Front Range Passenger Rail District | Station Area Planning Evaluation Tool

BG	Location:	Littleton	COL Goal	Downtown		Mineral	
BG01	Station Service Level	Assumed medium station based on Mineral ridership projections from 2024 Draft Service Development Plan/Station Area Analysis.	-	Medium Station		Medium Station	
BF02	Projected Boardings (2050)	Downtown ridership unknown; Mineral Station ridership based on projections from 2024 Draft Service Development Plan/Station Area Analysis.	-	It is anticipated that ridership should be relatively similar for both Downtown and Mineral. At this time, ridership for Downtown is not modeled, but general ridership trends may point toward it being just slightly lower then Mineral. Of note, stations are being considered at Sterling Ranch and Monument, which could impact ridership at this station.		111,400 (Boardings)	
BG03	Projected Alightings (2050)	Downtown ridership unknown; Mineral Station ridership based on projections from 2024 Draft Service Development Plan/Station Area Analysis.	-	It is anticipated that ridership should be relatively similar for both Downtown and Mineral. At this time, ridership for Downtown is not modeled, but general ridership trends may point toward it being just slightly lower then Mineral. Of note, stations are being considered at Sterling Ranch and Monument, which could impact ridership at this station.		28,700 (Alightings)	
BG04	Total Ridership (Boardings + Alightings)	Downtown ridership unknown; Mineral Station ridership based on projections from 2024 Draft Service Development Plan/Station Area Analysis.	-	It is anticipated that ridership should be relatively similar for both Downtown and Mineral. At this time, ridership for Downtown is not modeled, but general ridership trends may point toward it being just slightly lower then Mineral. Of note, stations are being considered at Sterling Ranch and Monument, which could impact ridership at this station.		140,100	
BG05	Current Status	Been engaged with FRPRD since 2023 on south metro station; renamed to Littleton Station in 2025 after endorsement of draft Service Development Plan and Station Area Analysis.	-	Conducting station location analysis to determine best location between Downtown Littleton and Mineral LRT stations.		Mineral LRT Station had been the assumed south metro station since 2023 due to available right-of-way, development opportunities, and recent investment in the surrounding area.	
RS	**Rail Service Criteria**			Description	Good/Fair/Bad Rating	Description	Good/Fair/Bad Rating
RS01	Alignment with FRPRD SDP Documents	Does the location provide appropriate access to the shared rail lines identified for use by FRPRD?	-	Site constraints due to depressed RR and LRT station, ROW constraints, and floodplain impact - high cost implications.	1	Adequate ROW, to access consolidated line with LRT station - endorsed as South Metro Station in SDP.	3
RS02	Rail Platform Configuration	Space for 700' Permanent Rail Platform, Confirmation of Low or Level Boarding based on location, conceptual approach for track access from station.	High Quality Governance	Site constraints due to Little's Creek flume and Alamo Ave bridge - would likely need to reconstruct one or both structures. ROW impact with impact to FEMA floodway.	1	Limited site constraints. Potential impact to local floodplain. City and RTD ownership.	3
RS03	Freight Rail Operations	Location, Platform, and Track Selection aligns with on-going freight operations.	High Quality Governance	SDP did not model the Downtown location and it has not been vetted by host railroads for operations and station planning purposes. CDOT is aware of topographical and hydraulic concerns/constraints that host railroads have historically been concerned about at this location. Further investigation and modeling would need to be done to get their approval on moving away from the Mineral-based operation they did vet. Coordination with RR would impact timelines to achieve operating service in 2031.	1	SDP modeled and integrated this station location (Mineral) with the freight railroads (BNSF and UP). The SDP will reflect the infrastructure improvements needed for a Mineral stop.	3
