

YORK AT 144TH AND NORTH THORNTON AT CO 7 STATION AREA MASTER PLANS (STAMPS) COMMUNITY OPEN HOUSE #2 SUMMARY

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EXECUTIVE SUMMARY

This engagement summary provides an overview of community input received during the second public open house held on August 17, 2026 at the AnyThink Wright Farms Library. The open house was for the City of Thornton's Station Area Master Plans (STAMPs) for the future York at 144th and North Thornton at Colorado Highway 7 Station Areas.

The purpose of the open house was to gather feedback on three preliminary vision alternatives for each Station Area. Participants were asked which vision they preferred, what each Station Area should be known for, how they viewed important planning trade-offs, and what additional ideas or concerns should be considered.

The vision alternatives were intended to illustrate different approaches to development, open space, community character, and activity. They were conceptual and did not represent actual development proposals or final City plans.

Approximately 100 community members attended the open house. Participants generally supported elements from multiple alternatives rather than selecting one alternative in its entirety. Feedback reinforced that the two Station Areas have different physical contexts and community priorities.

YORK AT 144TH STATION AREA

Community input for the York at 144th Station Area emphasized creating a walkable, neighborhood-oriented area that remains compatible with surrounding residential neighborhoods. Participants generally favored the Village Green and Pocket Park Neighborhoods alternatives, which emphasize parks, trails, smaller green spaces, and a quieter residential character. A walkable town center and parks and trails emerged as leading priorities, with additional interest in housing choices, sustainability, community gathering spaces, and local businesses. Participants supported neighborhood-scale dining and retail but generally preferred a balanced or quieter development pattern over a more active destination. If additional housing is developed, participants emphasized completing traffic improvements first, stepping down building heights near existing homes, and providing more parks and appropriately scaled neighborhood amenities. Other recurring concerns included traffic congestion, rail noise,

pedestrian and bicycle safety, infrastructure capacity, and potential impacts on existing neighborhoods and property values.

NORTH THORNTON AT CO 7 STATION AREA

Community input for the North Thornton at CO 7 Station Area reflected support for a walkable, mixed-use destination that combines community activity with parks, trails, and natural areas. Participants generally favored elements of both the Town Center and Connected Greenways alternatives, including shopping, dining, entertainment, housing, community gathering spaces, trail connections, and leveraging the Big Dry Creek as a recreation asset for the area. Feedback supported creating a destination that serves nearby neighborhoods while also attracting visitors from elsewhere in Thornton and the north metro area. Participants expressed interest in stronger transit and bicycle connections, local businesses, a range of housing choices, and smaller-scale employment opportunities. Responses to the trade-off exercises showed support for both urban activity and open space, suggesting that the preferred vision should balance development with natural features and recreation. Participants indicated greater acceptance of additional housing, traffic, and activity when accompanied by transportation improvements, infrastructure, open space, and meaningful community amenities.

MEETING CONTEXT

BACKGROUND & PURPOSE

The City of Thornton is developing two Station Area Master Plans for the areas surrounding the future N Line stations at York Street and 144th Avenue and near Colorado Boulevard and Colorado Highway 7.

The first community open house, held in April 2026, gathered initial input about preferred housing, businesses, transportation improvements, parks, open spaces, and neighborhood character. That input was considered alongside existing conditions, market findings, development opportunities, infrastructure constraints, and stakeholder interviews to develop three preliminary vision alternatives for each Station Area.

The second community open house provided an opportunity for the community to review these vision alternatives and identify the elements that should be incorporated into the next phase of planning. Community feedback on the vision alternatives will be used to identify a preferred direction for each Station Area. Preliminary key themes and input regarding the community's preferences on vision alternatives are described below.

ENGAGEMENT EFFORTS

The City and consultant team hosted the second community open house on Monday, August 17, 2026, from 4:30 to 7:30 p.m. Approximately 100 community members attended.

The drop-in format allowed participants to review project information and speak directly with City staff and the consultant team. Participants provided input through:

- Preference voting on three vision alternatives for each Station Area;
- Ratings indicating levels of support for each alternative;
- Voting on desired station-area characteristics;
- Exercises comparing different planning trade-offs;
- Written comments and ideas; and
- One-on-one discussions with project staff.

The results represent input from open house participants and should not be interpreted as a statistically representative community survey or final concepts for either Station Area, but rather as high-level themes and ideas supported by the community.

ACTIVITY BOARDS

The engagement boards presented three preliminary vision alternatives for each Station Area. Additional interactive boards asked participants what each Station Area should be known for, what trade-offs they would be willing to consider to achieve the vision, what primary purpose each Station Area should serve, and which elements of the vision they preferred more over other elements.

