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POPULATION

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BUSINESS

INDUSTRIAL

STREETS & HIGHWAYS

SCHOOLS



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# INTRODUCTION

REASONS FOR PLANNING

THE PLANNING COMMISSION



# INTRODUCTION

Probably no community in Colorado has more reasons to plan wisely for future growth than does the City of Broomfield! Instead of being bound by street patterns and utility systems designed to serve the horse and buggy era, the City of Broomfield has developed from plans and growth of the past decade. While many of the original concepts of the community may not have been effectively carried out and in some instances may have been faulty, Broomfield does have a relatively new beginning, which includes many desirable features for good living. These must be continued and enhanced by effecting local planning.

Although Broomfield has certain characteristics similar to those found in other planned suburbs in the Denver Metropolitan Region, in many ways its characteristics set it apart from its regional counterparts. Broomfield is still relatively small, which will allow it to adjust for future community growth before the goals of sound community development are obscured by sheer population numbers. Secondly, its rate of growth has recently decreased, giving the City a chance to "take a second breath" and to thus establish sound programs for future expansion. Furthermore, there is a nucleus of citizen awareness which, if encouraged, could result in the residents of Broomfield determining future plans for the City rather than leaving them to be prepared solely by land developers (who may or may not be attuned to local attitudes and desires). Lastly, Broomfield has the beginnings of a balanced community, with residential, commercial, and industrial uses focusing on a central area, separated from adjacent urban centers by miles of rural landscape. The City was conceived as more than just a residential suburb, and while it will always be closely attuned to the economic base of Denver, it has the potential of becoming a community with a very desirable and complete identity of its own.

In order to be sure future growth of the City of Broomfield does follow sound practices in line with local needs, the City Council established a Planning Commission by ordinance #4 passed in September, 1961. The City Planning Commission includes seven members: the mayor, one administrative official selected by the mayor, a member of the City Council selected by the mayor, a member of the City Council selected by the City Council, and three other residents of the City who do not serve in other official capacities. Duties of the Planning Commission are described as those outlined by Colorado State Statutes. In particular, the ordinance creating the Planning Commission directs the members as follows:

"Make careful and comprehensive surveys and studies of present conditions and future growth of the municipality with due regard to its relations to neighboring territory. The plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality and its environs, which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity and general welfare, as well as efficiency and

## REASONS FOR PLANNING

## THE PLANNING COMMISSION



# INTRODUCTION

economy in the process of development; including among other things, adequate provisions for traffic, the promotion of safety from fire and other dangers, adequate provisions for light and air, the promotion of healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and adequate provisions of public utilities and other public requirements."

While this task may seem almost impossible to accomplish, the following past and present members of the Planning Commission have worked diligently in this regard:

Joe Berger\*  
Vic Boccard  
John C. Crane\*  
Don S. Des Combes  
Hixon Elliot  
William F. Gibbons\*  
Roy F. Holmberg\*

Marcus D. Hodges\*  
George Long  
Don Milliman\*  
Curtis T. Ricketts  
Bill Robinson  
Lynn Vandegrift

\* terms have expired

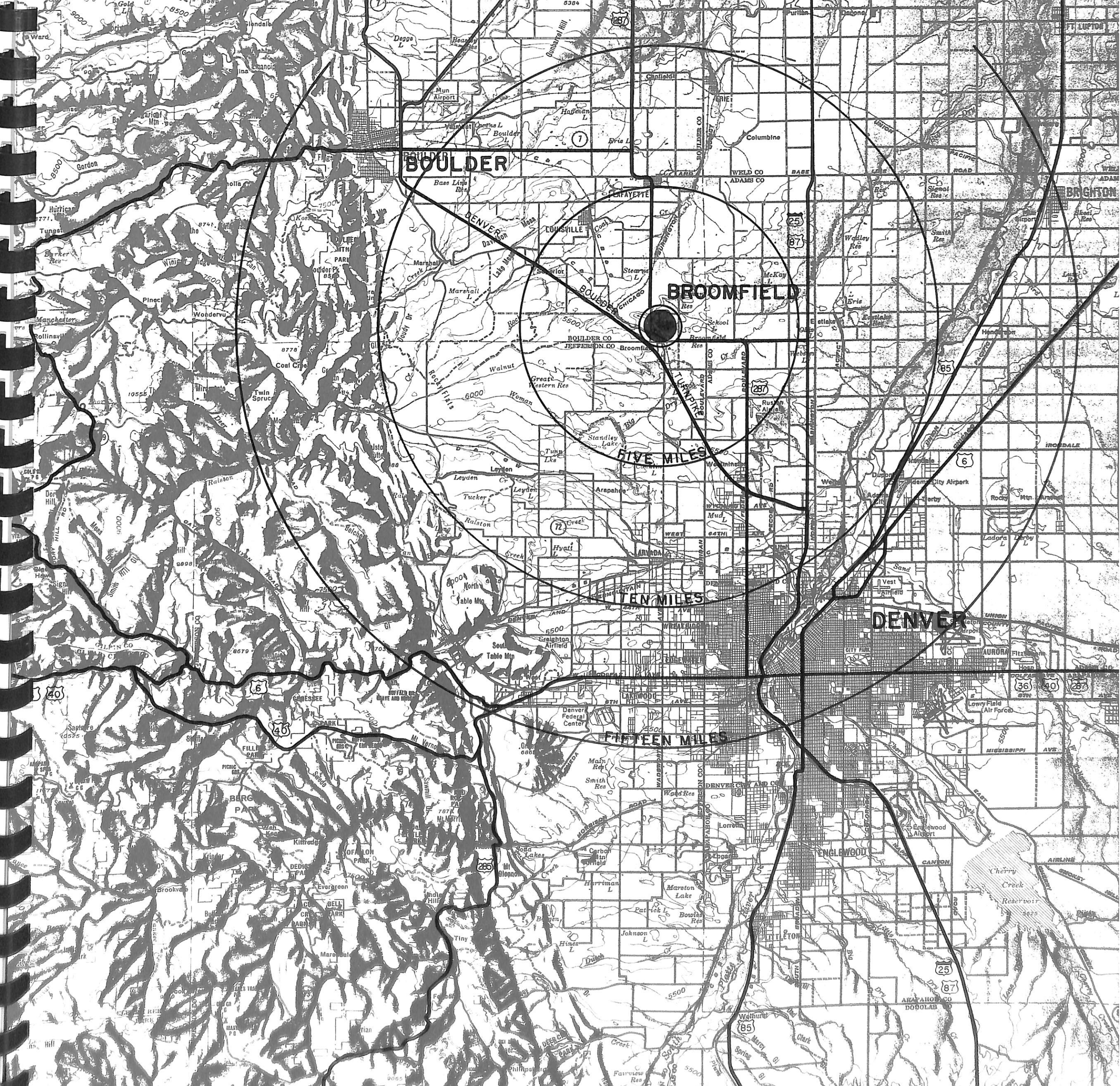
## PUBLIC REACTION

The work of the previously listed members of the Planning Commission and other City officials, as summarized in this report, will be of little value without widespread community understanding and support. This means backing by the general public, elected City officials, City employees, members of appointed City Boards, and private land developers. One of the main purposes of the City planning program is to suggest effective coordination between various groups who are involved in the growth and expansion of the community. Thus, a review of the suggested planning proposals by many individuals can strengthen the City plan. New ideas which can be incorporated into the plan may be suggested and individuals in key positions to carry out the plan may be able to more effectively see that sound planning is accomplished.

## THE CONTINUING PROGRAM

This plan is not intended to be a static document which will rigidly control the future growth of Broomfield year after year. It is intended as a guideline, reviewable on an annual basis and sensitive to major changes in the ideas and land use patterns of the community. Since the key to the success of this plan is the degree to which it is used, it will become necessary to refine the plan, its ideas, and the procedures for carrying it out. We, therefore, strongly urge the continuing use, modification and implementation of this work through a continuing planning program.







# POPULATION

REGIONAL EMPLOYMENT

CHARACTERISTICS



# POPULATION

## REGIONAL EMPLOYMENT

The population surge which has been evident in the new community of Broomfield during recent years is directly attributable to the location of the City as a desirable place to live in the fringe of the Denver Metropolitan Area. Evidence of this fact is apparent from a study of the 1960 U.S. Census which shows two-thirds of Broomfield's "breadwinners" having jobs located in Denver, Adams, Arapahoe and Jefferson Counties. To be exact, 53% of the residents listed as their place of work Denver County, 8% showed Jefferson County as their place of work with 6% employed in Adams and Arapahoe Counties. Only 27%, many of these working in the City of Broomfield itself, gave Boulder County as their place of work. Due to the location of Broomfield along the south border of Boulder County, the City shows by records of the 1960 U.S. Census that Broomfield has the highest percentage of persons working outside of their county of residence of any community in the State of Colorado. The figure of 73% of Broomfield's residents working outside of Boulder County, their county of residence, exceeded the figure of 69% shown for Thornton, 68% for Westminster, 62% for Aurora, and 60% for Wheatridge.

This dependence of Broomfield residents upon income earned outside of the local community has many important implications with regard to successful local planning. First, the feeling of strong ties to Boulder County, and, in fact, even to Broomfield itself, are difficult to engender. With local commercial and industrial activity having little direct bearing on many families within the community, the success or failure of these employment centers has relatively small impact on the population. In reverse though, many families are very conscious of the need for improved schools, recreational areas, safe streets, a quiet environment, and other features directly related to a desirable living environment. Because of the employment ties within the Denver area, many more families in Broomfield may be aware of the street and highway programs, park development plans, and taxation methods of the Denver area than would be true of residents living in other more independent cities located farther away from the immediate influence of the Denver area.

As a corollary to the growth of the City of Broomfield as a suburban residential community, certain population characteristics have a unique "local flavor" which also should be influential in future plans of the City. Again, referring to the 1960 U.S. Census, the following distinctive population characteristics are noted:

- (1) Broomfield residents are well-educated with 91.5% of the adult population having completed four years of high school or more.
- (2) The average annual income of Broomfield residents is high. In 1960 the figure was \$8,235 per family in Broomfield which is more than \$2,000 higher than the average for other families in Boulder County. The average annual income in Broomfield in 1960 was approximately \$1,000 per year higher than figures cited for the cities of Arvada and Westminster and about \$1,500 higher than the median annual income for the City of Boulder.

## CHARACTERISTICS



# POPULATION

- (3) The median age of inhabitants of the City of Broomfield is very young, 21.2 years of age. In 1960 the age group under 40 accounted for almost 84% of the total population. At the same time, children less than 10 years of age composed 15.5% of the population. These age groupings indicate that pressures will continue for adequate school facilities. Interest in recreational programs for children and youth will also be strong while conversely, the problem of senior citizens will be of little significance for a number of years. The percentage of the total population of the City of Broomfield under 18 years of age in 1960 was 48.6% compared to 28.8% for the City of Boulder and 32.9% for Boulder County.
- (4) The family size in Broomfield is larger than the average population per household found in most other communities. The average family size of 4.12 in Broomfield in 1960 was exceeded locally only by the figure of 4.6 per household in the City of Thornton. Boulder County showed an average family size of 2.98 with the City of Boulder averaging 3.02 persons per household.
- (5) Broomfield workers are primarily in professional, technical, management, sales and craftsman jobs. Of the total of 1,481 employed persons living in Broomfield in 1960, 1,242 or about 84% were listed in these fields. Broomfield had only 46 persons, or 3%, of its total employed population listed as "laborers."
- (6) The bulk of Broomfield's wage earners work for private employment centers instead of for public agencies. In 1960, 78% were listed as working for private agencies, 13% for branches of government, 8% self-employed, and 1% unpaid.
- (7) Almost one-half of Broomfield's families moved to the City from other parts of the United States. In 1960, 49% of the total families in the City were listed as being new residents of the City as a result of moves from other parts of the U.S. Most of the other half of the population stated they had moved to Broomfield from within the Denver Metropolitan Area. Only 3% of the families living in Broomfield in 1960 were residents of the City in 1955.
- (8) Of the families living in Broomfield in 1960, 90% resided in homes with a valuation of between \$15,000 and \$25,000. Two percent of the families lived in homes with a valuation of less than \$15,000 while 8% of the families lived in homes valued in excess of \$25,000. The median value of homes in Broomfield in 1960 was \$18,800.

Most of the preceding statistics identify Broomfield as a typical residential suburb, a phenomenon to be found nationwide in the vicinity of metropolitan areas. Residents of the City of Broomfield typify the somewhat exclusive characteristics of a fringe area community where residents show higher than average education, above average income, large family sizes, a youthful population, and a predominance of white collar workers.

Because of Broomfield's role as a "satellite community" within the Denver Metropolitan Area, future population increases for the City must be measured in direct relationship to the growth of the entire Denver region. As new employment centers develop within the Denver area, the pressure for new home sites in Broomfield, as well as in other suburban

## FUTURE POPULATION



communities, will be apparent. The proportion of new regional population which chooses to purchase homes within Broomfield will depend primarily upon the success of promotional efforts by land developers within Broomfield, the attitude of present residents with respect to new growth, and the competition from similar residential communities surrounding the City of Denver. The success of efforts to attract new employment centers to the City of Broomfield, to the southern portion of Boulder County and to the City of Boulder area also will have a direct bearing on the growth potential of Broomfield.

Due to the current dependence of Broomfield on employment centers outside of its City Limits, a forecast of the City's future population must be done as a part of a study including the entire Denver region. In this regard, work completed by the Inter-County Regional Planning Commission in 1961 described in the "Metro Growth Plan," report #16 is significant. The following quotations from this report suggest how the Regional Planning Commission views the Broomfield area: "The Broomfield Heights area is an excellent example of a planned community which grew from the support of a modern metropolitan freeway. Because of its logical location and good basic plan, future development of Broomfield is assured. Lying conveniently close to both Boulder and metropolitan Denver, with an airport and industrial area now developing alongside, Broomfield will have the adequate economic support of a range of employment choice." As a result of this somewhat optimistic analysis, the Inter-County Regional Planning Commission projected the future population for the Broomfield community as follows: 1970 - 20,000; 1980 - 35,000; and, by the year 2,000, a total population of 75,000.

