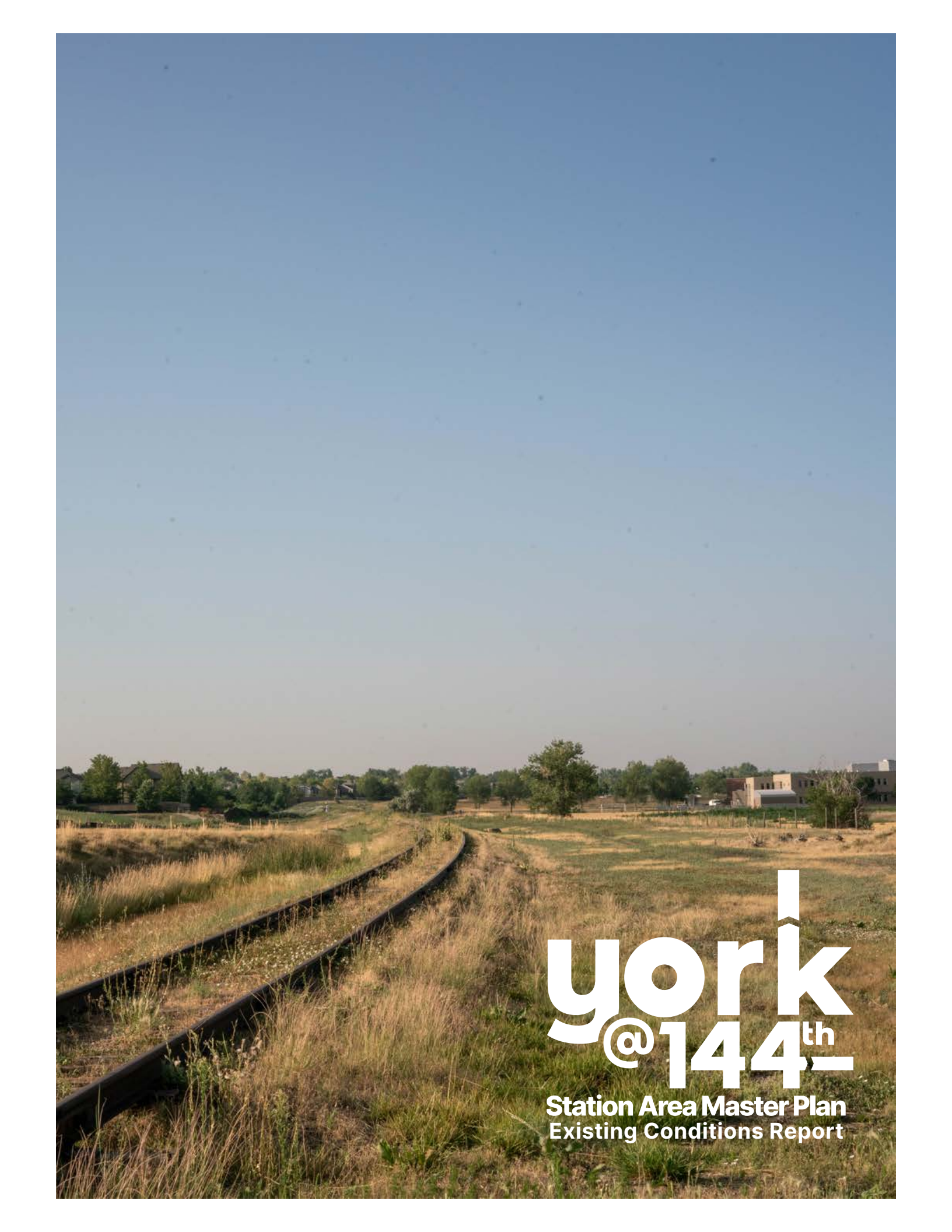




york @144th

**Station Area Master Plan
Existing Conditions Report**

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Figure 1.1 - (Cover) Proposed location of the future York at 144th N Line Station.

Figure 1.2 - Rail right-of-way south of the future train platform.



Executive Summary

Executive Summary

What's Here Today?

The York at 144th Street Study Area is comprised largely of residential land uses, either represented by large-lot residential homes, some with agriculture uses, in Adams County or newer detached residential subdivisions in the city of Thornton. Lot sizes vary in size across the York at 144th Study Area with the larger, undeveloped lots most immediate to the proposed N Line station platform. To the south/southwest of the proposed station is the Adams 12 Rocky Top Middle School and Thornton park, the Northern Lights Ball Fields. Most of the large, undeveloped lots in the Study Area are within the Fallbrook Farms subdivision and have specific Planned Development (PD) standards that allow for a church, higher density residential land uses, and commercial uses near the station platform.

Opportunities

- The large vacant or undeveloped parcels, particularly those adjacent to the N Line right-of-way, provide a unique opportunity to introduce a mix of land uses, structured open spaces, or multimodal connections without requiring large-scale redevelopment of existing neighborhoods. The large lots most immediate to the station are comprised of a small number of landowners/developers presenting possible development opportunities for larger, “master planned” development.
- A small number of landowners control the largest vacant parcels, presenting a rare chance for coordinated, master-planned transit-oriented development (TOD) without displacing established neighborhoods.
- The established city subdivisions within the York at 144th Study Area have parks and trails that are well distributed throughout the Study Area. A strong parks and trail network, including existing and future connections into the Big Dry Creek (BDC) corridor, can support improved first- and last-mile access to the future station.
- Existing suburban subdivisions within Thornton’s city limits offer opportunities to integrate neighborhood connections, trail improvements, or targeted infill that improves access and creates a more complete Station Area environment over time.
- The Study Area’s relatively recent development history and undeveloped land immediate to the

station creates an opportunity for the city to shape development patterns proactively. Coordination of infrastructure investments, utilities, and urban design standards can reinforce the long-term vision for transit-oriented development.

Constraints

- Large-lot Adams County residential areas adjacent to the Study Area, particularly the areas (e.g. Wadley Farms) designated “Estate Neighborhoods” on the Future Land Use Map (FLUM) in the city’s Comprehensive Plan, are unlikely to redevelop without property owner interest.
- The Study Area’s historically unincorporated areas may have infrastructure that does not meet current city standards, such as dirt roads, inconsistent rights-of-way, or limited utility service, posing challenges for annexation, urbanization, and coordinated planning.
- Some undeveloped properties retain drainage corridors, irrigation ditches, agricultural patterns, or have infrastructure gaps that may require significant upfront investment before higher-intensity development can occur.
- The predominance of low-density suburban form (i.e. long blocks, curvilinear streets, and numerous cul-de-sacs) limits direct connectivity to the future station and may reduce the effectiveness of walking, biking, and transit unless new connections are established.
- Because a significant share of the surrounding development occurred between 2000–2020, many neighborhoods are still in early life-cycle stages, reducing the likelihood of near-term redevelopment and limiting opportunities to introduce diverse housing types without greenfield development.

Who Lives in the Study Area?

The York at 144th Study Area reflects characteristics typical of newer residential neighborhoods, with a younger, family-oriented population. Demographically, the York at 144th Study Area is similar to the broader Thornton and Adams County, but trends slightly younger than the city or county. Residents are generally less racially and ethnically diverse, with a lower percent of Hispanic or Latino households and fewer Spanish-speaking households than the broader region, though the area shows a slightly higher presence of residents speaking languages other than English or Spanish. Educational attainment is broadly comparable across geographies, but the York at 144th Study Area has fewer residents with only a high school diploma, signifying a higher educational attainment compared to the whole city or county. Household incomes are significantly higher than citywide and countywide levels, while poverty rates remain similar to or below regional averages, underscoring the area's relatively strong socioeconomic conditions.

Opportunities

- Higher household incomes and education levels in the York at 144th Study Area can provide market support for several development types such as mixed-use, commercial, rental and for-sale residential developments near transit.
- A younger, family-oriented demographic base could help support neighborhood-serving commercial, childcare, recreation, and community-oriented uses that may otherwise struggle in aging markets.

Constraints

- Low existing residential density in the York at 144th Study Area means ridership for the future N Line station may depend on new residential development at scales adequate for commuter rail.

Moving Around the Study Area

With existing development around the Study Area having only developed in the past 20 years, the York at 144th Study Area is still largely car-dependent defined by east/west and north/south arterials spaced about a mile apart. The east/west arterials of the Study Area are largely built out with sidewalks and bike lanes, with some sidewalk gaps in need of infill. The north/south arterials, largely comprised of York Street and portions of Colorado Boulevard, are partially built out, having bike and pedestrian facilities where city subdivisions have been built. The York at 144th Study Area has minimal transit service, comprised of a few bus stops along the 93L bus line that provide connectivity from the southeastern edge of the Study Area to key activity centers in Thornton, south of the Study Area. The York at 144th Study Area has a foundation of existing off-road bike and pedestrian facilities, namely through the connections offered via the Signal Ditch Trail and Big Dry Creek as well as the trails that weave through the Fallbrook Farms, Cherrywood Park, Fairfield, and Haven at York Street subdivisions providing northwest to southwest travel across the York at 144th Study Area.

Opportunities

- Large areas of vacant or undeveloped land near the future station provide an opportunity to design new street connections, improve block structure, and create direct pedestrian and bicycle access.
- Planned arterial widening and collector extensions, such as future improvements to 136th Avenue, 144th Avenue, York Street, and Colorado Boulevard, can help establish a more complete and connected multimodal network supportive of transit-oriented development.
- Existing trail systems, including the Signal Ditch Trail, Big Dry Creek Trail, and subdivision trail networks, offer a strong foundation for a low-stress, off-street pedestrian and bicycle system that can be expanded to improve first- and last-mile access to the N Line.
- The introduction of the N Line station itself represents a major future mobility anchor, enabling connections to regional bus and rail systems and serving as a catalyst for improved local transit circulation.
- Key future trail connections at the current at-grade crossing of the RTD right-of-way, just south of Rocky Top Middle School, provide for an opportunity for

Executive Summary (continued)

improved grade-separated trail linkages of multiple city trails.

- With the surrounding arterials not yet fully developed, the future street improvements can provide pedestrian, bicycle, and transit supportive elements without having to retrofit the streets.

Constraints

- The existing suburban street network – with its long arterials, curvilinear neighborhood streets, cul-de-sacs, and limited collector system – creates significant barriers to direct access to the future station, especially from Fallbrook Farms and Cherrywood Park subdivisions.
- The railroad right-of-way presents a physical barrier to key east-west connections across the vacant land within the Study Area as well as to Fallbrook Farms and Cherrywood Park.
- Mid-track railroad pedestrian crossings not associated with a roadway or vehicular crossing will prove costly and difficult to construct due to federal at state regulations regarding mid-track railroad crossings.
- Many of the arterial and collector streets are not yet constructed to full city standards and currently lack sidewalks, bike lanes, and safe pedestrian crossings, reducing mobility options and making future multimodal upgrades more complex and costly.
- Streets within the Adams County enclaves are rural in character, often gravel or narrow paved sections, with no pedestrian or bicycle infrastructure. Further, the lengths of the blocks in these enclaves are exceptionally long, making bike and pedestrian travel in these areas circuitous and shared with automobiles.
- Existing on-street bicycle facilities on 136th and 144th Avenues are classified as high-stress, limiting their use for everyday travel and highlighting the need for lower-stress, protected, or off-street alternatives for bikes and pedestrians.
- Transit service in and around the Study Area is limited, with only the 93L operating at the southeastern edge and RTD has not envisioned expansion of fixed-route service on major arterials in the Study Area, placing more pressure on the N Line to serve as the primary transit backbone.

Infrastructure

The York at 144th Study Area, within Thornton city limits, is generally well served by existing city utility infrastructure. The Adams County residential subdivisions are on wells and septic tanks. The area is split in electrical service boundaries between Xcel Energy and United Power. Stormwater flows to the Big Dry Creek will be an important component to the overall Study Area's future development. Overall, utilities can support future growth, but changes to land use intensity may require updated demand projections and targeted infrastructure improvements.

Opportunities

- The 2020 Utility Master Plan (UMP) already anticipates a mixed-use development pattern and a residential population of 1,500–2,000 residents in the vacant incorporated land near the station, providing a useful foundation for infrastructure planning aligned with a TOD vision.
- The majority of the Study Area has immediate access to existing water mains, reducing upfront utility extension requirements and allowing future development to connect efficiently to the city's system.
- The 2024 refinement of pressure zone modeling indicates that development within the Study Area will likely not require installation of pressure-reducing valves (PRVs), simplifying utility design and lowering development costs.
- Stormwater in this study area drains to Big Dry Creek. There is existing storm sewer infrastructure along 144th Avenue, however capacity will need to be evaluated for any additional flows.
- Existing storm sewer infrastructure along 144th Avenue offers a potential cost-effective discharge route for development sites pending verification of downstream capacity.
- Limited wetland areas largely confined to the BDC floodplain allow flexibility in site layout while maintaining environmental compliance.
- Gravity-fed sewer flows toward Big Dry Creek simplify sanitary system design and reduce the need for costly lift stations.

Constraints

- The current UMP was adopted prior to the city's 2020 Comprehensive Plan and FLUM and is therefore based on 2012 land use assumptions from the city's previous Comprehensive Plan. Therefore, any increase in density or mixed-use development through the STAMP may require updated utility demand projections and potential resizing of water, sewer, and stormwater infrastructure.
- The Adams County enclaves (e.g., Wadley Farms) were not planned for city utilities, meaning annexation or service extension would require significant planning and coordination paired with costly infrastructure upgrades.
- Stormwater constraints – including required downstream capacity verification on 144th Avenue, Big Dry Creek drainage requirements, and limited wetland areas – may reduce developable acreage or require additional mitigation.
- The stormwater facilities within the study area, in particular near the proposed station location, are supported by surcharged storm sewers. This will present a challenge as development intensity increases from vacant land to developed.
- All utility improvements must be developer-funded, which may challenge lower-intensity projects or fragmented ownership areas that struggle to support shared infrastructure costs.
- Much of the existing zoning does not anticipate transit-supportive densities, increasing the risk of piecemeal utility upgrades unless paired with rezoning or coordinated development agreements.

Figure 1.3 - Longs Peak as seen from the existing Thornton Crossroads at 104th Station Area.



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 - 144th Avenue looking northbound from RTD right-of-way.



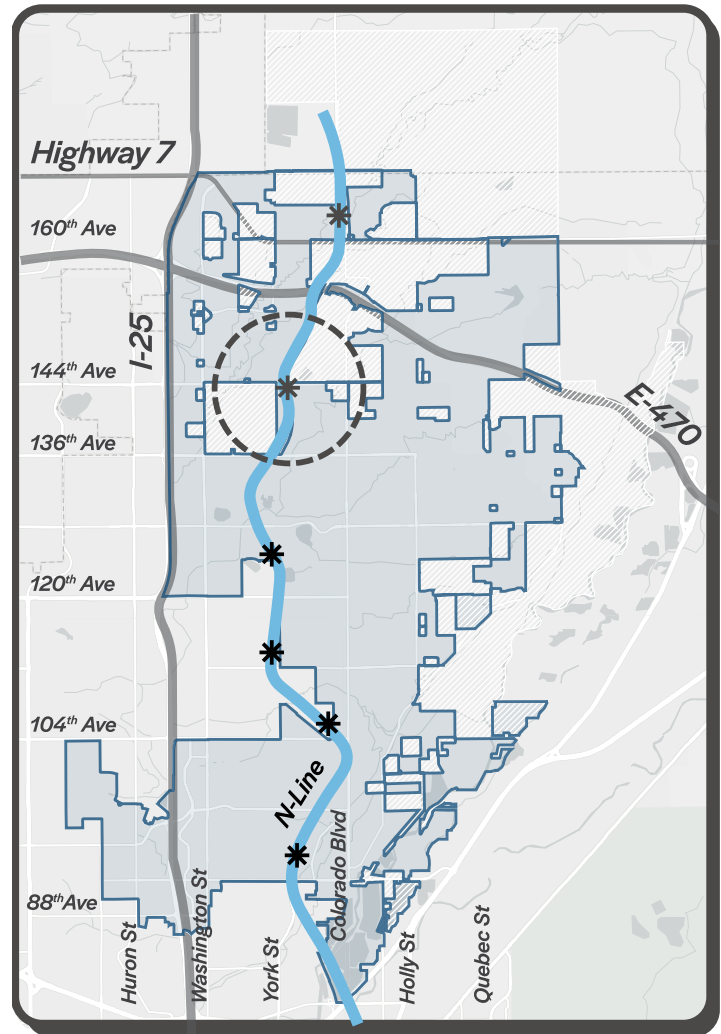
Study Area Overview

Study Area Boundary

In the northern half of Thornton's city limits is the first of the to-be-built N Line stations. This first station is just southeast of the intersection at 144th Avenue and York Street, which will be referred to as the York at 144th Station Area. The Study Area for this future station encompasses a one-mile radius from the proposed location of the future N Line station, approximately 800 feet south of 144th Avenue abutting the RTD railroad right-of-way, west of the tracks. RTD purchased the rail right of way from Union Pacific in 2006 for the development of the N Line.

The Study Area is comprised of a mixture of vacant land most immediate to the future station platform to the west, east, and north. Surrounding the vacant land abutting the future station platform are several residential subdivisions. To the northeast and west of the future Station Area are large-lot, residential subdivisions in Adams County including Wadley Farms. To the east are early-mid 2000s subdivisions including Fallbrook Farms and Cherrywood Park. Quail Valley and The Haven at York Street subdivisions are located to the northwest. Abutting the future station location, to the south/southwest are the Northern Lights Ball Fields (a Thornton park) and Rocky Top Middle School (an Adams 12 school). Two additional schools are within the York at 144th Study Area, on the southeastern edge is the Prairie Hills Elementary School (Adams 12) and on the western edge near the Denver Premium Outlets is the Stargate Charter School. In addition to the Northern Lights Ball Fields, the Big Dry Creek Open Space runs through the western portion of the Study Area and the Anythink Library and Aylor Open Space are just outside the York at 144th Study Area to the east (anticipated to be complete near the end of 2026). Just outside of the Study Area are some large regional employment, commercial, and industrial centers and open spaces. Most notable of these regional centers include the Denver Premium Outlets, the Grove, Saint Anthony North Hospital, the Amazon distribution center, and the Orchard Town Center.

