

# Thornton & The TOD Continuum

Super sprawl-y

Denver



Thornton is here (somewhere)

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Super sprawl-y

Denver



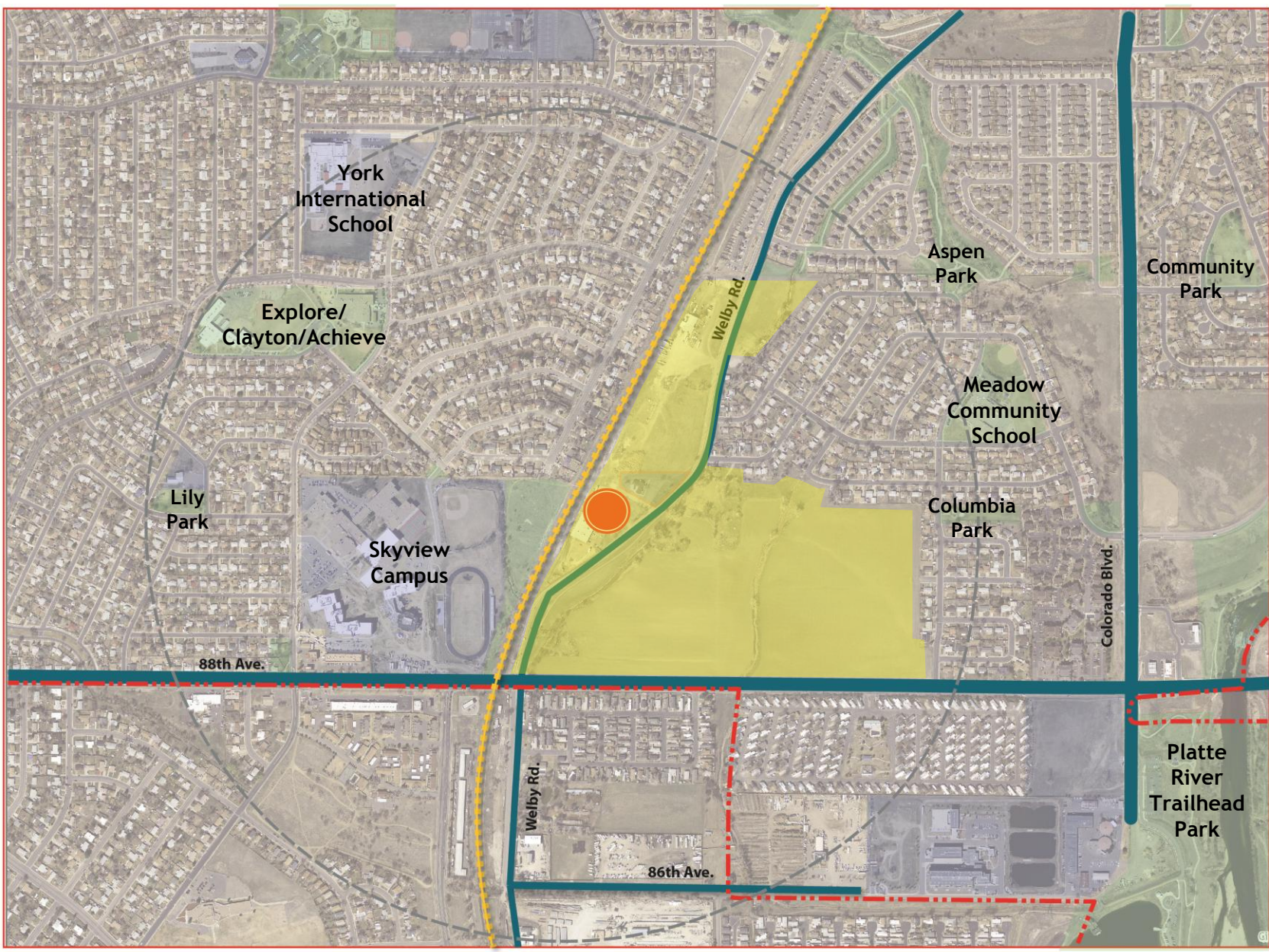
...and headed here

**RTD FasTracks**  
North Metro Rail Line  
Opening 2018



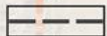


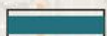



