

# **YORK AT 144TH AND NORTH THORNTON AT CO 7 STATION AREA MASTER PLANS (STAMPS) COMMUNITY OPEN HOUSE #1 SUMMARY**

May 5, 2026

## **EXECUTIVE SUMMARY**

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This engagement summary provides an overview of community input received during the initial public outreach process for the City of Thornton’s Station Area Master Plans (STAMPs) for the future York at 144<sup>th</sup> and North Thornton at Colorado (CO) 7 Station Areas.

The summary highlights initial key themes, priorities, and concerns expressed by community members regarding future land use, housing, transportation, open space, and neighborhood character. This initial input will help inform the development of the Station Areas’ vision, goals and objectives, and preliminary land use concepts.

### **YORK AT 144<sup>TH</sup> STATION AREA**

Community feedback for the York at 144<sup>th</sup> Station Area reflects a preference for a more neighborhood-oriented, lower-intensity environment focused on livability and compatibility with existing residential areas. Participants expressed a desire for small-scale, locally serving businesses and amenities that meet everyday needs without creating excessive activity or congestion. Participants value preserving open space, along with greenways and paths, alongside small-scale development. Housing preferences for this Station Area tend to be low to moderate-density and compatible forms that expand options while maintaining neighborhood feel. Focus was more on the level of density near existing neighborhoods, especially with a focus on keeping building heights to one to two stories. Key concerns include high-density development, managing traffic and parking, and preserving quality of life, while still ensuring access to essential services and improved walkability.

### **NORTH THORNTON AT CO 7 STATION AREA**

Community input consistently emphasized a strong desire for a walkable, mixed-use, destination/entertainment district that integrates daily needs with social, cultural, and recreational experiences. Residents want convenient, walkable access to grocery stores, retail, restaurants, and essential services, complemented by locally owned businesses and diverse dining options that reflect community identity. There is a clear preference for “third places,” such as cafés, plazas, and civic spaces where people can gather without the expectation of spending

money. Participants highlighted the importance of the Big Dry Creek open space, natural features, and trail connectivity, alongside safe, pedestrian-oriented design and multimodal access. Housing preferences centered on transit-oriented, moderate-density and mixed-use development, including attainable housing and “missing middle” housing options. Concerns and priorities for this Station Area include ensuring walkability and safety, reducing traffic impacts, supporting small businesses, and providing services for vulnerable populations, including houseless individuals. Overall, the participants envision a Station Area where people can live, work, and play and that is connected by natural green spaces and trails to nearby neighborhoods.

# MEETING CONTEXT

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## BACKGROUND & PURPOSE

This document provides a summary of initial outreach and engagement activities undertaken by the City of Thornton as part of the planning process for the future Thornton Station Area Master Plans (STAMPS), which focus on the future N Line stations of York at 144<sup>th</sup> and North Thornton at CO 7.

Specifically, this document summarizes the public input received at the first public Open House held for this project on April 13, 2026. The purpose of the meeting was to inform nearby residents about the project and to gather community input on preferred land uses and a vision for each Station Area.

## ENGAGEMENT EFFORTS

City staff engaged the community through an open house–style meeting held on Monday, April 13, 2026, from 4:30 to 7:30 PM at the Trail Winds Recreation Center. This drop-in format allowed community members to attend at their convenience and interact directly with City staff and partner agency RTD. The open house was well attended by the community with over 120 people in attendance. The format supported one-on-one conversations and provided opportunities for meaningful input through guided questions and interactive activities, including visual preference ranking of images of different types of developments using sticky-dots. Additionally, some questions were open ended and community members were asked to write out their responses to the questions. This document summarizes the input received on the interactive display boards as well as free form comment cards.

## ACTIVITY BOARDS

The community open house included a series of bilingual information and interactive boards designed to introduce the Station Area Master Plan process, educate participants on transit-oriented development concepts, and gather community input on the future character and function of the York at 144<sup>th</sup> and North Thornton at CO 7 Station Areas. The boards provided project background, explained the FasTracks N Line completion, described the purpose and timeline of the STAMP process, and illustrated concepts such as transit-oriented development, land use, and residential density through maps, graphics, and example images.

The Interactive engagement boards were organized around key planning themes including living and working, moving around, and community and open spaces. Community members were asked a series of open-ended visioning questions related to transportation, housing, businesses, parks and community spaces, neighborhood identity, and desired development character. The

questions invited community members to describe and envision how the Station Area should feel and look like. Questions included topics such as:

- How would they like to move through the Station Area?
- What destinations and amenities should be accessible?
- What types of housing and businesses would they like to see?
- What unique identity features should the Station Area emphasize?
- How should the Station Area feel during the day, night, and weekends?

Community members provided responses through written sticky notes, map comments, comment cards, and one-on-one discussions with city staff.

The open house also included several preference-ranking exercises intended to help identify community preferences. Participants were asked to rank their preferred housing types, commercial uses, transportation improvements, and open space amenities by placing ranked (1 to 3) dots next to images representing different development, improvements, and design elements. The exercises allowed participants to visually prioritize preferred land uses and amenities such as mixed-use development, neighborhood services, parks and trails, pedestrian and bicycle improvements, and entertainment or community gathering spaces.

Below are high-level summaries of the content of each of the preference-ranking boards.

### **MOVING AROUND (MOBILITY)**

This interactive board asked participants to rank transportation priorities for getting to and around each Station Area using dots labeled one through three. A rank-one dot represented a participant's top transportation priority, a rank-two dot represented their second-highest priority, and a rank-three dot represented their third-choice priority (less favorable option).

Participants were asked to rank their top three mobility categories presented for dot ranking, the choices were:

- **Walking & Safety.** Images represented pedestrian access, design elements for wayfinding, and enhanced safety design elements.
- **Biking.** Emphasized bicycle infrastructure and connectivity elements.
- **Micromobility.** Illustrated different types of micromobility such as scooters, shared bicycles, and similar options.
- **Transit Connections.** Emphasized transit enhancements and connections such as transit hubs and stations.

## COMMUNITY OPEN SPACES

These boards asked participants to rank their preferred types of community and open spaces using dot stickers. Categories included:

- **Natural Open Spaces.** Showed natural open spaces and landscapes, such as ponds or reservoirs, that have native vegetation and require minimal maintenance.
- **Plazas & Civic Spaces.** Outdoor community spaces that serve as gathering spaces for recreation or entertainment purposes, such as outdoor amphitheaters, splash pads, or playscapes.
- **Community Parks & Fields.** Outdoor community parks and sports fields that serve as places to play and recreate for a variety of ages and abilities.
- **Greenways/Paths.** Recreational greenways/paths that provide recreation and leisure opportunities for biking, walking, and rolling.