While the estimates by the Regional Planning Commission appear at this time to be high, other estimates of future population for Broomfield prepared by reliable sources also indicate a significant growth. In 1962, C.H. Hoper & Associates in their report "Feasibility of Acquisition of Water and Sanitary Sewerage Systems" suggest by the number of projected water customers that the population in 1960 will approximately triple by 1972. This would mean a population equivalent of about 14,000 served by the Broomfield water system in 1972. Another engineering firm, Ken R. White, Consulting Engineers, Inc. in their report "Airport and Industrial Park Master Plan for Jefferson County," prepared in 1960, state that "Broomfield, including south Boulder County, could develop into a City of 18,000 by 1985." School enrollment forecasts prepared by Trafton Bean & Associates in October, 1962 for the Boulder Valley School District indicate that the Broomfield population for 1986 will be approximately 17,500.

As evidenced by the obvious divergence of opinion from supposedly reliable sources concerning the future population of the City of Broomfield, the growth rate of the City cannot be projected with any degree of assurance. For that reason, plans for future expansion must be as flexible as possible and primarily based on where growth may locate, and as a result, what public facilities will be needed. In other words, the future plans of the City should emphasize areas of growth related to certain population figures without assuming that such population will be reached at a definite time. As an average approximation though, we might expect a population of 13,000 to be reached by 1975 and a population of 23,000 to be attained before 1990.



# RESIDENTIAL

INCENTIVES FOR GROWTH

EXISTING DEVELOPMENT

ASSETS



# RESIDENTIAL

## INCENTIVES FOR GROWTH

Residential areas are generally influenced in their development by the following factors:

- (1) The nearness and ease of travel to employment centers as measured by time rather than by distance;
- (2) The availability of utilities and street access to vacant areas;
- (3) Prestige of land by being close to a golf course, having a good view, or being near expensive homes;
- (4) The availability of adequate open land to accommodate modern tract building, determined by the land owners willingness to sell and consequent cost of the land, including methods of financing;
- (5) The availability of facilities for schools, parks and convenient shopping; and
- (6) The absence of detrimental features such as potential floods, high sub-surface water tables, strong winds, or noise and odors from nearby business or industrial uses.

Added to these factors which pointed toward the desirability of building a new city along the Turnpike, approximately halfway between the City of Denver and the City of Boulder, the original developers of Broomfield also added a seventh factor--promotion.

## EXISTING DEVELOPMENT

Within the City at this time there are 273 acres of land developed for one-family, two-family, and multiple-family residential uses with an additional 186 acres of residential development located in the immediate fringe area surrounding the City. Within the City the bulk of the present development, 265 acres, is for one-family residential use. Only 3.4 acres are used for two-family residential structures and 4.4 acres occupied as multiple-family development. Compared with other "satellite communities" (located on the fringe area of a metropolitan center) Broomfield has more one-family development and less high density residential use than is found in the other small cities.

## ASSETS

The following positive influences suggest why continuing residential expansion seems logical in Broomfield:

- (1) Adequate water and sewerage capacity are available for future expansion;
- (2) Fringe areas to the north and east are not damaged by conflicting business and industrial developments;
- (3) The junior high school and senior high school have additional capacity for new residents and funds are available to increase the elementary school capacity;
- (4) The City is far enough away from Denver and its heavy industrial areas and concentrated traffic arteries to be free of the typical metropolitan area problems of smoke, odors and excessive noises;
- (5) Potential residential areas for expansion are generally in directions which are easily tied to the sewage outfall line and in locations where adequate water pressure is



# RESIDENTIAL

## LIABILITIES

available without pumping;

- (6) Desirable tracts for light industry, including the availability of an airfield, should increase local employment.

Other local characteristics suggest that new residential development in Broomfield must face the following problems:

- (1) Many of the present residents (especially because of their diversified outside employment) may not wish to see the community grow to a larger size. These individuals would object to further local costs for utility extensions and other public facilities needed to provide for an increasing population;
- (2) Because of the lack of substantial local business and industrial valuation, taxes in Broomfield may appear to be excessive on residential developments, so that local public services may be unable to be maintained at a desirable level;
- (3) The first residential developments of any consequence outside of the City are situated more than one half mile east of the existing City Limits, where annexation and utility problems are complicated;
- (4) Steep topography north of the City limits expansion in this direction;
- (5) Many conflicting business and commercial land uses damage the growth potential of the community south of U.S. Highway #287 in Jefferson County.

## AREA REQUIREMENTS

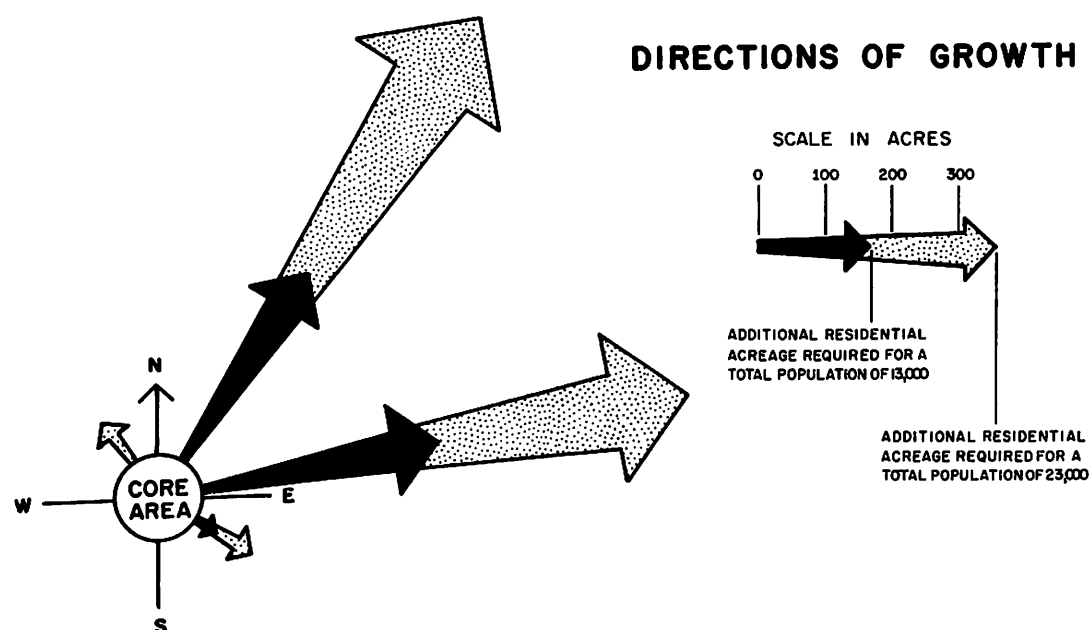
In order for the City of Broomfield to expand from its current population of about 6,500 to a City of 13,000 (expected by 1975) an additional 619 acres would be required for residential purposes. This estimate is based on an expected lot density average of 8,300 square feet per dwelling unit, an average family size of four persons per household, an additional area of 62 acres for public and semi-public uses within the residential sector, 93 acres for developed streets, and 155 acres of vacant land within the new residential expansion. For the population to increase from 13,000 to a figure of 23,000 an additional 967 acres is estimated. This second stage of growth is based on an average lot size of 8,000 square feet per family, an average family population of 3.8 persons, plus 97 acres for public and semi-public uses, 145 acres for streets, and an allowance of 242 acres for undeveloped sites. These area estimates for new residential expansion do not include sites which may be required for major park development or for neighborhood business purposes.

## DIRECTIONS OF GROWTH

During the first stage of expansion to a population of 13,000, low density residential expansion probably will be just about evenly divided between the area directly north of the existing community and the land located generally northeasterly between the present community and the Adams County line. When the community expands from 13,000 to 23,000, the growth to the north will be restricted by steep topography so that principal emphasis for the second stage of new growth will be in the northeast and easterly directions. This



later stage of expansion may also include some low density residential development west of U.S. Highway #287, particularly if a junior college should locate in this vicinity. Based on the growth factors previously described in this section of the report, the exact areas planned for the population expansion first to 13,000 and then to 23,000 are graphed below and shown on the following page.



High density residential areas are not expected to be a major land use in Broomfield until such time as more local employment centers develop. The elderly population groups and unmarried persons who might occupy apartment units would probably not be likely to choose Broomfield as a place of residence, due to the City's present family-oriented characteristics. For those limited multiple-family areas which will be required in the community primarily for locally employed persons, only small areas of expansion are suggested. Within the existing community, further apartment development appears possible between the central business district and the existing multiple-family area on Laurel Street. Multiple-family development also is possible in the vacant tract north of Highway #287 between Main Street and Emerald Street. As the community expands beyond the 13,000 population figure, other small multiple-family areas might develop in the vicinity of a suggested shopping center south of 10th Avenue and west of Sheridan Boulevard and also on the west side of U.S. Highway #287 adjoining the proposed junior college site. As with the low density residential areas, the high density residential expansion is shown on the map which follows in this report.

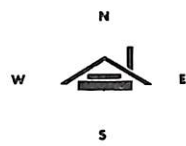




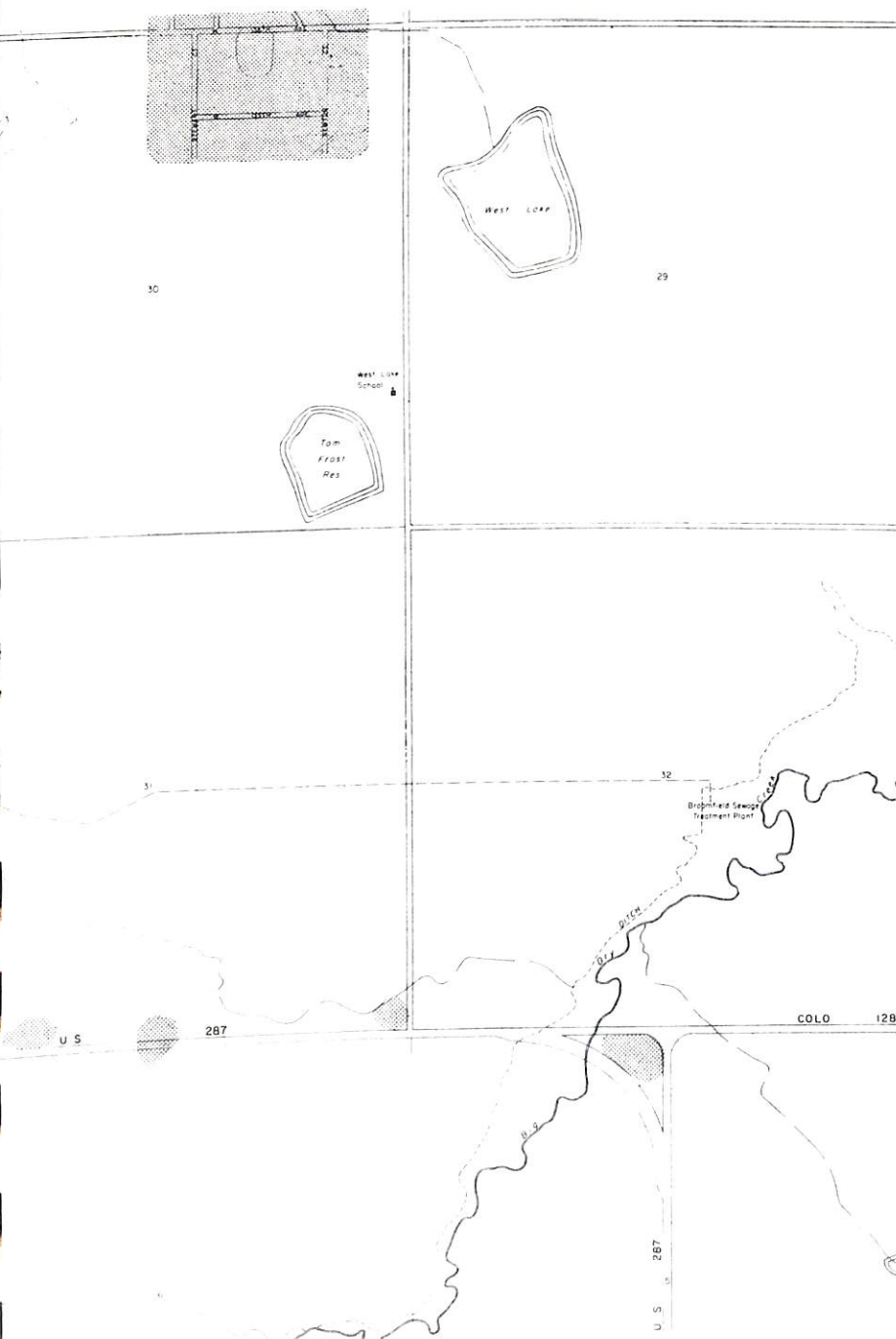


# RESIDENTIAL, BUSINESS, & INDUSTRIAL AREAS

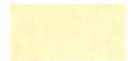
## BROOMFIELD, COLORADO



SCALE : 1"=2,000'



RESIDENTIAL: LOW DENSITY



RESIDENTIAL: HIGH DENSITY



BUSINESS

INDUSTRIAL

MAJOR PUBLIC



EXISTING DEVELOPMENT



Prepared by the Broomfield City Planning Commission  
and Trafton Bean & Associates, Planning Consultants

July, 1964



# BUSINESS

INCENTIVES FOR GROWTH

EXISTING DEVELOPMENT

DIRECTIONS OF GROWTH





# BUSINESS

Factors which ordinarily influence business expansion are as follows:

- (1) Nearness to shoppers, measured by ease and convenience of travel;
- (2) Existing and potential purchasing power of the surrounding market area;
- (3) Completion of established or proposed business outlets in the immediate vicinity;
- (4) Adequacy of sites available for business development, including necessary areas for off-street parking and general appearance;
- (5) Ownership indicating cost and availability of land for business purposes.

Broomfield currently has 27.4 acres of land developed for business and commercial purposes in the City with an additional 15.1 acres located in the surrounding fringe. Within the City Limits, 93.6 acres of vacant land is located within tracts zoned for business and commercial useage. Compared to other small cities, Broomfield has a greater percentage of its total developed area in business and commercial use than would ordinarily be found. The percentage of the total developed area in Broomfield in business and commercial use is 4.1 while other cities show a corresponding percentage of 2.5.

The location of the central business district between the residential area and the Interchange of the Denver-Boulder Turnpike may have some advantages for those persons who travel to work by using the Turnpike, but generally is off-center for the projected future population expansion. In other words, as the community grows farther to the north, north-east and east, new residents will be located farther from the main shopping area. To protect its position as the principal shopping center for the area, the central district will need to offer a wider choice of merchandise, add to its attractiveness, and offer special incentive programs to hold and broaden its market area.

