UNION
NEIGHBORHOOD
VISION PLAN

September 2019
Acknowledgments

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PURPOSE OF THE PLAN

The Union Neighborhood Vision Plan was developed to create a set of recommendations to guide and direct future development and redevelopment for the Union neighborhood. The intent of the plan is to:

- Identify key characteristics and features that define the Union neighborhood.
- Develop a long-term vision for the neighborhood.
- Develop principles for design guidelines and recommended land uses that will serve as the foundation for the development of a Union Neighborhood Overlay District.

THE PLANNING AREA

Located in northwest Lakewood, the Union neighborhood planning area is an active, busy area with office buildings, hotels, apartments, restaurants and numerous other businesses. The neighborhood and adjacent areas contain the largest number of employers in the City with the Denver Federal Center and the St. Anthony Medical Campus lying just to the east of the planning area.

The Union neighborhood serves as one of Lakewood’s transportation hubs with the Regional Transportation District’s transit center located in the northeast portion of the planning area. The transit center contains both a bus transfer center and the Federal Center Light Rail Station (Federal Center Station), which provides easy and direct access to downtown Denver and Denver International Airport. Union Boulevard, which bisects the neighborhood, serves as an important north/south route between W. Alameda Ave. and W. 6th Ave.

The Union neighborhood is one of the City’s major hospitality areas with five hotels located within the planning area. These hotels serve those visiting the area that desire quick and convenient access to both downtown Denver and the mountains to the west. In addition, the hotels provide for those visiting the St. Anthony Medical Campus or attending meetings at the Denver Federal Center.
There is a 59-acre vacant site to the north of the Federal Center Station that is currently owned by the General Services Administration (GSA). The GSA is in the process of disposing of this site and the status of the area is unknown at this time.

A number of residential neighborhoods sit adjacent to the planning area. Directly to the west are numerous multi-family neighborhoods while single-family neighborhoods are located to the south of W. Alameda Ave.
RELATED PLANS

A number of additional plans have been developed for this neighborhood area in recent years. These plans must be considered in conjunction with the Union Neighborhood Vision Plan as they provide thorough analysis of, and guidance for, enhanced pedestrian and bicycle connectivity and safety, transportation improvements, and recommendations for branding and enhancing the Union area. The Union Neighborhood Vision Plan is not considered a stand-alone plan, rather a plan that complements and reinforces many of the recommendations from the previously adopted plans and accepted studies.

Federal Center/Union Boulevard Connectivity Plan

Adopted in July 2011, the Federal Center / Union Boulevard Corridor Connectivity Plan (Connectivity Plan) was developed to address changing mobility needs along the Union Boulevard corridor, adjacent neighborhoods, and the Federal Center transit center. The primary goal was to identify recommendations that would enhance and improve pedestrian, bike and vehicular connectivity and access in the area.

Union Boulevard Corridor Urban Design Plan

Following the adoption of the Federal Center/Union Boulevard Corridor Connectivity Plan, the Union Boulevard Corridor Urban Design Plan (Urban Design Plan) was adopted in November 2011. The purpose of the Urban Design Plan was to build on the recommendations outlined in the Connectivity Plan, provide recommendations to establish a sense of place for the Union area, and ensure that the future of the area is attractive and walkable.

Union Area Transportation Study

The Union Area Transportation Study was a two-year study and public outreach effort to create a list of projects that could be incorporated into the Capital Improvement and Preservation Plan to improve transportation in the area. The study identified 39 projects to relieve congestion in the area and developed a three-step prioritization process for implementing those recommendations. The study was accepted by City Council in February 2018.
IMPLEMENTATION OF RELATED PLANS

Several recommended projects from these three plans have been completed or are in design including the:

- Installation of a Hawk Signal on Union Blvd. between 2nd Place and 4th Ave. to allow for safe pedestrian and bicycle crossings to the Federal Center Station and transit center.

- Construction of a pedestrian path through the parking lot between 2nd Place and 4th Ave. that provides a safe and direct connection to the Federal Center Station and transit center.

