trim. These elements should occur so that at least 25% of the roof plane is differentiated as a distinct mass.	
5.	Provide porches, balconies and covered entries, and windows that accompany off-sets or projections in the facade, and relate the building to meaningful and human-scale outdoor spaces.	
6.	Differentiate stories, roofs, or other masses and components of the facade with prominent trim materials and incorporation of material changes on different modules of the building.	
E.	Windows & Doors. The location, extent, pattern and proportions of windows and doors creates permeable facades that relate to and activate spaces. The following techniques should be used to achieve the Design Objectives of this section and the standards of Table 5-7, Building Design Standards:	
1.	Emphasize a hierarchy of doors with different levels of ornamentation and details, particularly where multi-unit buildings are designed to be compatible with adjacent detached houses.	

Figure 5-9 Massing, Modulation, Windows and Doors

A variety of design techniques can be used to meet the standards of Table 5-7: Building Design Standards. These techniques break down the components of buildings to smaller and human-scale details, and help relate buildings to the streetscape and to adjacent property. These techniques are particularly important for larger buildings or where a variety of building types are permitted in close proximity.

2. Provide transparency with the location, pattern and proportions of windows and doors, and create relationships to surrounding public, common or social spaces.
3. Locate windows strategically in relation to privacy concerns in adjacent spaces and buildings, but maintain consistent exterior patterns and recall that window treatments are a better adaptable and user-controlled strategy than simply no windows at all.
4. Use windows and doors designed to create depth, texture and shadows on the facade - openings that have a deep recess (at least 3 inches); have projecting trim and casements (at least 1 inch off the

-
- facade and 4 inches wide); use multiple panes within openings; or have similar features, will break up facades and provide more visual interest.
5. Incorporate visually significant windows and doors (size, orientation, and ornamentation) as points of emphasis at key locations on the facade.
- F. **Materials.** Building materials with texture and patterns create visual interest and signify quality construction and detailing. The following techniques should be used to achieve the Design Objectives of this section and the standards of Table 5-7, Building Design Standards:
1. Use natural materials such as painted or natural finish wood siding (horizontal lap, tongue-and-groove, board and batten or vertical), brick, stone, stucco, ceramic or terra cotta tile. Synthetic alternates to these natural materials may be used if manufacturer specifications and/or precedents for application demonstrate that it will perform equally or better than the principal materials in terms of maintenance, design and aesthetic goals.
 2. Coordinate changes in color and materials in association changes in massing and modulation of the building.
 3. Use changes in color or materials to differentiate the ground floor from upper floors and the main body of the building from the top or roof-structure, particularly on buildings 3 stories or more.
 4. In multi-building projects, use subtle variations in building materials and colors on different buildings, within a consistent palette of materials and colors.
- G. **Variations of Buildings.** All projects involving three or more buildings shall provide variations in the elevation from the two buildings on either side, and the three buildings on the opposite side, with at least two of the following:
1. Variations in the front entry features as indicated in 5.04.C.1;
 2. Variations in the facade massing and composition, including modulation, window types and placement, materials and material changes, details and ornamentation, or placement of garages in association with Frontage Type standards in Section 5.02.D, to the extent that the buildings have a distinct appearance;
 3. Variations of the roof forms considering the type of roof, orientation of gables, or use of dormers; or
 4. Variations of the model with distinctively different floor plans that lead to different massing. Mirror images of the same model and floor plan shall not count.
 5. In the case of multi-unit buildings:
 - a. For duplexes/multi-unit houses that are intended to mimic the scale and form of detached houses, a hierarchy of doors and entrances shall be used to create the appearance of a single building, and the variation shall apply between buildings.
 - b. For row houses and similar buildings that are clearly designed for multiple units, subtle variations in the materials and entry features that differentiate each unit shall also apply.
- H. **Accessory Dwelling Unit (ADU) Design Standards.**
1. General Requirements.
 - a. ADUs shall comply with the accessory dwelling uses Section 4.03.B.1 of this code and, except where specifically required herein, are not subject to Sections 5.03 Lot Open Space Design or Sections 5.04.A through G Building Design.
 - b. ADUs are not Accessory Buildings nor subject to the requirements specific to Accessory Buildings - Residential in Section 5.02.

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- c. Required building setbacks for ADUs shall be the same as those applicable to the principal building except as otherwise allowed herein.
 - d. An ADU shall be clearly subordinate to the principal building in terms of scale, location, and orientation.
 - e. An ADU shall have its own exterior entrance, except an attached or internal ADU may share an exterior entrance with the principal building or an accessory building provided that each unit has a secure entry door at a common hallway and the common hallway leads directly to the exterior of the building.
 - f. The exterior entrance leading into an ADU or into a common hallway serving an ADU shall have an entry that relates the ADU to its access point on the lot.
 - g. Exterior stairways leading to an ADU entrance shall not exceed 1 story in height.
 - h. ADUs shall not exceed 2 stories or 35 feet in height.
 - i. ADUs shall be affixed to a permanent engineer-designed foundation.
2. A Detached ADU shall:
 - a. Be limited to an above-grade living floor area not exceeding the above grade living floor area of the principal building and shall not exceed 1200 square feet;
 - b. If served by an alley, be accessed from the alley (the Director may allow access to the ADU from the side street on corner lots); and
 - c. Have a minimum setback to the rear lot line of 10 feet, except if the ADU is attached to or within a detached garage accessed from an alley, then the minimum setback to the rear lot line shall be 5 feet.
 3. An ADU Addition to or Alteration Within an Existing Principal Building shall:
 - a. When an addition to the principal building, be limited to an above-grade living floor area not exceeding the above-grade living floor area of the principal building and shall not exceed 1200 square feet;
 - b. When internal to the principal building such as within a basement, be limited to the spatial constraints of the principal building;
 - c. Comply with Section 5.04 of this code;
 - d. Without applying a higher standard than that in place for the principal building, be designed to maintain the architectural design, appearance, and character of the principal building, including similar massing, scale, and story height; and
 - e. Not decrease the overall window and door opening area of the building.
 4. An ADU Addition to or Alteration Within an Existing Accessory Building shall comply with the requirements for a detached ADU, and the overall building shall not exceed 2 stories or 35 feet in height.
 5. An ADU Built Attached to or Within a New-Construction Principal Building shall comply with the requirements applicable to the building as a whole, including providing the lot open space required for the building type as specified in Section 5.03 and the building design standards as specified in Section 5.04 of this code, and shall be limited to an above-grade living floor area not exceeding the above grade living floor area of the principal building.

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6. An ADU Built Attached to or Within a New-Construction Accessory Building shall comply with the requirements for a detached ADU, and the accessory building shall comply with the requirements applicable to accessory buildings, including Section 5.02.E. In instances of conflict, the less restrictive requirement shall apply, though in no case shall the overall building exceed 2 stories or 35 feet in height.
- I. **Exceptions.** The Director may approve exceptions to the building design standards where:
 1. The requirement is not consistent with the particular architectural style of the building based on reputable resources documenting the style;
 2. The requirement would make the building less compatible with designs or characteristics of other buildings or sites in the area; or
 3. An alternative design equally or better meets the design objectives of this section.
 4. In any case, the deviation is the minimum necessary to address the circumstance and does not negatively impact other design standards applicable to the building or site.
 5. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. Where compliance with the CWRC results in a conflict with or cannot be reasonably achieved due to the standards of this Code, the Director may approve alternative design standards under this Code, provided the design meets the intent of this section.

(Ord. No. 2405, § 11, 1-3-2023; Ord. No. 2475, §§ 7, 8, 6-17-2025)

5.05 Courtyard Pattern

- A. **Design Objective.** A courtyard pattern can integrate multi-building projects into the neighborhood pattern by connecting formal open space to the street frontage. It is an effective infill strategy or is appropriate on deeper lots and blocks. Residential buildings and lots may be designed to front on a courtyard based on the design standards in this section.
- B. **Applicability.** The courtyard pattern is appropriate where:
 1. Courtyards are visible and designed as an extension of the public streetscape and open and civic space system for the neighborhood.
 2. Blocks and surrounding lots are deep, allowing a different configuration of buildable lots; or
 3. Other developed areas where existing lot patterns in the vicinity warrant use of this pattern to facilitate infill development and compatible building types.
- C. **Eligible Building Types.** The following building types are eligible for this pattern, subject to the limitations stated:
 1. Small Apartments, up to 5 buildings or 36 units, whichever is less.
 2. Row Houses, up to 4 buildings or 24 units, whichever is less.
 3. Duplex/Multi-unit Houses and Detached Houses, up to 6 buildings.
- D. **Design Standards and Exceptions.**
 1. The minimum lot size per building may be reduced up to 30%, provided the courtyard is owned in common by all lots or otherwise established as a shared-space amenity.

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(Supp. No. 5, Update 1)

2. The courtyard shall be designed according to the standards in Section 3.02 and have frontage on a public street.
3. Lots may front on the courtyard, rather than along a street.
4. The front setback may be reduced to 5 feet from the courtyard boundary.
5. Any buildings fronting on the street, or the sides of any buildings adjacent to the street shall still meet requirements for public frontages and orientation standards in this section.
6. Driveways, parking and garages may be shared among all buildings, and shall be designed and located so that the frontage-type standards in Section 5.02.D are met for both the project frontage along the streetscape and for each lot or building sites frontage along the courtyard.



Figure 5-10 Courtyard Patterns

The courtyard pattern allows for a different configuration of buildings in specific contexts. The pattern arranges buildings on smaller lots with a common frontage on the courtyard. The courtyard and the front corner buildings provide the streetscape frontage for the pattern, and vehicle access is shared and limited to more remote or discrete portions of the project.

5.06 Conservation Pattern

- A. **Design Objective.** Residential lots and buildings may be arranged around an open space system or areas that have the opportunity to preserve greater amounts of intact open and natural spaces or agricultural uses that are designed as focal point of the neighborhood design and community amenity.
- B. **Applicability.** The conservation pattern is appropriate in more remote areas, and specifically is eligible in the A/R, A/E, or RE zoning district. It requires a planned development application as outlined in Section 2.04.

- C. **Density Bonus.** The base density and open space required shall be based on a typical and practical layout according to the underlying zoning district (A/R, A/E, or RE). The following density bonus may be granted based on the amount of additional intact open space to be preserved in the plan. The "bonus" units shall not require additional open space, other than the space specified in Table 5-9.

Table 5-9: Conservation Design Density Bonus	
Amount of Additional Open Space [Natural Area/Preserves, Park or Trail/Greenway] or Agricultural Preservation	Amount of Bonus Units Above Base Density
< 10%	0
10% to 19%	25%
20% to 29%	50%
30% to 39%	100%
39% to 49%	200%
>50%	TBD by Planning Commission based on plan

- D. **Lot Sizes & Building Types.** The resulting density based on the plan after the density bonus is applied may be allocated in the developed portion of the project with the following building types. No combination of these building types may be used to allow more units than authorized by the density bonus. All other standards applicable to each building type in Table 5-2 shall apply within the developed portion of the plan.
1. Detached house - rural, suburban, neighborhood or city lot
 2. Duplex/multi-unit house
 3. Row house
- E. **Open Space.** Open space shall meet the design criteria of Section 3.02 for Preserves, Park or Trail Corridor, or include prime farm land or other existing and productive agriculture lands designed to be a focal point and community amenity for the neighborhood. All lots shall have access to the public or common open space preserved as part of the plan within 1,000 feet, measured along pedestrian routes.

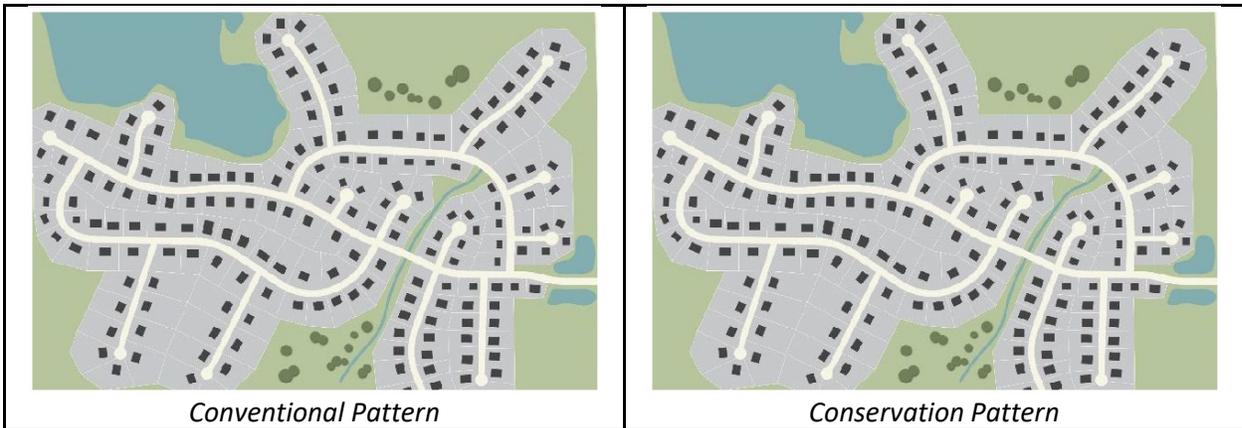


Figure 5-11 Conservation Pattern
The conservation pattern allows both a greater number of units and a greater concentration of those units in exchange for greater quantities and more coordination of larger open spaces such as Natural Preserves or Agriculture Preserves.

5.07 Manufactured and Small Format Housing District

- A. **Intent.** The intent of this section is to provide smaller sized detached housing that includes manufactured, mobile, or small format homes within a community that includes common amenities and promotes development patterns that are compatible with the surrounding area. Small format homes may be tiny homes as defined by Colorado Revised Statute, modular homes, or conventional site-built homes in an MH zone district and are generally less than 1200 square feet in floor area, although are not restricted by this code to any minimum or maximum size.
- B. **Applicability.** Manufactured and small format home communities are permitted in the Manufactured and Small Format Housing District - MH and are allowed as a planned development project according to Section 2.04. These standards shall not apply to: (1) trailers, park models, recreational vehicles, or similar units used as a temporary place of business associated with a permitted and active construction project; (2) interim or temporary shelters designated by a governmental authority's declaration of emergency; or (3) manufactured homes located in zone districts other than MH (see Section 4.04.B). Mobile homes are allowed only where they were legally operating prior to January 1, 2020, and are not allowed in new MH zone district developments or in new planned developments.
- C. **Development Standards.**
1. *Project Size & Intensity:*
 - a. The minimum project area shall be at least 20 acres with a minimum frontage of 500 feet along an arterial street. Except, the Director may recommend a plan for as small as 3 acres and 100 feet of public street frontage if the plan demonstrates exceptional community design and layout for the common areas within the community, a high-quality and well-designed housing concept, and special attention to integrating and relating the project to surrounding areas.
 - b. The maximum project intensity shall be no more than a minimum of 2,000 square feet per dwelling unit, including any common areas and internal circulation systems supporting the community.
 - c. All structures, whether dwellings or accessory buildings, shall be setback at least 50 feet from any highway or arterial street and at least 30 feet from any other project boundary.
 2. *Uses.* In addition to any uses enabled for the MH district in Table 4-2, projects may include the following specific uses:
 - a. Detached dwelling units consisting of manufactured homes or mobile homes in place prior to January 1, 2020, or small format homes.
 - b. Accessory buildings and uses incidental to those listed above and which support the residential community, including offices, recreation buildings, storage areas, maintenance and utility facilities, or other community services.
 3. *Height.* The maximum structure height is 35 feet.
 4. *Home sites.* Except as otherwise modified through a development plan that better meets the intent and design objectives of this section, all home sites shall meet the following:
 - a. The minimum area for an individual home site shall be 1,000 square feet, and all home sites shall front on a public street or private internal access street, or front on common space with street access at the rear of the home site.
 - b. Dwellings shall have the following minimum setbacks from the lot or home site boundary:

-
- (1) *Front.* 18 feet from street edge, except home sites fronting on courtyards or other civic space of the Common Area plan may have dwellings located at the front lot line.
 - (2) *Side.* 5 feet; 10 feet on corner lots.
 - (3) *Rear.* 10 feet, except home sites backing to buffers, common open space or alleys may have a 5-foot rear setback.
 - (4) *Other.* All dwellings shall have at least 12 feet between other dwellings, or at least 30 feet between the dwelling and accessory building, except sheds or accessory structures serving the home site.
- c. Each home site shall have a private patio, courtyard or similar outdoor amenity of at least 150 square feet. Any structure associated with this outside amenity may be located within 5 feet of the lot or home site boundary.
 - d. Each home site may have an accessory storage building up to 160 square feet, up to 8 feet tall. The accessory storage building shall be set back at least 50 feet from any public or internal street, or behind the dwelling unit. Accessory buildings shall be separated by at least 5 feet from any other structure.
5. *Parking Standards.* Each home site shall have at least one (1) on-site or on-street parking space, or alternatively, a parking space may be in common lots within 300 feet of each dwelling unit. The project as a whole shall include 1.5 spaces per dwelling unit within the overall project to accommodate any overflow or visitor parking. Parking spaces on a home site shall be located to the side or rear of the dwelling. Home sites may include a carport, provided it remains open and unenclosed on at least 75% of the perimeter, is no taller than the dwelling unit, is no larger than 480 square feet, and in no case larger than the dwelling unit.
- D. **Common Areas.** All common areas not dedicated as home sites according to the development standards in sub-section C, shall be designed as part of the public realm for the plan (See Section 2.04.B.3, Planned Development procedures, Subdivision Plan / Public Realm). This space shall be allocated to:
1. Internal vehicle circulation for the community, laid out to provide connectivity and continuity through the community and organize the project into blocks and lots so that all home sites and lots are served by streets. There shall be at least 2 entrance points from public streets for each project.
 2. Open and Civic Space meeting one of the design types specified in Section 3.02 at a rate of at least 200 square feet per dwelling or 15% of the overall project, whichever is greater. All open and civic spaces shall be designed and located in a manner that ensures adequate accessibility for all units in the community.
 3. At least one of these spaces shall include a clubhouse, which is centrally located, for recreation and meeting functions, laundry facilities, or other common amenities. The clubhouse shall be at 2,500 square feet, or 10 square feet per dwelling unit, whichever is greater.
 4. Other internal circulation or open space such as walkways, landscape buffers or other site design amenities that improves the quality of the community and its relationship to surrounding areas. Pedestrian connections shall be accounted for on all streets or at greater intervals through a trail or path system.
 5. A storm shelter shall be provided which may be included with the clubhouse.
 6. A common storage and utility area shall be provided within the plan including at least 100 square feet per unit. This area may be used for storage of large equipment, recreational vehicles, maintenance or other utility functions for the community. This area shall be screened from the project and from surrounding property according to the buffer standards in Article 8.

E. **Building Design.**

1. All dwellings shall:
 - a. Have a primary entry element, such as a porch, stoop, or patio relating the home to the lot frontage or other common open space upon which the dwelling is located.
 - b. Bear on structural members or a permanent foundation and be secured to the ground according to an engineer's design that meets the requirements of the current applicable building codes.
 - c. When not installed on a continuous foundation, be skirted within 14 days after placement by enclosing the open area under the unit with a material that is compatible with the exterior finish of the home.
 - d. Be located on an improved surface designed to prevent vegetation growth.
2. Manufactured homes shall have documentation of the home's HUD certification.

F. **Landscape and Parking Design.** The standards of Articles 7 and 8 are applicable to MH district developments, except as otherwise required in this Section 5.07.

G. **Utilities and Services.**

1. Utilities shall be provided to each home and shall comply with City code requirements.
2. Impact fees applicable to detached homes shall apply to each home.
3. The storage, collection, and disposal of refuse shall be managed to avoid health hazards, rodent harborage, insect breeding areas, accident hazards, air pollution, or other conditions which may endanger health, safety, or welfare of the community. Refuse collection containers shall be set on concrete pads.

H. **Subdivisions.** Each home site may be individually platted if:

1. All lots have public utility access as provided in Article 3, including public easements for access to each home site, and all other standards and criteria of the subdivision standards are met;
2. All dwellings are secured to a permanent foundation; and
3. There are covenants, restrictions, and associations assuring that these provisions for the Development Standards, Common Areas, Building Design, and Utilities and Services, as demonstrated on an approved plan, will be maintained through a management entity or common association.

I. **Mobile or Manufactured Home Park Legally Operating Prior to January 1, 2020.** Buildings constructed in mobile or manufactured home parks that were legally operating prior to January 1, 2020 shall meet the following standards:

1. *Home Sites.*
 - a. The minimum home size shall be 650 square feet.
 - b. The maximum home height shall be 16 feet.
 - c. The minimum distance between homes shall be 15 feet, including covered decks or patios.
 - d. The front of a home (entrance side) shall be a minimum of 18 feet from the curb.
 - e. The side of a home shall be a minimum of 4 feet from the curb.
 - f. A covered deck or patio shall be a minimum of 10 feet from the rear of the home site boundary or lot line.

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- g. Homes shall not block access to the utility pedestal. The minimum distance between a home and a utility pedestal shall be 4 feet.
2. Carports.
- a. One (1) carport shall be allowed per site, not to exceed 600 square feet in size.
 - b. Carports shall be allowed with a 3-foot front setback.
 - c. Carports shall be open on all sides, with the following exceptions:
 - i. Open-faced lattice is allowed on 2 sides.
 - ii. A permanent locked storage unit may be built on 1 side of the carport so long as the unit does not interfere with the parking of cars. The unit shall be built according to current applicable codes and regulations and shall not exceed 100 square feet in size.
 - d. Carports shall not exceed the height of the home and must have a similar roof pitch.

(Ord. No. 2405, § 13, 1-3-2023; Ord. No. 2475, §§ 9—13, 6-17-2025)

5.08 Community Benefit Incentives

- A. **Design Objective.** Community Benefits Incentives have the following design objectives:
- 1. Ensure that housing for different stages of life are integrated into neighborhoods in a manner that provides the opportunity for aging populations to participate in activities of the broader community.
 - 2. Provide a wide variety of price points within neighborhoods such that entry-level and move-up housing options are available to meet housing needs, and neighborhoods are more resilient to changing demographic or economic conditions.
 - 3. Meet housing needs for populations earning below the median income.
 - 4. Disperse and diversify a variety of housing types, including community benefit housing, throughout the community and in some cases within neighborhoods.
- B. **Applicability.** This section offers guidance to meeting broader city-wide housing policies and achieving regional housing benchmarks. It is primarily guidance for potential incentives when projects achieve critical benchmarks when analyzing projects within their surrounding context, or for projects with significant capacity and critical mass of units that could meet them within the project.
- C. **Accessibility, Diversity and Affordability Thresholds.** The following are thresholds for housing mixes that achieve the design objectives and provide a mix of accessible and affordable housing.
- 1. *Accessible Housing.* Within a neighborhood (or approximately ½-mile area), or within a specific project proposing accessible housing, at least 10% of total units should be accessible. Accessible units may be reduced to 5% of the total if at least 10% percent are visitable or constructed under a universal design standard. Accessible units shall include:
 - a. At least one external entrance at grade or accessible by wheelchair. Note front entry features meeting the design standards should integrate access ramps in subtle ways that meet the streetscape design objectives, and these strategies may be justifications for deviations to the frontage type and entry feature standards. Additionally side or rear at grade access, or access with lifts may be acceptable if it has the same convenience relative to the overall site layout.
 - b. The main floor has at least 1 bedroom and a laundry and bathroom.
 - c. The floor plan and unit design has all doorways at least 3 feet wide,

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- d. Fixtures and service areas with grab bars, light switches, thermostats and other environmental controls are placed in accessible locations.
 - e. Other features that are wheelchair compatible for routine daily living as may be recommended by the latest version of the American National Standards for buildings and facilities providing accessibility and usability for physically handicapped people.
2. **Diverse Housing.** Within a neighborhood (or approximately ½ mile area), or within a specific project proposing attainable housing, there should be a diversity of housing stock to meet different housing needs, different demographic preferences and different price points. Diverse housing should include:
 - a. At least 4 distinct housing types within the neighborhood. Each category should be at least 10% of the overall mix and no single type should be more than 60% of the overall mix.
 - b. At least 3 different price points, one of which is considered "attainable." Unless specifically defined in an official report or study, attainable is generally housing that is available to households between 80% and 100% of the area median income, through financing or rent that is no more than 40% of that monthly income. At least 25% of the mix should be "attainable."
 - c. Different types should be integrated into a neighborhood pattern so that all housing has access to the same level of amenity and quality of neighborhood design.
 3. **Affordable Housing.** Within a neighborhood (or approximately ½-mile area), or within a specific project proposing affordable housing, at least 15% of total units should be affordable. Affordable units shall include:
 - a. Units meeting the parameters for household size, income levels and a maximum housing expenditure defined by the City Council.
 - b. The City Council may determine that this criteria is met by projects with a wide variety of price points and housing types in the same project or neighborhood, in a manner that adequately supports entry-level, market rate housing, and where no housing type comprises more than 30% of units in the entire project.
 - c. A statement shall be included with market research, applicable price points of units and housing types in relation to that research, and a strategy to ensure that the units are developed in a manner to hit various price points and affordability thresholds shown in the data and market research.
- D. **Incentives.** Projects meeting these thresholds may receive the following incentives, in addition to any additional incentive defined by official policy or project-specific approval of the City Council.
1. A density bonus of at least 15% in units above what is allowed for the district or building type; with site plan review by the Planning Commission and City Council, this increase may be up to 25%.
 2. An increase in the allowed building height of up to 2 stories; however, additional setbacks or step-backs of upper stories may be required.
 3. Reduction in the open space requirements or fees by 20%; with site plan review by the Planning Commission and City Council, this may be reduced further up to 50%.
 4. When any of these incentives are used in combination, the project shall require Planning Commission and City Council review of the application.
 5. If incentives are granted for a mix of attainable housing, the City may require by contract or other restriction that assures for specific thresholds for accessible, attainable or affordable housing are met.
- E. **Accessibility Requirements.** Accessible housing units shall be provided for all residential developments containing duplexes, multi-unit houses, row houses, apartments or mixed-use residential buildings. The rate

of accessible units shall be 1 accessible unit for every 7 units in the development. Any phasing of construction shall not affect the required accessible housing ration.

5.09 Common Ownership Pattern

- A. **Design Objective.** A common ownership pattern allows multi-building projects with a variety of building types to be developed on one lot. It is an alternative to a traditional subdivision where each unit is located on an individual lot. A common ownership pattern development shall be designed similar to a traditional neighborhood but at the density of a multi-family district, and with at least one community amenity for on-site recreation and access easements for roadways. Parallel parking is preferred along roadways but other parking configurations may be allowed, subject to approval by the Director.
- B. **Applicability.** The common ownership pattern is appropriate in the R-2, R-3, MU-NC, and MU-CC zoning districts.
- C. **Eligible Building Types.** When developed in the common ownership pattern, the following building types are specifically permitted in the R-2, R-3, MU-NC, and MU-CC zone districts. The building types are subject to the locational criteria found in Articles 5 and 6 of this Code.
1. Detached Houses.
 2. Duplex—Suburban.
 3. Duplex/Multi-unit Houses.
 4. Row Houses.
- D. **Design Standards and Exceptions.**
1. The building types in Section 5.09 C. may be constructed within one common ownership pattern development and shall meet the building design standards in Section 5.04. A clubhouse and/or leasing office is permitted in the common ownership pattern and shall meet the standards in Section 4.03 K.
 2. The minimum lot size for the common ownership pattern is 5 acres. The minimum lot width for the common ownership pattern is 200 feet.
 3. The minimum lot size and width per building type as stated in Table 5-2 shall not apply to common ownership pattern developments.
 4. The lot open space per building type shall be increased by 50% to provide adequate on-site recreational amenities. At least 75% of the lot open space for the development shall be provided as a common amenity for the development. The amenity provided is in addition to the per unit parks and open space dedication requirements. The amenity shall take the form of at least one of the following:
 - a. Park with shade trees, seating, trash receptacles, dog waste disposal stations, drinking fountain, bike racks, signage, lighting, open turf, walking trails. Additional components may be required during the development review process, depending upon the size of the park;
 - b. Neighborhood pool;
 - c. Dog park;
 - d. Playground;
 - e. Basketball court;
 - f. Tennis court;
 - g. Sand volleyball;

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- h. Pickleball court;
 - i. Fitness area;
 - j. Aquatics spray pad;
 - k. Skate park;
 - l. Other amenity approved by the Director.
5. Buildings constructed using the common ownership pattern shall meet the following minimum setbacks rather than those specified in Table 5-2:
- a. *Front.* Buildings shall meet either the Terrace or Neighborhood Yard frontage types and design standards from any public or private roadway, excluding alleys.
 - b. *Side and Rear.* Buildings shall be a minimum of 10 feet from a side or rear property line (site boundary).
 - c. *Separation.* The minimum separation between buildings shall be 10 feet.
6. Each unit in a common ownership pattern development may have a maximum of 200 square feet of accessory building area. Accessory buildings shall meet the setback standards in Section 5.09, except carports or garages may be located in a private roadway, but shall not create a visual barrier between the front of any unit and a public or private roadway, excluding alleys.
7. The standards in Article 7 apply to Common Ownership Pattern developments except the minimum parking required per unit shall be based on the parking required for multi-family units. Any leasing office or recreational areas provided shall provide parking based on the requirements in Article 7.
8. Subject to the provisions above, the standards defined in this Code shall apply as if each building were on an individual lot.

(Ord. No. 2405, § 14, 1-3-2023; Ord. No. 2462, § 8, 12-17-2024)

Article 6. Non-residential Design Standards

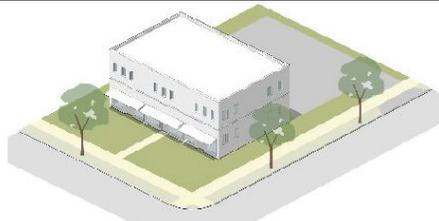
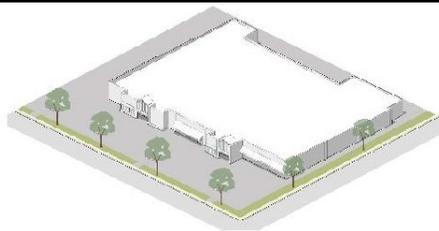
6.01 Intent & Applicability

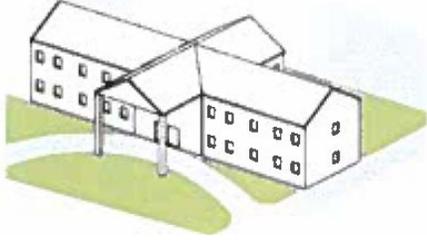
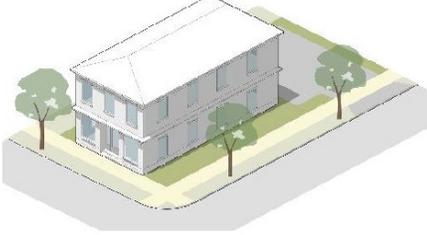
- A. **Intent.** The Non-residential Design Standards have the following intent.
1. Promote good civic design and improve the appearance and vibrancy of commercial districts, employment centers, civic spaces and other public places.
 2. Design and locate open spaces as an extension of the public realm, and emphasize the different contexts and character of places throughout the City.
 3. Improve the accessibility of all places throughout the City by arranging development within multi-modal networks, and coordinating site access and internal circulation systems with these networks.
 4. Use buildings to shape streetscapes and public spaces, and design building facades and lot frontages to relate to these spaces.
 5. Refine the design, scale and details of buildings based on the relationship to the public realm and based on the context in which it is situated.
 6. Improve the value of places and promote lasting and sustained investment with good design.
 7. Promote the conservation of water supplies through the use of water-wise landscaping materials and efficient water application.
- B. **Applicability**
1. The standards in this article shall generally apply to all non-residential development, except where stated that sections only apply to specific building types, specific districts or specific situations.
 2. All new structures or expansions of 50% or more of the existing floor area shall generally require the entire building and site to comply with these standards.
 3. Modification or additions to buildings or sites less than 50% of the existing floor area shall meet these standards to the extent of the modification or addition, except that the Director may waive any requirement applied to modifications or additions that:
 - a. Conflict with the consistent design of an existing building;
 - b. Conflict with the prevailing character on the block or immediate vicinity of the project; or
 - c. To otherwise facilitate infill development or adaptive reuse of an existing building.
 4. The standards shall not apply to ordinary maintenance of existing buildings, except that maintenance to any building may not occur in a manner that brings the building or site to a greater degree of non-conformance with these standards.

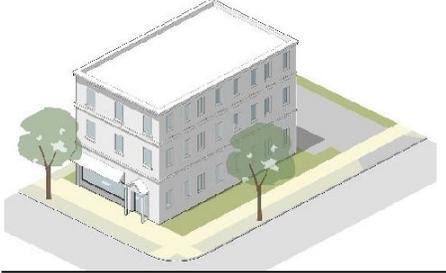
(Ord. No. 2438, § 5, 1-2-2024)

6.02 Non-residential Building Types

- A. **Design Objective.** The following building types are established to allow a range of non-residential buildings and create effective transitions within and between mixed-use, commercial and employment centers, and the neighborhoods they support. The building types provide distinctions based on typical uses, building footprints and massing, building placement and frontage designs.

Table 6-1: Non-residential Building Type Descriptions & Design Objectives	
<p>Small Commercial - Pad Site</p> <p>A small building similar to a Small Commercial / Mixed-use - Storefront, but on a larger lot that includes more space for access, circulation, landscape and buffers. Careful planning and site design can allow a series of these buildings to improve relationships with street scapes and be "liner buildings" for General Commercial or Large Commercial buildings, which may be set back from the public realm.</p>	
<p>General Commercial</p> <p>A building type designed to accommodate retail, commercial, service or office functions in a variety of formats and scales. Variations of this type are based on the scale and intensity of the use and subject to basic lot and setback standards of the zoning district.</p>	
<p>Large Commercial</p> <p>A building type designed to accommodate large-scale retail, commercial, service or office functions usually in a larger center or complex, and subject to basic lot and setback standards of the zoning district. Site design, building orientation, and lot access standards are arranged to accommodate the patterns and circulation necessary for these large buildings and strategically locate these</p>	

<p>larger parcels and buildings within that pattern.</p>	
<p>Lodging</p> <p>A building designed for commercial lodging at a variety of scales. Variations of this type are based on the number of rooms provided and are subject to basic lot and setback standards of the zoning district.</p>	
<p>General Industrial</p> <p>A building designed to accommodate light industrial or general industrial functions in a variety of formats, with a more utilitarian in design. Variations of this type are based on the scale and intensity of the activity, any specific functions for the intended use, and subject to basic lot and setback standards of the zoning district.</p>	
<p>Civic</p> <p>A building designed for a civic, institutional or public use, that emphasizes the public realm through building and open or civic space enhancements that create focal points. Variations include small civic buildings for integration into neighborhoods and mixed-use areas and prominent civic buildings often in more intense mixed-use centers, corridors or campus settings, with specific patterns and scale based on the functions for the intended use.</p>	
<p>Live/Work</p> <p>A building designed for a primary dwelling unit but has a secondary component - typically at the building frontage - designed for a commercial or occupational function by the resident. This building type is for transitions between neighborhoods</p>	

<p>and commercial centers or busier corridors or for nodes within neighborhoods or mixed-use areas.</p>	
<p>Small Commercial/Mixed-use - Storefront</p> <p>A building designed to accommodate small retail, commercial, service, office or limited manufacturing functions and particularly for uses with frequent pedestrian interaction. This building may have an accessory residential component in the rear or on upper stories. The small footprint, small lot, and design of the frontage for pedestrian and customer engagement allows this building type to integrate well in walkable and mixed-use contexts. This building is typically 1 to 3 stories and groupings of this building form the most pedestrian-scaled blocks of compact walkable places.</p>	
<p>Medium Commercial/Mixed-use</p> <p>A moderate-scale building designed to accommodate street-level retail, commercial, service, office or limited manufacturing functions, and upper level residential, office or commercial uses that compliment other uses on the site or in the immediate area. This building is typically 3 to 4 stories and takes up no more than ¼ block to maintain the compact scale and finer-grained patterns of walkable places.</p>	
<p>Large Commercial/Mixed-use</p> <p>A large-scale building designed to accommodate street-level retail or commercial use with frequent pedestrian interaction and upper level residential, office or commercial uses that provides a concentration of activity to support other uses in the district. This building is typically 4 to 5</p>	

stories and takes up no more than ½ block but may be larger in particular contexts where greater density or intensity supports broader planning goals.	
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B. **Building Types and Development Standards.** The development standards for non-residential districts shall be based on the different building types permitted in each district, as specified in Table 6-2, Non-residential District Building Type & Development Standards. The Design Standards in Section 6.02 may further specify the design and location of each building type, based on its relationship to the public realm.

Table 6-2: Non-residential District Building Type & Development Standards

Eligible Zoning Districts												Building Types	Development Standards							
C-0	C-1	C-2	C-3	BP	DT	MU-NC	MU-CC	MU-SC	P/FC	I-1	I-2		Lot Standards			Setbacks[4]			Building Height	
													Size	Width	Max. Coverage	Front [1]	Interior Side Min.	Corner Side Min.	Rear Min.	
■	■	■	■	■	□	□	□	□	■			Small Commercial - Pad Site	7K s.f. minimum	75' +	50%	25' +	10'/15' res	25'	15'/35' res'	25'/2 stories
□	□	■	■	■			□	□	■			General Commercial	40K s.f. minimum	100' +	50%	25' +	10'/15' res	25'	15'/35' res'	25'/2 stories
		□	■	□				□				Large Commercial	3 ac. +	200' +	50%	25' +	10'/25' res	50'	15'/35' res'	40'/3 stories
		■	■	■	□		□	□				Lodging	40K s.f. minimum	100' +	50%	25' +	10'/25' res	25'	15'/35' res	50'/4 stories
									■	■		General Industrial [5]	1 ac. +	125' +	50%	50' +	10'/35' res	50'	15'/35' res'	50' I-1 75' I-2
■	■	■	■	■	■	■	■	■	■			Small Civic	5K s.f. minimum	50'—300'	50%	20'—50'	25'	25'	25'	35'/3 stories
		□	■	■	■		■	■	■			Prominent Civic	1 ac. minimum	150' +	50%	20'—50'	25'	25'	25'	70'/6 stories
□	□	□	□	□	□	■	■	■				Live/Work	2K s.f. minimum	18'—50'	80%	0'—25'	5'	10'	20'	40'/3 stories
□	□	□	□	□	■	■	■	■				Small Commercial/Mixed - Use - Storefront	2K s.f. minimum	25'—100'	90%	0'—10'	5'/0' if party wall	10' [2]	20' min./10' if alley	40'/3 stories
		□	□	□	■	□	■	■				Medium Commercial/Mixed-Use	10K s.f. minimum; up to 1/4 block max	100'—200'	90%	0'—10'	10'/0' if party wall	10' [2]	20' min./10' if alley	60'/5 stories [3]
				□	□		□	■				Large Commercial/Mixed-Use	50K s.f. minimum; up to ½ block max	200'—400'	90%	0'—10'	10'/0' if party wall	10' [2]	20' min./10' if alley	60'/5 stories [3]
■	■	■	■	■	■	■	■	■	■	■		Accessory Buildings	See Section 6.02.D							
				□	□	□	□					Row House	See Residential Building Type & Development standards in Article 5							

					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			Small Apartment	See Residential Building Type & Development standards in Article 5
					<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>			Medium Apartment	See Residential Building Type & Development standards in Article 5
								<input type="checkbox"/>			Large Apartment	See Residential Building Type & Development standards In Article 5

Building types are subject to specific design and location standards in Section 6.02.E.

[1] Front setback requirements may be modified for a particular street or block, based on the Frontage Type Standards in Section 6.04.

[2] Corner side setbacks for mixed-use buildings may be 0' to 10' if at least the first 30' of the building from the corner is designed to meet the frontage design standards of the primary facade.

[3] Medium and Large commercial/mixed-use buildings may only exceed 5 stories/60', and up to 10 stories/110' through a planned district approval.

[4] Buildings that require a certificate of occupancy shall be setback at least 250' from an oil/gas facility, and 25 feet from a well that has been plugged and abandoned. Buildings that do not require a certificate of occupancy shall be setback 150 feet from a tank battery or oil/gas well (unless plugged and abandoned). Lots abutting residential zoning or uses ("res") require additional side and rear setbacks.

[5] Setbacks for industrial buildings may be averaged for two sides provided no building is less than 5' from the property line, or is attached only where there is four-hour rated construction.

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- C. **Dimension Exceptions.** The following are exceptions to setback and building dimensions standards established in Table 6-2: Non-residential District Building Type & Development Standards.
1. *Setback Encroachments.* The following encroachments into the required setback are permitted, except in no case shall this authorize structures that violate the provisions of any easement.
 - a. Any projections over public rights of way, or any similar area designed for pedestrian circulation, shall be at least 8 feet above the grade, and in no case within 2 feet of any curb for a street, through access drive or other area designed for vehicles.
 - b. Structural projections such as bay windows, balconies, canopies, chimneys, eaves, cornices open fire escapes, egress wells, or other non-foundational overhangs or projections may extend up to 4 feet from the foundation and encroach into the setback, but no closer than 2 feet from any side lot line. This exception shall be limited to no more than 20% of the surface area of a building elevation.
 - c. Unenclosed and unroofed decks or patios at or below the first floor elevation may extend into the rear or side setback up to 15 feet but no closer than 5 feet to any lot line.
 - d. Ground-mounted mechanical equipment accessory to the building may be located in the side or rear setback provided that it extends no more than 6 feet from the principal building, no closer than 3 feet to the lot line, and is screened from public right-of-way by structures or landscape. These limitations do not apply to any utility structures otherwise authorized to be located according to easements or in the right-of-way, which shall follow the location and design standards of those specific authorizations.
 - e. Any other accessory use or structure within the setback, not specified in Section 6.02.D, shall have a setback of at least 1/3 its height from the property line.
 2. *Height Exceptions.* The following are exceptions to the height limits in Table 6-2:
 - a. Building elements integral to the design and construction of the building, such as parapet walls, false mansards or other design elements essential to a quality appearance of the building may extend up to 6 feet above the roof deck.
 - b. Architectural features such as belfries, chimneys, ornamental towers and spires and similar accessory features that a minimal part of the building footprint, massing and volume, may extend up to 50% above the actual building height.
 - c. Functional and mechanical equipment such as elevator bulkheads, cooling towers, smoke stacks, roof vents or other equipment may be built up to their necessary height in accordance with building codes.
- D. **Accessory Buildings—Non-residential.** Accessory buildings shall be permitted in association with and on the same lot as a principal building and are subject to the following additional limitations.
1. *Generally.* All accessory buildings shall be at least 10 feet from the principal building, unless a lesser distance is specified by applicable building codes.
 2. *Small Sheds.* Accessory buildings 120 square feet or less and less than 12 feet tall shall be limited to:
 - a. 1 per lot or 1 per each 5,000 square feet of lot, whichever is more, up to a maximum of 3;
 - b. Be located behind the front building line of the principal building.
 3. *Detached Building—Non-residential.* In any non-residential district, a detached accessory building or roofed structure over 120 square feet or over 12 feet tall shall meet the following standards:

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- a. No more than 1 per lot or 1 per each 10,000 square feet of lot, whichever is more, up to a maximum of 4.
 - b. Located at least 30 feet from the front lot line or behind the front building line of the principal building, whichever is greater, except that canopies for Vehicle Service - Gas Stations or other covered parking may be located in front of the front building line provided it is at least 30 feet from any lot line and no more than 20 feet tall.
 - c. Maximum height of 2 stories, up to 24 feet, but no higher than the principal building.
 - d. Maximum of 1,000 square feet or 50% of the principal building footprint, whichever is greater, except that canopies for Vehicle Service - Gas Stations may be sized according to the scale of the uses permitted in Section 4.02, Table 4-2, and except that Public/Civic Uses listed in Section 4.02, Table 4-2 without a principal structure may be up to 5,000 square feet.
 - e. Any portion of the building or structure potentially visible from the street or other public areas shall use materials, colors, scale and forms (roofs and massing), and details that are compatible with the principal structure, or otherwise be screened according to Article 8.
 - f. Any building or structure larger than this shall be treated as a second principal building and meet all lot and building design standards applicable to principal buildings.
 - g. Accessory buildings shall not be located within an easement area.
4. *Detached Building—Civic Uses and Open Space.* Accessory buildings for permitted institutional uses or public and common open spaces are permitted subject to the following:
- a. *Setback.* 30 feet from the front lot line or behind the front building line of the principal building, whichever is greater; 5 feet from the rear or side property line.
 - b. *Area.* 5,000 square feet maximum.
 - c. *Height.* 25', but 1' of additional height for each 2 feet of additional setback.
 - d. *Number.* 1 per every 3 acres.
- E. **Location Criteria for Limited Building Types.** Buildings indicated as limited application in Table 6-2, Non-residential Building Standards, (□) shall only be permitted in the following locations within the applicable zoning districts, unless more specifically located through a planned district.
- 1. In the C-O, C-1, C-2, C-3 and BP zoning districts, the limited building types should only be permitted to front on streets or through access drives that promote a high level of pedestrian activity based on the Pedestrian/Mixed-Use, Avenue and Boulevard street types. Additionally, in any area where the City has invested in or documented plans to invest in improved streetscapes, mixed-use building types and street-front or terrace frontage types may be required.
 - 2. In the DT, MU-NC, MU-CC, and MU R/EC zoning districts, the non-residential building types should only be used on secondary blocks or streets, through access drives, or similar locations that are otherwise removed from the walkable streets or arterial streets. In these circumstances, these buildings should be used for a key anchor or support uses that are important to the vitality of the district but cannot easily conform to more compact, walkable building formats. Alternatively, where these buildings are located on pedestrian-oriented streets, they should be buffered by liner buildings and smaller mixed-use or commercial buildings that better address the streetscape or hide large parking areas.
 - 3. The residential building types (row house and small, medium, and large apartments) should be located on blocks and streets that create transitions between the mixed-use or commercial areas and neighborhoods.

(Ord. No. 2405, §§ 15—18, 1-3-2023)

6.03 Site-Specific Open Space Design

- A. **Design Objective.** A variety of open space types shapes the character of a place and creates unique identities for different places. The following design objectives shall be use in applying the open space types and design standards in this section.
1. Coordinate site design with the larger open and civic space system and public realm design of the area.
 2. Use open space as an organizing element for development, creating focal points for buildings or groups of buildings, and creating transitions between distinct building sites or different places.
 3. Design a hierarchy of gateways, gathering places, parks, buffers and natural features, integrated with streets, through access ways and pedestrian circulation routes.
 4. Use landscape, furnishings, fixtures, art, planters and other elements of common spaces to complement buildings, coordinate buildings and sites within an area, and distinguish the unique character of different places.
 5. Preserve natural features that can serve as amenities for development, maintain views to and from important outside spaces, or provide important connecting corridors.
- B. **Required Open Space** Each building type shall provide the open space specified in Table 6-3, Site Open Space Standards - Non-residential Buildings, within the site or project.

Table 6-3: Site Open Space Standards—Non-residential Buildings		
Building Type	Open Space	Distance for Public or Common Area Credit (residential component only — see C.4)
Live/Work Civic	N/A - yard standards address open space; however all lots should be within 1,500' of common or public open space.	
Small Commercial/Mixed-use—Street Front	N/A, except 100 s.f./residential dwelling unit	660'
Medium Commercial Mixed-use	5% of building footprint or 150 s.f./residential dwelling unit, whichever is greater	on same block or immediately adjacent block
Large Commercial/Mixed-use	10% of building footprint or 150 s.f./residential dwelling unit, whichever is greater	on same block or immediately adjacent block

Small Commercial/Mixed Use—Pad Site	5% of building footprint	N/A
General Commercial	10% of building footprint	N/A
Large Commercial	15% of building footprint	N/A
General Industrial	3% of building footprint; but at least 300 s.f. and up to 7,500 s.f. maximum required space	N/A

- C. **Lot and Building Open Space Design.** Lot open space required for each building type in Section 6.03.B. shall create a common or private amenity for the site and building in coordination with the lot and building standards. Buildings and lots shall be arranged to create usable outdoor spaces based on the following:
1. Required open space shall be designed according to the types specified in Section 3.02.C.
 2. The selected types of open spaces shall be based on the context of the area and the natural amenities of the site, but in general, the more compact and formal gathering spaces are most appropriate for commercial and mixed-use areas (the Green, Square, Plaza/Courtyard, Patio, Pedestrian Passage, or Enhanced Streetscape).
 3. The requirement for open space for mixed-use buildings with residential units, up to 50% of the required space may be made up of private spaces only accessible to the unit, such as balconies or courtyards, provided each private space is at least 80 square feet and at least 8 feet in any direction.
 4. Projects with residential components may credit any public or common open space meeting the design requirements and within the distance specified in table 6-3 provided:
 - a. The space is public or remains open to the public; or
 - b. If private or common space, the lot applying the credit has proven that it has access to the space through ownership or other agreement, and the space is otherwise dedicated and reserved from future development.
 5. Open spaces meeting this standard may serve multiple site design requirements of this code, including buffers, screening, stormwater or formal open space, provided the essential design objectives and functions for each requirement are met and do not compromise other design objectives and functions.
- D. **Alternative Design.** For the design standards in this Section 6.03, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. In instances where lot and building open space design conflict with these standards, alternative design standards may be approved by the Director, provided the design meets the intent of this section.

(Ord. No. 2405, § 19, 1-3-2023)

6.04 Frontage Design

- A. **Design Objectives.** The design of lot frontages establishes the relationship of buildings and lots to the streetscape. The following design objectives shall be used in applying the frontage types and design standards in this section.

1. Enhance the image of the City by coordinating streetscape investment with private lot and building investment.
 2. Orient all buildings and lots to the public street, or to common open spaces that serve as an extension of the streetscape and public realm.
 3. Design frontages based on the context of the area, block and street, particularly using water-wise landscape and buffers to screen and separate sites from higher-volume/higher speed streets and using social spaces and human scale design in areas and on streets intended for more compact and walkable development.
 4. Coordinate development across multiple lots along block faces, considering access, parking, landscape and civic/open space design.
 5. Create transitions that allow a range of different building types to engage the streetscape in compatible ways along a block.
 6. Where contexts allow multiple frontage types, the frontages should be similar for all lots on the same block face or gradually transition to different types.
- B. **Non-residential Frontage Types.** The appropriate application of frontage types is based upon a combination of the character of the zoning district, the building type, and the streetscape design on which the development fronts. Table 6-4, Non-residential Frontage Types specifies the appropriate frontage type(s) for each street design type Specified in Section 3.02, but may allow limited applications of other types based on the context and specific street.

Table 6-4: Non-residential Frontage Types			
Street Design Type (see Section 3.02.C)	Frontage Types		
	Street Front	Terrace	Buffer
Pedestrian/Mixed-use (local)	■	■	
Avenue (collector)	■	■	
Boulevard (collector or minor arterial)	■	■	
Standard Street (local or collector)	□ [1]	■	■
Standard Arterial (minor arterial or major arterial)		■	■

[1] The Street Front frontage type may be used on Standard Streets where expected speeds are low (below 25 mph) or where on-street parking is permitted to serve as a buffer between traffic and pedestrian access and activity at the building frontage.

- C. **Frontage Design Standards.** Frontage types shall be designed according to the standards in Table 6-5, Non-residential Frontage Types and Design Standards.
1. *Front Building Line.* All buildings shall establish a front building line within the range specified in Table 6-5. This required front building line shall modify any required front setback for the building type in Table 6-2 based on the appropriate frontage for the street and block.
 2. *Required Extent of Front Building Line.* All buildings shall occupy the minimum percentage specified at the front building line with:
 - a. Front building facades meeting the design standards in Table 6-6, Non-residential Building Design; or

- b. Open spaces meeting the requirements of Section 6.03, Site Specific Open Space Design.
 - c. Parking, driveways or other buffers and landscape may occupy the remainder of any unspecified portion of the frontage area.
3. *Driveway Widths.* Driveway widths shall be limited as specified in table 6-5 to balance multi-modal site access and the integrity of the streetscape within the overall street network and block structure.
 4. *Landscape.* The remainder of the frontage between the streetscape and front building line shall include landscape and open space designs meeting Section 6.03, Site-Specific Open Space Design and Article 8, Landscape and Site Design Standards.

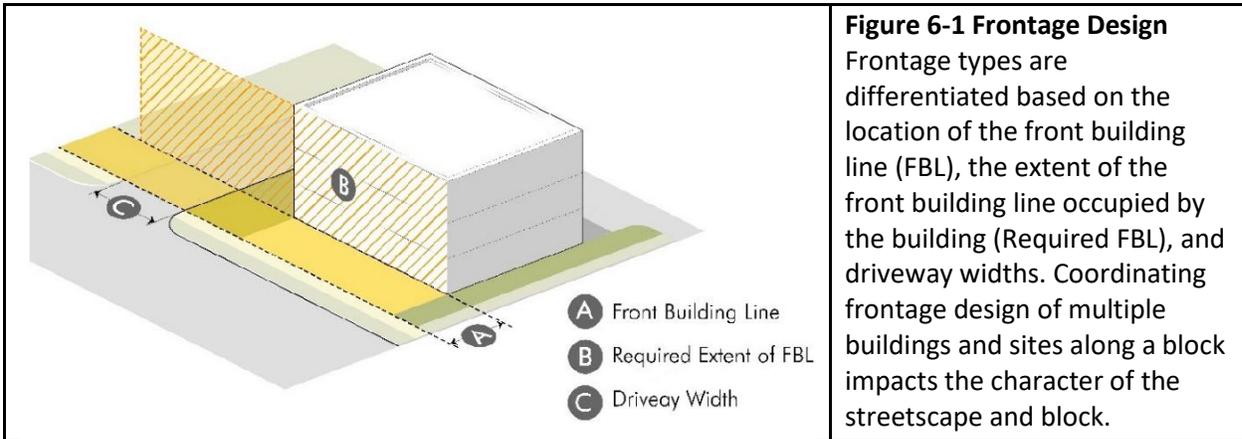
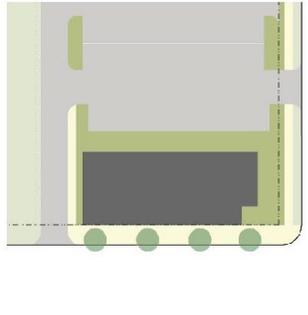
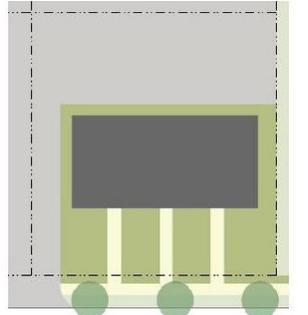
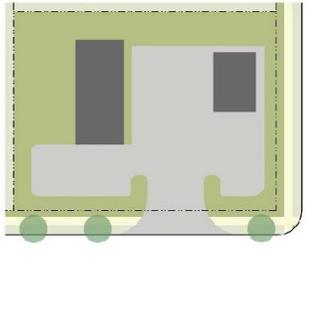
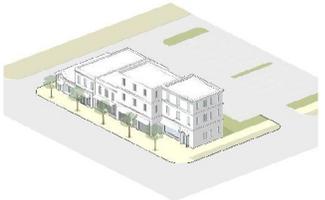
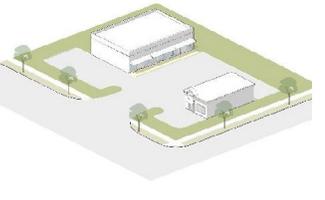


Table 6-5: Non-Residential Frontage Types & Design Standards			
Frontage Element	Street Front	Terrace Frontage	Buffer
Description/Design Objective	A design where buildings front directly on the sidewalk, or a shallow setback with pedestrian enhancements that directly relate to the public streetscape. Buildings, public streetscapes, and private frontage are designed with human scale elements to create active, walkable places.	A shallow open area across multiple frontages along a block face that creates a continuous and consistent relationship of buildings to the streetscape, with landscape elements such as courtyards, gardens or small lawns, or with social spaces designed as an extension of the streetscape such as plazas or patios.	A concentrated landscaped area used to soften, screen and separate the building and site and any potential impacts from the streetscape. The width of the buffer and intensity of landscape is dependent on the design of the streetscape, scale and orientation of the building, or intensity of the use or site elements.
Front Building Line (FBL)	0'—10'	10'—30'	30'+

Required Extent of FBL	80% min.	70% min. in MU - districts; 50% min. in C - districts	N/A, except lots with General or Large Commercial building types set back more than 200' should have Small Commercial Mixed Use or Pad Site Buildings with Terrace frontages occupying at least 40% of the street frontage as "liner buildings," so that no more than 60% max. is non-building frontage.
Driveway Width [1]	10% of lot width up to 24' maximum	15% of lot width, up to 30' maximum	30% of lot width, up to 36' maximum
Landscape (frontage areas)	<ul style="list-style-type: none"> Streetscape design addresses landscape requirements, however seasonal plantings to enhance the frontage is encouraged. 	Allocation of space shall be: 20% to 90% landscape; and 10% to 80% hardscape.	<ul style="list-style-type: none"> Type I: 6' minimum buffer on local streets. Type II: 15' minimum buffer on collector streets. Type III: 30' minimum buffer on sites of 3 acres or more or arterial streets.
	See Section 8.02, Landscape Design and Section 8.03, Buffer Design for planting requirements, standards and specifications		
<p>[1] Driveway width limits apply to all points in front of the front building line and to a depth of at least 30' from the front lot line. In cases where driveway width limits or prevent private drives to parking areas or service areas, the following configurations should be used to access lots: single lanes to expanded parking and service areas with alternative side or rear exits; shared drives along lot lines; common lanes and access easements internal to block shared by 3 or more lots; or mid-block alleys accessing all lots on the block. Any access beyond these parameters should be designed as a through access drive per Section 3.01.</p>			

Table 6-5: Non-Residential Frontage Types & Design Standards

Frontage Element	Street Front	Terrace Frontage	Buffer
Description/ Design Objective	A design where buildings front directly on the sidewalk, or a shallow setback with pedestrian enhancements that directly relate to the public streetscape. Buildings, public streetscapes, and private frontage are designed with human scale elements to create active, walkable places.	A shallow open area across multiple frontages along a block face that creates a continuous and consistent relationship of buildings to the streetscape, with landscape elements such as courtyards, gardens or social spaces designed as an extension of the streetscape such as plazas or patios.	A concentrated landscaped area used to soften, screen and separate the building and site and any potential impacts from the streetscape. The width of the buffer and intensity of landscape is dependent on the design of the streetscape, scale and orientation of the building, or intensity of the use or site elements.
			
			

- D. **Alternative Design.** For the design standards in this Section 6.04, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. In instances where frontage design conflict with these standards, alternative design standards may be approved by the Director, provided the design meets the intent of this section.

(Ord. No. 2405, § 20, 1-3-2023; Ord. No. 2438, §§ 6—8, 1-2-2024)

6.05 Non-residential Building Design

A. **Design Objectives.** Building design refines the scale and form of buildings beyond the basic setback, height and lot coverage standards, by breaking down the volume into smaller-scale masses, and adding depth, texture, and variation to surfaces in a manner that specifically relate to the spaces around the building. The non-residential design standards have the following design objectives:

1. Refine the scale, massing, and details of buildings to a greater degree the closer they are to the public realm and other publicly used spaces and based on the context, patterns, and design character of the area.
2. Massing of buildings should create meaningful and human-scale outdoor spaces on the site, and relate the design of the buildings and facades to these spaces.
3. Avoid contrived massing that serves only to call attention to the structure or attempts to make monumental or elaborate design out of simple structures.
4. Locate doors and windows in a way that activates and creates connections to important exterior spaces.
5. Relate buildings to adjacent development by mimicking similar scale, massing and proportions though step-backs and secondary masses that break up larger masses and reduce the volume and perceived size of larger buildings.
6. Use materials, architectural details and ornamentation to add interest and uniqueness to buildings
7. Windows, doors, trim and molding and other details and ornamentation should create depth and texture on wall planes. The depths of these details should be sufficient to take advantage of the sun and highlight changes in plane or materials by using light and creating shadow.
8. Emphasize the quality and longevity of investments in the area with materials and colors that are attractive, durable, and have low maintenance requirements.

B. **Design Standards.** Table 6-6, Non-residential Building Design, establishes design standards for massing and facade composition of all non-residential buildings. The standards apply to all facades that face streets, face through access lanes, or face open and civic spaces, based upon their setback from these spaces. They also apply to any building elevation with a side or rear within 100 feet of a public street (except for the entry feature requirement if it does not face this street). The subsections following the table specify the techniques used to meet the standards for each element in the table.

Table 6-6: Non-residential Building Design				
Building Location/Setback	Primary Entry Feature [1]	First Story Transparency	Upper Story Transparency	Massing & Modulation
0'—10' - Primary Street Front Frontage (Walkable Commercial or "A-streets")	1 per 50'	60%—90%	20%—40%	30 linear feet; and 300 s.f.
0'—10' - Secondary Street Front Frontage (Walkable Commercial "B-streets" or Standards Streets) or 11'—30' - Terrace Frontage	1 per 100'	60%—90% w/in 25' of entry; AND 40%—90% overall	15%—40%	50 linear feet; and 500 s.f.

31'—50' Buffer Frontage - Small	1 per 150'	40%—90%	15%—40%	100 linear feet; and 1,000 s.f.
51'—100' Buffer Frontage - Moderate	1 per 200'	25%—90%	15%—40%	150' linear feet; and 2,000 s.f.
101'—200' Buffer Frontage - Large	1 per building	40%—90% w/in 25' of entry	n/a	150' linear feet; and 2,000 s.f.
Any building 200'+ from ROW, through access drive, or public space - Buffer Frontage - Extra Large	No specific requirement; however general commercial buildings fronting on through access lanes should meet the design standards based on distance from the through access lanes, and Large Commercial Buildings setback more than 200' from the street should have Small Commercial/Pad Site Buildings with Terrace frontages along at least 40% of the street front as "liner buildings."			
[1] Any mixed-use building with a residential component shall have a separate entrance for residential portions of the building, which may be on any elevation of the building.				

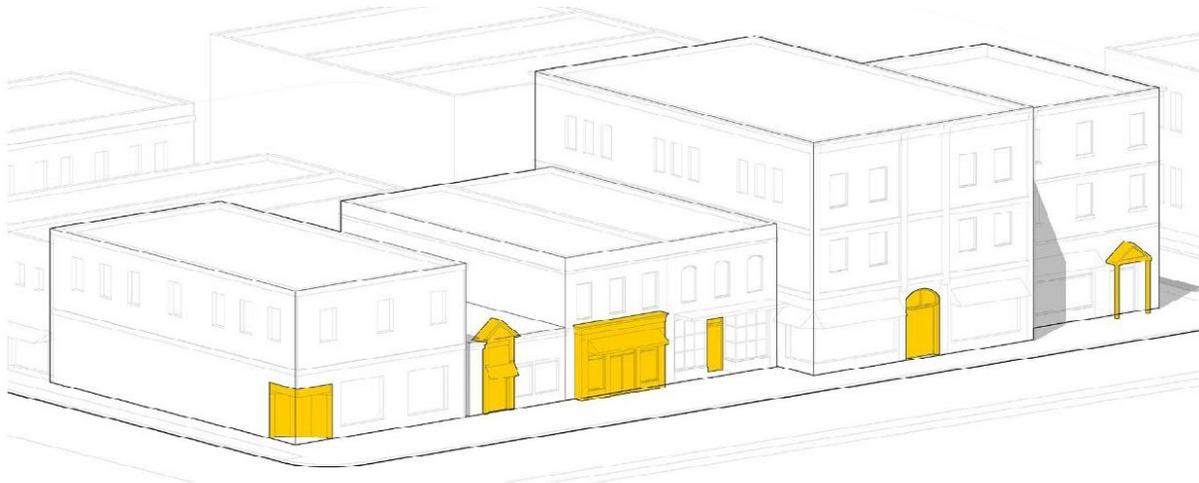


Figure 6-2 Primary Entrance Features

Primary entrance features activate building frontages and create human-scale points of emphasis along the building facade. The frequency, rhythm and pattern of entrances differ depending on the streetscape and frontage type, and determine the degree of walkability or pedestrian orientation of particular areas.

1. *Primary Entrance Features.* Primary public entrances shall be clearly defined on all front facades with at least three of the following elements and be located at intervals specified in Table 6-6, Non-residential Building Design:
 - a. A single-story architectural emphasis such as raised parapets or gables, canopies, porticos, overhangs, pediments, or arches.
 - b. Transoms and/or display windows that frame and emphasize the entry.

- c. Architectural details such as tile work and moldings, columns, pilasters or other similar material changes.
 - d. Integral planters or wing walls associated with a recessed or projecting entry court or plaza that integrates more formal landscape and hardscape designs.
 - e. Public art.
 - f. For corner buildings, any entrance feature located on the corner may count to both sides, and may be considered located at 25' from each corner for the purpose of the required Primary Entry Feature intervals.
2. *Transparency.* Buildings shall have the percentage of openings specified in Table 6-6, Non-residential Building Design, based on the following:
- a. Where expressed as a first story requirement the percentage shall be measured between 2 feet and 8 feet above the street level, or within 10 feet above the first floor elevation if the building is set back more than 20 feet from the street.
 - b. Where expressed as an upper story requirement, the percentage shall be measured between the floor level and ceiling of each story.
 - c. All first story windows required shall provide direct views to the building's interior or to a lit display area extending a minimum of 3 feet behind the window.
 - d. For industrial and civic buildings setback more than 30 feet from the street, clerestory windows may meet the first or upper story window requirements.

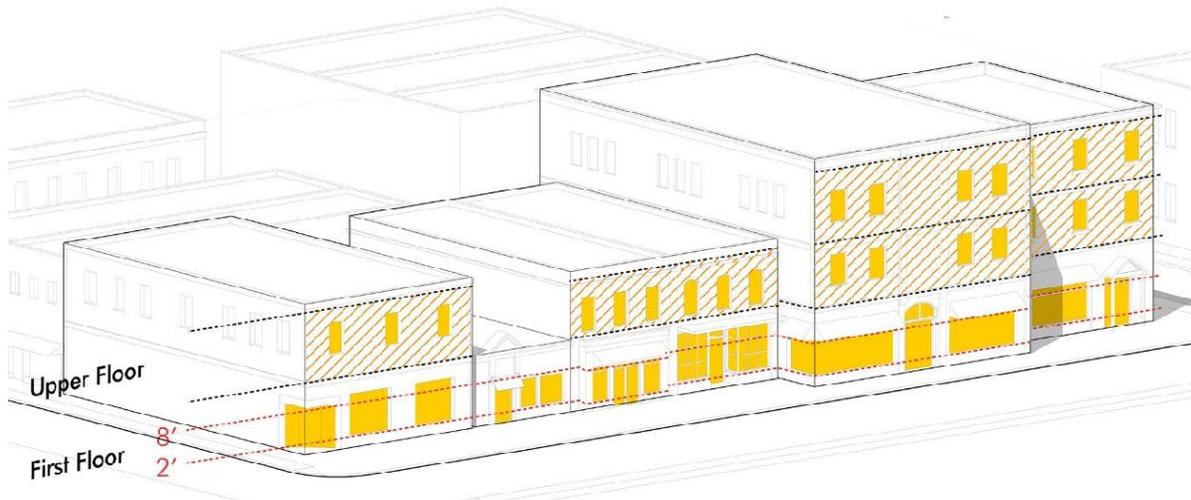


Figure 6-3 Transparency.

Transparency requirements eliminate large expanses of blank walls and create physical and perceptual connections to spaces around buildings. Meeting the requirements for each story helps reduce the scale of larger buildings.

3. *Massing and Modulation.* Larger facades shall be broken into smaller components by one or a combination of the following techniques at intervals specified in Table 6-6, Non-residential Building Design.
- a. Horizontal articulation and differentiation of the base, body and top of the building with material changes, belt courses or trim bands.

- (1) For buildings 3 stories or less, this can be a distinct foundation material to at least 2 feet above grade, the main façade, and an embellished roof structure, such as eaves and fascia for pitched roofs or cornices and parapets for flat roofs.
- (2) For buildings more than 3 stories, the first floor should be clearly differentiated from upper stories to establish the base.
- (3) Any belt course or trim band establishing this break shall use a use a material distinct from the primary material, be 18 to 48 inches wide, and off-set from the wall plane 6 to 24 inches.

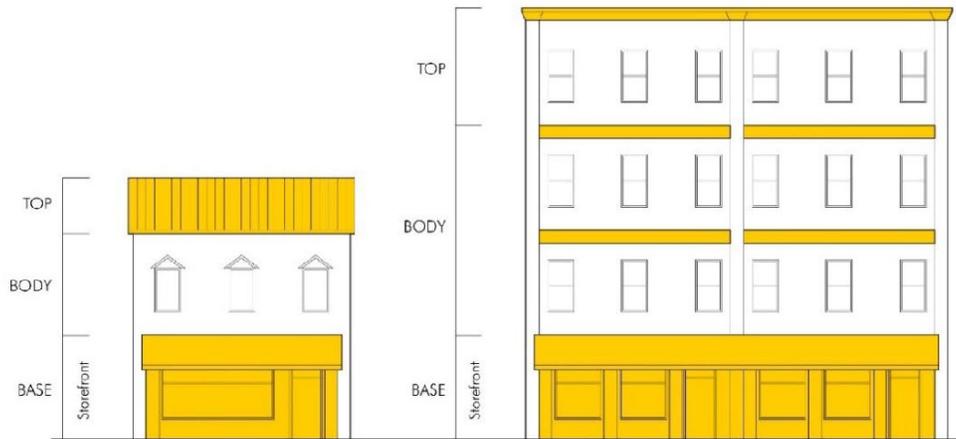


Figure 6-4 Horizontal Articulation

Defining buildings with a distinct base, body and top can help reduce the scale of larger buildings and can create relationships between adjacent buildings with dissimilar scale.

- b. Vertical articulation and differentiation of structural components or interior breaks of the building with architectural columns or pilasters. Columns, pillars or pilaster shall meet the following:
 - (1) Be regularly or symmetrically spaced and divide the elevation into at least 3 different components, but none greater than the intervals specified in Table 6-6, Non-residential Building Design;
 - (2) Be at least 18 to 48 inches wide and 6 to 24 inches off-set from the wall plane;
 - (3) Use a different arrangement, material or finish to distinguish it from the primary material of the elevation.



Figure 6-5 Vertical Articulation

Defining buildings with a distinct structural bay creates a finer grain of buildings, both when viewed from a distance and when experienced on the streetscape. This is particularly important for longer expanses of buildings and can help integrate larger buildings and lots within a pattern of smaller buildings and lots.

- c. Variations in the wall plane with projections, balconies, cantilevers, step-backs structural focal points such as towers, or other variations from the main mass. Variations shall be associated with the entrance feature, different stories or secondary masses of the building.
 - d. Any other blank wall areas in excess of the interval or areas specified in Table 6-6, Non-residential Building Design, shall be broken up by the patterns of windows and doors, ornamental architectural details or changes in materials that are consistent with the architectural style of the building.
4. **Materials.** Use building materials with a texture and pattern that create visual interest and signify quality construction and detailing.
- a. The predominant surfaces on building walls shall be one of the primary materials listed in Table 6-7, Non-residential Building Materials.
 - b. Synthetic alternates to the materials in Table 6-7 may be approved by the Director if manufacturer specifications and/or precedents for application demonstrate that it will perform equally or better than the principal materials in terms of maintenance, design and aesthetic goals.
 - c. No more than 4 materials should be used, including the use of secondary and accent materials.
 - d. Material changes and the use of primary and secondary materials from the approved material list shall emphasize different elements of the building, in association with the massing and modulation standards.
 - (1) Where material changes are vertical (i.e. different materials stacked one above another), the transition between materials should include a belt course, trim band, sill, cap, frame, roof (if at ceiling height), or similar element to separate the two materials.
 - (2) Where material changes are horizontal (i.e. different materials side-by-side) the transition between materials should occur at interior corners or at the trim line, architectural column or pilaster where the change is emphasizing different structural or massing components for a building.

- e. Facade colors shall be low reflectance, subtle, neutral or earth tone colors. The use of high-intensity colors, metallic colors, black or fluorescent colors is limited to accent areas.

Table 6-7: Non-residential Building Materials		
Primary Materials (50% to 90%)	Secondary Materials (20% to 40%)	Accent Materials (10% to 30%)
Brick Stone Stucco Slate Exterior Insulation and Finish System (EIFS) - water managed only Concrete Masonry Units (CMU) - colored and textured only Horizontal wood lap siding (50% limit) [1] Architectural metals (prefinished non-corrugated) (50% limit) [1]	Any of the primary materials Architectural tiles Glass Color concrete Precast concrete Corrugated metal (industrial or agriculture-tourism buildings only)	Any of the primary or secondary materials Precast stone Wood trim
<p>* Prohibited materials include: Vinyl siding, concrete block (smooth-faced, painted, or stained), barrier-type EFIS, and wood shakes or rough sawn wood.</p> <p>[1] Civic building types and publicly owned buildings may use this material on up to 90% of the exterior</p>		

- 5. *4-sided Design.* All buildings shall incorporate 4-sided design, so that that no matter what view you have of the building, the design is not interrupted and all parts are perceived as a coordinated part of a unified whole. Specifically:
 - a. All sides shall exhibit the same quality, continuity, and durability of design including the same primary and secondary materials, although more important sides can reflect priority in the allocation of these materials.
 - b. All sides that are visible from streets, public spaces or active portions of adjacent sites shall have a similar level trim, accent material, details, and ornamentation, although the extent and details may be different to reflect the greater importance of certain areas closest to the public realm or with greater visibility, and parts not exposed to the public may be designed for utility.
- C. **Downtown Frontages and Building Design.** The building and frontage design standards for the DT district are modified on a block-specific basis according to Table 6-8, Downtown Building & Frontage Design, and the Map in Figure 6-6.

Table 6-8: Downtown Building & Frontage Design					
Building Location/Setback	FBL (location & extent)	Primary Entry Feature	First Story Transparency	Upper Story Transparency	Massing & Modulation

Primary/A-street Frontage Standards (Street Front Design)	0'—10' 80% min	1 per 50'	60%—90%	20% - 40%	30 linear feet; and 300 s.f.
Secondary/B-street Frontage Standards (Street Front or Terrace Design)	0'—25' 50% min.	1 per 100'	60%—90% w/in 25' of entry; AND 40%—90% overall	15%—40%	50 linear feet; and 500 s.f.
Service Street/Buffer Frontage Standards (Street Front, Terrace or Buffer Design)	N/A [1]	1 per 150'	25%—90%	15%—40%	100 linear feet; and 1,000 s.f.
[1] There are no particular building placement standards for the Service Street Buffer Frontages; however the facade design standards shall apply for any portions of a building closer than 25' to the street.					

Block-Specific Frontages for DT zoning

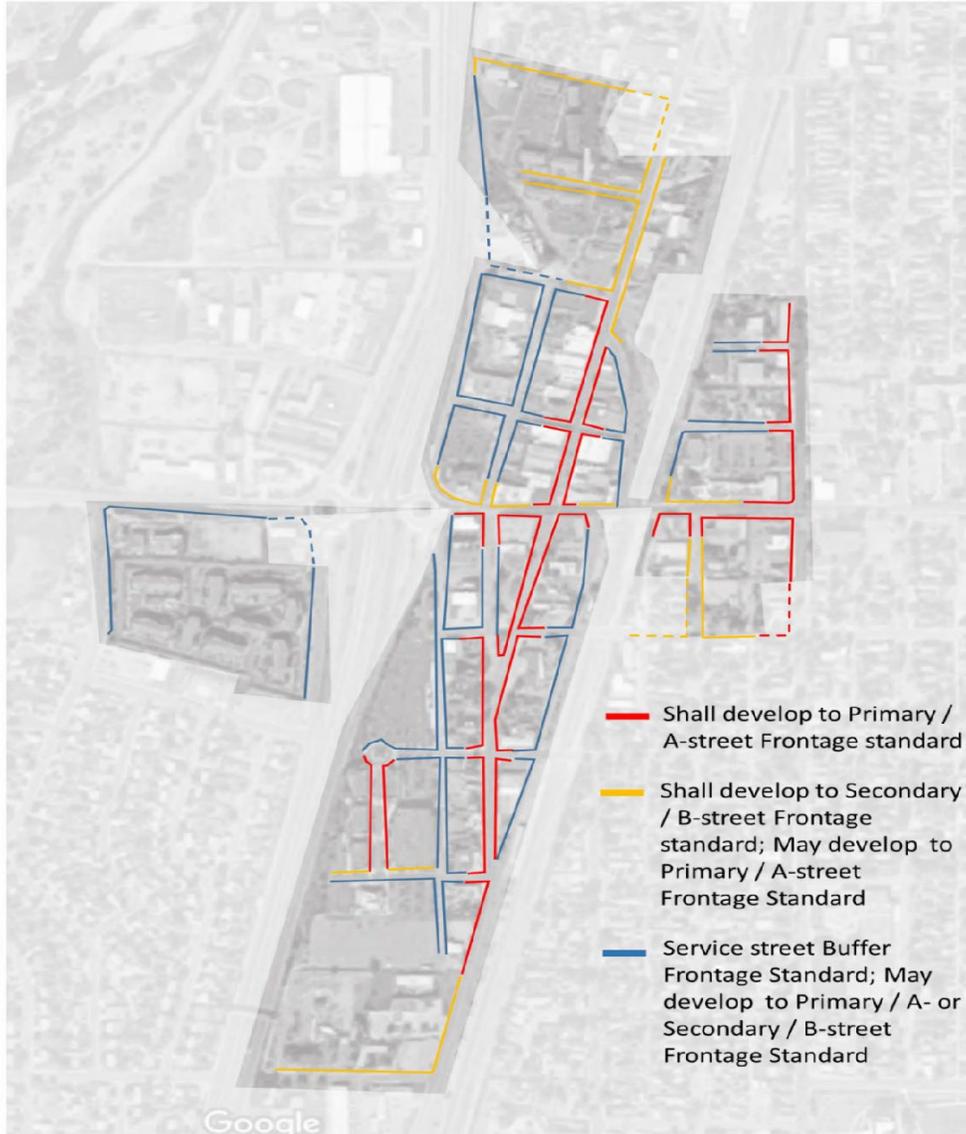


Figure 6-6 DT Zoning District Frontage Map

D. **South 4th Street Overlay District.** The South 4th Street Overlay district is established in Section 4.05.A. to allow a mix of uses within the South 4th Street Corridor between Bridge Street and Bromley lane, to maintain the residential scale and character of the area, and to introduce small-scale commercial buildings at nodes and gateways. In general, the base zoning district standards shall apply except as modified in Table 6-9 with regard to permitted building types, frontage types and uses.

Table 6-9: South 4 th Street Overlay—Building and Frontage Types		
Building Type	S4CR	S4GW
Building Types	Detached House—City Lot Duplex/Multi-unit House Row House Small Apartment	Small Commercial—Pad Site Small Commercial—Mixed-use/Storefront Small Civic

	Small Civic See Section 5.02 Residential Building Types	See Section 6.02 Non-residential Building Types
Frontage Types	Neighborhood Yard Terrace See Section 5.02.D. Frontage Design (Residential) Types	Street Front Terrace Buffer (limited to side streets off of the corridor) See Section 6.04 Non-residential Frontage Types
Permitted Uses	See Section 4.02 Allowed Uses; table 4-2 Zoning Districts & Uses	

- E. **Alternative Design.** For the design standards in this Section 6.05, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. In instances where building design or materials conflict with these standards, alternative design standards may be approved by the Director, provided the design meets the intent of this section.

(Ord. No. 2405, §§ 21—23, 1-3-2023)

Article 8. Landscape & Site Design Standards

8.01 Intent & Applicability

- A. **Intent.** The intent of the landscape and site design standards is to:
1. Improve the image of the City and build value with a well-designed public realm coordinating streetscapes, open spaces, and lot frontages.
 2. Strengthen the character and quality of development and emphasize distinct areas throughout the City with natural landscape materials.
 3. Preserve the value of properties as new investment occurs.
 4. Coordinate landscape and design amenities across multiple sites with special attention to the consistent relationship between open areas of lots and streetscapes.
 5. Encourage site design that allows spaces to serve multiple aesthetic, screening, environmental, recreational or social functions.
 6. Provide comfort, spatial definition and visual interest to active spaces including walkways, civic spaces, parks, trails or other similar outdoor gathering places.
 7. Enhance the environmental and ecological function of un-built portions of sites, and protect and integrate established natural amenities rather than plant or design new ones.
 8. Screen and mitigate the visual, noise or other impacts of high-intensity areas of sites and buildings, or where the scale and pattern of development changes.
 9. Conserve water and shift to water-conscious landscape design that is regionally appropriate and specific to the arid Front Range climate.
 10. Support the provisions of the City's water dedication policy and water management strategies.
- B. **Applicability.** The standards of this Section shall apply to all new development except:
1. Improvements or repairs to detached houses and duplexes that are not subject to a Site Improvement / Residential Design Review as provided in Section 2.05, and which are not part of a larger residential neighborhood or subdivision plan; and
 2. Improvements or repairs to existing development that do not result in an increase in building footprint or impervious surfaces by more than 10% or changes in use that do not result in an increase in intensity.

In cases where improvements or repairs increase the building footprint or impervious surface by more than 10% or changes intensity of use, the intent is to bring the site into full compliance with these standards, except that the Director may prorate the requirements to the extent of new development on the site where full compliance is not possible or practical.

(Ord. No. 2438, § 13, 1-2-2024)

8.02 Landscape Design

- A. **Design Objectives.** Landscape plans shall meet the following design objectives:
1. Frame important streets and emphasize gateways with street trees, landscape massing and other vertical elements.
 2. Promote storm water management and prevent erosion through infiltration, storage or conveyances that utilize natural landscape elements and site features.
 3. Create focal points, gathering places and pathways that enhance the comfort, interest and movement of pedestrians.
 4. Improve resource and energy efficiency with landscape arrangements that consider wind blocks, heat gain, water usage, slope and drainage patterns, and other elements inherent to the site.
 5. Encourage the protection and preservation of healthy plants that can meet current and future needs of the site through development.
- B. **Site Elements and Planting Requirements.** The required landscape shall be based on different elements of the site according to Table 8-1, Plant Requirements.

