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# COMPREHENSIVE PLAN



# BRIGHTON • COLORADO

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## SUMMARY REPORT

COMPREHENSIVE PLAN

(Summary Report)

BRIGHTON, COLORADO

August, 1967

This report was prepared for the Planning Section of the Colorado Division of Commerce and Development and was financed, in part, through an Urban Planning Grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954, as amended.

## City Officials

Mayor: A. E. "MANSE" WALL

City Council: LEE MONTOYA, Mayor Protem, LYSLE DIRRIM, EDWARD GONZALES, EARL KNOX, KENNETH MITCHELL, GUY R. "SANDY" SANDERS, GEORGE STATHEM, KENNETH WEICKUM

Planning Commission: JAMES HART, Chairman, KENNETH MITCHELL, Vice-Chairman, HAROLD BAUMGARTNER, RONALD A. HELLBUSCH, MAYO HOTTMAN, KENNETH WEICKUM, JOHN WOLKEN

City Manager: RONALD A. HELLBUSCH

City Clerk-Treasurer: R. A. BUFFINGTON

City Engineer: JOHN WOLKEN

City Attorney: ORRELL A. DANIEL

Assistant City Attorneys: EDWARD A. BROWN & LEONARD H. MCCAIN

Police Chief: GILBERT MARTIN

Fire Chief: EARL KLANG

Health Officer: DR. W. F. WADDELL

Superintendent of Parks: SHINKICHI TOKUNAGA

Superintendent of Streets: LUTHER WARNER

Utility Superintendent: C. D. DORNBUSCH

Librarian: A. CHRISTEEN BATZ

Planning Consultants: BEAN · LAMONT · MOBERG

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Map of Land Use Plan

The City of Brighton will change: new homes will be constructed, streets will be platted in outlying areas, new parks will be developed, gas stations will locate at various street intersections, schools will be enlarged, water and sewer lines will serve new areas, and a host of other changes will take place. Whether these new developments combine to form a better community or a less desirable one will depend in large measure on the effectiveness of the City's planning program and public support for its implementation.

This report summarizes major findings of recent city planning studies for Brighton so that such conclusions and recommendations may be readily available to all interested residents and public officials. Hopefully, widespread publicity of the findings of this summary report will be useful in gaining added public support for successful future planning in Brighton. Also, the thoughts expressed in this summary statement should encourage other ideas from local residents concerning the future of their City.

For persons who wish more information than may be found in this brief report, reference should be made to the original planning studies which are briefly described in each of the following chapters.

**BRIGHTON'S**



**ECONOMY**

## Brighton's ECONOMY

Excerpts from the report "An Economic Base Study, Forecast and Development Plan for Brighton, Colorado," prepared by John J. Ryan, Industrial Economics Division, Denver Research Institute, University of Denver, May, 1967.

### Conclusions

1. Brighton's traditional economic role as a trade center for the surrounding areas has been steadily decreasing.
2. Agricultural mechanization has contributed to larger sized farms, resulting in fewer farms and fewer farm families in Brighton's trade area.
3. Growth of suburban Denver has replaced land once used for agricultural production with land use patterns reflecting the needs of commercial, residential and industrial requirements and highway networks. This trend will continue.
4. In the long run, the continual loss of land availability for agricultural use may adversely affect the desirability of Brighton as a location for its food processing industry.
5. Brighton's rapid population growth between the mid-1950's and 1962 was not based on industrialization within the City. Rather, it was based on commuters who chose Brighton as a place to live, while finding employment elsewhere.
6. When the Denver economy entered a mild recession in the early 1960's, Brighton's population growth slowed correspondingly.
7. The Brighton economy is strongly tied to the surrounding region; half of the Brighton labor force is employed outside of the City.
8. The regional economy now appears to be on the upswing again, posing both problems and opportunities for Brighton.
9. On the problem side, two regional shopping centers are currently under construction in nearby Northglenn and North Valley--each with more than 75 stores planned. Brighton's trade and service sector is losing its comparative advantage of distance from competition, and this trend seems likely to continue.

10. On the opportunity side, the source of this threat to Brighton's economic position seems to contain at the same time the means for its economic growth. That is, the same suburban Denver population expansion which brings competition to the local trade and services sector also brings an opportunity for Brighton to increase its population.
11. And population seems to be the key. If Brighton can increase its population, the probability is that sales of goods and services will increase. Or, at least, the potential decline in retail activity may be minimized.
12. Brighton's population at the end of 1966 was estimated to be about 7,800.
13. Population forecasts for Brighton in 1970 and 1980 are:  
1970: 8,300 to 8,600  
1980: 10,200 to 12,300
14. These population forecasts were based on an assessment of present economic forces in the region and on the desires and motivations of the people of Brighton. Changes in either of these factors are capable of materially affecting the final outcome.

