

City of Brighton

500 S. 4th Avenue
Brighton, CO 80601



Meeting Minutes

Tuesday, January 20, 2026

6:00 PM

Council Chambers

City Council

**MAYOR - GREGORY MILLS
MAYOR PRO TEM - PETER PADILLA
COUNCIL MEMBERS:
MELINDA CARBAJAL, RHIANON COLLINS,
CHRIS FIEDLER, TOM GREEN, JIM SNYDER,
ANN TADDEO, LLOYD WORTH**

1. CALL TO ORDER

Mayor Mills called the meeting to order at 6:00 p.m.

A. Pledge of Allegiance to the American Flag

Councilmember Collins led the recitation of the Pledge of Allegiance to the American Flag.

B. Roll Call

Present: 9 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Green, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

2. CONSENT AGENDA

A. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRIGHTON, COLORADO, APPOINTING OFFICIAL REPRESENTATIVES AND ALTERNATES OF THE CITY COUNCIL TO CERTAIN BOARDS AND COMMISSIONS FOR CALENDAR YEARS 2026 - 2027

Resolution No. 2026-03

B. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRIGHTON, COLORADO, APPROVING THE CORE CITY CIRCULATION PLAN

Resolution No. 2026-04

C. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRIGHTON, COLORADO, APPROVING AMENDMENT 1 WITH CAROLLO ENGINEERS, INC. FOR THE OWNER’S REPRESENTATIVE FOR THE WATER TREATMENT PLANT PROJECT IN THE AMOUNT OF ONE MILLION NINE HUNDRED EIGHTY-NINE THOUSAND TWO HUNDRED TWO DOLLARS (\$1,989,202), AND AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO EXECUTE THE AMENDMENT ON BEHALF OF THE CITY

Resolution No. 2026-05

Motion by Councilmember Green, seconded by Councilmember Fiedler, to approve the Consent Agenda as presented. Motion passed by the following vote:

Aye: 9 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Green, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

3. APPROVAL OF REGULAR AGENDA

Motion by Councilmember Snyder, seconded by Councilmember Taddeo, to approve the Regular Agenda as presented. Motion passed by the following vote:

Aye: 9 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Green, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

4. CEREMONIES

A. Recognition of the Brighton High School Competitive Trap Shooting Team

City Council recognized the Brighton High School Competitive Trap Shooting Team for their accomplishments in 2025.

5. PUBLIC INVITED TO BE HEARD ON MATTERS NOT ON THE AGENDA (Speakers limited to three minutes)

Tom Lampo spoke during public comment.

6. PUBLIC HEARINGS

A. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BRIGHTON, COLORADO, APPROVING THE JAMES PROPERTY ZONING MAP AMENDMENT FOR APPROXIMATELY 6.05 ACRES OF PROPERTY, GENERALLY LOCATED TO THE NORTH OF EAST BRIDGE STREET, SOUTH OF GARCIA AVENUE, EAST OF CHAPEL HILL DRIVE, AND WEST OF THE NORTH 40TH AVENUE ALIGNMENT, MORE PARTICULARLY LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF BRIGHTON, COUNTY OF ADAMS, STATE OF COLORADO (FIRST READING)

Mayor Mills read the title of the Ordinance into the record.

Mayor Mills opened the public hearing at 6:12 p.m. and City Clerk Natalie Hoel verified the required postings and publications (November 10, 2025, on the City of Brighton website) for this public hearing were completed.

Mayor Mills asked City Council if there are any conflicts of interest or any ex-parte communications that need to be disclosed, there were none.

Senior Planner and Historic Preservationist Emma Lane presented the James Property Zoning Map Amendment. The project contact is Jeff Liljegren working on behalf of the owner Vera Mae James. The 6.05-acre site is generally located to the north of East Bridge Street, south of Garcia Avenue, east of Chapel Hill Drive, and west of the North 40th Avenue alignment. The property is currently zoned Adams County A-1 (Agriculture 1), is currently unplatted and was annexed into the city on December 16, 2025. Surrounding zoning includes I-1 to the east, Single Family via PD to the east and north, and Commercial and Civic Uses to the west and south. The property owner requests to establish the zoning as C-2 (Restricted Retail and Services), which provides a wide variety of small and moderate scale retail, service, civic, and employment uses. It is centrally located along arterial streets or intersections, and where transitions and buffers between lower-density residential and low-intensity uses are possible. Allowed uses include retail, services, and office uses.

