



North Thornton at Highway 7

Station Area Master Plan

Existing Conditions Report



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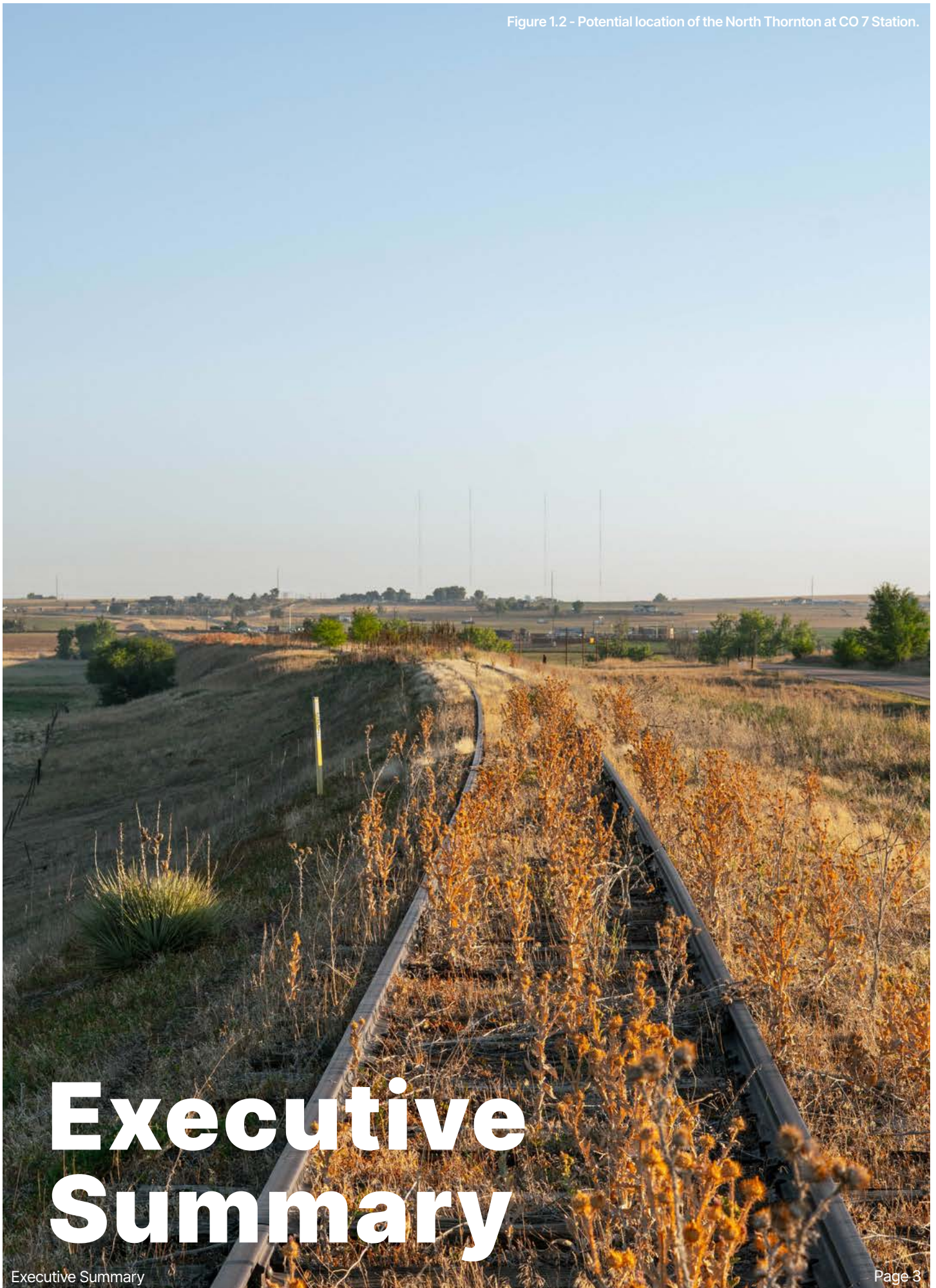
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Figure 1.1 - (Cover) Train bridge over CO 7, near the future North Thornton at CO 7 Station.



Executive Summary

Executive Summary

What's Here Today?

The North Thornton at CO 7 Study Area is predominately agricultural land, open space, and scattered large lot residential development. Most parcels in and around the Study Area are 80 acres in size or more. Existing land uses in the Study Area include a church, a landscape supply business, oil and gas operations, a solar farm, and the Regional Transit District (RTD) railroad corridor.

A 2009 project called North End Station was approved as a Planned Development (PD) that permits up to 4,200 residential units and 1 million square feet of commercial space adjacent to the proposed station, however, no construction has occurred to date. The City's Future Land Use Map designates portions of the Study Area for either Transit-Oriented Development (TOD), Mixed-Use Neighborhood (MUN), Regional Mixed-Use (RMU), Employment Center (EC), or Parks, Trails, and Open Space (PTO) uses that are well aligned with transit supportive land uses.

Opportunities

- Large, greenfield land offers the opportunity to comprehensively plan large swaths of land, avoiding piecemeal planning for the Study Area.
- Emerging development proposals such as Flatiron Vistas and Integra Thornton signal active developer interest in the area, providing early momentum that could kickstart development of the Station Area for transit-oriented development.
- Nearby regional assets such as the Larkridge Shopping Center, The Orchard Town Center, Denver Premium Outlets, St. Anthony North Hospital, and the Amazon Distribution Center provide an immediate employment and retail base to support additional residential and commercial growth in the area.
- The Big Dry Creek is a significant open space and trail asset that can support a connected green network of trails and green space through the Study Area, further enhancing livability and creating an identity for new development and the overall area.
- The German Ditch corridor north of 160th Avenue contains features that collectively provide high wildlife habitat and open space value. City plans would require new development to develop the German Ditch Trail to enhance recreational opportunities in this area.
- Northern portions of the Study Area are within Thornton's Urban Reserve growth area in Weld County.

Constraints

- A 1992 settlement agreement with the City of Northglenn imposes significant land use and density restrictions across half of the Study Area due to its proximity to the Northglenn wastewater treatment plant. These restrictions limit what can be built near the station and need to be further reviewed to determine the Study Area's full development potential.
- Floodplain encumbers approximately half of the study area, limiting intense development near the RTD's proposed station location and other parts of the Study Area.
- Approximately half of the Study Area lies within unincorporated Adams County, meaning new development at urban densities will require annexation into Thornton.
- The North End Station PD was approved in 2009 but remains entirely unbuilt after 17 years, possibly indicating that the site faces market or infrastructure barriers that the Station Area Master Plan must address.
- Existing oil and gas operations and the RTD railroad corridor create compatibility challenges and safety buffers that will constrain how land immediately adjacent to the station can be developed. Additionally, the RTD railroad acts as a dam for the Big Dry Creek creating floodplain issues.

Who Lives Within the Study Area?

The Study Area is home to a small number of households and residential development concentrated in a few newer single-family subdivisions to the west (within city limits) and the Eagle Shadow subdivision just east in Adams County. Compared to Thornton and Adams County, households living in the Study Area are generally more affluent and less racially and ethnically diverse. Median household incomes are generally higher, and poverty levels are comparable to or below citywide averages.

Opportunities

- The Study Area has a relatively small residential base that provides opportunities for new housing types and densities that can support transit ridership.
- Higher household incomes and education levels in the Study Area can provide market support for several development types such as mixed-use, commercial, rental and for-sale residential developments near transit.

Constraints

- Low existing residential density in the Study Area means ridership for the future N Line station will depend on new residential development and regional commuters at scales adequate for commuter rail.

Moving Around the Study Area

The Study Area is currently car-dependent, with a street network defined by two-lane arterials, high-speed roadways, and limited east-west connectivity. While there is currently no fixed route transit service in the Study Area, the CO 7 Transit Starter Service, called the B2B Flyer (Brighton to Boulder), is scheduled to start service in Fall 2026. Bicycle and pedestrian infrastructure is fragmented and concentrated only where residential development has occurred. Bicyclists traveling along CO 7 currently ride on the shoulder. However, there are significant multimodal investments planned in and around the Study Area including the N Line commuter rail completion, future CO 7 Bus Rapid Transit (BRT), an interim I-25 and CO 7 mobility hub, an ultimate I-25/CO 7 interim and ultimate mobility hub, CO 7 transit lanes, expanded bicycle and pedestrian facilities, and realignment of Colorado Boulevard that will further expand access and connectivity in the Study Area.

Opportunities

- The planned N Line completion to North Thornton at CO 7 Station is the Study Area's opportunity connecting area residents and workers directly to Downtown Denver and the Union Station, the metro's major mobility hub, but also to other parts of Thornton and the National Western Center via commuter rail, catalyzing transit-oriented development in a currently rural area of Thornton.
- The CO 7 transit starter service between Brighton and Boulder (the B2B Flyer) will begin in Fall 2026 to prove concept of need for a full BRT service between Brighton and Boulder. The transit service will provide a critical east-west transit corridor that intersects with the N Line, creating a multimodal transfer point and expanding the Study Area's connection to the Denver Region. A future BRT stop is planned in the area of the existing Colorado Boulevard intersection.
- The I-25 and CO 7 interim mobility hub, expected to open in Fall 2026, will provide a new multimodal gateway to the Study Area with the Broomfield-Thornton Park-n-Ride located in the southeast corner of I-25 and CO 7 with access through the Larkridge Shopping Center. The interim mobility hub will accommodate CDOT's Bustang, B2B Flyer, FlexRide, pedestrian and bicycle connections, enhancing transit accessibility ahead of the N Line station opening.

Executive Summary (continued)

- Improvements to CO 7 in Thornton are at a 15% design and include an exclusive transit / right turn lane in each direction and multi-use paths.
- Planned roadway improvements including the realignment of Colorado Boulevard and extensions of 152nd and 156th Avenues will improve internal circulation and connectivity, providing a street grid needed for walkable, transit supportive development patterns.
- The Big Dry Creek Trail and the planned improvement to the bicycle network along CO 7 provide a necessary foundation for a connected off-street bicycle facility network serving the Study Area and surrounding neighborhoods.

these two systems will face first- and last-mile connections and require vehicles to connect to the mobility hub until the future bus stop is developed at Colorado Boulevard and CO 7 with a connection to the new N Line Station.

Constraints

- CO 7 and E-470 function as high-speed auto-oriented corridors with posted speeds that create pedestrian and cyclist safety challenges.
- East-west and north-south connectivity within the Study Area is very limited and intersections are far apart from one another. This mobility constraint will make first- and last-mile access to the future N Line station difficult without significant new street construction.
- The RTD railroad berm is an elevated physical barrier that bisects the Study Area north to south, limiting access across the Study Area north of CO 7 providing potential circulation problems and bottle neck issues. Additionally, the elevated railroad berm creates flooding issues in an event of a major weather event.
- The intersection and segment of CO 7 and Colorado Boulevard is a High Injury Network and High Risk Network that has the highest risk for severe crashes that have resulted in fatalities or serious injuries due to blind turn and persistent gravel spilling onto the roadway.
- Existing bicycle and pedestrian infrastructure is fragmented and does not yet connect to surrounding residential areas to the proposed station location. Thoughtful planning of future bicycle and pedestrian infrastructure is needed to ensure connectivity and the appropriate facilities are built to provide continuity of these facilities.
- The proposed CO 7 BRT and mobility hub at I-25 is approximately two miles from the proposed N Line station, meaning riders seeking to transfer between

Infrastructure

The Study Area is served by limited urban infrastructure today, reflecting its rural and agricultural character. Water, sanitary sewer, and stormwater systems are undeveloped in areas where there is no existing residential development and will require substantial investment to accommodate new development in the Study Area. Critically, an undersized culvert through the RTD railroad embankment causes extensive floodplain inundation immediately west of the proposed station location which directly constrains where and how development can occur in the station's core area.

Opportunities

- Because infrastructure is largely unbuilt, there is an opportunity to plan and size systems correctly for the Study Area and beyond from the onset ensuring that water, sewer, and stormwater systems are scaled to support the transit-oriented development vision for the Study Area.
- There are opportunities to partner with RTD, adjacent landowners and developers to identify infrastructure improvements needed to address the undersized railroad culvert and reduce floodplain issues that limit development potential.
- Colorado Department of Transportation's (CDOT) planned replacement and elevation of the CO 7 bridge over Big Dry Creek is an opportunity to reduce floodplain conflicts and provide grade-separated pedestrian crossing across CO 7 in the Study Area, however timing should be coordinated with improvements to the Big Dry Creek floodplain at the RTD Railroad, existing Colorado Boulevard, 168th Avenue, and into Weld County.

Constraints

- Water and sewer infrastructure stubs exist but are limited in their reach in the Study Area, requiring significant utility extensions and investment to serve new development.
- Numerous active and abandoned oil and gas wells are present in and around the Study Area that can potentially limit development potential and building placement.
- The undersized culvert through the railroad embankment coupled with the Big Dry Creek floodplain restricts major development to happen in the core of the Station Area.

- The city's 2020 Utility Master Plan does not account for growth in Weld County, meaning that utility capacity assumptions will need to be revisited as annexation is pursued and utility planning will need to be updated to support growth in north Thornton.
- Floodplains and different water providers in the Study Area make water and stormwater infrastructure planning complex—needing thoughtful coordination across multiple jurisdictions and water districts.

Figure 1.3 - Looking west from the future North Thornton at CO 7 station.



Introduction

Introduction

The Regional Transportation District (RTD) North (N) Line commuter rail is a high-capacity commuter rail service, with the partially completed tracks opened in September 2020, that connects the Eastlake at 124th Station in Thornton to Downtown Denver via four existing stations.

As part of the larger FasTracks program, approved by voters in 2004, the N Line represents a critical piece of regional mobility. While much of the FasTracks rail and bus system is complete, key elements remain unfinished, such as the Northwest Rail (B Line) completion to Boulder and Longmont, as well as completion of additional stations on the N, D, and L Lines.

Recent state legislation prioritizes the completion of the B and N Lines by December 31, 2034. The completion of the N Line would include two additional stations along the existing RTD owned railroad right-of-way to include the station areas of York Street at 144th Avenue and North Thornton at CO 7 (near the intersection of Colorado Boulevard and 162nd Avenue). Given this regional investment, it is important for Thornton to align its planning efforts to accommodate the anticipated N Line completion.

The City of Thornton's long-range planning framework is guided by the Comprehensive Plan and its component plans, including Station Area Master Plans (STAMPs),

which provide detailed, area-specific policy direction for transit station areas. At the time of the Comprehensive Plan adoption in 2020, the initial phase of the N Line was nearing completion; however, timelines for the two future stations had not yet been established.

Since that time, development interest has increased in both future station areas. Each area has active development applications and/or pre-applications for land directly adjacent to the proposed station platforms, as well as additional proposals within and immediately outside the Study Areas. As a result, the development of new station area master plans for these two new stations is increasingly time-sensitive and necessary to ensure development aligns with the Comprehensive Plan's vision.

This Existing Conditions Report includes the following sections:

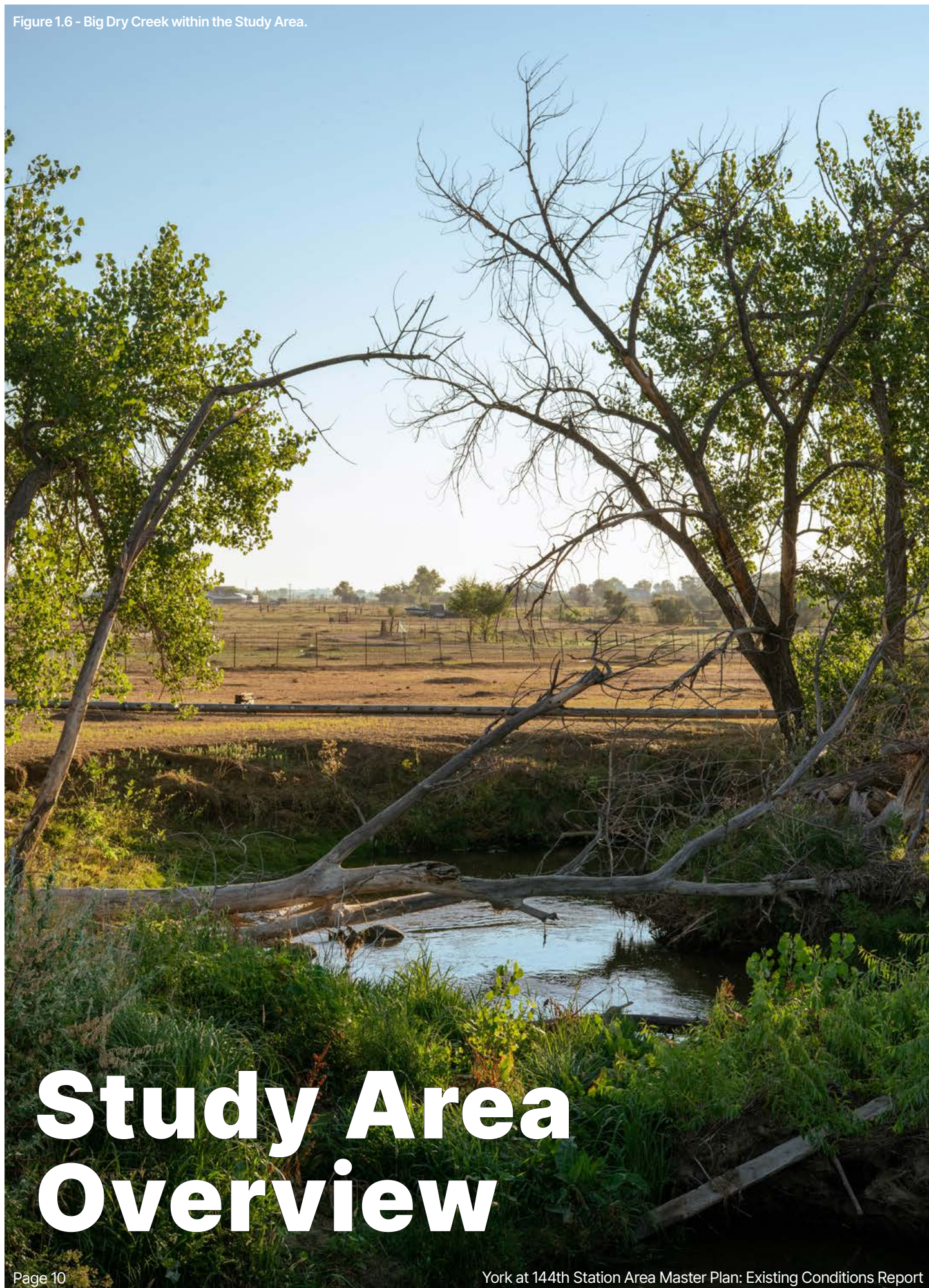
- Study Area Location & Boundary
- What's Here Today?
- Who Lives in the Study Area?
- Moving Around
- Infrastructure

Figure 1.4 - N Line at the existing Thornton Crossroads at 104th Station. Source: RTD.



Figure 1.5 - Northeast corner of the North Thornton at CO 7 Study Area.