Figure 1.7 - 1-Mile radius from York at 144th Station Area



Physical Setting



Figure 1.8 - Aerial map of York at 144th Study Area

The physical neighborhood characteristics of the Study Area is largely suburban in nature, with some unincorporated areas developed more sparsely in the 1960-70s in Adams County. There are generally three main categories of current land uses within the Study Area including vacant or rural land, Adams County residential land uses, and Thornton residential subdivisions.

In the first category, the vacant and undeveloped land is generally abutting the RTD rail right-of-way to the west, and the northwest. The 24 acre property east of the RTD property is actively being developed, a portion will contain a church for the Archdiocese of Denver and utilities and roads will be constructed within the remainder of the property to facilitate future land uses. Further east, along 144th Avenue, is an additional vacant property at the southwest corner of 144th Avenue and Colorado Boulevard. This area is comprised of two large lots with existing homes and connects to the Signal Ditch trail that leads south into the Fallbrook Farms Park. Fallbrook Farms is the abutting subdivision to the vacant

parcels on the southwest corner of 144th and Colorado. Fallbrook Farms is largely comprised of streets with cul-de-sacs that abut the rail right-of-way and the vacant land to the east of the York at 144th station. Some of the vacant and rural lands have abandoned oil and gas wells.

The second category consists of parcels currently in Adams County, including large-lot detached residential and agricultural land uses. Many of the Adams County properties are comprised of multiple acres and are situated along dirt roads with no discernable street grid or suburban/urban form. These areas are identified as "Estate Neighborhood" on the city's Future Land Use Map and are located northeast and southwest of the proposed York at 144th station location. While consideration for annexation and different uses of these Adams County properties is possible, it would need to be initiated by the property owners in this area.

The third main category of current land uses within the Study Area is comprised of detached residential land uses within the City of Thornton limits. These subdivisions

include Fallbrook Farms and Cherrywood Park nearest to the proposed station, to the east/southeast. Similar subdivisions comprised of detached residential land uses within the city limits are also northwest and include Quail Valley, The Haven at York Street, and portions of the Fairfield subdivision. These subdivisions to the northwest are connected to the Study Area via the Signal Ditch Trail that feeds into the larger Big Dry Creek area.

The neighborhood form of these Thornton detached residential land uses is suburban in nature, meaning the blocks are long, streets are curved and often conclude into a cul-de-sac. These areas, especially in their current form, are largely automobile-dependent. Despite the suburban form of these existing neighborhoods, they are well-connected via a trails and parks system that provides pedestrian-oriented and bicycle opportunities for travel within the Study Area.



Figure 1.9 - Vacant land west of the future train platform. Currently this parcel is zoned "Planned Development - Legacy" though site-planning entitlements were never approved.

Figure 1.10 - Downing Street, just north of 136th Avenue. An example of the dirt roads through the Wadley Farms enclaves northeast and southwest of the future station.



Figure 1.11 - Fallbrook Farms Residential Subdivision (incorporated within City of Thornton), looking northeast from Northern Lights ballfields.

Figure 1.12 - Fallbrook Farms Subdivision.



What's Here Today?

Neighborhoods & Subdivisions

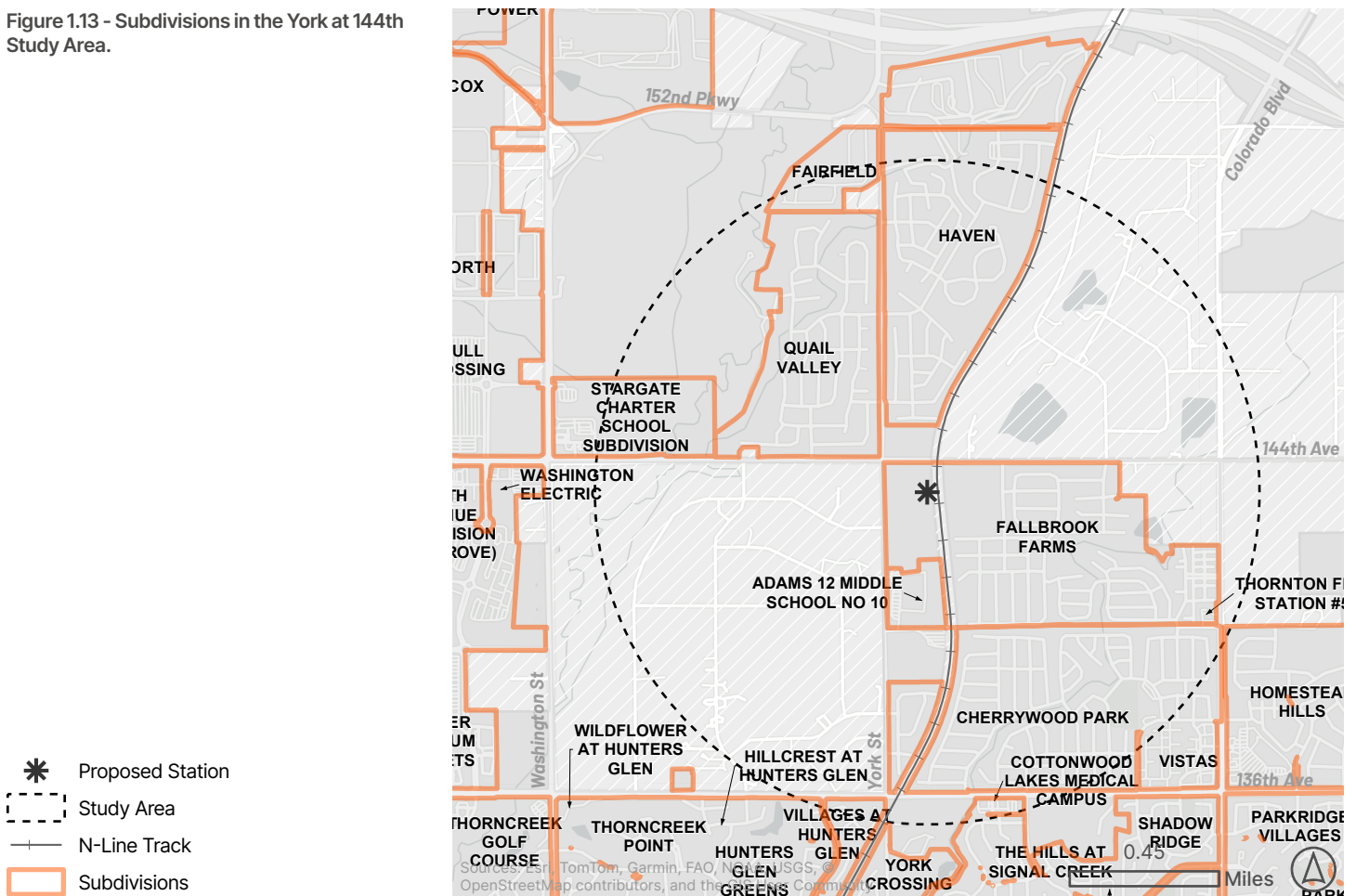
The York at 144th Station Area is surrounded by an established residential fabric ranging from newer suburban subdivisions within the City of Thornton to larger-lot, semi-rural properties in unincorporated Adams County. Together, these neighborhoods form the primary residential context for the future N Line station and represent the communities most likely to benefit from improved transit access.

Fallbrook Farms is the most immediate subdivision to the proposed station platform, located to the east and southeast. Cherrywood Park lies to the south and southeast. Both subdivisions were developed in the early-to-mid 2000s. Adjacent to Cherrywood Park is the Vistas at Cherrywood Park, a townhouse and multi-unit development extending into the southeastern portion of the Study Area, adding a higher-density residential component near the station.

To the northwest of the proposed platform are the Quail Valley and The Haven at York Street subdivisions, which are connected to the broader Study Area, at full build

out of the trails, via the Signal Ditch Trail and the Big Dry Creek Open Space and trail system. On the northern extents of the Study Area, just south of E-470, are the Fairfield and Eastcreek Farm subdivisions, representing some of the newer residential development in northern Thornton and falling near the outer edge of the one-mile Study Area boundary. The predominantly detached, single-family character of the existing neighborhoods underscores the opportunity the future station presents to introduce transit-supportive land uses and improve multimodal connectivity for an area currently dependent on automobile travel.

Figure 1.13 - Subdivisions in the York at 144th Station Area.



Existing Land Use

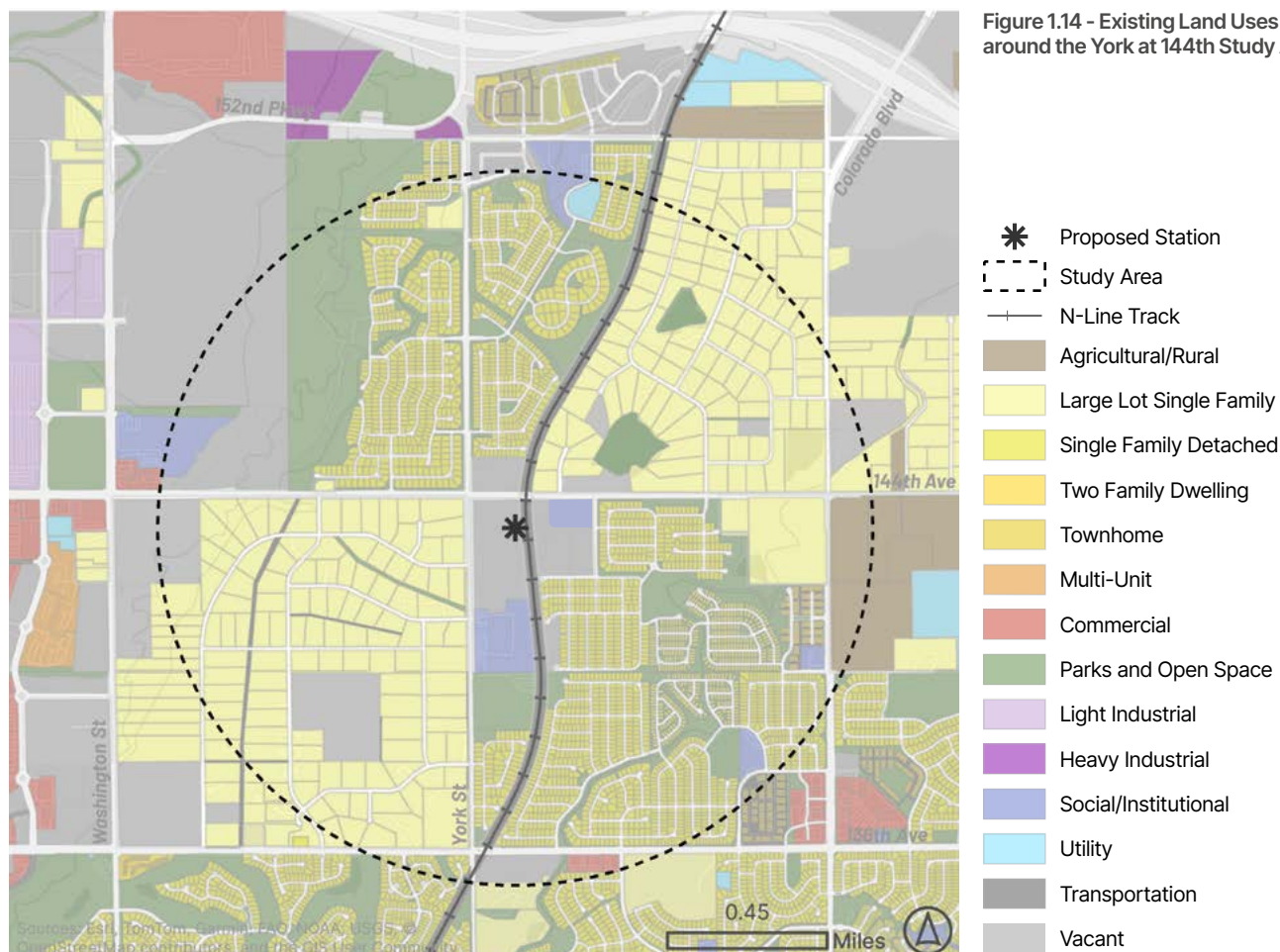


Figure 1.14 - Existing Land Uses within and around the York at 144th Study Area.

This section of the report reviews the existing land uses as identified by the Adams County Assessor's Office. The York at 144th Study Area is characteristic of the newer, northern portions of Thornton. Nearly 63 percent of the land within the Study Area is currently being used for residential purposes. By land area, the majority of the residential land uses in the study area are Large-Lot, Single-Family land uses in Adams County with about 790 acres being used for Large-Lot Single Family uses. Single-Family Detached housing represents approximately 23 percent (or 455 acres) of the land area within the study area. Most immediate (within a quarter mile) to the current proposed location of the N Line station are several large-lot, vacant parcels that are directly to the north and west of the proposed station platform. The parcels to the east¹ and west of the station platform are within the city limits and are zoned Planned Development - Legacy and Neighborhood Commercial, reviewed under the Existing Zoning conditions portion of the report. The other land uses most immediate to the station platform, to the south, are Social/Institutional and Parks and Open Space (Rocky Top Middle School and

Northern Lights Ball Fields, respectively).

Expanding further, outside of the area within a quarter mile of the future station platform, the Study Area includes Large-Lot Single-Family detached, Single-Family Detached, and Parks and Open Space uses. Most notable of the Large-Lot Single-Family land uses are the Wadley Farms subdivision and other unincorporated subdivisions in Adams County. The Single-Family Detached land uses include multiple subdivisions within the City of Thornton. Most notable and immediate are Fallbrook Farms to the east, Cherrywood Park to the south/southeast, and Quail Valley/The Haven at York St to the northwest. On the northern edge of the study area are the Eastcreek Farm and Fairfield subdivisions just south of E-470. The Parks and Open Space land uses within the Study Area include the Fallbrook Farms and Signal Ditch trails that link into the Fallbrook park

¹Note, portions of the "vacant" parcel to the east of the tracks is being developed as a church, reviewed in the "Recent Development" section of this report.

and the Northern Lights Ball Fields, portions of the still developing Big Dry Creek Open Space and Trail, and several reservoirs that provide open space and water utilities to the surrounding developments. On the southern and western edges of the Study Area are Commercial and Social/Institutional land uses. In the eastern and southeastern edges of the Study Area are Townhouse and Multi-Unit land uses, including attached homes in the Fallbrook Farms subdivision and the Vistas at Cherrywood Park, respectively. On the southern edge, the Commercial land uses are an assortment of office and medical uses in the Cottonwood Lakes Professional Plaza.

Scattered throughout the York at 144th Study Area are a handful Social/Institutional and Utility land uses. On the western edge are a few Commercial uses and the Stargate Charter School. In the southeast portion of the Study Area is the Prairie Hills Elementary School that is abutting the Cherrywood Park. Thornton Fire Station No. 5 is on the eastern edge of the Study Area. On the northern extents of the Study Area is the Silver Creek Elementary School and several detention ponds that service The Haven at York subdivision.

Surrounding Land Use

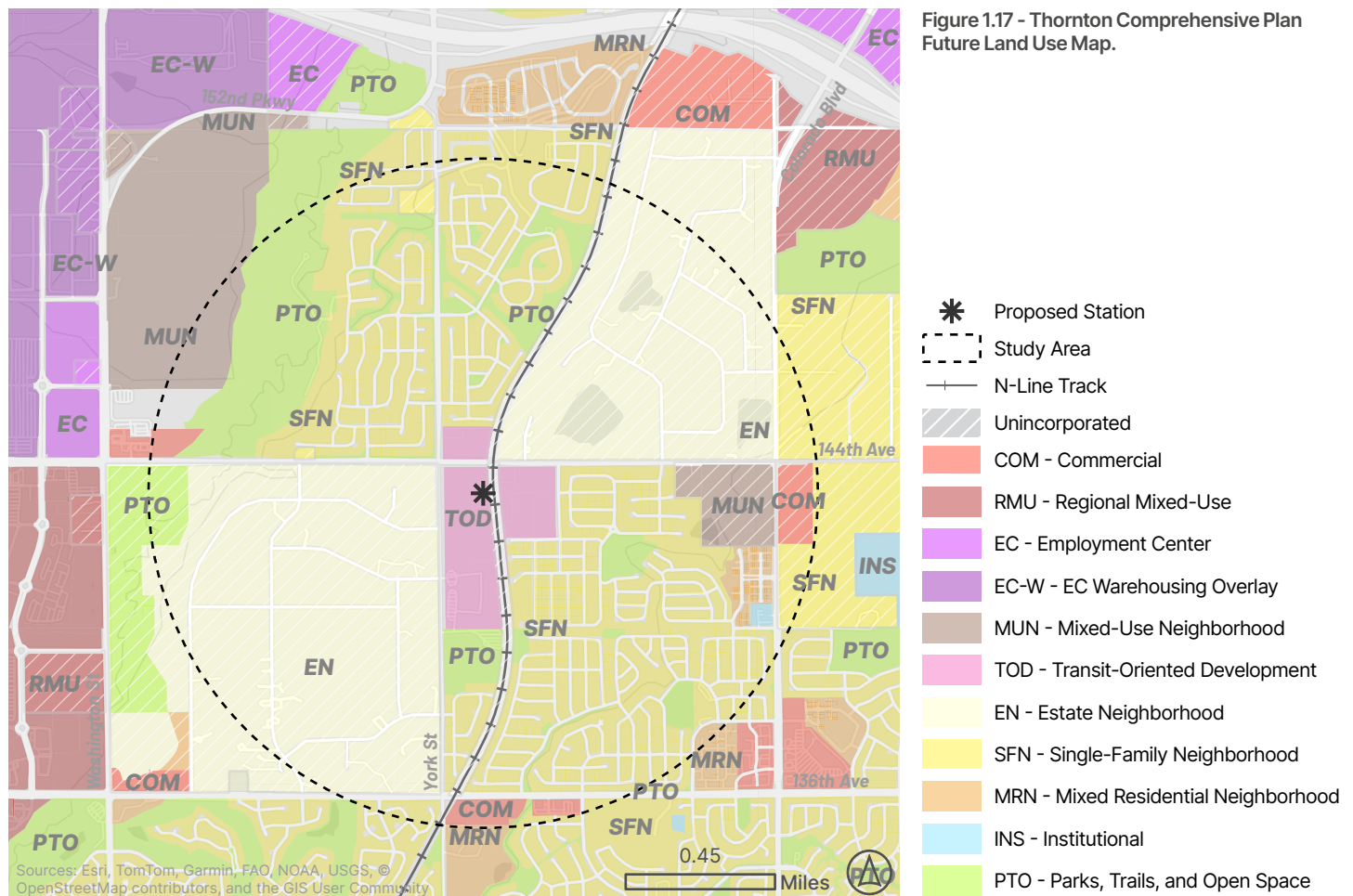
East of the Study Area, across Colorado Boulevard, is the Homestead Hills subdivision. Homestead Hills was developed in the early to mid 2000s and is largely comprised of detached homes and duplexes. At the northeast corner of Colorado Boulevard and 136th Avenue is the Hilltop Village Shopping Center which connects to the adjacent Homestead Hills subdivision. Across Colorado going west is the Cherrywood Park Shopping Center which is adjacent to the Vistas at Cherrywood Park, a subdivision of townhouses that crosses over into the southeastern extents of the York at 144th Study Area. To the south of the Study Area, across 136th Avenue, are several residential subdivisions and some large parcels comprised of large-lot residential uses. To the west of the Study Area is The Grove and the Denver Premium Outlets, a still-developing regional mixed-use area, largely comprised of large format retail uses and high-density residential developments. North of the Study Area, as you approach the North Thornton at Colorado 7 Study Area, is the E-470 Toll Road. North of the Study area are new developing areas such as the Eastcreek Farms residential subdivision and the Big Dry Creek Open Space.