The City Council shall use the criteria found in Section 2.03 B of the Land Use & Development Code. The rezoning of the property will help support the policies of the Comprehensive Plan. The Future Land Use portion of the Comprehensive Plan has

designated this area as Medium Density Residential and Employment-Commercial. The north section of the property is designated as Medium Density Residential. While the property to the east is also designated as Medium Density Residential, it is currently zoned I-1, which means that industrial uses are allowed there today. Zoning the subject property as C-2 will provide a buffer between the residential to the west and the industrial zoning since these are not compatible. The south section is designated as Employment-Commercial, which promotes regional job creating midrise offices in a unified campus. This designation was foreseen to cover multiple properties to create a large commercial employment campus. The subject property had not been annexed at the time and could not develop in that way leaving the surrounding properties to develop differently. The size of the property, as well as its long narrow shape make it difficult for the property to be zoned to one of the compliant zone districts in the Employment-Commercial zone district and carry out the intense future land use designation by itself. Staff has determined that C-2 zoning is more appropriate for this property in light of those issues.

The proposed zoning map amendment meets other policies of the Comprehensive Plan. in the Opportunity Areas section, the property meets a number of these standards. It states that retail should be concentrated along major arterial nodes. The proposed rezoning is an ideal location for a small commercial center. Creating a buffer between less intense residential uses and the industrial zoning, along with the installation of the traffic signal at Bridge Street, make this area viable for commercial uses. With non-residential uses on the east and west sides of the property along Bridge Street, a commercial node is possible but not executed without this property. This property will easily integrate into Bridge Street and its landscape as commercially zoned land.

The zoning of this property will support the balance between residential and non-residential districts in the area. The proposed C-2 zoning would integrate into the existing commercial and transitional vision for this area. The property is in an area of existing infrastructure and is located at a key intersection with many recent improvements. Redevelopment of the property may help capitalize development and redevelopment in the area. The property can be adequately served, and any future site developer will pay applicable costs to connect to city infrastructure. The development of the property as commercial aligns with the character of the area and the desire for more commercial uses along key intersections. The current agricultural zoning is not in alignment with the Comprehensive Plan nor its vision for this corridor.

Staff finds that this site is appropriate for commercial uses given its 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 districts as outlined in the Land Use & Development Code. All posting was completed in accordance with the Land Use & Development Code and information was posted on various social media sites. A neighborhood meeting was held on August 5, 2024. Planning Staff has not received any formal comments. The Development Review Committee has reviewed this project and recommends approval. Staff finds that the proposal meets the review criteria and recommends approval. Planning Commission heard the proposal on December 11, 2025, and recommended approval.

Mayor Mills asked if the applicant would like to add anything to the presentation, he did not.

Mayor Mills asked if anyone in the audience wished to speak on behalf of or against the request, there was none.

Mayor Mills asked if any correspondence had been received, there was none.

Mayor Mills asked if there were questions from City Council.

Mayor Pro Tem Padilla asked how this property would develop as C-2 with such a small portion of the property connected to Bridge Street. Public Works Director Greg Labrie explained that 40th Avenue will be widened from Bridge Street to Garcia Street and a storm water pond will be constructed. Mayor Pro Tem Padilla asked for confirmation that there would be a front on Bridge Street and Planner Lane stated that is correct. Mayor Pro Tem Padilla asked if there was significant input from residents living on Chapel Hill Circle when reached out for public meetings since this is behind those homes. Planner Lane explained that there was not input from those residents. Director Labrie explained that this roadway will create more connectivity in the area of Chapel Hill Circle.

Councilmember Green asked if residential properties are allowed in the C-2 zoning district and Planner Lane said they are not allowed. Councilmember Green asked how many people attended the neighborhood meeting and Planner Lane stated there were not very many, possibly two. Councilmember Green asked where the residents were from. Planner Lane explained that it was a virtual meeting, and she does not know where they live. Councilmember Green asked if there was proper publication of the meeting notice and Planner Lane stated that there was. Councilmember Green asked if there were any letters of intent for future uses of the property. Planner Lane stated there were none. City Attorney Alicia Calderón explained that this property is being annexed as part of a settlement agreement and the owner has no plans for development and is planning to live on the property. Councilmember Green asked why the rezoning is taking place and City Attorney Calderón explained that it is a requirement of the annexation that the property be zoned to a city zoning category.

Mayor Mills closed the public hearing at 6:27 p.m.

