



Item 7.a
**Station District Specific Plan Draft Guiding
Principles and Subarea Alternatives**



Specific Plan Boundaries



1. **Stakeholder Interviews** – Opportunities & Constraints (November 2019)
2. **(2) CAC Meetings** – Opportunity & Constraints (02.19.20)
Vision, Guiding Principles and Alternatives (07.09.20)
3. **Community Meeting** – Vision, Guiding Principles and Alternatives (07.21.20)
4. **Online Survey** – Vision, Guiding Principles and Alternatives (July / August 2020)
5. **Planning Commission** – Vision, Guiding Principles and Alternatives (08.20.20)

Stakeholder interviews (9) included residents, property owners, and developers.

HOUSING

Building housing is expensive, and construction costs have skyrocketed in recent years. Needed are **creative ways to make the developments pencil out.**

OFFICE / INDUSTRIAL

“Potential tenants for office development have found the area, **availability of large site, and proximity to BART enticing”**

RETAIL

Property owner is extremely interested in **vertical mixed-use development**, with retail at ground level and housing above, and is willing to **provide equivalent** (to what currently exists) amount of **retail space** so there is not a loss of retail in the area.

OPEN SPACE

Active recreational open spaces in Union City are **more utilized** than the passive open spaces – Shorty Garcia Park is a great example.

MOBILITY

“Safe bicycle and walking routes to school are important”

- 38 participants, 84% residents, 45% lived and / or worked in Union City for over 20 years
- Supportive of Vision and Guiding Principles
- Supportive of increased connectivity and walkability
- Comments regarding the increase in traffic as a result of higher density
- Supportive of recreational open space and programming
- Supportive of a range of housing types and levels of affordability

What do you like most about the Station District?



What would you like to see improved within the Station District?





RESIDENTIAL

Existing 1,600 Units (206 Affordable)
Pipeline 1,420 Units (123 Affordable)



