

ADDENDUM A – STATION SUMMARY NARRATIVE

Littleton

Littleton’s Mineral Station marks the southern gateway to the Denver metro region on the Colorado Connector service corridor — positioned at the convergence of the BNSF/UP Consolidated Mainline, RTD’s existing D Line Mineral station, the South Platte River corridor, and Mineral Avenue, one of the region’s primary east-west mobility spines. The proposed Front Range Passenger Rail intercity rail platform would be integrated directly into the existing RTD light rail station, linking regional and intercity service at a single, consolidated transit hub. Achieving that integration will require coordinated planning and investment among the FRPRD, RTD, and the City of Littleton.

Established Littleton neighborhoods extend both east and west of the station, with regional shopping and lifestyle district immediately to the north and housing development underway to the south. The South Platte River corridor — including the Mary Carter Greenway and access to the Highline Canal Trail and C-470 Trail — provides a heavily used active transportation network that feeds directly to the station area. Mineral Avenue serves as the primary road connection, with strong access from surrounding communities and the broader southern metro region.

The Littleton Mineral Station area is already in motion. The City of Littleton has invested more than \$30 million over the past decade at the Santa Fe Drive and Mineral Avenue intersection — redesigning access, adding multimodal connections, and facilitating more than 1,800 new residential units in the surrounding area. Independent economic analysis projects that a Front Range Passenger Rail stop here could contribute approximately \$750 million to Littleton’s economy over 30 years, spur \$325 million in new development, and generate more than 1,600 jobs — a foundation that station area planning with the City will be positioned to build upon.