



MEETINGS OF THE *Broomfield Council*

BROOMFIELD COUNCIL STUDY SESSION AGENDA

TUESDAY, OCTOBER 20, 2026

6:00 PM

Broomfield Council Chambers

George Di Ciero City and County Building

One DesCombes Drive

Broomfield, CO 80020

1. Petitions and Communication

2. Concept Review

2.A. Concept Review for Storage King USA Self Storage Expansion

3. Study Session

3.A. Electronic Bike Enforcement

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Date Posted: October 14, 2026



Meeting Date: Tuesday, October 20, 2026

To: Mayor and Council

From: Jennifer Hoffman, City and County Manager

Presented By: Ted Harberg, Senior Planner

Memo Title/Subject: Concept Review for Storage King USA Self Storage

[View Correspondence](#) and [BroomfieldVoicePage](#)

[View Presentation](#)

Council Action Needed on Item

- The concept review is the first step in the City and County of Broomfield's (CCOB) development review process. The Broomfield Council, Land Use Review Commission, other advisory boards and commissions, and the public are invited to provide comments on the conceptual proposal.
- The applicant should use the feedback received during concept review to make changes to the development plan before submitting a formal application for development review.

Summary

Property Owner: SKUSA BROOMFIELD LLC

Applicant: Storage King USA

Address: 11600 and 11650 Wadsworth Blvd

Application Materials: [Project Description](#) and [Concept Review Plan](#)

This is a Concept Review application to expand an existing storage facility at 11600 and 11650 Wadsworth Boulevard in the Original Broomfield neighborhood. The property owner is proposing to modernize and expand their existing facility. The proposal includes the addition of a new three-story self-storage building containing approximately 85,800 square feet of gross floor area.

The applicant's concept review includes a proposal to rezone the property to Broomfield's I-3 Industrial District which would permit indoor and outdoor storage among several other uses noted below. The existing facility is on two unsubdivided parcels. The development of the storage facility as proposed will require the approval of a final plat, rezoning, and an urban renewal site plan. The proposed redevelopment of the site for an expanded self-storage use is a key issue of concern. While the existing storage business is permitted by the existing legacy Jefferson County zoning of I-3 (J), the proposed redevelopment of the site to include a three-story storage building, and the potential for other industrial uses, is inconsistent with Broomfield's vision for the site as established in approved plans for the area.

The subject property is located immediately adjacent to the planned Front Range Passenger Rail Station and 0.25-miles from the existing Broomfield Station Bus Rapid Transit Station. The property and surrounding area to the south, east and west are envisioned for a *"mix of uses that cater to the needs of transit commuters, including moderate and high density residential, employment-generating uses, and convenience and specialty commercial."* Storage uses are inconsistent with the vision for this property.

Quasi-Judicial Status

This application is not considered a quasi-judicial matter. No official action is taken on the concept plan review stage by either the Land Use Review Commission (LURC), Council, and/or the Broomfield Urban Renewal Authority (BURA). Any comments submitted via email will be shared with LURC, Council, and BURA as part of the public record for the application, and members of the decision-making body may discuss the concept plan review outside of the public meeting. Any comment, suggestion, or recommendation made by any member of the LURC or by a council member is gratuitous and does not bind or otherwise obligate either the LURC or the Council to any course of conduct or decision after an applicant makes an official submittal of a plan to the city. For additional information about quasi-judicial proceedings, please see the [Frequently Asked Questions about Quasi-Judicial Land Use Proceedings](#) on the City's website.

Area Context

This property is situated in a mixed-use area of Broomfield, which currently has many properties in an active stage of redevelopment. The property is within walking distance of the Broomfield Station Flatiron Flyer bus rapid transit service and adjacent to the future W. 116th Ave. Joint Service Rail (JSR) and future potential Front Range Passenger Rail Station.

The BNSF railroad extends along the east side of the property. The property to the north of this proposed project area is zoned I-3 (J), a legacy Jefferson County industrial zone district, and is the site of VFW Post #9565. The VFW property is the subject of a current development review application to rezone the property to accommodate a future 100% income-aligned development. The property located across W 116th Avenue to the south is zoned PUD and is the site of the Polaris Apartments. The property at 11605 Wadsworth Boulevard, to the west and across Wadsworth Boulevard from the self storage site, is zoned PUD and subject to the Lyn-Col PUD Plan, which permits the existing landscape business. The property of the existing landscape business is currently under formal development review to allow for a new 12,000 sf office building, parking and other improvements. In addition, further north at 11790 Colmans Way, the Broomfield Council approved a three-building, 175,000 square foot self-storage facility. This facility is currently undergoing building plan review.

