

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 136 surveys received from the Vision exercise for the keywords and concepts that people were talking about most. 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...”

KEYWORDS / CONCEPTS REFERENCED IN OPEN RESPONSES		NUMBER OF REFERENCES
1	Is walkable and/or pedestrian-friendly	33
2	Has more restaurants (or a greater variety of restaurants)	28
3	Has good traffic flow / is an efficient corridor	23
4	Is safe / no crime / safe for pedestrians and bikes	20
5	Has retail / shopping / stores	18
6	Is vibrant / great place / is a destination / thriving / enjoyable / inspires pride	16
7 (tie)	Has open space/parks/trails/green space	15
	Has less density or limited growth	
8	Has less traffic, less congestion, fewer cars	14
9	Has less residential (apartments, multifamily, condos)	13
10 (tie)	Has residential (general, non-specific)	12
	Is a commercial (general)/business center	

Union Corridor Planning Areas

FUTURE CHARACTERISTICS AND KEY FEATURES



PLANNING AREA #1 |

GATEWAY

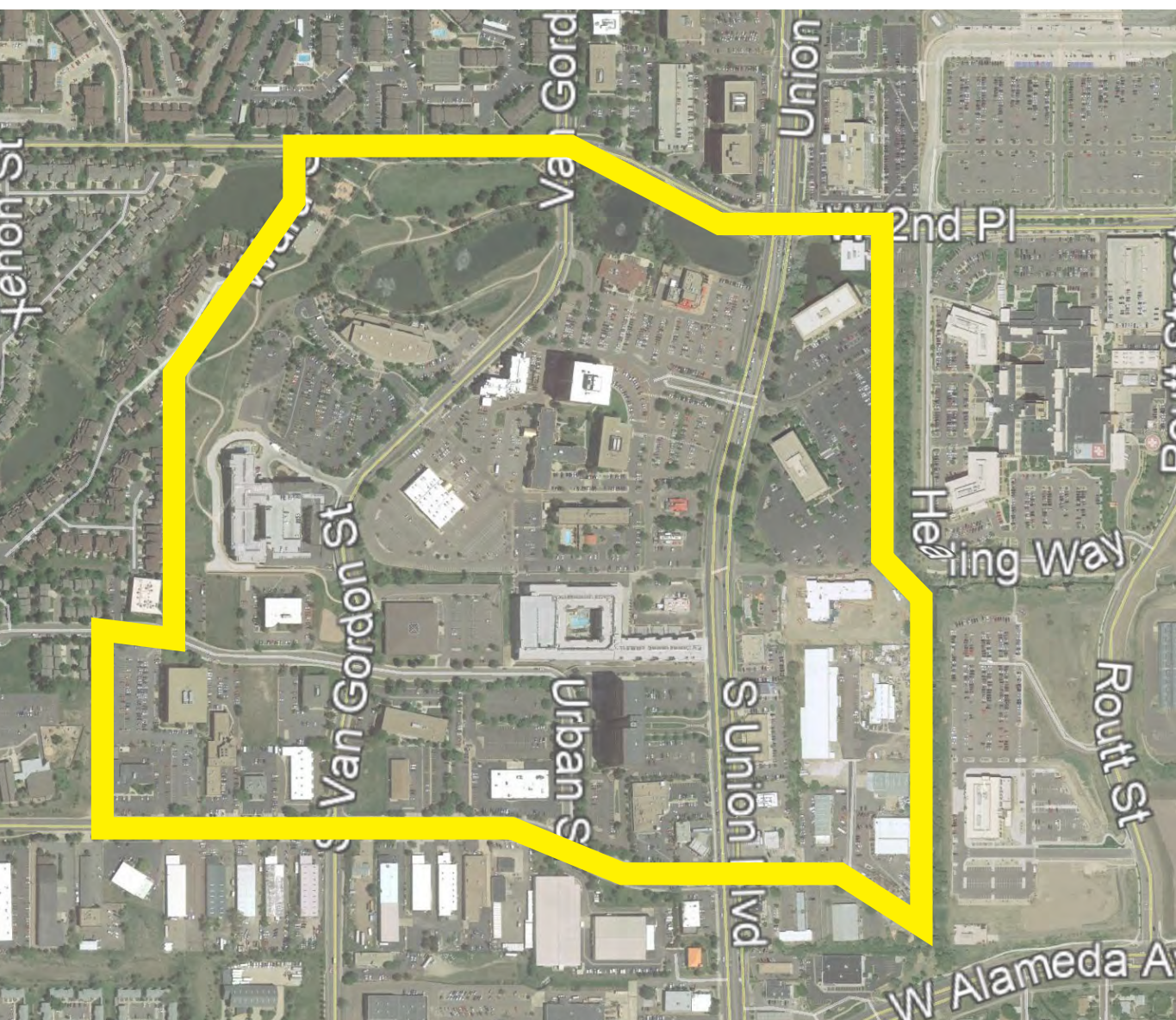
1A Should serve as a **destination** to the corridor with primarily **entertainment, retail/restaurant and employment** uses. It should also be a **gateway** to the corridor and an iconic area for Lakewood, with **high visibility and access** from 6th Avenue and the Federal Station.