During the first stage of growth to 13,000 population, most business expansion could be expected in the immediate vicinity of the existing central business core. About 13 acres is now being utilized; this could be expected to approximately double in size by the filling of vacant business tracts within the area. As the population expands farther north and northeasterly during the growth period from 13,000 to 23,000 a small neighborhood shopping center might be expected north of the country club along Main Street and another center south of 10th Avenue west of Sheridan Boulevard. Neither of these centers would be expected to serve a large enough population to justify their existence until new residential expansion takes place within this second growth ring. A third neighborhood shopping center on the west side of U.S. Highway #287 in the vicinity of the proposed junior college is not believed to be necessary due to the proximity of this area to the existing business center. The area and location of existing and suggested future business centers are shown on the following page of this report.

INCENTIVES FOR GROWTH

EXISTING DEVELOPMENT

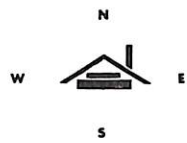
DIRECTIONS OF GROWTH



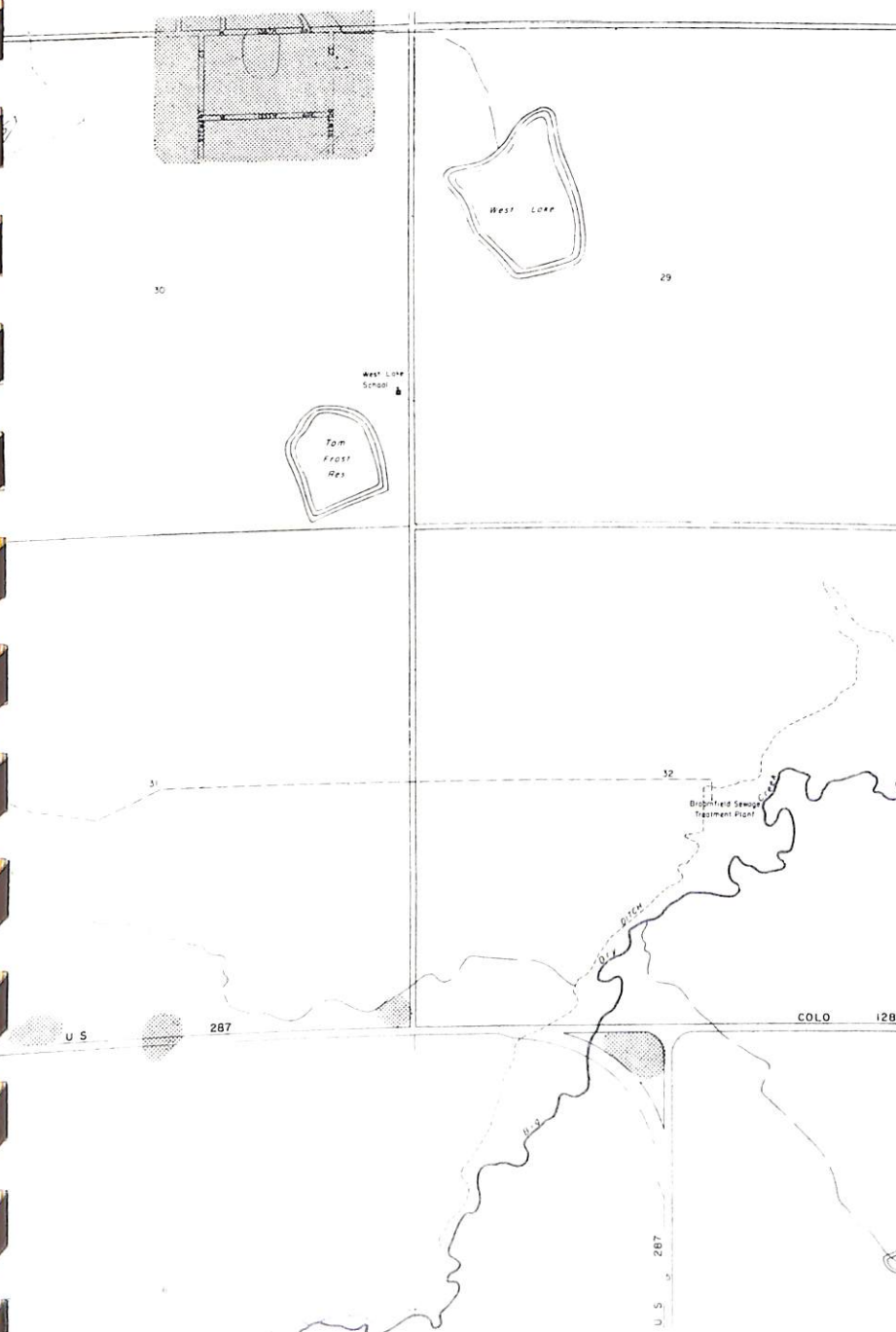


# RESIDENTIAL, BUSINESS, & INDUSTRIAL AREAS

## BROOMFIELD, COLORADO



SCALE : 1"=2,000'



RESIDENTIAL: LOW DENSITY

RESIDENTIAL: HIGH DENSITY

BUSINESS

INDUSTRIAL

MAJOR PUBLIC

EXISTING DEVELOPMENT



Prepared by the Broomfield City Planning Commission  
and Trafton Bean & Associates, Planning Consultants

July, 1964



# INDUSTRIAL

INCENTIVES FOR GROWTH

EXISTING DEVELOPMENT

DIRECTIONS OF GROWTH



# INDUSTRIAL

Industrial development in Broomfield may be expected according to the following incentives:

- (1) The availability of adequate, level sites at a reasonable cost;
- (2) The availability of competent, skilled labor;
- (3) The availability of utility services for sewer, water and electric power;
- (4) Convenience to transportation facilities, including the railroad, State highways, and the airport;
- (5) Taxes in Broomfield compared to other cities and incorporated areas;
- (6) The location of allied industries which may have related interests;
- (7) Local promotion, including cooperation with major land owners and State agencies.

Broomfield's development as a "suburban residential community" serving the Denver Metropolitan Area is further emphasized by its existing lack of industrial development. Only 8.6 acres within the City and 36.6 acres in the immediate fringe area are listed as "industrial." On a percentage basis the City figure of 1.3% used for industry compares with 7.9% found in other small suburban communities. Within the City, 109.3 acres has been set aside for industrial use but presently is vacant.

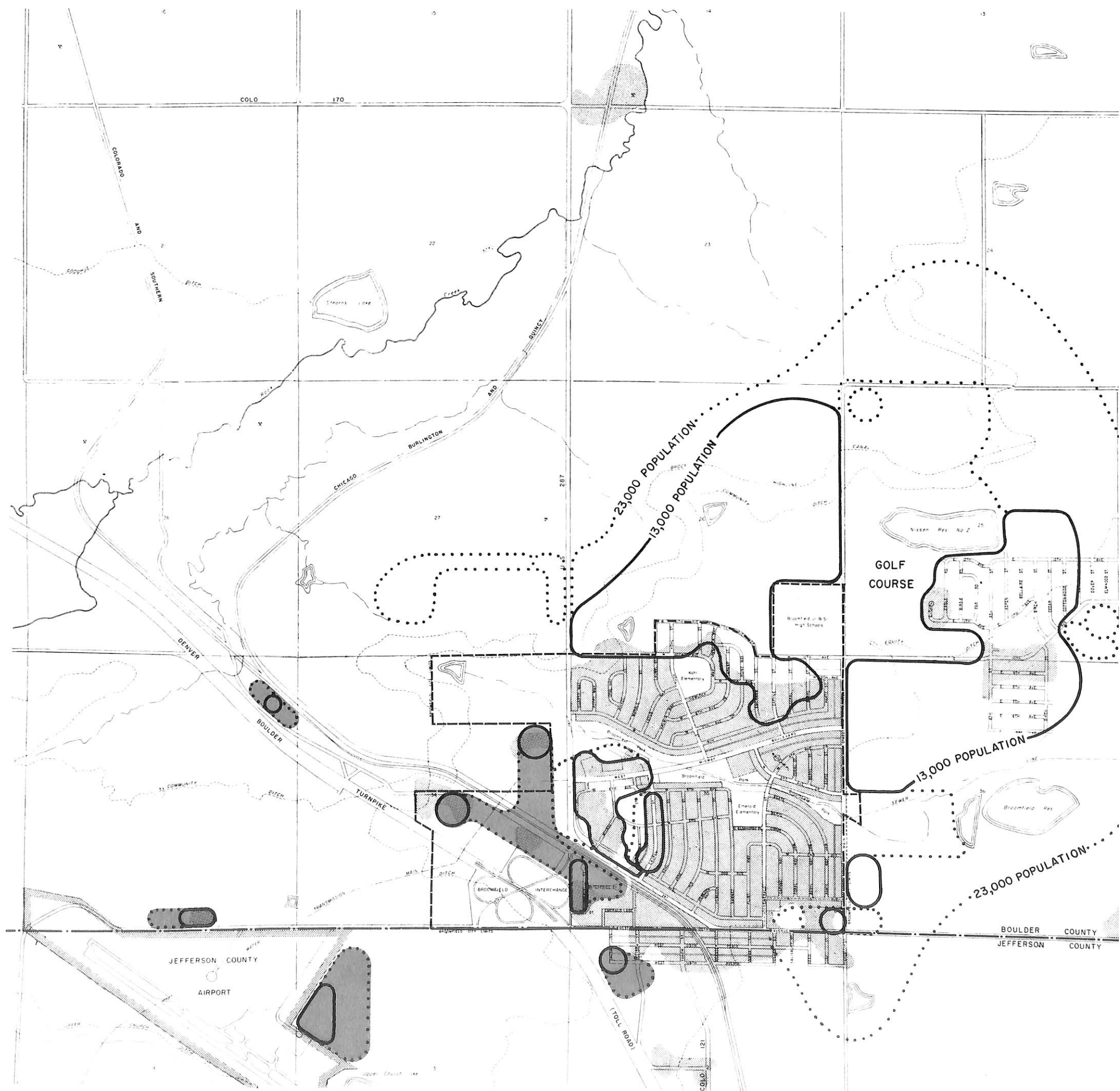
Unless the residential population is willing to pay a premium to provide for public services, an improved industrial tax base should be encouraged. Restricted industrial developments similar to those locating in and adjoining the City of Boulder and in certain "industrial parks" in the immediate Denver area should be encouraged to select sites in the Broomfield region. The location of Broomfield between the scientific facilities offered by the University of Colorado and the Bureau of Standards Laboratory in Boulder and the large labor market of the Denver Metropolitan Center makes "light industrial" sites in Broomfield particularly attractive. Since the type of industries and their consequent land requirements might have an extreme variance, the industrial areas shown on the following page of this report are assumed to be schematic only. Each of the areas suggested between the Denver-Boulder Turnpike and the railroad, north of the railroad on the west side of 287, and both north and east of the Jefferson County Airport, seem to offer special incentives for particular kinds of industrial use. From 40 to 70 acres might be expected to develop for industrial use prior to the population figure of 13,000 with an additional industrial area of from 60 to 110 acres likely to occur in the second stage of expansion as the community grows to a total population of 23,000.

## INCENTIVES FOR GROWTH

## EXISTING DEVELOPMENT

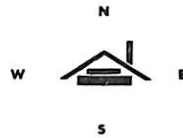
## DIRECTIONS OF GROWTH





# RESIDENTIAL, BUSINESS, & INDUSTRIAL AREAS

## BROOMFIELD, COLORADO



SCALE : 1"=2,000'

PROPERTY OF  
BROOMFIELD JR. HIGH SCHOOL  
LIBRARY

RESIDENTIAL: LOW DENSITY

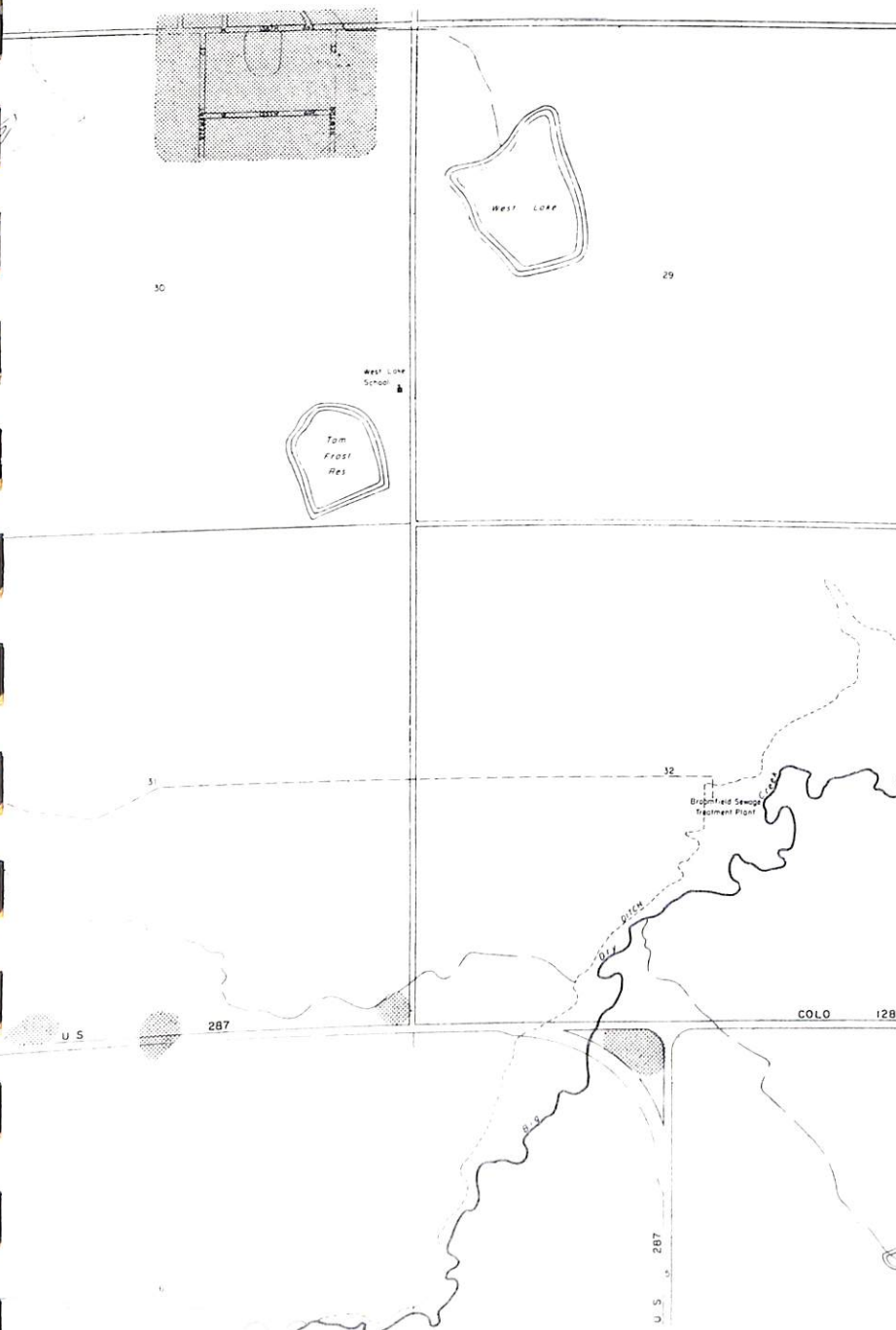
RESIDENTIAL: HIGH DENSITY

BUSINESS

INDUSTRIAL

MAJOR PUBLIC

EXISTING DEVELOPMENT



Prepared by the Broomfield City Planning Commission  
and Trafton Bean & Associates, Planning Consultants