OFFICE

Existing 60,000sf
Pipeline 1.2M sf



RETAIL

Existing 380,000 sf
Pipeline 30,800 sf



INDUSTRIAL

Existing - 665,000 sf



CIVIC

City Hall
Library
High School
Elementary School

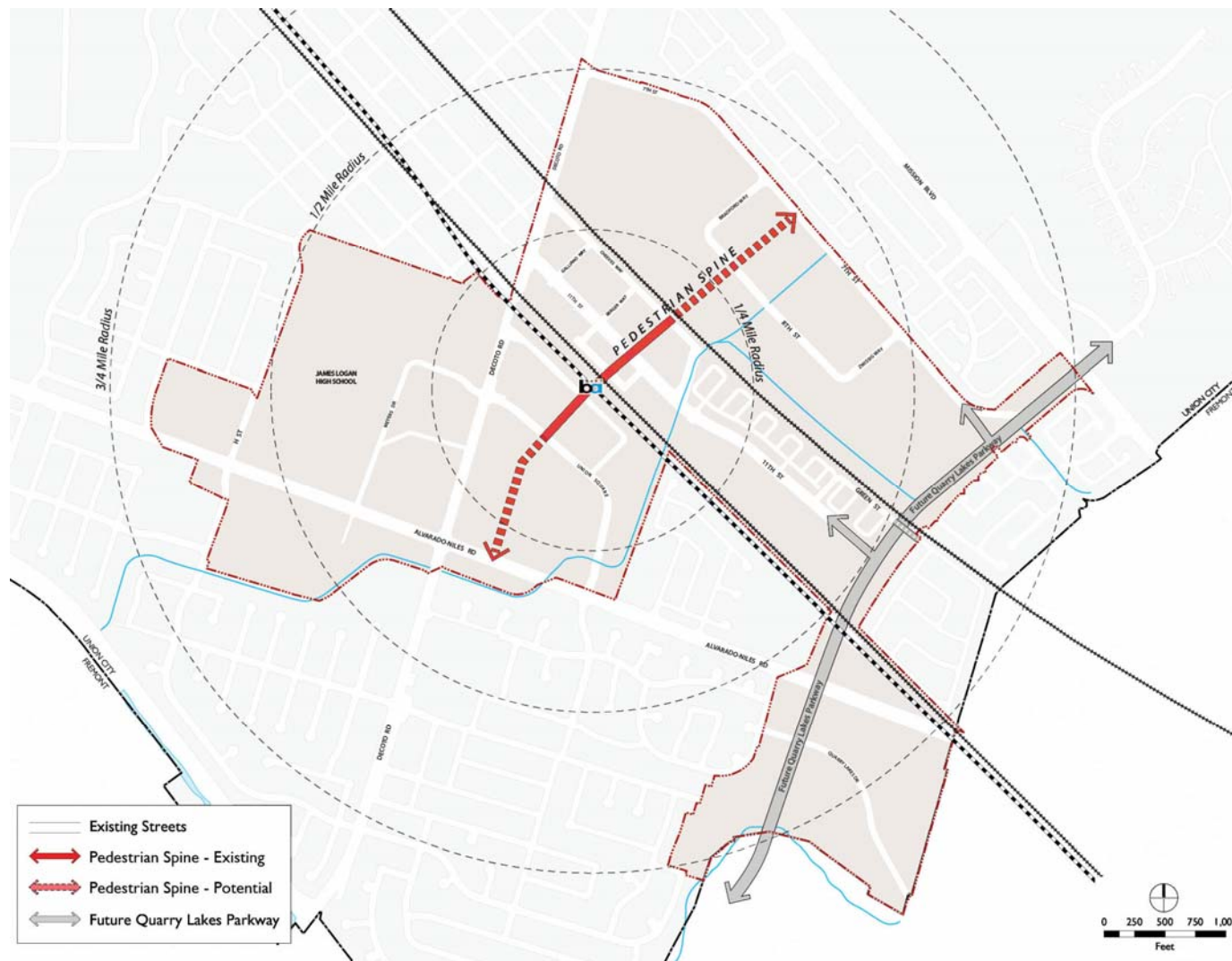
* all numbers are approximate

Vision & Guiding Principles

The Station District is envisioned as a dynamic, diverse, transit-oriented heart of Union City, where people live, work, and socialize.



Create an east-west spine that links the Marketplace, BART, the Core, and Station East, prioritizing pedestrian and bicycle connections.