## LIVING & WORKING (BUSINESS TYPES)

Participants were asked to rank their top three commercial types they would like to see more of in the Station Area. Options for dot ranking included:

- **Ground Floor Retail/ Mixed-Use.** Retail, restaurants, and other small-scale commercial uses on the ground floor of mixed-use developments.
- **Local Services & Daily Needs.** Commercial uses such as grocery stores, personal services, and restaurants that serve daily needs of residents.
- **Office/Employment.** Medium to large scale office developments.
- **Entertainment/ Community Spaces.** Indoor and outdoor entertainment uses where residents can visit to play and eat.

## LIVING & WORKING (HOUSING TYPES)

Participants were asked to rank their top three housing preferences they would like to see more of in each Station Area. Options included:

- **Transit Mixed-Use.** High density housing (4-6+ stories) integrated with transit and ground-floor commercial uses.
- **Neighborhood Mixed-Use.** Medium density (3 stories) multifamily housing often with neighborhood serving commercials uses in the ground floor.
- **Missing Middle Housing.** Medium density housing types such as townhomes, duplexes, small-scale apartments and cottage cluster homes.

- **Suburban Residential.** Low density (1-3 stories) housing types such as single-family homes, duplexes, and accessory dwellings units.

# YORK AT 144<sup>TH</sup> STATION AREA

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## LIVING & WORKING BOARD (BUSINESSES)

Community members provided input on desired businesses, experiences, and overall character for the York at 144<sup>th</sup> Station Area. Feedback reflects a strong preference for a quiet, neighborhood-oriented environment with small-scale businesses, local amenities, and limited intensity of development.

### What Types of Businesses Would Make Your Daily Life Easier Here?

Community members emphasized the need for convenient, small-scale, and locally serving businesses that meet daily needs.

Key themes include:

- **Access to small-format grocer and essential services.** Participants emphasized the need for retail stores that provide daily needs such as grocery stores, pharmacies, and everyday services such as dentist and pharmacies.
- **Local restaurants and dining options.** The community desires neighborhood-scale dining rather than large commercial uses.
- **Small businesses over large developments.** The community emphasized preference for small business spaces and buildings over large chain retailers.
- **Compatible neighborhood character.** Participants expressed concerns about land use compatibility with existing single-family neighborhoods and a need for new development to fit with the existing residential character.

### What Types of Businesses Would Encourage You to Spend Time Here, Rather Than Just Pass Through?

Community members expressed interest in low-intensity, local destinations that are well integrated and walkable from nearby neighborhoods.

Key themes include:

- **Walkable, local serving retail and dining.** Community members emphasized the need for small-scale restaurants, cafés, and neighborhood-serving businesses.
- **Limited scale and intensity.** Participants emphasized preference for smaller buildings (1-2 stories) and fewer large attractions that can increase traffic conditions in the area.

## YORK AT 144TH STATION AREA

- **Traffic Concerns.** There were concerns that additional uses such as medium to large scale residential development could worsen existing traffic conditions, especially along 144<sup>th</sup> Avenue.

### **What Kinds of Businesses or Experiences Should This Area Offer That Other Neighborhoods Don't Have?**

Participants expressed mixed perspectives, with some supporting added amenities and businesses, while others preferred to maintain the existing character.

Key themes include:

- **Family-focused amenities and uses.** Participants expressed a need for civic uses in the area such as a library, recreation center, or a large park serving the community.
- **Local community-focused businesses.** Participants expressed interest in local cafes, restaurants, and small-scale gathering places.
- **Open space preservation and minimal change.** Some participants expressed a need to maintain open space and avoid large development while maintaining the current neighborhood character.

### **What Would This Area Feel Like During The Day, At Night? On Weekends?**

Daytime

- Quiet, family-oriented, and calm

Night

- Peaceful, safe, and low activity

Weekends

- Controlled activity with safe vehicle speeds and traffic

YORK AT 144TH STATION AREA

Exhibit 1. Living and Working – Businesses Visioning

**144TH AT YORK**

**LIVING & WORKING | VIVIR Y TRABAJAR**

**144th @ York**  
Station Area Master Plan

**WHAT BUSINESSES WOULD MAKE YOUR DAILY LIFE EASIER HERE? ¿QUÉ NEGOCIOS HARÍAN SU VIDA DIARIA MÁS FÁCIL AQUÍ?**

ADD COLOQUE UNA NOTA AQUÍ

Small Formal Grocery store  
Grocery Pharmacy dry clean etc  
Small Businesses  
Restaurants  
Use NE 144th + York for retail or restaurant not housing.

Where do you plan to put everything?

ARE YOU GOING TO HAVE A BAR NEAR THE CHURCH?

**WHAT TYPES OF BUSINESSES WOULD ENCOURAGE YOU TO SPEND TIME HERE, RATHER THAN JUST PASS THROUGH? ¿QUÉ TIPOS DE NEGOCIOS LE MOTIVARÍAN A QUEDARSE Y DISFRUTAR ESTE LUGAR, EN VEZ DE SOLO TRANSITAR POR ÉL?**

ADD POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

THINGS WE CAN WALK TO: LOCAL RESTAURANTS, ENTERTAINMENT THAT IS NOT COMMERCIALIZED  
Walkable/Bike friendly  
Small business open space/park  
Local business  
LOCAL BUSINESS  
No big chains, car washes, or dentists  
Small business buildings  
Restaurants Grocery store Bars/Pub

Has anybody considered the traffic congestion?  
Traffic is already an issue w/ schools in area. Adding this + brings in more traffic is a load idea. No add'l businesses please.

Tired of having to drive to everything.

**WHAT KINDS OF BUSINESSES OR EXPERIENCES SHOULD NEIGHBORHOODS DON'T HAVE? ¿QUÉ NEGOCIOS O EXPERIENCIAS ÚN BARRIOS?**

Entertainment would be great on Hwy 7 Not 144th Amen!

No multi-unit or big commercial. Keep the neighborhood feel.  
LOCAL CAFE, GROCERY WE CAN WALK TO  
Local Small busins. old town feel. Not a big parking lot

No Commercial. OPEN SPACE/ Natural Parks would be great.  
Add'l businesses will just create more headaches/unsafe/crowded  
None Stop trying to change the neighborhood. Keep it consistent.  
KEEP IT OPEN SPACE PLEASE

Makes it walkable/bikeable, less focus on driving and parking. We drive and have parking cut.

Ideally the 144th Station would operate more like a "Park N Ride"

A Family Park + Outdoor Trail would be quiet + appealing

**HOW SHOULD WE FEEL LIKE IN THIS AREA DURING THE DAY? ¿CÓMO DEBERÍA SENTIRSE ESTA ÁREA DURANTE EL DÍA?**

Family-oriented  
As quiet as possible  
No crime  
Quiet!

**HOW SHOULD WE FEEL LIKE IN THIS AREA AT NIGHT? ¿CÓMO DEBERÍA SENTIRSE ESTA ÁREA DURANTE LA NOCHE?**

Peaceful  
Safe - No ↑ in crime  
Quiet + closed

**HOW SHOULD WE FEEL LIKE IN THIS AREA ON WEEKENDS? ¿CÓMO DEBERÍA SENTIRSE ESTA ÁREA DURANTE EL FIN DE SEMANA?**

Quiet, without 5 story apartments that stand out of place.  
Higher density, less stores in seas of parking lots  
Stop speeding on 144th out of control

## COMMERCIAL TYPES PRIORITIES BOARD

Community members were asked to rank their top three preferred commercial types they would like to see in the York at 144<sup>th</sup> Station Area. Responses indicate a preference for neighborhood-serving retail and community-oriented uses, with less desire for more intensive development patterns.