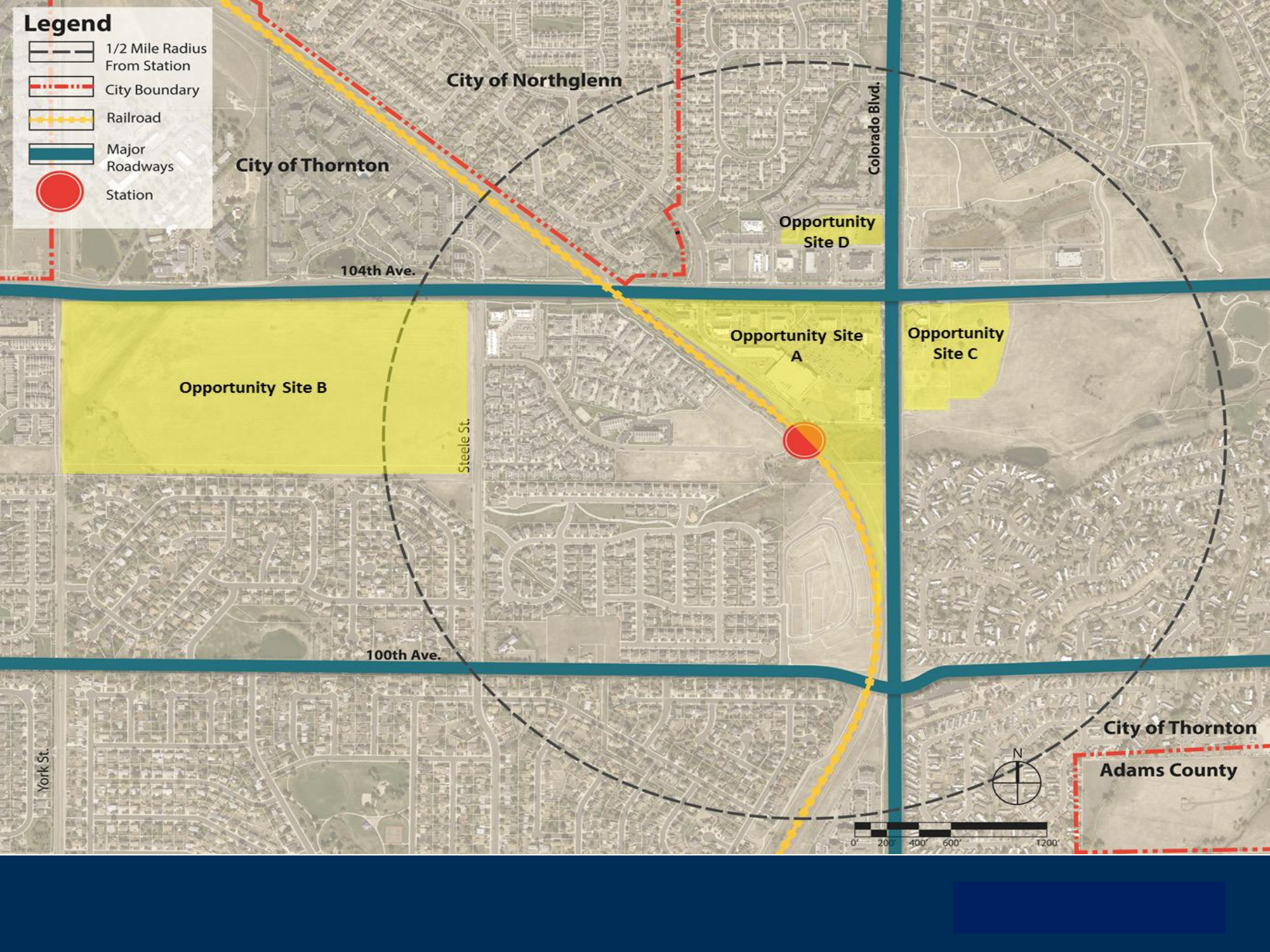




- ### Legend
-  1/2 Mile Radius From Station
  -  City Boundary
  -  Railroad
  -  Major Roadways
  -  Station Area
  -  Parks, Open Space and Urban Reserve
  -  Institutional

# Legend

-  1/2 Mile Radius From Station
-  City Boundary
-  Railroad
-  Major Roadways
-  Station



City of Northglenn

City of Thornton

Colorado Blvd.