#### Recommendations

15. Achieve widespread discussion and understanding of the Comprehensive Plan, and thereby gain support for execution of its programs.
16. Develop a promotion plan for the construction and sale of houses in Brighton, and thereby increase the population.
17. Dramatize the importance of preventing blight and of improving the appearance of the neighborhoods.
18. Revitalize the Chamber of Commerce and make it an effective spokesman for the overall economic development of Brighton.
19. Increase the circulation of money within the community by promotional activities designed to encourage residents to make more of their expenditures in Brighton.
20. Improve the physical appearance of downtown Brighton as well as its general social image.
21. Establish an organization that will coordinate industrial promotional activities.
22. Utilize the services of existing industrial development organizations within the State.
23. Attempt to establish the Adams County Vocational-Technical Center in Brighton.

**BRIGHTON'S**



**DEVELOPMENT**

Excerpts from Brighton's "Land Use Plan" revised by the Planning Commission and Bean · Lamont · Moberg, planning consultants, 1967.

Conclusions

24. The City of Brighton is predominately a one-family residential area.
25. The small area occupied by industrial uses in Brighton suggests that the property tax base is out of balance. With industrial properties few in number, residential tracts must pay a higher tax levy than would be true in many cities in order to maintain a desirable level of public services.
26. The space occupied by schools and parks in Brighton is less than the usual percentage found in other small cities.
27. The rising topography to the east of the City offers a fine setting for future residential development if water and sewer facilities can be economically extended into this area.
28. Fringe areas of the City to the northeast, east and southeast are practically undeveloped at this time, so that residential expansion in these directions is not blocked by undesirable land uses.
29. Large industrial sites between U.S. Highway 85 and the Union Pacific Railroad are well located from the standpoint of transportation accessibility.
30. The location of the central business district in a small area bounded by the Union Pacific Railroad tracks and U.S. Highway 85 is off-center from current directions of residential expansion.
31. Since sub-standard residential dwellings are scattered at various locations throughout the older sections of the City, their impact on property values is relatively widespread.
32. In 1960, when the population of the City of Brighton was 7,055, the total area of the City was 1,321 acres or slightly more than two square miles. At this time, 360 acres or about 27 percent of the total area was used for residential purposes. The total number of housing units in the City at that time was 2,060. Combining these figures shows that the average population in 1960 was approximately twenty persons per acre in the developed residential area and that in these same areas each dwelling unit averaged approximately 7,600 sq. ft. of area.

33. The trend of recent residential construction gives a partial indication of growth areas which may be popular in the years ahead. Dividing the City north and south by Bridge Street and east-west and central by the UP railroad tracks and 8th Avenue shows the following directions of residential growth from 1960 through June, 1966:

<u>Direction</u>	<u>Number of New Residential Units</u>	<u>Percentage</u>
northwest	none	
northcentral	4	2
northeast	84	42
southeast	73	36
southcentral	34	17
southwest	<u>7</u>	<u>3</u>
Total	202	100

34. Counting the surrounding fringe area, the existing central business district of Brighton is serving approximately 10,000 people living in less than 3,000 dwelling units. Even when the City reaches a population of 17,500 (about 2 1/2 times the present municipal population) the total number of dwelling units served by the business community will probably not exceed 8,000. This means that only one community sized shopping area of approximately twenty acres, containing about thirty stores, including at least one junior sized department store, and parking for at least 1,500 cars will be required. This one shopping area should remain within the existing central district of the City.

#### Recommendations

35. In the future, the number of persons per acre will probably decrease to a figure closer to seventeen persons per acre with the average lot size increasing to about 8,500 sq. ft. per dwelling unit. Using these figures and adding sufficient space for streets, parks, schools and vacant areas suggests that the City would have to increase in size by about 800 acres in order to comfortably accommodate a population of 10,000. Another three square miles, making a total of 4.25 square miles, would need to be added to the existing City Limits in order to provide sufficient space for development and the usual percentage of vacant areas to handle a population of 17,500. Thus, the total area of the City might be expected to be about 6 1/2 sq. miles in area if a 1990 population forecast of 17,500 is reached.
36. With the area of the central business district restricted by its location between U.S. Highway 85 and the UP railroad tracks, strong local control will be required through zoning to protect the existing business center from a new community sized shopping center in an outlying location.