### What Types of Businesses Are Most Desired In the York at 144<sup>th</sup> Station Area?

#### Key findings

- **Local Services and Daily Needs** was the most strongly supported category, receiving the highest number of top (1) priority rankings.
  - Participants prioritized a need for convenient, everyday services such as small retail, restaurants, and essential services.
- **Entertainment and Community Spaces** emerged as the second highest priority.
  - Community members ranked this category as the top second-choice. Participants expressed interest in community gathering spaces and low-intensity social destinations that are walkable and connected by trails from the neighborhoods.
- **Ground Floor Retail/ Mixed-Use** received moderate support.
  - Community members showed some support for mixed-use development patterns, particularly when they include small-scale, walkable retail and services.
- **Office/ Employment uses** received the lowest level of support.
  - This category had the fewest dots and was identified as lower preference by the participants.

Table 1 – Living and Working – Businesses Type Ranking Results, York at 144<sup>th</sup>

Business Types	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
Ground Floor Retail	5 votes	5 votes	6 votes
Local Services & Daily Needs	13 votes	8 votes	6 votes
Office/Employment	1 vote	2 votes	3 votes
Entertainment	8 votes	11 votes	3 votes

YORK AT 144TH STATION AREA


Exhibit 2. Living and Working – Business Type Ranking Preference


**144TH AT YORK**

## LIVING & WORKING | VIVIR Y TRABAJAR

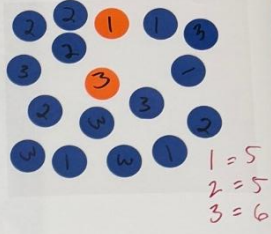
**RANK THE TOP THREE COMMERCIAL TYPES YOU WOULD LIKE TO SEE MORE OF IN THE AREA.**  
PRIORICE LOS TRES TIPOS DE COMERCIO QUE LE GUSTARÍA VER MÁS EN EL ÁREA.

**GROUND FLOOR RETAIL/ MIXED-USE | COMERCIO EN PLANTA BAJA / USO MIXTO**




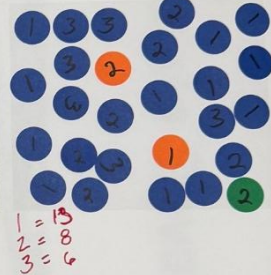


PLACE DOTS HERE | COLOQUE PUNTOS AQUÍ




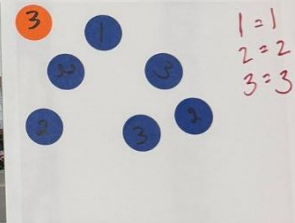
**LOCAL SERVICES & DAILY NEEDS | SERVICIOS DE PROXIMIDAD**






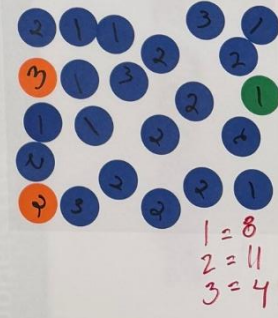
**OFFICE / EMPLOYMENT | OFICINAS Y ACTIVIDADES DE EMPLEO**





**ENTERTAINMENT / COMMUNITY SPACES | ENTRETENIMIENTO / ESPACIOS COMUNITARIOS**





**OTHER CONSIDERATIONS | OTRA SUGERENCIA**  
PUT POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

Already going to be above  
Road capacity w/ church + apt  
Bldg. - Need only bike  
sidewalks Parks + trails

Train crossing  
**MUST**  
Go over OR  
Under 136TH

## YORK AT 144TH STATION AREA

### LIVING & WORKING BOARD (HOUSING)

Community members provided input on desired housing types and development patterns for the York at 144<sup>th</sup> Station Area. Feedback reflects a strong preference for low-density, single-family character environment, with significant concerns about high-density development. Overall, participants emphasized maintaining neighborhood character, limiting building scale and height, and prioritizing livability through a variety of amenities and open spaces.

#### **What Would Make This a Great Place to Live Next To?**

Participants emphasized the importance of maintaining the existing natural areas and open spaces, while expressing a desire for access to daily needs and services.

Key themes include:

- **Single-family and small-scale character environment.** Participants consistently emphasized maintaining a family-oriented, suburban character with existing neighborhood conditions as a priority. Participants expressed preference for small-scale, one to two story diversity of housing types.
- **Small- to medium-scale development support.** Some participants expressed interest/support for missing middle housing types that would fit the existing neighborhood character. Participants expressed interest in missing middle housing such as cottage clusters, accessory dwelling units, and townhouses. Some participants expressed a desire for mixed-use or higher density housing near the station, but this was not a common theme expressed by all participants.
- **Small-scale commercial.** Participants more favorably expressed a need for small-format commercial space over housing that supports everyday needs such as a grocery store and restaurants that are accessible by walking or biking. Large-scale development was noted by participants as not favorable or desired.
- **Preservation of open space.** Some participants expressed the need to preserve existing vacant land as open space, with no new additional development in the area.

#### **What Would Make This Station An Asset to the Neighborhood?**

Key themes include:

- **Small-scale transit station.** Some community members expressed favorably that they would like a transit station nearby, but with a small footprint that would blend with the existing single-family character. Some feedback explicitly stated that they would prefer to see more than a park and ride, like other N Line stations in Thornton.

## YORK AT 144TH STATION AREA

- **Walkable Transit Station.** Participants emphasized a preference for the transit station to be walkable from the nearby neighborhoods and connected to the larger RTD rail and bus transit system. Community members expressed the need for wider paths that support several users.
- **Access to Rocky Top Middle School Ball Fields.** Participants expressed a need for pedestrian and path connectivity to the Rocky Top Middle School ball fields and school for children. Community members expressed a need for a west-east pedestrian overpass/underpass connecting the ball fields to the surrounding Fallbrook Farms community as well as across 144<sup>th</sup> Ave. Some participants expressed overall safety concerns with the proximity of students and the N Line service/station.
- **Cancelation of Station.** Some participants indicated that they did not want the N Line station at 144<sup>th</sup> Ave to be built. Some comments indicated that RTD should instead build a consolidated, or larger station at Colorado Boulevard and Colorado Highway 7 due to that area's large vacant land.

## How Do You Envision This Area to Be Different From the Rest of the City and Other Station Areas?

Participants strongly emphasized the need to keep new development small-scale to fit the existing single-family character.

