FREQUENTLY ASKED QUESTIONS (FAQ)

YORK AT 144TH & NORTH THORNTON AT CO 7
STATION AREA MASTER PLANS

Published: June 22, 2026; **Updated:** September 25, 2026

FASTRACKS AND THE NORTH (N) LINE

What is FasTracks?

Approved by Colorado voters in 2004, FasTracks is a region-wide transit expansion program led by the Regional Transportation District (RTD). It's one of the largest transportation investments in the Denver Metro area designed to expand rail and bus service, improve connections across the region, and provide more travel options beyond driving. The construction of the N Line in Thornton is part of this transit expansion in the Denver metro region.

What is the N Line?

The N Line (North Metro Rail Line) is a commuter rail line that connects Thornton and Commerce City to downtown Denver. The N Line is owned and operated by the Regional Transportation District (RTD). The line currently serves stations between Denver Union Station and Eastlake at 124th Station in Thornton. RTD is expected to complete the N Line commuter rail by building two new stations in north Thornton located approximately at the intersections of York Street and 144th Avenue and Colorado Boulevard and 162nd Street.

When will the N Line be completed?

RTD has not yet published a detailed construction schedule for the last remaining segment and stations. The Colorado State legislature set a deadline for RTD to complete the N Line by 2035.

What are the two new N Line stations?

Although the exact locations of the final two stations are still being determined, their approximate location will be at the intersections of York Street and 144th Avenue and Colorado Boulevard and 162nd Street. The Station Areas are currently being referred to as the "York at 144th" and "North Thornton at CO 7" stations. RTD owns and operates the N Line commuter rail and is responsible for constructing these stations. Apart from the RTD stations themselves, the City of Thornton is leading the planning process for the land surrounding the proposed station areas to ensure that new development is supportive of the transit investments.

N LINE CONSTRUCTION AND DESIGN

Who is responsible for completing the N Line and remaining stations?

It is important to distinguish that there are two separate but related projects involving the N Line. The STAMPs project is led by the City of Thornton, while planning, design, and construction of the N Line and its associated facilities is led by RTD. Creation of the STAMPs does not authorize, fund, or condition construction of the rail line. The City of Thornton and RTD are coordinating on these two related planning efforts to help ensure consistency between the STAMPs and RTD's broader planning for the N Line. RTD has staff representation on the STAMP project's Technical Advisory Committee (TAC) and will also receive relevant community comments. For more information about timing, design, and construction of the N Line commuter rail, please contact RTD staff at the following email: **NorthMetroExtension@rtd-denver.com.**

What will the noise and vibration impact be?

The final design and construction details of the N line have not yet been determined. As a result, potential noise levels and the extent of vibration beyond the rail corridor are also unknown. RTD is coordinating with the Thornton staff and other regional partners as design and construction planning advances and will engage with the community as more detailed information becomes available.

STATION AREA MASTER PLANS AND THE PLANNING PROCESS

What is a Station Area Master Plan (STAMP)?

A Station Area Master Plan (STAMP) is a long-range planning document that establishes a shared vision for the future development of the area surrounding a transit station. These plans guide land use, mobility, infrastructure, public investment, and placemaking around each station over time as the area develops around the transit investment. In Thornton, STAMPs are component plans of the City's Comprehensive Plan, a key planning and visionary document that guides city decisions.

What is Thornton's Comprehensive Plan?

The Comprehensive Plan is the City's long-range guide for how Thornton should grow and change over time, shaping decisions about land use, transportation, infrastructure, parks, housing, and community character. The 2020 Comprehensive Plan was adopted by City Council in July 2020, built on extensive community outreach from 2017 to 2020 in which thousands of residents shared feedback through events, interviews, and surveys.

How does the Comprehensive Plan relate to the future N Line Stations and STAMPs?

The Comprehensive Plan designates the areas surrounding the two future N Line stations as Transit-Oriented Development (TOD). This designation sets a vision for these areas to have a mix of housing, businesses, transportation options, and amenities that create connected and walkable communities.

Why is Thornton planning for stations that have not been built yet?

Although construction timing of the future N Line stations will depend on RTD funding and construction decisions, it is critical that Thornton plans ahead to ensure that surrounding land uses, transportation connections, infrastructure, and development patterns are ready to support future transit service when it arrives. The goal is to create well-connected, walkable, and thriving station areas.

How are the STAMPs developed, what is the process?

The STAMPs are developed through a planning process that combines technical analysis with community input. The process includes:

- Existing Conditions Analysis – Evaluate current land uses, transportation, infrastructure, environmental features, and market conditions within the station areas.
- Vision & Goal Setting – Work with the community and stakeholders to establish a shared vision and guiding principles for future growth and desired land uses for each station area.
- Develop Land Use Concepts – Create and evaluate alternative land use and development concepts for each station area.
- Refine a Preferred Plan – Incorporate public feedback and technical analysis to develop a preferred land use concept and draft master plan.
- Finalize & Adopt the Plans – Prepare final Station Area Master Plans with implementation strategies and present them to the Planning Commission and City Council for consideration and adoption.

Throughout the process, residents, businesses, property owners, developers, and other stakeholders will have multiple opportunities to participate through public meetings, surveys, and other engagement activities.

How is community input considered when developing the STAMP?

Community input is a key part of the Station Area Master Plan process. Feedback gathered through public meetings, online surveys, stakeholder interviews, and other engagement activities helps shape the vision, goals, and preferred land use concepts for each station area. The project team reviews and considers public comments alongside technical analysis, market conditions, infrastructure needs, and City policies to develop balanced recommendations. While not every individual suggestion may be incorporated, community feedback plays an important role in informing the final plans.