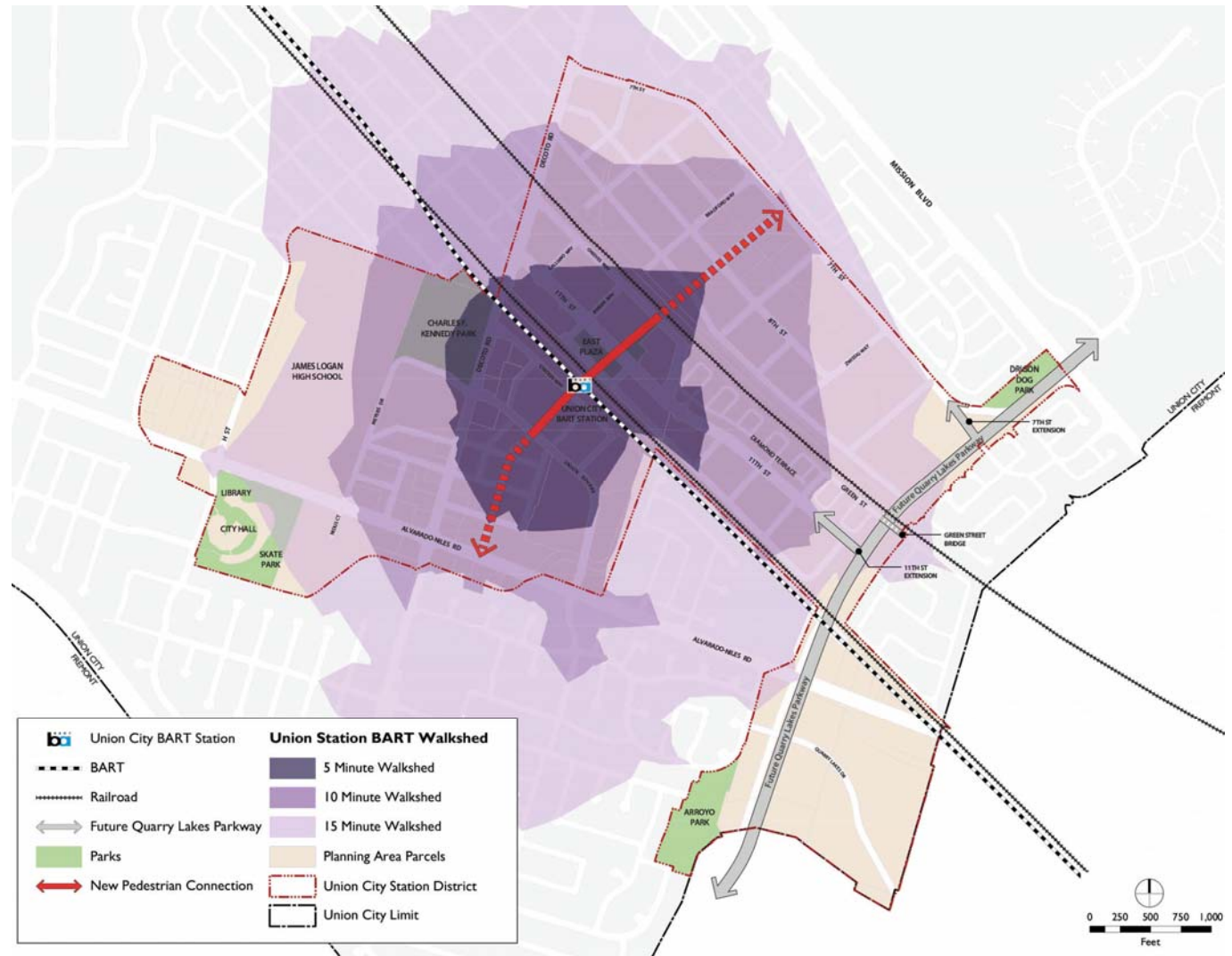
Central Spine



Create an interconnected network of streets, sidewalks, bicycle lanes, pathways, and multi-use trails that knit the district together and enable people to easily and directly traverse the area on foot or bicycle..



Expand the walkshed and create a more walkable community. Increase building intensity within 15 minute walk of Intermodal Station.