Site Element	Trees [2]	Shrubs [2]	Ground Cover [1] [2]	Exceptions [2]	Substitutions [2]
Streetscape and Frontage: The area between the building line and the street, including any plantings required in the ROW, used to create a relationship between the site and the public realm.	1 large tree per 40' of lot frontage	N/A	Water-wise landscape or native seed. Native seed shall be prohibited in tree lawns and street rights-of-way.	Detached house, duplex/multi-unit house, and row house building types may have irrigated turf in frontage areas, not including the tree lawn. Irrigated turf shall not exceed 40% of the frontage area or 1,000 s.f., whichever is less, and shall be a minimum of 8' in all directions. Detached	1 ornamental tree per 30' of lot frontage may be substituted for large trees (constrained right-of-way or within 10 feet of overhead wires).

				house, duplex/multi-unit house, and row house building types may have artificial turf in frontage areas but artificial turf shall be limited to 20% of the frontage area.	
Corner lots shall meet this requirement on street side lot lines at a rate of 50% of the Streetscape and Frontage requirement.					
Foundation. Areas along the building frontage used to provide accents and soften larger expanses of buildings.	1 ornamental tree per 30' of building frontage for buildings setback more than 20' from the front lot line.	8 shrubs per 30' of building frontages.	Water-wise landscape.	Civic building types and publicly owned buildings may place foundation landscaping anywhere on the site.	Evergreen trees may be substituted for ornamental trees at a rate of 1 for 1 for up to 50% of the requirement. 3 ornamental grasses may be substituted for each shrub for up to 50% of the requirement. Seasonal planting beds or pots associated with the entrance may substitute for any building located closer than 8' to the front lot line.
Side and rear elevations that face public right-of-way or access drives shall provide this standard on at least 25% of the building.					

<p>Parking. Areas on the perimeter, or interior of parking where landscape is used to soften the appearance, mitigate heat gain and infiltrate stormwater.</p>	<p>1 large tree per 40' of parking perimeter; AND 1 large tree per 40 parking spaces (allocated to the perimeter, medians or islands).</p>	<p>8 shrubs per 30' of perimeter.</p>	<p>Water-wise landscape or native seed. Native seed shall be prohibited on the interior of a parking lot.</p>	<p>N/A</p>	<p>Ornamental trees may be substituted for large trees at a rate of 2 for 1 for up to 50% of the requirement. Evergreen trees may be substituted for large trees at a rate of 2 for 1 for up to 50% of the perimeter requirement that does not face a front lot line. 3 ornamental grasses may be substituted for each shrub for up to 50% of the requirement.</p>
<p>Buffers. Areas of a site that require additional landscape to mitigate potential impacts on streetscape or adjacent property.</p>	<p>See Section 8.03.</p>	<p>See Section 8.03.</p>	<p>Water-wise landscape or native seed.</p>	<p>N/A</p>	<p>N/A</p>
<p>Civic and Open Spaces. Areas of the site or area designed as part of a broader system of</p>	<p>See Section 3.02.</p>	<p>See Section 3.02.</p>	<p>N/A</p>	<p>N/A</p>	<p>Artificial turf may be used in lieu of irrigated turf on athletic fields or designated recreation</p>

formal and natural open spaces.					areas approved by the Director.
Site Constraints. Any element where site constraints such as easements prevent the installation of trees or shrubs (subject to approval by the Director).	N/A	N/A	N/A	N/A	12 five-gallon shrubs may be substituted for 1 large tree. 10 five-gallon shrubs may be substituted for 1 ornamental tree. 10 five-gallon shrubs may be substituted for 1 evergreen tree. 3 one-gallon perennials may be substituted for 1 shrub. 3 one-gallon ornamental grasses may be substituted for 1 shrub for up to 50% of the requirement. The required landscape material may be installed in an alternative location on the site.
All Other Unbuilt or Unpaved Areas of a Site.	N/A	N/A	Water-wise landscape, native seed, or non-living landscape materials.	Backyards of the detached house, duplex/multi-unit house, and row house building types may have irrigated turf,	Artificial turf may be used in lieu of irrigated turf on athletic fields or designated recreation areas

				<p>water-wise landscape, non-living landscape materials, native seed, artificial turf, or any combination thereof.</p> <p>All other building types, development sites, and landscape tracts shall limit irrigated turf to designated recreation areas approved by the Director.</p>	approved by the Director.
<p>[1] Native seed may not be appropriate in all contexts and its usage and seed mix shall require approval by the Director based on overall appearance, ability to maintain, height at maturity, and durability in the location where it is to be installed.</p> <p>[2] Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. Where tree planting is prohibited, substitutions shall be provided at the rates specified in the Site Constraints row. All plantings and ground cover shall comply with an approved species list issued by the Colorado State Forest Service.</p>					

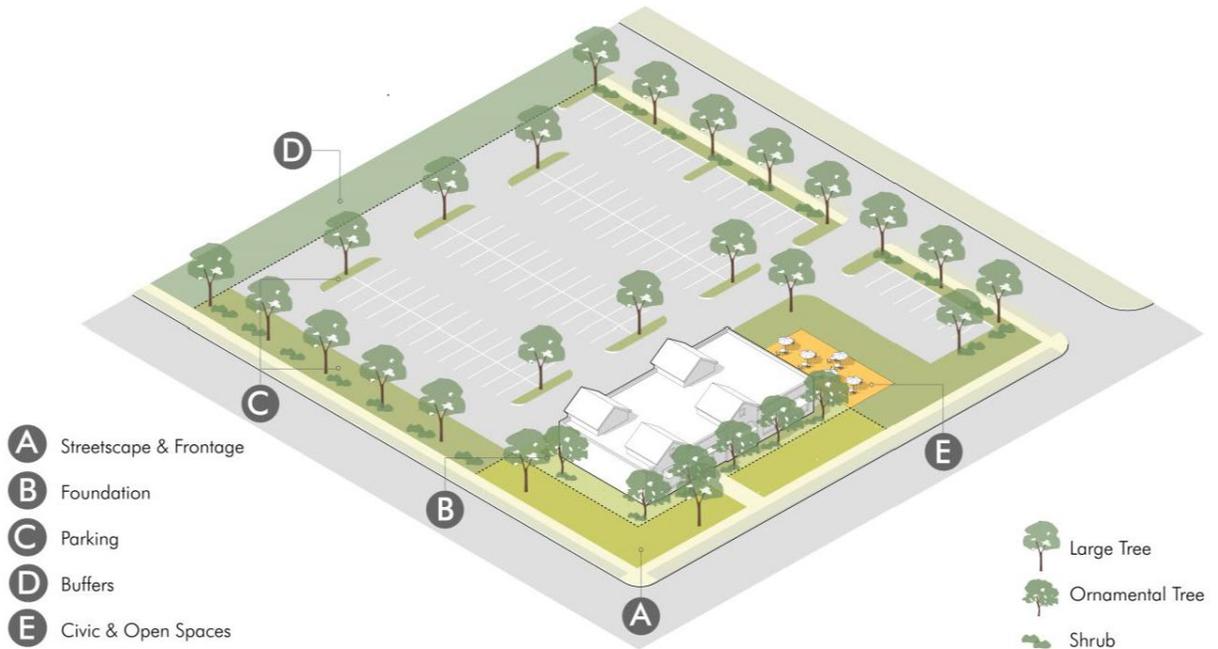


Figure 8-1 Landscape Design

The landscape requirements are allocated to different portions, and emphasize how different landscape standards and designs should be used to serve different functions on the site, including relating buildings and sites to the streetscape, adding comfort and interest to active spaces, and screening, buffering or mitigating impacts on adjacent areas.

- C. **Credits for Existing Vegetation.** Preservation of existing landscape material that is healthy and of a desirable species may count towards these requirements provided measures are taken to ensure the survival of the vegetation through construction and all other location and design standards are met.
1. Landscape plans shall provide an inventory of all existing trees or significant woody vegetation including size, health, species and any that are proposed to be removed.
 2. Existing landscape credits shall only count towards the portion of the site where it is located, according to the site elements in Table 8-1. For example, an existing tree may only count towards the required planting for parking lot perimeters if it remains in the parking perimeter in the final design.
 3. Credits shall be on a 1 for 1 basis provided existing trees shall be at least 3-inch caliper to count. Landscape material that is of exceptional quality due to size, maturity and health may be credited on a 2 for 1 basis.
 4. Preserve any healthy tree of 6-inch caliper or larger that is more than 20 feet from the proposed building location. Non-building development activity should be organized around these trees to the greatest extent practical.
 5. Trees or other existing landscape that contributes to the standard shall be identified on a landscape plan and protected by a construction fence installed for the entirety of construction around the Tree Protection Zone (TPZ). The TPZ shall be based on ANSI A300 Standards and Best Practices but be at least 15 feet from the trunk of any tree and to the extent of the drip line in all cases. Tree wells or retaining walls may be necessary to protect existing plants.
- D. **Design & Location.** The landscape required by Table 8-1 shall be arranged and designed on a particular site in a way that best achieves the intent and design objectives of this Article, considering the specific context,

street frontage, property adjacencies and other elements proposed on the site. Required plantings shall be planted in the following specific locations and open spaces on the lot.

1. *Streetscape & Frontage Trees.* Streetscape and frontage trees shall be located in line with other trees along the block to create a rhythm along the streetscape and enclosure of the tree canopy. In the absence of a clearly established line along the block, trees may be planted in the following locations where applicable and in order of priority.
 - a. On center between the sidewalk and curb where at least 6 feet of landscape area exists;
 - b. 5 to 10 feet from the back of curb where no sidewalk exists or from the sidewalk where sidewalks are attached;
 - c. Within the first 5 feet of the front lot line where any constraints on the lot or in the right-of-way would prevent other preferred locations;
 2. *Foundation Trees & Shrubs.* Foundation plantings shall be located in open spaces abutting the building or in planting beds associated with the design of any hardscape along the building frontage.
 - a. Ornamental and evergreen trees shall be located within 20 feet from the building.
 - b. Shrubs and other plantings shall be located within 8 feet of the foundation, adjacent to internal sidewalks along the façade of a building, or along the perimeter of a patio when the patio adjoins the building.
 - c. Use larger and vertical landscape elements to frame entries and anchor the corners of buildings.
 3. *Parking Lot Landscape.* Parking lot landscape requirements shall be planted in perimeter buffers and landscape islands planned and designed according to Section 7.04, Parking Lot Design.
 4. *Visibility at Intersections.* Screens, buffers and landscape shall be located and designed to maintain proper lines of sight at all intersections of streets, alleys, driveways, and internal access streets as provided in Section 3.01.D.2, Sight Distances.
- E. **Alternative Design.** For the design standards in this Section 8.02, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section.

(Ord. No. 2405, §§ 26, 27, 1-3-2023; Ord. No. 2438, §§ 14—16, 1-2-2024)

8.03 Buffer & Screening Design

- A. **Design Objectives.** Intense land uses or site elements shall be buffered and screened from streetscapes and adjacent property according to the following design objectives. These objectives shall be used in applying the buffer requirements in Table 8-2, Buffer Planting Requirements and Table 8-3, Buffer Types and Application.
1. Areas of parking or circulation near streets or property lines require physical barriers or landscape transitions to soften impacts of surface parking areas and provide low-level headlight screening.
 2. Commercial uses or parking and service areas abutting residential property require a screen and buffer using a combination of dense vegetation or fences and walls compatible with the buildings on the site.
 3. Areas that transition to different uses or building scale require landscape areas to soften transitions.
 4. Service and utility areas of buildings and sites shall be screened with architectural features, fences or landscape to limit visibility or noise from adjacent property or streetscapes.

5. Utilize berms, vertical landscape elements, dense plantings, or other grade or spatial changes to alter views, subdue sound, and change the sense of proximity high-intensity elements of a site or building in relation to adjacent property and public rights-of-way.
6. Create landscape pockets with clusters that soften long expanses of building walls, fence, surface parking, or other similar areas.
7. Address three layers of scale, including large (shade) trees (high - 30'+), evergreen or ornamental trees (mid - 6' to 30'), shrubs, annuals and perennials, and ground cover (low - under 6') in a way that most directly mitigates the potential impacts and adjacencies.



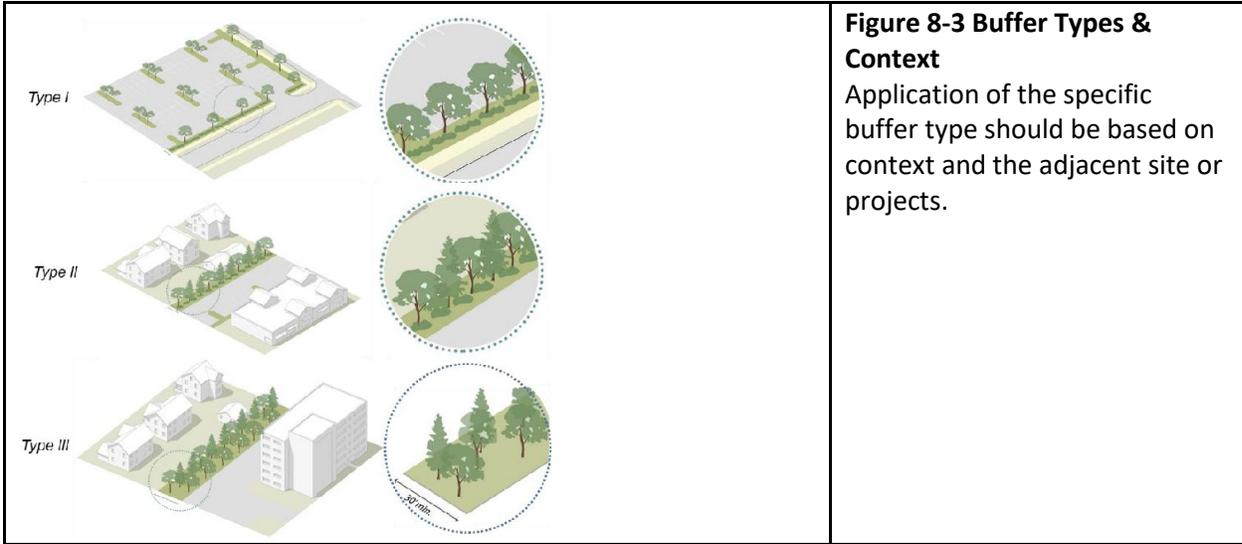
Figure 8-2 Buffer Layers
 Effective buffer design should be based on the specific context and the intent and degree of mitigation desired. Shade trees provide separation and mitigation at upper levels, evergreen and ornamental trees provide separation and mitigation at mid-levels, and shrubs or other smaller plants provide separation and mitigation at ground levels.

B. **Buffer Planting.** The planting requirements in Table 8-2: Buffer Planting Requirements shall be used to buffer and screen more intense uses or elements of a site according to the design objectives of this section. The buffer width may include any streetscape and frontage, setback, parking perimeter buffer or other open space requirement such that the larger requirement will control. Efficient site design can allow the area to meet multiple requirements. Where these areas overlap, the plants may meet multiple requirements, provided the design objectives are met and the greater of the requirements in Tables 8-1 and 8-2 applies.

Table 8-2: Buffer Planting Requirements		
Type and Applicability	Buffer Planting Requirement	
Type I - A low-level screen and physical separation used for aesthetic purposes, particularly around site utility elements, walkways, or parking	Width: 6' min. Planting: 1 large tree per 40' or 1 ornamental per 20' 1 shrub per 2.5 feet Variation: the shrub rate may be reduced in	

<p>areas along pedestrian oriented streetscapes.</p>	<p>combination with the following:</p> <ul style="list-style-type: none"> ■ A 2.5' to 4' decorative wall or fence as an alternative or in more constrained areas along the streetscape; ■ 3' berm provides low screening and physical separation in wider areas in association with required parking landscape. 	
<p>Type II - A moderately planted area used to separate and soften transitions between more intense portions of sites between generally compatible land uses.</p>	<p>Width: Average of 15' Planting: 1 large tree per 60' or 1 ornamental per 30' 1 shrub per 5' 1 evergreen tree per 60' Variation: A 6' fence or ornamental wall compatible with the materials of the building may be used with a lesser combination of plants (up to 50% less), or with a smaller space (8' min.).</p>	 <p style="text-align: center;"> Shrubs and evergreens 6' fence or wall </p>
<p>Type III - A densely planted area intended to mitigate noise and create a visual barrier between intense site conditions or potentially incompatible land use adjacencies, or for large scale uses along major streets.</p>	<p>Width: Average of 30' Planting: 1 large tree per 60' 1 ornamental per 60' 1 evergreen tree per 60' 1 shrub per 5' Variation: A 3'—4' berm or fence or wall that provides a visual 6'—7' barrier may be used with a lesser combination of plants (up to 50% less), or</p>	 <p style="text-align: center;"> Separation + Planting 6'-7' fence or wall Berm </p>

	with a smaller space (15' min.). Berms shall have a maximum slope of 3:1 and shall not be constructed within the drip line of any existing tree.	
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C. **Buffer Locations.** Buffers shall be required as indicated in Table 8-3, Buffer Types & Application.

Table 8-3: Buffer Types & Application						
Zoning Adjacent to Development	Zoning of Proposed Development					
	C-3, I-1 & I-2	DT, BP, MU-CC & MU-R/EC	C-O, C-1, C-2 & MU-NC	R-2, R-3 & MH	A/R, A/E, RE R-1, R-1-A & R-1-B	O, PL
A/R, A/E, RE, R-1, R-1-A & R-1-B	Type III	Type III	Type II	Type II	Type II*	
R-2, R-3 & MH	Type III	Type III	Type II			
C-O, C-1, C-2 & MU-NC	Type III	Type II				
DT, BP, MU-CC & MU-R/EC	Type II					
C-3, I-1 & I-2						
O, PL	Type III	Type III	Type II	Type II	Type II	

Other	<p>Parking areas within 50 feet of any public street or through access drive shall have a Type I buffer for lots under 50 spaces, and a Type II buffer for lots of 50 spaces or more.</p> <p>Any lots that back to a collector or arterial street shall require a Type III buffer. (See Sections 3.01 and 3.02 for more effective and efficient ways to design blocks and lots in association with transitions in the street networks, streetscapes, and open and civic space system).</p> <p>Any lots adjacent to a highway or expressway shall require a Type III buffer, except that the width shall be increased to 100' for residential development and 50' for mixed-use, commercial or industrial development.</p> <p>Agriculture uses that may use occasional heavy equipment or machinery should be buffered from residential uses with a Type III buffer. In cases where residences are proposed in proximity to existing agriculture or within agriculture preservation areas, the buffer shall be incorporated into the residential project design.</p> <p>Lots adjacent to unincorporated land or land annexed to another city shall base the buffer on the most similar Brighton zoning district to the adjacent land's current zoning as determined by the Director.</p> <p>The Director may require an alternate buffer type or modified buffer not specified in this table based on the intensity of the proposed use (considering factors such as noise, lighting, site activity, and hazardous materials) and the potential for impacts to surrounding properties.</p>
<p>* Type II buffers are only required in the A/R, A/E, RE, R-1, R-1-A and R-1-B districts for permitted non-residential uses adjacent to residential lots.</p>	

- D. **General Screening.** All of the following shall be screened from streets or adjacent property by placement of buildings or open space, dense evergreen vegetation, a decorative opaque fence or wall complementing the architectural details and materials of the building, or a combination of these screening strategies. Where design of the building, frontages, open space, buffers and other site requirements do not adequately screen these elements, the Director may require additional planting to achieve the design objectives of this section.
1. Electrical and mechanical equipment such as transformers, air conditioners, or communication equipment and antennas whether ground-, wall- or roof-mounted.
 2. Permanent or temporary outdoor storage areas.
 3. Trash and recycling containers shall be enclosed by a decorative opaque fence or wall complementing the architectural details and materials of the building. If located in a prominently visible area of the site, the trash enclosure shall be further screened using dense evergreen vegetation.
 4. Utility stations or fixtures.
 5. Delivery and vehicle service bays, except that bays do not need to be screened from adjacent property with the same or more intense zoning.
 6. Non-residential parking lots within 30 feet of residential lots.

7. Drive-through or drive-up service lanes.
- E. **Alternative Design.** For the design standards in this Section 8.03, if the full extent of the design standard cannot be met, the Director may approve an alternative design that equally or better meets the design objectives or enhances another design standard of this section.

(Ord. No. 2405, §§ 28, 29, 1-3-2023; Ord. No. 2438, §§ 17—20, 1-2-2024)

8.04 Plant Specifications

- A. **Design Objectives.** The plant specifications have the following design objectives:
1. Ensure the longevity and survival of landscape investments with proper species, location, installation and maintenance of plants.
 2. Promote regionally appropriate strategies, including limiting risk of disease or infestation through diversity of urban forest on an area- or city-wide basis.
 3. Establish minimum standards that balance immediate conditions with reasonable long-term growth and performance of landscape plans.
 4. Require water efficient strategies in terms of the water needs of landscape plans, and the continued operations and maintenance of sites.
- B. **Species.** All trees and shrubs shall be selected and planted according to the Brighton's Recommended Tree, Shrub and Perennial lists referenced in Appendix A, Resources, Guides and Industry Standards and on file with the City. For properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code Map area, plantings shall comply with an approved species list issued by the Colorado State Forest Service. In addition to any species on these lists, alternatives may be proposed and approved as part of the site plan provided they:
1. Are documented by a landscape architect or other credible information comparable in type and performance to any species on this list;
 2. Are adaptable to the climate of the Front Range region and the specific conditions in which they are proposed; and
 3. Are not invasive or otherwise problematic to the overall health of the landscape.
- C. **Plant Specifications.** All landscape materials shall meet the American Standards for Nursery Stock (ASNS), published by the American Association of Nurserymen, and be selected for its native characteristics or survival in the climate for the Front Range region, and be planted and maintained ASNS specifications. Plants shall meet the following specifications at planting:

Table 8-4: Plant Specifications	
Type	Specification
Large (Shade) Tree	2" caliper; Mature height of at least 30'
Ornamental Tree	2" caliper; 8' to 10' minimum planting height for multi-stemmed; Mature height of at least 15'
Evergreen Tree	6' to 8' minimum planting height; Mature height of at least 10'. Evergreens with mature heights of 30' or more may be classified as large trees.

Shrub	24" or 5-gallon minimum container
Perennials	1-gallon container
Ground Cover	Areas designed for vegetative cover shall have full coverage within 2 growing seasons
Irrigated Turf/Native Seed	Irrigated turf/native seed may be installed as sod, plugs, or seed. Bluegrass, fescue, buffalo grass, and other grasses commercially grown as sod shall be installed by sodding. Seed installation shall be by drilling or hydroseeding including a mulch and tackifier. Native seed is established when no more than 10 percent of the native seed area consists of non-native species or weeds. In addition, no bare areas shall be larger than 12 inches by 12 inches. Native seed areas may result in a higher incidence of weeds, therefore, a plan for establishment and maintenance shall be indicated on all landscape documents and shall include a weed control and removal program, mowing schedule, and trash clean-up. (See limits on irrigated turf areas and native seed in Table 8-1: Plant Requirements)
Artificial Turf	The chosen material and any underlayment installed below the turf shall have a minimum percolation rate of 5 inches per hour. The liner material and all bedding shall be permeable to allow for infiltration of water into the soil below to mimic conditions of sod and natural grasses. Artificial turf shall be cleaned and debris removed on a regular basis. Artificial turf shall be replaced when it is no longer simulating the infiltration properties of sod or native grasses.
General	Plants used for screening and buffers shall achieve the required opacity and function in its winter seasonal conditions within 2 years following planting.

- D. **Tree Diversity.** The required trees planted shall promote diversity with the following species selection criteria.

Table 8-5: Tree Diversity	
Required Trees	Diversity
1—29	At least 2 genus No more than 50% of any one genus
30+	At least 3 genus No more than 33% of any one genus

-
- E. **Water-wise Landscape.** All landscape plans shall conserve water with landscape materials and design techniques using the following water-wise principles.
1. Incorporate a "zoned planting scheme" to reduce water demand by grouping plants with similar water requirements together in the same hydrozone.
 2. New irrigated turf shall be limited to areas specified in Table 8-1.
 3. Existing irrigated turf may be converted to a turf species that requires less water (for example, Kentucky Bluegrass converted to Buffalograss or Bermudagrass).
 4. Choose plants from the Plant Specifications in Section 8.04 for trees, shrubs, and to create a living ground cover of at least 50% of the landscape area based on mature size of vegetation.
 5. Native seed may not be appropriate in all contexts and its usage and seed mix shall require approval by the Director based on overall appearance, ability to maintain, height at maturity, and durability in the location where it is to be installed.
 6. No more than 50% of the landscape area may be covered with non-living materials including bark mulch, wood chips, rock, stone, gravel, or cobble.
 - a. The design of non-living landscape areas shall include a diversity of colors and textures to reduce the visual harshness of large expanses of one material.
 - b. The use of boulders, pavers, or similar natural materials is encouraged so long as they are designed and arranged in a way that can infiltrate runoff through associated planting areas.
 - c. Wood mulch and crusher fines shall be prohibited in drainage swales or areas of ponding water such as detention ponds. Rock mulch or other means of stabilization designed in accordance with the Mile High Flood District's Urban Storm Drainage Criteria Manual shall be used in areas of concentrated runoff.
 7. Incorporate soil amendments and use of organic mulches that reduce water loss and limit erosion. All plant areas should receive soil amendments of at least 3 cubic yards per 1,000 square feet and soil should be loosened to provide water and air infiltration for improved root development.
 8. The irrigation system shall deliver water efficiently and uniformly and shall be appropriate to the needs of the plant materials. Install efficient automatic irrigation systems that incorporate water conservation measures, including spray heads for ground cover and drip irrigation for shrubs and trees, and high-efficiency or precision nozzles. Provide regular and attentive maintenance to ensure irrigation systems are functioning properly.
 9. Irrigation shall be provided to effectively establish the landscape and to maintain plant life that requires supplemental water on a regular or periodic basis, or in periods of drought.
 10. Temporary irrigation may be provided for native seeds, but all shrubs, trees, and ornamental grasses shall be served by a permanent irrigation system. Temporary irrigation shall be installed above grade and shall be allowed for no more than two growing seasons. The temporary irrigation shall be removed at the conclusion of the second growing season.
 11. Alternative sources of irrigation for all landscape areas are encouraged, and may include:
 - a. Non-potable irrigation.
 - b. Rainwater harvesting in accordance with State law may be used to augment permanent irrigation systems provided that the systems used to harvest and store the water are designed to prevent intrusion of trash, insects, and animals.

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- F. **Maintenance.** All landscape plans shall include installation specifications, method of maintenance including a watering system and statement of maintenance methods. All plantings shall be properly maintained. All elements of an approved landscape plan including plant materials shall be considered elements of the project in the same manner as parking, buildings or other details. Plant material which fails to grow or which exhibits evidence of insect pests, disease, and/or damage shall be appropriately treated, and any plant in danger of dying may be ordered to be removed and replaced by the Director.

(Ord. No. 2438, §§ 21—24, 1-2-2024)

8.05 Fences & Walls

- A. **Design Objectives.** Fences and walls provide safety and security, screening, and architectural enhancements to sites and buildings and shall meet the following design objectives:
1. Fences and walls designs shall consider the context of the area, the location on the site, and the desired functions.
 2. Fences and walls with prominent publicly visible locations require higher design standards, accompaniment of landscape to soften the expanse, or a combination of both.
 3. Fences and walls in walkable contexts or nearest pedestrian facilities require a lower profile, more open design, or both.
 4. Fences and walls in prominent public places should complement the design of the site and the architecture of the associated building.
 5. Fences and walls shall be designed and located sensitive to the massing and design relationship, and other impacts to adjacent property.
- B. **General Design - All Fences & Walls.** In general, all fences and walls shall meet the following standards.
1. *Location.* All fences and walls shall be located as follows:
 - a. At least 18 inches from any right-of-way, or from any easement for access associated with the edges of the right-of-way or other connections that are part of the access and circulation strategy.
 - b. At least 3 feet from any sidewalk on a side street unless designed to the front fence standards.
 - c. At least 6 feet from any sidewalk on a collector street or higher, or at least 10 feet if the sidewalk is attached.
 - d. All fences or walls located along adjacent lot lines shall be constructed so that either:
 - (1) The face of the fence is on the property line; or
 - (2) The face of the fence is at least 3 feet from the property line. Any areas set back 3 feet or more from the property line, which could become enclosed by other similarly located fences or walls, shall provide at least one gate for access and maintenance equipment.
 2. *Height.* The height limits shall include any retaining wall or berm that a fence is built on; however, the Director may grant exceptions to the height limits where they equally or better serve the intent and design objectives of this Article.
 3. *Sports and Recreation Fences.* Fences for sports and recreation facilities, or for any other similar public facility, may be up to 10 feet generally; or up to 18 feet for tennis courts if at least 50% open above 7 feet high; and taller to serve the functional need for backstops or golf course protection.

4. *Construction Fences.* Temporary fences for construction may be up to 10 feet or as otherwise specified in construction permits.
5. *Flood Areas.* No fence shall be located in any flood areas in a way that could impede water, collect debris, or which cannot be anchored to prevent floatation, collapse or lateral movement during flood periods.
6. *Sight Distances.* All fences, walls or screening shall be located out of the sight distances in Section 3.01.D.2, Sight Distances, or otherwise limited to no more than 3 feet high in these areas.
7. Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map area shall comply with the fencing and retaining wall standards of the 2025 CWRC, as either may be amended.

C. **Residential Fences and Walls.** Fences and walls in residential districts shall meet the following standards:

Table 8-6: Residential Fences & Walls	
Front	<ul style="list-style-type: none"> • 3' high if solid • 4' high if at least 50% open • Any front fencing on a collector street or higher shall be installed under Home Owner's Association design standards to maintain uniform frontages on all lots.
Side and Rear	<ul style="list-style-type: none"> • 6' if behind the front building line. • Meet the front fencing standards for all areas in front of the front building line, or within 3 feet of any sidewalk. • When a property line is adjacent to a park, open space, trail, or landscape tract, fencing along the property line shall be open 3 rail fencing no more than 4' high unless 1) the park, open space, trail, or landscape tract is at least 75' wide and the fencing is owned and maintained by a homeowner's association or special district, or 2) the fence is located a minimum of 15 feet from the sidewalk when the adjacent tract is located along a street. Welded wire mesh (either 2"x2" or 4"x4") may be attached to the interior of the fence to enclose pets.
A/E and A/R	<ul style="list-style-type: none"> • Fencing associated with an agriculture use the A/E and A/R districts may be up to 6' high • Barbed wire or electrified fencing shall only be used where necessary to protect agricultural operations and resources.
Residential Perimeter Any fence more than 3' high, less than 75% open, and within 50' the right of way.	<ul style="list-style-type: none"> • Only allowed under ownership of the Home Owner Association, or City or other government entity. • Requires low maintenance, high-quality, aesthetic design: <ul style="list-style-type: none"> ◦ Metal, brick or treated wood ◦ At least 3 rails ◦ Masonry posts at least every 60'; 2' x 2' with sloped column cap • No more than 60% of perimeter; remainder of 40% breaks include intersecting streets, common or public open space, pedestrian

	<p>entryways, or private lot fences meeting the front or side street fence standards.</p> <ul style="list-style-type: none"> • No more than 400' without a break (pedestrian or vehicle access or other similar opening). • No more than 100' without offsets in plane at least 40' long <ul style="list-style-type: none"> ◦ 8' deep with landscape clusters; or ◦ 4' deep with fence that is at least 75% open
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D. **Commercial & Mixed Use Fences and Walls.** Fences and walls in commercial districts shall meet the following standards:

Table 8-7: Commercial Mixed Use Fences & Walls	
Commercial	<ul style="list-style-type: none"> • 3' high maximum on front or around any required landscape area • 8' high maximum on any internal side or rear lot • No more than 25% of any street frontages • No more than 50' without an offset in the plane for any perimeter fence. • Perimeter fence shall be low maintenance, high-quality, aesthetic design: <ul style="list-style-type: none"> ◦ Stone, brick, masonry, scored concrete, vinyl, or metal with dark finish. ◦ Wood shall not be used as a primary material on perimeter fences. • No chain link allowed.

E. **Industrial Fences and Walls.** Fences and walls in industrial districts shall meet the following standards:

Table 8-8: Industrial Fences & Walls	
Industrial	<ul style="list-style-type: none"> • 3' high maximum on front or around any required landscape area. • 10' high on rear, internal side or elsewhere beyond the building setbacks. • May include barbed wire only where necessary for security purposes, and if at least 6' high, no more than 4 strands, and no more than 45 degree angle from vertical. • No height limit for any temporary noise barriers for oil and gas facilities.

(Ord. No. 2405, § 30, 1-3-2023)

8.06 Outdoor Lighting

A. **Design Objectives.** Exterior lighting of sites and buildings shall meet the following design objectives:

1. Provide safety and security in publicly accessible areas.
2. Create comfort and ambiance with softer and warmer lighting in gathering spaces, social places, and pedestrian-oriented streetscapes.
3. Accent the architectural features buildings, gateways or other portions of sites visible from the streetscape or other public spaces.
4. Design the appropriate scale of light considering pedestrian-oriented or vehicle-oriented portions of sites.
5. Limit glare or other impacts that sight lighting could have on adjacent sites with the appropriate design, location and type of fixture, and based on the context of the area.
6. Reinforce the unique character of particular areas with the types and style of lighting fixtures.
7. Develop energy efficient lighting strategies in balance with other site lighting objectives.

B. **Mounting Height.** All exterior lighting shall be limited to the mounting heights specified in the following table:

Table 8-9: Maximum Lighting Mounting Height	
Driveways and Parking Areas	<ul style="list-style-type: none"> • 35' in non-residential districts. • 24' in all other districts; or within 30' of any street; or any light within 100' of a residential use or residentially zoned property.
Pedestrian Walkways, Plazas or Courtyards, and Pedestrian-oriented Streetscapes	<ul style="list-style-type: none"> • 16'
Facade Lights	<ul style="list-style-type: none"> • Below the eave or cornice line, provided the light is directed downward or otherwise designed and located to limit up lighting beyond the facade.
Other Site Lighting	<ul style="list-style-type: none"> • 12' non-residential; • 7' residential
Building Mounted Security Lights	<ul style="list-style-type: none"> • May be mounted at heights required to provide adequate security provided all efforts be made to mitigate off-site impacts including dimmers, timers, sensors, shields or other technology.
General	<ul style="list-style-type: none"> • All light poles shall be setback from the property at least 3', and at least 50% of the height, whichever is greater.

Outdoor sports and recreation facilities	<p>Lights for outdoor sports and recreation facilities are not limited by this section, but shall be subject to site plan review as a part of the proposed project. Generally lights shall:</p> <ul style="list-style-type: none"> • Not exceed 80' • Shall be setback from the property line at least 1' for every 2' of height or 1' for every 1' of height abutting residentially zoned property. • Shall not exceed 2 foot-candles illumination at the property line. • No lighting after 11 PM.
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- C. **Shielding.** Except for ornamental lights below 2,400 lumens, all exterior fixtures shall be fully shielded and installed so that the direct illumination shall be confined to the property boundaries of the source.

Table 8-10 Required Shielding			
Wattage or Mounting Height	Shield Type		
	Full Cutoff ^a	Cutoff ^b	Semi-cutoff ^c
All lights mounted above 25'; or All lights above 5,000 lumens	Required	—	
All lights between 2,400 and 5,000 lumens and mounted below 25'.	Permitted	Required	
All lights below 2,400 lumens and mounted between 12' and 25''	Permitted	Permitted	Required
All lights less than 2,400 lumens and mounted less than 12'	No shielding is required; all shielding types permitted.		

- a. Full cutoff fixtures emit 0% of its light above 90 degrees and 10% above 80% from horizontal.
- b. ;hg;Cutoff fixtures emit no more than 2.5% of its light above 90 degrees and 10% of its light above 80% from horizontal.
- c. ;hg;Semi-cutoff fixtures emit no more than 5% of its light above 90% and 20% of its light above 80 degrees.

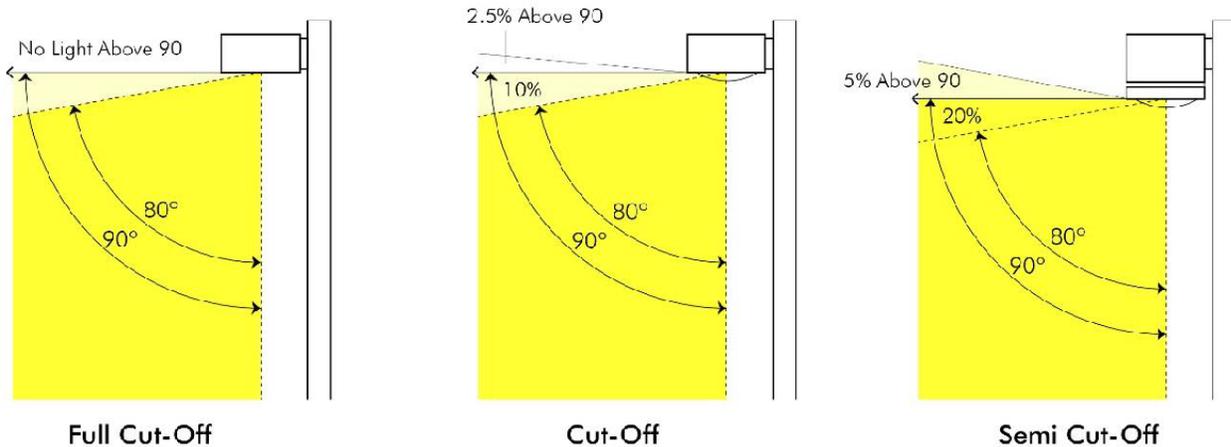


Figure 8-4 Light Shielding

Table 8-10 permits different types of light fixture shielding or "cutoff" based on the brightness of the light source and mounting heights, to minimize potential light glare on streetscapes or adjacent property. Figure 8-4 presents how fixture cutoff is measured in order to best meet the design objectives of this section.

- D. **General Standards.** In addition to the mounting height and shielding standards, exterior site lighting shall meet the following general standards:
1. All lighting shall be designed and located to not provide direct light or glare onto any adjacent property or any public right-of-way, other than building mounted lighting on street-front buildings which may be designed in a manner that impacts only public sidewalks or other pedestrian oriented places in the right-of-way. [See Section 4.06, District Performance Standards for lighting standards at the perimeter of property for non-residential districts.]
 2. Exterior building, site and parking lighting for any building over 50,000 square feet, any parking area over 150 spaces, or any non-residential use abutting residential uses or zoning districts shall be equipped with dimming interfaces.
 - a. All lighting for parking lots and surrounding areas shall be reduced to a level sufficient for security purposes only within one hour after closing.
 - b. All other exterior site or building lighting shall be reduced to a level sufficient for security purposes only between 10 P.M. and 6 A.M.
 - c. Dimming shall be at least 50% of full operational levels.
 3. All facade lighting and other externally illuminating lights shall use shielded, directional fixtures, designed and located to minimize uplighting and glare. Decorative lighting, such as lanterns and wall sconces, which may be allowed as long as the fixtures, do not exceed 2,400 lumens and do not emit light directly upward.
 4. The style of light standards and fixtures shall be consistent with the style and character of architecture proposed on the site and building.
 5. Under-canopy lighting, such as fuel stations or similar canopies, shall have flush-mount, flat lens light fixtures.
 6. All exterior lighting of the site, buildings or signs shall have underground power service.
 7. A lighting plan shall show the location, mounting heights, fixture types and lighting level for all lights. A photometric plan prepared by a qualified professional may be required by the Director for large-scale uses or where certain compatibility and adjacent issues exist.



Wildfire Resiliency Land Use Code Amendments

PLANNING COMMISSION -
February 26, 2026

City Staff Representative:

Summer McCann, Senior Planner

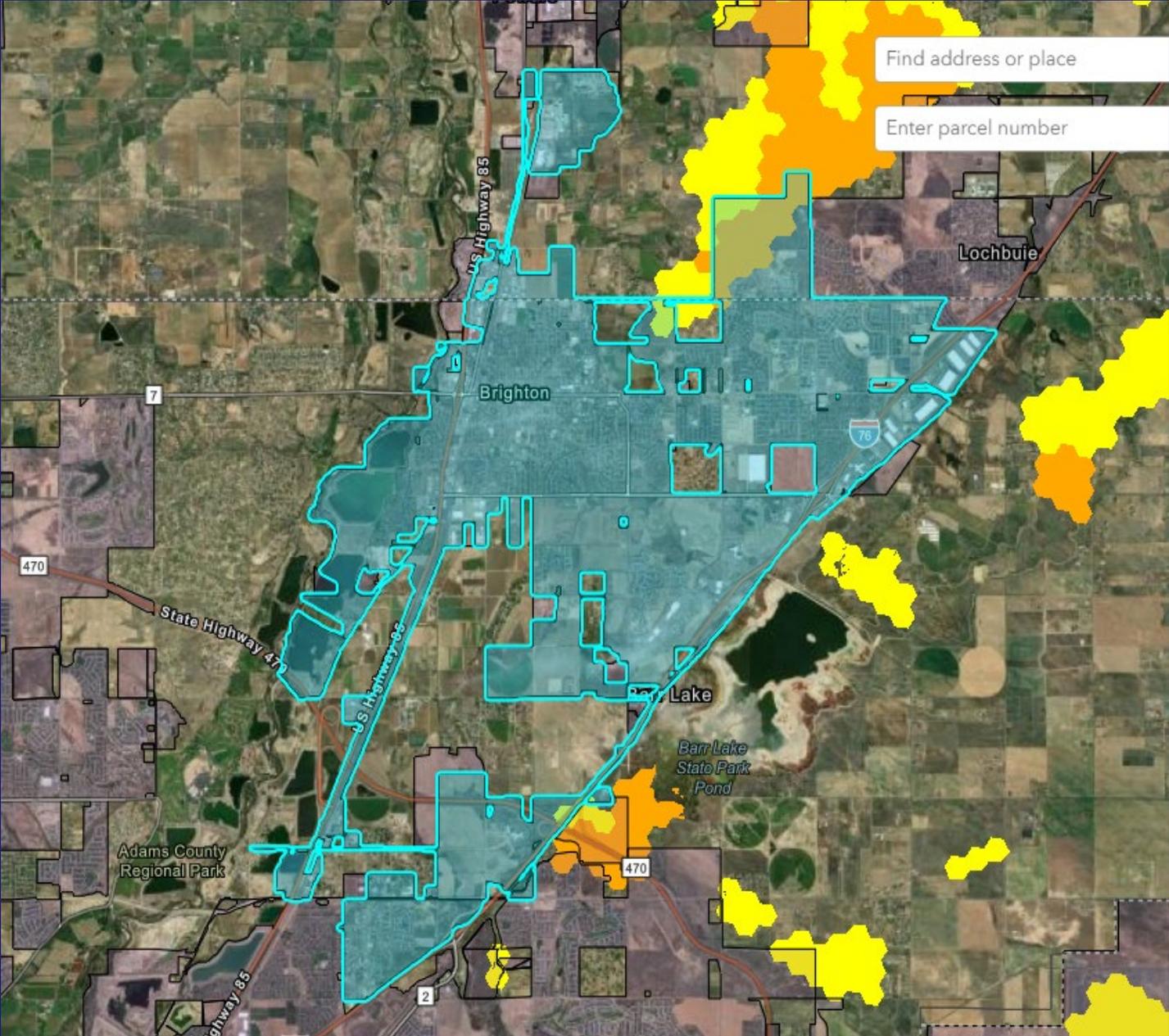
Background

- In 2023, Senate Bill 23-166 created the Wildfire Resiliency Code Board and directed it to develop a statewide wildfire resiliency code for areas within the Wildland Urban Interface.
- Senate Bill 25-142 requires cities and counties with land in the Wildland Urban Interface to adopt the Colorado Wildfire Resiliency Code, or standards that exceed it, within nine months of the Code's adoption.
- The Wildfire Resiliency Code Board adopted the Colorado Wildfire Resiliency Code on June 1, 2025, along with a map identifying where the Code applies.

A portion of the City of Brighton is located within the Wildfire Resiliency Code map area

● Class 1
Low Intensity

● Class 2
Moderate Intensity



2025 Colorado Wildfire Resiliency Code Map

Impact of Colorado Wildfire Resiliency Code on Land Use & Development Code

- Applies to new construction, significant alterations, and additions of buildings.
- Requires use of noncombustible, fire-retardant-treated, or ignition-resistant building materials.
- Establishes three ignition zones around structures (0-5 ft, 5-30 ft, 30-100 ft) with specific vegetation management requirements to reduce fire risk.
- Requires use of noncombustible or ignition-resistant materials for hardscapes, plantings, retaining walls, and fencing near structures.

Article 5 – Neighborhood Design Standards

New alternative design exceptions for CWRC Map Areas

Applies to Lot Open Space (5.03) and Building Design (5.04)

- Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. Where compliance with the CWRC results in a conflict with, or cannot be reasonably achieved due to the standards of this Code, the Director may approve alternative design standards under this Code, provided the design meets the intent of this section.

Article 6 – Non-Residential Design Standards

New alternative design exceptions for CWRC Map Areas

Applies to Site-Specific Open Space Design (6.03), Frontage Design (6.04), and Non-Residential Building Design (6.05)

- Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. In instances where building design or materials conflict with these standards, alternative design standards may be approved by the Director, provided the design meets the intent of this section.

Article 8 – Landscape & Site Design Standards

New Exceptions for Properties within the CWRC Map Area

Planting requirements, species types, and fencing

- Table 8-1: Plant Species

Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map shall comply with the standards of the CWRC, as either may be amended. Where tree planting is prohibited, substitutions shall be provided at the rates specified in the Site Constraints row. All plantings and ground cover shall comply with an approved species list issued by the Colorado State Forest Service.

- 8.04 Plant Species

For properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code Map area, plantings shall comply with an approved species list issued by the Colorado State Forest Service.

- Fences and Walls Provision

Properties located within a fire intensity classification on the Colorado Wildfire Resiliency Code (CWRC) Map area shall comply with the fencing and retaining wall standards of the 2025 CWRC, as either may be amended.

Staff Analysis - Land Use & Development Code

In making its recommendation, the Planning Commission shall use the following criteria (Sec. 2.10 B.):

- 1. The amendment furthers the purposes of these regulations in Section 1.01.C.*
- 2. The amendment is in accordance with the Comprehensive Plan and has been considered for both its long-range effects as well as immediate impacts.*

Staff Analysis – Comprehensive Plan:

Chapter Four: Citywide Principles, Policies & Strategies

- *Policy 7.1 - Continually Update the Citywide Design Guidelines To Ensure They Reflect Core Community Values*
 - 2. Along with high levels of efficiency and cost effectiveness, ensure that high quality aesthetic design is a strong factor in the construction of new facilities. Consider ways in which the design of new structures by all public agencies can enhance the visual landscape and help to define the image of the community.
 - 5. Encourage innovative and sustainable design as a means to address aesthetics and solve environmental, transportation, recreation, and other potential challenges, while ensuring the design fits the character of existing development.

Staff Analysis – Land Use & Development Code Cont'd

3. *The amendment promotes the public safety, health and general welfare of the community in the City of Brighton.*
4. *The amendment improves the effectiveness and efficiency of administering the Land Development Code.*

Public Notice and Comment

- Public Notice was provided in accordance with the *Land Use & Development Code*.
- On February 9th
 - ✓ Notice was published on the City's Website.
- Planning staff has not received any formal comments in advance of this hearing.

Summary of Findings

- ✓ The Development Review Committee has reviewed the code amendments and recommends approval.
- ✓ Staff finds the code amendments are in general compliance with the requirements as outlined in the *Land Use & Development Code*.

City Staff Recommendation

- ✓ Staff recommends approval of the *Land Use & Development Code* amendments.

Options for Planning Commission

- ❑ Recommend approval of the code amendments as drafted;
- ❑ Recommend denial of the code amendments;
- ❑ Recommend approval of the code amendments with changes or;
- ❑ Continue the item to be heard at a later, specified date if the Planning Commission feels it needs additional information to ensure compliance with the approval criteria as set forth in the *Land Use & Development Code*.

Department of Community Development

Reference: Bromley Park Planned Unit Development (PUD) 36th Amendment

To: Chair and Members of the Planning Commission

Through: Shannon McDowell, Assistant Director

Prepared By: Summer McCann, Senior Planner

Date Prepared: February 9, 2026

PURPOSE

The Major Planned Unit Development (PUD) Amendment application (the "Application" or the "Amendment") before the Planning Commission is for an approximately 1.650-acre property (the "Property"), generally located to the northeast of the intersection of Bowie Drive and North 50th Avenue, south of Chicory Circle, and west of Purple Mustard Court. Lucy Dineen is the project contact working on behalf of the Property owner and applicant, BLAIN LLC (the "Applicant"). The Applicant is requesting the addition of a daycare as a permitted use, along with associated development standards that would apply solely to the development of a daycare facility. This request requires approval of a Major Planned Unit Development (PUD) Amendment, which is a form of zoning map amendment, commonly referred to as a rezoning.

PROCESS

A Zoning Map Amendment is the second step in the land development process with the City (Annexation > *Zoning Map Amendment* > Platting > Site Plan Review > Permits). As the Property is already platted, only a site plan will need to be administratively approved before permits are issued. All applications will be reviewed using the City's LUDC to ensure compliance with City codes and policies.

Zoning dictates whether uses at a property are allowed by right or conditionally, and this, in turn, allows owners, neighbors, and the community at large to have a reasonable expectation of what can occur on a property. It establishes standards for construction including building height, lot coverage, and building setbacks. There are a variety of zone districts within the City, including residential, commercial, industrial, mixed-use, and planned unit development (PUD).

The Bromley Park Annexation Agreement, approved in 1985, outlined that the accompanying PUD is vested for a period of forty (40) years. The *Bromley Park Land Use Regulations* were adopted in 1986 and outlined the amendment process for the PUD. Per these regulations, the proposal does not meet the criteria for a Minor PUD Amendment, and as such, must be processed as a Major PUD Amendment and "subject to the review of the Planning Commission and approval by the City Council after public hearings." The *Bromley Park Land Use Regulations* do not include specific review criteria for a Major PUD Amendment. The Planned Development process outlined in the LUDC is most closely aligned with the PUD Amendment process. As such, Staff, the Planning Commission, and the City Council should use the review criteria outlined in Section 2.04(C)(2) of the LUDC.

BACKGROUND

In 1985, the Property was annexed as part of the Bromley Park Annexation and was most recently zoned in 2023 under Bromley Park PUD 30th Amendment. Previously, the Property was zoned under the Bromley Park PUD 23rd Amendment, which retains most of the development standards

for site development, including permitted uses. The Property is platted under the Brighton Crossing Filing No. 2, 11th Amendment Administrative Plat.

Surrounding Land Use(s):

Surrounding Direction	Land Use(s)	Zoning	Annexation Status
North	Single Family Detached	Bromley Park PUD 5 th Amendment (Single Family Detached)	City of Brighton
South	Auto Care	Bromley Park PUD 23 rd Amendment (Commercial)	City of Brighton
East	Drainage	Bromley Park PUD 5 th Amendment (Commercial)	City of Brighton
West	Medical Care and Drainage	Bromley Park PUD 27 th Amendment (Commercial) and Bromley Park PUD 29 th Amendment (Single Family Detached)	City of Brighton

CRITERIA BY WHICH PLANNING COMMISSION MUST CONSIDER THE ITEM

Section 2.04(C)(2) of the LUDC outlines the review criteria upon which the Planning Commission must consider the Application. Specifically, the Planning Commission must consider the following:

- a. The plan proposes the most closely applicable base zoning district(s) for specific portions of the property in terms of land use, development intensity, and building form and scale.
- b. The proposed change is consistent with concepts or plans in the previously approved Planned Unit Development and does not increase development beyond the capacity or impacts proposed in that plan.
- c. The proposed plan either meets the standards provided in this code, or where deviations from the base zoning districts or other standards of this code are requested, they bring the project closer to the intent or design objectives of this code than was otherwise anticipated under the approved Planned Unit Development.
- d. The plan meets all of the review criteria for a Zoning Map Amendment.

STAFF ANALYSIS OF THE APPLICATION

Proposed Uses:

Under the Bromley Park PUD 23rd Amendment, a specific list of commercial uses is permitted within the development. At the time of adoption, a daycare use was not included as a permitted use. The primary purpose of the current Amendment is to add a daycare as a permitted use and to establish development standards that apply exclusively to that use.

The Amendment proposes several modifications to existing development standards. First, it includes building design standards that allow for reduced window transparency. This adjustment is intended to address privacy and security needs commonly associated with daycare facilities. The Amendment also proposes modified parking standards for a daycare use. Under the LUDC, daycares are required to provide one parking space per 200 square feet of building area. The

Amendment proposes a parking ratio of one space per 300 square feet. The applicant has provided staff with justification for the reduced parking ratio based on comparable daycare facilities at other locations.

In addition, the Amendment introduces revised setback standards tailored to the proposed site layout. The most notable change is a reduction in the parking lot setback from 40 feet to 18 feet. While this represents a decrease in distance, the setback area will be heavily landscaped and will include an 8-foot masonry wall to mitigate any visual or noise impacts. All other permitted uses would be required to meet the 40-foot setback and comply with all other development standards outlined in the previous amendments.

Lastly, the Amendment includes a provision that additional site plan review may be required if a change in use occurs after building construction to address buffering and screening.

Land Use & Development Code:

The Planning Commission in making its recommendation shall use the criteria outlined in Section 2.04(C)(2). Below, Staff analyzes how the Application meets and/or exceeds the criteria.

a. The plan proposes the most closely applicable base zoning district(s) for specific portions of the property in terms of land use, development intensity, and building form and scale.

The Bromley Park PUD 23rd Amendment allows for a range of commercial uses, including restaurant and retail. In terms of traffic generation, operating hours, and overall activity, these uses may be more intensive than a daycare use. A daycare use is permitted in nearly all commercial and mixed-use zone districts under the LUDC and is generally considered more compatible with residential uses than some of the commercial uses currently allowed.

b. The proposed change is consistent with concepts or plans in the previously approved Planned Unit Development and does not increase development beyond the capacity or impacts proposed in that plan.

While the Application proposes new development standards, these standards apply exclusively to a daycare use. All other permitted uses will be subject to the previously approved setbacks, buffers, screening, and development standards. A daycare operates within specified hours, generates predictable traffic patterns, and has limited evening and weekend activity. Although the parking lot setback is proposed to be reduced, the building setback has been increased to 85 feet. The parking setback area will also include an 8-foot masonry wall and landscaping to mitigate any potential visual or noise impacts.

c. The proposed plan either meets the standards provided in this code, or where deviations from the base zoning districts or other standards of this code are requested, they bring the project closer to the intent or design objectives of this code than was otherwise anticipated under the approved Planned Unit Development.

A daycare use is permitted under multiple commercial zoning districts within the Code, some of which require a minimum 15-foot buffer when adjacent to residential zoning. The proposed Amendment provides an 18-foot buffered area, which is generally consistent with what would be required under the current Code. Although the parking area for a daycare would be located closer to residential uses than parking associated with some other permitted PUD uses, a daycare is

more compatible with residential areas due to its limited hours and predictable activity patterns. Additionally, the Amendment includes a provision that may require site plan review in the event of a change in use following building construction. This ensures that, if the site is developed as a daycare and later transitions to a different use, staff can evaluate whether additional buffering and screening are necessary. As part of this review process, a neighborhood meeting may be required to provide an opportunity for community input.

d. The plan meets all of the review criteria for a Zoning Map Amendment.

The criteria for a Zoning Map Amendment is set out in Section 2.03(B) and outlined and analyzed below:

d1. The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.

The future land use portion of *Be Brighton*, the Comprehensive Plan, has designated the Property as Commercial which aligns with the current zoning and permitted uses. The Amendment also meets other policies and strategies of the Comprehensive Plan. Within Chapter Four on 'Citywide Principles, Policies & Strategies', the proposed Amendment advances a number of these goals:

Policy 1.1 – New Growth Should Favor Existing Areas of Infrastructure Investment and Planning

- The Property is located within an area that is primarily built out and has benefited from previous planning and infrastructure investment. The site functions as infill development and is the last vacant parcel within the original planned commercial center that includes the adjacent King Soopers.

Policy 5.2 – Support Brighton's Non-Downtown Commercial Centers, Focusing Growth within Existing Investment Areas Where Possible

- The proposed Amendment supports Brighton's non-downtown commercial centers by facilitating a compatible commercial use within an established mixed-use area. The addition of a daycare introduces a neighborhood service that complements the surrounding commercial and residential development and focuses growth within an existing investment area.

d2. The proposal will support development in character with existing or anticipated development in the area, including the design of street, civic spaces and other open space; the pattern, scale and format of buildings and sites; and the integration, transitions and compatibility of other uses.

The proposed Amendment establishes development standards, including setbacks, buffering, and screening, that are consistent with the existing development framework and are intended to mitigate potential impacts on adjacent uses. With the exception of reduced window transparency to address privacy considerations, the proposed building will be designed in accordance with current Land Use and Development Code standards.

d3. The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.

The Property can be adequately served, and any future site developer will pay applicable costs to connect to City infrastructure.

d4. The change will serve a community need, amenity or development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property.

The zoning designation that established the permitted uses was approved in 2019. Since that time, there has been significant residential growth in the surrounding area. Allowing a daycare on the Property would introduce a service that supports nearby neighborhoods and families. The proposed Amendment enables this use while maintaining compatibility with surrounding development through tailored development standards.

d5. The recommendations of any professional staff or advisory review bodies.

City staff finds this site appropriate for commercial uses given its specific location and based on the desires of the community as expressed in the Comprehensive Plan. Site development, including buffering and building design, will occur in accordance with the applicable zone district standards as outlined in the LUDC and the *Bromley Park Land Use Regulations*. Any development on the Property will only be permitted with a design that ensures it fits in with the context and development patterns of the area.

The Development Review Committee (DRC) reviewed this project and recommends approval.

Note: A complete list of comments and the agencies who made them are available upon request.

PUBLIC NOTICE AND INQUIRY

Mailings were sent to all property owners within 300 feet of the proposed zone change, as required by the LUDC. These mailings were sent on February 9, 2026, and included a letter describing the proposed rezoning as well as the time and place for the public hearing. Also, included with the letter, was a map of the subject area. A notice was published on the City's website on the same day. City staff also posted public hearing information on Facebook and NextDoor in the days leading up to the meeting. On February 4, 2026, a sign was posted on the Property. As of the posting of this report, Planning staff has not received any formal comments from the public regarding the rezoning.

On August 25, 2025, as required by Code prior to the submission of the Application to the City, the applicant held a virtual neighborhood meeting. The notification mailings, sent by the Applicant to property owners within the applicable mailing radius of the Property, included information on the meeting. The Applicant had multiple members of their team available to present their proposal, field any questions, and take feedback from meeting participants. A copy of the neighborhood meeting minutes is attached to this report.

SUMMARY OF FINDINGS AND STAFF RECOMMENDATION

Staff finds the Application is in general compliance with the requirements as outlined in Section 2.04(C)(2) of the LUDC and therefore recommends approval of the Bromley Park PUD 36th Amendment. Staff has drafted a resolution for the recommendation of approval if the Planning Commission agrees with this recommendation.

OPTIONS FOR COMMISSION CONSIDERATION

The Planning Commission has four options when reviewing this Application. The Planning Commission may:

- 1.) Recommend approval of the Application;
- 2.) Recommend denial of the Application;
- 3.) Recommend approval of the Application with changes to the drafted resolution; or

- 4.) Continue the item to be heard at a later, specified date if the Commission feels it needs additional information to ensure compliance with the approval criteria as set forth in the *Land Use & Development Code*.

Note: The first three decisions would be a recommendation to the City Council, who will ultimately make the decision on the Application.

ATTACHMENTS

- Draft Planning Commission Resolution
- Aerial Map by City Staff
- Proposed Zoning Map Amendment
- Combined Public Hearing Notice
- Buffer Map
- Neighborhood Meeting Minutes
- Affidavit of Sign Posting
- Website Posting Proof
- Draft Staff Presentation

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BRIGHTON, COLORADO, CONSIDERING A RECOMMENDATION TO THE CITY COUNCIL OF THE BROMLEY PARK PLANNED UNIT DEVELOPMENT 36TH AMENDMENT FOR AN APPROXIMATELY 1.650 ACRE PROPERTY, GENERALLY LOCATED TO THE NORTHEAST OF THE INTERSECTION OF BOWIE DRIVE AND NORTH 50TH AVENUE, SOUTH OF CHICORY CIRCLE, AND WEST OF PURPLE MUSTARD COURT, MORE PARTICULARLY LOCATED IN THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF BRIGHTON, COUNTY OF ADAMS, STATE OF COLORADO

WHEREAS, BLAIN LLC (the "Owner") is the owner of an approximately 1.650 acre property, attached hereto as Exhibit A (the "Property"); and

WHEREAS, an authorized representative of the Owner has requested approval of the Bromley Park Planned Unit Development 36th Amendment, attached hereto as EXHIBIT B (the "PUD Amendment"); and

WHEREAS, the Planning Commission finds it appropriate to review the PUD Amendment as a Major PUD Amendment, as outlined in the adopted *Bromley Park Land Use Regulations*, and to use the criteria outlined for the amendment of a Planned Development in the *Brighton Land Use & Development Code* (the "LUDC") in considering the PUD Amendment; and

WHEREAS, the Planning Commission conducted a public hearing to review and consider the proposed zoning map amendment pursuant to the applicable provisions and criteria set forth in the LUDC; and

WHEREAS, in accordance with the public notice requirements of the LUDC, a notice of public hearing was mailed to all property owners within 300 feet of the Property, a public notice was published on the City's website, and a sign was posted on the Property, all for no less than fifteen (15) days prior to the Planning Commission public hearing; and

WHEREAS, at the public hearing, the Planning Commission received and considered all relevant evidence and testimony from City staff, the Applicant, and other interested parties, including the public at large.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Brighton, Colorado, as follows:

Section 1. *Findings.* The Planning Commission finds and determines that the proposed PUD Amendment: (a) is consistent with the commercial designation

under the Bromley Park Land Use Regulations; (b) does not increase development capacity or impact on adjacent infrastructure; (c) meets the standards of the Land Use and Development Code and/or aligns development standards with the existing surrounding subdivision; and (d) meets all of the review criteria for a zoning map amendment.

Section 2. *Recommendation.* The Planning Commission hereby recommends to City Council the approval of the Bromley Park PUD 36th Amendment.

Section 3. This Resolution is effective as of the date of its adoption.

RESOLVED this 26th day of February 2026.

CITY OF BRIGHTON, COLORADO
PLANNING COMMISSION

Chairperson

ATTEST:

Jon Waines, Secretary

APPROVED AS TO FORM:

Yasmina Gibbons, Deputy City Attorney

EXHIBIT A

Legal Description of the Property

Lot 7B, Brighton Crossing Filing No. 2, 11th Amendment, as recorded January 10th, 2020 at Reception No. 2020000003381, re-recorded on January 17, 2020 at Reception No. 2020000005783, County of Adams, State of Colorado.

EXHIBIT B

PUD Amendment

BROMLEY PARK PUD, 36TH AMENDMENT (MAJOR)

LOT 7B, BLOCK 2, BRIGHTON CROSSING FILING NO. 2, 11TH AMENDMENT

SW 1/4 SECTION 2, T 1S, R 66W OF THE 6TH PM

CITY OF BRIGHTON, COUNTY OF ADAMS, STATE OF COLORADO

OWNER / DEVELOPER:

CADENCE DEVELOPMENT LLC
6500 S. FIDDLERS GREEN CIRCLE
SUITE 1150
GREENWOOD VILLAGE, CO 80111
CONTACT: LUCY DINNEEN

CIVIL ENGINEER:

BRIGHTLIGHTER ENGINEERING, LLC
1 NORTH BROADWAY
SUITE A225
DENVER, CO 80203
CONTACT: CHARLES KEENER JR., P.E.
(720) 504-9295

ARCHITECT:

ADA ARCHITECTS, INC.
17710 DETROIT AVENUE
CLEVELAND, OH 44107
CONTACT: JULIE HINES-GABELE
(216) 521-1069

LANDSCAPE ARCHITECT:

OUTDOOR DESIGN GROUP, INC.
5690 WEBSTER STREET
ARVADA, CO 80002
CONTACT: MATT CORRION, PLA
(303) 993-4811 x1000

BASIC PROJECT INFORMATION

ADDRESS: 222 N. 50TH AVENUE
PARCEL ID: 0156902322056
NUMBER OF LOTS: 1
PROJECT TYPE: COMMERCIAL, DAY CARE CENTER
IMPERVIOUS AREA: 0.84 ACRES
SUBDIVISION: BRIGHTON CROSSINGS FILING NO. 2

ALLOWED USES

USES ALLOWED ON LOT 7B:

- DAY CARE CENTER
- ADDITIONAL USES ALLOWED ON LOT 7B AS DEFINED PER 'BROMLEY PARK PUD, 23RD AMENDMENT (MINOR)'

LEGAL DESCRIPTION

LOT 7B BRIGHTON CROSSINGS FILING NO. 2, 11TH AMENDMENT IN THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 66 WEST OF THE 6TH P.M. CITY OF BRIGHTON, COUNTY OF ADAMS, STATE OF COLORADO

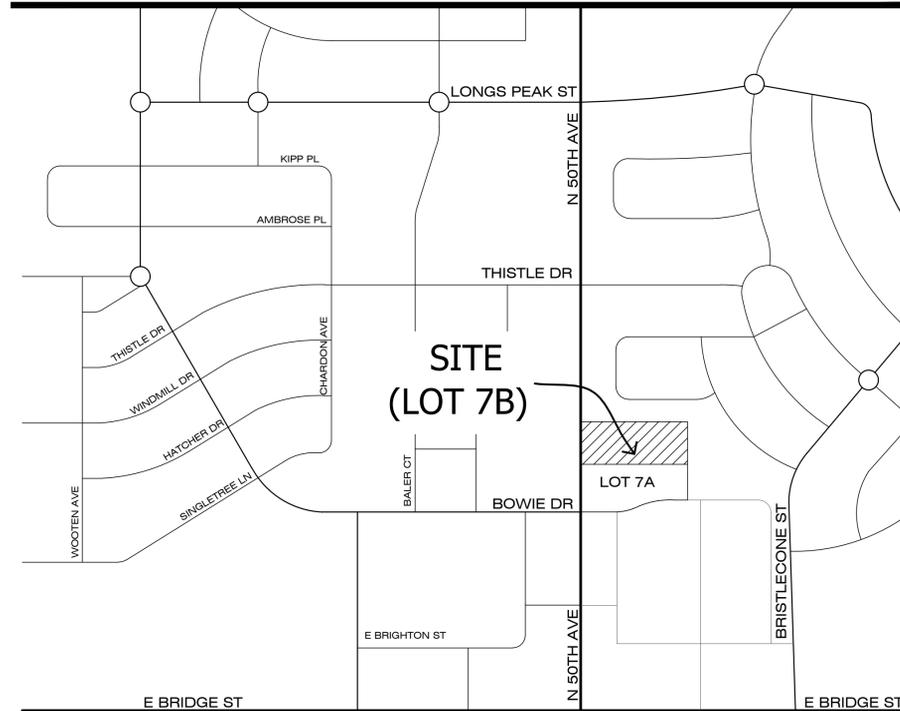
PROJECT BENCHMARK

ELEVATIONS ARE DERIVED VIA THE LEICA SPIDERNET GPS RTK NETWORK AND ARE BASED ON THE NAVD 88 DATUM.
ON-SITE BENCHMARK #1: CHISELED 'X' IN CENTER EDGE OF CONCRETE DRAIN INLET (ELEVATION = 5099.46)
ON-SITE BENCHMARK #2: CHISELED 'X' ON CORNER OF CONCRETE DRAIN INLET (ELEVATION = 5098.51)

BASIS OF BEARINGS STATEMENT

THE SOUTH LINE OF LOT 7B, BRIGHTON CROSSINGS FILING NO. 2, 11TH AMENDMENT AS BASIS OF BEARING; THE SOUTH LINE OF LOT 7B, BRIGHTON CROSSING FILING NO. 2 OF 369.33 FEET, MONUMENTED ON THE EAST BY A NO. 20200005783 IN THE ADAMS COUNTY CLERK AND RECORDERS OFFICE HAVING A BEARING OF S 89°36'00"W A DISTANCE OF 369.33 FEET, MONUMENTED ON THE EAST BY A NO. 5 REBAR OF UNKNOWN LENGTH WITH NO CAP AND MONUMENTED ON THE WEST BY A NO. 5 REBAR OF UNKNOWN LENGTH WITH NO CAP, WITH ALL OTHER BEARINGS REFERENCE THERETO.

LOCATION



SETBACKS

BUILDING SETBACKS (COMMERCIAL):

ADJACENT TO SOUTH 50TH	(115) TO ROW
ADJACENT TO NONRESIDENTIAL	(25)
ADJACENT TO RESIDENTIAL	(85) TO PROPERTY LINE

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- ADJACENT TO RESIDENTIAL IS 18'
- ALL OTHERS SAME AS BUILDING SETBACKS

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ANY ITEMS NOT SPECIFICALLY AMENDED BY THIS PUD, OR OTHERWISE GOVERNED BY THE BROMLEY PARK TOWN CENTER COMMERCIAL DEVELOPMENT STANDARDS AND GUIDELINES, IF NOT MODIFIED BY THIS PUD, SHALL BE GOVERNED BY THE CITY OF BRIGHTON'S LAND USE AND DEVELOPMENT CODE, AS MAY BE AMENDED FROM TIME TO TIME.

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 - ALL ARCHITECTURAL ELEMENTS, COLORS, AND MATERIALS SHALL COMPLY WITH THE CITY OF BRIGHTON'S LAND USE AND DEVELOPMENT CODE ARTICLE 6 - NON-RESIDENTIAL DESIGN STANDARDS.
 - FOR BUILDINGS WITH A SETBACK OVER 100 FEET (BUFFER FRONTAGE - LARGE), NON-ENTRY STREET-FACING FACADES MAY REDUCE TRANSPARENCY BETWEEN 2' AND 8' ABOVE GRADE FROM 40% TO 25% TO ACCOUNT FOR LARGE SETBACKS, SITE SCREENING, AND PRIVACY/ SECURITY NEEDS. FINAL TRANSPARENCY REQUIREMENTS MAY BE INCREASED AT THE PLANNING DIRECTOR'S DISCRETION.
- REQUIRED PARKING:
 - DAY CARE USE SHALL BE CALCULATED AT 1 PARKING SPACE PER 300 SF.

LANDSCAPE REQUIREMENTS

GENERAL LANDSCAPE

ALL PROPOSED PLANTINGS SHALL CONFORM TO CITY OF BRIGHTON'S RECOMMENDED TREE, SHRUB AND PERENNIAL LIST. ALL GROUND COVER SHALL COMPLY WITH THE CITY OF BRIGHTON LAND USE AND DEVELOPMENT CODE STANDARDS.

TO THE HIGHEST EXTENT POSSIBLE, THE LANDSCAPING SHALL BE SEAMLESS WITH THE EXISTING LANDSCAPING ON THE PROPERTY DIRECTLY TO THE SOUTH.

A TRASH RECEPTACLE, BENCH AND BIKE RACK(S) SHALL BE PROVIDED NEAR THE FRONT BUILDING ENTRANCE.

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BUFFERS AND SCREENING

AT THE DIRECTOR'S DISCRETION, ADDITIONAL BUFFERS AND SCREENING LANDSCAPE MAY BE REQUIRED BEYOND THE FOLLOWING:

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DETENTION POND (EAST): ONE DECIDUOUS SHADE TREE OR DECIDUOUS ORNAMENTAL TREE IS REQUIRED FOR EVERY 60 LINEAR FEET (LF) OF PROPERTY LINE ADJACENT TO THE DETENTION POND, UNLESS TREES CANNOT BE PLACED DUE TO EASEMENT RESTRICTIONS.

N. 50TH AVE (WEST): SEE STREETSCAPE REQUIREMENTS.

SERVICE, LOADING, AND DUMPSTER AREAS: THESE ARE TO BE SCREENED FROM VIEW BY A COMBINATION OF LANDSCAPING AND WALLS.

STREETSCAPE

1 LARGE TREE AND 5 SHRUBS ARE REQUIRED PER 40' OF LOT FRONTAGE REGARDLESS OF BUILDING SETBACK DISTANCE.

BUILDING FOUNDATION LANDSCAPE

MINIMUM PLANTING: A MINIMUM OF ONE (1) ORNAMENTAL TREE AND EIGHT (8) SHRUBS SHALL BE PROVIDED FOR EVERY THIRTY (30) LINEAR FEET (LF) OF THE BUILDING'S PRIMARY FACADE.

PLANTING ZONE: ALL REQUIRED PLANTINGS SHALL BE LOCATED WITHIN A FOUNDATION PLANTING ZONE, WHICH SHALL EXTEND NO MORE THAN TWENTY (20) FEET FROM THE PRIMARY BUILDING FOOTPRINT.

PARKING LOT LANDSCAPE

1 LARGE TREE AND 8 SHRUBS SHALL BE PROVIDED FOR EVERY 60 LINEAR FEET OF PARKING PERIMETER. PLANTS SHALL BE LOCATED WITHIN 12' OF THE CURB LINE.

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SIGNATURE BLOCKS

CERTIFICATE OF OWNERSHIP

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CADENCE DEVELOPMENT, LLC

CITY COUNCIL CERTIFICATE

APPROVED BY THE CITY COUNCIL OF THE CITY OF BRIGHTON

THIS _____ DAY OF _____, 20____

BY: _____
MAYOR

ATTEST

BY: _____
CITY CLERK

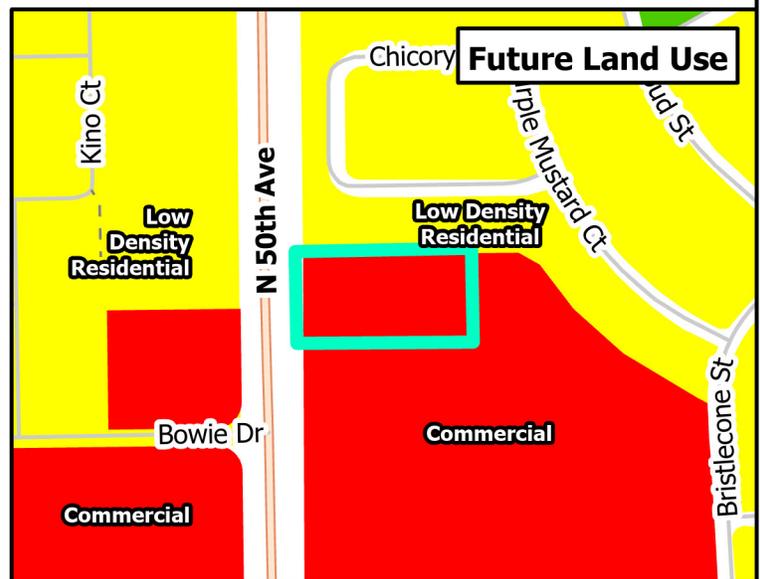
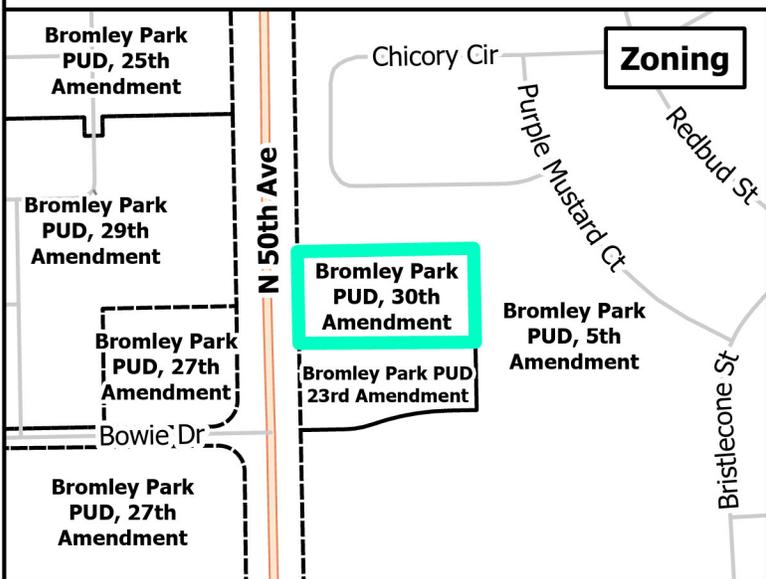
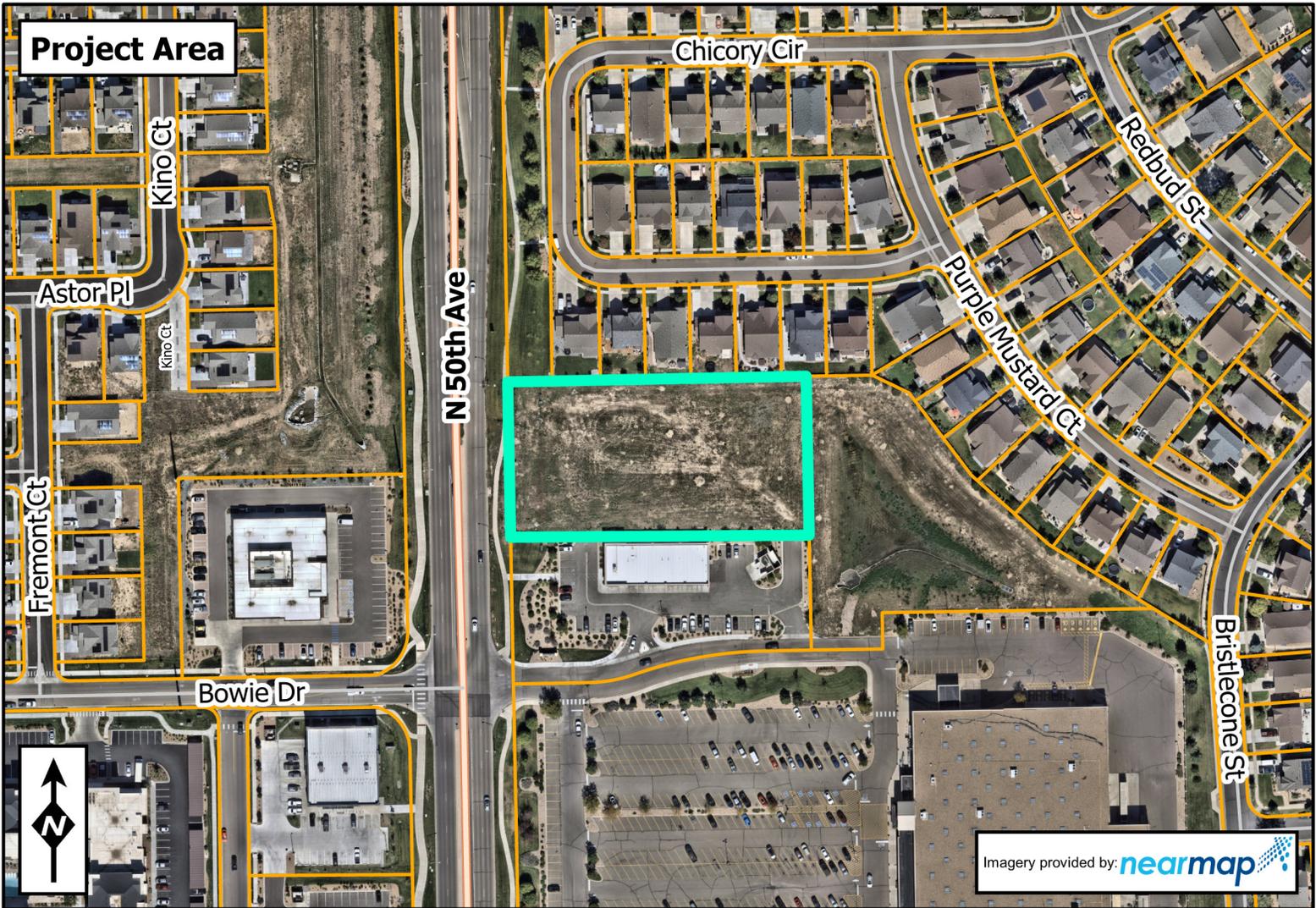
BROMLEY PARK PUD
36TH AMENDMENT
LOT 7B, BLOCK 2, BRIGHTON CROSSING FILING NO. 2, 11TH AMENDMENT,
CITY OF BRIGHTON, COLORADO

REVISIONS

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4	01-27-2026	PUD Submittal

DESIGNED BY: MC
DRAWN BY: JO
CHECKED BY: MC

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Bromley Park PUD 36th Amendment Zoning Map Amendment

Project Contact:
Brightlighter Engineering LLC
Property Owner:
BLAIN LLC

City Staff Representative:
Summer McCann, AICP
Community Development
Department

- Subject Parcel
- Parcel Boundary
- City Boundary
- PUD Boundary
- Freeway/Highway
- Major Road
- Minor Road
- Ramp

The map or digital product created or displayed was compiled from a variety of city, county, state and federal maps, records, and surveys at various scales, accuracy, timeliness, and completeness. The City of Brighton has made every effort to insure the accuracy of the map or digital product; however, due to the matters beyond its control, the City does not guarantee the accuracy of the map or digital product and assumes no liability for use, reliance or misuse of the map or digital product. The City of Brighton shall not be held liable for any direct or indirect damage, loss, or liability as a result of using these maps or digital products. For more information about the digital map and GIS data please contact the City of Brighton's GIS Division.