July, 1964



# STREETS & HIGHWAYS

NEED FOR STREET AND  
HIGHWAY PLANNING

CLASSIFICATION



# STREETS & HIGHWAYS

## NEED FOR STREET AND HIGHWAY PLANNING

After studying the directions of growth indicated in the preceding sections of this report, plans should be made for those public facilities which are needed to serve the new growth. Having conveniently located through streets available for good circulation into all parts of the Broomfield region is of paramount importance. Although this was a consideration in the initial planning of the City, new areas will need to be served by logical extensions of existing streets. The reasons for street and highway planning are as follows:

- (1) Where inadequate right of ways are permitted to develop for through street purposes, the public may be forced to spend additional funds in the future in order to widen streets to adequate dimensions to carry the vehicular volume safely and quickly.
- (2) In reverse of the preceding comment, where streets are dedicated unnecessarily wide, land which otherwise could be used as a part of residential tracts will be wasted.
- (3) The cost of paving and maintaining unnecessarily wide streets or where excess streets occur due to the use of short blocks is an unnecessary financial burden on the community's property owners.
- (4) Heavy traffic volumes, including truck traffic, may depreciate abutting residential properties where right of ways are too narrow, where lots are permitted to front on highways, or where building setbacks are insufficient.
- (5) Utility mains and lines are frequently constructed along public right of ways, and, therefore, the efficiency of these utility services may be dependent upon logical extensions of the local street system.

For purposes of the Broomfield Plan, street and highway right of ways are divided into the following five principal categories:

- expressways
- arterial highways
- major streets
- collector streets
- local streets

Each of these right of way types should be expected to carry different kinds of traffic at varying speeds. The heaviest traffic volumes ordinarily will use the expressways and arterial highways with the major streets and collector streets used primarily for the circulation of local traffic.

Expressways, which are used for through traffic flow at high speeds, are characterized by strict access control, divided lanes, wide right of ways, gradual curves, and grade separations. Speeds of 60 miles per hour or more should be possible and parallel service roads should be located along expressways in urban areas.

Arterial highways should provide principally for fast moving traffic, which may or may not be destined to stop in the Broomfield area. Such right of ways should have a minimum

## CLASSIFICATION



# STREETS & HIGHWAYS

width of 100 feet and through built-up areas, arterial highways should provide at least four 12 foot lanes for moving traffic, protected by limited access features. In sections, center dividing strips and service road features may be incorporated. Normally, intersections on new arterial highways should be at not closer than one-quarter mile intervals for access only from major streets and collector streets and usually controlled by traffic signals.

Major streets are the principal local travelways, carrying traffic volumes from one part of the City to another. They should allow convenient travel throughout their entire length, although traffic would move generally at a slower speed on major streets than would be expected on arterial highways. Major streets should not bisect residential neighborhoods, but should act as boundaries between them.

Collector streets ordinarily provide convenient means of travel from residential areas to major streets and arterial highways and to schools, recreation areas and business centers. Traffic on collector streets should not create unusual problems of safety or noise, since volumes would ordinarily not be heavy and traffic speeds would be restricted. Such travelways should provide for at least one 12 foot travel lane in each direction, plus adequate curb parking.

Local streets have the principal purpose of providing access to abutting property, including both vehicular and pedestrian access in residential, business and industrial areas. Designed primarily for service to abutting properties, local streets can be narrower and less direct than collector and major street right of ways. Local streets should be related to each other in a pleasing manner which will encourage sound property values and desirable living conditions. Often such right of ways can be curved or arranged to take advantage of the best view or sunlight orientation and to discourage speeding.

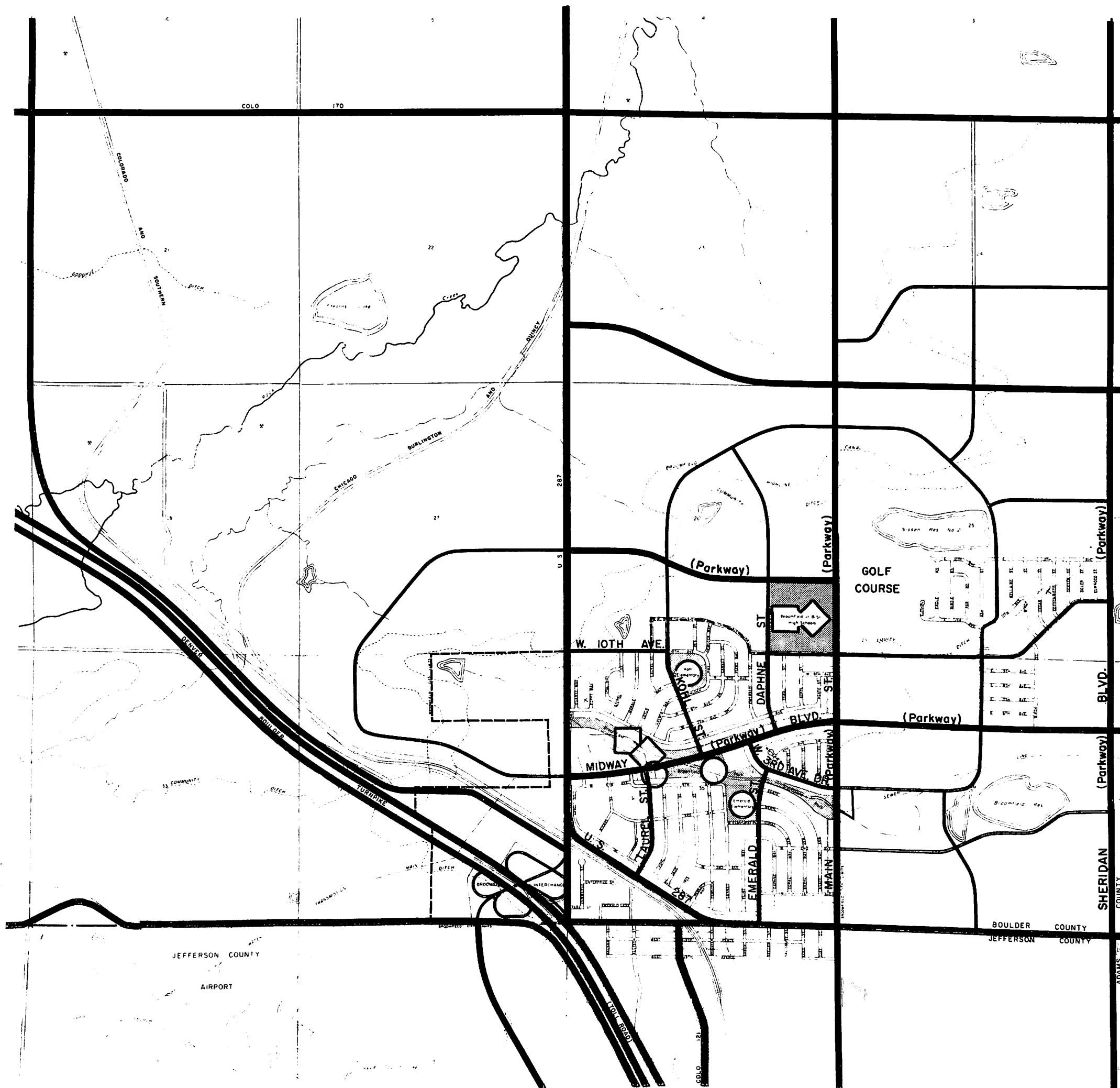
## PROPOSALS FOR THE FUTURE

Proposals for improving and extending the street and highway system in the Broomfield region which appear on the following map are as follows:

- (1) Plan for an eventual connection of Colorado State Highway #170 easterly to join an improved north-south arterial route in line with Lowell Boulevard southerly to join U.S. Highway #287 and Federal Boulevard. Such an arterial circumferential route serving as a north and easterly boundary of the Broomfield region might be used as a by-pass for certain traffic not wishing to pass through the central portion of the Broomfield region, and as a convenient means of access for residents living along the perimeter of the future developed Broomfield region.
- (2) Extend Midway Boulevard easterly off Main Street to Sheridan Boulevard and thence northeasterly to join the section line road located one-half mile north of Colorado State Highway #128. This entire route of Midway Boulevard should be developed as a parkway, since it will serve as an important major street through residential sections of the community.

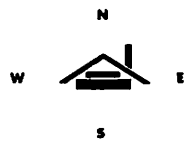
- ( 3 ) Develop a new major street between U.S. Highway #287 and Sheridan Boulevard generally in line with the north boundary of the senior high school tract. This right of way, which also should be developed as a parkway, could serve as an east-west travel-way for the growing north residential section. This proposed new right of way is generally located as a desirable neighborhood boundary, and would serve as a necessary alternate for east-west travel which otherwise might be forced onto Midway Boulevard.
- ( 4 ) Improve and extend the section line road described as West 136th Avenue. This right of way is essential for serving the expanding northeast portion of the Broomfield region. Even though the topography is steep between U.S. Highway #287 and Sheridan Boulevard along this route, as further development takes place in this part of the region this one mile extension will become necessary.
- ( 5 ) Improve and extend Main Street as a major street and parkway north beyond Colorado State Highway #170.
- ( 6 ) Improve and extend Sheridan Boulevard as a major street and parkway northerly to a point beyond Colorado State Highway #170.
- ( 7 ) Develop an inter-circumferential system of collector street right of ways to join the six prime neighborhood units in the central area. This inner loop collector street system would include Kohl Street north of Midway Boulevard, West 3rd Avenue Drive, and portions of Ash Street and Aspen Street in the Northmoor subdivision. As noted on the plan, this proposed circular collector streets system would tie the separate neighborhood units together and would allow direct access within the neighborhoods to almost all of the existing and proposed school and park sites.
- ( 8 ) Extend certain existing collector streets, such as Daphne Street, West 10th Avenue, and West 2nd Avenue, into the fringe area for improved service between the present community and the proposed growth areas.
- ( 9 ) Develop a collector street loop west of U.S. Highway #287 through the proposed light industrial section and along the edge of the proposed junior college site.
- ( 10 ) Develop other collector streets as shown on the plan for convenient travel within various neighborhood units.
- ( 11 ) Encourage sound local street planning for all other right of ways to discourage unnecessary through travel and to allow the best possible arrangement for desirable new home sites.



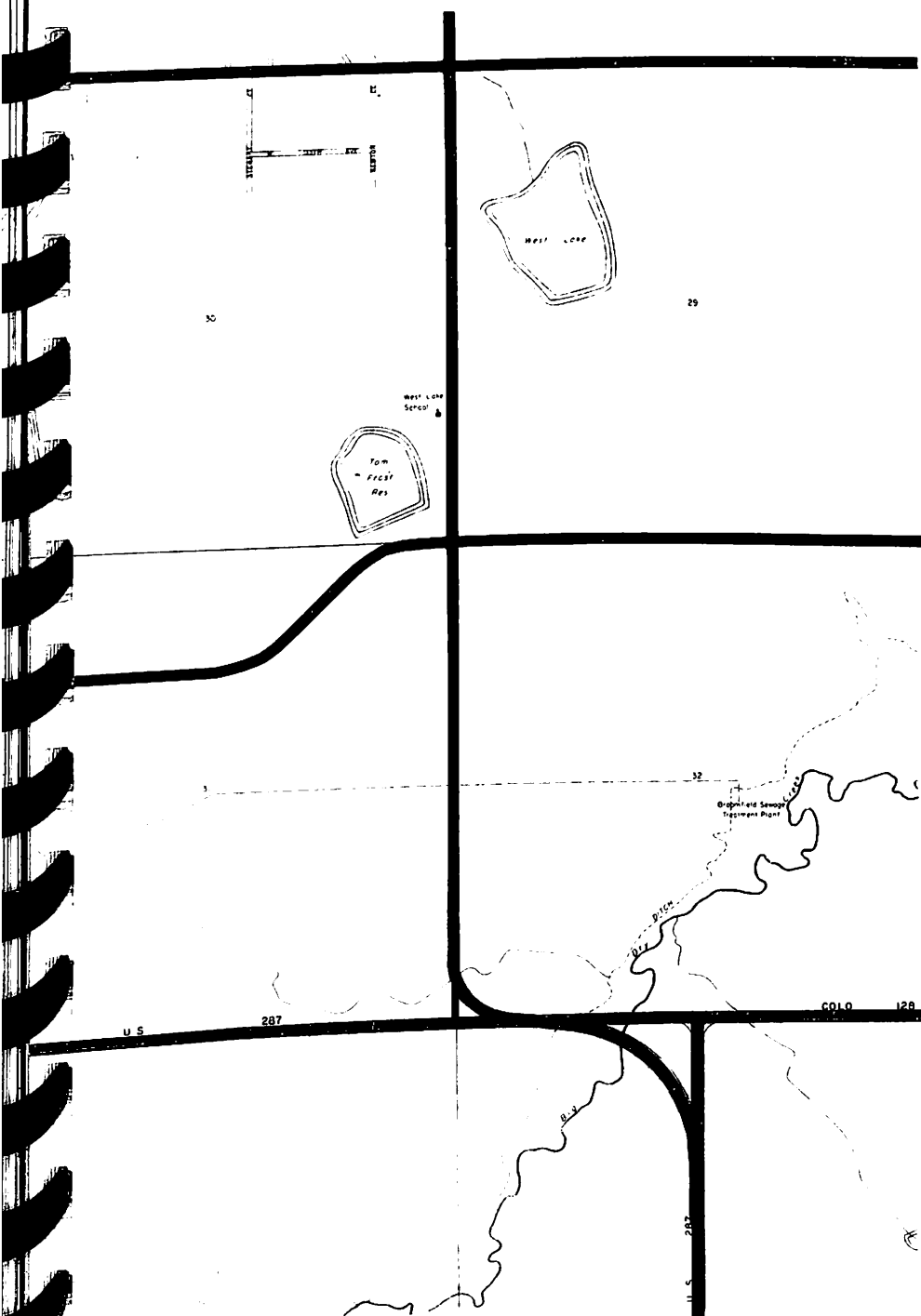


# STREETS & HIGHWAYS, SCHOOLS, PARKS, & OTHER FACILITIES

## BROOMFIELD, COLORADO



SCALE : 1" = 2,000'



EXPRESSWAY



ARTERIAL HIGHWAY



MAJOR STREET



COLLECTOR STREET



ELEMENTARY

JUNIOR HIGH

SENIOR HIGH

JUNIOR COLLEGE

NEIGHBORHOOD PARK

MAJOR PARK

FIRE STATION

LIBRARY

CITY HALL

EXISTING FACILITIES



Prepared by the Broomfield City Planning Commission  
and Trafton Bean & Associates, Planning Consultants

July, 1964



# SCHOOLS

EXISTING FACILITIES

RECOMMENDATIONS



# SCHOOLS

## EXISTING FACILITIES

The following table comparing school enrollments as of May, 1964 and capacities for the fall of 1964, indicates that schools in Broomfield will have some additional capacity for at least a short time; however, extensive new residential growth in the region will obviously require additional facilities.

