MEETINGS OF THE Broomfield Council

BROOMFIELD COUNCIL SPECIAL MEETING AGENDA

THURSDAY, JULY 16, 2026
6:00 PM
Broomfield Council Chambers
George Di Ciero City and County Building
One DesCombes Drive
Broomfield, CO 80020

1. Meeting Commencement

1.A. Pledge of Allegiance

1.B. Review and Approval of Agenda

2. Petitions and Communications

3. Councilmember Reports

4. Public Comment

5. Reports

6. Consent Items

7. Action Items

7.A. Broomfield Town Square Update; discussion of the overall project status; Developers' requested extension(s), Council's conditions to consider extension, results of the negotiations, and the subsequent withdrawal of Developer's Request for the Extensions.

7.B. Front Range Passenger Rail and Joint Service Update
— Resolution 2026-86 Front Range Passenger Rail District's Narrative Summary for a Proposed Broomfield Rail Station at 116th Avenue and the Development of Joint Service Rail and Passenger Rail Service Along the Front Range
— Add Resolution 2026-101 Front Range Passenger Rail District's Narrative Summary for a Proposed Broomfield Rail Station at Flatiron and the Development of Joint Service Rail and Passenger Rail Service Along the Front Range Info

8. Mayor and Councilmember Requests for Future Action

9. Adjournment

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Date Posted: July 10, 2026

BROOMFIELD CITY COUNCIL

To: Mayor and City Council
From: Jennifer Hoffman, City and County Manager
Presented By: Nancy Rodgers, City and County Attorney

Meeting Date: Thursday, July 16, 2026, 6:00 PM
Agenda Category: Action Items
Agenda Item: 7A
Subject: Broomfield Town Square Update; discussion of the overall project status; Developers' requested extension(s), Council's conditions to consider extension, results of the negotiations, and the subsequent withdrawal of Developer's Request for the Extensions.

Overview

Correspondence and presentations for City Council agenda items, when available, can be viewed via links on the meeting agenda or the associated memo. Please note that not all items will have correspondence or presentations.

The purpose of this memorandum is to provide Council, the Broomfield Urban Renewal Authority (BURA), and the community with a transparent summary of the status of the Broomfield Town Square (BTS) project, the developer's request to extend the Site Development Plan (SDP) deadline and amend the Redevelopment and Reimbursement Agreement (RRA), the subsequent negotiations between staff and the development team, and applicant's subsequent withdrawal of the request.

Attachments

Memo - Broomfield Town Square Update July 16, 2026.pdf

Meeting Date: July 16, 2026
Title of Memo: Broomfield Town Square Update
Prepared by: Jennifer Hoffman, City and County Manager; Nancy Rodgers, City and County Attorney; Karl Frundt, Senior City and County Attorney

View Correspondence
View Presentation

Introduction

The July 16 meeting was originally planned as a joint presentation by CCOB staff and the Developer, Broomfield Town Square Alliance (BTSA), followed by Council's consideration of the Developer's 18-month requested Site Development Plan (SDP) extension and a six-year extension to the CCOB's financial commitment under the Redevelopment and Reimbursement Agreement.

During the final negotiation session on May 18, 2026, the Developer requested that the Council's public discussion be limited to a single agenda topic and that questions be limited to that topic, rather than broader discussion of the overall project or the negotiations that had occurred.

Council subsequently considered the Developer's request regarding the format and scope of the public meeting and determined that discussion would not be limited to a single agenda item. Consistent with Council's commitment to conducting business as transparently as possible, and recognizing the significant public interest surrounding the Broomfield Town Square project, Council directed that any consideration of the requested Site Development Plan (SDP) extension and proposed amendments to the Redevelopment and Reimbursement Agreement (RRA) occur in a public setting. Those public meetings should include discussion of the overall project status, the conditions established by Council to consider the Developer's extension requests, the results of any subsequent negotiations, and any other information or questions Council or Broomfield Urban Renewal Authority (BURA) members determined were relevant to their deliberations.

Following Council's determination that the July 16 discussion would include a comprehensive public update on the overall project status, the Developer advised CCOB that it would not participate in the public discussion. Subsequently, on June 24, 2026, the Developer notified the City and County of Broomfield that it was withdrawing its requests to extend the SDP and amend portions of the RRA. The Developer stated that it is "recalibrating and evaluating alternative paths forward for the project under the terms of the existing agreements."

Because the Developer withdrew its requests before Council consideration, no action regarding the requested SDP extension or RRA amendments is before Council at the July 16, 2026, meeting. In light of the continued public interest and ongoing public discussion surrounding the project, Council retained the July 16 discussion on its agenda to provide the community with a comprehensive update on the project's status, the evaluation completed by staff, and the negotiations that had occurred.

Council's approach reflected its commitment to ensuring that the public record included not only the requested actions, but also the context, analysis, negotiations, and overall project status that informed its deliberations.

Background/Timeline

For nearly a decade, the Broomfield Town Square (BTS) project has been a priority for the Broomfield Council and the community, rooted in a long-standing desire to create a true gathering place for Broomfield residents. Since the initial approval of the Redevelopment and Reimbursement Agreement (RRA) in 2019, the City and County of Broomfield (CCOB) and the Broomfield Urban Renewal Authority (BURA) have worked toward implementation of that vision.

2019 Public Participation and Financial Contribution Overview

To advance the vision for the Broomfield Town Square project, CCOB and BURA approved a public participation package in 2019 intended to facilitate redevelopment of the former Safeway property and deliver the community benefits reflected in the RRA.

The original public participation commitment was based on the project program, financing assumptions, market conditions, and development commitments presented in 2019, which included:

- An estimated $20 million land contribution, representing the approximate value of the CCOB-owned property, contributed to the project; and
- Up to $54 million in Tax Increment Financing (TIF) through the Urban Renewal Area, consisting of:
  - 100% of the property tax increment generated within the Urban Renewal Area; and
  - 50% of the sales and use tax increment generated within the Urban Renewal Area through 2044.

As noted in the April 2022 presentation and question/answer document drafted for Council briefings held in preparation for the consideration of the SDP, the original commitment did not contemplate additional CCOB staffing resources, tree removal, construction staging and dirt location, long-term lake operations and maintenance, water quality management and treatment, lifecycle replacement of public amenities, or other operational responsibilities that have since become part of the project's ongoing evaluation.

In addition to CCOB's $20 million land contribution and up to $54 million in TIF ($74 million in total) approved by CCOB and BURA in 2019, the Developer has established or identified additional financing sources to support project construction and long-term operations.

The existence of these additional financing mechanisms reflects the evolution of the project's financing structure since 2019. As part of Council's evaluation of the Developer's February 18, 2026 SDP extension request, staff reviewed not only the original public participation approved by CCOB, but also the project's current financing mechanisms and the relationship between those funding sources and the Developer's request for additional time and continued public participation.

- Two Metropolitan Districts with related tax levy – (tax levy amounts added to CCOB 28.96 mills property tax base costs) Metro Dist #1 50 mills, Metro Dist #2 27.41 mills - paid by the commercial tenants and residential tenants;
- A Business Improvement District (BID) with related tax levy - 15 mills paid by the commercial tenants;
- A 2% Public Improvement Fee (PIF), which is added to the existing/current sales tax of 8.15%, totaling 10.15% sales tax paid for by the consumer;

- Private equity investment;
- Bond financing; and
- Other private capital sources.

2023 Site Development Plan Approved - three-year time frame begins

Council approved the BTS SDP on September 12, 2023. Under the Broomfield Municipal Code and the conditions of approval, the owner is required to apply for and be issued vertical building permits for construction on the primary structures contemplated in the approved plans within three years. For the BTS project, the established deadline is September 12, 2026. If vertical building permits on the primary structures contemplated in the approved plans are not issued within that timeframe, Council may consider revocation of the SDP pursuant to BMC 17-38-225.

Following approval of the SDP, the community, Council, and staff anticipated the project would swiftly advance through engineering design, construction plan review, financing, issuance of vertical building permits, and ultimately vertical construction. Throughout this two-and-a-half-year period, the development team consistently communicated, publicly and in discussion with staff, that the project was moving forward and that additional project submittals would be forthcoming. Staff remained engaged throughout that period and stood ready to review plans, engineering documents, and permit applications as they were received. Further, on September 23, 2025, in response to Council's specific questions about the project's process, the development team said that there was nothing that they had been or were waiting on from the CCOB staff in terms of moving the project forward.

Developer's Request for an SDP Extension and RRA Amendments

On February 18, 2026, the Developer requested an 18-month extension of the approved Site Development Plan (SDP), extending the September 12, 2026 expiration date to March 2028, together with assurances that Council would not pursue revocation of the SDP during the requested extension period. At the time the request was submitted, approximately two and one-half years after SDP approval, the Developer had not yet submitted its initial construction plan package for review, the first step in the post-SDP development review process.

The Developer stated that the requested extension was necessary due to the complexity of the project's infrastructure, financing, and implementation requirements and indicated that investors would not proceed without additional certainty regarding the status of the SDP. Approval of the request would have extended the period between SDP approval and the required issuance of vertical building permits on the primary structures from three years to approximately five years.