BROMLEY PARK PUD, 36TH AMENDMENT (MAJOR)

LOT 7B, BLOCK 2, BRIGHTON CROSSING FILING NO. 2, 11TH AMENDMENT

SW 1/4 SECTION 2, T 1S, R 66W OF THE 6TH PM

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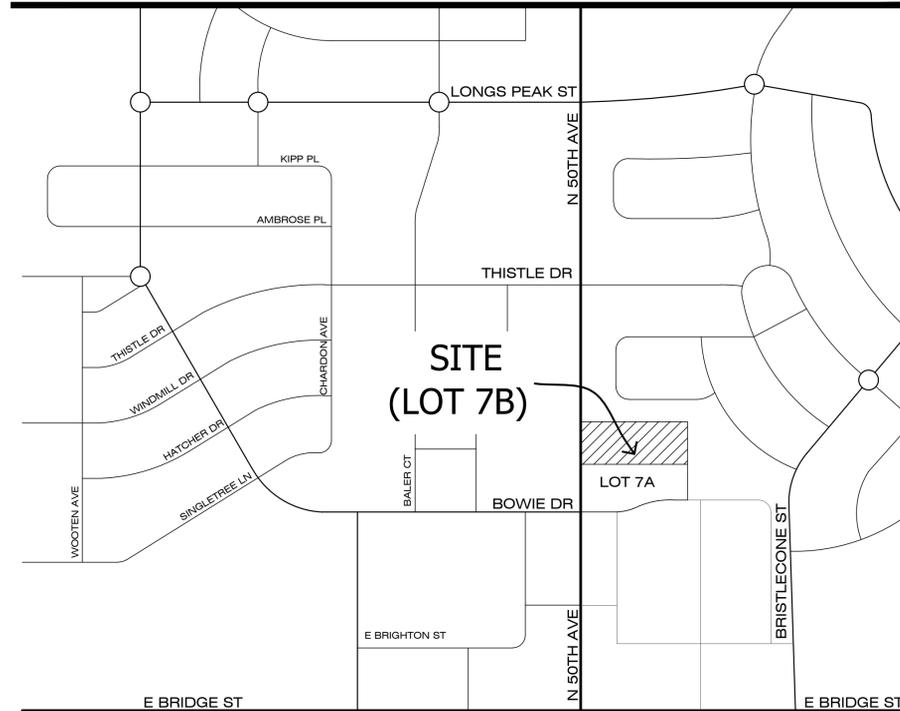
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CADENCE DEVELOPMENT, LLC

CITY COUNCIL CERTIFICATE

APPROVED BY THE CITY COUNCIL OF THE CITY OF BRIGHTON

THIS _____ DAY OF _____, 20____

BY: _____
MAYOR

ATTEST

BY: _____
CITY CLERK

BROMLEY PARK PUD
36TH AMENDMENT
LOT 7B, BLOCK 2, BRIGHTON CROSSING FILING NO. 2, 11TH AMENDMENT,
CITY OF BRIGHTON, COLORADO

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DESIGNED BY: MC
DRAWN BY: JO
CHECKED BY: MC

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Community Development
500 South 4th Avenue
Brighton, CO 80601
303-655-2072
www.brightonco.gov

February 9, 2026

Dear Interested Party:

I am writing this letter to inform you of upcoming public hearings, which you may be inclined to attend. The hearings provide an opportunity for interested parties to voice their opinion on the proposed project to the Planning Commission and City Council. The input and opinions of residents and neighboring property owners provides valuable feedback to the Planning Commission, City Council, City staff, and the applicant. The following is some basic information that pertains to the project.

Application Type: **Planned Unit Development (PUD) Amendment:** A request to amend the previously approved Bromley Park PUD, to be known as the 36th Amendment.

Summary: The request proposes adding a daycare as a permitted use within the PUD and modifying development standards that apply to the daycare use. These standards include, but are not limited to, setbacks, building design, and landscaping requirements necessary to accommodate the daycare.

Location/Site Plan: The property is generally located to the northeast of the intersection of Bowie Drive and North 50th Avenue, south of Chicory Circle, and west of Purple Mustard Court.

The abbreviated legal description is as follows: The southwest quarter of Section 2, Township 1 South, Range 66 West of the 6th Principal Meridian, County of Adams, State of Colorado. **See the reverse side for a vicinity map.**

Reviewing Bodies: The Planning Commission makes a recommendation on Planned Unit Development Amendment applications and the City Council makes a final decision after a Public Hearing (details below) has been held.

Public Hearings: **Planning Commission**
Thursday, February 26, 2026 at 6:00 p.m.

City Council
Tuesday, March 17, 2026 at 6:00 p.m.

**Both hearings are held in the Council Chambers on the first floor of City Hall
Located at 500 S 4th Avenue, Brighton, CO 80601**

Official Notice
Publication: February 9, 2026 posted on the City's Website.

Information continues on the reverse side.

City Staff Project Manager:

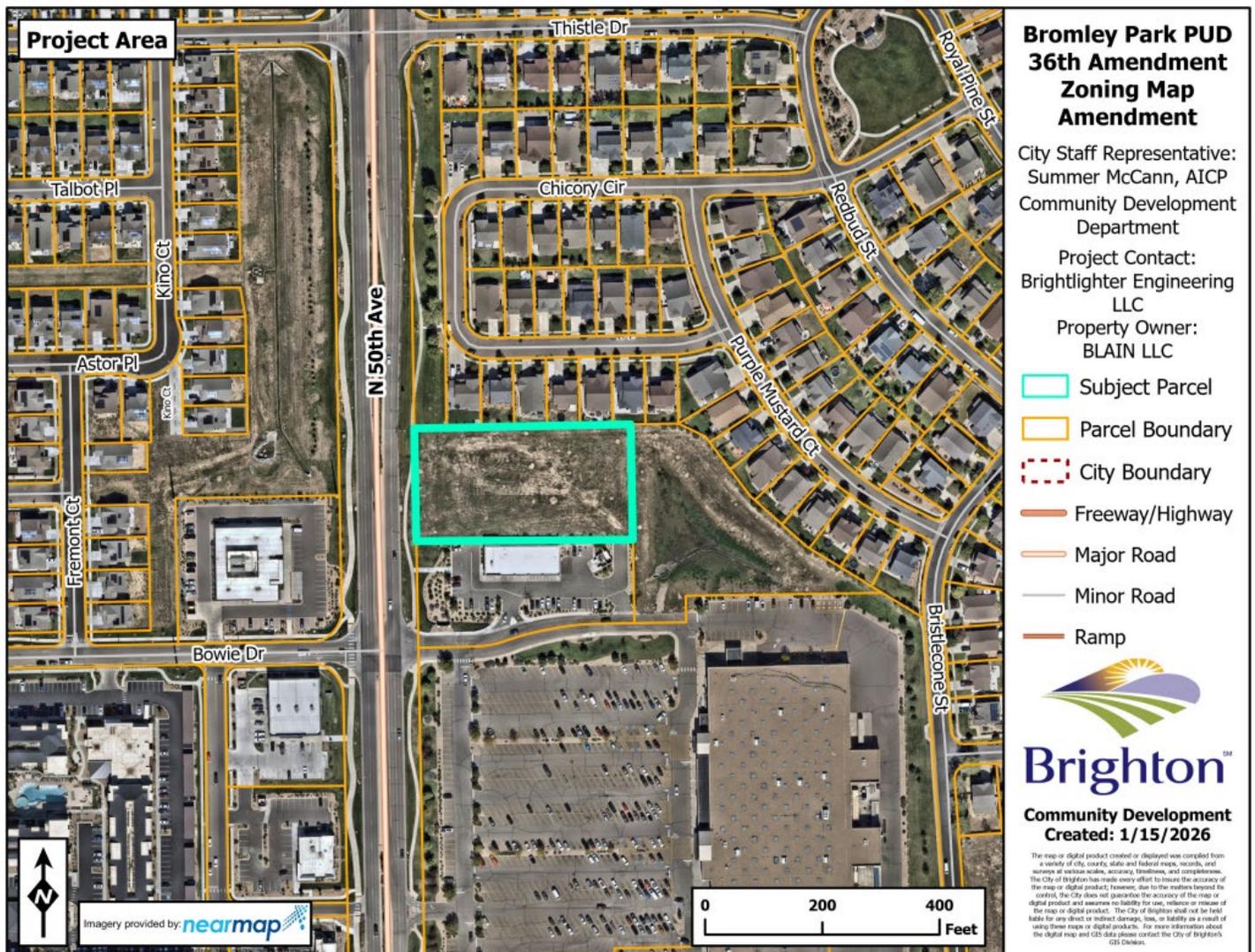
Summer McCann
Senior Planner
(303) 498-1244
kbauer@brightonco.gov

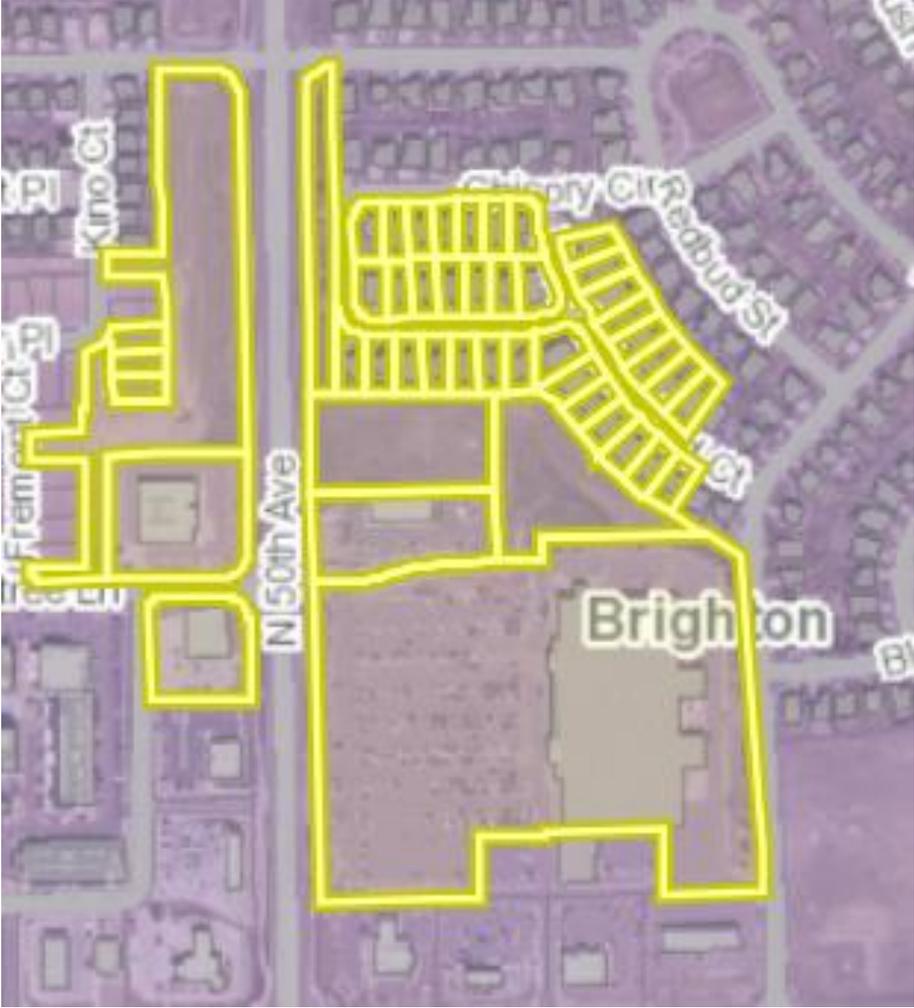
Property Owner: BLAIN LLC

Additional Info: The review process allows the Planning Commission and the City Council to determine the completeness of the application and its adherence to City Codes and policies.

Please do not hesitate to contact me if you have any questions on this project or if you are unable to attend the hearing but would like to submit a comment into the record. **Public comments must be received at least 24 hours prior to the meeting time.** Thank you for your time.

Best regards,
Summer McCann
Senior Planner





Date: August 25th, 2025

Time: 5:00 PM

Location: Virtual

Prepared by: Christine Rothacker

Attendance:

- Lucy Dineen (with Cadence)
- Christine Rothacker (with Cadence)
- William Holder (neighbor) – 5118 Chicory Cir.
- Jana Holder (neighbor) - 5118 Chicory Cir.

Notes:

Happy with daycare use.

Primary Concerns:

1. Parking Lot Lighting Shining into Homes

- Concern: Neighbors do not want lights from the parking lot directed into their homes.
- Follow-Up Actions:
 - Look into timed/automatic shut-off options (e.g., dimming or turning off lights after business hours while keeping security lighting on).

2. Late-Night Gatherings in the Parking Lot

- Concern: Perceive that there are times when kids use Firestone parking lot for loitering and meet ups and would like to see if there are ways this development can minimize that happening on the kindercare parking lot
- Follow-Up Actions:
 - Can Kindercare Install “No Loitering / No Trespassing” signage.
 - Research other parking lot closure options or tools.

3. Wall or Berm Between Site & Housing

Concern: Would like a decent buffer between their home and the parking lot. They liked the evergreen trees Kings planted around the detention pond.

- Follow-Up Actions:

- Review city code requirements for screening between commercial and residential uses.

- If Xcel easement allows, they would prefer a masonry wall or fence or if not allowed would want to see a berm and trees.

Other:

We agreed to send them an email of the proposed elevations.

Exhibit A



Legal Notices

SPECIAL MEETING NOTICES

PUBLIC HEARINGS

City Council Public Hearing 3/17/2026: [Bromley Park PUD 36th Amendment](#)

City Council Public Hearing 3/17/2026: [Colorado Wildfire Resiliency Code](#)

City Council Public Hearing 3/17/2026: [Brighton Crossing Filing No. 9](#)

City Council Public Hearing 3/3/2026: [Grein Property Planned Development](#)

Planning Commission Public Hearing 2/26/2026: [Bromley Park PUD 36th Amendment](#)

Planning Commission Public Hearing 2/26/2026: [Colorado Wildfire Resiliency Code](#)

Planning Commission Public Hearing 2/26/2026: [Brighton Crossing Filing No. 9](#)

Historic Planning Commission Public Hearing 2/19/2026: [COA for 575 Bush Street](#)

Planning Commission Public Hearing 2/12/2026: [Grein Property Planned Development](#)



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How can we



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1:45 PM
2/9/2026



Bromley Park Planned Unit Development 36th Amendment

Planning Commission – February 26, 2026

City Staff Representative:

Department:

Applicant:

Project Contact:

Summer McCann, Senior Planner

Community Development

BLAIN LLC

Cadence Development LLC

Subject Property Location

The property is generally located to the northeast of the intersection of Bowie Drive and North 50th Avenue, south of Chicory Circle, and west of Purple Mustard Court.

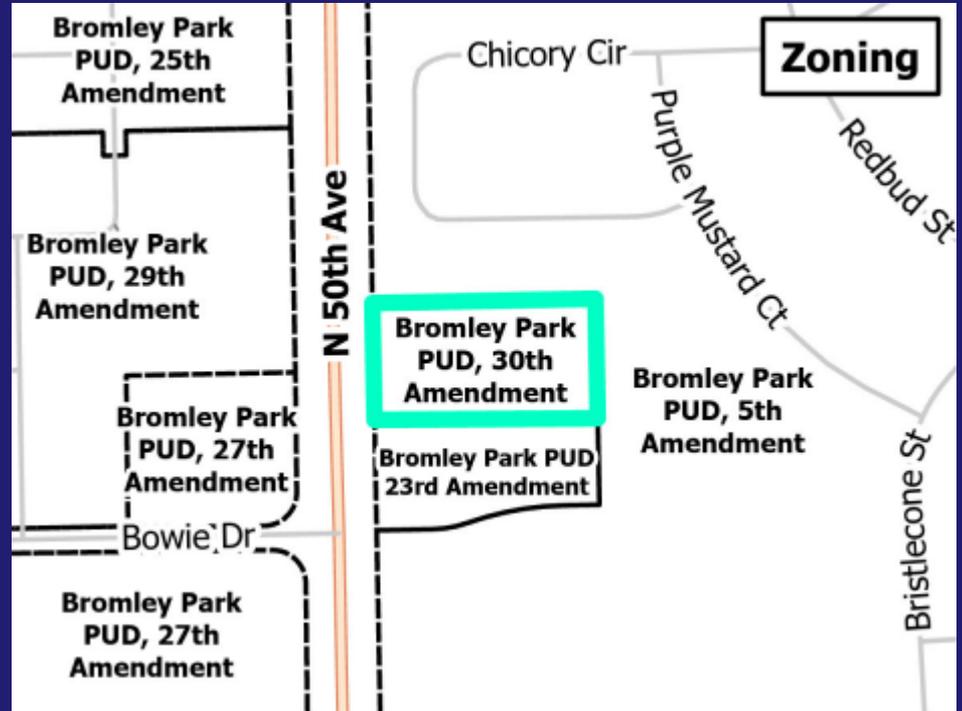


Aerial Map

Background

The Property:

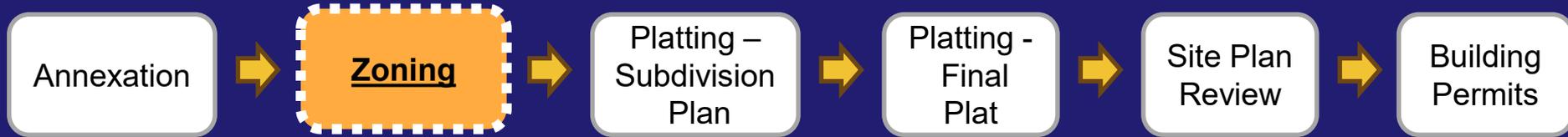
- Is currently zoned Bromley Park PUD 30th Amendment.
- Is currently platted Brighton Crossing Filing 2, 11th Amendment.



Zoning Map

Purpose

- The request is to rezone the Property to allow a daycare as a permitted use and establish development standards specific to that use.



Process

- The *Bromley Park Land Use Regulations* allow for a Major PUD Amendment.
- Staff used the conversions of PUDs criteria from the *Land Use & Development Code* to review the proposal.

Staff Analysis – Proposed Amendment

- **Provisions of the Daycare Use:**
 - Building design standards allow reduced window transparency to address daycare privacy and security needs.
 - Parking standards proposed at 1 space per 300 square feet, compared to the LUDC requirement of 1 space per 200 square feet.
 - Parking lot setback reduced from 40 feet to 18 feet to accommodate site layout. Building setback is 85 feet.
 - Parking setback area will include enhanced landscaping and an 8-foot masonry wall to mitigate visual and noise impacts.

Staff Analysis – Proposed Amendment Cont.

- All other permitted uses remain subject to the existing 40-foot parking setback and previously approved development standards.
- After building construction, any future change in use may require additional site plan review to address buffering and screening requirements.

Staff Analysis – Review Criteria Slide 1

The plan meets the review criteria for a Planned Unit Development Amendment (LUDC Sec. 2.04 C.)

- a) The plan proposes the most closely applicable base zoning district(s) for specific portions of the property in terms of land use, development intensity, and building form and scale.*
- b) The proposed change is consistent with concepts or plans in the previously approved Planned Unit Development and does not increase development beyond the capacity or impacts proposed in that plan.*
- c) The proposed plan either meets the standards provided in this code, or where deviations from the base zoning districts or other standards of this code are requested, they bring the project closer to the intent of this code than was otherwise anticipated under the approved Planned Unit Development.*

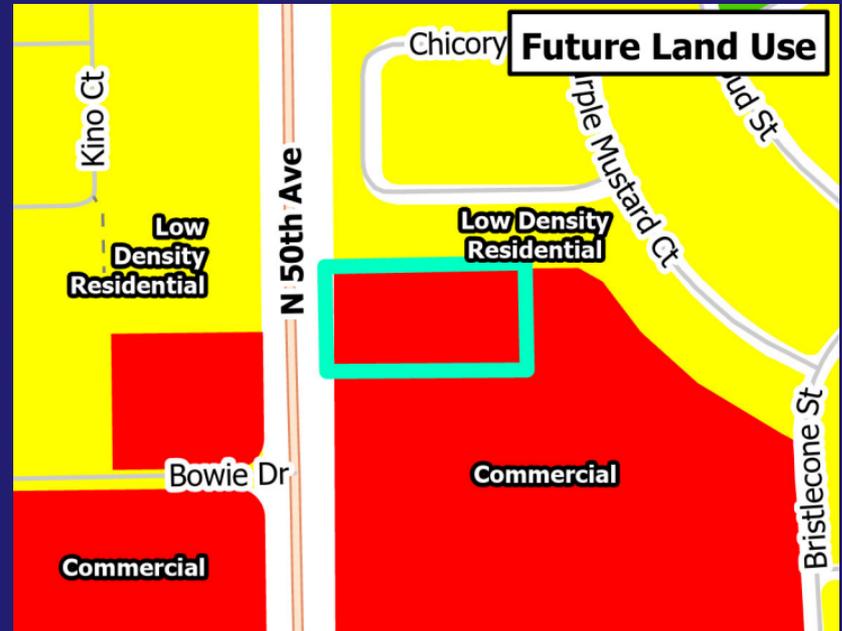
Staff Analysis – Review Criteria Slide 2

The plan meets the review criteria for a Planned Unit Development Amendment (LUDC Sec. 2.04 C.)

- d) The plan meets the review criteria for a Zoning Map Amendment.*
 - 1. The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy, or guidance adopted pursuant to that plan.*

Staff Analysis – Comprehensive Plan: Future Land Use Designation

The Subject Property is designated
as Commercial.



Future Land Use Map

Staff Analysis – Comprehensive Plan: Principles, Policies & Strategies

Chapter Four: Citywide Principles, Policies & Strategies

- *Policy 1.1 – New Growth Should Favor Existing Areas of Infrastructure Investment and Planning*
- *Policy 5.2 – Support Brighton’s Non-Downtown Commercial Centers, Focusing Growth within Existing Investment Areas Where Possible*

Staff Analysis – Review Criteria Slide 3

- 2. The proposal will support development in character with existing or anticipated development in the area, including the design of street, civic spaces and other open spaces; the pattern, scale and format of buildings and sites; and the integration, transitions and compatibility of other uses.*
- 3. The City or other agencies can provide services or facilities that may be necessary for anticipated uses in the proposed district.*
- 4. The change will serve a community need, amenity, or development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property.*
- 5. The recommendations of any professional staff or advisory review bodies.*

Public Notice and Comment

- Public Notice was provided in accordance with the *Land Use & Development Code*.
- On February 9th
 - ✓ Notice was published on the City's Website.
 - ✓ Written notice was mailed to all property owners within 300 feet of the Property.
- On February 4th
 - ✓ One public hearing sign was posted on the Property.
- City staff posted information for the public hearing on Facebook and NextDoor.
- A neighborhood meeting was held on August 25, 2025.
- Planning staff has received no formal comments in advance of this hearing.

Summary of Findings

- ✓ The Development Review Committee has reviewed this project and recommends approval.
- ✓ Staff finds the Major PUD Amendment meets the requirements as outlined in the *Land Use & Development Code*.

City Staff Recommendation

- ✓ Staff recommends approval of the Bromley Park Planned Unit Development 36th Amendment.

Options for Planning Commission

- ❑ Recommend approval of the Planned Unit Development Amendment as presented;
- ❑ Recommend approval of the Planned Unit Development Amendment with changes to the drafted resolution;
- ❑ Recommend denial of the Planned Unit Development Amendment; or
- ❑ Continue the Planned Unit Development Amendment to be heard at a later specified date.

Department of Community Development

Reference: Brighton Crossing Filing 9 Subdivision Plan

To:	Chair Mark Rawlings and Members of the Planning Commission
Through:	Shannon McDowell, Community Development Assistant Director
Prepared By:	Grey Shipman, Planner I
Date Prepared:	February 12, 2026

PURPOSE

The subdivision plan application (the “Subdivision Plan” or the “Application”) before the Planning Commission is for an approximately 9.095-acre property, generally located to the north of East Bridge Street, south of Royal Pine Street, east of Apache Plume Street, and west of the Speer Canal (the “Property”). Sue Sibel with Dewberry is the project contact working on behalf of the Property owner and applicant, Brookfield Residential LLC (the “Applicant”).

The Subdivision Plan proposes a residential community that consists of 60 single-family detached lots. In addition to constructing infrastructure to serve the lots (e.g., roads, water & sewer lines, drainage infrastructure), the Application also includes two minor off-site improvements. The Applicant will (1) construct a missing portion of a trail adjacent to Speer Canal, which would connect the trail to a sidewalk along Longs Peak Street. Additionally, the Subdivision Plan includes (2) median improvements along a portion of East Bridge Street.

PROCESS

Platting a property creates lots and/or tracts for future use and establishes easements and rights-of-way for streets within a proposed subdivision. Platting is the third step in the City’s land development process for single-family detached residential development (Annexation > Rezoning > Platting - Subdivision Plan > Platting - Final Plat > Permits).

A subdivision plan is required by the *Land Use & Development Code* (the “LUDC”) as part of the platting process when 4 or more lots are proposed or when rights-of-way must be dedicated to the City. The Planning Commission makes a recommendation for approval or denial to City Council. After considering the review criteria and the Planning Commission’s recommendation, City Council then makes the final decision on the subdivision plan.

If City Council approves a subdivision plan, the developer must then submit a final plat application, which is reviewed and approved by City staff. City staff review the final plat application to ensure the final plat conforms with the subdivision plan that was approved by City Council. Additionally, City staff verify that construction details and plans meet the City’s requirements, including requirements in the LUDC. Once approved, the final plat formally creates lot lines, easements, and rights-of-way.

CRITERIA BY WHICH THE PLANNING COMMISSION MUST CONSIDER THE ITEM

Section 2.02(D)(1) of the LUDC describes the requirements for a subdivision plan and states that it shall be reviewed to the following criteria:

- a. The application is in accordance with the Comprehensive Plan, and in particular, the physical development patterns, the arrangement of streets, blocks, lots and open spaces, and the public realm design and investments, reflect the principles and concepts of the plan.
- b. Compliance with the requirements of the LUDC, and in particular, the blocks and lots proposed are capable of meeting all development and site design standards under the zoning district.
- c. The application includes performance, construction and any maintenance assurances for the design, construction and acceptance of the improvements by the City.
- d. Any phasing proposed in the application is clearly indicated and demonstrates a logical and coordinated approach to development, including coordination with existing and potential development on adjacent property, and that the timing, location and construction of amenities is consistent throughout phases.
- e. Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.
- f. The application does not deter any existing or future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.
- g. The design does not impede the construction of anticipated or planned future public infrastructure within the area.
- h. The recommendations of professional staff or any other public entity or review agencies asked to officially review the subdivision plan.

BACKGROUND

The Property was annexed in 2025 as part of the Brighton Crossing Annexation and zoned Bromley Park PUD, 35th Amendment.

Surrounding Land Use(s):

Surrounding Direction	Land Use(s)	Zoning	Annexation Status
North	Single Family Detached, Residential	Bromley Park PUD Single Family Detached	City of Brighton

South	Single Family Attached and Undeveloped Land	Bromley Park PUD Single Family Attached and Detached	City of Brighton
East	Drainage Infrastructure	Adams County, A-3	Unannexed
West	Single Family Detached, Residential	Bromley Park Single Family Detached	City of Brighton

PROPOSED SUBDIVISION PLAN AND DEVELOPER OBLIGATIONS

The Subdivision Plan proposes the expansion of existing residential development. Below is a summary of the general development obligations required by the Subdivision Plan:

Water and Wastewater:

The Subdivision Plan ensures that water dedication requirements are met to serve the development of the Property. The developer has satisfied the requirement to dedicate raw water shares to the City.

Stormwater:

The Property will drain to existing ponds that are immediately adjacent to the southeast of the Property. All flows will surface drain to the roadways and will travel to the ponds via existing or newly installed infrastructure.

Streets:

There are two existing public roadways adjacent to the Property: Royal Pine Street and North Golden Eagle Parkway. Additionally, two new roadways will be created to serve the Property: (1) an extension of Colorado River Avenue that turns into Rome Street, and (2) a private roadway that runs parallel to North Golden Eagle Parkway that will be named North Golden Eagle Fork. North Golden Eagle Fork will be a one-way street that provides access to 9 lots. Because North Golden Eagle Fork does not meet the City’s design standards, City staff would prefer that the roadway be privately owned and maintained. Without North Golden Eagle Fork, each lot would require individual access to North Golden Eagle Parkway, which would create several points of traffic conflict along a busier street. All new streets will include sidewalks and right-of-way landscaping.

To construct the privately owned and maintained North Golden Eagle Fork, the City must vacate a small portion of right-of-way along North Golden Eagle Parkway. The North Golden Eagle Parkway roadway is completed, and no future widenings are planned. Therefore, excess existing right-of-way could be vacated to allow for the privately owned and maintained North Golden Eagle Fork to be constructed. A Right-of-Way Vacation application will accompany the Final Plat submittal if this Application is approved.

Parks and Open Space:

The Bromley Park development has dedicated and constructed a sufficient amount of parks and open spaces; therefore, no further land dedication is required for the Property. However, the Subdivision Plan does require the developer to design and construct a missing portion of trail adjacent to the Speer Canal. The Subdivision Plan also includes 1.3 acres of landscape tracts that will serve as amenities for landscaping and pedestrian access

School Land Dedication and Capital Facility Fee Foundation:

Should City Council approve the Subdivision Plan, the Applicant must satisfy the fee-in-lieu of land dedication to School District 27J (the "School District") before a final plat is recorded. The Applicant must enter into a participant agreement with both the School District and the Capital Facility Fee Foundation (the "Foundation"). This agreement will require any future builder of the Property to contribute funds to the Foundation with each residential building permit. Proof of such contributions must be provided to the City as a condition for the issuance of a residential building permit.

STAFF ANALYSIS OF THE APPLICATION

Land Use & Development Code:

Below, Staff analyzes how the Application meets the criteria in Section 2.02(D)(1):

- a. *The application is in accordance with the Comprehensive Plan, and in particular, the physical development patterns, the arrangement of streets, blocks, lots and open spaces, and the public realm design and investments, reflect the principles and concepts of the plan.*

The Future Land Use map in the Be Brighton Comprehensive Plan designates most of the Property as appropriate for Mixed Use Commercial land uses, with a small portion designated as appropriate for Parks & Open Space. City staff, however, believe that the proposed Subdivision Plan with 60 residential lots is more appropriate given the site's context. The surrounding area is predominantly developed as single-family residential neighborhoods. The proposed 60 lot subdivision is a continuation of this development pattern.

A stormwater pond and canal along the eastern and southern edges of the Property limit access to the Property and separate the site from direct street frontage, which makes commercial development impracticable. Adequate street frontage is a key factor that contributes to the success of commercial land uses, and the absence of street frontage further diminishes the Property's suitability for commercial development. Given the Property's surrounding land uses and physical setting, the Mixed-Use Commercial designation is not practical in this location. Instead, City staff believe that the existing zoning for the Property, Bromley Park Single Family Detached, is more appropriate, and the proposed Subdivision Plan complies with all applicable zoning requirements.

- b. *Compliance with the requirements of the LUDC, and in particular, the blocks and lots proposed are capable of meeting all development and site design standards under the zoning district.*

The Subdivision Plan complies with the lot specifications outlined in the Bromley Park Land Use Regulations. In addition, the Subdivision Plan addresses utility placement, pedestrian connectivity, and the overall site layout. If approved, a final plat will be submitted to the Development Review Committee (DRC) to ensure that all construction standards are met before the site can develop.

- c. *The application includes performance, construction and any maintenance assurances for the design, construction and acceptance of the improvements by the City.*

The Subdivision Plan describes the rights-of-way to be dedicated to the City and maintenance of tracts by an existing metro district. The Subdivision Plan requires that all infrastructure be

financially guaranteed. Furthermore, the Subdivision Plan outlines the process for the construction and acceptance of the public improvements.

- d. Any phasing proposed in the application is clearly indicated and demonstrates a logical and coordinated approach to development, including coordination with existing and potential development on adjacent property, and that the timing, location and construction of amenities is consistent throughout phases.*

The Subdivision Plan proposes two phases of development. All public infrastructure in each phase will need to be completed and accepted by the City before vertical building permits are issued.

- e. Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.*

All technical reports submitted with the Subdivision Plan were reviewed by the DRC. All infrastructure items needed to mitigate the impacts identified in the specific studies are included in the Subdivision Plan and primarily involve building upon existing infrastructure.

- f. The application does not deter any existing or future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.*

All areas surrounding the Property have already been developed. The Property is the last land in the area that has yet to be developed.

- g. The design does not impede the construction of anticipated or planned future public infrastructure within the area.*

Much of the adjacent infrastructure is already in place, and as a result, the Property functions more like an infill development site with minimal impact on the surrounding area or existing systems. The Subdivision Plan is designed to integrate with nearby development and connect to current infrastructure.

- h. The recommendations of professional staff or any other public entity or review agencies asked to officially review the subdivision plan.*

The DRC has thoroughly reviewed this Subdivision Plan in collaboration with relevant external review agencies. Based on the DRC's assessments, it has been determined that the Application is appropriate and aligns with the City's objectives and requirements. All necessary recommendations and feedback from the reviewing agencies have been incorporated into the Subdivision Plan.

DEVELOPMENT REVIEW COMMITTEE RECOMMENDATION:

The DRC recommends approval of the Brighton Crossing Filing No. 9 Subdivision Plan based on the applicable codified criteria as included in the LUDC.

A complete list of comments and the agencies who made them is available upon request.

PUBLIC NOTICE AND INQUIRY

Mailings were sent to all property owners within 1,000 feet of the proposed subdivision as required by the LUDC. These mailings were sent on February 9, 2026, and included a letter describing the proposed Subdivision Plan, as well as a map of the subject area. Additionally, three (3) public hearing signs were posted February 3, 2026, on the Property. Lastly, a notice was published on the City of Brighton website on February 5, 2026, and posted on Facebook February 11, 2026. As of the date of this report, staff has not received any formal comments from the public.

As required by the LUDC and prior to Application submittal, the Applicant team conducted a neighborhood meeting on August 21, 2024, and provided minutes of the meeting. These minutes were included as part of the Application and adhere to the requirements set forth in Section 2.01.D.

SUMMARY OF FINDINGS AND STAFF RECOMMENDATION

Staff finds the Subdivision Plan complies with the requirements for a subdivision plan as described in Section 2.02(D)(1) of the *Land Use & Development Code*. Based upon these findings, City staff recommends approval of the Brighton Crossing Filing No. 9 Subdivision Plan and has prepared a draft resolution based on these findings.

OPTIONS FOR COMMISSION CONSIDERATION

This Application was submitted after the adoption of code amendments which changed the subdivision plan approval process, meaning the Planning Commission will provide a recommendation to City Council regarding the Application.

The Planning Commission has four options when reviewing the application. The Planning Commission may:

- Recommend approval of the Subdivision Plan;
- Recommend denial of the Subdivision Plan and provide justification for such action;
- Recommend approval of the Subdivision Plan with modifications to the draft resolution; or
- Continue the item to a later, specified date if the Planning Commission feels it needs more information to make an informed recommendation.

ATTACHMENTS

- Draft Planning Commission Resolution
- Aerial Map by Staff
- Proposed Subdivision Plan by Applicant
- Neighboring Property Owner Notification and Website Notice
- Buffer Map of Mailing Radius by Applicant
- Neighborhood Meeting Minutes by Applicant
- Affidavit of Sign Posting
- Website Posting Confirmation
- Draft Staff Presentation

RESOLUTION NO.: _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BRIGHTON, COLORADO, CONSIDERING A RECOMMENDATION TO CITY COUNCIL OF THE BRIGHTON CROSSING FILING NO. 9 SUBDIVISION PLAN FOR AN APPROXIMATELY 9.095 ACRE PROPERTY, GENERALLY LOCATED TO THE NORTH OF EAST BRIDGE STREET, SOUTH OF ROYAL PINE STREET, EAST OF APACHE PLUME STREET AND WEST OF THE SPEER CANAL, MORE PARTICULARLY LOCATED IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF BRIGHTON, COUNTY OF ADAMS, STATE OF COLORADO

WHEREAS, Brookfield Residential (the "Applicant") owns an approximately 9.095-acre property more specifically described in EXHIBIT A, attached hereto and incorporated herein (the "Property"); and

WHEREAS, the Applicant has requested approval of the Brighton Crossing Filing No. 9 Subdivision Plan (the "Subdivision Plan"), attached hereto as EXHIBIT B and incorporated herein; and

WHEREAS, in accordance with the public notice requirements of the *Land Use & Development Code* (the "LUDC"), a notice of public hearing was mailed to all property owners within 1,000 feet of the Property, a public notice was published on the City's website, and signs were posted on the Property, all for no less than fifteen (15) days prior to the Planning Commission public hearing; and

WHEREAS, the Planning Commission conducted a public hearing to review and consider the Subdivision Plan pursuant to the applicable provisions and criteria set forth in Section 2.02(D)(1) of the LUDC; and

WHEREAS, at the public hearing, the Planning Commission received and considered all relevant evidence and testimony from City staff, the Applicant, and other interested parties, including the public at large.

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Brighton, Colorado as follows:

Section 1. Findings. The Planning Commission hereby finds and declares that the Subdivision Plan: (a) is in accordance with the Comprehensive Plan; (b) complies with the requirements of the LUDC; (c) includes performance, construction, and maintenance assurances for the design, construction, and acceptance of public improvements by the City; (d) includes phasing which demonstrates a logical and coordinated approach to development; (e)

mitigates any impacts with generally accepted and sound planning, engineering, and urban design solutions; (g) does not impede the construction of anticipated or future planned public infrastructure in the area; and (h) has been recommended for approval by the Development Review Committee.

Section 2. The Planning Commission hereby recommends to the City Council the approval of the Brighton Crossing Filing No. 9 Subdivision Plan.

Section 3. This Resolution is effective as of the date of its adoption.

RESOLVED this 26th day of February 2026.

CITY OF BRIGHTON, COLORADO
PLANNING COMMISSION

MARK RAWLINGS, Chairperson

ATTEST:

Jon Waines, Secretary

APPROVED AS TO FORM:

YASMINA GIBBONS, Deputy City Attorney

EXHIBIT A

LEGAL DESCRIPTION

TWO PARCELS OF LAND SITUATED IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL A

A PARCEL OF LAND BEING SUPERLOT 2, BLOCK 3, BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8, AS RECORDED DECEMBER 20, 2024, AT RECEPTION NO. 2024000070957 OF THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE TOGETHER WITH AN UNPLATTED PARCEL OF LAND BEING PARCEL 1 OF THAT BARGAIN AND SALE DEED RECORDED MAY 29, 2024, AT RECEPTION NO. 2024000028506, IN SAID RECORDS, BOTH PARCELS COMBINED BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID SUPERLOT 2;

THENCE ALONG THE SOUTHERLY, WESTERLY, NORTHERLY AND EASTERLY BOUNDARY OF SAID SUPERLOT 2 THE FOLLOWING TEN (10) COURSES:

1. SOUTH 89°42'44" WEST, A DISTANCE OF 90.78 FEET;
2. NORTH 00°12'45" WEST, A DISTANCE OF 14.29 FEET;
3. NORTH 01°42'19" WEST, A DISTANCE OF 115.17 FEET;
4. NORTH 00°12'45" WEST, A DISTANCE OF 330.00 FEET;
5. NORTH 85°18'02" EAST, A DISTANCE OF 33.47 FEET;
6. SOUTH 61°50'19" EAST, A DISTANCE OF 5.00 FEET;
7. NORTH 89°42'44" EAST, A DISTANCE OF 77.72 FEET;
8. SOUTH 00°17'16" EAST, A DISTANCE OF 32.38 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 635.00 FEET;

9. SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°21'25", AN ARC LENGTH OF 92.62 FEET;

10. TANGENT TO SAID CURVE, SOUTH 08°38'42" EAST, A DISTANCE OF 228.27 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 665.00 FEET;

THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°00'00", AN ARC LENGTH OF 92.85 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 00°38'42" EAST, A DISTANCE OF 152.38 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 50.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°59'57", AN ARC LENGTH OF 78.54 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 89°21'16" WEST, A DISTANCE OF 1.86 FEET TO THE SOUTHEASTERLY CORNER OF TRACT Z, OF SAID BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8;

THENCE ALONG THE EASTERLY BOUNDARY OF SAID TRACT Z THE FOLLOWING TWO (2) COURSES:

1. NORTH 13°28'57" WEST, A DISTANCE OF 137.26 FEET;

2. NORTH 13°16'10" EAST, A DISTANCE OF 53.98 FEET TO THE **POINT OF BEGINNING**. CONTAINING AN AREA OF 1.741 ACRES, (75,826 SQUARE FEET), MORE OR LESS.

PARCEL B

A PARCEL OF LAND BEING SUPERLOT 1, BLOCK 11, BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8, AS RECORDED DECEMBER 20, 2024, AT RECEPTION NO. 2024000070957 OF THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE TOGETHER WITH AN UNPLATTED PARCEL OF LAND BEING PARCEL 2 OF THAT BARGAIN AND SALE DEED RECORDED MAY 29, 2024, AT RECEPTION NO. 2024000028506, IN SAID RECORDS, BOTH PARCELS COMBINED BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID SUPERLOT 1;
THENCE ALONG THE WESTERLY, NORTHERLY AND EASTERLY BOUNDARY OF SAID SUPERLOT 1 THE FOLLOWING TEN (10) COURSES:

1. NORTH 00°17'16" WEST, A DISTANCE OF 108.50 FEET TO THE BEGINNING OF A NONTANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 396.00 FEET, THE RADIUS POINT OF SAID CURVE BEARS SOUTH 82°06'07" EAST;
 2. NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°24'28", AN ARC LENGTH OF 16.64 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 26.00 FEET;
 3. NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 79°24'19", AN ARC LENGTH OF 36.03 FEET;
 4. NON-TANGENT TO SAID CURVE, NORTH 89°42'44" EAST, A DISTANCE OF 730.67 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 13.00 FEET;
 5. SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 20.42 FEET;
 6. TANGENT TO SAID CURVE, SOUTH 00°17'16" EAST, A DISTANCE OF 8.50 FEET;
 7. NORTH 89°42'44" EAST, A DISTANCE OF 40.00 FEET;
 8. NORTH 00°17'16" WEST, A DISTANCE OF 6.55 FEET;
 9. NORTH 89°42'44" EAST, A DISTANCE OF 110.00 FEET;
 10. SOUTH 00°17'16" EAST, A DISTANCE OF 25.06 FEET TO THE SOUTHERLY BOUNDARY OF SAID PLAT OF BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8;
- THENCE ALONG SAID SOUTHERLY BOUNDARY, NORTH 89°21'16" EAST, A DISTANCE OF 16.91 FEET;
- THENCE DEPARTING SAID SOUTHERLY BOUNDARY, SOUTH 00°38'31" EAST, A DISTANCE OF 105.05 FEET;
- THENCE SOUTH 89°42'44" WEST, A DISTANCE OF 97.56 FEET;
- THENCE SOUTH 00°17'16" EAST, A DISTANCE OF 235.05 FEET;
- THENCE SOUTH 89°42'42" WEST, A DISTANCE OF 126.00 FEET;
- THENCE NORTH 78°58'41" WEST, A DISTANCE OF 50.99 FEET;

THENCE SOUTH 89°42'44" WEST, A DISTANCE OF 639.30 FEET TO THE EASTERLY RIGHT-OF-WAY OF NORTH GOLDEN EAGLE PARKWAY AS RECORDED AT RECEPTION NO. C1194143, IN SAID RECORDS;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY THE FOLLOWING THREE (3) COURSES:

1. NORTH 08°38'42" WEST, A DISTANCE OF 59.04 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 665.00 FEET;
2. NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°21'25", AN ARC LENGTH OF 96.99 FEET;
3. TANGENT TO SAID CURVE, NORTH 00°17'17" WEST, A DISTANCE OF 68.79 FEET TO THE SOUTHEASTERLY CORNER OF SAID SUPERLOT 1;

THENCE DEPARTING SAID EASTERLY RIGHT-OF-WAY ALONG THE SOUTHERLY BOUNDARY OF SAID SUPERLOT 1, SOUTH 89°42'43" WEST, A DISTANCE OF 11.00 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 7.354 ACRES, (320,328 SQUARE FEET), MORE OR LESS.

EXHIBIT B
MAJOR SUBDIVISION PLAN

[Attached as a separate document]

Project Area



Brighton Crossing Filing No. 9 Subdivision Plan

City Staff Representative:
Grey Shipman
Community Development
Department

Project Contact:
Dewberry

Property Owner:
Brookfield Residential

-  Subject Parcel
-  Parcel Boundary
-  City Boundary
-  Freeway/Highway
-  Major Road
-  Minor Road
-  Ramp

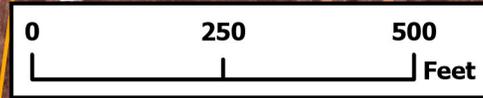


BrightonSM

Community Development
Created: 2/2/2026

The map or digital product created or displayed was compiled from a variety of city, county, state and federal maps, records, and surveys at various scales, accuracy, timeliness, and completeness. The City of Brighton has made every effort to insure the accuracy of the map or digital product; however, due to the matters beyond its control, the City does not guarantee the accuracy of the map or digital product and assumes no liability for use, reliance or misuse of the map or digital product. The City of Brighton shall not be held liable for any direct or indirect damage, loss, or liability as a result of using these maps or digital products. For more information about the digital map and GIS data please contact the City of Brighton's GIS Division.

Imagery provided by: 



BRIGHTON CROSSING FILING NO. 9 SUBDIVISION PLAN

BEING A PART OF SECTION 2, TOWNSHIP 1 SOUTH
RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN
CITY OF BRIGHTON, COUNTY OF ADAMS, STATE OF COLORADO

OWNER:

BRIGHTON CROSSING LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____ AS _____
NAME TITLE

STATE OF _____)
)SS
COUNTY OF _____)

THE FOREGOING SUBDIVISION PLAN WAS ACKNOWLEDGED BEFORE ME THIS
____ DAY OF _____, 20____, BY _____
AS _____ OF BRIGHTON CROSSING LLC, A COLORADO
LIMITED LIABILITY COMPANY.

DEED OF TRUST HOLDER:

NASH FINANCING LLC, A DELAWARE LIMITED LIABILITY COMPANY
AS BENEFICIARY OF THAT CERTAIN DEED OF TRUST AS RECORDED JANUARY 8TH,
2025 AT REC. NO. 2025000001320.

BY: _____ AS _____
NAME TITLE

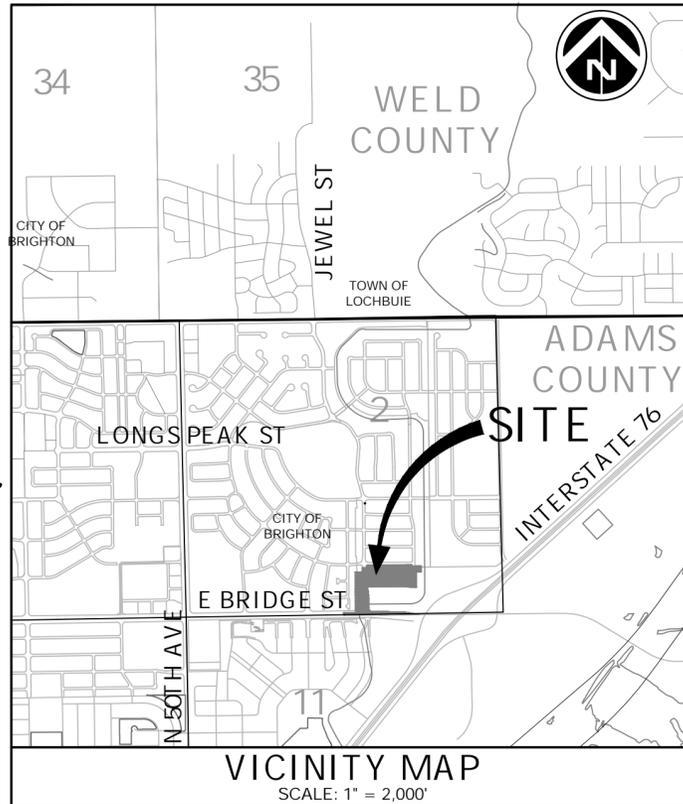
STATE OF _____)
)SS
COUNTY OF _____)

THE FOREGOING DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED BEFORE ME
THIS ____ DAY OF _____, 20____, BY _____
____ AS _____ OF NASH FINANCING LLC, DELAWARE LIMITED
LIABILITY COMPANY.

CITY COUNCIL APPROVAL:

THIS IS TO CERTIFY THAT THIS SUBDIVISION PLAN WAS APPROVED BY THE CITY
COUNCIL OF THE CITY OF BRIGHTON, COLORADO ON THE _____ DAY OF
_____, 20____

MAYOR: GREGORY MILLS CITY CLERK: NATALIE HOEL



Sheet Number	Sheet Title
1	COVER SHEET
2	LEGAL DESCRIPTION
3	DEVELOPER CONTRIBUTION
4	EXISTING CONDITIONS
5	SUBDIVISION PLAN
6	STREET NETWORK AND BLOCK SIZE PLAN
7	SIGNAGE AND STRIPING PLAN
8	PHASING PLAN
9	OFF SITE IMPROVEMENT PHASING
10	GRADING AND DRAINAGE PLAN
11	UTILITY PLAN
12	CONCEPTUAL LANDSCAPE PLAN

TOTAL ACREAGE	9.095 AC
NUMBER OF LOTS	60
PROPOSED USEAGE	SINGLE FAMILY DETACHED
LOT SIZES	MIN: 3960 SQ FT
	MAX: 8006 SQ FT
	AVG: 5160 SQFT

TRACT	AREA (SQ. FT.)	AREA (AC)	USE	OWNED BY / MAINTAINED BY
TRACT A	10,365	0.238	LANDSCAPING	BCMD7/BCOB
TRACT B	5,683	0.130	LANDSCAPING	BCMD7/BCOB
TRACT C	5,005	0.115	LANDSCAPING	BCMD7/BCOB
TRACT D	12,405	0.285	LANDSCAPING	BCMD7/BCOB
TRACT E	1,809	0.041	LANDSCAPING	BCMD7/BCOB
TRACT F	3,740	0.086	LANDSCAPING	BCMD7/BCOB
TRACT G*	17,525	0.402	ROADWAY, UTILITIES, LANDSCAPING AND ACCESS	BCMD7/BCOB
TRACT TOTAL	56,532	1.298		
ROW DEDICATION	40,522	0.93	PUBLIC ROW/ROADWAY	COB/COB

BCOB = BRIGHTON CROSSING OPERATIONS BOARD
COB = CITY OF BRIGHTON
BCMD7 = BRIGHTON CROSSING METROPOLITAN DISTRICT NO. 7

* CREATION OF TRACT G IS SUBJECT TO FUTURE ROW DEDICATION

J:\320111\C\PLAN SETS\SUBDIVISION PLAN\PH3\SUBD\PA8\PH3.CVR.DWG 12/30/2025 1:50 PM DINH, GIANG

INTENT AND PURPOSE STATEMENT

THE PURPOSE OF THIS SUBDIVISION PLAN IS TO DEMONSTRATE COMPLIANCE WITH CITY OF BRIGHTON LAND USE & DEVELOPMENT CODE FOR A PROPOSED RESIDENTIAL DEVELOPMENT IN THE BRIGHTON CROSSINGS COMMUNITY CONSISTING OF SIXTY (60) SINGLE-FAMILY LOTS. THIS SUBDIVISION PLAN PROVIDES A DETAILED SUMMARY OF THE PROPOSED DEVELOPMENT, INCLUDING STREET ARRANGEMENT, LOT LAYOUT, UTILITIES AND DRAINAGE DESIGN. THE INTENT OF THIS SUBDIVISION PLAN IS TO OBTAIN APPROVAL FROM THE CITY OF BRIGHTON TO EXPAND THE SAFE AND CONNECTED COMMUNITY CREATED WITHIN BRIGHTON CROSSINGS.

Dewberry
2011 Cherry Street, Suite 206
Louisville, CO 80027
720.975.0177
Contact: Suzanne O. Sibel, PE
Email: ssibel@Dewberry.com

BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
SUBDIVISION PLAN
BRIGHTON, COLORADO

SEAL

PRELIMINARY
DOCUMENTS
NOT FOR CONSTRUCTION

SCALE

REVISIONS

NO.	DESCRIPTION	DATE
4	FOURTH SUBMITTAL	12/30/2025
3	THIRD SUBMITTAL	12/02/2025
2	SECOND SUBMITTAL	10/28/2025
1	FIRST SUBMITTAL	9/2/2025

NO. DESCRIPTION DATE

DRAWN BY: LTTN
APPROVED BY: SOS
CHECKED BY: W
DATE: DEC 30, 2025

TITLE
COVER SHEET

PROJECT NO. 50124895

SHEET NO.

LEGAL DESCRIPTION AND DEDICATION:

TWO PARCELS OF LAND SITUATED IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 1 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF ADAMS, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL A

A PARCEL OF LAND BEING SUPERLOT 2, BLOCK 3, BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8, AS RECORDED DECEMBER 20, 2024, AT RECEPTION NO. 2024000070957 OF THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE TOGETHER WITH AN UNPLATTED PARCEL OF LAND BEING PARCEL 1 OF THAT BARGAIN AND SALE DEED RECORDED MAY, 29, 2024, AT RECEPTION NO. 2024000028506, IN SAID RECORDS, BOTH PARCELS COMBINED BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID SUPERLOT 2;

THENCE ALONG THE SOUTHERLY, WESTERLY, NORTHERLY AND EASTERLY BOUNDARY OF SAID SUPERLOT 2 THE FOLLOWING TEN (10) COURSES:

1. SOUTH 89°42'44" WEST, A DISTANCE OF 90.78 FEET;
2. NORTH 00°12'45" WEST, A DISTANCE OF 14.29 FEET;
3. NORTH 01°42'19" WEST, A DISTANCE OF 115.17 FEET;
4. NORTH 00°12'45" WEST, A DISTANCE OF 330.00 FEET;
5. NORTH 85°18'02" EAST, A DISTANCE OF 33.47 FEET;
6. SOUTH 61°50'19" EAST, A DISTANCE OF 5.00 FEET;
7. NORTH 89°42'44" EAST, A DISTANCE OF 77.72 FEET;
8. SOUTH 00°17'16" EAST, A DISTANCE OF 32.38 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 635.00 FEET;
9. SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°21'25", AN ARC LENGTH OF 92.62 FEET;
10. TANGENT TO SAID CURVE, SOUTH 08°38'42" EAST, A DISTANCE OF 228.27 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 665.00 FEET;

THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°00'00", AN ARC LENGTH OF 92.85 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 00°38'42" EAST, A DISTANCE OF 152.38 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 50.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°59'57", AN ARC LENGTH OF 78.54 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 89°21'16" WEST, A DISTANCE OF 1.86 FEET TO THE SOUTHEASTERLY CORNER OF TRACT Z, OF SAID BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8;

THENCE ALONG THE EASTERLY BOUNDARY OF SAID TRACT Z THE FOLLOWING TWO (2) COURSES:

1. NORTH 13°28'57" WEST, A DISTANCE OF 137.26 FEET;
2. NORTH 13°16'10" EAST, A DISTANCE OF 53.98 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 1.741 ACRES, (75,826 SQUARE FEET), MORE OR LESS.

PARCEL B

A PARCEL OF LAND BEING SUPERLOT 1, BLOCK 11, BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8, AS RECORDED DECEMBER 20, 2024, AT RECEPTION NO. 2024000070957 OF THE RECORDS OF THE ADAMS COUNTY CLERK AND RECORDER'S OFFICE TOGETHER WITH AN UNPLATTED PARCEL OF LAND BEING PARCEL 2 OF THAT BARGAIN AND SALE DEED RECORDED MAY, 29, 2024, AT RECEPTION NO. 2024000028506, IN SAID RECORDS, BOTH PARCELS COMBINED BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID SUPERLOT 1;

THENCE ALONG THE WESTERLY, NORTHERLY AND EASTERLY BOUNDARY OF SAID SUPERLOT 1 THE FOLLOWING TEN (10) COURSES:

1. NORTH 00°17'16" WEST, A DISTANCE OF 108.50 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 396.00 FEET, THE RADIUS POINT OF SAID CURVE BEARS SOUTH 82°06'07" EAST;
2. NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°24'28", AN ARC LENGTH OF 16.64 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 26.00 FEET;
3. NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 79°24'19", AN ARC LENGTH OF 36.03 FEET;
4. NON-TANGENT TO SAID CURVE, NORTH 89°42'44" EAST, A DISTANCE OF 730.67 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 13.00 FEET;

5. SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 20.42 FEET;

6. TANGENT TO SAID CURVE, SOUTH 00°17'16" EAST, A DISTANCE OF 8.50 FEET;

7. NORTH 89°42'44" EAST, A DISTANCE OF 40.00 FEET;

8. NORTH 00°17'16" WEST, A DISTANCE OF 6.55 FEET;

9. NORTH 89°42'44" EAST, A DISTANCE OF 110.00 FEET;

10. SOUTH 00°17'16" EAST, A DISTANCE OF 25.06 FEET TO THE SOUTHERLY BOUNDARY OF SAID PLAT OF BRIGHTON CROSSING FILING NO. 2, AMENDMENT NO. 8;

THENCE ALONG SAID SOUTHERLY BOUNDARY, NORTH 89°21'16" EAST, A DISTANCE OF 16.91 FEET;

THENCE DEPARTING SAID SOUTHERLY BOUNDARY, SOUTH 00°38'31" EAST, A DISTANCE OF 105.05 FEET;

THENCE SOUTH 89°42'44" WEST, A DISTANCE OF 97.56 FEET;

THENCE SOUTH 00°17'16" EAST, A DISTANCE OF 235.05 FEET;

THENCE SOUTH 89°42'42" WEST, A DISTANCE OF 126.00 FEET;

THENCE NORTH 78°58'41" WEST, A DISTANCE OF 50.99 FEET;

THENCE SOUTH 89°42'44" WEST, A DISTANCE OF 639.30 FEET TO THE EASTERLY RIGHT-OF-WAY OF NORTH GOLDEN EAGLE PARKWAY AS RECORDED AT RECEPTION NO. C1194143, IN SAID RECORDS;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY THE FOLLOWING THREE (3) COURSES:

1. NORTH 08°38'42" WEST, A DISTANCE OF 59.04 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 665.00 FEET;
2. NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08°21'25", AN ARC LENGTH OF 96.99 FEET;
3. TANGENT TO SAID CURVE, NORTH 00°17'17" WEST, A DISTANCE OF 68.79 FEET TO THE SOUTHEASTERLY CORNER OF SAID SUPERLOT 1;

THENCE DEPARTING SAID EASTERLY RIGHT-OF-WAY ALONG THE SOUTHERLY BOUNDARY OF SAID SUPERLOT 1, SOUTH 89°42'43" WEST, A DISTANCE OF 11.00 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 7.354 ACRES, (320,328 SQUARE FEET), MORE OR LESS.

J:\32011\C\PLAN SETS\SUBDIVISION PLAN\PH3\SUBD\PA8\PH3.CVR.DWG 12/30/2025 1:50 PM DINH, GIANG



2011 Cherry Street, Suite 206
Louisville, CO 80027
720.975.0177
Contact: Suzanne O. Sibel, PE
Email: ssibel@Dewberry.com

BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
SUBDIVISION PLAN
BRIGHTON, COLORADO

SEAL

PRELIMINARY
DOCUMENTS
NOT FOR CONSTRUCTION

SCALE

REVISIONS

NO.	DESCRIPTION	DATE
4	FOURTH SUBMITTAL	12/30/2025
3	THIRD SUBMITTAL	12/02/2025
2	SECOND SUBMITTAL	10/28/2025
1	FIRST SUBMITTAL	9/2/2025

DRAWN BY LTTN
APPROVED BY SOS
CHECKED BY W
DATE DEC 30, 2025

TITLE
LEGAL DESCRIPTION

PROJECT NO. 50124895

SHEET NO.

INTENT

THIS SUBDIVISION PLAN SHALL BE BINDING UPON, AND INURE TO THE BENEFIT OF THE DEVELOPER/BUILDER, ITS HEIRS, SUCCESSORS, AND ASSIGNS. THE CITY AGREES THAT THE REQUIREMENTS SET FORTH HEREIN ARE REASONABLE, NECESSARY, AND APPROPRIATE CONDITIONS AND OBLIGATIONS OF THE DEVELOPER/BUILDER. THIS SUBDIVISION PLAN SHALL BE DEEMED TO COMPLEMENT AND BE IN ADDITION TO THE CONDITIONS AND REQUIREMENTS OF THE CITY'S LAND USE AND DEVELOPMENT CODE (THE "CODE").

GENERALLY APPLICABLE DEVELOPMENT OBLIGATIONS

DEVELOPER/BUILDER SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF ALL PUBLIC IMPROVEMENTS SHOWN ON THIS SUBDIVISION PLAN OR OTHERWISE REQUIRED BY THE CODE TO ESTABLISH BUILDABLE LOTS ON THE REAL PROPERTY IN ACCORDANCE WITH THIS SUBDIVISION PLAN AND THE FINAL PLAT(S). THE TERM "SCHEDULE OF IMPROVEMENTS" SHALL MEAN A DETAILED LISTING OF THE PUBLIC IMPROVEMENTS, INCLUDING DESIGN, CONSTRUCTION, INSTALLATION, AND PHASING OF WHICH IS THE DEVELOPER/BUILDER'S SOLE RESPONSIBILITY. PRELIMINARY COST ESTIMATES HAVE BEEN PROVIDED WITH THIS SUBDIVISION PLAN. FINAL COST ESTIMATES FOR THE IMPROVEMENTS LISTED BELOW SHALL BE SUBMITTED TO THE CITY AT THE TIME OF FIRST FINAL PLAT SUBMITTAL. THE LIST BELOW INDICATES PUBLIC IMPROVEMENTS THAT MAY BE ASSOCIATED WITH THE SUBDIVISION PLAN; THIS LIST IS NOT EXHAUSTIVE:

- POTABLE WATER LINES
- NON-POTABLE WATER LINES
- SANITARY SEWER LINES
- STORM SEWER LINES
- DRAINAGE RETENTION/DETENTION PONDS
- STREETS/ALLEYS/RIGHTS-OF-WAY
- CURBS/GUTTERS
- SIDEWALKS
- BRIDGES AND OTHER STRUCTURE CROSSINGS
- TRAFFIC SIGNAL LIGHTS
- STREET LIGHTS
- STREET SIGNS
- FIRE HYDRANTS
- GUARD RAILS
- NEIGHBORHOOD PARKS/COMMUNITY PARKS
- OPEN SPACE
- TRAILS AND PATHS
- STREET TREES/OPEN SPACE AND/OR COMMON AREA LANDSCAPING
- IRRIGATION SYSTEMS
- WELLS
- FENCING/RETAINING WALLS
- PARKING LOTS
- PERMANENT EASEMENTS
- LAND DONATED AND/OR CONVEYED TO THE CITY
- VALUE OF LAND BENEATH ALL INFRASTRUCTURE IMPROVEMENTS
- VALUE OF WATER DONATED AND/OR CONVEYED TO THE CITY

DEVELOPER/BUILDER SHALL FURNISH, AT ITS SOLE EXPENSE AND IN CONFORMANCE WITH THE CODE, ALL NECESSARY ENGINEERING SERVICES AND CIVIL ENGINEERING DOCUMENTS RELATING TO THE DESIGN AND CONSTRUCTION OF THE PUBLIC IMPROVEMENTS (THE "CIVIL ENGINEERING DOCUMENTS"). DEVELOPER/BUILDER SHALL FURNISH AND INSTALL THE PUBLIC IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CODE, THE CIVIL ENGINEERING DOCUMENTS APPROVED BY THE CITY, AND THE GOVERNMENTAL OR QUASI-GOVERNMENTAL ENTITY TO WHOM SUCH PUBLIC IMPROVEMENTS MAY BE DEDICATED AS SET FORTH HEREIN OR ON THE FINAL PLAT. PERMITS FOR THE GRADING OF PROPERTY AND GENERAL SITE IMPROVEMENT AND UTILITY WORK WILL ONLY BE ISSUED BY THE CITY UPON THE FOLLOWING CONDITIONS:

- A. ALL APPLICABLE CITY REVIEWS ARE COMPLETED, AND PLANS ARE APPROVED
- B. ALL APPLICABLE PERMITTING FEES ARE PAID

BUILDING PERMITS FOR THE VERTICAL CONSTRUCTION OF ANY TYPE OF STRUCTURE REGULATED BY THE CITY WILL ONLY BECOME ACTIONABLE UPON THE FOLLOWING CONDITIONS:

- A. PUBLIC IMPROVEMENTS FOR THE REAL PROPERTY, OR THE APPLICABLE PHASE OF THE REAL PROPERTY, HAVE RECEIVED INITIAL ACCEPTANCE IN ACCORDANCE HERewith

DEVELOPER/BUILDER AGREES TO FOLLOW THE CITY'S CODE AND PUBLIC WORKS STANDARDS, AS AMENDED, IN REGARDS TO ANY CONSTRUCTION STANDARDS, PLAN SUBMISSION AND APPROVAL PROCESSES, INITIAL AND FINAL ACCEPTANCE AND WARRANTY PROCESSES, MAINTENANCE IMPROVEMENTS, TESTING AND INSPECTION, IMPROVEMENTS GUARANTEES, INDEMNIFICATION AND RELEASE OF LIABILITY, AND INSURANCE AND OSHA STANDARDS THAT ARE IN EFFECT AT THE TIME OF FINAL PLAT APPROVAL.

IMPROVEMENT GUARANTEE

DEVELOPER/BUILDER SHALL SUBMIT TO THE CITY A GUARANTEE FOR ALL PUBLIC IMPROVEMENTS RELATED TO THE REAL PROPERTY. SAID GUARANTEE SHALL BE IN A FORMAT PROVIDED BY THE CITY. INFRASTRUCTURE PERMITS SHALL BE ISSUED FOR ONLY THAT PHASE(S) FOR WHICH SAID GUARANTEES HAVE BEEN FURNISHED. THE TOTAL AMOUNT OF THE GUARANTEE SHALL BE CALCULATED AS A PERCENTAGE OF THE TOTAL ESTIMATED COST, INCLUDING LABOR AND MATERIALS, OF ALL PUBLIC IMPROVEMENTS AS AGREED TO AT THE TIME OF FINAL PLAT AND TO BE CONSTRUCTED WITH THE DEVELOPMENT. THE TOTAL AMOUNTS ARE AS FOLLOWS:

- A. PRIOR TO ISSUANCE OF INFRASTRUCTURE PERMITS FOR SUCH PHASE – 115%
- B. UPON INITIAL ACCEPTANCE PRIOR TO FINAL ACCEPTANCE – 15%
- C. AFTER FINAL ACCEPTANCE – 0%

IN ADDITION TO ANY OTHER REMEDIES UNDER THE CODE, THE CITY MAY, AT ANY TIME PRIOR TO FINAL ACCEPTANCE, DRAW ON ANY PUBLIC IMPROVEMENT GUARANTEE ISSUED IF DEVELOPER/BUILDER FAILS TO EXTEND OR REPLACE ANY SUCH PUBLIC IMPROVEMENT GUARANTEE AT LEAST THIRTY (30) DAYS PRIOR TO EXPIRATION OF SUCH PUBLIC IMPROVEMENT GUARANTEE OR FAILS TO OTHERWISE COMPLY WITH THE PUBLIC IMPROVEMENT GUARANTEE. IF THE CITY DRAWS ON THE GUARANTEE TO CORRECT DEFICIENCIES AND COMPLETE ANY PUBLIC IMPROVEMENTS, ANY PORTION OF SAID GUARANTEE NOT UTILIZED IN CORRECTING THE DEFICIENCIES AND/OR COMPLETING THE PUBLIC IMPROVEMENTS SHALL BE RETURNED TO DEVELOPER/BUILDER WITHIN THIRTY (30) DAYS AFTER SAID FINAL ACCEPTANCE.

FUTURE AGREEMENTS

THE DEVELOPER/BUILDER SHALL ENTER INTO A DEVELOPMENT AGREEMENT WITH THE CITY. REIMBURSEMENT IS APPLICABLE IN ACCORDANCE WITH THE BRIGHTON CROSSINGS ANNEXATION AGREEMENT, EXHIBIT C, SECTION 1.b.ii.

PHASING

THIS IS ANTICIPATED TO BE A TWO PHASE DEVELOPMENT: PHASE 14 CONSISTS OF BLOCK 1 LOTS 1-17, THE SPEER CANAL/LONGS PEAK STREET TRAIL CONNECTION, AND THE EAST BRIDGE STREET MEDIAN. PHASE 15 CONSISTS OF BLOCK 1 LOTS 18-34, BLOCK 2 LOTS 1-15, BLOCK 3 LOTS 1-9, AND BLOCK 4 LOTS 1 & 2. REFER TO SHEETS 8 & 9 FOR DETAILED PHASING INFORMATION. PHASES, AND PUBLIC IMPROVEMENTS THEREIN, WILL BE COMPLETED SEQUENTIALLY. ALL PUBLIC IMPROVEMENTS IN PHASE 14 MUST RECEIVE INITIAL ACCEPTANCE BEFORE THE CITY WILL GRANT INITIAL ACCEPTANCE TO PHASE 15.

MODEL HOMES

HOMES TO BE USED AS MODELS BY BUILDERS FOR THE PURPOSE OF SALES VISITS AND SHOWCASING THE RESIDENTIAL HOUSING PRODUCT(S) TO THE PUBLIC SHALL BE ALLOWED PRIOR TO INITIAL ACCEPTANCE IF, AND ONLY IF, THERE ARE TWO POINTS OF ACCESS ACROSS SURFACES DEEMED ACCEPTABLE TO THE CITY'S CHIEF BUILDING OFFICIAL, CITY'S PUBLIC WORKS DIRECTOR, AND THE BRIGHTON FIRE RESCUE DISTRICT. THE MODEL HOMES ARE SUBJECT TO THE CITY'S RESIDENTIAL DESIGN STANDARDS AND THAT THE MAXIMUM AMOUNT OF MODEL HOMES TO BE PERMITTED SHALL BE EQUAL TO THE NUMBER OF MODELS APPROVED IN A FORMAL RESIDENTIAL DESIGN STANDARDS REVIEW. ADDITIONALLY, ADEQUATE PARKING AND TURNAROUND ACCESS, IF NEEDED, MAY BE PROVIDED ON A SURFACE AND TO A DESIGN AS DETERMINED ACCEPTABLE BY THE CITY'S CHIEF BUILDING OFFICIAL, CITY'S PUBLIC WORKS DIRECTOR, AND THE BRIGHTON FIRE RESCUE DISTRICT. LASTLY, THE CITY'S CHIEF BUILDING OFFICIAL, PUBLIC WORKS DIRECTOR, AND THE BRIGHTON FIRE RESCUE DISTRICT MAY REQUIRE OTHER ITEMS PRIOR TO THE CONSTRUCTION OR USE OF MODEL HOMES AT THEIR DISCRETION IN ORDER TO ENSURE HEALTH, SAFETY, AND WELFARE OF THE PUBLIC. MODEL HOMES SHALL MEET THE REQUIREMENTS OF THE ADOPTED SAFETY CODES FOR THE CITY.

LANDSCAPING

REFERENCE THE BROMLEY PARK LAND USE REGULATION, RECORDED IN ADAMS COUNTY IN BOOK 3301 AT PAGES 860 THROUGH 898, AND THE CITY OF BRIGHTON LAND USE AND DEVELOPMENT CODE, AS AMENDED, FOR LANDSCAPING STANDARDS.

PARK AND OPEN SPACE DEDICATION

PARKS AND OPEN SPACE DEDICATION IS GOVERNED BY THE BRIGHTON CROSSINGS ANNEXATION AGREEMENT, EXHIBIT C, SECTION 8. THE PARKS AND OPEN SPACE DEDICATION REQUIREMENT HAS BEEN SATISFIED BY PREVIOUS DEVELOPMENTS WITHIN BROMLEY PARK, THEREFORE NO ADDITIONAL DEDICATION IS REQUIRED WITH THIS DEVELOPMENT.

WATER DEDICATION REQUIREMENTS

DEVELOPER/BUILDER SHALL SATISFY THE WATER DEDICATION REQUIREMENTS OF THE BRIGHTON MUNICIPAL CODE.

NORTH GOLDEN EAGLE PARKWAY AND INTERSECTION IMPROVEMENTS

IT IS ANTICIPATED THAT NORTH GOLDEN EAGLE PARKWAY AND ITS INTERSECTION WITH EAST BRIDGE STREET WILL BE COMPLETED AS PART OF BRIGHTON CROSSING FILING NO. 2, 8TH AMENDMENT. IF THESE IMPROVEMENTS ARE NOT MADE, THEN THE DEVELOPER/BUILDER SHALL CONSTRUCT THESE IMPROVEMENTS IN ACCORDANCE WITH THE APPLICABLE CONSTRUCTIONS PLANS AND IN ACCORDANCE WITH THE BRIGHTON CROSSINGS ANNEXATION AGREEMENT, EXHIBIT C, SECTION 1.A AND SECTION 1.C. DESIGN AND CONSTRUCTION OF THESE IMPROVEMENTS SHALL ALSO COMPLY WITH CDOT STANDARDS, IF APPLICABLE.

EAST BRIDGE STREET IMPROVEMENTS

THE DEVELOPER/BUILDER SHALL DESIGN AND CONSTRUCT A MEDIAN WITHIN EAST BRIDGE STREET IN ACCORDANCE WITH THE BRIGHTON CROSSINGS ANNEXATION AGREEMENT, EXHIBIT C, SECTION 1.B. AS A CONDITION OF INITIAL ACCEPTANCE. DESIGN AND CONSTRUCTION OF THIS MEDIAN SHALL ALSO COMPLY WITH CDOT STANDARDS AND INCLUDE OTHER IMPROVEMENTS REQUIRED BY CDOT, AS APPLICABLE.

COMMUNITY AMENITIES

DEVELOPER/BUILDER SHALL DESIGN AT THE TIME OF FINAL PLAT ALL COMMUNITY AMENITIES FOR EACH PHASE, INCLUDING BUT NOT LIMITED TO, LANDSCAPING, PARKS AND OPEN SPACE, FENCING, SUBDIVISION SIGNAGE, AND COMMUNITY MAILBOXES. DEVELOPER/BUILDER AGREES TO CONSTRUCT AND/OR INSTALL THESE ITEMS WITHIN EACH PHASE OF DEVELOPMENT.

OVERHEAD UTILITY LINES

DEVELOPER/BUILDER SHALL BE RESPONSIBLE FOR THE UNDERGROUNDING OF ALL ADJACENT AND INTERNAL OVERHEAD LINES AS A CONDITION OF INITIAL ACCEPTANCE.

STREET LIGHTING

DEVELOPER/BUILDER SHALL DESIGN AND CONSTRUCT ALL REQUIRED STREET LIGHTS ALONG ALL ADJACENT AND INTERNAL ROADWAYS AS A CONDITION OF INITIAL ACCEPTANCE, UNLESS OTHER TIMING IS SPECIFIED AT THE TIME OF FINAL PLAT.

WATER AND SEWER LINES

DEVELOPER/BUILDER SHALL DESIGN AND CONSTRUCT ALL REQUIRED WATER AND SEWER INFRASTRUCTURE NECESSARY TO SERVE THE PROPERTY, INCLUDING BUT NOT LIMITED TO, THE LOOPING OF WATER LINES AND UPSIZING OF EXISTING WATER AND SEWER INFRASTRUCTURE, IN ACCORDANCE WITH EXHIBIT C, SECTION 6 OF THE BRIGHTON CROSSINGS ANNEXATION AGREEMENT. IN RELATION TO SEWER SERVICES, THE CITY DOES NOT GUARANTEE THAT THIS SERVICE CAN BE PROVIDED BY THIRD PARTY PROVIDERS.

TRAILS

THE DEVELOPER/BUILDER SHALL CAUSE THE DESIGN AND CONSTRUCTION OF THE MISSING TRAIL CONNECTION NORTH OF LONGS PEAK STREET ON THE EAST SIDE OF THE SPEER CANAL, IN ACCORDANCE WITH THE BRIGHTON CROSSINGS ANNEXATION AGREEMENT, EXHIBIT C, SECTION 9.

SCHOOL DISTRICT 27J CAPITAL FACILITY FEE FOUNDATION

DEVELOPER/BUILDER SHALL PAY A FEE-IN-LIEU OF LAND DEDICATION TO SCHOOL DISTRICT 27J, IN THE AMOUNT AGREED UPON BETWEEN BETWEEN SCHOOL DISTRICT 27J AND DEVELOPER/BUILDER. PROOF OF PAYMENT WILL BE A CONDITION OF THE RECORDING OF THE FINAL PLAT. DEVELOPER/BUILDER SHALL ENTER INTO A PARTICIPANT AGREEMENT WITH SCHOOL DISTRICT 27J, IN ACCORDANCE WITH EXHIBIT C, SECTION 18 OF THE BRIGHTON CROSSINGS ANNEXATION AGREEMENT.

RIGHT-OF-WAY VACATION

ANY RIGHT-OF-WAY REQUIRING VACATION, INCLUDING BUT NOT LIMITED TO PORTIONS OF NORTH GOLDEN EAGLE FORK, SHALL BE VACATED IN ACCORDANCE WITH THE CITY OF BRIGHTON LAND USE AND DEVELOPMENT CODE PRIOR TO THE APPROVAL AND RECORDING OF THE FINAL PLAT.



2011 Cherry Street, Suite 206
Louisville, CO 80027
720.975.0177
Contact: Suzanne O. Sibet, PE
Email: ssibel@Dewberry.com

BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
SUBDIVISION PLAN
BRIGHTON, COLORADO

SEAL

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION

SCALE

REVISIONS

NO.	DESCRIPTION	DATE
4	FOURTH SUBMITTAL	12/30/2025
3	THIRD SUBMITTAL	12/02/2025
2	SECOND SUBMITTAL	10/28/2025
1	FIRST SUBMITTAL	9/2/2025

DRAWN BY LTTN
APPROVED BY SOS
CHECKED BY W
DATE DEC 30, 2025

TITLE DEVELOPER CONTRIBUTIONS

PROJECT NO. 50124895

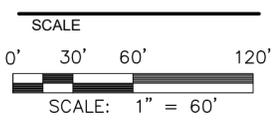
SHEET NO.