<u>School</u>	<u>May 1964 Enrollment</u>	<u>September 1964 Capacity</u>	<u>Extra Capacity</u>
Emerald Elementary	815	715	-100
Kohl Elementary	620	828	208
Nativity of Our Lord*	200	300	100
Broomfield Junior High	431	695	264
Broomfield Senior High	355	600	245

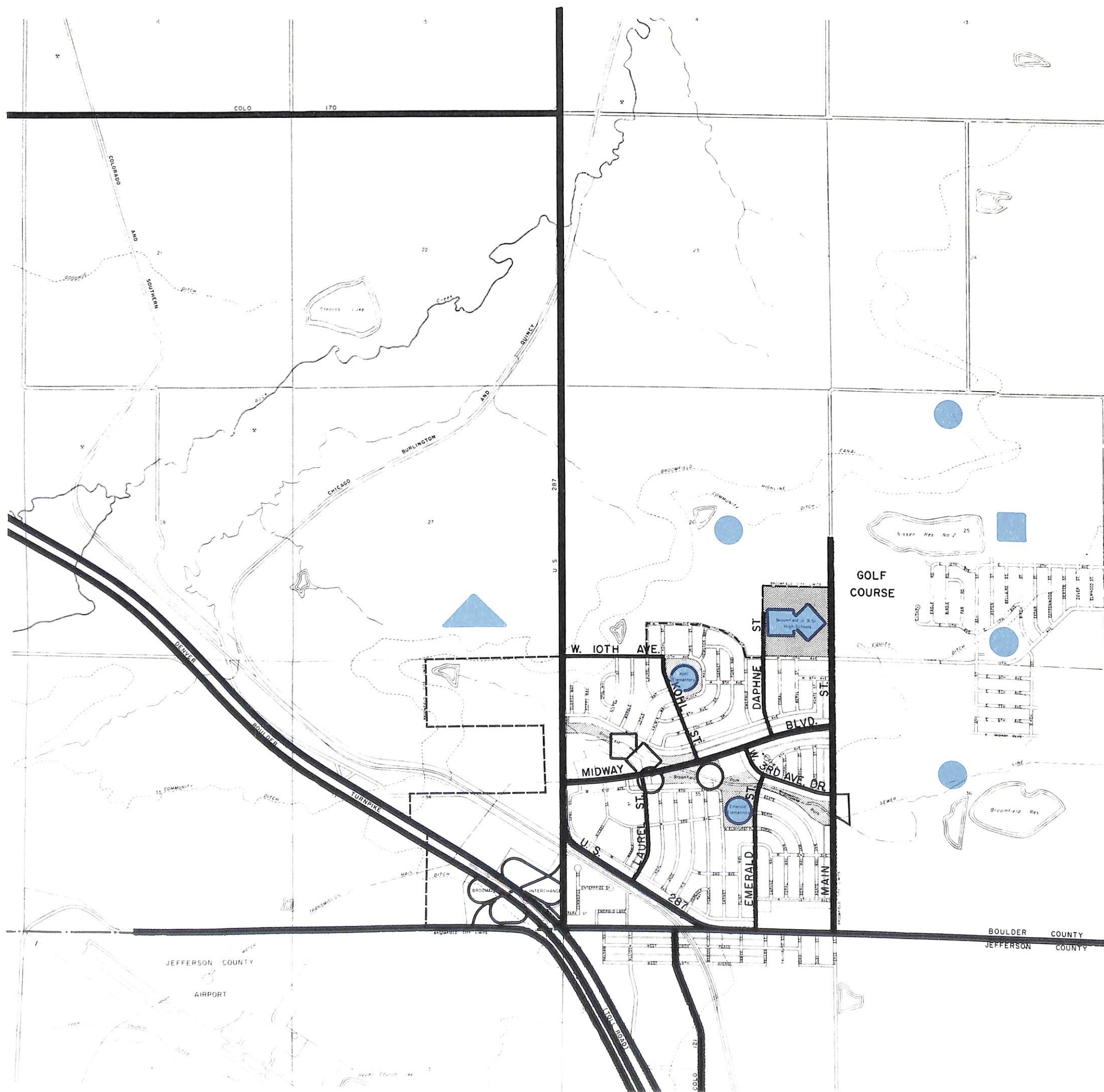
\*Catholic elementary school, grades 3 - 8.

## RECOMMENDATIONS

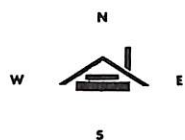
In order to accommodate new residential developments the following school construction programs are proposed for Broomfield:

- (1) Since the existing high school is well located and constructed so that future expansion is possible, the building should be enlarged to take care of future increases at least to the projected 23,000 population.
- (2) The existing junior high school, adjoining the senior high school, is also well located to serve the present and projected first stage of growth. As new residents move into the community, the capacity of the existing junior high school will probably need to be increased to about 900, after which time a second junior high school building will be required. In following the residential growth pattern to the north, northeast, and east, a second junior high school building should be considered at a location approximately one-half mile north of East 10th Avenue and approximately one-half mile west of Sheridan Boulevard. A portion of this tract has already been optioned by the School District so that future development as a junior high school tract might be possible.
- (3) At least two additional elementary buildings, each providing three or more classrooms per grade level will be required before the 13,000 population figure is reached. Sites for this first stage elementary school construction are shown on the plan approximately one-half mile north of West 10th Avenue between Main Street and U.S. Highway #287 and at a location north of East 10th Avenue in the Northmoor subdivision.
- (4) Two additional elementary schools are projected for the second stage of population growth between the 13,000 and 23,000 populations. These school sites are shown on the plan at a location east of the currently developed community and in the northeast area south of West 136th Avenue. Based on population projections, these schools would also contain at least three classrooms for each grade level with four classrooms per grade being possible.

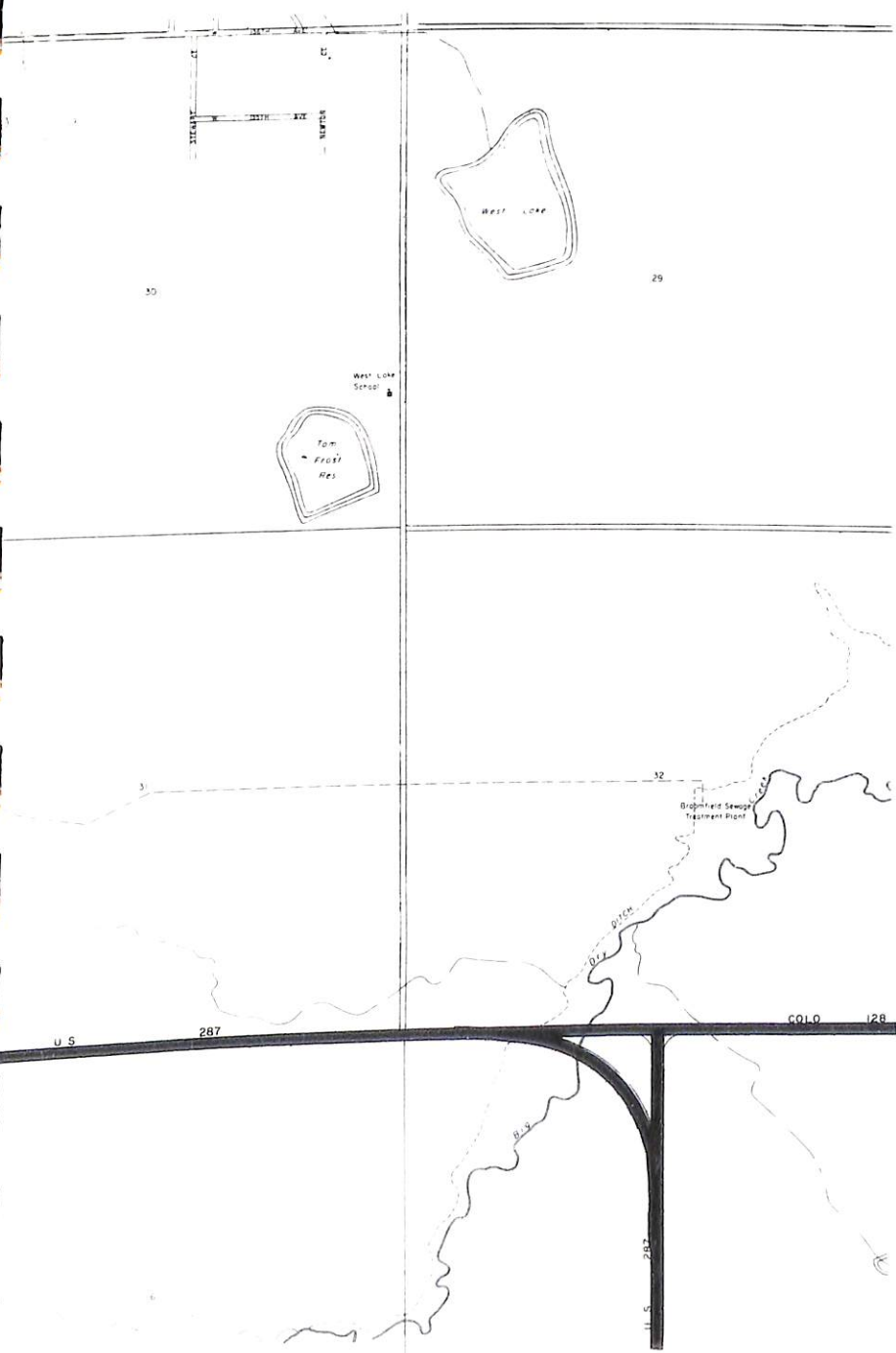




# BROOMFIELD, COLORADO



SCALE : 1" = 2,000'



## STREETS & HIGHWAYS, SCHOOLS, PARKS, & OTHER FACILITIES

EXPRESSWAY



ARTERIAL HIGHWAY



MAJOR STREET



COLLECTOR STREET



ELEMENTARY



JUNIOR HIGH



SENIOR HIGH



JUNIOR COLLEGE



NEIGHBORHOOD PARK

MAJOR PARK

FIRE STATION

LIBRARY

CITY HALL

EXISTING FACILITIES



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July, 1964



# PARKS

STANDARDS

MAJOR PARKS

NEIGHBORHOOD PARKS

PARKWAYS



# PARKS

## STANDARDS

The following standards are considered guides for the minimum requirements of park and recreational areas needed in Broomfield:

<u>Facility or Area</u>	<u>Population Standard</u>	<u>Site Size Standard</u>
Playgrounds	1.25 acres/1000 pop.	3 - 7 acres
Playfields	1.25 acres/1000 pop.	12 - 20 acres
Neighborhood parks	2.5 acres/1000 pop.	2 or more acres
Major parks	5 acres/1000 pop.	30 acres or more

Playgrounds should be provided adjacent to elementary schools, thus keeping the walking distance for potential users to 3/4 of a mile or less. Playfields should be located in conjunction with junior or senior high school sites. Local parks should serve a neighborhood area while major parks serve the entire community.

In addition to the area and location factors, recreation needs and patterns are determined by population characteristics, income, education, occupations, and mobility.

## MAJOR PARKS

In applying the foregoing standards and factors to Broomfield, the needs are apparent. A beginning has been made with Broomfield Park, which constitutes 31 acres of land. Efforts should be made to add to and extend this park to the east, thereby creating a continuous ribbon of park through the City. Preferably, it should be wider east of Main to accommodate ball fields and other active recreational uses. This addition should be made as soon as possible before the development of the surrounding areas make the purchase price prohibitive. Another major park should be developed north of the Country Club during the second stage of growth.

