



Land Use Scenarios for City-Owned Property on Bridge Street

Joint Study Session – August 11, 2026

City Staff Representative:

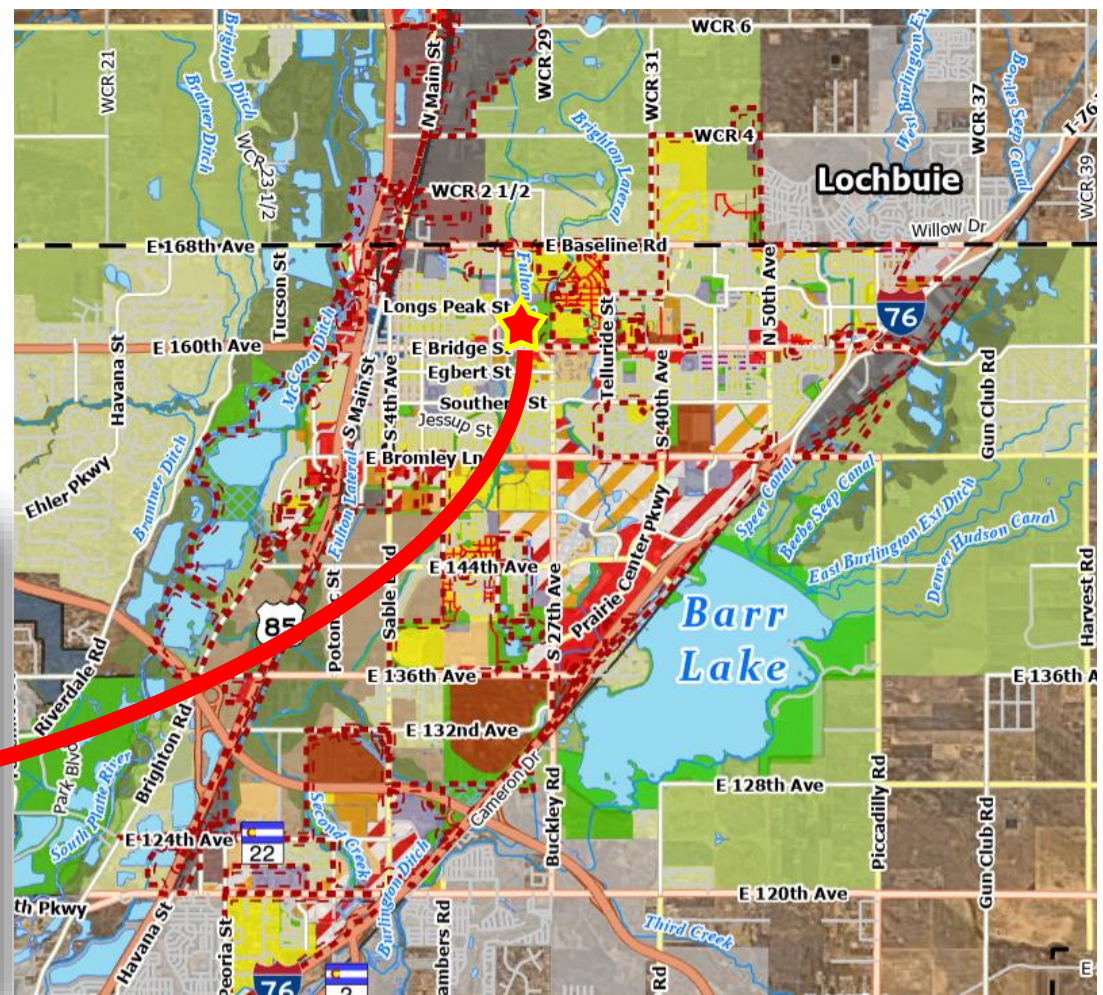
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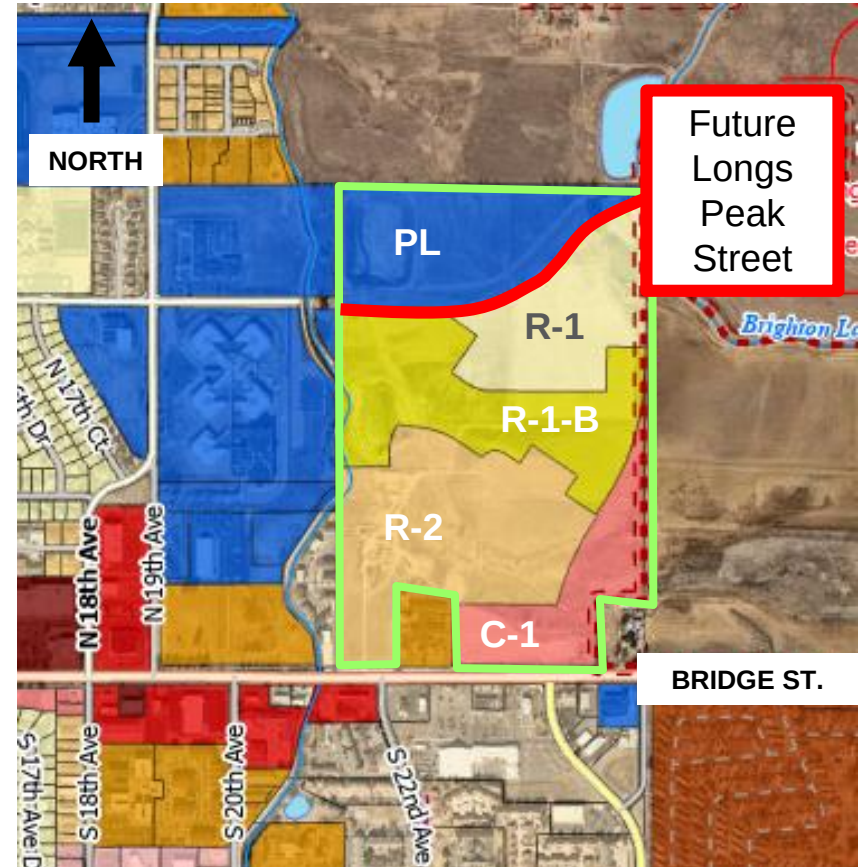
WCR 6