Figure 1.6 - Big Dry Creek within the Study Area.

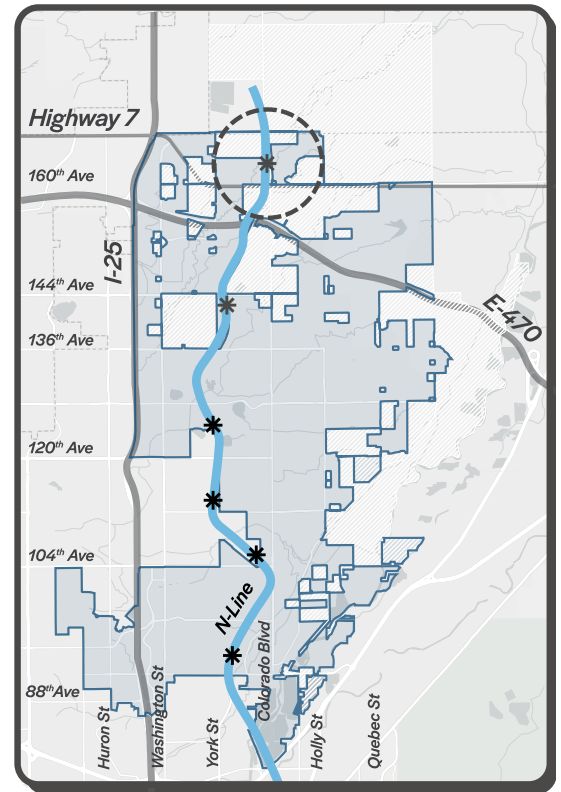


Study Area Overview

Study Area Location

The North Thornton at CO 7 Study Area is generally located at the intersection of CO 7 and Colorado Boulevard, at the northern edge of the City of Thornton adjacent to the Weld County boundary. The Study Area encompasses approximately 2,125 acres.

About a third of the Station Area lies within the City of Thornton while the majority lies in unincorporated Adams County and Weld County, positioning it uniquely at the interface of municipal and county jurisdictions. Planning for the Study Area will take a comprehensive approach that considers both city and adjacent county lands to ensure coordinated and compatible land use patterns, particularly in proximity to the proposed station location. It is anticipated that property owners seeking to develop at urban intensities would pursue annexation into the City of Thornton. The city is best positioned to accommodate and support urban-style growth in this area, subject to the provision of appropriate infrastructure and public services necessary to serve new development.



Above:
Figure 1.7 - 1-Mile radius from the future station forming the Study Area.

Right:
Figure 1.8 - Aerial imagery of the North Thornton at CO 7 Study Area.



- * Proposed Station
- Study Area
- N-Line Track

Study Area Characteristics

The Study Area is characterized primarily by agricultural land, open space, and scattered single-family residences situated on large lots. The area retains a predominantly rural character, with limited urban development.

The land immediately surrounding the proposed station location presents several physical constraints. An elevated railroad berm forms a significant topographic barrier to the west. To the north, Big Dry Creek serves as a natural feature that influences drainage patterns and site design considerations. Directly east of the proposed station location is an approximately 450,000-square-foot reservoir, further shaping the development context.

West of the railroad berm, substantial areas of open space and farmland remain undeveloped which have unparalleled views and sight corridors of the Continental Divide. The open space and farmland remain undeveloped largely due to floodplain conditions associated with drainage constraints in the vicinity of the berm. Additionally, further north of where the proposed station will be located is a large and active oil and gas operation that could have near to mid-term impact on new developments in the area. These physical features will be important considerations in future land use planning, infrastructure design, and access planning for the station area.

Figure 1.11 - CO 7 looking westbound at Colorado Boulevard. The train bridge spans the railroad berm on either side of the roadway.



Figure 1.12 - Big Dry Creek Open Space and floodplain, with the neighboring Orchard Farms development in the background.

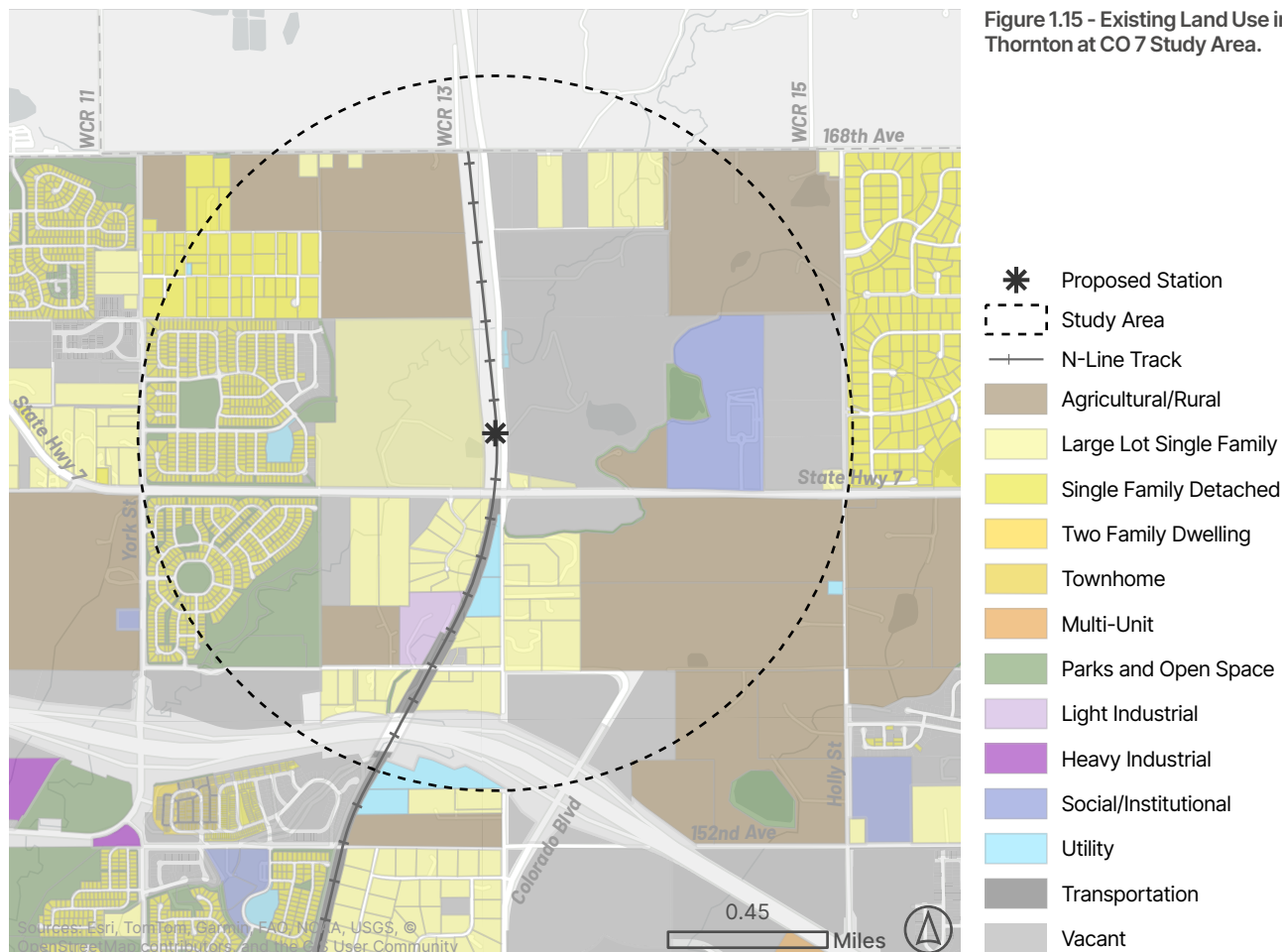
Figure 1.13 - Oil facilities at the northeast corner of 168th Avenue and Colorado Boulevard.





What's Here Today?

Existing Land Use



Within the Study Area

The North Thornton at CO 7 Study Area includes a mix of agricultural, open space, commercial, residential, oil and gas, and institutional uses. The New Hills Church, an institutional use of approximately 45,000 square feet, is located in the east of the Study Area. To the north, a single commercial wholesale landscape supply business operates along 168th Avenue.

Two relatively new single-family residential subdivisions are located west in the Study Area, while additional single-family homes on large lots are dispersed throughout the area. A solar farm of approximately 9 acres is situated immediately south of the proposed platform, along Colorado Blvd. The RTD railroad corridor runs through the Study Area, creating a prominent linear infrastructure feature. Overall, agricultural and open space uses comprise the majority of land within the Study Area.

Surrounding Uses

To the east of the Study Area, there is an unincorporated community in Adams County adjacent to the Study Area called Eagle Shadow. Eagle Shadow has about 300 homes across 609 acres of land. To the south and west of the Study Area there are other single-family home communities and dispersed estate homes on large lots. Additionally, to the west there are commercial uses in the Larkridge Shopping Center and nearby industrial uses south of the Larkridge Shopping Center. Weld County's boundary borders 168th Avenue and to the north of the Study Area, there is agriculture land and the Northglenn wastewater treatment plant.

Neighborhoods and Subdivisions

While Thornton does not have any city-established neighborhood districts, most residents identify where they live by their subdivision name or City Council ward. The Study Area is divided by Colorado Boulevard into two wards: Ward 4 to the west and Ward 3 to the east.

West of the Study Area are two residential subdivisions developed in the early 2010s. The Morrison Subdivision, located north of CO 7, was constructed in 2013. A similar subdivision Cundall Farms was developed south of CO 7 in 2014. The Morrison Subdivision encompasses approximately 287 acres and includes about 359 single-family lots. The Cundall Farms Subdivision covers approximately 121 acres and includes about 363 single-family lots. Just outside the study area are a few other residential subdivisions including North Creek Farms, Fairfield, and Westwood.

Figure 1.16 - Subdivisions in the North Thornton at CO 7 Study Area.



Future Land Use

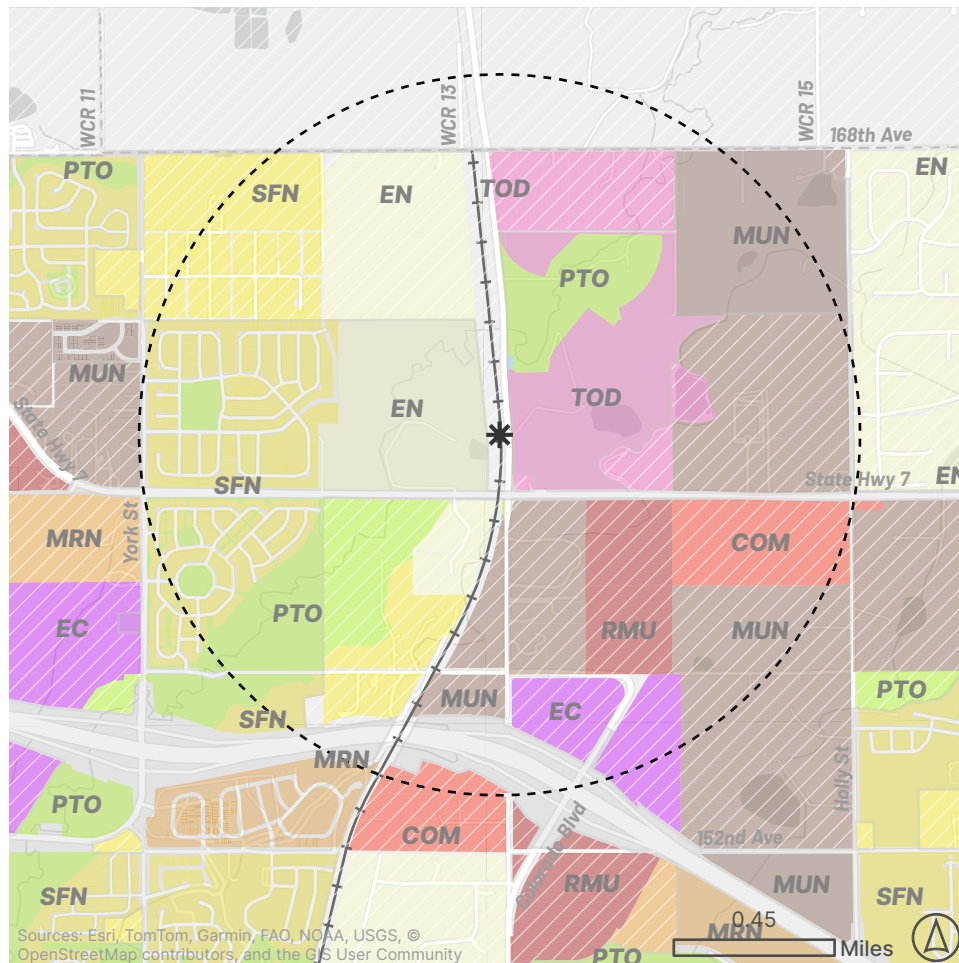
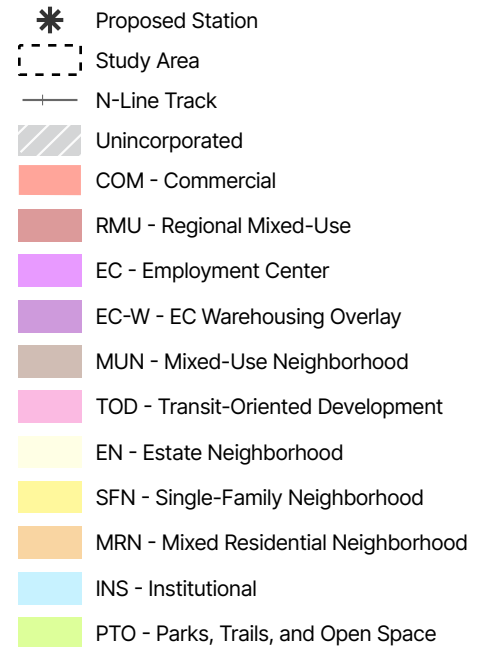


Figure 1.17 - Future Land Use designations within the North Thornton at CO 7 Study Area.



Thornton's Future Land Use Map (FLUM) illustrates the City's desired pattern of future land uses and establishes a 20-year vision to guide growth, development, and investment in the city. Although portions of the Study Area are currently located within Weld County and Adams County, it is anticipated that, as development occurs, these areas will be annexed into the City. Thornton's Future Land Use Map reflects this assumption by designating land uses that are appropriate to existing conditions and future vision. The Table 1.1 describes the

FLUM categories within the Study Area and the allowed uses.

Figure 1.18 - Example urban form for the TOD Future Land Use Category in the Thornton Comprehensive Plan, showing a mix of commercial, employment, and dense residential uses.

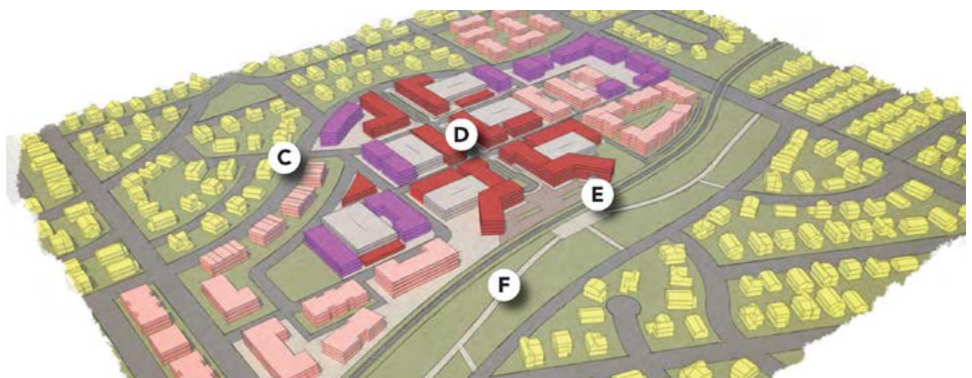
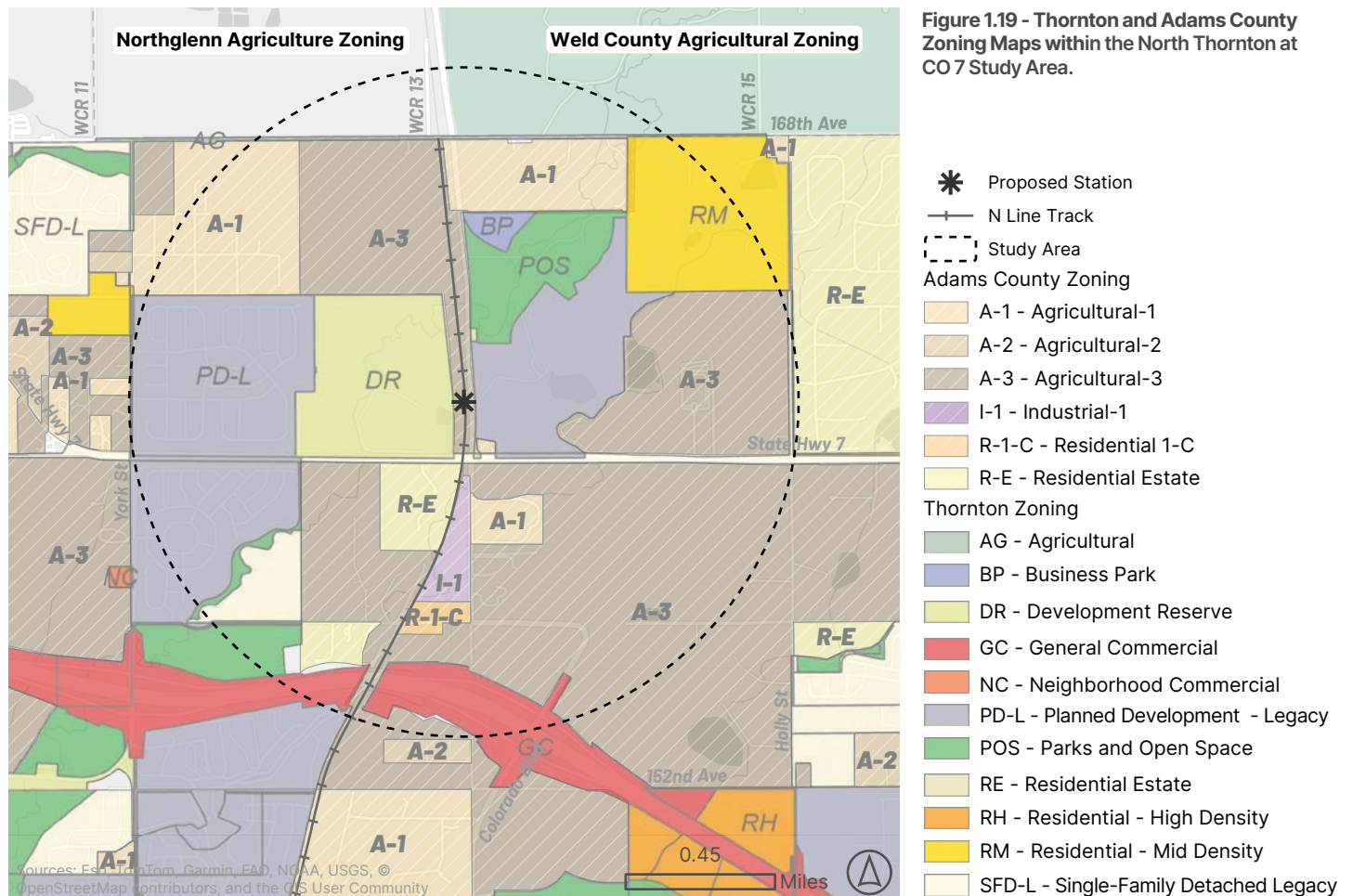


Table 1.1 - Future Land Use Categories within the North Thornton at CO 7 Study Area.