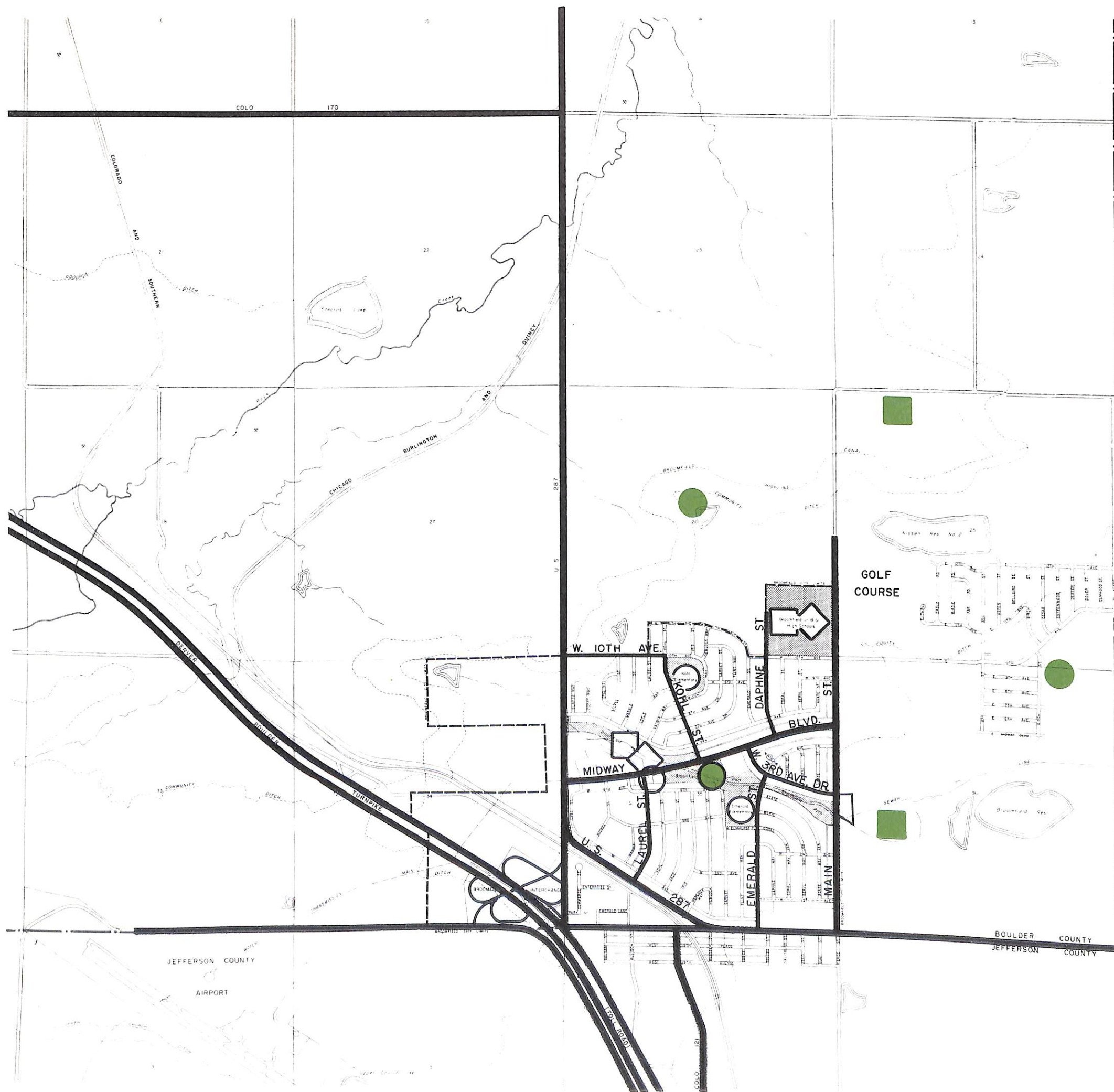
## NEIGHBORHOOD PARKS

Each of the four proposed elementary schools should include a playground for City as well as for school use. Two neighborhood parks are proposed in each of the new growth periods.

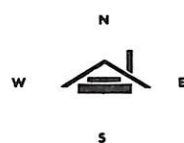
## PARKWAYS

A park element for which there is no standard other than community pride is the "parkway." Parkways have been used in cities both large and small to create a cohesiveness between various areas of the city and a desirable setting for residences along traffic carrying arteries. For these reasons, the Planning Commission has urged the development of a parkway system in Broomfield on Main Street, Midway Boulevard, Sheridan Boulevard and on an east-west street located north of the high school.

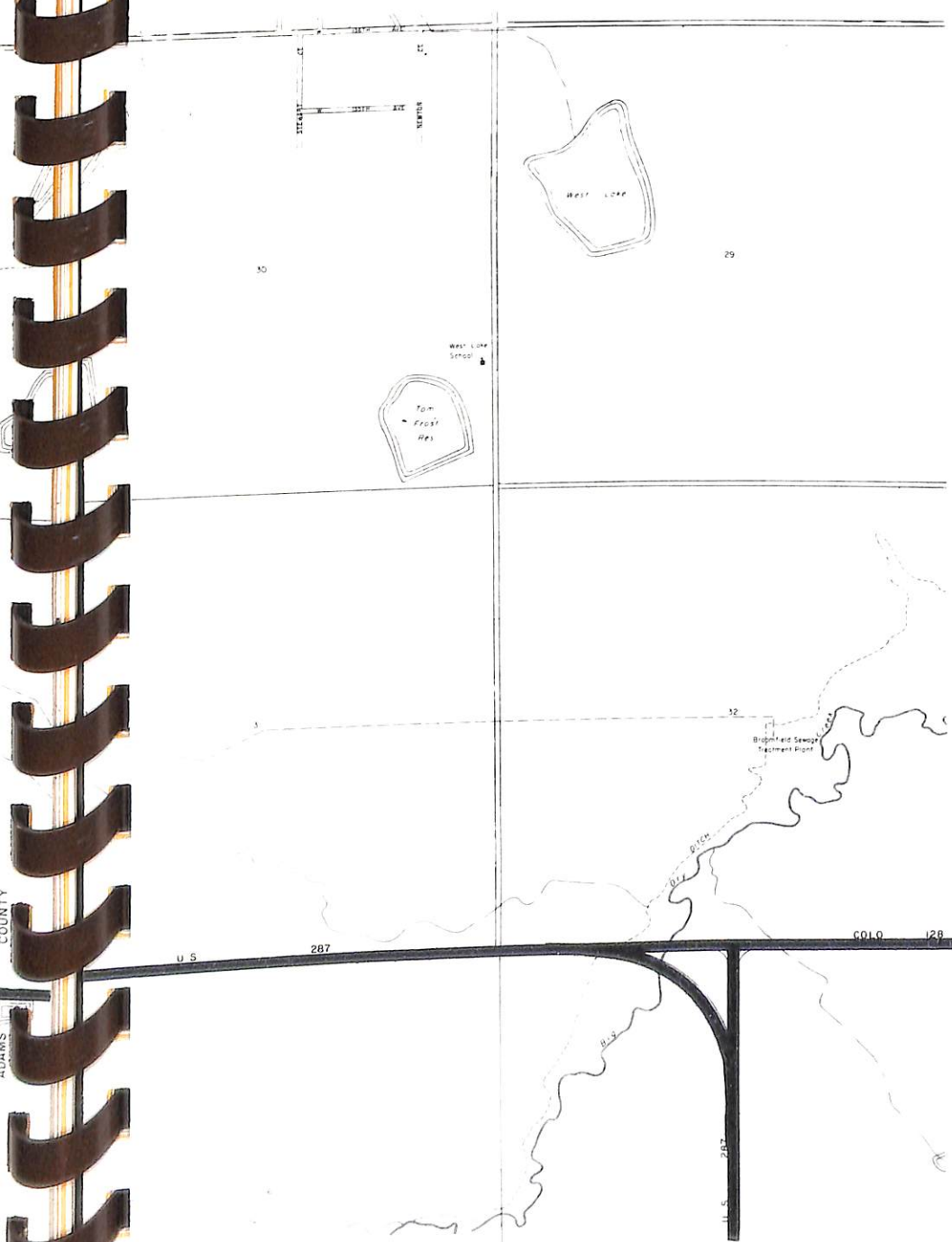




# BROOMFIELD, COLORADO



SCALE : 1" = 2,000'



## STREETS & HIGHWAYS, SCHOOLS, PARKS, & OTHER FACILITIES

EXPRESSWAY



ARTERIAL HIGHWAY



MAJOR STREET



COLLECTOR STREET



ELEMENTARY

JUNIOR HIGH

SENIOR HIGH

JUNIOR COLLEGE

NEIGHBORHOOD PARK



MAJOR PARK



FIRE STATION

LIBRARY

CITY HALL

EXISTING FACILITIES



Prepared by the Broomfield City Planning Commission  
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July, 1964



# OTHER FACILITIES

LIBRARIES

FIRE STATIONS

CIVIC CENTER



# OTHER FACILITIES

## LIBRARIES

The central library located on the east border of the principal shopping center is well located for present and future community service.

During the second stage of growth from 13,000 to 23,000, the construction of a branch library is recommended on the plan in the vicinity of Birch Street and East 10th Avenue. This location would be adjacent to a proposed neighborhood park and a suggested neighborhood shopping center. Such a location would be logical in terms of the general principal of locating public services of this type in locations where residents are likely to congregate. Also, such a location seems reasonable according to standards of the American Library Association which recommends a maximum service radius of not more than one mile for each library building.

## FIRE STATIONS

The strategic location of fire stations is a matter of prime concern in order to provide effective protection for all residential, business and industrial properties within the community and to minimize public expenditures necessary for fire fighting services. In this regard, the following site criteria should be applicable in Broomfield:

- (1) In high valuation commercial and industrial areas, fire stations will ordinarily need to be within three-fourths of a mile of the entire area to be served.
- (2) In developed residential areas, fire stations should be located within one and one half miles of all homes.

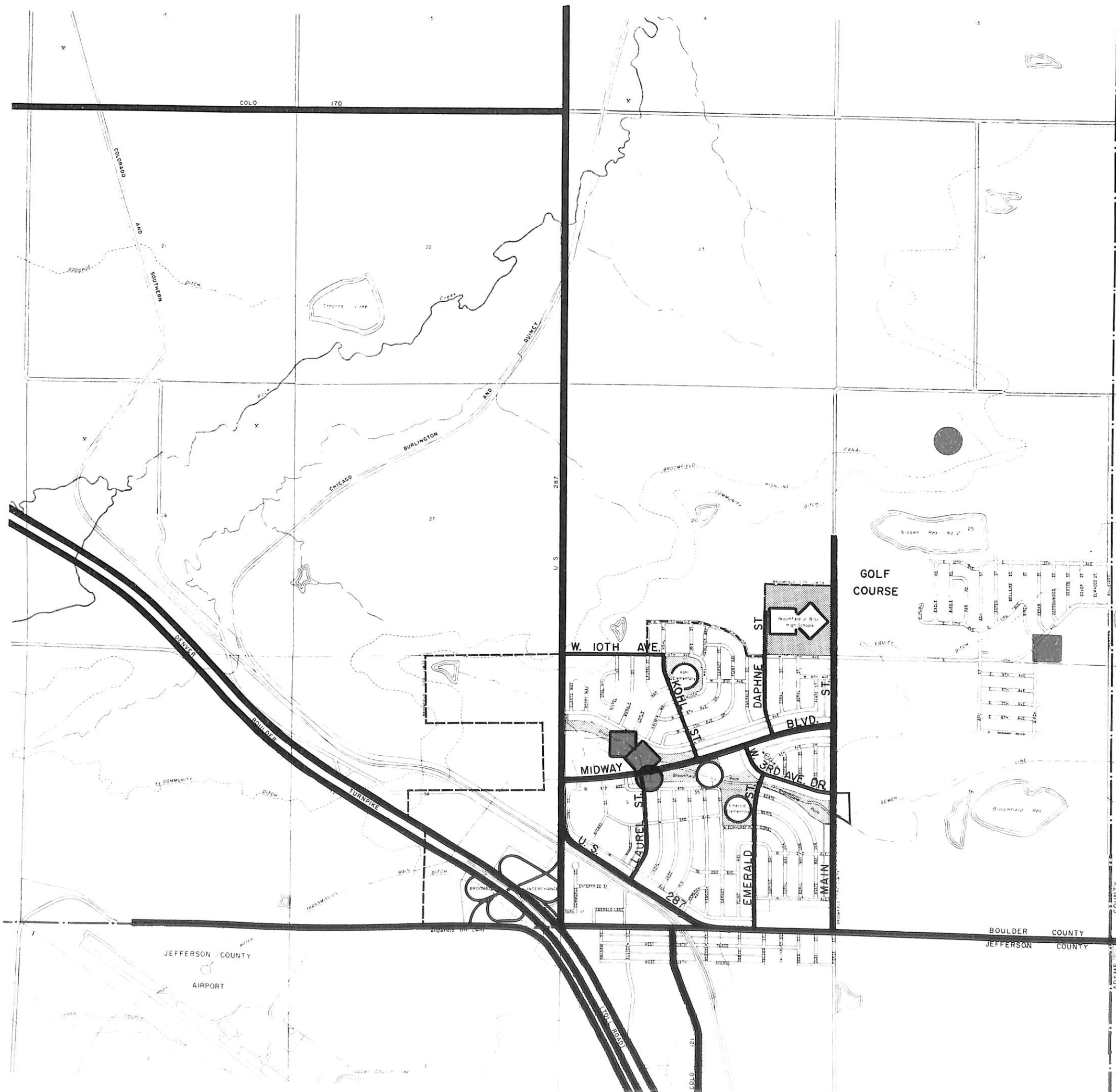
In order to meet the preceding criteria, a sub-fire station will be required during the second stage of community expansion in a location north of the Country Club close to the suggested inner collector belt route.

## CIVIC CENTER

In addition to the central library, the civic center should provide a location for city offices and community meeting rooms. A location for such facilities along the easterly edge of the central business area north of Midway Boulevard is strongly recommended for the following reasons:

- (1) A location adjoining the central business core allows residents to combine shopping trips with cultural and civic activities.
- (2) The location adjoining the central park area affords an attractive setting.
- (3) Parking areas needed for civic and cultural building can be shared with the parking requirements of business units located to the west.
- (4) Since the central library and central fire station have already located close to this site, future public offices and meeting rooms would be in close proximity to these existing facilities.
- (5) Sufficient space should be available for civic center expansion in this area, either by occupying part of the large parking area to the west or by placing public buildings along the edge of the public park.