Motion by Councilmember Fiedler, seconded by Mayor Pro Tem Padilla, to approve the Ordinance. Motion passed by the following vote:

Aye: 8 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

No: 1 - Councilmember Green

B. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BRIGHTON, COLORADO, TO AMEND CERTAIN ARTICLES OF THE LAND USE AND DEVELOPMENT CODE RELATING TO FUELING STATIONS (FIRST READING)

Mayor Mills read the title of the Ordinance into the record.

Mayor Mills opened the public hearing at 6:29 p.m. and City Clerk Natalie Hoel verified the required postings and publications (December 31, 2025, on the City of Brighton website) for this public hearing were completed.

Mayor Mills asked City Council if there are any conflicts of interest or any ex-parte communications that need to be disclosed, there were none.

Associate Planner Amanda Diaz presented the Gas Station Code Amendments. The proposed amendments pertain to Articles 4, 6, and 11 of the Land Use & Development Code. Staff evaluated the definitions for gas stations after receiving feedback from prospective developers during pre-application conference meetings. It was determined that current definitions for gas stations are too restrictive leading to developers not moving forward with their projects within the city. The current definitions regulate the size of the retail store, number of pumps allowed, number of service bays, and number of fueling stations. These

regulations do not align with current day gas station design standards. Staff have revised definitions to meet today's standards for fuel station designs and have included electric vehicle charging stations.

For Article 4, staff is proposing to reduce gas station definitions from four (4) to two (2), one definition for fueling stations and one definition for travel centers. It is also being proposed to restrict fueling stations to higher density zoning districts. Article 6 contains a small revision restricting canopy size for fueling stations throughout the city based on the size of the fueling station. Now that gas stations are not defined by size, this had to be modified to match the proposed definitions. In Article 11, the size-based definition was removed and replaced them with one for fueling stations and one for travel centers. Additions to the new definitions include accessory uses such as a convenience store, a car wash, the definition of what a fuel dispenser is, and restrictions on the number of fuel dispensers.

The review criteria from the Land Use & Development Code states the amendment must further the purpose of the regulations in Section 1.01 C. This amendment does so by enhancing the economic well-being of residents and businesses by removing barriers to entry to the development of gas stations throughout the city. The amendment also needs to be in accordance with the Comprehensive Plan and has been considered for both its long-range effects as well as its immediate impacts. The proposed Code amendments advance a number of goals in the Comprehensive Plan. The proposed amendments will allow for fueling stations to develop more easily throughout the city. Under the current definitions, fueling stations are restricted by design factor criteria. This makes it difficult for developers to construct fueling stations in the city. By amending this section of the Code, barriers to commercial development of fueling stations are eased. The proposed Code amendments promote the public safety, health, and general welfare of the community by removing fueling station uses in neighborhood commercial centers and allowing this use in more intensive zoning districts. Existing development standards in the Code will ensure that future projects develop in a manner that ensures the public safety, health, and general welfare of the community.

Public notice was provided in accordance with the Land Use & Development Code. Planning staff has not received any formal comments. The Development Review Committee has reviewed the Code amendments and recommend approval. The Planning Commission heard the request on December 11, 2025, and unanimously recommended approval. Staff finds that the Code amendments are in general compliance with the requirements as outlined in the Land Use & Development Code and recommend approval.

Mayor Mills asked if anyone in the audience wished to speak on behalf of or against the request, there was none.

Mayor Mills asked if any correspondence had been received, there was none.

Mayor Mills asked if there were questions from City Council.

Councilmember Green asked for the specific differences between a travel center and a fueling station. Planner Diaz explained that a fueling station is for passenger vehicles, has a convenience store, a car wash and possibly another accessory use. A travel center has accommodations, showers, a place to eat, possibly a recreation area, it is more of a full-service center for those on the road for a longer period. Councilmember Green asked if a fuel center could have a Subway or another place to eat and Planner Diaz stated that it could. Councilmember Green asked if the definitions were related to the number of pumps and Planner Diaz stated that it is. Councilmember Green asked if Buc-ees or something like it came to the city for approval would City Council have the ability to grant a variance to allow

that use. Planner Diaz explained that a fueling station of that size would most likely push for a Planned Unit Development.