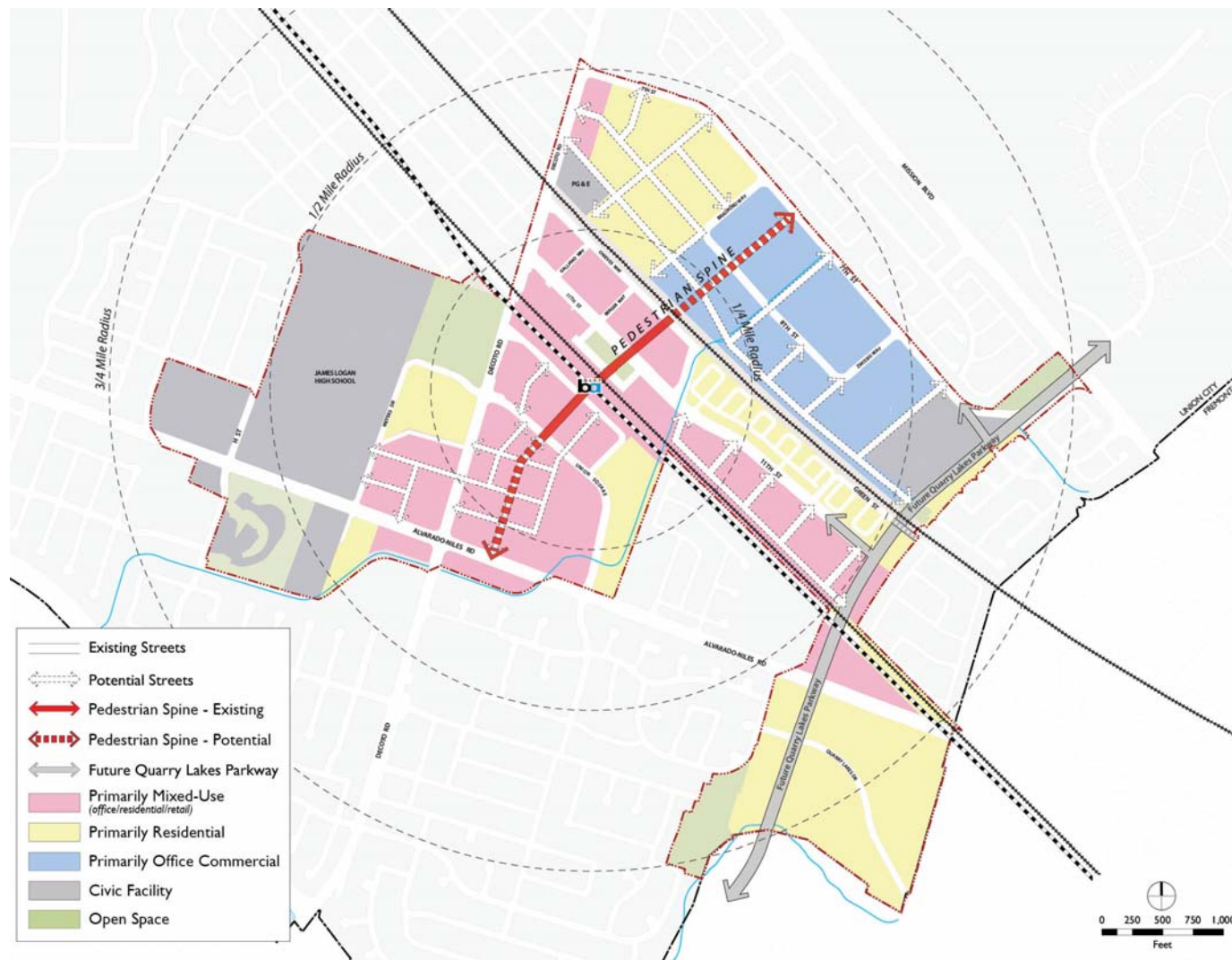


Establish a cohesive system of parks and plazas to enhance the area's livability and provide open spaces within walking access of new homes, including linking greenways that enable active recreation..





Foster a “complete community” with a diverse mix of residential, commercial, office, industrial, and civic uses to promote self-sufficiency and urban lifestyles.



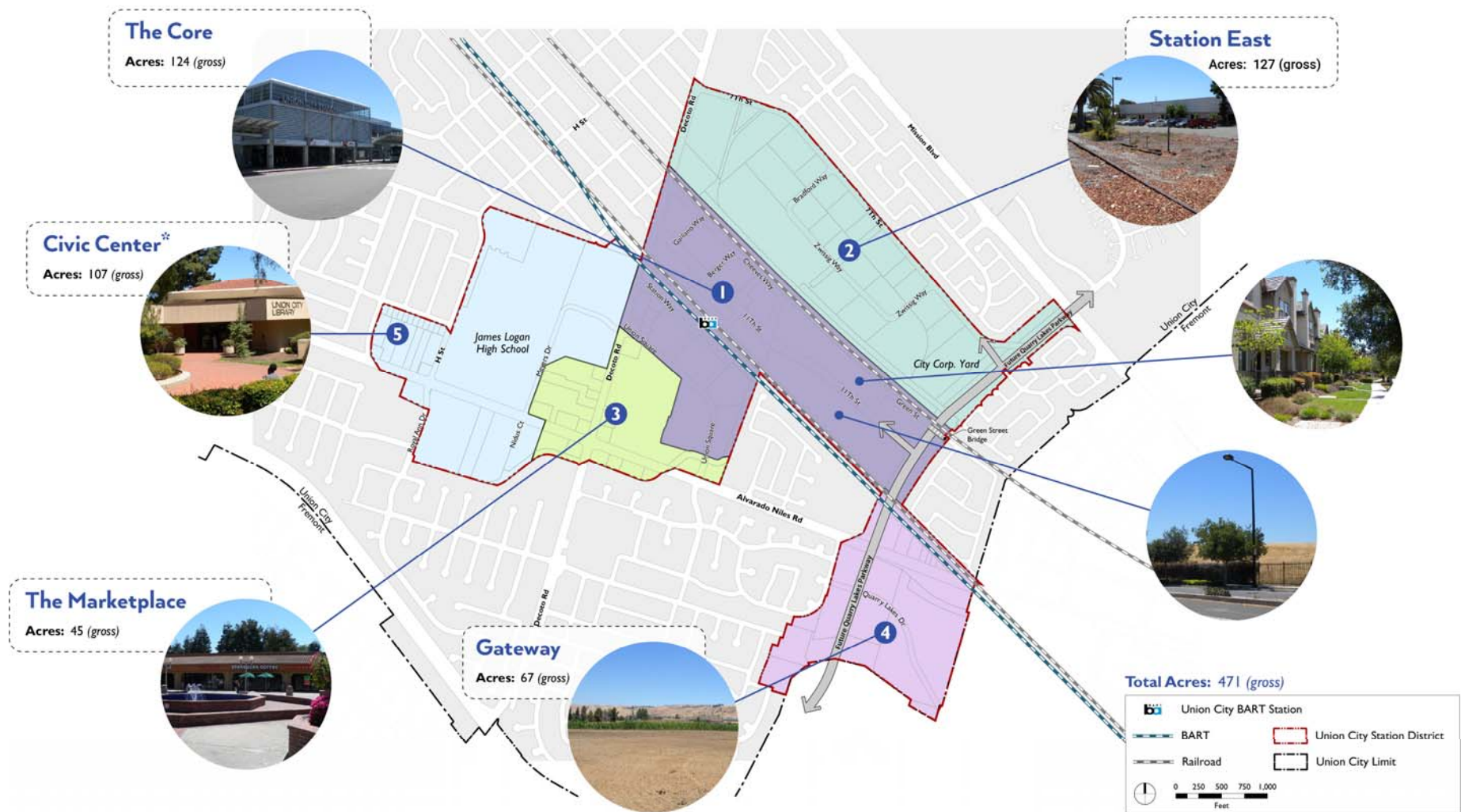
Promote building and landscape design that create a sense of place and reflect the district's unique contemporary identity, with unified streetscapes, signage and urban design elements that foster identify, and a sense of place.