Following receipt of the request, Council directed staff to assemble the information necessary to evaluate the extension, including updated project financial information, implementation schedules, engineering status, and other materials necessary to assess the project's progress and viability. Staff requested additional financial and project information from the Developer on February 27, followed by supplemental information on March 17 regarding project costs, financing assumptions, parking, Market Hall, and other implementation details necessary to complete the evaluation.

As part of that review, staff identified a financial gap within the project, which was discussed with Council, the public, and the Developer on April 21, 2026. Thereafter, on May 4, 2026, the Developer submitted an additional request asking Council to amend portions of the Redevelopment and Reimbursement Agreement (RRA) by extending the public tax increment financing participation period from 2044 through 2050. Staff estimated that the requested six-year extension would increase CCOB's public participation by approximately $14 million.

Given the significance of both requests, Council's review appropriately extended beyond simply considering whether additional time should be granted. Council directed staff to evaluate the overall status of the project, including its financial viability, implementation progress, and continued ability to deliver the public benefits that formed the basis of the original public-private partnership.

Between February and June 2026, Council met in four executive sessions to review staff's findings, discuss the Developer's requests, establish the conditions under which extensions might be considered, receive updates regarding negotiations with the Developer, and provide direction on next steps. During this period, the City and County Attorney's Office and the Developer's counsel exchanged multiple letters regarding requests for additional project information and related legal issues, and project updates were also provided during public meetings on April 21 and May 12.

Immediately before the first Council-directed negotiation session, the Developer's attorney submitted correspondence asserting that denial of the requested SDP extension would violate the RRA and would constitute arbitrary and capricious action by Council. The City and County Attorney disagrees with those legal conclusions. Council retains the authority to approve or deny the requested extension.

Throughout Council's review, members also revisited broader questions regarding the project's implementation. Council has, over several years, questioned the financial feasibility of constructing and operating the proposed four-acre lake and explored whether a smaller lake or alternative public gathering feature could provide similar community benefits while reducing construction, operating, and long-term maintenance costs. The Developer consistently maintained that the lake, as currently proposed, is an essential component of the project and reiterated that there would be no project without it. Based on that position, alternative concepts were not pursued further during negotiations.

Similarly, both Council and members of the community have consistently expressed a desire to prioritize redevelopment of the former Safeway property, recognizing it as a long-standing community objective and an opportunity to demonstrate visible project progress earlier in the implementation process. Council discussed whether redevelopment of the Safeway site before construction of the lake could establish meaningful momentum while allowing the remainder of the project to proceed over time. The Developer declined to modify the planned sequencing, explaining that the project's infrastructure, including the lake, must be constructed before redevelopment of the Safeway site could occur. Accordingly, Council did not pursue this concept as part of the negotiated extension conditions.

Based upon the Developer's requests and Council's review, Council directed staff to negotiate the following conditions under which it would consider approving the requested SDP extension and amendments to the RRA:

- Meaningful project performance milestones and accountability measures;

- Delivery of affordable housing during Phase I through dispersed units or payment of cash-in-lieu based on CCOB's 2026 rates;
- Free public parking;
- Free public access for Broomfield residents to the lake and beach amenities;
- Clarification of the Developer's reimbursement obligations associated with the City Park Channel improvements; and
- Alignment of the Developer's commercial tenant commitments with any extension of the public participation period.

During those negotiations, the Developer indicated that project margins remained limited and that any additional Council conditions would require further public financial participation by CCOB. The following sections summarize each negotiated topic, the Council's proposed conditions, the Developer's responses, and the resulting status of the discussions.

Project Accountability and Milestones; Council condition, Developer's response

I. Framework for the development of the trigger and repercussions of not meeting the agreed-upon milestone

Council Proposed Condition

Meaningful project milestones that would provide measurable accountability if the requested SDP extension and RRA amendments were approved. Council's proposed framework was intended to ensure that any extension of time remained tied to continued progress toward implementation of the approved project.

Council's proposed milestone required the Developer to submit an application for a vertical building permit on a primary structure no later than six months prior to the extended SDP deadline. If that milestone was not achieved, the RRA would automatically terminate, providing certainty regarding the duration of the extended public participation.

Developer Response

During negotiations, the Developer proposed an alternative accountability framework. Rather than tying the principal milestone to progress toward vertical construction, the Developer proposed that the primary milestone be the successful issuance of project bond financing by a date certain.

Under the Developer's proposal, successful bond issuance would eliminate the automatic termination provision because of the continuing obligations associated with the bond financing structure. If financing could not be secured by the agreed-upon date, the Developer proposed that termination of the RRA require affirmative Council action rather than occur automatically.

The Developer also proposed that if the RRA were terminated because financing could not be secured, the City and County of Broomfield would reimburse the Developer for 100% of eligible project costs incurred to that point, which the Developer estimated at approximately $5.2M as of May 2026 and $6.0M by the end of 2026.

Current Status

Council's proposed accountability framework focused on measurable project implementation through the submission of an application for a vertical building permit tied to the extended SDP timeline. The Developer's proposal instead focused on completion of a financing milestone and included additional provisions regarding Council action and reimbursement of eligible project costs.

The parties did not reach an agreement on revisions to the accountability framework before the Developer withdrew its requests to extend the SDP and amend the RRA.

II. Affordable Housing

Council Proposed Condition

Affordable housing has been a foundational component of the Broomfield Town Square project since its inception and was one of the community benefits reflected in the original 2019 RRA and public participation package. Throughout the life of the project, affordable housing has remained a consistent topic of discussion between Council, staff, and the development team. As early as 2018, discussions with council members at that time noted that, without affordable housing, they would not be supportive of the overall project.

Council's focus on integrated affordable housing reflected more than simply achieving a required number of affordable units. The original 2019 RRA contemplated a mixed-use, mixed-income destination that would serve as a gathering place for the entire community. CCOB's public participation package, including the conveyance of approximately $20 million in publicly owned land and up to $54 million in tax increment financing, was intended to support delivery of those public benefits as part of a single, integrated redevelopment project.

As negotiations progressed, Council continued to emphasize preserving those originally contemplated community benefits while evaluating the Developer's requests for additional time and extended public financial participation. Council’s condition sought delivery of the project's affordable housing commitment during Phase I, with a continuing preference for those units to be provided on-site within the Phase 1 development. If affordable housing units were not delivered during Phase I, the alternative would be payment of cash-in-lieu based on the CCOB’s affordable housing rates in effect in 2026 instead of the 2019 rates.

Council's proposed condition reflected the requested extension of the SDP and the associated request for continued public participation. Had the project advanced on the timeline anticipated following approval of the SDP in 2023, the affordable housing commitment would have been addressed much earlier in the development process. Because the Developer requested additional time and continued public participation, Council sought to ensure that the affordable housing commitment remained aligned with the CCOB’s policies in effect at the time the extension was being considered.

Developer Response

The Developer did not agree to utilize the CCOB 2026 cash-in-lieu rates and stated that the project could not absorb the increased financial obligation associated with the higher contribution amount from CCOB.

During the negotiations, staff sought clarification regarding whether the Developer would commit to delivering the affordable housing units integrated throughout the Phase I residential development, consistent with the community vision reflected in the original 2019 approvals and the current 2026 Inclusionary Housing Ordinance (IHO), without requiring additional public financial participation beyond the existing public investment. The Developer indicated it would not.

The Developer maintained that providing integrated affordable housing within the project under the current IHO requirements was not financially feasible within the project's existing structure and that, if Council wished to maintain integrated affordable housing as originally envisioned, additional CCOB financial participation would be necessary.

According to the Developer, achieving 20% affordability at 80% Area Median Income (AMI) would require CCOB to cover approximately $8 million in additional subsidy, while achieving 20% affordability at 60% AMI would require approximately $16 million to $17 million in additional subsidy. The Developer indicated that these resources could not be accommodated within the existing Urban Renewal Area financing structure and would require identification of an additional CCOB funding source. One option noted by the Developer was increasing CCOB's existing contribution of fifty percent of sales and use tax revenues generated within the Urban Renewal Area.

As alternatives, the Developer proposed either developing a future stand-alone affordable housing project of approximately one hundred units or satisfying the affordable housing obligation through payment of the fee-in-lieu using the rates established in the original 2019 agreement. It should be noted that the Developer's proposal to provide a future stand-alone affordable housing project did not define a specific delivery timeline. A new standalone project would require a new, separate site development plan process and would rely on layered external financing sources, including federal funding, state funding, gap financing, and Low-Income Housing Tax Credit (LIHTC) allocations. Those financing sources are increasingly competitive and uncertain. This means the timeline for this project would be highly uncertain, as evidenced by the recent Broomfield Housing Authority LIHTC funding denial for their Vista Pointe project.

Taken together, these discussions represented an acknowledgment that the project, as currently structured financially, cannot deliver on-site affordable housing units as contemplated in the original agreement - despite the Developer's repeated representations in public presentations that the project would include on-site affordable units - without either:

- Materially increasing public subsidy, or
- Delaying affordability obligations into a future phase.

Current Status

Before concluding discussions on the stand-alone affordable housing concept, staff sought to better understand the level of certainty associated with the proposal. Specifically, staff asked whether the

Developer would commit to funding any financing gap necessary to ensure construction of the affordable housing project if competitive funding sources, including LIHTC, state or federal grants, or other public financing, were not awarded.