# BROOMFIELD, COLORADO



SCALE : 1" = 2,000'

## STREETS & HIGHWAYS, SCHOOLS, PARKS, & OTHER FACILITIES

EXPRESSWAY



ARTERIAL HIGHWAY



MAJOR STREET



COLLECTOR STREET



ELEMENTARY

JUNIOR HIGH

SENIOR HIGH

JUNIOR COLLEGE

NEIGHBORHOOD PARK

MAJOR PARK

FIRE STATION



LIBRARY



CITY HALL

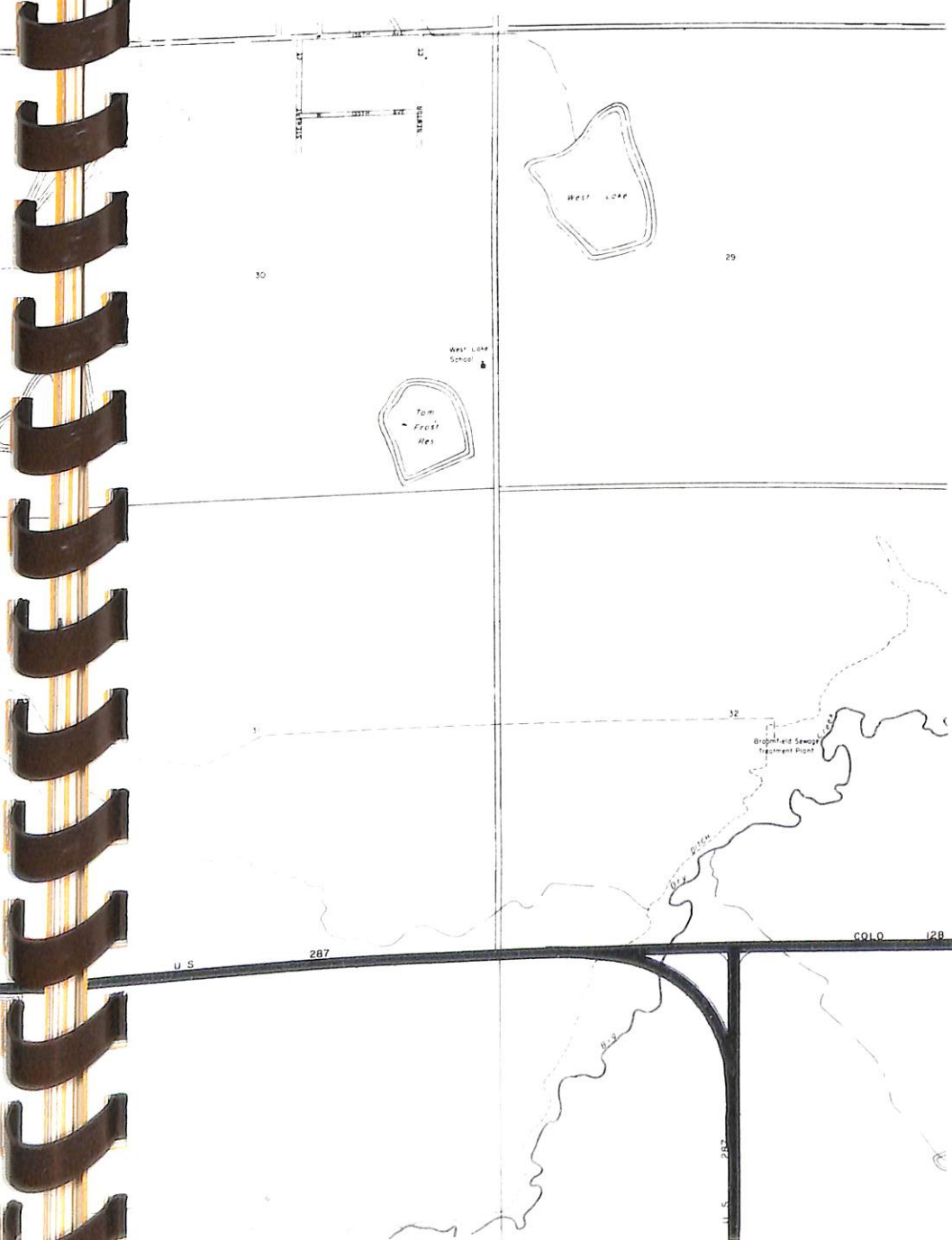


EXISTING FACILITIES



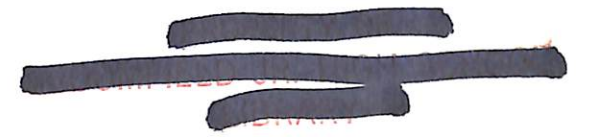
Prepared by the Broomfield City Planning Commission  
and Trafton Bean & Associates, Planning Consultants

July, 1964





# COMPREHENSIVE PLAN



POPULATION

RESIDENTIAL

BUSINESS

INDUSTRIAL



# COMPREHENSIVE PLAN

## LAND USE



The City Plan for Broomfield is a summation of the facts and projections of the various individual elements portrayed on the previous pages of this report. The following maps summarize this comprehensive plan in two segments: that of residential, commercial and industrial growth; and that of the public facilities required to support this growth.

The various proposals displayed graphically on these maps are summarized from the text as follows:

- ( 1 ) Approximately 13,000 people are expected to live in Broomfield by 1975, and 23,000 people by 1990.
- ( 2 ) In order for Broomfield to expand to a City of 13,000, more than 600 acres of land will be required for residential purposes.
- ( 3 ) An additional area of almost 1000 acres will need to be added to the 600 acres for the City to contain a population of 23,000.
- ( 4 ) During the first stages of growth, primary directions of residential expansion will be north and northeasterly.
- ( 5 ) During the second stage of growth, northeast and easterly directions should predominate.
- ( 6 ) Most residential construction will be single-family homes with only a small percentage of multiple-family units.
- ( 7 ) During the first stage of growth, the present central business area can be expected to expand.
- ( 8 ) Two additional convenience shopping centers may be expected in the north and northeast areas during the second stage of growth.
- ( 9 ) Property owners in the present central area will necessarily need to work hard to maintain the core areas present position as the dominate shopping area for the Broomfield Region.
- (10) Broomfield should encourage additional "light" industry to locate in the area.
- (11) Broomfield has an overabundance of area zoned for industrial use.
- (12) During the first stage of development, from 40 to 70 acres might be expected to develop industrially.
- (13) During the second stage of development, an additional 60 to 110 acres might be expected for industrial use.

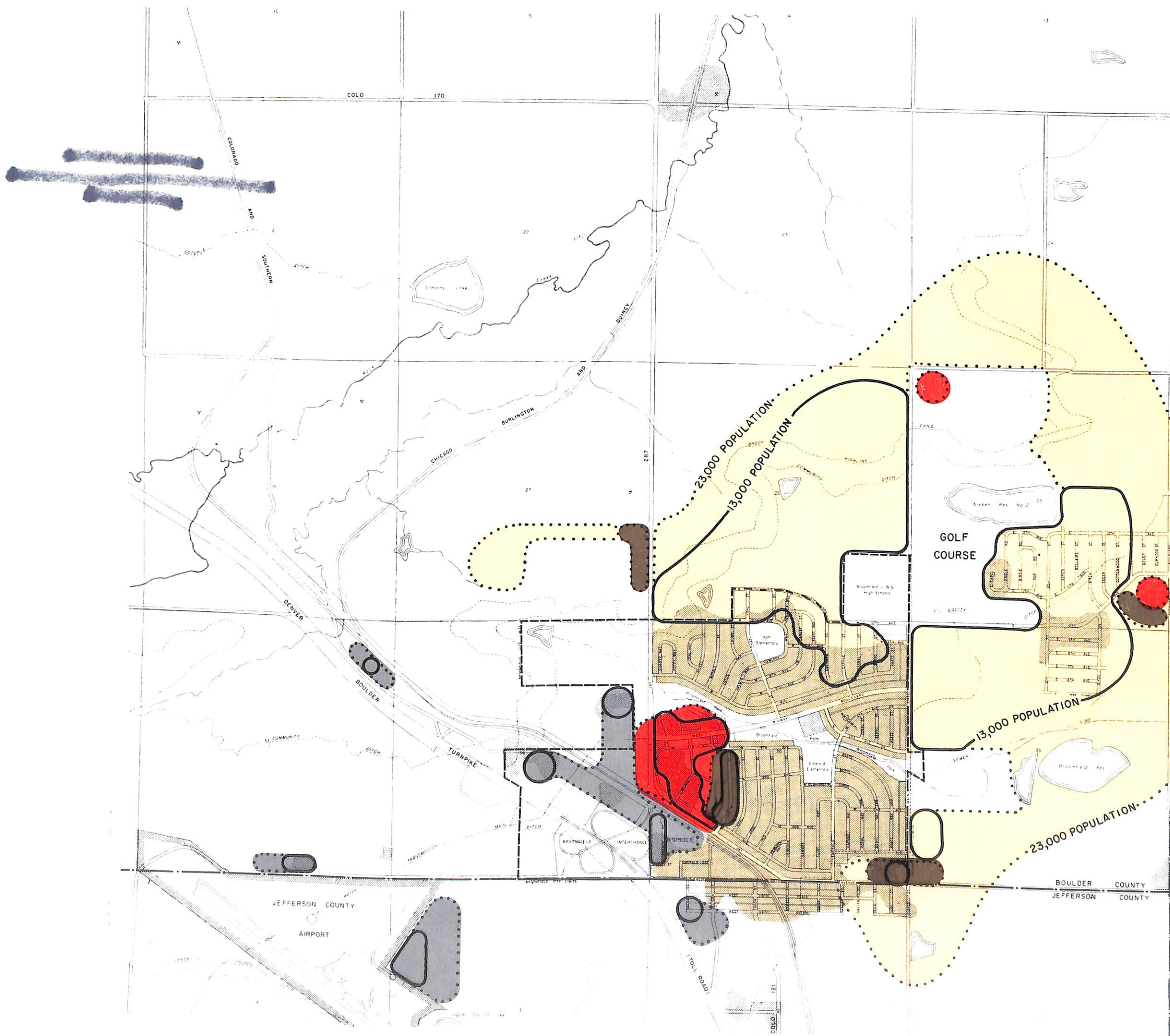
## POPULATION

## RESIDENTIAL

## BUSINESS

## INDUSTRIAL

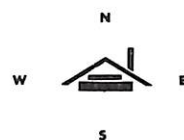






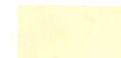
# RESIDENTIAL, BUSINESS, & INDUSTRIAL AREAS

## BROOMFIELD, COLORADO



SCALE : 1"=2,000'

RESIDENTIAL: LOW DENSITY



RESIDENTIAL: HIGH DENSITY



BUSINESS



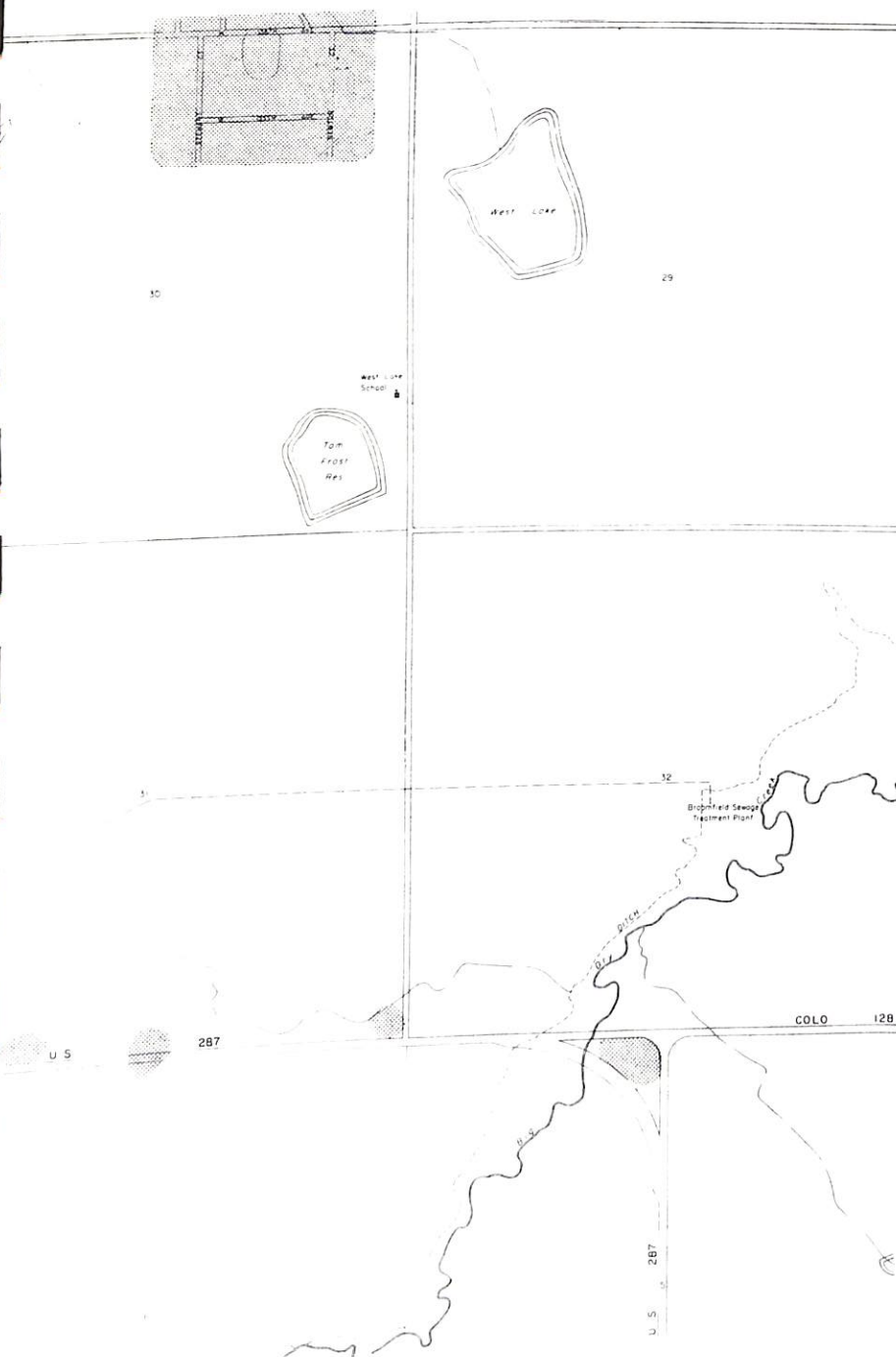
INDUSTRIAL



MAJOR PUBLIC



EXISTING DEVELOPMENT



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July, 1964



# COMPREHENSIVE PLAN

## PUBLIC FACILITIES

### STREETS & HIGHWAYS

- (14) No change in the expressway classification of the Denver-Boulder Turnpike is assumed.
- (15) An eventual connection should be planned for Colorado State Highway #170 easterly to join an improved north-south arterial route in line with Lowell Boulevard southerly to join U.S. Highway #287 and Federal Boulevard.
- (16) Midway Boulevard should be extended easterly from Main Street to Sheridan Boulevard and thence northeasterly to join the section line road located one-half mile north of Colorado State Highway #128.
- (17) A new major street should be developed between U.S. Highway #287 and Sheridan Boulevard generally in line with the north boundary of the senior high school tract.
- (18) The section line road described as West 136th Avenue should be improved and extended.
- (19) Main Street should be improved and extended as a major street and parkway north beyond Colorado State Highway #170.
- (20) Sheridan Boulevard should be improved and extended as a major street and parkway northerly to a point beyond Colorado State Highway #170.
- (21) An inter-circumferential system of collector street right of ways should be developed to join these six prime neighborhood units in the central area. This inner loop collector street system would include Kohl Street north of Midway Boulevard, West 3rd Avenue Drive, and portions of Ash Street and Aspen Street in the Northmoor subdivision.
- (22) Certain existing collector streets, such as Daphne Street, West 10th Avenue, and West 2nd Avenue, should be extended into the fringe area for improved service between the present community and the proposed growth areas.
- (23) A collector street loop west of U.S. Highway #287 should be developed through the proposed light industrial section and along the edge of the proposed junior college site.
- (24) Other collector streets should be developed as shown on the plan for convenient travel within various neighborhood units.
- (25) Sound local street planning should be encouraged for all other right of ways to discourage unnecessary through travel and to allow the best possible arrangement for desirable new home sites.