- ## Purpose of Today's Discussion
- Present potential land use scenarios for the City-owned Bridge Street property and seek guidance on the preferred future direction for the site.



Background

- A portion of the property was annexed in 1989, and the remainder was annexed in 2002.
- The property retains its original zoning, which includes Public Land (PL), Single-Family Residential (R-1), City Neighborhood Residential (R-1-B), Mixed-Density Residential (R-2), and Local Retail (C-1). The site has never been platted.
- A high groundwater table limited the property's ability to develop residential homes with basements.
- The City acquired the property with the intent of preserving farmland and open space or developing a golf course. Since the City's acquisition, the land has been leased for hay farming and cattle grazing.



Key Considerations

The City has identified two (2) distinct paths for the utilization of this land.

- **Option 1 – No Action (Maintain Status Quo)**
- **Option 2 – Allow for Future Development**

Option 1 – No Action (Maintain Status Quo)

Considerations -

- Preserves existing land
- No change in community benefits
- Locational context and land use conflicts:
 - Impending residential/commercial development will increasingly constrain future farming operations.
 - Limited Water availability constraints pose a long-term risk to continued agricultural use.
- City responsible for Longs Peak Street connection
- Requires zoning changes

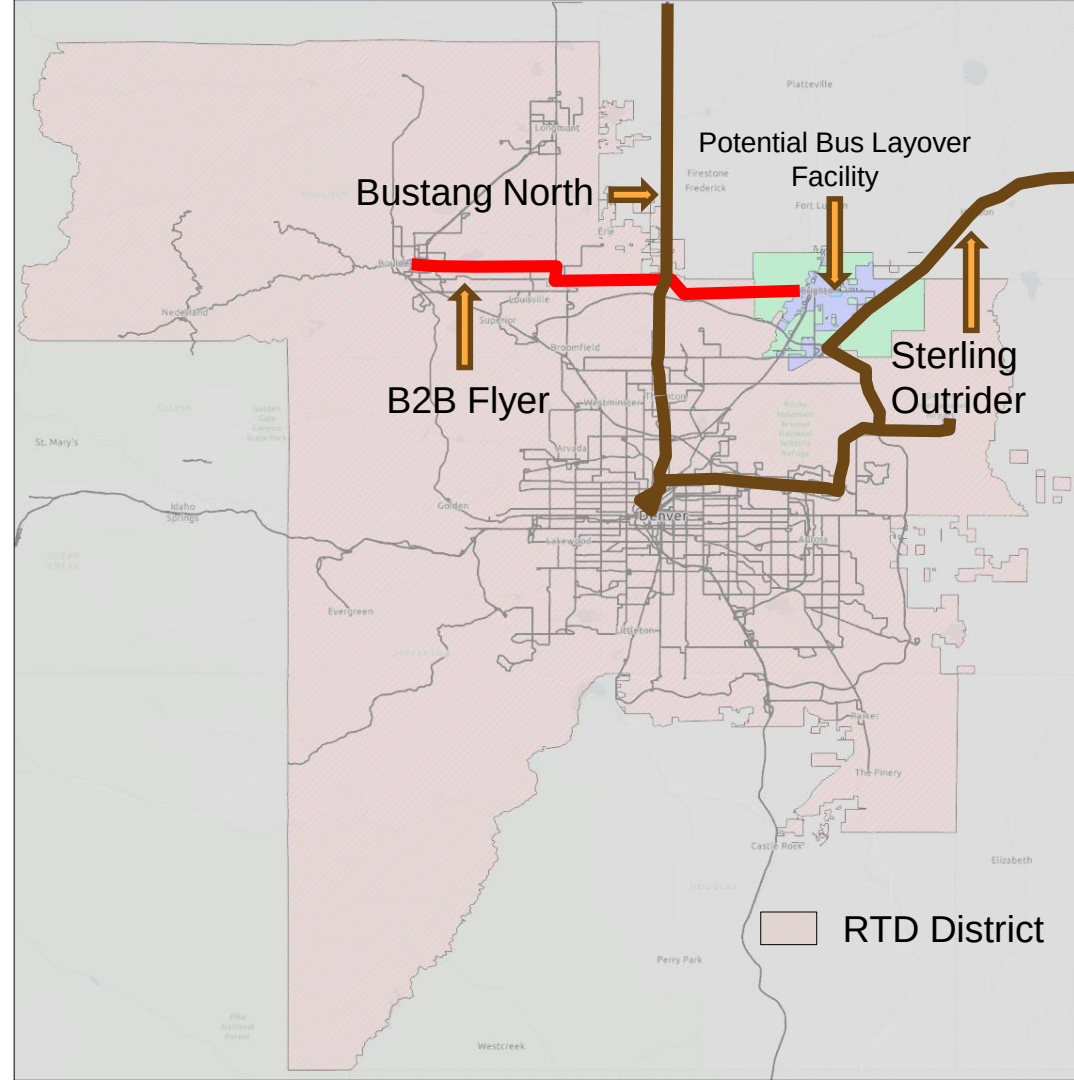


Current Future Land Use – Parks & Open Space and Public Land



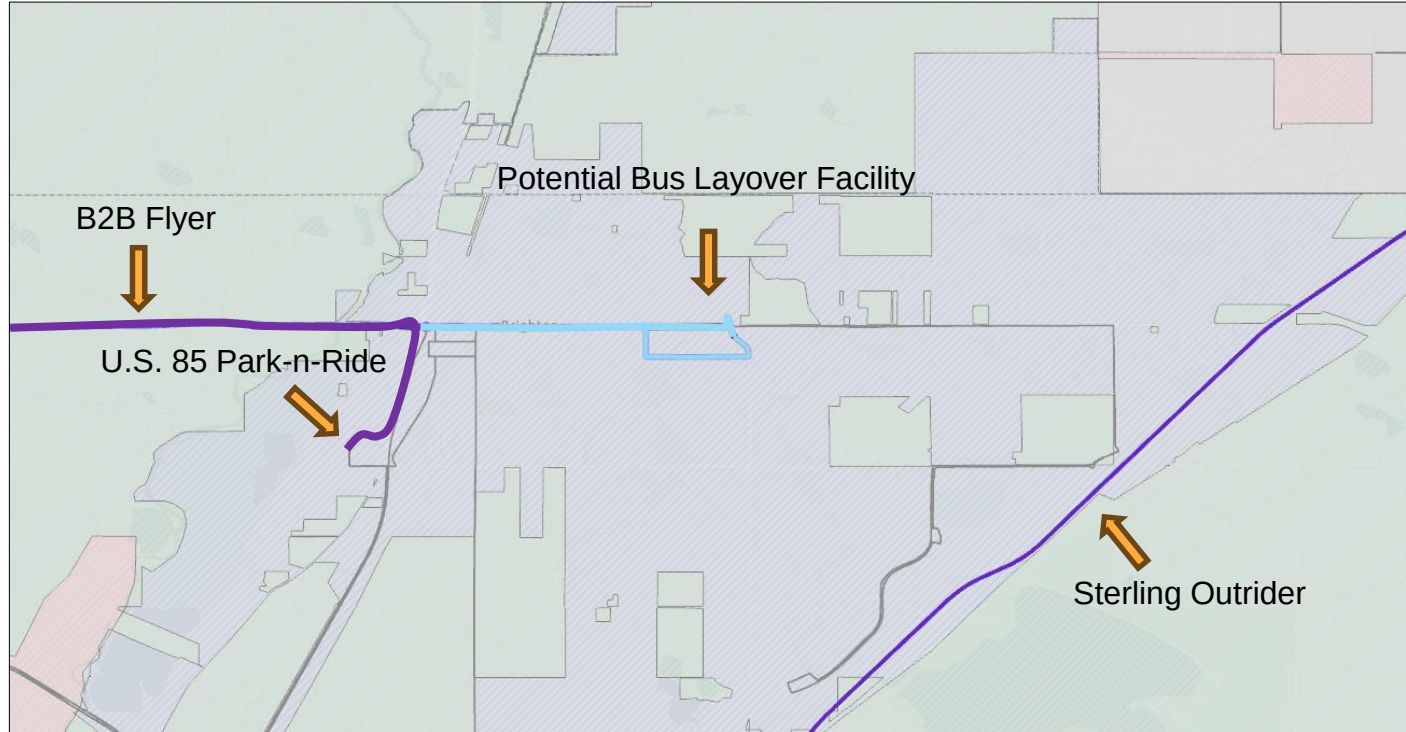
Regional Transit Context

- RTD northeast district boundary
- B2B Flyer connects Brighton to Boulder
- US 85 corridor planning supports future regional transit opportunities