104th Ave.

Opportunity Site D

Opportunity Site B

Steele St.

Opportunity Site A

Opportunity Site C

100th Ave.

York St.

City of Thornton

Adams County



# The Station Area



Typical single family residence in the Station Area



View NE across the tracks south of the future rail platform location



View looking north toward Colorado Marketplace



Trail through Grandview Ponds Open Space and Prairie Dog Habitat



# The Station Area



Intersection - Colorado Blvd and 104<sup>th</sup>



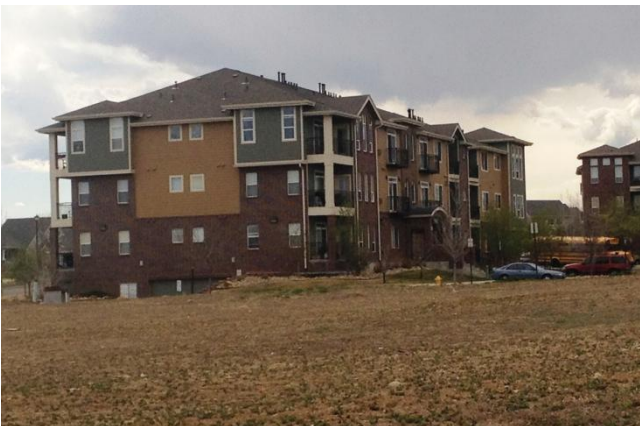
Albertsons at Colorado Marketplace



Covington Ridge Apartments



Southbound traffic on Colorado Boulevard



Newer multifamily residences at Settler's Chase



Settler's Chase Apartments



Pine Lakes Ranch manufactured home community



# Project Overview

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- Implementation document of Comprehensive Plan
- Provides planning framework for future development and redevelopment of the study area
- Blueprint for policy, regulatory and investment decisions needed to make a vibrant mixed-use station area





# STAMP Organization

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## Chapter 1

## Chapter 2

## Chapter 3

## Chapter 4

## Chapter 5

## Chapter 6

### Introduction

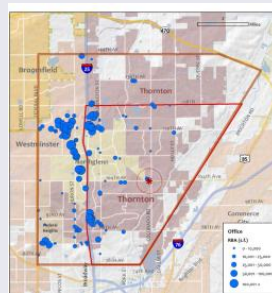
### Existing Conditions

### Station Area Market Potential

### Land Use Concepts

### Guiding Principles

### Implementation Strategies



- Plan Administration
- Land Use & Urban Design
- Transportation
- Infrastructure
- Financing
- Community

Phase 1: Initial Assessment	Phase 2: Visioning	Phase 3: Interim/Long-Term Land Use Concepts	Phase 4: Preliminary Land Use Concepts	Phase 5: Plan Adoption
<ul style="list-style-type: none"> <li>Site Analysis &amp; Inventory</li> <li>Community Assessment</li> <li>Market Analysis</li> <li>Stakeholder Engagement</li> </ul>	<ul style="list-style-type: none"> <li>Land Use &amp; Transportation Visioning</li> <li>Community Visioning</li> <li>Stakeholder Engagement</li> </ul>	<ul style="list-style-type: none"> <li>Interim/Long-Term Land Use Concepts</li> <li>Community Visioning</li> <li>Stakeholder Engagement</li> </ul>	<ul style="list-style-type: none"> <li>Conceptual Land Use &amp; Transportation Concepts</li> <li>Community Visioning</li> <li>Stakeholder Engagement</li> </ul>	<ul style="list-style-type: none"> <li>Final Plan Adoption</li> <li>Stakeholder Engagement</li> </ul>
<ul style="list-style-type: none"> <li>Station Planning</li> </ul>	<ul style="list-style-type: none"> <li>Plan Modeling</li> </ul>	<ul style="list-style-type: none"> <li>Plan Modeling</li> </ul>	<ul style="list-style-type: none"> <li>Plan Modeling</li> </ul>	<ul style="list-style-type: none"> <li>Plan Adoption</li> </ul>



# Station Area Vision

# Thornton Crossroads at 104th Ave Station Area Vision

A mixed-use regional transit hub which enhances existing development by expanding commercial services, housing, and office opportunities; while balancing multimodal\* connectivity.

