



york @144th

Station Area Master Plan
Synthesis of Existing
Conditions

Opportunities and Constraints

Using this Synthesis

This document is intended to supplement the Existing Conditions Report and provide a synthesis of key opportunities and constraints regarding development within the Study Area. The review of these topics will be used in the project's next steps, informing development of the vision and guiding principles and guiding decision-making for the land use alternatives for the Station Area. Analysis of the Study Area contexts will support and create a direct link between current conditions and future-looking policies and strategies within the final plan.

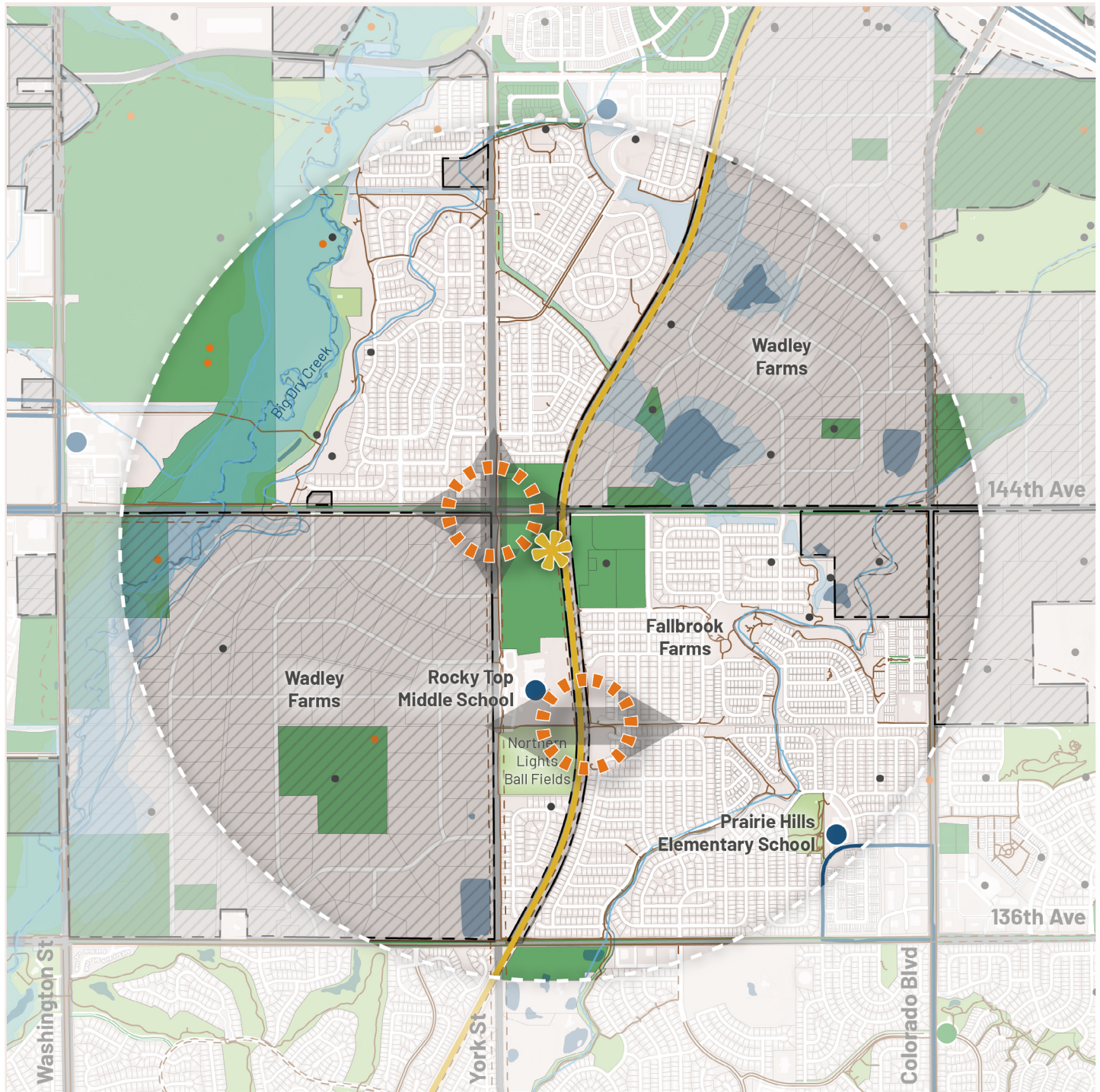
Opportunities and Constraints

The future York at 144th Avenue Station is located within large vacant parcels adjacent to primarily low-density, single family residential subdivisions. These vacant parcels are owned by few landowners, allowing for better coordination between developments and the opportunity to plan for transit-oriented development. Existing residents in the study area have higher incomes and educational attainment than the City, potentially capable of supporting non-residential uses and development types, including mixed-use and neighborhood-serving. Future N Line development has the potential to act as a catalyst in creating a mobility anchor that connects regional and local transit and rail systems, and trail connections. Existing and planned trail facilities, including the Signal Ditch Trail, Big Dry Creek Trail, and future trails identified in the Citywide Trail Study and Parks and Open Space Master Plan, provide a strong foundation for a connected pedestrian and bicycle network that can support first- and last-mile access to the future station and expand regional trail connectivity. Additionally, because several surrounding arterial and collector roadways remain undeveloped or are planned for future widening, there is also an opportunity to incorporate pedestrian-, bicycle-, and transit-supportive design elements during project planning, design, and construction, avoiding the need for costly retrofits in the future. The vacant parcels are not impacted by wetlands or floodplains, and the current Utility Master Plan anticipates and can accommodate mixed-use development. These opportunities showcase the flexibility of the site's future and importance in anchoring transit-focused development in the area.