VISION ALTERNATIVES

York at 144th Alternative Boards

- **Central Plaza Board**: A neighborhood center organized around an active public plaza, gathering space, and mixed-use development.
- **Village Green Board**: A residential neighborhood centered around a larger community green for recreation and gathering.
- **Pocket Park Neighborhoods Board**: Connected residential neighborhoods organized around smaller parks, trails, and shared green spaces.

North Thornton at CO 7 Alternative Boards

- **Urban Center Board**: A higher-intensity, mixed-use destination with housing, employment, shopping, dining, and entertainment.
- **Town Center Board**: A community-oriented mixed-use district with housing, businesses, services, and gathering spaces at a moderate scale.
- **Connected Greenways Board**: A neighborhood center organized around Big Dry Creek, trails, open space, and connections between development and nature.

YORK AT 144TH STATION AREA

Each header below summarizes the participant input and key themes received for the corresponding activity board in each Station Area.

WHICH STATION AREA VISION DO YOU PREFER?

Participant preferences generally leaned toward the **Village Green** and **Pocket Park Neighborhoods** alternatives. These concepts were viewed as more compatible with the surrounding residential neighborhoods because they emphasized parks, trails, smaller green spaces, and a quieter neighborhood character.

The **Central Plaza** alternative received mixed feedback. Some participants supported its higher intensity mixed-use development around the Central Plaza gathering space and walkable design. Others were concerned that the concept could introduce tall buildings, greater residential density, more traffic, and activity that may not be compatible with nearby homes.

Overall, participants tended to favor combining the parks, trails, and residential character of Village Green and Pocket Park Neighborhoods with selected Central Plaza elements, such as neighborhood-scale dining, retail, and gathering spaces.

WHAT SHOULD THE YORK AT 144TH STATION AREA BE KNOWN FOR?

Participants were asked to respond with their top two choices by voting on which category below the York at 144th Station Area should be known for. Responses are listed in the order of highest votes to lowest votes.

- **Walkable Town Center.** The walkable town center was shown to garner community support above all other preferences.
- **Parks and trails.** Participants expressed strong support for parks and trails, smaller neighborhood greens, walking and bicycling paths, and connections to natural areas.
- **Housing choices.** This was the third ranked preference. Comments noted that higher density of 3-5 stories is out of place in the Station Area.
- **Sustainability, Community Gathering Spaces, and Local Businesses.** The preferences listed in this bullet point are listed in descending order of support.
- **Other.** Participants expressed support for other preferences not listed including more paved trails, connections to bike paths or separated bike lanes instead of bike lanes without protection, phasing development near 142nd Place to start with single-family homes, and overall better trail connectivity to the citywide trail network.

WOULD YOU RATHER HAVE THIS OR THAT?

Participants were asked to consider three sets of trade-offs for the York at 144th Station Area. To determine preferences between different concepts without having to vote for a single concept, participants voted between “Strongly Support,” “Somewhat Support,” or “Neutral” regarding differing scales of the concepts described below.

- **A Large Central Plaza or Smaller Neighborhood Greens?**

Feedback generally favored smaller neighborhood greens distributed throughout the Station Area. Participants viewed smaller parks and green spaces as more compatible with the surrounding neighborhoods and as providing convenient access to open space. Some participants either Strongly Supported or Supported a larger central plaza if it served as a community gathering place and was accompanied by appropriately scaled businesses and development.

- **A Lively Gathering Place or a Quieter Residential Neighborhood?**

Responses leaned toward a quieter residential neighborhood with a majority of the responses Strongly Supporting a Quieter Residential Neighborhood. Participants frequently emphasized maintaining a peaceful, family-oriented environment and limiting late-night activity, noise, traffic, and larger entertainment uses. There was still interest in community gathering spaces, provided they remain neighborhood-oriented and do not generate excessive activity.

- **Neighborhood Dining and Retail or More Park Space?**

Feedback demonstrated support for both options. Participants expressed interest in restaurants, cafés, small grocery options, and neighborhood services, while also placing a slightly higher priority on parks and open space. The responses suggest that participants may support a combination of park space and a limited amount of neighborhood-serving commercial development rather than maximizing one use at the expense of the other.

IF THE STATION AREA INCLUDES MORE HOUSING THEN....

Participants were asked to consider six options for balancing more housing in the York at 144th Station Area. A question prompted responses by asking “If the Station Area includes more housing then...” and having participants vote for their top two preferences identified on the board. Responses are listed in the order of highest votes to lowest votes.

- **Traffic improvements should happen first.** This was a clear top preference among participants. Anecdotal conversations suggest residents view traffic and congestion already difficult, especially in existing neighborhoods and during school drop-off/pick-up times.