- Construction of steps and a bike ramp connecting the transit center to the Union neighborhood. Art work was installed adjacent to the stairs to enhance the pedestrian experience as part of the partnership between Lakewood and the Regional Transportation District public art work program.

- Construction and dedication of a public easement of a portion of Taft Street by Fairfield Inn & Suites at 140 Sere Lane. With future new development, Taft Street will be required to connect with Cedar Lane.

- Design of a mid-block pedestrian crossing at Sere Lane slated for construction in 2020.

- Design of new traffic lane geometry to allow two lanes to enter onto eastbound West 6th Ave. from northbound Union Boulevard is underway.
COMMUNITY OUTREACH

The community outreach for the planning process was designed to capture those who live, work, or have a business within the planning area, and those within proximity to it. The following outreach efforts were utilized to ensure affected and interested parties were notified of meetings and kept up-to-date with the process.

- Two postcards announcing upcoming meeting dates were mailed to 2,264 individual addresses within the planning area.
- Two postcards announcing upcoming meeting dates were mailed to 23 registered neighborhoods, homeowners and business organization within or adjacent to the planning area.
- Eight posts on Next Door were made to 20 neighborhoods in and adjacent to the planning area announcing upcoming meetings. The posts reached approximately 6,500 individuals.
- Lakewood staff regularly attended the Union Corridor Professionals Group and announced upcoming meeting dates.
- An interactive website (www.Lakewood.org/Union-Vision) was developed and regularly updated. The website provided the opportunity for those who were unable to attend a community meeting to complete the surveys and follow the planning process.
- The Union Corridor Professionals Group placed meeting announcements in its e-newsletter.
- An email notification was sent out to the 23 registered organizations notifying them of upcoming Planning Commission and City Council public hearings.
### Community Outreach Map

<table>
<thead>
<tr>
<th>Direct mailings to:</th>
<th>Direct mailings to contact person for registered:</th>
<th>Online Outreach:</th>
<th>Outreach at meetings:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents &amp; Businesses</td>
<td>HOAs, Neighborhood Organizations</td>
<td>Next Door Posts</td>
<td>Union Corridor Professionals Group</td>
</tr>
</tbody>
</table>

**Map 3: Community Outreach Areas**
COMMUNITY INPUT

Five community meetings were held between April and August 2019. In addition to the community meetings, surveys and meeting information were placed on www.Lakewood.org/UnionVision for those unable to attend the community meetings.

Survey & Meetings 1 & 2: Vision
Survey & Meeting 3: Building & Site Design
Survey & Meeting 4: Draft Recommendations
Survey & Meeting 5: Final Recommendations

Survey & Meeting 1: Vision

The intent of the first meeting was to develop an overall vision for the Union neighborhood and to identify appropriate characteristics and land uses that would achieve that vision. Because of the unique characteristics throughout the area, the overall Union neighborhood planning area was divided into three distinct planning areas: Planning Area 1 on the north, Planning Area 2 in the middle, and Planning Area 3 on the south. The three planning areas were developed based on the following criteria:

<table>
<thead>
<tr>
<th>The current land uses and function of the area</th>
<th>Adjacent land uses</th>
<th>Proximity to the Federal Center Station &amp; the transit center (walking time)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscaping treatment</td>
<td>Relative size of each area</td>
<td>Location within the Union neighborhood</td>
</tr>
</tbody>
</table>

Map 3: Three Planning Areas
PLANNING AREA 1: EXISTING LAND USES

Planning Area 1 is located between W. 6th Ave and 2nd Pl. and Routt St. and Van Gordon St. The current land uses in Planning Area 1 are predominately office and restaurant uses. The Sheraton Hotel is located on the east side of Union Boulevard near the Federal Center Station and transit center and the vacant GSA site sits directly to the north of the transit center. Planning Area 1 has easy access to West 6th Ave. and is within a 10-minute walk to the Federal Center Station and transit center. Good pedestrian access to the transit center is provided by a Hawk signal mid-block between 2nd Place and 4th Ave., a pedestrian walkway connecting through the parking lot on the west side of Union Boulevard, and stairs and a bike ramp to the transit center.