- Brighton serves as a gateway between Denver metro and rural transit services



Transit Opportunity

- Layover/recovery location
- Needed to support future B2B Flyer extension to 27th Avenue
- Needed for future local transit growth
- Opportunity for a future multimodal center
- Reduces informal bus staging

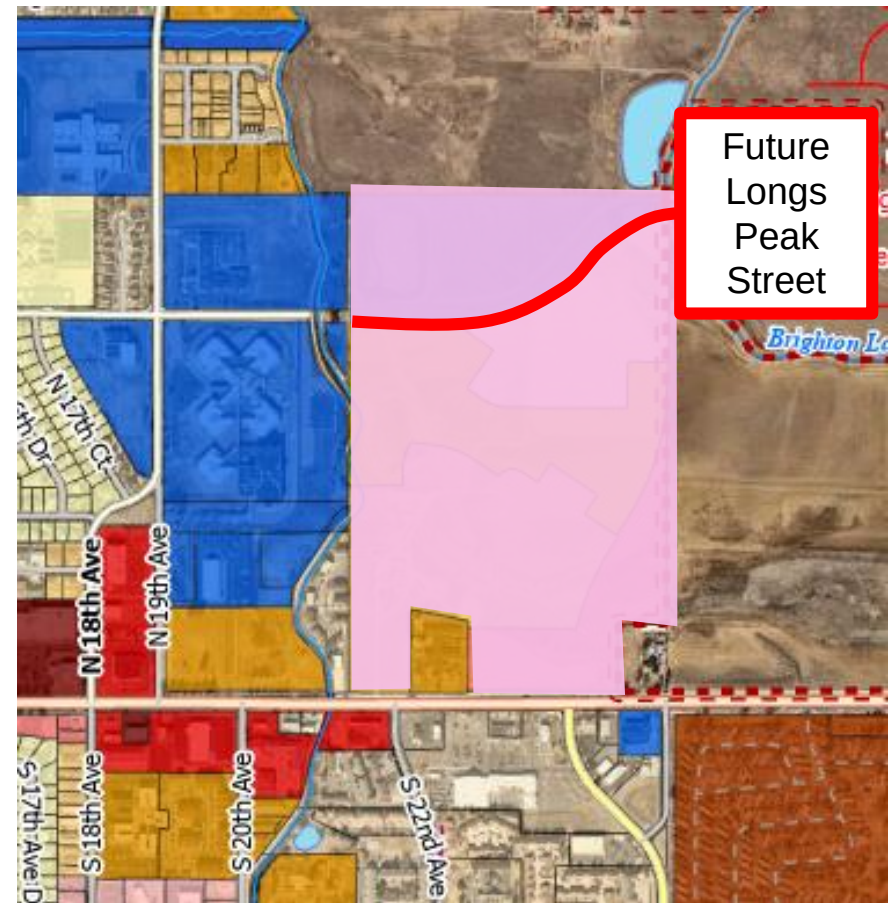


**This site is being discussed today because it is needed to support the
B2B Flyer and future transit expansion in Brighton**

Option 2 – Allow for Future Development

Considerations

- Increases land value and tax base
- Supports housing and economic goals
- Loss of existing open and farmed lands
- Requires developer partnerships
- Developer responsible for Longs Peak Street connection
- Requires zoning changes



Future Land Use – Mixed Use

Option 2 – Allow for Future Development

What is Transit Oriented Development?

