Front Range Rail will connect to Amtrak’s California Zephyr at Denver Union Station in Denver.
**COMMUNITY CRITERIA**
- Generate public and community support
- Help achieve community needs, goals, and desires
- Foster the local community's brand and identity
- Align with area plans / land use / zoning / current projects
- Implement comprehensive plan, long-range plans, and transportation projects

**RAILROAD CRITERIA**
- Affect passenger rail rider access to service and amenities
- Address major design constraints relative to trackage and platform layout/location
- Consider operational and service needs for Amtrak
- Impact future compatibility with Front Range Passenger Rail service and other bus/transit operations
- Affect the capital cost for the station design and supportive infrastructure
PUEBLO STATION AREA PLAN

STATION AREA CRITERIA

- Build on the historic identity of the City and immediate area
- Establish the best character and quality of place through urban design
- Provide linkages to existing commercial and residential assets in the area
- Strengthen the public space and street network in the area
- Impact parking availability and access in the area
- Increase mobility and connectivity for users of all ages
- Encourage walking, biking, and transit ridership to/from other modes of transit and transportation

- The parcel sizes and ownership support feasible station development
- Fosters infill development, redevelopment, and adaptive reuse opportunities adjacent to the site
- Supports existing local businesses and business organizations
- Increase economic activity tax and property tax revenues
- Speed and complexity of the environmental review process
- Impacts on the natural and built environment
- Adversely impact minority and low-moderate income populations
- Improve environmental sustainability considerations

INFORMATIONAL MAPS
<table>
<thead>
<tr>
<th>CATEGORY</th>
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Pros

- Community Criteria:
  - Existing support from the local community through past engagement regarding site potential.
  - Strong potential to increase walking, biking, and transit ridership due to proximity to major transportation routes.
  - Potential alignment with Sustainability Principles as part of Regional Improvement Program (RIP) Future Plan.
  - Some sites contain vacant parcels that could be easy to assemble and develop into station.

- Railroad Criteria:
  - Site can accommodate Amtrak and FNSF, depending upon their future needs.
  - Access for vehicles at front of parcels.
  - High potential for future cross-platforming, allowing for flexibility in platform location.
  - Large-scale development opportunities adjacent to the site may be limited due to historic downtown location.

- Station Area Criteria:
  - Site has “sufficient or adjacent” area for layover/storage tracks for future Front Range expansion.
  - Site is “within a walkshed” for station access.
  - Significant impacts on existing parking access and availability, due to likely relocation and adjustment needed to serve site.

- Econ/Envir Criteria:
  - Some, site availability is limited due to private ownership and existing alternative uses.
  - Suitability for station development program needs to be evaluated.

Cons

- Challenges for stakeholders including the existing owners and tenants, depending upon final site selection and alignment with local and regional plans.

- Some connection to the Pueblo City Transit System, depending upon final Development Plan, depending upon site design considerations.

- Potential alignment with Sustainability Principles as part of Regional Improvement Program (RIP) Future Plan.

- Economic / Environmental Information
  - Station Area Information
  - Community Information
  - Aerial Photograph
  - Site Photographs
  - Railroad Information
  - Economic / Environmental Information

### Preliminary Site Pros + Cons

<table>
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<tr>
<th>Very Unfavorable</th>
<th>Unfavorable</th>
<th>Neutral</th>
<th>Favorable</th>
<th>Very Favorable</th>
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### PROS

- Potential alignment with Special Development Area future land use character, providing for mixed-use design and accessibility.
- Potential for development with safety requirements for trains, vehicles, and pedestrians.
- Potential for development with Amtrak's requirements for safety.
- Potential for development with Colorado DOT's requirements for highway safety.

### CONS

- Limited ability to connect with the public space and street network in Downtown.
- Limited linkages to existing commercial and residential assets in Downtown.
- Limited impacts on existing parking access and availability.
- Limited potential to reduce waiting time and pedestrian activity.

### MIDTOWN AREA

#### Community Criteria

- Site can accommodate both Amtrak and FRPR, depending upon final travel sheds.
- Site may not be able to accommodate through service option.
- Some site availability is limited due to private ownership and existing alternative uses.

#### Railroad Criteria

- Site can accommodate both Amtrak and FRPR, depending upon final travel sheds.
- Site may not be able to accommodate through service option.
- Some site availability is limited due to private ownership and existing alternative uses.

#### Station Area Criteria

- Site can accommodate both Amtrak and FRPR, depending upon final travel sheds.
- Site may not be able to accommodate through service option.
- Some site availability is limited due to private ownership and existing alternative uses.

#### Econ/Envr Criteria

- Site can accommodate both Amtrak and FRPR, depending upon final travel sheds.
- Site may not be able to accommodate through service option.
- Some site availability is limited due to private ownership and existing alternative uses.

### MIDTOWN AREA SITE #2

#### Community Information

- Site can accommodate both Amtrak and FRPR, depending upon final travel sheds.
- Site may not be able to accommodate through service option.
- Some site availability is limited due to private ownership and existing alternative uses.

#### Railroad Information

- Site can accommodate both Amtrak and FRPR, depending upon final travel sheds.
- Site may not be able to accommodate through service option.
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#### Station Area Information

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#### Economic / Environmental Information

- Site can accommodate both Amtrak and FRPR, depending upon final travel sheds.
- Site may not be able to accommodate through service option.
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### Site Photographs

- Aerial Photograph
- Site Photographs
C STREET AREA

<table>
<thead>
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<th>Pros</th>
<th>Cons</th>
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| Community Criteria | • Unknown public and community support for the site.  
• Listed as a priority site under Local Improvement Districts, however, difficulty to derive such brand and identity for the site.  
• Difficulty to obtain economic development for the site in the Transportation Improvement Program (TIP) 2024-2026. |
| Railroad Criteria | • Site can accommodate both Arivale and FRR, depending upon final train routes.  
• Site is a large area with a single access road through a rail right of way, with access to the site via a second access road through a rail right of way, providing potential for future development.  
• Site is not located near a major highway or expressway, providing potential for future development.  
• Site is located within the City of Pueblo, providing potential for future development. |
| Station Area Criteria | • Site is located within the City of Pueblo, providing potential for future development.  
• Site is located near a major highway or expressway, providing potential for future development.  
• Site is located near a major airport, providing potential for future development.  
• Site is located near a major river, providing potential for future development. |
| Econ/Envir Criteria | • Site is located near a major river, providing potential for future development.  
• Site is located near a major airport, providing potential for future development.  
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Preliminary Site Pros + Cons

Very Unfavorable | Unfavorable | Neutral | Favorable | Very Favorable
--- | --- | --- | --- | ---

Aerial Photograph  
Site Photographs  
Community Information  
Railroad Information  
Station Area Information  
Economic / Environmental Information