

IV. Vision

The Mineral Station Area Master Plan will embody the dynamic transit-oriented opportunity of Littleton by embracing the City's core values and crafting a unique, progressive vision for future development. Below are five vision statements that were conceived and vetted through the community and the Mineral Station Advisory Committee.

1. **"The River"** Celebrate the major open space asset of the South Platte Park and Mary Carter Trail by providing balanced pedestrian and bicycle access while preserving and protecting this unique environmental and recreational regional resource.
2. **"The Train"** Leverage the underlying real estate asset of the RTD Park-n-Ride by encouraging high-quality mixed-use development near high frequency light rail.
3. **"Town Brand"** Preserve and enhance the dynamic character and brand identity of Littleton while improving the city's competitive advantage within the region.
4. **"Connect"** Improve pedestrian, bicycle, and vehicular access to and from the Park-n-Ride, the light rail station and adjacent neighborhoods to help reduce vehicular congestion.
5. **"Value Capture"** Partner with adjacent land owners to create a special place that leverages the environmental qualities of the area with unique, Colorado-focused outdoor recreation, food, and health and wellness business opportunities.

V. Planning Framework and Design Principles

Derived from the vision statements, the planning framework is built upon the following guiding principles.

- A. *Encourage a **unique development character** that builds upon the recreation lifestyle.*
The addition of Colorado-focused outdoor oriented light industrial and innovative manufacturing uses could provide much needed jobs to the area and create a special place that leverages the environmental qualities of the South Platte River open space.
- B. *Leverage Littleton's **unique character and brand** by encouraging a development strategy that enhances the value of the area and creates a distinct place within the region.*
The area immediately surrounding Mineral Station could become a thriving mixed use focal point building on the town brand that draws residents, visitors and transit riders. Retail, small offices and a range of housing types may infuse life into the area. Housing, office, and retail uses have the potential to enhance safety with additional "eyes on the street." Recreational spaces and child-friendly community facilities should be woven into the neighborhood fabric.
- C. *Enhance and **improve access** to the South Platte Park and Mary Carter Greenway at strategic locations.*
S. Platte Parkway should transform into a vibrant mixed-use multi-modal corridor, providing a link between the light rail station, Aspen Grove, and the Ensor Property. S. Platte Parkway could gradually develop a more urban "main street" character with a mix of active ground floor uses, attractive façades, and streetscape and trail improvements. South of Mineral, it is envisioned that S. Platte Parkway could become the spine of a "river walk" with significant bicycle and pedestrian improvements along the City Ditch.

Existing trails should be enhanced and connections improved from the neighborhoods to the South Platte River Park and Mary Carter Greenway and existing network of trails west of the neighborhood. The Dad Clark Gulch and City Ditch should be improved as a community amenity with trail and underpass connection to the larger river trail network. In addition, connections to the High Line Canal should be made through Jackass hill as well as along the McLellan Reservoir.

- D. **Encourage pedestrian, bicycle, and vehicular infrastructure improvements** to safely access the RTD Park-n-Ride
- Attractive street and intersection improvements should knit together both sides of S. Platte Parkway creating safe and pedestrian- and bike-friendly connections between the light rail station, the S. Platte River and future development. Vehicular and bus access should be improved from Santa Fe Drive and Mineral Avenue into the park and ride and bus terminal.
- E. **Improve multi-modal circulation** through the entire study area
- Welcoming gateway installations and pedestrian-level signage at key locations could improve visitor orientation and convey a distinct identity. Additional streetscape improvements and traffic calming installations could strengthen safe connectivity throughout the station area. Enhanced bus frequency and additional trail connections would further support walking, bike riding, and transit use in the community.
- F. **Encourage a diverse mix of housing types** with a range of price-points
- A variety of housing types ranging from small lot single family to medium density apartments and condominiums should be provided throughout the station area. These housing types should also include age restricted housing and affordable housing options.
- G. Encourage a **gradual transition in development** from the highest intensity adjacent to the RTD station area to a lower intensity adjacent to the South Platte Park and Mary Carter Trail.
- The development should be most intense with the greatest height near the busy streets of Santa Fe Drive and Mineral Avenue. The building heights and density should taper and reduce as buildings get closer to the South Platte Park open space on the western border of the site.
- H. **Create a distinct high quality mixed-use district** that provides neighborhood-oriented uses and embraces a live-play-shop-connect lifestyle. The community envisions neighborhood services such as small scale retail; housing or offices above ground-floor retail; a neighborhood-scale grocery market; cafes; and a range of small-scale, affordable, and family-friendly restaurants. This can become a reality on the existing 17 acre RTD property.

DRAFT