37. Efforts which are being made to add off-street parking in the existing central business area and to modernize buildings in this existing shopping center should be encouraged and supported as possible by public action.
38. Likely future expansion of the existing business center will be on the east side of the UP railroad tracks, south of Bridge Street.
39. Other tourist-oriented business uses might be expected on the west side of U. S. 85 on State Highway No. 7.
40. Three small "neighborhood" shopping centers are suggested on the Land Use Plan. The suggested neighborhood shopping area on Bridge Street in the vicinity of the County Hall of Justice would generally serve the growing area located east of 11th Avenue and north of the proposed Jessup Street extension. The second neighborhood shopping center is suggested in the vicinity of South 11th Avenue (extended) and Bromley Lane. The possible service area for this neighborhood center would be existing and growing residential tracts located south of Jessup Street and east of the UP railroad. A third neighborhood business center may be anticipated after 1980 at a location approximately one and one half miles east of the County Hall of Justice on Colorado Highway No. 7.
41. Principal industrial development in the Brighton region is expected along the U. S. 85 expressway route, the UP railroad, and the old Brighton highway. More than 400 acres of land situated near these two highways and the UP railroad are conveniently situated for industrial expansion.
42. Due to the pressing need to broaden the local tax base, community officials should actively promote the development of this industrial area. Where necessary, public water and sewer will need to be extended into these industrial tracts in order to attract desirable new industrial growth.
43. The advantages of industrial development in a small community such as Brighton with excellent transportation access to the Denver Metropolitan Center and in the growing northeastern Colorado industrial complex should be particularly appealing to a number of small, light industries. Plants in Brighton would have a close physical tie to other larger industrial centers without the accompanying problems of traffic congestion and exceptionally high land values and property taxes.

**BRIGHTON'S**



# **IMPROVEMENTS**

Excerpts from the report "Capital Improvements Program and Community Facilities Study for Brighton, Colorado" (including a restudy of the Streets and Highways Plan) prepared by the Planning Commission and Bean · Lamont · Moberg, planning consultants, August, 1967.

Conclusions

44. The City may influence its future through the construction of necessary public projects, such as streets and highways, public buildings, utilities, new parks, and other facilities which are the responsibility of local public agencies.
45. The waterworks system, consisting of a number of wells located throughout the City, water treatment facilities, and a network of water distribution lines, is the City's most expensive community facility. Also, it is the one which will require the largest expenditure, either to supplement or to replace.
46. The City sewerage system, like the water system, also is operating at or slightly above its maximum desirable capacity. With more rigid enforcement of the State's pollution laws, the situation must be continually assessed with regard to adequacy. Here, as with the waterworks, a brief review shows that a number of costly improvements will be required at an early date in order to adequately serve the existing community plus new growth areas.
47. The most impressive City-owned structure is the Municipal Building, constructed in 1952 on the east side of Main Street between Bush Street and Bridge Street. This facility has 5,200 sq. ft. on the main floor, 1,700 sq. ft. on the second floor, and 1,200 sq. ft. in the basement for a total area of 8,100 sq. ft. The building contains a large apparatus room for fire equipment, a meeting room for volunteer firemen, space for the City Clerk-Treasurer and his staff, offices for the City Engineer and City Manager, a Council chamber which seats 100 persons, and necessary toilet facilities, mechanical equipment room and storage space.
48. Adjacent to this building to the north is the old Masonic Temple building, presently housing the Police Department and the Municipal Court. This structure, which is in a poor state of repair, contains space for a small entrance office for the Police Department, an office for the Police Chief, a small court room, and a vacant area upstairs which can be used for storage. The narrow stairway to the second floor prohibits safe use of the second floor for public offices or for a meeting room.

49. While a detailed space study of the ratio of available office space to present employees and future needs was not conducted, the following limitations are obvious:

The area containing the fire equipment is filled to capacity so that new fire equipment must be housed in another structure.

The Municipal Court facility is marginal and should be relocated as soon as possible.

The Engineer's office is confined to a single room, limiting expansion of his staff.

If additional offices are required by the police force, more space will be required.