Figure 1.15 - Fallbrook Farms Residential Subdivision.



Figure 1.16 - Pedestrian Crossing across York Street from Rocky Top Middle school into the Wadley farms subdivision. Parents often queue in this neighborhood after school waiting to pick up.

Future Land Use



Adopted in 2020, the [Thornton Comprehensive Plan](#) provides the long-term vision and road map for the community's future. The plan is used to guide and align public and private investments in Thornton with the shared vision and values of the city, and to provide policy direction on a variety of topics that affect the quality of life of Thornton. The Future Land Use Map (FLUM), a component of the Comprehensive Plan, provides policy guidance regarding what the anticipated future land uses are for the city both within current boundaries and within Thornton's Future Growth Area. The Future Growth Area identifies the extent of land that could annex into Thornton. Some land within the York at 144th Study Area is within the city limits, whereas other portions are within Thornton's Future Growth Area but currently within Adams County. Land uses referenced in this section are derived from the city's Comprehensive Plan.

Table 1.1 describes the future land use categories within the Study Area. Similar to the existing land uses, the majority of the future land uses within the Study Area are residential in nature as either the Estate Neighborhood

(EN) or Single-Family Neighborhood (SFN) FLUM category. Other than the Institutional (INS), Parks, Trails, and Open Space (PTO), and Commercial (COM) FLUM designations, all of the York at 144th Study Area future land uses envision residential land uses. This to say, the residential nature of the Study Area is envisioned as such in the Comprehensive Plan. Much of the area designated as PTO is comprised of existing parks, such as Fallbrook Farms Park. Other areas designated as PTO are comprised of developing parks and open spaces, such as the Big Dry Creek (BDC) to the west/northwest. The creek meanders to the northeast where it continues to the future northern terminus of the N Line and the associated North Thornton at Colorado 7 Station Area.

The land most abutting the proposed station platform to the east, west, and north across 144th Avenue is designated as Transit-Oriented Development (TOD) on the Future Land Use Map. This land represents only 3.8 percent of the land within the York at 144th Study Area. The Comprehensive Plan describes some preliminary guidance on what a transit-oriented vision may look like

for the future N Line stations and the Study Area's future land uses. One outcome of creating a STAMP will be to provide more descriptive guidance on the envisioned future land uses of the York at 144th Study Area.

Other future land uses within the Study Area include areas designated as both Mixed-Use Neighborhood (MUN) and Commercial (COM) on the eastern extents and in a small portion of the northwest corner of the Study Area. On the southern edge of the Study Area is an area designated as Commercial on the FLUM.

Table 1.1 - Future Land Use Categories within the York at 144th 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.
COM Commercial	Areas designated as Commercial provide for goods and services to the nearby neighborhoods, while preserving long-term opportunities to the city's fiscal health (i.e. commercial tax base).	Commercial uses such as supermarkets and big-box retail and restaurants, offices, service providers, medical facilities, and nursing homes, convalescent homes and hospices.
PTO Parks, Trails, and Open Space	Provide places for people to recreate, interact with nature, and attend public events.	A variety of public and private parks, trails, swimming pools, golf courses, open space, public recreation centers, and reservoirs.
INS Institutional	Provides locations for city-related uses and public libraries.	Government, civic, and other community facilities such as libraries, schools, and public safety facilities.

Zoning

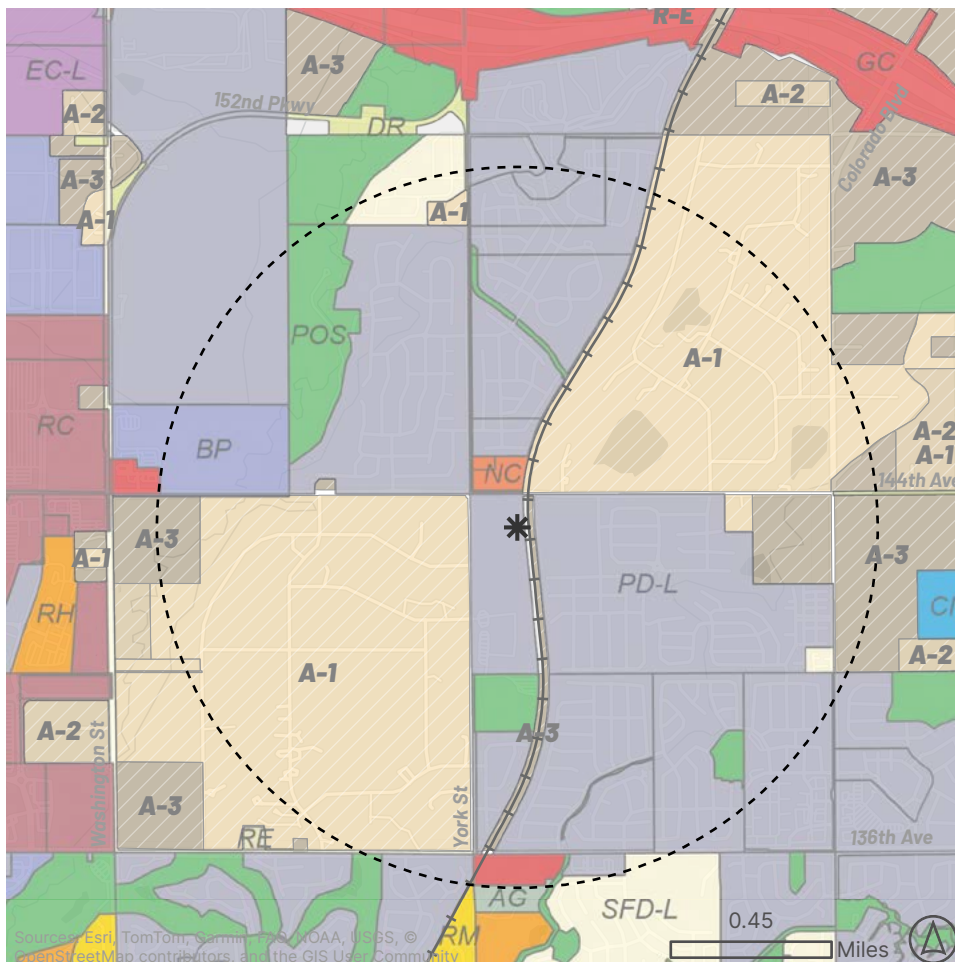
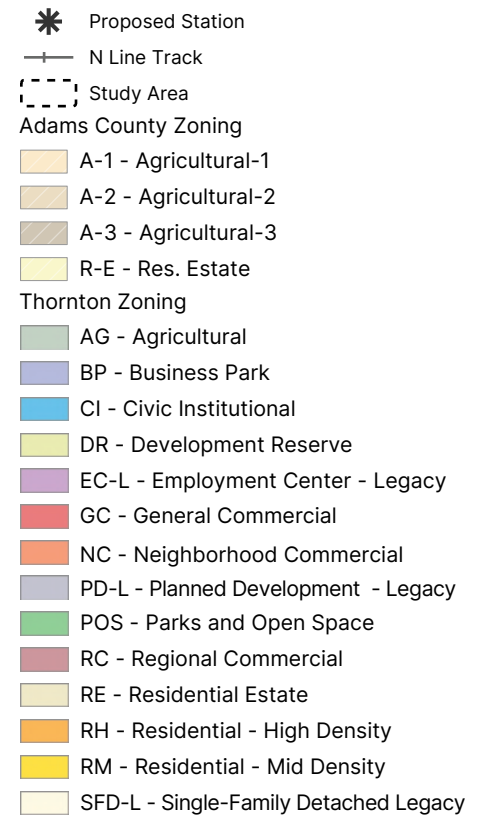


Figure 1.18 - Thornton and Adams County Zoning Maps within the York at 144th Study Area.



Within the Study Area are zoning districts reflective of the existing land uses described within this report, and referenced in the above Figure 1.14, Existing Land Uses Per Adams County Assessor. Figure 1.18 is a map that displays the existing zoning districts within the Study Area. The majority of the zoning districts within the Study Area are either the Planned Development-Legacy (PD-L) District within Thornton's boundaries, or the Agricultural-1 (A-1) District within Adams County. Both of these districts represented in the Study Area are reflective of the residential subdivisions within either Adams County (e.g. Wadley Farms) or the City of Thornton (e.g. Fallbrook Farms). PD-L districts are tailored zone districts that contain site-specific standards. Therefore, uses within the PD-L districts might need more specific review, but when compared to the existing land uses, these areas are largely reflective of detached residential land uses from the early 2000s to 2010s.

Immediately east and west of the proposed station platform is the Fallbrook Farms PD-L district which contains both developed and undeveloped planning

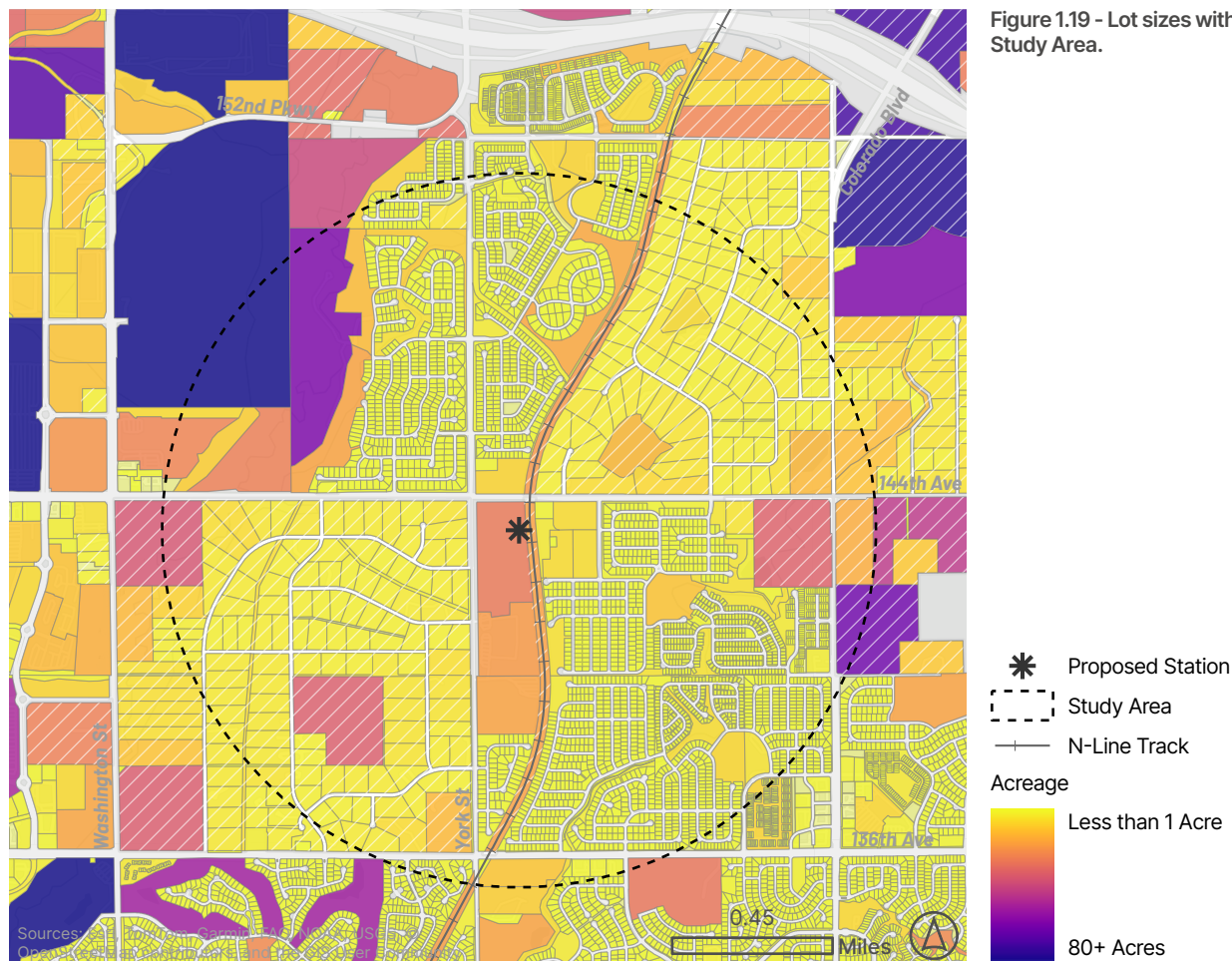
areas. Consideration of the PD-L standards and the undeveloped planning areas is considered in the Recent Development section of this report.

Directly north of the station across from 144th Avenue is approximately nine acres of land zoned Neighborhood Commercial (NC). Notably absent from the Study Area are the Transit-Oriented Development (TOD) and Mixed-Use (MU) Districts, key districts envisioned to aid in developing Thornton's future transit-supportive and mixed-use neighborhoods. Following is Table 1.2 that provides a description of the zone uses within the York at 144th Study Area, including links to their associated links online and a brief description of the zones' purposes.

Table 1.2 - Zoning Districts within York at 144th Study Area

Zone District	Description
A-1 Agricultural-1 (Adams County)	The A-1 District provides for rural, single-family dwellings with a minimum area of 2.5 acres. In addition, the A-1 district allows for limited farming uses and is intended to maintain the rural environment of Adams County. Access Section 3-08 of the Adams County Development Standards and Regulations.
A-3 Agricultural-3 (Adams County)	The A-1 District is primarily for land holdings of 35 or more acres, typically for dryland or irrigated farming, pasturage, or other related food production uses. Access Section 3-10 of the Adams County Development Standards and Regulations.
PD-L Planned Development Legacy	In York at 144th Study Area, generally the PD standards allow residential uses and some associated supporting uses (like parks, schools, churches, etc.). See the Recent Development portion of the report for more information. 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.
NC Neighborhood Commercial	The NC District supports small-scale commercial centers that meet local shopping, service, and office needs. Development should be compact, pedestrian-friendly, connected to surrounding areas, and include public gathering spaces. Some residential may be appropriate. Access Section 18-91 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

Lot Size



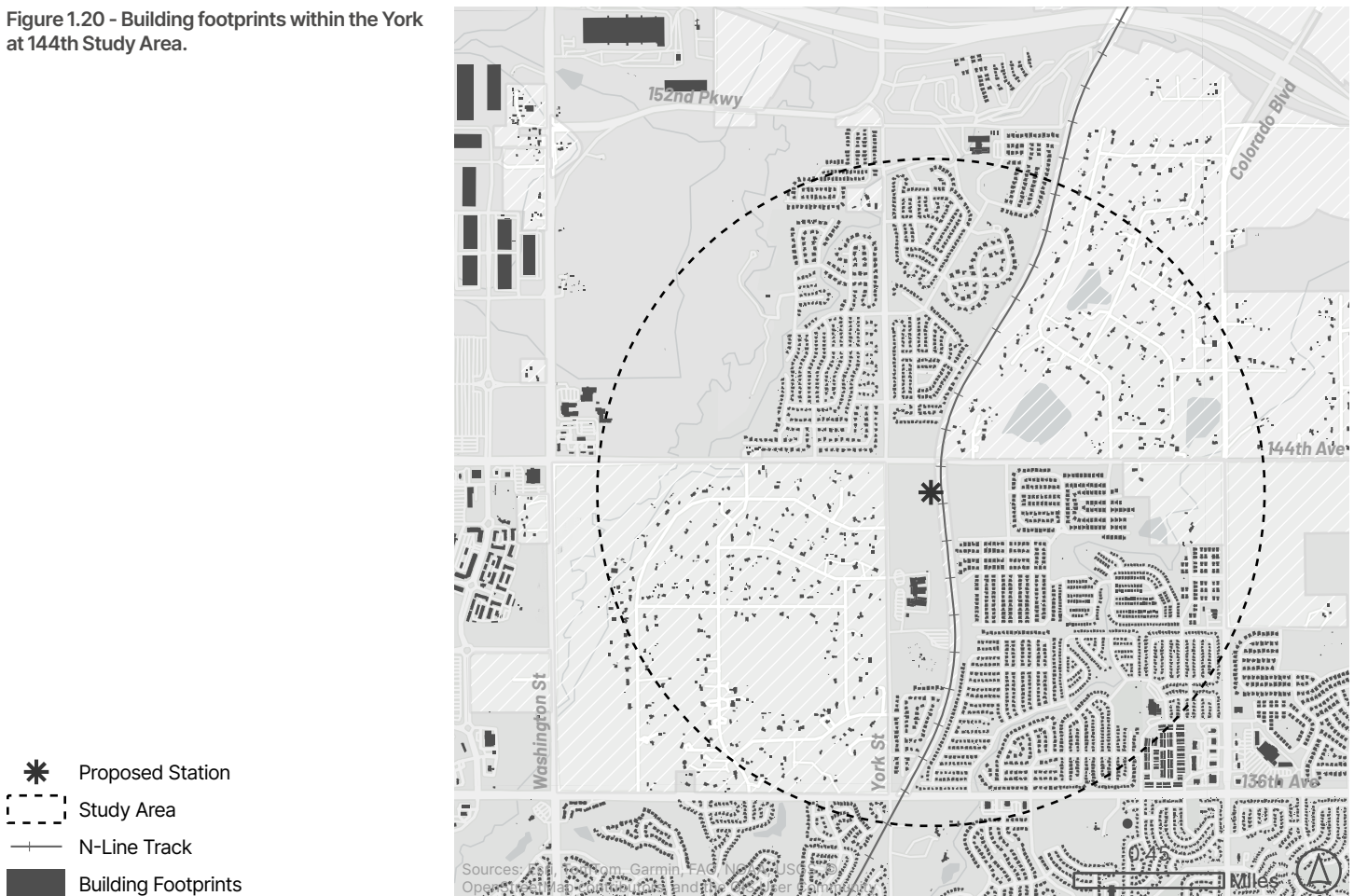
Inside the York at 144th Study Area are almost 3,200 lots/parcels, of which nearly 45 percent of the land within the York at 144th Study Area is in Adams County. Generally, the lots most immediate to the station have not yet been developed. The average size of a lot within the Study Area is 0.73 acres (31,798 square feet). Within the current city limits, the average lot size for residential lots is approximately 0.18 acres (7,841 square feet), excluding parks, trails, landscaping, and rights-of-way. Most of the large, non-residential lots are vacant and are directly adjacent to the future station platform². The undeveloped lots most immediate to the station are between 1.3 acres and 27.6 acres, averaging about 12 acres.