Key themes include:

- **Neighborhood compatibility.** Participants expressed strong desire for new development (most favorably commercial) to be small in scale and support local businesses instead of big-box retailers.
- **High density concerns.** Community members strongly expressed that building heights of three or more stories is incompatible with existing single-family neighborhood character. Strongest concerns expressed by the participants focused on buildings heights of higher density development, typically five or more stories. Participants expressed that new development should feel "small and open."



## HOUSING TYPES PRIORITIES BOARD

Community members were asked to rank their top three preferred housing types. Responses indicate a strong preference for moderate-density, mixed-use housing and suburban housing types, with less emphasis on conventional transit-oriented development.

### What Types of Housing Are Most Desired in York at 144<sup>th</sup> Station?

#### Key themes

- **Suburban Residential** housing was the most strongly supported category which received the highest number of (1) priority rankings.
  - Participants consistently prioritized single-family and low-density housing types.
- **Missing Middle** housing emerged as the second priority.
  - Participants expressed a desire for a mix of housing types such as townhouses and cottage cluster homes that blend with the existing neighborhood character.
- **Transit Mixed-Use** and **Neighborhood Mixed-Use** received moderate support.
  - While Transit Mixed-Use received the fewest number of dots, several of the dots were participant’s number (1) priority ranking. This indicates that while a large proportion of the meeting attendees favored Suburban Residential housing, some community members also favor more urban housing types, such as mixed-use buildings and row houses, next to the transit station.
  - While not a top priority, Neighborhood Mixed-Use was frequently ranked as second or third choice. This indicates some interest in limited mixed-use development at a neighborhood scale, providing some local serving commercial uses such as a café or small restaurant.

Table 2 – Living and Working – Housing Type Ranking Results, York at 144<sup>th</sup>

Housing Types	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
<b>Transit Mixed-Use</b>	6 votes	2 votes	1 vote
<b>Neighborhood Mixed-Use</b>	1 vote	6 votes	6 votes
<b>Missing Middle Housing</b>	4 votes	10 votes	4 votes
<b>Suburban Residential</b>	15 votes	1 vote	1 vote



MOBILITY PRIORITIES BOARD

**How Would You Like to Get to and Around York at 144<sup>th</sup> Station?**

Community members were asked to rank their top mobility preferences. Responses indicate a strong emphasis on safe pedestrian access and biking infrastructure, supported by transit connections. Additionally, community members expressed a need to address speeding along 144<sup>th</sup> Avenue.

Key themes

- **Walking and Safety** was the most strongly supported category receiving the highest number of top (1) priority rankings.
  - Based on a dot placement voting method, the participants prioritized safe, accessible pedestrian infrastructure that provides safe connections to the transit station and nearby neighborhoods. Participants emphasized safe pedestrian crossings across major roadways and over the railroad and expressed the need to build out the sidewalk and path network to improve accessibility.
- **Bike Infrastructure** emerged as the second highest priority.
  - Community members expressed a need for safe, connected bike routes to the transit station and surrounding community.
- **Transit connections** received moderate support.
  - Participants recognized that sufficient transit connections are currently lacking in the area and acknowledged a need for increased transit connections citywide and to this region.
- **Micromobility** received the lowest level of support.
  - Participants expressed limited support for micromobility. Several participants noted that scooters can be left lying around and create safety concerns for pedestrians and cyclists.

Table 3 – Moving Around – Transportation Ranking Results, York at 144<sup>th</sup>

Transportation Infrastructure	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
<b>Walking &amp; Safety</b>	27 votes	5 votes	2 votes
<b>Biking</b>	6 votes	15 votes	10 votes
<b>Micromobility</b>	1 vote	0 votes	1 vote
<b>Transit Connections</b>	1 vote	9 votes	7 votes

**144TH AT YORK**

# MOVING AROUND | MOVILIDAD

**HOW WOULD YOU LIKE TO GET TO AND AROUND THE STATION AREA? | ¿CÓMO LE GUSTARÍA ACCEDER Y MOVERSE DENTRO DEL ÁREA DE LA ESTACIÓN?**

**WALKING & SAFETY | MOVILIDAD PEATONAL Y SEGURIDAD**

1 = 27  
2 = 5  
3 = 2

PLACE DOTS HERE | COLOQUE PUNTOS AQUÍ

**BIKING | MOVILIDAD CICLISTA**

1 = 6  
2 = 15  
3 = 10

**MICROMOBILITY | MICROMOVILIDAD**

1 = 1  
2 = 1  
3 = 1

**TRANSIT CONNECTIONS | CONEXIONES DE TRANSPORTE PÚBLICO**

1 = 1  
2 = 9  
3 = 7

**OTHER CONSIDERATIONS | OTRA SUGERENCIA**

PUT POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

Stop the speeding on 144th

Accessibility and safety for all abilities/mobilities

No scooters. People leave them lying around, they get into traffic, and they are a hazard.

Minimize traffic especially during rush hours

If the station will be on the west side, need a thoughtful way to get walkers from Cherrywood/Fallbrook to get neighborhoods over the tracks. Pedbridge? Cherrywood/Fallbrook to Brook? Rocky Top? Bridge? Ped Bridge?

Needs to have Sidewalks + bike paths. Lots of speeding already on MM.

No Scooters. they are everywhere / look as if they were not an issue. Really. Where not an issue?

If you have a train station, you need buses + bus routes to this area as there are none currently

## COMMUNITY AND OPEN SPACES PRIORITIES BOARD

Community members were asked to rank their top three preferred open space and recreation types. Responses indicate a strong preference for natural spaces and a connected trail system, with overall support for recreational amenities such as plazas, civic spaces, and community parks and fields. Additionally, community members expressed the desire for native plantings that require limited watering.

### Key themes

- **Natural Open Spaces** was the most strongly supported category receiving the highest number of top (1) priority rankings. Anecdotally, preservation of natural space was provided on several responses other than this board.
  - Participants expressed desire to preserve natural areas including open landscapes and undeveloped green spaces.
- **Greenways and Paths** emerged as the second highest priority.
  - Community members strongly expressed a desire for a connected trail system that supports all abilities and ages.
- **Plazas and Civic Spaces** and **Community Parks and Fields** received similar moderate support.
  - Plazas and civic spaces ranked slightly higher than community parks and fields, likely due to the area’s existing ball fields as part of the Rocky Top Middle School and Northern Lights Ball Fields park.
  - Participants placed emphasis on green plazas and civic spaces that are not solely constructed by concrete materials, but rather are green spaces that serve multiple purposes.

Table 4 – Community and Open Spaces Type – Ranking Results, York at 144<sup>th</sup>

Community and Open Space Types	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
<b>Natural Open Spaces</b>	22 votes	4 votes	5 votes
<b>Plazas &amp; Civic Spaces</b>	4 votes	10 votes	6 votes
<b>Community Parks &amp; Fields</b>	2 votes	11 votes	4 votes
<b>Greenways &amp; Paths</b>	8 votes	9 votes	11 votes

**144TH AT YORK**

## COMMUNITY & OPEN SPACES | PARQUES Y ESPACIOS ABIERTOS

WHAT KIND OF GREEN SPACES & OUTDOOR RECREATIONAL AMENITIES WOULD YOU LIKE TO SEE IN THE AREA? | ¿QUÉ TIPOS DE ESPACIOS VERDES Y AMENIDADES RECREATIVAS AL AIRE LIBRE LE GUSTARÍA VER EN EL ÁREA?