York at 144th Station Area

- **Building heights should step down near existing homes.** This was a strong preference, aligning with overall desire to balance density with existing built form and the surrounding neighborhoods.
- **It should include more parks.** Participants weighed more park space as important to balancing the inclusion of new housing in the Station Area.
- **It should include neighborhood retail.** Some participants viewed neighborhood serving retail as a moderate preference for balancing new housing.
- **It should include improved mobility options.** Of the balancing strategies offered, this was the least preferred by participants.
- **Other.** Additional comments for balancing housing in the Station Area included things like “gentle density,” local retail, starter homes, improved trail system, and safer road crossings for bikes and pedestrians.

AS THE FUTURE YORK AT 144TH NEIGHBORHOODS DEVELOPS, WHICH APPROACH BEST REFLECTS YOUR PRIORITIES?

Participants were asked to consider three development approaches for the York at 144th Station Area. To determine which development pattern best balances the future Station Area, participants were asked to vote for their top preference regarding which approach reflects their priorities for York at 144th. The three approaches included:

- **A more active neighborhood** with local cafes, community events, and gathering places – even if it brings more people and activity.
- **A balance** between the two.
- **A quieter neighborhood** that prioritizes, parks, open space and residential character – even if it includes fewer neighborhood amenities.

Ultimately, a “quieter neighborhood” and “balance between the two” received the highest numbers of preference votes, but some participants did vote for a “more active neighborhood.” This suggests that a balanced approach will likely be necessary to ensure that the neighborhood’s range of preferences is considered as the York at 144th Station Area develops.

What Other Ideas Do You Have for This Station Area?

Written comments and conversations identified the following themes:

- Limit building height and provide transitions between new development and existing homes.

York at 144th Station Area

- Consider townhomes, duplexes, cottage housing, and smaller multifamily buildings as alternatives to larger apartment buildings.
- Provide neighborhood-scale restaurants, grocery options, and everyday services.
- Preserve wetlands, wildlife habitat, open space, and natural features.
- Improve pedestrian and bicycle connections across 144th Avenue, York Street, and the railroad.
- Address safe access to Rocky Top Middle School and nearby recreational facilities.
- Evaluate traffic conditions before substantial development occurs.
- Provide reliable bus connections along 144th Avenue and connections to other destinations.
- Address train noise, fencing, visual impacts, and responsibilities along neighborhood property lines.
- Coordinate with surrounding homeowners' associations, landowners, and existing development entitlements.
- Ensure utilities, streets, and other public infrastructure can support future development.

Some participants expressed opposition to the proposed station or to transit-oriented development at this location. Other participants supported the station and mixed-use development but emphasized that buildings should generally remain lower in scale and be accompanied by parks, trails, services, and transportation improvements.

NORTH THORNTON AT CO 7

Each header below summarizes the participant input and key themes received for the corresponding activity board in each Station Area.

WHICH STATION AREA VISION DO YOU PREFER?

Participants generally favored elements of both the **Town Center** and **Connected Greenways** alternatives. The Town Center alternative was supported for its walkable mix of housing, businesses, restaurants, services, and community gathering spaces. The Connected Greenways alternative was supported for its emphasis on connected trails, parks, recreation, and the integration of development with natural areas.

The Urban Center alternative received some support, particularly from participants interested in creating a regional destination with entertainment, shopping, employment, and housing. However, feedback generally favored a moderate-scale or balanced approach over maximizing urban development intensity.

Overall, participants appeared interested in combining a walkable town center with a connected system of parks, trails, and natural areas.

WHAT SHOULD THE NORTH THORNTON AT CO 7 STATION AREA BE KNOWN FOR?

Participants were asked to respond with their top two choices by voting on which category the North Thornton at CO 7 Station Area should be known for. Responses are listed in the order of highest votes to lowest votes.

- **Shopping, dining, and entertainment.** Participants supported restaurants, shops, entertainment venues, cultural activities, and other uses that could make the area a destination for the nearby neighborhoods and the City as well.
- **Parks and trails.** Feedback emphasized creating trail connections, and incorporating parks and recreation into development, as well as leveraging the Big Dry Creek for recreation.
- **Transit connections.** Participants expressed interest in convenient connections among the N Line, bus rapid transit, local bus service, and regional destinations.
- **Walkable town center.** Participants supported the walkable town center because it incorporates a mix of uses such as restaurants, shops, entertainment with a modest-scaled development that is walkable.