² Of note regarding the large lots not yet annexed into the city is an approximately 40 acre site comprised of two lots on the eastern edge of the Study Area, on the southeast corner of 144th Avenue and Colorado Boulevard. As of the time of the writing of this report an application for annexation and rezoning has been submitted on this site, it is currently in Adams County. A pre-application (Case No. PLPRE202502063) for a mixed-use development was held on November 20, 2025.

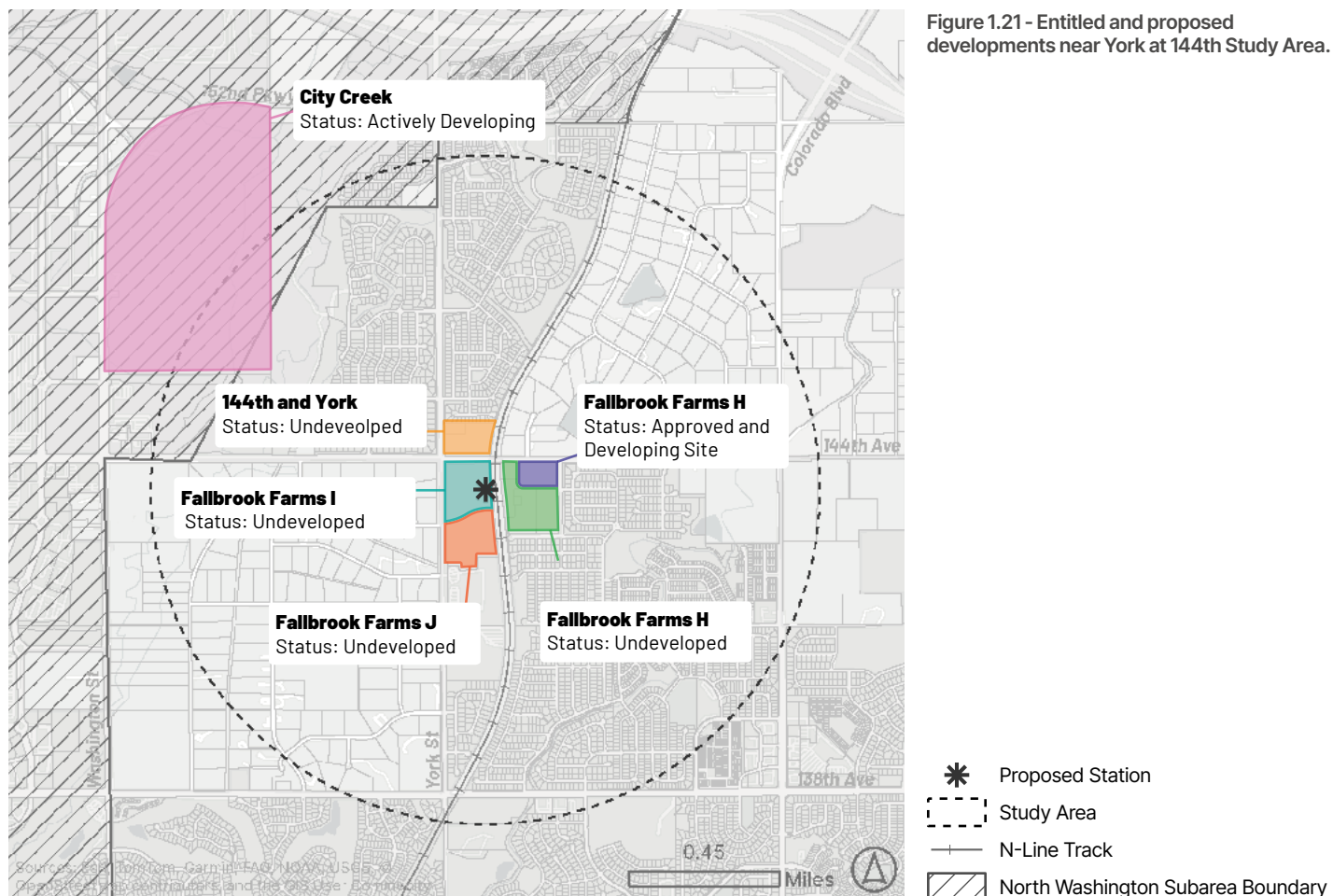
Lot Coverage

Accompanying this section is Figure 1.20, a map that illustrates the distribution and density of the existing building footprints within and around the Study Area boundary. Quick review of the map indicates that the area is largely comprised of a sparse, suburban or rural development pattern, as noted in other sections. Abutting the proposed station platform is land that does not contain buildings currently, although the parcel immediately to the east is proposed to be developed as a Catholic Church (reviewed below). The large building immediately to the south of the proposed station location is Rocky Top Middle. The majority of the large-format commercial spaces near the station area are outside of the one-mile boundary of the York at 144th Study Area. The low footprint density near the station platform signals significant opportunity for new transit-supportive development. The established residential footprint patterns in the surrounding subdivisions define the existing neighborhood scale that future development will need to relate to.

Figure 1.20 - Building footprints within the York at 144th Study Area.



Recent Development Activity



A renewed interest in development within the York at 144th Study Area is evident by the increase in recent pre-applications held for the undeveloped and vacant land in the Study Area. This interest is one of the reasons in considering the creation of the York at 144th STAMP for the future N Line Station Area. Nearly all of the vacant and undeveloped land most immediate to the station platform is within the Fallbrook Farms PD District. The Fallbrook Farms PD and CSP were approved in 2003, prior to voters approving the FasTracks program. Therefore, the PD did not contemplate the N Line or associated station improvements. Below is a summary of the recent developments and the associated approvals.

Fallbrook Farms

An approximately 280 acre subdivision with 16.7 acres of land remaining to be developed, excluding the developing church site for the Archdiocese of Denver, in Fallbrook Farms Planning Area (PA) H. The undeveloped lots are zoned for an assortment of uses in the PD-L district for Fallbrook Farms, approved in 2003. The remaining PAs

are permitted for a mixture of commercial uses in PA I, a religious/institutional use in PA H (which portions of which are being developed as a such), and higher density residential uses in PA J. Each site within the Fallbrook Farms subdivision is either actively in the development process (e.g., PA H) or has had a pre-application meeting to articulate development interest to city staff (e.g., PA I & J). It is important to note that only the northern portions of PA H, north of E 143rd Place, are being developed for the religious/institutional use.

144th and York

This development site is currently zoned Neighborhood Commercial (NC) but has a Future Land Use Map designation of Transit-Oriented Development (TOD). There was an approved Conceptual Site Plan (CSP) in 2021 (Case No. PLCSP202001523) that has since expired. The 2021 approvals envisioned primarily commercial uses without a residential component. The recent development interest of the site has focused on implementing the TOD vision identified in the

Comprehensive Plan, but has had difficulty gaining support from the neighboring communities. The most recent Pre-Application submittal considered a mixed-use development with 270 residences and 7,000 square feet of commercial space.

City Creek

City Creek is development intended to have a range of housing densities integrated with commercial and industrial employment opportunities and parks and open space. The Planned Development Legacy zone district has specific standards that address the underlying district zoning allowances. City Creek is a large development of over 300 acres that is expected to take multiple years to be developed.

North Washington Subarea Plan

The North Washington Subarea Plan was approved in 2005. It has an associated zone district, the North Washington Subarea Overlay District (NW-O). NW-O District is established to accommodate the unusually complex coordination of urban land uses with transportation and open space needed for appropriate development in the North Washington Subarea. The portions of the North Washington Subarea Plan that are within the York at 144th Study Area are envisioned to be a mixture of commercial uses and high density residential.



Figure 1.22 - Active Development on the Fallbrook Farms H parcel looking west from Detroit Street.

Figure 1.23 - Active Development on the Fallbrook Farms H parcel looking south from 144th Avenue.



Figure 1.24 - Fallbrook Farms I.

Community Destinations

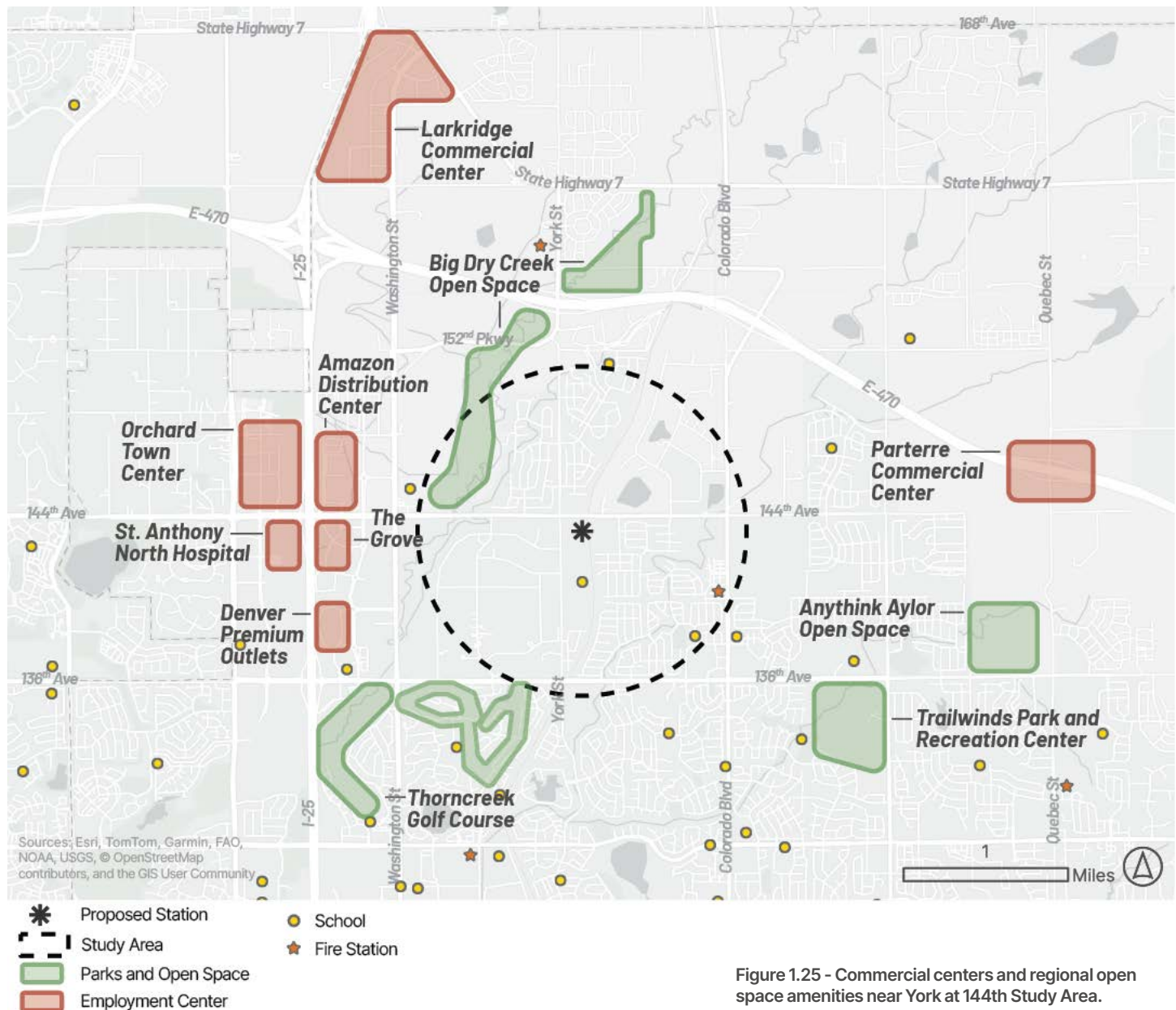


Figure 1.25 - Commercial centers and regional open space amenities near York at 144th Study Area.

The York at 144th Study Area is located near a range of regional destinations, employment centers, and open spaces that serve both local neighborhoods and the broader community. The accompanying map below illustrates the spatial relationship between major commercial, institutional, recreational, and environmental resources within approximately two miles of the proposed station location. Nearby regional destinations include several large-format retail centers and employers and mixed-use centers, including:

- The Orchard Town Center (Westminster)
- Amazon Distribution Center

- Saint Anthony North Hospital (Westminster)
- Denver Premium Outlets
- Anythink Aylor Open Space
- Trailwinds Park and Recreation Center
- Thorncreek Golf Course
- The Grove Shopping Center

These centers are primarily concentrated along the I-25 corridor and major arterials such as 144th or 136th Avenues. They offer a wide mix of retail, dining, entertainment, and service-oriented uses, attracting visitors from across Thornton, Westminster, and

surrounding communities.

Key employment and institutional destinations within close proximity include Saint Anthony North Hospital and the Amazon distribution facilities. These sites serve as major employment generators and daily activity centers, with St. Anthony North operating as a significant regional healthcare provider drawing employees, patients, and visitors.

The Study Area also includes access to important environmental and recreational assets. Big Dry Creek Open Space, which extends through both future N Line station areas, provides a defining natural corridor with regional trail connections, floodplain functions, and habitat value. This linear open space also supports the vision for a future integrated mobility and nature corridor linking the surrounding station areas.



Figure 1.26 - Thorncreek Golf Course

Figure 1.27 - Big Dry Creek Open Space.



Figure 1.28 - Anythink Aylor Nature Library and Open Lands.