- \*Accommodates all forms of transportation, including flying carpets, walking, cycling, driving, and transit, etc.

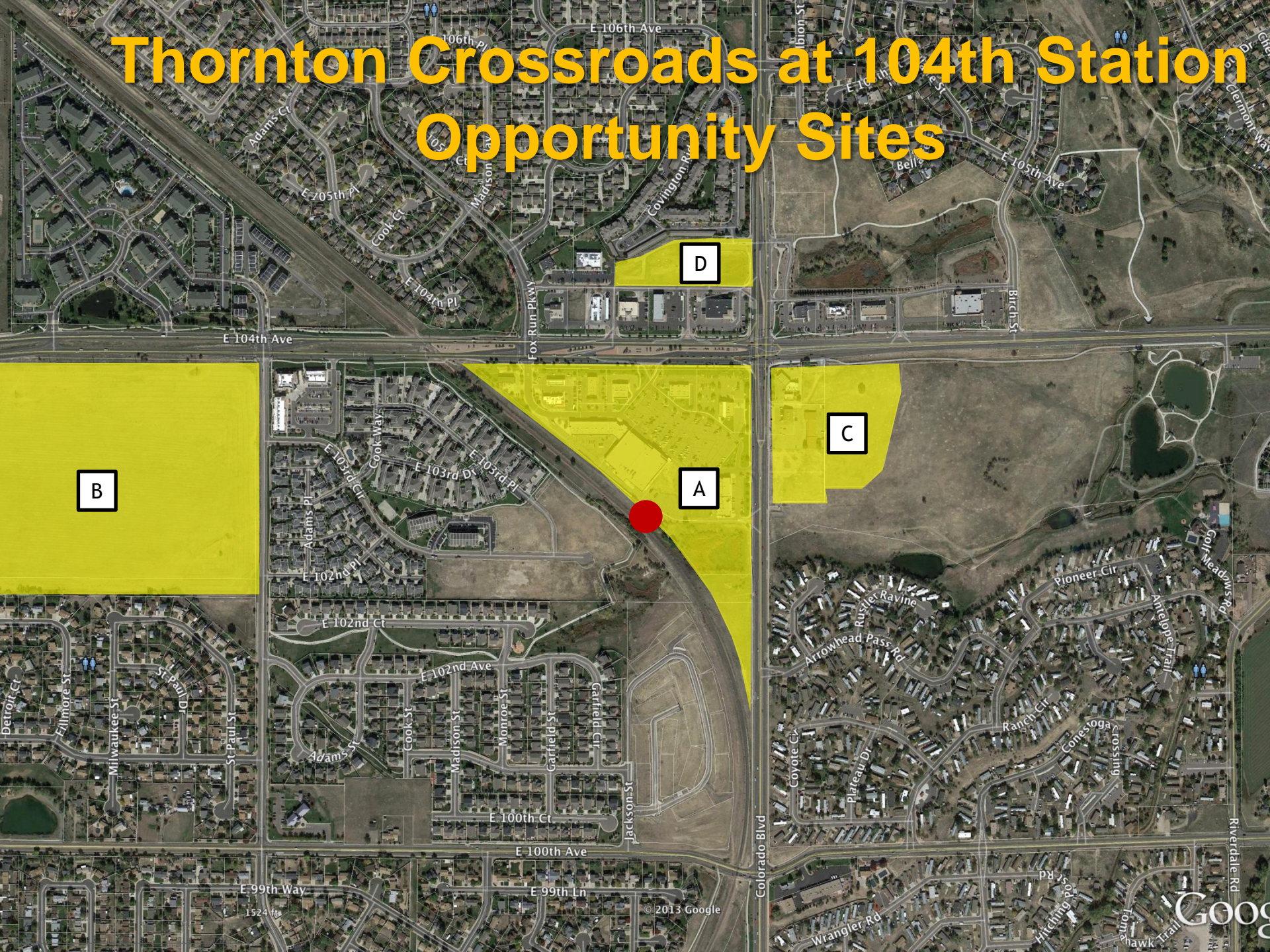




# Preferred Land Use Concepts



# Thornton Crossroads at 104th Station Opportunity Sites



D

C

A

B

# Opportunity Site 'A' - Option 1 (Infill)



Reconfigured parking lot

3-4 story structures on each side of plaza entrance frame views of the plaza & announce the entrance to the station