North Thornton at CO 7 Station Area

- **Regional destinations.** There was moderate support for seeing the North Thornton at CO 7 Station Area support a regional draw, citing entertainment, parks, and a walkable town center as the reasons people would visit the area.
- **Sustainability, community gathering spaces, local businesses, housing choices, and good jobs.** The preferences listed in this bullet point are listed in descending order of support.
- **Other.** Some participants expressed support for bike trails that connect to the citywide system, including to the York at 144th Station Area. One comment noted a need for a “splash park” or similar water park. Another comment noted that the station should have trails and open space only, with no more retail, residential, or warehousing desired.

WHAT ARE YOU WILLING TO BE FLEXIBLE ON TO HELP MOVE THIS VISION FORWARD [FOR THE NORTH THORNTON AT CO 7 STATION AREA]?

At the open house, participants were asked an open ended question and to respond via writing their response to the question “What are you willing to be flexible on to help move this vision forward?” Responses to this question were limited but staff and the consultant team did discuss this question with open house attendees. Anecdotal conversations indicated some willingness to accept increased development, housing, traffic, and activity if these changes produce meaningful community benefits.

Potential benefits identified by participants included:

- New shopping, dining, and entertainment options;
- Additional housing choices;
- Improved transit service;
- Parks, trails, and recreational amenities;
- Local employment opportunities;
- Community gathering spaces; and
- Transportation and infrastructure improvements.

At the same time, participants emphasized that flexibility should not result in the loss of important natural areas or prevent the creation of safe, walkable, and connected neighborhoods. Feedback suggests that development intensity may be more acceptable when it is paired with open space, infrastructure, transportation choices, and high-quality community amenities.

WHAT PURPOSE SHOULD THE NORTH THORNTON AT CO 7 STATION PRIMARILY SERVE?

Participants were asked to identify the primary function or purpose they would prefer for the North Thornton at CO 7 Station Area. The options included:

- **A regional destination** that supports employment, entertainment, shopping, and other attractions, even if it results in increased traffic and activity.
- **A mixed-use area** that provides housing, services, recreation, and community gathering spaces.
- **A walkable town center** focused on meeting everyday needs, even if it attracts fewer regional destinations.
- **A balanced approach** that incorporates multiple priorities, recognizing that no single goal would be maximized.

Participants generally favored a regional destination that also supports a mixed-use area with housing, services, recreation and gathering spaces. Some participants supported the concept of a walkable town center that could also support both a regional destination and a mixed-use area. Ultimately, a balanced approach may be needed to ensure competing desires meet in the middle.

WOULD YOU RATHER HAVE THIS OR THAT?

Participants were asked to consider three sets of trade-offs for the North Thornton at CO 7 Station Area. Rather than selecting a single concept, participants rated their level of support for different approaches using the categories “Strongly Support,” “Somewhat Support,” or “Neutral.” This format was intended to better understand preferences across varying scales and combinations of the concepts described below.

- **An Active Outdoor Destination or a Regional Entertainment Destination?**
Feedback supported elements of both options. Some participants favored outdoor recreation, trails, parks, and connections to Big Dry Creek. Others supported entertainment venues and activities that could attract visitors from Thornton and surrounding communities. The responses suggest an opportunity to create a destination that combines entertainment and cultural activities with outdoor recreation and natural features.
- **A Vibrant Town Center or a Smaller Town Center?**
Participants expressed interest in a Vibrant Town Center destination with the majority of participants Strongly Supporting or Somewhat Supporting this option. Feedback indicates that a town center should include sufficient activity to support restaurants, businesses,

services, and gathering spaces without becoming overly intense or disconnected from surrounding neighborhoods.

- **More Urban Activation or More Open Space?**

Responses reflected support for both urban activation and open space. Participants wanted shopping, dining, entertainment, housing, and activity, while also placing significant value on parks, trails, natural areas, and Big Dry Creek. Rather than choosing exclusively between the two, participants frequently supported integrating development with a connected open-space and trail system, many responding neutral (or split) between the two options.

WHAT OTHER IDEAS DO YOU HAVE FOR THIS STATION AREA?

Additional comments and conversations identified the following themes:

- Connect development to Big Dry Creek and existing and planned trails.
- Provide protected or separated bicycle facilities.
- Create safe pedestrian crossings and a complete sidewalk network.
- Strengthen connections among rail, local buses, regional transit, and future CO 7 transit investments.
- Explore connections to Downtown Denver, Denver International Airport, and other regional destinations.
- Support local restaurants, small businesses, start-ups, and live-work spaces.
- Provide a range of housing types and attainable housing opportunities.
- Include indoor and outdoor entertainment, cultural uses, and event spaces.
- Incorporate plazas, parks, and gathering spaces for different ages and abilities.
- Address traffic and infrastructure needs as development occurs.
- Integrate natural drainage features, habitat areas, and greenways into the station-area design. Industrial warehouses and highway-oriented employment were not commonly identified as preferred station-area uses.