There are five residential developments that have been approved within a quarter-mile of this project site that will collectively add 1,027 residential units to the area once completed. The aerial map below shows the location of the project site within the context of the surrounding area.



Project Location

Proposed Rail Station, Transit Access and Walkability

The property is adjacent to the future W. 116th Ave. Joint Service Rail (JSR) and future potential Front Range Passenger Rail Station, collectively now branded as the Colorado Connector, or “CoCo,” located to the east of the property at the Burlington Northern Santa Fe (BNSF) railroad tracks. JSR has stated that Joint Service assumes all risk for the starter service, including the station platform and amenities, property acquisition for parking and the design and construction of parking and needed supportive infrastructure. JSR will provide pedestrian connectivity from 116th Ave. on the west side of the tracks to the rail platform and will complete missing sidewalk connectivity along the south side of 116th Ave. between US 36/Broomfield Station and the future rail station. JSR is not developing an underpass under the railroad tracks to connect to the east side of the tracks; however, CCOB has requested JSR to help coordinate conversations with BNSF to understand the feasibility and potential costs of developing an underpass at the location.

JSR will provide three round trips daily, between Denver Union Station and Fort Collins starting in January 2029. The FRPR is referring a ballot initiative to District voters in November 2026 to levy a sales tax to increase rail operations from three round trips per day to up to ten round trips between Pueblo and Fort Collins, phasing increased operations through 2050.

This property is located approximately 1,000 feet east of US 36/Broomfield Bus Rapid Transit Station, providing access to the Flatiron Flyer to Denver Union Station, Denver Civic Center, Downtown Boulder, Boulder Junction and Anschutz Medical Campus. The Flatiron Flyer offers 4-minute to 15-minute headways during peak commute hours and every 15 minutes during off-peak weekday hours, translating to well over 100 daily trips on the Flyer alone. The station also serves local Route 76 (Wadsworth Blvd), Route 112 (FRCC via 112th Ave), Route 120 (Brighton/Wagon Road via 120th Ave), and the LD1/LD3 regional routes linking Longmont and Denver via US 287. RTD demand-response Broomfield FlexRide and Interlocken/Westmoor services now operate with extended evening service between 5:30 a.m. and 9 p.m. on weekdays; the Broomfield FlexRide operates on weekends, providing access to the station.

Zoning and Land Use Policy Alignment

The project area is currently zoned under the legacy Jefferson County zoning code. The northern parcel is zoned I-3 (J) and the southern parcel is zoned A-1 (J). Together, these designations allow the existing self-storage facility on the northern lot and outdoor storage across both properties.

The conceptual proposal is inconsistent with the Original Broomfield Neighborhood Plan's vision and objectives and the site's Transit Oriented Development (TOD) designation under the 2016 Broomfield Comprehensive Plan. Both plans designate the property as TOD, and the neighborhood plan discourages the continuation of legacy county storage uses in this area. The neighborhood plan includes a statement that properties located near transit are not used to their full potential as storage businesses.

The applicant would need to request to amend the Neighborhood Plan and Comprehensive Plan's land use maps to an "Industrial" land use designation to proceed with a rezoning to the I-3 Industrial District and ensure alignment of the rezoning with Broomfield's applicable land use maps. The Broomfield Comprehensive Plan supports the rezoning of legacy zone districts and standards to an appropriate Broomfield zone district. City Council evaluates all rezoning requests based on the procedures outlined in [Broomfield Municipal Code 17-48-020 - Procedure for rezoning](#). Under Ordinance 2306, approved on June 28, Council updated part of these review criteria to include consideration of the following: require that *"The proposal is an opportunity or an appropriate site, at an appropriate location, for the particular type of land use or development proposed and will help the city achieve fiscal and financial goals, a balance of land use, tax base, or housing types consistent with the city's overall planning and economic development goals."*

To proceed with this proposal without a comprehensive plan amendment, the applicant would need to apply to rezone to a zone district allowing uses that align with a TOD vision, for example, the property could be rezoned to PUD (Planned Unit Development) with a TOD development focus or to Broomfield's newer TOD zone districts. The TOD zone districts would support very different land uses than what is proposed and could include office, various commercial uses (retail, restaurant, certain service-oriented uses), and multi-unit residential uses among others. High-density development would be permitted up to 85 feet in height if rezoned to a TOD district to support the TOD vision for the area.

Financial Plan and Economic Outcomes

This proposal for enclosed buildings for self-storage on the 4.7 acre lot would replace a portion of the existing surface storage on the site. (The building would have a footprint of just under 0.5 acre). The proposed development is not consistent with the proposed and recent development within the area, which is a mix of commercial and residential development and investment.

The current use of the property is for storage, and generated \$23,370 in property tax in 2026. (Note: The business activity does not yield any business personal property tax, and thus the current property has minimal improvements).

The proposed reinvestment and building would yield an estimated \$100,000 in net annual fiscal benefit, if the development proceeded. As noted within this memo, the Transit Oriented Development (TOD) designation envisions a range of potential uses for a redevelopment and reinvestment, from residential to commercial. If rezoned to a TOD zone district, instead of an Industrial district as proposed, this site could support a higher density of development, given its corner location, the proximity to other existing and future developments/amenities such as transit service, and the property's size (4.7 acres).

Required Planning Applications - Final Plat, Comprehensive Plan and Neighborhood Plan Map Amendments, Rezoning, and Urban Renewal Site Plan

The applicant's concept plan anticipates an application to plat the property to establish the legal boundaries of the new subdivision, create a single lot, and dedicate any necessary public right-of-way and easements to Broomfield. The property is not a platted subdivision and the Broomfield Municipal Code requires the approval of a final plat for the lot or parcel before any building can be constructed.

The applicant is proposing to rezone the property to [I-3 zone district](#). The intent of the I-3 district is to accommodate certain industrial uses which may generate moderate external effects such as smoke, vapor, noise, light, glare, vibration, and odor beyond the zone district in which they are located. This zone district is not compatible with the adjacent residential uses or the Transit Oriented Development (TOD) land use envisioned for the site. Moreover, it would allow a broader range of land uses than storage uses including office, commercial, institutional, and industrial uses such as the proposed storage uses (indoor and outdoor), manufacturing, and recycling centers among other uses. Additional industrial uses would be permitted subject to special review approval including helipads, chemical plants, cement manufacturing, temporary outdoor storage of rubbish, refuse, waste and junk vehicles, among other uses.

The Original Broomfield Urban Renewal Plan requires proposals for new development or significant building exterior modifications to be accompanied by an Urban Renewal Site Plan (URSP). A formal development review applicant must include a site plan. While the proposed rezoning would require public hearings before the Land Use Review Commission and Council, the urban renewal site plan, if proposed separately following the rezoning, would be eligible for LURC approval subject to call-up by Council for final consideration by Council and BUR. If the developer proceeds with a formal application, staff would recommend the rezoning and URSP/SDP be considered concurrently due to the proposed inconsistency of the proposal with the approved land use vision for the area.

Relationship to Urban Renewal Plan and Neighborhood Plan

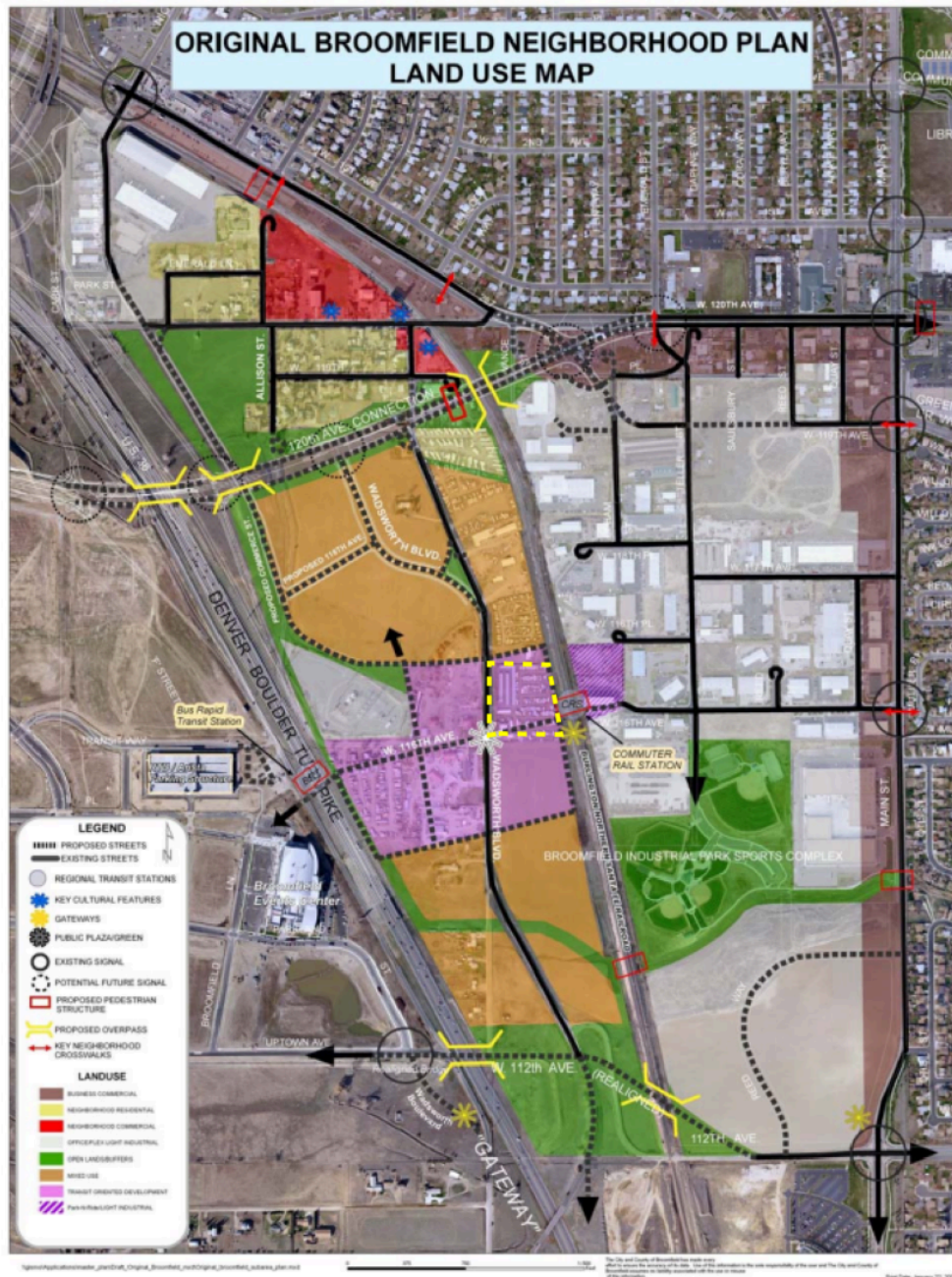
The property is subject to the Original Broomfield Urban Renewal Plan. In areas that are also subject to the neighborhood plan, this urban renewal plan requires the approval of an Urban Renewal Site Plan (URSP) prior to new development or significant building exterior modifications.

The Broomfield Council approved the Original Broomfield Neighborhood Plan in 2008 to establish a finer grain of visionary planning detail for the area relative to the then-approved 2005 Comprehensive Plan. As part of the Neighborhood Plan, the subject property was designated for Transit Oriented Development (TOD). The plan includes conceptual illustrations of how the main TOD street could develop, showing mixed-use and pedestrian-oriented buildings, café zones, public gathering spaces, public art, signs/banners for wayfinding, and new sidewalks and pedestrian connections.



*Transit Oriented Development Exhibit from 2008 Neighborhood Plan
Looking West along W. 116th Avenue*

The map below highlights the project location within the Original Broomfield Neighborhood Plan land use map.