Map 4: Planning Area 1 Existing Land Uses
PLANNING AREA 2: EXISTING LAND USES

Planning Area 2 is located between 2nd Pl. and Cedar St. Directly to the east of Area 2 is the St. Anthony Medical Campus while the area directly to the west contains residential. Union Square Park is located just west of Van Gordon St. in the western portion of the area. Planning Area 2 contains the greatest mix of uses of the three planning areas with residential, office, retail and hotels comprising the majority of uses within the planning area. A small but defined area on the southeast corner of the area contains auto-related services and light industrial uses.

Map 5: Planning Area 2 Existing Land Uses
Planning Area 3 is located between Cedar Dr. and W. Alameda Pkwy. The majority of land uses in this area are retail, light industrial and auto-related services. Access to many of the retail uses is taken off W. Alameda Pkwy. and W. Alameda Dr. This area provides services to the residential neighborhoods to the south and west and those traveling on W. Alameda Pkwy. Neighborhood-serving restaurants are clustered on the southeast edge of the planning area. Large parking lots are located near the larger retail centers in this area.

### Map 6: Planning Area 3 Existing Land Uses

- **AUTO**: Gas Station, Repair Shop, Car Wash, Car Sales
- **HOTEL**: Hotel, Motel, Extended Stay
- **OFFICE**: Business Office, Medical Office, Urgent Care
- **RESIDENTIAL**: Single Family, Townhomes, Multifamily
- **ENTERTAINMENT CENTER**: Movie Theater, Bowling Alley, Shooting Range, Miniature Golf
- **INSTITUTIONAL**: Government Building, School, Library, Hospital
- **PERSONAL SERVICE**: Fitness Center, Bank, Hair/Nail Salon, Massage Therapy, Chiropractor
- **RETAIL**: Drive-thru, Sit down
- **EVENT CENTER**: Warehouse, Distribution Center, Manufacturing
- **LIGHT INDUSTRIAL**: Grocery Store, Clothing Store, Household Goods, Supply Store
- **PUBLIC STORAGE**: Grocery Store, Clothing Store, Household Goods, Supply Store
Survey and Meeting 2 were a repeat of Survey and Meeting 1. The additional meeting was held to ensure adequate community input was received.

Survey & Meeting 3: Site and Building Design
The purpose of Survey and Meeting 3 was to begin the discussion of the appropriate building and site design for the Union neighborhood. Included in the survey were questions intended to form a set of design guidelines for the Union neighborhood. Discussion included recommendations for specific design elements, building design, public amenities, building styles and priorities for development.

Survey and Meeting 4 provided the opportunity for participants to review the survey responses to each design question from Survey and Meeting 3. Survey respondents were asked to review the survey responses and provide input on those results.

Survey & Meeting 5: Final Recommendations
Based on the responses to Survey 4, a final set of recommendations was presented for input. The final recommendations included the vision statement, key characteristics for each of the three planning areas, recommended land uses for each of the three planning areas, key design principles and recommendations, and mobility principles.
Example Boards for Design

**BUILDING STYLES**

- Example style: Dwellings with semi-private entrances for the pedestrian.
- Examples: Photos of various buildings featuring this type of design.
- Note: The text explains the significance of this style and how it relates to urban planning.

**BUILDING DESIGN**

- Example design: Gateway, preservation of the century-old buildings.
- Examples: Photos showing the integration of historical architecture.
- Note: The text discusses the importance of preserving historical structures and how it impacts the overall design.

**PUBLIC PLAZA**

- Example plaza: A well-enchanted community space.
- Examples: Photos of vibrant open spaces.
- Note: The text highlights the role of public plazas in community engagement and urban design.