Parks and Open Space

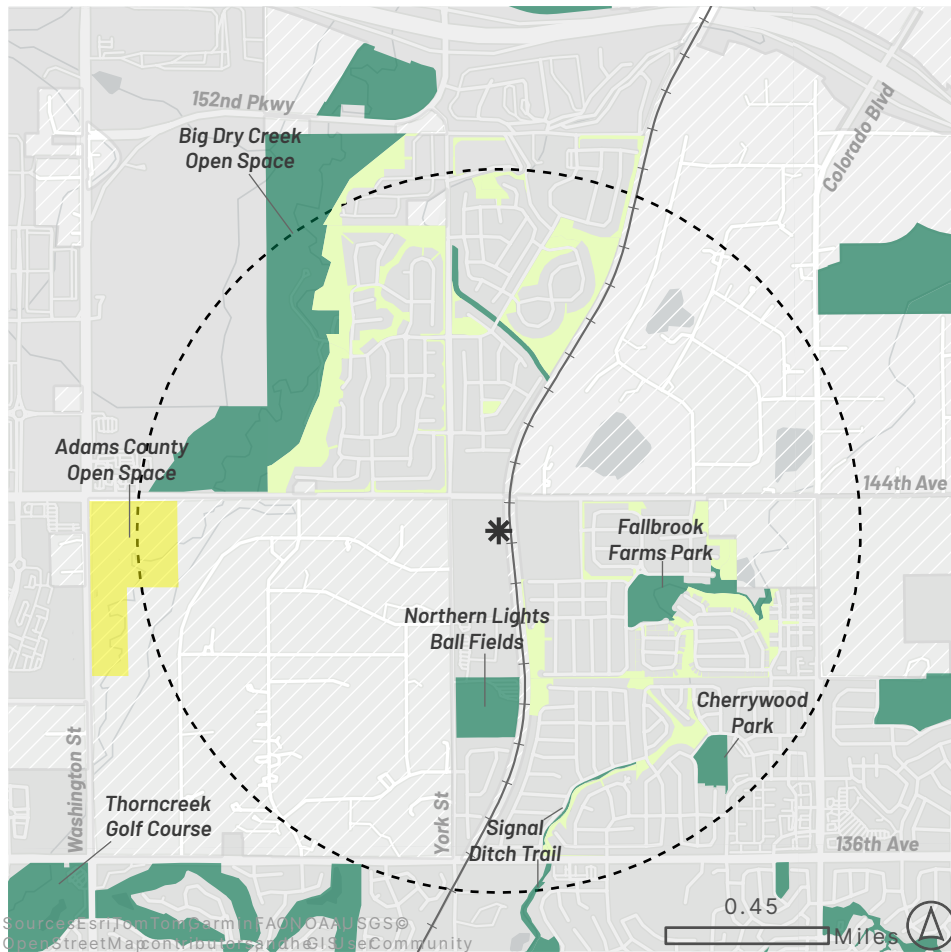


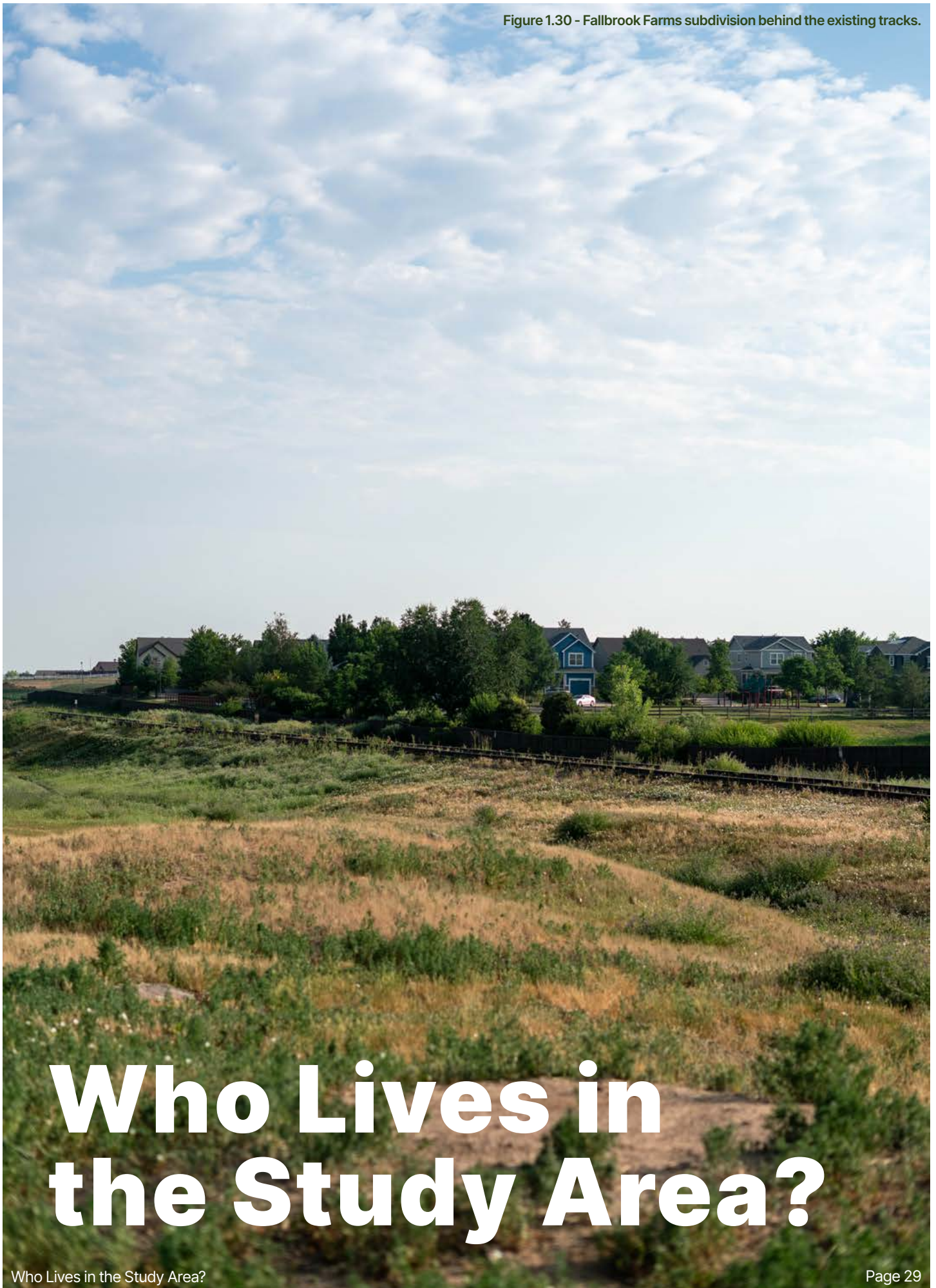
Figure 1.29 - City, county, and privately maintained parks within the York at 144th Study Area.

With over 173 miles of trails and more than 2,500 acres of park land, Thornton is a city that is distinguished by its parks and open spaces. With over 16 acres of park space serving every 1,000 Thornton community members, Thornton provides an invaluable natural resource to its community members. By comparison, Denver provides about nine acres per 1,000 residents³. Thornton has only more recently urbanized north of 136th Avenue making many of the park land offerings in the York at 144th Study Area newer. Within the York at 144th Study Area, the total amount of park and open space land, including trails and parks owned by HOAs, is approximately 310 acres. This equates to approximately .07 acres per household within the study area. This is lower than city average, likely reflective of the still developing area and large-lot, county development pattern within the Study Area that does not contain distinct park space.

Most notable of the existing parks owned by the City within the York at 144th Study Area include the Northern Lights Ball Fields, Fallbrook Farms Park, and Cherrywood Park. All three of these parks are connected by either

the Signal Ditch Trail or Fallbrook Farms/Cherrywood Park trails. In the northwest portion of the Study Area are several parks owned by homeowner associations and/or metro districts, such as the parks in The Haven at York Street and Fairfield subdivisions. Several other trails meander through the subdivisions in the northwest portion of the site and include private subdivision trails, the German Ditch Trail, and the Big Dry Creek Trail. A notable historic landmark is also within the York at 144th Study Area. The Reitzenstein Barn is the only locally recognized historic landmark in the city and is within the Big Dry Creek Open Space, on the western edge of the York at 144th Study Area.

³ [SOS Denver](#)



Who Lives in the Study Area?

History and Demographics

History

Much of the area surrounding the future York at 144th station began developing between 2000-2020. The demographics and planning efforts of the area are reflective of the newer, growing portions of Thornton. Further, these areas are predominantly residential in nature. Before 2000, much of the land within the Study Area was unincorporated Adams County land, comprised of agricultural uses and resource lands like oil and gas production. The area's history is more the history of Adams County than that of Thornton. Most annexations in Thornton within the Study Area, north of 136th Avenue, occurred beginning in 1990s, and today.

Demographics

The York at 144th Study Area presents a comparable demographic profile compared to the broader Thornton and Adams County region. Having only become part of Thornton in the last 20 years, the Study Area reflects characteristics more typical of newer neighborhoods rather than the city's established communities. Within the York at 144th Study Area are approximately 4,270 housing units and a population just shy of 13,000 people (households split between the city and county). This summary, along with the Community Profile, provides an overview of key demographic trends shaping the area. Compared to Thornton and Adams County, the York at 144th Study Area:

- Has a larger household size than the city or county, with 3.02 persons per house compared to 2.87 in the city and 2.82 in the county.
- Is younger than the larger region, with nearly 30% of residents under 18. Only 6.7% of residents are over the age of 65, compared to 10.4% in Thornton and 11% in Adams County, suggesting a family-oriented community with fewer older adults.
- 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.
- Is less linguistically diverse, with much higher English-only speaking households compared to the city and county. The Study Area does have a higher share of households (9.2%) speaking languages other than English or Spanish when compared to the city (6.5%) and county (5.5%) – although likely a noticeable number due to lower overall population.
- Has similar education attainment levels, with a slightly higher share of residents with a graduate degree and a lower share of residents with only a high school diploma.
- Has higher household incomes, with an average more than \$30,000 higher than the city or county.

York at 144th 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

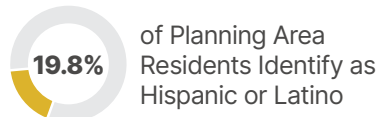


Language Spoken at Home

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



Educational Attainment

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

Income



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

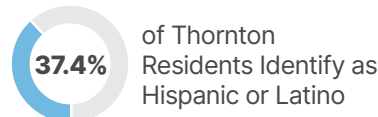


Language Spoken at Home

English 73.1%
Spanish 20.4%
Other 6.5%

Race and Ethnicity

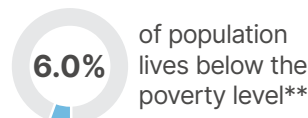
63.5% White
5.8% Asian
2.2% Black
28.5% Other/2 or More



Educational Attainment

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

Income



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

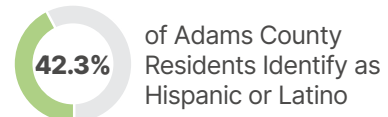


Language Spoken at Home

English 70.7%
Spanish 23.8%
Other 5.5%

Race and Ethnicity

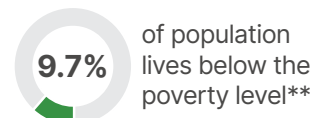
60.2% White
4.1% Asian
3.5% Black
32.4% Other/2 or More



Educational Attainment

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

Income



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.

Figure 1.31 - 144th Avenue and existing railroad tracks.



Moving Around

Existing Road Network

Characteristic of newer, developing parts of Thornton, the street network within the York at 144th Study Area is defined by long, straight east-west/north-south arterials that feed into curvilinear residential and collector streets either in the City or Adams County. The streets within the Adams County portions of the Study Area are rural in nature, largely comprised of dirt roads on residential streets. Not all of the streets within the Study Area are built to their full cross-section. Many of the areas abutting or within subdivisions built since the 1990s contain off-street trails and sidewalks, but the majority of the Study Area's streets lack pedestrian and bicycle facilities. Most notable of these streets are York Street, 144th Avenue, 136th Avenue, and Colorado Boulevard.

York Street

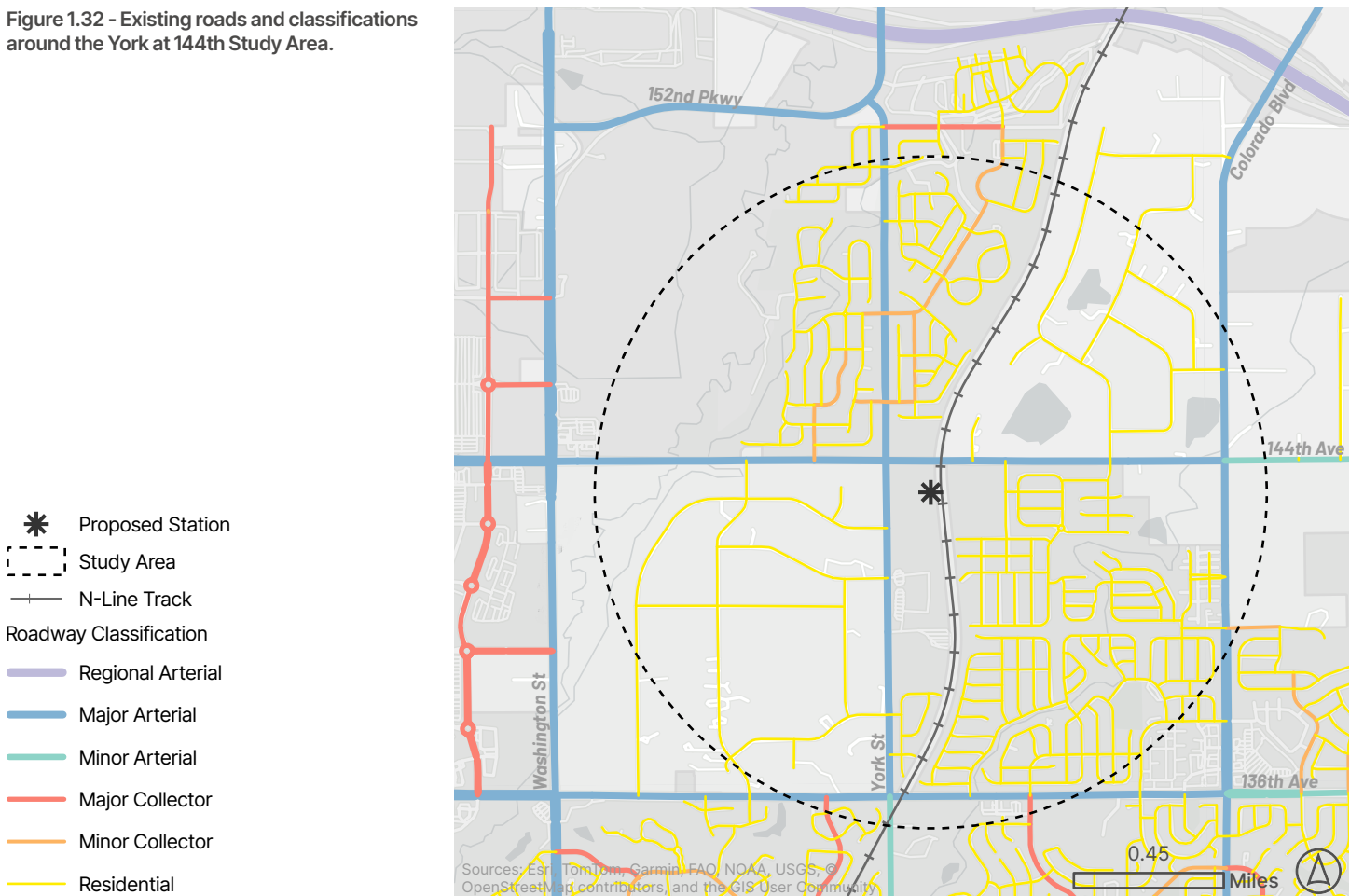
York Street, per the TMMP, is classified as a major arterial north of 136th Avenue, currently ranging from two to four lanes; it is classified as a minor arterial and collector south of 136th Avenue. In the TMMP Long-Term Roadway Plan, York Street is proposed to become a minor arterial. York

Street is the central street to the Study Area, providing north-south travel from 124th Avenue to 168th Avenue (York Street does continue to Denver, but is not continuous past 124th Avenue). Important for the eventual build out of York Street near the station will be land acquisition, in particular to the west where land will need to be acquired to expand York.

136th Avenue

136th Avenue is another major arterial that provides east-west connections on the southern extents of the York at 144th Study Area. Currently, 136th Avenue becomes a minor arterial east of Colorado Boulevard, but is proposed to become a major arterial east of Colorado in the TMMP Long Term Roadway Plan. To the east, 136th Avenue provides connections to Riverdale Road providing access to the Adams County Fairgrounds and Riverdale Regional Park system. On the west, 136th Avenue provides connections to neighboring municipalities Broomfield and Westminster.

Figure 1.32 - Existing roads and classifications around the York at 144th Study Area.



144th Avenue

144th Avenue is mostly classified in the TMMP as a major arterial, turning to a minor arterial east of Colorado Boulevard. 144th Avenue is proposed to extend east to Quebec Street. In the TMMP Long Term Roadway Plan, 144th Avenue is proposed to become fully a major arterial from I-25 to Quebec Street. Currently, 144th Avenue ends east of Holly Street, at Locust Street. A major east-west roadway, 144th Avenue provides connections to I-25 and neighboring jurisdictions of Broomfield and Westminster, concluding just east of Holly Street. 144th Avenue is largely a five lane arterial, with a turn lane and bike lanes throughout most of the Study Area.

Colorado Boulevard

Colorado Boulevard is on the eastern edge of the Study Area and is classified as a major arterial in the TMMP. Within the York at 144th Study Area, Colorado Boulevard is comprised of two lanes in each direction with center medians/turn-lanes and bike lanes on each side. Colorado Boulevard is a major north-south route through the region, but stops north of 88th Avenue in Thornton, eventually continuing its north-south route in Denver. To the north, Colorado Boulevard continues to the North Thornton at Colorado 7 Study Area and turns into Weld County Road 13 north of 168th Avenue.

Connectivity Opportunities

Most of the land directly adjacent to the station platform is vacant, presenting a significant opportunity to extend and improve street connectivity in the surrounding area. The RTD right-of-way makes connecting existing subdivisions to the area most immediate to the station platform a challenge, especially east-west connections. Current design proposals for the future N Line station location envision that there will be an underpass to connect the trail system east and west and to the proposed station.

The current at-grade crossing of the RTD right-of-way, south of Rocky Top Middle School, could be eliminated when commuter rail service starts per the Colorado Public Utilities Commission order that allowed the at-grade crossing. The city's Parks and Open Space Master Plan currently envisions a grade-separated crossing at this location, but further planning is needed. An at-grade crossing similar to the crossings across the N Line ROW

at 100th Avenue, near Colorado Boulevard, connecting to the Community Park Trail. Connections are most challenging for existing roads in the Fallbrook Farms and Cherrywood Park subdivisions.

The Fallbrook Farms (east) and Cherrywood (south) subdivisions lack a defined connected collector roadway system, an intentional design choice to eliminate cut-through traffic and to slow vehicular traffic in neighborhoods. Conversely, the subdivisions to the northwest of the station platform, Quail Valley and The Haven at York Street, have a coordinated collector roadway system that provides additional road connectivity from the northern portions of the Study Area to the south. The collector streets include Columbine Street, which connects to both East 148th Avenue and Fillmore Street, and High Street, which transitions into Vine Street. All of these collectors provide additional access to York Street and 144th Avenue, near the proposed station platform. The County subdivisions to the northeast and southwest provide no discernible street grid and take their access primarily from the arterial streets via dirt roads within the Study Area.