Mayor Pro Tem Padilla asked when counting pumps vs dispensers, the island itself could have ten (10) pumps, but it would be considered one (1) dispenser. Planner Diaz agreed and stated that a dispenser is a unit that offers fuel and payment on both sides and noted that a grocer is allowed two additional dispensers. Mayor Pro Tem Padilla asked about the exception for a highway adjacent fueling station that allows up to eighteen (18) dispensers and there not being much of a distinction to a travel center that allows up to twenty (20) dispensers. Planner Diaz explained that when a location is adjacent to a highway, there is a higher volume of traffic and for a travel center there is a high volume of traffic and a compound of uses in one space, this includes extra space for parking. A fueling station adjacent to a highway has people coming in and out. Staff wanted to ensure that traffic flows in a nice way. Mayor Pro Tem Padilla asked if the difference between a fueling station and a travel center is the food court vs quick service or the uses that someone is staying for. Planner Diaz stated that commercial truck driver's vs passenger vehicles is a main distinction and the way the consumer interacts with the different uses. Mayor Pro Tem Padilla clarified that there is no limit for the electric vehicle charging stations and Planner Diaz stated that is correct.

Councilmember Worth asked if the Sustainability Coordinator has been part of these conversations and Planner Diaz explained that they worked with her while formulating the definitions.

Councilmember Carbajal asked if the lot size would impact the number of dispensers allowed. Planner Diaz explained that it is the responsibility of the developer to choose a lot that would accommodate their business. Councilmember Carbajal asked about the intersection at Highway 85 and Bromley Lane and what the responsibility is of the developer to make decisions and the city holding them accountable to control traffic in the area. Planner Diaz explained that in the Development Review Committee process each department has their rules and regulations that must be followed. Councilmember Carbajal asked that even if the number of dispensers is allowed at the site, the other standards have to be met, and Planner Diaz stated that is correct.

Mayor Mills asked if the city has only one travel center and Planner Diaz stated that is correct.

Councilmember Green proposed an amendment to the Ordinance to allow fueling stations adjacent to a highway to have a maximum of sixteen (16) dispensers and allowing travel centers to have a maximum of twenty-four (24) dispensers. This would create a clearer distinction between a fueling center and a travel center.

Mayor Mills closed the public hearing at 6:49 p.m.

Motion by Councilmember Green, seconded by Councilmember Taddeo, to approve the Ordinance as amended to allow fueling stations adjacent to a highway to have up to sixteen (16) dispensers and allowing travel centers to have up to twenty-four (24) dispensers. Motion passed by the following vote:

Aye: 9 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Green, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

C. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BRIGHTON, COLORADO, CONCERNING AMENDMENTS TO ARTICLE 5 OF THE LAND USE AND DEVELOPMENT CODE REGARDING SETBACKS FOR ACCESSORY DWELLING UNITS (FIRST READING)

Mayor Mills read the title of the Ordinance into the record.

Mayor Mills opened the public hearing at 6:56 p.m. and City Clerk Natalie Hoel verified the required postings and publications (December 30, 2025, on the City of Brighton website) for this public hearing were completed.

Mayor Mills asked City Council if there are any conflicts of interest or any ex-parte communications that need to be disclosed, there were none.

Affording Housing Coordinator Shawn Weiman presented the Land Use & Development Code Amendments for ADU Rear Setbacks. As required by state statute, detached ADUs were given the same rear setback as those allowed for accessory buildings such as detached garages. Since accessory buildings are not allowed attached to the principal building, it was not considered to allow attached ADUs the same rear setbacks as detached ADUs. The Colorado Department of Local Affairs (DOLA) has determined that state statute requires all ADUs be afforded the same rear setback as accessory buildings. DOLA has reviewed the draft amendments and indicated they comply with state statutes.

If the Code is not amended, the regulations would be out of compliance with state statute and the city would be ineligible for the state ADU grant that is intended to be used for preparing pre-approved ADU Plans. Brighton residents would be ineligible for CHFA ADU financing. These revisions will bring the Code within state requirements and further achieve the city's housing goals by becoming an ADU supportive jurisdiction. Staff recommends approval of the Land Use & Development Code amendments.

Planning Commission unanimously recommended approval of the amendments at the December 11, 2025, hearing. Notice of the hearing was published on the city's website as required in the Land Use & Development Code. Planning staff has not received any formal comments.

Mayor Mills asked if anyone in the audience wished to speak on behalf of or against the request, there was none.

Mayor Mills asked if any correspondence had been received, there was none.

Mayor Mills asked if there were questions from City Council.

Mayor Pro Tem Padilla asked if the city must accommodate attached ADUs even though the city does not permit them. Coordinator Weiman explained that attached ADUs are allowed.