1B New development should incorporate **public space** elements like plazas and parks for people to enjoy the **mild climate** of Colorado and **views** of downtown Denver and the foothills.

1C Providing **safe and comfortable connections** for pedestrians and bicyclists to the **Federal Center light rail station** should be a priority, as the entire planning area is within a 5-10 minute walk to the station - as long as there are comfortable places to walk/bike.

1D Additional streets (public or private) should be provided to **improve auto access** to buildings and parking facilities, **mitigate traffic** on Union Boulevard, and **provide sidewalks** for pedestrians in accordance with the Connectivity Framework Map.

1E Union Boulevard in this area should be designed to be **pedestrian friendly while also accommodating high automobile traffic** due to the access to 6th Avenue - a regional automobile connection.



PLANNING AREA #2 |

MIXED USE NEIGHBORHOOD

2A Should serve as a **mixed use neighborhood and transition** area from Planning Area #1. This area should include **employment** as well as **residential** uses, ideally with **retail or restaurants** on the ground floor. Other, lower scale residential uses 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 connect residents and employees to the park.

2C Additional streets (public or private) should be provided to **improve auto access** to buildings and parking facilities, **mitigate traffic** on Union Boulevard, and **provide sidewalks** for pedestrians in accordance with the Connectivity Framework Map.



PLANNING AREA #3 |

LOCAL CENTER

3A Should serve as a **local center** with **employment and retail/restaurant** uses geared toward serving the **community**. Some **lower-scale residential** uses may be appropriate to serve as a **buffer and transition** to the surrounding neighborhoods.

3B Industry and arts with local flair, such as a **brewery/distillery, maker space, or coworking hub** would fit in with the existing uses and character. **Bolstering existing** uses, such as the grocery store and fitness studio, with **other community-serving** uses would help increase vitality and sense of community in this area.

3C Improved **connectivity** (in accordance with the Connectivity Framework Map and Union Boulevard Corridor Urban Design Plan) and **sense of identity** such as a **southern gateway feature** at the intersection of Alameda and Union and **beautification and a stronger building edge treatment** along these major streets should be pursued in new development.

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 taking advantage of the unique topography in some locations of the plan area.
- C3** Buildings should **be respectful** to neighboring properties, **protecting views and providing transitions** to the greatest extent possible.



EXPRESSIVE

- E1** Architectural styles should not prescribe to a singular style. **Unique expression** is encouraged.
- E2** The **forms of buildings** should be varied to **provide interest and human scale**. This is especially important for large buildings and developments to break up the scale.
- E3** Building facades should be expressive, yet balanced. **Durable materials** are encouraged in simplified, timeless configurations. A **mixture of solid and transparent materials** is encouraged.
- E4** Building heights should be **different** along the corridor and within individual blocks, to prevent homogeneity.



LIVELY

- L1** New development in the Union Corridor should **enhance livability and activity** offering a **variety of experiences and uses**.
- L2** Ground floors of buildings should provide **active uses** (retail storefronts, restaurant/cafe seating, residential stoops, etc.) wherever feasible to create a **vibrant experience along the street and sidewalk**. Adding **visual interest** (landscaping, art, architectural detailing, etc.) to the ground floor where active uses are not feasible is a priority.
- L3** **Enhanced streetscape** (street trees, benches, lighting, and other pedestrian amenities) help to create a **lively and comfortable atmosphere** where people want to linger. The streetscape is as important as the ground floor design of a building.
- L4** The Union Corridor should offer a variety of public spaces - **parks, plazas, and pathways** - that **provide amenities** that make people want to live, work and play here.



SUSTAINABLE

- S1** The design of buildings and sites should incorporate **environmentally friendly features and materials**.
- S2** Buildings should be designed for the long-term - allowing **flexibility and change of use** over time.
- S3** Incorporate **existing buildings and structures** whenever feasible to **reduce waste and conserve resources**.
- S4** New development should incorporate and encourage **alternative transportation mode options** to help **reduce emissions and alleviate traffic congestion**.
- S5** Support **local economy** - bolster local businesses and a diverse economy for the area.