Freight Network

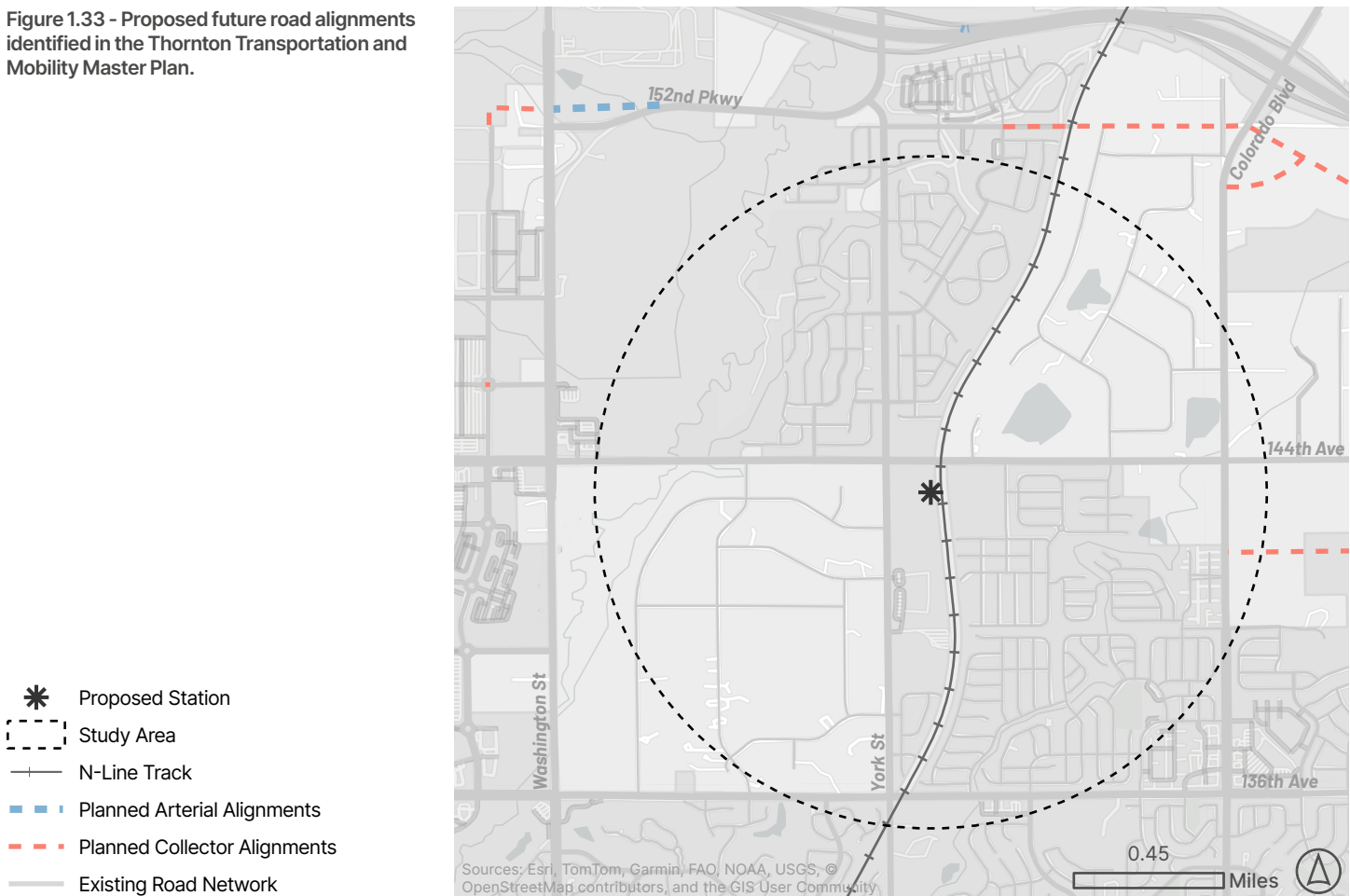
There are no local or freight connections identified in the Denver Regional Council of Governments (DRCOG) Regional Multimodal Freight Plan networks within the Study Area. Connections to the larger freight system such as to I-25, I-76, Highway 7, or E-470 should be accomplished using the Study Area's arterial roads to provide those connections. Portions of the York at 144th Study Area are within a DRCOG identified "Regional Freight Focus Area," a designation worth further consideration later in the STAMP planning process. The TMMP provides minimal consideration to freight within the York at 144th Study Area and therefore it is considered an issue of minimal focus for this Station Area with regards to existing conditions.

Future Road Network

Largely defined by the existing street grid of arterials that cross every mile at a north/south and east/west crossing, there are few planned roadway projects in the city's Comprehensive Plan or Transportation and Mobility Master Plan (TMMP). Tables 11.2-11.5 in the TMMP contain the complete list of "Prioritized Roadway Projects," including roadway widenings for 136th Avenue (Tier 1), 144th Avenue (Tier 1), and York Street (Tier 2). Chapter 5 of the TMMP provides a more complete review of the city's roadway plan, including eventual cross-section build-out. Much of the future road network to be considered in the York at 144th Study Area will be driven by development. As noted in the existing street road section, much of the Study Area's roads are not yet fully built out meaning many of the arterial streets do not meet the city's current cross-sections. The TMMP envisions that by 2050, 136th Avenue and the majority of 144th Avenue will be widened to six lane arterials. York Street is envisioned to be a four-lane arterial cross-section. The plan envisions Colorado Boulevard as a major arterial cross-section of six lanes north of 136th Avenue. Notable collector alignments proposed in the Study Area include

the east/west connection of East 140th on the eastern edge of the Study Area. Just outside of the York at 144th Study Area is the proposed collector alignment of the east/west connection of 152nd to Colorado Boulevard that provides an important east/west connection on the northern extents of the Study Area. Another important consideration for the future street network of the Study Area is the eventual connection of 144th Avenue to Quebec Street, going east from its current terminus at Locust Street.

Figure 1.33 - Proposed future road alignments identified in the Thornton Transportation and Mobility Master Plan.



Traffic Volume

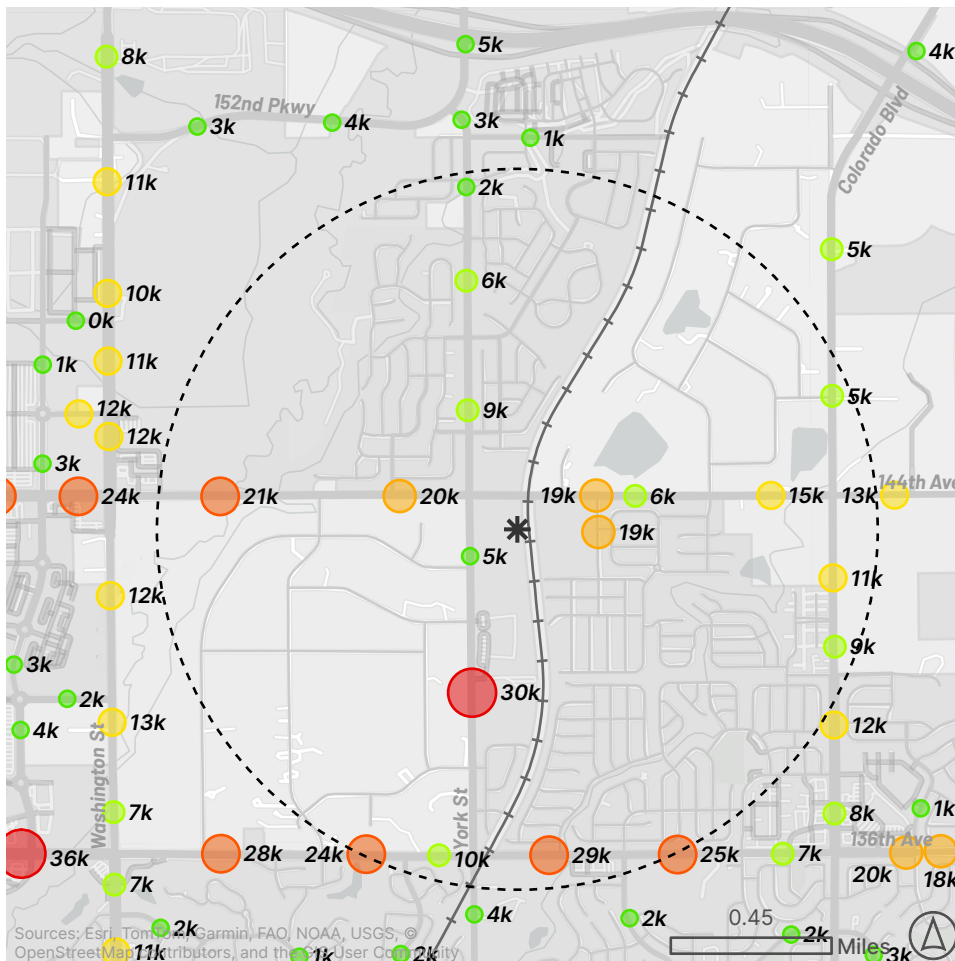


Figure 1.34 - Traffic volume at select intersections within the York at 144th Study Area.

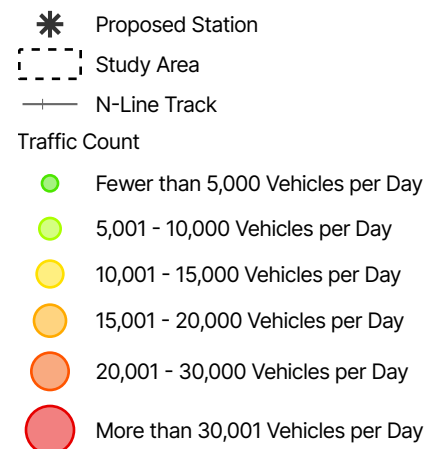


Figure 1.34, York at 144th Study Area Traffic Volume displays the average vehicle trips per day at various points within the York at 144th Study Area. Major intersection within the York at 144th Study Area were counted in October of 2025 and this includes portions of 136th Avenue, 144th Avenue, and York Street. The Thornton city webpage has an interactive map that provides the most up-to-date vehicular counts available from the city. To access this map access the [Thornton Traffic Counts Map](#).

The majority of the vehicular traffic in the area is on the Study Area's east/west arterials, 136th Avenue and 144th Avenue, displaying higher traffic volumes compared to the remainder of the streets in the Study Area. Of exceptional note is the 30,000 or more average daily trips at the intersection of York Street and the entrance to Rocky Top Middle School (likely due to the shared entrance to the school and park). 136th Avenue has slightly more traffic volumes than 144th Avenue, with many intersections counting more than 20,000 average daily vehicles whereas 144th Avenue has several

intersections reporting less than 20,000 daily trips. The higher volumes along 136th Avenue are likely due to proximity to the Denver Premium Outlets and other regional activity centers along East and West 136th Avenue. The higher traffic volumes on 144th Avenue, compared to the larger Study Area, are likely a result of its proximity to The Orchard Town Center and Saint Anthony North Hospital, drawing regional traffic to the west side of I-25 in Westminster.

Speed Limits and Safety

Speed Limits

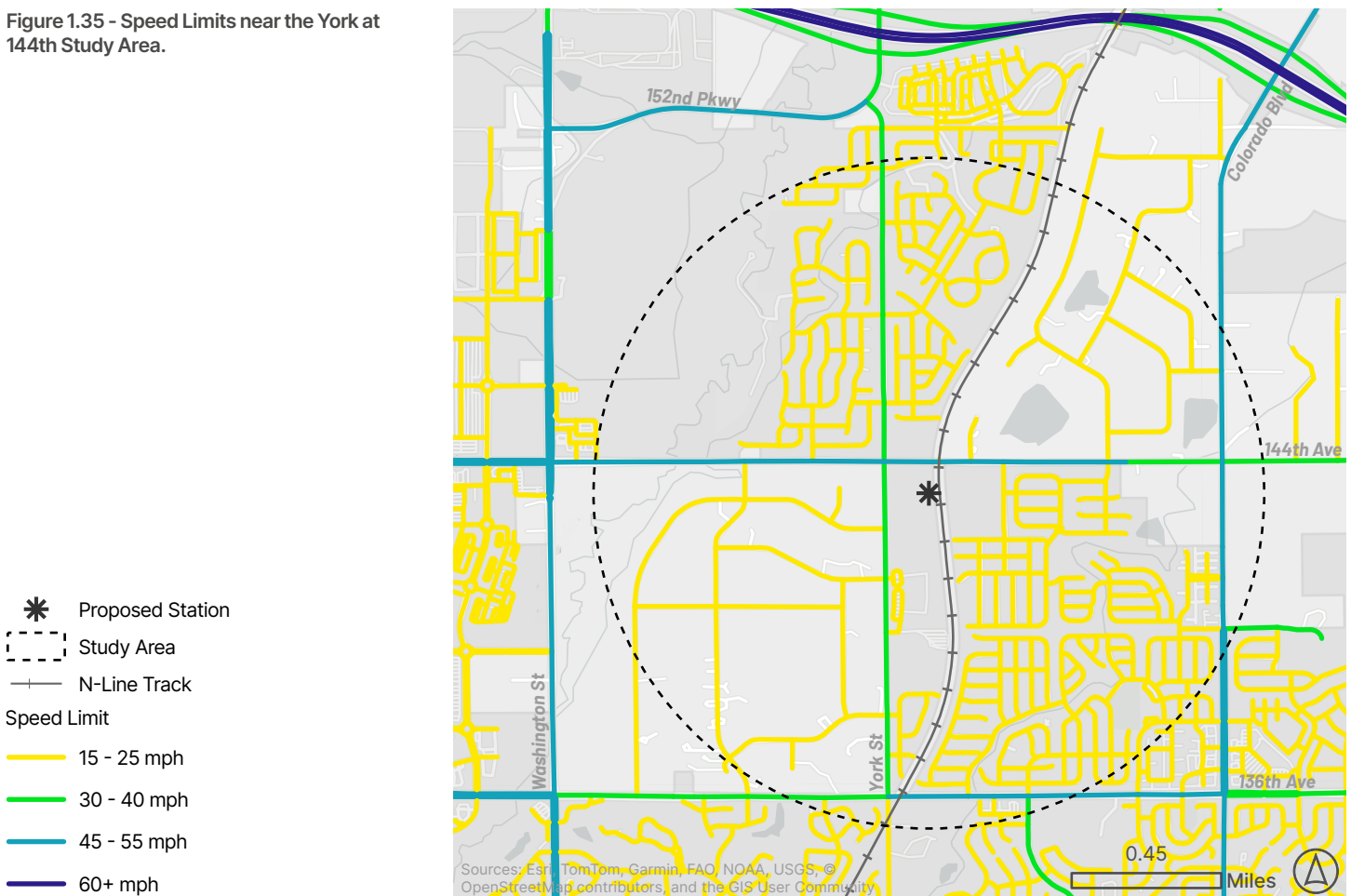
Speed limits in the Study Area are reflective of the type of roads. Generally, the residential streets (including the collectors) have a maximum speed of 25 mph. The Study Area's arterial streets range in speed but do not exceed 45mph. The main intersection of the Study Area, 144th Avenue at York Street, is that of two arterial streets both with speed limits of 40-45 mph.

Safety

The area surrounding the station attracts fewer trips than other parts of the city and therefore sees fewer accidents. Many of the streets remain partially developed and unequipped to handle higher traffic volumes that could result from new development. In Thornton's Vision Zero Action Plan is an analysis that depicts the city's "High Injury and High Risk Network." These designations are based on a 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. A designation on this map represents a roadway segment with the highest risk for severe crashes in Thornton. The road segments that are identified as high injury/high risk account for only six percent of the city's streets, but 64-percent of Thornton's crashes. Within the York at 144th Study Area there are no identified segments considered to be high injury and high risk, except for a small portion of Colorado Boulevard extending to just south of 128th Avenue. Just outside of the Study Area, 144th Avenue from Washington Street to I-25 is also considered to be a High Injury and High Risk segment. To address these risks along Colorado Boulevard (in particular at the intersection of 136th Avenue and Colorado Boulevard), the action plan recommends implementing countermeasures to reduce red-light running, require maintenance of crosswalks, and the installation of directional curb ramps. Along 144th the plan recommends countermeasures to reduce red-light running. The Vision Zero Plan also identifies improving countermeasures and improved left turn operations at the intersection of 144th Avenue and York Street.

Figure 1.35 - Speed Limits near the York at 144th Study Area.



Cycling Infrastructure

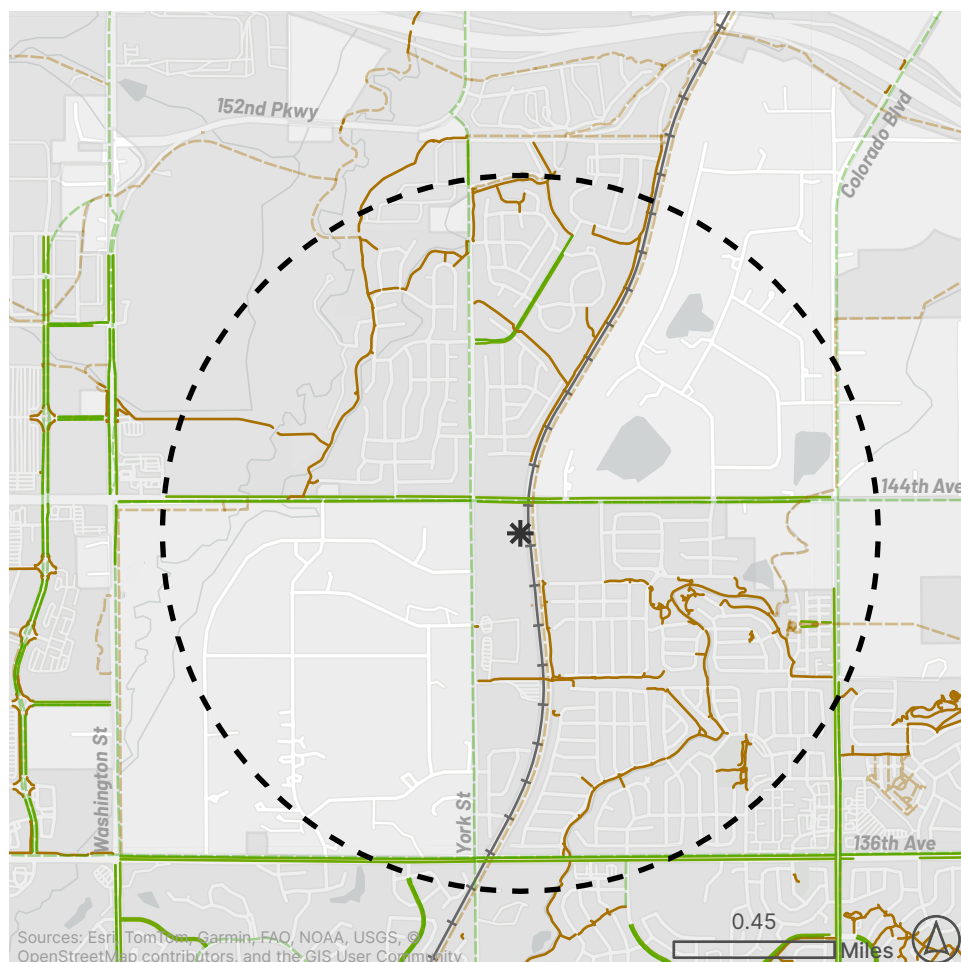


Figure 1.36 - Cycling facilities and trails near the York at 144th Study Area.