To continue to transform the Station District into a dynamic, transit-oriented district with a diversity of uses that create a vibrant atmosphere where people live, work and socialize.

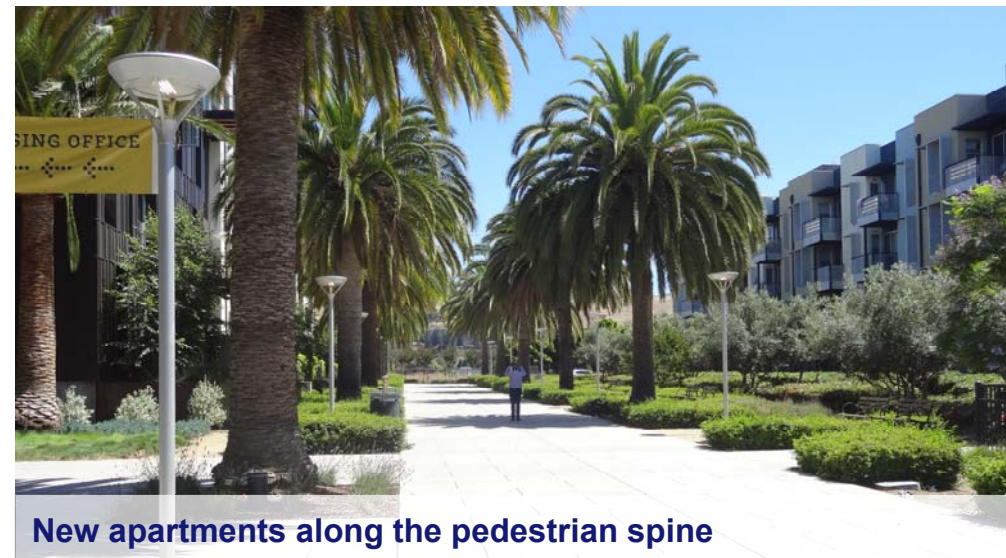
- Central Spine
- Well Connected District
- Open Space Network
- Diverse Mix of Uses
- High Quality Design