50. As Brighton grows, the time and distance factor in reaching various areas of the community will require a fire sub-station. The area for such a sub-station should be obtained at an early date as part of a total package of fire protection needs.
51. The City has recently constructed a steel shop building on Longspeak Street between North 4th Avenue and North 5th Avenue. The new building, approximately 80 ft. by 130 ft. in size, will accommodate most of the City's public works equipment and has adequate space adjoining to permit outside storage of equipment. The site should prove large enough to permit necessary expansion for future needs.
52. The City Library is on the second floor of the Water Treatment Building, located on the northwest corner of Bush Street and South 6th Avenue. The library space is crowded at this time, and the building does not offer opportunities for future expansion.
53. At present, except for the use of schools, no multiple purpose facility is available in Brighton for community functions and recreation.
54. The provision of park and recreation facilities in the City of Brighton has been a cooperative effort between the City government, the School District, and interested citizens groups. Results of this combined program have been good to date and may be expected to improve in the future.
55. In a city the size of Brighton, general standards suggest that community parks should be from fifteen to forty acres in size, should be within one and one-half miles of all homes in the community, and should have at least five acres per 1,000 population served. Neighborhood parks might vary between five and ten acres in size each, should be within three-fourths of a mile of all homes in the city, and should total at least two acres for each 1,000 local population. Playfields, which are specialized areas generally on or adjacent to secondary schools, should be used for active play, such as football, baseball, basketball, tennis, etc. Playgrounds may be from two to four acres in size each, should be within three-fourths of a mile of all homes in the community, and should total at least 1.5 acres per 1,000 population in the city. Ordinarily, recreation standards suggest one swimming pool for every 10,000 persons in a community.

56. Through streets, as shown on the Land Use Plan, include expressways, major arterials and collector streets. Expressways shown on the Plan are U. S. numbered highways. Two of the major arterial routes are now designated State Highways, with other major arterial connections, in most cases, either being existing or proposed County roads. Collector streets are shown as important City travelways and as major travel links in proposed outlying subdivisions.
57. Existing school facilities in Brighton consist of one senior high school, two junior high schools and three elementary schools. The elementary schools and the senior high are presently overcrowded; however, a recently passed bond issue of 1.2 million dollars will alleviate this situation.
58. The Adams County Fairgrounds, located east of South 4th Avenue between Southern Street and Jessup Street, contains exhibition buildings, livestock stalls, a race track, a grandstand and a 4H building for meetings. The fairgrounds, however, is being moved to a site located at Henderson, about six miles south of Brighton, which frees this property for private development or for other public uses. Most of the present facilities will be dismantled and moved to the new site, but the 4H building may stay.
59. A number of minor physical improvements are needed in the cemetery at this time.
60. The City is served by a fine new hospital located south of Egbert Street east of 17th Avenue.
61. The following principal sources of financing are usually available for local improvement projects: property tax, special improvement district, general obligation bonds, revenue bonds, County funds, State funds, Federal funds, and contributions.
62. From the standpoint of indebtedness, the financial position of the City of Brighton at this time is relatively sound.

#### Recommendations

63. By viewing all public facility needs of the City at one time and then carefully analyzing their relative importance, City officials should be better able to assign limited public funds to the most critical public projects first.
64. Three avenues of expansion for the Municipal Building and Central Fire Station are readily apparent, as follows:  
  
Enlarge the present Municipal Building by adding second floor space. This would provide only a limited answer since the police, fire and City Clerk's operations should be conducted from a first floor location.

Acquire the vacant lot south of the Municipal Building for space for the construction of an additional building.

Rehabilitate or reconstruct the old Masonic Building.

65. Because of the high cost of new construction it may be necessary to find an existing building which would be adapted for use as a library. Such a building should be centrally located, have ground floor space at least in part, and have ample room for storage and work areas plus special rooms for meetings, reference work and study.
66. Although not a first choice due to its type of construction, the 4H building on the County Fairgrounds might be converted into an acceptable community building.
67. Benedict Park should be enlarged by the purchase of additional lands to the south.
68. A neighborhood park should be purchased and developed adjoining the new elementary school at Longspeak Street and 16th Avenue.
69. A neighborhood park should be developed west of U. S. Highway 85 in the Brighton Terrace area.
70. A neighborhood park should be developed east of the present City Limits in the Reservoir area.
71. Other neighborhood park sites should be obtained in outlying areas adjoining elementary schools as such schools are developed.
72. The city use of playfield spaces located at the Senior High School and Vikan Junior High School should be increased.
73. Interest by Adams County, the Inter-County Regional Planning Commission and the State of Colorado should be encouraged in the development of a park along the South Platte River south of State Highway 7 (with the enforcement of pollution laws, this area along the South Platte River could be retained in a natural state as an excellent regional facility).
74. An area along the north side of State Highway 7 east of the South Platte River should be developed as an overnight camper park.
75. The State Highway Department should be encouraged to develop a roadside "entrance park" at the junction of Colorado State Highway 7 and Interstate 80S.
76. Ramps leading into the City of Brighton from U. S. Highway 85 should be beautified by the planting of trees and additional landscaping, both north and south of State Highway 7.