The Developer did not commit to providing gap financing or otherwise guaranteeing delivery of the affordable housing project. Rather, the proposal contemplated that a future affordable housing development partner would pursue the necessary funding sources and, if successful, develop the project on land made available by the Developer.

Consequently, unlike the affordable housing commitment contemplated in the original Town Square approvals, the Developer's proposed approach shifted the responsibility for delivering affordable housing to a future project dependent upon separate approvals and competitive funding decisions outside the Developer's control. As a result, the proposal did not provide the same level of certainty regarding when, or ultimately whether, the affordable housing commitment would be fulfilled.

III. Public Parking

Council Proposed Condition

This condition sought free public parking throughout the Broomfield Town Square development. This reflected the original vision of the project as a public destination and community gathering place accessible to residents and visitors.

Developer Response

Concerned about the impacts on residential parking, the Developer did not agree to maintain unrestricted free public parking throughout the development. Instead, the Developer proposed that the first three hours of parking be provided at no charge, with parking fees assessed thereafter.

Current Status

The parties conceptually agreed regarding public parking, but the agreement was not finalized before the Developer withdrew its requests to extend the SDP and amend the RRA.

IV. Public Access to the Lake and Beach Amenities

Council Proposed Condition

Council sought continued free public access for Broomfield residents to the lake and beach amenities. Council's condition reflected the community's longstanding expectation that these amenities would remain publicly accessible as part of the overall Town Square vision.

Developer Response

The Developer generally agreed that Broomfield residents should continue to have access to the lake and beach amenities without an admission charge. During negotiations, however, the Developer indicated that day-to-day operations would be managed by a third-party concessionaire and discussed operational considerations that could include reservation systems, timed access periods, operating rules, watercraft restrictions, and other management practices intended to balance resident access, non-resident use, operational needs, safety, and revenue generation.

During these discussions, the Developer reiterated its longstanding position that the lake remains a central component of the overall development and stated that there is "no project without the lake," emphasizing its importance to the project's identity, marketability, and overall development program.

Current Status

Although the Developer generally agreed that Broomfield residents would not be charged for access to the lake and beach amenities, operational details regarding implementation and management were not finalized before the Developer withdrew its requests to extend the SDP and amend the RRA.

V. Two clarification points on City Park Channel and Commercial Commitments:

City Park Channel Improvements

The City Park Channel improvements were not a new financial obligation discussed during negotiations. Under the existing agreements, the Developer is already responsible for a portion of the project costs. Because implementation of the Developer's project has been delayed beyond the timing originally contemplated, staff proposed constructing both CCOB’s and the Developer's portions of the channel improvements concurrently to improve coordination, minimize future disruption, and avoid duplicative construction. The Developer indicated its share of the costs would be reimbursed to CCOB after project bond financing is secured, consistent with the reimbursement approach established under the existing agreements.

Commercial Commitments

Council sought alignment between the duration of CCOB’s financial commitment and the Developer's commercial commitments. The RRA included a specific Tenant Mix Objective. Specifically, the Council sought that if portions of the RRA and the associated Tax Increment Financing (TIF) participation were extended from 2044 to 2050, then the Developer's commercial commitments would be extended for a corresponding period.

The Developer explained that the ultimate tenant mix will depend on market conditions and the financial viability of prospective tenants. If certain businesses are unable to operate successfully within the development, the Developer indicated it would pursue other commercial tenants to occupy those spaces. The Developer indicated that it remains committed to attracting the mix of commercial tenants contemplated when the project was originally approved.

During these discussions, staff also noted that ongoing Metropolitan District obligations, Business Improvement District assessments, and the 2% Public Improvement Fee (PIF) become part of the overall cost structure associated with the commercial portions of the project. Those costs ultimately influence lease rates, tenant operating costs, and customer pricing within the development.

Current and Ongoing Infrastructure/Construction Engineering Review Status

Because the Developer's February 18, 2026, 18-month extension request was directly tied to the status of the approved Site Development Plan (SDP), Council's evaluation included a review of the project's progress within Broomfield's established development review process.

Under Broomfield's development process, the SDP, and Broomfield's Municipal Code, an approved SDP remains valid for three years. That timeframe is intentionally structured to allow applicants to complete multiple rounds of engineering and construction plan review, obtain approval of the required horizontal infrastructure, and secure the qualifying vertical building permits that demonstrate substantial forward progress toward implementation of the approved development. Applications for vertical building permits are typically submitted concurrently with, or shortly after, engineering and construction plans because the building permit review relies on the approved site and infrastructure design upon which the buildings will be constructed.

The Developer has indicated that the submission and advancement of the engineering review process and auxiliary buildings (boat house and restroom) demonstrate meaningful progress toward implementation of the project and should meet the Municipal Code requirement related to the issuance of vertical building permits on the primary structures contemplated in the approved plans within three years of SDP approval.

The Developer also noted that the horizontal infrastructure improvements are estimated to cost approximately $30 million once project financing is secured. The estimated cost or complexity of the horizontal infrastructure is not a criterion within the SDP approval. Rather, the Broomfield Municipal Code requires the issuance of building permits on the primary structures contemplated in the approved plans as the milestone demonstrating progress toward implementation of the approved development.

As with any project of this size and complexity, multiple review cycles are expected before construction plans can be approved and vertical building permits may be issued. The time frames are all contingent on the quality and timeliness of the developer submittals.

Once engineering plans are approved and the associated horizontal infrastructure permits are issued, qualifying vertical building permits may be issued. Following issuance of those permits and completion of the required fire and life safety improvements, including installation of a water line to provide fire protection and construction of an emergency access road, vertical construction of the approved development may commence.

This review sequence is not unique to the Broomfield Town Square project. The engineering review process, permitting requirements, and application of the three-year SDP validity period are longstanding components of Broomfield's development process and have been applied consistently to development projects throughout the community. The Municipal Code's three-year validity period is intended to provide applicants sufficient time to complete engineering review, obtain approval of construction plans, secure vertical building permits on the primary structures contemplated in the approved plans, and demonstrate meaningful progress toward construction of the primary structures contemplated in the approved plans.

Given the complexity and size of the Broomfield Town Square project, staff anticipated that engineering and construction plan submittals would occur soon after the Sept 2023 SPD approval, early within the three-year SDP period. A significant component of the project is the approximately four-acre, 12-foot-deep man-made lake, which has consistently been presented as a central project amenity designed to accommodate swimming, boating, and fishing. The size, depth, water quality, circulation, treatment systems, and supporting infrastructure associated with the lake require a complex engineering review.

I. First Developer Engineering Permit Submittal: March 23, 2026, staff review 3 weeks - sent comments back April 14, 2026, including that the next submittal needed to contain lake engineering and design plans

On March 23, 2026, approximately one month after requesting an extension and roughly six months before the three-year SDP expiration date, the Developer submitted its initial engineering construction plan package.

The initial engineering submittal included plans for utilities, grading, drainage, roadways, landscaping, hardscape, and associated channel improvements for the approximately 29-acre development. However, the submittal did not include the supporting lake design report, complete lake engineering and design plans, or a lake maintenance plan. This omission was significant because the approximately four-acre lake is the centerpiece of the approved development. Without the technical documentation describing how the lake would be engineered, constructed, operated, maintained, and treated, staff could not complete a comprehensive review of the project's most significant infrastructure component.

Consistent with Council's direction to facilitate a timely review of the extension request and in line with the RRA's requirements, staff expedited its initial engineering review and returned comments to the development team in approximately three weeks. During that review, staff advised the Developer that the lake engineering reports, supporting analyses, and related design documents would need to be submitted before a subsequent construction plan review could begin.

In addition to the engineering comments, staff identified several areas where the submitted design materials required further development to demonstrate compliance with CCOB engineering standards. While collaboration and iterative review are standard components of the development process, responsibility for preparing plans that satisfy applicable engineering standards rests with the applicant and its design professionals. Staff nevertheless provided additional technical guidance beyond what would typically be provided on a project of similar scale in an effort to help keep the review process moving.

II. Second Developer Engineering Permit Submittal: May 11, 2026, submittal incomplete and not accepted for staff review due to the absence of the lake engineering and design plans

On May 11, 2026, the development team submitted civil construction drawings to CCOB's Engineering Division for a second review.

Following an initial intake review completed by staff, it was determined that the submittal package was again incomplete and thus not accepted for review. Important documents such as the public landscape drawings, lake design report, and lake maintenance plan were not provided, and some of the major comments from the first round of staff review were not addressed. Staff informed the development team on May 13, 2026, that the submittal was not accepted and that all required documents need to be provided and comments addressed before the plans are resubmitted for review.

III. Second Developer Engineering Permit Re-Submittal: June 12, 2026, accepted. Staff review is underway, and comments back to the Developer are anticipated on July 10, 2026, with a slight delay due to the holiday.

The requested lake engineering reports, supporting technical analyses, construction drawings, and proposed maintenance plan were submitted and accepted on June 12, 2026, allowing the second engineering review cycle to begin. Staff's second-round review was underway at the time this memorandum was prepared, with review comments anticipated by July 10, 2026.