Tree lined triangular-shaped plaza connects commercial to the rail station. Focal point feature such as fountain or sculpture

# Opportunity Site 'A' - Option 2 (Redevelopment)



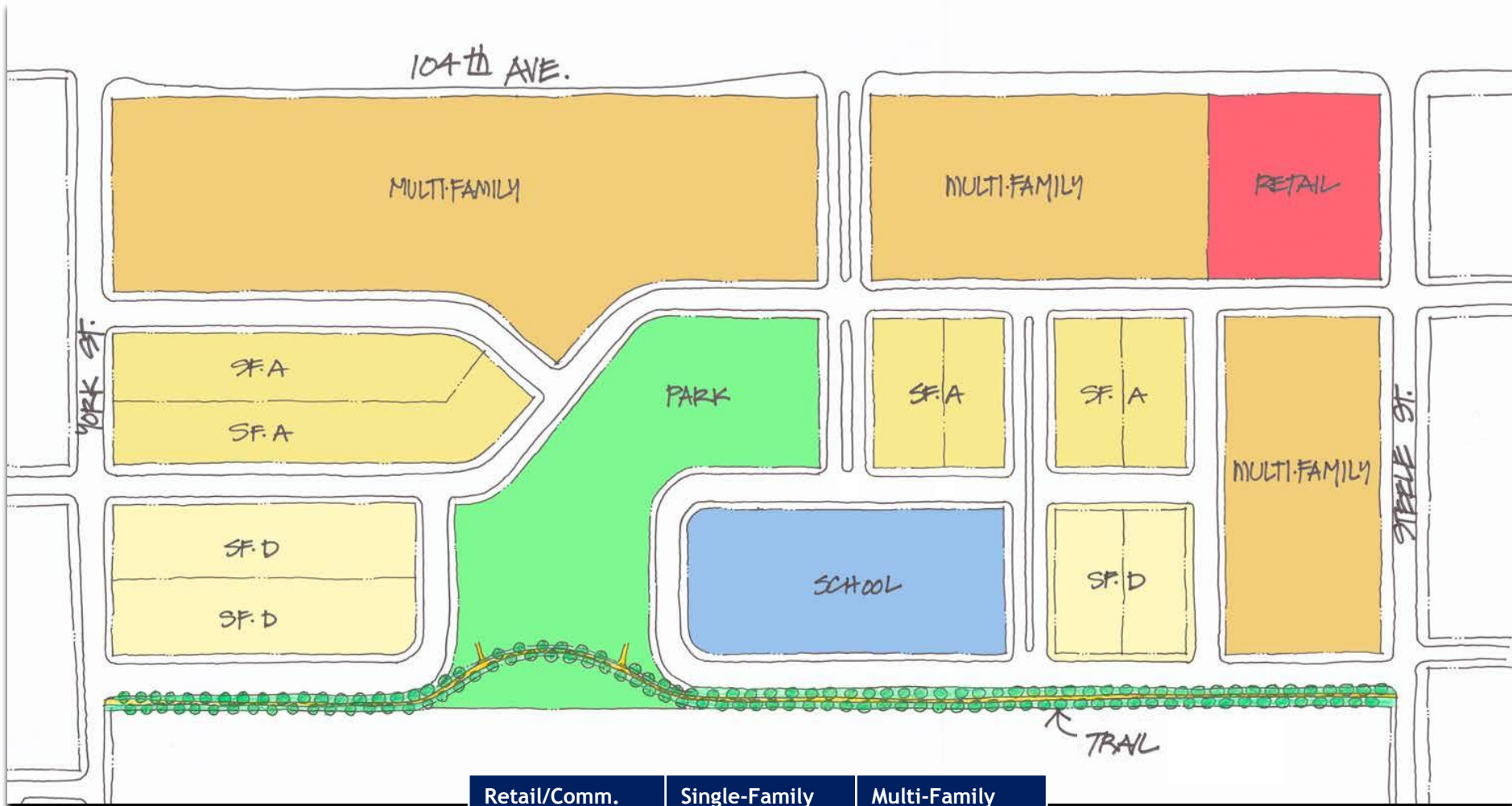
Retail/Comm.	Multi-Family
25,000 sf	100-120 units