Future Land Use	Description	Envisioned Uses
SFN Single-Family Neighborhood	The Single-Family Neighborhood designation is intended to preserve and enhance existing neighborhoods. Compatible infill is allowed that fits the neighborhoods' scale, lot pattern, and character.	Some attached (i.e. duplexes, townhouses) and detached housing and accessory dwelling units (ADUs).
EN Estate Neighborhood	Estate Neighborhood is for low intensity areas with large-lot homes and agriculture uses, intended to preserve the rural setting and natural areas.	Detached single dwelling unit on one acre lots, agriculture uses.
TOD Transit-Oriented Development	Transit-Oriented Development designation promotes compact, walkable, mixed-use areas near major transit. It focuses housing, jobs, services, and amenities within walking distance to reduce car use, boost transit ridership, and create vibrant centers	Variety of land uses that support everyday life, including a variety of housing types, jobs, services, and other amenities that make up walkable neighborhoods.
MRN Mixed-Residential Neighborhood	Mixed-Use Neighborhood designation creates complete neighborhoods with housing, neighborhood retail and services, and community amenities. These areas acts as activity hubs that offer daily needs within walking or biking distance.	A variety of all housing types including senior housing, nursing homes, and similar assisted living type facilities. Nonresidential uses are generally neighborhood serving, and smaller in character.
MUN Mixed-Use Neighborhood	Mixed-Use Neighborhood designation creates complete neighborhoods with housing, neighborhood retail and services, and community amenities. These areas acts as activity hubs that offer daily needs within walking or biking distance.	A variety of all housing types including senior housing, with a focus towards higher densities. The commercial uses should be pedestrian-oriented – ideally integrated with residential atop the commercial uses.
RMU Regional Mixed-Use	The Regional Mixed-Use designation is intended to support large format commercial and recreational uses along with supporting high-density residential uses. These areas are intended to attract a regional draw from Thornton and beyond.	Medium to large format retail, office, medical, hotels, and entertainment uses, with secondary uses including medium to high-density multi-dwelling residential uses.
EC Employment Center	The Employment Center designation is intended to support large-scale employment concentrations that contribute significantly to the local and regional economy.	These areas are designated to accommodate higher intensity office, industrial, research, logistics, or institutional uses often with access to major transportation infrastructure.
PTO Parks, Trails, and Open Space	Provides locations for city-related uses and public libraries.	Government, civic, and other community facilities such as libraries, schools, and public safety facilities.

Zoning



City of Thornton Zoning

There exist a variety of residential and commercial zoning districts within the Study Area. The Table 1.2 shows the zone districts within the Study Area.

Adams County Zoning

Adams County zoning within the Study Area primarily supports low-density rural residential development paired with agriculture operations, reflecting the area's existing rural character. County zoning applicable to the Study Area includes:

- A-1 – Agricultural-1.
- A-2 – Agricultural-2.
- A-3 – Agricultural-3.
- I-1 – Industrial-1.
- R-E – Residential Estate.
- R-1-C – Residential-1-C.

Weld County Zoning

Weld County zoning within the Study Area is zoned AG-agriculture which allows for farming, ranching, and associated uses, but strict regulations apply to land use, structure placement and livestock density.

Table 1.2 - Zoning Districts within the North Thornton at CO 7 Study Area.

Zone District	Description
RM Residential Mid-Density	The RM zone district accommodates medium density residential neighborhoods with a diversity of housing options. Access Section 18-77 of the Thornton Development Code for more information.
PD-L Planned Development Legacy	The PD-L zone district applies to properties zoned Planned Development (PD) prior to the 2025 City of Thornton Development Code update and allows development consistent with the original approvals, subject to the provisions of this code. Access Section 18-121 of the Thornton Development Code for more information. To know the development regulations and land uses of a particular PD-L district, review of specific Planned Development standards is required.
DR Development Reserve	The DR district applies to newly annexed properties where no immediate change in land use is planned. This district permits the continuation of existing lawful uses and allows only limited interim development prior to rezoning to a standard base zone district for long-term development. Access Section 18-111 of the Thornton Development Code for more information.
GC General Commercial	The GC District focuses on mid-scale commercial development that supports the city's economy. Most uses are nonresidential, with some mixed-use allowed. New projects should be walkable, well-connected, and include public spaces. Access Section 18-92 of the Thornton Development Code for more information.
BP Business Park	The BP District is designed for clustered employment areas, including business parks and corporate campuses that strengthen the city's identity. Development intensity will vary, with higher-intensity uses like warehouses limited to areas near I-25 and E-470. Access Section 18-94 of the Thornton Development Code for more information.
POS Parks and Open Space	The POS District preserves parks and open spaces for recreation and public amenities. It protects natural areas, scenic views, and stormwater systems while providing outdoor recreation consistent with the city's plans. Access Section 18-113 of the Thornton Development Code for more information

Northglenn Settlement Agreement

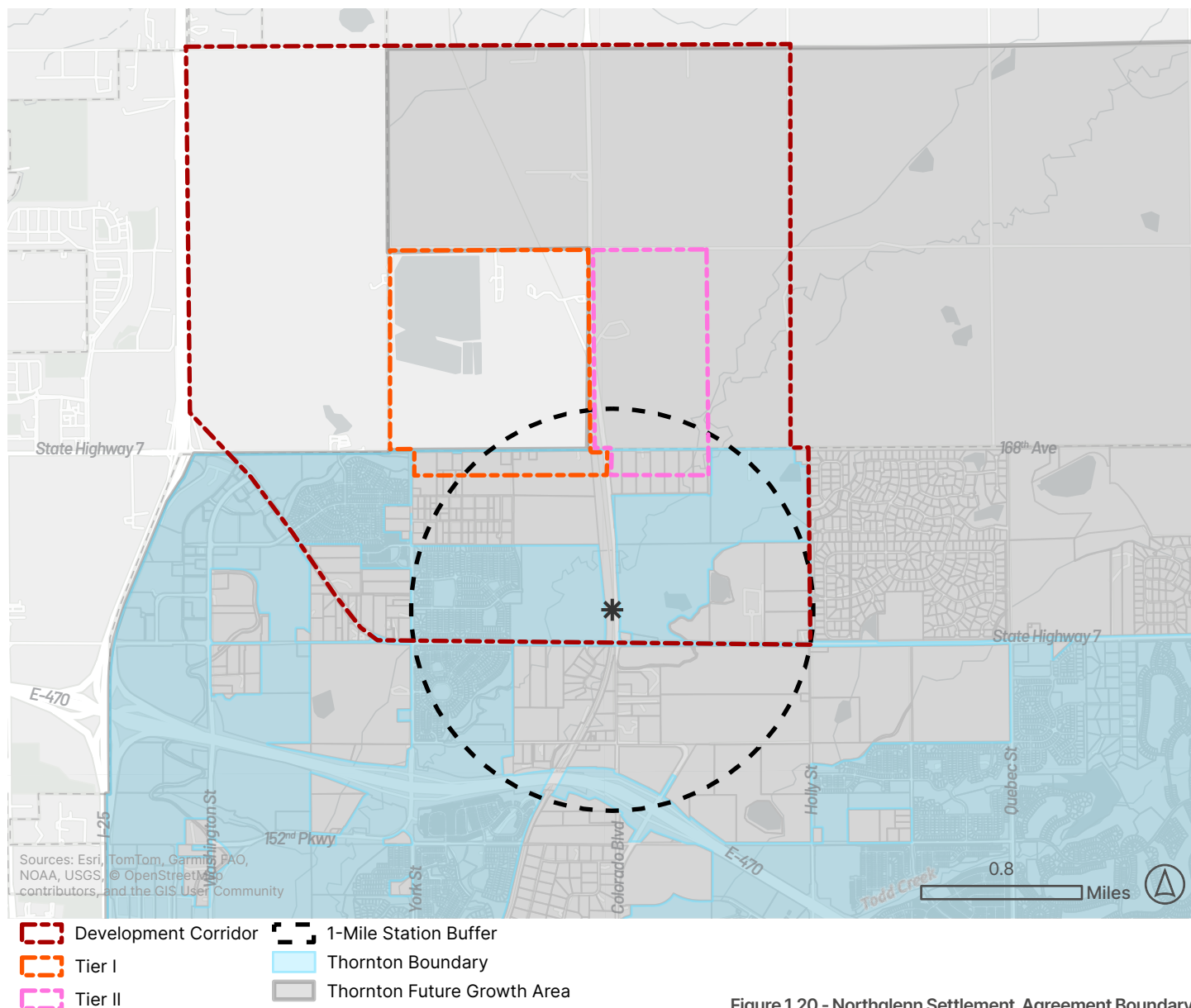


Figure 1.20 - Northglenn Settlement Agreement Boundary.

The 1992 settlement agreement between Thornton and Northglenn resolved annexation and wastewater service disputes related to the Northglenn Sewage Treatment Plant. As part of the agreement, a defined "Development Corridor" was created around the treatment plant that imposed specific land use and density restrictions to minimize compatibility concerns.

Within this corridor, certain industrial uses are prohibited, residential development is not allowed in areas closest to the plant (Tier I), and residential densities are significantly limited in surrounding areas—particularly in the Weld County portion of Thornton's growth area. Land designated as "Tier II", which extends east of Northglenn's Sewage Treatment Plant, and land within

any Weld County portion of the Development Corridor outside of Tier I restricts residential development to a maximum of one dwelling unit per acre. Land within the Adams County portion of the Development Corridor is restricted to a density of six dwelling units per acre.

These restrictions have constrained the type and intensity of development that can occur and have limited the fiscal viability of the area. The Development Corridor encompasses half of the Study Area, which creates development constraints for the future land around the transit station in Thornton and counties of Adams and Weld. As this project progresses and Thornton evaluates future annexation and growth into Weld County, this agreement will need to be reviewed.

Other Existing Plans

North Washington Subarea Plan

The North Washington Subarea Plan of 2005 covers approximately a quarter of the Study Area and provides some high-level planning guidance. Of most importance, the subarea plan recommends for building out a “string of pearls” of parks, open space and trails along the Big Dry Creek—which bisects the Study Area from the southwest to northeast. Key recommendations as it relates to Parks, Open Space and Trails include:

- Preserve and enhance the Big Dry Creek
- Clarify long-term floodplain planning and coordination
- Integrate parks within the creek corridor and protected open space
- Build a connected regional and citywide multiuse trail system
- Prioritize safe trail crossings and grade-separation from motor vehicles

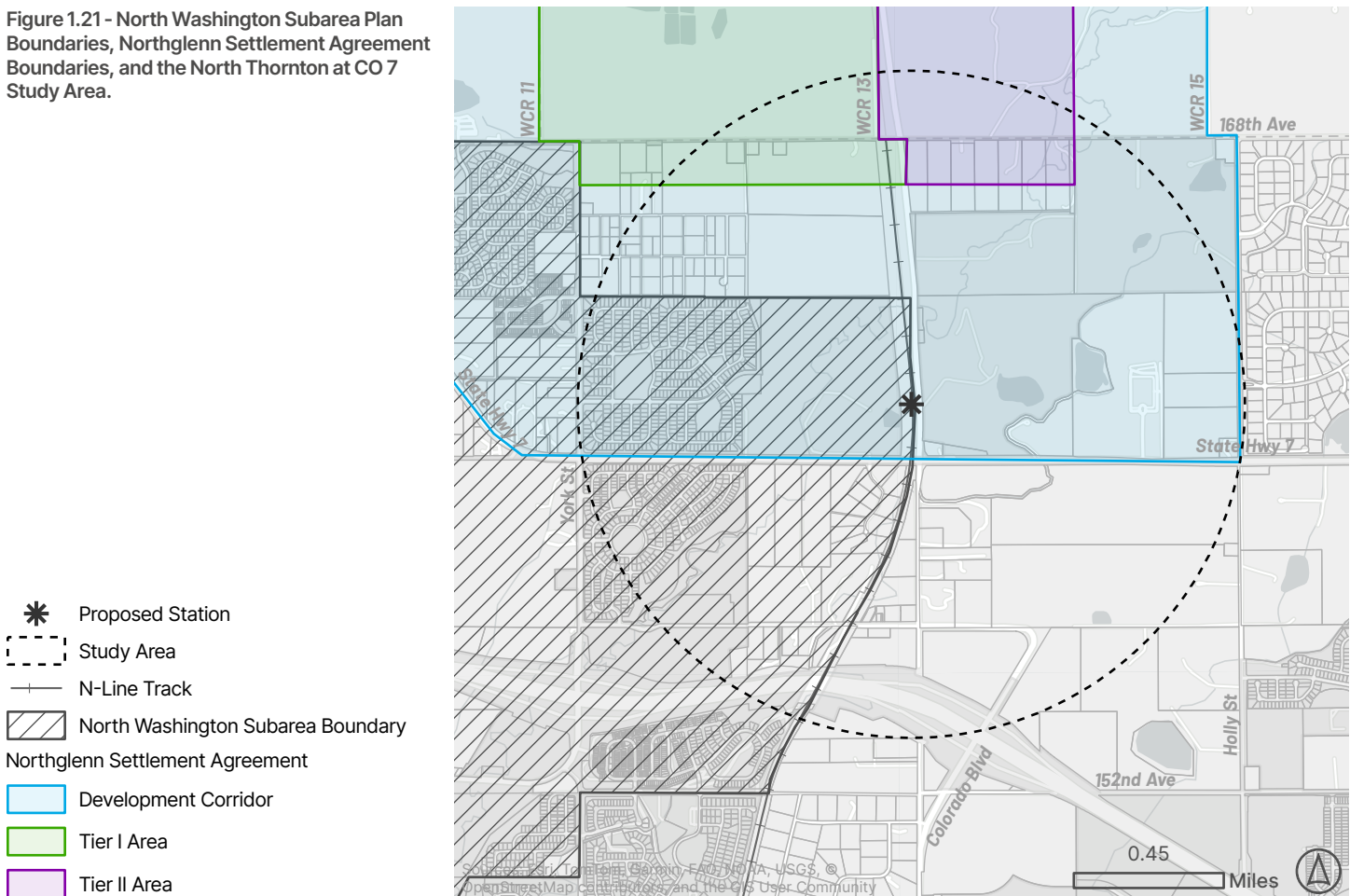
Retail is envisioned in the northwest corner of CO 7 and Colorado Boulevard. The plan envisions this to be

a community-serving retail that provides a full range of shopping and services to support the adjacent residential areas.

DRCOG Urban Centers

The North Thornton at CO 7 Station Area is designated as an Urban Center by the Denver Regional Council of Governments (DRCOG). DRCOG’s Urban Centers are designated places across the Denver metro region identified through the regional Metro Vision plan as priority locations for future growth and investment. These areas are higher-density, mixed-use (for example downtowns, transit station areas, and employment centers) that are designated to be walkable, bikeable, and transit-accessible allowing people to access housing, jobs, and services without relying solely on cars. Collectively, these centers help concentrate regional growth, support economic vitality, and advance sustainability goals by reducing vehicle travel, emissions, and infrastructure demand while enhancing community livability.

Figure 1.21 - North Washington Subarea Plan Boundaries, Northglenn Settlement Agreement Boundaries, and the North Thornton at CO 7 Study Area.



Lot Size

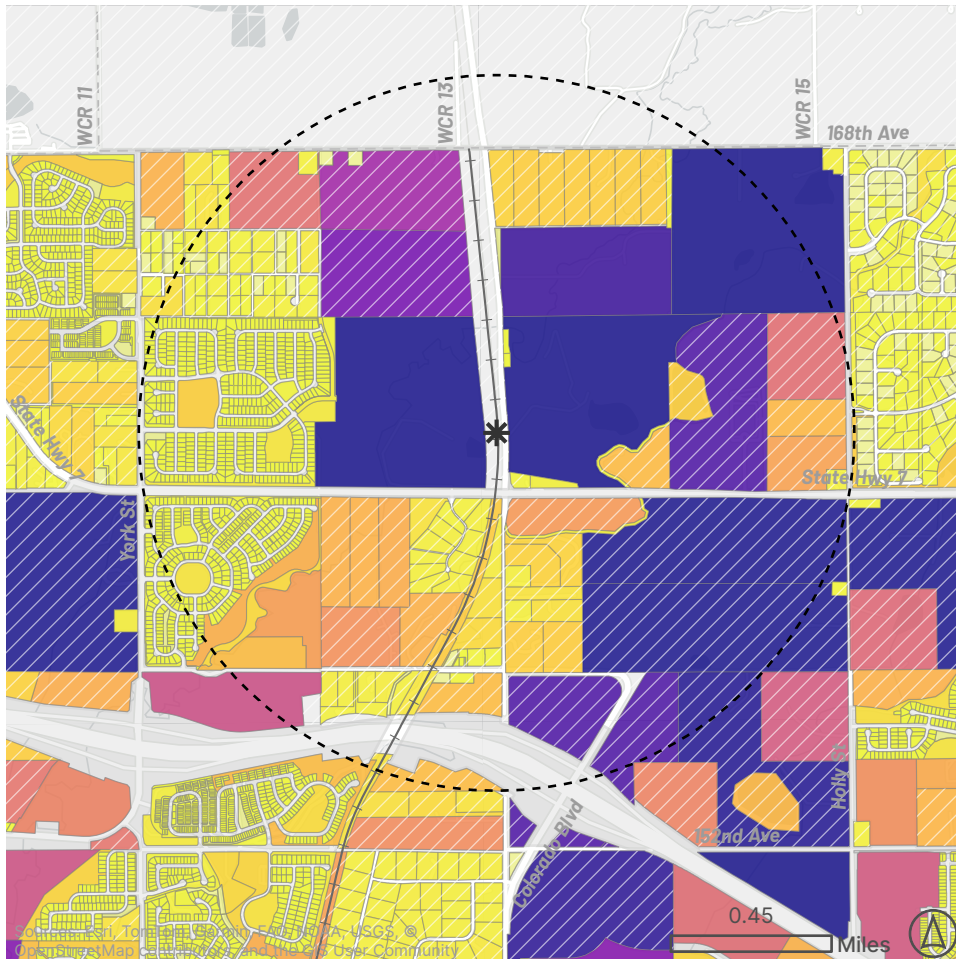


Figure 1.22 - Lot sizes within the North Thornton at CO 7 Study Area.

Most of the parcels within the Study Area are large, typically 80 acres or more, reflecting the area's rural, agriculture character. Smaller and mid-sized parcels are interspersed throughout the area and are generally associated with existing single-family detached homes on large lots or estate residential properties in the county. Smaller-sized parcels reflect single-family subdivision development toward the west, southwest, and east of the Study Area. Large undeveloped parcels are typically found within the southeast portion of the Study Area.