RS04	Passenger Rail Operations	Station location provides for land area and adjacencies to meet anticipated level or service including station program features, parking, integration with multimodal transit.	-	Adjacent to Downtown Littleton - less development opportunity at park-n-ride, but diverse land use including commercial, education, housing and civic access is high. Need further multimodal investment. High cost associated with engineering and environmental constraints.	2	Adjacent to Aspen Grove and new River Park developments. Larger park-n-ride for development opportunities.	2
RS05	Service Frequency	Frequency of initial and ultimate service.	-	Initial Service: Joint-service to the north to start in 2029; phasing is still in development; 4 trains to CO Springs and 2 go to Pueblo in 2031ish Ultimate Service: 6 round trips from Denver to CO Springs and 4 round trips from Denver to Pueblo (2045 is full buildout)	-	Initial Service: Joint-service to the north to start in 2029; phasing is still in development; 4 trains to CO Springs and 2 go to Pueblo in 2031ish Ultimate Service: 6 round trips from Denver to CO Springs and 4 round trips from Denver to Pueblo (2045 is full buildout)	-
RS06	Station Spacing Distances	FRPRD guidelines have minimum 5 miles between stations.	-	10 mi to DUS 7 mi to Sterling Ranch 20 mi to Castle Rock	3	13 mi to DUS 5 mi to Sterling Ranch 18 mi to Castle Rock	3
RS	Overall Rail Service Criteria Rating			Fair	0.53	Good	0.93
SL	**Station Location Criteria**			Description	Good/Fair/Bad Rating	Description	Good/Fair/Bad Rating
SL01	Size & Configuration	Site size and complexity of assembling parcels	High Quality Governance	More complexity with depressed RR and smaller park-n-ride for station development. 111,762 sq ft	1	Some complexity with existing LRT station, but more land available for platform and station. 722,865 sq. ft (RTD property)	3
SL02	Site Availability	Is the site utilized or vacant? What is the ownership status? Private or Public?	Vibrant Community with Rich Culture	City & RTD ownership - need MOU; less development opportunity at park-n-ride. Impact to Vita property, potential impacts to Colorado Center for the Blind. Major site engineering, reconstruction of flume and/or Alamo Ave bridge.	1	City & RTD ownership - need MOU; more development opportunity at park-n-ride.	3
SL03	Displacement and Relocation	Number of commercial or residential displacements/relocations required	Robust & Resilient Economy	High potential to relocate residents and businesses within the station development area.	1	Low likelihood of displacement and relocation of residents.	3
SL04	Relationship to Local/Regional Plans	Is the location aligned with previous/current planning?	High Quality Governance	Council adopted Project Downtown in 2024 which did not include FRPR as part of planning process. Would need to reevaluate prioritization of projects from plan if Downtown is determined as FRPR location. Other planning inputs for multimodal and traffic impacts would need analysis including: Community Trail impacts, Little's Creek Trail connection to the Mary Carter Greenway, other bike connections to the station, and traffic impacts at 7 major intersections: Santa Fe Dr & Bowles Ave, Santa Fe Dr & Church Ave, Santa Fe Dr & Prince St, Windermere St & Belleview Ave, Littleton Blvd & Broadway, Santa Fe Dr & Mineral Ave, and Mineral Ave & Jackass Hill Rd. City is pursuing Project Downtown Phase 1 design for Main Street streetscape and mobility improvements. Additional multimodal improvements will need to be prioritized to improve connectivity to the station.	2	Mineral LRT Station had been the assumed south metro station since 2023 due to available right-of-way, development opportunities, and recent investment in the surrounding area. City endorsed draft Service Development Plan and Station Area Analysis in March 2025 naming the Mineral LRT location the Littleton Station. City has invested over $30 million in the Santa Fe Dr & Mineral Ave area over the last 10 years, including designing a quadrant road to address traffic congestion and safety at this intersection, adding multimodal connections, and working with developers to create a mixed-use community. Additional multimodal investments include Mineral Mobility East and Mineral Station West projects which improve bike/pedestrian connections to the LRT station. This work has been in tandem with the new developments in the southwest corner of the intersection which will add over 1,800 new units to the area.	3