Example Boards for Draft Recommendations

**Union Corridor Planning Areas**

- Future characteristics and key features:
  - Gateway: Enhance pedestrian and bicycle connectivity and safety throughout the corridor.
  - Design Neighborhood: Mix use of high-density, mid-rise, and low-rise.
  - Mixed-Use Neighborhood: Blend retail, office, and residential uses.

**Union Corridor Design Principles**

- Key principles for design guidelines:
  - Contextual: Enhance pedestrian and bicycle connectivity.
  - Expressive: Use signage to enhance legibility.
  - Lively: Incorporate public art and outdoor space.
  - Sustainable: Promote green infrastructure and energy efficiency.

**Union Corridor Mobility Policies**

- Mobility and accessibility draft recommendations:
  - Policy #1: Enhance pedestrian and bicycle connectivity and safety.
  - Policy #2: Manage traffic flows on Union Boulevard.

Page 13 | Union Neighborhood Vision Plan
A vision statement is intended to set the long-term direction for an area. The Union neighborhood vision was developed with feedback from the community in response to the question, “In 20 years the Union neighborhood will be...” The vision statement for the Union neighborhood provides the overall guidance for the recommendations contained in this Plan.

**UNION NEIGHBORHOOD VISION:**

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.

<table>
<thead>
<tr>
<th>THE UNION NEIGHBORHOOD SHALL BE:</th>
<th>SAFE, with amenities to improve walkability and protected alternative paths for walking and biking.</th>
<th>THRIVING, with amenities, businesses, services, and jobs that support its community and visitors.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATTRACTIONE, with landscaping and design that enhances the area’s role as a community and destination.</td>
<td>DIVERSE, with a variety of uses to create a thriving destination.</td>
<td>GREEN, with ample open space and sustainable design.</td>
</tr>
</tbody>
</table>
Recommendations for Key Characteristics & Land Uses
Planning Area 1 has been identified as a destination for the corridor with primarily entertainment, retail, restaurants and employment uses. It should serve as a gateway to the neighborhood and be an iconic area for Lakewood due to its high visibility and access to W. 6th Ave. and the Federal Center Station and transit center.

### KEY CHARACTERISTICS

| Public space elements such as plazas and parks should be incorporated with new development and redevelopment. | Additional streets (both public and private) should be provided to improve auto access to buildings and parking facilities and mitigate traffic on Union Boulevard. Shared use paths for pedestrian and bicyclists should be provided in accordance with the Connectivity Framework Map (page 36). |
| Safe and comfortable connections for pedestrians and bicyclist to the Federal Center Station and transit center should be a priority. | Union Boulevard should be designed to be pedestrian friendly while accommodating high automobile traffic due to its access to W. 6th Ave. |

**Photos of Planning Area 1**

![Image](image_url)

**Map 7: Planning Area 1 Boundary**

![Map](map_url)
The recommended land uses and proposed Zoning Ordinance changes for Planning Area 1 are listed below. Map 8 on page 20 shows the current zone districts within Planning Area 1.

| PROHIBITED LAND USES IN PLANNING AREA 1 | M-E-T ZONE DISTRICT  
Mixed Use - Employment - Transit |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommendation: Prohibit automobile sales, gas stations, automobile repair, accessory dwelling units, contractor shops, manufacturing, outdoor storage.</td>
<td>Recommendation: No additional change to land use permissions.</td>
</tr>
<tr>
<td>Rationale: These uses are not compatible with the recommended future characteristic for Planning Area 1 to create a destination for entertainment, retail and restaurants.</td>
<td>Rationale: The amount of residential space in any development is currently limited to 50% of the total building gross floor area. In addition, the lower 2 floors of all buildings adjacent to Union Blvd. must be designed to accommodate non-residential space.</td>
</tr>
</tbody>
</table>

| M-G-T ZONE DISTRICT  
Mixed Use - General - Transit | M-C-T ZONE DISTRICT  
Mixed Use - Core - Transit |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommendation: Add the requirement to mandate a vertical mix of uses for new development adjacent to Union Blvd.</td>
<td>Recommendation: Ensure adequate park/plaza areas are incorporated with development. There are no additional recommended changes to land use permissions.</td>
</tr>
<tr>
<td>Rationale: This will support the area as a gateway destination.</td>
<td>Rationale: A vertical mix of uses is currently required for new development adjacent to Union Blvd. and Routt St.</td>
</tr>
</tbody>
</table>
Planning Area 2 has been identified as a mixed use neighborhood. This area should include employment as well as residential uses, ideally with retail or restaurants on the ground floor.