During this engineering review, staff also identified what appears to be a significant change to the lake's proposed design. The Lake Design Report submitted in support of the approved Site Development Plan described a lake with a maximum depth of 12 feet and an average depth of 8 feet. In contrast, the Lake Design Report submitted with the engineering construction plans identifies a maximum depth of 8 feet and an average depth of 6 feet. A reduction in lake depth of this magnitude has the potential to affect water quality, circulation, temperature, aquatic conditions including possible algae blooms, and the long-term treatment and maintenance strategy for the lake. Accordingly, staff will be seeking clarification as to whether the modification to the design change was intentional and, if so, request supporting technical analysis demonstrating how the revised design would continue to achieve the intended water quality, operational performance, and recreational functions of the lake.

IV. Developer Accessory Building Permit Submittal: March 27, 2026

Separately, on March 27, 2026, and shortly after the first engineering permit submittal, the Developer submitted accessory building permit applications for an 887-square-foot boathouse (comprising 234 sqft of office and concession space, 511 sqft of storage, and 142 sqft of restroom and changing area) and a 1,000-square-foot restroom building. These applications followed the Developer's earlier inquiry regarding whether permits for these accessory structures would satisfy the SDP requirement.

These permits have been reviewed, but a permit cannot be issued until the engineering construction permits for grading and utilities are issued. In addition, these plans will need to be revised before issuance to incorporate the necessary details for the lake water treatment facilities. These comments will be provided during the civil construction drawing review, and the building plans will need to be updated accordingly.

Under the approved SDP and the Broomfield Municipal Code, the applicable milestone is the issuance of “building permits” demonstrating substantial advancement of the approved development. It is important to distinguish between the submission of permit applications and the issuance of permits. Under Broomfield's standard development review process, vertical building permits cannot be issued until the supporting engineering and horizontal infrastructure construction plans have been completed and received approval.

Those approved infrastructure plans establish the utilities, grading, drainage, roadways, and other site improvements necessary to support vertical construction. Accordingly, while the accessory permit applications were submitted, they could not be issued until the associated infrastructure plans satisfied the engineering review process and received approval.

Current Project Status

Following withdrawal of the Developer's requests, the approved SDP and RRA remain in effect. No amendments have been approved, and the terms of the existing agreements continue to govern the project.

The SDP continues to be subject to the three-year, September 12, 2026, deadline established under the Broomfield Municipal Code. If the required primary vertical building permits are not issued by that date, Council may consider revocation of the current SDP. If revoked, the RRA agreement would remain in place, and a new site development plan would need to come forward for consideration.

Withdrawal of the Developer's requests does not alter the staff's responsibility to continue reviewing the construction/infrastructure plans.

Conclusion

The discussions summarized throughout this memorandum reflect Council's continued commitment to the long-term success of Town Square as an affordable, vibrant, mixed-use community destination. The public investment approved in 2019 was intended to create more than a private development; it was intended to create a lasting civic gathering place with meaningful public amenities, integrated affordable housing, accessible public spaces, and destinations where Broomfield residents could gather, linger, and participate in community life. As Council considered the Developer's requests for additional time and additional public participation, its focus remained on preserving those original public objectives while ensuring that any additional public investment continued to deliver the community benefits that formed the basis of the original partnership and represented responsible stewardship of public resources.

Prior Council or Other Entity Actions

- April 21, 2026 Study Session: Broomfield Town Square Update - Links to additional prior council action can be found in this study session staff memorandum.
- May 12, 2026 Update- Broomfield Town Square Discussions with Developer
- Link to Key Project Events Timeline

BROOMFIELD CITY COUNCIL

To: Mayor and City Council
From: Jennifer Hoffman, City and County Manager
Presented By: Sarah Grant, Co-Deputy Director Community Development - Transportation

Meeting Date: Thursday, July 16, 2026, 6:00 PM
Agenda Category: Action Items
Agenda Item: 7B
Subject: Front Range Passenger Rail and Joint Service Update

- Resolution 2026-86 Front Range Passenger Rail District's Narrative Summary for a Proposed Broomfield Rail Station at 116th Avenue and the Development of Joint Service Rail and Passenger Rail Service Along the Front Range
- Add Resolution 2026-101 Front Range Passenger Rail District's Narrative Summary for a Proposed Broomfield Rail Station at Flatiron and the Development of Joint Service Rail and Passenger Rail Service Along the Front Range Info

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Overview

Correspondence and presentations for City Council agenda items, when available, can be viewed via links on the meeting agenda or the associated memo. Please note that not all items will have correspondence or presentations.

During the July 16 meeting, Council will receive additional information and be provided an opportunity for continued discussion regarding Broomfield's preferred rail station location (116th Avenue or Flatiron) and support for future rail service.

Attachments

FRPR and JS Memo
Resolution 2026-86 116th Station
Resolution 2026-101 Flatiron Station
Narrative - Broomfield 116th Ave. Station
Narrative - Broomfield Flatiron Station

July 16, 2026

Joint Service and Front Range Passenger Rail Discussion
Prepared By: Sarah Grant, Deputy Director Community Development

Purpose

View Correspondence
View Presentation

During the July 16 meeting, Council will receive additional information and be provided an opportunity for continued discussion regarding the preferred rail station location in Broomfield (116th Avenue or Flatiron) and support for future rail service. This memo summarizes the July 1, 2026, written response from Joint Service Rail (JSR) and Front Range Passenger Rail (FRPR) to Council's outstanding questions, and supplements the June 9, 2026, staff memo. Before the FRPR District can refer a ballot measure to the residents of the FRPR District, it must provide accurate station narratives for each proposed station area to the voters. The District has requested narrative support from each jurisdiction with a proposed station. At a future meeting, Council will consider a resolution supporting a narrative for the preferred rail station location in Broomfield (116th Avenue or Flatiron) and support for future rail service.

Council's decision is between two station narratives for locations that present different kinds of risk. Staff's analysis in this memo is scoped to CCOB-specific infrastructure, cost, and constructability considerations as these are the areas within CCOB staff's technical and fiscal purview. Council's decision may also weigh factors outside that scope: the regional policy and program value of each site to the rail corridor as a whole, and CCOB's own community vision and goals, such as redevelopment opportunities tied to a given station location. This memo does not evaluate those broader policy or vision-based factors; that judgment appropriately belongs to Council.

Although no action is requested at this time, in the future, adopting a resolution for either station narrative does not commit CCOB to fund, build, or accept any specific financial obligation, nor is it a formal position on the proposed ballot measure.

Background: What Are Joint Service Rail and FRPR?

- Joint Service Rail (JSR) — a near-term starter passenger rail service authorized by SB24-184, targeting a January 2029 launch with three daily round-trips along the existing BNSF freight corridor.

- Front Range Passenger Rail (FRPR) — a long-term, 180-mile passenger rail vision connecting the Front Range, contingent on a future district-wide sales tax ballot measure. Full build-out is currently estimated at $3–$3.5 billion for ten round-trip per day.

JSR will construct the basic station platform, ADA parking, and sidewalk access between the parking and the platform. Local governments are responsible for all other infrastructure outside the railroad right-of-way, including additional parking, area sidewalk connectivity, multimodal connections, and any desired amenities to support the rail station.

Broomfield was not originally included as a station community in the FRPR planning effort until November 2025, when the FRPR District Board adopted Broomfield as a new primary station. As part of the development of the implementation plan for Joint Service, FRPR reevaluated the primary station locations and determined that three additional primary station locations should be added, including Westminster, Broomfield, and Louisville, for a total of twelve primary stations. The combination of that late addition and the timeframe for the delivery of supporting documentation has compressed the time available for staff to fully evaluate assumptions, understand local implications, and work through what commitments Broomfield would actually be taking on.

Background and Timeline

The following timeline provides context for how Broomfield arrived at its current decision point and why significant questions remain unresolved.

- February 2025 – JSR staff reached out to the Mayor and Broomfield staff to initiate station selection discussions and requested Council support for a station location. Staff have been consistent in messaging that there are concerns about the infrastructure needed to support the station area at 116th Ave., and that CCOB's preference for the station location may depend on what CCOB would be required to provide to support the development of a station. Staff requested information on both station sites in writing for Council consideration.

- February/March 2025 – Urgency around the decision eased when JSR staff indicated more time was available to select a station and no immediate decision was needed from Council.

- March 25, 2025 – JSR and FRPR provided a high-level overview to Council at the request of the rail partners.

- September 16, 2025 – A follow-up presentation was provided at Council's request. Presentations were provided by RTD, FRPR and the state of Colorado.

- November 21, 2025 – FRPR Board approved Resolution 2025-16, adopting Broomfield as a station location for Front Range Passenger Rail. Broomfield staff learned of this inclusion at Commuting Solutions' December 10, 2025, membership meeting, not through direct notification from JSR or FRPR, and requested the state rail staff connect CCOB staff with FRPR to discuss the inclusion.

- December 2025 – January 2026 – Staff met with JSR and FRPR partners. Those meetings surfaced the preference for 116th Avenue and prompted staff to again request supporting documentation in writing.

- February – March 2026 – Staff participated in follow-up meetings, continuing to request written clarification on the 116th Ave. recommendation, supporting technical information, and Broomfield's obligations and responsibilities.

- April 2026 – State negotiated a term sheet with BNSF Railway. RTD Board approved $5.6 million for station design. FRPR District Board adopted the local return of funding concept.