3-4 story residential with retail/restaurants fronting plaza

Existing commercial building along Colorado Blvd. redeveloped

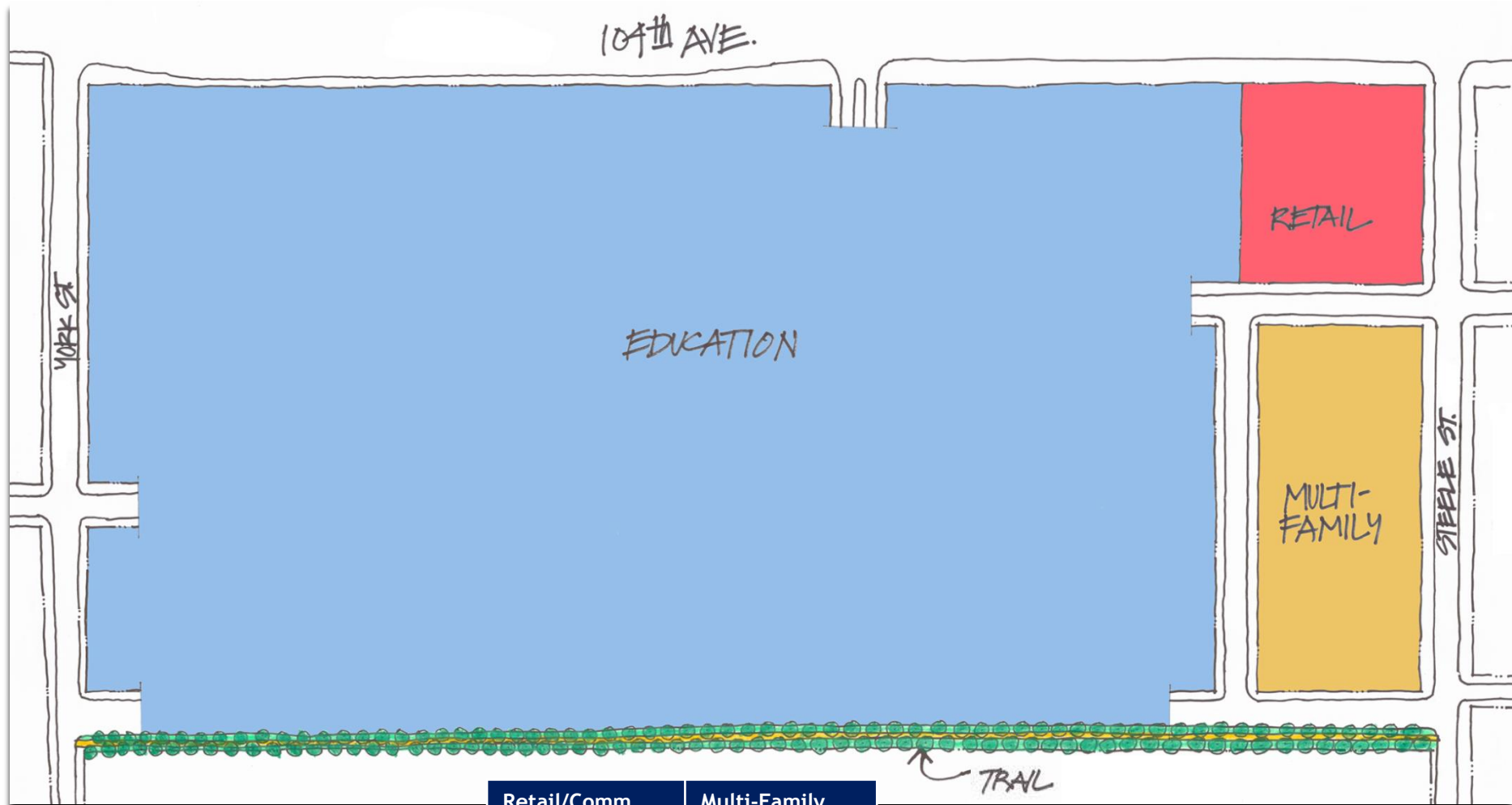
Plaza creates pedestrian mall with retail storefront & sidewalk cafes. Includes public art.