**KEY CHARACTERISTICS**

- Union Square Park should be a highlight to the area with walking and jogging trails that connect residents and employees to the park.

- Additional streets (both public and private) should be provided to improve auto access to buildings and parking facilities and mitigate traffic on Union Boulevard. Shared use paths for pedestrian and bicyclists should be provided in accordance with the Connectivity Framework Map (page 36).
**ZONING AND LAND USE**

The recommended land uses and proposed Zoning Ordinance changes for Planning Area 2 are listed below. Map 10 on page 24 shows the current zone districts within Planning Area 2.

<table>
<thead>
<tr>
<th>PROHIBITED LAND USES IN PLANNING AREA 2</th>
<th>M-E-S ZONE DISTRICT</th>
<th>M-E-U ZONE DISTRICT</th>
<th>M-C-T ZONE DISTRICT</th>
<th>M-G-T ZONE DISTRICT</th>
<th>M-G-U ZONE DISTRICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommendation: Prohibit automobile sales, gas stations, automobile repair, accessory dwelling units, contractor shops, manufacturing, outdoor storage.</td>
<td>Recommendation: No additional change to land use permissions.</td>
<td>Recommendation: No additional change to land use permissions.</td>
<td>Recommendation: No additional change to land use permissions.</td>
<td>Recommendation: Add the requirement to mandate a vertical mix of uses for new development adjacent to Union Blvd.</td>
<td>Recommendation: Add the requirement to mandate a vertical mix of uses for new development adjacent to Union Blvd.</td>
</tr>
<tr>
<td>Rationale: These uses are not compatible with the recommended future characteristic for Planning Area 2 to create a mixed-use neighborhood.</td>
<td>Rationale: The amount of residential space in any development is currently limited to 50% of the total building gross floor area.</td>
<td>Rationale: A vertical mix of uses is currently required for new development adjacent to Union Blvd.</td>
<td></td>
<td>Rationale: This will support the mixed-use character of the area.</td>
<td>Rationale: This will support the mixed use character of the area.</td>
</tr>
</tbody>
</table>
Planning Area 3: Local Center

Planning Area 3 has been identified as a local center with employment, retail, and restaurant uses that are geared towards serving the community.

KEY CHARACTERISTICS

<table>
<thead>
<tr>
<th>Industry and arts with local flair, such as a brewery/distillery, maker space, or co-working hubs, should be encouraged.</th>
<th>A sense of identity such as a southern gateway feature at the intersection of Alameda Ave. and Union Blvd. should be encouraged.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing uses, such as the grocery store and fitness center, should be bolstered with other community serving uses to increase the vitality and sense of community in this area.</td>
<td>Beautification and a strong building edge treatment along these major streets should be pursued in new development or redevelopment.</td>
</tr>
<tr>
<td>Improved connectivity in accordance with the Connectivity Framework Map (page 36) should be implemented.</td>
<td></td>
</tr>
</tbody>
</table>

Photos of Planning Area 3

Map 11: Planning Area 3 Boundary
ZONING AND LAND USE

The recommended land uses and proposed Zoning Ordinance changes for Planning Area 3 are listed below. Map 12 on page 28 shows the current zone districts within Planning Area 3.

PROHIBITED LAND USES IN PLANNING AREA 3

Recommendation: Prohibit residential in all Zone Districts.

Rationale: Residential uses are not compatible with the recommended future characteristics for Planning Area 3 to create a local center with employment, retail and restaurants to serve the community.

L-I ZONE DISTRICT
Light Industrial

Recommendation: Add the following permitted uses: bar/brewery, gallery, studio, school, indoor entertainment center.