**NATURAL OPEN SPACES | ESPACIOS ABIERTOS NATURALES**

1 = 22  
2 = 4  
3 = 5

PLACE DOTS HERE | COLOQUE PUNTOS AQUÍ

**PLAZAS & CIVIC SPACES | PLAZAS Y ESPACIOS CÍVICOS**

1 = 4  
2 = 10  
3 = 6

**COMMUNITY PARKS & FIELDS | PARQUES COMUNITARIOS Y CAMPOS DEPORTIVOS**

1 = 2  
2 = 11  
3 = 4

**GREENWAYS/PATHS | CORREDORES VERDES / SENDEROS**

1 = 8  
2 = 9  
3 = 11

**OTHER CONSIDERATIONS | OTRA SUGERENCIA**

PUT POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

Promote ecological stability/safety for native plants, insects, critters

Support pollinators!  
Water wise  
Plantings  
Diverse Gardens  
Partnership

Natural areas,  
NOT PAVED TRAIL  
Shadows... water  
Not full of cement!

# NORTH THORNTON AT CO 7 STATION AREA

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## LIVING & WORKING BOARD (BUSINESSES)

Community members provided input on desired businesses, experiences, and overall character for the North Thornton at CO 7 Station Area. Overall, feedback reflects a strong desire for a walkable, mixed-use district filled with experiences that support daily needs while also encouraging people to stay and spend time in the area through various activities throughout the day.

### What Types of Businesses Would Make Your Daily Life Easier Here?

Participants emphasized the importance of convenient, neighborhood-serving businesses that meet daily need close to home.

Key themes include:

- **Access to groceries and fresh foods.** Desire for grocery stores, fresh produce, and small/local markets (including culturally specific markets).
- **Small-scale retail and services.** Preference for small shops that provide everyday essentials.
- **Community-supportive amenities.** There is interest in family-oriented spaces and community gathering spaces (such as recreation centers, libraries, etc.)
- **Proximity and convenience.** There is strong preference for businesses located within walking or biking distance that are connected via trails connected to parks and open space.

### What Types of Businesses Would Encourage You to Spend Time Here, Rather Than Just Pass Through?

To transform the area into a destination people want to visit and stay for long periods of time, participants highlighted the need for experience-oriented businesses and spaces.

Key themes include:

- **Local restaurants and diverse cuisine.** There is interest in a variety of dining options, including culturally diverse offerings.

## NORTH THORNTON AT CO 7 STATION AREA

- **Café's and informal gathering spaces to linger.** Coffee shops are seen as important social anchors along with plazas or some type of public space where kids, youth, and adults can play without needing to spend money.
- **Preference for local over national businesses.** Strong desire to limit chain establishments and support local entrepreneurs and businesses.
- **Parks and open space.** Outdoor amenities like parks and trails are seen as essential to encourage people to linger and play.
- **Cultural identity.** There is desire for businesses that reflect the community and create a unique sense of place.

### What Kind of Businesses or Experiences Should This Area Offer That Other Neighborhoods Don't Have?

Participants expressed desire for an entertainment type district that integrates daily life, work, and recreation in a way that is not currently available in the city.

Key themes include:

- **Walkable, mixed-use environment.** Participants expressed the concept of “Live, work, play” with integrated uses in a compact area.
- **Third places and social spaces.** There is demand for spaces where people can gather outside of home and work without needing to spend money.
- **Experiential retail and dining.** Participants expressed a need for outdoor dining, music, and services without driving.
- **Coworking and flexible spaces.** There is interest in spaces that support remote and hybrid work.
- **Integrated daily destinations.** Co-locating of restaurants, retail, services, and entertainment.

**What Would This Area Feel Like During The Day, At Night? On Weekends?** [Note: Only one comment card was placed in each category below, each stating “Walkable”].

Daytime, Night, Weekends

- Walkable

NORTH THORNTON AT CO 7 STATION AREA

Exhibit 7. Living and Working – Businesses Visioning

**NORTH THORNTON AT HWY 7**

**LIVING & WORKING | VIVIR Y TRABAJAR**

North Thornton at Highway 7 Station Area Master Plan

**WHAT TYPES OF BUSINESSES WOULD MAKE YOUR DAILY LIFE EASIER HERE? ¿QUÉ TIPOS DE NEGOCIOS HARÍAN SU VIDA DIARIA MÁS FÁCIL AQUÍ?**

ADD POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

- grocery
- Family centered entertainment
- Community spaces (Parks etc)
- Fresh Grocery vegetable market
- Grocery Stores
- Small Shops
- Indian market

**WHAT TYPES OF BUSINESSES WOULD ENCOURAGE YOU TO SPEND TIME HERE, RATHER THAN JUST PASS THROUGH? ¿QUÉ TIPOS DE NEGOCIOS LE MOTIVARÍAN A QUEDARSE Y DISFRUTAR ESTE LUGAR, EN VEZ DE SOLO TRANSITAR POR ÉL?**

ADD POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

- Local shops + restaurants, low commercial/national chains
- Local Mom + Pop Businesses
- Indian + Asian Cuisine
- Local Merchants "Big Feet"
- Cappuccino and coffee
- Parks Open Space Cultural
- Open Space Trails Parks

**WHAT KINDS OF BUSINESSES OR EXPERIENCES SHOULD THIS AREA OFFER THAT OTHER NEIGHBORHOODS DON'T HAVE? ¿QUÉ TIPOS DE NEGOCIOS ÚNICOS LE OFRECERÍA EN ESTA ÁREA QUE NO EXISTEN EN OTROS?**

ADD POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

- Access to shops (not on top of each other)
- Restaurants
- Bus
- Entertainment
- Walkable Restaurants
- Walkable Shopping
- Local Restaurants
- Local pubs
- Music
- Outdoor eating living area
- Live/work/play in a walkable area
- Cowork space
- "Third spaces" - shops adjacent to areas where people can exist w/o having to spend money

**WHAT DOES THIS AREA FEEL LIKE DURING THE DAY? AT NIGHT? ON WEEKENDS? ¿CÓMO SE SIENTE ESTA ÁREA DURANTE EL DÍA? ¿POR LA NOCHE? ¿LOS FINES DE SEMANA?**

DAY DÍA	NIGHT NOCHE	WEEKEND FIN DE SEMANA
walkable	also walkable	walkable

## NORTH THORNTON AT CO 7 STATION AREA

### COMMERCIAL TYPES PRIORITIES BOARD

Community members were asked to rank their top three preferred commercial types they would like to see in the Station Area. Responses indicated a strong preference for experience-based, and daily needs serving uses, with comparatively less emphasis on traditional office uses.