# Opportunity Site 'B' - Option 1 (Mixed Use + School Near Park)



Retail/Comm.	Single-Family	Multi-Family
20,000 sf	100-240 units	450-650 units

# Opportunity Site 'B' - Option 2 (School Campus)



Retail/Comm.	Multi-Family
20,000 sf	100 units

# Opportunity Site 'C'

Retail/ Comm.	Multi- Family
10,000 sf	125 - 250 units



# Opportunity Site 'D'



Multi-Family Land Use Concept

Other potential land uses: Office,  
Institutional/Community Services,  
Lodging

120 units

104th AVE.

COLORADO BLVD.

POSSIBLE STORM-  
WATER DETENTION



# Summary of Planned Land Uses



# Summary of Planned Land Uses based on Market Forecast

<b>OPTION 1</b> Land Use Type	Settler's Chase + Presidential Ridge	Area A-1,2: Colorado Marketplace	Area B-1,2: 104 <sup>th</sup> /Steele	Area C: SE Corner 104 <sup>th</sup> /Colo.	Area D: North of 104 <sup>th</sup> Ave.	Total
Residential Units	280 units	80 - 120 units	100* - 890 units	125 - 250 units	120 units	705-1,660 units
Retail/Comm. Square Feet	-	25-30,000 sf	20,000 sf	10,000 sf	-	55-60,000 sf

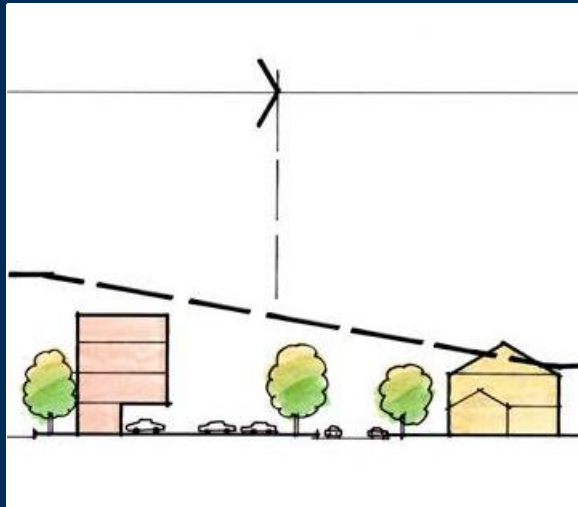
Please note that all development needs to follow the design principles contained in Chapter 5. This includes creating a gradient of densities when transitioning from high densities to existing lower density areas.

\* Assumes majority of site is developed as a school campus with limited residential development.

# Guiding Principles

# Guiding Principles




- Basic planning & design principles for station area
- Provides guidelines for creating a quality, enduring and engaging mixed-use neighborhood environment
- Principles used in the development of the Preferred Land Use Alternative




# Guiding Principles - Land Use

Guiding Principle	Key Features	Examples
L1: Create a Mix of Uses	<ul style="list-style-type: none"><li>• Focus on residential land uses</li><li>• Promote neighborhood-scaled commercial uses at targeted locations</li><li>• Mix uses horizontally and vertically</li><li>• Ensure flexibility to adapt to changing market needs</li></ul>	
L2: Integrate Mixed-Income Housing	<ul style="list-style-type: none"><li>• Provide a choice of residential size and price points</li><li>• Cater to people at all stages of life</li><li>• Ensure good design of housing at all levels</li></ul>	
L3: Create a Gradient of Densities	<ul style="list-style-type: none"><li>• Focus highest density around transit station</li><li>• Reduce density as development approaches established neighborhoods</li></ul>	