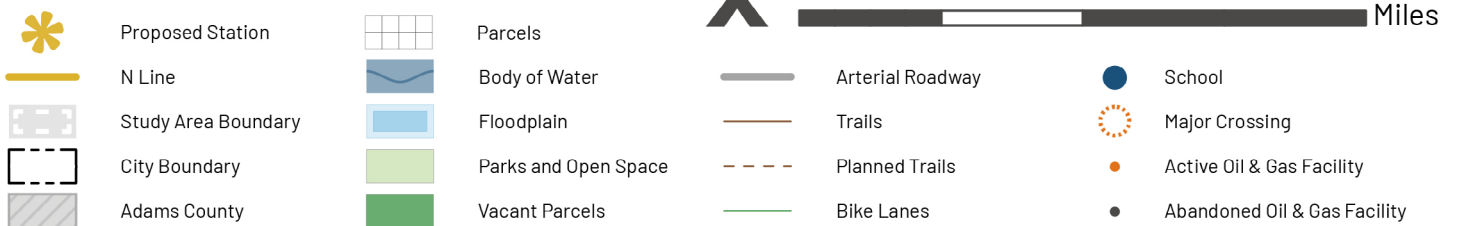
The larger Study Area is predominately low-density residential with much of the area outside of the Thornton boundary and within unincorporated Adams County,

largely the Wadley Farms subdivision. These areas constrain development through lack of appropriate infrastructure, low redevelopment potential, and limited direct connectivity between neighborhoods and to the station site itself. Additionally, the existing low-density residential development limits ridership within the Study Area, requiring additional higher-density residential on the vacant parcels to support future commuter rail operations. Connectivity within the Study Area is limited due to suburban street networks, lack of non-vehicular mobility options, and at-grade railroad crossings. Pedestrian and bicycle access is further constrained by gaps in the sidewalk network, particularly along portions of York Street, and by existing on-street bicycle facilities on key corridors that are classified as high-stress and may be uncomfortable for many users. However, low-volume, low-speed on-street bicycle and pedestrian facilities should still be considered, where appropriate. Future utilities are based on older land use assumptions, where mixed-use development was not proposed, requiring updated demand projections based on higher intensity development. While located on vacant land, the surrounding station area and rail right-of-way presents constraints on connectivity, existing infrastructure, and planned development that require support from the developers to create a thriving TOD anchor.

Figure 1.1 - Opportunities and Constraints in the York at 144th Study Area



Legend



Developable Area

Developable Area

Developable parcels within the Study Area were determined through spatial analysis, review of ongoing developments, and physical and economic barriers. Parcels ideal for development are currently vacant, within a mile of the station, are within City limits, and environmentally suitable. Other parcels may be developed but may require more significant investment up front. Parcels ideal for development, Tier 1, indicated on the map are currently vacant, bordering the station, are within City limits, and environmentally suitable. Other parcels, Tier 2, are either already planned but undeveloped currently (C) or are farther than a half mile away from the station. The following sites were identified as primary opportunities for transit-supportive development.

Vacant and undeveloped land surrounding the station is almost all within the Fallbrook Farms Planned Development (PD) zone district. These parcels were planned and approved in 2003, prior to the N Line and station approval, and therefore do not take those improvements into account. Along with the Fallbrook Farms PD (A and C), the 144th and York parcel to the north (B) also has a previously approved site plan from 2021, which has since expired. The Future Land Use map designates these parcels immediately surrounding the station area as Transit-Oriented Development, that promotes compact, walkable mixed-use developments which increases ridership and creates a vibrant center.

The Fallbrook Farms parcels are zoned for their Planned Development while the 144th and York parcel is zoned for Neighborhood Commercial, allowing small-scale commercial centers with some residential. Zoning within the Study Area is generally not aligned with the TOD future land use designation and rezoning is likely necessary.

On the eastern edge of the Study Area is a site on the southwest corner of Colorado Boulevard and 144th Avenue, classified as Mixed-Use Neighborhood (MUN) on the Future Land Use Map. Currently, "Site D" is not annexed into the city and is comprised of two large-lot residential homes. Some development interest on the site has been provided to the city, most recently an application for zoning and annexation has been submitted for this site with a request to zone to Residential - High Density District. Opportunities at Site D exist for bike

and pedestrian connections to the Fallbrook Farms subdivision via the Signal Ditch Trail or Fallbrook Farms subdivision trail network.

While these sites have Planned Developments or developer interest, the majority of land immediately surrounding the station has remained vacant and owned by few landowners or developers. This presents the opportunity to encourage transit-supportive growth that aligns with the development of the N Line station.

Conclusion

Development interest has been shown within the station area over time, through development applications and pre-applications in the parcels directly adjacent to the proposed station and within the Study Areas. Extending the N Line has been prioritized to be completed by 2035, resulting in an immediate need to plan the Station Area. It is important to align development with the City's vision and station development given the regional investment, to maximize ridership and benefit to the community.

The map displays the Big Dry Creek Corridor, a proposed development area. The corridor is highlighted in orange and labeled A, B, and C. A yellow star is located in area A. The map includes Washington St, York St, Colorado Blvd, 144th Ave, and 136th Ave. The corridor is situated between York St and Colorado Blvd, and between 144th Ave and 136th Ave. The map also shows Big Dry Creek, various water bodies, and surrounding residential areas.

Adams County

Parks and Open Space



Tier 3 Developable Parcels