Figure 1.23 - This image shows a portion of the Flatiron Vistas development, shown in the northeast corner of the Study Area.

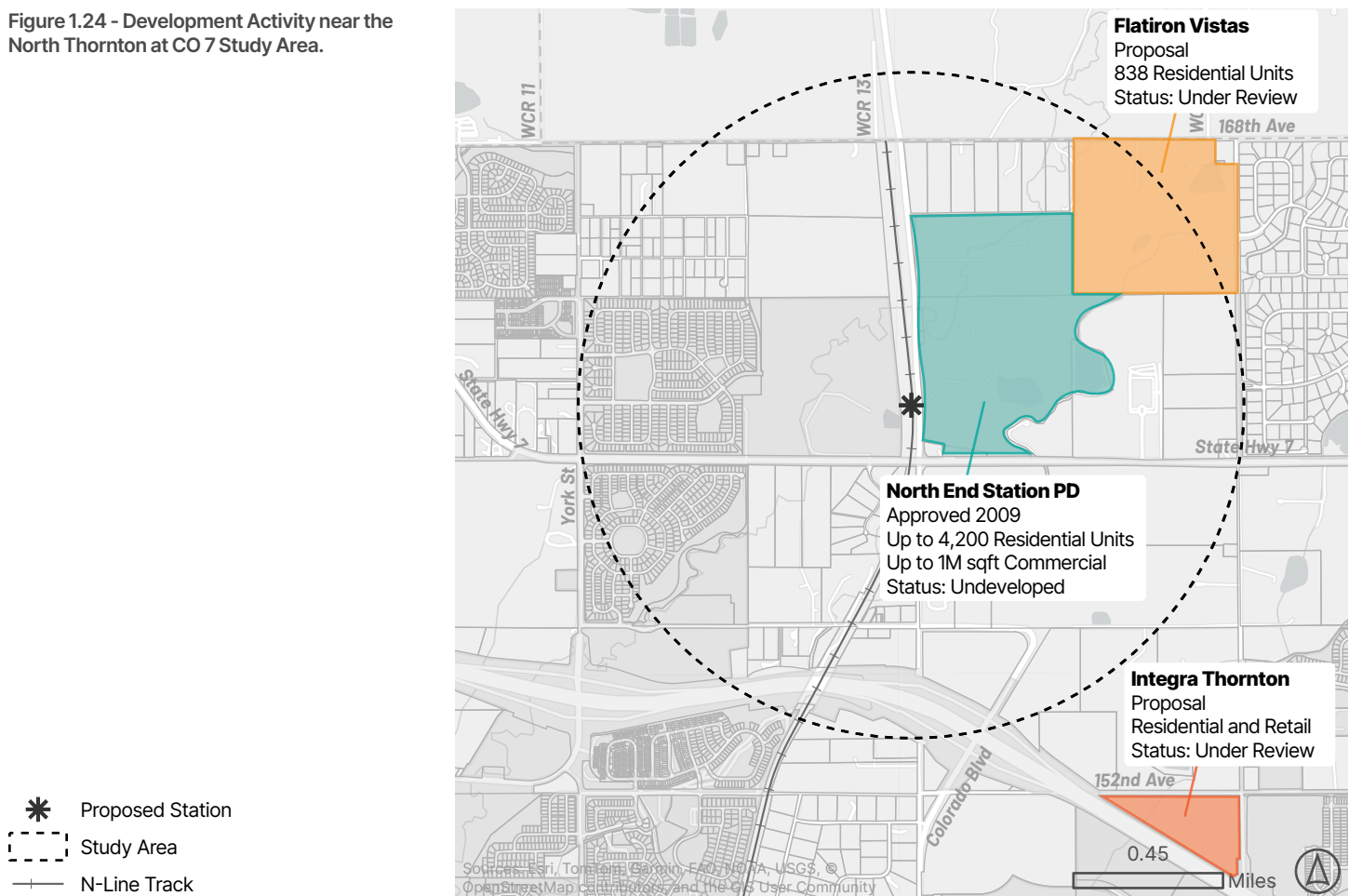


Recent Development Activity

As of February 2026, the Study Area has both approved development entitlements and active development applications under review. Land adjacent to the proposed commuter rail station has an approved Planned Development (North End Station PD) that allows for approximately 4,200 residential units ranging from single-family homes to multifamily housing, as well as up to one million square feet of commercial space. The North End Station PD CSP showed 43 acres of park and open space along the Big Dry Creek. Although this Planned Development received approval in 2009, no development has occurred to date.

Two additional development proposals are currently under review. The Flatiron Vistas project proposes a 139.7-acre residential community of up to 838 dwelling units. The density of this proposal is limited by the Northglenn Settlement Agreement. The Integra Thornton proposal includes a mixed-use development with residential and commercial uses.

Figure 1.24 - Development Activity near the North Thornton at CO 7 Study Area.



Community Destinations

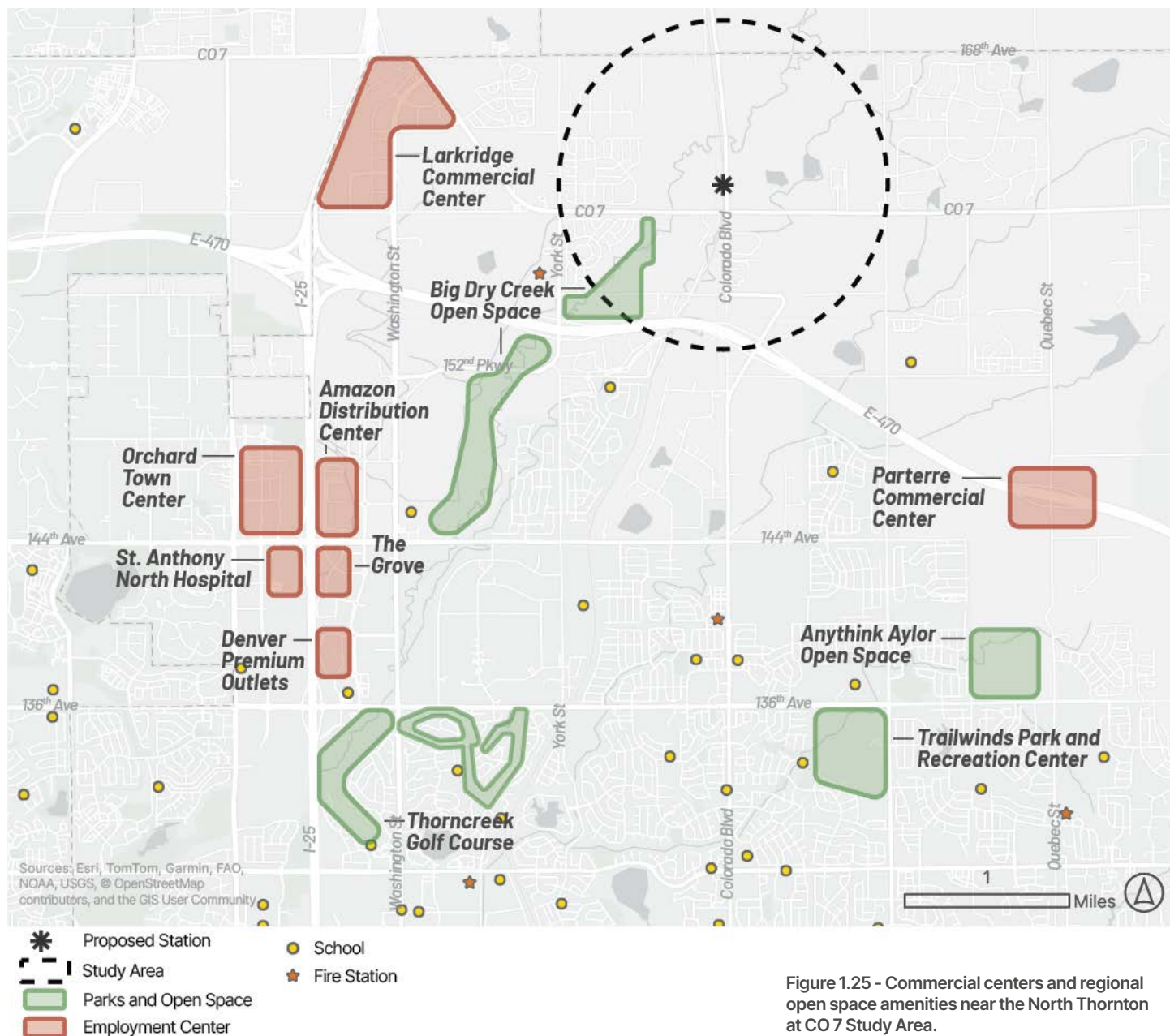


Figure 1.25 - Commercial centers and regional open space amenities near the North Thornton at CO 7 Study Area.

The North Thornton at CO 7 Study Area is in close proximity to regional destinations, employment centers, and dedicated parks and open space that serve both local residents and the broader community. The community destinations and open space map below illustrates the spatial relationship between major commercial, institutional, recreational, and environmental resources within approximately one to two miles of the proposed station location.

Regional commercial destinations that are in close proximity are large-format retail and commercial centers that function as a regional draw such as:

- Larkridge Commercial Center
- Denver Premium Outlets
- Parterre Commercial Center
- The Grove
- Orchard Town Center

These commercial centers are primarily located along the I-25 corridor and major arterials such as 144th Avenue and Washington Street. They provide a mix of retail, dining, entertainment, and service uses and attract visitors from across Thornton and neighboring communities.

Key employment and institutional destinations include industrial businesses in 25 Commerce Park and 25 North, the Target Distribution Center, Amazon Distribution Center, and St. Anthony North Hospital. These facilities serve as significant employment generators and daily activity centers. St. Anthony North Hospital also functions as a major healthcare provider for the region, drawing employees, patients, and visitors.

The Big Dry Creek forms a defining environmental feature within the Study Area. Identified as Big Dry Creek Open Space on the map, this wide linear open space corridor provides regional multi-use trail connectivity, east-west wildlife movement, floodplain resiliency, passive recreation opportunities and habitat and ecological value.

Currently the Big Dry Creek Trailhead is under design with construction planned to begin in 2027.

In close proximity to the Study Area there are three schools which include Silver Creek Elementary, Discovery Magnet School, and the new Talon Ridge Middle School as well as a new Thornton Fire Station no.7 along York Street. The Talon Ridge Middle School is built near the new Parterre residential subdivision.



Figure 1.26 - Anythink Aylor Library and Open Lands, opened August of 2026.

Figure 1.27 - TopGolf's netting looms over multifamily and a vacant parcel in the Larkridge regional commercial development.

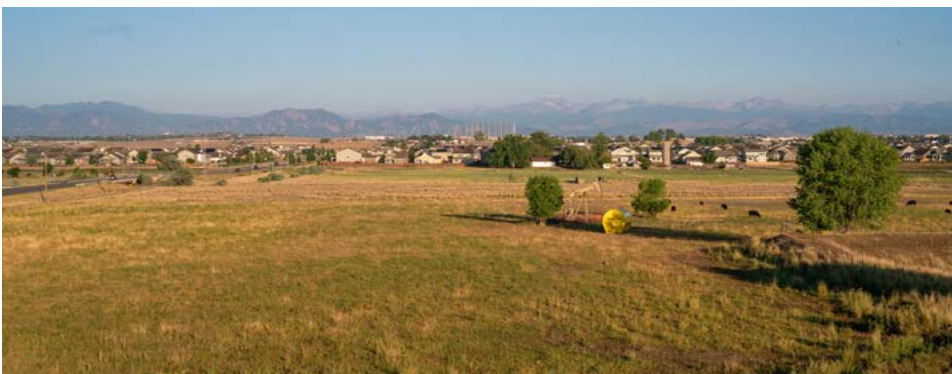


Figure 1.28 - Big Dry Creek Open Space west of the future train platform. The Larkridge regional commercial center and the Flatirons are visible in the background.

Parks and Open Space

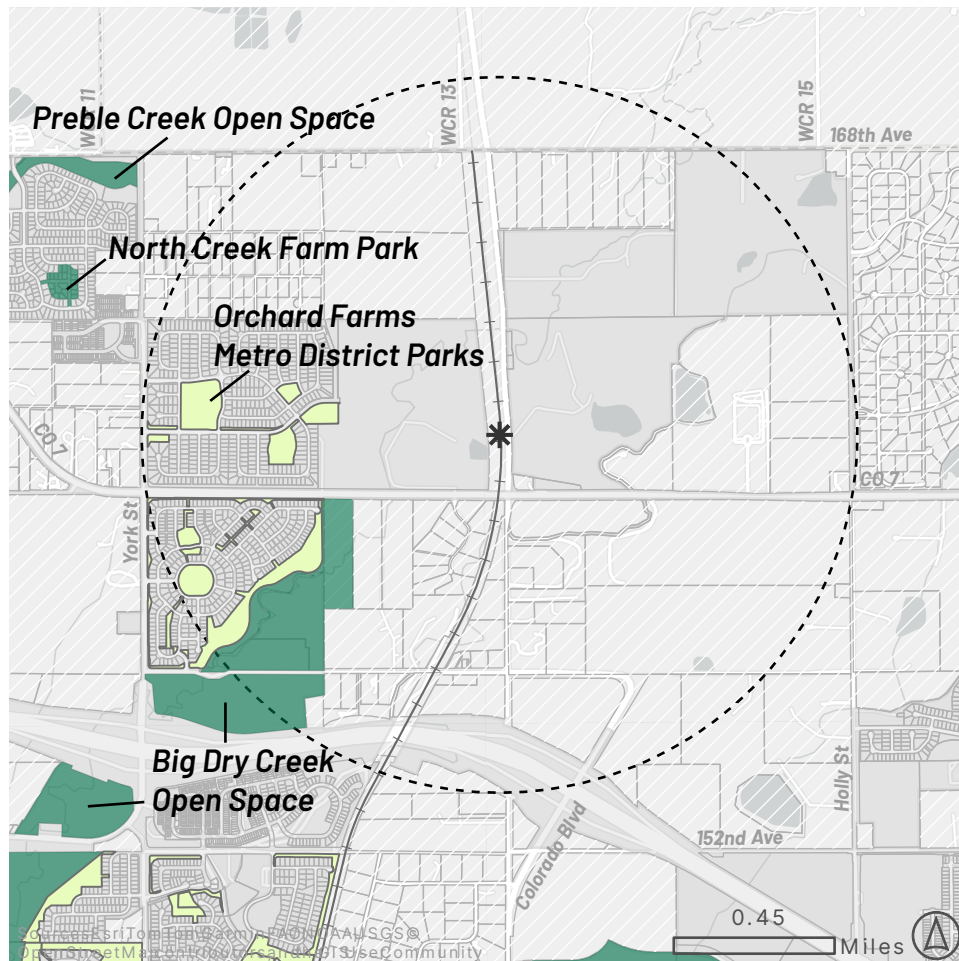


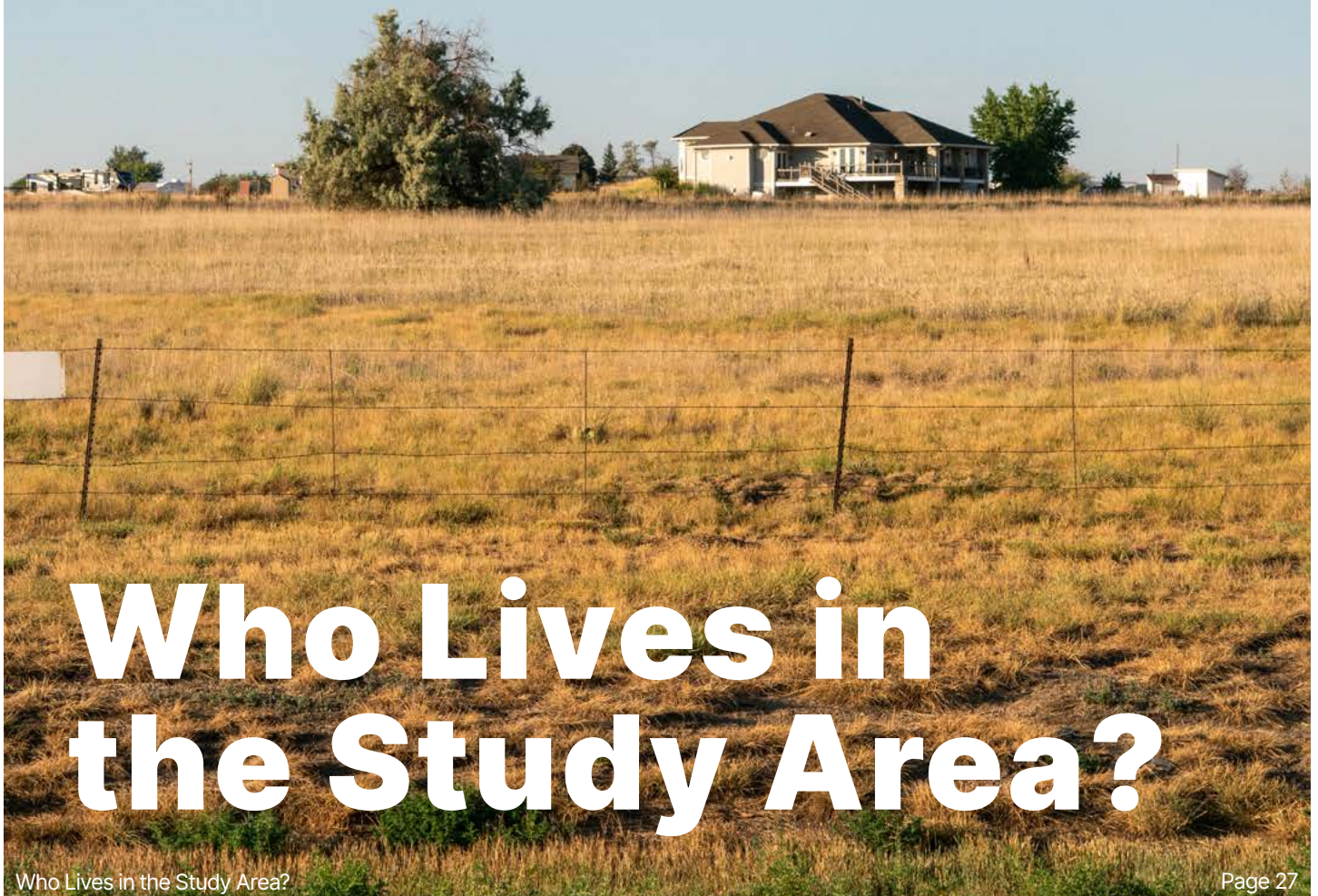
Figure 1.29 - City, county, and privately maintained parks within the North Thornton at CO 7 Study Area.

The North Thornton at CO 7 Station Area includes several active parks and natural open space recreational opportunities both within and adjacent to the Study Area. Active parks are generally smaller in size, located within residential subdivisions, and are typically owned and maintained by homeowner associations or metropolitan districts. In contrast, natural open spaces are larger, often situated along the edges of residential areas, and are generally owned and maintained by the City of Thornton.