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BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
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BRIGHTON, COLORADO

SEAL

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NOT FOR CONSTRUCTION



REVISIONS

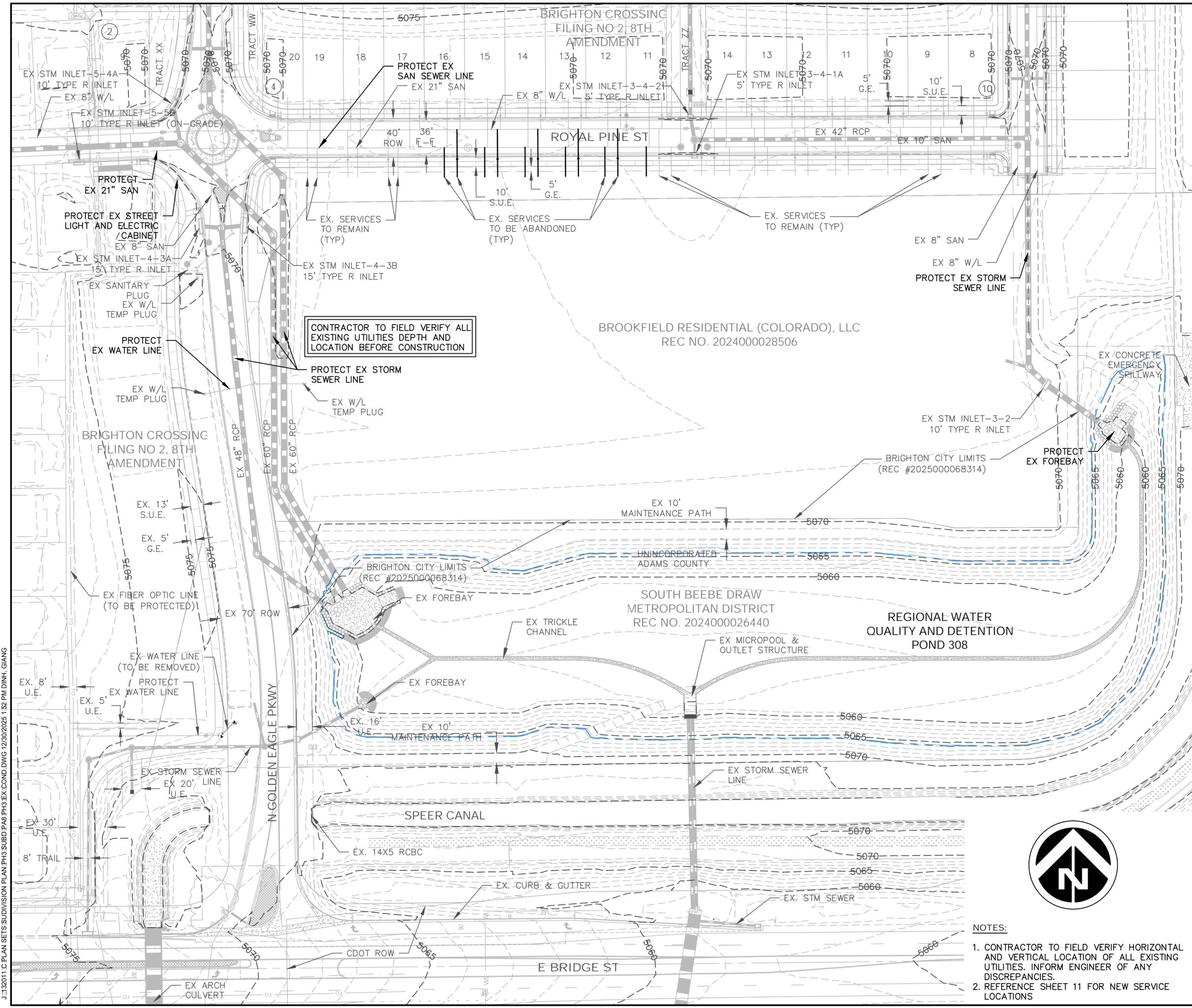
NO.	DESCRIPTION	DATE
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DRAWN BY: LTTN
APPROVED BY: SOS
CHECKED BY: W
DATE: DEC 30, 2025

TITLE: **EXISTING CONDITIONS**

PROJECT NO. 50124895

4
SHEET NO.



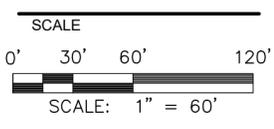
- NOTES:
1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES. INFORM ENGINEER OF ANY DISCREPANCIES.
 2. REFERENCE SHEET 11 FOR NEW SERVICE LOCATIONS

J:\2011\1\PLAN SETS\SUBDIVISION PLAN\PH3\SUBD\PA8\PH3 EX COND.DWG 12/30/2025 1:52 PM DINH, GIANG

BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
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 BRIGHTON, COLORADO

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PRELIMINARY DOCUMENTS
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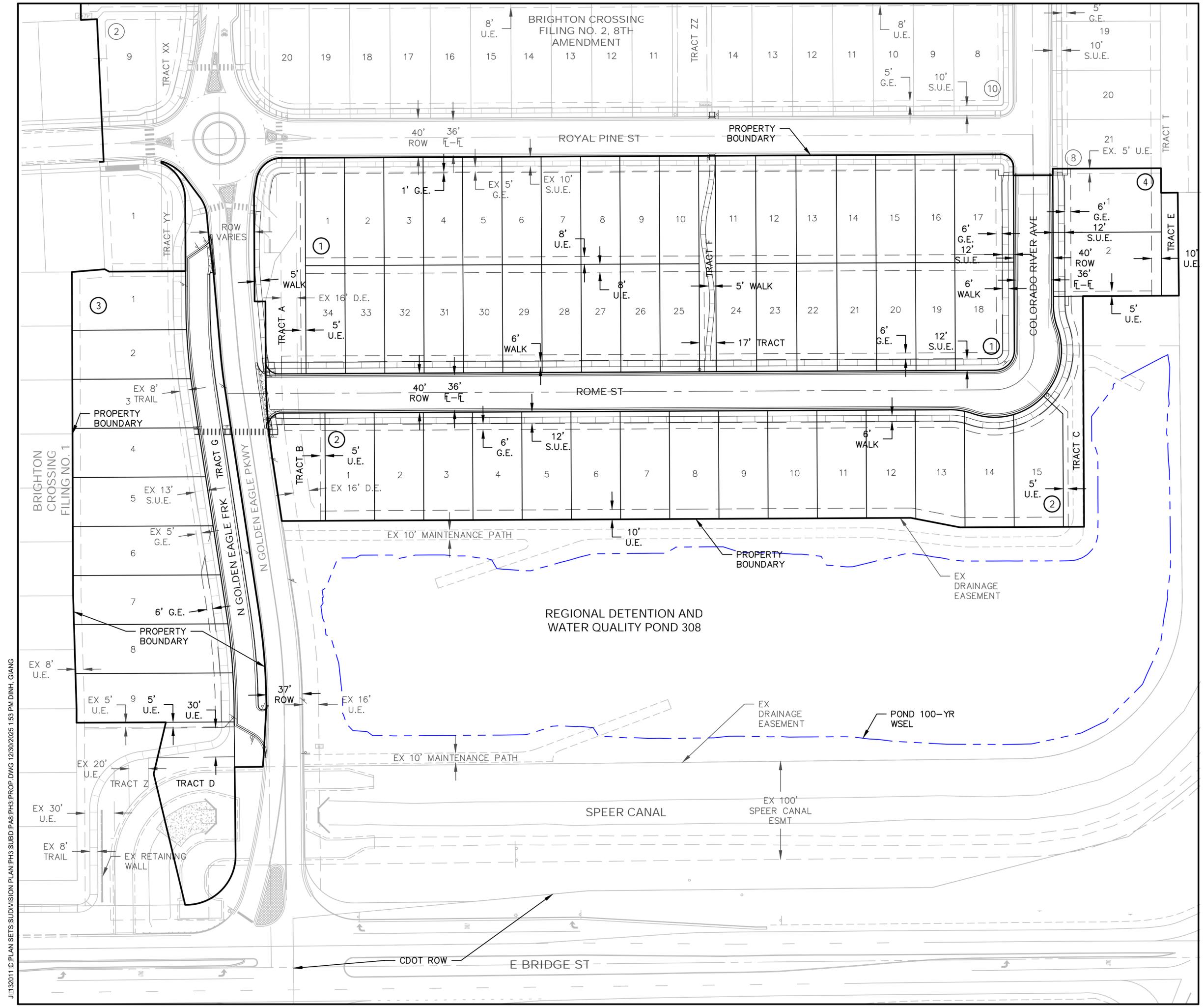
REVISIONS

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DRAWN BY LTTN
 APPROVED BY SOS
 CHECKED BY W
 DATE DEC 30, 2025

TITLE
SUBDIVISION PLAN

PROJECT NO. 50124895

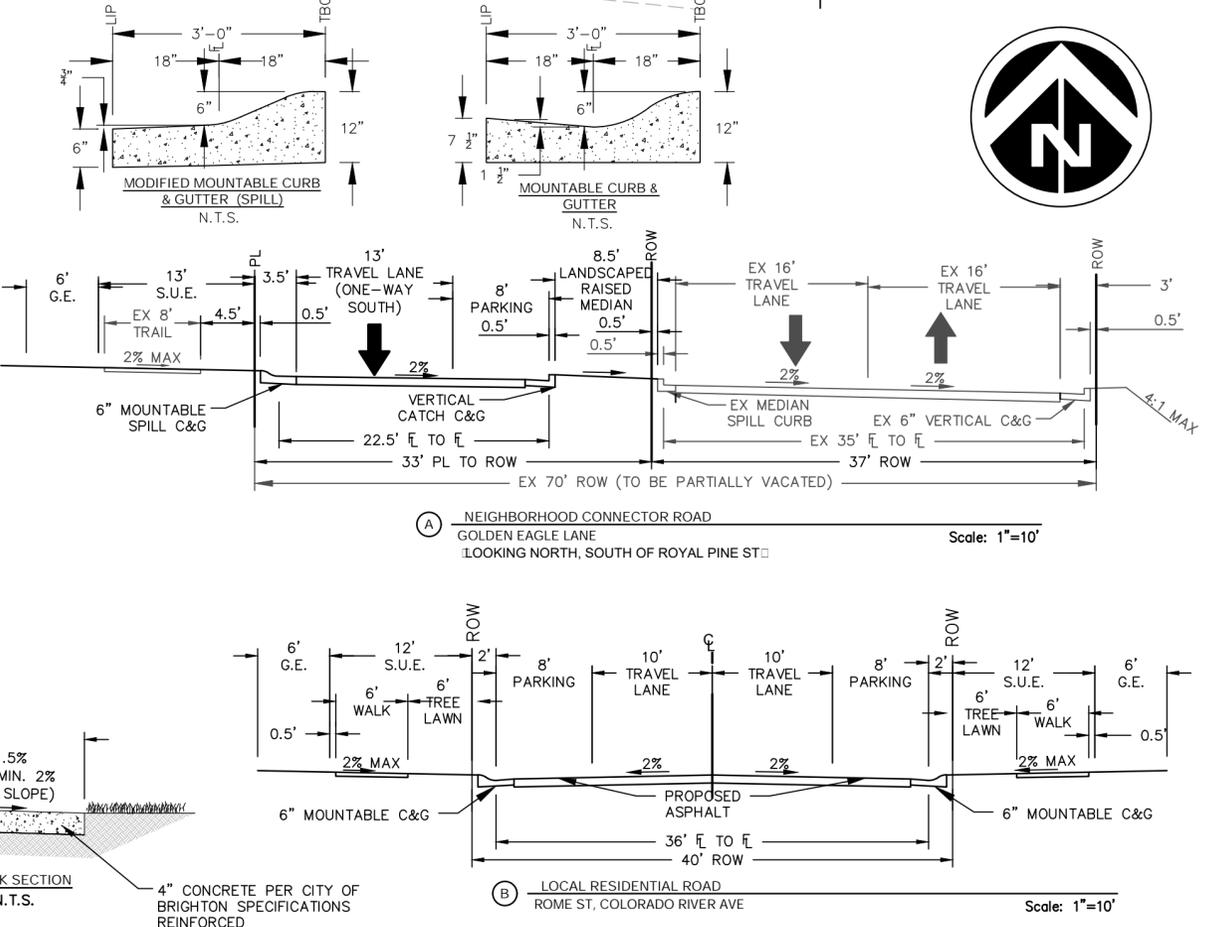
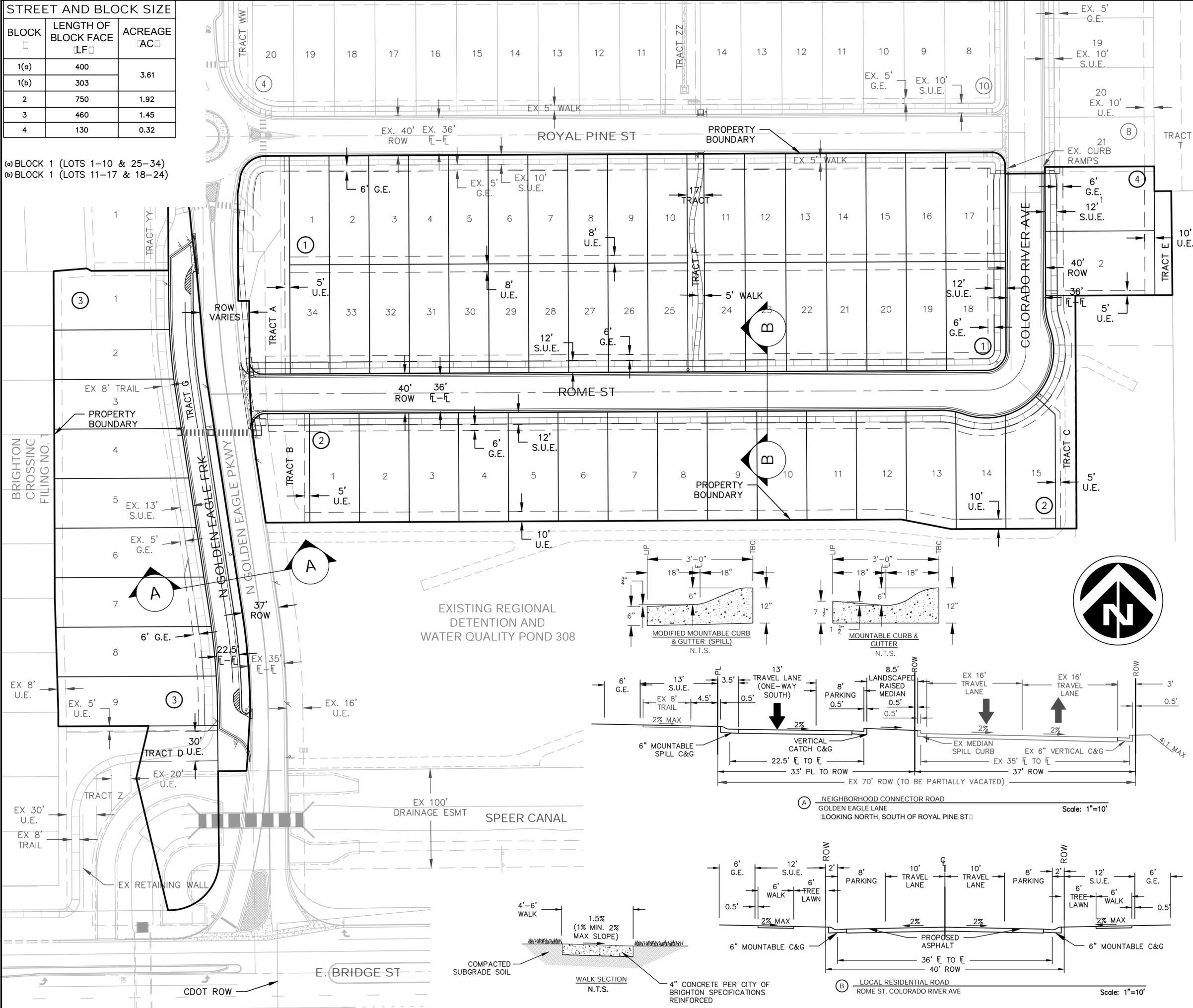


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STREET AND BLOCK SIZE

BLOCK	LENGTH OF BLOCK FACE LF	ACREAGE AC
1(a)	400	3.61
1(b)	303	
2	750	1.92
3	460	1.45
4	130	0.32

(a) BLOCK 1 (LOTS 1-10 & 25-34)
 (b) BLOCK 1 (LOTS 11-17 & 18-24)



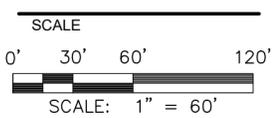
J:\32011\C PLAN SETS\SUBDIVISION PLAN\PH3\SUBD\F8\PH3 STR.DWG 12/30/2025 1:54 PM DINH, GIANG

Dewberry
 2011 Cherry Street, Suite 206
 Louisville, CO 80027
 720.975.0177
 Contact: Suzanne O. Sibel, PE
 Email: ssibel@dewberry.com

BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
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BRIGHTON, COLORADO

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NO. DESCRIPTION DATE

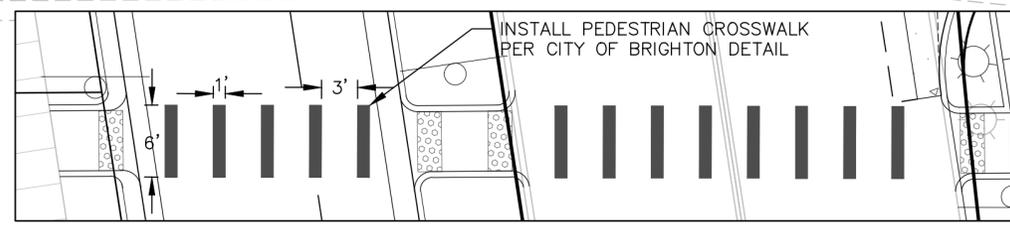
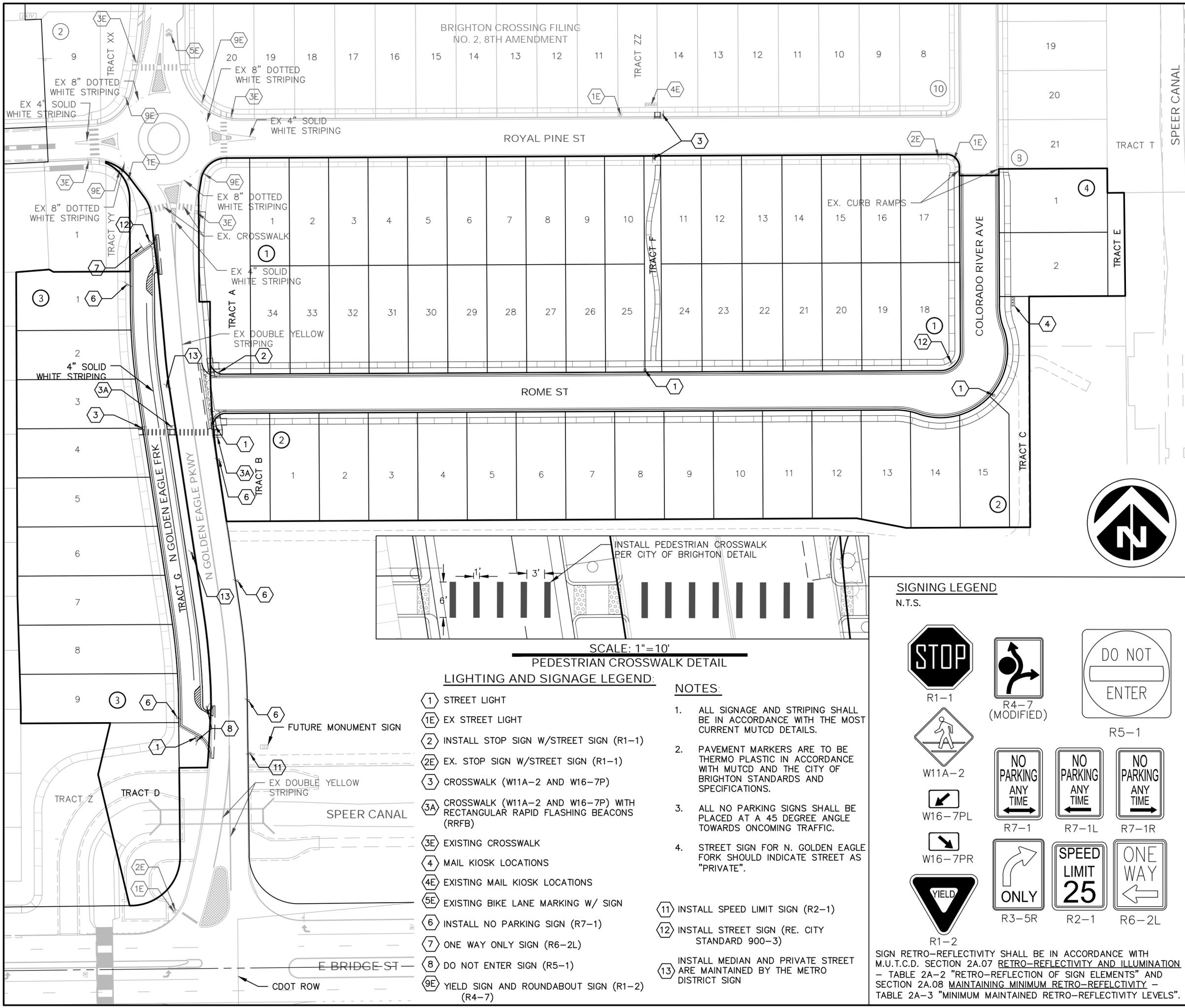
DRAWN BY: LTTN
 APPROVED BY: SOS
 CHECKED BY: W
 DATE: DEC 30, 2025

TITLE: STREET NETWORK AND BLOCK SIDE PLAN

PROJECT NO. 50124895

SHEET NO.

BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
 SUBDIVISION PLAN
 BRIGHTON, COLORADO



SCALE: 1" = 10'

PEDESTRIAN CROSSWALK DETAIL

LIGHTING AND SIGNAGE LEGEND:

- ① STREET LIGHT
- ①E EX STREET LIGHT
- ② INSTALL STOP SIGN W/STREET SIGN (R1-1)
- ②E EX. STOP SIGN W/STREET SIGN (R1-1)
- ③ CROSSWALK (W11A-2 AND W16-7P)
- ③A CROSSWALK (W11A-2 AND W16-7P) WITH RECTANGULAR RAPID FLASHING BEACONS (RRFB)
- ③E EXISTING CROSSWALK
- ④ MAIL KIOSK LOCATIONS
- ④E EXISTING MAIL KIOSK LOCATIONS
- ⑤E EXISTING BIKE LANE MARKING W/ SIGN
- ⑥ INSTALL NO PARKING SIGN (R7-1)
- ⑦ ONE WAY ONLY SIGN (R6-2L)
- ⑧ DO NOT ENTER SIGN (R5-1)
- ⑨E YIELD SIGN AND ROUNDABOUT SIGN (R1-2) (R4-7)

NOTES:

1. ALL SIGNAGE AND STRIPING SHALL BE IN ACCORDANCE WITH THE MOST CURRENT MUTCD DETAILS.
2. PAVEMENT MARKERS ARE TO BE THERMO PLASTIC IN ACCORDANCE WITH MUTCD AND THE CITY OF BRIGHTON STANDARDS AND SPECIFICATIONS.
3. ALL NO PARKING SIGNS SHALL BE PLACED AT A 45 DEGREE ANGLE TOWARDS ONCOMING TRAFFIC.
4. STREET SIGN FOR N. GOLDEN EAGLE FORK SHOULD INDICATE STREET AS "PRIVATE".
- ⑪ INSTALL SPEED LIMIT SIGN (R2-1)
- ⑫ INSTALL STREET SIGN (RE. CITY STANDARD 900-3)
- ⑬ INSTALL MEDIAN AND PRIVATE STREET ARE MAINTAINED BY THE METRO DISTRICT SIGN

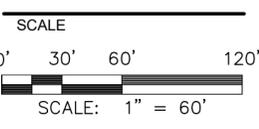
SIGNING LEGEND
N.T.S.



SIGN RETRO-REFLECTIVITY SHALL BE IN ACCORDANCE WITH M.U.T.C.D. SECTION 2A.07 RETRO-REFLECTIVITY AND ILLUMINATION - TABLE 2A-2 "RETRO-REFLECTION OF SIGN ELEMENTS" AND SECTION 2A.08 MAINTAINING MINIMUM RETRO-REFLECTIVITY - TABLE 2A-3 "MINIMUM MAINTAINED RETRO-REFLECTIVITY LEVELS".

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DRAWN BY: LTTN
 APPROVED BY: SOS
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 DATE: DEC 30, 2025

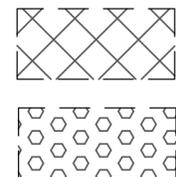
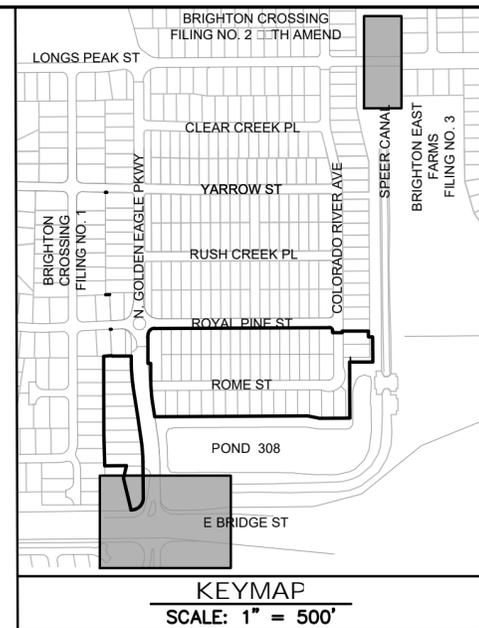
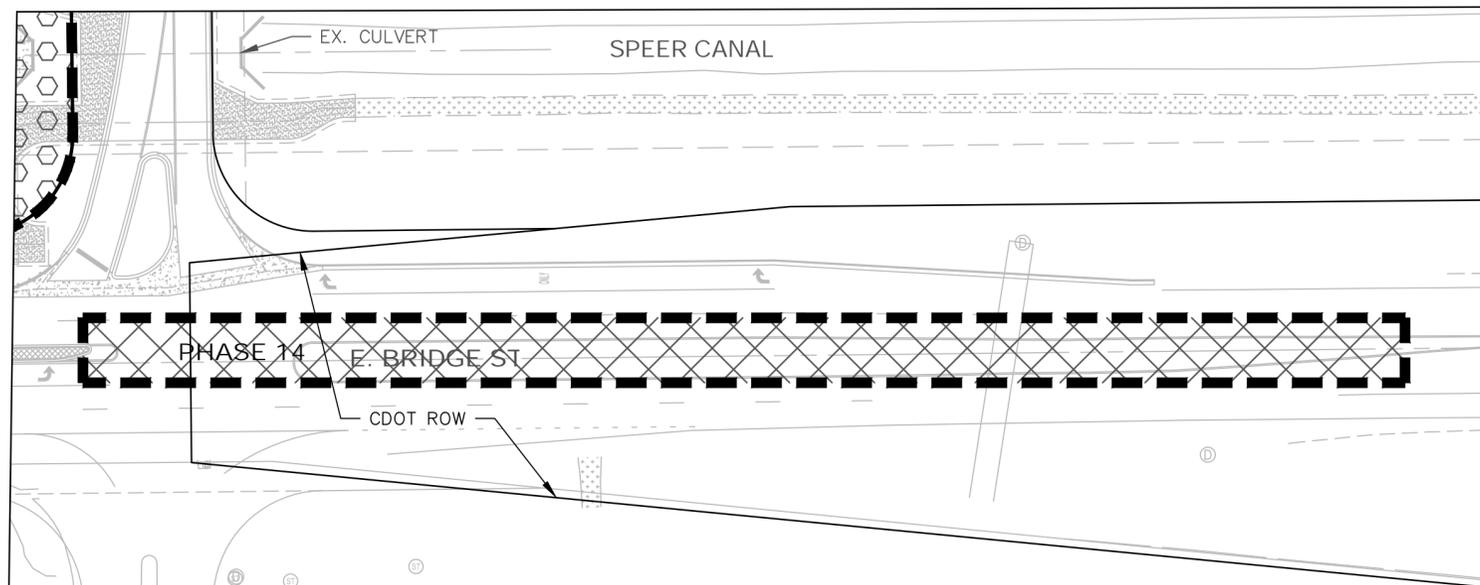
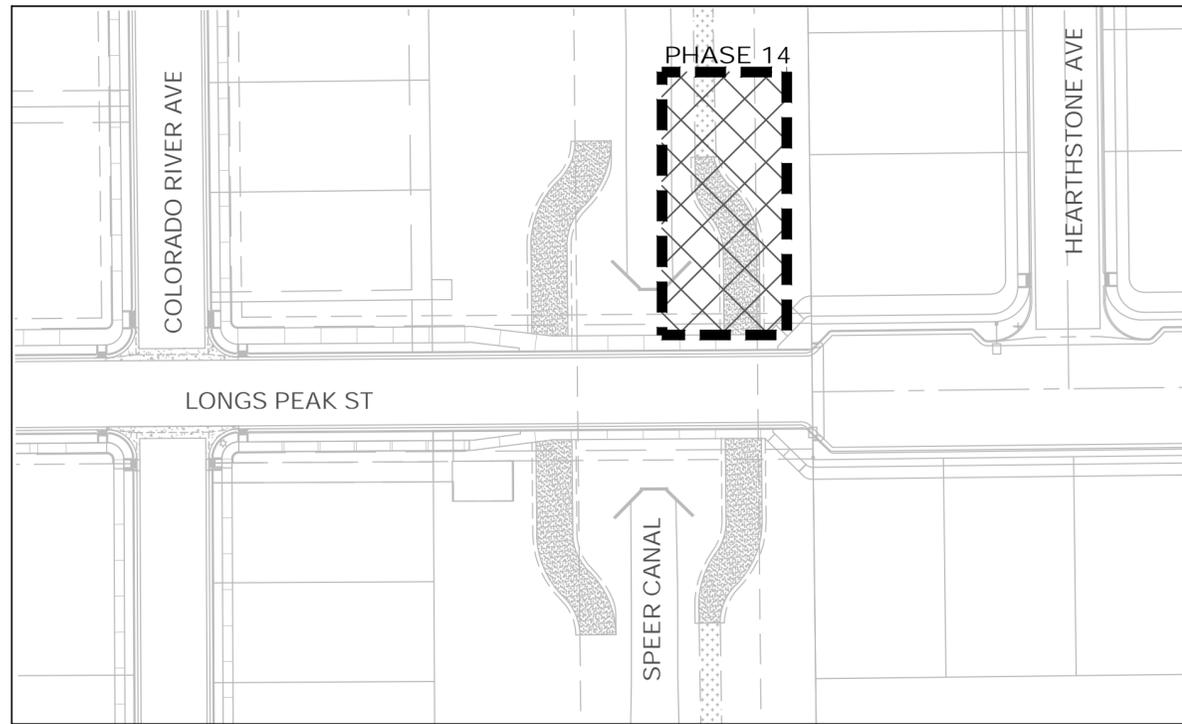
TITLE
SIGNAGE AND STRIPING

PROJECT NO. 50124895

SHEET NO.

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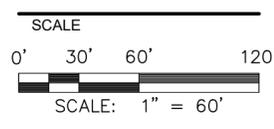


Dewberry
 2011 Cherry Street, Suite 206
 Louisville, CO 80027
 720.975.0177
 Contact: Suzanne O. Sibel, PE
 Email: ssibel@dewberry.com

BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
SUBDIVISION PLAN
 BRIGHTON, COLORADO

SEAL

PRELIMINARY DOCUMENTS
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REVISIONS

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DRAWN BY LTTN
 APPROVED BY SOS
 CHECKED BY W
 DATE DEC 30, 2025

TITLE
OFF SITE IMPROVEMENT PHASING
 PROJECT NO. 50124895

BRIGHTON CROSSING LLC
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 SUBDIVISION PLAN
 BRIGHTON, COLORADO

SEAL
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SCALE
 0' 30' 60' 120'
 SCALE: 1" = 60'

REVISIONS

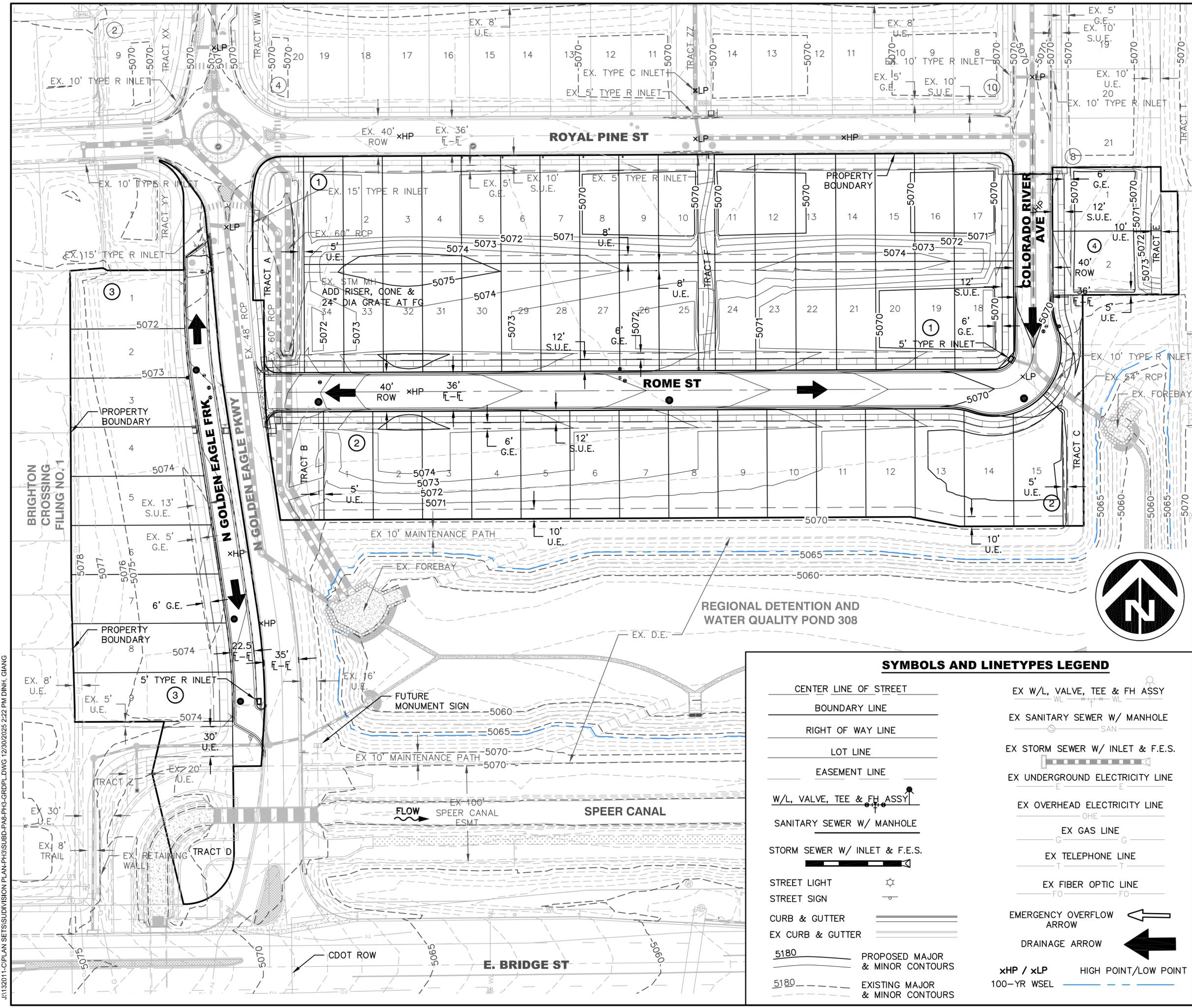
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1	FIRST SUBMITTAL	9/2/2025

DRAWN BY LTTN
 APPROVED BY SOS
 CHECKED BY WZ
 DATE DEC 30, 2025

TITLE
 GRADING AND DRAINAGE PLAN

PROJECT NO. 50124895

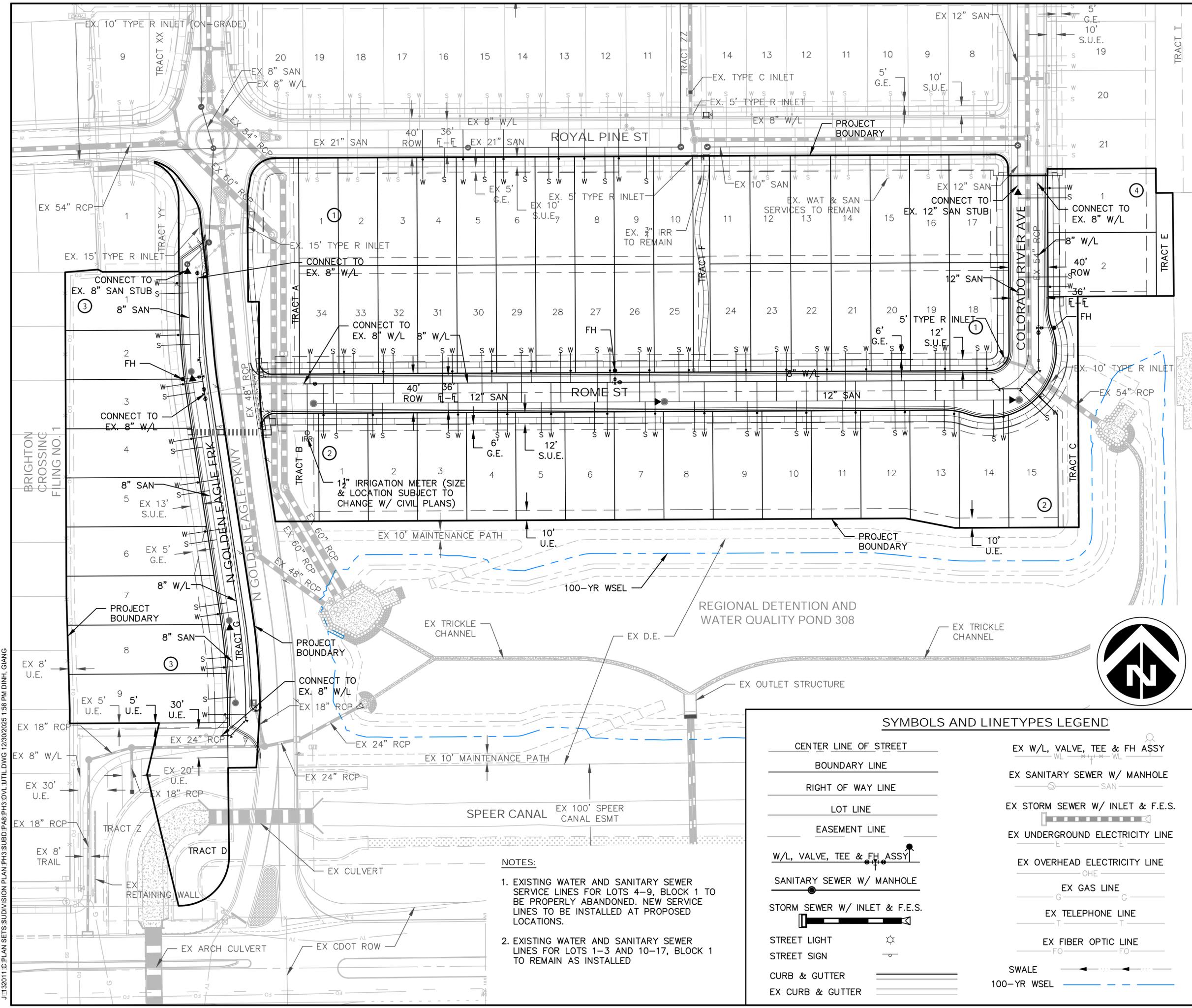
10
 SHEET NO.



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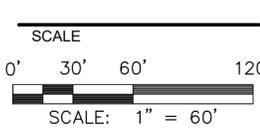
SYMBOLS AND LINETYPES LEGEND

CENTER LINE OF STREET	EX W/L, VALVE, TEE & FH ASSY
BOUNDARY LINE	EX SANITARY SEWER W/ MANHOLE
RIGHT OF WAY LINE	EX STORM SEWER W/ INLET & F.E.S.
LOT LINE	EX UNDERGROUND ELECTRICITY LINE
EASEMENT LINE	EX OVERHEAD ELECTRICITY LINE
W/L, VALVE, TEE & FH ASSY	EX GAS LINE
SANITARY SEWER W/ MANHOLE	EX TELEPHONE LINE
STORM SEWER W/ INLET & F.E.S.	EX FIBER OPTIC LINE
STREET LIGHT	EMERGENCY OVERFLOW ARROW
STREET SIGN	DRAINAGE ARROW
CURB & GUTTER	
EX CURB & GUTTER	
5180 PROPOSED MAJOR & MINOR CONTOURS	xHP / xLP HIGH POINT/LOW POINT
5180 EXISTING MAJOR & MINOR CONTOURS	100-YR WSEL



BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
 SUBDIVISION PLAN
 BRIGHTON, COLORADO

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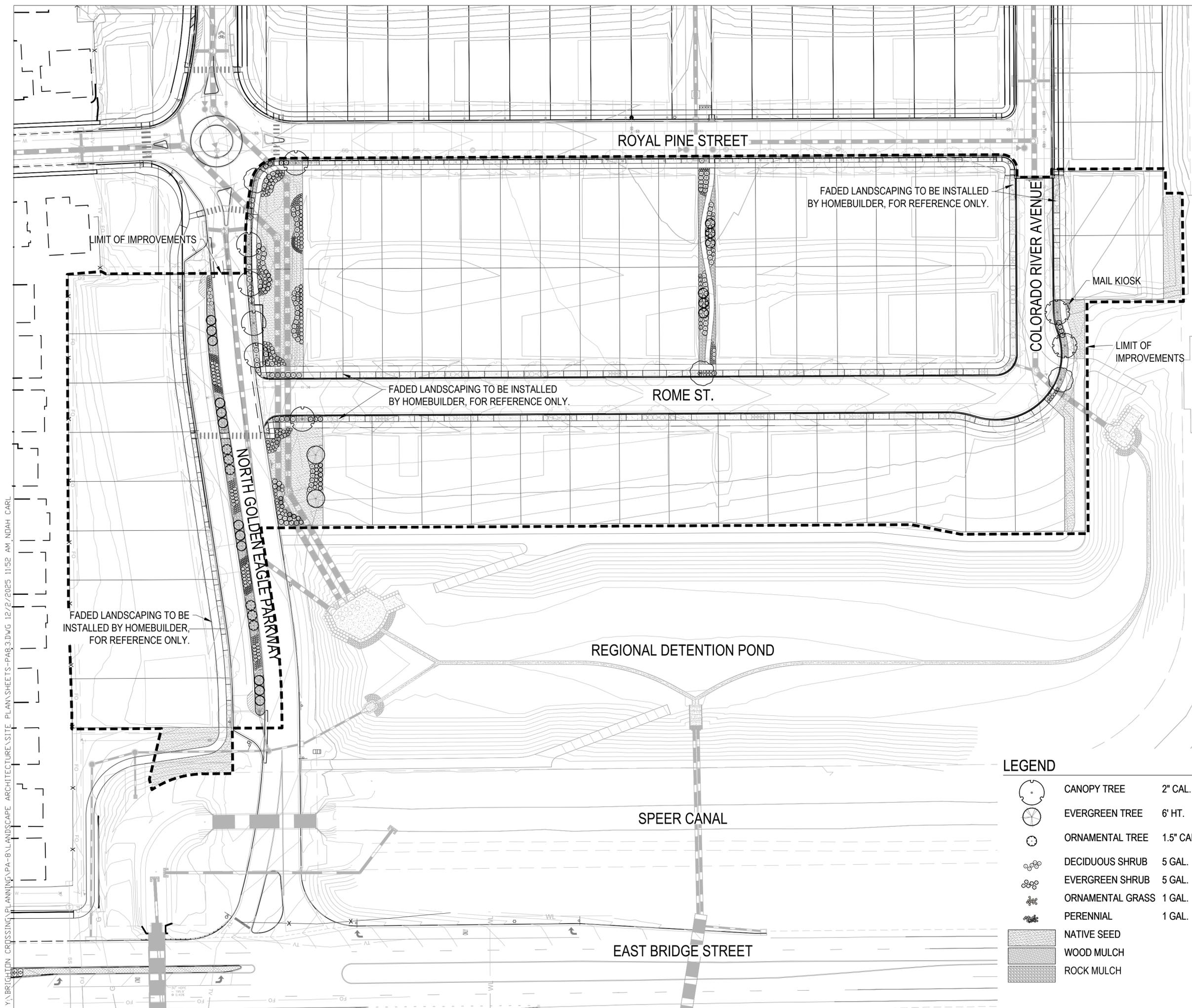
TITLE
 UTILITY PLAN
 PROJECT NO. 50124895
 SHEET NO. 11

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- NOTES:
- EXISTING WATER AND SANITARY SEWER SERVICE LINES FOR LOTS 4-9, BLOCK 1 TO BE PROPERLY ABANDONED. NEW SERVICE LINES TO BE INSTALLED AT PROPOSED LOCATIONS.
 - EXISTING WATER AND SANITARY SEWER LINES FOR LOTS 1-3 AND 10-17, BLOCK 1 TO REMAIN AS INSTALLED

SYMBOLS AND LINETYPES LEGEND

CENTER LINE OF STREET	EX W/L, VALVE, TEE & FH ASSY
BOUNDARY LINE	EX SANITARY SEWER W/ MANHOLE
RIGHT OF WAY LINE	EX STORM SEWER W/ INLET & F.E.S.
LOT LINE	EX UNDERGROUND ELECTRICITY LINE
EASEMENT LINE	EX OVERHEAD ELECTRICITY LINE
W/L, VALVE, TEE & FH ASSY	EX GAS LINE
SANITARY SEWER W/ MANHOLE	EX TELEPHONE LINE
STORM SEWER W/ INLET & F.E.S.	EX FIBER OPTIC LINE
STREET LIGHT	SWALE
STREET SIGN	100-YR WSEL
CURB & GUTTER	
EX CURB & GUTTER	



BRIGHTON CROSSING LLC
BRIGHTON CROSSING FILING NO. 9
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DRAWN BY NCC
 APPROVED BY PCS
 CHECKED BY PCS
 DATE DEC 30, 2025

TITLE
CONCEPTUAL LANDSCAPE PLAN

PROJECT NO. 50124895

LEGEND

- CANOPY TREE 2" CAL.
- EVERGREEN TREE 6' HT.
- ORNAMENTAL TREE 1.5" CAL.
- DECIDUOUS SHRUB 5 GAL.
- EVERGREEN SHRUB 5 GAL.
- ORNAMENTAL GRASS 1 GAL.
- PERENNIAL 1 GAL.
- NATIVE SEED
- WOOD MULCH
- ROCK MULCH

Y:\BRIGHTON CROSSING\PLANNING\PA-8\LANDSCAPE ARCHITECTURE\SITE PLANS\SHEETS-PA8-3.DWG 12/2/2025 11:52 AM, NOAH CARL



Community Development
500 South 4th Avenue
Brighton, CO 80601
303-655-2072
www.brightonco.gov

February 5, 2026

Dear Interested Party:

I am writing this letter to inform you of upcoming public hearings, which you may be inclined to attend. The hearings provide an opportunity for interested parties to voice their opinion on the proposed project to the Planning Commission and City Council. The input and opinions of residents and neighboring property owners provides valuable feedback to the Planning Commission, City Council, City staff, and the applicant. The following is some basic information that pertains to the project.

Application Type: **Subdivision Plan:** A plan indicating the proposed layout of a subdivision (i.e. rights-of-way, lots, infrastructure) to be named Brighton Crossing Filing No. 9.

Summary: The request is for approval of a Subdivision Plan for an approximately 9.095-acre property to create single-family residential lots, tracts for landscaping, and to show public streets.

Location/Site Plan: The property is generally located to the north of E Bridge St, south of Royal Pine St, east of Apache Plume St and west of Speer Canal.

The abbreviated legal description is as follows: The southeast quarter of Section 2, Township 1 South, Range 66 West of the 6th Principal Meridian, City of Brighton, County of Adams, State of Colorado. **See the reverse side for a vicinity map.**

Reviewing Bodies: The Planning Commission makes a recommendation, and the City Council decides on the proposed rezoning after the Public Hearings (details below) have been held.

Public Hearings: **Planning Commission**
February 26, 2026, at 6:00 p.m.

City Council
March 17, 2026, at 6:00 p.m.

**Both hearings are held in the Council Chambers on the first floor of City Hall
Located at 500 S 4th Avenue, Brighton, CO 80601**

**Official Notice
Publication:** February 5, 2026, posted on the City's Website.

Information continues on the reverse side.

City Staff Project Manager:

Grey Shipman
Planner I
(303) 655-2295
gshipman@brightonco.gov

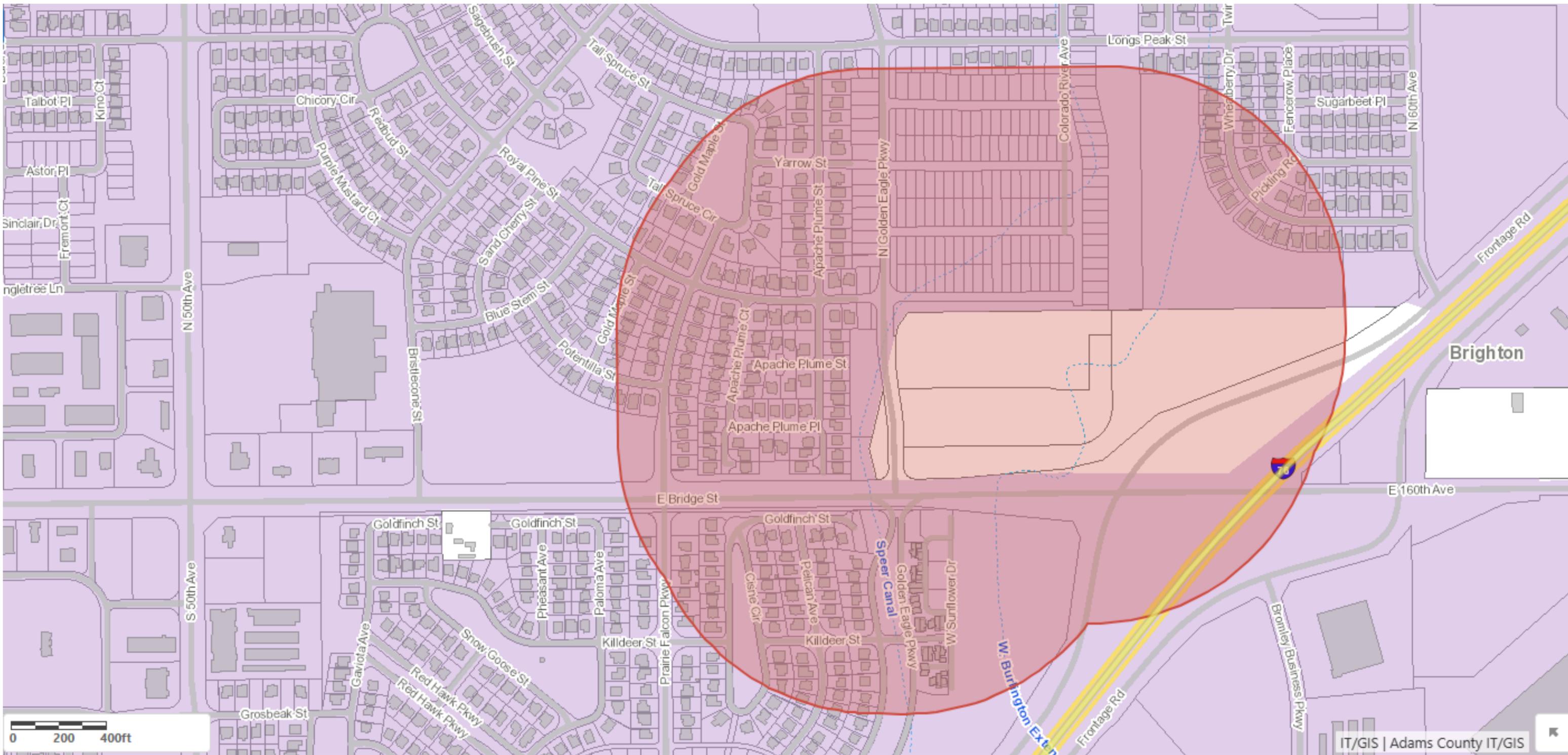
Property Owner: Brookfield Residential (Colorado) LLC

Additional Info: The review process allows the Planning Commission and the City Council to determine the completeness of the application and its adherence to City Codes and policies. The Planning Commission will provide a recommendation to City Council, and City Council will ultimately make the final decision on the application.

Please contact me if you have any questions on this project or if you are unable to attend the hearing but would like to submit a comment into the record. **Public comments must be received at least 24 hours prior to the meeting time.** Thank you for your time.

Best regards,
Grey Shipman
Planner I







MEETING MINUTES

DATE: August 21, 2024

TIME: 6-6:30 pm

LOCATION: Virtual – Zoom Meeting

PURPOSE: Neighborhood Meeting for Brighton Crossings Planning Area 8.3 (PA8.3)

In Attendance

NAME	✓	ORGANIZATION	PHONE	EMAIL
Sue Sibel, Will Zerkus	✓	Dewberry		ssibel@dewberry.com wzerkus@dewberry.com
Paul Shoukas	✓	PCS		pshoukas@pcsgroupco.com
Matt Haley	✓	Brookfield Residential		Matt.haley@brookfieldrp.com
		Attendees		

Summary

- Meeting started at 6:00 PM
- No outside participants joined the meeting
- Meeting ended at 6:30 PM

Action Items

DESCRIPTION	BALL-IN-COURT	DUE DATE	COMPLETE? (Y/N)
None			

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) days of receipt. Without notification, we will consider these minutes to be a record of fact.

COPIED: Brookfield, PCS, City of Brighton

Sincerely,

Sue Sibel
Dewberry Engineers

AFFIDAVIT OF POSTING

I, CHRIS HAYES (name, title) certify that on 2-3-26 (date), I posted signage on the property located along N Golden Eagle Parkway and Royal Pine St, for the Planning Commission public hearing to be held on February 26th and the City Council public hearing to be held on March 17th. The public hearing is to consider an application know as Brighton Crossing Filing 9 Major Subdivision Plan. **I am responsible for making a good faith effort to maintain the posted notice throughout the proceedings. I am also responsible for removing and returning signage to the Community Development Department no more than 15 days after the Planning Commission has made their final decision.**

The general legal description for this property is as follows:

The southeast quarter of Section 2, Township 1 South, Range 66 West of the 6th Principal Meridian, City of Brighton, County of Adams, State of Colorado.

Photographs of the property with the posting were taken and is attached hereto as Exhibit A.

CHRIS HAYES, DEVELOPMENT MANAGER
Name, Title

2-3-2026
Date

STATE OF COLORADO)
)SS.
ADAMS COUNTY)

The foregoing instrument was acknowledged before me this 5th day of February, 2026, by Chris Hayes (name of person posting sign), (title of person posting sign).

Witness my hand and official seal.

My commission expires: 8-31-2028

(S E A L)

JANELLE KELLEY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID# 20204030257
MY COMMISSION EXPIRES 08/31/2028

Janelle Kelley
Notary Public

Exhibit A

Photographs of Posting







Re: Public Notice for BC 9 Subdivision Plan

From Besch, Amanda <ABesch@brightonco.gov>
Date Thu 2/5/2026 4:24 PM
To Shipman, Grey <GShipman@brightonco.gov>

Grey,

This has been posted to the website.

Thank you,

PUBLIC HEARINGS

- City Council Public Hearing 3/17/2026: [Brighton Crossing Filing No. 9](#)
- City Council Public Hearing 3/3/2026: [Grein Property Planned Development](#)
- Planning Commission Public Hearing 2/26/2026: [Brighton Crossing Filing No. 9](#)
- Historic Planning Commission Public Hearing 2/19/2026: [COA for 575 Bush Street](#)
- Planning Commission Public Hearing 2/12/2026: [Grein Property Planned Development](#)
- Planning Commission Public Hearing 1/22/2026: [Conditional Use Permit](#)
- City Council Public Hearing 1/20/2026: [ADU Rear Setback Code Amendment](#)
- City Council Public Hearing 1/20/2026: [LUDC Amendment - Gas Stations](#)
- City Council Public Hearing 1/20/2026: [James Property Zoning Map Amendment](#)

NOTICES

The City of Brighton has assigned its right of first refusal and right of first offer to the Brighton Housing Authority. Please direct all notifications required under Colorado House Bill 24-1175 to the Brighton Housing Authority. Their contact information can be found on their website here: <https://www.brightonhousingauthority.org/>



Amanda Besch
Administrative Assistant III
 City of Brighton
 303.655.2072
 500 S 4th Ave., Brighton, CO 80601
 Mon-Thurs, 8 a.m. - 5 p.m.
 Fri, 8 a.m. - Noon
abesch@brightonco.gov
 She/her/hers

From: Shipman, Grey <GShipman@brightonco.gov>
Sent: Thursday, February 5, 2026 4:03 PM
To: Besch, Amanda <ABesch@brightonco.gov>
Subject: Public Notice for BC 9 Subdivision Plan

Hi Amanda,

Here is the Public Notice for the BC 9 Subdivision Plan.

Please let me know if you have any questions.

Thank you!
Grey



**Grey Shipman
Planner I**

[City of Brighton](#)

303.655.2295

500 S 4th Ave., Brighton, CO 80601

Mon-Thurs, 8 a.m. - 5 p.m.

Fri, 8 a.m. - Noon

gshipman@brightonco.gov



Brighton Crossing Filing No. 9 Subdivision Plan

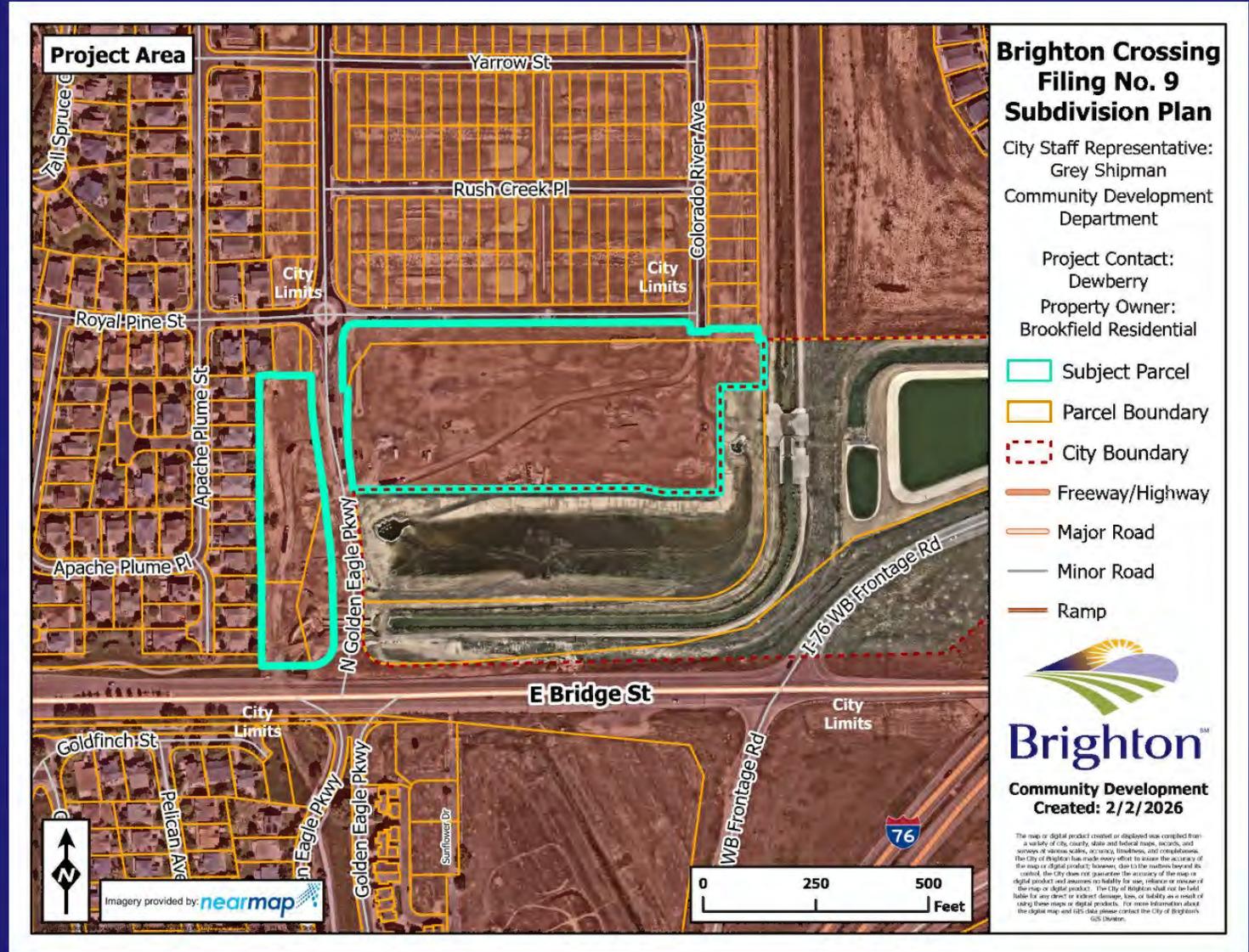
PLANNING COMMISSION – February 26, 2026

Applicant/Property Owner:
Project Contact:
City Staff Representative:

Brookfield Residential LLC
Sue Sibel, Dewberry
Grey Shipman, Planner I

Subject Property Location

The property is generally located to the north of E Bridge Street, south of Royal Pine Street, east of Apache Plume Street and west of the Speer Canal.



Aerial Map

Purpose

- The request is to approve the Subdivision Plan for the construction of a single family detached residential neighborhood.



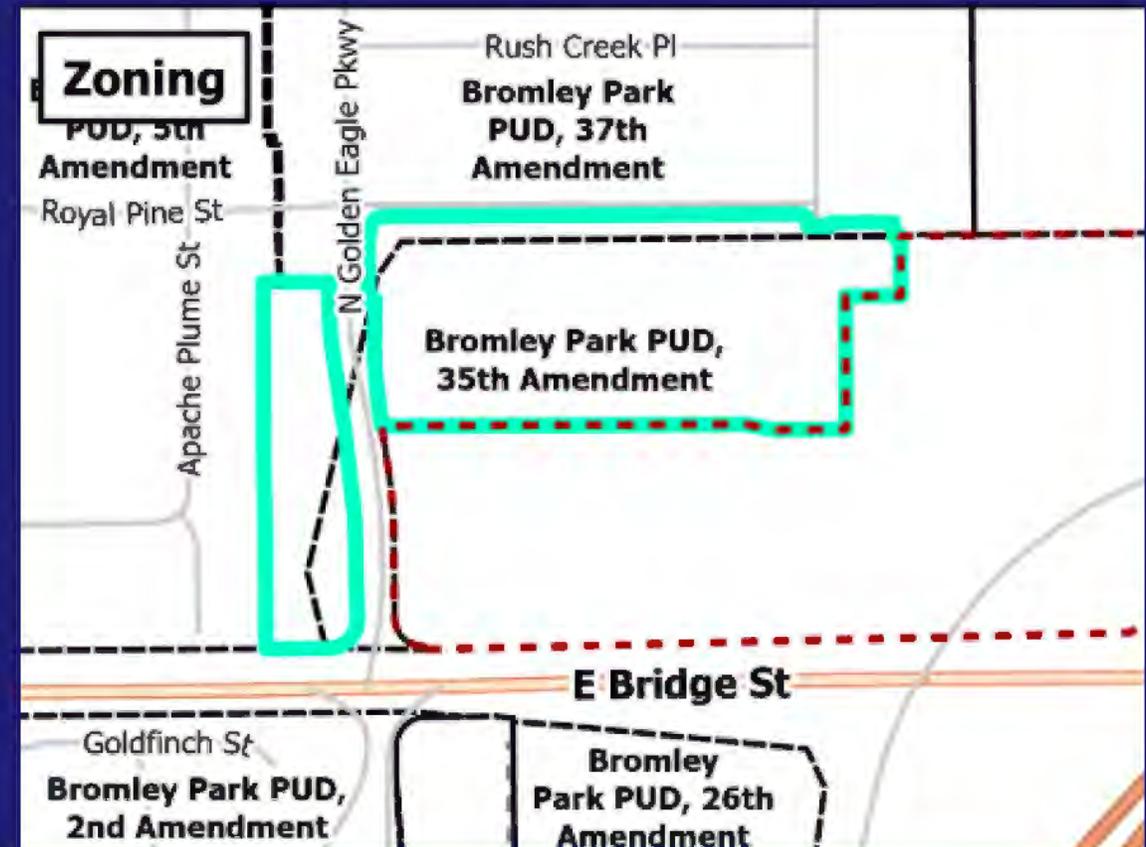
Process

- The *Land Use & Development Code* outlines the review and approval process of a Major Subdivision - Subdivision Plan.
- Staff used the Subdivision Plan review criteria from the *Land Use & Development Code* to review the proposal.

Background

The Property:

- Was annexed in 2025 as part of the Brighton Crossing Annexation
- Was added to Bromley Park under the Bromley Park PUD, 35th Amendment
- Is currently zoned 'Single Family Detached'

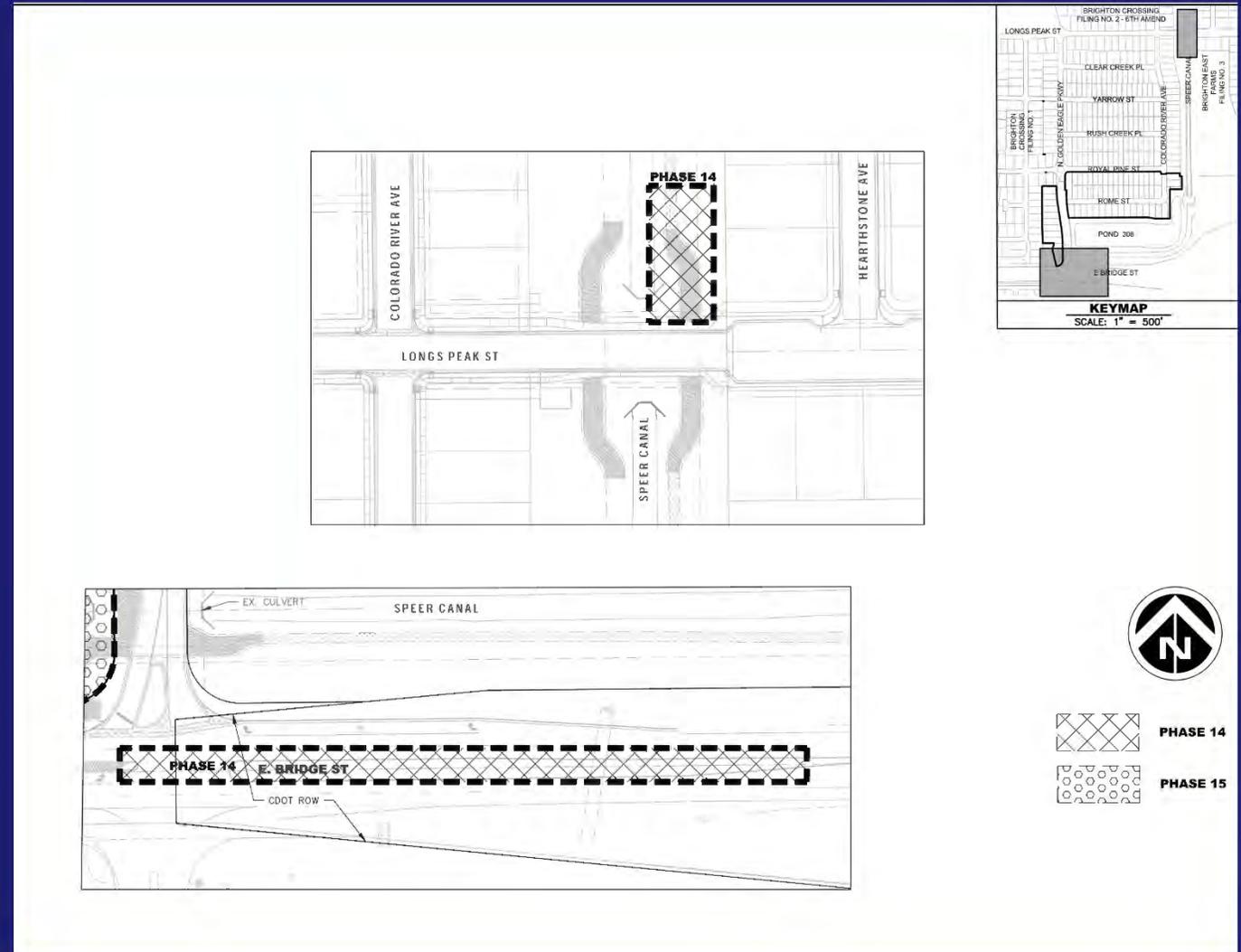


Zoning Map

Brighton Crossing Filing No. 9

Developer Contributions: Phase I Off-site Improvements

- Construct missing trail connection along Speer Canal
- Extend the median in E Bridge St. to the east of the N Golden Eagle Parkway intersection

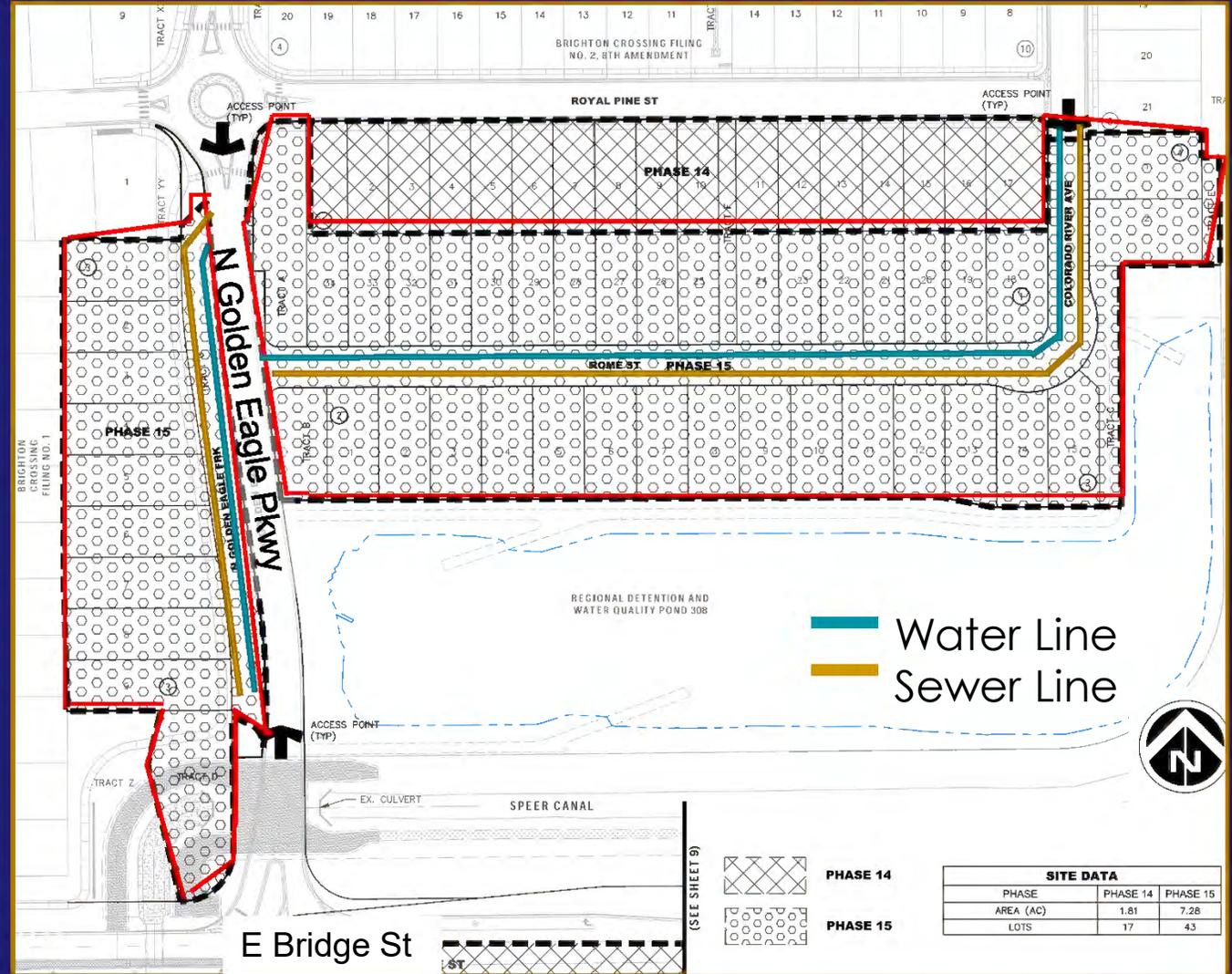


Phase I Offsite Improvements

Brighton Crossing Filing No. 9

Developer Contributions: Phase II Improvements

- Extend City water and sewer infrastructure along a new public street with new sidewalks as well as curb & gutter
- Construct a new private street (N Golden Eagle Frk) that will be privately owned and maintained by the metro district
- Extend City water and sewer along N Golden Eagle Frk
- Landscape tracts
- Connect to existing stormwater lines



Phase II Lots

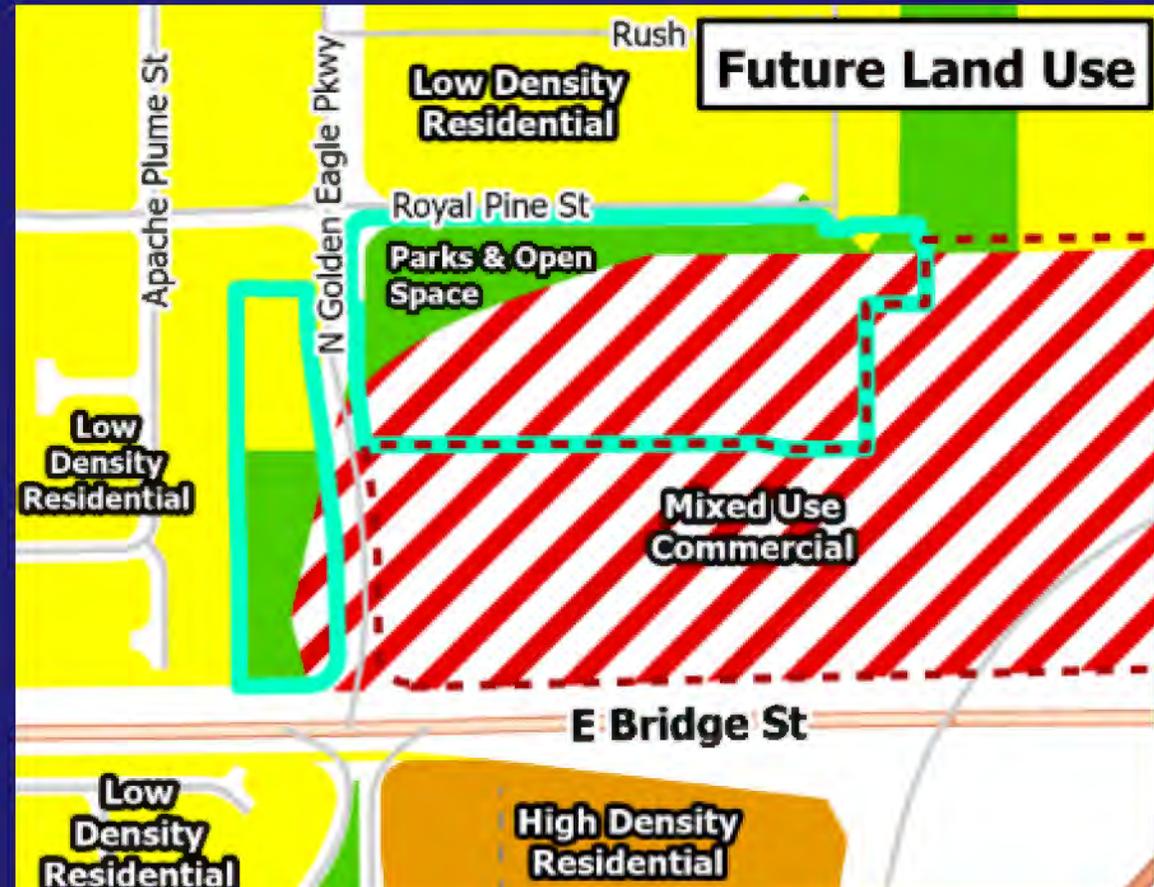
Staff Analysis – Land Use & Development Code

In making its recommendation, the Planning Commission shall use the following criteria (Section 2.02 D. 1.):

1. Review Criteria. A subdivision plan shall be reviewed according to the following criteria:
 - a. *The application is in accordance with the Comprehensive Plan, and in particular, the physical development patterns, the arrangement of streets, blocks, lots and open spaces, and the public realm design and investments reflect the principles and concepts of the plan.*

Staff Analysis – Comprehensive Plan: Future Land Use Designation

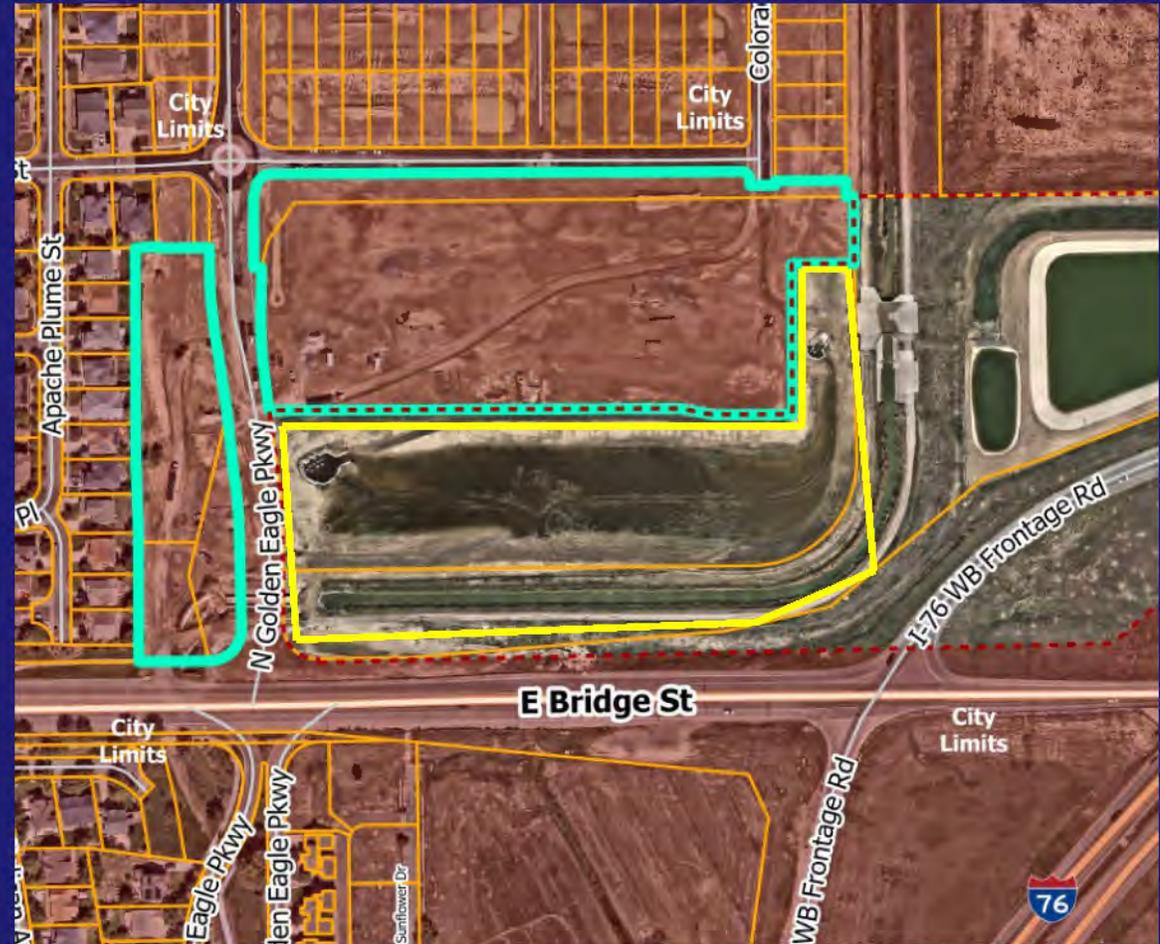
The Property is designated as majority Mixed Use Commercial with a small portion as Open Space.



Future Land Use Map

Staff Analysis – Comprehensive Plan: Future Land Use Designation Unsuitable

- A stormwater pond and a canal along the eastern and southern edges of the property separate the site from the street
- Street frontage is a key factor that contributes to the success of commercial land uses
- Although the Future Land use of the property is Mixed Use Commercial, other policies in the Comprehensive Plan should be considered because of unique site conditions



Lack of Frontage

Staff Analysis – Comprehensive Plan: Opportunity Area Policies

Chapter Four: Citywide Principles, Policies & Strategies

- *Policy 1.1 – New Growth Should Favor Existing Areas of Infrastructure Investment and Planning*
- *Policy 1.2 – New Municipal Investments in Infrastructure and Public Facilities Should Strategically Further the Plan’s Vision and Principles*
- *Policy 1.3 – Private Development Should “Pay Its Own Way”, by Bearing an Equitable Portion of the Costs of Expanding Municipal Infrastructure*
- *Policy 2.1 – Brighton Will Continue to Develop in a Self-Sufficient and Sustainable Manner (Live, Learn, Work, Shop and Play) with an Appropriate Balance between Residential and Non-Residential Uses*
- *Policy 6.2 – Ensure Residential Lots and Architecture Enhance the Street*
- *Policy 6.4 – Encourage the Enhancement and Reinvestment in Existing Neighborhoods*
- *Policy 8.1 – Encourage Redevelopment of Strategic Areas and Promote Infill Development*

Staff Analysis – Land Use & Development

Code Cont'd

- b. Compliance with the requirements of this development code, and in particular, the blocks and lots proposed are capable of meeting all development and site design standards under the zoning district.*
- c. The application includes performance, construction and any maintenance assurances for the design, construction and acceptance of the improvements by the City.*
- d. Any phasing proposed in the application is clearly indicated and demonstrates a logical and coordinated approach to development, including coordination with existing and potential development on adjacent property, and that the timing, location and construction of amenities is consistent throughout the phases.*
- e. Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.*
- f. The application does not deter any existing or future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.*
- g. The design does not impede the construction of anticipated or planned future public infrastructure in the area.*
- h. The recommendations of professional staff or any other public entity or review agencies asked to officially review the subdivision plan.*

Public Notice and Comment

- Public Notice was provided in accordance with the *Land Use & Development Code*.
 - On February 3rd
 - ✓ Three signs were posted on the subject property.
 - On February 5th
 - ✓ Written notice was posted to the City's website.
 - On February 9th
 - ✓ Written notice was mailed to all property owners within 1,000 feet of the Subject Property.
 - City staff posted information for the public hearing on Facebook.
- Planning staff has not received any formal comments in advance of this hearing.

Summary of Findings

- ✓ The Development Review Committee has reviewed this project and recommends approval.
- ✓ Staff finds the Subdivision Plan is in compliance with the requirements as outlined in the *Land Use & Development Code*.

City Staff Recommendation

- ✓ Staff recommends approval of the Brighton Crossing Filing No. 9 Subdivision Plan.

Options for Planning Commission

- ❑ Recommend approval of the Subdivision Plan;
- ❑ Recommend denial of the Subdivision Plan and provide justification for such action; or
- ❑ Recommend approval of the Subdivision Plan with modifications to the draft resolution; or
- ❑ Continue the item to a later, specified date if the Planning Commission feels it needs more information to make an informed recommendation.

City Attorney's Office and Department of Community Development

Reference: 2026 Planning Commission Bylaw Amendments

To: Chair Mark Rawlings and Members of the Planning Commission
Through: Shannon McDowell, Assistant Director of Community Development
Prepared By: Yasmina Gibbons, Deputy City Attorney
Nick Di Mario, AICP, Principal Planner
Date Prepared: January 9, 2026; updated February 20, 2026

PURPOSE

To approve amendments to the Planning Commission Bylaws (the "Bylaws"). The proposed amendments seek to align the Bylaws with the standard practices of the Commission. Additionally, staff have incorporated alternations to the order of public hearing presentations, as well as Commission direction as to the appropriate time limit for public comments.

SUMMARY OF PROPOSED AMENDMENTS

Public Hearing Procedures

Staff is proposing a change to the order of presentations during a public hearing. Currently, City staff present the application to the Commission, followed by a presentation by the applicant. The proposed amended Bylaws re-order to public hearing procedure to have the applicant first present the application, followed by a presentation from City staff. Often, when the applicant is asked if they have anything to present, they defer to the staff presentation since it has already been given. By requiring the applicant to present first, the onus is put upon the applicant to provide an overview of the project. In addition, the applicant can offer additional contextual information about the project such as product type, projected sale price, types of businesses proposed, or renderings of the proposed development. This information, while not required or considered in the review criteria, aids understanding of the project being proposed.

An additional reason to require the applicant to present first is one of appearances. Often, when the applicant defers to the staff presentation, they commend staff for a job well done. While appreciated, this kindness and complete reliance on staff to present the project can send a message to the public that staff and the applicant are working cooperatively, particularly when the recommendation is approval. A distinction is needed so that the applicant is advocating for the project while the staff is providing factual information that directly relates to the review criteria.

In addition to the above-described change, as has been a long-standing practice of the Planning Commission, staff is proposing to clarify that speakers may not yield their time to other speakers. This is necessary for the orderly administration of public hearings and to prevent one public speaker from filibustering and ensure that all interested parties can be heard.

Finally, based on direction from Commissioners at the study session, staff have incorporated the time limit of three minutes for public comment and applicant presentations.

Study Sessions

To align the Bylaws with the standard practice of the Commission, staff recommends removing the requirement that Study Session items are recommended by staff *and require the consent of at least two Commissioners* to be added to an agenda. The Commission will still retain the power to recommend Study Session items with the consent of two Commissioners.

Voting

As required by the *City of Brighton Home Rule Charter*, staff proposes a revision to explicitly state that each Commissioner who is seated and eligible to vote must vote on each motion.

Ex Parte Contacts and Conflicts of Interest

Finally, as has been the practice of the Planning Commission, and in accordance with Colorado law and the *Brighton Municipal Code*, staff recommends clarifying that Commissioners are prohibited from participating in any matter pending before the City Council that was the subject of a Planning Commission Meeting.

OPTIONS FOR COMMISSION CONSIDERATION

- Approve the Amended Bylaws
- Deny the Amended Bylaws
- Provide further direction to staff

ATTACHMENTS

- Resolution
- Amended Bylaws
- Redlined Changes to Bylaws
- Staff Presentation

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BRIGHTON,
COLORADO AMENDING THE BYLAWS OF THE PLANNING COMMISSION

WHEREAS, the Bylaws of the Planning Commission of the City of Brighton, Colorado provide for the amendment and modification of the same upon a proper motion by a member and with the majority vote of Commission members; and

WHEREAS, the Planning Commission desires to amend the Bylaws to align the Bylaws to the standard practices of the Commission, as set forth in Exhibit A (the "Amended Bylaws"), attached hereto and incorporated herein.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Brighton, Colorado as follows:

Section 1. The Planning Commission hereby approves the Amended Bylaws and authorizes the Chair and Vice-Chair to execute such Amended Bylaws on behalf of the Planning Commission. The Amended Bylaws shall govern the procedures of the Planning Commission hereafter, or until such time as they are further modified or amended in accordance herewith.

Section 2. This Resolution is effective as of the date of its adoption.

RESOLVED this 26th day of February 2026.

CITY OF BRIGHTON, COLORADO
PLANNING COMMISSION

MARK RAWLINGS, Chairperson

ATTEST:

JON WAINES, Secretary

APPROVED AS TO FORM:

YASMINA GIBBONS, Deputy City Attorney

Exhibit A

Amended Bylaws

[Exhibit A begins on following page.]

**BYLAWS OF THE PLANNING COMMISSION
OF THE
CITY OF BRIGHTON, COLORADO**

I. ENABLING AUTHORITY AND PURPOSE

Pursuant to Chapter 2, Article 2-36 of the City of Brighton Municipal Code, and C.R.S. § 31-23-204, the City of Brighton Planning Commission is authorized to adopt rules of procedure that shall govern the transaction of its business.