Rationale: These additional uses will allow for maker spaces, co-working space, breweries and art space.

M-E-U ZONE DISTRICT
Mixed Use - Employment - Urban

M-G-U ZONE DISTRICT
Mixed Use - General - Urban

M-G-S ZONE DISTRICT
Mixed Use - General - Suburban

M-E-S ZONE DISTRICT
Mixed Use - Employment - Suburban

Recommendation: No additional change to land use permissions.

Rationale: The remaining land use permissions are compatible with the recommended future characteristics for Planning Area 3 to create a local center with employment, retail and restaurants to serve the community.
Recommendations for Design Guidelines

A set of design guidelines should be developed for the Union neighborhood based on the following four key principles and associated recommendations. The key principles and recommendations should apply to new development or redevelopment within the entire Union neighborhood planning area. New development in the neighborhood should respond to the key characteristics and defined identity for each Planning Area.

**PRINCIPLE 1: CONTEXTUAL**
Buildings should respond to and respect the adjacent areas

<table>
<thead>
<tr>
<th>Recommendation C1</th>
<th>Recommendation C2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buildings should respond to the identified characteristics for each Planning Area.</td>
<td>Buildings should reflect the landscape, responding to and taking advantage of the unique topography in some locations of the plan area.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommendation C3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building design should be respectful to neighborhood properties, protecting views and providing transitions to the greatest extent possible.</td>
</tr>
</tbody>
</table>

The current maximum height permitted in the Mixed-Use Commercial Transit (M-C-T) and Mixed-Use General Urban (M-G-U) zone districts should be reduced.
## PRINCIPLE 2: EXPRESSIVE
Buildings should be unique

<table>
<thead>
<tr>
<th>Recommendation E1</th>
<th>Recommendation E3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Architectural styles should not prescribe to a singular style. Unique expression is encouraged.</td>
<td>Building facades should be expressive, yet balanced. Durable materials are encouraged in simplified, timeless configurations. A mixture of solid and transparent materials is encouraged.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommendation E2</th>
<th>Recommendation E4</th>
</tr>
</thead>
<tbody>
<tr>
<td>The forms of buildings should be varied to provide interest and human scale, particularly for large buildings and developments.</td>
<td>Building height should vary along the corridor and within individual blocks to prevent homogeneity.</td>
</tr>
</tbody>
</table>

## PRINCIPLE 3: LIVELY
Buildings and sites should offer a variety of experiences from public plazas to active uses

<table>
<thead>
<tr>
<th>Recommendation L1</th>
<th>Recommendation L3</th>
</tr>
</thead>
<tbody>
<tr>
<td>New development in the Union neighborhood should enhance livability and activity and offer a variety of experiences and uses.</td>
<td>Enhanced streetscape including street trees, benches, lighting, and other pedestrian amenities should be included to create a lively and comfortable atmosphere where people want to linger.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommendation L2</th>
<th>Recommendation L4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground floors of buildings should provide active uses such as retail storefronts, restaurant and café seating, and residential stoops wherever feasible to create a vibrant experience along the street and sidewalk. Visual interest including landscaping, art, and architectural detailing should be added to the ground floor where active uses are not feasible.</td>
<td>The Union neighborhood should offer a variety of public spaces – parks, plazas, and pathways – that provide amenities that make people want to live, work and play here.</td>
</tr>
</tbody>
</table>
# PRINCIPLE 4: SUSTAINABLE

Buildings and sites should include sustainable elements and design

<table>
<thead>
<tr>
<th>Recommendation S1</th>
<th>Recommendation S4</th>
</tr>
</thead>
<tbody>
<tr>
<td>The design of the buildings and sites should incorporate environmentally friendly features and materials.</td>
<td>New development should incorporate and encourage alternative transportation mode options to help reduce emissions and alleviate traffic congestion.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommendation S2</th>
<th>Recommendation S5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buildings should be designed for the long-term – allowing for flexibility and change of use over time.</td>
<td>Developments should bolster and support local businesses and a diverse economy.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommendation S3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing buildings and structures should be incorporated whenever feasible to reduce waste and conserve resources.</td>
</tr>
</tbody>
</table>
IDENTIFIED BUILDING DESIGN PREFERENCES

Facade Articulation
Facades should be layered, proportional and symmetrical.

