

# Chapter 7.0 Implementation

The Original Thornton at 88th Station Area Master Plan (STAMP) establishes a vision for the future of the Station Area. To achieve that vision – as conceptualized in the Preferred Alternative – the City and its partners will take many purposeful and focused steps over the course of several years. This will require ongoing collaboration and strong partnerships between the City, RTD, other public agencies, the private sector, and the citizens of Thornton.

## **Fiscally Constrained Strategies**

This chapter sets forth the recommended implementation strategies, roles and responsibilities and suggested timeframes for implementation. To ensure that identified strategies are realistic and achievable, the Project Team considered the market analysis, input from the developer forum, and impacts to the City and property owners. Having been vetted through these inputs, all of the following strategies are achievable based on fiscal constraints and market realities. These strategies, used in combination with each other, are intended to ensure the full development potential of the Station Area is met as envisioned by this station area master plan (STAMP).

Implementation strategies are organized by the following categories in the tables below:

- Plan Administration
- Land Use and Urban Design
- Transportation
- Infrastructure
- Financing
- Community

The following tables include a description of each strategy, the entities responsible for its implementation and an associated timeframe. Those strategies that should be implemented in the short-term are immediate actions that will be implemented within the next 1-2 years. Strategies with a medium-term timeframe will likely be implemented before and shortly after the opening of the commuter rail station and are expected to be put in place within 3-6 years. Strategies with a long-term timeframe are likely to occur in the 7+ year timeframe; and those strategies with an ongoing timeframe can occur within any of these timeframes.

The highest priority implementation strategies are shown in red text with a corresponding implementation number that is starred. ★ PA-1 ★

**Table 7.1: Plan Administration Implementation Strategies**

No	Strategy	Responsibility	Timeframe
<b>Plan Administration</b>			
★ PA-1 ★	Adopt the Original Thornton at 88th STAMP. Formally adopt the STAMP, emphasizing the Vision, Preferred Alternative, Guiding Principles and Implementation Strategies as the core Plan elements intended to guide public and private development and investment decisions related to land use, multimodal circulation, infrastructure and open space in the Station Area. The City will review future development proposals within the Station Area for compliance with the core Plan elements.	City Council, City Development	Short
PA-2	<b>Comprehensive Plan Amendment.</b> Amend the City of Thornton Comprehensive Plan to reference the Original Thornton at 88th STAMP as an area plan that details how this vision will be achieved in the Station Area. The Future Land Use Map should be consistent with the recommended land uses contained in the STAMP.	City Council, City Development	Short
PA-3	<b>Propose implementation strategies for annual consideration in City Council Work Plans.</b> Prioritize implementation strategies for annual inclusion into the City Council Work Plan.	City Development, City Manager's Office, City Council	Ongoing
PA-4	<b>Consider Dedicated TOD Staff.</b> Assess current staff capacity, and if needed, work towards the creation of a staff position or combination of positions dedicated solely to implementation of the station area master plans and TOD development along the North Metro line. Duties would include attracting and working with private sector interests to ensure new development and redevelopment meets the vision for each station area; proactive communication with property owners, developers and the surrounding community; pursuing planning and infrastructure funding opportunities; and serving as a single point of contact for all City department reviews and project implementation activities to ensure public and private sector actions are synchronized.	City Staff	Ongoing

**Timeframe Key**  
 Short = 1-2 years  
 Medium = 3-6 years  
 Long = 7+ years

No	Strategy	Responsibility	Timeframe
<b>Plan Administration</b>			
PA-5	<b>Marketing Strategy.</b> Coordinate and actively market TOD efforts for new development and redevelopment within the study area. This will include strong coordination among the various City divisions – Long Range (Policy) and Current Planning, Economic Development, Neighborhood Services and Development Engineering – for the regulatory, policy, and entitlement requirements associated with redevelopment. Marketing and outreach of development opportunities with the City’s economic partners should be actively pursued.	City Development, Economic Development, Communications	Ongoing
PA-6	<b>Coordination with Adams County.</b> Continue regular coordination with Adams County to monitor progress toward implementing the Original Thornton at 88th STAMP and Welby Subarea Plan and track development. Partner on joint infrastructure improvements such as 88th Avenue improvements, a north-south regional multiuse path, or other regional improvements.	City Development, Infrastructure, Community Services, Adams County	Ongoing
PA-7	<b>Monitor Plan Progress.</b> Conduct a periodic review of the STAMP to assess effectiveness and progress toward implementation. As needed and appropriate, recommended changes could include STAMP updates, amendments to governing regulations and/or consideration of new or modified financing strategies.	City Development	Ongoing

**Timeframe Key**  
Short = 1-2 years  
Medium = 3-6 years  
Long = 7+ years

**Table 7.2: Land Use and Design Implementation Strategies**

No	Strategy	Responsibility	Timeframe
<b>Land Use and Design</b>			
★ LU-1 ★	<p><b>Rezoning.</b> Pursue rezoning (City-initiated if necessary) of the Station Area to a new Planned Development (PD) zone category with Planned Development Standards that would identify the permitted land uses and density ranges recommended by this STAMP, as well as Design and Streetscape Standards. The zoning district should be implemented as a specific zoning plan, not an overlay district, to ensure that the area develops and redevelops as the City desires.</p>	City Council, City Development	Short
★ LU-1a ★	<p><b>Design standards.</b> Develop Design Standards as part of the new PD zone category that are consistent with the Guiding Principles described in Chapter 6. If development is proposed prior to rezoning occurring, the developer must establish design standards consistent with Chapter 6. Design Standards should be specific for the core Station Area and transition areas and should address pedestrian-scaled architectural standards, building orientation, build-to lines and setbacks, building façade transparency requirements, building heights, lot coverage, parking standards and location, among other standards.</p>	City Development	Short
★ LU-1b ★	<p><b>Streetscape Design Standards.</b> Either as part of rezoning or as part of any development proposal submitted to the City prior to rezoning, develop streetscape design standards for all streets within the Station Area that exceed the minimum standards set forth in the City’s Street Standards and Specifications. Based on Guiding Principles described in Chapter 6, the Streetscape Standards will define the desired street environment, from a visual and pedestrian standpoint. Standards will include recommended sidewalk dimensions, tree plantings and landscaping as well as urban design elements such as curb treatments, public art, paving, lighting and distinct wayfinding and signage. These standards should clearly establish the level of quality and investment expected and will establish a framework for new roadways as well as improvements to existing roadways.</p>	City Development	Short

**Timeframe Key**  
 Short = 1-2 years  
 Medium = 3-6 years  
 Long = 7+ years

No	Strategy	Responsibility	Timeframe
<b>Land Use and Design</b>			
★ LU-1c ★	<p><b>Parking Standards and Management.</b> As part of the Planned Development Standards for this Station Area, the parking standards should be assessed to determine if they can be reduced (an estimated 20-50% reduction), otherwise TOD will likely not be developed, as envisioned, at this Station Area. The City should implement parking maximums, rather than minimums, and work with developer to develop a comprehensive parking management plan for the Station Area which can mitigate potential negative impacts of the reduction of parking requirements.</p>	City Development	Short
LU-2	<p><b>Housing Mix.</b> Work with developers to attract an appropriate mix of housing and incomes to the Station Area based on the Market Study. The City should work with project developers on design standards and infrastructure provision to ensure a high quality development and to help close infrastructure gaps. This may include:</p> <ul style="list-style-type: none"> <li>Facilitating conversations with organizations involved with affordable housing, regional affordable and market rate developers, and potential funding partners.</li> <li>Reaching out to organizations to explore interest in financing a mix of affordable housing or land banking property. If there is interest, facilitate conversations between such organizations and developers to ensure mixed income housing development in the Station Area.</li> </ul>	City Development; Outside Housing Organizations	Ongoing
LU-3	<p><b>Business Attraction.</b> Work on attracting personal and business services to the Station Area, including educational, medical, recreational, youth-oriented, and other services that would serve the community. Work closely with the Mapleton School District regarding their potential interest in office / educational space. Explore the potential for small grocery and alternative food provision.</p>	Economic Development, City Development, Mapleton School District	Ongoing

**Timeframe Key**  
Short = 1-2 years  
Medium = 3-6 years  
Long = 7+ years

**Table 7.3: Transportation Implementation Strategies**

No	Strategy	Responsibility	Timeframe
<b>Transportation</b>			
★ T-1 ★	<p><b>Coordination with RTD and Regional Rail Partners (RRP).</b> Continue to work with RTD and RRP, the North Metro design/build contractor, to ensure that the design and construction of the Original Thornton at 88th Station meets the City’s needs, improves transit’s visibility and ridership, and provides a new civic space in the Station Area that is beneficial to both the City and RTD. The City should encourage RTD to provide good design and rider amenities to ensure the facility is of the highest quality possible.</p>	Infrastructure, City Development, RTD, RRP	Short to Medium
★ T-2 ★	<p><b>Realignment of Welby Road.</b> Relocate Welby Road east of its current location to align with the planned extension of Steele Street to the south. Welby Road will become the most important route transecting the Station Area and designing a street that sets the standard for the quality and image of the Station Area will help attract private investment and upgrade the overall character of adjoining neighborhoods. The recommended configuration and design speed for Welby Road should accommodate commuter traffic as well as provide access into new development areas. Welby Road should be designed as a “Complete Street” multimodal corridor that provides safe and efficient access for vehicles, bicycles and pedestrians. Streetscape enhancements for Welby Road should be developed as part of the Planned Development Standards.</p>	Infrastructure, City Development	Short to Medium
T-3	<p><b>Prioritize Pedestrian and Bicycle Routes to Transit.</b> In addition to the 88th Avenue pedestrian improvements, prioritize other pedestrian and bicycle routes that provide direct, safe and convenient travel from surrounding neighborhoods into the Station Area and through the Station Area to the transit platform. (Depending on timing, this could be accomplished through the next Parks and Open Space Plan update). Routes should include all on-street and off-street facilities shown in the Preferred Alternative, including pedestrian connections to surrounding neighborhoods, the Mapleton Skyview Campus and along existing canals and ditches. These routes will be installed as new development occurs.</p>	Community Services, Infrastructure	Short to Medium

**Timeframe Key**  
 Short = 1-2 years  
 Medium = 3-6 years  
 Long = 7+ years

No	Strategy	Responsibility	Timeframe
<b>Transportation</b>			
T-4	<b>88th Avenue Improvements.</b> Complete pedestrian and bicycle improvements along 88th Avenue. Like Welby Road, improvements to 88th Avenue should create an attractive public realm and should be upgraded to improve safety for all modes of travel and encourage pedestrian and bicycle activity to and from the station.	Infrastructure, City Development	Short to Medium

**Table 7.4: Infrastructure Implementation Strategies**

No	Strategy	Responsibility	Timeframe
<b>Infrastructure</b>			
★ I-1 ★	<b>Station Enhancement/Betterment Projects.</b> Determine preferred station design upgrades and fund the cost of these enhancements through coordination with RTD/RRP. Design of the commuter rail station will set the standard for the quality of development desired in the Station Area. One of the primary betterments should be the pedestrian underpass connecting the station platform to the west side of the railroad tracks. Given the limited budget of RRP, it is likely that the City will also want to see upgraded urban design features that make a signature statement, letting travelers know that they have arrived in Thornton and that the Station Area itself is a unique place. Betterment projects could include higher quality design materials and features, wayfinding and signage, and public art at the platform and on the transit plaza, chosen and designed in a cohesive and comprehensive manner.	City Development, Community Services, Infrastructure	Short

**Timeframe Key**  
Short = 1-2 years  
Medium = 3-6 years  
Long = 7+ years

No	Strategy	Responsibility	Timeframe
<b>Infrastructure</b>			
★ I-2 ★	<b>Stormwater Improvements.</b> Complete the stormwater drainage improvement design and possibly contribute public funds towards these improvements. The City should consider financially participating in a stormwater improvement project to offset costs and prepare the Station Area for development as envisioned in the STAMP. Additionally, work with Urban Drainage and Flood Control District to identify potential available funds, or funds that could be reallocated from another project, to help offset storm drainage costs.	Infrastructure, City Development, Urban Drainage, Private Developers	Short to Medium
I-3	<b>Planned Parks and Linear Open Space.</b> Once the parks envisioned in the STAMP are built, work with the Developer to determine best options for long-term park maintenance. Given the uniqueness of the linear park, the City should develop a maintenance cost estimate and determine whether funds can be set aside to maintain this as a City park.	City Development, Community Services, Metropolitan District, Private Developers	Medium to Long
I-4	<b>Program Yucca Way Open Space.</b> After, or in conjunction with, the final design and construction of stormwater improvements, explore opportunities for programming the 4.6 acre City-owned Yucca Way open space (located between the railroad tracks and Mapleton Skyview Campus) as part of the Parks and Open Space Plan update. Specifically consider the potential for this open space to be programmed for recreational uses and potential access between the transit station and Skyview Campus in a manner that allows for reasonable use by the community while protecting environmental resources on the land.	Community Services, City Development	Medium to Long

**Table 7.5: Financing Implementation Strategies**

No	Strategy	Responsibility	Timeframe
<b>Financing</b>			
F-1	<b>Pursue Grants and Partnerships for Prioritized TOD Projects.</b> Based upon the prioritization of Capital Improvement Plan projects within the Station Area, strategically pursue grant funding and public-private partnerships to pursue catalyst projects and infrastructure improvements, particularly related to enhanced pedestrian, bicycle and intersection facilities and public spaces.	City Development, Infrastructure, Community Services	Ongoing

**Timeframe Key**  
Short = 1-2 years  
Medium = 3-6 years  
Long = 7+ years

No	Strategy	Responsibility	Timeframe
<b>Financing</b>			
F-2	<b>Title 32 Metropolitan District Amendment.</b> Work closely with master developer on amending the Service Plan for Welby Metropolitan District, the existing Title 32 Metropolitan District to address infrastructure and other project needs in area.	City Development, Developer	Short to Medium
F-3	<b>CDBG Funds.</b> Where possible, use Community Development Block Grant (CDBG) funds to help pay for needed storm drainage improvements. The CDBG program is a federally funded program through the U.S. Department of Housing and Urban Development which funds housing and community development projects to benefit low to moderate income residents.	City Development, Infrastructure	Short to Medium
F-4	<b>Urban Renewal.</b> Explore an Urban Renewal Area as one potential tool for financing, to help offset the cost of needed infrastructure improvements.	Economic Development, City Development	Short to Medium
F-5	<b>Greater Outdoor Colorado Funds.</b> Explore the use of Greater Outdoor Colorado (GoCO) funds to pay for trails, etc. in the Station Area.	Community Services	Ongoing
F-6	<b>Development Incentives.</b> The City should consider various incentive tools for developers who propose development consistent with the Preferred Alternative and Guiding Principles set forth in the approved STAMP, including but not limited to: <ul style="list-style-type: none"> <li>• Rebate of development fees.</li> <li>• Rebate of a portion of new sales taxes.</li> <li>• Rebate of a portion of use taxes on construction.</li> <li>• Rebate of the City’s real property taxes paid on a new facility.</li> <li>• Rebate of the City’s personal property taxes paid on a new facility.</li> <li>• Expedited review</li> <li>• Other incentives as appropriate given the proposed development.</li> </ul>	City Development, Management Services, Economic Development	Ongoing
F-7	<b>Affordable Housing.</b> For residential projects, work with developers on obtaining financing including low income housing tax credits (LIHTCs), and determine if HUD 221 (d) (3) and (4) financing, CDBG and HOME funds could be used at this project location.	City Development, Private Developers, Outside Housing Organizations	Ongoing

**Timeframe Key**  
Short = 1-2 years  
Medium = 3-6 years  
Long = 7+ years

**Table 7.6: Community Implementation Strategies**

No	Strategy	Responsibility	Timeframe
<b>Community</b>			
C-1	Community Engagement. Engage the community for rezoning actions or specific development proposals. This should include keeping the website updated with current information about the project and appropriate City contact information, hosting community meetings or other outreach for rezoning or development proposals as needed, and looking into the possibility of supporting a community stakeholder group.	City Development	Ongoing
C-2	Property Owner and Developer Engagement. As needed, meet with Station Area property owners to work towards developing the Preferred Alternative and Guiding Principles as envisioned in the STAMP.	City Development	As needed

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