RTD defines Transit-Oriented Development as an approach to developing the built environment that integrates higher density new construction with transit, creating synergies that enhance the value of both. It is characterized by a pedestrian-oriented environment that allows people to live, work, shop, and play within a five-to-ten-minute walk of a transit stop.

Considerations

- Creates a transit opportunity in the center of the City
- Provides a ridership base to better support the B2B BRT and other existing routes
- Requires construction of bus facility
- Requires subarea plan



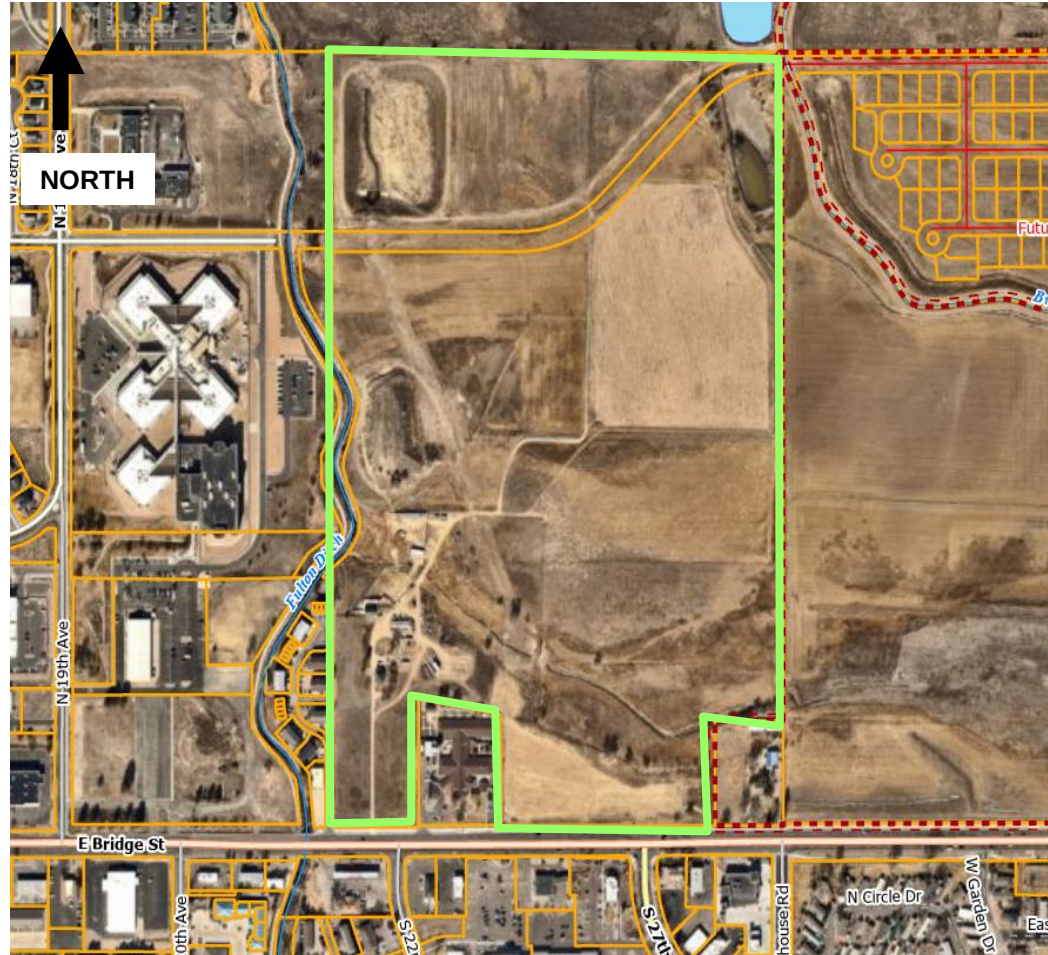
TOD Opportunity





Why We're Bringing This Forward Now

- Potential Bridge TOD Opportunity Area in the Brighton Comprehensive Plan
- Growing demand for reliable transit service
- Opportunity to align with regional funding (DRCOG TIP)
- End of line location for the B2B (Brighton to Boulder) Flyer
- Early coordination with RTD is needed





Direction Requested

- **Option 1 – No Action (Maintain Status Quo)**
 - ‡ Keep Future Land Use Map's open space designation
- **Option 2 – Allow for Future Development**
 - ‡ Change Future Land Use Map to allow for Mixed Use opportunities

Questions?