# Guiding Principles - Urban Design

Guiding Principle	Key Features	Examples
U1: Develop Great Public Spaces	<ul style="list-style-type: none"><li>• Create memorable public spaces that set Thornton Crossroads apart as a destination - plaza amenities</li><li>• Define the entrance to the station area using inviting visual cues including building architecture and orientation and design features: gateway arches, clock towers, street furniture, and corner features</li></ul>	
U2: Create Active Edges	<ul style="list-style-type: none"><li>• Line core streets with strong mix of uses to create good pedestrian environment</li><li>• Establish 'build-to' line for structures</li><li>• Orient buildings and entrances to streets</li><li>• Use streetscape as active edges and to screen parking areas</li></ul>	
U3: Incorporate Multimodal Street Design	<ul style="list-style-type: none"><li>• Give priority to pedestrians and bicyclists where possible</li><li>• Use effective traffic calming measures to improve pedestrian safety</li></ul>	

# Guiding Principles - Mobility & Circulation

Guiding Principle	Key Features	Examples
<p>M1: Design Well-Connected Streets</p>	<ul style="list-style-type: none"> <li>• Design small blocks</li> <li>• Focus on human-scale grid system to provide direct routes to destinations</li> </ul>	
<p>M2: Create Good Trails &amp; Open Space Linkages</p>	<ul style="list-style-type: none"> <li>• Provide good connections to existing facilities</li> <li>• Integrate facilities into design of new development</li> <li>• Integrate design with existing drainage features</li> <li>• Avoid removal or piping of drainage features</li> </ul>	
<p>M3: Utilize Good Signage and Wayfinding</p>	<ul style="list-style-type: none"> <li>• Focus on the needs of the user</li> <li>• Integrate with lighting, structures, and surface finishes</li> <li>• Focus on wayfinding to and from transit station</li> <li>• Develop Wayfinding Plan</li> </ul>	
<p>M4: Incorporate Alleys into Neighborhoods</p>	<ul style="list-style-type: none"> <li>• Eliminate garage entrances from roadways</li> <li>• Promote active residential front spaces (porches, yards)</li> <li>• Reduces curb cuts</li> <li>• Eliminate many auto-pedestrian conflicts</li> <li>• Provide easy access for neighborhood services</li> <li>• Design alleys for multimodal access</li> </ul>	

# Guiding Principles - Parking Management

Guiding Principle	Key Features
P1: Assess Parking Ratios	<ul style="list-style-type: none"><li>• Consider reducing parking currently required by City Code</li></ul>
P2: Utilize Effective Parking Minimums and Maximums	<ul style="list-style-type: none"><li>• Use parking maximums when possible to discourage developers from providing too much parking</li></ul>
P3: Utilize Shared Parking Where Possible	<ul style="list-style-type: none"><li>• Provide proper balance of temporal use of parking</li><li>• Consider sharing transit parking</li></ul>
P4: Unbundle Parking from Development	<ul style="list-style-type: none"><li>• Give residents the choice to use parking if needed</li><li>• Encourage use of alternative modes of transportation</li></ul>
P5: Utilize Paid Parking if Appropriate	<ul style="list-style-type: none"><li>• Regulate usage and provide a potential revenue source, if needed</li><li>• Coordinate with neighborhood parking strategy</li></ul>



# Implementation Strategies



# Priority Implementation Strategies

- **Adopt the Thornton Crossroads at 104th STAMP** 
- **Explore range of implementation mechanisms for Opportunity Sites A-D to identify permitted land uses and density ranges recommended in the 104<sup>th</sup> STAMP**
  - **Design Standards**
  - **Streetscape Design Standards**
  - **Parking Standards and Management**
- **Coordination with RTD and Regional Rail Partners (RRP)**
- **Prioritize Pedestrian and Bicycle Routes to Transit**
- **Station Enhancement/Betterment Projects**

## Takeaways:

- TIP funding is awesome
- Repurposing an historic rail line is neat in concept
- Public involvement is key
- Suburban regulatory framework will need amending to deliver on STAMP dreams