- May 26, 2026 – Staff received the final Joint Service Investment Memo from CDOT and FRPR.

- June 9, 2026 – JSR and FRPR presented to Council. Staff continued to identify outstanding questions and clarification needs. No action was taken.
- June 22, 2026 – Staff transmitted a detailed update to Council outlining outstanding information requests and framing the July 16 action item.
- June 26, 2026 - FRPR District Board formally approved a modification to the local return of funding, adjusting the deadline to qualify for the Local Return incentive to August 14, 2026.
- July 1, 2026 - JSR and FRPR provided a document with additional information and answers to CCOB's questions.

Existing Conditions

- Overall rail corridor overview map (Broomfield/Louisville)
- 116th Ave. Station location map and photos/video of existing conditions along 116th Ave.
- Flatiron Station location map and photos/video of existing conditions at Flatiron Station.

The Consideration for Council

The choice is not simply which station location is preferable in the abstract. It is whether CCOB should place greater weight on minimizing regional program delivery risk, reflected in JSR/FRPR's preference for 116th Avenue, or on minimizing local fiscal, infrastructure, and constructability risk, which weighs more heavily in favor of Flatiron. Beyond these risk considerations, Council may also wish to weigh broader goals, such as each site's potential to support redevelopment or other community vision objectives.

- 116th Avenue — the site JSR/FRPR have modeled, planned around, and prefer. The proposed platform would be built at berm elevation, require earthwork, and ADA access improvements and be constructed by JSR. JSR has also planned for property acquisition, using assessor value (not market value), and plans to acquire property and construct ADA parking and sidewalks from ADA parking to the station area. JSR is not seeking CCOB to assume any financial risk associated with Joint Service or station development at 116th Avenue, and has expressed that there are enough existing resources for this site, but that at this stage of development, JSR can not promise that resources are secured to develop this site under all possible scenarios, as JSR has not yet progressed through design or begun acquisition of property. If costs exceed available resources, JSR would seek additional conversations with CCOB in creative problem-solving to address this scenario. Choosing this site preserves regional program certainty but leaves more local costs related to area improvements unresolved: parking, property acquisition, and roughly a mile of sidewalk connectivity that Broomfield may ultimately need to fund. It may be possible to phase these improvements over time.

- Flatiron — sits 3.5 miles from Louisville's station, inconsistent with the 5-mile spacing policy of JSR/FRPR. If Flatiron can be accommodated within the existing BNSF right-of-way and RTD-owned parking properties, the environmental and property-acquisition concerns may be less significant, but corridor-level policy concerns remain. JSR has expressed that changing the preferred site location at this juncture may result in project delays, would require FRPR District Board to change its station location policy and could cause the overarching Joint Service project's intercity passenger rail classification to come under additional scrutiny. The JSR would seek to understand what information they should consider to reach a new conclusion that Flatiron Station is the preferred location and weigh that against the potential risk to the whole corridor.

Reference: June 9, 2026 Staff Memo

The June 9 staff memo provides detailed background on rail service structure, the two station alternatives, and financial considerations based on the information provided by JSR and FRPR's May 2026 Broomfield Station Investment memo. Key elements from that memo relevant to the July 16 action include:

Joint Service Rail is a near-term starter service targeting January 2029 launch, authorized by SB24-184, operating 3 daily round-trips along the BNSF corridor.

Front Range Passenger Rail is the long-term 180-mile vision, contingent on a future district-wide sales tax ballot measure. Full build-out is currently estimated at $3–$3.5 billion.

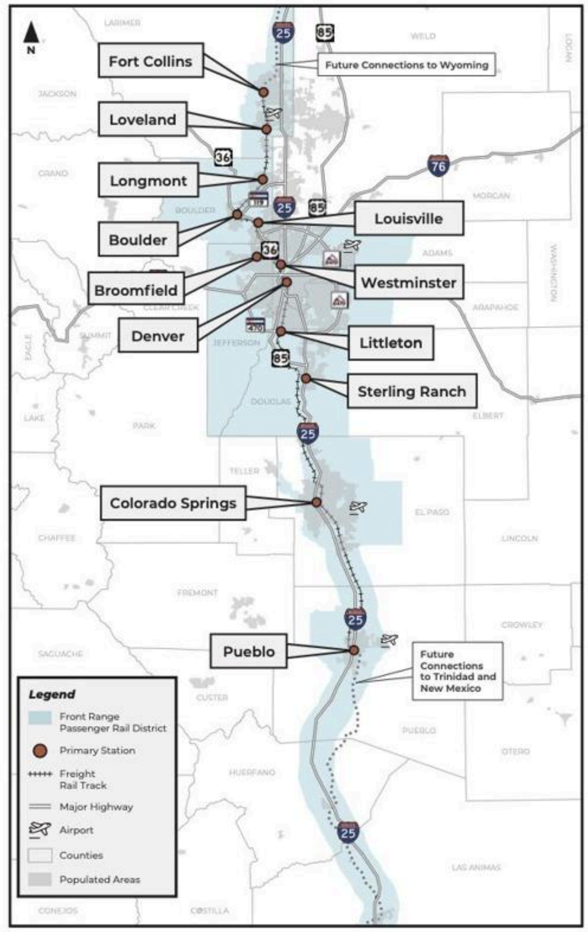
JSR will construct the basic station platform, ADA parking and sidewalk access between the parking and platform. Local governments are responsible for all other infrastructure outside the right-of-way, including parking, area sidewalk connectivity, multimodal connections, and any desired amenities.

The CDOT/FRPR memo identifies 116th Avenue as the preferred location due to station spacing requirements relative to the proposed Louisville station and alignment with existing TOD planning.

CCOB cost considerations are unknown at this time. Broomfield will be responsible for the planning, design, construction and maintenance of any amenities beyond the basic station amenities and ADA parking provided by Joint Service and FRPR, and other responsibilities and costs associated with acquiring property for parking and construction of parking will be determined by a future IGA with the State for parking.

Information Requested in Response to June 9 Discussion

Following the June 9 Council meeting, staff formally submitted a written list of follow-up questions and requests for supporting documentation to JSR and FRPR. It should be noted that these are not new questions, as staff had been raising comparable issues for several months and submitted similar questions upon reviewing the first draft of the memo in May 2026.



1. Technical reports supporting the recommendation of the 116th Avenue station.

2. Parking demand studies and underlying assumptions.

3. Ridership forecasts for both Joint Service and FRPR.

4. Revenue and expenditure modeling for FRPR.

5. Clarification regarding property acquisition costs and business impacts.

6. Clarification regarding Broomfield's obligations should Council select Flatiron Station.

7. Clarification regarding the five-mile station spacing policy — specifically, whether it is a Federal Railroad Administration requirement or an internal FRPR policy.

8. Clarification regarding the extent to which the long-term FRPR vision relies on federal funding.

9. Preliminary framework identifying expected CCOB obligations under future intergovernmental agreements (IGAs).

10. Clarification regarding the actual risk to Broomfield if Council selects Flatiron Station as its preferred location.

Additionally, Broomfield staff requested that JSR and FRPR provide information to address questions and concerns raised during the June 9 Council meeting, including the 5-mile station spacing policy, property acquisition and business impacts, and federal funding dependency.

Other Jurisdictions

FRPR and Joint Service Rail have requested resolutions of support from each of the communities along the rail corridor with an anticipated station. To date, the status of action from other jurisdictions is as follows:

- Longmont - approved resolution of support May 12
- Boulder - sent letter of support, dated May 27 signed by the Mayor.
- Louisville - approved resolution June 2
- Loveland - approved resolution of support June 2
- Westminster - approved resolution of support June 11
- Littleton - approved letter of support June 16
- Fort Collins - approved a resolution of support June 16
    - A couple of council members included their reservations about the chosen site in their comments, but ended up voting in support.
- Pueblo - approved resolution of support, June 22
- Denver - vote expected July 13
- Sterling Ranch Metro District - Date yet to be determined
- Colorado Springs - Date yet to be determined

The City of Fort Collins, similar to Broomfield, had a consideration regarding more than one option for the station location, while in most other communities, the rail station was already determined or already exists in their communities.

JSR and FRPR Response to Outstanding Requests

On July 1, 2026, JSR and FRPR provided additional information and written responses to CCOB's questions. The responses are linked in the July 1 response document and attached to this memo. This is a follow-up to the questions and concerns raised at the June 9, 2026, Council meeting and the May 26, 2026 Broomfield Joint Service Investments memo.

The July 1 response document does three main things: it restates the JSEOC's position on the Broomfield station, clarifies several technical and policy questions raised by Council, and explicitly frames financial and federal-funding issues for Joint Service and FRPR.

Key clarifications provided:

- Technical reports: No board has requested a formal site-selection report to date. Existing public materials (the FRPR SDP, RTD Peak Service Feasibility Study, and RTD's 2023 TOD memo) support 116th Ave. as a synthesis, but none stands alone as a technical determination against Flatiron. Detailed fiscal and cost modeling for FRPR is not being released yet because it is part of a federally coordinated planning process (SDP) that must be finalized with the FRA before release.

- Parking and access at 116th: A parking needs assessment could not begin until the BNSF term sheet was signed (April 28, 2026); the platform will be built at berm elevation, requiring earthwork and retaining walls for ADA access, though no property acquisition is anticipated outside the right-of-way for sidewalks and curb ramps.