Councilmember Green asked for clarification because he thought an ADU was a separate unit and wondered how it could be attached. Coordinator Weiman explained that an ADU can be attached, it must be subordinate in design or size to the principal dwelling unit, must have a separate entrance, and must be separated physically. Councilmember Green asked if there is a limit to the size of the ADU and Coordinator Weiman explained that the ADU cannot exceed the size of the principal building unless it is in a finished basement and cannot exceed 1,200 sq. ft.

Mayor Mills closed the public hearing at 7:05 p.m.

Motion by Councilmember Taddeo, seconded by Councilmember Fiedler, to approve the Ordinance. Motion passed by the following vote:

Aye: 9 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Green, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

7. ORDINANCES FOR INITIAL CONSIDERATION

8. ORDINANCES FOR FINAL CONSIDERATION

9. RESOLUTIONS

- A. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRIGHTON, COLORADO, FINDING SUBSTANTIAL COMPLIANCE OF AN ANNEXATION PETITION, AND SETTING A PUBLIC HEARING FOR MARCH 3, 2026, TO DETERMINE IF THE APPROXIMATELY 88.303 ACRE PARCEL, TO BE KNOWN AS THE GREIN PROPERTY ANNEXATION NO. 2, COMPLIES WITH STATUTORY REQUIREMENTS FOR SUCH ANNEXATION**

Mayor Mills read the title of the Resolution into the record.

Senior Planner and Historic Preservationist Emma Lane presented the Grein Property Annexation No. 2 Substantial Compliance Resolution. The property is generally located to the north of the Longs Peak Street alignment, south of East Baseline Road, east of the Fulton Ditch, and west of the North 27th Avenue alignment and the Brighton Lateral Ditch. City Council must find that the petition complies with the Colorado Revised Statutes Section 31-12-107 and set the date for a public hearing. The property is approximately 88.303 acres and is currently zoned Adams County A-1 (Agriculture 1) and is 27.49% contiguous with city limits. The property is designated as Low Density Residential and is within the city's growth boundary. Staff finds that the petition meets the requirements for annexation in the Colorado Revised Statutes. Notification of the public hearing will be provided to all applicable entities as required in State Statute.

Motion by Mayor Pro Tem Padilla, seconded by Councilmember Fiedler, to approve Resolution 2026-06. Motion passed by the following vote:

Aye: 9 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Green, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

10. UTILITIES BUSINESS ITEMS

11. GENERAL BUSINESS

- A. Selection of two City Council Members to Conduct Board & Commission Interviews in 2026**

Motion by Mayor Pro Tem Padilla, seconded by Councilmember Taddeo, to Continue this item. Motion passed by the following vote:

Aye: 9 - Mayor Mills, Mayor Pro Tem Padilla, Councilmember Carbajal, Councilmember Collins, Councilmember Fiedler, Councilmember Green, Councilmember Snyder, Councilmember Taddeo, and Councilmember Worth

12. REPORTS

A. By the Mayor

Mayor Mills attended the CML Policy board meeting, the Brighton Economic Development Corporation Business Awards event, and the Goodwill store ribbon cutting.

B. By Department Directors

C. By the City Attorney

D. By the City Manager

City Manager Michael Martinez explained the new Proclamation request process.

E. By City Council

Mayor Pro Tem Padilla announced that the Art Reception is on Friday at City Hall.

Councilmember Taddeo attended the Goodwill store ribbon cutting.

Councilmember Green attended the Brighton Economic Development Corporation Business Awards event and the E-470 meeting.

Councilmember Worth attended the Goodwill store ribbon cutting, the Brighton Economic Development Corporation Business Awards event, and the Youth Commission meeting.

Councilmember Fiedler attended the Historic Preservation Commission meeting.

Councilmember Snyder attended the Youth Commission meeting and the BURA meeting.

Councilmember Collins attended the Legacy Foundation meeting and the Goodwill store ribbon cutting.

13. EXECUTIVE SESSION

14. ADJOURNMENT

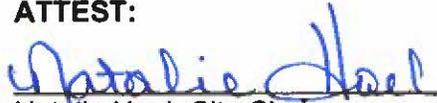
Mayor Mills adjourned the meeting at 7:34 p.m.

CITY OF BRIGHTON, COLORADO

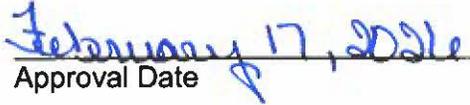
Gregory Mills

Gregory Mills, Mayor

ATTEST:



Natalie Hoel, City Clerk



Approval Date