#### What Types of Businesses Are Most Desired in North Thornton at CO 7 Station Area?

##### Key themes

- The most strongly supported category was **Entertainment and Community Spaces**, which received the highest number of top (1) priority rankings.
  - Participants emphasized the importance of gathering spaces, social activities, and places that create a sense of community.
- **Local Services and Daily Needs** emerged as the second highest priority.
  - Responses reflect a desire for convenient, neighborhood-serving amenities such as small retail, food options, and everyday services.
- **Ground Floor Retail / Mixed-Use** was also a strong preference.
  - Participants supported walkable, mixed-use environments with active ground-floor uses.
  - This category received a balanced distribution of rankings, reinforcing its importance as part of a mixed-use district.
- **Office / Employment uses** received comparatively lower priority rankings.
  - While still supported, office uses were less frequently identified as a top priority. This indicates employment uses are viewed as secondary to retail, services, and housing in this Station Area.

Table 5 – Living and Working – Businesses Type Ranking Results, North Thornton at CO 7

Business Types	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
Ground Floor Retail	7 votes	4 votes	5 votes
Local Services & Daily Needs	2 votes	8 votes	6 votes
Office/Employment	0 votes	4 votes	6 votes
Entertainment	12 votes	6 votes	1 vote

**NORTH THORNTON AT HWY 7**


**LIVING & WORKING | VIVIR Y TRABAJAR**

**North Thornton at Highway 7 Station Area Master Plan**

**RANK THE TOP THREE COMMERCIAL TYPES YOU WOULD LIKE TO SEE MORE OF IN THE AREA.**  
**PRIORICE LOS TRES TIPOS DE COMERCIO QUE LE GUSTARÍA VER MÁS EN EL ÁREA.**


**GROUND FLOOR RETAIL / MIXED-USE | COMERCIO EN PLANTA BAJA / USO MIXTO**

PLACE DOTS HERE | COLOQUE PUNTOS AQUÍ




1=7  
2=4  
3=5

**LOCAL SERVICES & DAILY NEEDS | SERVICIOS DE PROXIMIDAD**




1=2  
2=8  
3=6

**OFFICE / EMPLOYMENT | OFICINAS Y ACTIVIDADES DE EMPLEO**



1=0  
2=4  
3=6


**ENTERTAINMENT / COMMUNITY SPACES | ENTRETENIMIENTO / ESPACIOS COMUNITARIOS**



1=12  
2=6  
3=1

**OTHER CONSIDERATIONS | OTRA SUGERENCIA**

PUT POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ



## NORTH THORNTON AT CO 7 STATION AREA

### LIVING & WORKING BOARD (HOUSING)

Community members shared input on what would make the Station Area a desirable place to live, how it can benefit the surrounding neighborhood, and how it should differentiate itself from other areas.

#### **What Would Make This a Great Place to Live Next To?**

Participants emphasized the importance of open space, while also valuing access to daily needs and services within the North Thornton at CO 7 Station Area.

Key themes include:

- **Open space and natural features.** There is strong desire for parks, trees, and natural elements to be incorporated into the Station Area.
- **Walkability and safety.** Participants emphasized a desire for a safe, pedestrian-friendly environment where people walking feel safe crossing the street and getting to destinations.
- **Entertainment-oriented land uses.** Participants expressed desire for the area to become an entertainment district that can attract visitors from not only nearby but the entire city as well as the cities and towns north of Thornton.

#### **What Would Make This Station An Asset to the Neighborhood?**

Participants identified features that would allow the station to enhance connectivity, livability, and housing opportunities.

Key themes include:

- **Connections to trails and open space.** Integration with existing and expanded trail networks to key amenities and destinations in the area.
- **Housing diversity.** Participants expressed interest in a range of housing types including attainable ownership opportunities such as townhouses and smaller, lower-cost housing.
- **Support for small businesses.** Participants emphasized space for local small businesses and restaurants.

#### **How Do You Envision This Area to Be Different From the Rest of the City and Other Station Areas?**

Participants expressed a desire for the area to function as a distinct destination with unique amenities and experiences.

## NORTH THORNTON AT CO 7 STATION AREA

Key themes include:

- **Destination-oriented identity.** Participants expressed a desire to create a place that attracts visitors and activity.
- **Entertainment and cultural uses.** There was interest in indoor/outdoor entertainment, theaters, and event spaces that bring people into the Station Area to play.
- **Business diversity and vibrancy.** Participants expressed a need for a mix of uses that activate the area at different times of the day and bring people in.
- **Enhanced transit connections.** There is interest in strong regional connectivity (e.g., express routes connecting the area to DIA and Downtown Denver).
- **Houseless support services.** Participants express the need for wrap-around services near transit stations for individuals experiencing homelessness.

**NORTH THORNTON AT HWY 7**

**LIVING & WORKING | VIVIR Y TRABAJAR**

North Thornton at Highway 7 Station Area Master Plan

**WHAT WOULD MAKE THIS A GREAT PLACE TO LIVE NEXT TO?**  
¿QUÉ HARÍA DE ESTE UN GRAN LUGAR PARA VIVIR CERCA?

ADD POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

- TREES, NATURAL FEATURES, Keep it quiet
- Walkability, Safety (PO presence)
- Open space
- PARKS, Open Space, Community Spaces
- open space
- No Amazon Warehouse
- No Amazon or other warehouse
- No warehouses
- Entertainment District + Restaurants + High + Medium Density housing
- End station Entertainment district
- personal services/businesses

**WHAT WOULD MAKE THIS STATION AN ASSET TO THE NEIGHBORHOOD?**  
¿QUÉ HARÍA QUE ESTA ESTACIÓN BENEFICIE AL BARRIO?

ADD POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

- WALKABILITY, TRAFFIC REDUCTION
- Open Space
- connections, existing trails
- connected trails to gathering spaces
- Available housing for everyone
- Affordable/mixed income housing & space to create or run small businesses
- Townhomes for sale
- Affordable ownership housing

**HOW DO YOU ENVISION THIS AREA TO BE DIFFERENT FROM THE REST OF THE CITY AND THE OTHER STATION AREAS?**  
¿CÓMO IMAGINA QUE ESTA ÁREA SEA DIFERENTE DEL RESTO DE LA CIUDAD Y DE OTRAS ÁREAS DE ESTACIÓN?

ADD POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

- EXPRESS ROUTE FROM DIA HIGH SPEED RAIL
- Supportive services for business groups + affordable housing
- Make it a destination to draw people to
- opportunity for gateway
- Indoor/outdoor theater/entertainment uses
- Destination place
- Entertainment
- support for business + beautification

## NORTH THORNTON AT CO 7 STATION AREA

### HOUSING TYPES PRIORITIES BOARD

Community members were asked to rank their top three preferred housing types. Responses indicate a strong preference for moderate-density and mixed-use housing types, with less emphasis on conventional suburban residential housing.

#### What Types of Housing Are Most Desired in North Thornton CO 7 Station Area?

##### Key themes

The most strongly supported category was **Transit Mixed-Use housing**, which received the highest number of top (1) priority rankings.