Accordingly, these Bylaws shall govern the procedure of the Planning Commission of the City of Brighton, Colorado, with respect to all matters entrusted to the Commission by the Colorado Statutes, the City of Brighton Municipal Code, the City Council, or by Ordinance or Resolution of the City of Brighton. Such matters include but are not limited to action upon development proposals; zoning requests; and matters of interpretation, implementation or revision of the City's Land Use and Development Code and Comprehensive Plan.

II. MEMBERSHIP, APPOINTMENT, OFFICERS, ETC.

Membership and Qualifications. The Planning Commission shall consist of five (5) regular members and two (2) alternate members, all of whom shall be at least eighteen (18) years of age and reside within the City of Brighton ("Commissioners"). Commissioners are appointed by the City Council and serve at the pleasure of Council, without compensation.

Term of Office; Term Limits. A Commissioner's term of service shall commence as determined by the City Council appointment, and expire at the end of such appointed term. The terms of office for each of the five (5) appointed members of the Planning Commission and two (2) alternates shall be four (4) years , or as otherwise determined by City Council. Commissioners shall serve until resignation, removal, or replacement by Council. All terms of service shall expire on January 31, and begin on February 1. The terms of each Commissioner shall be limited as prescribed in the Brighton Municipal Code.

Youth Commissioners. In addition to Commissioners, the Mayor and City Council may appoint "Youth Commissioners" from the membership of the Brighton Youth Commission. If appointed, Youth Commissioners generally serve as determined by Council. Youth Commissioners are entitled and encouraged to fully participate in the business of the Planning Commission, except that Youth Commissioners shall not be entitled to vote on any official matter.

Officers and Elections. The Commission shall select a Chair and a Vice Chair from among its regular members. The term of office for the Chair and Vice Chair shall generally be one year, with eligibility for re-election thereafter. Officers shall be elected annually during the first regular Meeting held on or after February 1. Officers serve until replaced.

All Commissioners except alternates shall stand as Nominees qualified to hold office. Any Commissioner not wishing to hold office may respectfully withdraw his or her name from

consideration, prior to any election. Silence by a nominee for office shall be construed as acceptance of a nomination. Voting shall be in writing by written ballot. The Secretary and City Attorney or designee (“City Attorney”) shall count the votes, and a Commissioner receiving a plurality of votes is elected to office.

- a. Chair. The Chair is responsible for conducting Commission meetings in an orderly and democratic manner, assuring that minority opinion may be expressed and that the majority is allowed to rule. The Chair shall decide all points of order, decorum, and issues of procedure, evidence and testimony, unless otherwise directed by a majority of the Commissioners in session at that time. The Chair, in his or her reasonable discretion, may temporarily relinquish such duties and delegate the same to the Vice Chair from time to time, for all or part of a particular Meeting or as to a certain Agenda item, and the Vice Chair shall fairly and properly conduct such Meeting or Agenda Item in all respects according to these Bylaws.
- b. Vice Chair. The Vice Chair shall preside in the absence of the Chair and shall perform all duties of the Chair. In the event that both the Chair and Vice Chair are absent, the next most senior Commissioner shall preside upon being recognized by the remaining Commissioners then present, and shall be seated as the Chair by a motion for the record.
- c. Secretary. The City Manager’s appointed representative shall act as the Secretary of the Planning Commission, without vote. The Secretary shall keep accurate records and minutes of all Meetings, shall mark and accept Exhibits for the record, and shall otherwise assist the Commission in furtherance of the Agenda and the business of the Planning Commission.
- d. Absences and Alternates. Any Commissioner who is unable to attend a Meeting shall so notify the Chair, Vice Chair, Secretary and/or Planning Staff in advance of such Meeting, and state the reason for his or her absence. More than two (2) unexcused absences may result in removal by Council. Meetings shall commence promptly at 6:00 p.m., at which time excused and unexcused absences, if any, shall be recognized for the record. In the case of an absence or a vacancy that prevents a quorum of regular members or would result in a tie vote, the Chair shall duly seat an Alternate. An Alternate thus duly seated shall be entitled to vote on all matters coming before the Commission. In all other situations the Alternate is entitled and encouraged to participate in discussion and deliberation, but shall not be entitled to vote.
- e. Removal from Office; Vacancies. Commissioners may be removed from office by the Mayor and City Council for inefficiency, neglect of duty, malfeasance in office, or other good cause. The Mayor and Council may appoint successor Commissioner(s) to fill any vacancy caused by the removal or resignation of a Commissioner, or by any other cause. Commissioners having more than two (2) unexcused absences are subject to removal by the City Council, by the Commission so notifying the City Council.

III. QUORUM, CONDUCT OF MEETINGS, AND VOTING

Quorum. A quorum shall consist of three (3) Commissioners, and no official business may be conducted without a quorum being present. In the event that a quorum is not obtained, the presiding Chair shall so state for the record, and shall for the record respectfully solicit the

participation and co-operation of the Applicant(s), Staff, and the public if necessary, in order to properly reschedule the hearing of all Agenda items at the next available Meeting with a quorum.

Conduct of Meetings. All regular Meetings, including any Study Sessions, are open to the public, and shall be carried-out in a business-like and democratic manner. Meetings shall be held in-person at City Hall. Upon declaration of a public health emergency or safety concern, the Commission may hold all regular Meetings and Study Sessions virtually as approved by the City Manager. Details of the meeting location shall be determined in advance and posted with the meeting agenda. Meetings may be publicly broadcasted at the discretion of the City Manager. It shall be the policy of the Planning Commission to solicit public participation in connection with all public hearing items at Meetings, and to provide fundamental fairness and due process to all interested parties. Public participation may be received at Study Sessions, at the Commission's discretion, but is not required at Study Sessions.

Written Agenda and Order. Planning Staff shall generally coordinate the Agenda, except that the Commission may direct the preparation of specific matters to be placed on the Agenda if two (2) or more Commissioners concur. Scheduled items may be deleted from the Agenda or continued pursuant to the procedures of these Bylaws. Subject to the Chair's reasonable discretion, the Order of the Agenda shall be generally as follows:

- a. Call to Order and Roll Call
- b. Minutes of Previous Meetings
- c. Public Comment – Non-Scheduled, Non-Agenda Items
- d. Public Hearings / Agenda Items
- e. Old and New Business
- f. Reports from Commissioners, Planning Staff, City Attorney
- g. Executive Session (if necessary)¹
- h. Adjournment

In the event that a regular Meeting continues until the hour of 10:00 P.M., and such Meeting has not been previously adjourned, further proceedings shall be conducted as follows: 1) Upon Motion and the affirmative vote of a majority of Commissioners present, the Meeting shall be continued for one-half hour until 10:30 P.M., but not later; 2) All public hearings and other items not previously opened shall be opened for the sole purpose of setting the hour and day for the continuation of such hearings and other items; and 3) All proceedings shall be continued to the next regularly-scheduled Planning Commission Meeting, and the current Meeting concluded by 10:30 P.M.

Rules of Speaking. To obtain the floor, a Commissioner shall first address the Chair, who shall recognize that Commissioner by name and yield the floor. The Chair next generally recognizes that Commissioner who first requests the floor after it has been relinquished, except that the Chair may use discretion in providing for the orderly transition of the floor such that all Commissioners are accommodated (e.g., yielding to a Commissioner next seated

¹ An Executive Session may be called at any point during the meeting.

to the right or left, etc.). Commissioners shall relinquish the floor after they have addressed the pending issue, and shall endeavor to limit their comments to five (5) minutes per issue.

Public Hearing Procedures – Presentation, Hearing, Deliberation. The Chair shall have discretion to enforce or alter the following procedures as reasonably necessary, to ensure that all public hearings are conducted efficiently and in a manner that provides fundamental fairness and due process to all interested parties. Such procedures shall apply to all portions of the Agenda, with time limits being subject to the Chair’s reasonable discretion, generally as follows:

- a. The Chair first calls for presentation by the Applicant, or the Appellant, as appropriate. Applicant presentations are limited to 3 minutes.
- b. The Chair calls for presentation of the case by Staff.
- c. Commissioners may question the Applicant and/or Staff regarding the presentations.
- d. The hearing item is then opened to the public for questions or comments on any issue(s) relevant to the case, including proponents and/or opponents of any Application (the Chair has discretion to limit repetitious or redundant testimony). Testimony is limited to 3 minutes per speaker. Speakers may not yield their time to other speakers.
- e. Response or rebuttal by Staff or Applicant, as appropriate, and/or additional questioning by Commissioners, as necessary;
- f. After the evidence has been presented in this manner, the public hearing is closed by the Chair and discussion and deliberation occur among Commissioners. During Commission deliberations, the Applicant, Staff, or members of the public may participate for clarification purposes, but only if recognized by the Chair.

Continuance of Scheduled Agenda Item. When it appears that the Commission requires additional time and/or information for proper deliberation and decision, or if the interests of fairness and justice would otherwise be served by a continuance, then the Commission may continue a matter by the vote of a majority of Commissioners present, to a date certain upon motion duly made.

Provided, however, that the Commissioner so moving shall state for the record the reasons for the motion, and the Chair shall allow the Applicant, Staff, or in some cases proponent(s) and opponent(s), reasonable opportunity to briefly state their position on the proposed continuance. In connection with such a motion, Commissioners shall act in good faith and as a matter of course shall seek to obtain the Applicant’s consent and agreement to the continuance, for the record.

After an item is placed on an Agenda, an Applicant may request that the item be continued or removed prior to consideration by the Commission. If such a request is not made in advance of the Meeting, then the Commission may hear the Applicant’s request on the day of the Meeting, and may grant such request upon a showing of good cause by the Applicant. If for some reason the continuance is denied, then the Applicant shall be advised of his or her right to withdraw the Application and resubmit it at a later date.

Notwithstanding any of the foregoing, when without good cause an Applicant fails to appear for hearing on any regularly scheduled Agenda item, it shall be the policy of the Commission to continue the item once as a matter of course to a date certain, by Motion and without hearing.

Upon such continuance by the Commission, the Planning Staff shall notify the Applicant of the failure to appear and continuance. The written Notice shall advise the Applicant of the date certain to which the item has been continued, and that another failure to appear on the date indicated may result in a finding by the Commission that the Applicant has abandoned the Application, thus justifying denial of the Application.

All continuances shall be to a date certain unless otherwise agreed-upon by the Applicant and the Commission, and further continuance(s) may be requested at or before that time in accordance with these Bylaws.

Public Hearing Procedure – Continued Items.

When any scheduled Agenda item is heard by the Commission and then continued to a date certain according the procedures of these Bylaws, then the following procedures shall apply to the continued item:

- a. Where an item is continued for the purpose of receiving new or additional information for proper deliberation and decision-making, and the Commission has determined that the interests of fairness and justice would be served thereby, upon receipt of such new or additional information on the continued hearing date the Commission shall re-open the public portion of the Agenda Item, such that proper deliberation and fair debate may occur regarding such new or additional information. Provided, however, that the Chair may in his or her discretion reasonably limit the scope and duration of responsive testimony and evidence, to that which is relevant to the new or additional information. In that regard, at the continued hearing the Chair may make such evidentiary rulings as are reasonably necessary to promote efficiency and limit the presentation of irrelevant, redundant or cumulative evidence.
- b. Where an item is continued for any other reason (e.g., due to the lateness of the hour; the volume of information previously received; other time constraints; etc.), and the Commission has neither requested nor requires additional information for proper deliberation, then the Commission shall not be required to re-open the public portion of the Agenda item, except as may be necessary to obtain explanation or clarification of information previously received, including opportunity for response and/or rebuttal; or under such other circumstances as the Commission determines would serve the interests of fairness and justice.
- c. The provisions of this section shall not apply unless the continued item has been continued to a date certain for the purpose of receiving new or additional information regarding that item, and such new or additional information shall in fact have been presented and received at the continued Hearing. Where no new or additional information is being presented, no public comment is required unless in the Chair's reasonable discretion the interests of fairness and justice so require.

Informational Study Sessions. The Commission may convene from time to time outside of a regular Meeting, in order to conduct such informational and educational Study Sessions as the Commissioners and/or Staff may deem necessary or appropriate. Such Study Sessions and the specific topic(s) and purpose(s) thereof may be scheduled as recommended by Staff, or as proposed by the request of at least two (2) Commissioners, and Staff shall prepare a written Agenda and provide reasonable advance public notice of any Study Session. Study Sessions are for informational purposes only, and shall generally be conducted on Thursday evening(s) when there are no items appearing on the regular Meeting Agenda. Study Sessions may also

be conducted at other times before, after, or in lieu of a regular Meeting. Study Sessions shall follow the same general Agenda format and procedure as a regular Meeting, but in no case shall any official business be conducted at a Study Session, nor shall there be any discussion, decision-making, rule-making, or other substantive consideration of any Application, Agenda item, or other matter that is pending, forthcoming, or otherwise subject to a formal public hearing. In accordance with Colorado law, the Secretary is not required to record meeting minutes for Study Sessions. Study Sessions are open to the public, although the Commission is not required to accept public comment unless a majority of Commissioners consent. The Commission may receive information from Staff and/or invited guests, in furtherance of the Study Session purpose(s), but shall not receive any formal testimony or evidence related to or affecting any case(s).

Executive Session. At any regular Meeting, upon proper motion by a duly seated Commissioner, the Commission may at any time during the Meeting hold an executive session, pursuant to the provisions of C.R.S. § 24-6-402, as amended, for one or more of the following purpose(s), which shall be announced by the Commissioner making the motion and by the Chair prior to convening the executive session:

- a. Receiving legal advice from the City Attorney, Deputy City Attorney, Assistant City Attorney, or other attorney representing the Planning Commission on specific legal questions;
- b. Considering matters required to be kept confidential by federal or state law, rule, regulation, or other lawful privilege;
- c. Considering any documents protected by the mandatory non-disclosure provisions of the Colorado Open Records Act;
- d. Any other lawful purpose, which shall be specified in the motion.

No adoption of any proposed policy, position, resolution, decision, rule, regulation, or other formal action shall occur at any executive session not open to the public. All Executive Sessions shall be electronically recorded as provided by C.R.S. § 24-6-402, as amended, and shall otherwise comply with Colorado law in all respects.

IV.MOTIONS AND VOTING

Procedure for Motions. After all of the evidence has been presented and discussion and deliberation have occurred, the Chair may entertain a motion from any duly seated Commissioner. Commissioners should use care in choosing language that accurately states their proposed motion. The moving Commissioner may briefly state his or her reasons for the motion before making it, but should not argue the substance of the motion until it has been seconded. Having spoken once, the Commissioner should not speak again until all other Members who wish to speak have had opportunity, except to answer questions or respond to comments posed by other Commissioners, or to withdraw or amend the motion. Having made a motion, the moving Commissioner may neither speak nor vote against it.

Another Commissioner seconds the motion. All motions require a second. However, the seconder is not required to favor the motion, and may speak and vote for or against it. Seconding a motion allows the merits of the case to be heard and debated publicly, without

regard to outcome. Once seconded, a motion may not be withdrawn without the seconder's consent. If there is no second, the motion fails and the Chair may entertain another motion.

Once a motion is made and seconded, the Chair re-states the motion accurately and asks for discussion. General debate and discussion follow, regarding the merits of the case and the nature of the evidence presented. At the end of discussion or when the question is called, the Chair re-states the motion and calls for a vote.

Voting. Except as provided in Section V, below, each Commissioner who is present and seated to vote shall vote on each motion. Commissioners shall vote orally by a calling of the roll. An affirmative vote of a majority of the Commissioners seated is required to pass a motion recommending approval of any action. Otherwise, the item is deemed denied; except that, where a motion to deny an item or approve it with conditions does not carry, the Chair may entertain another motion, either to approve, approve without conditions, approve with modified conditions, or deny or continue the item, such that the Commission fulfills its duty to clearly recommend some form of action to the City Council.

The Chair announces the result of the vote, and the motion is completed when the result is announced for the record. Results should be announced according to the prepared Resolution(s), along with any amendment(s), paying special attention to Planning Commission findings, determinations, and conclusions in the Resolution(s).

If the vote results in a tie, the Applicant is entitled to re-hearing of the item within a reasonable time. The Chair shall advise the Applicant that re-hearing should be promptly requested by the Applicant in writing delivered to Staff.

V. EX PARTE CONTACTS AND CONFLICTS OF INTEREST

Ex parte (outside the Meeting) communications and contacts involving a Commissioner, about forthcoming quasi-judicial Agenda items, are strictly prohibited. If a Commissioner is approached or otherwise engaged by anyone outside a meeting, with respect to a quasi-judicial Agenda item that is the subject of a pending or future Planning Commission Meeting or other public hearing (e.g., City Council, Board of Adjustment, etc.), that Commissioner shall respectfully decline to discuss the matter, and shall instead recommend that it be properly raised in the appropriate public hearing forum. If the contact relates to an item on the Commission Agenda, then at the next appropriate meeting time the Commissioner shall disclose for the record the nature and extent of the ex parte contact.

Certain other communications, such as expressions of interest or general opinion from concerned citizens, regarding purely legislative or quasi-legislative matters, are discouraged, but are in many cases not strictly prohibited. In all cases, a Commissioner who is engaged or approached outside a meeting regarding any Agenda item, shall exercise discretion and restraint, and shall encourage attendance, participation and discussion in the appropriate public forum.

For purposes of these Bylaws, ex parte communications are deemed to include documents or other writings including text messages, e-mails, all forms of social media, phone calls, discussions, conversations or communications involving a Commissioner outside a meeting, *regarding an Agenda item or related matter that is the subject of a pending or future Planning Commission Meeting or other public hearing.* Ex parte communications do not include newspaper articles,

editorial opinions published by others, and the like. Commissioners should remember that Planning Commission Agenda items are subsequently heard by the City Council at least once (and often twice or more) after the matter is heard at Planning Commission Meeting(s). No Commissioner shall provide public comment or participate in any matter pending before the City Council that was the subject of a Planning Commission meeting.

No Commissioner shall participate in or vote with respect to any matter pending before the Planning Commission if that Commissioner has a direct or indirect financial, personal, or official interest in, or conflict with, the matter, of such a nature that it prevents or may prevent that Commissioner from acting impartially, or raises the appearance of impartiality or impropriety. Any Commissioner having such an interest or conflict shall immediately disclose such interest or conflict when it becomes known or apparent, prior to participating in any official action or hearing by the Planning Commission. No Commissioner shall attempt to unduly or inappropriately influence another Commissioner's impartial judgment with respect to any item, beyond normal debate on the merits.

If an appearance of impropriety might exist or be perceived with regard to a Commissioner's participation in any particular Agenda item, even if no actual conflict of interest exists, then prior to each hearing item so affected, that Commissioner should endeavor to advise and consult the Chair accordingly, stating any concerns, and before proceeding should state for the record whether the Commissioner believes that he or she can nevertheless act impartially. The Chair shall then advise the Applicant, and shall call upon the Applicant to state for the record any objections that the Applicant may have to that Commissioner's participation, or whether the Applicant consents to such participation. If there is any objection, then the affected Commissioner shall respectfully recuse himself or herself from the Meeting in the interests of fairness to the Applicant, and shall not participate further in any deliberation.

VI. AMENDMENTS TO THESE BYLAWS

These Bylaws may be amended by the majority vote of the Planning Commission, provided that such amendments shall be consistent with Colorado law, the Ordinances and Resolutions of City Council, and the Brighton Municipal Code.

APPROVED, AS AMENDED, BY THE PLANNING COMMISSION OF THE CITY OF BRIGHTON, COLORADO, DATED FEBRUARY 26, 2026.

By: _____
Mark Rawlings, Chair

By: _____
Blaine Nickeson, Vice Chair

Attest:
C

Approved as to Form

By: _____
Jon Waines, Secretary

By: _____
Yasmina Gibbons, Deputy City Attorney

BYLAWS OF THE PLANNING COMMISSION OF THE CITY OF BRIGHTON, COLORADO

I. ENABLING AUTHORITY AND PURPOSE

Pursuant to Chapter 2, Article 2-36 of the City of Brighton Municipal Code, and C.R.S. § 31-23-204, the City of Brighton Planning Commission is authorized to adopt rules of procedure that shall govern the transaction of its business.

Accordingly, these Bylaws shall govern the procedure of the Planning Commission of the City of Brighton, Colorado, with respect to all matters entrusted to the Commission by the Colorado Statutes, the City of Brighton Municipal Code, the City Council, or by Ordinance or Resolution of the City of Brighton. Such matters include but are not limited to action upon development proposals; zoning requests; and matters of interpretation, implementation or revision of the City's Land Use and Development Code and Comprehensive Plan.

II. MEMBERSHIP, APPOINTMENT, OFFICERS, ETC.

Membership and Qualifications. The Planning Commission shall consist of five (5) regular members and two (2) alternate members, all of whom shall be at least eighteen (18) years of age and reside within the City of Brighton ("Commissioners"). Commissioners are appointed by the City Council and serve at the pleasure of Council, without compensation.

Term of Office; Term Limits. A Commissioner's term of service shall commence as determined by the City Council appointment, and expire at the end of such appointed term. The terms of office for each of the five (5) appointed members of the Planning Commission and two (2) alternates shall be four (4) years , or as otherwise determined by City Council. Commissioners shall serve until resignation, removal, or replacement by Council. All terms of service shall expire on January 31, and begin on February 1. The terms of each Commissioner shall be limited as prescribed in the Brighton Municipal Code.

Youth Commissioners. In addition to Commissioners, the Mayor and City Council may appoint "Youth Commissioners" from the membership of the Brighton Youth Commission. If appointed, Youth Commissioners generally serve as determined by Council. Youth Commissioners are entitled and encouraged to fully participate in the business of the Planning Commission, except that Youth Commissioners shall not be entitled to vote on any official matter.

Officers and Elections. The Commission shall select a Chair and a Vice Chair from among its regular members. The term of office for the Chair and Vice Chair shall generally be one year, with eligibility for re-election thereafter. Officers shall be elected annually during the first regular Meeting held on or after February 1. Officers serve until replaced.

All Commissioners except alternates shall stand as Nominees qualified to hold office. Any Commissioner not wishing to hold office may respectfully withdraw his or her name from

consideration, prior to any election. Silence by a nominee for office shall be construed as acceptance of a nomination. Voting shall be in writing by written ballot. The Secretary and City Attorney or designee (“City Attorney”) shall count the votes, and a Commissioner receiving a plurality of votes is elected to office.

- a. Chair. The Chair is responsible for conducting Commission meetings in an orderly and democratic manner, assuring that minority opinion may be expressed and that the majority is allowed to rule. The Chair shall decide all points of order, decorum, and issues of procedure, evidence and testimony, unless otherwise directed by a majority of the Commissioners in session at that time. The Chair, in his or her reasonable discretion, may temporarily relinquish such duties and delegate the same to the Vice Chair from time to time, for all or part of a particular Meeting or as to a certain Agenda item, and the Vice Chair shall fairly and properly conduct such Meeting or Agenda Item in all respects according to these Bylaws.
- b. Vice Chair. The Vice Chair shall preside in the absence of the Chair and shall perform all duties of the Chair. In the event that both the Chair and Vice Chair are absent, the next most senior Commissioner shall preside upon being recognized by the remaining Commissioners then present, and shall be seated as the Chair by a motion for the record.
- c. Secretary. The City Manager’s appointed representative shall act as the Secretary of the Planning Commission, without vote. The Secretary shall keep accurate records and minutes of all Meetings, shall mark and accept Exhibits for the record, and shall otherwise assist the Commission in furtherance of the Agenda and the business of the Planning Commission.
- d. Absences and Alternates. Any Commissioner who is unable to attend a Meeting shall so notify the Chair, Vice Chair, Secretary and/or Planning Staff in advance of such Meeting, and state the reason for his or her absence. More than two (2) unexcused absences may result in removal by Council. Meetings shall commence promptly at 6:00 p.m., at which time excused and unexcused absences, if any, shall be recognized for the record. In the case of an absence or a vacancy that prevents a quorum of regular members or would result in a tie vote, the Chair shall duly seat an Alternate. An Alternate thus duly seated shall be entitled to vote on all matters coming before the Commission. In all other situations the Alternate is entitled and encouraged to participate in discussion and deliberation, but shall not be entitled to vote.
- e. Removal from Office; Vacancies. Commissioners may be removed from office by the Mayor and City Council for inefficiency, neglect of duty, malfeasance in office, or other good cause. The Mayor and Council may appoint successor Commissioner(s) to fill any vacancy caused by the removal or resignation of a Commissioner, or by any other cause. Commissioners having more than two (2) unexcused absences are subject to removal by the City Council, by the Commission so notifying the City Council.

III. QUORUM, CONDUCT OF MEETINGS, AND VOTING

Quorum. A quorum shall consist of three (3) Commissioners, and no official business may be conducted without a quorum being present. In the event that a quorum is not obtained, the presiding Chair shall so state for the record, and shall for the record respectfully solicit the

participation and co-operation of the Applicant(s), Staff, and the public if necessary, in order to properly reschedule the hearing of all Agenda items at the next available Meeting with a quorum.

Conduct of Meetings. All regular Meetings, including any Study Sessions, are open to the public, and shall be carried-out in a business-like and democratic manner. Meetings shall be held in-person at City Hall. Upon declaration of a public health emergency or safety concern, the Commission may hold all regular Meetings and Study Sessions virtually as approved by the City Manager. Details of the meeting location shall be determined in advance and posted with the meeting agenda. Meetings may be publicly broadcasted at the discretion of the City Manager. It shall be the policy of the Planning Commission to solicit public participation in connection with all public hearing items at Meetings, and to provide fundamental fairness and due process to all interested parties. Public participation may be received at Study Sessions, at the Commission's discretion, but is not required at Study Sessions.

Written Agenda and Order. Planning Staff shall generally coordinate the Agenda, except that the Commission may direct the preparation of specific matters to be placed on the Agenda if two (2) or more Commissioners concur. Scheduled items may be deleted from the Agenda or continued pursuant to the procedures of these Bylaws. Subject to the Chair's reasonable discretion, the Order of the Agenda shall be generally as follows:

- a. Call to Order and Roll Call
- b. Minutes of Previous Meetings
- c. Public Comment – Non-Scheduled, Non-Agenda Items
- d. Public Hearings / Agenda Items
- e. Old and New Business
- f. Reports from Commissioners, Planning Staff, City Attorney
- g. Executive Session (if necessary)¹
- h. Adjournment

In the event that a regular Meeting continues until the hour of 10:00 P.M., and such Meeting has not been previously adjourned, further proceedings shall be conducted as follows: 1) Upon Motion and the affirmative vote of a majority of Commissioners present, the Meeting shall be continued for one-half hour until 10:30 P.M., but not later; 2) All public hearings and other items not previously opened shall be opened for the sole purpose of setting the hour and day for the continuation of such hearings and other items; and 3) All proceedings shall be continued to the next regularly-scheduled Planning Commission Meeting, and the current Meeting concluded by 10:30 P.M.

Rules of Speaking. To obtain the floor, a Commissioner shall first address the Chair, who shall recognize that Commissioner by name and yield the floor. The Chair next generally recognizes that Commissioner who first requests the floor after it has been relinquished, except that the Chair may use discretion in providing for the orderly transition of the floor such that all Commissioners are accommodated (e.g., yielding to a Commissioner next seated

¹ An Executive Session may be called at any point during the meeting.

to the right or left, etc.). Commissioners shall relinquish the floor after they have addressed the pending issue, and shall endeavor to limit their comments to five (5) minutes per issue.

Public Hearing Procedures – Presentation, Hearing, Deliberation. The Chair shall have discretion to enforce or alter the following procedures as reasonably necessary, to ensure that all public hearings are conducted efficiently and in a manner that provides fundamental fairness and due process to all interested parties. Such procedures shall apply to all portions of the Agenda, with time limits being subject to the Chair’s reasonable discretion, generally as follows:

- a. ~~If the Commissioners are hearing an appeal, the Chair~~ The Chair first calls for presentation ~~of the appeal by the appellant~~ by the Applicant, or the Appellant, as appropriate. Applicant presentations are limited to 3 minutes.
- b. The Chair calls for presentation of the case by Staff~~;~~.
- c. Commissioners may question the Applicant and/or Staff regarding the ~~presentation;~~ presentations.
- ~~d. The Chair then calls for presentation by the Applicant;~~
- ~~e. Commissioners may question the Applicant regarding the presentation;~~
- ~~f.d.~~ The hearing item is then opened to the public for questions or comments on any issue(s) relevant to the case, including proponents and/or opponents of any Application (the Chair has discretion to limit individual testimony to 5 minutes per presentation, and to limit repetitious or redundant testimony);. Testimony is limited to 3 minutes per speaker. Speakers may not yield their time to other speakers.
- ~~g.c.~~ Response or rebuttal by Staff or Applicant, as appropriate, and/or additional questioning by Commissioners, as necessary;
- ~~h.f.~~ After the evidence has been presented in this manner, the public hearing is closed by the Chair and discussion and deliberation occur among Commissioners. During Commission deliberations, the Applicant, Staff, or members of the public may participate for clarification purposes, but only if recognized by the Chair.

Continuance of Scheduled Agenda Item. When it appears that the Commission requires additional time and/or information for proper deliberation and decision, or if the interests of fairness and justice would otherwise be served by a continuance, then the Commission may continue a matter by the vote of a majority of Commissioners present, to a date certain upon motion duly made.

Provided, however, that the Commissioner so moving shall state for the record the reasons for the motion, and the Chair shall allow the Applicant, Staff, or in some cases proponent(s) and opponent(s), reasonable opportunity to briefly state their position on the proposed continuance. In connection with such a motion, Commissioners shall act in good faith and as a matter of course shall seek to obtain the Applicant’s consent and agreement to the continuance, for the record.

After an ~~Item~~ item is placed on an Agenda, an Applicant may request that the ~~Item~~ item be continued or removed prior to consideration by the Commission. If such a request is not made in advance of the Meeting, then the Commission may hear the Applicant’s request on the day of the Meeting, and may grant such request upon a showing of good cause by the

Applicant. If for some reason the continuance is denied, then the Applicant shall be advised of his or her right to withdraw the Application and resubmit it at a later date.

Notwithstanding any of the foregoing, when without good cause an Applicant fails to appear for hearing on any regularly scheduled Agenda item, it shall be the Policy of the Commission to continue the Item once as a matter of course to a date certain, by Motion and without hearing. Upon such continuance by the Commission, the Planning Staff shall notify the Applicant of the failure to appear and continuance. The written Notice shall advise the Applicant of the date certain to which the Item has been continued, and that another failure to appear on the date indicated may result in a finding by the Commission that the Applicant has abandoned the Application, thus justifying denial of the Application.

All continuances shall be to a date certain unless otherwise agreed-upon by the Applicant and the Commission, and further continuance(s) may be requested at or before that time in accordance with these Bylaws.

Public Hearing Procedure – Continued Items.

When any scheduled Agenda item is heard by the Commission and then continued to a date certain according to the procedures of these Bylaws, then the following procedures shall apply to the continued item:

- a. Where an item is continued for the purpose of receiving new or additional information for proper deliberation and decision-making, and the Commission has determined that the interests of fairness and justice would be served thereby, upon receipt of such new or additional information on the continued Hearing date the Commission shall re-open the public portion of the Agenda Item, such that proper deliberation and fair debate may occur regarding such new or additional information. Provided, however, that the Chair may in his or her discretion reasonably limit the scope and duration of responsive testimony and evidence, to that which is relevant to the new or additional information. In that regard, at the continued Hearing the Chair may make such evidentiary rulings as are reasonably necessary to promote efficiency and limit the presentation of irrelevant, redundant or cumulative evidence.
- b. Where an item is continued for any other reason (e.g., due to the lateness of the hour; the volume of information previously received; other time constraints; etc.), and the Commission has neither requested nor requires additional information for proper deliberation, then the Commission shall not be required to re-open the public portion of the Agenda item, except as may be necessary to obtain explanation or clarification of information previously received, including opportunity for response and/or rebuttal; or under such other circumstances as the Commission determines would serve the interests of fairness and justice.
- c. The provisions of this section shall not apply unless the continued item has been continued to a date certain for the purpose of receiving new or additional information regarding that item, and such new or additional information shall in fact have been presented and received at the continued Hearing. Where no new or additional information is being presented, no public comment is required unless in the Chair's reasonable discretion the interests of fairness and justice so require.

Informational Study Sessions. The Commission may convene from time to time outside of a regular Meeting, in order to conduct such informational and educational Study Sessions as the

Commissioners and/or Staff may deem necessary or appropriate. Such Study Sessions and the specific topic(s) and purpose(s) thereof may be scheduled as recommended by Staff ~~with the consent of at least two (2) Commissioners~~, or as proposed by the request of at least two (2) Commissioners, and Staff shall prepare a written Agenda and provide reasonable advance public notice of any Study Session. Study Sessions are for informational purposes only, and shall generally be conducted on Thursday evening(s) when there are no items appearing on the regular Meeting Agenda. Study Sessions may also be conducted at other times before, after, or in lieu of a regular Meeting. Study Sessions shall follow the same general Agenda format and procedure as a regular Meeting, but in no case shall any official business be conducted at a Study Session, nor shall there be any discussion, decision-making, rule-making, or other substantive consideration of any Application, Agenda item, or other matter that is pending, forthcoming, or otherwise subject to a formal public hearing. In accordance with Colorado law, the Secretary is not required to record meeting minutes for Study Sessions. Study Sessions are open to the public, although the Commission is not required to accept public comment unless a majority of Commissioners consent. The Commission may receive information from Staff and/or invited guests, in furtherance of the Study Session purpose(s), but shall not receive any formal testimony or evidence related to or affecting any case(s).

Executive Session. At any regular Meeting ~~or Study Session~~, upon proper motion by a duly seated Commissioner, the Commission may at any time during the Meeting hold an executive session, pursuant to the provisions of C.R.S. § 24-6-402, as amended, for one or more of the following purpose(s), which shall be announced by the Commissioner making the motion and by the Chair prior to convening the executive session:

- a. Receiving legal advice from the City Attorney, Deputy City Attorney, Assistant City Attorney, or other attorney representing the Planning Commission on specific legal questions;
- b. Considering matters required to be kept confidential by federal or state law, rule, regulation, or other lawful privilege;
- c. Considering any documents protected by the mandatory non-disclosure provisions of the Colorado Open Records Act;
- d. Any other lawful purpose, which shall be specified in the motion.

No adoption of any proposed policy, position, resolution, decision, rule, regulation, or other formal action shall occur at any executive session not open to the public. All Executive Sessions shall be electronically recorded as provided by C.R.S. § 24-6-402, as amended, and shall otherwise comply with Colorado law in all respects.

IV. MOTIONS AND VOTING

Procedure for Motions. After all of the evidence has been presented and discussion and deliberation have occurred, the Chair may entertain a motion from any duly seated Commissioner. Commissioners should use care in choosing language that accurately states their proposed motion. The moving Commissioner may briefly state his or her reasons for the motion before making it, but should not argue the substance of the motion until it has been seconded. Having spoken once, the Commissioner should not speak again until all other Members who wish to speak have had opportunity, except to answer questions or respond to

comments posed by other Commissioners, or to withdraw or amend the motion. Having made a motion, the moving Commissioner may neither speak nor vote against it.

Another Commissioner seconds the motion. All motions require a second. However, the seconder is not required to favor the motion, and may speak and vote for or against it. Seconding a motion allows the merits of the case to be heard and debated publicly, without regard to outcome. Once seconded, a motion may not be withdrawn without the seconder's consent. If there is no second, the motion fails and the Chair may entertain another motion.

Once a motion is made and seconded, the Chair re-states the motion accurately and asks for discussion. General debate and discussion follow, regarding the merits of the case and the nature of the evidence presented. At the end of discussion or when the question is called, the Chair re-states the motion and calls for a vote.

Voting. Except as provided in Section V, below, each Commissioner who is present and seated to vote shall vote on each motion. Commissioners shall vote orally by a calling of the roll. An affirmative vote of a majority of the Commissioners seated is required to pass a motion recommending approval of any action. Otherwise, the item is deemed denied; except that, where a motion to deny an item or approve it with conditions does not carry, the Chair may entertain another motion, either to approve, approve without conditions, approve with modified conditions, or deny or continue the item, such that the Commission fulfills its duty to clearly recommend some form of action to the City Council.

The Chair announces the result of the vote, and the motion is completed when the result is announced for the record. Results should be announced according to the prepared Resolution(s), along with any amendment(s), paying special attention to Planning Commission findings, determinations, and conclusions in the Resolution(s).

If the vote results in a tie, the Applicant is entitled to re-hearing of the item within a reasonable time. The Chair shall advise the Applicant that re-hearing should be promptly requested by the Applicant in writing delivered to Staff.

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VI. AMENDMENTS TO THESE BYLAWS

These Bylaws may be amended by the majority vote of the Planning Commission, provided that such amendments shall be consistent with Colorado law, the Ordinances and Resolutions of City Council, and the Brighton Municipal Code.

APPROVED, AS AMENDED, BY THE PLANNING COMMISSION OF THE CITY OF BRIGHTON, COLORADO, DATED ~~AUGUST 22, 2024~~FEBRUARY 26, 2026.

By: _____
Mark Rawlings, Chair

By: _____
~~Kathryn LeDonne~~Blaine Nickeson, Vice Chair

Attest: _____
C Approved as to Form

By: _____ By: _____
~~Amanda Besch~~ Jon Waines, Secretary _____ Yasmina Gibbons, Deputy City
Attorney



Planning Commission Bylaw Amendments

PLANNING COMMISSION REGULAR MEETING
February 26, 2026

City Staff Representatives:

Yasmina Gibbons, Deputy City Attorney

Departments:

City Attorney's Office

Purpose

- To approve amendments to the Planning Commission Bylaws (the “Amended Bylaws”).

Proposed Amendments

- As previously discussed with the Commission at the January 22, 2026, study session, in addition to the changes presented at that meeting, the Amended Bylaws incorporate the following changes:
 - Update the order of presentation for public hearings so that the applicant presents the proposed application first, then followed by the presentation of the application by staff.
 - Limit public comment and applicant presentations to 3 minutes per speaker.

*Please refer to the redline included in your packet for a comprehensive review of all proposed changes to the Amended Bylaws.

Options for the Commission

- Approve the Amended Bylaws
- Deny the Amended Bylaws
- Provide further direction to staff

Department of Community Development

Reference: Community Engagement Update for the Comprehensive Plan

To:	Chair Mark Rawlings and Members of the Planning Commission
Through:	Shannon McDowell, Assistant Director of Community Development
Prepared by:	Summer McCann, AICP, Senior Planner Amanda Diaz, Associate Planner Hampton Moore, Planning Technician
Date Prepared:	February 5, 2026

PURPOSE

Staff is providing an update on the results of the first round of community engagement for the new Comprehensive Plan.

PROCESSES

Per the Land Use and Development Code Section 1.03 B., the Planning Commission is responsible for overseeing long range planning and the decisions and recommendations concerning the Comprehensive Plan. The Comprehensive Plan is also subject to ratification by City Council.

BACKGROUND AND SUMMARY OF THE COMPREHENSIVE PLAN

Staff and Design Workshop, the city's consultant for the Comprehensive Plan, conducted an extensive first community engagement window for the Comprehensive Plan. After several pop ups, an open house, a statistically valid survey and a questionnaire, staff would like to share the results from the survey and questionnaire with the Planning Commission before moving forward with the next community engagement window. A statistically valid survey is one which accurately reflects the opinions for a targeted population makeup, which for this survey was Brighton's population. The survey and questionnaire were deployed to understand the priorities, concerns, and key development themes from Brighton residents.

The statistically valid survey was conducted via Y2Analytics, a subconsultant who specializes in survey research for various communities. For this survey, 429 individuals responded and provided key themes and insight for the next community engagement window. Demographic questions were included in this survey so the results could be weighted to match Brighton's demographic profile. For example, if 20% of the respondents to the survey were female, but 50% of Brighton residents are female, the female respondents' answers would receive a higher weight to match Brighton's demographic profile, so the answers more accurately reflect the actual sentiment of Brighton's residents.

During the same time, a public community questionnaire was conducted by Design Workshop. This questionnaire was open from November 1st to December 28th and overall, there were 316 respondents. The questionnaire was not statistically valid, so the results are not weighted in any way. In both the statistically valid survey and the questionnaire, common key themes, concerns, and patterns emerged.

The key themes for Brighton's appeal, which emerged from both the survey and questionnaire, included Brighton's small-town feel, proximity to Denver, and community safety. Common concerns included pace of city growth, infrastructure capacity needs, and affordability. In terms of amenities, residents are satisfied with the availability of parks and open space. For services, shopping, and entertainment needs, many residents leave the city for these types of amenities.

Staff and Design Workshop will be utilizing the input from both outreach efforts to guide questions and insights for community engagement window two. Potential questions to propose will include:

- What does small town feel mean to residents?
- What street intersections are causing the most concern for traffic?
- What does agricultural preservation mean to residents and how do they interact with Brighton's agricultural heritage?

ATTACHMENT

- Draft Staff PowerPoint Presentation
- Y2Analytics Statistically Valid Survey Report
- Design Workshop Community Questionnaire Report

DESIGNWORKSHOP

Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

1390 Lawrence Street
Suite 100
Denver, Colorado 80204
303.623.5186
designworkshop.com

MEMORANDUM

To: City of Brighton

From: Design Workshop

Date: 2/10/2026

Project Name: City of Brighton Comprehensive Plan

Project #: 8681

Subject: Qualtrics Open Community Questionnaire Summary Memorandum

Copy To:

Introduction

An open community questionnaire was conducted from November 1 through December 28, 2025, to gather input on the future of Brighton. The survey included 19 questions focused on community priorities and long-term direction, followed by a limited set of demographic questions, all of which were kept confidential. The survey was available in English and in Spanish and was shared through emails from the Community Development Department, social media posts, as well as flyers and business cards administered at locations around the city. The questionnaire was open to anyone to complete and was part of the overall engagement completed in Engagement Window 1.¹

The survey was designed to inform the Brighton Comprehensive Plan. Responses provide valuable insight into residents' perspectives on topics such as growth and development, agriculture, housing, transportation, and overall community character, helping to ensure that the Plan's recommendations reflect the shared vision of the Brighton community. Overall, 316 responses were received, with between 169 to 298 responding to each question.²

The questionnaire offered multiple questions where participants were able to select more than one answer. For this reason, on multiple questions, the number of respondents does not equal the number of responses to the question. When this is the case, the table shall provide a summary of the percentage of respondents who selected each answer compared to the total number of respondents. The graph shall provide a summary of the percentage of total responses to each answer choice compared to the total number of answer choices selected.

Demographic Questions

What is your connection to Brighton?

A total of 258 survey responses were received to this question, representing 258 individual respondents. The majority of respondents, approximately 68 percent, identified as living in Brighton. An additional 25 percent indicated that they work in Brighton. Smaller shares of respondents reported owning property in Brighton (approximately 7 percent) or owning a business in the community. Very few respondents identified shopping or recreation in Brighton as their primary connection to the City.

What is your connection to Brighton?	Percentage of Respondents
I live in Brighton	68%
I work in Brighton	25%
I own property in Brighton	7%
I shop and/or recreate in Brighton	0%
Total	100%

Table 1: What is your connection to Brighton? (Percentage of Respondents)

¹ Other community engagement opportunities in this Engagement Window included an open house, statistically valid survey, small group meetings, social media and email informational blasts, Christmas tree lighting event, and a Spanish-language book club pop up event.

² It is typical that not all questionnaire respondents will answer all questions. There are 294 fully complete surveys, and 22 incomplete responses for a total of 316.

What is your connection to Brighton?

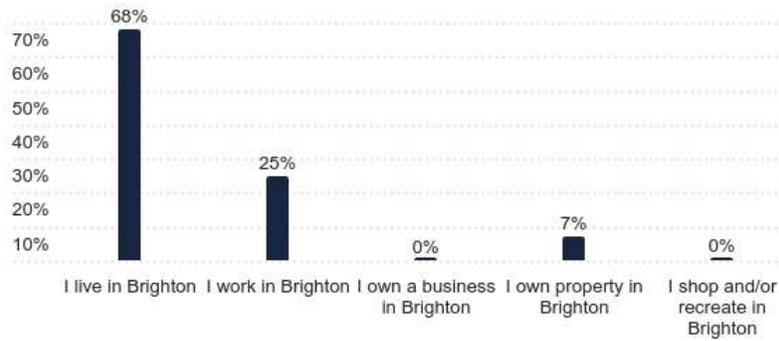


Figure 1: What is your connection to Brighton? (Percentage of Responses)

What is your gender identity?

A total of 259 survey responses were received for this question, representing 259 individual respondents. The majority of respondents identified as female (58 percent), followed by male (34 percent). A smaller share of respondents, 6 percent, preferred not to disclose their gender identity, while 1 percent selected “other.”

What is your gender identity?	Percentage of Respondents
Male	34%
Female	58%
Prefer not to say	6%
Other: please specify	1%
Total	100%

Table 2: What is your gender identity? (Percentage of Respondents)

What is your gender identity?

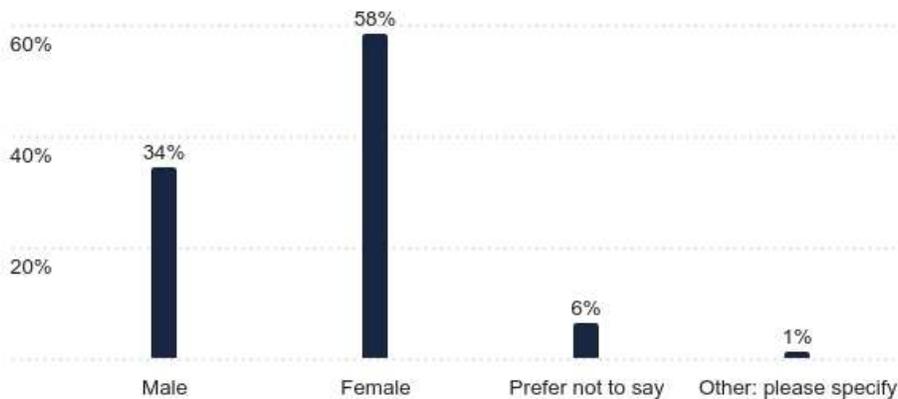


Figure 2: What is your gender identity? (percentage of Responses)

What is your racial/ethnic identity?

A total of 270 survey responses were received for this question, representing 254 individual respondents. Respondents were able to select all that apply. The majority of respondents identified as White/Caucasian (76 percent). Hispanic respondents accounted for 18 percent of responses. Smaller proportions of respondents identified as American Indian/Native American (3 percent), Asian (3 percent), or Pacific Islander (1 percent). A small number of respondents selected “Other” (5 percent), while less than 1 percent identified as Black/African American. Because respondents could select all options that applied, the percentages reflect the share of total responses.

What is your racial/ethnic identity?	Percentage of Respondents
American Indian/Native American	3%
Asian	3%
Black/African American	0%
Hispanic	18%
White/Caucasian	76%
Pacific Islander	1%
Other: please specify	5%
Total	100%

Table 3: What is your racial/ethnic identity? (Percentage of Respondents)

What is your racial/ethnic identity? (Select all that apply)

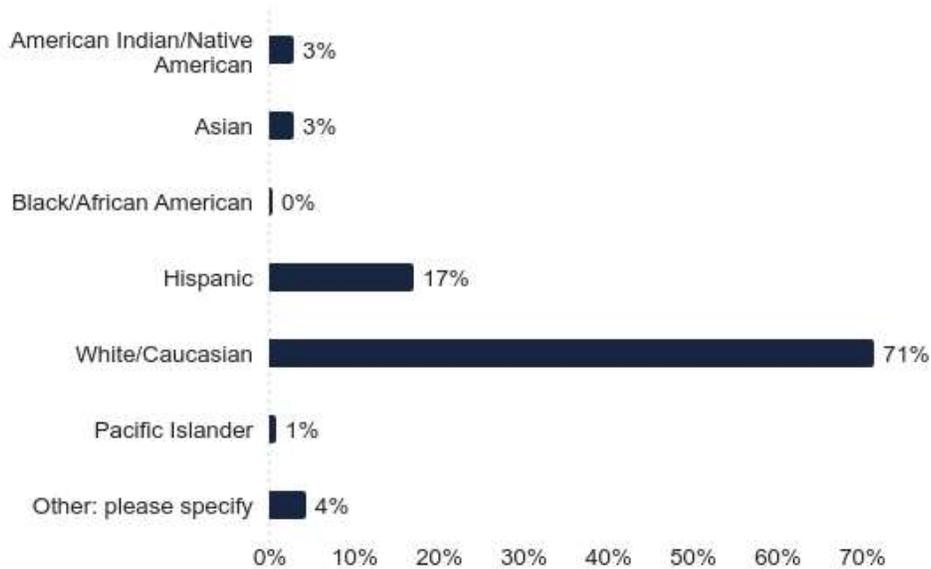


Figure 3: What is your racial/ethnic identity? (Percentage of Responses)

How would you like to stay involved in the Brighton Comprehensive Plan?

Respondents were asked whether and how they would like to stay involved in the Brighton Comprehensive Plan. The question received 91 responses from 91 respondents. Of those respondents, 37 expressed interest in participating in focus groups, 32 indicated interest in serving on advisory committees, and 38 noted a desire to participate in community workshops. In addition, 39 respondents indicated they would stay involved by sharing information about the Plan with friends and family.

How would you like to stay involved in the Brighton Comprehensive Plan? (Select all that apply)	Percentage of Respondents
Focus Group	41%
Advisory Committee	35%
Community Workshops	42%
Sharing information about the Plan with friends and family	43%
Total	-

Table 4: How would you like to stay involved in the Brighton Comprehensive Plan? (Percentage of Respondents)

Conclusions

The majority of respondents identified their primary connection to Brighton as living in the city (approximately 68 percent). In terms of gender identity, most respondents identified as female (58 percent). For racial and ethnic identity, the most frequently selected response was White/Caucasian (76 percent). These responses reflect the dominant characteristics of the survey participant pool and provide context for interpreting the survey results.

Topical Questions

The questionnaire addressed a range of topics aimed at understanding the community's perspectives on quality of life and the vision for Brighton's future, including development and land use considerations as well as transportation and mobility goals. Each of these topic areas is explored in greater detail in the analysis that follows.

Section 1: Community Values and Quality of Life

Question 1: Overall, how would you rate your quality of life in Brighton?

A total of 294 survey responses were received for this question, representing 294 individual respondents. Nearly half of respondents (49 percent) rated their quality of life in Brighton as average, while 38 percent rated it as "high" and 6 percent as "very high". A smaller share (5 percent) rated their quality of life as "low", and very few respondents selected "very low". Overall, the findings indicate that most respondents perceive their quality of life in Brighton as generally positive, with the majority reporting average to high satisfaction.

Q1: Overall, how would you rate your quality of life in Brighton?	Percentage of Respondents
Average	49%
High	38%
Very high	6%
Low	5%
Very low	0%
Total	100%

Table 5: Question 1 (Percentage of Respondents)

Q1 - Overall, how would you rate your quality of life in Brighton?

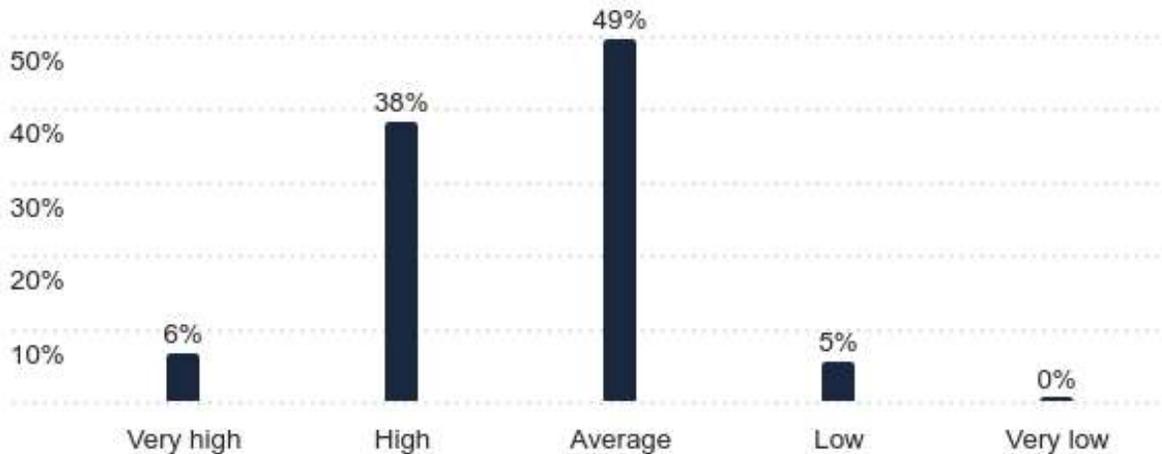


Figure 4: Question 1 (Percentage of Responses)

Question 2: What do you value most about living or working in Brighton? (Select up to three)

A total of 860 responses were recorded from 292 individual respondents for this question, as participants were allowed to select up to three options. The percentages shown indicate the share of respondents who selected each option. The most commonly valued aspect of living or working in Brighton was its small-town feel (56 percent), followed by proximity to Denver (40 percent). Other frequently selected values included a friendly community (29 percent), local businesses (26 percent), affordability (26 percent), a family-friendly environment (25 percent), and safe neighborhoods (25 percent). Additional priorities included community events and activities (23 percent), cultural diversity (21 percent), and recreation opportunities (19 percent). Open-ended “other” responses highlighted additional factors such as quick commutes, schools, and Brighton’s historic downtown as valued aspects of the community.

Q2: What do you value most about living or working in Brighton? (Select up to three)	Percentage of Respondents
Small-town feel	56%
Proximity to Denver	40%
Friendly community	29%
Affordability	26%
Local businesses	26%
Family-friendly environment	25%
Safe neighborhoods	25%
Community events and activities	23%
Cultural diversity	21%
Recreation opportunities	19%
Other: please specify	5%
Total	-

Table 6: Question 2 (Percentage of Respondents)

Q2 - What do you value most about living or working in Brighton? (Select up to three)

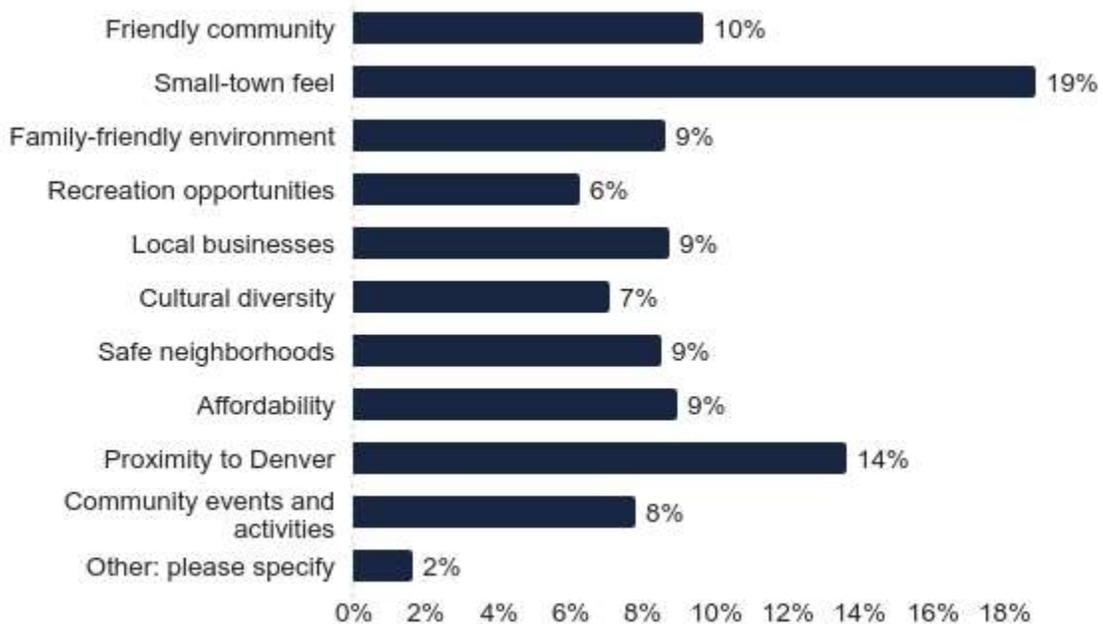


Figure 5: Question 2 (Percentage of Responses)

Question 3: What are the biggest concerns or challenges facing Brighton today and in the next 3-5 years? (Select up to three)

A total of 1,002 responses were recorded from 297 individual respondents for this question, as participants were allowed to select up to three options. The percentages shown reflect the share of respondents who selected each concern. Traffic and congestion emerged as the most significant concern, selected by 70 percent of respondents. A second tier of major challenges included housing affordability, growth management, and infrastructure capacity, each cited by 39 percent of respondents, followed closely by public safety (36 percent). Additional concerns included economic development (24 percent), downtown vitality (23 percent), water conservation (22 percent), and recreation opportunities (17 percent). Fewer respondents identified job opportunities (13 percent) or environmental sustainability (10 percent) as top concerns. Overall, the results highlight potential areas for the Comprehensive Plan to address, including managing growth, transportation impacts, and maintaining infrastructure and affordability as Brighton continues to evolve. Open-ended “other” responses highlighted additional issues such as homelessness, preserving farmland, and school funding.

Q3: What are the biggest concerns and challenges facing Brighton today and in the next 3-5 years? (Select up to three)	Percentage of Respondents
Traffic and congestion	70%
Housing affordability	39%
Infrastructure capacity	39%
Growth management	39%
Public safety	36%
Economic development	24%
Downtown vitality	23%
Water conservation	22%
Recreation opportunities	17%
Job opportunities	13%
Environmental sustainability	10%
Other: please specify	6%
Total	-

Table 7: Question 3 (Percentage of Respondents)

Q3 - What are the biggest concerns or challenges facing Brighton today and in the next 3–5 years? (Select up to three)

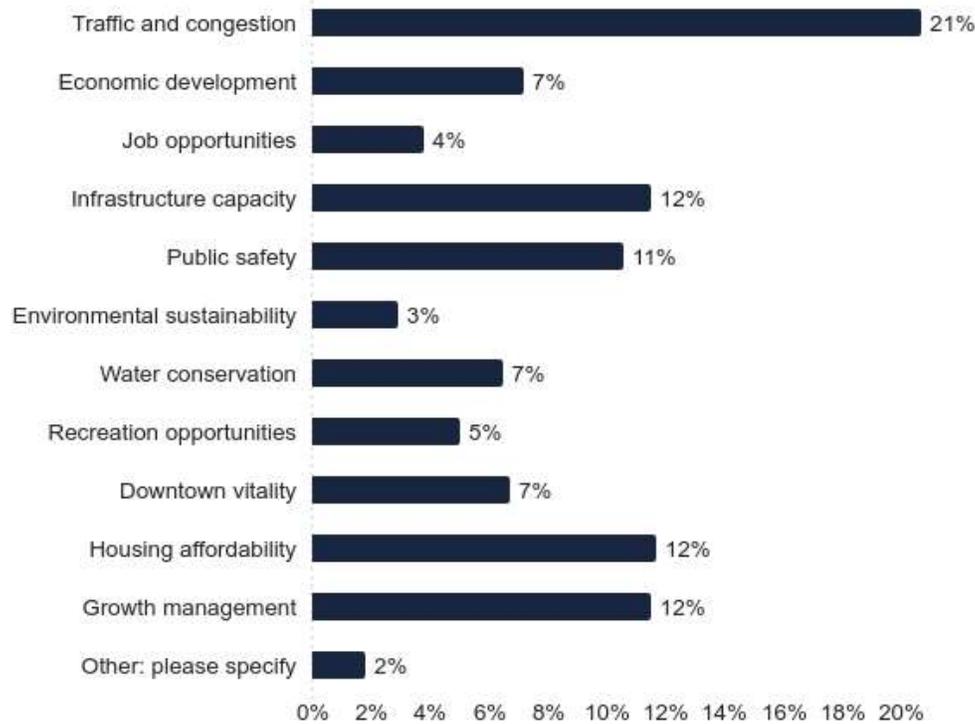


Figure 6: Question 3 (Percentage of Responses)

Question 4: Which of the following statements best reflects how you feel about the pace at which Brighton is growing?

A total of 294 survey responses were received for this question, representing 294 individual respondents. Opinions on the pace of growth in Brighton were mixed. The largest share of respondents (34 percent) felt that Brighton is growing at an appropriate pace. However, a combined 60 percent of respondents indicated concern that growth is occurring too quickly, with 32 percent stating it is growing much too quickly and 28 percent stating it is growing a bit too quickly. A smaller share (5 percent) felt that Brighton is growing a bit too slowly. Overall, the results suggest that while many residents are comfortable with the current pace of growth, the majority express concern about the speed of development and its potential impacts.

Q4: Which of the following statements best reflects how you feel about the pace at which Brighton is growing?	Percentage of Respondents
Brighton is growing at an appropriate pace	34%
Brighton is growing much too quickly	32%
Brighton is growing a bit too quickly	28%
Brighton is growing a bit too slowly	5%
Total	100%

Table 8: Question 4 (Percentage of Respondents)

Q4 - Which of the following statements best reflects how you feel about the pace at which Brighton is growing?

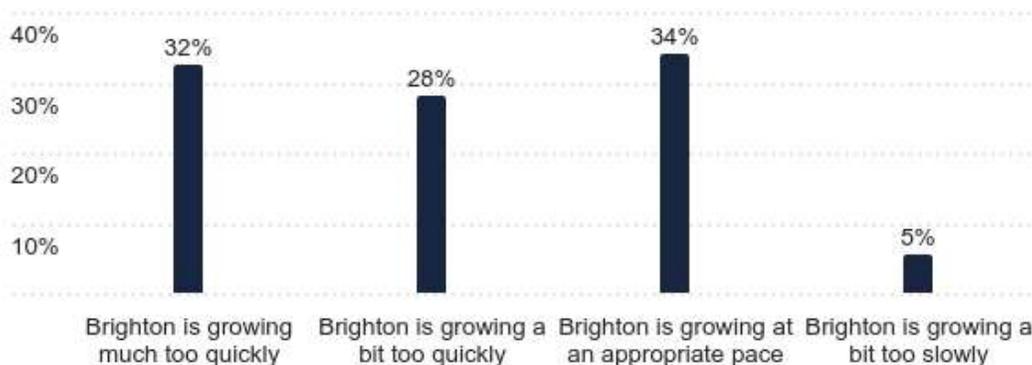


Figure 7: Question 4 (Percentage of Responses)

Community Values and Quality of Life Conclusions

Overall, survey responses indicate that residents and workers generally experience a positive quality of life in Brighton, with most respondents rating it as average to high. The community strongly values Brighton’s small-town character, sense of friendliness, and proximity to Denver, alongside practical qualities such as affordability, safety, and a family-friendly environment. At the same time, the results reveal clear concerns about the city’s future trajectory. Traffic and congestion emerged as the most pressing challenge, closely followed by housing affordability, growth management, and infrastructure capacity. Perceptions of growth reflect this tension. A number of respondents feel Brighton is growing at an appropriate pace, however, the majority express concern that growth is happening too quickly. These findings suggest broad support for maintaining Brighton’s community character and quality of life along with well-managed growth that addresses transportation, infrastructure, and affordability as the city continues to evolve.

Section 2: Vision and Priorities

Question 5: How well does Brighton’s current vision reflect your vision for the city today? (Scale 1-5) “A star community where small-town values meet the city of tomorrow”

A total of 270 survey responses were received for this question, representing 270 individual respondents. The largest share of respondents (36 percent) indicated a neutral view on how well Brighton’s current vision statement reflects their own vision for the city. That current statement reads, *A star community where small-town values meet the city of tomorrow*. About 28 percent of respondents expressed a more positive alignment, with 21 percent stating the vision is mostly reflective and 7 percent indicating it is very reflective. Conversely, 35 percent of respondents felt the vision was less aligned with their own, including 20 percent who selected slightly reflective and 15 percent who selected not reflective. Overall, the results suggest mixed perceptions, with many respondents neutral and others divided between moderate alignment and concern that the current vision does not fully reflect their priorities.

Q5: How well does Brighton’s current vision reflect your vision for the city today? (Scale 1-5) “A star community where small-town values meet the city of tomorrow”	Percentage of Respondents
1: Not reflective	15%
2: Slightly	20%
3: Neutral	36%
4: Mostly	21%
5: Very reflective	7%
Total	100%

Table 9: Question 5 (Percentage of Respondents)

Q5 - How well does Brighton’s current vision reflect your vision for the city today? (Scale 1-5) “A star community where small-town values meet the city of tomorrow”

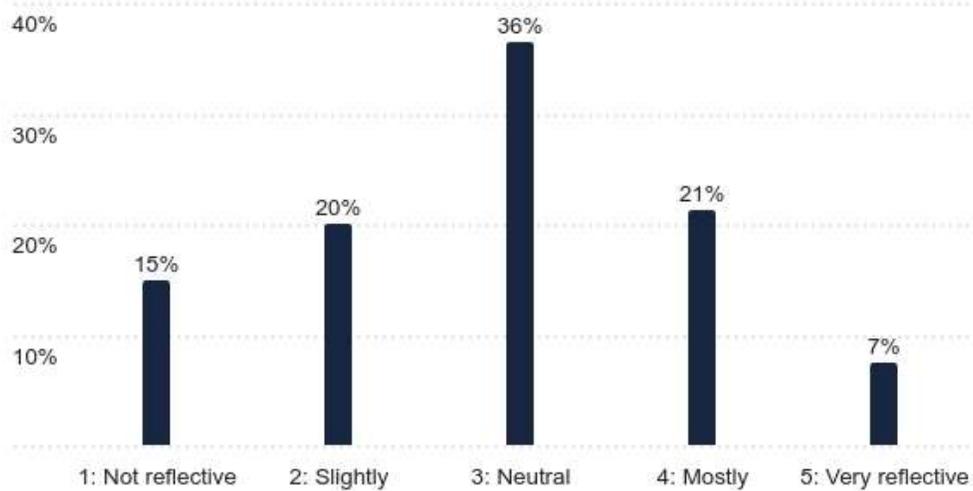


Figure 8: Question 5 (Percentage of Responses)

Question 6: What would you like to see added or changed in an updated Vision Statement?

This question received 84 responses from 84 respondents. Common themes emerged across the open-ended responses regarding updates to Brighton’s vision statement. Many respondents expressed concern that the language feels vague, overly aspirational, or unrealistic, particularly phrases such as “star community” and “the city of tomorrow,” which several respondents said lack clear meaning or feasibility. A frequent recommendation was to remove or redefine “star community”, with many noting that it feels trite, unclear, or disconnected from lived experience.

Another prominent theme was the tension around “small-town” identity. Some respondents felt Brighton has already grown beyond a small town and should adopt a vision that acknowledges its evolution and future as a larger city, while others emphasized the importance of respecting long-term residents and preserving core community values even as growth continues. Several responses suggested reframing this concept to be more specific, inclusive, or grounded in reality.

Question 7: How important are the following priorities to your quality of life? (Rate each 1-5)

A total of 274 responses were received for this question, representing 274 individual respondents. Responses were between 1 and 5 with 1 meaning “not important at all” and 5 meaning “extremely important”. Overall, respondents rated managing and facilitating traffic flow as the most important quality-of-life priority, with the highest average score (4.18). Other highly valued priorities included having a place for children and families to live in the community (3.83), preserving outdoor recreation opportunities and supporting arts and cultural programs (3.80), and preserving neighborhood and community character (3.64). Environmental sustainability (3.63) and bringing in development that contributes revenue and diversifies the tax base (3.55) were also considered important.

Moderately rated priorities included promoting accessibility, diversity, and inclusion (3.42), increasing employment opportunities (3.39), and providing safe alternative transportation options (3.31). The lowest average rating, though still above neutral, was providing and maintaining a mix of housing types at various price points (3.21). Overall, the results suggest that respondents place the greatest emphasis on managing growth impacts, particularly traffic, while continuing to value family stability, recreation, community character, and long-term sustainability.

Q7: How important are the following priorities to your quality of life? (Rate each 1-5)	Average
Managing and facilitating traffic flow through the City	4.18
Having a place for my children/family to live in the community	3.83
Preserving outdoor recreation opportunities Supporting arts and cultural programs	3.8
Preserving neighborhood and community character	3.64
Becoming a more environmentally sustainable city (e.g., water conservation, renewable energy options, recycling, etc.)	3.63
Bringing in development opportunities that will contribute revenue to the City and diversify the tax base	3.55
Promoting accessibility, diversity, and inclusion	3.42
Increasing employment opportunities	3.39
Providing safe alternate transportation choices (e.g., public transit, walking and biking routes, etc.)	3.31
Providing and maintaining a mix of housing types at various price points	3.21
Total	-

Table 10: Question 7

Vision and Priorities Conclusions

Survey responses reveal mixed alignment with Brighton’s current vision statement, with many respondents expressing neutral views and a sizable share indicating it does not fully reflect their priorities. Open-ended feedback consistently described the vision language as vague or overly aspirational, with frequent calls to clarify or replace phrases such as “star community” and “the city of tomorrow.” Respondents were also divided on the notion of Brighton as a “small town,” highlighting a tension between acknowledging continued growth and preserving core community values.

Priority rankings reinforce these themes, with the strongest emphasis placed on managing traffic and growth impacts. Respondents also consistently valued family-friendly neighborhoods, recreation and cultural amenities, community character, and environmental sustainability. Economic development and job growth were viewed as important but secondary to day-to-day quality-of-life considerations. Overall, the findings point to a desire for a clearer, more grounded vision that directly reflects practical concerns about managing growth while reinforcing the qualities that residents value most about living in Brighton.

Section 3: Growth, Land Use, and Housing

Question 8: Which types of new development are most needed in Brighton? (Select up to three)

A total of 678 responses were recorded from 259 individual respondents for this question, as participants were allowed to select up to three options. The most commonly identified need was commercial development, selected by 54 percent of respondents, followed by mixed-use development (46 percent). Single-family homes with large yards were also frequently cited (37 percent), indicating continued demand for traditional residential options.

Housing types targeted to specific populations and “missing middle” formats were also noted, including senior housing or assisted living (30 percent), townhomes or row homes (19 percent), garden courtyard homes (19 percent), and Accessory Dwelling Units (ADUs) (18 percent). Industrial development was selected by 17 percent of respondents, while fewer respondents identified apartments or condos with shared amenities (12 percent) as a priority. Respondents who selected other specified a need for better roads and schools and more diverse shopping, dining, and indoor recreation options. Overall, the results suggest a strong desire for employment- development, along with a mix of housing options to accommodate different household types and life stages.

Q8: Which types of new development are most needed in Brighton? (Select up to three)	Percentage of Respondents
Commercial	54%
Mixed-use development	46%
Single-family homes with large yards	37%
Senior housing or assisted living	30%
Garden courtyard homes	19%
Townhomes or row homes	19%
Accessory Dwelling Units (ADUs)	18%
Industrial	17%
Apartments or condos with shared amenities	12%
Other: Please specify	9%
Total	-

Table 11: Question 8 (Percentage of Respondents)

Q8 - Which types of new development are most needed in Brighton? (Select up to three) - Selected Choice

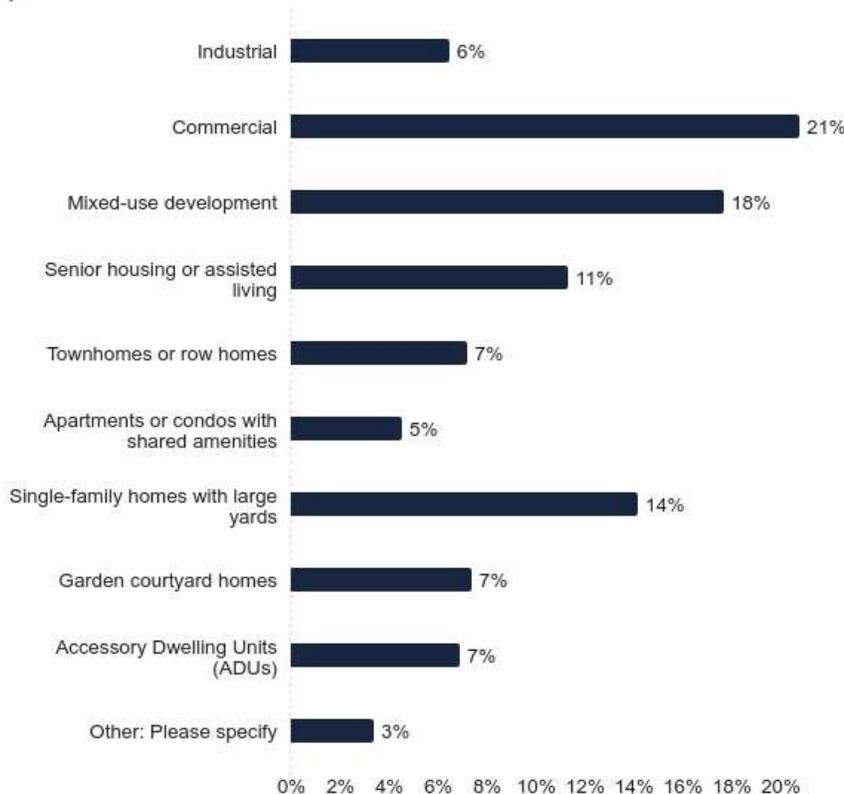


Figure 9: Question 8 (Percentage of Responses)

Question 9: Which of the following land uses would you like to see more of in Brighton? (Select all that apply)

A total of 845 responses were recorded from 256 individual respondents for this question, as participants were allowed to select all options that applied. The percentages shown reflect the share of respondents who selected each land use. The most commonly desired land uses were open space and parks (63 percent) and retail, restaurants, and entertainment (62 percent), highlighting strong interest in both recreational amenities and everyday services. Farming and agriculture were also highly valued (55 percent), reflecting continued community support for preserving Brighton’s agricultural identity.

Additional priorities included public places and plazas (45 percent) and mixed-use areas (35 percent), suggesting interest in active, multi-functional community spaces. Arts and cultural facilities were selected by 29 percent of respondents, while single-family and row homes were selected by 19 percent. Fewer respondents expressed a desire for office uses (9 percent), industrial uses (8 percent), or multi-family housing (5 percent). Overall, the results indicate a strong preference for land uses that enhance quality of life, community gathering, and local character, alongside a continued emphasis on open space, agriculture, and neighborhood-serving amenities.

Q9: Which of the following land uses would you like to see more of in Brighton? (Select all that apply)	Percentage of Respondents
Open space and parks	63%
Retail, restaurants, and entertainment	62%
Farming and agriculture	55%
Public places and plazas	45%
Mixed-use areas	35%
Arts and cultural facilities	29%
Single-family and row homes	19%
Office uses	9%
Industrial uses	8%
Multi-family housing	5%
Total	-

Table 12: Question 9 (Percentage of Respondents)

Q9 - Which of the following land uses would you like to see more of in Brighton? (Select all that apply)

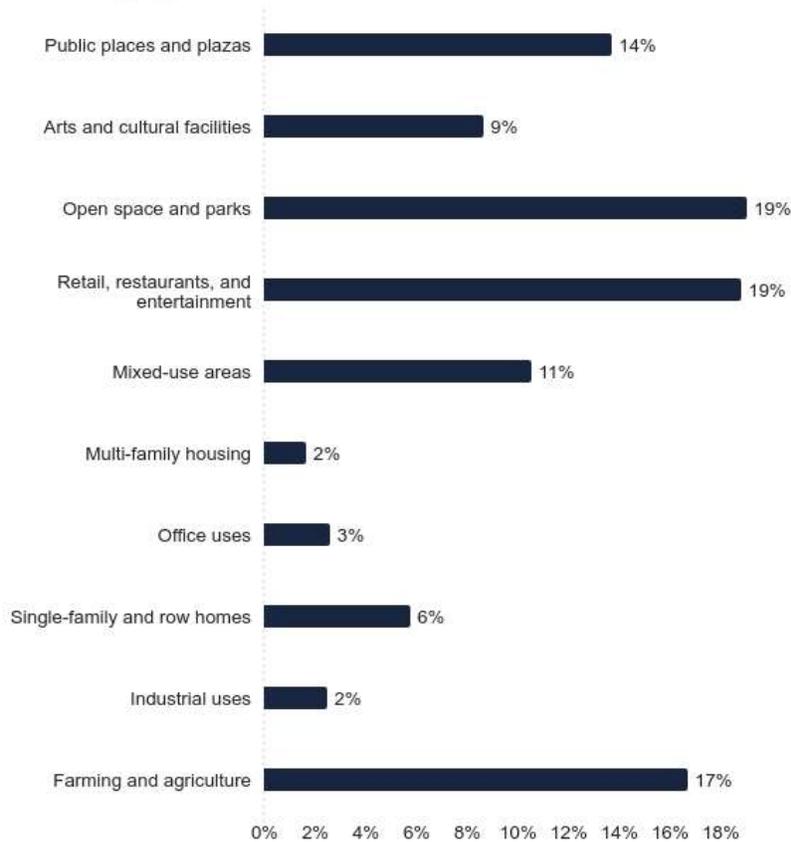


Figure 10: Question 9 (Percentage of Responses)

Question 10: How important are the following qualities when considering new development? (Rate each 1-5)

A total of 262 responses were received for this question, representing 262 individual respondents. Respondents were asked to rate each quality on a scale from 1 (“not important at all”) to 5 (“extremely important”). Overall, connected sidewalks and trails were rated as the most important quality when considering new development, with the highest average score (3.79), indicating strong emphasis on connectivity and walkability. Attractive landscaping (3.38), neighborhood buffers and compatibility (3.26), and public gathering spaces (3.22) were rated as “moderately important”. High-quality architectural design received the lowest average rating (2.99), suggesting it is viewed as “neutral” to “moderately important” relative to other qualities. Collectively, the results indicate that respondents prioritize functional, community-oriented features over purely aesthetic considerations in new development.

Q10: How important are the following qualities when considering new development? (Rate each 1-5)	Average
Connected sidewalks and trails	3.79
Attractive landscaping	3.38
Neighborhood buffers and compatibility	3.26
Public gathering spaces	3.22
High-quality architectural design	2.99
Total	-

Table 13: Question 10

Question 11: If you had to choose, which would you prefer?

A total of 259 responses were received for this question, representing 259 individual respondents. Results show a closely divided preference. A slight majority (53 percent) indicated a preference for high-quality design, even if it may increase housing or development costs. The remaining 47 percent preferred greater flexibility in design standards to help lower housing or development costs. Overall, the findings highlight a near-even split between prioritizing design quality and prioritizing affordability.

Q11 - If you had to choose, which would you prefer?

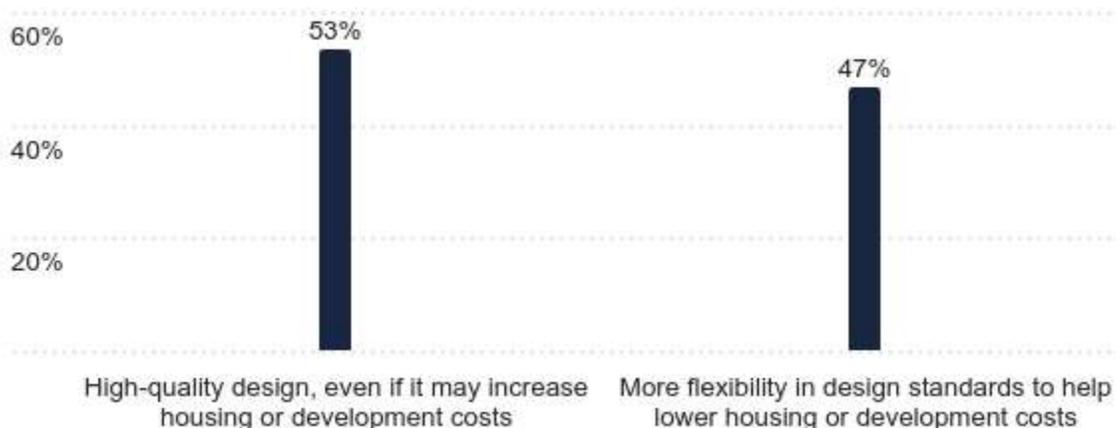


Figure 11: Question 11

Growth, Land Use, and Housing Conclusions

Responses show strong support for balanced growth that expands employment and services while protecting quality of life. Commercial and mixed-use development were flagged as the most needed, paired with continued demand for single-family homes and broader support for diverse housing options, including senior housing and “missing middle” types.

Land use preferences emphasize open space, parks, agriculture, and neighborhood-serving retail, reflecting a desire to preserve community character while adding amenities and gathering places. Respondents prioritized functional development qualities over architectural design. Preferences on design quality versus affordability were nearly evenly split, highlighting an ongoing tradeoff between development standards and housing costs.

Section 4: Mobility and Access

Question 12: What transportation improvements are most important for Brighton to address? (Select up to three)

A total of 748 responses were recorded from 259 individual respondents for this question, as participants were allowed to select up to three options. Reducing traffic congestion was the top priority by a wide margin, selected by 70 percent of respondents. Other leading transportation priorities included improving east-west mobility (42 percent) and improving biking and walking between areas (41 percent), reflecting strong concern about connectivity across the city. Additional priorities included improving parking access (34 percent), expanding public transit options (31 percent), and improving biking and walking within neighborhoods (28 percent). Fewer respondents identified reducing speeds in neighborhoods (24 percent) or increasing commuter connections (18 percent) as top concerns. Overall, the results emphasize congestion relief and citywide connectivity as the most critical transportation issues facing Brighton.