### SCHOOLS

- (26) The senior high school building will need to be enlarged on its present site for each stage of future growth.
- (27) The existing junior high school should be enlarged to a capacity of about 900 after further community growth is evidenced.
- (28) During the early part of the second stage of growth, an additional junior high school will be needed at a location approximately one-half mile north of East 10th Avenue

- and approximately one-half mile west of Sheridan Boulevard.
- (29) At least two additional elementary buildings, each providing three or more classrooms per grade level will be required before the 13,000 population figure is reached.
  - (30) Two additional elementary schools are projected for the second stage of population growth between the 13,000 and 23,000 populations.

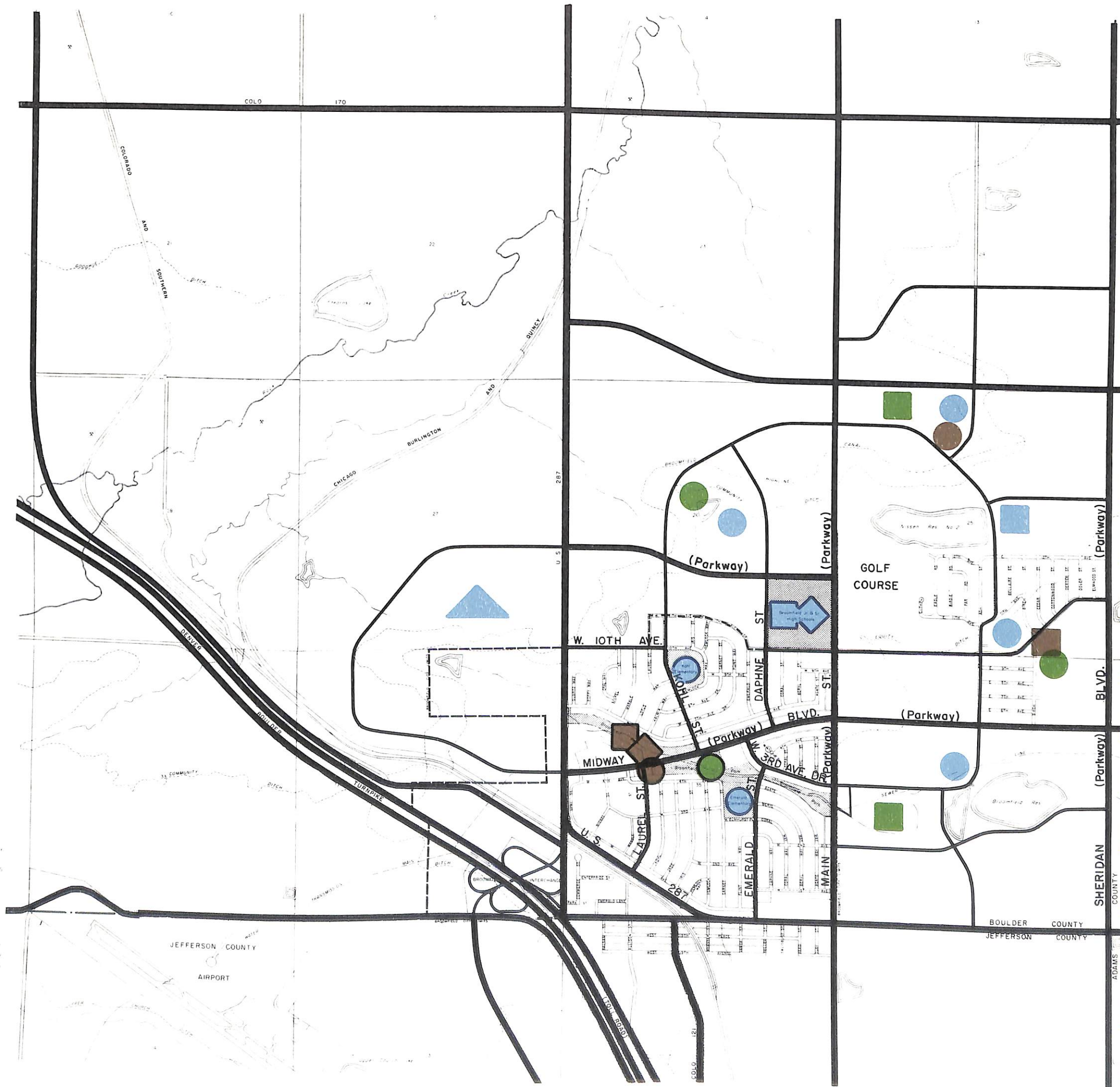
#### PARKS

- (31) Efforts should be made to extend the Broomfield Park east of Main Street, thereby creating a continuous ribbon of park through the City. This park extension should be wider east of Main Street to accommodate active recreational uses.
- (32) A second major park should be developed north of the Country Club during the second stage of growth.
- (33) Each of the four proposed elementary schools should include a playground for City as well as for school use.
- (34) Two neighborhood parks are proposed in each of the growth periods.

#### OTHER FACILITIES

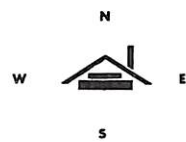
- (35) The central library is well located for future community service.
- (36) During the second stage of growth from 13,000 to 23,000, the construction of a branch library is recommended in the vicinity of Birch Street and East 10th Avenue.
- (37) A sub-fire station will be required during the second stage of community expansion in a location north of the Country Club close to the suggested inner collector belt loop.
- (38) Continued expansion of the civic center along the easterly edge of the central business district and north of Midway Boulevard is strongly recommended.



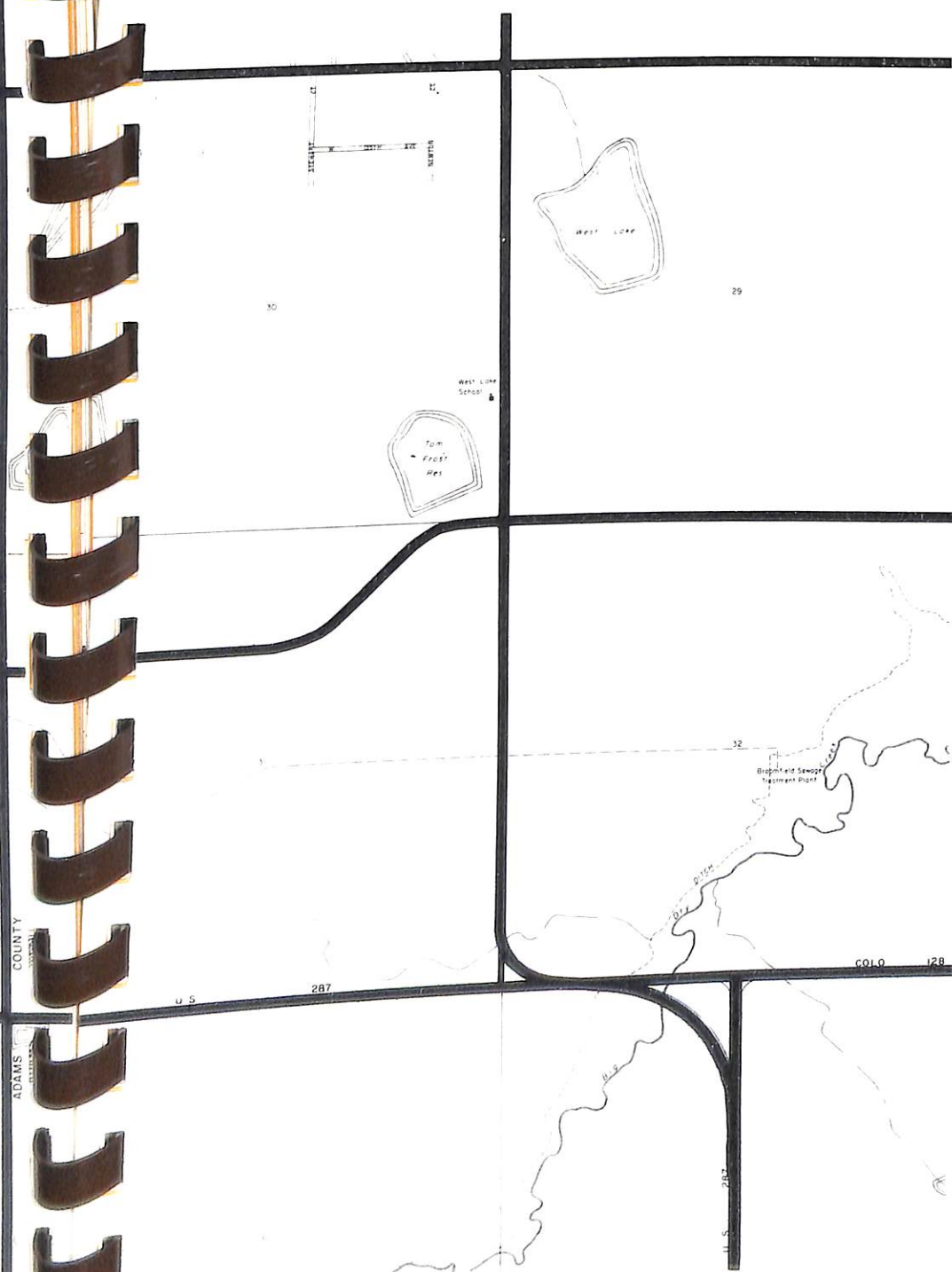




# BROOMFIELD, COLORADO



SCALE : 1" = 2,000'



## STREETS & HIGHWAYS, SCHOOLS, PARKS, & OTHER FACILITIES

EXPRESSWAY	==
ARTERIAL HIGHWAY	—
MAJOR STREET	—
COLLECTOR STREET	—
ELEMENTARY	●
JUNIOR HIGH	■
SENIOR HIGH	◆
JUNIOR COLLEGE	▲
NEIGHBORHOOD PARK	●
MAJOR PARK	■
FIRE STATION	●
LIBRARY	■
CITY HALL	◆
EXISTING FACILITIES	■

Prepared by the Broomfield City Planning Commission  
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July, 1964



# IMPLEMENTATION

EXPENDITURES & REGULATIONS





# IMPLEMENTATION

## EXPENDITURES & REGULATIONS

The future growth of a community is primarily the result of private construction projects (guided by public regulations) and the expenditure of public funds for public services and facilities which are required to serve the residential, business and industrial growth. Basic regulatory programs include annexation policies, subdivision regulations and zoning. A capital improvements program should be developed to control the expenditure of funds for major public facilities.

An annexation policy must recognize the immediate as well as the long-range implications of bringing additional land into the city. In order to pursue a positive annexation policy, the city must have incentives to offer fringe areas such as a policy of withholding all community utilities and services from areas outside the city unless the areas agree to annexation.

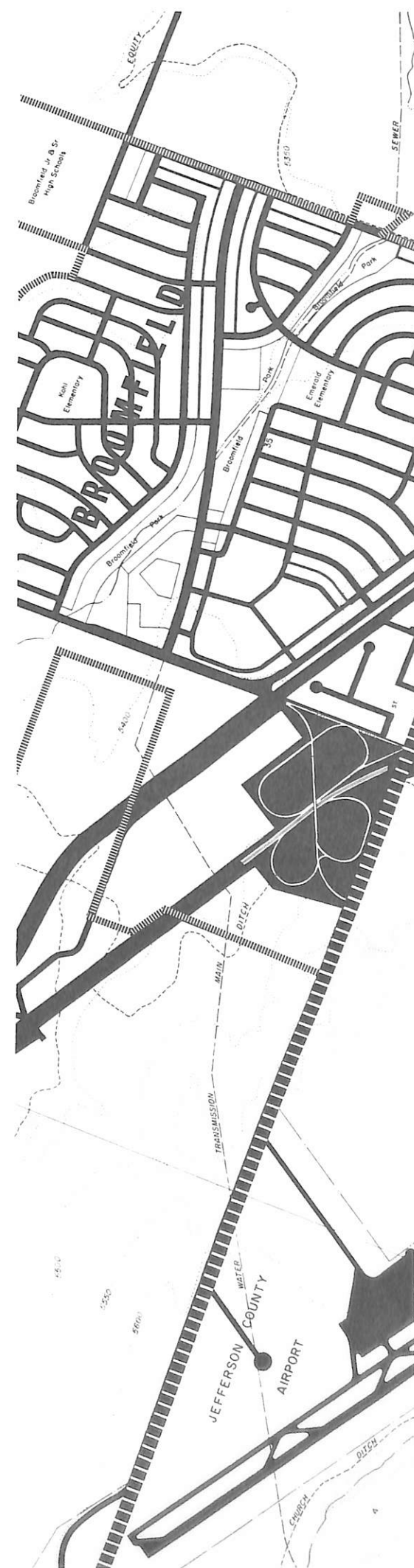
Subdivision regulations are for the purpose of assuring the community that new growth which occurs in the Broomfield area will be an integral part of the existing urban area. Properly enforced, subdivision design standards and minimum requirements for improvements prevent new areas from becoming a financial burden for the general public or for the future residents of the new subdivisions.

Zoning provides the city with the means of controlling the location and the density of uses which may be developed. The land use plan indicates the desirable future location of various uses, while zoning determines use and density boundaries on a current basis. Though long-range land use plans are necessary to allow the community to prepare for and direct future growth, in many instances, premature zoning of business and industrial areas may have the opposite affect of impeding growth by encouraging land speculation.

The numerous public facilities which will become necessary as the City of Broomfield grows should be scheduled and budgeted in advance. While the comprehensive plan suggests a need for various public facilities by location and for certain stages of population growth, these items should be considered in the form of a financial improvements program, consisting of an evaluation of projects for which a need is anticipated in the near future, a listing of these projects according to importance and feasibility, and an evaluation of anticipated revenues and alternative methods of financing. This program, like the comprehensive plan, should be reviewed annually and adapted to changing circumstances.

The above summary of the action phase of planning covers only the highlights. The details of effectuation and the public support for these programs will determine the measure of success and acceptance of community planning in Broomfield.





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