77. A new north-south arterial route should be developed by the County on a location approximately one-quarter mile east of the Fulton Ditch. This east arterial would help serve such important traffic generators as the Hospital, Benedict Park, the swimming pool, the bowling alley, the Adams County Court House, professional offices, and a possible future shopping center. Due to the importance of this travelway, its right of ways should be protected as soon as possible.
78. The east-west County Line Road one mile north of Bridge Street should be improved.
79. Bromley Lane should be widened and improved as further residential expansion occurs to the south.
80. Other section line right of ways should be developed as major arterials farther to the north and east and a new major arterial route should be developed in a north-south direction west of the South Platte River.
81. A new collector street connection should be developed north of Egbert Street on 18th Avenue extended northwesterly to join North 16th Drive and its projected extension north of the County Line Road.
82. Another new collector street should be developed in a north-south direction south of Skeel Street approximately in line with South 14th Avenue.
83. North 11th Avenue should be extended as a collector north of Bridge Street.
84. Longspeak Street should be improved and extended east as a collector route.
85. Jessup Street should be improved and extended east as a collector.
86. Other collector right of ways should be developed between major arterial routes in outlying sections as shown on the Land Use Plan.
87. With many streets in the City now unpaved, improvement districts will be required in order to finance necessary curb, gutter and paving of these right of ways, and, in many cases, this work will need to be completed in conjunction with necessary storm sewer projects.
88. Should business occupancy increase east of the tracks, the City may have to consider acquiring and clearing land in this area for added off-street parking.

89. Future school enrollments are estimated to be as follows :

	<u>1967</u>	<u>1970</u>	<u>1980</u>
Elementary	1582	1690	2270
Junior High	850	930	1250
Senior High	710	760	1020
Total	3142	3380	4540

90. Although there will not be a need for additional junior or senior high school buildings in Brighton prior to 1980, the Vikan Junior High School and the senior high school will need additions between 1970 and 1980 in order to handle the growth expected in the community at that time.

91. A new elementary school will be needed sometime between 1970 and 1980 and an additional round will be required for one of the elementary schools during the same period.

92. As the City Manager, Planning Commission and City Council weigh the merits of various projects recommended in the annual capital improvements program, guidelines should be used to classify the relative importance of the projects suggested. While the criteria used in evaluating capital improvements proposals cannot be absolute, the following order of importance might be considered :

(mandatory)

Protection of life.  
Preservation of public health.

(essential)

Protection of local resources and property.  
Improvement or extension of public services.  
Reduction of public costs.

(desirable)

Increase public convenience and comfort  
Improve social and economic values.  
Add cultural and aesthetic qualities.

93. Discussing additional sources of revenue is unpopular, but it is the only alternative if regular methods of financing are too limited to pay for essential local improvements. Although each of the possibilities for additional revenue would require widespread community discussion before adoption, the following might be considered: sales tax, cigarette tax, special fees or payments at the time of annexation, plant investment fees charged at the time of issuing a building permit, and "lease back" arrangements.

**BRIGHTON'S**  
 **STANDARDS**

Excerpts from Ordinance No. 487 "The Brighton Zoning Ordinance" passed May 14, 1963; "Standards for the Regulations of Subdivision Development, City of Brighton," revised December 27, 1962, by the Brighton Planning Commission; and special studies by Bean · Lamont · Moberg, planning consultants, in 1967.

### Conclusions

94. The principal regulations used by the City in guiding new growth in an orderly manner are zoning and subdivision standards. If the City is to improve in future years, basic community interests must be protected by these regulations; otherwise, the community will become a hodge-podge of mixed land uses and excessive costs will be involved in serving outlying areas.

95. In general, the public health, safety, morals and general welfare are promoted through zoning in the following manner:

Property values are protected in residential areas, since factories, gasoline filling stations or other such uses cannot locate next to homes and thus make such residences less desirable places in which to live.

Established business areas are protected against the indiscriminate development of business buildings wherever vacant or cheap land exists.

Industrial potentiality is increased by the reservation of adequate land for such use.

Lending institutions make higher loans in areas protected by zoning.

The public tax base is stabilized and maintained.

Increased safety against fire and consequent lower fire insurance rates result from the prevention of overcrowding and the segregation of hazardous uses.

Property owners are protected against possible loss of light and air due to the bulk and proximity of neighboring developments.

Fire fighting efficiency is aided by the reservation of front, rear, and side yards.

Public health is protected from disease resulting from unsanitary, overcrowded conditions.

Street and highway congestion, safety, and construction costs are influenced by off-street parking requirements, specifications for adequate sight distance at intersections, and major front yard set back lines.