Q12: What transportation improvements are most important for Brighton to address? (Select up to three)	Percentage of Respondents
Reducing traffic congestion	70%
Improving east-west mobility	42%
Improving biking and walking between areas	41%
Improving parking access	34%
Expanding public transit options	31%
Improving biking and walking within neighborhoods	28%
Reducing speeds in neighborhoods	24%
Increasing commuter connections	18%
Total	-

Table 14: Question 12 (Percentage of Respondents)

Q12 - What transportation improvements are most important for Brighton to address? (Select up to three)

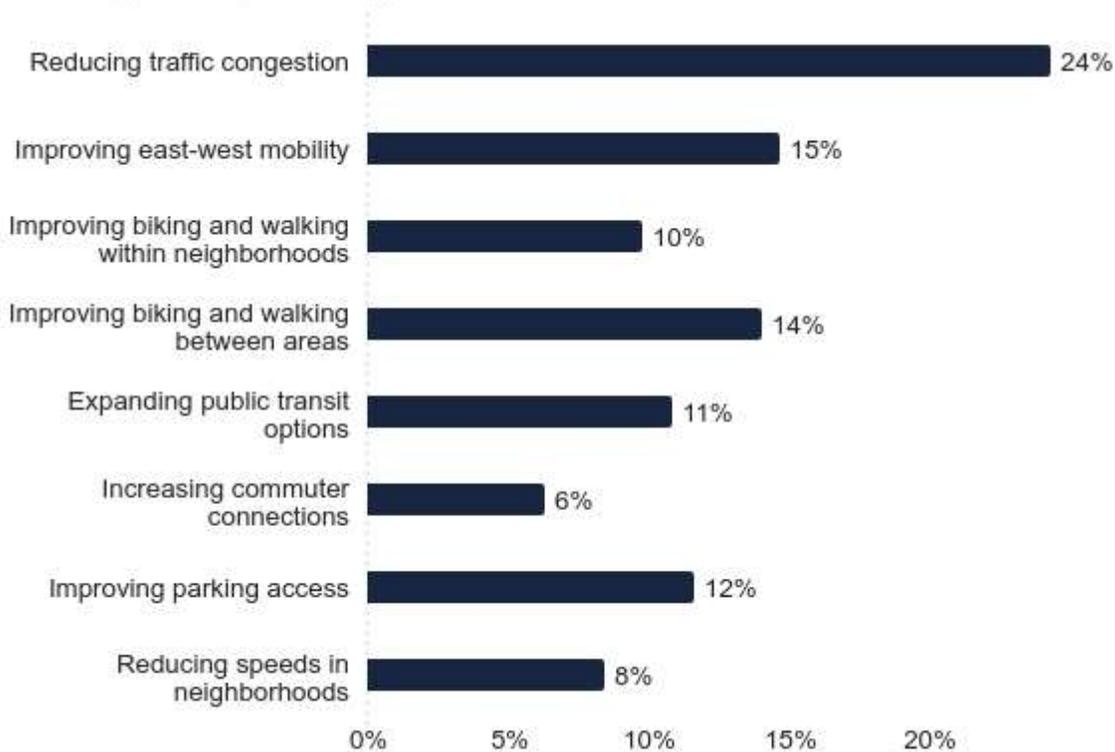


Figure 12: Question 12 (Percentage of Responses)

Question 13: Where should Brighton prioritize improvements to make it easier to get around?

A total of 253 responses were received for this question, representing 253 individual respondents. The most common priority identified was more opportunities to drive, selected by 34 percent of respondents, indicating continued emphasis on improving vehicular mobility. More opportunities to walk was the second-highest priority (28 percent), reflecting strong interest in pedestrian improvements. Transit enhancements were selected by 21 percent of respondents, while more opportunities to bike were identified by 17 percent. Overall, the results suggest that while driving remains the top priority for improving mobility in Brighton, there is also meaningful support for expanding walking and transit options to make it easier to get around the city.

Q13: Where should Brighton prioritize improvements to make it easier to get around?	Percentage of Respondents
More opportunities to drive	34%
More opportunities to walk	28%
More opportunities for transit	21%
More opportunities to bike	17%
Total	100%

Table 15: Question 13 (Percentage of Respondents)

Q13 - Where should Brighton prioritize improvements to make it easier to get around?

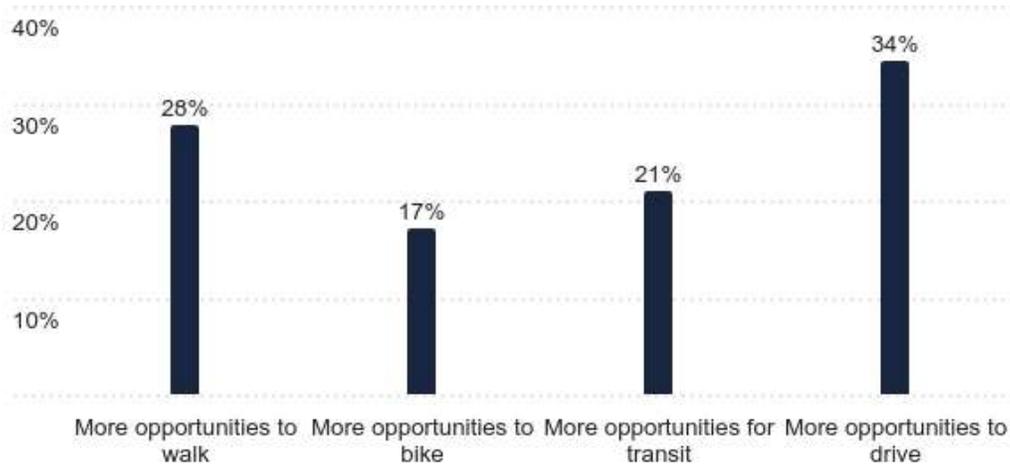


Figure 13: Question 13 (Percentage of Responses)

Question 14: How far would you ideally like to travel to reach key amenities like parks, shops, and restaurants?

A total of 257 responses were received for this question, representing 257 individual respondents. The most common preference was reaching key amenities within a 5–9-minute drive, selected by 42 percent of respondents. A substantial share (33 percent) indicated a preference for a 15-minute walk, reflecting interest in walkable access to daily needs. Smaller proportions preferred a 5-minute walk (10 percent) or a 10–19-minute drive (13 percent), while very few respondents (2 percent) were comfortable traveling 20 minutes or more. Overall, the results suggest that respondents value relatively close access to amenities, with a strong preference for short driving distances.

Q14: How far would you ideally like to travel to reach key amenities like parks, shops, and restaurants?	Percentage of Respondents
5-minute walk	10%
15-minute walk	33%
5-9-minute drive	42%
10-19-minute drive	13%
20+ minutes	2%
Total	100%

Table 16: Question 14 (Percentage of Respondents)

Q14 - How far would you ideally like to travel to reach key amenities like parks, shops, and restaurants?

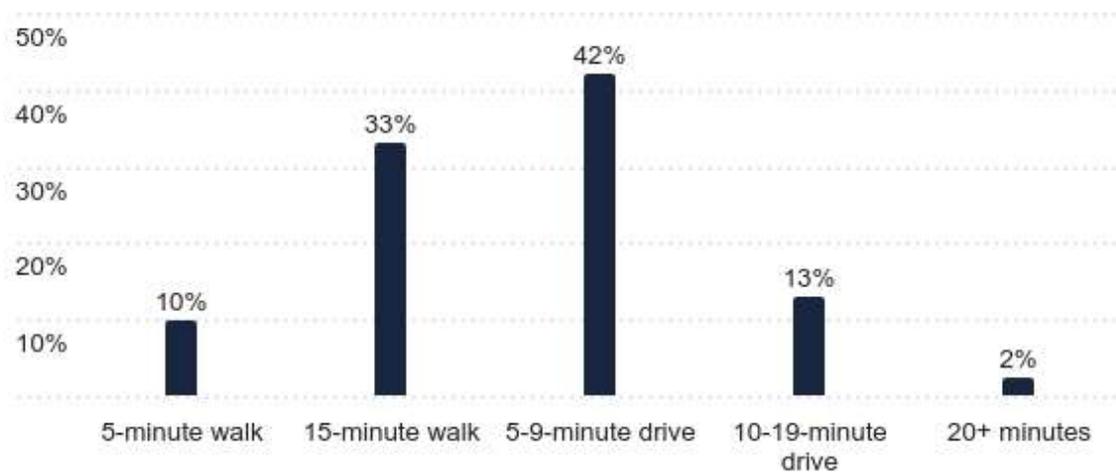


Figure 14: Question 14 (Percentage of Responses)

Mobility and Access Conclusions

Survey responses show that transportation and mobility are major concerns for the community, with reducing traffic congestion emerging as the clear top priority. Respondents also emphasized the need to improve east–west connectivity and strengthen biking and walking connections between areas, highlighting challenges with moving efficiently across the city. Parking access and expanded transit options were additional, but secondary, priorities.

When asked where to focus improvements, respondents most often prioritized driving, underscoring the continued importance of the roadway network in daily travel. At the same time, there was meaningful support for improving walkability and transit, suggesting a desire for a more balanced mobility system. Overall, the findings point to a strong need to address congestion and connectivity while gradually expanding multimodal options to improve access citywide.

Section 5: Brighton's Future

Question 15: What is your top hope for Brighton in the year 2050?

This question received 177 responses. Overall, the dominant hope for Brighton is that the City continues to grow thoughtfully and intentionally while preserving a high quality of life for residents. Across responses, people emphasized livability over size, wanting Brighton to remain a comfortable, safe, and enjoyable place to live with access to parks, open space, local amenities, and services that support everyday life. Many residents expressed a desire for growth that strengthens community character rather than overwhelming it. Closely tied to this is a strong concern about affordability and sustainability. Respondents repeatedly highlighted the need for attainable housing, manageable traffic, walkable neighborhoods, and responsible use of limited resources, particularly water.

Example Responses:

- *I would like to hopefully one day see Brighton as a larger city space with mixed uses of agriculture and modern technology. I want the city of Brighton to offer BOTH housing, recreational and business opportunities for its residents. A solid mix between all three to provide the best living status of its surrounding sister cities.*
- *An increase in walkable, green spaces with a diverse population and varied affordable homes for all stages of life.*
- *Brighton continues to grow and we always consider the residence and those who support the economic growth of our beautiful city.*
- *That we don't become absorbed into the rest of the Metro area. That Brighton feels separate from other communities and has distinct elements to differentiate it from other communities e.g., authentic, thriving downtown with higher density residential mixed in.*

Question 16: Are there any specific services or businesses you feel are missing in Brighton?

This question received 169 responses. Overall, responses to this question indicate that residents feel Brighton is missing everyday services and amenities that support daily life and reduce the need to travel outside the City. The most common themes point to a need for more local retail and commercial options distributed throughout the community, rather than concentrated in a few areas. People frequently mentioned missing conveniences such as grocery options, basic retail, dining, and personal services that would make Brighton feel more complete and self-sufficient. In addition, many respondents highlighted gaps in recreation, community services, and sustainability-related amenities, including recreation centers, youth and family facilities, and services like recycling. While a smaller group felt Brighton already meets their needs, the overall sentiment suggests residents want a broader mix of neighborhood-serving businesses and community amenities.

Example Responses:

- *I would love a few more well-lit areas for walking and running, and more connection between paths throughout the city so that it's easy to get around on foot or use the paths for running/biking/exercise.*
- *Would love to see more dining and retail options. It would be great to have a sports complex that brings in tournaments which helps bring in out-of-town money at restaurants, retail, and hotels.*
- *I think Brighton could benefit from additional healthcare options, more diverse restaurants and entertainment choices, and expanded services for youth and families.*
- *More breweries and more small businesses. I feel economic development focuses too much on big box and corporate businesses, but neglects small business owners. Further, more gathering areas, mixed use development and affordable and walkable housing may help attract more small business.*

Overall Conclusions

The community questionnaire results present a clear and consistent set of priorities that can serve as guiding themes for the Brighton Comprehensive Plan and the development of future scenarios.

Transportation emerges as the most consistent and cross-cutting issue throughout the survey. Traffic congestion was identified as the top concern facing Brighton today and in the next 3-5 years, the most important quality-of-life priority, and the highest transportation improvement priority. At the same time, respondents expressed a strong preference for short, convenient access to daily needs, most commonly a 5-9-minute drive or a walkable 15-minute distance. Together, these responses suggest that residents are not opposed to mobility or access, but are concerned about how growth is occurring and whether the transportation system is keeping pace.

Preservation of Brighton's identity, particularly its agricultural roots and small-town character, is another strong theme. Farming and agriculture ranked among the most desired land uses, and respondents repeatedly highlighted open space, parks, and farmland as assets worth protecting. Even as opinions vary on the pace of growth, there is broad agreement that growth should be thoughtful, intentional, and respectful of what makes Brighton special.

Managing growth and quality of life are closely linked in the responses. While many respondents accept that Brighton will continue to grow, a majority feel that growth is happening too quickly and are concerned about impacts to traffic, infrastructure, affordability, and community character. The dominant “hope for 2050” reflects this balance: residents want Brighton to evolve, but in a way that protects livability, affordability, and access to open space and amenities.

Finally, there is clear support for a more complete and self-sufficient community. Residents expressed interest in neighborhood-serving commercial uses, mixed-use areas, and everyday services that reduce the need to travel long distances. This reinforces the link between land use and transportation for scenario planning.



BRIGHTON CITY COMPREHENSIVE PLAN
RESIDENT PRIORITIES SURVEY
TOPLINE REPORT

APPENDIX

oe_likemost. In just a few words, what do you like most about living in Brighton? (n=416)

- A smaller community verse in Denver
- Able to bike to recreation and food shopping
- Access to most everything I need
- Access to open spaces
- Access, though limited, to public transportation. Walkability to essential services. Responsive police force.
- Accessibility to highways, airport & shopping
- Activities, privacy, community & security.
- Affordability
- Affordability
- Affordable housing
- Affordable, suburban
- At this time, my husband and his family.
- Availability of medical care, ease of grocery shopping and other conveniences
- Away from Denver but close enough to do things if I want.
- Away from most traffic, but close enough for access to places I need to get to.
- Away from the busy city, all about family over here.
- Away from the city of Denver
- Be close to friends
- Being close to my family
- Being close to other family members that live in the area.
- Being slightly remote to the bigger cities around us.
- Beside the fact that we lived here all our lives, the fact that it's growing but NOT to fast
- Brighton is a town that doesn't involve itself in identity politics, the people that live here are usually good people and families.
- Brighton keeps the family events going
- Brighton need a new trees for better environment and life, no new roads or buildings, bad to keep unique life style, better water quality it's necessary, no pollution, more space for going out, people, animals and agriculture, healthy food, etc
- Can't really think of anything. Will most likely move within the next couple years.
- Clean, most of the people are kind/respectful, still has that small town feel.
- Close airport and downtown denver
- Close proximity to metro area
- Close shopping..
- Close to Denver
- Close to Denver but not too close
- Close to Denver but smaller feel

Close to activities, but not near big city

Close to all that we like, without being so congested we feel as if we cannot find a quiet spot.

Close to city, feels like rural small town.

Close to denver

Close to family not as much traffic as living in denver

Close to the airport

Close to work

Close to work

Community atmosphere

Community feel

Community, and small town living kind of feeling. Easy commute to high traffic areas.

Convenience

Convenience to stores. Small town.

Cost of living

Country is close

Diversity of people

Easily accessible

Easy access to several amenities. Generally lower prices than neighboring areas

Familiarity, it's my hometown

Family

Family friendly

Family is here

Farm land

Feel fairly safe

Feels more like a farm town than a suburb

Friendly environment for people of all backgrounds.

Friendly people

Friendly people - location - mountain views

Friendly people that live here and a safe place to live.

Generally quiet, crime seems low

Good people, good schools

Est the city clean and everything is very accessible

Activities for everyone in general

Great neighbourhood

Honestly it's getting harder to live here

House

I appreciate the youth programs for my kids and the effort the city puts into youth sports and programs. The city does a great job keeping the parks clean and in good condition to be used

I chose Brighton as my forever home 20 years ago, now I want to get out of here.

I don't like it I'm stuck here due to my commute to work currently. I will move out of Brighton when my work changes. Brighton has become over run with homelessness and drugs. We live on [REDACTED] and the amount of homeless and drug traffic through the neighborhood is frightening. While the communities resources are spent taking actions on families that are part of the working class. Rather than fixing and controlling the real problems in the community. I have grown up in Brighton and the change over the years has become truly disgusting. While the east side of Brighton is receiving all funding, the west side is being let ran into the slums. Also what does our mayor even do for this community.



I enjoy the availability of parks and things to do

I feel comfortable, driving and safe

I grew up here and have a home here. small town close to Denver

I have lived here almost all of my life and like the connection that the long time residents have with each other

I like Brighton because it's not a small town and yet it's not a big city like Denver it's suburbs.

I like how it's a bit away from everything yet has everything you need.

I like most is the friendly community we have in Brighton

I like that it's quiet and I could find a decent size yet affordable home.

I like that there are a good amount of parks

I like that there is less traffic, and less crime

I like that they are deeply concerned about how the residents are being taxed out of their homes with property taxed and home owners insurance and auto insurance. Further more I thrilled that they will do all they can to lower every single "fee" and tax in this city. I'm also happy that an audit will surely be done to make sure there is no scamming homeowners of their hard earned money as in Minnesota.

I like the city, little traffic and very close to my work

I like the community. I also like how it is quiet and outside of the city, yet convenient to get to Denver and the airport.

I like the easy access to Denver and freeways. I also like the amenities and activities provided by Adams County.

I like the proximity to Denver, Boulder, and northern Colorado. I also like living close to Barr Lake.

I like the proximity to other large towns and ease of driving to important locations.

I like the small town atmosphere. There are a lot of amenities here with multiple churches, stores, activities, shortened school week, healthcare and decreased traffic. It is close enough to Denver if a person wants to participate in activities there.

I like the small town feel while also having a major city and airport within 30 min

I like the small town feeling

I liked my 1.5 acre yard until the council approved a re-zoning of the arrange north of our house from more acre plus home to multi-unit properties

I live in Todd Creek with a Brighton address. Good location to get to everything.

I live near [REDACTED] I love the walking trails

I love how much the community helps each other during holidays. And I love how Brighton has cops always willing to help with the wherever they can and host awesome things like coffee with a cop is cool. And just overall making us all acquainted and respectful to each other.

I love the growth Brighton has and all it has to offer

I love the proximity of everything, it's easy to get around, roads typically aren't congested, nothing is too far away. People are nice.

I prefer smaller towns. Proximity to major cities is convenient.

I thought I lived in Commerce City.

I use to love the rural small town feel but anymore all one's sees is more homes brought built. Its is getting to big and busy for my lifestyle! Also Adams County taxes are too high!

I used to like being away from everything. Small town feel but close to the city.

I was able to afford to buy my own home 31 yrs. ago.

I was born and raised in Brighton.

I'm disabled from a car accident& I like the Fulton Ditch Trail I can walk my little dog on in my power wheelchair because it allows great access to it easily! As well as center @ Prairie CenterPlatte Valley Hospital allocation for starters because I just moved here from Castle Rock, so I'm just getting used to this area. I like the location of Platte Valley Hospital & the Prairie Center,too! And I just found out about BOLT,in which I'd like to try! Thanks!!

I've gotten used to it after 4 years.

In and out burger. Lowes and the new QT gas station on 168th

It feels safe and it is has a small town vibe but has most stores of a big city.

It feels safe. No homeless problems. There a major stores and restaurants available. It continues to grow. Although I wish there was a 24

hour fitness here instead of having to travel for 30 minutes.

It feels small, but there are a lot of big restaurants that have been added in the last 8 years that make it more like a larger city.

It feels up and coming with lots of new developments and businesses coming in

It has a nice small town feel without being too big or small.

It is a mostly safe city

It is a quiet town.

It is close to all shopping, airports, and places to go to in other areas

It is close to my current employer and school for my kids.

It is just far enough from Denver but close enough to still do stuff.

It is near to Denver

It is not to populated

It still has small town vibes.

It used to be a nice area, but now it is overdeveloped and apartments are bringing in undesirable residents, increasing crime and homelessness. I don't like much about it anymore.

It's a lot more calm and paced compared to other cities. I love being so close to the suburbs while still maintaining the feel of a city!

It's a nice and quiet place to raise a family with lot's of community activities.

It's a smaller town. I would prefer it to stay that way. More single family instead of apartments.

It's away from Denver and such busyness however, it's only getting busier which will make us move further north

It's away from centennial and more conservative.

It's become a big city that still retains a lot of small town feel

It's convenience and accessibility

It's growing and getting updated to a better town from what it used to be

It's growing and inclusive

It's just a place to live, nothing special

It's my hometown

It's not Denver

It's not Denver

It's not as busy as places closer to Denver, it has good access to highways, the city is clean, infrastructure is being expanded to accommodate the city's growth and there are good small businesses on main street.

It's not in Denver

It's not the city.

It's not too big, but it has many stores and restaurants near by, so you don't have to travel much to find everything you need.

It's quiet. The city is starting to attract businesses and restaurants that we are interested in visiting.

It's quite and stores are convenient for me in location

It's still a city with most everything in it, but it feels away from the rat race (sort of speak) more so than other cities, like Denver. It could use some things other than more Auto parts stores, or another gas station!!

It's still has a small town vibe to it

It's very neighbor friendly and un crowded. Until the fracking came in, it was also very residential friendly.

It's very peacefull there's not much traffic

Its close to the country side

Its has been a good city to raise my family.

Just a great town with a lot of great people.

Lakes and farms

Leaving it

Less and less every year

Less crowded

Less pollution
Less traffic
Less traffic and crime than metro area
Less traffic compared to Denver Metro.
Less traffic easier to drive places, rec center, somewhat safer than the city
Living outside of Denver
Location
Location
Location
Location is convenient
Location is good, not too far from Denver and the airport
Location to shopping, freeway, airport
Low crime rate
Low crime, no traffic, affordable
Low crime. Peaceful & quiet
Low traffic and easy to get to the highways. And it's where my parents and grandparents were born and raised so I have a sentimental attachment to the house I am, which was my grandparents. I went to school here in kindergarten only.
Lower cost for housing than anything towards the mountains.
Mild traffic, senior center.
My church and the rec center and the special events
My family lives close to it's a small town and hosing was more affordable
My friends and family are here, I like that there isn't much traffic, and we aren't too busy out here. I love all the shops and restaurants we have in downtown Brighton, especially the new coffee shops and authentic Mexican food.
My home
My home, size for price, neighborhood green space, proximity to prairie center area, proximity to Denver and quick travel on 76 to downtown.
My house
My neighbors
My quiet suburb with the grocery nearby. Relatively safe compared to other areas in Denver.
N/a
Near Dener but not a big city.
Near agriculture
Near family
Nice neighborhood.
Nice open space, recent home improvements, quantity of public schools
Nice, quiet, friendly, clean, NO Traffic
No hoa.
None
Not being crowded!
Not much
Not much any more. It has grown too big and lost touch with reality. We won't stay much longer. Been here for 16 yrs.
Not much traffic.
Not much. The east side of Brighton feels unsafe.
Not overpopulated
Not the feeling of a big city
Not too crowded, friendly people, has the stores I need within 10-15 min

Not too much anymore
Not too smallnot too large
Not uppity
Not urban but close enough to city. Property less expensive than much of metro
Nothing
Nothing anymore
Nothing anymore.
Nothing it's too republican can't wait to move.
Nothing special
One of the best things about living here is the environment; having so many parks nearby really improves the quality of life. I also definitely enjoy the climate, particularly the fact that we get less snow in the winter, which makes commuting and maintenance much less of a hassle. Finally, my specific neighborhood, Brighton Crossing, is fantasticit has a true sense of community that makes it a great place to call home.
Open space
Open space and agricultural areas
Open space, community, things to do
Open space, rural feel, and clear skies
Open space, wild life, privacy, quality of life
Open spaces
Our neighborhood and neighbors
Outskirts, away from heavy traffic
Overall calmness of things.
Far enough from the big city but close enough to access it too.
Peace of mind
Peace of mind
Peace of mind
Peaceful
People are friendly and helpful. Easy access to businesses.
People are friendly. Close to Denver airport. Finally has some new restaurants.
People are friendly. It's not too dirty.
Planned community events and there is a good amount of shopping and restaurants. Police were very helpful when I needed assistance.
Population
Prairie Center
Prairie Center is convenient.
Proximity to Denver
Proximity to Denver
Rural smaller town
Proximity to Denver/Boulder
Proximity to major highways to get to the airport, downtown, etc.
Quiet community
Quiet for the most part. Big sense of community.
Quiet neighborhood, good park system and trails.
No homeless camps!!
Quiet neighborhood
Quiet, away from traffic easy to get around
Quiet, lots of parks, easy access to highways, shops and eateries

Quiet, low crime and nice amenities here without driving into Denver

Quiet, low crime, good neighbors and readily available shopping.

Relatively affordable in comparison to nearby cities. It's also pretty quiet.

Relatively small community but enough conveniences to make life easier.

Riverdale golf course

Safe community and has all the services I need

Safe, beautiful and clean city with nice neighborhoods.

Secluded somewhat from city and busy areas, I like /don't mind the industrial/farmish parts, barr lake is cool, prairie center is nice but expensive with not really much it's bland.

Size of town

Slow pace of life, quiet

Small

Small

Small Town Ugly

Small Town feel with convenience of stores close by

Small and quiet

Small community

Small community vibes with lots of close services and activities

Small enough to be comfortable with excellent community services and businesses

Small farm town feel, affordable housing and old time Main Street.

Small hometown vibe

Small ish town feel with many of the big town amenities. Lower cost of living than other Denver suburbs

Small neighborhood

Small town

Small town and close to the airport and other bigger cities to visit

Small town atmosphere

Small town atmosphere. Away from big city chaos.

Small town but close to mountains

Small town community fuel

Small town events. Adams county trails.

Small town feel

Small town feel and easy access to shopping

Small town feel and events like parade of lights, car show, 4th of july. Brighton is not as dense as places like south denver.

Small town feel but close to big city

Small town feel but with access to many conveniences of a larger city

- Small town feel just far enough away from the city, but not too far.
- Small town feel open spaces.
- Small town feel with big town amenities
- Small town feel with big town resources, proximity to I-76
- Small town feel with close proximity to big city amenities
- Small town feel with convenience nearby
- Small town feel with traditions from when I went to high school here
- Small town feel yet close to Denver
- Small town feel, access to stores and restaurants, no/minimal traffic. Good roads.
- Small town feel, agricultural open space, safe.
- Small town feel, convenience of shops and restaurants
- Small town feel, neighbors
- Small town feel, no traffic, great stores and shopping, well planned roads and neighborhoods, parks and rec center, senior center, hospital in town, access to highways, water quality, less crime, and limited homeless people
- Small town feel, proximity to the large city, affordability
- Small town feel.
- Small town feel. I don't feel like I have to go into a larger city to get something I can't get in Brighton.
- Small town feel. Connection to neighbors
- Small town feel. Open spaces. Close enough to city, mountains, and airport.
- Small town feeling
- Small town feeling, decent traffic, surrounded by a variety of parks and open space.
- Small town gone big
- Small town living
- Small town near enough to everything needed. A true community.
- Small town pace of life
- Small town vibe
- Small town vibe, less traffic.
- Small town with easy access to amenities. Supporting farmers and open space.
- Small town, access to highways, closer/easier commute to work, affordability
- Small town, quiet neighborhood, close to DIA and Denver
- Small town.
- Smaller and easier to navigate with ready access to additional metro resources
- Smaller city feel
- Smaller community
- Smaller community, low traffic, has most of what we need, relatively quiet
- Smaller population and proximity to the highway
- Smaller town atmosphere, close to airport, easy access to interstate; nice neighborhoods
- Smaller town feel but still close to amenities.
- Smaller town feel. good access too hwys for comutes
- Smaller town feeling though it's been growing a lot these last few years making it a bit different to what we where used to
- Smaller town living and close to family.
- Smaller town, neighborhood feel.
- Smaller, less traffic
- Solitude
- Some areas maintain some of the small, old town feel despite its growth. More commercial opportunities than in the past.
- Somewhat small and somewhat quiet town.

Space
Space
Space and doesn't feel over crowded. Parks for family's with young kids
Space, proximity to Denver without the chaos, growing variety of shops/restaurants, but still feels like a small town.
Space, we have a couple acres
Still a growing community.
Still a small town feel of people knowing one another and schools and businesses are close.
Still feels small
Still has 'small town' / 'farm town' feel.
Still has a small town feeling.
Still has a small-town feel, and I wish it had more of it. Every year this diminishes, which is sad.
Still has small town feel and friendly people.
Still has the small town vibe. Lots of community events
Stores and KZR .
Suburban life
Taxes and that it is a growing area
That it doesn't feel like a suburb of Denver like Arvada or Westminster.
Thats is a small town
The Brighton water
The city itself
The community feel, small town and yet mordern amenities near by. Space and open spaces. Protection of space/land etc
The community, the people, the diversity.
The convenience of having all services so close. Watching the city grow so fast has been exciting
The cultural diversity and the support for small businesses.
The ease of getting around town now that construction is mostly done.
The farms around the neighborhood
The feel
Of community and support
The feeling of small town with all I need
The growth and continued added facilities and commercial options.
The infrastructure improvements throughout the community.
The kind people
The local town feel
People are generally friendly and nice
The neighborhood and close proximity to shopping
The nice communities
The open space
The parks and facilities for seniors
The people I work with at Brighton Fire Rescue. My house. My neighbors.
The potential
The prole
The public walking spaces and distance from Denver
The quiet, peace, I use to like to fact it was very republican but liberals and illegals are slowly ruining the community that I grew up in.
The quietness of East Brighton, compared to the noise in Denver.
The relaxed atmosphere, amenities, friendliness
The rural aspect and small town feel.

The safe community

The schools

The security. Being able to enjoy the green areas. How close we are to major retailers. The abundance of Mexican restaurants

The sense of community

The sense of community- it still feels like a small town to me, even if it has grown tremendously over the past few decades.

The small community feel with big city amenities.

The small town experience, the farms and open land.

The small town feel

The small town feel but with most big city amenities.

The small town feel even though it is no longer a small town.

The small town feel, being so near to the city. Grew up in Boulder, so the price is right.

The small town feel. I do hate that there is so much development happening now, bringing way way too many people here! Small town is no longer going to be the feel around here, it is getting way too crowded.

The town events and family friendly parks

The weather. The sunshine the library and rec center.

There are a lot of resources. It's quiet and very open. I like that it isn't over populated with homes, you still have great views.

Lastly, the parks are great and it feels very safe.

There are a lot of restaurants and stores nearby. Near the airport where I work.

There's nothing special about living in Brighton

Thinking about moving

To be honest, there is not much keeping me here.

Used to like the small town now is getting too big

Used to love the small town/farming community.

Using the adult center

Usually a calm, relatively quiet place to live that also has most of any needed services

Very nostalgic and comforting as I grew up here

Very quiet and friendly people

Walking safely throughout the city

Want to move

We have a Brighton address but live in a part of Todd Creek. We love the small town feel, friendly people, the library, Rec Center and Lauer-Krauts in Brighton.

We have everything you need for a small town with all the amenities, shopping, parks, and open space

We like the small town feel.

We're the community helping with the environment cleanup to make it clear for new residents. That what I like about Brighton.

Well that has changed. I moved here to get out of the city and being a part of a small town. The town has grown and it has become way too crowded for its infrastructure. I do like my street and neighbors.

You always see police officers driving around.

You still have a small town feeling

affordability

cost of houses

everything is convenient to get to. the city seems to care

great people, nice place to live

it's fairly new

small town atmosphere, a sort of security and location between my kids

small town feel



small town feel close to Denver

small town feel with access still to bigger metropolitan area of Denver. Local big chains are close by such as Costco, the Orchards/Premium Outlets

small town feel, community events.

small town feel. don't want it to get any Bigger.

smaller community

still a bit of a small town, but part of the greater Denver/Metro area

the country. not as many people

too many people, supper extensive people are not verry hospitable.

trees, parks, local shopping and restaurants

weather is moderate year round



oe_topissue1. In your opinion, what is the most important issue facing Brighton today? (n=425)

- 1. Growth. Too much without developer's paying enough to help support those communities with schools and other infrastructure.
- 2. High cost of water and sewer. Whe the fees are more than the actual usage we are being ripped off.
- 3. Crowded schools which brings safety issues and bullying.

A lot of e bikes and unregistered motorbikes on the road with people zooming in and out of traffic.

A lot of growth without planning for increased resident traffic

Access to more businesses that we have to travel to Thornton, commerce city for- gyms, restaurants, healthy food stores

Affordable Housing

Affordable housing

Affordable housing

Affordable housing

Affordable housing for low income Senior citizens

Affordable housing, especially for seniors who lived& worked here there whole lives

Amount of growth in such little time

Attracting more businesses

Auto theft. We moved here to get away from crime and had one of our vehicles stolen after just 3 months living here.

Bad policing

Because Brighton is growing so much and so fast, you can now feel the congestion more of people throughout the city and cars on the roads, especially at the entrance and exit ramps for I-76 and Bromley intersection.

Better curb appeal in the downtown areas

Bringing amenities to town

Building/overgrowth/water issues

Car traffic on bridge street

City council should get more public input before making decisions.

City council that much of the community has no faith in. The way that Brighton makes it so incredibly difficult for small businesses to stay in business.

City government

City not keep up with fast growing communities

City spending

Clean water

Cleaner water

Community

Competing with other larger nearby cities to gain new industry, jobs and residents

Conservative cheap community unwilling to fund community resources like schools

Construction

Homelessness

Construction..... constantly!!!

Constructionon and high utility prices

Cost

Cost

Cost of housing being too high.

Cost of living

Cost of living

Cost of living, affordable housing

Cost of property taxes

- Cost of utilities - water and electric - as well as the cost of housing, is way too high.
- Cost of utilities and water, crime; I understand this is due primarily to our state governance
- Cost of water utilities.
- Creating more third spaces in the area.
- Crime
- Crime and homelessness.
- Crime and infrastructure
- Crime and lack of public transportation.
- Crime racing
- Crime, aggressive drivers
- Crime, drugs
- Crime, overcrowded city, not enough stores. Brighton is building too many houses and can't hold so many residents
- Crime, racism, and the terribly tasting water.
- Crime, safety in the streets. My street constantly hears about shootings.
- Crime, too much crime for a small community. Lack of good and diverse restaurants
- Crime, traffic
- Crime. As everywhere.
- Crime; I feel the Brighton Police Department are not aggressive enough in enforcing criminal activity.
- Crowding, water availability and clarity, fracking.
- Cycle infrastructure
- Dated buildings and water issues (drinking water/hard water)
- Development
- District 7 taxes
- Don't have one currently
- Don't know
- Downtown improvements, e.g., more diverse shopping, entertainment and parking and improved public school quality
- Downtown is boring.
- Drug addicted homeless people
- Drugs and Theft
- Drugs homeless house prices
- Drugs, crime, and the water supply is terrible (non potable water) has too much bleach or whatever they put on it
- Economic development. One thing that is super frustrating is going downtown Brighton and seeing such a disheveled business front. We have some businesses here in town that have broken windows and weeds growing out of their door frames.
- Education
- Education
- Encouraging and managing growth, both commercial and residential.
- Excessive traffic on highway 85.



Expanding too much. Disappearing open space.

Expansion

Failure to plan and upkeep roads with rapid growth

Family/youth entertainment

Figuring out how to expand housing and amenities to accommodate more people while having the tax density to expand and maintain the infrastructure.

First impression is important and Brighton looks trashy

Folks need to support our schools, with less fussing about it.

For me, variety of interesting things. I hate chain restaurants and while I love Mexican food, 19 is a lot and there just isn't variety in other areas, and none of the shops tend to stay open-why can't we get interesting places here and why does everything close? I'd love to see a thriving downtown with adequate parking and interesting restaurants like in Louisville or Lafayette. Ours is kinda sad,

Future growth and community

Future proofing

Getting overgrown and crowded

Getting the railroad out of the city

Ghetto

Good representation in our community by leaders who have credibility and integrity to make good choices for the people and the entire community.

Government over reach, corruption, over expansion, over taxing, over charging. We can't sustain ourselves with such ridiculous restrictions and over reach. Let's shut down a business by redesigning a road to tank him then put a gas station in its place that gets you more tax money. Horrible.

Graffiti and litter in the parks.

Growing to meet demands

Growing too fast

Growing too fast and losing small town charm

Growing too quickly

Growing too rapidly and Schools declining

Growing way too fast and it is trying to become the suburbs of Denver instead of the small farm town.

Growth

Growth & traffic

Growth AND water usage

Growth and affordability

Growth and anticipated growth.

Growth and property tax

Growth and to lack of infrastructure

Growth and traffic

Growth outpacing resources.

Growth! What I like about Brighton will be destroyed by the booming growth. Not keeping up with infrastructure.

Growth, Water quality

Growth, the city is growing a lot and infrastructure needs to grow with it.

Growth, traffic and crime! Taxes as well

Growth- too many people too fast without proper planning

Handling the issues associated with expansion.

Hard water

High cost of living

High costs

High property tax

High taxes, illegal voting

Homeless and drug use

Homeless encroaching

Homeless people not having a place to stay when it's freezing outside. Drug issue also

Homeless people problem! It's bad!

Homeless population-they need to have shelter-ideally affordable housing over any sort of homeless camp. Whether it's a community of tiny homes or some apartments, they should have a safe, affordable place to live with access to food and either part or full time employment

Homelessness

Homelessness and the underwhelming downtown area.

Homelessness, or rental needs to prevent homelessness

Homelessness, panhandling

Hopefully with new council, we won't have made up issues

Housing pricing, taxes

How to control growth, serve residents, and address the lack of non-Mexican restaurants.

How to not over grow the town of Brighton.

I do not know

I do not know

I don't have any issues

I don't see any issues till now.

I haven't lived here long enough to know

I see homelessness on the rise. Traffic congestion, and just plain dirty . Local businesses seem to have no pride in their lots

I think the issues we are facing is car crashes and accidents

I think there is a contrast between the centre of Brighton, where there is insecurity and there is not much development. The streets have few ilines and to leave Brighton crossings the traffic is .

I would like to see further development of Brighton. More foods that aren't large chains, gyms, kids spaces etc.

I would like to see more police doing traffic inform enforcement

I would say drug related

I would say the cleaning up and relocating the homeless.

I'm hoping more restaurants come here.

I'm not informed enough about it.

I've only lived here a year, but I would like resolve to the water hardness and need to be filtered.

Identity

Improvements to the downtown area

Improving the infrastructure and services of the city.

Increase in taxes for property owners with an increase of homelessness.

Increasing violence

Influx of illegal aliens and all the problems that comes with it.

Influx of people

Infrastructure

Infrastructure and homelessness. Some parts of Brighton are starting to show its age in a bad way.

Infrastructure and roads not keeping up with expansion

Infrastructure and taxes are too high

Infrastructure for new housing

Infrastructure specifically road and traffic issues

Infrastructure, becoming more open to viewing the future instead of clinging to the past. This is not a farm town anymore

Infrastructure.

Lack of proper roads around new construction areas

Build the roads to support the amount of cars coming in.

Need light rail service.

Intelligent growth

It seems the crime has gotten worse over the years. Even the small crimes like car break ins and theft. Lots of drug busts that I see posted from the Police Department

Jobs

Jobs and affordable housing

Keeping Brighton businesses in business. Landlords downtown are greedy.

Keeping infrastructure up with population growth and controlling population growth such that it does not significantly affect our agricultural heritage.

Keeping the farm town feel with the expansion of the town made city

Keeping things affordable for the next generation

Keeping up with the growth. Having a downtown

Lack of affordable housing, especially houses that allow aging in place. The homes built in the last 10 years are large and virtually all have only bedrooms up stairs. There seems to be no regulations demanding builders to consider the long-term needs of residents. This, along with the high costs of homes, is pushing people out of Brighton once they are empty-nesters or have retired.

Lack of and/or quality of infrastructure. With rapid expansion in past 5 years, City has failed to ensure intersections, roads are safe. This coincides with lack of sidewalks. Example is Bromley Park Neighborhood. This could be walkable to County Court house but due to lack of sidewalks on N Frontage Road and North side of E Bromley Ln, it is unsafe to walk.

Lack of commerce, recreation, and entertainment. Brighton is a very boring place to live in. The quietness comes with cons.

Lack of diversity. Public transportation. Affordability.

Lack of enforcement of city ordinances regarding noise, open burning and traffic.

Lack of good public education

Lack of growth

Lack of infrastructure (roads, street lights) to support the growth in the city.

Lack of infrastructure for continued growth

Lack of restaurants, lack of healthy, grocery stores for example Sprouts or Whole Foods. Most important is lack of entertainment example newer AMC theater, Dave & Buster's, Top Golf. With all the new homes coming up in East Brighton there really needs to be new facilities, better infrastructure to increase quality of life. West side of Brighton. (a.k.a. old Brighton) looks like a permanent snapshot of 1985.

Lack of strong leadership and the "good ole boy" government

Lack of trails, sidewalks, parks

-Lack of trendy restaurants or places to gather

-needs updates

Lacking road expansion to accommodate growth

Large amount of new residents due to new developments

Lately, we hear more s about crime.

It is

You see people are more aggressive.

The cost of living

Law enforcement is poor, targets younger people. PIF fees need to end.

Need an on/off ramp at I-76 and Bridge St.

Limited entertainment and community events

Long construction projects, seems to be resolved now. Lack of neighborhood pride, code enforcement example is people park cars all over their property/yard and run down property and fences

Lucking what I have said before, plants and trees are vital for survival and good environment. Children should have voluntary activities to do so, prisoners, clean out the place for garbage and use plastic in better use, trash and cans should be free for disposal of plastic. Use it wisely in something that can benefit and not buried under ground what is not necessary.

Make it less liberal and more towards the roots this community was built on.

Making sure crime stays low

Making sure infrastructure keeps pace with growth.

Making the city more family friendly and keeping people in Brighton instead of going to Denver or other cities for better entertainment and restaurants.

Managing growth

Managing growth. Some forethought into what businesses and infrastructure we put into place. Do we need another storage unit or auto supply shop or tire shop in town? Probably not. Having a bike friendly and pedestrian friendly infrastructure raises property values for everyone.

Managing increased traffic via better roads.

Metropolitan spread too fast growth

Misguided youth. Increasing homelessness.

Money

More businesses.. shopping and restaurants.

More open space

Mosquitoes

N/a

Need a bigger rec center

Need a new high school in east Brighton

Needs a street light on 4th and Egbert

Needs a traffic lights 50th and baseline ave

New business tax incentives

No drain on my street [REDACTED] so the road is icy all winter! The TRAINS! Need an overpass or underpass at 168th

Not enough city workers to keep this town running in good shape and the roads are not very well maintained

Not enough food places

Not enough kid activities, the cost of the water bill

Not enough middle and high schools with all thew housing in our town. We need newer middle & high schools.

Not having traffic lights at some intersections No planning on what is being developed in new areas Too many car shops and banks and dental offices

Not many things for the youth to do

Not sure

Not sure, maybe added number of police officers and parks. I'd like to see more connected bike or walking trails. I use them almost daily.

Nothing to do, few dive bars iv rarely gone too, old bowling alley iv never been too, movie theater few times, axe throwing never been too,



small water park in summer never used, Barr lake for month of the year, needs something that can bring people to spend money say at prairie center.

Nowhere to shop/do things

OVER TAXATION so people cannot afford to buy their own home.

OVERCROWDING. Understaffed emergency service because of overcrowding

Old infrastructure, can get dirty towards downtown Brighton. SCHOOLS is #1 though.

Options of good food and we could use a costco or sams.

Out of control spending

Outgrowing Infrastructure

Over building. High density housing taking over farm land.

Over crowded and raising taxes

Over crowding

Over crowding and crime, traffic

Over development - too many homes, apartments, etc. for the current roadways, highways and too many for the amount of water available.

Over development and rising taxes

Over development without appropriate infrastructure and developers stealing property by eminent domain

Over development, fentanyl use in public restrooms, homelessness, crime, car jackings.

Over population

Over-development.

Overbuilding of homes. It shows that the City doesn't care about quality of life for people currently here, they just care about \$\$\$ from more homes being built

Overcrowded streets Need widening of roads

Overcrowding & constant construction. Too many apartments complexes.

Overcrowding, and crime. There seems to be no limit on approvals for more houses and more apartments. This just means overcrowding, more crime, and higher taxes.

Overcrowding, traffic, construction.

Overcrowding.

Overgrown, too many apartments and small houses being built

Overgrowth; crime; poor council leadership

Overlapping road construction projects make getting around town a PITA

Overpopulation

Overpopulation without access to activities or variety

Overpopulation without enough resources and some roads especially on the east end of town over crowded and in poor condition.

People running red lights

People speeding down Miller Ave and running the stop signs. We need a speed bump on Miller Ave and cedar Ave.

Petty crime and covenants thinking they run the world

Politics

Poor education

Poor vision for community and growth

Poor water quality

Population growth

Population growth. Needing more infrastructure

Population increase

Potholes

Poverty

Preventing higher property taxes
Price of water and utilities.
Property Taxes are getting out of control
Property taxes
Property taxes. So many houses are for sale here as people are priced out of their homes to do increasing costs of living.
Public safety
Quality of residents.
Railroad crossings, lack of quality local restaurants, lack of connecting bike pats
Rapid growth but slower infrastructure.
Re-gentrification to attract new businesses and a new consumer base
Residential expansion. We do not need more people or more housing.
Responsible growth-we need to grow but we need to ensure roads and other infrastructure keep pace with this growth
Revitalizing the downtown and making Brighton a place full of local bars, restaurants, and shopping. Too many fast food chains make this seem like a less desirable suburb compared to Erie and Lafayette, and Thornton.
Rezoning and urban sprawl (preserving open spaces and rural areas)
Road condishions
Road construction streets always shut down traffic and housing
Roads
Roads and crime.
Roads and traffic
Roads and traffic control
Roads,
Safety
Safety
Safety. Quality of business.
School supports, City development, community events that bring people from other cities
School system
School, business
Schools
Senior rental prices
Size
Small business growth. I see a lot of large box stores and franchises but small businesses don't have the same supporting infrastructure for them to grow.
Smart expansion. Better planing to weave residential and commercial and not just giant developments.
Speeding
Speeding through side streets like 50th and 60th
Street conditions and street lights
Taxes
Taxes
Taxes on homes
We are moving to Tennessee partly because we can't afford the Brighton taxes on our home
Taxes with not much to show for it. City council that does what they think is right even if the people don't
Taxes, metro tax is ridiculous and property taxes are a lie. They over value the homes, it's getting to expense here if you own your home.
Taxes. Adams County and the city of Brighton have ridiculously high taxes that people can't afford to pay. I know people who shop elsewhere because of this.
Teen mischief and disrespect



The amount of new houses verses the amount of stores and difficulty getting out of brighton.

The city and county keep increasing our taxes and over inflating our home valuations to get more taxes

The cost of services

The drugs are all over and kids are getting their hands on them and taking weapons and drugs to the schools. Even the middle schoolers are getting their hands on vapes and marijuana. It's really stressful. Lots of peer pressuring going on at the schools and bullying. The schools really suck in Brighton.

The exit at bromley from I76

The homelessness on main street

The impact of local MAGA politicians, especially Gabe Evans. Republicans are destroying democracy and everything that makes our community great.

The increase in expenses

The lack of continuity of projects when the city council turns over.

The focus on rules of order instead of getting things done.

The mayor needs to be taken out of brighton

The most important issue facing Brighton today is were the Cost Rate is too High!! For the Younger folks or Generation in this community to take action to live in a stable environment and society and jobs to improve today!

The most pressing issues facing Brighton today center on infrastructure connectivity and the need for diverse, quality economic development, especially on the east side of the city.

First, transportation needs are critical. There is a distinct lack of accessible public transit options, specifically connecting residents on the east side to major regional hubs. Improved service to both the Denver International Airport and the existing train lines is essential for commuter access and for integrating the community more fully into the greater Denver metro area.

Second, there is a clear demand for more thoughtful business and retail development. The community is eager to see businesses built here that go beyond typical fast-food establishments. We strongly advocate for the recruitment of diverse, quality stores and services that enhance the local economy and residents' quality of life.

Finally, the eastern side of Brighton is currently underserved by essential retail. While options like King Soopers and Target exist, it would be greatly beneficial for residents to have a wider variety of grocery and shopping outlets. The desire for specific retailers, such as Costco and Trader Joe's, alongside a more diverse selection of full-service restaurants, is high. Addressing these gaps and improving the overall connectivity between the West and East sides of Brighton is crucial for fostering a unified, complete, and thriving community.

The noise pollution from the trains.

The economic status in Brighton is greatly hindered by the noise of the trains running through downtown. My neighborhood. I am sure many restaurants would like the train noise to cease. I see many homes for rent and for sale along 1st, 2nd, 3rd, and 4th avenues. Repeatedly.

LOUISVILLE COLRADO had the same issues with their downtown area and they got rid of the train noise. Now, they have a THRIVING downtown area and more apartment homes being built.

The quality of Childhood education

The repair streets that do not dry them well and lately many people wandering

The ridiculous amount of unorganized construction going on that seriously affects traffic.

The roads

The roads

The roads are absolutely horrendous. Actually that's the case in Colorado.

The roads are terrible! Pot holes everywhere

The tax cost is not worth the level of the schools, roads or the city amenities/condition

The town is growing too much and way too fast

The town looks unkept; trashy, roads, need more restaurants.

The transient population

The water quality and quality dining.

There appears to be more homeless and drug activity lately.

There is a lack of wellness and fitness facilities in Brighton. Additionally, as someone with no children, HOA prices are pretty high in newer areas and we fear taxes/auto insurance rates and prices sky rocketing the way Denver has.

There is not enough business n the weeds n people are not taking care of there yards n roads are a mess

There is not enough things to do, places to eat, or anything that draws people to get together and invest in the community economy

There isn't enough grocery stores to serve all the new population.

There's no good restaurants or shops keeping people in the city. I have to leave the city to go to Costco, Whole Foods, to eat at good restaurants that aren't fast food chains. All the local restaurants are just while in the wall Mexican places. There's also not many big employers in the city.

To have honest people in charge of the cities curriculum. To stop all or most of the car theft stopped!

To much growth! You are ruining the small town feel.

Too many eateries that are similar to one another.

Not any cafes.

Too many houses

Too many housing editions being built, not enough resources or infrastructure.

Too many new homes and too much traffic

Too many residents, roadways, water

Too much building, too much growth

Too much growth

Too much growth causing loss of small businesses and lower quality and enjoyment of living in a smaller town/city.

Too much home building

Too rapid growth/expansion

Too small roads/# of lanes handling higher number of people that live here - trying to get out of our neighborhoods to work/getting on I-76 from Bridge and also 85 is too congested/too few lanes to handle. Also - internet/cell service is poor - again, d/t high volume of new homes/families: can't keep up w growth.

Traffic

Traffic and crime

Traffic caused by road work.

Traffic control. I live off of [REDACTED] and the amount of speeding cars is HUGE. The concrete sidewalk at 50th & Mt Massive is falling apart. I've reported this numerous times with no response that my input has been received or that it will be fixed. The crosswalks need to repainted. I've almost been hit crossing the roads and crosswalks because drivers don't honor pedestrians in sidewalks. 50th Boulevard and Southern are like raceways. It's scary to walk near these road anymore because people don't drive 35.

Train blocking roads and no way to get around it

Transportation need the RTD train to come this far north

Trump's policies, insurance premiums, federal policies

Unable to support residents with current infrastructure (business, etc)

Unaffordable rents, too densely packed with cookie cutter over proced housing, water quality(PFAS levels are well beyond acceptable limits), schools(fheir funding and focus)

Uncontrolled growth & traffic

Underutilized Main Street, lack of retail and dining options.

Unsure

Unsure

Urban sprawl. Too many apartment complexes being built.

Utility rates

Variety of businesses.

Very high incomes

Water

Water

Water

Water

Water

Water

Water and how our farms are disappearing

Water hardness as it destroys the house

Water is horrible

Water prices are high again. It also appears that there is more crime in town, but I live out by the interstate, so I don't really see that where I live.

Water quality

Water quality

Water quality

Water quality

Water scarcity and lack of quality workout centers. Lack of healthy dining options

Water that smells like chlorine

Water, Growth - Duh.. Lol

Water, light rail access, quality of schools

Water.

Water. We are told that there is a shortage of water, but more buildings keep going up, apartment bldgs and homes. Where is the water going to come from for all those people?

We have too many tire shops and banks and not enough independent businesses

We need more hang out places

We need more outside seating restaurants that are not chain. New and different.

We need to attract and support diverse businesses downtown to make it a real city center. I feel Brighton lacks an identity

We need to have more funding available for roads and sidewalks. Traffic is getting heavier with more schools and homes going in, there is an increase in traffic.

Where we get the water for future projects and the high cost of water and the "fees" added to the bills

Would like to see more community around local businesses and activities like biking and walking trails.

Zoning

construction

cost

crime

crime, drugs, homelessness, growth at too rapid of a rate.

economy

edits on I76. There should be an exit at Bridge street to help with the large amount of people who live up this way. everyone takes Bromley which causes a regular back up on the ramp and 3 way stop. this area should be reviewed for changes.

growing to fast

growth and infrastructure

growth of the city

homelessness and huge growth rates making it too big too fast



overdevelopment of housing that the average person can't afford.

rapid growth and how this is affecting the resources/city services.

roads not being updated or widened for all the traffic and cars

safety, congestion

taxes forcing people to move out of Brighton and adams county

too much growth and cost of living

traffic

traffic



oe_future_yes. Why do you think this issue will continue to be the most important issue in the next 3-5 years? (n=328)

100 years ago streets were not planed for the voulume cars

27j is known for being lacking in the way of quality schools and teachers

Affordability for living cost is an ongoing necessity, keep our communities from having homeless

Affordable, well planned housing, and the infrastructure necessary to maintain existing and new development

Aging population

All Negibors complained the same thing

Amount of businesses opening is minimal

As more and more people move here, the infrastructure is not in place to support the growth and development that is happening and will continue to happen. I don't think the people in charge of development in Brighton know what they are doing. They are focused on money, not keeping Brighton a good place to continue to live and raise families.

Attracting new businesses and visitors will add to the city's economy and help grow a culture that can be rich and fulfilling, but will still offer the feeling of a small and proud community.

Based upon the issue being present now and not resolved yet.

Bcz the roads are terrible now

Because Brighton doesn't seem to think that these issues are important

Because Brighton is expanding

Because Brighton is growing and we need to keep up with the growth and traffic

Because Downtown Brighton economy will become stagnant and attract a lower status of population. Because people driving down Hiway 85, which connects the USA northern border and the USA southern border, will just continue to blow by without even looking, because it shows that we don't care about our town.

Money making people will not move here for the train noise alone. We could have the best of everything and nobody will want to live here for Health reasons and the pain of just standing outside during the whistles.

Poor sleep, can't open windows, woken up at 4 am EVERY Sunday. Trains that are leaving the Brighton area blow their whistles two long, one short, one long for each RR crossing. There are 4 crossings between Longspeak and Bromely Ave, our downtown.

Because I don't think anything significant will change in the next 3 to 5 years

Because I don't think the city has enough Police Officers for the size of this community.

Because I have been here for over 6 years and still unable to drink or cook with this water, I have to go out and buy water from somewhere else. I pay over 100 dollars for water in a month.

Because I want better access to cross 85 by bike from 144th, currently sucks badly to do. I don't like driving to the trailhead but it's the only safe option.

Because a lot of economic investment is requiredoo

Because city council and city planning commission do whatever they want and refuse to do what the voters want

Because city government doesn't care about the citizens they only care about increasing tax revenues

Because current officials are doing nothing to fix the issues in this town instead bringing in business like goodwill. These types of business attracts certain types of people

Because drugs are always around and now they are getting into kids hands, it's only going to get worse. There are kids all over smoking vapes. I see kids all the time walking home after school while I'm waiting to pick up my kids at the middle school and the high school smoking all the time and fighting.

Because even if every resident that takes this survey says the overbuilding of homes is destroying this city, they will not care and will continue to overbuild homes

Because even though Brighton is still considered small, Adams county is the most expensive in the entire state

Because every piece of open land is being developed on with no signs of slowing down. Open areas, parks, and natural areas would be preferred over cramming in housing and a rising population.

Because growth is not being managed properly to correlate with our water supply.

- Because if we get it wrong, it will suck to live here. but if we get it right, it will continue to be a nice place to live
- Because infrastructure and roads in Brighton are not built for this many people and the issue is not being addressed fast enough.
- Because it continues to see more & more growth.
- Because it has been so poorly managed to date and the state political leadership is turning a blind eye to what is the state's most important issues in favor of priorities that impact the very few.
- Because it hasn't changed for the last 6 years since I moved to Brighton.
- Because it hasn't improved since I've lived in Brighton for the past 5 years.
- Because it is inevitable. We are the only direction remaining for Denver to grow in.
- Because it is still growing. There didn't used to be a rush hour.
- Because it keeps rising
- Because it's going to get worse and the economy won't get better. Families are struggling now and relief is hard to find.
- Because leadership sucks
- Because liberals run Brighton
- Because my property tax has gone up every year for the past 5 years. I pay \$800 a month more than 5 years ago and haven't done anything to my property.
- Because no one is talking about a new high school
- Because nothing has been done about in the LAST 3-5 yrs
- Because nothing is being done to accommodate the growth. The traffic is terrible and we don't have enough stores to support all of the new growth. It keeps growing and nothing has changed to support the growth.
- Because of inflation and very little financial help for seniors. Very difficult to get on section 8....it should be only by application NOT LOTTERY
- Because of that doesn't change over night.
- Because of the changes that are coming with increased traffic on 2 lane roads; the water quality due to all of the fracking and creating new noise ordinances for commercial semis driving past homes and using their jack breaks to stop.
- Because of the growing amount of housing and need of water
- Because of the growth
- Because of the metropolitan sprawl and the availability of land
- Because our city and state government encourage it.
- Because people don't stop developing and continue building apartments and homes cramming in as much as possible into a small area
- Because people want to drive fast
- Because taxes never go down. It's an easily forced form of revenue that looks like a bottomless pit to developers and politicians.
- Because the city and county officials don't see it as a problem but a great way to take out money
- Because the city government does not listen to the will of the people
- Because the city is run by folks that don't seem to "get it", that the residence DON'T WANT MORE REGULATION AND TAXES AND FEES. The city needs to live within their budget and start cutting their budget. That may take some time to accomplish, although it really shouldn't. How hard is it to just say no to spending for the sake of a healthy economy?
- Because the city is so focused on developing new communities and will continue to be over populated. Additional resources will be needed including schooling, and that will keep taxes steadily increasing.
- Because the city will continue to grow as long as the bigger cities remain at unattainable prices
- Because the water offered by Brighton has too many chemicals
- Because there is newer generation and older generation need a stable place to build there livelihood to bring new people and experience to the community to help them and support them with in 3 to 5 years! For sure!
- Because they won't stop building and expanding this way
- Because this problem has already been n year and there have been more serious problems and insecurity continues to rise
- Because water prices keep climbing
- Because we don't attract interesting and unique businesses, I guess? And the ones that are here don't seem to stick around.



Because we don't have enough Police Officers

Because we had reported to the police about a house in our block that is distributing drugs and we had an increase on walkers in our block going to that house, and way more stolen items from our back yard in the last 2 years and the police is not doing anything

Because we have a ton of new folks moving into Brighton and not enough space in the current schools we have. Our Middle and high schools don't have room for all the students. Some facilities are old and dated and don't show well, for the area we are trying to build up.

Because we need to focus on other more important issues such as affordable housing, cleaner streets and more attracting shopping centers. The area where Big Lots used to be needs a face and cleaned up. Not an attractive view off the highway.

Because your taxing people out of their homes. We cannot afford to live here.

Being more diverse and friendly to all

Better schools need to be developed

Brighton City Council hasn't shown me anything to convince me that there is any movement to help small businesses anytime soon.

Brighton continues to expand and add more housing.

Brighton is building homes and businesses more and more in east Brighton. Traffic control accompanies new subdivisions which are being built right now. Please get more police dispatched to monitor 50th. It's just not pleasant seeing cars speed and hearing cars racing on this boulevard. Something bad is going to happen because there are no street lights on this road between Bridge and Frontage Road. DO SOMETHING!

Brighton is expanding so fast that developers seem to not take into account the town they are developing. Very concerning.

Brighton is exploding with new large businesses and developments being approved with no consideration for why people moved here

Brighton is growing and crime comes with growth.

Brighton is growing too fast.

Brighton is growing, so need to expand roads, add utilities, build houses and apartments

Brighton leadership and the direction they are taking the city. Lack of properly anticipating residents needs and wants

Brighton never addresses issues.

Look at the water bills.

Building home, changes for infrastructure, facilities and maintenance.

Can't be fixed. Ever.

Cause as a growing city so do the problems and it doesn't seem like the police do as much to stop it.

City Council doesn't seem to see the need to slow down development and several projects are in the works. We'll end up just like Thornton, Westminster, etc. with horrible traffic, more water restrictions, etc.

City continues to issue building permits

City council is slow on moving

City council is too self-interested.

Colorado has very high taxes and it seems that Adams county has some of the highest. The new aspect of metro districts to bring in more revenue for the city is not working.

Colorado keeps growing. The more people the more problems.

Continue to grow more improvement needed for schools

Continued growth will cause traffic issues to get worse

Continued growth, fast residential development

Continuous building

Corruption

Cost of living keeps going up.

Crime

Current elected leader policies I.E lack police department and code enforcement funding.

Current leadership and policy are out of touch with the needs and wants of their community

Danger

Disturbing natural space and wild life as well as well invading privacy

Diversity

Does not seem to be thought out for growth

Doesn't seem to be slowing down

Drivers don't observe the speed limits

Due to rapid growth

Economic inequality

Economical pressures from societal influences

Everything

First of all - poor government leadership. There is too much emphasis on Prairie Center and the corporate box stores. Historic downtown continues to degrade and small businesses are not supported by the city for growth and safety

From what i understand they have had budget issues and difficulty retaining teachers

Future development and raising property taxes

Getting crowded so many hones

Greed

Growth

Growth

Growth and affordability

Growth and increased traffic on former country road

Growth emphasis being prioritized over improving existing infrastructure

Growth hasn't slowed much and we are one of the closest and less expensive home growth areas still within easy driving to Denver.

Growth in the area takes away from a small town feel

Growth is exploding around here. Every vacant corner and field are being developed on with hundreds and hundreds of homes. And it is not slowing down. Where is all the water coming from for all these new residents coming in? Traffic is getting horrible. We have lived here for 18 years, and it's the worst it's ever been. Too much growth and too many people moving out here! If this continues, it's going to make this town horrible to live in. No more small town Brighton for sure!

Hard to change a downtown area from boring to a more beautiful, walkable, authentic restaurant atmosphere in just 3-5 years.

Has been an issue for the last few years and has only intensified over time. Schools have worsened-ranked poorly compared to many other CO schools for example

Hasn't changed in the last couple years

Having good representation that makes decisions for all people in Brighton is important.

High rate of growth

Hire better people

History of rates and the need for water

Homes will continue to be built up

Housing and schools will keep getting built and there isn't a plan to address this.

Housing development without necessary infrastructure

Housing in Colorado is so large and people are still going to have kids and population will continue to grow

I don't see anything being done to help the issue.

I don't see it stopping

I don't see less people trying to move here.

I don't see progress in fixing the roads. We pay a lot in taxes and the roads are not being fixed or they are patched and not the best.

I don't think it will go the other way with people leaving. Keeping up with growth and infrastructure

I don't think the city leaders understand the need, slow to act

I have seen kids going to the park and getting off the school bus almost hit. It's an accident waiting to happen. At least 10 cars a day run that stop sign.

I haven't seen an otherwise indication.

I haven't seen any plans to build additional workout centers or provide healthy dining options. The only things being built are unhealthy fast food places.

I only see Brighton continuing to grow as Colorado attracts more people.

I see continuing building of homes with no new schools. Low income housing being planned in upscale neighborhoods. Plans to widen CO 2 that impact current properties

I think it will always be an issue, I feel the population as a whole is hesitant to vote for financial support for the things noises for quality lifestyle. Also a failure to support independent businesses.

I think it will be an issue because it doesn't seem like anybody is doing anything about it.

I think it will continue to be the most important issue because homelessness never really goes away and it seems like the construction will never end.

I would actually like to change my answer to also include property taxes.

I think this is a continuous issue because it greatly impacts the affordability of the city

I'm not sure there are plans to improve the water quality.

I've been here since 2004. The growth has ebbed & flowed with the economy, but it's been consistent in the long term. I'm no expert, but I believe it's going to continue. I think the growth has improved the quality of life here and it should be encouraged and managed.

I've lived here for six years and have already seen a huge population increase. My property taxes have increased substantially

Increasing town population

Infrastructure

Infrastructure is not keeping pace with demand

Infrastructure.

It

It NEVER stops!!! And the roads are still some of the worst in the metro area!!!

It appears that the city can't keep up with traffic, downtown is a never ending cycle of small businesses coming and going.

It has been an important issue the last several years with little change

It hasn't gotten any better in the last ten years

It impacts so much of our lives

It is still kinda cheaper to live here, but I have lived here for 25 years and it just blows my mind the growth. The brand new gas station at 85 and 168, never thought we would be having big rigs parking coming on and off the highway, argh.

It is unsure if the water quality will be better.

It keeps rising, almost forcing some of us to leave!

It requires a lot of money to keep infrastructure up to date. I do think Brighton is working on projects and improving the image. Project like the one that is taking place at the Junction of highway 85 and Bromley. The renovation of fourth street and bromley. These are both great things and I hope this continues to be a main point of investment. I feel Brighton image is starting to look poor. If we don't continue to invest in these things I feel Brighton will fall behind.

It seems those in office are blind to most residents' desires; they only listen to the few who cry the loudest.

It takes time to develop

It takes time to make changes

It will continue until we fix the issue and crack down on the drugs out there and the people who are selling them

It will only get worse

It will take time to build railroad overpasses and underpasses, time for quality restaurants to be established, time to build interconnecting bike paths

It's so far behind that even with the growth slowing it will take a long time to catch up

It's the only thing I see lacking here

Justice system is entirely too lenient.

Lack of new affordable homes being built

Lack of second rec facilities.

Lack of supply preparations.

Lack of vision from leadership. We need progressive leaders who care about the city.

Liberal ideology ruins everywhere it shows up.

Life is expensive and federal government is horrific

Like Thornton and Northglenn, Brighton is already falling victim to conservative narratives pushing for expansion thinking the dollars will flow in to offset poorly run cuts government. The lack of planning for enough water for residents or more useful resources that could benefit the residents, the almighty dollar consumes the current conservatives that run Brighton

Limited Resources & government cuts really worry me!

Limited entertainment and community events

Major change seems slow here in Brighton. Seem like small changes that most people don't see are the target.

Making more homes, but not more water

Many people are moving to Brighton because of cheaper houses and less congested then Denver.

Methadone brought the problem in

More and more people are moving away which leaves the area depressed.

More people more issues

More people, lesser ability to handle that.

More people, more growth

Multiple subdivisions bringing in thousands of people and infrastructure not ready

NIMBYism

Need to develop this to attract more higher income residents to increase tax revenue to better fund the city and schools

New business development has been slow and what development has happened has been chain restaurants and activities. And coffee shops.

New homes will bring more people and more traffic.

No

No comment

No roads to get around the train. Need an overpass or underpass and that will take years to put into place

Not enough creation of jobs

Not enough focus on bringing new businesses to downtown

Not enough money is being devoted to educating and training our children

Not enough policemen

Nothing being done about it

Nothing is being done to combat crime and it has gotten worse with increased development.

Nothing is being done to combat speeding on side streets

Nothing seems to change

People want to have resources to enrich their lives

People want to leave the cities and move to the suburbs for the small town atmosphere. Unfortunately the criminals come too

Perhaps will be made worse by the growth of the city

Political trajectory

Population growth is ongoing

Population is leaving the city but needs to live nearby.

Price is hurting senior citizens.

Priorities do not line up

Probably that and crime

Property taxes

Property taxes, the city wants to grow so will the taxes. All in favor of the builders and land developers.

Quality of schools needs to be improved to attract businesses.

Rapid growth and increased housing construction: Increase in population taxes water supply, increases traffic congestion, overcrowding schools.

Rapidly declining country in general. In every aspect.

Redundant

Residents have few options for smaller, affordable, stand alone homes. The lack of appropriate housing options for residents 50+ make take a decade to correct.

Retaining the charm and small town ideals and perks.. not turning into Thornton

Rising costs and we are on fixed income

Roadways and water

Run out of space and resources, too big of a city

Same

Seems like no one is going around checking on things and stopping it

Since we've lived here, our vehicles have been broken into numerous times, there's clear crime happening in the area with little retribution, and it hasn't improved at all in the 5+ years we've been residents

Slow growth in this area, lack of funding and resources

State influence over green power and non-supportive infrastructure

Still have school union in 3-5 years

Sustaining and increasing growth, modernization of older buildings downtown

Take time to get progress while planning will take a lot of work and time as well

Taxes are too high. Property and sales.

Taxes never decrease

The Denver area will push growth here so handling it responsibly will determine if we maintain the quality of life we enjoy

The State won't correct the influx illegal immigration in the state, and Brighton government won't challenge the problem!

The amount of new houses and apartments still being built.

The amount of people that are

Moving in, the amount of apartments being built and homes. I see more small homes than regular lot sizes. Lots are small 5,000 compared to like 7 -10 sq. ft.

The answer is always no money; will only get worse.

The area is continuing to grow without regard to increasing traffic patterns and overall increase in population will have different needs

The attractive environment

The city is continuing to grow

The city is expanding rapidly, roads need improvement.

The city lacks fiscal responsibility

The community needs to bring people together and this is an opportunity to support locally a being in money.

The damage that has been done at the federal level to our institutions and, by extension, our state and local government systems is going to take a generation or more to undo.

The economy is in trouble. Costs for everything continue to rise, and paychecks can't keep up. I'm worried about getting priced out of the community.

The homeless issue has progressively worsened, not just in Brighton, but regionally and nationally.

The issues are timeless, and cities that manage to be thoughtful in these decisions are the most desirable. Never in a million years would I have thought the Erie, Colorado would be a desirable place to live, but their city planners have absolutely killed it.

The more things change, the more they stay the same.

The number of new developments/neighborhood and housing going up is far outpacing the community development

The public school system is underfunded and teachers are not given power, authority and support to do their jobs effectively

The same I hope



The town is already too large, and actions like part of the Palazzi farm getting eminent domained show how eager city leadership is to continue down the growth path

The water bills have been an issue for a while now, so I'm not sure when or the prices will go down. I know there is a new water treatment plant under construction, so hopefully the water quality and prices will improve once it's online. The crime I believe will continue to be a problem due to growth. More crime seems to come with larger populations.

There are no signs of significant positive changes in that area. Honestly looks like that is the area where the issues are pushed towards and away from the new corporate areas.

There are people that are robbing n stealing from different businesses

There are too many new houses and apartments.

There doesn't seem to be anything done about it but a steady increase in the past 6 years.

There is no one in local government regulating what is happening and our politicians don't care. They are in it for what's good for them.

There is no resolution for the water source yet, fracking is everywhere now.

There is nothing and are around Brighton ready to serve you and family other than the movie theater and some summer things

There is nothing that can be done. They reside here legally despite being sex offenders, drug addicts, drug dealers, etc.

There will always be demand for housing and Brighton is certainly a place that people are moving to.

There's a lot of open space that appears to be earmarked for development. Other communities closer to Denver are already at maximum capacity.

There's a lot. It's not necessarily safe in west Brighton.

There's no change especially on the north side

These challenges specifically the lack of adequate public transportation, the need for diverse retail options, and the critical shortage of grocery access on the East Side address the most fundamental, basic needs of Brighton residents, making them basic essentials for a healthy and thriving community. Therefore, they are likely to remain the most important issues over the next three to five years. Significant infrastructure and economic development projects, such as securing funding for new transit lines or attracting major anchor retailers, require multi-year planning, permitting, and construction phases. Unless these deficiencies are addressed with long-term strategic investments starting immediately, they will continue to limit economic opportunity, diminish the overall quality of life, and prevent a cohesive, fully-served community across the entire city.

They are not fixed very quickly. The roads are always being worked on out here.

They keep pushing for higher tax rates with zero actual improvements

They will not stop building houses and people will not stop moving to Brighton

Things tend to be stagnate in this city or take much longer to address than seems reasonable.

This has been the trend for years in the past.

This is an issue nation wide as well

To attract investment Brighton needs a strong identity as a front range community

To many people moving here with the growth

Too many dwellings being built. Infrastructure is not keeping up.

Too many new houses and apartments for the roads

Too much growth

Too much traffic, air quality, and crime.

Traffic will only get worse with more houses being built, homelssness is gravitating to the suburbs, and nobody is holding businesses accountable to clean up their lots of trash and weeds. Its a blight on our great city

Trend is apparent.

Trump will remain president, or his VP if impeached

Unless water can be made, where is it going to come from?

Vvvv

Water

Water and Growth - infrastructure.

Water and ability to provide proper public service

Water rights access

We already have rapid growth and I don't see it slowing.

We cannot control the influx of people from other States.

We feel that Brighton takes advantage of home owners

We keep building homes and apartments but most still can't afford to live here

We will continue to have tons of new development

We would need to build a lot and clean up/replace existing restaurants.

We're known for not supporting educators.

We've always been a poor school district, and I don't see that really changing, unfortunately.

However, I do think we can cleanup and start to renovate and help smaller business do so.

Well, because you keep inviting people here, Brighton used to be a nice farming community not anymore

When will it be solved

Why don't they pay much attention to them o

Will take time to revamp the older side of Brighton and make it more enjoyable.

With a capitalistic society we are seeing less and less spaces for community, and free gathering places. This is not a high focused concern and will most likely not be addressed.

With how big Brighton is getting more people equals more traffic and crime

With more growth comes more cars

With the homelessness increasing and being close to the platte river where they stay

Without managed growth solutions, tax base will continue to shrink, while municipal and education resources will be lower than demand/need

Won't have enough resources

Yes

Yes

Yes

Yes

Yes

Yes

You guys keeping letting builders steal farm land for housing! We need farms for food and not for houses!

You keep building

You keep raising up taxes every year

cost of living

growth

people keep moving here

resident apathy

there is no sign of regulation

unstable politics causing economic uncertainty

we are just growing too fast and the old part of town needs updating. Water, sewer ect.

yes



oe_future_no. What do you think will be the most important issue facing Brighton in the next 3-5 years? (n=87)

Restaurants somewhere besides where the most expenses taxes are

Affordable housing

Affordable housing.

CR 2 (Baseline) needs to expand to more land on 50th there's a lot of congestion there with no stop lights. A lot of people moving to Brighton and new housing but roads also need to expand

Continued growth to area

Cost of healthcare and groceries.

Cost of housing

Cost of living, which party is in power

Cost of water cost of homes homelessness

Crime

Crime going up

Currently I believe ICE may be a huge problem. We have a very diverse area with a large Hispanic population. And I'm worried for my neighbors with the rampant racism currently being seen in our country against anyone not white.

Don't know

Economy

Growing fast, prices will rise

Growing too fast

Growth

Growth

Growth

Growth

Growth

Growth

Growth (not that it's bad, but protecting the environment)

Growth and food regulation

Growth and lack of adequate infrastructure to support a larger community.

Growth. Controlling it and planning for it properly.

High taxes.

I do not know

I don't know

I don't know

I have no idea

I won't knowia

I'm not sure

I'm not sure, housing prices maybe

Im not sure.

Improving our schools

Improving school graduation rates

Increase in population and consequential increase in traffic.

Increase in population, crime

Infrastructure to support population growth (congested roadways, ensuring police and fire can support the growth, strong schools)

Jobs for residents

Keeping cost of living low. Affordable housing, childcare and groceries

Lack of anything big, have to go to Thornton or Westminster Denver for a lot which is fine but Brighton could be big enough to have certain attractions or bigger stores, rent and housing cost being same/similar price to city's as above which is ridiculous.

Lack of road quality and proper infrastructure to handle growing city

Lack of water for new land, permitting taking too long so building and expansion stagnates, overpopulation with lack of resources, infrastructure not able to support population boom.

Loss of residents due to lack of real opportunities and increased crime.

Maintenance, not enough money to keep up with the fast growing community

Making sure Brighton grows at a steady rate

Metro creep

No I don't think there will be any issues in next 3-5 years. I wish Brighton city will be remaining safe and beautiful always.

No sure

Not enough jobs and housing

Not sure

Not sure

Number of people moving here

Over populated

Overcrowding (too many housing developments going up, not enough dining, retail, recreation, etc.)

Overgrowth

Overgrowth

Overpopulation & lack of resources

Population and traffic

Probably fixing up downtown

Property taxes

Road condishitions

Roads due to increased population

See previous questions

Staying within budget.

Taxes

The growth

The rising costs of water and electricity.

The school district

Too many people

Too much emphasis on growth. Brighton does not have to be large to have a good quality of life.

Too much growth

Too much growth and high prices

Too much growth too fast

Traffic

Trfico

Unknown

Unplanned growth

Unsure

Unsure based on what happens with the current administration I imagine building mg a safe community for all residents will still be an important issue

Updates to infrastructure

New places to build community



School improvements

Vehicle traffic

Water

Water Quality and road conditions. For my area specifically, the Prairie Center area has several intersections that are not lit up, thus causing unnecessary median damage, costly repairs and high risk of safety. These have been brought up via the SeeClickFix portal multiple times.

Water rights



oe_service_miss. Are there services you feel are missing from Brighton? (n=307)

24 Hour Fitness gym. Sam's Club.

?

?

A Costco close by would be fantastic. More local restaurants instead of so many fast food restaurants. A safe walkable downtown area with more shops and restaurants

A bookstore

A functioning youth baseball opportunity

A good rec center. Bison ridge in Commerce City is what Brightons rec center should have been

A place to take our leave for composting that we can just drive to and drop - no appointment needed - would be very helpful.

A quality affordable Gym

A second rec center. The current one was for 10k people and we're at 40k.

A trail network from open space to open space. Residents are using bike paths. They need connections citywide.

A variety of restaurants. Something other than Mexican food, Locally owned not chains

A walkable main street shopping. We need noise restrictions on the trains.

Main street should be part of the trails. Families will not venture into down town with their children, if the train horns are allowed to continue. Resturants and public spaces are and have been suffering. The AMC movies and the Pavilions. Mayor Mills sort of made a promise to look into it at the time he was running for 'Ward 2' representative.

Again, Louisville has solved it's Train noise problem. Economically, the Union Pacific should understand. And by the way.... The whistles didn't help the officer who parked on the tracks a few years back.

So many homes for rent and sale along South1st through 4th avenues.

Access to lighted fields for kids in sports. We should not have to constantly be putting youth sports in competition with each other. Let all of the youth sports grow. Baseball seems to be the main sport Brighton cares about.

Access to physicians

Activities for our kids so they could do more in the summer as well as winter. But affordable

Actual enforcement of laws. Go after all the expired tags. The truckers and haulers with vehicles that are dropping rocks and loads due to carelessness. Actual police not political puppets.

Additional rec center. More pools.

Additional senior

Adult recreation

Affordable prices on all services

Affordable water and utilities.

Agriculture will bring cheaper food that will help farmers grow and improve food production. Healthy food, happy people. Very important to grow own crops and not to import.

Alternative restaurants to the choices of Mexican we already have.

An expansive active adult center and food options that aren't chains

Assistance for low-income and people denied state benefits. For example, permit prices to build a fence should be waived or not required. Better bus options and vouchers.

Bagel shop/ Public transportation to city

Banks,quality restaurants, shopping centers,DMV licensing center.

Baptist churches

Cemeteries

Lounges

Libraries
 Shopping
 Shoe stores
 Police stations
 Homeless shelters

-
- Better restaurants.
-
- Better schools, with more art programs.
-
- Better user friendly access to public services so the community is better aware of what is available to them.
-
- Bike/more walking trails on the east side of Brighton. Maybe a bike trail to Barr Lake? Another healthy grocery store like Sprouts or Trader Joe's
-
- Breakfast restaurants
-
- Breakfast/Brunch Restaurant in Prairie Center
-
- Brighton has only 1 recreation center and offerings can be limited so it would be nice to expand these services as the city grows
-
- Brighton needs better sit-down restaurants.
-
- Brighton needs more buses and routes to all parts of the city and to other cities like Denver, Northern, Greeley and Fort Collins
-
- Bus service to neighborhoods north of Bridge St
-
- COSTCO, restaurants that aren't chains, a rec center near Prairie Center, shopping-stores that are full sized
-
- Can't think of any
-
- Can't think of any
-
- Can't think of any
-
- Careers
-
- City trash and recycling
-
- Club warehouse, access to light rail or safe public transportation, variety of restaurants
-
- Code Enforcement. Front yards turned to dirt for parking, and ghettification.
-
- Code enforcement could be better. More staff!
-
- Code enforcement of nuisance barking, loud vehicle exhausts and speeding and street racing.
-
- Costco or Sam's. Sprouts grocery
-
- Daycare and school
-
- Daycares, retail, restaurants, activities for KIDS
-
- Decent tasting water and compost.
-
- Decently paved roads
-
- Department stores
-
- Dessert bakeries.
-
- Dining options
-
- Discount food stores like an Aldi's!
-
- Dispensaries, dog boarding
-
- Diverse/quality food/restaurants. Too much junk fast food.
-
- Don't feel
-
- The city does a good job at street maintenance, specifically snow removal and policing of central Brighton sidewalks
-
- Drains for stormwater lacking
-
- Electronic recycling services
-
- Emergency sirens
-
- Encouragement for small business opportunities, Brighton should focus on existing business areas (i.e. vacant downtown Main street area) to maintain and honor the history of the city.
-
- Entertainment options for adults and kids. There's not much activity wise in town
-

Few more high end sit down/quieter restaurants; Rec Center too full an old.

Food and recreational fun

Food, retail, arts and entertainment

Gas station in prairie center, cosco, concert venues

Good dining options

Good food spots. Walkable parks and restaurants

Good mom and pop restaurants that are other than Mexican restaurants, fine dining or cocktail bars/lounges, boutiques, artisan stores, antiques, and collectibles

Good restaurants

Good restaurants

Good restaurants that are independently operated

Grocery stores with more international options (Save a Lot, Mi Pueblo Market, etc.)

Costco or Sam's Club

Gyms more gyms for the health of the community up near prairie center

Gyms, restaurants, healthy grocery stores, entertainment

Hair salons, med spa, nail salons, tailor

Health care choices.

Healthier restaurants, nice parks and healthier grocery store. Walmart is old and crummy.

Healthy food options

Healthy grocery stores and restaurant options

Help for our veterans

Hospitals that don't kill people

I believe the downtown are is an opportunity with lots of potential. Old town Arvada could be a model to review. They close off the main street, provide parking, have access to light rail and have many proprietorships, versus solely chain owned. A downtown destination would help improve the image to the city, improve tax revenue and enhance the old town charm of Brighton

I can't think of anything.

I feel like we could use more variety of restaurants that are in between drive through and sit down. Such as a Panera or a Noodles and Company. I also wish the rec center had the capacity to offer gymnastics.

I feel that most of the services and public improvements are not provided in my neighborhood.

I generally don't go into Brighton, Most everything is in Thornton and the west cities

I honestly don't know.

I live here and commute to work, so not really.

I think the parks are very far behind parks in other cities. And the city has added restrooms but then has them locked for the majority of the time.

Ice rink

In Thornton, the city managed trash & recycling. I think this was better than having multiple commercial vendors as we do here.

I look forward to seeing the improvements at the rec center. The rec centers in Thornton and many other neighboring suburbs are significantly better than what we've had here. I think an additional rec center south and/or east of the current one should be considered. Maybe somewhere between the police station and the justice center.