- * Proposed Station
- Study Area
- N-Line Track
- Existing Bike Lanes
- Future Bike Facilities
- Existing Trails
- Proposed Trails

As noted above, the York at 144th Study Area contains portions of the Signal Ditch Trail and Big Dry Creek Trail which provide recreational bicycle opportunities within the southeast and northwest portions of the Study Area, respectively. Both trails run northeast-to-southwest, connecting existing subdivisions throughout Thornton. Proposed expansions in the Citywide Trail Study of the Parks and Open Space Master Plan will further extend access across the area when constructed. The Big Dry Creek Trail south of 144th Avenue is currently under design along Grant Street, with construction funding beginning in 2027. A small portion north of 144th Avenue, connecting to Shay Ditch, is being constructed by private development. The Signal Ditch Trail is proposed to continue to 144th Avenue and then east along Colorado Boulevard to the Signal Ditch Parks and Open Space, continuing northeast. These trails also provide connections into subdivision trail systems and provide more of a recreational cycling experience through open spaces and parks. In addition, many of these trails are proposed to connect into the city's arterial streets that lead to employment centers and regional gathering

activity centers.

Both 136th Avenue and 144th Avenue have on-street bike lanes that travel on an east/west direction, but they are considered high-stress facilities within the TMMP. A "high stress bicycle facility" is identified as a facility in the TMMP that most ages and abilities would not feel safe using, scored as a level of stress (LTS) of 3 or 4 in the TMMP, LTS 4 representing the highest stress level. The portions of Colorado Boulevard within the Study Area mostly have on-street bike lanes that are similarly high-stress, ending around the intersection of Colorado Boulevard and East 141st Avenue. Notably, the city's TMMP does identify protected bike lanes along Colorado Boulevard between Weld County Road 6 to 91st Drive, funded through the Transportation Improvement Plan as adopted by the Denver Regional Council of Governments. Also notably absent from the bike facilities are any north/south facilities on or near York Street. The TMMP identifies future protected bike lanes on 144th Avenue from Washington Street to Fairfax Drive (Tier 2 project) and from Fairfax Drive to Holly Street (Tier 3 project); from

Holly Street to Krameria Street the protected bike lanes are proposed to become a sidepath (Tier 3 project). For a full listing of the city's prioritized bicycle projects, review Tables 11.7-11.9 in the TMMP.

Existing off-street facilities via the Signal Ditch and Big Dry Creek Trails provide for the start of future low-stress bicycle infrastructure in the York at 144th Study Area. The TMMP and Parks and Open Space Master Plan identify planned facilities generally alligned with the N Line ROW, portions of which are already constructed as part of the Fallbrook Farms and The Haven at York Street subdivision trails. Other notable planned connections to the existing bicycle network are trail connections. The Signal Ditch Trail is proposed to continue to 144th Avenue

on the eastern extent of the Study Area. The Big Dry Creek Trail is a regional trail and will eventually continue northeast to connect to the other N Line Station Area, the North Thornton at Colorado 7 Station Area. York Street is identified to have protected bicycle lanes traveling north/south and are considered a "Proposed High-Stress Bike Lane" in the city's TMMP.



Figure 1.37 - Sidepath on York Street looking southbound towards Rocky Top Middle School.

Figure 1.38 - Sidepath and bike lane on 144th Avenue looking westbound.

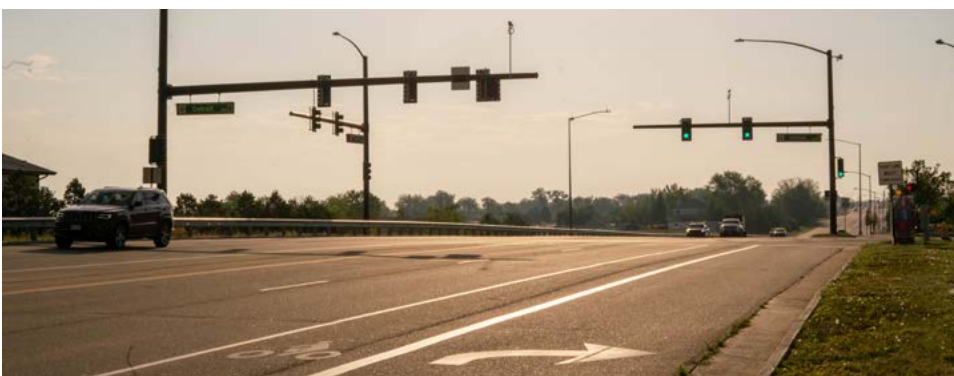


Figure 1.39 - Bike lane on 144th Avenue looking eastbound.

Pedestrian Infrastructure

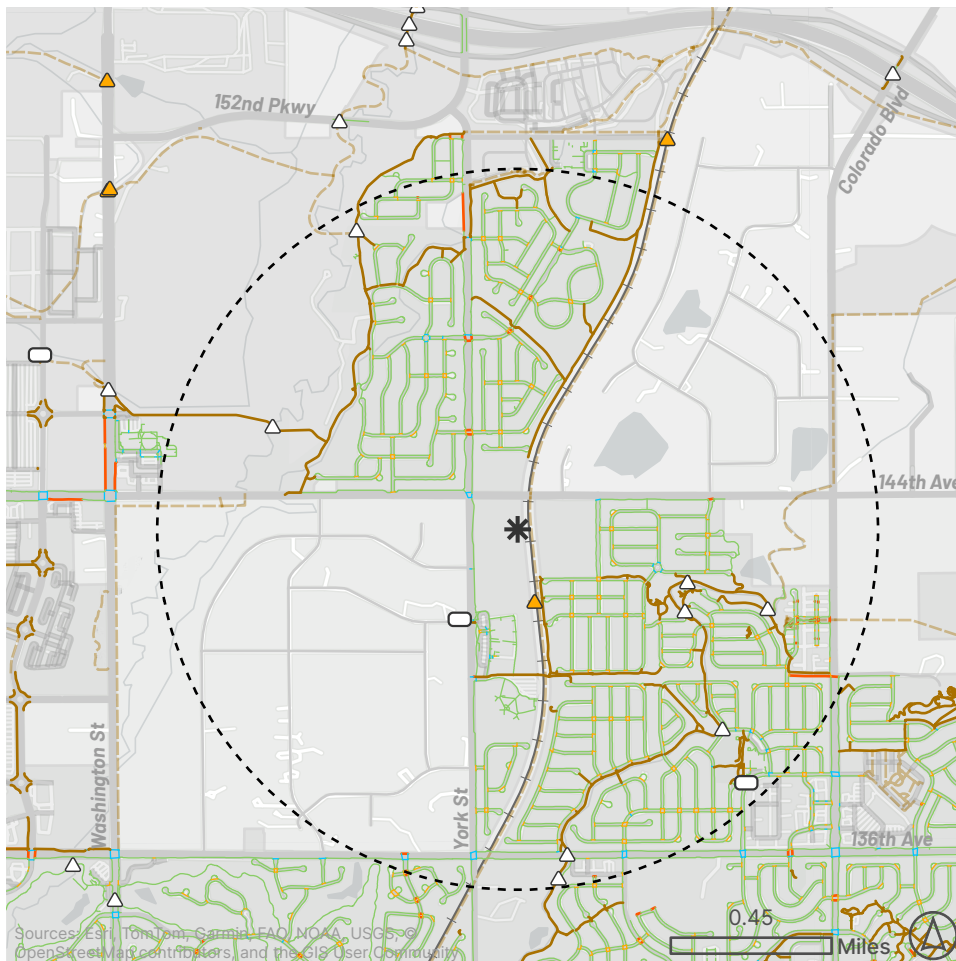


Figure 1.40 - Sidewalks, pedestrian crossings, and trails near the York at 144th Study Area.

As detailed in previous sections of this report, many of the streets within the York at 144th Study Area remain undeveloped – most notable being 144th Avenue and York Street. About half of the extent of Colorado Boulevard in the Study Area is developed to full arterial cross-section with detached sidewalks and bike lanes between 136th Avenue to just north of 140th Avenue. In the southern extent of the Study Area, 136th Avenue is mostly developed to a full arterial cross-section, missing sidewalks on the north between York Street and Washington Street. Much of York Street remains undeveloped immediately near the station platform but is largely built out north of 144th Avenue adjacent to York Street, where the Fairfield and Quail Valley subdivisions have developed. Adjacent to the station platform, York Street is lacking pedestrian facilities, except for the eastern portions abutting Rocky Top Middle school. In conjunction with the development of the Fallbrook Farms H site and associated church, a pedestrian trail is being developed to continue the Fallbrook Farms trail system from Rocky Top Middle school to the intersection with 144th Avenue, east of the N Line ROW.

Many of the residential streets within the Study Area are comprised of attached sidewalks, meaning there is no landscape buffer between the on-street parking and the sidewalk. Attached sidewalks reflect the standard construction in Thornton for many years, prior to the 2025 Development Code update. The city-approved subdivisions within the Study Area contain multi-use trails that allow for pedestrian and bicycle travel across the study area via the Signal Ditch Trail, Big Dry Creek Trail, or the German Ditch Trail. However, many of these trails lack key connections within the study area, making their continuous route incomplete. Much of this travel includes north/south pedestrian routes that provide more of a meandering ride/walk than a direct route.

The pedestrian crossings at York Street and 136th Avenue and 144th Avenue are signalized for pedestrians and have ADA access. The intersections for Rocky Top Middle school and for 143rd Avenue have crosswalk pavement markings with ADA access to the school. The shared intersection with Northern Lights Ball Field is signalized for both vehicles and pedestrians. Thornton

staff conducted pedestrian counts on October 21, 2025 during school start and end, shown in Table 1.3.

Planned pedestrian facilities within the York at 144th Study Area can be summarized into three broadstroke categories. The first is the detached sidewalks that will be built along arterial, collector, or local roadways as development occurs. Second, are the expansion and integration of existing subdivision trails into the larger trail system. Third, are the planned "Primary Trails" identified in the city's TMMP and Parks and Open Space Master Plan (POSMP). These include shared-use facilities/sidepaths planned along ditches and roadways that provide cross-city bicycle and pedestrian facilities, often off the road.

Signal Ditch Trail

This trail travels across the Cherrywood Park and Fallbrook Farms subdivisions. In eventual build out, this will continue to the northeast and end near Todd Creek.

Big Dry Creek Trail

On the northwestern edge of the Study Area, this trail provides an eventual connection to the North Thornton at Colorado 7 Station Area when it is fully built out.

Fox Trail

A conceptual trail that passes through the center of the York at 144th Study Area from north to south along York Street and abutting the N Line right-of-way. Portions of this concept trail already exist within the Fallbrook Farms and the Haven at York Street subdivisions.

Further, the TMMP and POSMP identify several gaps in the sidewalk network identified for improvement within the York at 144th Study Area. Notable of these include the missing sidewalks along York Street on almost the entire western side from 136th Avenue to 144th Avenue and on the eastern portions along the Northern Lights Ball Fields and north of Rocky Top Middle School.

Table 1.3 - Rocky Top Middle School Pedestrian Counts, October 2025

Intersection Location	Morning Pedestrian Counts (8:00-9:00)	Afternoon Pedestrian Counts (3:00-4:00)
York Street at Northern Lights Ball Fields Entrance	East Side, northbound: 3 bikes, 4 pedestrians East Side, Southbound: 1 bike, 0 pedestrians All other locations: 0 bikes and pedestrians	East Side, northbound: 3 bikes, 1 pedestrian East Side, Southbound: 3 bikes, 0 pedestrians All other locations: 1 bike and 0 pedestrians
136th Avenue and York Street	North Side, eastbound: 5 bikes, 0 pedestrians All other locations: 0 bikes and pedestrians	North Side, eastbound: 11 bikes, 0 pedestrians North Side, westbound: 6 bikes, 0 pedestrians All other locations: 0 bikes and pedestrians
143rd Avenue and York Street (Pedestrian trail abutting school on eastside of York)	East Side, southbound: 5 bikes and 17 pedestrians All other locations: 0 bikes and pedestrians	East Side, northbound: 3 bikes, 18 pedestrians East Side, southbound: 1 bike, 4 pedestrians South Side, westbound: 0 bikes, 5 pedestrians All other locations: 0 bikes and pedestrians
142nd Avenue at York Street	South Side, eastbound: 1 bike, 1 pedestrian All other locations: 0 bikes and pedestrians	South Side, eastbound: 1 bike, 2 scoters 34 pedestrians South Side, westbound: 1 bike, 4 pedestrians West Side, northbound: 1 bike, 41 pedestrians West Side, southbound: 1 bike, 41 pedestrians East Side, southbound: 0 bikes, 2 pedestrians All other locations: 0 bikes and pedestrians

Transit

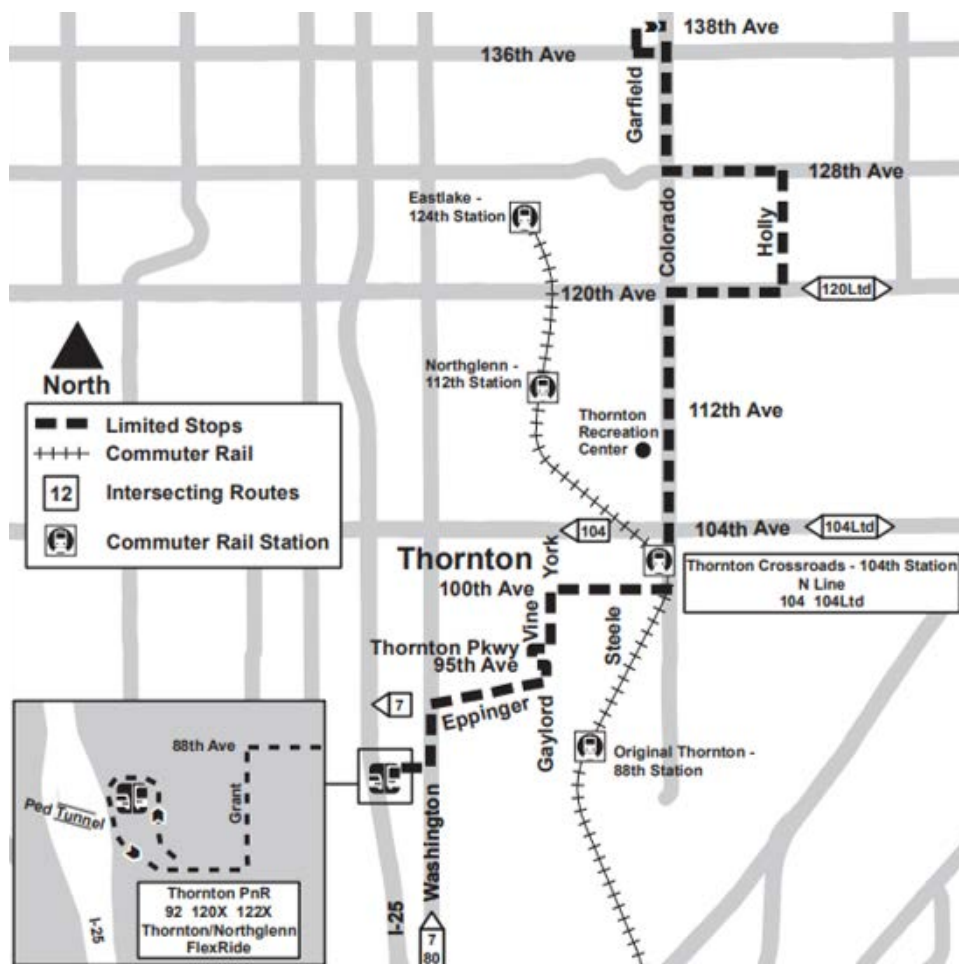


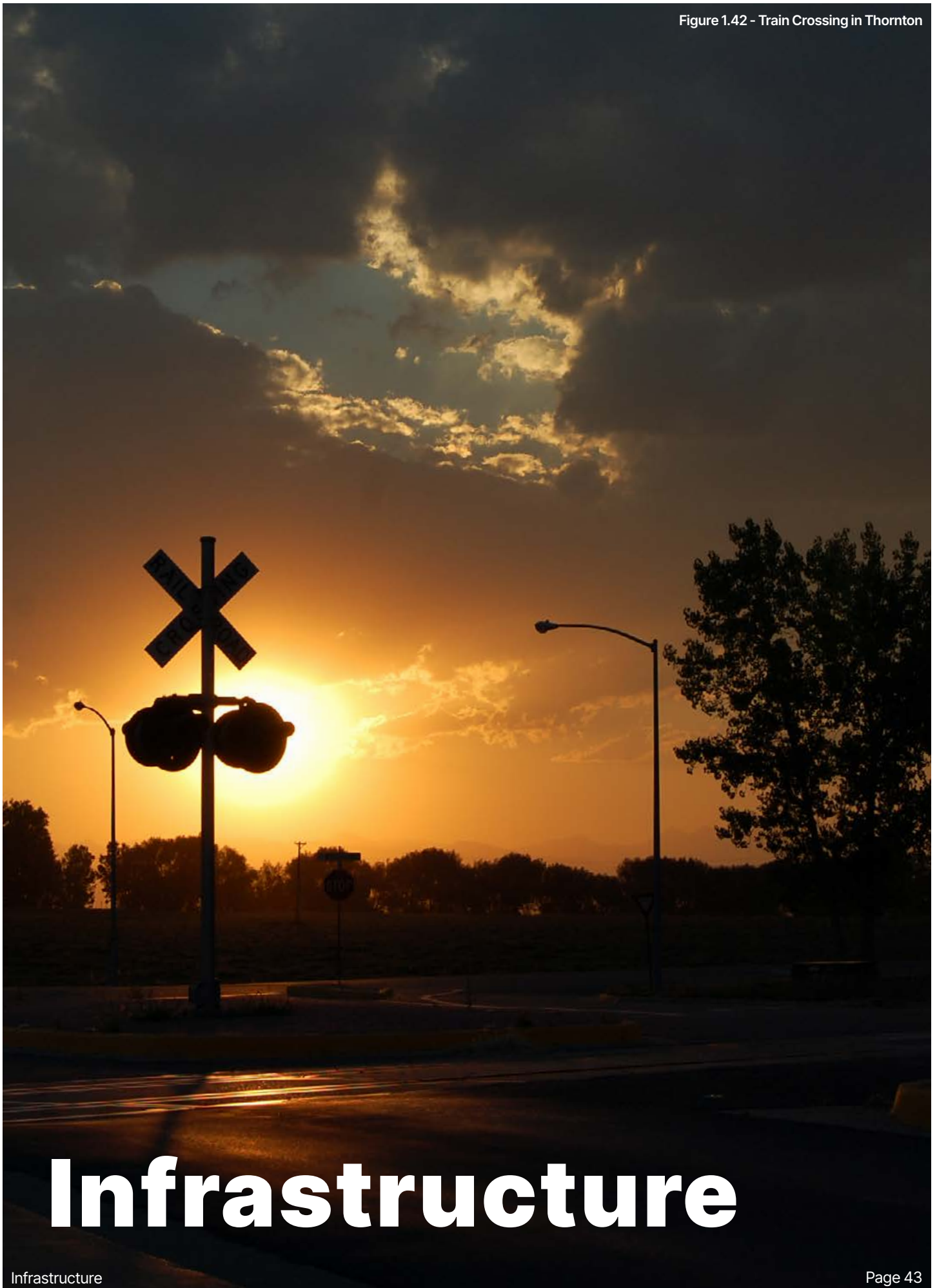
Figure 1.41 - RTD 93L – North Colorado Boulevard Limited Bus Service Route Map