- Participants showed a clear preference for housing integrated with transit, services, and walkable amenities.

**Missing Middle Housing** emerged as the second highest priority.

- This category, which includes townhomes, duplexes, and cottage housing types, received a high number of top and second choice rankings.

**Neighborhood Mixed-Use** housing was also well supported.

- Participants indicated interest in smaller-scale mixed-use and multifamily development integrated within the neighborhood context.

**Suburban Residential** received the lowest level of support from participants.

- This category had fewer top priority rankings and was more frequently identified as a third-choice option.

Table 6 – Living and Working – Housing Type Ranking Results, North Thornton at CO 7

Housing Types	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
<b>Transit Mixed-Use</b>	7 votes	2 votes	7 votes
<b>Neighborhood Mixed-Use</b>	2 votes	6 votes	5 votes
<b>Missing Middle Housing</b>	7 votes	7 votes	2 votes
<b>Suburban Residential</b>	3 votes	2 votes	3 vote

**NORTH THORNTON AT HWY 7**


**LIVING & WORKING | VIVIR Y TRABAJAR**

**North Thornton at Highway 7 Station Area Master Plan**

**RANK THE TOP THREE HOUSING TYPES YOU WOULD LIKE TO SEE MORE OF IN THE AREA.**  
**CLASIFIQUE LOS TRES PRINCIPALES TIPOS DE VIVIENDA QUE LE GUSTARÍA VER MÁS EN EL ÁREA.**


**TRANSIT MIXED-USE | USO MIXTO ORIENTADO AL TRANSPORTE PÚBLICO**

PLACE DOTS HERE | COLOQUE PUNTOS AQUÍ




Handwritten ranking for Transit Mixed-Use:  
1 = 7  
2 = 2  
3 = 7

**NEIGHBORHOOD MIXED USE | USO MIXTO DE BARRIO**




Handwritten ranking for Neighborhood Mixed Use:  
1 = 2  
2 = 6  
3 = 5

**MISSING MIDDLE HOUSING | VIVIENDA DE DENSIDAD INTERMEDIA**



Handwritten ranking for Missing Middle Housing:  
1 = 7  
2 = 7  
3 = 2

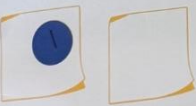
**SUBURBAN RESIDENTIAL | RESIDENCIAL SUBURBANO**



Handwritten ranking for Suburban Residential:  
1 = 3  
2 = 2  
3 = 3

**OTHER CONSIDERATIONS | OTRA SUGERENCIA**

PUT POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ



**MOBILITY PRIORITIES BOARD**

**How Would You Like to Get to and Around North Thornton Station Area?**

Community members were asked to rank their top mobility preferences. Responses indicated a strong emphasis on safe, walkable access and multimodal connectivity, with a lower priority placed on micromobility options.

Key themes

The **Walking and Safety** category was strongly supported, which received the highest number of top (1) priority rankings.

- Community members emphasized priority for safe, comfortable pedestrian infrastructure, including building out the sidewalk network, safe street crossings, and wayfinding signs to key destinations. Additional comments reinforced the need for grade-separated crossings over the railroad.

**Biking** emerged as the second highest priority.

- This category received a high number of top and second-choice rankings. Participants emphasized the importance of a connected bicycle network with access to separated/protected bicycle facilities to improve safety among all users.

**Transit Connections** was also well supported by the community.

- Community members emphasized the importance of a connected, reliable transit network that connected them from the Station Area to other parts of the city and the region.

**Micromobility** such as scooters and bike share received the lowest level of support.

- This category had limited dots and rankings overall and was rarely identified as a top priority. This may be due to the non-existent micromobility infrastructure in Thornton and average age of participants. Students or young adults may prioritize this differently if surveyed.

Table 7 – Moving Around – Transportation Ranking Results, North Thornton at CO 7

Transportation Infrastructure	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
<b>Walking &amp; Safety</b>	17 votes	2 votes	0 votes
<b>Biking</b>	2 votes	8 votes	5 votes
<b>Micromobility</b>	0 votes	1 vote	1 vote
<b>Transit Connections</b>	3 votes	6 votes	7 votes

NORTH THORNTON AT CO 7 STATION AREA

Exhibit 11. Moving Around – Transportation Ranking Preference

**NORTH THORNTON AT HWY 7**

**MOVING AROUND | MOVILIDAD**

**HOW WOULD YOU LIKE TO GET TO AND AROUND THE STATION AREA? | ¿CÓMO LE GUSTARÍA ACCEDER Y MOVERSE DENTRO DEL ÁREA DE LA ESTACIÓN?**

**WALKING & SAFETY | MOVILIDAD PEATONAL Y SEGURIDAD**

PLACE DOTS HERE | COLOQUE PUNTOS AQUI

1=17  
2=4  
3=0

**BIKING | MOVILIDAD CICLISTA**

1=2  
2=8  
3=5

**MICROMOBILITY | MICROMOVILIDAD**

1=0  
2=1  
3=1

**TRANSIT CONNECTIONS | CONEXIONES DE TRANSPORTE PÚBLICO**

1=3  
2=6  
3=7

**OTHER CONSIDERATIONS | OTRA SUGERENCIA**

PUT POST-IT NOTE HERE | COLOQUE UNA NOTA AQUI

sidewalks + safely walk to station

overpass to get to station

Expenditure equity - what around each station systematically should be the same

Incorporated green spaces.

## COMMUNITY AND OPEN SPACES PRIORITIES BOARD

Community members were asked to rank their top three preferred open space and recreation types. Responses indicate a strong preference for natural areas and a connected trail system, supported by civic gathering spaces and recreational amenities.

### Key themes

- **Natural Open Space** was strongly supported by community members, which received the highest number of top (1) priority rankings.
  - Participants prioritized access to nature, including wetlands such as the Big Dry Creek, natural areas and preserved landscapes. In addition, community members emphasized the need for nature-based play including drainage infrastructure that acts as natural greenways/trails.
- **Plazas & Civic Spaces, Community Parks & Fields, and Greenways** all ranked very similarly with high numbers of top and second-choice rankings.
  - Community Parks & Fields was a category with the highest number of second-choice rankings by community members.
  - Overall, community members emphasized the importance of a connected trail system for walking, biking, and recreating. Plazas and Civic Spaces were identified as important for public gathering spaces for all ages where the community does not necessarily need to purchase things to enjoy this type of outdoor amenity.

Table 8 – Community and Open Spaces Type – Ranking Results, North Thornton at CO 7

Community and Open Spaces Types	Top Priority – No. 1 (number of votes)	Second Priority – No. 2 (number of votes)	Third Priority – No. 3, (number of votes)
<b>Natural Open Spaces</b>	17 votes	1 vote	1 vote
<b>Plazas &amp; Civic Spaces</b>	3 votes	6 votes	4 votes
<b>Community Parks &amp; Fields</b>	0 votes	8 votes	4 votes
<b>Greenways &amp; Paths</b>	2 votes	6 votes	5 votes

**NORTH THORNTON AT HWY 7**

## COMMUNITY & OPEN SPACES | PARQUES Y ESPACIOS ABIERTOS

WHAT KIND OF GREEN SPACES & OUTDOOR RECREATIONAL AMENITIES WOULD YOU LIKE TO SEE IN THE AREA? | ¿QUÉ TIPOS DE ESPACIOS VERDES Y AMENIDADES RECREATIVAS AL AIRE LIBRE LE GUSTARÍA VER EN EL ÁREA?