What happens after the STAMPs are complete?

Once adopted, the STAMPs become guiding policy documents used by City staff, the Planning Commission, and City Council when reviewing development applications and making land use decisions in the Station Areas. The STAMPs do not directly build anything, but they set the framework for future planning decisions.

TRANSIT ORIENTED DEVELOPMENT (TOD)

What is Transit-Oriented Development (TOD)?

Transit-Oriented Development is a development pattern where growth is focused in areas of the city that are serviced by good quality transit such as light rail, commuter rail, and along bus corridors. TOD encourages a mix of housing types and densities, businesses, services, and public gathering spaces within walking or biking distance of transit. TOD looks different in different places but generally there are three key elements to TOD. These include:

- Compact walkable development pattern centered around high-quality transit
- Designed to support transit ridership and easy access to retail and services within walking and biking distances
- Provide a mix of housing, jobs, services, public and open spaces

Does Transit Oriented Development (TOD) mean higher density housing?

Each TOD area is unique, which is why the City undertakes Station Area Plans to consider the type of land uses feasible for the area. Broadly, transit-oriented development is intended to provide a range of housing choices, but with a range of residential densities that can support transit. For the transit service to be successful, a mix of moderate- to high-density housing is usually encouraged closer to the station for an ideal mix of land uses. There are successful TOD station areas that include a variety of housing types from single-family homes, townhomes, duplexes, apartments, and mixed-use buildings. Great examples of successful, suburban transit-oriented development stations are Orenco Station in Hillsboro, Oregon and Central Park in Denver, Colorado.

What are the benefits of TOD?

TOD can create vibrant, walkable places where people have convenient access to homes, jobs, shopping, parks, and transit. By encouraging a mix of uses near transit, TOD can make it easier to walk, bike, or take transit for everyday trips while supporting local businesses and reducing the need for long car trips. Well-planned TOD can also make more efficient use of existing infrastructure, create attractive public spaces, and provide a variety of housing and transportation choices for people at different stages of life.

THE COMMUNITY AND STATION AREAS

Will development increase traffic?

The city has long planned for the build-out of the city through its Comprehensive Plan and component plans including the Transportation and Mobility Master Plan (TMMP). The TMMP plans for traffic and mobility needs of the city as it grows. One goal of station area planning is to create places where people have more transportation choices including walking, biking, micro-transit, and using transit in addition to driving. The STAMPs will identify opportunities to improve streets, intersections, sidewalks and bike network so the transportation network can better support future growth. Future development proposals will also be required to evaluate and address their traffic impacts through the City's development review process.

Will roadway improvements be considered with the STAMPs?

Infrastructure improvements, including transportation infrastructure, are oneof several elementsthe STAMPs will consider. The city ensures transportation infrastructure is constructed typically through one of two ways.

First, as new development occurs and transportation impacts are identifed, deveopers are required to construct or contribute to transportation improvements in accordance with Thornton's City Code. These improvements can include sidewalks, vehicle travel lanes, landscaping, traffic signals, turn lanes, bus stops, and other related infrastructure.

Second, the City may fund and construct transportation improvements through its its five-year Capital Improvement Plan (CIP), which is adopted by City Council. Long-range planning efforts such as the STAMPs, Transportation and Mobility Master Plan, and Parks and Open Space Master Plan help inform which projects are ultimately prioritized for inclusion in the CIP. In this way, the STAMPs will play an important role in identifying and planning for future infrastructure needs withing the Station Areas.

Will natural open space be preserved?

Preserving and enhancing natural open spaces is an important consideration in the planning process. This was also cited as a high priority by the community in initial outreach and engagement for the STAMPs. The STAMPs will evaluate existing parks, trails, waterways, floodplains, and other natural features to identify opportunities for conservation, improved access, and integration into future development. While the plans will consider where growth is appropriate, they will also seek to preserve valued environmental resources, such as the Big Dry Creek, and create connections to open spaces that benefit the community.

What will the impact be to surrounding schools, like Rocky Top Middle School?

As part of each STAMP, the City is evaluating walkability, connectivity and access throughout the Station Areas, including connections to schools, parks, and destinations for both Station Areas. The STAMP

planning team will consider how students, families, and other community members travel to and from nearby schools and will continue coordinating with the applicable school districts as planning progresses.

[York at 144th] Will there be connections to existing neighborhoods, like Fallbrook Farms and Cherrywood Park?

Although the STAMPs are not regulatory documents, they will provide recommendations for future land uses, public realm investments, and infrastructure improvements that support convenient station access and help create a more walkable and active Station Area. Improving connections to existing neighborhoods, including Fallbrook Farms and Cherrywood Park, will be one of the considerations addressed through these recommendations. Furthermore, the city's Parks and Open Space Master Plan (POSMP) calls for an extensive trail network throughout both future Station Areas. The specific alignment and design of these trails are typically determined as development proposals are submitted to the city for review. Near Rocky Top Middle School, the city's POSMP identifies a future underpass at the existing crossing that currently serves Fallbrook Farms and Cherrywood Park which could improve pedestrian and bicycle connectivity in the area.

COMMUNITY INPUT AND ENGAGEMENT

How can I share my opinion about the future of the Station Areas?

Project updates, meeting announcements, surveys, and key documents will be posted in the City's STAMP project webpage as they become available. The City will engage the community at various stages of the project via a diverse range of methods that include community meetings, stakeholder interviews and focus groups, online surveys and amongst others to gather feedback. Signing up to the project's newsletter is encouraged to get the latest project updates and be informed of upcoming community meetings to provide input. For more information on how to sign up for the project newsletter or to reach the STAMP Project Team, email **LongRange.Planning@ThorntonCO.gov**.