The York at 144th Study Area is largely without existing transit service. The only exception is the 93L bus, with stops located near East 138th Avenue and Garfield Street in the southeastern portion of the Study Area. The 93L provides hourly north/south service originating from the Thornton Park N' Ride near 88th Avenue and I-25, traveling through the Original Thornton Neighborhood and up Colorado Boulevard, with stops serving the 104th Station Area and Margaret Carpenter Recreation Center before heading east on Holly Street and terminating at the Cherrywood Park subdivision. The York at 144th Study Area abuts the existing Thornton FlexRide and Wagon Road FlexRide service areas, an on-call transit service provided by RTD. Note that as of July 2026 reductions or elimination of FlexRide services are contemplated by RTD. "Access-A-Ride" service largely covers the Fallbrook Farms and Cherrywood Park subdivisions, but the remaining portions of the York at 144th Study Area are devoid of transit service.

Completion of the N Line into the York at 144th Study Area represents a pivotal connection not only to local

transit access but for further regional transit access that is provided by other RTD rail and bus services. RTD is currently in the process of developing a new Comprehensive Operational Analysis that replaces its System Operations Plan, so any planned transit services described in this report are derived from the Thornton Transit Study (TTS).

The TTS is a 10-year plan approved by City Council in 2024 representing the latest vision for transit service in the city. Some of the alternatives described in the plan could more immediately impact transit service in the Study Area, including increased frequency of the 93L, expanding the 7-bus line to 144th Avenue, and the ultimate build-out of the two remaining N Line stations. The Study Area lacks any definable transit expansion plan through 2030. By 2050, Colorado Boulevard and 144th Avenue are proposed to include local bus service with 30-minute frequencies in the York at 144th Study Area. The majority of the Study Area is recommended for a "Transit Feasibility Study" in the TTS, representing a need for further consideration in the city's planning efforts.



Infrastructure

Water Utilities

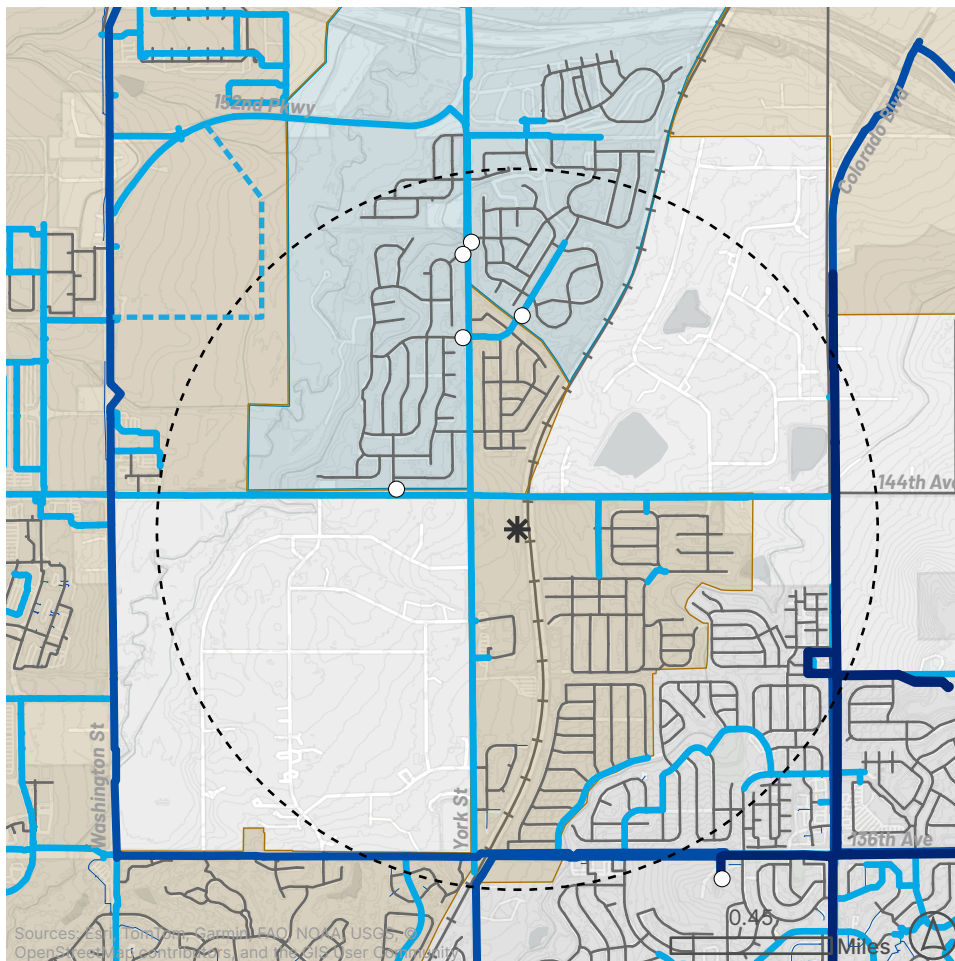


Figure 1.43 - Water infrastructure near the York at 144th Study Area.

Water service capacity is planned for in the city's 2020 Utility Master Plan (UMP). The UMP projects demand assuming a projected buildout population, distributed spatially utilizing the 2012 Future Land Use Map and approved developments at the time of publishing. Projected nonresidential water demand is based on the 2012 Future Land Use Map as well. As such, the assumptions utilized in the UMP should be considered in light of any future land use changes associated with this STAMP, specifically regarding the Wadley Farms enclaves that were not envisioned to consume city water in the UMP. In the vacant incorporated land immediately adjacent to the Station Area, the UMP anticipated 1,500-2,000 residents at buildout and a mixed-use development pattern.

Further refinement of water main and pressure reducing valve (PRV) locations were modeled by Thornton's Infrastructure Department in 2024 and incorporated into this section. It does not appear that development in the Study Area will be required to install PRVs. Much of the York at 144th Study Area has immediate access to water

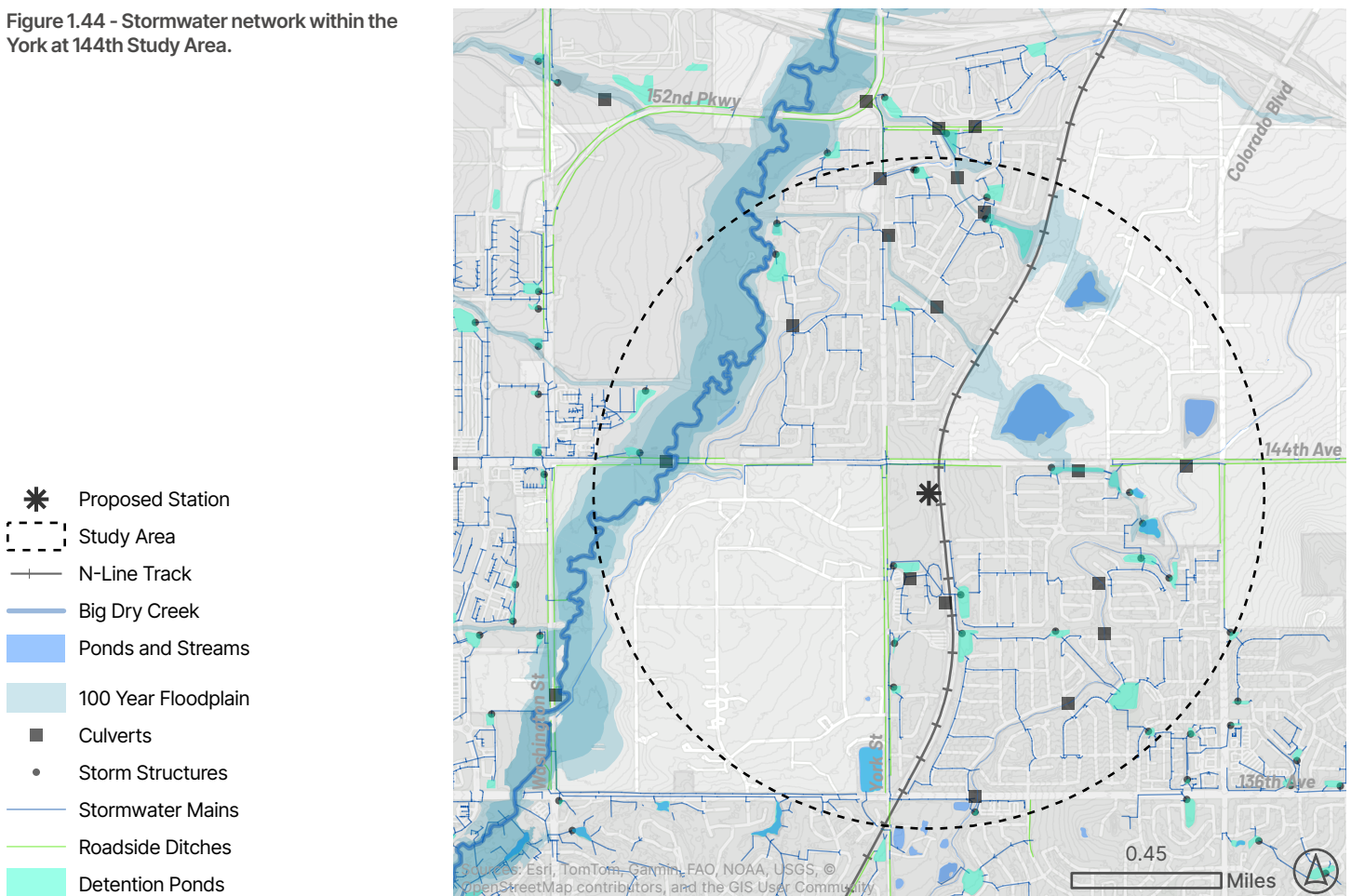
mains. The cost and coordination of water provision will be borne by development and designed in consultation with the city.

Stormwater Facilities

The Mile High Flood District (MHFD) helps manage floodplain risk within the boundaries for the city and Adams County. The entire Study Area drains to the Big Dry Creek (BDC), and all future development will be required to comply with city stormwater and detention standards.

While much of the vacant land within the York at 144th Study Area is adjacent to existing storm sewer under 144th Avenue, verification of the downstream storm sewer capacity is necessary to confirm the existing sewer can handle the released flows from developed sites within the Study Area. The existence of Freshwater Emergent Wetland habitats are reported by the US Fish and Wildlife service, but are limited within the Study Area to the west side of the BDC and largely overlap the existing 100-year floodplain.

Figure 1.44 - Stormwater network within the York at 144th Study Area.



Sanitary Sewer Utilities

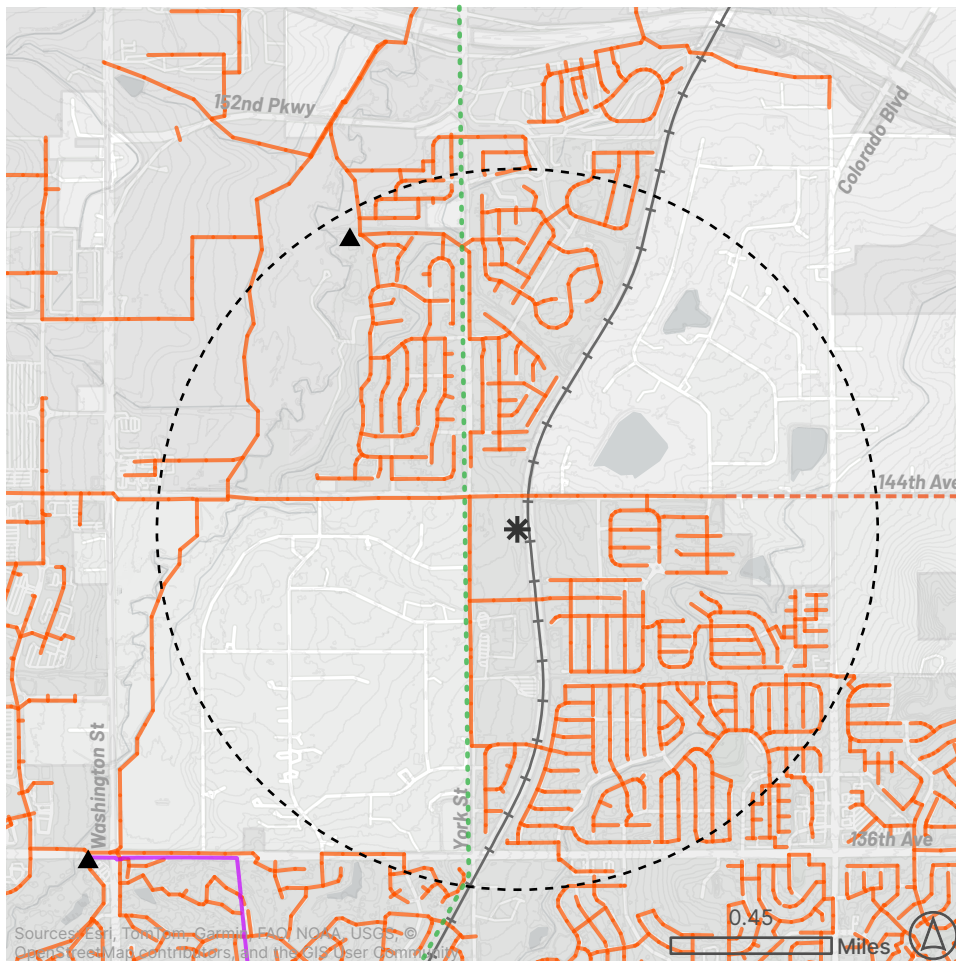


Figure 1.45 - Sanitary sewer network near the York at 144th Study Area.

- * Proposed Station
- - - Study Area
- + N-Line Track
- ▲ Sewer Lift Stations
- Sewer Line
- Forced Main
- - - Planned Sewer Line
- - - City of Northglenn Forced Main

Sanitary sewer service is planned for in the city's 2020 Utility Master Plan (UMP). The UMP projects demand assuming a projected buildout population, distributed spatially utilizing the 2012 Future Land Use Map and approved developments at the time of publishing. Projected nonresidential sewer demand is based on the 2012 Future Land Use Map as well. As such, the assumptions utilized in the UMP should be considered in light of any future land use changes associated with this STAMP.

Currently, the costs of sanitary utilities are to be borne by development and designed in coordination with Thornton's Development Engineering Division. Future gravity mains will flow towards the Big Dry Creek (BDC) corridor, located west and northwest of the proposed station platform. Sanitary tie-ins north of East 144th Avenue will flow north and then west, following the BDC corridor. Any tie ins to the south of 144th Avenue will head west and then north along the BDC corridor.

Like water provision, the Wadley Farms enclaves were not

envisioned to utilize city wastewater service in the UMP. The vacant incorporated land immediately adjacent to the Station Area was assumed to accommodate 1,500-2,000 residents at buildout and a mixed-use development pattern in the UMP.

Oil and Gas Facilities

There are 25 total oil and gas facilities within the York at 144th Study Area, most which are either abandoned or plugged and abandoned. Six of the facilities are active oil and gas facilities, five of which are within the Big Dry Creek. Three of the abandoned facilities are within Wadley Farms, outside of the jurisdiction of Thornton. Of the active facilities in the Study Area, they are most likely producing oil but may also contain natural gas as a biproduct. The remaining three active sites are shut-in, capable of producing but are not currently active.

Figure 1.46 - Oil and gas facilities within the York at 144th Study Area.