The most prominent natural open space is the Big Dry Creek, located southwest of the Study Area. Another nearby open space resource is the Preble Creek Open Lands.

Figure 1.30 - Cows graze in the Big Dry Creek Open Space North of CO 7, west of the future train platform.





Who Lives in the Study Area?

Community Profile

Planning Area*

Population & Households

Population 12,880
Household 4,257
Household Size 3.02

Housing

Owners 84%
Renters 16%



Units
4,270

Age

Under 18 29.9%
18-64 yrs 63.4%
Above 65 6.7%

Median Age

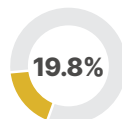


Language Spoken at Home

English 85.6%
Spanish 5.2%
Other 9.2%

Race and Ethnicity

73.3% White
8.8% Asian
1.4% Black
16.5% Other/2 or More

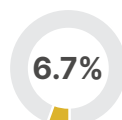


19.8% of Planning Area Residents Identify as Hispanic or Latino

Educational Attainment

Graduate 17.0%
Bachelors 34.4%
Associate 5.9%
Some College 18.8%
High School 23.9%

Income



6.7% of population lives below the poverty level**

Median Household Income***
\$128,528

Thornton

Population & Households

Population 142,878
Households 49,579
Household Size 2.87

Housing

Owners 73%
Renters 27%



Units
51,088

Age

Under 18 25.6%
18-64 yrs 64.0%
Above 65 10.4%

Median Age

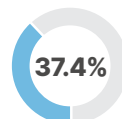


Language Spoken at Home

English 73.1%
Spanish 20.4%
Other 6.5%

Race and Ethnicity

63.5% White
5.8% Asian
2.2% Black
28.5% Other/2 or More

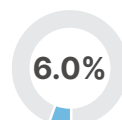


37.4% of Thornton Residents Identify as Hispanic or Latino

Educational Attainment

Graduate 9.9%
Bachelors 22.3%
Associate 8.4%
Some College 20.9%
High School 38.5%

Income



6.0% of population lives below the poverty level**

Median Household Income
\$100,985

Adams County

Population & Households

Population 524,408
Households 184,964
Household Size 2.82

Housing

Owners 69%
Renters 31%



Units
191,765

Age

Under 18 25.4%
18-64 yrs 63.6%
Above 65 11.0%

Median Age

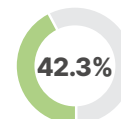


Language Spoken at Home

English 70.7%
Spanish 23.8%
Other 5.5%

Race and Ethnicity

60.2% White
4.1% Asian
3.5% Black
32.4% Other/2 or More

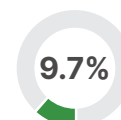


42.3% of Adams County Residents Identify as Hispanic or Latino

Educational Attainment

Graduate 10.5%
Bachelors 20.8%
Associate 8.6%
Some College 19.4%
High School 40.7%

Income



9.7% of population lives below the poverty level**

Median Household Income
\$102,256

*This profile utilizes 2023 American Community Survey 5-year data reported by the US Census Bureau. The smallest geography at which the data featured here is reported is the Census Block Group level, which does not match the boundaries of the Planning Area exactly. The Planning Area population comprises an estimated 80.7% of the 7 Census Block Groups comprising this data.

**Reflects the US Census Bureau's Official Poverty Measure.

***Median Household Income is represented as a population-weighted average of the median of each Block Group.

History and Demographics

History

Two relatively new single-family residential subdivisions (Morrison Subdivision and the Cundall Farms Subdivision) are located west of the Study Area, while additional single-family homes on large lots are dispersed throughout the area. Just outside the Study Area to the east is the Eagle Shadow subdivision which is in Adams County. In addition, two newly developed subdivisions in Eastcreek and Fairfield are just outside the Study Area adding residential housing near the Station Area. These five subdivisions make up the majority of residential in and around the Study Area. Beyond these residential subdivisions is dedicated city open space, agricultural county land and the Larkridge commercial center to the west near the I-25 corridor.

The Larkridge Commercial Area was annexed in the early 1990s, while the residential subdivisions within the Study Area were annexed to the City of Thornton during the mid- to late-2000s. As development proposals continue to come forward, additional lands within Adams and Weld counties that urbanize to city-level densities are anticipated to be annexed into the City of Thornton over time.

Demographics

The Study Area demographics closely mirrors that of Thornton and Adams County in median age and working age population but generally tends to have a smaller percentage of seniors. Compared to Thornton and Adams County, the Study Area is:

- Less racially and ethnically diverse, with a higher proportion of residents that identify as non-Hispanic White and a substantially lower rate of residents that identify as Hispanic/Latino.
- More linguistically homogenous, with much higher share of English-only speaking households, and fewer Spanish-speaking residents.
- More affluent, with a significantly higher median household income and poverty levels comparable to or below the city and county.
- Well educated population that have a bachelor's degree or higher when compared to citywide trends while citywide and in the county there are substantially higher households whose highest attainment is a high school diploma.

Figure 1.32 - Colorado Boulevard looking north from the station area.



Existing Road Network

Overview

The street network within the Study Area is defined by four functional classifications namely, regional arterials/freeways, arterials, collectors, and residential roads. The major roadways include:

Colorado Boulevard

Colorado Boulevard is classified in the Transportation and Mobility Master Plan as a two-lane major arterial roadway providing north-south travel from 88th Avenue to 168th Avenue. North of 168th Avenue, Colorado Boulevard turns into Weld County Road 13. Colorado Boulevard widens into four-lanes with raised landscaped medians south of 140th Avenue.

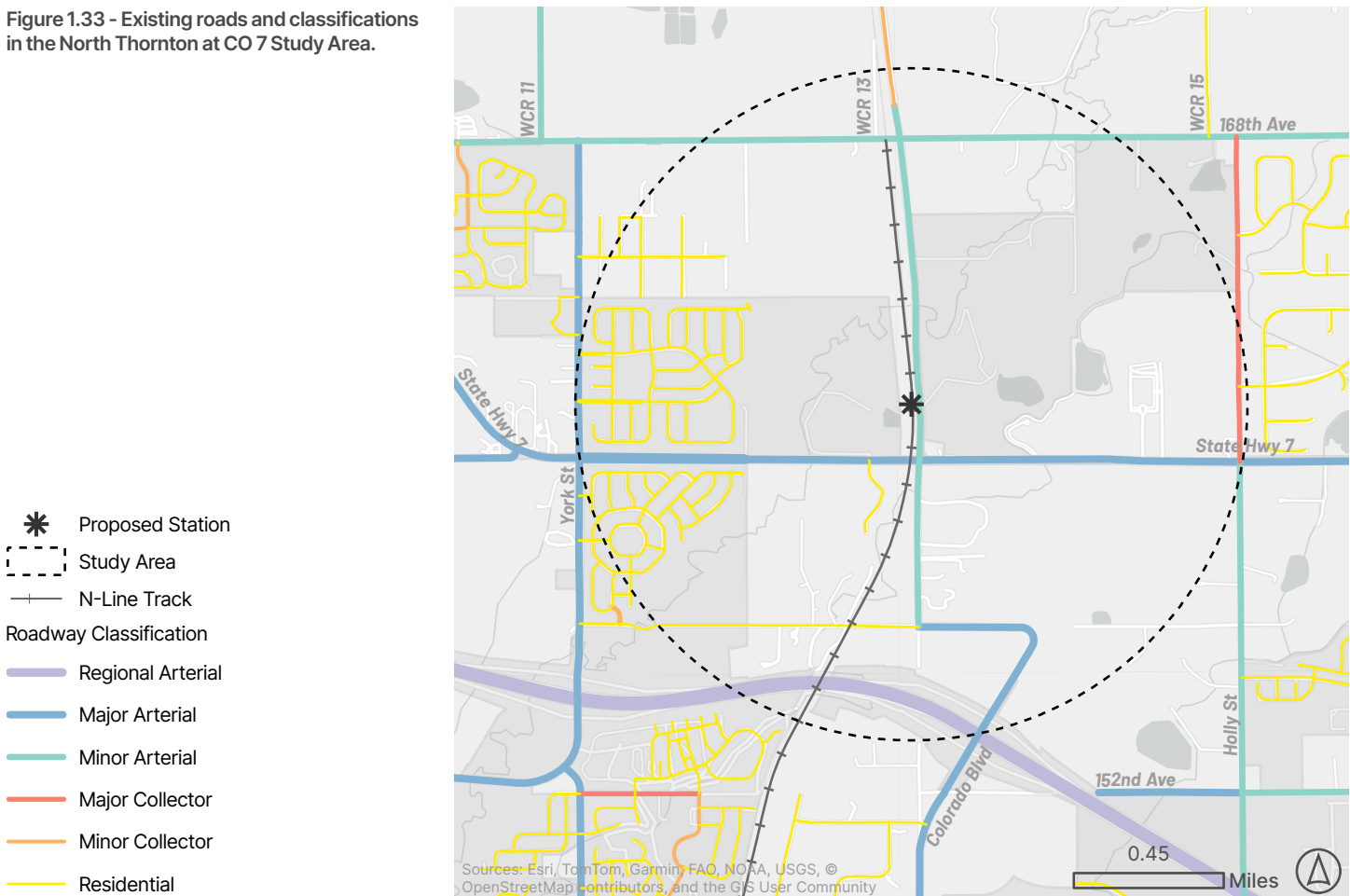
168th Avenue

168th Avenue is classified in the Transportation and Mobility Master Plan as a two-lane minor arterial roadway providing east-west travel to rural parts of north Thornton and nearby communities like Brighton and Lafayette. 168th Avenue becomes Baseline Road west of Thornton.

Colorado 7

CO 7 is a two-lane, major arterial roadway that provides regional connectivity between Brighton and Boulder. The corridor has been studied to evaluate its ability to accommodate existing and projected travel demand while improving safety and multimodal access. The State Highway 7 BRT Feasibility Study and the State Highway 7 Planning and Environmental Linkages (PEL) Study identify strategies to support multimodal travel along the corridor, including shared-use paths on both sides of the roadway and the implementation of bus rapid transit (BRT). The proposed BRT service would provide high-frequency transit between Brighton and Boulder, with a planned stations in north Thornton at I-25 and CO 7, Colorado Boulevard and Quebec Street. Other studies and plans include State Highway 7 Bus Rapid Transit Area Design, CO 7 Transit Starter Service, and CO 7 Preliminary and Environmental Design that includes transit, bicycle, and pedestrian studies. The corridor is being designed as a multi-modal corridor with emphasis on moving transit, bicycles, and pedestrians along with vehicular traffic.

Figure 1.33 - Existing roads and classifications in the North Thornton at CO 7 Study Area.



168th Avenue

168th Avenue is classified in the Transportation and Mobility Master Plan as a two-lane minor arterial roadway providing east-west travel to rural parts of north Thornton and nearby communities like Brighton and Lafayette.

Holly Street

Holly Street is an arterial roadway that provides north-south connectivity from 168th Avenue to approximately 112th Avenue. The roadway varies from two to four travel lanes and includes sections with a center turn lane.

York Street

York Street is a major arterial roadway that provides north-south travel from 168th Avenue to 124th Avenue. Along this corridor, it transitions from two to four lanes, with segments that include a center turn lane.

E-470

E-470 provides east-west connectivity as a toll highway, which can limit accessibility through the Study Area.

Freight Network

Thornton has not adopted a formal freight network plan identifying designated freight routes, the anticipated

land use pattern within and surrounding the Study Area is not expected to generate substantial freight demand. Currently CO 7, 168th Avenue and Colorado Boulevard currently support freight traffic through the Study Area and will continue to do so as the Study Area develops. Planned development in the Study Area is primarily residential and mixed-use in character, which typically results in limited heavy truck activity associated with goods movement.

Major employment and industrial uses within the city are concentrated along the I-25 corridor, located southeast of the Study Area. As a result, freight traffic is expected to remain focused in those established industrial areas. However, regional freight movement does utilize key corridors within the Study Area, particularly along Colorado Boulevard and Weld County Road 13, which accommodates traffic traveling south from Firestone, Fredrick, and Dacono. In addition, freight traffic from the east, including Brighton and areas along US 85, accesses the corridor via 168th Avenue and CO 7. While these routes primarily serve pass-through regional freight rather than local destinations within the Study Area, they represent an important consideration for future roadway planning and design.



Figure 1.34 - CO 7, looking west towards Colorado Boulevard and the existing rail bridge.

Figure 1.35 - Colorado Boulevard, looking north towards 168th Avenue.



Future Road Network

New planned roadways in the Study Area and in the vicinity are intended to improve the street network across large undeveloped land. Major roadway improvements in the area include:

- CO 7.
- Realignment of Colorado Boulevard.
- Extension and improvement of 156th Avenue.
- Extension of 152nd Avenue.

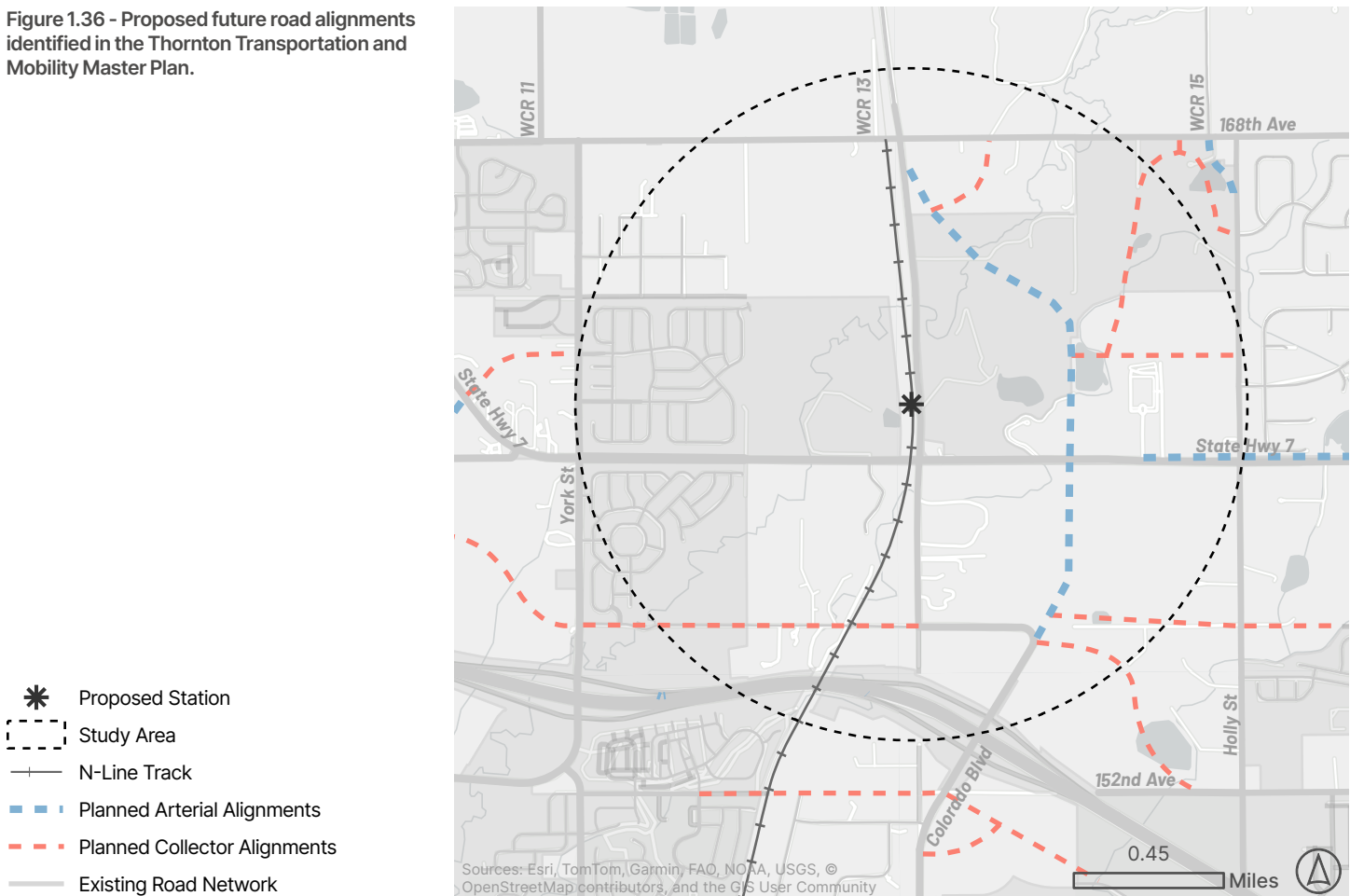
The roadway improvements are planned in coordination with land development and transit improvements to CO 7. Other smaller collector roadways will enhance connectivity and be constructed by developers along with new development proposed.

Realignment of Colorado Boulevard is intended to improve traffic operations and enhance safety along the segment north of E-470. Although the realignment is planned for this corridor, it is anticipated that construction will occur incrementally and be funded by property owners or developers at the time adjacent properties are

developed or redeveloped.

Overall, these major roadway improvements in the Study Area are anticipated to build Thornton's Transportation and Mobility Master Plan vision by improving transportation and mobility in the city. However, while the TMMP identifies key roadway connections, expansions and realignments, these improvements are primarily focused on vehicular mobility and do not fully account for the redevelopment potential of the Study Area. In particular, the current planned alignments do not yet establish a refined block structure or interconnected street grid framework that would support walkable, transit-oriented development. As a result, further study is needed as part of this project to evaluate and define a more detailed and context-sensitive street network that better aligns with future land use, enhances multimodal connectivity, and provides a clear framework to guide redevelopment and private investment within the Station Area.

Figure 1.36 - Proposed future road alignments identified in the Thornton Transportation and Mobility Master Plan.



Traffic Volume

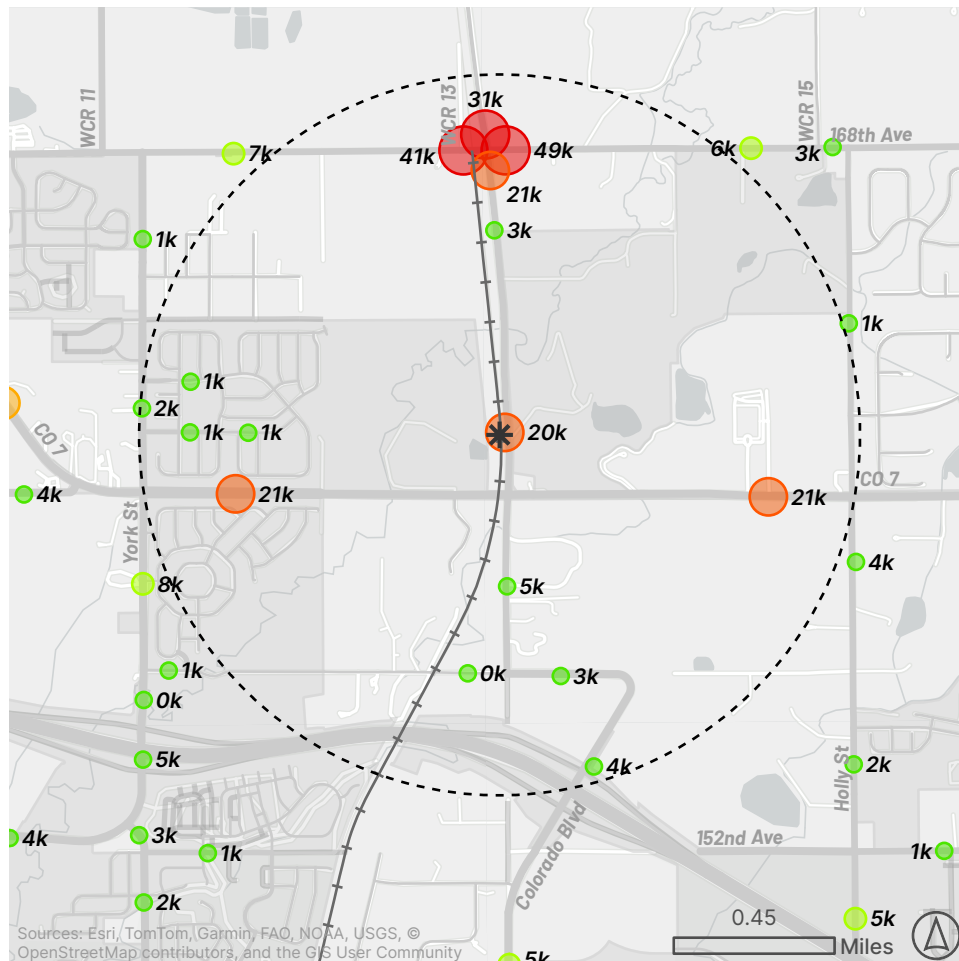
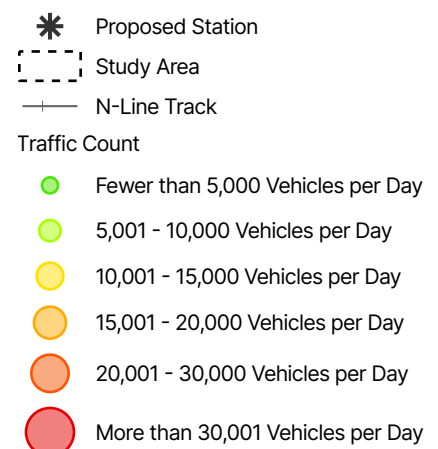


Figure 1.37 - Traffic volume at select intersections within the North Thornton at CO 7 Study Area.



The Study Area is served by a network of major regional arterials, major and minor arterials, and local collectors that carry varying levels of daily traffic volumes. As illustrated in the map below, roadway volumes range from low-volume to moderate-volume traffic. Traffic volume generally tends to be higher along the intersection of 168th Ave and Colorado Boulevard as people travel north toward Weld County. CO 7 generally tends to have moderate traffic with about 21,000 vehicles traveling per day along this west-east roadway. Residential streets

tend to see low traffic volumes typically around 1,000 vehicles per day.

Figure 1.38 - Holly Street looking south near the Eagle Shadow development in unincorporated Adams County. This roadway currently sees some of the lowest traffic volume in the Study Area.

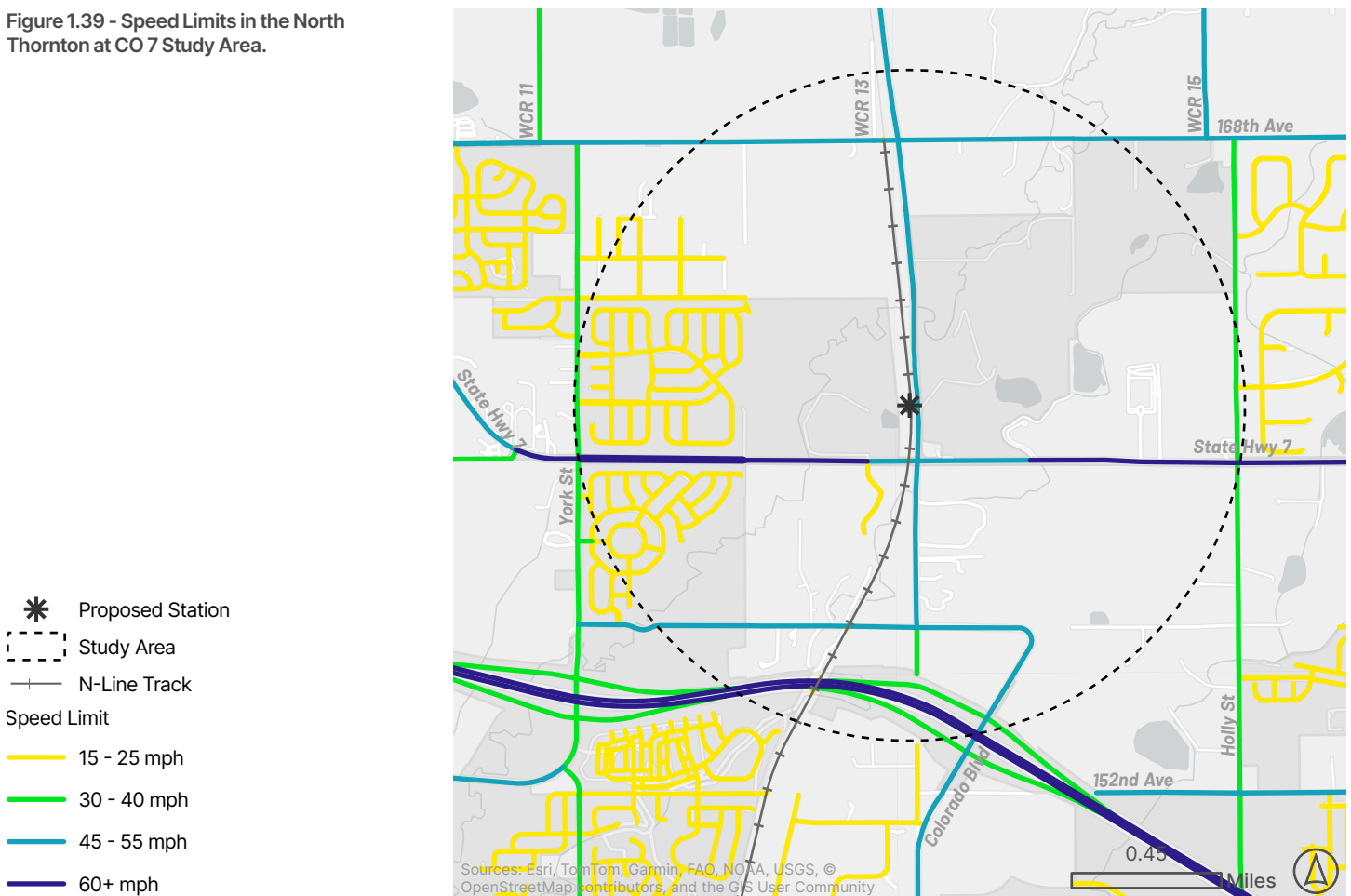


Speed Limits

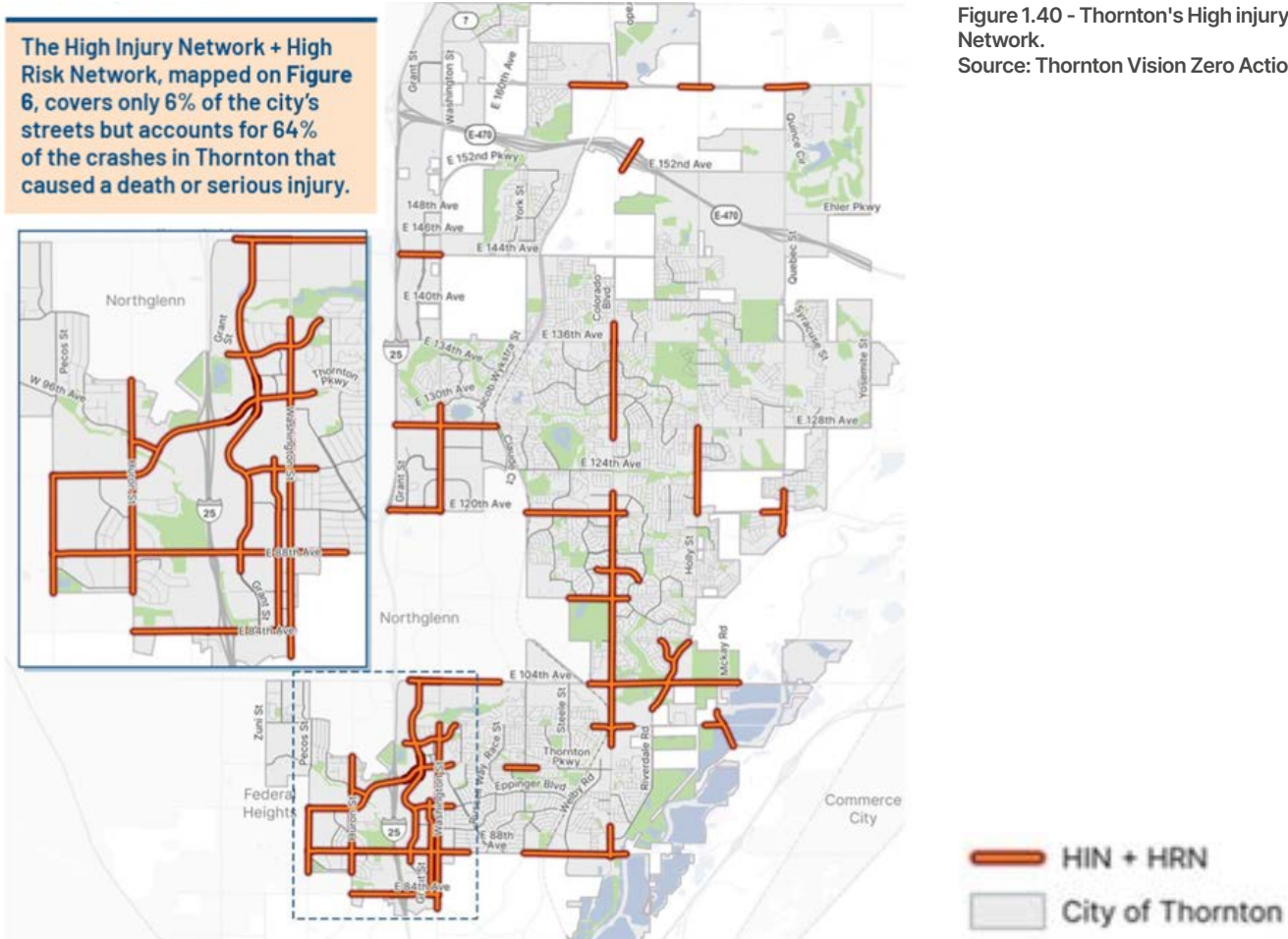
The Study Area is served by a hierarchy of roadways with posted speed limits ranging from neighborhood-scale streets to high-speed regional corridors. Posted speeds vary substantially based on roadway function and classification.

The highest posted speeds within the Study Area occur along CO 7 and E-470 which run east-west. Speed limits along these two roadways reflect their function as a major regional arterial and an expressway providing travel across cities.

Figure 1.39 - Speed Limits in the North Thornton at CO 7 Study Area.



Crashes



In Thornton's Vision Zero Action Plan, 160th Ave and Colorado Blvd and Colorado Blvd and E-470 ramp are labeled as a high injury and high risk network segments within the Study Area which indicates that this roadway segment has the highest risk for severe crashes in Thornton. These designations are based on three combinations of factors including: history of crashes that have resulted in fatalities or serious injuries, roads that have characteristics that lead to fatal and serious injury crashes, and community input on roads with safety challenges. To address these risks along 160th Ave and Colorado Blvd, the action plan recommends implementing countermeasures to reduce red-light running, as well as improving left-turn operations to mitigate these primary crash types within the Study Area. On Colorado Blvd and E-470, the action plan recommends restricting left turn/signalized/roundabout improvements in addition to removing visibility obstructions.

Cycling Infrastructure

The North Thornton at CO 7 Study Area contains a developing network of on-street bicycle facilities and multi-use trails. Existing bicycle infrastructure is concentrated where new residential development has occurred along York Street toward the west and southwest of the Study Area.

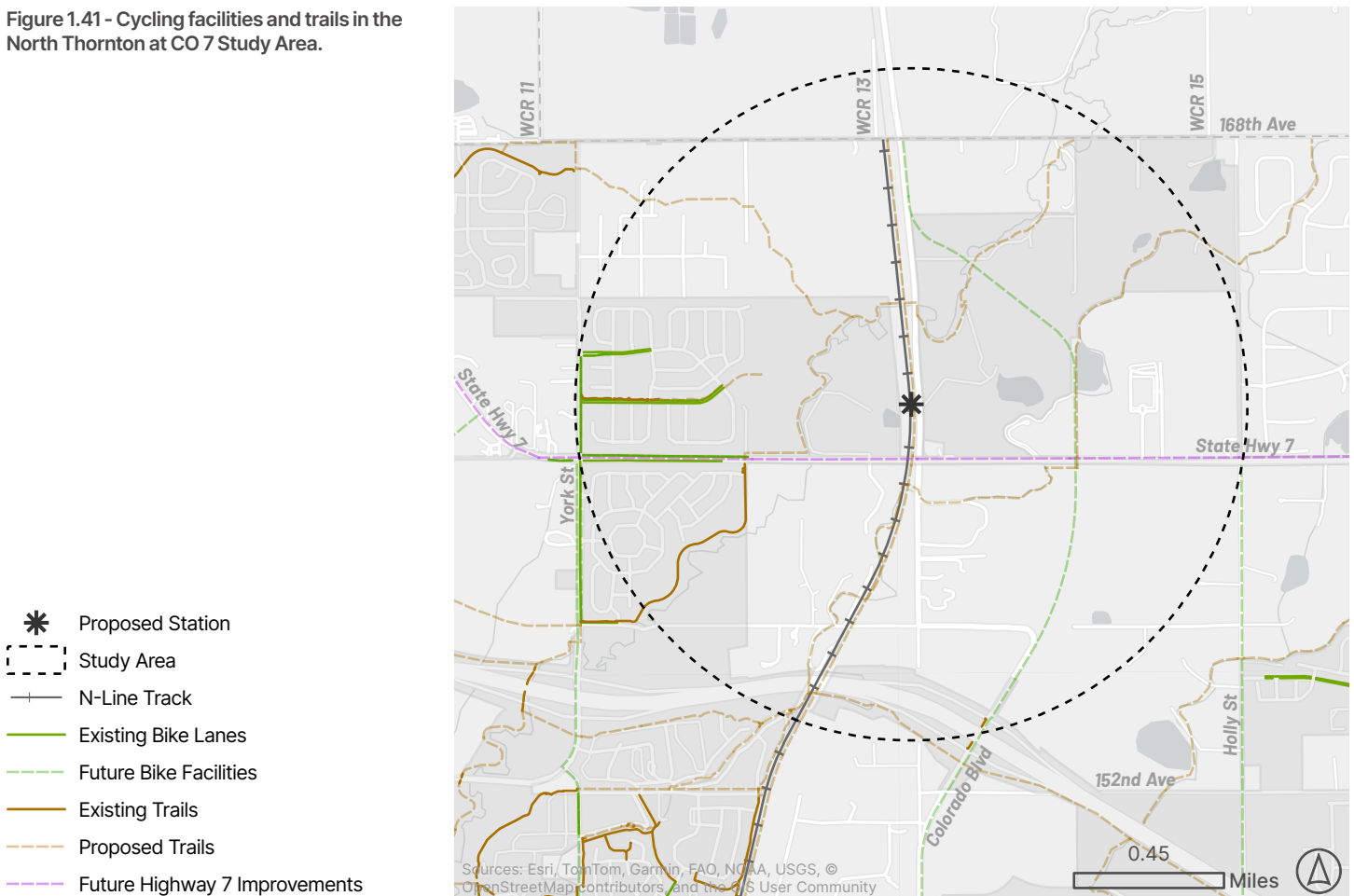
On-street bike lane facilities are present along portions of York Street, 161st Avenue, and 163rd Avenue. However, the network of bicycle facilities in this area is not yet continuous, and gaps remain between key destinations and the proposed station location.

The most significant existing bicycle infrastructure within the Study Area is the Big Dry Creek Trail and multi-use trail which consists of off-street trails aligned with natural corridors and open space.

The majority of proposed bicycle facilities within the Study Area are planned as multi-use trails integrated with open space corridors and natural features. As development occurs and new roadways are constructed, the E-470 Trail and on-street bicycle facilities will be

delivered concurrently with roadway improvements, in accordance with applicable City code requirements. Additionally, the CO 7 corridor will be improved with multi-use trails with future road construction and improvements. Timing of CO 7 multi-use trails is unknown as the improvements will be constructed in phases across different jurisdictions. In addition, the existing on-street bicycle lanes on CO 7 will be replaced with new multi-use trails as construction occurs.

Figure 1.41 - Cycling facilities and trails in the North Thornton at CO 7 Study Area.



Pedestrian Infrastructure

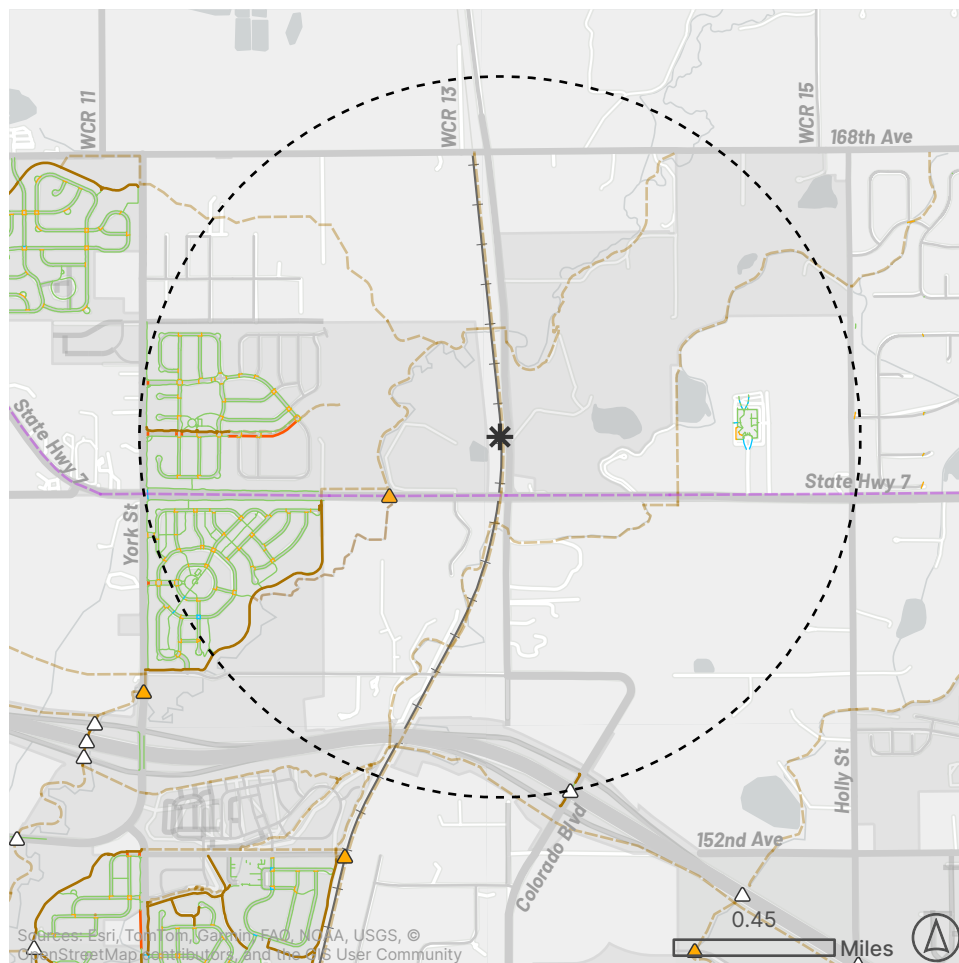


Figure 1.42 - Sidewalks, pedestrian crossings, and trails in the North Thornton at CO 7 Study Area.

- * Proposed Station
- - - Study Area
- + N-Line Track
- Sidewalk
- Striped Crosswalk
- Unstriped Crossing
- Missing Sidewalk/Crosswalk
- Existing Trails
- Proposed Trails
- △ Existing Bridge/Underpass
- ▲ Proposed Bridge/Underpass
- RRFB Crossing Signal

Similar to bicycle facilities, existing pedestrian infrastructure is primarily concentrated in areas where newer residential development has occurred within the Station Area. As additional development takes place, the pedestrian network is expected to expand incrementally, with new sidewalks and related improvements constructed as part of developer-built roadway projects. Over time, this will contribute to a more continuous and connected pedestrian system.

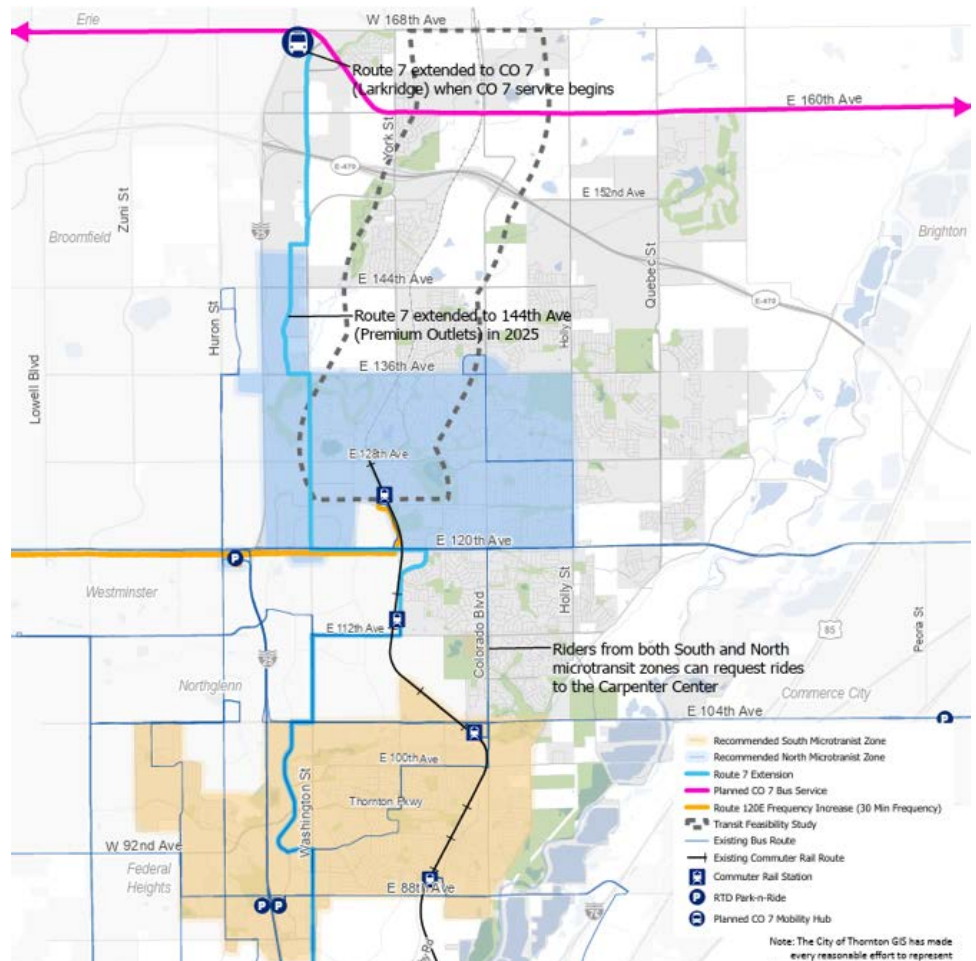
A key pedestrian and bicycle facility within the Study Area is the Big Dry Creek Trail—which is an important regional trail in the Denver metro region as indicated in the DRCOG Active Transportation Plan. City planning documents show extending this trail throughout the Study Area, generally following the alignment of Big Dry Creek (see Figure 1.42). A major improvement planned is a pedestrian underpass on CO 7 and the Big Dry Creek to enhance pedestrian connections across CO 7. Once fully constructed, the trail will function as a shared-use path serving both pedestrians and bicyclists. It will provide an important northeast to southwest connection

across the Study Area and enhance access to nearby community destinations and other parts of the metro area, supporting safe and convenient travel.

Existing Transit Service

The North Thornton at CO 7 Study Area is located in the northernmost portion of the city, where there is currently less residential and commercial development compared to south Thornton and more central areas. As a result, the Study Area is not currently served by fixed-route transit service. However, as part of a grant the CO 7 Coalition received, the CO 7 Coalition will implement a transit starter service in late summer/fall of 2026 to initiate transit connections between Brighton and Boulder to prove the need for BRT implementation. This starter service will include limited stops across the corridor, with the Thornton stop planned at the interim mobility hub located at I-25 and CO-7.

Figure 1.43 - Thornton Short-Term Transit Implementation (2025-2027).
Source: Thornton Transit Study



Planned Transit Service

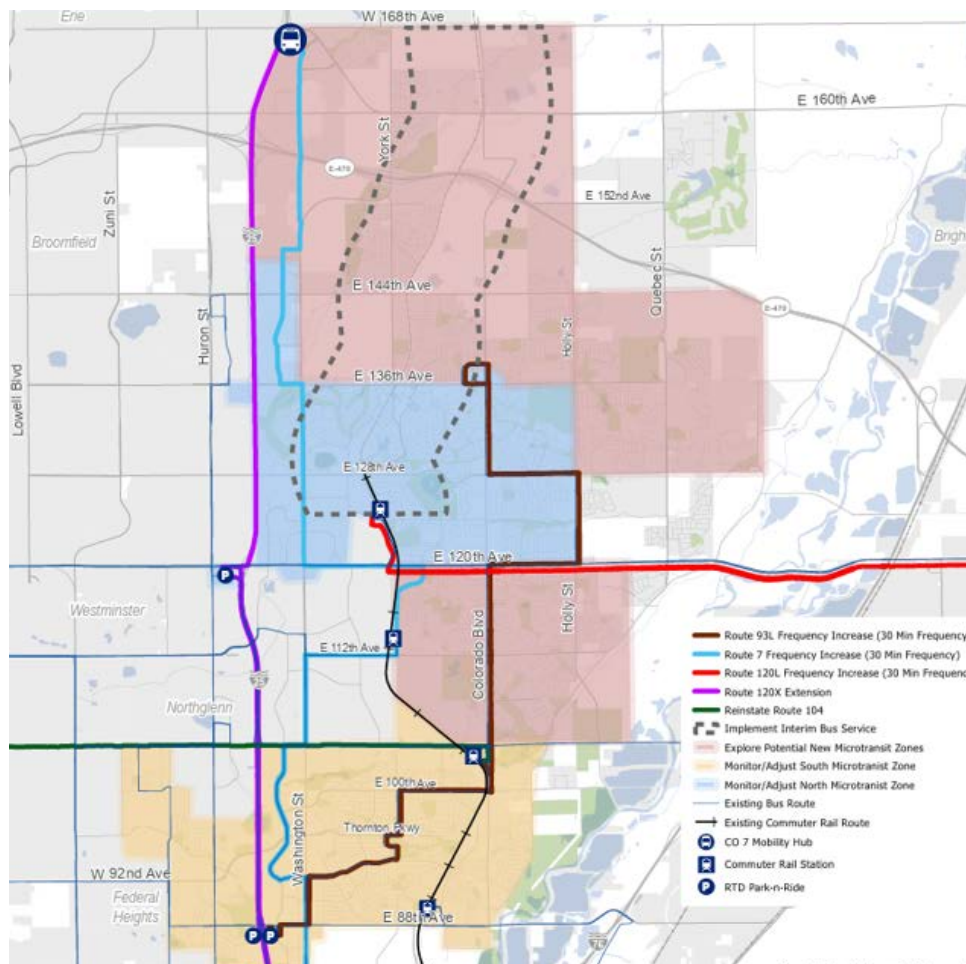


Figure 1.44 - Thornton Long-Term Transit Implementation (2028-2031).
Source: Thornton Transit Study

The recently adopted Thornton Transit Study establishes a long-term framework for expanding public transit and addressing the community's evolving mobility needs. The study outlines short-, mid-, and long-term implementation actions to advance a cohesive transit vision focused on improving access, connectivity, and travel options citywide.

Over the next ten years, the plan identifies several improvements affecting north Thornton and the Study Area. Key actions include establishing microtransit zones in north Thornton to provide flexible, on-demand service; extending Route 7 north along Washington Street to Larkridge; and evaluating the feasibility of interim bus service connecting the current terminus of the N Line to the CO 7 corridor. Collectively, these strategies are intended to enhance first- and last-mile connections

CO 7 BRT

The CO 7 corridor between Brighton and Boulder is the subject of a coordinated, multi-jurisdictional initiative to improve regional mobility and safety in response

to continued population and employment growth. See Figure 1.45 for an overview of the road and cross sections. The effort is led by the CO 7 Coalition. The CO 7 Coalition includes Adams County, Boulder County, Weld County, the City and County of Broomfield, the cities of Boulder, Erie, Lafayette, Thornton, Brighton, Boulder Transportation Connections, Commuting Solutions, Smart Commute, University of Colorado, and Northwest Chamber Alliance. The Coalition identifies Bus Rapid Transit (BRT) as a long-term transit solution for the corridor.

Both the transit starter service and the planned full BRT will serve the Study Area via a mobility hub located at the intersection of CO 7 and I-25, approximately two miles from the site. This hub will provide connections to the broader Denver metropolitan transit network and other parts of the metro. Additionally, a future station stop for the Brighton to Boulder transit service is planned at the intersection of CO 7 and Colorado Blvd.

Regional Mobility Improvements



CO 7 Multimodal Corridor Brighton to Boulder

Improving regional connectivity and mobility



Figure 1.45 - CO 7 BRT Corridor location and proposed improvements.
Source: CDOT

I-25 & CO 7 Mobility Hub

On May 21, 2025, the Colorado Department of Transportation, in partnership with the City of Thornton, City and County of Broomfield, and other regional partners broke ground on a new interim mobility hub at Interstate 25 and CO 7 interchange. This facility, planned for the completion in fall of 2026, will be the fourth of CDOT's I-25 corridor mobility hubs designed to expand transit access in Northern Colorado.

The interim mobility hub is intended to provide expanded connections to RTD Bustang's North Line intercity bus service and facilitate transfers to local transit, helping reduce reliance on single-occupancy vehicles. The facility will include features such as dedicated bus slip ramps for efficient ingress and egress, safe pedestrian access via a pedestrian bridge over I-25, bus shelters, expanded sidewalks, updated traffic signals, and a park-n-ride. This mobility hub and improvements aim to enhance multimodal connectivity, safety, and transit convenience along the I-25 corridor.

As of Spring 2026, CDOT has completed 30 percent design plans for the ultimate I-25 and CO 7 mobility hub.

The ultimate mobility hub is in the proposed CDOT 10-year plan that will be adopted in May 2026. The interim work being done in 2026 will help support the overall completion of the mobility hub. The ultimate mobility hub features a center loading Bustang stop on I-25, a center loading CO 7 transit stop on CO 7, a separate bicycle and pedestrian and bike bridge that provides access to all four quadrants of the interchange with access to both transit stops. It will be constructed as part of the I-25 project to add Express Lanes between E-470 and CO 66.

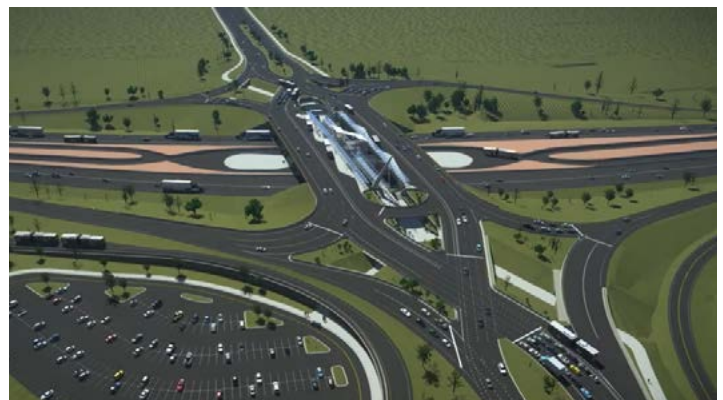


Figure 1.46 - Illustration of the ultimate I-25 and CO-7 Mobility Hub.
Source: CDOT

Figure 1.47 - Culvert under the rail berm north of CO 7.



Water Utilities

Limited existing development constrains the availability and extension of infrastructure, including water service. Water within the Study Area is currently provided by the City of Thornton and the Todd Creek Village Metropolitan District. The Todd Creek Village Metropolitan District serves most of the unincorporated areas of Adams and Weld Counties within the Study Area.

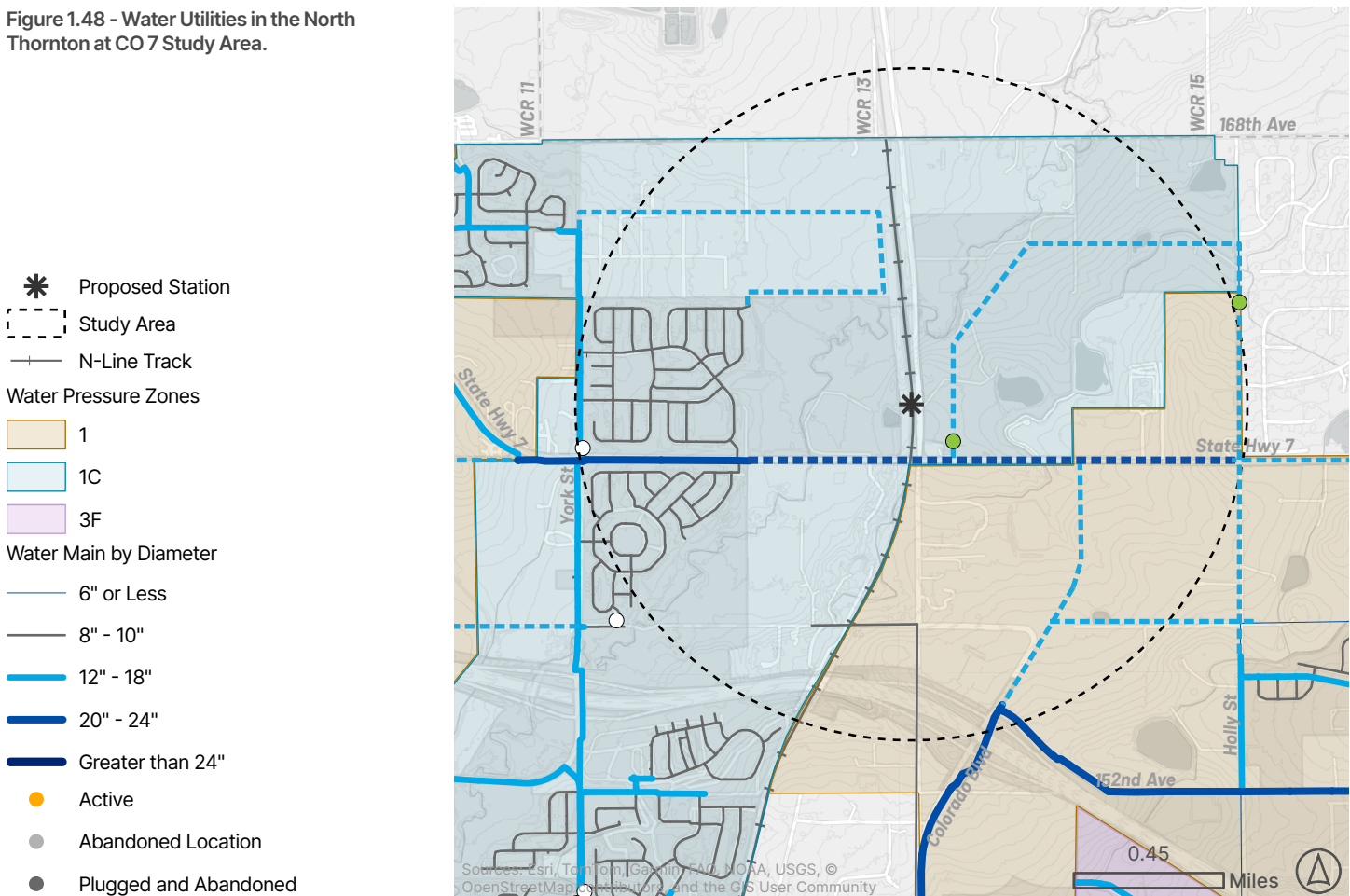
An intergovernmental agreement (IGA) between the City of Thornton and the Todd Creek Village Metropolitan District establishes responsibility for water service provision to new development in the Study Area. The current IGA expires in 2028. Following its expiration, Todd Creek Village is expected to pursue expansion of its service area into Thornton's designated growth areas in Adams and Weld Counties, where the City has the capacity to support new development with municipal water service.

The North Thornton at CO 7 Station Area currently faces significant infrastructure and utility challenges that will shape its long-term development potential and

require coordinated investment over time. Existing utility coverage across the study area is limited, particularly east of Colorado Boulevard where city water and sanitary sewer service are largely absent today.

As a result, accommodating future transit-oriented development will require major water system expansion, including new trunk infrastructure, looped water main connections consistent with City standards, and additional wastewater conveyance capacity. Together, these improvements are anticipated to serve future development across the station area, with sizing expected to support higher-density land use scenarios envisioned through the STAMP process. Water system modeling assumptions in the City's Utility Master Plan are now outdated. Updated demand analysis is needed to more accurately assess buildout capacity within the station areas and anticipated growth into Weld County, and to identify future infrastructure trigger points.

Figure 1.48 - Water Utilities in the North Thornton at CO 7 Station Area.