SL05	Environmental Issues	Does the site pose environmental challenges (pollution, noise, impact to natural resources, etc.)	Sustainable Community with Natural Beauty	Within Little's Creek Floodway (FEMA designation) - 100 year floodplain	1	Part of 100-year local floodplain if extend to the east of existing rail lines	3
SL06	Impacted Populations	Does the site negatively impact historically redlined, low-income, minority, or otherwise disadvantaged portions of the community?	Robust & Resilient Economy	Population of seniors potentially relocated as part of Vita property. Potential impact to Colorado Center for the Blind.	1	No anticipated impacts. No housing or commercial impacts projected on this site.	3
SL07	Zoning Considerations	Compatibility with existing zoning or, if a rezone is required, new use would be compatible with zoning context	Vibrant Community with Rich Culture	Downtown Mixed-Use Downtown: DMU or DTA - Allows most housing types including multi-family and mixed use. Apartments - Density - There is not a maximum density as this is a more form-based code. - Height - DTA 3 stories/45 feet, DMU 4 stories/55 feet - Height - DTA 4 stories/55 feet, DMU 4 stories/55 feet	3	Corridor Mixed/Planned Overlay District Mineral: CM zoning - Allows most housing types including multi-family and mixed use. - Height - Multi-family 55 feet/65 feet with sustainability bonuses - Mixed Use 80 feet/91 feet with sustainability bonuses - Density - Multi-family 52/62 with sustainability bonuses - Mixed Use 50/60 with sustainability bonuses	3
SL08	Future Land Use	Compatibility with future land use.	-	Urban Downtown Mixed Use	3	Corridor Mixed Use	3
SL	Overall Station Location Criteria Rating			Fair	0.54	Good	1.00

PC	Planning Criteria & Opportunities			Description	Good/Fair/Bad Rating	Description	Good/Fair/Bad Rating
PC01	Proximity of Activity Centers	Will site contribute to or enhance the vitality of its location?	Vibrant Community with Rich Culture	Within 1/4 mile: 19 activity generators Within 1/2 mile: 35 activity generators Within 1 mile: 80 activity generators Within 2 miles: 182 activity generators Within 5 miles: 236 activity generators	3	Within 1/4 mile: 7 activity generators Within 1/2 mile: 11 activity generators Within 1 mile: 19 activity generators Within 2 miles: 56 activity generators Within 5 miles: 236 activity generators	2
PC02	Economic Development Opportunities	Will site encourage investment and development to create or contribute to a community hub?	Robust & Resilient Economy	High connectivity with "tourism" center of the city, expanded redevelopment opportunities in the proximity of downtown and Littleton Blvd, and integration with cultural assets. Extremely high cost to develop, however, would dampen economic benefits	2	Opporuntity to complement current projects but would require cooperation from RTD to achieve full potential. Estimated economic impact ~$750M over 30 years if all feasible development is considered.	3
PC03	Proximity to Population Density	How is the site located in relation to local and regional centers of density?	Robust & Resilient Economy	No significant change according to DRCOG data.	-	No significant change according to DRCOG data.	-
PC04	Creation of 24-hour Communities	Can the site help establish or reinforce a 24/7 approach to life in its neighborhood?	Vibrant Community with Rich Culture	There is opportunity for this goal to be meet, however, certain key elements of a 24-hour community do not exist. Land constraints may further limit the possibilities.	2	There is opportunity for this goal to be met, however, certain key elements of a 24-hour community do not exist. There is available land in the area, however, crossing Mineral Ave. is not ideal.	2
PC05	Transit Access	How does the site integrate with existing local/regional mass transit and last mile services? Will it's presence encourage ridership among an integrated public transit service system?	Sustainable Community with Natural Beauty	RTD: Rail Line(s): D Bus Route(s): 30-36-59-66 Flex Area(s): South Jeffco	2	RTD: Rail Line(s): D Bus Route(s): 402L Flex Area(s): South Jeffco Douglas County Link on Demand SW LRT Extension part of unfinished FasTracks Potential for DEN Express Bus Route	3