- Flatiron implications: Changing to Flatiron “may result in project delays,” would require FRPRD to formally amend its station-spacing policy, and could bring the corridor's intercity classification under additional scrutiny. JSR/FRPR state they would need “compelling new information” to justify treating Flatiron as the preferred site.

- Ridership: No ridership model currently exists for Joint Service. FRPR ridership modeling is being developed as part of the SDP and Delivery Plan, which have not yet been released. Nearby residential development at 116th Ave. is cited as a proxy for ridership potential.

- Station spacing and FRA classification: The 5-mile spacing rule is an internal FRPRD policy adopted in November 2025, not an FRA regulation, but JSR/FRPR frame the policy as existing specifically to help protect the corridor's federal intercity classification.

- Property acquisition: Outside-ROW costs have been budgeted by JSR using assessor data, but it remains too early to know exactly how much land is needed, which parcels, or final cost. If costs exceed available resources, JSR/FRPR are seeking only Broomfield's acknowledgement that the parties will reconvene for “creative problem-solving,” not any upfront financial commitment at this time.

- Federal funding: FRPR does not anticipate 80% federal funding and is not planning around federal capital dollars at this time. CDOT has received a planning grant and the corridor is in the FRA's Corridor ID program, but these are planning funds, not capital. FRPR financial modeling assumes state-only funding and is evaluating a sales-tax ballot measure.

What Changed Between the May and July Documents

- Financial risk: The May 26 memo stated that costs beyond acquisition and accessible parking “will require a cost-sharing agreement with the City and County of Broomfield and the State,” and that if costs exceed the initial budget, “the City and County of Broomfield shall work with the State in good faith to assist with additional funding.” The July 1 response instead states that “the JSEOC is not seeking Broomfield to assume any financial risk associated with Joint Service or station development at 116th Avenue. Instead, the JSEOC is seeking acknowledgement [sic] that this is the project's preferred location, that there is enough existing resources for this site, but that at this stage of development we can not promise that resources are secured to develop this site under all possible scenarios as we have not yet progressed through design and we have not begun property acquisition.” Staff's working assumption is that the July response supersedes the May framework where they conflict, but the July language leaves open that cost-sharing obligations could still arise once design and property acquisition proceed.

- Classification risk language: The May 26 memo stated unambiguously that, because of the FRA's intercity classification and Flatiron's proximity to Louisville's station, “advancing Flatiron Station jeopardizes the passenger rail corridor as a whole.” The July 1 response uses more conditional language, stating that shortening station spacing “could cause the overarching Joint Service project's intercity passenger rail classification to come under additional scrutiny” and “would open the door to jeopardizing” that classification. Neither document cites a formal FRA ruling; both reflect JSR/FRPR's internal risk assessment rather than an adjudicated federal standard.

- Sidewalk and road funding: The May memo identified specific improvements needed at 116th Ave. — approximately 1,000–1,500 feet of new sidewalk and a roughly 500-foot extension of W. 116th Avenue — stating only that JSR "intends to provide" these once property agreements are finalized, without a committed timeline. Neither document clarifies whether Broomfield would need to fund any portion of this work if JSR resources fall short.

Key Unresolved Issue: Does Selecting Flatiron Station Risk Losing Broomfield's Station Entirely?

It is important to separate two distinct risks that can otherwise blur together: whether selecting Flatiron would cause Broomfield to lose rail service altogether, and whether it would subject the corridor's federal classification to additional scrutiny. These are not the same risk, and JSR/FRPR have treated them differently in writing.

The July 1 JSEOC/FRPR response document does not definitively state that selecting Flatiron Station would eliminate Broomfield from Joint Service Rail or future FRPR service altogether; it frames the consequences as risks and process complications rather than an absolute exclusion. The document supports a conclusion that choosing Flatiron carries real risks, delay, cost, policy amendments, scheduling degradation, and classification scrutiny, but it stops short of stating that Broomfield would be dropped from the project or denied a station altogether.

Decision Summary: What We Know and Don't Know

The table below distinguishes between confirmed information and unresolved questions that remain outstanding as of the preparation of this memo.

Topic	What We Know	What We Don't Know
Station Preference	JSR and FRPR have identified 116th Avenue as their preferred and modeled station location, based on prior studies, BNSF review, and existing development planning.	Whether selecting Flatiron would ultimately affect Broomfield's receipt of Joint Service Rail or future FRPR service. JSR/FRPR have not documented a position that it would eliminate Broomfield from either project.
Federal Classification Risk	JSR/FRPR flag Flatiron's 3.5-mile spacing from Louisville's station (vs. 5 miles at 116th) as a risk to the corridor's federal "intercity" classification, under FRPRD's internal spacing policy adopted in November 2025. Potential for Flatiron to "cause the overarching	No FRA ruling or independent federal determination exists confirming this. This is JSR/FRPR's internal project-team risk assessment, not an adjudicated federal standard. What is the level of risk for additional scrutiny, and how the selection of

	Joint Service project's intercity passenger rail classification to come under additional scrutiny."	Flatiron may impact the corridor as a whole or future service to Flatiron should federal funding be available in the future.
Project Delay Risk	Selecting Flatiron would require the FRPRD Board to formally amend its station-spacing policy and would require a new BNSF safety ("fatal flaw") review, since the existing review was based on 116th Ave.	The magnitude of delay, whether it would affect the 2029 Joint Service launch date, or impacts or risks should service start be delayed.
Financial Exposure to CCOB	A future Intergovernmental Agreement (IGA) with the State will define cost-sharing responsibilities. The July 1 response states JSR/FRPR are not seeking Broomfield to assume financial risk for Joint Service or the 116th Ave. station.	Final cost of parking, property acquisition, and sidewalk/multimodal improvements; whether the assurance holds once design and property acquisition proceed; who ultimately owns and maintains parking long term.
Parking at 116th Avenue	No existing public parking currently serves the 116th Ave. site. A parking needs assessment could not begin until the BNSF term sheet was signed (April 28, 2026).	Amount, location, acquisition cost, construction cost, and maintenance responsibility for parking, dependent on a real estate review not yet complete. Whether or not resources are secured to develop the 116th Ave. site under all possible scenarios
Property Acquisition	Additional property acquisition may be required at either site to support station access and parking. Acquisitions would be performed by a JSEOC member agency.	Market value, owner willingness to sell, compensation for business impacts, and CCOB's potential cost exposure.
Sidewalks & Multimodal Access	JSR will construct sidewalks between the 116th Ave. platform and future ADA parking. Significant sidewalk gaps exist along the remainder of 116th Ave. and Wadsworth Blvd. in the Original Broomfield neighborhood, these gaps would be CCOB's responsibility to complete.	Total cost, design requirements, timing, and funding source for roughly one mile of additional sidewalk connectivity outside the railroad right-of-way.

Technical / Ridership Basis	Broomfield can review the FRPR Service Development Plan (SDP), RTD's Peak Service Feasibility Study, and RTD's 2023 TOD memo.	None of these studies makes a formal site-selection recommendation between 116th Ave. and Flatiron. The 116th Ave. preference is JSR/FRPR's synthesis of these studies, not a single technical report. No funded ridership model exists yet for Joint Service; FRPR ridership modeling awaits the Service Development Plan.
FRPR Capital Funding	FRPR estimates $3-$3.5 billion in full build-out capital costs, and is planning on a state-only funding assumption (not 80% federal funding).	Detailed capital cost assumptions and state/local only funding strategy remain confidential pending FRA-coordinated Service Development Plan approval.
FRPR Local Return	The FRPR District Board adopted an optional local return-of-funding concept. Broomfield would receive $2.5m annually for 25 years plus a 10% annual increase if CCOB supports FRPR and a station in Broomfield by August 14, 2026, if the District passes a sales tax measure.	If voters will approve a District-wide sales tax measure that will allow for FRPR to provide the local return of funding. The terms and use of the local return funding will be determined by a future IGA.
Other Jurisdictions	Longmont, Louisville, Loveland, and Westminster have adopted resolutions of support; Boulder sent a letter of support; Fort Collins adopted a resolution with some members' reservations noted (see full list above).	Broomfield's process with an actual choice between two possible station locations is not typical as most jurisdictions had an already-determined or existing station (exceptions Fort Collins and Littleton that both discussed alternative station locations).

Draft Resolution: Overview and Key Provisions

Although no action is requested of Council at the July 16 meeting, staff has prepared two draft resolutions for Council's future consideration, one adopting the 116th Avenue station area narrative (draft Resolution 2026-86), and one adopting the Flatiron station narrative (draft Resolution 2026-101), for use in FRPR District's public education and voter-outreach efforts ahead of a potential ballot measure. Both are structured to let Council provide that support while preserving CCOB's decision-making authority and protecting the City and County from open-ended financial commitments.

Both resolutions include the same protections:

- Non-binding adoption. Adoption of the narrative does not commit Broomfield to any funding or action; any such commitment would require a separate future Council vote following public meetings.

- Not a formal position on the proposed ballot measure. Adoption of either resolution is specific to the relative station narrative and is not a formal resolution regarding the proposed ballot measure. To date, Council has not taken a formal position on the proposed ballot measure and will continue to engage in conversations about that next step.