**NATURAL OPEN SPACES | ESPACIOS ABIERTOS NATURALES**

PLACE DOTS HERE | COLOQUE PUNTOS AQUÍ

**PLAZAS & CIVIC SPACES | PLAZAS Y ESPACIOS CÍVICOS**

**COMMUNITY PARKS & FIELDS | PARQUES COMUNITARIOS Y CAMPOS DEPORTIVOS**

**GREENWAYS/PATHS | CORREDORES VERDES / SENDEROS**

**OTHER CONSIDERATIONS | OTRA SUGERENCIA**  
PUT POST-IT NOTE HERE | COLOQUE UNA NOTA AQUÍ

Library / comm spaces, Rec centers

How can you make all these types of spaces in one.

Nature Based Play

## ADDITIONAL WRITTEN COMMENTS

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Participants were encouraged to provide written feedback on comment cards to share issues or ideas not addressed through the display boards or discussions with City staff. Most of the written comments were related to the York at 144<sup>th</sup> Station Area and reflected many of the key themes summarized in this report.

A full list of comments written on the comment cards include:

- Don't change this area. Single family homes are great. All of the new buildings and high density is ruining the area. We didn't buy a home here to live by a train station/ apartments or church. Disappointing decisions. The increase in traffic will be awful. Already see speeding every night. If you build a station, you need to add bus routes along 144th connecting to other areas of city. I'm concerned about increased crime, traffic, and just the overall look of the place. We are not Denver, we want to remain suburban.
- Please extend the plan to the homes to the west of York.
- Need to allow for some mid-density or alternative housing transitions. Site/STAMP needs to have accessibility for 2-3 story multifamily. Vehicular access to the site is complicated for users. Consider adjacent land uses for higher densities 40 plus may not be appropriate. Commercial - larger centers in proximity don't detract from those centers by requiring too much commercial and many multifamily builders don't do commercial in some buildings. Avoid stalling the land for years in the future given RTD has no funds to construct a station. Not on the books at this time as they stated. Need to consider existing entitlements in the Fallbrook PD. Consider Farm owner and stakeholder intent.
- Why transit around single-family homes? Would be better near businesses and apartment buildings. Along Washington for example its right by Rocky Mountain Top Middle School. Yikes!
- I live within the planned affected area. I like the idea of mixed-use buildings, but no more than 3 stories tall. The ideal neighborhood would eliminate the necessity to drive but still allow me to drive. This includes walkable/bikeable distances to essential services (groceries, pharmacies, convenience stores, etc.) and public transit. The public transit needs to be reliable, safe, and connected to entertainment hubs (Denver, malls, parks, etc.) The integration of mixed-use. 3 story buildings must also be designed in conjunction with parks/open spaces nearby for pedestrians with pets, or the want for replacement "yard". Protect the wetlands, open space, and native wildlife. Train needs to run often enough to entice people to use it over driving. But not stop so often as to make it too slow. I would like to suggest double tracks, to allow for multiple trains running the route. And/or

## ADDITIONAL WRITTEN COMMENTS

on A-B schedule where train A or B stop at every other station respectively. with bus routes between A-station and B-stations. Make the train worth it!. Build the transit systems like Europe does!

- Where is everything you want to build going to go? 144th and York? Concerned about an increase in crime. How will you handle traffic for the Rocky Mountain Top Middle School? Safety - pedestrian bridge for students to cross from neighborhood to middle school? How do you protect existing neighborhoods from the noise?
- Concern about low-income housing being built at 144th and York. Make the next hub at Hwy 7 - more open space, commercial use. Seeing more reasonable to do hub there than at 144th and York.
- I am concerned at the lack of affordable and sustainability focus in comment. There is a lot of available single-family homes in this area. The contrast between the beautifully developed single-family neighborhoods and higher density areas is startling. In a bad way. So I'm just bummed.
- Thanks for the opportunity to see the vision of 144th and York. I would not like to see the NE corner of 144th and York rezoned to TOD. It would be premature before the RTD station funding has been finalized. Higher density housing would cause residential growth without adequate infrastructure in that area.
- Station at 144th and York is a terrible idea. Traffic is already bad in the area.
- HOA coordination needed. Clarify noise + fence line responsibilities.
- Oppose high-rise buildings near stations and generally against the stations.
- York & 144th plan is a horrible idea
- We should consider dropping the elevation of the rail line north of Eastlake to mitigate grade crossings and sound/visual impacts to neighbors. Either fully underground or partially underground with a retaining wall.
- Please come to us at 144th with plans that are low density and mixed with a restaurant. Thanks
- I bought my house in the Haven neighborhood in 2001. I voted for light rail in 2004. I have known that the land behind my house would be developed at some point. I signed papers acknowledging that development would occur-restaurants/strip mall/daycare. And now the city is thinking about high density 3-5 story structures. I did not sign on for that. High density does not fit. the people who have lived here for 25 years. We appreciate it.

## ADDITIONAL WRITTEN COMMENTS

- What infrastructure supports high density? Will everyone take light rail?
- I am excited for the light rail station on 144th. I am very worried that any high-density plans is being considered for 144th and York. Townhouses, yes- but 5 story apartments do not fit. Neighborhood in the area have fought 3-5 story building ideas before, so I hope the city will actually listen and move away from high density plans. There are so many better options! Retail, restaurants, low density.
- 144th and York is not a walkable area and nor should it be. If high density apartments are built, where are these people going to walk to get groceries. All grocery stores are at least 10 min drive, which means these individuals will need cars to get anywhere. Please consider building apartments closer to the Orchard shopping center, where there is still plenty of open land not in single-family home areas. Please keep the area quiet and family oriented. Parks and open space is welcome.
- TOD is not appropriate for 144th and York. Anything higher than 2 stories would not be welcome and would cause the surrounding neighborhood to lose their charm. Would like to see services that would benefit the community such as library or park/family-oriented spaces. Townhomes or duplexes or single-family homes would be okay put please on 144th is already busy enough and adding high/medium density much farther.
- Affordable transportation on N line has resulted in homeless migration and it has impacted businesses and neighborhoods. Services need to be available near stations to encourage the homeless to seek appropriate support and resources rather than soliciting money on street corners or at businesses in neighborhoods near stations.
- The light rail at York and 144<sup>th</sup> is a terrible idea! I live on Fillmore St in Fallbrook Farms. My back yard borders Detroit. York is 1 lane in each direction. A church is now being built on the property and a light rail is the last thing residents need. Traffic is already a nightmare!