Stormwater Utilities

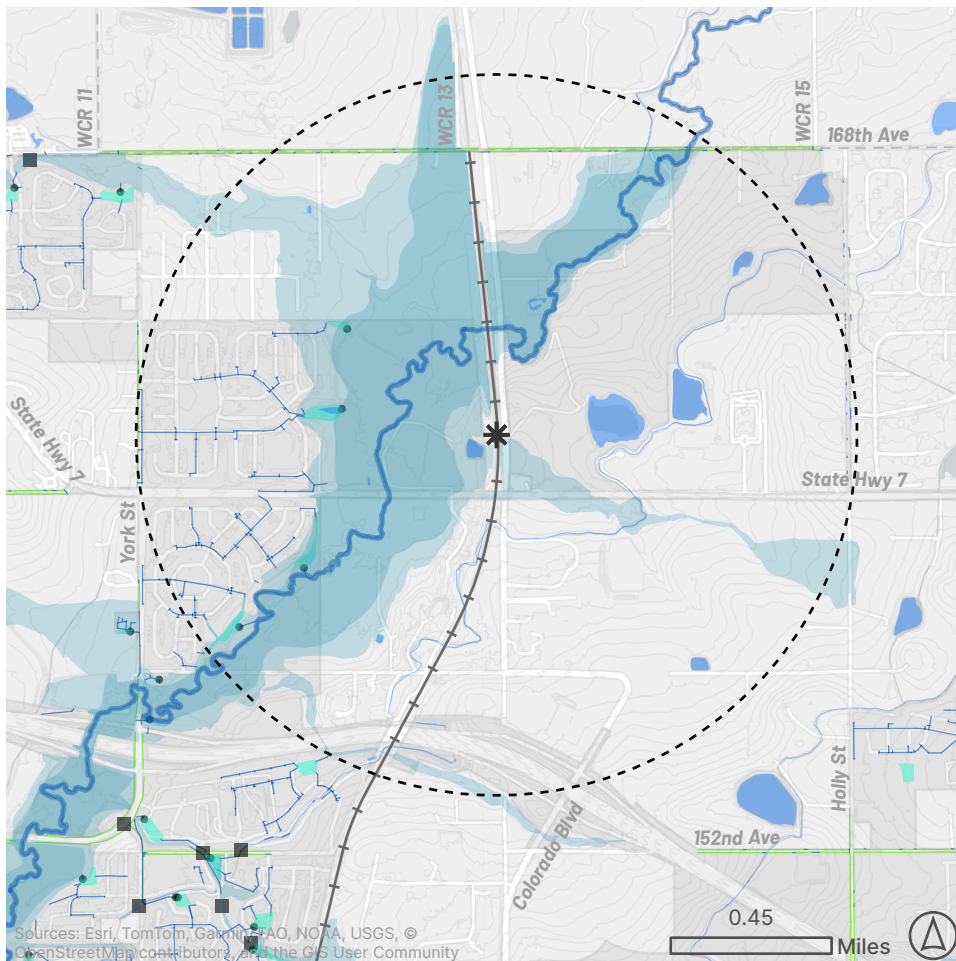


Figure 1.49 - Sanitary Utilities in the North Thornton at CO 7 Study Area.

- * Proposed Station
- Study Area
- N-Line Track
- Big Dry Creek
- Ponds and Streams
- 100 Year Floodplain
- Culverts
- Storm Structures
- Stormwater Mains
- Roadside Ditches
- Detention Ponds

The Mile High Flood District (MHFD) helps manage floodplain risk within Thornton and Adams County. Currently, the district's jurisdiction ends at Weld County. The entire Study Area drains into the Big Dry Creek, and any future development will be required to comply with City stormwater and detention standards. A significant portion, especially the western portion of the Study Area, is encumbered by floodplain primarily from the Big Dry Creek which flows northeast through the Study Area. In 2012 a Major Drainageway Plan (MDP) was completed for the stream, providing the City with recommended improvements and a conceptual design report. In follow up efforts to the Major Drainageway Plan, the City of Thornton developed the Big Dry Creek Recreation and Floodplain Restoration Master Plan to guide long-term restoration, recreation, and open space improvements along the Big Dry Creek corridor. Recommendations and improvements from this master plan should be extended to the Study Area up to the westside of the RTD embankment.

CDOT's 15% design report for CO 7 identifies replacing

the bridge over the Big Dry Creek. This bridge is to be reconstructed with the same span but lifted two feet to minimize the conflict with 100-year floodplain. Additionally, the bridge replacement will facilitate a planned pedestrian underpass along CO 7 and the Big Dry Creek improving pedestrian and bike connections across CO 7 as well as provide trail continuity along the Big Dry Creek trail in the Study Area. However, timing of these improvements is not identified in the design report.

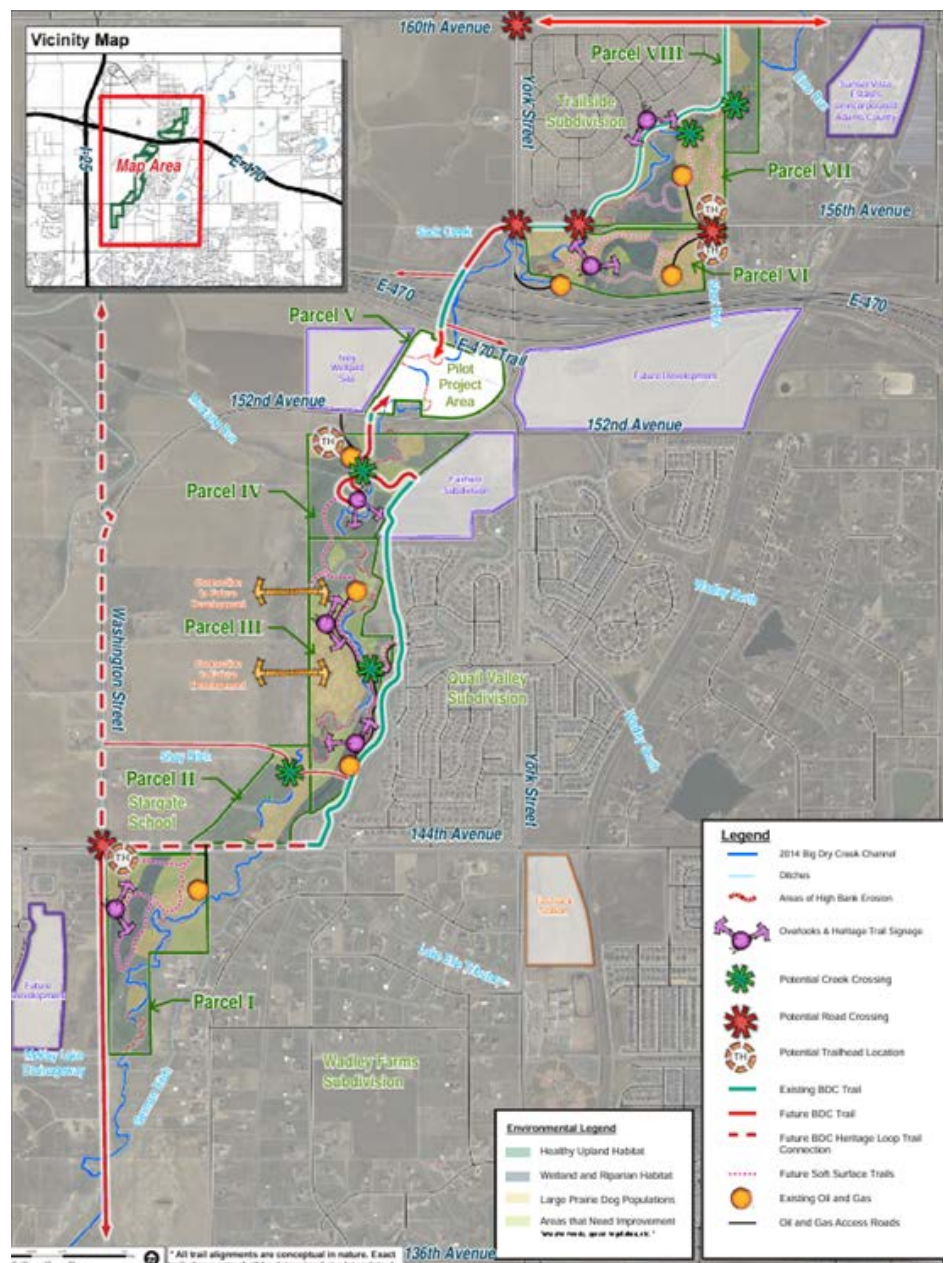
The most impactful floodplain conflict to future development in the Study Area results from the existing railroad embankment that will eventually host the N Line. The Big Dry Creek passes through the embankment via a culvert roughly 800 feet north of the proposed station platform (see Figure 1.49). The culvert is significantly undersized, and the damming of the Big Dry Creek during a 100-year flood event inundates the majority of the vacant land immediately west of the embankment from CO 7 past 168th Ave. The Major Drainage Plan addresses the undersized culvert at this location and recommends infrastructure improvements to improve flow through the

embankment, decreasing the area encumbered by the floodplain. Additionally, a pedestrian underpass is planned along with these improvements under the railroad and Colorado Blvd to improve trail connectivity along the Big Dry Creek. It is understood that RTD would construct the desired improvements with the station development.

The main design and improvement constraint around the re-design of the embankment concerns the impacts of releasing additional downstream flow into properties historically unencumbered by a 100-year flood event, potentially increasing the size and risk of floodplains. Coordination between MHFD and Weld County regarding modifications to the floodplain add complexity. It is not

yet known how annexation of the Weld County portion of Thornton's Future Growth Area would impact the management of floodplains in this portion of the city. An additional design constraint imposed upon resizing the culvert includes its adjacency to the existing Big Dry Creek lift station and associated overflow tanks, which are 250 feet south of the existing culvert.

Figure 1.50 - Big Dry Creek Master Plan.
Source: City of Thornton



Sanitary Utilities

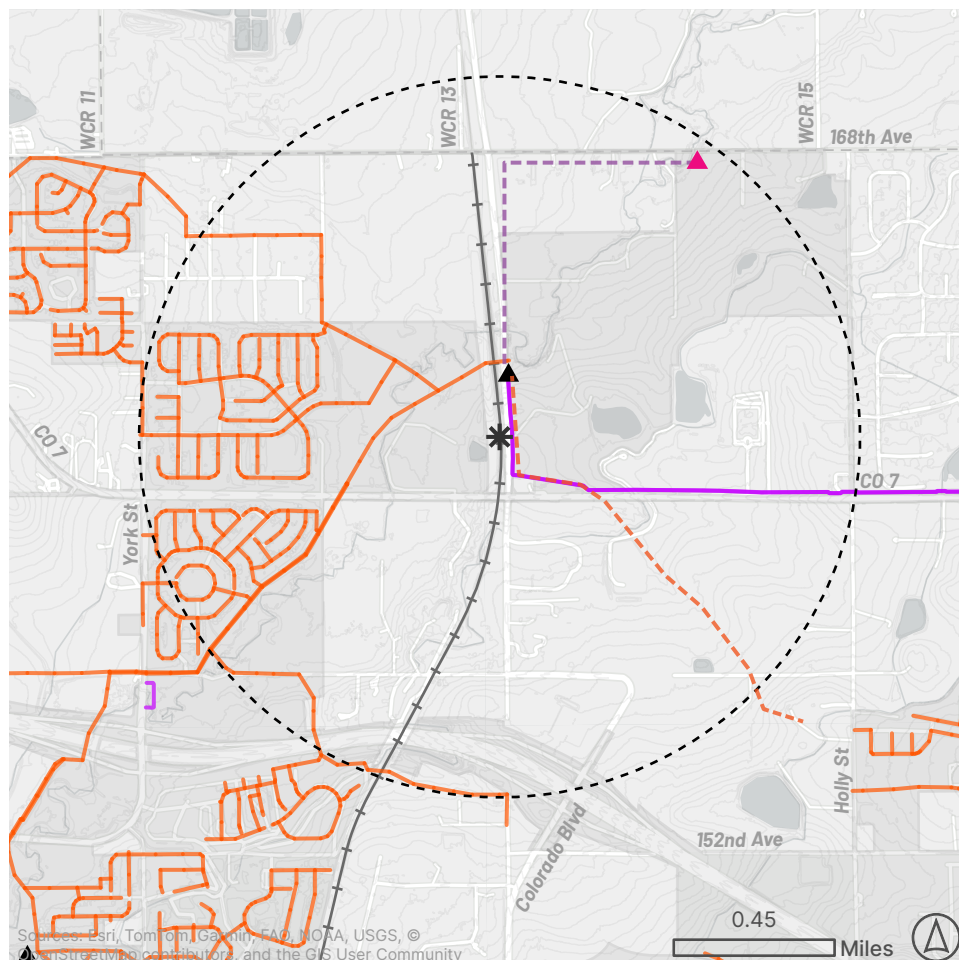


Figure 1.51 - Sanitary Utilities in the North Thornton at CO 7 Study Area.

Similar to water utilities, sanitary sewer infrastructure in the Study Area is limited. The City's 2020 Utility Master Plan assumes full buildout of the Study Area consistent with the Future Land Use Map; however, it does not account for potential growth in Weld County. As a result, anticipated growth north of 168th Avenue in Weld County will require reassessment of system capacity and identification of necessary utility upgrades and/or new infrastructure within the Study Area to support planned development.

Currently, sanitary sewer infrastructure costs are borne by development and designed in coordination with Thornton's Development Engineering Division. The Big Dry Creek Lift Station (BDCLS) conveys wastewater via a force main that runs along Colorado Boulevard, CO 7, and Yosemite Street to the Metro Water Recovery owned Todd Creek Interceptor which runs east outside of the Study Area. The ultimate capacity of the BDCLS is critical to supporting future development, as most of the Study Area is planned to be served through this facility.

The BDCLS is located near the proposed station platform area (the final platform location has not yet been determined) and adjacent to the existing culvert conveying Big Dry Creek through the railroad embankment. The lift station's location will constrain the design of future stream and floodway improvements, as well as the ultimate alignment of the station.

Existing development is concentrated within Basin/Service Area H throughout the Study Area and drains to the BDCLS. Future development within Basin/Service Area H will also be required to route flows by gravity to the BDCLS, suggesting a future gravity main generally aligned along the southeastern portion of the Study Area to serve development south of CO 7.

The northeastern portion of the Study Area is currently unserved. A future lift station, identified along 168th Avenue (see Figure 1.51), is expected to be constructed concurrent with development and will convey wastewater from portions of Basin/Service Area H that cannot flow by gravity to the BDCLS. The proposed Flatiron Vistas

development at the northeast corner of the Study Area is anticipated to construct the lift station needed to serve this development and associated force main to accommodate ultimate sanitary sewer buildout in this area.



Figure 1.52 - Big Dry Creek Lift Station, shown as a black triangle in Figure 1.47.

Figure 1.53 - This image looking north on Colorado Boulevard highlights the challenge posed by topography in the Study Area. The BDCLS is visible in the right of the image.



Oil and Gas Facilities

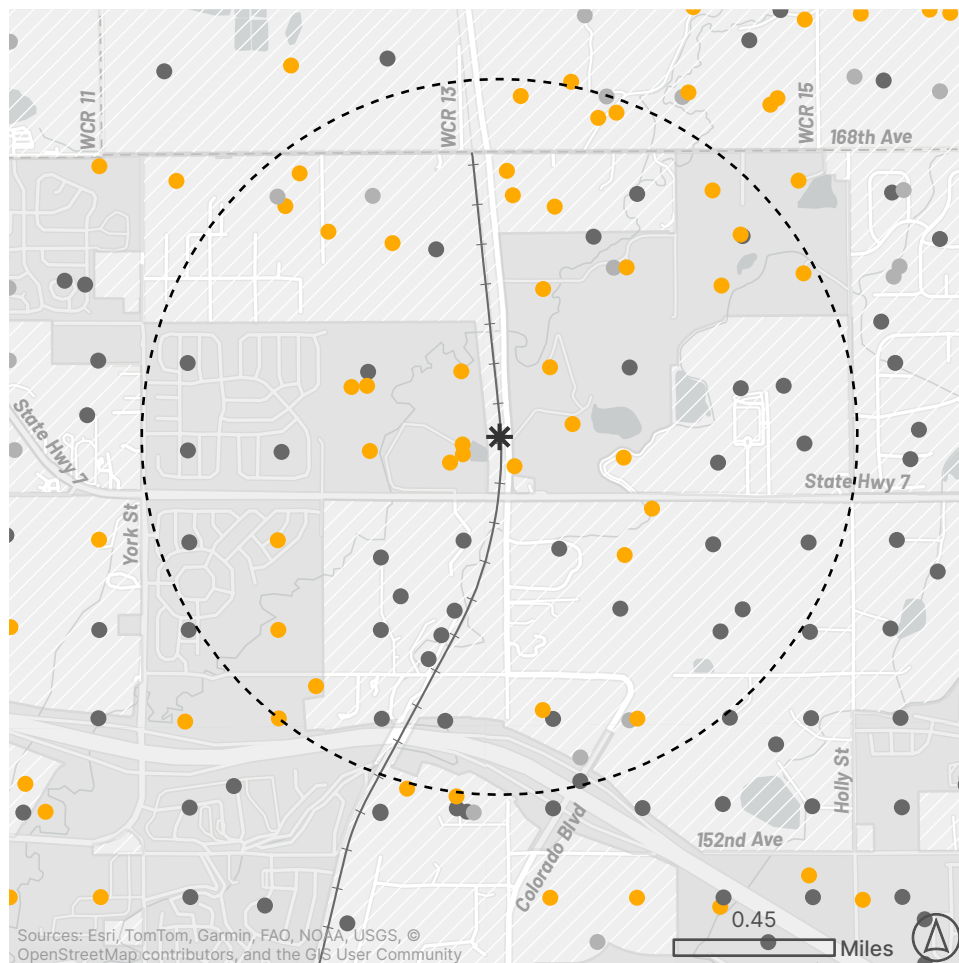
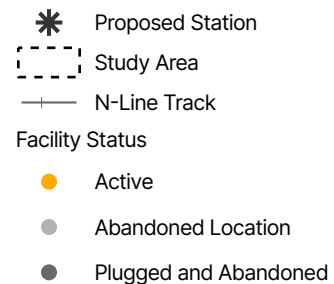


Figure 1.54 - Oil and gas facility locations within the North Thornton at CO 7 Study Area.



The Study Area has numerous active and abandoned oil and gas facilities dispersed throughout the area. The existing oil and gas facilities present localized but important development constraints within the North Thornton at CO 7 Station Area. Both active and abandoned oil and gas wells create development constraints through required setbacks and easements. Most plugged and abandoned wells are encumbered by a required 50-by-100-foot easement, which allows for limited surface uses such as streets, parks, or open space

but generally prohibits building construction. While these constraints are typically manageable at the site level, they introduce additional complexity for land assembly, circulation planning, and building placement especially in areas targeted for compact, transit-supportive development.

Figure 1.55 - Oil drilling facilities directly southeast of the proposed train platform.