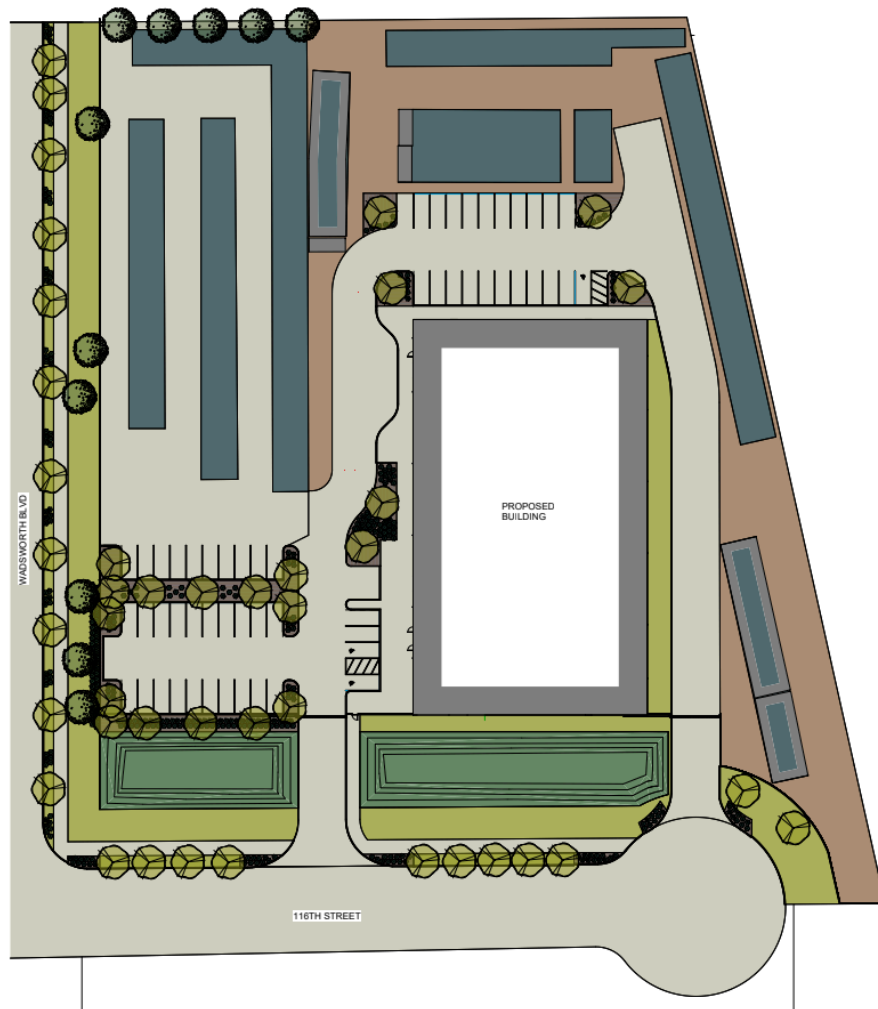


Original Broomfield Neighborhood Plan Land Use Map

The neighborhood plan describes the vision for this area as a “mix of uses that cater to the needs of transit commuters, including moderate and high density residential, employment-generating uses, and convenience and specialty commercial.” The conceptual proposal is inconsistent with Broomfield’s vision for the area.

Site Layout and Description

The conceptual proposal depicts the applicant's proposed layout for the property. The proposal shows a layout that retains the existing self-storage structures at the northwest corner of the site. The proposal adds two access points to W 116th Avenue, and a new, indoor self-storage building near the southeast corner. The applicant is proposing to retain or move additional structures located near the north and east sides of the property. The existing buildings are depicted in a blue-gray color and the new building is shown in white.



Proposed Site Layout

The concept plans show new fencing around the storage area, and new landscaping, stormwater detention pond basins, and sidewalks along Wadsworth Blvd and W. 116th Ave. The concept site plan does not illustrate where pedestrian access to a proposed passenger rail station could be located. If a proposal for self-storage were to proceed before the Joint Service Rail (JSR) project, staff would ask that a connection from W. 116th avenue to the proposed rail platform be included on the site plan.

The proposed parking includes 58 vehicular spaces and 5 bicycle parking spaces. This meets or exceeds the minimum parking requirements for a self-storage facility of this size under the Broomfield Municipal Code. This project site is located in a Parking Reduction Area (PRA), however self-storage is not an eligible use for reductions in a PRA.

Architecture

The conceptual proposal includes building renderings showing a concrete block and metal panel storage building. The proposed structure would be 40-feet tall which would comply with the proposed I-3 zone district. The building materials are more typical of an industrial use and do not reflect the high-quality architecture anticipated for a TOD use envisioned for the area. Please refer to the Original Broomfield rendering above on page 7.



Rendering of Proposed Building as Viewed from W. 116th Ave

Deviations

Staff has not identified any deviations from the Broomfield Municipal Code at this concept review stage that would be required for this proposal. Should the applicant need any deviations, these would be requested as part of the Urban Renewal Site Plan for the new construction. For example, a deviation might be required to keep or place new structures near the eastern property line, should this remain a part of the future application.

