PURPOSE OF THE PLAN

- Create a land use vision and framework for the future of the Union Neighborhood
- Develop design guidelines
  - Building and site design
  - Pedestrian amenities
  - Safe pedestrian connectivity
Purpose of the Plan

- Develop an overlay for the Union neighborhood area
  - Codify building design
  - Codify site design
  - Codify pedestrian amenities
TONIGHT’S MEETING

- Design Survey Results
- Vision for the Union neighborhood
- Draft recommendations for the Union Neighborhood Plan
Vision Statement

In 20 years, the Union neighborhood is envisioned to be a diverse, thriving community that is walkable and safe. A variety of restaurants and retail make it a destination for residents and visitors alike.Thriving employment and services support those who live and work here. The area is easy to navigate and travel through. The natural beauty of ample landscaping and open space offers tranquility in this vibrant corridor.

The Union neighborhood shall be:

- Safe, with amenities to improve walkability and protected alternative paths for walking and biking.
- Thriving, with amenities, businesses, services, and jobs that support its community and visitors.
- Attractive, with landscaping and design that enhances the area’s role as a community and destination.
- Diverse, with a variety of uses to create a thriving destination.
- Green, with ample open space and sustainable design.

How did we get there?

We reviewed the responses in all 236 surveys received from the Vision exercise for the keywords and concepts that were most popular. Here are the top keywords and concepts used in response to the first question:

Please finish this sentence: “In 20 years, the Union neighborhood should be a place that...”

<table>
<thead>
<tr>
<th>KEYWORDS / CONCEPTS REFERENCED</th>
<th>IN OPEN RESPONSES</th>
<th>NUMBER OF REFERENCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Walkable and/or pedestrian-friendly</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>2. Has more restaurants (or a greater variety of restaurants)</td>
<td></td>
<td>29</td>
</tr>
<tr>
<td>3. Has good public transit options</td>
<td></td>
<td>29</td>
</tr>
<tr>
<td>4. Has public parks</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>5. Has more public spaces</td>
<td></td>
<td>16</td>
</tr>
<tr>
<td>6. Has vibrant green spaces</td>
<td></td>
<td>16</td>
</tr>
<tr>
<td>7. Has open space (public/private/green space)</td>
<td></td>
<td>15</td>
</tr>
<tr>
<td>8. Has less traffic, less congestion, fewer cars</td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>9. Has less residential (apartments, multifamily, density)</td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>10. Has residential (single family, notspecific)</td>
<td></td>
<td>12</td>
</tr>
</tbody>
</table>

Union Corridor Principles and Policies

WORKSHOP PASSPORT

JUNE 27, 2019

TONIGHT’S EXERCISE:

A short presentation will explain the process for this planning effort, as well as feedback received to-date. Community feedback has been synthesized into: planning area characteristics, design principles for design guidelines, and mobility policies. A series of posters presents “what we heard” from the design workshop exercises. We are asking for your feedback on the draft principles and policies.

Do not forget to hand in this passport before leaving.

Results from this workshop (and online version) will inform new design standards and guidelines for the study area.

VISION STATEMENT

The Vision Statement for the Union neighborhood is accurately reflected.

STRAINLY AGREE  AGREE  UNCERTAIN  DISAGREE  STRONGLY DISAGREE

If you disagree or are uncertain, tell us why:

PLANNING AREA #1

The future characteristics for Planning Area #1 (Gateway) are accurately reflected.

STRAINLY AGREE  AGREE  UNCERTAIN  DISAGREE  STRONGLY DISAGREE

If you disagree or are uncertain, tell us why:
TONIGHT'S MEETING – PLANNING AREAS

Union Corridor Planning Areas
FUTURE CHARACTERISTICS AND KEY FEATURES

PLANNING AREA #1
GATEWAY
1A. Should serve as a destination to walk with retail, dining, entertainment, mixed-use, and employment. It should also be pedestrian-friendly and walkable, with high visibility and access from I-25 and the Federal Center.
1B. Provide a large-scale, central park and public space to enhance the visual quality for people to enjoy the mild climate of Colorado and views of the Rocky Mountains.
1C. Providing safe and comfortable connections for pedestrians and bicyclists is critical to the Federal Center. Safe routes should be a priority, and the entire planning area is within a 5-10 minute walk from the Federal Center.
1D. Additional streets (public or private) should be provided to improve access to buildings and parking facilities. Traffic on Union Boulevard, and provide a pedestrian in accordance with the Connectivity Framework Map.
1E. Union Boulevard in this area should be designed to be pedestrian-friendly while also accommodating high-accrual traffic due to the access to I-25 roadway – regional automobile connection.

PLANNING AREA #2
MIXED USE NEIGHBORHOOD
2A. This area should be more pedestrian-friendly and walkable for area residents and employees. This area should include employment as well as residential areas. Shop, eat, walk or restaurants in the ground floor. Offices (lower level) residential area should serve as a buffer and transition to the neighborhoods to the west.
2B. Union Square Park should be a highlight to the area with walking and jogging trails that skirt residents and employees to the park.
2C. Additional streets (public or private) should be provided to improve access to buildings and parking facilities. Traffic on Union Boulevard, and provide a pedestrian in accordance with the Connectivity Framework Map.

PLANNING AREA #3
LOCAL CENTER
3A. Should serve as a local center with employment and retail/restaurants areas project toward enriching the community. Large-scale public/mixed use may be the appropriate to serve as a buffer and transition to the surrounding neighborhoods.
3B. Industry and arts with local, such as a community garden, maker space, or co-working hubs could fit with the existing walk and commercial. Existing existing areas, such as the pond area and fitness parks, with other community amenities, could help increase traffic and serve as destinations in the area.
3C. Improved connectivity (in accordance with the Connectivity Framework Map and Union Boulevard Concept Urban Design Plan) and zones of identity such as a southern gateway feature and an intersection of important and shape a landscaping and stronger building edge treatment along those major streets should be pursued in near development.

Union Corridor Principles and Policies
WORKSHOP PASSPORT
JUNE 27, 2019

TONIGHT'S EXERCISE:
A short presentation will explore the process for this planning effort, as well as feedback received to date. Community feedback has been synthesized into planning area characteristics, design principles for design guidelines, and identity policies. A series of presentations "what we heard" from the design workshop exercises. We are asking for your feedback on the draft principles and policies.

Results from this workshop (and online version) will inform new design standards and guidelines for the study area.

VISION STATEMENT
The future characteristics for Union neighborhood is accurately reflected.

If you disagree or are uncertain, tell us why:

PLANNING AREA #1
The future characteristics for Planning Area #1 (Gateways) are accurately reflected.

If you disagree or are uncertain, tell us why:

PLANNING AREA #2
The future characteristics for Planning Area #2 (Mixed Use Neighborhood) are accurately reflected.

If you disagree or are uncertain, tell us why:

PLANNING AREA #3
The future characteristics for Planning Area #3 (Local Center) are accurately reflected.

If you disagree or are uncertain, tell us why:
TONIGHT’S MEETING – DESIGN PRINCIPLES

Union Corridor Design Principles
KEY PRINCIPLES FOR DESIGN GUIDELINES

CONTEXTUAL
C1 Buildings should respond to the identified characteristics for each Planning area.
C2 Buildings should reflect the landscape, responding to and being advantageous to the unique topography in any applications of the site area.
C3 Buildings should be respectful in neighboring properties, protecting views and providing transparency to the greatest extent possible.

EXPRESSIVE
E1 BLACK AND WHITE – Unifying and participatory design for the corridor. Design heritage is encouraged.
E2 The form of buildings should consist of a void between internal and external masonry. This is especially important for large buildings and development to maximize light.
E3 Building facades should be expressive and architecturally. Corridor materials are encouraged. Simple, unobscuring, repetitive, and transparent materials are encouraged.
E4 Building heights should be staggered along the corridor and within individual blocks to present homogeneity.

LIVELY
L1 Landscaping in the Union Corridor should enhance livability and create activity that promotes community.
L2 Sound levels of buildings should provide a lively experience (street, sidewalk, residential areas), and especially in a corridor of different activities along the street and sidewalk. A lively street environment (shopping, etc.) is by the corridor when other areas are not possible.
L3 Community spaces should be lively, inviting, and efficient. Public spaces are encouraged to create lively and dynamic public environments where people want to congregate. The design should be attractive for pedestrian or bicycle or both.
L4 The Union Corridor should include a variety of public spaces – parks, plazas, and pathways – that provide amenities that make people want to walk, with emphasis here.

SUSTAINABLE
S1 The design of buildings and streets should incorporate environmentally friendly features and materials.
S2 Buildings should be designed so as to encourage flexibility and change of use over time.
S3 Incorporate existing buildings and structures wherever possible to reduce waste and conserve resources.
S4 The corridor should incorporate and encourage alternative transportation use options to help reduce dependence on automobile usage.
S5 Support local business - build local businesses and a vibrant economy for the area.

Union Corridor Principles and Policies
WORKSHOP PASSPORT
JUNE 27, 2019

CONTEXTUAL
The design principles for “Contextual” are accurately reflected.

STRONGLY AGREE  AGREE  UNCERTAIN  DISAGREE  STRONGLY DISAGREE

If you disagree or are uncertain, tell us why:

EXPRESSIVE
The design principles for “Expressive” are accurately reflected.

STRONGLY AGREE  AGREE  UNCERTAIN  DISAGREE  STRONGLY DISAGREE

If you disagree or are uncertain, tell us why:

LIVELY
The design principles for “Lively” are accurately reflected.

STRONGLY AGREE  AGREE  UNCERTAIN  DISAGREE  STRONGLY DISAGREE

If you disagree or are uncertain, tell us why:

SUSTAINABLE
The design principles for “Sustainable” are accurately reflected.

STRONGLY AGREE  AGREE  UNCERTAIN  DISAGREE  STRONGLY DISAGREE

If you disagree or are uncertain, tell us why:
TONIGHT’S MEETING - MOBILITY

Union Corridor Mobility Policies
MOBILITY AND ACCESSIBILITY
DRAFT RECOMMENDATIONS

POLICY #1 - ENHANCE PEDESTRIAN AND BICYCLE CONNECTIVITY AND SAFETY THROUGHOUT THE CORRIDOR
P1.1 Construct a 10-foot wide shared use path along Union Boulevard to safely accommodate bikes and pedestrians as funding permits.
P1.2 Ensure pedestrian and bicycle connections to walking and jogging paths, transit stations, and other destinations.
P1.3 Ensure the construction of pedestrian walkways in future development or redevelopment contexts with Connectivity Framework Map

POLICY #2 - MANAGE TRAFFIC FLOWS ON UNION BOULEVARD
P2.1 Support a shuttle system to connect the light rail station with various stops along the corridor and within the area.
P2.2 Implement congestion management via recommendations generated in the Union Avenue Transportation Study as funding permits.
P2.3 Implement additional traffic mitigating recommendations contained in the Union Area Transportation Study as funding permits.
P2.4 Ensure new development or redevelopment projects in the West Corridor Collaborative Transportation Management Association (TMA) to support alternative transportation modes to reduce traffic demand.

Union Corridor Principles and Policies
WORKSHOP PASSPORT
JUNE 27, 2019

CONTEXTUAL
The design principles for “Contextual” are accurately reflected.

EXPRESSIVE
The design principles for “Expressive” are accurately reflected.

LIVELY
The design principles for “Lively” are accurately reflected.

SUSTAINABLE
The design principles for “Sustainable” are accurately reflected.

MOBILITY POLICY #1
The statements for Mobility Policy #1 are accurately reflected.

MOBILITY POLICY #2
The statements for Mobility Policy #2 are accurately reflected.
OTHER PLANS REFERENCED

- Federal Center/Union Boulevard Corridor Connectivity Plan (2011)
- Union Boulevard Corridor Urban Design Plan (2011)
- Union Area Transportation Study (2018)
PROJECT SCHEDULE

- July 5: Surveys at Lakewood.org/UnionVision
- July 18: Review Final Recommendations
- Planning Commission and City Council
- Development of Overlay District and Design Guidelines
MEETING SUMMARIES AND UPDATES

www.Lakewood.org/UnionVision