Union Corridor Mobility Policies

MOBILITY AND ACCESSIBILITY

DRAFT RECOMMENDATIONS

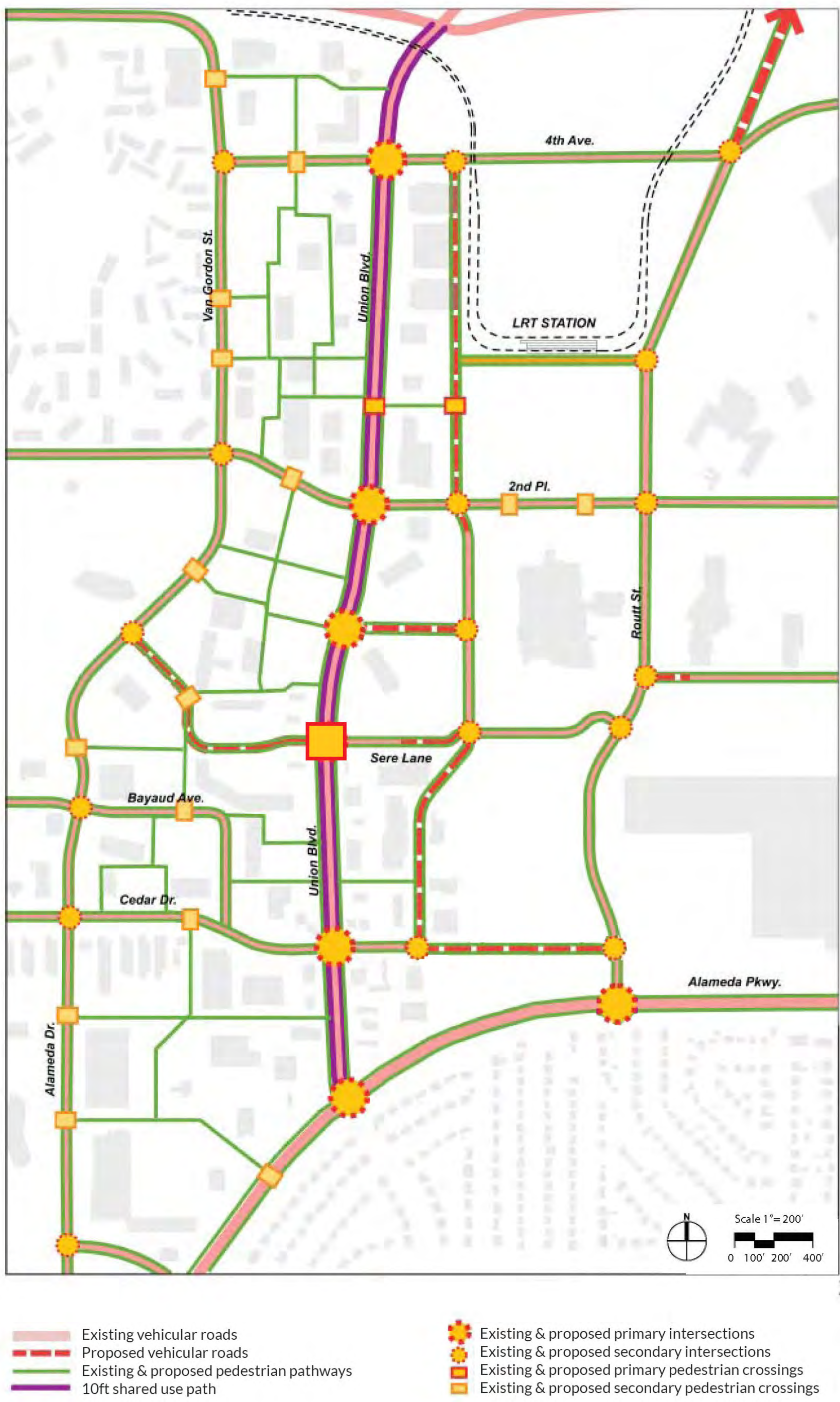
POLICY #1 - ENHANCE PEDESTRIAN AND BICYCLE CONNECTIVITY AND SAFETY THROUGHOUT THE CORRIDOR

- P1.1** Construct a 10-foot wide shared use path along Union Boulevard to safely accommodate bikes and pedestrians as funding permits.
- P1.2** Create pedestrian and bicycle connections to walking and jogging paths, transit stations, and other destinations.
- P1.3** Require the construction of pedestrian walkways in future development or redevelopment consistent with Connectivity Framework Map (below). These pedestrian walkways will create a network of interconnected safe and attractive walkways for pedestrians throughout the area.

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** With redevelopment or new development, implement the recommendations contained in the Union Area Transportation Study to connect Cedar Drive with Routt Street and extend Routt Street across 6th Avenue to Quail Street (including pedestrian and bike facilities).
- P2.3** Implement additional traffic mitigating recommendations contained in the Union Area Transportation Study as funding is available.
- P2.4** Require new development or redevelopment participate in the West Corridor Collaborative Transportation Management Association (TMA) to support alternative transportation solutions to mitigate traffic impacts.

CONNECTIVITY FRAMEWORK MAP



What is a Transportation Management Association?

A Transportation Management Association (TMA) is a public-private partnership designed to address traffic congestion and air quality issues. A TMA can bring together multiple organizations and individuals to address these issues. TMA activities can range from providing information on available transportation alternatives to taking an active role in site-design elements that can effectively impact travel demand.



OTHER PLANS TO REFERENCE:

