

COMMUNITY DESIGN ELEMENT

INTRODUCTION

New development and redevelopment can help define and provide a stronger identity for Union City. The City's overarching community design goal is to strengthen Union City's identity by improving the quality of places and images throughout the city. The City can do this in several ways. First, the City can preserve the character and identity of its older neighborhoods (i.e., Alvarado and Decoto). Over the past four decades this historical character has been slowly eroding. Preserving these areas will help to maintain the residents' ties to the past. Second, the City is now moving away from low-density walled residential neighborhoods and automobile-oriented street patterns and shopping areas that have dominated the built environment over the last forty years and move towards mixed-use development with more intensive employment centers and pedestrian oriented/transit-friendly development. Third, the City can create better connections between neighborhoods. Fourth, Union City has a tremendous potential for gateway enhancement since the city has a number of existing gateways that can create an important first impression for those motorists/pedestrians entering the City. Fifth, the City can enhance the aesthetic quality of the built environment by encouraging variety in architecture, public art programs, thematic signage, and streetscape improvements. Sixth, the City can improve the relationship between the built and natural environment by ensuring that new development respects the natural setting by blending in with the surrounding landscape as well as protecting visual access to Union City's natural features. Lastly, the City can create a more environmentally sustainable community by encouraging green development practices in buildings and landscaping. The Community Design Element seeks to accomplish these goals by focusing on the following general concepts: distinctive districts, important civic corridors, and gateways.

A. GENERAL

Goal	To ensure high quality appearance and harmony between existing and new
CD-A.1	uses, while avoiding monotony in style, height, and mass.

Policies

- CD-A.1.1 The City shall encourage development that is visually and functionally compatible with the surrounding neighborhoods by:
- a. Maintaining a height and density of development that is compatible with adjacent developed neighborhoods;
 - b. Accenting entrances to new neighborhoods with varied landscaping, hardscaping, and signage treatment; and
 - c. Providing various points where residents can enter the wetland/baylands and access the internal bicycle and pedestrian circulation systems.

CD-A.1.2 The City shall ensure that the design of new development is bicycle and pedestrian-friendly (e.g., sidewalks that are well shaded and safe from automobile traffic, bicycle facilities) and oriented toward the use of transit.



CD-A.1.3 The City, through the Arts Committee, shall prepare a citywide public art program that encourages the placement art displays (sculptures, fountains, etc.) in public places throughout Union City.

Fountain at Union Landing

CD-A.1.4 The City shall condition new development to build or contribute to public art. On projects that provide public art, the art shall be placed in highly visible, high traffic areas such as front yards, plazas, and entryways.

CD-A.1.5 The City shall emphasize Union City’s natural features as the visual framework for new development and redevelopment.

CD-A.1.6 The City shall ensure that the design of all new residential development achieves a sense of visual integration and orderliness, but shall promote diversity in terms of specific design solutions.

CD-A.1.7 While linear elements such as roads, utility corridors, and rail lines create physical boundaries for neighborhoods, the City should make every effort to identify and implement design solutions that will, physically and emotionally link new neighborhoods with other residential neighborhoods and make neighborhood residents feel a part of the larger Union City community.



Entrance to multi-family development on Mission Boulevard

CD-A.1.8 The City shall use different landscaping themes to help accent and distinguish different neighborhoods, as well as to signal transitions from public areas to private areas.

CD-A.1.9 The City shall require that entrances to new neighborhoods be accented with different landscaping, pavement, and signage treatments.

CD-A.1.10 The City shall strive to provide a social, recreational center of focus to enhance neighborhood identity and function.

CD-A.1.11 The City shall design residential communities so that they avoid becoming isolated walled enclaves. Gated communities shall be specifically discouraged.

CD-A.1.12 The City shall require undergrounding of utility lines in new development and as areas are redeveloped, except where infeasible for operational or financial reasons.

CD-A.1.13 The City shall ensure that development (including new construction and remodeled and rehabilitated structures) surrounding the Civic Center complex is compatible with the architecture, site planning, and landscaping of the Civic Center.



Fountain at Masonic Homes

CD-A.1.14 The City shall require one-story units in all new residential developments.

CD-A.1.15 The City shall require that, for single-family projects of 50 units or more, the developer will include a variety of architectural designs for both one and two-story units.

See *Public Facilities and Services Element, Goal G.2*, for additional policies on energy.

Goal To encourage site design that is sensitive to residents' and businesses' needs
CD-A.2 for privacy, security, and buffering from other uses and activities.

Policies

CD-A.2.1 The City shall require adequate spacing or insulation between buildings so that residents have separation from neighbors and adequate privacy.

CD-A.2.2 The City shall design open space areas, bicycle and pedestrian systems, and housing projects so that there is as much informal surveillance by people as possible to deter crime.

CD-A.2.3 Whenever possible and appropriate, the City shall avoid backing residences onto trails or recreational facilities to deter crime.

CD-A.2.4 The City shall review lighting and landscaping plans to ensure that they respond to public safety concerns.

Implementation Programs

CD-A.1 The City, through the Arts Committee, shall prepare an overall public art program that encourages the placement art displays (sculptures, fountains, etc.) in public places throughout Union City.



Street light at Bay Colony

Responsibility:
9 Leisure Services Department

Time Frame:

9 Ongoing

B. DISTINCTIVE DISTRICTS

Union City has a number of distinctive districts—Station District, Central Technology Center, Union Landing, International Market Place, Decoto, and Old Alvarado — that serve as important residential, shopping, and employment centers. This Element seeks to enhance the image of these districts and neighborhoods by improving the aesthetic quality of the built environment, creating pedestrian-friendly and transit-friendly environments, and connecting the district to surrounding neighborhoods.

Goal	To develop and design the Station District at a level of quality commensurate with its role as a major transit hub, business center, and residential address and to design the Station District so as to signify Union City's rising status as the "Gateway to Silicon Valley."
CD-B.1	

Policies

- CD-B.1.1 The City shall require that development in the Station District be of the highest architectural quality and reflect the image of Union City in the 21st century. The City shall avoid visual monotony by encouraging variety in architectural styles.
- CD-B.1.2 The City shall prepare design guidelines for the Station District that establish architectural continuity, including a strong street orientation, building massing, creating active building edges along streets and pathways, continuing the historic street grid pattern and reinforcing a pleasant and safe pedestrian street environment.
- CD-B.1.3 The City shall require that the Station District be pedestrian-friendly with a design that minimizes the impact of parking on the quality of the streetscape and the neighborhood.
- CD-B.1.4 The City shall encourage variety in public spaces and pedestrian places in and around the intermodal facility.
- CD-B.1.5 The City should include a fully integrated public art program for the Station District that links to the intermodal facility.
- CD-B.1.6 The City shall require that all new projects be designed to achieve visual harmony and quality within the Station District. Views to and from the hills should be preserved. A graceful transition from the flatlands to the hillsides should be promoted.
- CD-B.1.7 The City shall develop a streetscape master plan that outlines a unified design theme consisting of landscaping, sidewalks, pedestrian street crossings, and lighting.
- CD-B.1.8 The City shall ensure that mixed use development around the intermodal facility includes ground-floor retail commercial uses.

- CD-B.1.9 The City shall ensure that the Station District has strong pedestrian connections to surrounding neighborhoods and to greater Union City. The City shall create strong connections between the intermodal facility and the bikeway/trail system.
- CD-B.1.10 The City should ensure overall visual integration of site improvements in the design of commercial, office, and similar non-residential uses, but allow for structural diversity that will result in an attractive and vibrant environment.
- CD-B.1.11 The City shall encourage a mix of residential densities within the Station District when such mix will enhance the opportunities for neighborhood design. Specific objectives include unique streetscapes with a sense of openness, landscaping opportunities, and varied building setbacks. Further, mixed densities should be permitted when this approach will allow maximizing open space and recreational opportunities within the neighborhood.
- CD-B.1.12 The City shall establish design guidelines for commercial, office, and other business uses that enhance the sense of the Station District as being a special place. The City shall provide for the integration of new uses from site to site and in terms of links to mass transit facilities.
- CD-B.1.13 Where appropriate, the City shall encourage taller buildings in order to help provide identity to the area. The City should encourage tall mixed-use buildings adjacent to the intermodal facility designed to provide a landmark image for the area. However, in allowing taller buildings, the City should take special care to avoid blocking significant views from adjoining existing and planned uses.
- CD-B.1.14 The City shall promote visual excitement within individual projects through building design and the way components of the project are assembled on the site. Massing of structures and arrangement of spaces should add interest, provide separation between public and private areas, and offer relief from parking areas and busy streets.
- CD-B.1.15 The City shall ensure that the design of the Intermodal Station provides a focal point for connecting streets and pedestrian-ways.
- CD-B.1.16 The City shall ensure the design of the Intermodal Station provides a central geometric focus and form that reflects its civic and regional importance.
- CD-B.1.17 The City shall promote the development of visible civic and community uses within the Station District.
- CD-B.1.18 The City shall ensure the Intermodal Station includes numerous pedestrian amenities, such as overhead weather protection between transit facilities.
- CD-B.1.19 The City shall provide thematic signage and wayfinding signage within the Station District.
- CD-B.1.20 The intermodal facility should be a major architectural landmark for Union City.
- CD-B.1.21 The City shall ensure that the Station District has clear connections to the citywide network of open spaces.

- CD-B.1.22 The City shall strongly encourage BART to incorporate the Intermodal Station District and Transit Facility Plan as developed by the Intermodal Action Team and approved by the City Council when BART expands the station, constructs the bus facility or develops its property for more intensive uses.
- CD-B.1.23 The City shall incorporate the Intermodal Station District and Transit Facility Plan land use and design recommendations into the site development of all lands within the Station District. See Appendix C for the land use plan, transit facility plan and design recommendations.
- CD-B.1.24 The City shall require that the design of buildings and landscaping on the west side of Union Square screen the service area at the rear of Rite Aid and improve and enhance the pedestrian connection between the transit facility on BART property and the Marketplace commercial center.
- CD-B.1.25 The City shall provide a high level of maintenance to keep public property, streets and landscaping clean and in prime condition at the transit facility and in the Station District.
- CD-B.1.26 The City shall require that all bike pathways in the Station District be paved with a smooth material appropriate for wheelchairs, strollers, skates, etc.
- CD-B.1.27 The City shall require that any tunnel connecting the BART property to the PG&E property be designed with “mall-like” atmosphere that incorporates retail wherever possible, creates an environment that maximizes light and spaciousness, and has high quality finishes.
- CD-B.1.28 The City shall encourage that development immediately around the BART station be seven or more stories in height and that buildings further away from the BART station decrease in height to meet the scale of the existing neighborhoods, as recommended in the Intermodal Station District and Transit Facility Plan.
- CD-B.1.29 The City shall discourage the use of sound walls and gated communities in the Station District, while recognizing that safety and security will need to be addressed.
- CD-B.1.30 The City shall require that multi-family housing be designed for the safety and security of children, and provide amenities for children, such as playgrounds, within the complex.
- CD-B.1.31 The City shall design for the safety and security of children in the development of any outdoor play areas within the Station District.

Goal To reposition the Central Technology Center as a more intensive research and development and light industrial business park and to enhance the capacity and image of the area reflecting the elevated status as a regionally-recognized technology center.

CD-B.2

Policies

- CD-B.2.1 The City shall create a monumental entry statement for the Central Technology Center District utilizing well-designed new development, lighting, streetscape improvements, and signage.
- CD-B.2.2 The City shall design an attractive transit facility in the interior of the Central Technology Center District.
- CD-B.2.3 The City shall encourage the removal of unused rail spurs, or the conversion of unused rail spurs into trails where feasible.

Goal To focus on connecting and integrating Union Landing into the community, including landscaping the surrounding streets and creating community gathering places and gateways.

Policies

CD-B.3.1 The City should integrate all uses within the Union Landing District by an attractive, well-landscaped circulation system that accommodates public transportation facilities, private vehicles, bicycles, and pedestrians. In particular, the design should encourage pedestrian movement between activity areas. Further, the City should make attractive pedestrian links to adjacent residential areas outside of Union Landing.

CD-B.3.2 The City should cluster buildings around landscaped pedestrian areas. Buildings should have good visibility afforded to retailers. All buildings should be unified by architectural design, signing, lighting, etc.; and, as appropriate, should be in harmony with the design of similar public facilities, structures and signing.

CD-B.3.3 The City shall require that all public facilities and structures, and other features be unified through common design characteristics. Landscaping within the public right-of-way, sidewalk design and materials, crosswalk materials, streetlights, bus stops, street and directional signing, etc., should all be designed in harmony and to establish a special character for Union Landing.



Pedestrian walkway at Union Landing

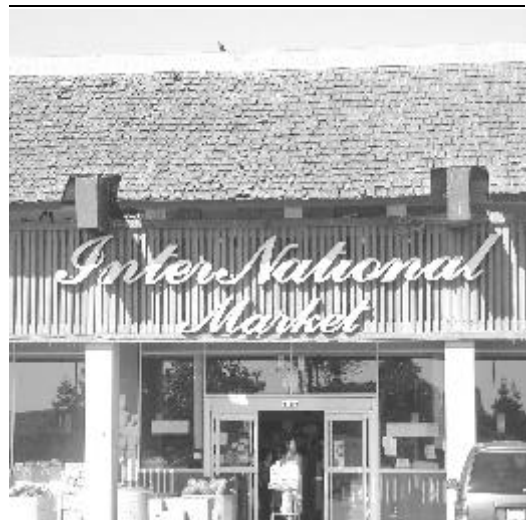
CD-B.3.4 The City shall require attractive directional signing at I-880 as well as landscaping and architectural features visible from the Freeway designed to attract the passersby to the area. The view from the Freeway should be carefully planned and controlled.

- CD-B.3.5 The City shall ensure that individual site design includes the following:
- a. Development is well integrated with existing and proposed development on adjoining properties. Visual, pedestrian and vehicular integration should be achieved;

- b. Landscaped areas are provided between clusters of buildings;
- c. Adequate landscaped areas are provided along street frontages to soften the appearance of structures;
- d. Adequate parking is provided for the proposed use. Parking areas should be well landscaped and appear as areas with many rows or clusters of trees rather than "seas" of asphalt;
- e. Uses are effectively linked with public transportation facilities; and
- f. Where possible, water elements are provided.

CD-B.3.6 The City should require that buildings and other structures are designed generally to:

- a. Maintain a human scale. Excessively large or massive, unbroken building faces should be avoided; and
- b. Have individually unique characteristics, but complement other development in the area. Designs should not be either too similar or too different. Colors and materials should be controlled to ensure a unified appearance in the area. Building signing, lighting, and other similar details should be controlled.



Four Corners International Market

- CD-B.3.7 The City shall encourage developers to incorporate public places into each development type. In particular, the City shall encourage creation of a central public plaza in Union Landing.
- CD-B.3.8 The City shall develop a public art program that will provide the central public plaza in Union Landing with public art displays such as sculptures and fountains.
- CD-B.3.9 The City shall require each development type to provide landscaped and hardscaped pedestrian features to help create a leisurely shopping environment. Each development type shall accommodate transit service.

Goal To redevelop the International Market Place to include a unifying streetscape and architectural theme connected by pedestrian walkways and storefronts.
CD-B.4

Policies

- CD-B.4.1 The City shall ensure that the design of the facade improvements for the International Market Place include international design themes.

- CD-B.4.2 The City shall ensure that the streetscape improvements complement the international design themes of the storefronts.
- CD-B.4.3 The City shall encourage buildings to be developed along the edge of streets at the corners to visually connect the four sites and to encourage pedestrian interaction.
- CD-B.4.4 The City shall work with the Redevelopment Agency to encourage aesthetic improvements to the International Market Place that include the following features:
 - a. A common architectural theme that is contemporary and attractive and has a unique relationship to the surrounding community;
 - b. Attractive building frontages that are readily visible from the public street;
 - c. Variation in the roofline (multi-planed, pitched roofs, varied cornice lines);
 - d. Articulation in the walls (insets, projections, canopies, wing walls, trellis);
 - e. Parking areas with tree coverage that are attractive and provide adequate shading;
 - f. Main entryways and primary internal driveways defined by using landscaping, textured paving, etc.;
 - g. Attractive landscaping to enhance business by softening buildings and parking areas;
 - h. Pedestrian-friendly design; and
 - i. Imaginative solutions to providing development features such as water features, public art, project lighting, signs, screening and enclosing elements.

Goal To preserve and enhance the Decoto neighborhood’s historic character by
CD-B.5 protecting its historic buildings and the neighborhood’s pattern and scale.

Policies

- CD-B.5.1 The City shall preserve the Decoto neighborhood’s overall historic pattern and scale by ensuring that new/infill development is compatible with the surrounding built environment.
- CD-B.5.2 The City shall enhance the Decoto neighborhood’s pedestrian/motorist connections to surrounding neighborhoods.



Decoto School

CD-B.5.3 The City shall continue to work with the Union City Historical Museum through the preservation ordinance to identify and protect important historical buildings in the Decoto neighborhood.

Goal To preserve Old Alvarado as a historic storefront district by improving the streetscape near the historic center and expanding the walkable character of Old Alvarado.

Policies

CD-B.6.1 The City shall emphasize commercial revitalization and development in Old Alvarado while retaining its "Old California Town" character. Further, new development should be designed consistent with the architectural style of existing homes in the immediate area of the development.



Old Alvarado building at Smith Street and Union City Boulevard

CD-B.6.2 The City shall continue to work with the Union City Historical Museum through the preservation ordinance to identify and protect important historical buildings in the Old Alvarado neighborhood.

CD-B.6.3 The City shall promote a design concept for Old Alvarado that emphasizes extending streetscape and intersection/crosswalk improvements to connect emerging development areas on Union City Boulevard, Smith Street, and other nearby sites.

CD-B.6.4 The City shall encourage new street-oriented commercial and mixed-use buildings.

CD-B.6.5 The City shall enhance the Old Alvarado neighborhood’s pedestrian/motorist connections to surrounding neighborhoods.

CD-B.6.6 The City shall consider creating a "café district" in Old Alvarado.

CD-B.6.7 In the commercial area of Old Alvarado, the City shall create a pedestrian-friendly shopping environment through various streetscape improvements such as:

- a. attractive paving materials and patterns for sidewalks and pedestrian crosswalks;
- b. street furniture that articulates and defines space;
- c. Street trees with attractive planters;
- d. highly stylized pedestrian-scale lighting; and
- e. bollards.

Implementation Programs

CD-B.1 The City shall prepare design guidelines for the Station District that establish architectural continuity, including a strong street orientation, building massing, creating active building edges along streets and pathways, continuing the historic street grid pattern and reinforcing a pleasant and safe pedestrian street environment.

Responsibility:

9 Community Development Department

9 City Council

Time Frame:

9 FY 01-02

CD-B.2 The City shall continue to work with the U.C. Historical Museum through the preservation ordinance to protect important historic buildings identified in the Union City Cultural Resources Survey

Responsibility:

9 Community Development Department

9 City Council

Time Frame:

9 Ongoing

CD-B.3 The City shall design and construct gateway elements/monuments for Union Landing at the corners of Alvarado Niles Road/ Dyer Street and Dyer Street /Courthouse Drive.

Responsibility:

9 Public Works Department

9 Community Development Department

9 City Council

Time Frame:

9 FY 01-02

CD-B.4 The City shall create a landscape, lighting and maintenance district for the Station District to fund the higher level of maintenance that will be required in the dense, pedestrian oriented core area.

Responsibility

9 Public Works Department

9 City Council

Time Frame

9 FY 02-03

CD-B.5 The City shall establish design guidelines and standards for the streets, pedestrian walkways, bicycle pathways, landscaping, lighting, and amenities such as benches and garbage receptacles for the core of the Station District.

Responsibility

- 9 Public Works Department
- 9 Community Development Department
- 9 City Council

Time Frame

- 9 FY 02-03

C. CORRIDORS

Union City has a variety of circulation corridors including streets, rail lines, and pedestrian pathways/trails that embody Union City's travel experience by connecting key parts of the city. The City has an opportunity to enhance important corridors, such as Union City's principal civic and business corridors, through various design concepts that focus on streetscape improvements (i.e., street trees, median landscaping), building frontage improvements, visible landmarks, street edges, and focal points.

Goal To create distinct and attractive corridor environments along Union City's
CD-C.1 major roadways and transit lines.

Policies

- CD-C.1.1 The City shall prepare an overall streetscape master plan for the entire city that identifies various improvements such as providing a variety of light fixture styles, accent landscaping, street furniture, decorative signage, landscape medians, and bollards.
- CD-C.1.2 The City shall create a citywide sign program that places "icon" signs along major corridors to help distinguish Union City from Fremont and Hayward. The sign program shall also address standards for signs within the public right-of-way.
- CD-C.1.3 Whenever possible, the City shall avoid road alignments that result in long stretches that encourage speeding by motorists and that are visually monotonous.
- CD-C.1.4 The City shall make Dyer Street an important entry-street and connection between Union Landing and the Home Depot.
- CD-C.1.5 The City shall maintain Alvarado-Niles Road as Union City's "central spine" by creating design concepts that reflect its civic importance emphasizing continued streetscape investments, visible landmarks, and focal points.
- CD-C.1.6 The City shall promote the intensive development of the Alvarado-Niles Road/Decoto intersection.

CD-C.1.7 The City shall encourage future development at the Alvarado-Niles Road/Decoto intersection to have a strong street orientation and provide a defined and distinctive edge. The City shall encourage new buildings to be sited along street frontages and at street corners.

CD-C.1.8 The City shall preserve the historic importance of Decoto Road by encouraging continuity in streetscape with street-oriented buildings.

CD-C.1.9 The City shall respect the Masonic Home's commanding presence along Mission Boulevard and require that new development/redevelopment complement the Home's architectural style. The Masonic Home should be an inspiration for design along Mission Boulevard.



Mature trees along Alvarado-Niles Road at the Civic Center

CD-C.1.10 The City shall intensify and add to the mixed-use vitality of the Mission Boulevard commercial district and to emphasize a streetscape and architectural style theme that further distinguishes it as a lively and traditional gateway to Union City.

CD-C.1.11 When adequate funding is available, the City shall provide streetscape improvements along Mission Boulevard with themes that reflect its historic role.

CD-C.1.12 The City shall require renovated buildings and infill development along Mission Boulevard to include residential/commercial mixed-use.

CD-C.1.13 The City shall unify the separate developments that have evolved along Union City Boulevard by stressing new commercial and industrial projects that orient towards the street and contribute to an overall streetscape idea.

CD-C.1.14 The City shall extend Old Alvarado's architectural theme along the retail/commercial sections of Union City Boulevard.

CD-C.1.15 The City shall work collaboratively with the city of Hayward to improve and beautify Mission Boulevard and Whipple Road.

CD-C.1.16 To improve the image of Union City for those arriving/departing on Union City's rail transit system, the City shall plant trees as appropriate along the BART and other railroad rights-of-way in the Decoto area.

CD-C.1.17 The City shall systematically underground overhead utilities. The following street sections shall be considered the highest priority: west side of Mission Boulevard, Decoto Road

between the city of Fremont and Alvarado-Niles Road, Whipple Road between I-880 and Mission Boulevard, sections of Dyer Street, Union City Boulevard, and Smith Street between Dyer Street and Union City Boulevard.

- CD-C.1.18 The City should implement a program to replace wooden residential fences on major arterials with well-designed masonry walls.

Implementation Programs

- CD-C.1 The City shall prepare streetscape master plans for the major arterial corridors that have not yet had plans prepared, such as Mission Boulevard and Whipple Road. Streetscape master plans that have already been prepared shall be updated as appropriate.

Responsibility:

- 9 City Council
- 9 Public Works Department

Time Frame

- 9 FY 02-03, 03-04

- CD-C.2 The City shall create a citywide sign program that places “icon” signs along major corridors to help distinguish Union City from Fremont and Hayward. The sign program shall address all signs in the public right-of-way.

Responsibility:

- 9 City Council
- 9 Public Works Department

Time Frame:

- 9 FY 02-03, 03-04

- CD-C.3 The City shall work in concert with BART and the Union Pacific Railroad to implement a comprehensive tree planting program along BART and other railroad rights-of-way in the Decoto area.

Responsibility:

- 9 City Council
- 9 Public Works Department

Time Frame:

- 9 FY 02-03

- CD-C.4 The City shall prepare a master plan to identify the replacement of wooden residential fences on major arterials with well-designed masonry walls, and develop a program to identify methods of funding the replacements.

Responsibility:

- 9 Public Works Department
 - 9 Community Development
- Department
- 9 City Manager’s Office
- Time Frame:
- 9 FY 02-03, Ongoing



Gateway on Union City Boulevard entering from Hayward

D. GATEWAYS

Entries into the city limits or “gateways” are important to Union City’s image because they provide important "first impressions" for motorists and pedestrians entering the city. These images are important to patrons of Union City's shopping districts, businesses that may wish to locate in the city, and residents. The city has several points of entry, including regional freeway entries and community gateways, that provide access to key residential and commercial neighborhoods. Through such measures as streetscape improvements and signage, the city will help define the gateways.

Goal	To create positive first impressions for motorists/pedestrians entering the city
CD-D.1	through enhancement of the city’s gateways.

Policies

- CD-D.1.1 The City shall enhance all city gateways by providing city identification signs, additional lighting, and accent planting.
- CD-D.1.2 The City shall provide attractive landscaping that reduces the visual impact of sound walls near gateways into Union City.
- CD-D.1.3 The City shall consider landscape and sign enhancements along rail corridors to provide attractive city entries for BART and other commuter rail patrons.
- CD-D.1.4 In addition to landscape and signage improvements, the City shall site new development to help define the gateways.

Implementation Programs

- CD-D.1 The City shall develop a gateway streetscaping and sign plan that will outline an improvement program for key entryways into the city.

Responsibility:

- 9 City Council
- 9 Public Works Department

Time frame:

9 FY 02-03

E. NATURAL SETTING

Union City's built environment is bounded by natural features. Union City is blessed with beautiful hills, salt marshes, and meandering creeks/streams. Not only do these natural features provide important functional benefits such as providing quiet retreats and recreation opportunities (i.e., trails), but they are key components for maintaining a strong city identity.

In order to preserve this identity, the City must ensure that development adjacent to natural features responds to the context of views and natural forms. Therefore, the following policies emphasize providing visual and physical access to Union City's natural features.

Goal	To provide a dramatic backdrop to the city by maintaining views of the hills
CD-E.1	as a distinctive visual and environmental feature.

Policies

- CD-E.1.1 The City shall maintain visual access to hillside views by regulating building orientation, height, and bulk.
- CD-E.1.2 The City shall minimize the viewshed impacts of development at the base of the hillsides.
- CD-E.1.3 The City shall respect the natural setting of the hillside area by encouraging hill-edge development to incorporate natural landscape features.
- CD-E.1.4 To enhance hillside open space views, the City shall orient hill-edge development (i.e., development on flat land at the base of the hillside) towards the hillside.
- CD-E.1.5 The City shall, whenever feasible, require all public facilities and new development (especially in the vicinity of Mission Boulevard and Whipple Road) to use low-energy shielded lights so they are directed downward for better efficiency and to minimize nighttime glare that might impair views of the surrounding hillsides and become a nuisance for the Masonic Home.

Goal	To provide visual and physical access to the bay marsh edge.
CD-E.2	

Policies

- CD-E.2.1 The City shall provide access to views of the salt marshes.
- CD-E.2.2 The City shall minimize the visual impact of marsh-edge development through the use of buffers such as pedestrian trails, linear parks, and landscaped rights of way.
- CD-E.2.3 The City shall ensure that new development respects its natural setting by maintaining visual harmony with the wetlands area.



Creek behind City Hall

Goal To enhance creeks as visual and trail resources and make connections
CD-E.3 between community parks, schools, residential, and commercial destinations.

Policies

- CD-E.3.1 Where feasible, the City should restore the natural edges along the city’s creek system by planting natural vegetation.
- CD-E.3.2 The City shall work with the Alameda County Flood Control to open up creek edges to pedestrian and bicycle access.
- CD-E.3.3 The City shall in collaboration with Alameda County Flood Control prepare a creek system master plan that identifies potential improvements to the creek system.
- CD-E.3.4 Wherever practical, the City shall require the frontage of new development to be oriented towards adjacent creeks and provide visual access to creeks.
- CD-E.3.5 When possible, the City shall locate open space and parks adjacent to creeks.
- CD-E.3.6 The City shall encourage site planning that incorporates the creek edge into the overall development.

Implementation Programs

- CD-E.1 The City shall in coordination with Alameda County Flood Control prepare a creek system master plan that identifies potential improvements to the creek system.

Responsibility:

9 Community Development Department
 Time Frame:
 9 FY 02-03

F. ENVIRONMENTAL SUSTAINABILITY

Union City can create a more environmentally and economically sustainable community by incorporating green measures into the design, construction, operation and maintenance of buildings and landscaping within the city. Green measures include promoting new development and redevelopment that encourages resource conservation, energy and water efficiency, waste reduction, pollution prevention, indoor air quality, and the preservation of the natural environment. Sustainable building, landscaping, and purchasing practices can help preserve and protect the natural environment, reduce the cost of operations and maintenance, and contribute to the health and productivity of residents, workers, and visitors to the city.

Goal	To create a more environmentally and economically sustainable
CD-F.1	community.

Policies

- CD-F.1.1 The City shall incorporate as many green building and landscaping practices, technologies, and strategies into new development and redevelopment projects as feasible.
- CD-F.1.2 The City shall encourage development and construction-related building practices that conserve natural resources, increase energy efficiency, improve indoor air quality, reduce landfill waste, decrease pollution, and minimize operating and maintenance costs.
- CD-F.1.3 The City shall require that public building and landscaping projects be designed to be energy and resource efficient and reduce operating and maintenance costs.
- CD-F.1.4 The City shall encourage site design and landscaping that respects the relationship between the built and the natural environment by minimizing the environmental impacts of development on local and regional ecosystems.
- CD-F.1.5 The City shall require that amenities or facilities dedicated to the City by private development projects incorporate green measures and be designed to reduce the cost of operations and maintenance.
- CD-F.1.6 The City shall encourage new developments to be sited to respond to climatic conditions, such as solar orientation, wind, and shadow patterns.
- CD-F.1.7 The City should require the use of energy efficient and energy conserving design and construction techniques in all types of projects (including new construction and remodeled and rehabilitated structures).

- CD-F.1.8 The City should develop design standards to allow energy self-sufficiency and generation projects.

Implementation Programs

- CD-F.1 The City shall adopt an ordinance to establish design guidelines and standards for public projects to incorporate green building and landscaping measures.

Responsibility:

- 9 Community Development Department
- 9 Public Works Department
- 9 City Council

Time Frame

- 9 FY 05-06

- CD-F.2 The City shall adopt a resolution to encourage private development projects to incorporate green building and landscaping practices and make informational resources available to the public.

Responsibility:

- 9 Community Development Department
- 9 City Council

Time Frame:

- 9 FY 05-06

- CD-F.3 The City shall develop a purchasing policy that promotes resource conservation, energy efficiency, and cost reduction.

Responsibility:

- 9 Public Works Department
- 9 Administrative Services Department
- 9 City Manager's Office
- 9 City Council

Time Frame:

- 9 FY 06-07, Ongoing

- CD-F.4 The City should develop energy efficiency and energy conservation design guidelines to help developers and homeowners identify possible options to improve the energy efficiency of their projects. The guidelines should be updated annually to ensure they continue to reflect current technologies and practices.

Responsibility:

- 9 Community Development Department

Time Frame:

9 FY 02-03

CD-F.5 The City should develop design standards to allow energy self-sufficiency and generation projects. The standards should reflect acceptable project impacts by zoning code designation and should be updated annually to ensure they continue to reflect current technologies and practices.

Responsibility:

9 Community Development Department

Time Frame:

9 FY 02-03