Transparency
Building facades should include a mix of glass with solid areas.

Building Mass
Massing should be varied and step down in scale on building sides and fronts adjacent to streets.

Roof Forms and Heights
Building heights should be mixed.

Ground Floor Design
Ground floor design should be landscaped and contain architectural features.

Color
Building materials should be comprised of earth tones.

Material composition
Buildings should include two to three materials.

Materials
Buildings should be comprised of stone masonry.
IDENTIFIED STREETSCAPE DESIGN PREFERENCES

Landscaping
The street rights-of-way should contain street trees

Water quality
Landscape should include treatment for water quality

Shared Use Paths
Shared use paths should be provided

IDENTIFIED PUBLIC PLAZA DESIGN PREFERENCES

Walking Paths
Public plazas should contain walking paths

Seating areas
Public plazas should provide seating areas

Art and Sculptures
Public plazas should contain public art and sculptures
The Union neighborhood is an active area that attracts transit users, pedestrians, bicyclists and vehicles. To mitigate conflicts between users, safe pedestrian and bicycle pathways should be provided and street connectivity should be enhanced to manage traffic flows.

**MOBILITY POLICY 1: ENHANCE PEDESTRIAN AND BICYCLE CONNECTIVITY & SAFETY**

<table>
<thead>
<tr>
<th>Recommendation P.1.1</th>
<th>Recommendation P.1.2</th>
<th>Recommendation P.1.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 10-foot wide shared use path along Union Blvd. to safely accommodate bikes and pedestrians should be constructed as funding permits.</td>
<td>Pedestrian and bicycle connections to walking and jogging paths, the Federal Center Station and transit center, and other important destinations in the area should be constructed.</td>
<td>Pedestrian walkways should be included in future development or redevelopment consistent with the Connectivity Framework Map on page 36.</td>
</tr>
</tbody>
</table>
CONNECTION FRAMEWORK MAP

The Connectivity Framework Map was originally included in the Urban Boulevard Corridor Urban Design Plan. It has been amended for inclusion in this Plan to include the recommendations in the Union Area Transportation Study.
# MOBILITY POLICY 2: MANAGE TRAFFIC FLOWS ON UNION BOULEVARD

<table>
<thead>
<tr>
<th>Recommendation P.2.1</th>
<th>Recommendation P.2.3</th>
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<tbody>
<tr>
<td>Support a shuttle system to connect the Federal Center Station with various stops along the corridor and within the area consistent with the recommendations contained in the Union Blvd. Corridor Urban Design Plan.</td>
<td>Implement additional traffic mitigation recommendations contained in the Union Area Transportation Study as funding is available.</td>
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<th>Recommendation P.2.2</th>
<th>Recommendation P.2.4</th>
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<td>Implement the recommendations contained in the Union Area Transportation Study to connect Cedar Drive with Routt Street and extend Routt Street across W. 6th Ave. to Quail Street, including pedestrian and bike facilities with redevelopment or new development.</td>
<td>Require that new development participate in the West Corridor Transportation Management Association to support alternative transportation solutions and mitigate traffic impacts.</td>
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Next Steps

After adoption and approval of the Union Neighborhood Vision Plan, a Union Neighborhood Overlay District will be developed to implement the principles and recommendations contained in this Plan. The overlay district will provide specific design requirements and land use permissions for the neighborhood area.

WHAT IS AN OVERLAY DISTRICT?

An overlay district is a regulatory tool that creates a special zoning district, placed over an existing base zone(s), which identifies special provisions in addition to those in the underlying base zone. Regulations are attached to the overlay district to guide development within a special area. Overlay districts may include design requirements, permitted land uses and prohibited land uses.