PC06	Bicycle and Pedestrian Access	Are there opportunities to connect existing or create new, safe connections for bike and pedestrian users coming to and from the station?	Safe Community	Little's Creek Trail, Community Trail, Mary Carter Greenway Lack of recent investment in multimodal connectivity to Downtown LRT Station - have vision from Project Downtown but projects are currently unprioritized.	2	Mary Carter Greenway, Highline Canal Trail, the new cycle track along Platte River Parkway, and Mineral Ave Trail Significant investment over last five years in multimodal connectivity to the Mineral LRT Station.	3
PC07	Parking	Can the site provide right-sized parking reflective of FRPRD's ridership? Can the parking be designed to phase in future development and structured parking on site?	Vibrant Community with Rich Culture	361 existing RTD park-n-ride spaces - Additional parking can be achieved through the addition of structured parking.	2	1227 existing RTD park-n-ride spaces - Additional parking can be achieved through the addition of structured parking.	3
PC08	Civic Impact and Public Space	Through the creative activation and design of public realm spaces, can the site be a community hub and a place reflective of each location's community culture?		Many existing spaces, and plan for redevelopment as part of Project Downtown (i.e. Bega Park). However, was not an input to Project Downtown and LDDA Plan of Development. Residents/merchants/LDDA have not been consulted on impacts of a FRPR Station.	-	Existing access to recreation and nature, large potential for public space development with RTD owned property and Aspen Grove redevelopment.	-
PC09	Opportunity for Private Partnership	Are there opportunities within the station location to engage the private sector to enliven and bring a mix of uses to each station?	Robust & Resilient Economy	Infill and redevelopment opportunities possible, but a narrow scope of private partners due to cost and site challenges, and how much pre-work the city is willing to do/invest to make the site development-ready.	2	More infill and redevelopment opportunities available at this site that would be desirable to a private partner.	3
PC10	Transit-Oriented Communities (TOC) Area	Adherence with state Transit-Oriented Communities (TOC) legislation.	-	Part of TOC designation from state.	-	Part of TOC designation from state.	-
PC11	TIFIA IFAC Grant Candidate & RTD Equitable TOC Policy Priority	Participation in RTD TIFIA IFC Grant studying development feasibility at eight park-n-rides across the district.	-	Inclusion in RTD IFAC Study	-	Inclusion in RTD IFAC Study	-
PC12	Traffic Impacts	Vehicular traffic impacts to surrounding roadways/intersections.	Safe Community	Potential traffic impacts to 7 intersections: Santa Fe Dr & Bowles Ave, Santa Fe Dr & Church Ave, Santa Fe Dr & Prince St, Windermere St & Belleview Ave, Littleton Blvd & Broadway, Santa Fe Dr & Mineral Ave, and Mineral Ave & Jackass Hill Rd. CDOT designing safety improvements at Santa Fe Dr & Church Ave and Santa Fe Dr & Prince St to be construction a future date. Littleton Blvd Sub-Area Plan to be conducted in 2026-2028 and Bowles Ave Corridor Study to be conducted 2027-2028.	1	Traffic impacts at Santa Fe Dr & Mineral Ave, Mineral Ave & Platte Canyon Rd, Mineral Ave & Jackass Hill Rd will already be mitigated with recent improvements at these locations.	3
PC13	Existing housing units	Existing housing units within 1/2 mile of the station.	Robust & Resilient Economy	approx. 2,328 within 1/2 mile	2	approx. 2,138 within 1/2 mile	2
PC14	Anticipated housing units	Anticipated housing units within 1/2 mile of the station.	Robust & Resilient Economy	Pipeline: approx. 132 within 1/2 mile {Montview, 1797 W Powers, Windermere, Curtice St Live/Work}	2	Pipeline: approx. 655 within 1/2 mile {Aspen Grove, Riverpark}; additional 896 units outside of 1/2 mile buffer as part of Tolle, Angeline, and Alexan developments.	3
PC15	Employment Density	How is the site located in relation to local and regional centers of employment density?	Robust & Resilient Economy	No significant change according to DRCOG data.	-	No significant change according to DRCOG data.	-
PC			Planning Criteria and Opportunities Rating	Fair	0.67	Good	0.90
CI	**Costing & Implementability**			Description	Good/Fair/Bad Rating	Description	Good/Fair/Bad Rating
CI01	Platform costs		High Quality Governance	Likely a 9-figure delta for station to move from Mineral to Downtown. No preliminary engineering of planning has been completed for this location. Big costs would be earthwork and retaining walls, possible ROW acquisition, and structures needed due to existing bridges adjacent to the existing station. Unsure if costs would $100M or $999M at this point. Costs would be split between FRPRD and the city. Split is undetermined.	1	$13.1 Million in Phase 2 (pedestrian access, parking, and platforms), $.65 Million in Phase 5	3
CI02	Overall station costs		High Quality Governance	Likely a 9-figure delta for station to move from Mineral to Downtown. No preliminary engineering of planning has been completed fo this location. Big costs would be earthwork and retaining walls, possible ROW acquisition, and structures needed due to existing bridges adjacent to the existing station. Unsure if costs would $100k or $999k at this point.Costs would be split between FRPRD and the city. Split is undetermined.	1	$13.1 Million in Phase 2 (pedestrian access, parking, platforms), $.65 Million in Phase 5 - likely further investments outside of the railroad right-of-way subject to Littleton direction (i.e. a physical station structure and station amenities beyond the platform are not scoped as a part of the SDP).	3
CI03	Additional land acquisition cost		High Quality Governance	2025 appraised value for CCB: $3,332,061 2025 appraised value for Vita: $54,252,000 Total acquisition costs: $57,584,061	1	No anticipated land acquisition	3
CI04	Amenity costs			$10M-50M - Until more detailed station area planning is complete, these are rough estimates on station amenity costs.	-	$10M-50M - Until more detailed station area planning is complete, these are rough estimates on station amenity costs.	-
CI05	Multimodal connections cost		High Quality Governance	**Downtown Station Total = $85M** Prince Street PBL = $20M Little's Creek Redesign = $55M Flume Connection = $10M Community Trail Improvements = $5M	1	Santa Fe Drive Regional Trail Connection = $1.5	3
CI06	Public investment	Amount of public investment in public infrastructure; includes planning through implementation investments over the last five years and projected public investment over the next three years.	High Quality Governance	**Downtown Station Past Investment = $2.3M:** Raised Peds = $1.1M Prince St Protected Bike Lane = $0.6M Trail Connectivity Study = $0.1M Project Downtown = $500K **Downtown Station Future Investment = $37.4M:** Prince Street Link = $1.7M Project Downtown Phase 1 = $30M Santa Fe PEL Early Action Projects = $4M Bowles Corridor Study = $0.8M Littleton Blvd Sub-Area Plan = $0.9M	2	**Mineral Station Past Investment = $101.8M:** Platte Canyon & Mineral Intersection = $1.8M Douglas County Santa Fe Improvement = $100M **Mineral Station Future Investment = $34.5M:** Santa Fe & Mineral Improvements = $24M Mineral Mobility East = $6M Mineral Mobility West = $3.7M Santa Fe Regional Trail Connection = $0.8M	3
CI07	Private Investment	Amount of private investment in surrounding area; includes private investments over the last five years and projected private investment.	-	Limited private investments due to historical district overlay; but most significant is likely ~$55M invested in Vita. For future development - identified roughly $250M in private opportunity for downtown perimeter areas (i.e. parking lots and assets such as Geneva Village), which would generate roughly $900M over 30 years of one-time and ongoing economic impacts.	3	Significant recent investment in Evergreen's Riverpark development, and pending redevelopment of Aspen Grove ("Renew"). (Still generating cost estimates on investment value.) Projected private investment could include over $350M in one-time investments and more than $750M in economic impact over 30 years. Investments could include office, retail, multifamily, and structured parking. Possibly a hotel.	3
CI			Costing Criteria Rating	Fair	0.50	Good	1.00
			Total Scores	Description	Good/Fair/Bad Rating	Description	Good/Fair/Bad Rating
			Rail Service Criteria	Fair	0.53	Good	0.93
			Station Location Criteria	Fair	0.54	Good	1.00
			Planning Criteria and Opportunities	Fair	0.67	Good	0.90
			Costing & Implementability	Fair	0.50	Good	1.00
			Total Score	**Fair**	**0.56**	**Good**	**0.96**