- Acknowledgment of limited information. Both recitals state that Broomfield is acting on limited information available “at this time,” preserving Broomfield's ability to revisit its position if more complete information later emerges.

- Planning assumption only. Both treat the named site as a current planning assumption; final siting and design remain subject to Joint Service agreements, technical refinement, and all applicable approval processes.

- IGA requirement preserved. Neither resolution establishes or pre-negotiates a cost-sharing framework. All financial obligations — property acquisition above assessor value, business impacts, parking construction and maintenance, sidewalk and multimodal infrastructure, and costs exceeding State budget assumptions — remain to be defined through a future Intergovernmental Agreement (IGA), which will come back to Council for approval at a public meeting before CCOB assumes any obligation.

The one substantive difference between the drafts:

Which site is named as Broomfield's preferred location, and the risk language specific to that site. The 116th Ave. resolution acknowledges significant cost risk related to property acquisition and construction. The Flatiron resolution acknowledges that the site has received more limited analysis for Joint Service or FRPR, and that it is unknown what obligations or risks Broomfield may have related to future rail service at that location, while noting the site likely carries lower property-acquisition and parking-construction risk, since it sits within existing BNSF right-of-way and RTD-owned parking.

Staff Assessment

Staff's professional assessment is that Flatiron Station carries fewer near-term local infrastructure and cost risks for Broomfield. It does not require property acquisition that 116th Avenue is expected to require to support parking, since it can likely be accommodated within the existing BNSF right-of-way and RTD-owned parking properties.

At the same time, staff acknowledges that JSR and FRPR have built their current corridor modeling, capital planning, and station spacing policy around 116th Avenue, and that their rationale — minimizing passenger delay, aligning with existing transit-oriented development planning, and protecting the corridor's federal classification — reflects legitimate program-level considerations for the corridor as a whole, not solely Broomfield's local circumstances. 116th

Avenue can serve Broomfield well and provides a genuine opportunity for Broomfield to secure an intercity rail station.

As discussed above, JSR and FRPR have not documented that selecting Flatiron would cause Broomfield to lose rail service; the risks they have identified in writing are narrower: delay, a required policy amendment, and additional scrutiny of the corridor's federal classification. Council's decision is therefore genuinely a choice between two different kinds of risk: local construction, property, and cost exposure at 116th Avenue, versus corridor-level delay and classification exposure at Flatiron — not a choice between a safe option and a risky one.

This assessment reflects staff's evaluation of Broomfield-specific infrastructure, cost, and constructability considerations only.

Recommendation

Both draft resolutions protect Broomfield equally regardless of which site Council selects, and neither commits Broomfield to fund or build station infrastructure without a future Council vote at public meetings. Staff recommends Council weigh the corridor-level rationale for 116th Avenue against the local cost considerations favoring Flatiron alongside any broader regional policy priorities or community vision goals, such as redevelopment potential, that Council wishes to bring to this decision.

116th DRAFT - RESOLUTION NO. 2026-86

A Resolution of the City and County of Broomfield Supporting the Front Range Passenger Rail District's Narrative Summary for a Proposed Broomfield Rail Station at 116th Avenue and the Development of Joint Service Rail and Passenger Rail Service Along the Front Range

Recitals.

Whereas, the Front Range Passenger Rail (FRPR) District, an independent government agency charged with planning and building a new passenger rail system along Colorado's Front Range, is engaging in a Service Plan Development process for intercity passenger rail service from Pueblo to Fort Collins.

Whereas, FRPR is planned to be an intercity rail system that would ultimately connect Fort Collins to Pueblo. FRPR has been named as part of the Federal Rail Administration's Corridor Identification program and is currently working on their service development plan.

Whereas, Joint Service is a collaborative effort between several agencies to bring rail service from Denver to Fort Collins, and specifically to the RTD Northwest Rail Corridor between Denver Union Station and Longmont, including Broomfield, by 2029. The main partners are the Colorado Governor's Office, Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), Colorado Transportation Investment Office (CTIO), and the FRPR District.

Whereas, Joint Service is a hybrid between commuter rail (more stops, slower speeds) and intercity rail (fewer stops, faster speeds). Joint Service plans to bring three round-trip trains a day to Broomfield, starting in 2029.

Whereas, the City and County of Broomfield (CCOB) supports Joint Service and FRPR fundamentally, and such plans align with CCOB's comprehensive plan, transportation plan, and other local priorities. CCOB has shown support for development of rail service along the Front Range and cooperation among communities by adopting previous positions of support for SB24-184: Support Surface Transportation Infrastructure Development and SB21-238: Create Front Range Passenger Rail District.

Whereas, FRPR and Joint Service are two projects running in parallel. FRPR needs voter approval for additional funding. Joint Service does not. If the voters approve funding for FRPR, stations used for Joint Service can be expanded and developed for FRPR use.

Whereas, before referring a ballot measure to the residents of the FRPR District, the FRPR District must provide accurate narratives of each proposed station's station area to the voters.

Whereas, Joint Service and the FRPR District has requested CCOB support for a place-based station narrative for the recommended 116th Avenue station location, attached as Exhibit A, to be used by the FRPR as a public-facing station summary for FRPR District voters that explains the station concept in relation to the surrounding Broomfield community, transportation connectivity, and location.

Whereas, CCOB has concerns about the 116th Avenue station location. CCOB has received limited information regarding the analysis regarding the recommended 116th Avenue station, which currently has no infrastructure to support access to the station. As a result, this location comes with significant cost risks to CCOB related to the property acquisition and the development of infrastructure to support access to the station area. Such development would require substantial upfront investment by CCOB, with repayment dependent on future FRPR District payments over a twenty-five year period.

Whereas, the FRPR District has committed to providing direct payments of $2.5 million annually over a period of twenty-five (25) years to CCOB to support the design, construction, operation, and maintenance of a passenger rail station at 116th Avenue, first-mile, last-mile connectivity, and related amenities.

Whereas, as an incentive to support the FRPR and the 116th Ave. station narrative, the FRPR District has committed to increase annual payments to CCOB by 10% annually by proactively approving a station area narrative before August 14, 2026.

Whereas, CCOB acknowledges that narrative support for the station is needed to go to the FRPR District voters and, for that reason, Council is willing to offer support for the narrative through this resolution at this time. This support is non-binding and is made solely for the purpose of voter information.

Whereas, Council has not taken a formal position on the proposed ballot measure. The adoption of the resolution is specific to the station narrative and is not a formal resolution regarding the proposed ballot measure. Council will continue to engage in conversations about the proposed ballot measure.

Now, therefore, be it resolved by the City Council of the City and County of Broomfield, Colorado:

Section 1. 116th Ave. Station Narrative

Based on the limited and best information provided by the FRPR District and available to the City and County of Broomfield at this time, Council adopts the attached Exhibit A narrative describing the Broomfield 116th Ave. station area location, planning efforts to date, and anticipated post-ballot planning. The FRPR District may share this narrative publicly to reflect the City and County of Broomfield's current understanding of 116th Avenue station area conditions and planning direction.

Section 2. Non-Binding Adoption of the Narrative

This adoption of the narrative and the narrative itself is non-binding and remains subject to refinement through future local decision-making processes. Nothing in this resolution binds the City and County of Broomfield to any action or funding support in the future, as such action would need to be approved by Council following public meetings.

Section 3. Support for Continued Efforts

Council supports the continued efforts of the FRPR District to plan, develop, and implement passenger rail service along the Front Range of Colorado.

Section 4. Support for Ongoing Public Education and Engagement

Council supports ongoing public education and engagement efforts by the FRPR District throughout the Front Range. Council specifically states that FRPR District's ongoing public education and engagement efforts need to specifically include Broomfield residents and be conducted within Broomfield's jurisdictional limits to ensure that residents of Broomfield are informed about the proposed system, including the proposed Broomfield station-area, its benefits, costs, and anticipated impacts.

Section 5. Final Siting and Design Subject to Future Actions

Council acknowledges the anticipated station location at 116th Avenue as the current planning assumption for both Joint Service and a future permanent FRPR station, while recognizing that final siting and design remain subject to Joint Service agreements, negotiations and agreement with Burlington Northern Santa Fe, technical refinement, engineering and design, and all applicable approval processes.

Section 6. Coordination Encouraged

Council encourages coordination among the Joint Service Rail partners, FRPR District, CDOT, host freight railroads, and local governments, to specifically include active and regular coordination with CCOB staff.

Section 7. Direction to Manager and Staff

Council directs the City and County Manager and her designees to continue working collaboratively with the FRPRD on station planning, land use coordination, infrastructure integration, and opportunities to maximize local economic benefit.

Section 8. Effective Date

This resolution is effective upon its approval by the City Council.

DRAFT

DRAFT Exhibit A

Broomfield 116th Ave. Station Narrative

The Colorado Connector 116th Ave. station in Broomfield is located at W. 116th Avenue and the Burlington Northern Santa Fe Railroad, aligning with Broomfield's Original Broomfield Neighborhood Plan. The plan designated the area around W. 116th Avenue and the BNSF railroad as a future regional transit hub. The Neighborhood Plan identified Transit-Oriented Development (TOD) as the primary land-use framework for the area west of the tracks, envisioning high-density mixed-use development along W. 116th Avenue, connecting the commuter rail station to the US 36 BRT station, with the rail station serving as the anchor for that corridor. Apartments sit directly adjacent to the tracks and to the north between US 36 and the proposed 116th rail station.