Utility mains and other public facilities may be more efficiently designed and extended where zoning indicates future land use and densities.

96. The Zoning Ordinance adopted in May, 1963, represents a good set of standards for a small City.
97. The Ordinance includes five residential zones, one special zone for mobile homes, three commercial districts, and one industrial district.
98. The zoning districts are established in a normal pattern with industrial zones located between the expressway and the railroad, one main business district, surrounded by high-density residential zones, with outlying areas generally in low-density residential categories. Except for the strip zoning along Bridge Street and the large commercial zone in the vicinity of the County Hall of Justice, most of the zoning district boundaries appear to follow logical dividing lines between various land use areas.
99. Brighton's subdivision regulations should accomplish the following objectives:
  - Better living conditions will be created within new subdivisions.
  - Generally those areas which can be economically serviced and maintained will develop.
  - Land description will be simplified and made more certain.
  - Necessary city streets, utilities, and public areas may be provided or extended.
  - Property values will be secured in the subdivision and in adjacent lands.
  - Adequate areas for community facilities will be provided.

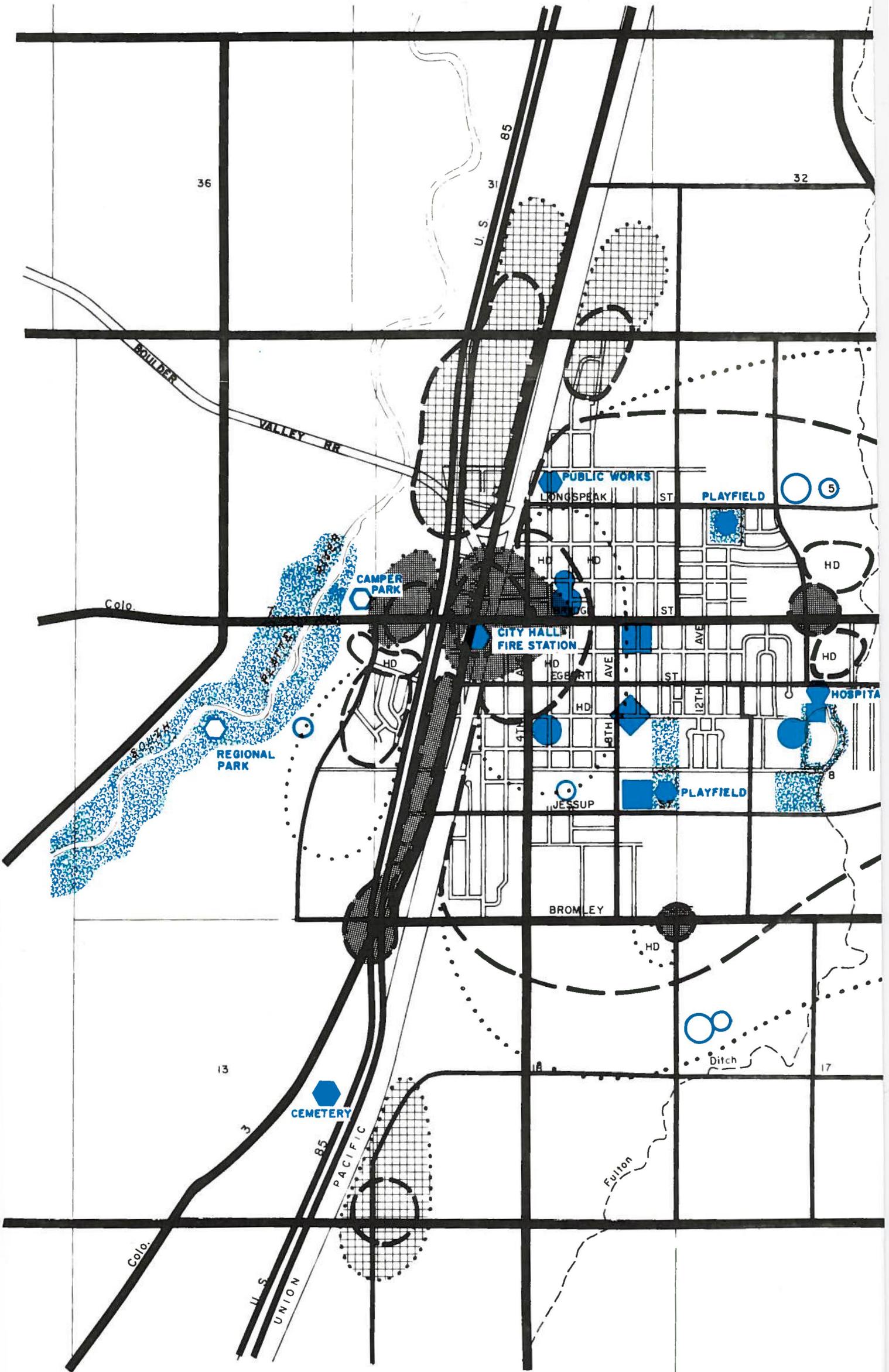
#### Recommendations

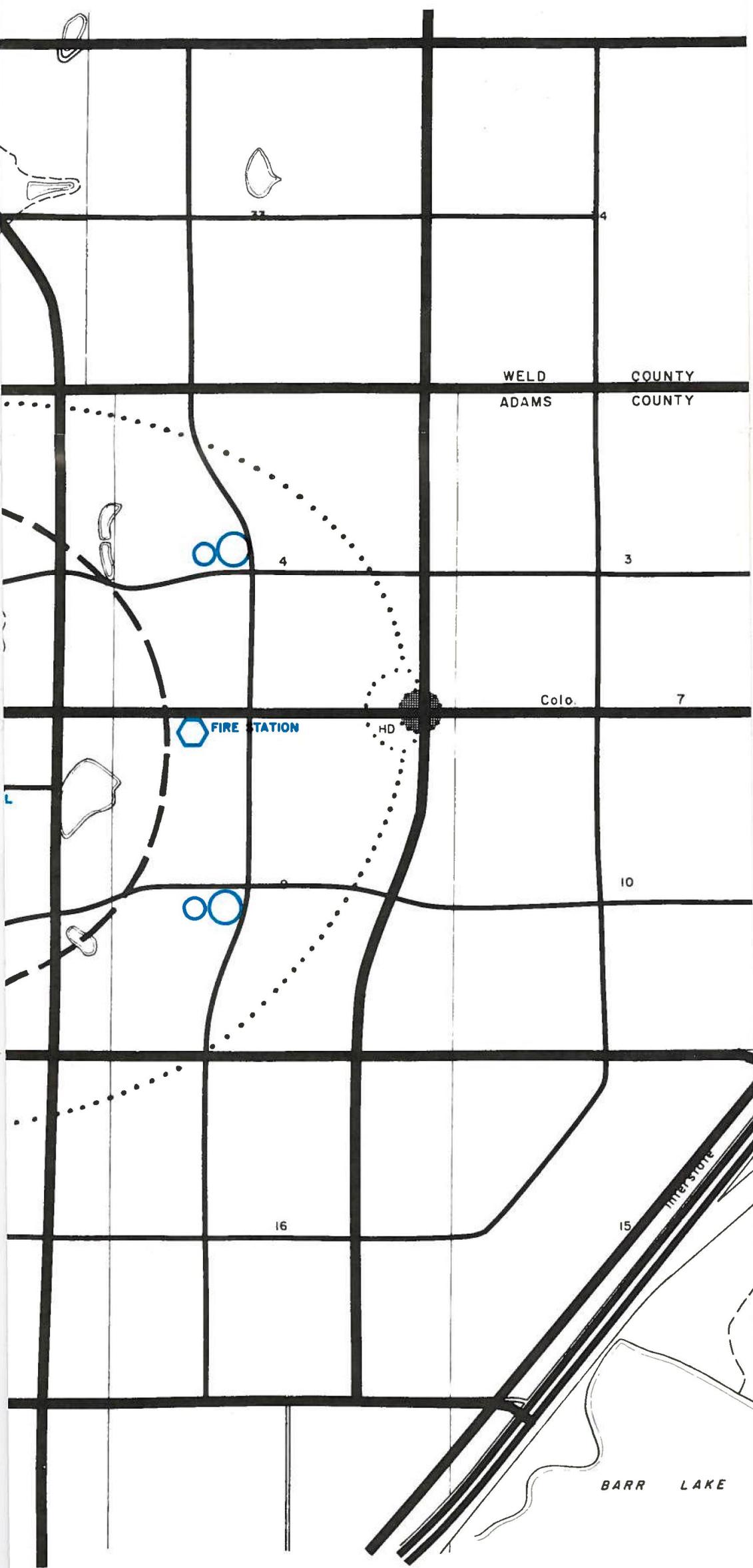
100. The Zoning Ordinance should be amended to omit existing provisions regarding newly annexed territory since this matter has been modified by recent State enabling legislation. Automatic zoning to an R1 district is no longer permitted.
101. Minimum floor area requirements in all residential districts should be deleted from the Zoning Ordinance and placed in a housing code.
102. Maximum height requirements should be omitted in their present form and replaced by a sliding scale for side yards. For example, the maximum side yard might be 1 ft. for every 2 ft. of building height with a minimum of 7 ft.
103. Home occupations should be allowed as a permitted accessory use in all residential districts subject to supplementary regulations.
104. The use "three-family dwellings" could be deleted from the Zoning Ordinance since the definition of "multiple-family" includes all buildings occupied by three or more families living independently of each other.