Independent doctor's offices (doctors outside of the hospital org)

Independent food and drink, upscale restaurants

Indoor sport facilities for youth, indoor soccer field or complex

Just get better with road construction and potholes

Just need more

Kid friendly places-like an indoor play space, a painting/pottery studio,

Large stores such as Sam's or Costco
Light rail
Light rail
Light rail access
Locally run businesses outside of downtown
Long term care.
Massage/acupuncturist/chiropractor
Medical facilities
Medical, fire departments, lodging
More recreational centers
More grocery store options, restaurants and schools
More gyms!!!
More home style restaurants
More medical choices
More medical support for specialized services, eye, ortho, etc.
More of a police presence in Brighton East Farms. Our neighborhoods going downhill quick. On my street alone multiple houses have more than five vehicles taken up needed parking space, these are not homeowners. These are renters. We have rental houses on the block that have broken windows and weeds that overgrown in their lawn and nothing gets done about it.
More police, an office space for ICE, true red blooded Americans.
More public transportation
More restaurant diversity other than chains and more ethnic variation
More small businesses (e.g restaurants)
More small businesses like boutiques and local restaurants and bars. Outdoor plazas with activations and amenities. Local amphitheater for outdoor concerts. Need a cocktail bar, need to revitalize downtown!! Make permitting easier so people can get businesses off the ground.
More specialty services! I have to go out of the city for dermatology, foot services for example. I also think there is a lack of entertainment, places where we can casually meet up with friends on a typical day.
More steak restaurants as of cheddars n seafoods
More stores, restaurants that are not part of chains, variety of grocery stores
More variety other then Mexican food down town.
Ms cleanliness in the city and properties.
N/A
N/A
Nail salons, Uber availability, movies, hair salons, restaurants
Need better snow removal.
Need less franchise businesses, especially restaurants and more family business, especially breakfast and lunch.
Need more local parks with tennis or pickleball courts
Need more restaurants
No

Not really

Not really

Not really, would love to see a Costco in our city

Not sure

Not sure

Not sure which services are missing per say, just feel like the quality is missing from some and I go elsewhere for those services.

Not that I can think of!

Not that I can think of.

Nothing I can think of

Organic cost effective food options

Our rec is horrible even with the remodel. City officials should take a field trip to Paul Derda in Broomfield. The pool area is amazing. There are always events. Our rec was build at the same time and is below avg at best, even with renovations. The Broomfield rec is constantly packed because it understands families and what kids want. Our current rec is embarrassing even with the "improvements" Outdoor pools for all Brighton residents.

Park that was promised in our neighborhood. Homestead [REDACTED]

Places to take the children

Police doing their jobs

Police presence in neighborhoods, city public works or parks maintenance along walk ways and portions of city property along residences/neighborhoods

Primary care physicians

Proper traffic accessibility - thru streets are very limited from 168th to bridge, as well as traffic signals.

Provide more services that benefit the lower income housing

Public transit

Public transport

Public transportation

Public transportation

Public transportation is very limited. Snow plow seems limited, and rec center seems to need updating

Public transportation within the city

Quality medical and entertainment

Quality road/highway repairs. Actively reducing all "fees" and taxes and over regulation.

Quality workout centers and healthy food options

RV parks and tourist amenities more complete medical and surgical services More specialties without long and busy travel. Discount shopping

Rail service to Denver and DIA, a closer drivers license office

Rapid transit to connect with areas outside and within Brighton

Recycling Center

Recycling, community gatherings, senior rec center with pool.

Responsive urban planning employees. Monitoring parking in neighborhoods with high schools and home construction sites. Terra Vista St. looks like a parking lot and not a neighborhood. High school students don't care if they block driveways. The school says it's not their problem. Parking in neighborhoods is a big problem.

Restaurant other than Mexican. Less tire stores and car washes

Restaurant variety

Restaurant variety and shopping

Restaurant variety. Too many similar chains/franchises.

Restaurants

Restaurants and sports bars and activity venues

Restaurants other than fast food

Restaurants other than fast food and Mexican food restaurants. No more dental offices or banks. No more automotive stores. We are inundated with these

Restaurants, grocery stores and shopping.

Restaurants, services, and recreation in the northeast part of town

Restaurants

Safe biking routes

Safe walking / biking path on hwy 7 - no way to get safely into town west of 85

Safety against crime

Senior transportation, more senior housing options, lower rent

Shelters for homeless people

Shopping/ outlets/dining

Small businesses

Small businesses in other areas.

Snow plowing and not just the few main streets in town.

Snow removal

Snow removal from the various communities in the city.

Some road repair

Some sort of mass transit to help with traffic congestion. Healthy youth promoted activities and or services. We have one small outdoor swimming pool for a community of around 44,000 people, that is inadequate for a community that is this size.

Spaces that local people can afford to open businesses in.

Street cleaning, road repair

Taxes are too high

The BIGGEST issue (and yes I understand this is a very localized issue) but [REDACTED] the water tower park, where there are 2-3 usable football fields. There are typically games being played during the weekends, which brings hundreds of people to the neighborhood. THERE IS NO PARKING LOT, AND IT IS AN ABSOLUTE JOKE THAT THERE ARE 3 FIELDS AND NOWHERE TO PARK BESIDES LINING EVERY STREET IN THE NEIGHBORHOOD. This is the most lacking service in all of the city

The hospital is bad so we have to drive to denver

There are food and restaurant deserts in this area.

There is no recycling service center to easily dispose of items and it is ridiculous-many things end up improperly disposed because it is so hard and so expensive to do it

Traffic control

Traffic enforcement, i.e. speeding tickets use of phones while driving

Traffic studies to reduce long backups and jams. Brighton residences are growing faster than the roadways can allow and this makes me consented as to whether or not emergency services can respond quickly enough.

Train access to Denver and the airport. There is no good way to get from Brighton to work in Denver using public transportation.

Transportation services.

UC Health Urgent Care & Lab Services

Unsure

Unsure

Unsure

Unsure

Urgent care facilities

Variety of dining and shopping options that aren't chains

Variety of restaurants

Activities for children

Entertainment for adults
Small/ unique businesses
Various dinning options and medical services
Walking trails and entertainment options- especially in east Brighton, which feels like a separate city.
We have no good restaurants or shopping
We need more variety in restaurants.
What happened to the emergency siren that would off for testing on every first Wednesday of the month?
Who builds a park at Main & Bridge?
Wholistic health stores
TBK bank
Workout places, nice salons, spa
Would like access to trails from the neighborhoods off Highway 7. Better rec facility
Yard waste recycling center. See: Broomfield for example
Yes
Yes police patrol around my neighborhood
Yes!
Yes, Brighton is a suburb and there are essential facilities (such as medical) that are outside the city limits. Many seniors and handicap need transportation to these facilities. BOLT is a great start, but has a limited range.
Yes, I would love to see a Brunswick Zone or similar bowling franchise at Sun Prairie someday.
Yes, while there appears to be a sufficient number of dental offices available to residents, a critical service gap exists when it comes to comprehensive medical services.
We have a particular lack of easy access to specialized medical practitioners, such as cardiologists, endocrinologists, or specific pediatric specialists. This forces residents, especially the elderly and those with chronic conditions, to routinely travel outside of Brighton to Denver or other metro areas for necessary appointments, which is a major inconvenience and a barrier to timely care.
Yes. Adequate parking at newer retail spaces over in the prairie center. What idiot put 12 parking spaces in chipotle's parking lot?
Youth activities /rec center for south Brighton no in Brighton crossings or north by rec center
better quality restaurants/cafes.
lack of lighting on streets at night
make downtown like the 16th street mall
more variety of dining options, not duplication of restaurants that already exist. The homeless community has increased significantly, more drugs in brighton. oll is the city doing to help keep these issued under control? was very disappointed when the city removed the recycle rolloffs. we are big recyclers and deserve that program. bring it back and put some controls in place to preclude those that abuse the program from using it. lots of home owners that do not seem to care about what the outside of their homes look like which is not fair to those that do care. although no HOA may be in place, there are still city ordinances to comply with.
need a good sub shop and some more nice sit down restrautns
no
no
no
no



open space, trails, parks with different activity platforms like tennis, basketball, etc.

outdoor pool and locally owned restaurants besides Mexican food.

public safety, transportation

recycling. QUALITY health care

services for the unhoused. I see homeless everywhere and it is heartbreaking.

sidewalks

things for kids and teens to do. even one bowling alley that lets normal people play



oe_business_miss. Are there businesses you feel are missing from Brighton? (n=319)

24 Hour Fitness gym and Sam's Club
?
?
A bookstore
A new bookstore
Again, dining options.
Ambulatory Surgery Center - but it seems that is in the works
American restaurants or locally owned non-Mexican restaurants.
Apothecary and natural option stores. Bulk stores to purchase products with refillable containers. Asian market.
Arts and entertainment, recreation center on the east end, library on the east end
BJs, Trader Joe's, Alamo draft house, drive in
Bagel Shop
Banks and credit unions!! We need more options!
Barnes and Noble
Trader Joes
Bars, wine bars, cocktail bars, cool trendy restaurants, local dive bars, activated downtown with shopping and cool offerings. Think downtown Loveland, we need that.
Better bars or clubs
Better education is necessary in health care definitely. Many doctors don't even care or lucking in treating patients properly
Better variety of restaurants.
Big Daddy Bagels, Einstein Bagels, Human Bean coffee
Boba shops
Bookstore
Bowling Alley that's open to the public, not that private BS in town. More family friendly entertainment
Bowling and other fun
Bread Basket, Sams
Breakfast places like first watch and snooze.
Breakfast restaurants
Brighton needs a Greek/Lebanese/Mediterranean restaurant.
Brighton needs a sports bar/diner in walkable distance from 50th and Bridge. Prairie Center can only be reached by driving; this puts patterns in a bad position tempting them to drink and drive.
Business are pushed out of bright min due to tax rate of Adam county
Cafes with outside seating. Bakery
Can't think of any
Car repair, Costco, Sam's club, diversity of restaurants, Sprouts
Childrens hospital, jimmy johns, Costco, another furniture store, pediatrics specialty doctors like allergy, ophthalmologist, rheumatologist
Clothing stores beyond Walmart/target
Companies providing products for elderly and disabled persons.
Costco grocery.
Costco
Costco / Sam's club
Costco / Sams Club. Safeway is not good here, it needs cleaned and remodeled. It does not fit the area
Costco or Sam's. Sprouts grocery.



Costco or Sam; s Club
International grocery stores such as Mi pueblo Market, Save a Lot
Entertainment Facility
Costco or sams
Costco or something like this, as well as a business that kids could do more beside Brighton recreation center.
Costco would be nice. More entertainment.
Costco, Sam's, Trader Joe's. We service so many surrounding areas. This is needed.
Costco, sams club, trader joes
Costco. Sams
DMV license center, banks, quality restaurants, shopping centers
Decent hair salons
Decent restaurants -- especially locally owned that are not chains.
Discount shopping for the people to being able to have grocery shopping other than Walmart King Sooper and Safeway. Natural grocers was a good option but even more of a discount grocery store would be nice addition.
Discount shopping more senior activities
Discount stores
Dispensaries
Diversity in restaurants
Diversity of restaurants and food options. Most are chain restaurants.
Children's play areas, and adult activities.
Breakfast restaurants
Downtown businesses - more shops / restaurants are needed. Ice cream, etc.
Downtown is a mess and isn't enjoyable. Arvada did an amazing job with their little downtown area where before it was similar to our downtown Brighton. Get rid of the cell phone, tire shops and Mexican food every 5 feet and bring in some diversity. One Chinese food restaurant doesn't count, bring the city to life again. It just falls flat every time we try to go down there. It should be charming not old and busted.
Electric
Entertainment and activity optoms
Entertainment opportunities.
Family activities, bowling, Dave and busters, motocross track.
Family friendly bars/restaurants, sports bars, kids activity places, entertainment businesses. Restaurants that aren't chain
Fast food and sit down dining on the east side of town away from Prairie Center.
Fine dining and family owned (not chain) restaurants. More types/varieties of cuisine other than Mexican restaurants.
Food , there is a lots of Mexican food and not from other places
Food, shopping
Good dining options
Good quality restaurants. I should not have to drive to Denver to get good food. Tired of all the big chains, unhealthy foods.
Good restaurants
Good restaurants
Good restaurants
Good restaurants
Grocery Stores; Aldis
Gyms

Health and beauty such as body message, eyebrow threading, haircut and more.

Healthier fast-food options - like Panera Bread. I would LOVE to see better shops in our downtown area. Such as - quality clothing, bakery, kitchen gadgets (similar to Peppercorn in Boulder), etc.

Healthier grocery options and home decor stores, things for kids to do in the prairie center area. No one likes going to downtown Brighton because of how narrow the streets are with kids

Healthier restaurants, bookstores

Healthy restaurants and not just fast food. Malls and stuff on outskirts would be nice

Higher end restaurants

Higher end restaurants, small businesses, mom and pop style restaurants.

Higher end restaurants- not chain establishments

Higher end, restaurants, steakhouses, sushi, Mixology bars, boutique shops, antique shops, artisans, and collectible shops

Hospitals.

Hotels, restaurants, shopping centers, larger retail shops, entertainment, special events center.

How about somewhere to eat out, other than Mexican food?

I can't find a good dog groomer.

I feel like we could use a Barnes and nobles and Dave's and Buster's outdoor shopping mall and more water parks for kids

I guess department store shopping. But that's not a big deal in my opinion.

Ice rink, Brewery's

Independent restaurants that aren't Mexican food restaurants. (And I love Mexican food.)

It has most things a person would need, housing, food, just hate that CO is so expensive now

It would be nice if we had a better mix, maybe more specialty stores. It gets old that every new building being built has a good chance of being a bank or auto shop

It's all chains and franchises. It's boring

Italian restaurant

Italian restaurants.

Its more about having variety in options

Jewelry stores, mom & pop restaurants, small business

Just variety in restaurants

Knife/scissor sharpening.

Larger variety of Restaurants (not only chain restaurants)

Law firms

Less chain restaurants. More shopping options. Gyms!

Like a costco

Local restaurants

Local restaurants. Please stop with the chain restaurants and fast food!

Local retail and coffee shops/cafes

Local/regional restaurants, bars, breweries. The kind that look for expansion opportunities like Prost, Homegrown Tap & Dough, etc.

Locally-owned stores

Mall

Malls

Manufacturing

Market plaza

Mo

Mom and Pop business

Mom and pop/ brick and mortar restaurants. We need FEWER chain restaurants.



More all town shops that aren't carrying Chinese knock off items. More veterans program groups should be based here.

More dining

More diverse family owned restaurants, in addition to the plentiful Mexican ones

More diversity with restaurants. Mexican/Latin American and American style restaurants make up the majority of our restaurants. Also build a Culver's.

More family type of restaurants, more activities for seniors

More food/restaurants/bars

More geriatric drs

More groceries stores

More grocery store options close to my home

More grocery stores, more convenient shopping areas that are easy to shop

More independent restaurants and businesses

More local businesses

More local stores, local restaurants, family own restaurants, family own businesses, bars, gift shops

More places to gather as a community

More restaurant variety.

More restaurants other than Mexican

More retail

More retail

More retail at the mall would be good. More selection in stores.

More unique restaurants. Not chains

More varied restaurants

More variety of cuisines such as Teryaki chicken and Sushi restaurants to name a couple.

More variety of restaurants. More entertainment venues.

More variety restaurants - Noodles and Company, Panera/ Kneaders.

N/A

Need less chain restaurants and stores and need more medical specialists.

Need more diverse, independently owned restaurants (non-Mexican, we have plenty good and tasty choices of these). More national chains are ok as long as they differ from what is already here. No need for another Taco Bell, McDonalds, Arby's, Wendy's or Subways. We need new sandwich shop choices like Firehouse Subs, Jersey Mikes, Jimmy John's or Jason's Deli. Or other fast casual options like Tokyo Joes, Noodles & Co, Panera's. And any healthier eating options like Sweetgreens or CAVA would be awesome.

Nicer restaurants or bars

No

No but we could get rid of 30 banks and still have too many

No there's a nice mix of big chain stores and small businesses on Main Street that I like to support

No- getting better over the years

None

None

None

None come to mind

Not at this time.

Not in East Brighton. But Downtown Brighton needs to be upgraded.

Not last

Not many food options other than American/ tacos. Would love to see small business restaurants

Not really

Not really

Not very many restaurants that aren't fast food or chains. Few big stores outside of the target, Walmart type

Nothing I can think of off hand, We are slowly getting more variations of restaurants and retail stores

Nothing coming to mind at the moment.

Panera and Senior Cottages for 55+ adult independent living.

Panera, Costco,

Quality restaurants that are not chains but independent with cultural options

Quality workout centers and healthy food options

Rental companies

Restaurant options and shopping options

Restaurant variety

Restaurant variety, not just Mexican food

Restaurant variety, too many mexican restaurants no italian near downtown.

Restaurants

Restaurants and big box stores. People travel to Westminster and Thornton for shopping and dining

Restaurants and clinics

Restaurants and shopping

Restaurants and shopping

Restaurants and shopping and medical.

Restaurants sports bars better shopping and activities

Restaurants, specifically Panera, Smash Burger

Restaurants/shopping

Restaurants

Retail

Sam's club

Sam's club Costco movie theaters brew houses.

Same as above

Same. A variety of restaurants

Samsclub, Trader Joe's, Whole Foods

Satellite offices for assistance with social security, DMV, etc.

Seafood restaurant, Costco, sit down restaurants on the east side.

See prior answer

See prior answer

Shoe stores

Shopping

Lounges

Restaurants

Specialists that take medicaid (e.g. neurologist, allergist, optometrist)

Shopping and entertainment

Shops, restaurants, supermarkets, cinemas

Sit in Restaurants

Small business lots of large store not as many small ones

Small business restaurants with farm to table model

Small businesses

Smoke shops

So far so good

Some more places to go and have fun. Bowling, arcade, etc.

Soul food restaurants

Sporting goods stores.

Sports stores

Sprouts or Trader Joe's

Sprouts/Whole foods/Trader Joe's,

Stores

Stores for pets

Tokyo Joes

Trader Joe's

Trader Joe's

Trader Joe's

Trader Joe's

Trader Joe's or Whole Foods

Trader Joe's, more local restaurants, non department store shopping options

Trader Joes or Whole foods.

Unique places to eat.

Unsure

Unsure

Unsure. But I do think we have enough banks, automotive shops, and dental offices.

Upscale restaurants, non chain food and drink,

Upscale shops and restaurants

Variety in restaurants

Variety of non-chain restaurants, yoga, anything cool. When you look at the Denver/Boulder metroplex, our quadrant is empty when you search for things to do, it stinks. I spend so much money in other small towns and in Denver and Boulder because it's just kind of lame here.

Variety of small/family owned businesses

Warehouse type store such as a Sam's Club or Costco

We can add a lot more businesses instead of barbershops auto parts, stores salons for Mexican food, restaurants

We have a ton of mom & pop Mexican restaurants but limited diversity otherwise. The chains are good and it's nice to finally have the options in the Parairie Center. But nothing beats a locally owned bar or restaurant with a passionate owner.

Downtown has improved but it could still use more development. The historic buildings have a lot of character and it has the potential to be like Olde Town Arvada or Downtown Louisville. It would be cool to have more events where N. Main St is shut down to traffic and turn it into a walking mall. Maybe Friday evenings and Saturday afternoon and evening during the summer it could be set up like this every week. It doesn't need to have a theme, just a cool opportunity for people to come hang out. Committing to consistency over time would build awareness and habits for people to attend. It might attract more entertainment businesses too, but I think it could be supported by the businesses that are there currently.

I appreciate that Vestas is here. I'm disappointed that Amprius is on hold. It would be good in the long run for us to have future facing businesses to provide exciting job prospects in the area. We need to maintain and continue improve blue collar job opportunities, and I believe it would also be good to have more high tech job opportunities to provide more diversity in employment.

We need a larger variety of essential services, such as groceries and drug stores, instead of our growth being a huge influx of tire stores, banks, etc.

We need business like they have like Orchard in Thornton or Northglen



We need more fast food options and more of each. Most places have excessive lines and we only have the top choices. Brighton should be vying to have every chain in town AppleBees is awful, let's get bigger names where are the Cheddars of the world, why is Whataburger not talking to Brighton can we get more than one sonic and ChikFiLA please

We need more restaurants we have enough Mexican restaurants

We're just missing more of them

Whole Foods

Whole Foods

Whole Foods and Trader Joe's

Whole Foods, Costco, corporations to hire white collar workers, specialty pet stores, bakeries

Whole foods

Without looking at an extensive list I can only speculate

Workout studios, and variety in non-chain dining options

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes

Yes I want a Jimmy John's or a Jersey Mike's

Yes grocery stores. A new movie theater. More entertainment. More restaurants that aren't Mexican food restaurants.

Yes restaurants

Yes we need an outdoor venue for music so that everyone can enjoy

Yes!

Yes, there is a noticeable lack of diverse and quality retail options. Specifically, the community is underserved by restaurants, particularly sit-down, full-service establishments that offer a variety of cuisines beyond typical fast-food chains. We need more diverse dining experiences and higher-end dining to keep residents shopping and eating locally.

Furthermore, there is a clear demand for more varied grocery options. While some large-scale grocery stores exist, residents desire greater choice, including specialty food markets, organic options, or bulk membership stores. Expanding these selections would eliminate the need for residents to leave Brighton for essential and quality food shopping.

Yes. Independent small retailers.

Yes. I would like to see a better sub shop than Subway or Quiznos. I'd like to see a Jersey Mike's or a Jimmy John's or a Firehouse Subs. I would also like to see a Dunkin' shop and a Seafood Restaurant. We seem to have plenty of shopping options in Brighton.

Yes. Restaurants. Shopping

Youth

can't think of any.

food options besides Mexican

good restaurants and high end retail

it would be nice to see something like a dave and busters come to brighton. we still have to go to northglenn or thornton or westminster for that kind of fun.

no

no

no



no

no

restaurants, grocery stores

same as before

small business - boutiques, locally owned restaurants that aren't Mexican food, we have plenty of those. Encouragement from the city to support those businesses.

yes

yes



oe_comments. Thank you for completing the survey. If you have any comments about the topics in this survey or Brighton in general, please enter them here below. Otherwise, click the forward arrow button at the bottom of the screen to submit your response. (n=51)

1) Drop any DEI sensitivity 2)Do all you can to lower fees and taxes 3)Have an independent audit done of all city activities and expenditures 4) Do not favor developers over our farming community. 5)We need a USPS office in the East part of the town

Bagel shop please, owned by the city, named Brighton Bagels By the city for the city.

Brighton has an excess of trash and unmaintained areas (weeds) which makes our area look bad

Brighton is a great city with amazing folks!

Can you abolish all worthless HOA scams in Brighton?

Change has to happen, so let it happen in a healthy way (for future and current residents)

Design your website to be more easier to select and proceed without it locking up

Development and water usage is a huge concern of mine. Too many people moving in.. where will all of the needed water come from? This growth scares and depresses me.

Don't do road construction on all north/south roads at the same time

For as many years we have made Brighton our home, we have seen a decline in our neighborhoods and communities. Our city looks horrible and we look forward to the day we can move to a city that does care about safety, people of the community, and the environment.

Get a plan and stick to it - stop rezoning weekly.

Get rid of the methadone clinic and clean up downtown. Also we don't need any more housing developments. For Pete's sake the market is already way over saturated. Also the sales tax in prairie center should've come down a long time ago. The building department is over regulated and on a power trip

Honestly, I love Brighton, but the homeless people right behind my house make me scared often and I don't like it.

How do residents get updates on upcoming city changes and general happenings in the city

I feel that the questions provided are intended to produce the answers and justify the direction the city has already intended to move toward.

I plan on moving out of Brighton due to the high property tax. I cannot afford to live here anymore.

I think as economic realities change in Colorado, Brighton is going to face a difficult future to stay attractive to new residents and investment compared to other area communities. Facts we are part of the Denver metropolitan area, but our far proximity to it is a challenge. I think there should be heavy lobbying for commuter rail, which would attract necessary investment.

I will end by saying please stop overbuilding. Every empty plot of land doesn't need to be zoned for residential. Add some entertainment locations or better food options besides the 4 Taco Bell's and 4 McDonald's we have here. And when building new neighborhoods, let's take parking into better consideration. Gone are the days when a single household only has 2-3 cars. Especially with how expensive things have become, households may house 4 or more adults, resulting in 4-7 cars per house, and street parking is not suitable when roads can hardly fit a passing by car when cars are parking on the curbs

I would like to see any potential right of ways or easement discussions include the landowner so that another situation like the one Palizzi farms found themselves in won't happen again

I would like to see more community policing efforts in the city.

I would love to own a home in Brighton as a first home buyer, but I need the housing market to lower. I love Brighton and so glad I moved back to my hometown.

I'm a YIMBY. I'm voting yes on higher density housing and businesses every time. we need the tax density.

I'm a [REDACTED] who's interest are a lot different from jonger people

Illegal fireworks need to be stopped.

Keep Brighton beautiful n start giving tickets if they don't keep up there yard

Less business developments on ward 3, we need to keep open spaces free with wild life

Let's go Brighton Bulldogs

Make the survey shorter, that was ridiculous

Many people can't reach minimum wages, some have around 12000 per year and that's not enough for most of people who live like that.



That's why many people are struggling and suffering from state pension. If you are disabled, this is what you get. Many immigrants don't get full pension, disability because they are already old not reaching age that requires, getting pension benefits or disability benefits doesn't cover basic living.

Mixed use spaces for cheaper housing and more local business opportunities should be the growth priority.

More breakfast restaurants please

More steps should be taken to reduce the urban desert effect of all the pavement. We need more trees and incentives to plant for longevity

My children hope to live in Brighton for over 21 years. They would like to eventually start a small business providing Cajun cooking and Snowballs in Brighton. I am elderly and while I would like to live here longer, I know that I will not live here more than 5-10 years if God gives me that much time. We like Brighton very much.

Next time, include a progress/percentage completed on each page. This was long with no end in sight

Not all of us in Brighton are Libtards. We would like to be represented also.

Overall love Brighton

Parking on Terra Vista St during school hours.

Please get us a costco or sams and more food options

Please have a summer long farmer's market.

Prioritize making commercial vacant lot owners accountable to keep their lots clear of high weeds, dumped mattresses, trash, and make all local businesses accountable for making their lots/street facing clean and customer friendly. Everyone needs to play their part in maintaining our city or nobody will want to move here or bring their businesses here. Business owners get away with being lazy on the outside of their facilities. We should not look like a homeless camp with junk thrown everywhere as if nobody knows how to pick up trash, cut weeds, trim dead trees, etc.

Start with schools focus as much energy as possible to make 27J the top school district in the state and everything else will fall into place. For example, Boulder and cherry creek can demand top dollar for living because they provide the schools that ever parent wants their kid to be in. 27j is close to the bottom because of this we cannot common top dollar for our community. We settle for more affordable housing. Time to think bigger and bring Brighton into being a premier city in the state. Better schools equals better facilities, residents that care about their communities, more educated residents, etc. Pour everything we have into better schools and Brighton will become better for it. It is a long game but one that will pay off.

Survey did not address rate of growth, metro district(s) impact, etc.

Thank you for conducting the survey to ensure the future of Brighton, is bright!

Thanks for listening. Interested to see what you do with this survey's outcome.

The small town has been killed off for inclusion and tax dollars. Nothing but another extension of the big city now, and you can't reverse it. That is why people are leaving.

This survey gives me great HOPE for my future in Brighton.

We need to enforce the rules about noise specifically obnoxiously loud vehicles that have been altered. This is totally unacceptable and greatly effects the happiness of residents.

Widen 27th from Bromley through to Buckley/Prarie Center

[REDACTED]. I have lived in Brighton for most of my life now and I think it is time that the West side of highway 85 gets some attention. It feels outdated and somewhat unsafe on this side compare to the east side of sable. The shopping center with Planet Fitness, the closed Big Lots, Panda Express, etc, feels quite uneasy at time. There is a dingy caravan that has been parked there for weeks if not months. The barbed wire fence that runs along highway 85 looks terrible. I hope the work that is happening on the east side of highway 85 makes it way to the shopping center as well. It could use some updating to make it not feel so old and run down. The empty lots / open spaces behind this shopping center near urban drainage would really benefit from some development. Whether it's open space or business. It does not feel inviting entering into the red river ranch neighborhood. It feels old and left behind. Same with the shopping center.

please make this survey count. I thank you for the opportunity and i'm here for additional input.

why were there no questions about the quality of police protection



m_motives_14_TEXT. Which of the following reasons best describe why you choose to live in Brighton? Select up to three. - Other, please specify: - Text (n=55)

Acreage

At the time it was affordable, not sure if others buying now would agree

Away from Denver a bit

Away from big city craziness

Cheaper housing

Church community

Close to airport

Close to my work for commute. Planning on buying a home and it will not be in brighton

Community events in parks, etc.

Convenient location

Decent police force

I didn't intend to move here, it just kind of happened on short notice.isince moving here, I've grown to like it, Plus, now I'm not very far from my daughter! from

I found a house I liked and could afford.

I got a job in Lochbuie 12 years ago

I had family close

I have lived here a loti

I own a medical practice in town.

I was born and raised here and this is the cheapest city I can find closest to work. The state is extremely expensive and wages haven't gone up, but cost-of-living has which puts us moving to Brighton.

I work for [REDACTED]. I'm passionate about this team and I value being nearby.

I'm a Denver native and moved out of Denver and actually found a really good deal on who here about 20 years ago

I'm moving out

It used to be affordable housing 6 years ago. Now it's all the same prices everywhere in Colorado. I also like the small town feel but Brighton is growing a lot and it's getting a lil too busy for us.

Large home lots.

Left Dallas to come here to help take care of my grandma

Location

Location in relation to DIA

Location is decent. Don't want to live in Denver anymore

Losing it's shine

Major Greg Mills, Councilwoman Ann Taddeo

More education for the kids

My family moved us here in 1996, because it was semi rural, and not crowded like other cities

My roommate found a rental home here.

No HOA for our area specifically

No heavy traffic

No longer the case

None of the above

Not so much the case anymore.

Not to far from Denver, reasonable prices

Proximity and commute to job

Proximity to Denver



Quietness

Retirement community

Right price at the time of buying it.

Solitude... Acres

Still need to improve many things, I love Brighton of uniqueness. Homes should not be so expensive and close to roads, apartment building. One life we have, increasing humanity

The town focuses more on quality rather than compaction. 3 options are not enough.

Too costly to move at this point

Use to offer the small town feel. Old downtown Main Steer offer that appeal but that is all now days!

Used to be safe, used to be family friendly. Now cops don't investigate shootings or stop fights from happening. Stop turning a blind eye die to race and discipline those who break the law.

We knew nothing about Brighton before moving here. We found the house we wanted in Brighton.

We landed here after my husband went to school. This was where the housing was for sale and available. Really it was pretty much by accident we ended up here.

When we bought here it was out of the "big city" and we thought it would be a good area to raise a family.

Worked in the community for many decades

it was halfway between Greeley and downtown Denver

when I first relocated to brighton it was for small town feel that has since disappeared its nothing more than a suburb to denver and tax payer money is wasted rather then directed to core services. Core Service



m_serv_seek_10_TEXT. Do you go to another city to participate in any of the following activities or visit any of the following locations?
Select all that apply. - Other, please specify: - Text (n=22)

27j is also under performing, we go outside the district for school

All of the above

Bagels

Church

Cocktail/Martini/Wine Bar, Concerts

Community Events, markets & Celebrations

Dancing

Gym (24 Hour Fitness)

I do all of these in Brighton as well.

I go to another rec center because this one is terrible

Medical care

Synagogue

The people running the youth baseball are more interested in cronyism that make things available to public and they couldn't care less. The board needs disbanded as it's a joke. If your a coach you should resign the board. Board Need

Theater the performing arts

There is not enough work opportunity in Brighton, therefore all the years I've lived in Brighton, which is 12 years. I've always had to find work outside of town.

Trader Joe's, or healthy food options

Train

We need more spaces designed for local owners. Not franchises or corporations

Would love to see a Costco club in Brighton

Yes

Youth activities is the biggest thing we leave Brighton for
visit family and friends



m_econ_future_8_TEXT. Which of the following would you like to see more of in your community in the future? Select all that apply. - Other, please specify: - Text (n=41)

Affordable housing

Bagel shop

Better hospitals

Better roads

Brighton is not a destination it is simply a place to live, people go elsewhere to do the activities mentioned above.

Brighton needs a long term care, rehabilitation center or new facilities for the ones that are here.

Brunch Restaurant in Prairie Center

Continue to purchase farmland to enlarge the holdings of the Splendid Valley

Costco or sams

For the city to maintain or improve on what is already here. Dewey Strong Park is in poor shape and other parks have been improved multiple times over.

Gathering people all ages, seniors to gain experience

Good and drink for sure needs to be updated

Gym (24 hour fitness)

I[REDACTED]. This community could use more attention to be honest. It is starting to feel old and could use a couple things to help it feel like a modern community. For example, there are no lights installed along the sidewalk at the park. Some lights there would make the community feel much safer at night. Come from a newer community I noticed this immediately. This community is very dark at night.

Increased law and code enforcement, allys paved, dilapidated structures abated, street lighting improvements, dead, diseased and dying illegal trees, shrubs and weeds addressed.

Jobs that pay well for all employees(union jobs),housing that is affordable for anyone that works 20+ hours a week, better managed growth, clusters of dense single family homes, and shopping areas... these clusters increase traffic, while not providing adequate tax revenue

LESS TRAIN NOISE POLLUTION

Maybe a Welcome Wagon type Organization

More family owned restaurants vs solely chains

More restaurants other than burgers

More small local businesses and less new housing developments

Need for a bigger and better recreation center

No comment

Pediatric specialty doctors

Police presence. Stop the drug dealing that has been going on on my street for at least 2 years

Single hauler trash and recycling collections.

Stuff for teens to do

Supermarkets

The big lot on miller ave and Platte river blvd would make for a great enclosed dog park so people can stop taking their dogs to other public parks with no leash.

To feel safe in my neighborhood and community

Trader Joe's or Sam's/costco

Trader Joe's or healthy food choices

Trader Joe's,

Traffic enforcement.

Warehouse store. Costco or Sams

We don't need three subways. I want a Jimmy John's or a Jersey Mike's



Whole Foods or Trader Joe's

Youth activities / rec center near by

more attention to traffic flow. pretty sure N. 17th Ave should be closed off to lower traffic on August Ln. also, the new roundabout near the jail doesn't slow people down.

need better restrants and not so many fast food choices Need a good sub shop and more choices for grocery shopping

policing. too many people drive toooo fast in residentailareas. more speed bumps to force this issue. my car was totaled parked in front of my house by someone high on booze and narcotics. I can go on and feel free to contact me.



m_housing_future_10_TEXT. In your opinion, what type of housing and development is most needed in Brighton? Select up to three (3). - Other, please specify: - Text (n=24)

Affordable housing

Affordable housing must be available for the poor, homeless, elderly people who live below income can cover their costs. Section 8 in Brighton is a waste of resources and taxpayer. Very unpleasant and not helpful to many. So, Brighton should have priority to ensure everyone has a safe place to live, apparently everything is expensive, building new homes and apartments from rubber it's very cheap and not costly. Just ideas can explore new ways of providing affordable housing no matter how and where they come from. Humanity needs to be improved

Anything other than the awful Inglenook to send the elderly.

Don't really know

Hate to say it but we need, more expensive housing to bring in more money. Brighton needs to be a place people want to be. If all we have is low income affordable housing then Brighton will continue to have the reputation it has.

Higher end homes. No more apartments or low income housing.

I don't know

IDK

Lower income housing options

Missing middle

More NON-HOA housing

NO MORE HOUSING IS NEEDED!!!!

NO MORE RESIDENTIAL

New recreation center, a better gym

No clue, I [REDACTED]

No more developements

No more housing!! Period!! Too many people!

No more little homes that bring ghetto families.

None - we have enough. At some point we need to say the city is full. There is a water shortage, and plenty of housing. People already can't afford to live in new housing - stop building it. Plenty of houses for sale and apartments and townhomes are bringing in higher crime rates.

Senior Independent Living Cottages with shared open spaces

Senior apartments that one can afford 1400 to 1500 a month rent is not affordable when on a fixed income. It isn't affordable when you are a single parent raising children on your own!!

Senior housing that's not assisted living so seniors can downsize.

Single family- doesn't need large yard

none of these. we need a homeless. too many people in Brighton as it is.



m_transit_10_TEXT. When it comes to transportation in Brighton, which of the following issues would you consider most important for the City to address? Select up to three (3). - Other, please specify: - Text (n=26)

Actually ENFORCE speeding in neighborhoods.

Brighton needs a light rail connection!

Fix the roads

Fix the roads!

Getting an off and on ramp to I-76 from Bridge

Highway 85 is not fun.

IDK

Improve & maintain rural roads

Increased traffic law enforcement

Infrastructure upgrade summer 2025 was very disruptive-hard to get around without running into other work. Better coordination/separation of the work would have been helpful.

Interruption of Train blocking Baseline east and west

North -south mobility

Not sure

Off and on ramp to I 76 from bridge street

Pave the roads, fill the pot holes, we need more traffic lights at busy intersections, like the 76 off ramp at Bromley

Rail

Ramp at I76 and Bridge

Reducing speed in the freeway! Way too many deadly accidents!

Road repairs within subdivisions

Stop dropping speeds for "safety". Do some research, your biggest problem is unprotected left had turns. Stop making things more difficult. Don't trust traffic engineers get community input first before committing to large wasteful projects that waste money and don't solve problems. Roundabouts are not the answer

The 120th corridor is a nightmare by Prairie View HS and PVMS. The city needs to require the school district to find a school drop off and pick up solution that limits the impact on the Southgate neighborhood and that is safe for children. The current practices are incredibly dangerous.

The train to stop blocking at the busiest time

Widen 168th and place traffic light at 50th

do something about rail road stopping traffic

too many expired license plates



m_land_preservation_6_TEXT. When thinking about the future of Brighton, which of the following approaches would you be open to seeing? Select all that apply. - Other, please specify: - Text (n=8)

Farm land has to exist, if we have land that is not used for farming then I think it would be best

Farmland is hold Brighton back. People want to be apart of something vibrant. Feel like they are part of something on the cusp of being great. Seeing fields for days doesn't make people want to come here.

Minimize eminent domain. Very upset with treatment of Palizzi Farms. Desire continued access to fresh vegetables.

No more development!

Push options for employment of actual residents to work on farms and learn trades. Go to the high schools to recruit and train the next generation. Colorado has killed the farming community and has done nothing to expand it.

We don't want to become a boulder where we insulate ourselves with nothing but green space around, causing a massive inflationary to the housing prices. It needs to be done in a delicate manner where we save some land however, we need to let the free market do its thing and if that so much becomes development, that's what it is

balance decreasing farmland with community gardens and farmers markets

this is such a loaded question,



s_sex_3_TEXT. Which of the following best describes how you think of yourself? - In another way, specify if you wish: - Text (n=2)

Boy as in total and always have been Tom-Boy No girlie [REDACTED] here.

Prefer not to answer



m_race_7_TEXT. Are you: Please select all that apply. - Other, please specify: - Text (n=11)

American!!

Chicana

Doesn't matter

HUMAN

Human

Human

Italian American

Japanese American

Nonya

Prefer not to say

What deference does it make what race I am? I hate this question!!



BRIGHTON CITY COMPREHENSIVE PLAN
RESIDENT PRIORITIES SURVEY
TOPLINE REPORT

METHODOLOGY DETAILS

n = 429
Online interviews fielded Nov 24, 2025 – Jan 12, 2026
Margin of error +- 4.7

For this survey, 429 Brighton City residents were sampled from the Brighton City registered voter file and supplemented with contact information from a third-party address-based sample provider. Survey invitations were sent via mail, email, and text message. Survey interviews were completed online. The data have been weighted to reflect the demographics of the general population in Brighton City, specifically in regard to age, gender, race, homeownership, and city ward.

CONTACT

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Thank you for sharing your input on priorities, development, and the future of Brighton — your feedback will help shape the City’s long-term plans. Your time and opinions are greatly valued. Please note that your participation is voluntary and that all your answers will remain strictly confidential. The survey takes most people less than 15 minutes to complete. If you exit the survey before completion, you will be able to resume it at a later time. To begin the survey, click on the “Next>>” button below. During the survey you can use the navigation button on the bottom of the screen to advance questions. If during the survey you do not see the button, scroll down until you see it.

s_qualify.	Do you currently live in Brighton? (n=429)	
	No	*
	Yes	100%

n_yearborn.	Please select the year you were born: [RECODED INTO CENSUS AGE RANGES] (n=429)	
	18-35	28%
	35-44	21
	45-54	18
	55-64	17
	65+	16

n_overall.	All things considered, on a scale from 0 to 100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in Brighton? (n=428)	
	Quality of life in Brighton	Average 71

oe_likemost. In just a few words, what do you like most about living in Brighton? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

oe_topissue1. In your opinion, what is the most important issue facing Brighton **today**? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

s_topissue_future.	Do you think this issue will continue to be the most important issue facing Brighton in the next 3-5 years ? (n=428)	
	No	4%
	Yes	77
	Unsure	18



IF s_topissue_future = Yes, ASKED:

oe_future_yes. Why do you think this issue will continue to be the most important issue in the next 3-5 years? (OPEN-ENDED RESPONSES
 VERBATIM IN APPENDIX)

IF s_topissue_future = No, ASKED:

oe_future_no. What do you think will be the most important issue facing Brighton **in the next 3-5 years?** (OPEN-ENDED RESPONSES
 VERBATIM IN APPENDIX)

m_motives. Which of the following reasons best describe why you choose to live in Brighton? Select up to three. (n=428)

Affordable housing	30%
Affordable services	5
The areas reputation	4
Family-friendliness	12
I grew up in the area	14
I have family nearby	27
Good neighbors/people	18
Safe neighborhoods	22
Parks, trails, and open spaces	15
Real estate investments	4
Work/employment opportunities	8
Good schools	4
Small town feel	54
Other, please specify:	14

s_overall. To what extent do you agree or disagree with the following statements about Brighton? (n=410)

	Strongly disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Strongly agree
Overall, I feel safe living in Brighton.	5%	12	13	46	25
Brighton is a great place to raise a family.	5%	10	23	37	24
Brighton provides all the services I think it should provide.	9%	23	20	37	11
Brighton has all the kinds of businesses I want it to have.	17%	33	11	30	8
Overall, I think Brighton does a good job managing city services.	9%	14	21	41	15
Brighton is growing and developing in a positive way.	12%	20	18	36	15
Brighton has enough parks, open spaces, and recreation areas to meet my needs.	11%	17	11	38	24
Brighton is an environmentally friendly City.	7%	12	39	32	10
There are job opportunities in Brighton for people like me.	19%	18	31	26	6
I trust Brighton City staff and elected officials to be open and honest with residents.	12%	21	32	24	11



s_priorities1. Thinking about planning for the future of Brighton and the aspects of the community you live in, how important are each of the following potential priorities to you personally? (n=411)

	Not at all important	Not very important	Somewhat important	Very important
Preserving neighborhood and community character.	1%	6	32	61
Bringing in development opportunities that will contribute revenue to the City and diversify the tax base.	6%	8	46	40
Providing safe alternate transportation choices (e.g., public transit, walking and biking routes, etc.).	5%	10	41	44
Managing and facilitating traffic flow throughout the City.	*	4%	21	75
Providing and maintaining a mix of housing types at various price points.	5%	13	35	47
Increasing employment opportunities.	2%	5	38	56
Ensuring my children/family can afford to live in the City.	3%	3	20	75
Preserving outdoor recreation opportunities.	1%	3	34	61
Becoming a more environmentally sustainable city (e.g., water conservation, renewable energy options, recycling, etc.).	8%	12	34	46
Supporting arts and cultural programs.	7%	12	40	41
Promoting accessibility, diversity, and inclusion.	16%	13	24	46

md_priorities2. Of the priorities listed below, which is most important to your quality of life? Which is least important? (n=409)

	Least important	Most important
Preserving neighborhood and community character.	9%	8
Bringing in development opportunities that will contribute revenue to the City and diversify the tax base.	13%	11
Providing safe alternate transportation choices (e.g., public transit, walking and biking routes, etc.).	8%	5
Managing and facilitating traffic flow throughout the City.	6%	13
Providing and maintaining a mix of housing types at various price points.	9%	7
Increasing employment opportunities.	5%	9
Ensuring my children/family can afford to live in the City.	3%	24
Preserving outdoor recreation opportunities.	3%	8
Becoming a more environmentally sustainable city (e.g., water conservation, renewable energy options, recycling, etc.).	5%	8
Supporting arts and cultural programs.	15%	2
Promoting accessibility, diversity, and inclusion.	22%	6



md_improve. Of the following items, which do you think Brighton needs to improve most? Which do you think Brighton does best? (n=390)

	Needs to improve most	Does best
Preserving neighborhood and community character.	8%	12
Bringing in development opportunities that will contribute revenue to the City and diversify the tax base.	12%	13
Providing safe alternate transportation choices (e.g., public transit, walking and biking routes, etc.).	7%	8
Managing and facilitating traffic flow throughout the City.	21%	11
Providing and maintaining a mix of housing types at various price points.	6%	10
Increasing employment opportunities.	8%	4
Ensuring my children/family can afford to live in the City.	13%	4
Preserving outdoor recreation opportunities.	5%	20
Becoming a more environmentally sustainable city (e.g., water conservation, renewable energy options, recycling, etc.).	9%	3
Supporting arts and cultural programs.	4%	8
Promoting accessibility, diversity, and inclusion.	4%	3

s_pace. Which of the following statements best reflects how you feel about the pace at which Brighton is growing? (n=401)

Brighton is growing much too quickly	28%
Brighton is growing a bit too quickly	27
Brighton is growing at an appropriate pace	35
Brighton is growing a bit too slowly	7
Brighton is growing much too slowly	2

s_rate. How would you rate each of the following aspects of Brighton? (n=389)

	Terrible	Poor	Average	Good	Excellent
The restaurants and dining options	11%	20	37	25	8
The preservation of the history and character of the City	2%	11	43	38	6
The activities and entertainment options	9%	31	38	17	6
The retail and shopping options	8%	18	40	27	7
The available parks and open spaces	2%	8	35	42	13
The trails and trailheads in the City	5%	15	40	33	8
The atmosphere	2%	13	47	32	7
The walkability or pedestrian-friendliness of downtown Brighton	5%	17	42	28	8
The walkability or pedestrian-friendliness of areas outside downtown Brighton	6%	23	47	18	6
The traffic and ease of traveling in the City	13%	21	35	25	6

m_serv_seek. Do you go to another city to participate in any of the following activities or visit any of the following locations? Select all that apply. (n=398)

Restaurants	77%
Work	57
Shopping (e.g., department stores, warehouse clubs, outlets, etc.)	84
Entertainment (e.g., movies, theatres, venues, etc.)	62
Medical services (e.g., hospital, dentist, other medical facilities)	53
Active transportation routes (e.g., walking, biking)	20
Youth recreation (activities, events, leagues, and programs)	23
Adult recreation (activities, events, leagues, and programs)	40
Community or recreation spaces (e.g., parks, trails, recreation center)	39
Other, please specify:	5
None of the above	2

s_neighborhood. Next, thinking specifically about the community you live in, to what extent do you agree or disagree with the following statements? (n=387)

	Strongly disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Strongly agree
I am pleased with the way my community looks.	10%	16	15	41	18
My community gets enough attention from the City.	9%	22	33	24	11
My community is connected to the rest of the City.	6%	15	25	36	17
Things in my community have gotten better since I moved here.	12%	12	38	31	8
My community is walkable.	7%	16	10	40	26
My community has the right mix of businesses and housing.	13%	21	24	30	11
My community has access to usable transit.	14%	22	28	25	11
My community has access to parks and recreation.	2%	10	11	47	30
My community has enough housing options to accommodate current and future residents.	6%	22	23	27	22



m_econ_future. Which of the following would you like to see more of in your community in the future? Select all that apply. (n=389)

Food & drink	60%
Shopping & entertainment	56
Activities, events, and programs	45
Community or recreation spaces (e.g., parks, trails, recreation center)	40
Public transit routes (e.g., bus, light rail)	30
Services (e.g., salon, bank, medical facilities, laundry)	28
Active transportation routes (e.g., walking, biking)	27
Other, please specify:	11
None of the above	4

s_econ_future_access. Ideally, how far would you like to travel to access each of the following potential amenities, businesses, and services in your area? (n=373)

	5 minute walk	15 minute walk	5-9 minute drive	10-19 minute drive	20+ minute drive
Active transportation routes (e.g., walking, biking)	42%	29	18	7	4
Public transit routes (e.g., bus, light rail)	35	26	22	12	5
Community or recreation spaces (e.g., parks, trails, recreation center)	23	25	35	14	4
Food & drink	11	21	42	23	2
Services (e.g., salon, bank, medical facilities, laundry)	10	10	55	22	3
Activities, events, and programs	8	15	40	30	7
Shopping & entertainment	5	15	49	28	4

s_aes_import. How important are each of the following considerations when thinking about development in Brighton? (n=376)

	Not at all important	Not very important	Somewhat important	Very important
New buildings go through extensive architectural review.	4%	17	45	34
New development includes safe, well-connected sidewalks, and trails.	1%	3	34	62
Public amenities (like parks, plazas, or gathering spaces) are included.	1%	7	38	54
The development minimizes negative impacts on nearby neighborhoods (e.g., buffers, screening).	1%	8	45	46
New development includes attractive landscaping along streets and around buildings.	2%	9	44	46



s_aes_tradeoff. If you had to choose, which of the following is most important to you? (n=366)

High-quality building design, even if it may increase housing or development costs (e.g., larger front porches, garages set farther back from the street, varied rooflines, more architectural details between models)	57%
More flexibility in design standards to help lower housing or development costs (e.g., fewer windows, flat walls with less variation, fewer architectural details between models)	43

oe_service_miss. Are there **services** you feel are missing from Brighton? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

oe_business_miss. Are there **businesses** you feel are missing from Brighton? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

s_higher_ed. Do you support or oppose the City making efforts to attract higher education institutions (such as a community college or university campus) to Brighton? (n=370)

Strongly oppose	9%
Somewhat oppose	4
Neither support nor oppose	20
Somewhat support	26
Strongly support	41

m_housing_future. In your opinion, what type of housing and development is most needed in Brighton? Select up to three (3). (n=366)

Light industrial or commercial buildings, such as warehouses, storage facilities, or office spaces	9%
Small shopping center with multiple stores, restaurants, and/or services	43
Mixed-use developments combining ground-level storefronts with apartments or condominiums	27
Single-family garden courtyard homes with shared open space	19
Senior housing, such as an assisted living community, retirement village, or residential care home	22
Townhomes with individual yards	25
Single-family homes with large yards	44
Apartments or condominiums with shared amenities and open space	11
Accessory Dwelling Units (ADUs, e.g., basement apt, mother-in-law suite, attic apt, tiny home on existing lot, etc.)	14
Other, please specify:	5
None of these	6



RESPONDENTS SHOWN LOCATION RANKING OF HOUSING AND DEVELOPMENT OPTIONS SELECTED IN m_housing_future:

r_housing_loc_1. Where would you prefer to see light industrial or commercial buildings in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see light industrial or commercial buildings and 4 is where you would least prefer to see light industrial or commercial buildings. (n=22)

	Average Rank
Ward 1	1.9
Ward 2	2.2
Ward 3	2.6
Ward 4	3.2

r_housing_loc_2. Where would you prefer to see small shopping center with multiple stores, restaurants, and/or services in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see small shopping center with multiple stores, restaurants, and/or services and 4 is where you would least prefer to small shopping center with multiple stores, restaurants, and/or services. (n=152)

	Average Rank
Ward 1	2.1
Ward 2	2.6
Ward 3	2.6
Ward 4	2.6

r_housing_loc_3. Where would you prefer to see mixed-use developments in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see mixed-use developments and 4 is where you would least prefer to mixed-use developments. (n=84)

	Average Rank
Ward 1	2.8
Ward 2	2.5
Ward 3	2.4
Ward 4	2.3

r_housing_loc_4. Where would you prefer to see single-family garden courtyard homes with shared open space in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see single-family garden courtyard homes with shared open space and 4 is where you would least prefer to single-family garden courtyard homes with shared open space. (n=59)

	Average Rank
Ward 1	2.1
Ward 2	2.3
Ward 3	2.9
Ward 4	2.6



r_housing_loc_5. Where would you prefer to see senior housing in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see senior housing and 4 is where you would least prefer to senior housing. (n=83)

	Average Rank
Ward 1	2.2
Ward 2	2.5
Ward 3	2.7
Ward 4	2.5

r_housing_loc_6. Where would you prefer to see townhomes with individual yards in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see townhomes with individual yards and 4 is where you would least prefer to townhomes with individual yards. (n=71)

	Average Rank
Ward 1	2.4
Ward 2	2.6
Ward 3	2.2
Ward 4	2.8

r_housing_loc_7. Where would you prefer to see single-family homes with large yards in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see single-family homes with large yards and 4 is where you would least prefer to single-family homes with large yards. (n=119)

	Average Rank
Ward 1	2.4
Ward 2	2.4
Ward 3	2.4
Ward 4	2.8

r_housing_loc_8. Where would you prefer to see apartments or condominiums with shared amenities and open space in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see apartments or condominiums with shared amenities and open space and 4 is where you would least prefer to apartments or condominiums with shared amenities and open space. (n=24)

	Average Rank
Ward 1	2.2
Ward 2	2.3
Ward 3	2.9
Ward 4	2.6



r_housing_loc_9. Where would you prefer to see Accessory Dwelling Units in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see Accessory Dwelling Units and 4 is where you would least prefer to see Accessory Dwelling Units. (n=44)

	Average Rank
Ward 1	2.3
Ward 2	2.3
Ward 3	2.4
Ward 4	3

r_housing_loc_10. Where would you prefer to see other housing and development in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see other housing and development and 4 is where you would least prefer to see other housing and development. (n=22)

	Average Rank
Ward 1	2.1
Ward 2	2.4
Ward 3	2.4
Ward 4	3

m_transit. When it comes to transportation in Brighton, which of the following issues would you consider most important for the City to address? Select up to three (3). (n=348)

Reducing traffic congestion	52%
Improving freeway connections	30
East-west mobility	27
Improve biking and walking experience within neighborhoods	21
Improve biking and walking experience between neighborhoods and other parts of the City	28
Public transit/alternate transportation options	31
Improving parking accessibility	18
Increasing commuter routes/major thoroughfares	25
Reducing speeds in neighborhoods	17
Other, please specify:	7

s_land_dev_tradeoff. The City of Brighton has preserved over 500 acres of farmland through conservation easements. Looking ahead, what should be the City's top priority for managing land use in areas that are not yet preserved? (n=346)

Continue prioritizing the preservation of additional farmland.	52%
Allow more flexibility for development in areas not currently preserved.	15
Allow some flexibility for development, but reserve farmland for future agritourism uses (e.g. farm stands, event venues).	34

m_land_preservation. When thinking about the future of Brighton, which of the following approaches would you be open to seeing?
Select all that apply. (n=347)

Providing economic support or incentives to help farmers stay in operation	60%
Maintaining the community's farming heritage	55
Preserving additional farmland for future generations	52
Balancing preservation efforts with housing, business, or other community needs	41
Allowing flexibility for farmland owners to sell or develop their land	28
Other, please specify:	2
None of these	1

And now just a few more questions that will help us categorize responses.

s_sex. Which of the following best describes how you think of yourself? (n=351)

Male	49%
Female	49
In another way, specify if you wish:	2

s_timelived. How long have you lived in Brighton? (n=351)

Less than 2 years	11%
2-4 years	18
5-10 years	23
11-15 years	7
16-20 years	10
21 or more years	32

s_expect. In total (including any time you have already spent living in Brighton), how long do you expect to live in Brighton?
(n=347)

Less than 2 years	4%
2-4 years	9
5-10 years	22
11-15 years	14
16-20 years	10
21 or more years	42

s_ownrent. Which of the following best describes where you are currently living? (n=350)

Own or buying my own home	75%
Rent my home or apartment	20
Live with parents, relatives, or otherwise rent-free	5
Other	1

s_edofr. What is the last year of school you completed? (n=348)

Some high school or less	1%
High school graduate	17
Some college	23
College graduate	39
Post graduate degree (e.g. MA, MBA, LLD, PhD)	16
Vocational school or technical school	5

s_employ. What is your employment status? (n=349)

Self-employed	13%
Employed by someone else	64
Unemployed	2
Homemaker	2
Retired	18
Student	1

s_marriage. Are you currently... (n=349)

Married	62%
Divorced	8
Widowed	5
Living with partner	6
Single	19

s_household. How many people currently reside in your household? (n=347)

1	14%
2	35
3	16
4	20
5	12
6 or more	4

m_race. Are you... Please select all that apply. (n=338)

American Indian / Native American	7%
Asian	2
Black / African American	1
Hispanic / Latino	36
White / Caucasian	64
Pacific Islander	1
Other, please specify:	4

s_income. What do you expect your 2025 family income to be? (n=325)

Under \$35,000	7%
\$35,000 – 49,999	6
\$50,000 – 74,999	13
\$75,000 – 99,999	18
\$100,000 – 124,999	14
\$125,000 – 149,999	13
\$150,000 – 199,999	15
Over \$200,000	14

oe_comments. Thank you for completing the survey. If you have any comments about the topics in this survey or Brighton in general, please enter them here below. Otherwise, click the forward arrow button at the bottom of the screen to submit your response. (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

A watercolor-style illustration of a mountain range. The foreground features a body of water in shades of blue and teal, with some orange and red splatters. The middle ground shows a range of mountains in various shades of blue and teal. The background features a range of mountains in shades of orange, red, and yellow, suggesting a sunset or sunrise. The entire scene is framed by a thin black border.

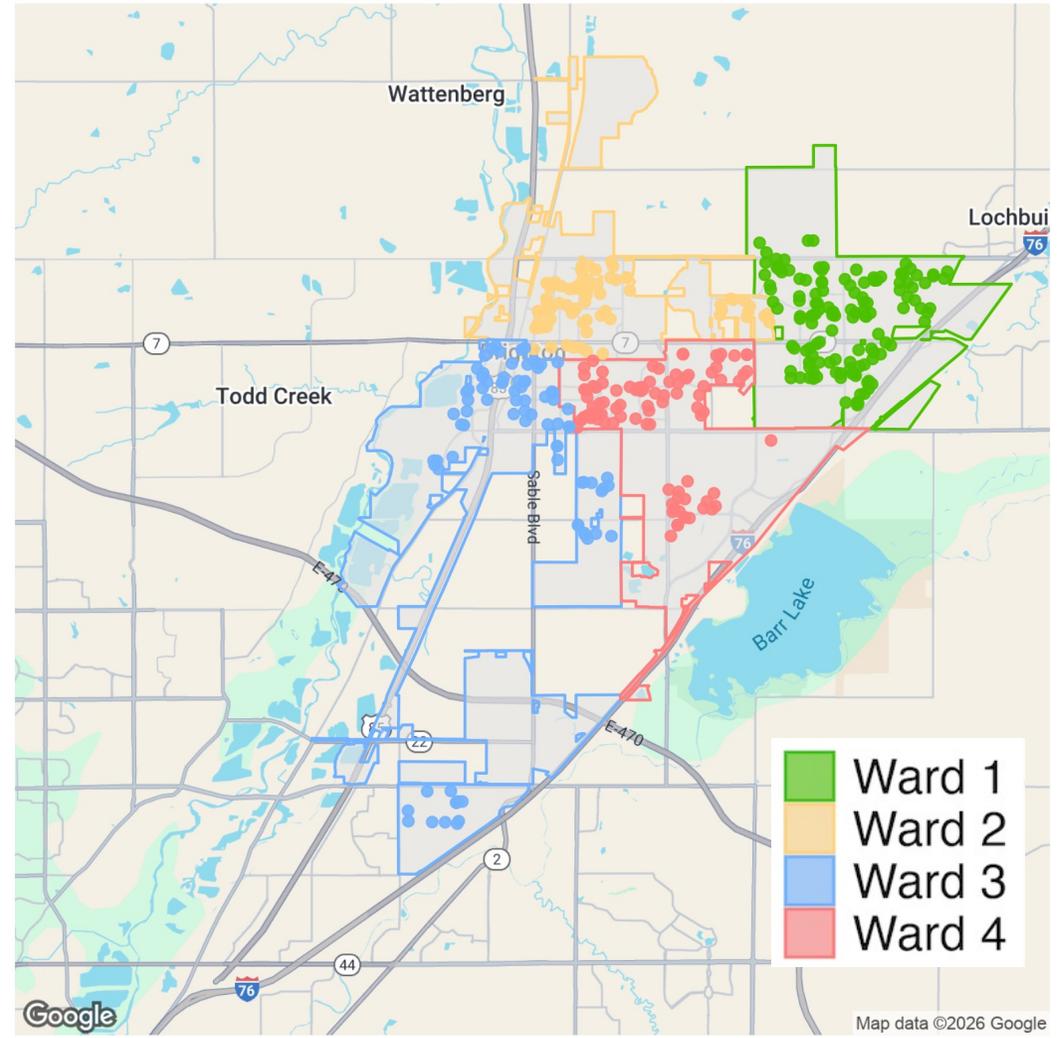
BRIGHTON CITY COMPREHENSIVE PLAN

2026 RESIDENT PRIORITIES SURVEY



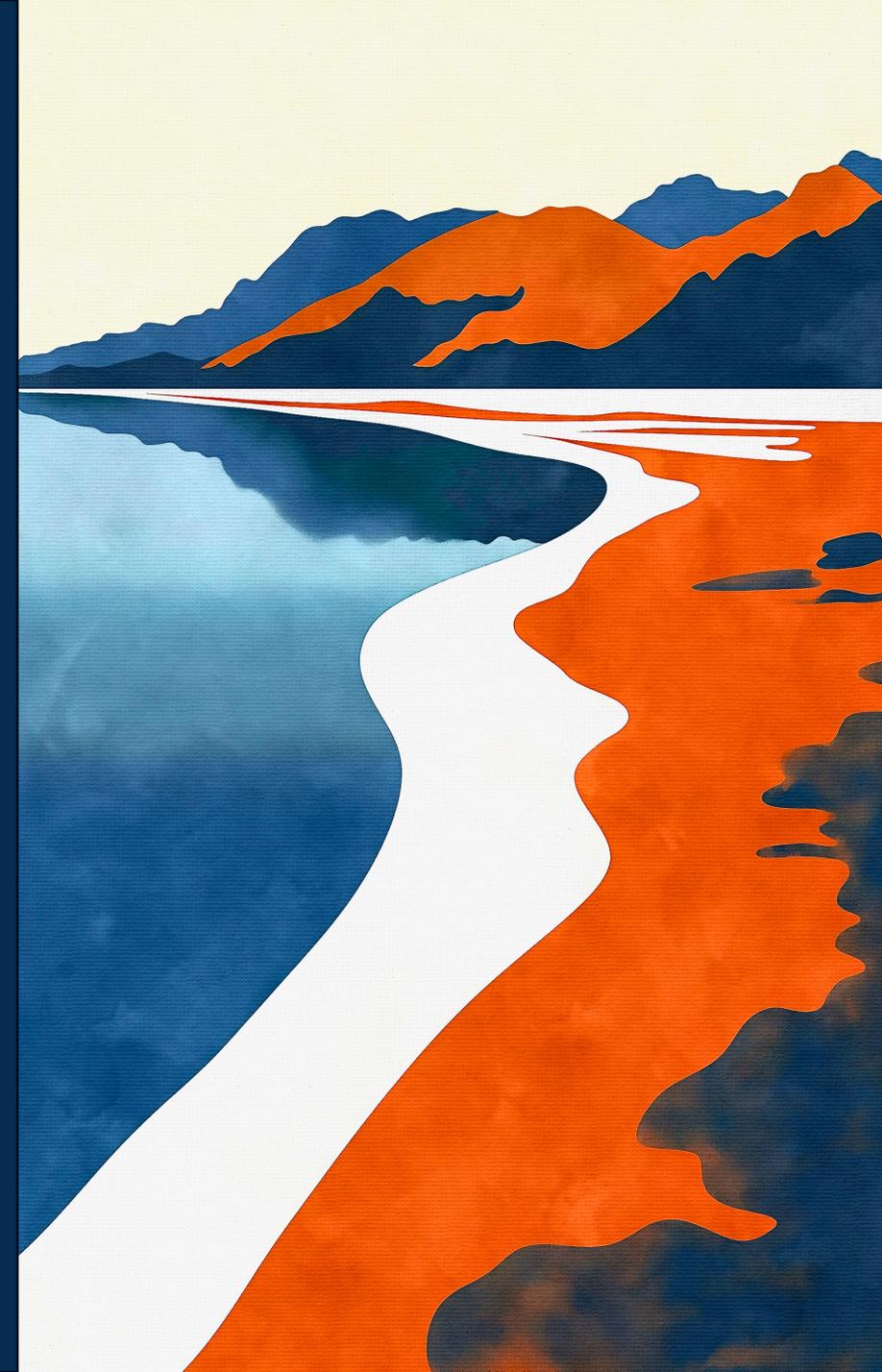
METHODOLOGY

- ◆ 16,000 households were sampled from the Brighton City registered voter file and a USPS residential list from a third-party address-based sample provider.
- ◆ Fielding was conducted from November 24, 2025 – January 12, 2026. Survey invitations were sent via postcard, email, and text message. The survey was available in both English and Spanish.
- ◆ 429 residents responded.
- ◆ Data was weighted to reflect the demographics of the City, specifically in regards to age, gender, race, ward, and homeownership.
- ◆ MOE: +/- 4.70



KEY FINDINGS

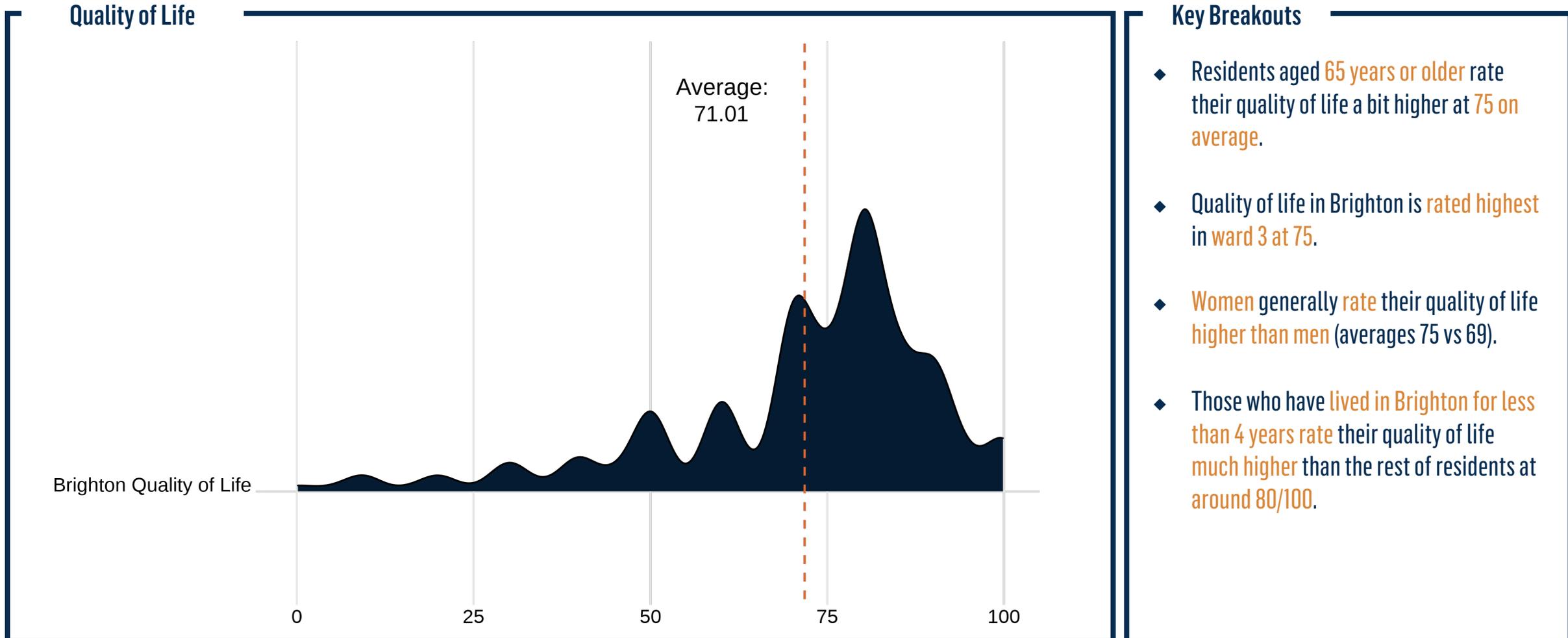
- ◆ Residents report a **high quality of life driven by Brighton's atmosphere, safety, and small-town character**. Most residents rate their quality of life favorably, with few reporting low satisfaction. The City's small-town feel, sense of safety, and family-friendly environment are central to why people choose to live in Brighton.
- ◆ **Rapid growth is the dominant concern** and is expected to remain so in the future. Residents widely agree that **growth is happening quickly**, and many feel it is **outpacing infrastructure**, increasing costs, and straining public services.
- ◆ **Affordability** for self and family as well as **reducing traffic are top priorities**—residents do not feel progress is keeping pace with the current rate of growth. However, **these same areas show low performance relative to importance, suggesting a gap between resident expectations and perceived City outcomes**.
- ◆ **Parks and open space are strong assets, while dining, shopping, and entertainment options lag**. Outdoor recreation and park access receive the highest ratings among City services and community amenities. In contrast, **many residents leave Brighton for leisure activities** and express a desire for more diverse, higher-quality restaurants, shopping, and entertainment options closer to home.
- ◆ **Residents favor development that preserves farmland and community character**. There is strong support for preserving farmland, protecting agricultural heritage, and maintaining Brighton's rural identity. **Preferences lean toward single-family homes, high-quality design, and development that aligns with existing community values** rather than large-scale or industrial growth.



CITY DIRECTION AND PERCEPTIONS

Quality of life in Brighton is high with an average of 71 out of 100

About one in four Brighton residents rate their quality of life very high (85 or above on a 100-point scale). Half of residents score within 10 points of the city average (60–80), while only 12% rate their quality of life below 50.



Q: All things considered, on a scale from 0 to 100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in Brighton? (n = 428)

Brighton's appeal comes from its atmosphere, location, and safety



SMALL-TOWN FEEL (57%*)

Residents overwhelmingly emphasize the small-town atmosphere as a primary attraction. This sentiment captures a sense of community, familiarity, and a slower pace of life that many residents enjoy.



PROXIMITY TO DENVER (27%)

Respondents appreciate Brighton's location near Denver, offering easy access to amenities (e.g., airport and major highways) while having a more relaxed, less congested environment.



COMMUNITY SAFETY (19%)

The friendly community, low crime rates, and sense of security are seen as positive aspects of living in Brighton. The perception of a safe, welcoming environment with community-oriented events and interactions are mentioned repeatedly.



OPEN SPACE AND RURAL CHARACTER (15%)

The presence of agricultural land, open spaces, and a semi-rural feel are attractive features for many Brighton residents.



AFFORDABILITY (5%)

Housing affordability and lower cost of living compared to Denver metro areas are significant draws for residents. Many appreciate being able to own a home or live comfortably without the high expenses of larger cities.

*Percentages are calculated amongst complete, coherent responses. Responses with "NA," "None," "No," etc., were removed.

Q: In just a few words, what do you like most about living in Brighton? (n = 416)

Growth drives concerns about infrastructure, affordability, safety, and sustainability



CITY GROWTH (38%*)

A major concern is the rapid growth of Brighton. Residents are worried about the City expanding too quickly without adequate infrastructure, road capacity, and community planning to support the increasing population.



INFRASTRUCTURE NEEDS (29%)

Closely tied to growth is infrastructure issues, including poorly maintained roads, lack of traffic management, and insufficient public transportation. Residents frequently ask for better roads, sidewalks, and City services.



AFFORDABILITY (24%)

The cost of living, including high property taxes, expensive housing, and increasing utility costs, is creating financial strain for residents. Many feel the City is more unaffordable, especially for long-term residents and younger generations.



RISING CRIME (18%)

Residents express concerns about increasing crime rates, homeless populations, drug use, and overall community safety. There's a perception that the City is becoming less safe with rapid expansion.



WATER (8%)

Water quality, availability, and cost are significant concerns for Brighton residents. Many complain about hard water, high utility costs, and questions about water sustainability with continued growth.

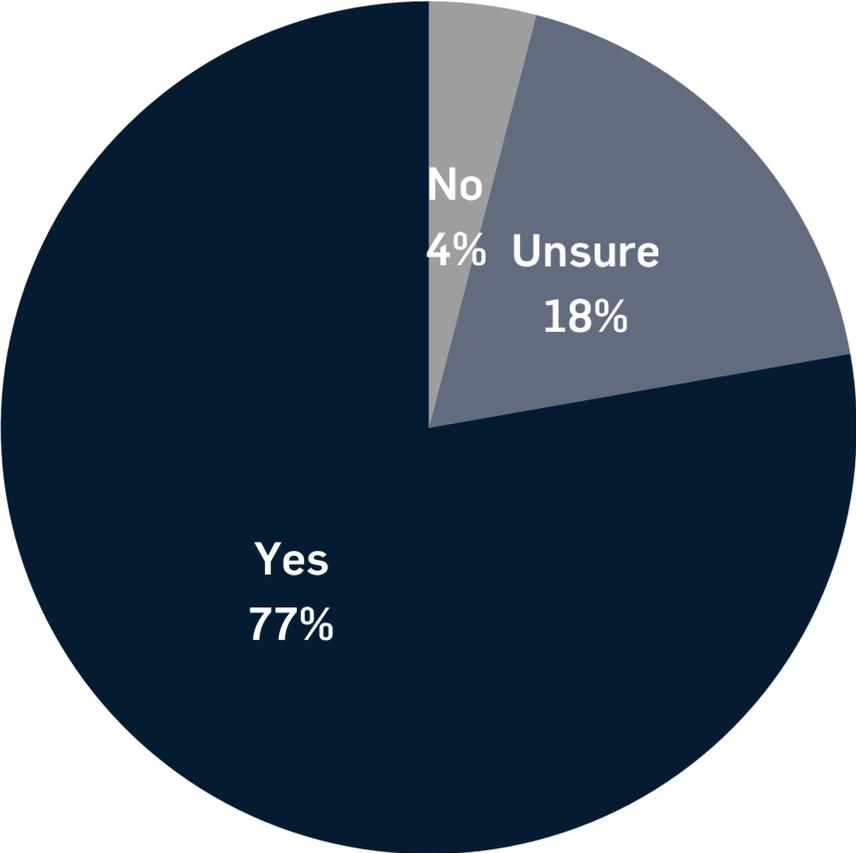
*Percentages are calculated amongst complete, coherent responses. Responses with "NA," "None," "No," etc., were removed.

Q: In your opinion, what is the most important issue facing Brighton today? (n = 425)

3 in 4 residents expect the top issue today will be the top issue in the future

Looking down the road, residents feel rapid growth will outpace current infrastructure, drive costs up, and add strain on public services.

Will Current Top Issue be the Most Important in the Next 3-5 Years?



“Growth emphasis being prioritized over improving existing infrastructure.”

“We keep building homes and apartments but most still can’t afford to live here.”

“Increase in population and consequential increase in traffic.”

“Infrastructure to support population growth (congested roadways, ensuring police and fire can support the growth, strong schools).”

Q: Do you think this issue will continue to be the most important issue facing Brighton in the next 3-5 years? (n = 428)

Q: Why do you think this issue will continue to be the most important issue in the next 3-5 years? (n = 328)

Q: What do you think will be the most important issue facing Brighton in the next 3-5 years? (n = 87)

Growth is still the top concern in the next 3-5 years among residents who reported they don't think the same leading issues will continue in the future



GROWTH (35%*)

Growth is the most frequently mentioned concern among Brighton residents. The rapid growth of the City is seen as both an opportunity and a challenge, with many worried about managing its pace and impact.



RESOURCES AND UTILITIES (20%)

Water rights, resource availability, and the city's capacity to support continued growth are important considerations. Residents are worried about long-term sustainability in terms of natural resources and infrastructure.



TRAFFIC AND POPULATION (17%)

The increase in population is directly linked to growing traffic congestion and overcrowding. Residents are concerned about the impact of more people on the City's transportation and overall quality of life.



AFFORDABLE HOUSING (13%)

Affordable housing and the rising cost of housing are key issues for Brighton residents. The increasing housing prices and limited affordable options are creating challenges for current and potential residents.



INFRASTRUCTURE (13%)

Residents are deeply concerned about the City's ability to support population growth through adequate infrastructure like roads, schools, and public services. The strain on existing infrastructure due to rapid expansion is a significant worry.

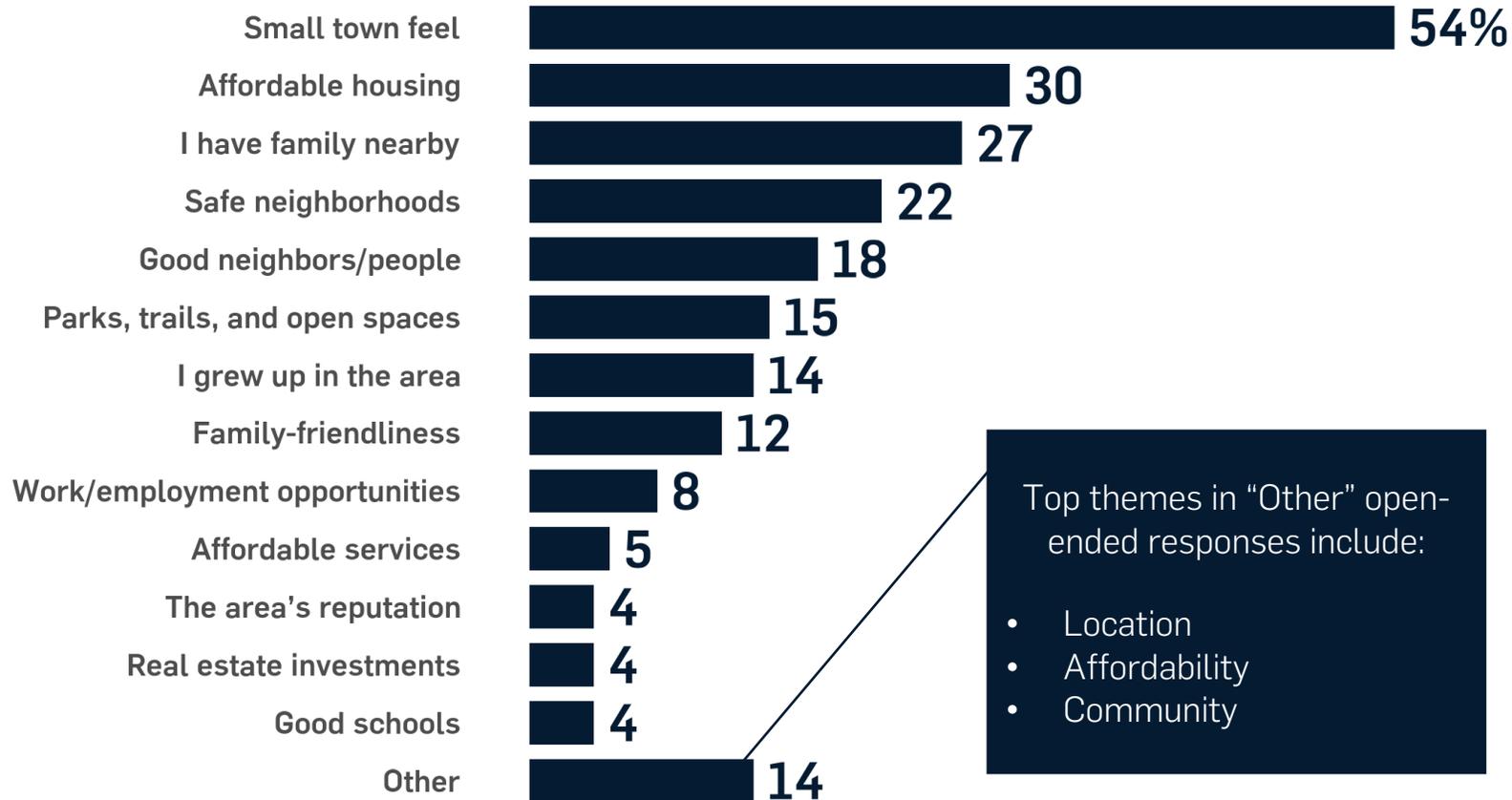
*Percentages are calculated amongst complete, coherent responses. Responses with "NA," "None," "No," etc., were removed.

Q: What do you think will be the most important issue facing Brighton in the next 3-5 years? (n = 87)

Its small-town feel is the leading reason residents live in Brighton

A majority of residents express that Brighton's small-town feel is the primary reason they live here. Affordable housing and having family nearby round out the top three motives. Brighton's reputation, real estate, and schools are the least relevant motives for respondents.