Staff Review of Key Issues

This proposal is inconsistent with the Original Broomfield Neighborhood Plan's vision and objectives and the site's Transit Oriented Development (TOD) designation under the 2016 Broomfield Comprehensive Plan. Self-storage is not an appropriate use within the core area of a designated TOD, with this site being 0.25-miles from the existing Broomfield Station Bus Rapid Transit Station and adjacent to the future W. 116th Ave. Joint Service Rail (JSR) and future potential Front Range Passenger Rail (aka Colorado Connector or "CoCo") Station. Moreover, the proposal in this location may not meet the review standard for a rezoning.

Neighborhood Outreach and Communication

The City and County of Broomfield's standard public notice requirements have been met for this Concept Review. These requirements include:

- Mail notices were sent to all property owners within 1,000 feet of the project boundaries a minimum of ten days in advance of the meeting.
- Sign(s) were posted on the property a minimum of ten days in advance of the meeting to advertise the public hearing.
- The concept review has a project website on the Broomfield Voice.

The developer will be required to host a neighborhood meeting for the subject proposal prior to submitting a formal development review application. The applicant is required to record attendance and create a summary of the meeting discussion which shall be submitted with the formal development application. Public notice requirements for this neighborhood meeting are as follows:

- A sign posted on the property ten days in advance to advertise the conceptual review hearing
- Mail notice to property owners within 1000 feet of the parcel boundaries

Next Steps

If the developer opts to submit a formal development application, the proposal is expected to include a Final Plat, a Rezoning, and an Urban Renewal Site Plan.

Any development review request including a rezoning will require consideration of approval by LURC and Council through public hearings.



Meeting Date: October 20, 2026

To: Mayor and Council

From: Jennifer Hoffman, City and County Manager

Presented By: Kent Wichlacz, Police Commander, Larry Ottosen, Traffic Sergeant, and Cristina Peña Corchado, Senior Attorney

Memo Title/Subject: Study Session and information regarding E-Motos and Off Highway Vehicles within Title 10-16 of Broomfield Municipal Code

[View Correspondence](#)

[View Presentation](#)

Council Action Needed on Item

Staff is providing information about e-motos and off highway vehicles, to include trends and enforcement challenges with the current code.

Summary

Navigating the rules and regulations surrounding e-bicycles, e-motorcycles, and e-scooters, can be complex and confusing. To address this, a multi-department team collaborated to analyze these rules and develop educational materials that outline what is legal and not legal. The focus of this collaboration has been on personal motorized vehicles that have caused safety concerns. Staff is not proposing making any restrictions to human powered scooters or bicycles, to include Class 1 and Class 2 e-bicycles. This study session will share the information this team learned, share recommendations to address problems in the community, and answer questions.

Additional Information

As electric-powered transportation continues to grow in popularity, it is important to understand the differences between electric bikes, electric motorcycles, dirt bikes, scooters, small electric vehicles, and off road vehicles. While they may look similar, different vehicles are subject to different laws and may only be operated in certain locations. Since these vehicles range from human powered to electric powered vehicles that can exceed 40 MPH, there have been multiple conflicts with pedestrians, pets, and other vehicles on Broomfield sidewalks and trails. There have also been several accidents involving these vehicles on roadways, often resulting in injury.

Broomfield's current Code provisions for off-road vehicles were originally adopted in 1978 and do not define or differentiate between newer types of vehicles or clarify where they can and cannot be operated. The current Code also contains a contradiction, making it confusing and difficult to take enforcement action. A multi-department team collaborated to develop educational materials on what is legal and not legal. Staff is not proposing any restrictions on human powered vehicles or those meeting the specifications of Class 1 and Class 2 e-bicycles.

Meeting Date: October 20, 2026

Title of Memo: Study Session and information regarding E-Motos and Off Highway Vehicles within Title 10-16 of Broomfield Municipal Code

Prepared By: Commander Kent Wichlacz, Sergeant Larry Ottosen, and Senior Attorney Cristina Peña Corchado

Enforcement Limitations

Currently, enforcement is limited to writing a penalty assessment ticket for the operation of bicycles, electric assisted bicycles, or scooters (i.e., limited to how the vehicle is used rather than where such a vehicle can be used). The current Municipal Code's provisions also do not clearly prohibit the concerning behavior seen with these vehicles because of contradictory language and out-dated definitions.

Surrounding communities, including Northglenn, Thornton, Erie, Centennial, and Aurora, Windsor, and Douglas County have amended their code provisions to clearly define various vehicles and allow for local enforcement.