105. Standards should be specified for the approval of "an integrated plan" for the development of S1, Neighborhood Service Districts. Details concerning the setback of buildings, the percentage of area to be covered by buildings, off-street parking requirements, etc. should be listed for this special district.
106. The C1, Commercial District, should include a minimum area of lot based on the floor area to be developed. A ratio of 1 1/2 or 2 times the floor area should be considered.
107. The I, Industrial District, should include front and side yard requirements where such zones may adjoin a residential zoning district.
108. The major highway setback in the Zoning Ordinance serves little purpose in its present form since such highways are not designated on the Zoning District Map. We would suggest deletion of this portion of the zoning law.
109. The description of an off-street parking space in the Zoning Ordinance should be modified to require each space to be 10 ft. wide instead of 8 ft. in width.
110. The 90 day period in the non-conforming section of the zoning law seems questionable. Most zoning laws permit at least six months to elapse before a non-conforming use which has been vacated must revert to a conforming use.
111. We would strongly recommend that the Board of Adjustment not have the authority to permit use variances. Such situations should be handled by rezoning instead of being considered as "practical difficulties or unnecessary hardships."
112. In the amendment section of the Zoning Ordinance, consideration might be given to the posting of property prior to rezoning hearings. This process would be similar to that now required for certain Board of Adjustment hearings.
113. The Zoning Ordinance should be amended to provide for "planned developments." This procedure would permit new residential areas to be designed with more flexibility than is now permitted by the zoning standards. Through detailed planning of proposed buildings on each lot, a developer may use the planned unit approach to create a unique and attractive project. Since such design might include the provision of a large central open space for use by all future residents of the area, the project could be a definite asset to the entire community.
114. Consideration might be given to the adoption of special zoning provisions relating to flood plain control.

115. The Subdivision Regulations are generally complete, but in their present form are confusing to use. Wherever possible, extraneous material should be deleted from these Regulations and the procedures required for subdividing stated in a more simplified manner.
116. In the subdivision review process, the City should obtain enough copies of the preliminary plat for submission by City officials to other interested agencies, such as the school district, utility companies serving the proposed plat, the State Highway Department (when applicable) and Adams County. Having the subdivider submit enough copies for mailing by the City to these other public groups is much more satisfactory than expecting the subdivider to contact each of the public agencies.
117. Where bond or cash in escrow may be required to guarantee the placement of certain improvements within a pending subdivision, provisions should be made to permit a "step by step" development of an area so that a subdivider will not need to cover the entire final plat. The City would not issue building permits in a new subdivision except where the improvements had been installed or the necessary bond or escrow funds had been provided. This can be accomplished on a block by block basis without requiring the total subdivision to be covered by one large improvement bond.
118. Detailed information concerning proposed improvements in new subdivisions should be spelled out by specifications which are kept on file in the City Engineer's office. Such information would then not need to be included as a part of the City's Subdivision Regulations. Merely reference to specifications on file in the engineer's office would replace unnecessary detail within the Subdivision Standards.
119. The Subdivision Standards should include a copy of a typical subdivision showing the amount of detail required and supplemental information expected for both preliminary plats and final plats.

R 67 W R 66 W





WELD COUNTY  
ADAMS COUNTY

Colo. 7

FIRE STATION

HD

INTERSTATE

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ENTRANCE  
PARK

805

BURLINGTON

# LAND USE PLAN

## City of Brighton



- |                          |  |                      |  |
|--------------------------|--|----------------------|--|
| LOW DENSITY RESIDENTIAL  |  | ELEMENTARY SCHOOL    |  |
| HIGH DENSITY RESIDENTIAL |  | JR. HIGH SCHOOL      |  |
| BUSINESS                 |  | SR. HIGH SCHOOL      |  |
| INDUSTRY                 |  | COLLECTOR STREET     |  |
| NEIGHBORHOOD PARK        |  | MAJOR ARTERIAL       |  |
| COMMUNITY PARK           |  | EXPRESSWAY           |  |
| OTHER FACILITIES         |  | 1980 GROWTH ESTIMATE |  |
| 1990 GROWTH ESTIMATE     |  | 1990 GROWTH ESTIMATE |  |