Motives for Living in Brighton



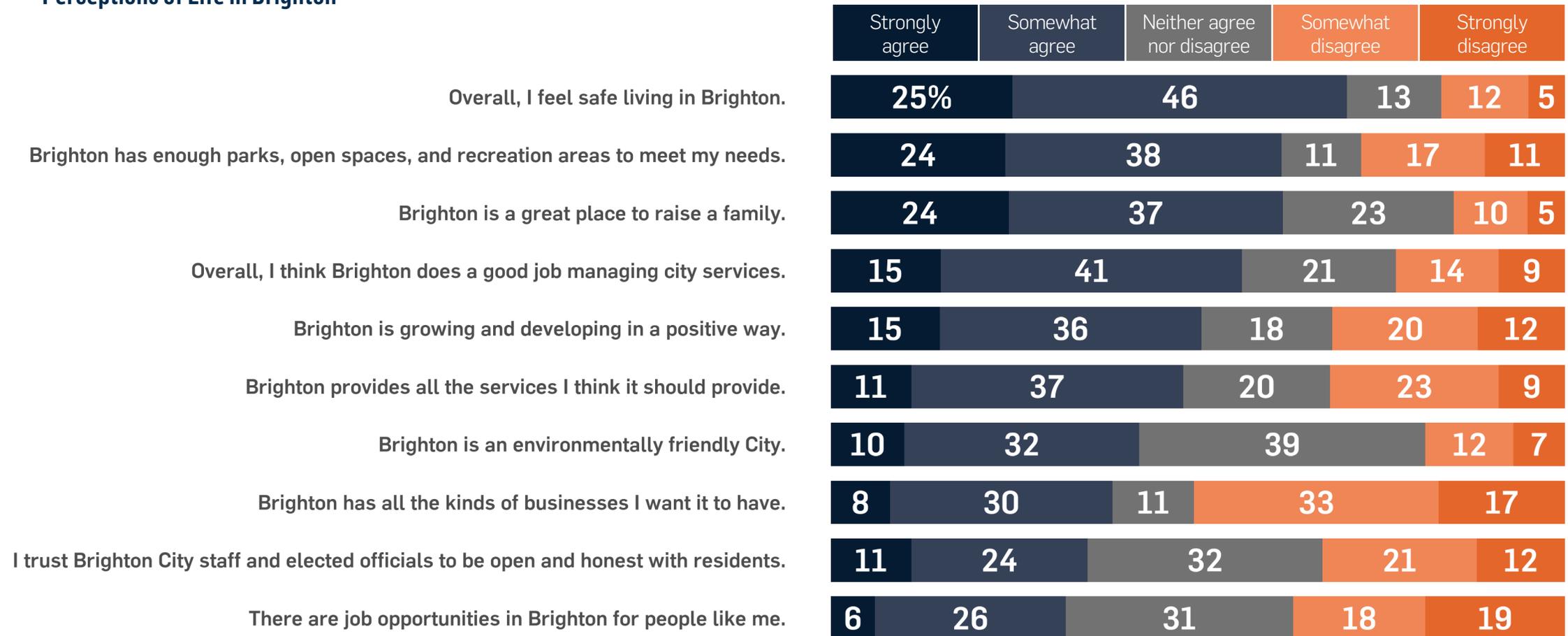
Key Breakouts

- ◆ Having a **small-town feel** is the number **one reason** residents choose to live in Brighton **across all subgroups of interest** and **usually by more than 10** percentage points.
- ◆ For respondents that **have lived in Brighton for 16+ years**, having family in the area is a top three motive and only trails small-town feel by a few points.
- ◆ **Affordable housing** performs best among residents that have lived in Brighton for **5-20 years** at 38%. **Not far behind** are those that are **under 44 years old**, those that live in **ward 1 or 2**, and those that identify as **White**.

Brighton is viewed as a safe place to raise a family and recreate

More than half of Brighton residents agree that the city is safe, a great place to raise a family, and offers sufficient recreational spaces, with roughly one in four strongly agreeing on each—higher than any other attribute measured. In contrast, perceptions that the City has sufficient businesses are weakest, with 50% expressing disagreement.

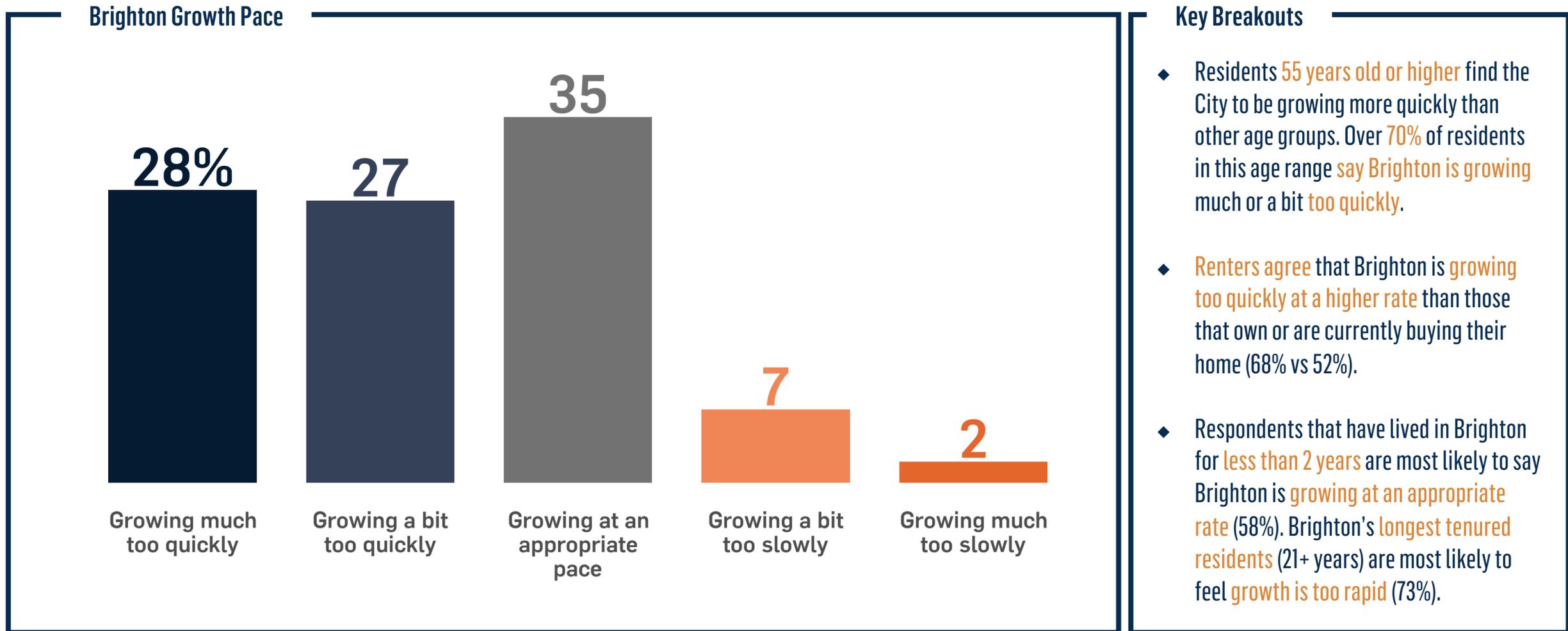
Perceptions of Life in Brighton



Q: To what extent do you agree or disagree with the following statements about Brighton? (n = 427)

Most residents agree Brighton is growing quickly, many support current pace

55% of respondents report that they feel Brighton is growing either much or a bit too quickly. Just over 1 in 3 say that the current pace of growth is appropriate while less than 10% feel growth is too slow.

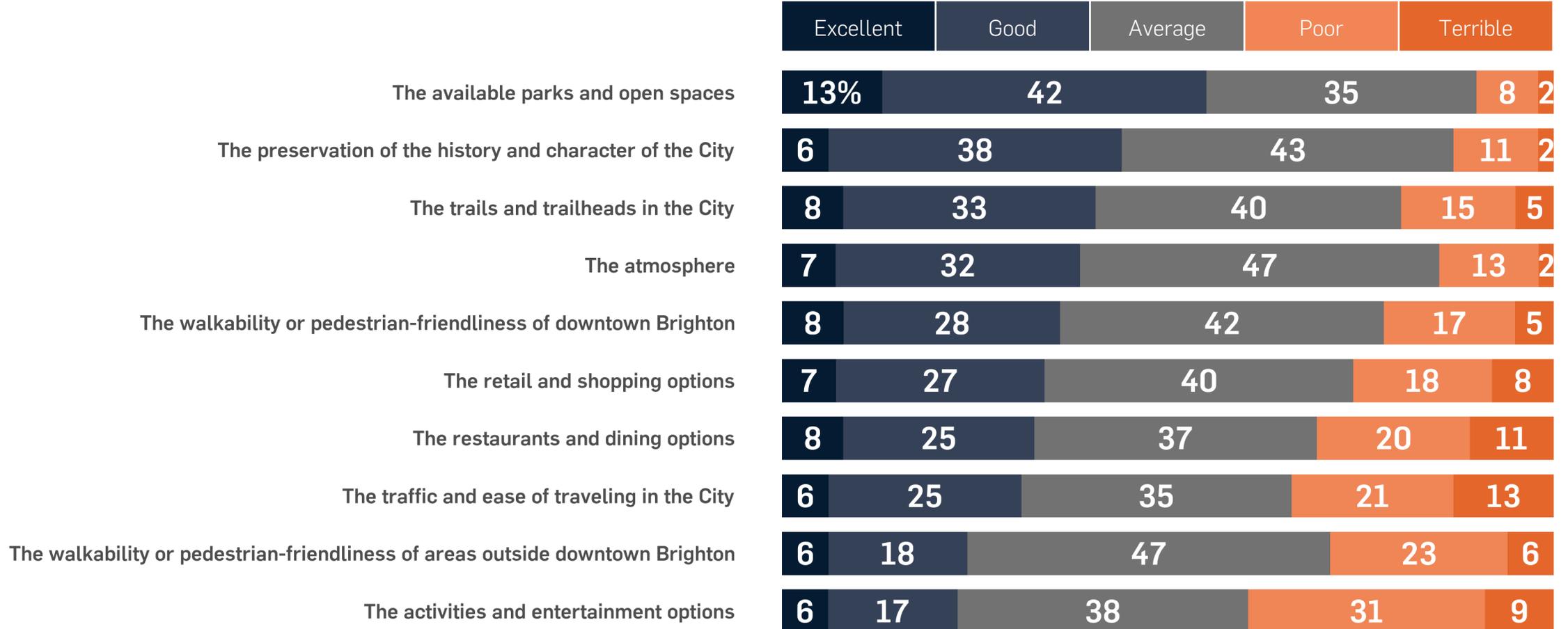


Q: Which of the following statements best reflects how you feel about the pace at which Brighton is growing? (n = 401)

Recreational areas are rated the best among City services and amenities

Available parks and open spaces lead the field in both “excellent” and “good” ratings. Recreation outside of parks and open spaces, such as activities and entertainment, are rated “poor” or “terrible” by 40% of residents, the lowest rating across all tested metrics.

Brighton Ratings

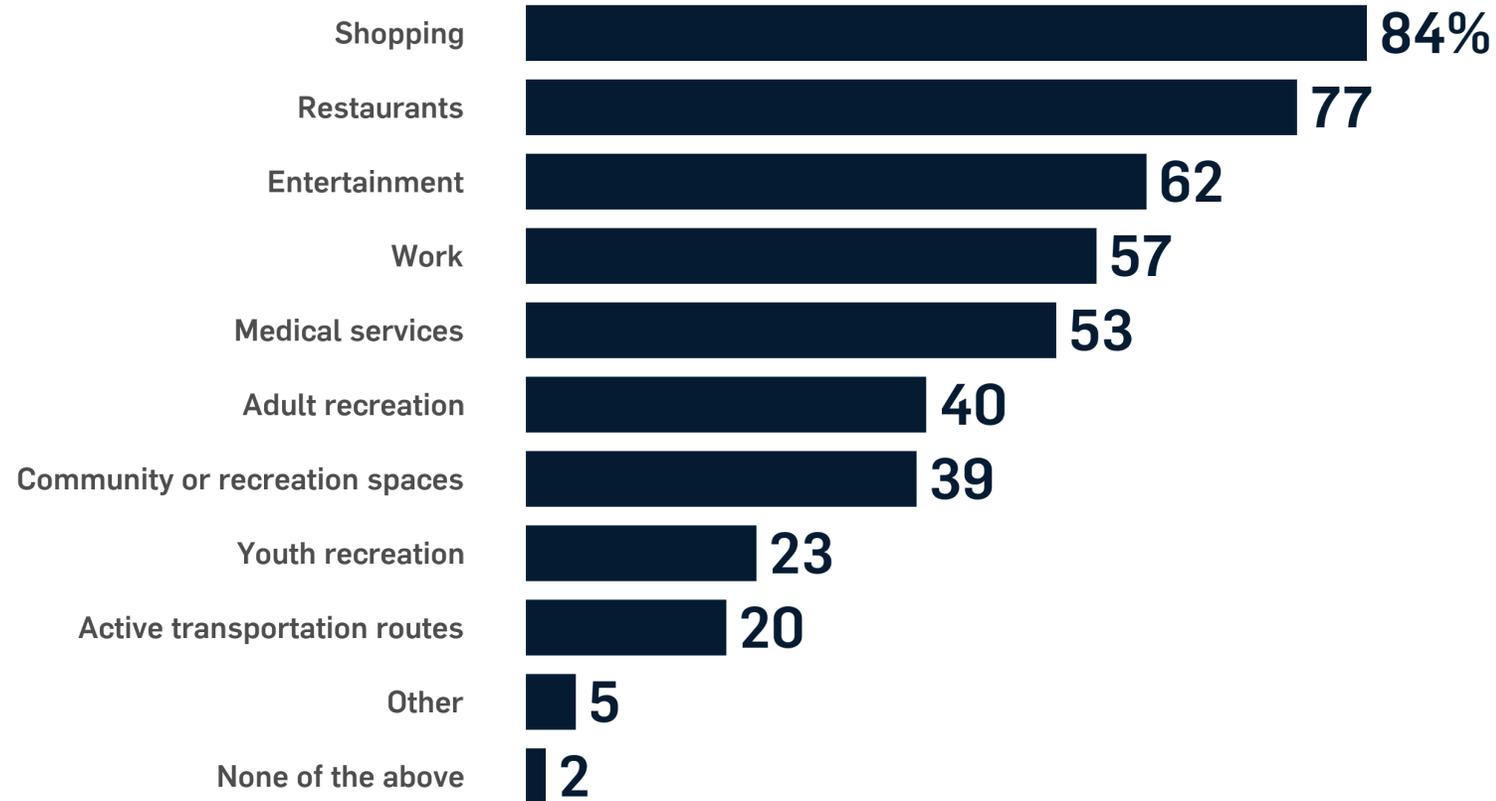


Q: How would you rate each of the following aspects of Brighton? (n = 399)

Residents seek locations outside Brighton for multiple services and businesses

Leisure activities, such as shopping, eating at restaurants, and participating in entertainment, are the top reasons Brighton residents visit locations outside the City. Over half also leave the City for work and medical services. Less than 1 in 4 leave the City for youth recreation or transportation routes.

Activities Outside of Brighton



Key Breakouts

- ◆ Residents that have lived in Brighton for less than 2 years are least likely to leave Brighton for shopping (73%). About 90% of all other residents report leaving Brighton to go shopping.
- ◆ Men are more likely to leave Brighton in search of restaurants than women (84% vs 72%).
- ◆ Medical services are sought outside of Brighton most often by those that have lived in the City 16-20 years, are 65+ years old, or live in wards 3 or 4. About 60% of each of these subgroups look for medical services outside of Brighton.

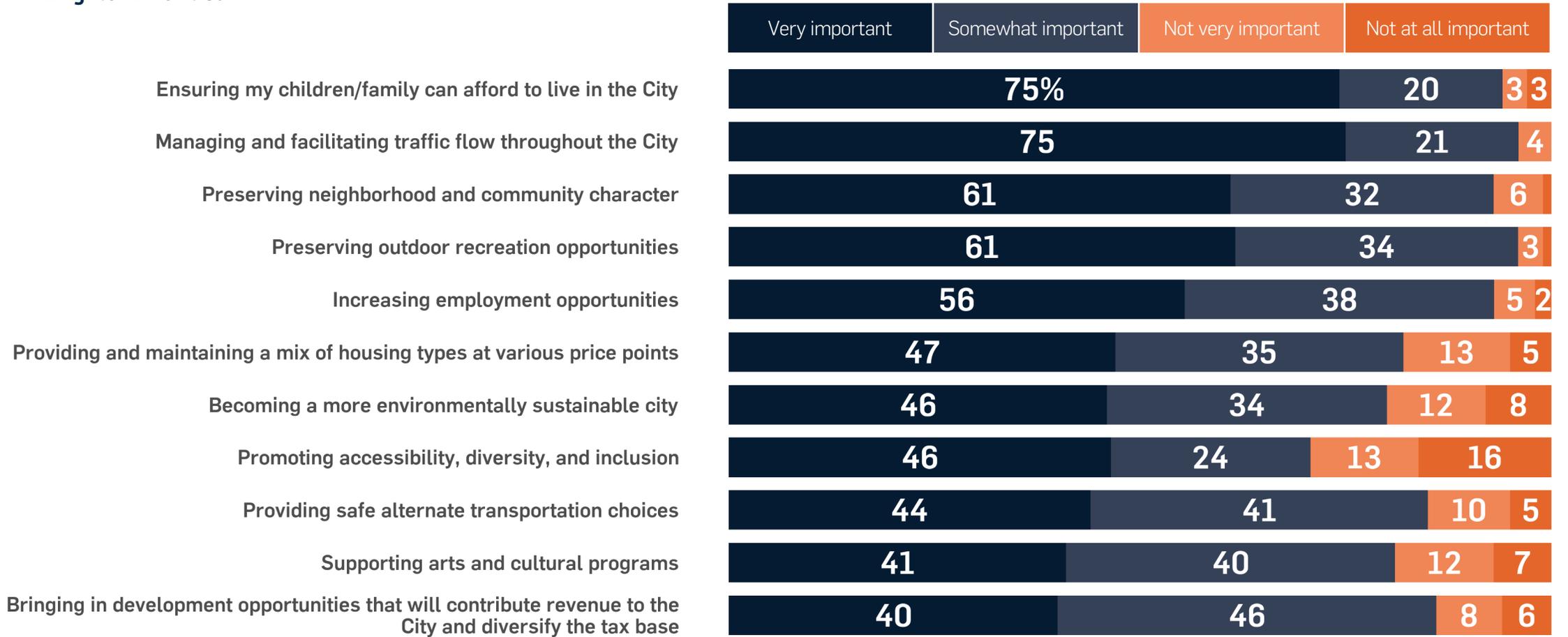
Q: Do you go to another city to participate in any of the following activities or visit any of the following locations? (n = 398)

CITY PRIORITIES

Residents place high importance on all aspects of community

All priorities are considered at least somewhat important by 70% or more of Brighton residents. Ensuring families can live in the City and improving traffic are seen as “very important” by 3 in 4, the highest among all priorities.

Brighton Priorities

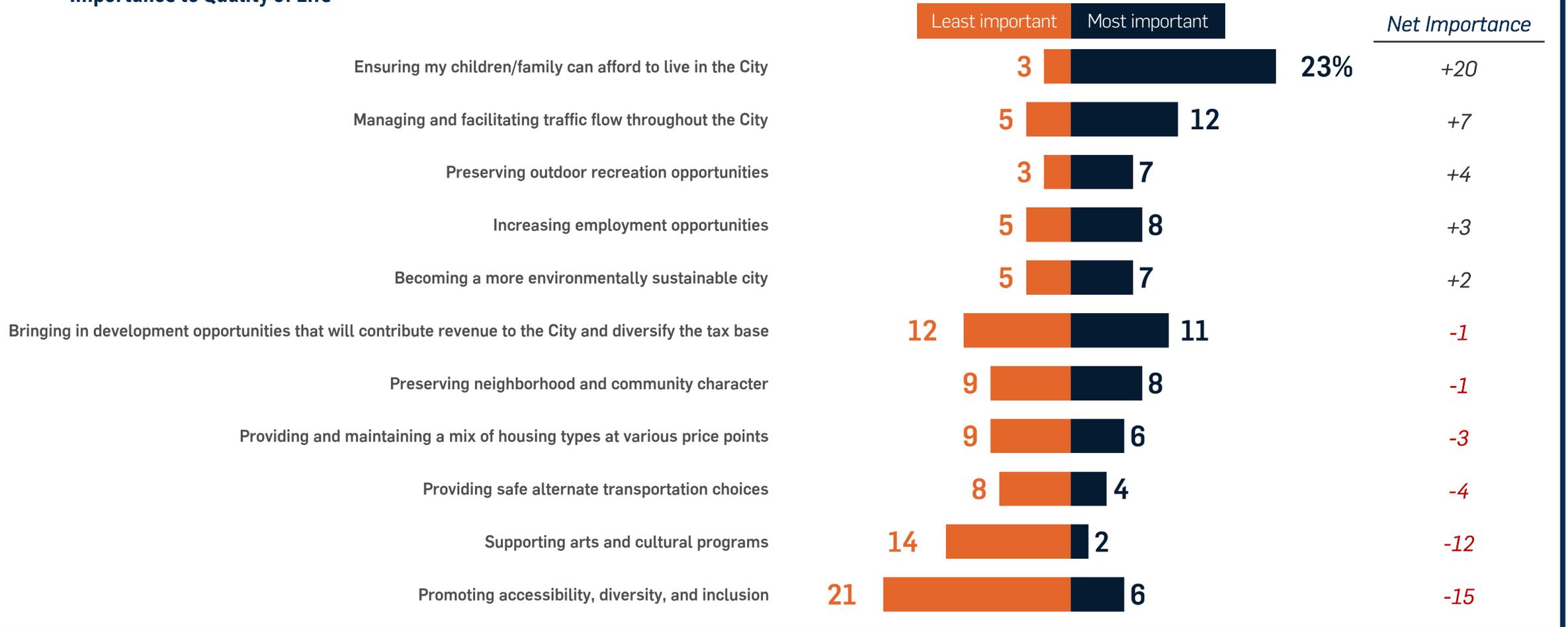


Q: Thinking about planning for the future of Brighton and the aspects of the community you live in, how important are each of the following potential priorities to you personally? (n = 420)

Ensuring affordability in the City is considered most important overall

Ensuring families can afford to live in Brighton tops all other priorities for almost 1 in 4 residents and has a net importance well above all other priorities. Bringing development opportunities to diversify the tax base is the most polarizing priority. Supporting arts and cultural programs or diversity and inclusion lag most in net importance.

Importance to Quality of Life



Q: Of the priorities listed below, which is most important to your quality of life? Which is least important? (n = 409)

And residents think these priorities need the most attention

Ensuring families can afford to live in Brighton and managing traffic have the highest net importance among all listed priorities but are regarded as the priorities that need the most improvement. Residents do feel that Brighton is succeeding in preserving outdoor recreation.

Brighton Qualities Done Best and Need Most Improvement



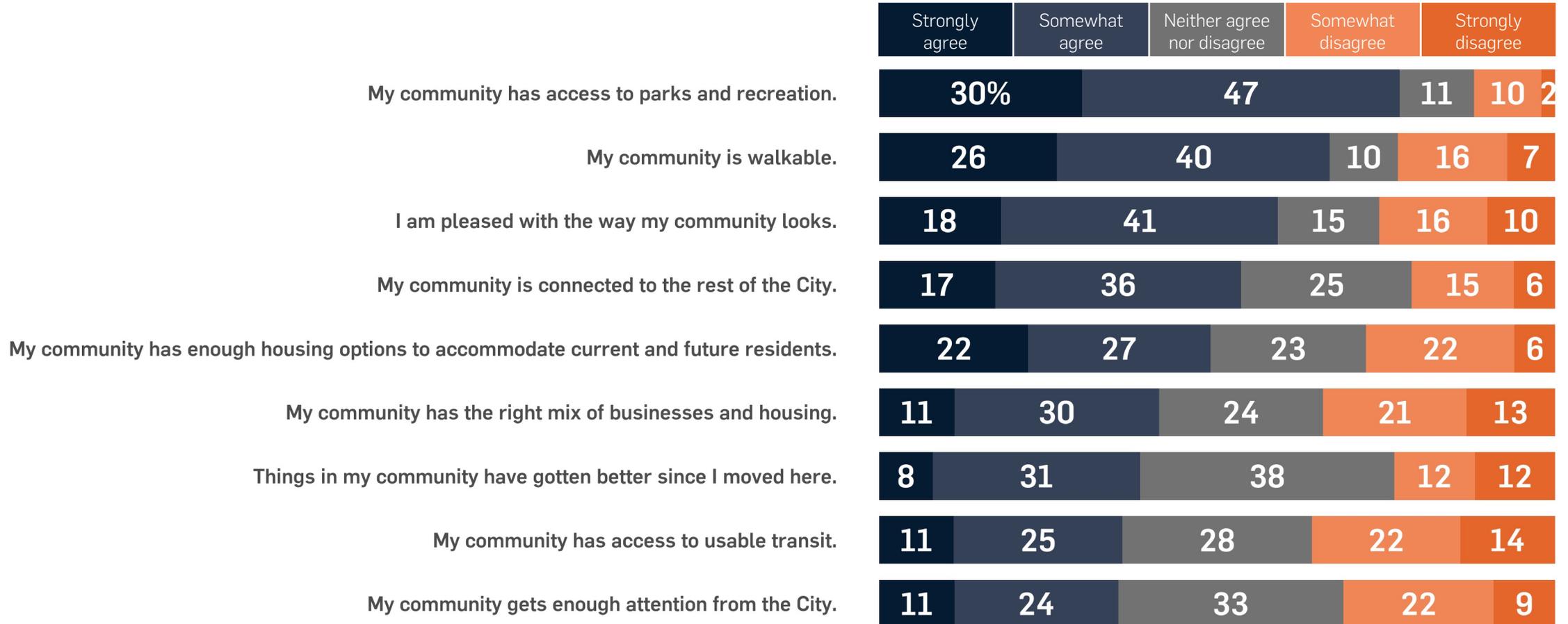
Q: Of the following items, which do you think Brighton needs to improve most? Which do you think Brighton does best? (n = 390)

COMMUNITY DEVELOPMENT

Recreation in communities, as with City overall, is viewed as top quality

Nearly 80% agree the community they belong to has access to parks and recreation. More than 50% residents also agree that their community is walkable, looks pleasant, and is connected to the rest of the City. Less than 40% feel their community has gotten better in their time there, has access to usable transit, or gets enough attention from the City.

Community Qualities

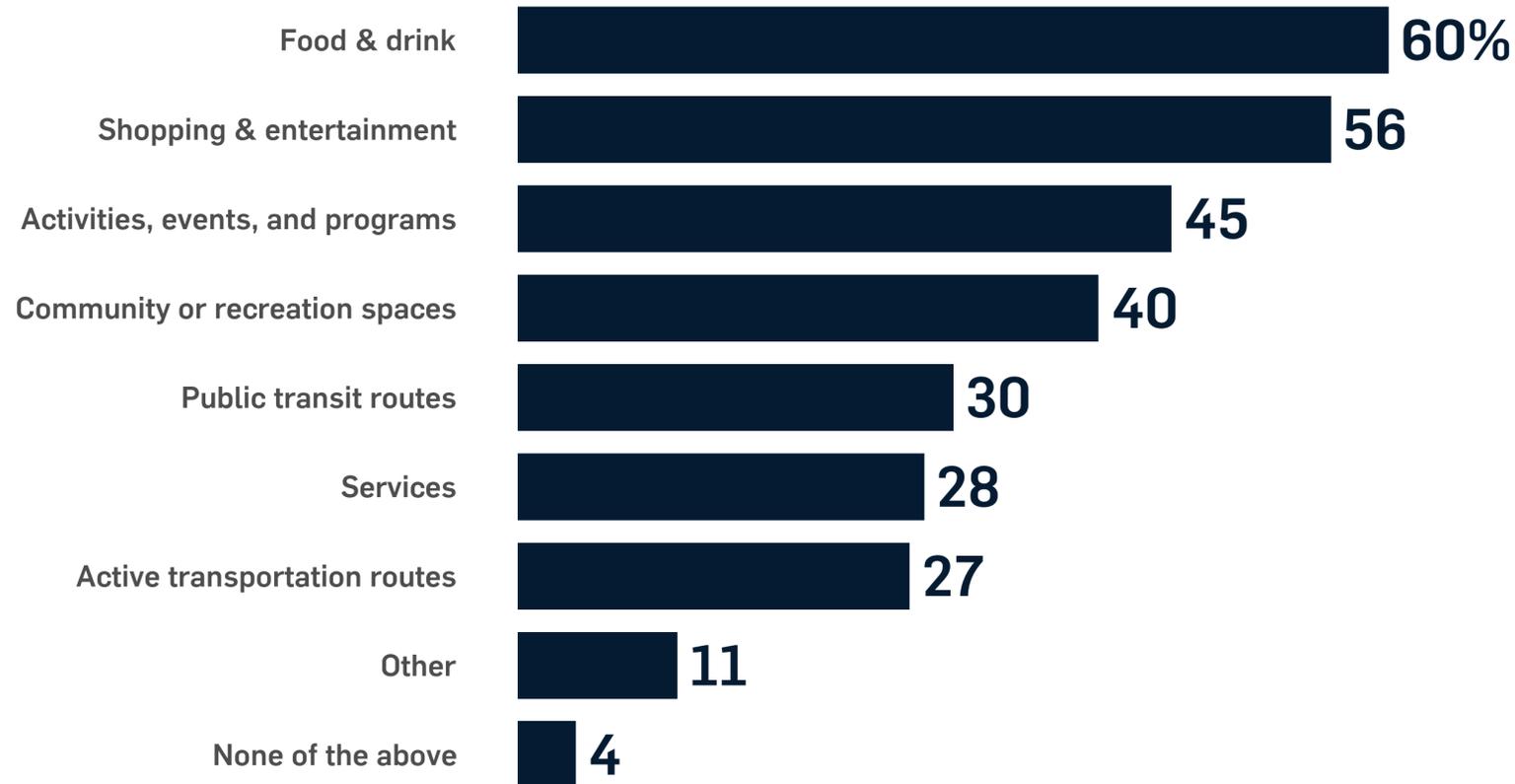


Q: Next, thinking specifically about the community you live in, to what extent do you agree or disagree with the following statements? (n = 391)

Residents want more food and entertainment options

A majority of respondents want to see more food & drink and shopping & entertainment options in their communities. All potential additions to these communities are supported by at least 1 in 4 residents while only 4% say they don't want to see any of these in their community.

Want More in the Community



Key Breakouts

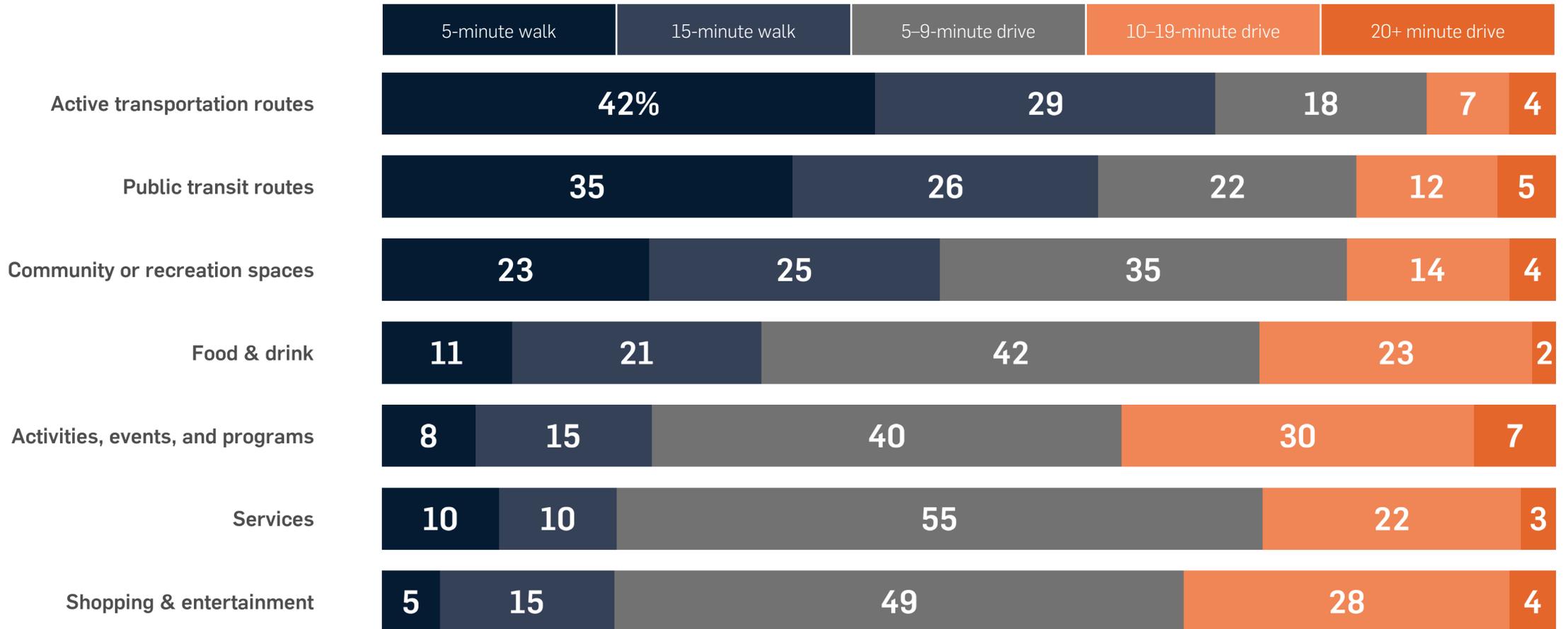
- ◆ Generally, as residents get older, the support for more food & drink in their community decreases. 69% of those aged 18-34 want more food/drink options and that drops to 46% for those 65+ years.
- ◆ Respondents that identify as Hispanic are more likely than any other group to support more activities, events, and programs at 56%.
- ◆ Ward 1 stands out as having more interest in food & drink (71%) and shopping & entertainment (70%) than the other City wards. Ward 2 is much more interested in transit routes (46%) for its community than other areas.

Q: Which of the following would you like to see more of in your community in the future? (n = 389)

Transportation routes should be in walking distance

71% of residents would like active transportation routes and 61% would like public transit routes within a 15-minute walk from their residence. Residents are split between having community/rec spaces within walking distance or a short drive. Most would prefer service, food, and entertainment options within a 5-19-minute drive.

Desired Travel Time to Services or Businesses



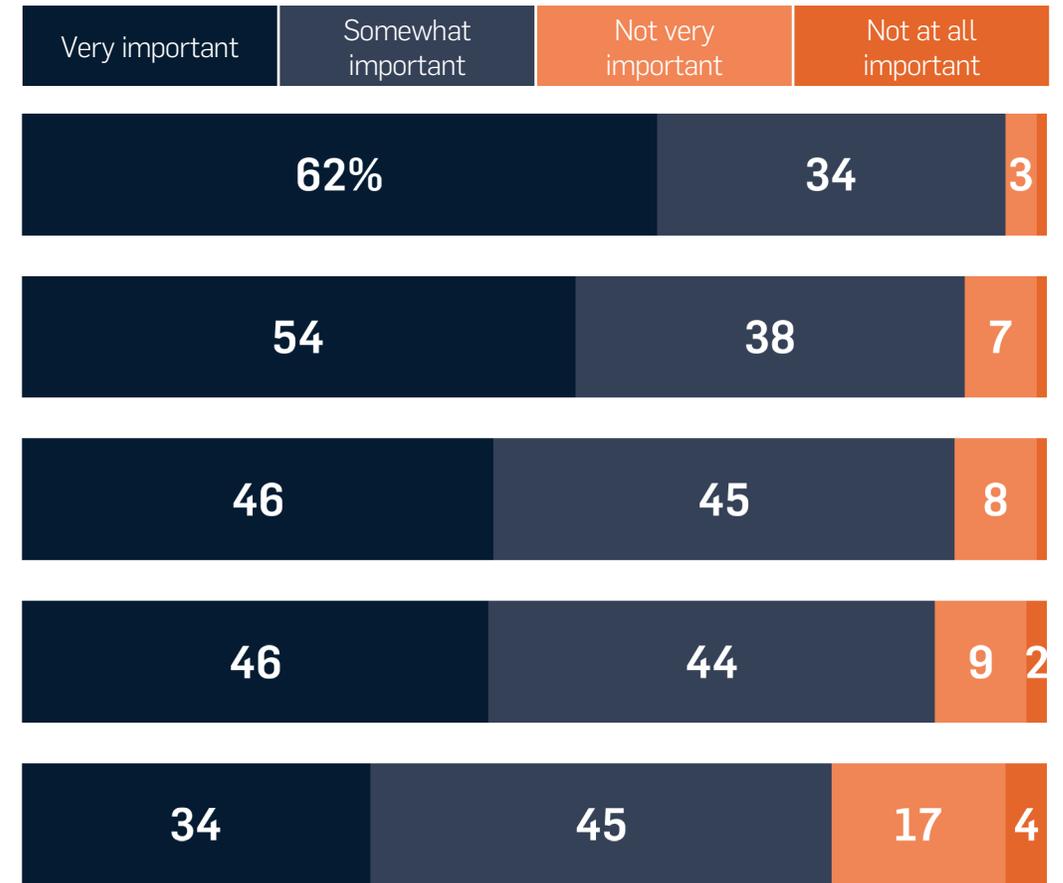
Q: Ideally, how far would you like to travel to access each of the following potential amenities, businesses, and services in your area? (n = 379)

BRIGHTON DEVELOPMENT

Development considerations all seen as important by most of Brighton

Although at least 79% of residents think these development considerations are at least somewhat important, only sidewalks/trails and public amenities were considered “very important” by a majority of the City.

Importance of Development Considerations



Q: How important are each of the following considerations when thinking about development in Brighton? (n = 377)

Majority of Brighton prefers high-quality building design

About 6 in 10 residents prefer to have high-quality building design despite potential increases in building costs. Support among subgroups generally followed the preferences seen overall.

Development Type Preference

High-quality building design, even if it may increase housing or development costs

57%

More flexibility in design standards to help lower housing or development costs

43

Key Breakouts

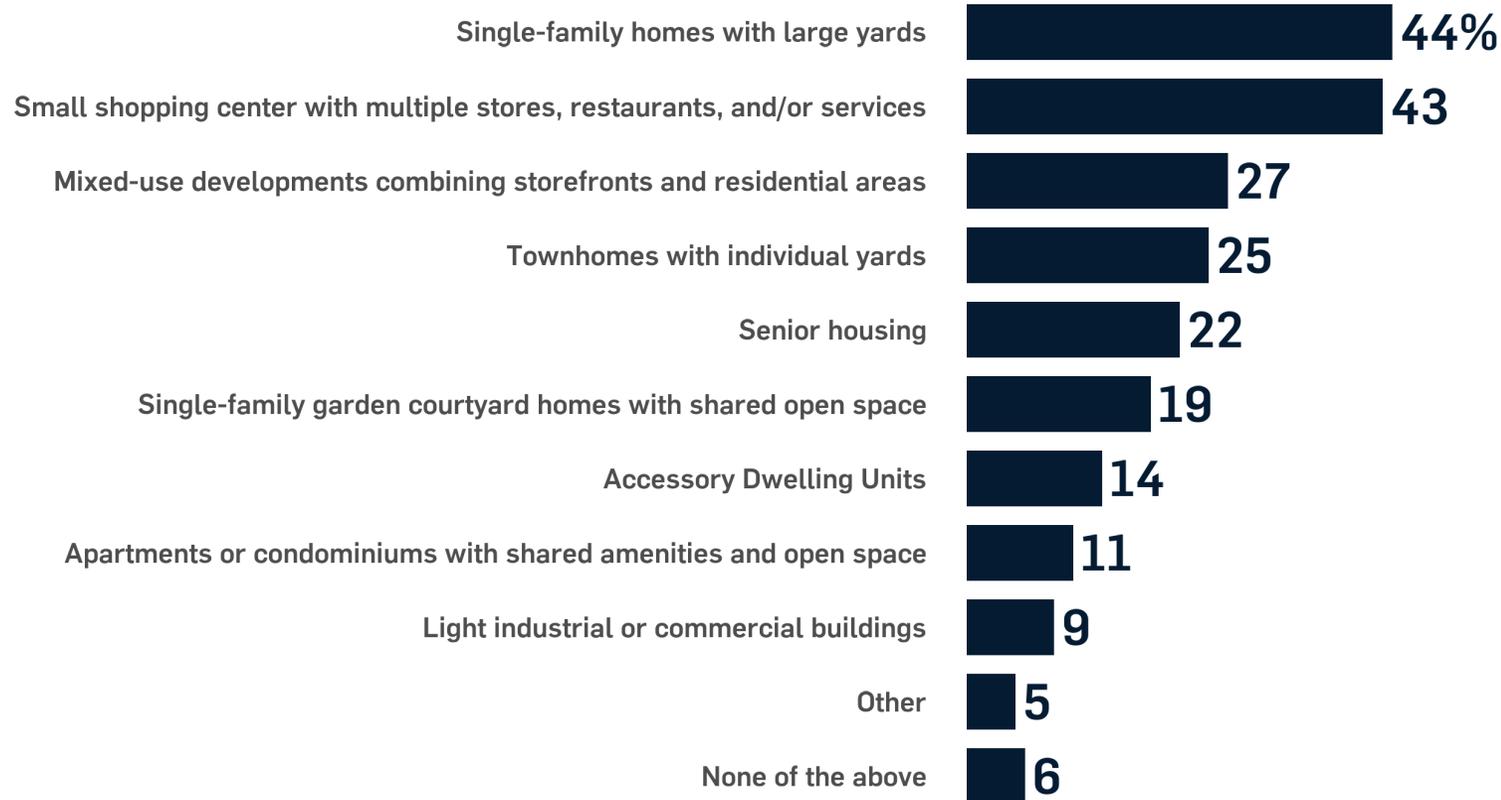
- ◆ Those that have lived in Brighton for **11-15 years** have the **highest support (88%)** for **high-quality building design** over more flexibility.
- ◆ Respondents that are **renting or have other living arrangements** have the **highest support (62%)** for more **flexible design** standards.
- ◆ **Ward 3** is the **only ward** where the majority of residents **support more flexibility (59%)** in design standards over high-quality building design.

Q: If you had to choose, which of the following is most important to you? (n = 366)

Single-family homes and small shopping centers lead most needed list

Just over 40% of residents think needs single-family homes and small shopping centers over all other development and housing options. There is little support for ADUs, apartments with shared amenities, and light industrial or commercial buildings.

Development Most Needed in Brighton



Key Breakouts

- ◆ Overall, as residents age, support for single-family homes decreases. 58% of residents aged 18-34 want single-family homes compared to only 21% of those aged 65+.
- ◆ Ward 1 feels strongly that Brighton needs more small shopping centers (59%). Ward 2, 3, and 4 are less supportive of these shopping centers at 48%, 34%, and 30%, respectively.
- ◆ Those 55-64 and 65+ years old drive the support for more senior housing at 35% and 54%, respectively.
- ◆ A quarter of long-term residents (11-15 years) feel that Brighton does not need any additional development or housing.

Q: In your opinion, what type of housing and development is most needed in Brighton? Select up to three (3). (n = 366)

Ward 1 is the preferred location for 7 of 10 development types

Ward 2 is considered the best area for accessory dwelling units (ADU's) while ward 3 is the preferred location for townhomes and ward 4 for mixed-use developments.

Average Ranking for Development Type

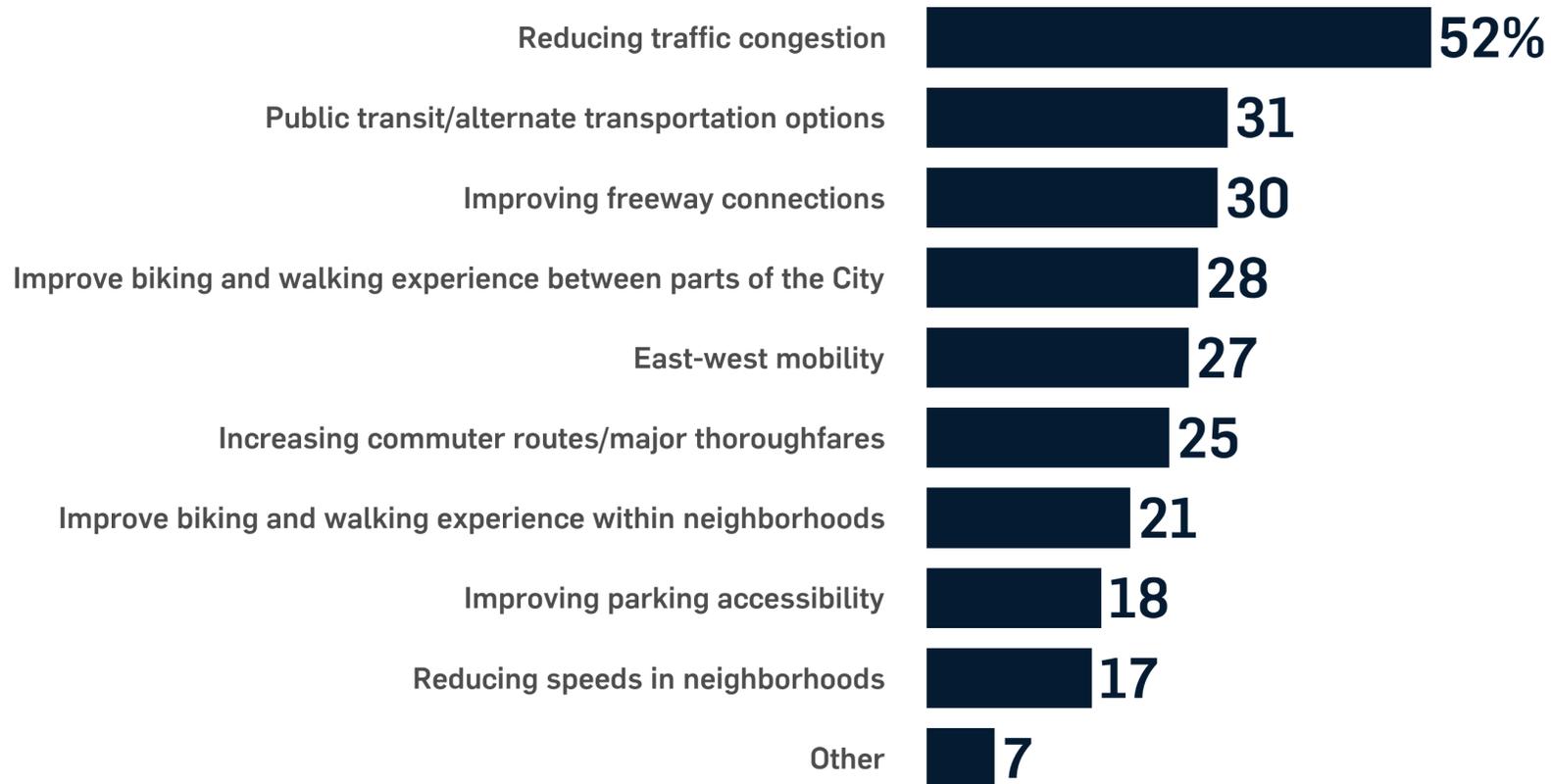
Ward	Light industrial or commercial buildings	Small shopping center with multiple stores, restaurants, and/or services	Mixed-use developments	Single-family garden courtyard homes with shared open space	Senior housing	Townhomes with individual yards	Single-family homes with large yards	Apartments or condominiums with shared amenities and open space	Accessory dwelling units	Other housing and development
Ward 1	1.89	2.13	2.77	2.15	2.24	2.42	2.35	2.22	2.31	2.14
Ward 2	2.22	2.62	2.53	2.30	2.54	2.60	2.43	2.31	2.27	2.43
Ward 3	2.63	2.65	2.41	2.92	2.67	2.20	2.44	2.90	2.44	2.43
Ward 4	3.25	2.60	2.30	2.63	2.55	2.78	2.78	2.56	2.98	3.00

Q: Where would you prefer to see single-family homes with large yards in Brighton? Please rank each location in order from 1 to 4 where 1 is where you would most prefer to see [DEVELOPMENT TYPE] and 4 is where you would least prefer to see [DEVELOPMENT TYPE]. (n = 119)

Reducing traffic congestion is top priority for managing transportation

Transportation priorities are largely aligned, with all issues except traffic congestion falling within a 15-point range. Reducing traffic congestion clearly stands apart, exceeding the next highest priority by 21 percentage points.

Transportation Issue Importance



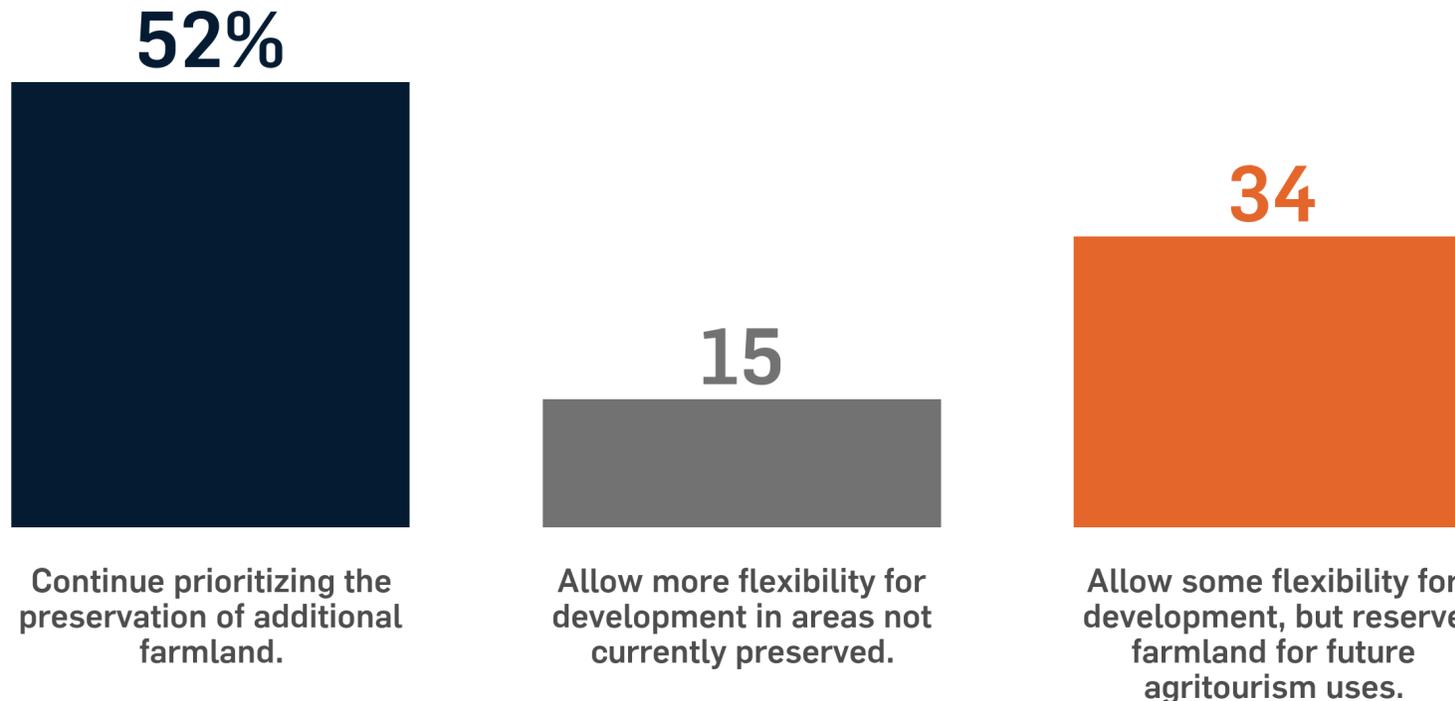
Key Breakouts

- ◆ Reducing traffic congestion is a higher priority for men (57%) than it is for women (47%). On the other hand, public transportation options are more important for women than for men (40% vs 23%).
- ◆ Respondents that are newer to the City (2 years or less) view improving biking and walking in neighborhoods (49%) nearly as important to reducing traffic (51%).
- ◆ Improving freeway connections is a more important issue for ward 1 than any other ward (45% vs 21-26%). It is the second for this group only behind traffic reduction.

Half of Brighton prefers continued preservation of additional farmland

While continued preservation leads by a majority, a significant amount of the City (1 in 3 residents) prefer allowing some level of flexibility while still reserving some land for agritourism. Generally, shorter tenured residents were more open to development flexibility, whereas longer tenured respondents preferred more preservation.

Land Preservation Preference



Key Breakouts

- ◆ Those living in Brighton for **2-4 years** have the **highest support (48%)** for allowing **some flexibility** for development with some land reserved.
- ◆ Respondents living in the City **16-20 years** **feel** that continuing prioritizing preservation should be the top priority at a higher rate than any other group (**75%**).
- ◆ **Women** generally **lean** more toward **preserving additional farmland** than men (**59% vs 44%**). **Men**, on the other hand, are **more likely to support flexibility**.

Q: The City of Brighton has preserved over 500 acres of farmland through conservation easements. Looking ahead, what should be the City's top priority for managing land use in areas that are not yet preserved? (n = 346)

Most prioritize supporting farmers while also preserving land and heritage

While there is some support for developmental approaches, Brighton residents are more open to seeing land preservation approaches that put farmers, farming heritage, and farmland preservation at the focus of those efforts.

Preferred Preservation Approach



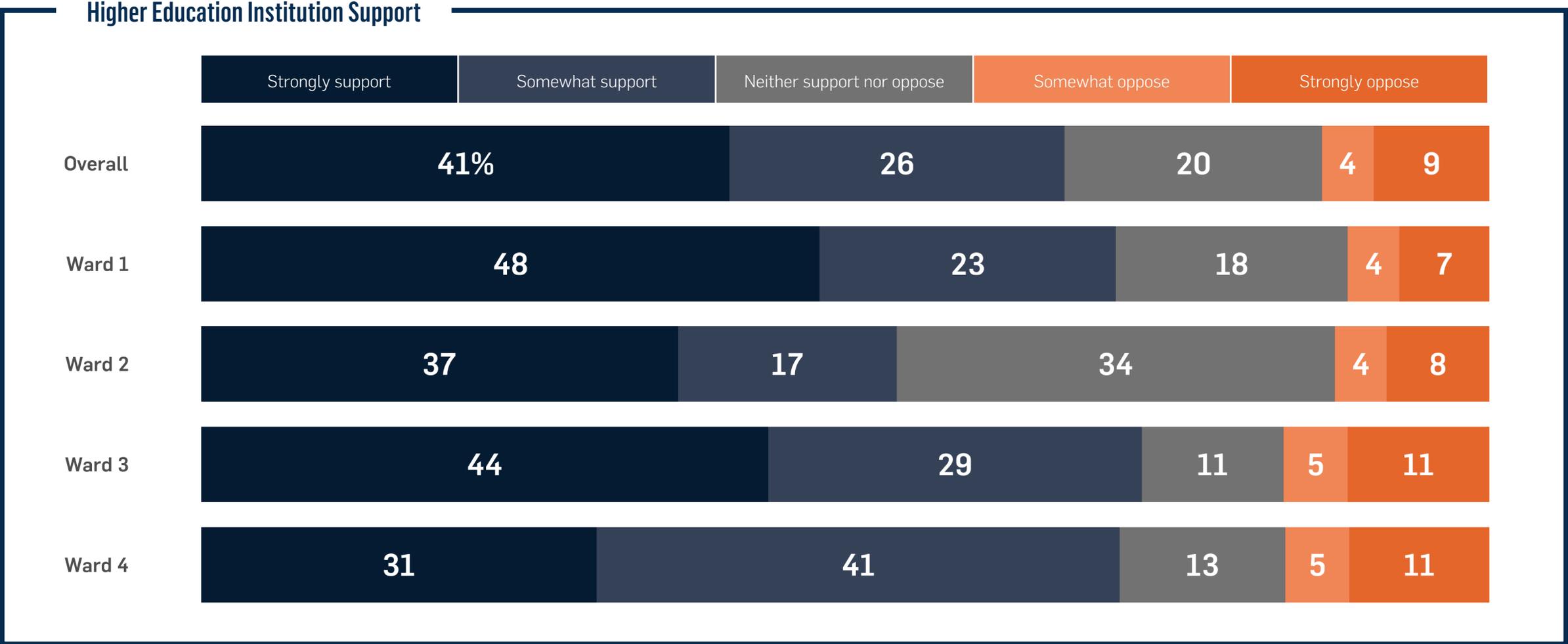
Key Breakouts

- ◆ Women are more in favor of preservation efforts than men. They support the top 3 approaches more than men by at least 12 percentage points and by as many as 20 points.
- ◆ Ward 1 shows the least support for preservation efforts while claiming the highest percentage (50%) of those wanting balanced efforts between preservation and other community needs.
- ◆ Newer respondents to the City (2 years or less) support allowing flexibility for owners to sell and develop their land more than any other group at 38%.

Q: When thinking about the future of Brighton, which of the following approaches would you be open to seeing? (n = 347)

2 in 3 support efforts to attract higher education institutions to Brighton

Residents of Brighton overwhelmingly support efforts to bring a college or university to the City. Despite having the lowest support among all areas in the City, a majority of ward 2 (54%) still support attracting higher education institutions.

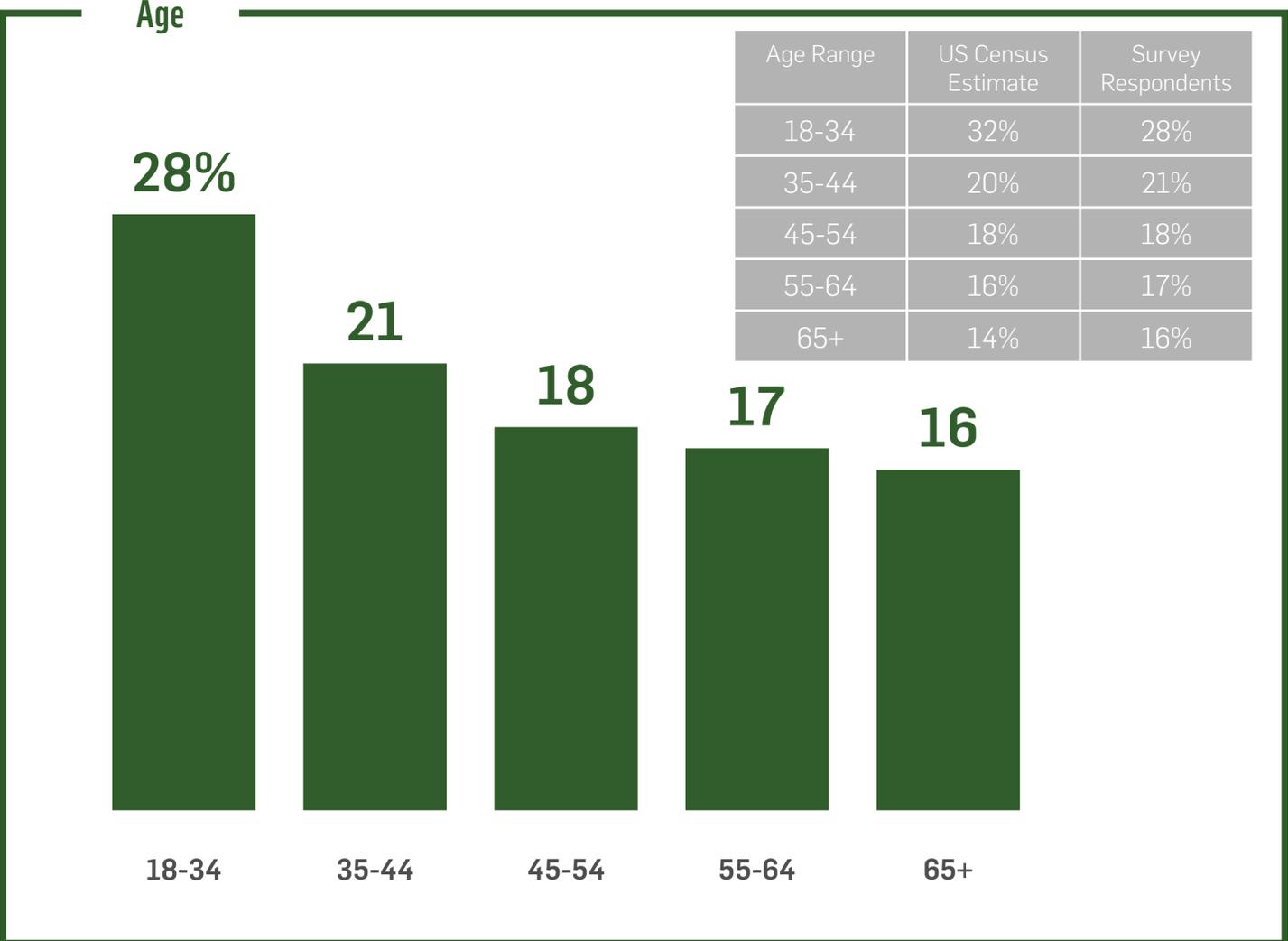
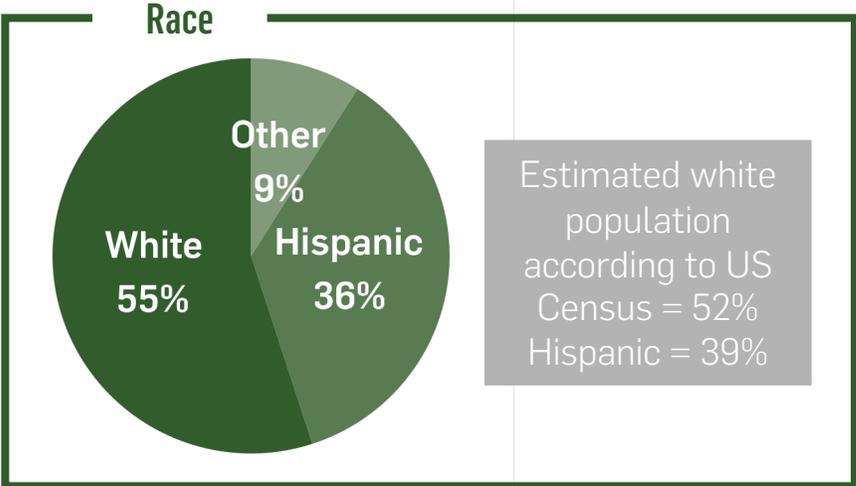
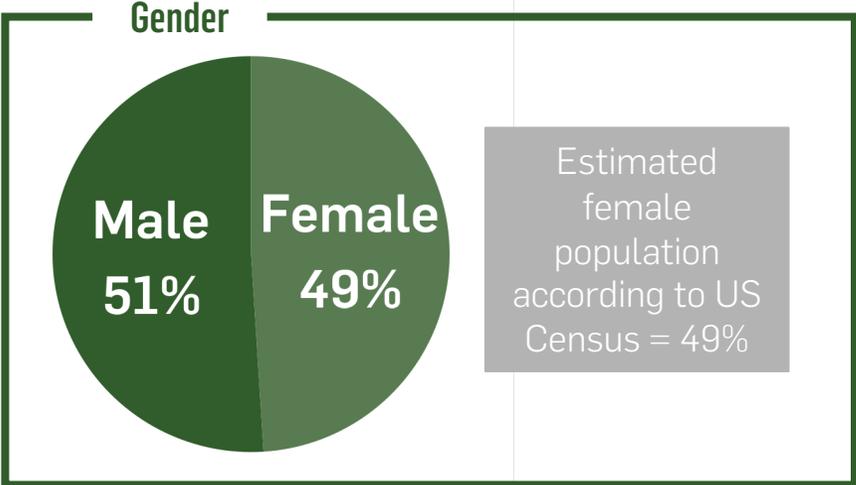


Q: Do you support or oppose the City making efforts to attract higher education institutions (such as a community college or university campus) to Brighton? (n = 370)



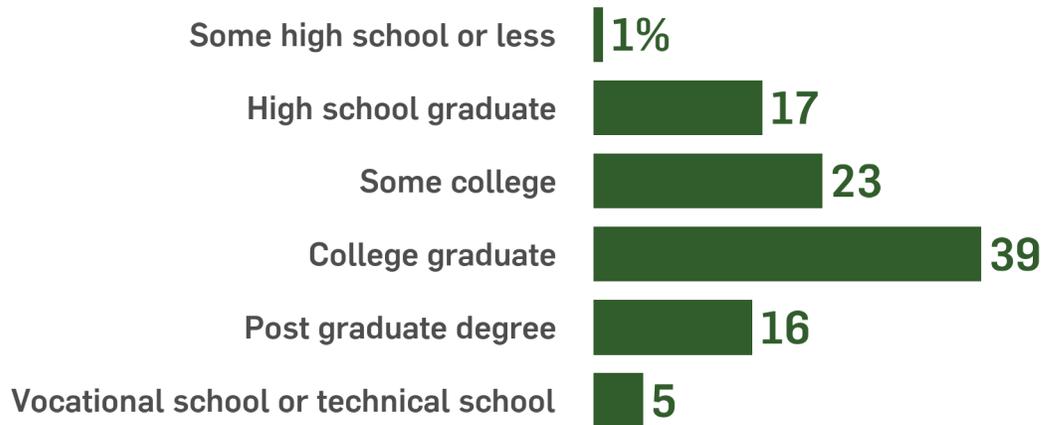
SAMPLE COMPOSITION

BASIC DEMOGRAPHICS

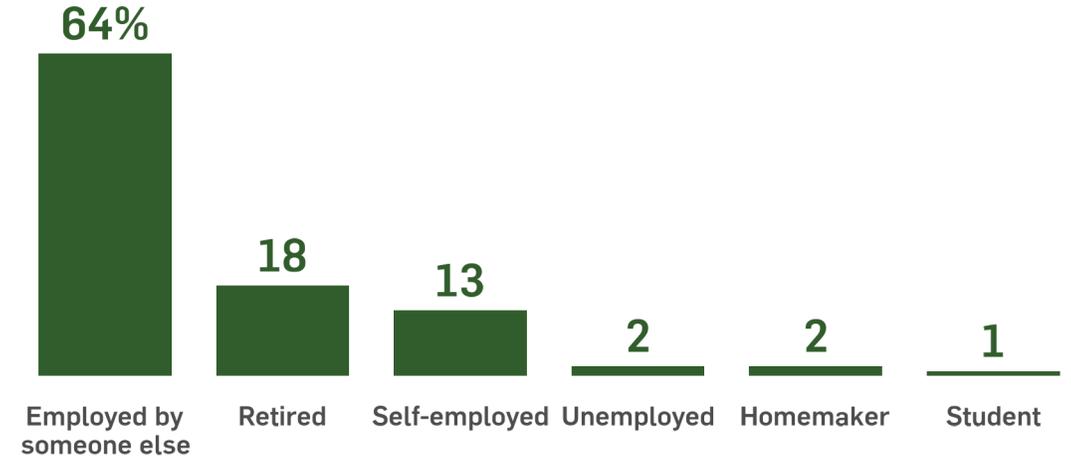


SOCIOECONOMIC STATUS

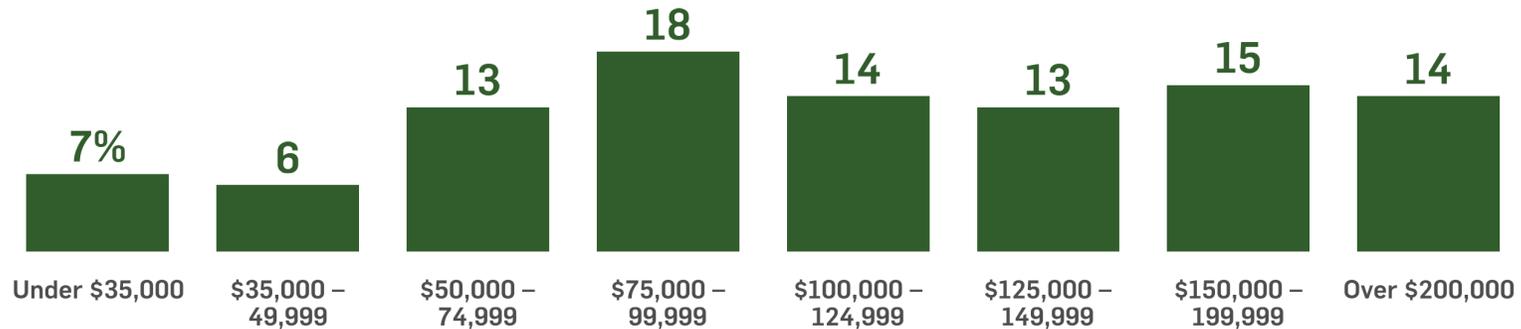
Education



Employment

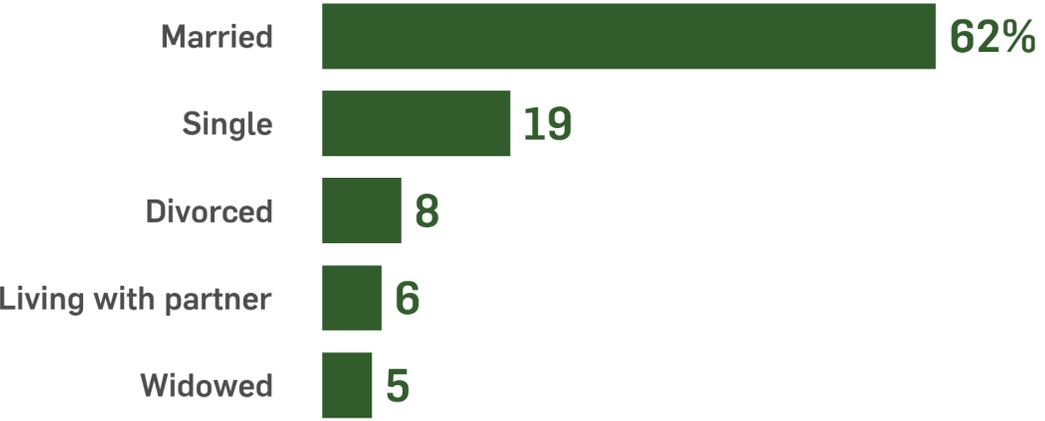


Income

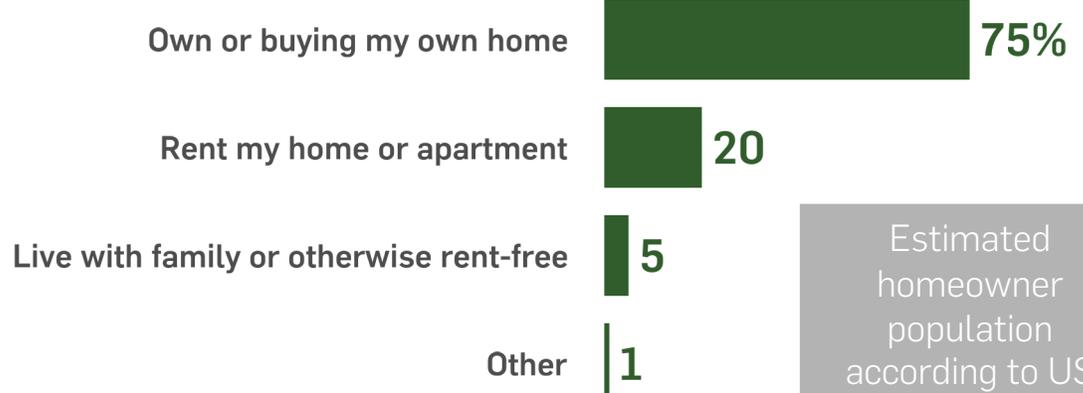


HOUSEHOLD COMPOSITION

Marital Status

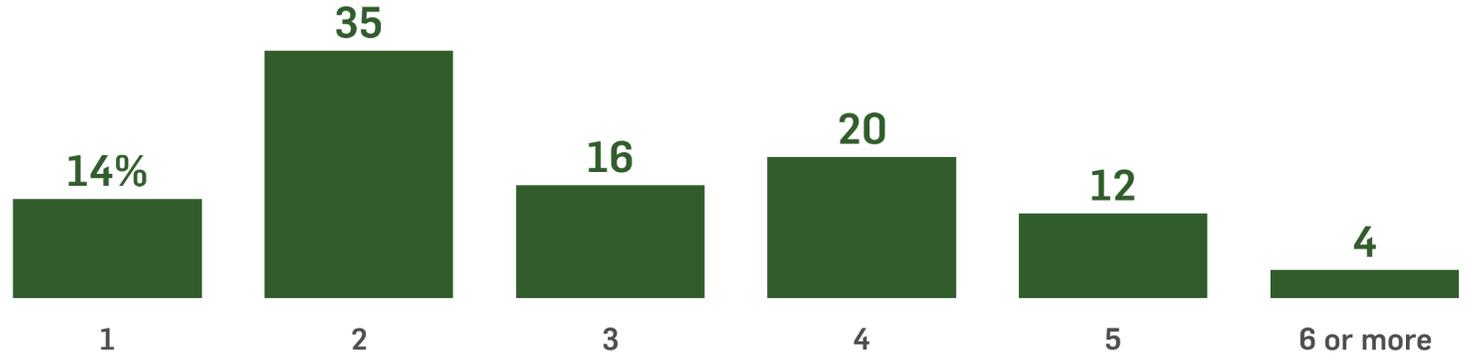


Home Ownership



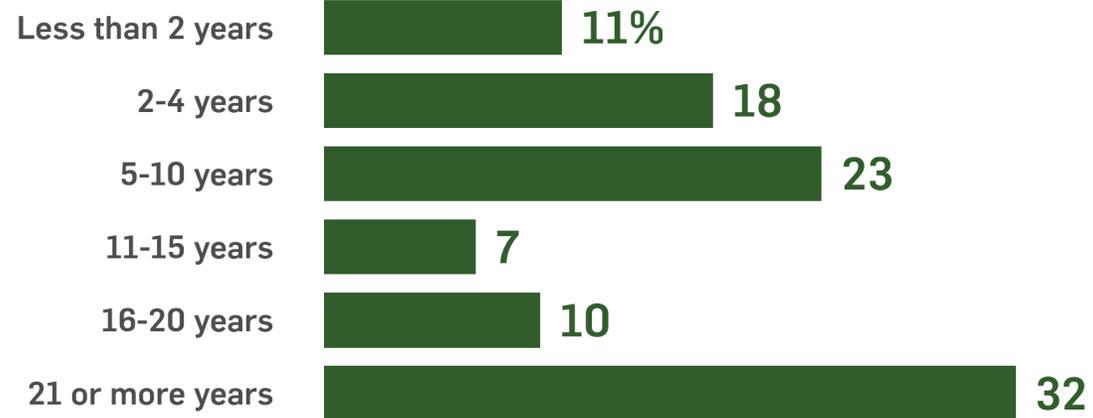
Estimated homeowner population according to US Census = 71%

Household Size

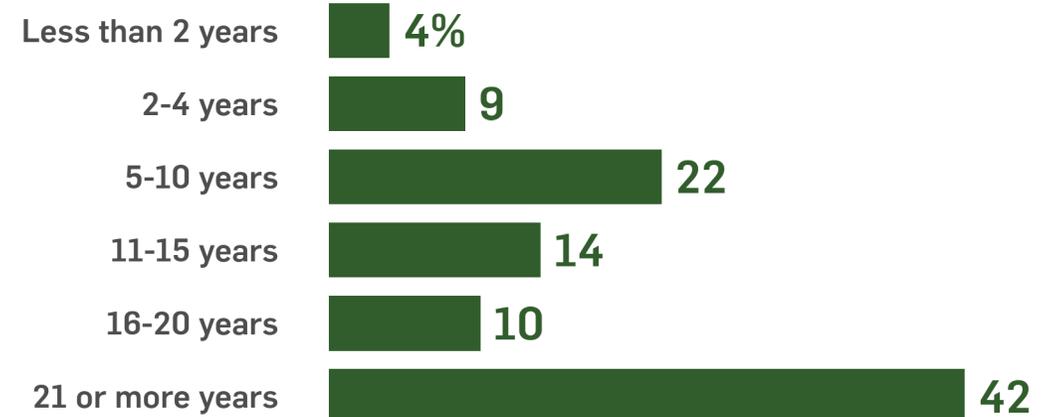


LENGTH & LOCATION OF RESIDENCE

Time Lived in Brighton



Time Expect to Live in Brighton



Ward





Comprehensive Plan Community Engagement Update

Planning Commission – February 26, 2026

City Staff Representative:

Amanda Diaz, Associate Planner

Outreach Overview

- Pop ups
- Open House
- Statistically Valid Survey - Y2Analytics
 - Survey invitations sent via postcard, email, and text message
 - 429 respondents
 - Weighted to match Brighton's demographic profile
- Community Questionnaire – Design Workshop
 - Public questionnaire available on the City's website
 - 316 respondents
 - Unweighted

Outreach Results – Brighton's Appeal

Survey Results:

Brighton's appeal comes from its atmosphere, location, and safety



SMALL-TOWN FEEL (57%*)

Residents overwhelmingly emphasize the small-town atmosphere as a primary attraction. This sentiment captures a sense of community, familiarity, and a slower pace of life that many residents enjoy.



PROXIMITY TO DENVER (27%)

Respondents appreciate Brighton's location near Denver, offering easy access to amenities (e.g., airport and major highways) while having a more relaxed, less congested environment.



COMMUNITY SAFETY (19%)

The friendly community, low crime rates, and sense of security are seen as positive aspects of living in Brighton. The perception of a safe, welcoming environment with community-oriented events and interactions are mentioned repeatedly.



OPEN SPACE AND RURAL CHARACTER (15%)

The presence of agricultural land, open spaces, and a semi-rural feel are attractive features for many Brighton residents.



AFFORDABILITY (5%)

Housing affordability and lower cost of living compared to Denver metro areas are significant draws for residents. Many appreciate being able to own a home or live comfortably without the high expenses of larger cities.

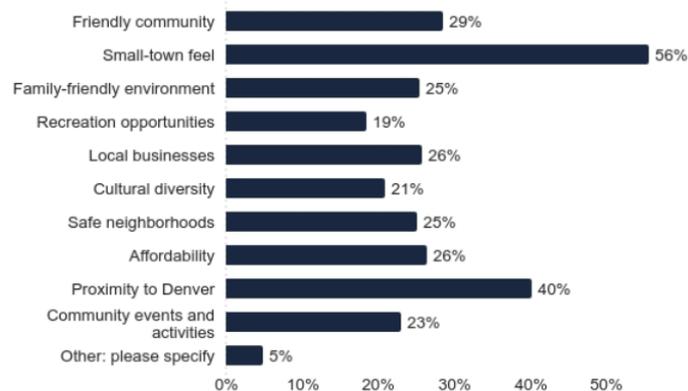
Q: In just a few words, what do you like most about living in Brighton? (n = 416)

*Percentages are calculated amongst complete, coherent responses. Responses with "NA," "None," "No," etc., were removed.

Questionnaire Results:

Q2 - What do you value most about living or working in Brighton? (Select up to three)

291 Responses



■ Percentage of Responses

Key Themes – Brighton's Appeal

What do you value most about living or working in Brighton?

- Small-town feel
- Proximity to Denver
- Community safety/Friendly community

Outreach Results – Community Concerns

Survey Results:

Growth drives concerns about infrastructure, affordability, safety, and sustainability



CITY GROWTH (38%*)

A major concern is the rapid growth of Brighton. Residents are worried about the City expanding too quickly without adequate infrastructure, road capacity, and community planning to support the increasing population.



INFRASTRUCTURE NEEDS (29%)

Closely tied to growth is infrastructure issues, including poorly maintained roads, lack of traffic management, and insufficient public transportation. Residents frequently ask for better roads, sidewalks, and City services.



AFFORDABILITY (24%)

The cost of living, including high property taxes, expensive housing, and increasing utility costs, is creating financial strain for residents. Many feel the City is more unaffordable, especially for long-term residents and younger generations.



RIISING CRIME (18%)

Residents express concerns about increasing crime rates, homeless populations, drug use, and overall community safety. There's a perception that the City is becoming less safe with rapid expansion.



WATER (8%)

Water quality, availability, and cost are significant concerns for Brighton residents. Many complain about hard water, high utility costs, and questions about water sustainability with continued growth.

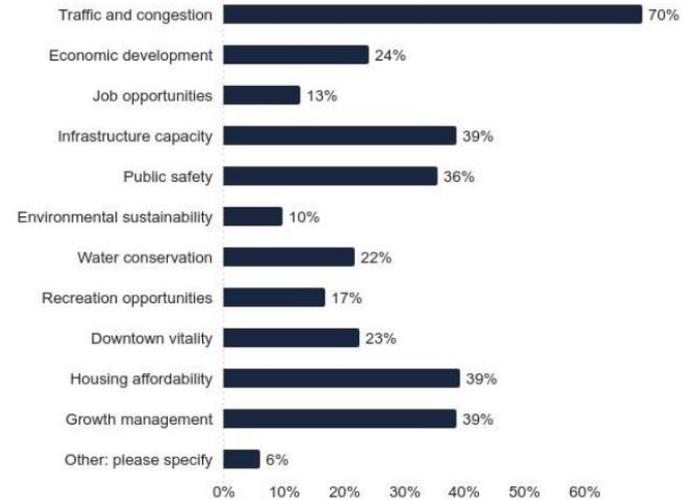
Q: In your opinion, what is the most important issue facing Brighton today? (n = 425)

*Percentages are calculated amongst complete, coherent responses. Responses with "NA," "None," "No," etc., were removed.

Questionnaire Results:

Q3 - What are the biggest concerns or challenges facing Brighton today and in the next 3–5 years? (Select up to three)

297 Responses



■ Percentage of Responses

Key Themes – Community Concerns

What do you think is the most important issue facing Brighton today?

- Traffic and Congestion
- City growth
- Infrastructure needs

Outreach Results – Amenities and Services

Survey Results:

Recreation in communities, as with City overall, is viewed as top quality

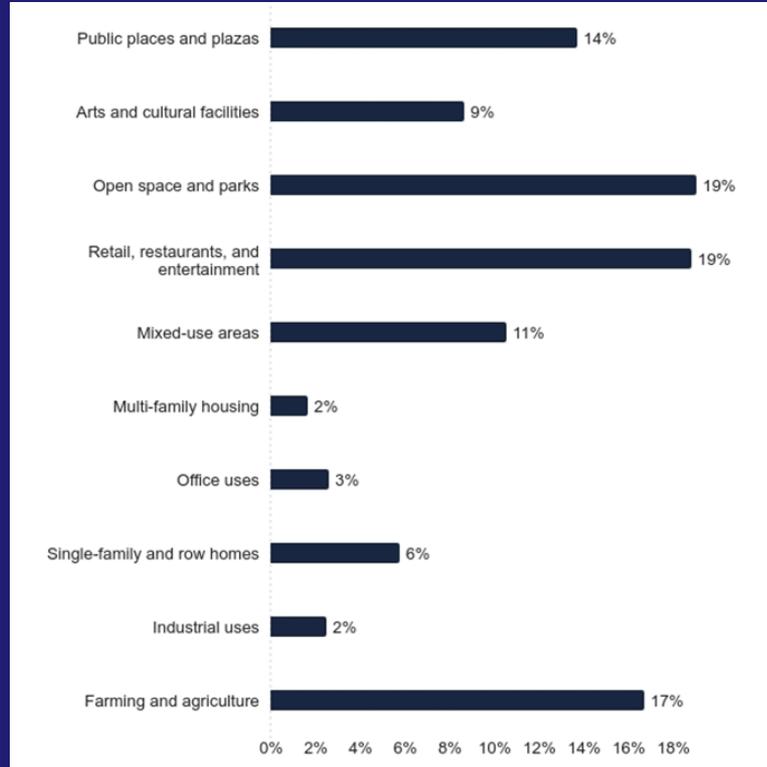
Nearly 80% agree the community they belong to has access to parks and recreation. More than 50% residents also agree that their community is walkable, looks pleasant, and is connected to the rest of the City. Less than 40% feel their community has gotten better in their time there, has access to usable transit, or gets enough attention from the City.



Q: Next, thinking specifically about the community you live in, to what extent do you agree or disagree with the following statements? (n = 391)

Outreach Results – Land Uses

Questionnaire Results:



Next Steps

Questions and themes to delve into for Community Engagement Window 2

- What does "Small-town" feel mean?
- How do residents interact with Brighton's agricultural heritage?
- Which streets/areas are bringing up traffic concerns?

Questions?