To the west, across the pedestrian bridge over the US 36 turnpike, is the US 36 and Broomfield Bus Rapid Transit station, where RTD's Flatiron Flyer links the corridor to Denver, Boulder, and the Anschutz Medical Campus and local RTD connections. The US 36 Bikeway, a regional active transportation corridor, runs along US 36 in Broomfield, making first- and final-mile connections between Westminster and Table Mesa in south Boulder. To the west of the Broomfield BRT station, the Arista neighborhood is a 200-acre mixed-use community with hospitals and medical services, two hotels, and offices.

While development in the area has progressed more slowly than anticipated, that planning framework remains the long-standing policy context for the 116th Avenue station location. Realizing that vision requires significant public investment in infrastructure, including roadway construction to complete sidewalks, grade separations, and parking, which may not be fully funded and remains subject to negotiation. The City and County of Broomfield, the state of Colorado and the Front Range Passenger Rail District will continue developing that vision together as the Colorado Connector moves toward service.

FLATIRON DRAFT – RESOLUTION NO. 2026-101

A Resolution of the City and County of Broomfield Supporting the Front Range Passenger Rail District's Narrative Summary for a Proposed Broomfield Rail Station at Flatiron and the Development of Joint Service Rail and Passenger Rail Service Along the Front Range

Recitals.

Whereas, the Front Range Passenger Rail (FRPR) District, an independent government agency charged with planning and building a new passenger rail system along Colorado's Front Range, is engaging in a Service Plan Development process for intercity passenger rail service from Pueblo to Fort Collins.

Whereas, FRPR is planned to be an intercity rail system that would ultimately connect Fort Collins to Pueblo. FRPR has been named as part of the Federal Rail Administration's Corridor Identification program and is currently working on their service development plan.

Whereas, Joint Service is a collaborative effort between several agencies to bring rail service from Denver to Fort Collins, and specifically to the RTD Northwest Rail Corridor between Denver Union Station and Longmont, including Broomfield by 2029. The main partners are the Colorado Governor's Office, Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), Colorado Transportation Investment Office (CTIO), and the FRPR District.

Whereas, Joint Service is a hybrid between commuter rail (more stops, slower speeds) and intercity rail (fewer stops, faster speeds). Joint Service plans to bring three round-trip trains a day to Broomfield, starting in 2029.

Whereas, the City and County of Broomfield (CCOB) supports Joint Service and FRPR fundamentally, and such plans align with CCOB's comprehensive plan, transportation plan, and other local priorities. CCOB has shown support for the development of rail service along the Front Range and cooperation among communities by adopting previous positions of support for SB24-184: Support Surface Transportation Infrastructure Development and SB21-238: Create Front Range Passenger Rail District.

Whereas, FRPR and Joint Service are two projects running in parallel. FRPR needs voter approval for additional funding. Joint Service does not. If the voters approve funding for FRPR, stations used for Joint Service can be expanded and developed for FRPR use.

Whereas, before referring a ballot measure to the residents of the FRPR District, the FRPR District must provide accurate narratives of each proposed station's station area to the voters.

Whereas, FRPR has requested CCOB support for a place-based station narrative to be used by the FRPR as a public-facing station summary for FRPRD voters that explains the station concept in relation to the surrounding Broomfield community, transportation connectivity, and location.

Whereas, a possible station location is the Flatiron station in Broomfield located along West Midway Boulevard and the Burlington Northern Santa Fe Railroad, which is a site consistent with the 2004 RTD FasTracks voter-approved rail station site. The narrative for the Flation station is attached as Exhibit A.

Whereas, Joint Service and FRPR District do not recommend Flatiron station, have concerns about the location and its potential impact on service delivery timelines, and require policy amendments and potential additional scrutiny of the corridor's federal classification.

Whereas, CCOB has received limited information regarding the analysis regarding Flatiron station, which currently has parking and pedestrian infrastructure to support access to the station. As a result, this location comes with significantly less CCOB cost risk related to the property acquisition for parking and infrastructure to access the station area, but may present legitimate program-level considerations for the rail corridor as a whole.

Whereas, the FRPR District has committed to providing direct payments of $2.5 million annually over a period of twenty-five (25) years to CCOB to support the design, construction, operation, and maintenance of a passenger rail station at Flatiron, first-mile, last-mile connectivity, and related amenities.

Whereas, as an incentive to support the FRPR and a Flatiron station narrative, the FRPR District has committed to increase annual payments to CCOB by 10% annually by proactively approving a station area narrative before August 14, 2026.

Whereas, CCOB acknowledges that narrative support for the station is needed to go to the FRPR District voters and, for that reason, Council is willing to offer support for the narrative through this resolution at this time. This support is non-binding and is made solely for the purpose of voter information.

Whereas, Council has not taken a formal position on the proposed ballot measure. The adoption of the resolution is specific to the station narrative and is not a formal resolution regarding the proposed ballot measure. Council will continue to engage in conversations about the proposed ballot measure.

Now, therefore, be it resolved by the City Council of the City and County of Broomfield, Colorado:

Section 1. Flatiron Station Narrative

Based on the limited and best information provided by FRPR District and available to the City and County of Broomfield at this time, Council adopts the attached Exhibit A narrative describing the Broomfield Flatiron station area location, planning efforts to date, and anticipated post-ballot planning. The FRPRD may share this narrative publicly to reflect the City and County of Broomfield's current understanding of Flatiron station area conditions and planning direction.

Section 2. Non-Binding Adoption of the Narrative

This adoption of the narrative and the narrative itself is non-binding and remains subject to refinement through future local decision-making processes. Nothing in this resolution binds the City and County of Broomfield to any action or funding support in the future, as such action would need to be approved by Council following public meetings.

Section 3. Support for Continued Efforts

Council supports the continued efforts of the FRPRD to plan, develop, and implement passenger rail service along the Front Range of Colorado.

Section 4. Support for Ongoing Public Education and Engagement

Council supports ongoing public education and engagement efforts by the FRPR District throughout the Front Range. Council specifically states that FRPR District's ongoing public education and engagement efforts need to specifically include Broomfield residents and be conducted within Broomfield's jurisdictional limits to ensure that residents of Broomfield are informed about the proposed system, including the proposed Broomfield station-area, its benefits, costs, and anticipated impacts.

Section 5. Final Siting and Design Subject to Future Actions

Council acknowledges the anticipated station location at the Flatiron station as the current planning assumption for both Joint Service and a future permanent FRPRD station, while recognizing that final siting and design remain subject to Joint Service agreements, negotiations and agreement with Burlington Northern Santa Fe, technical refinement, engineering and design, and all applicable approval processes.

Section 6. Coordination Encouraged

Council encourages coordination among the Joint Service Rail partners, FRPR District, CDOT, host freight railroads, and local governments, to specifically include active and regular coordination with CCOB staff.

Section 7. Direction to Manager and Staff

Council directs the City and County Manager and her designees to continue working collaboratively with the FRPRD on station planning, land use coordination, infrastructure integration, and opportunities to maximize local economic benefit.

Section 8. Effective Date

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DRAFT

DRAFT Exhibit A

Broomfield Flatiron Station Narrative

The Colorado Connector Flatiron Station in Broomfield is located along West Midway Boulevard and the Burlington Northern Santa Fe Railroad, consistent with the 2004 RTD FasTracks voter-approved rail station site.

The station is directly adjacent to the RTD US 36 Flatiron Station Bus Rapid Transit station Park n Ride, sharing a parking lot and offering convenient, walkable intermodal connections. Rail travelers can access RTD's AB service with direct access to Denver International Airport as well as the Flatiron Flyer, which links the corridor to Denver, Boulder, the Anschutz Medical Campus, and additional local destinations. The US 36 Bikeway, a regional active transportation route, parallels US 36 in Broomfield, facilitating first- and final-mile connections between Westminster and Table Mesa in south Boulder. Highly visible from US 36, the station serves as a gateway connecting US 36, Interlocken Loop, and the Northwest Parkway, offering direct access for tens of thousands of daily travelers across these major transportation corridors.

South of the station are new apartments in Flatiron Marketplace, while to the northwest, Flatiron Crossing is redeveloping parking lots into new residential apartments, creating a vibrant mixed-use environment for shopping, dining, and entertainment. Altogether, these developments are approved for new residential units. Further northwest along Via Varra, additional residential units, two hotels, and emerging commercial spaces enhance the area's appeal, including the Louisville Redtail Ridge development. The station offers access to the Interlocken business district, home to dozens of national and global corporations, new apartment complexes emerging as infill to the business park and four hotels within one mile of the station area. The Interlocken and Flatiron area offers access to thousands of jobs, from service-level to corporate roles and is home to thousands of residents in Broomfield. The station also offers convenient access to thousands of residents in southern Superior.

The location supports new neighborhoods and mixed-use developments, with transit parking and pedestrian infrastructure already established. The City and County of Broomfield, the State of Colorado, and the Front Range Passenger Rail District will continue collaborating to realize the station vision as the Colorado Connector advances toward service.

Draft - Broomfield 116th Ave. Station Narrative
July 16, 2026

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