Station District Subareas

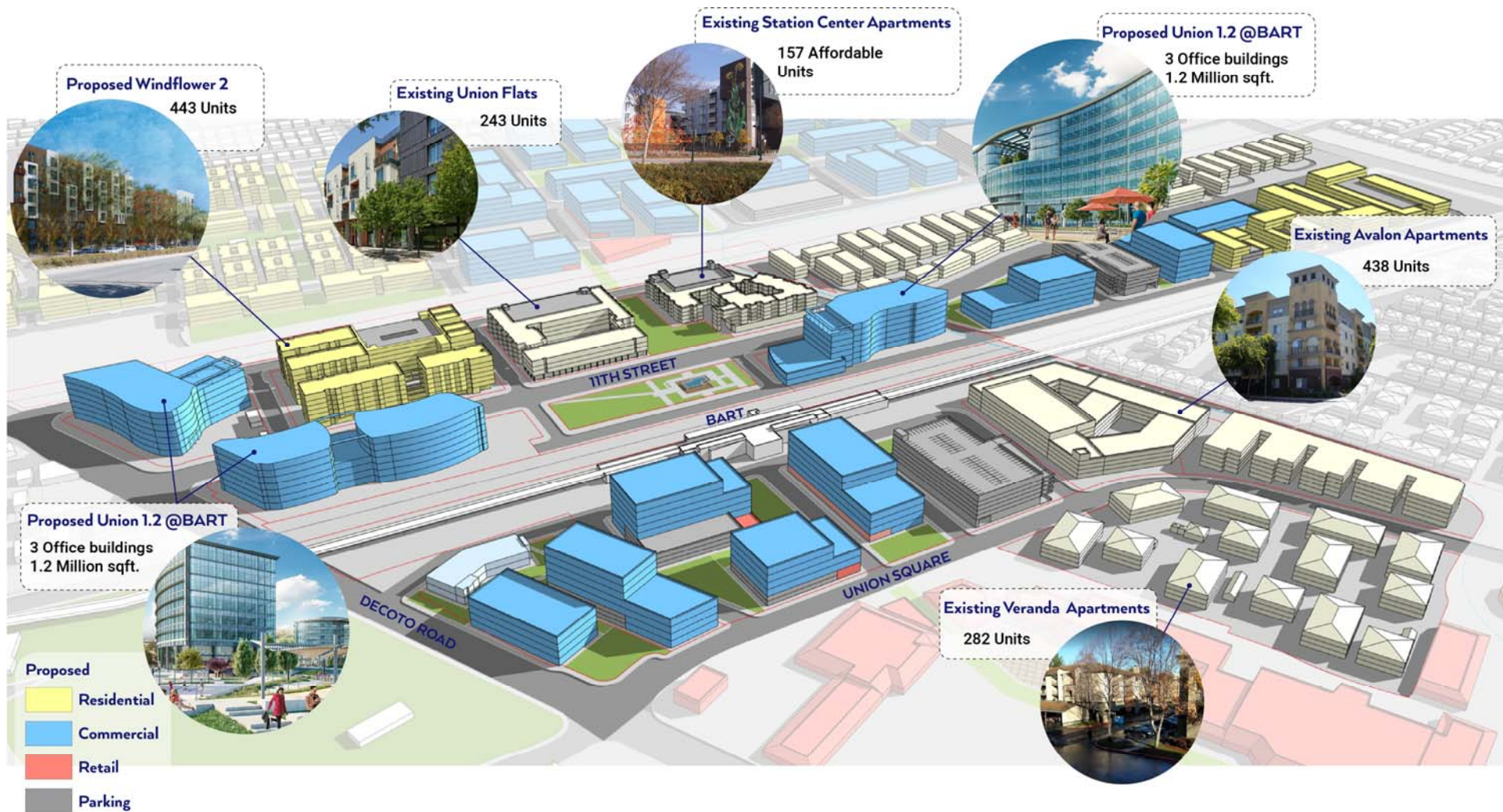


Station District Subareas

The Core is envisioned as a major transit hub, business center, and residential community with a high intensity of uses, well connected to the rest of the city.







Community Engagement Feedback - The Core

- Support for a mix of office and residential with an emphasis on ground floor retail
- Support for increased bicycle and pedestrian connectivity
- Support for community gathering spaces and programming (parks, playgrounds, food truck events, etc.)
- Concern over existing retail along 11th Street being underutilized



Community Engagement Feedback - The Core

- Need for attention to context-sensitive neighborhood design along Decoto Road across from residential uses in the Decoto neighborhood
- Need to address potential gentrification impacts on the Decoto neighborhood
- Concern about the impact of new development on traffic along Decoto Road and Alvarado-Niles Road
- Need for BART to provide replacement parking if they develop their lots (PC)



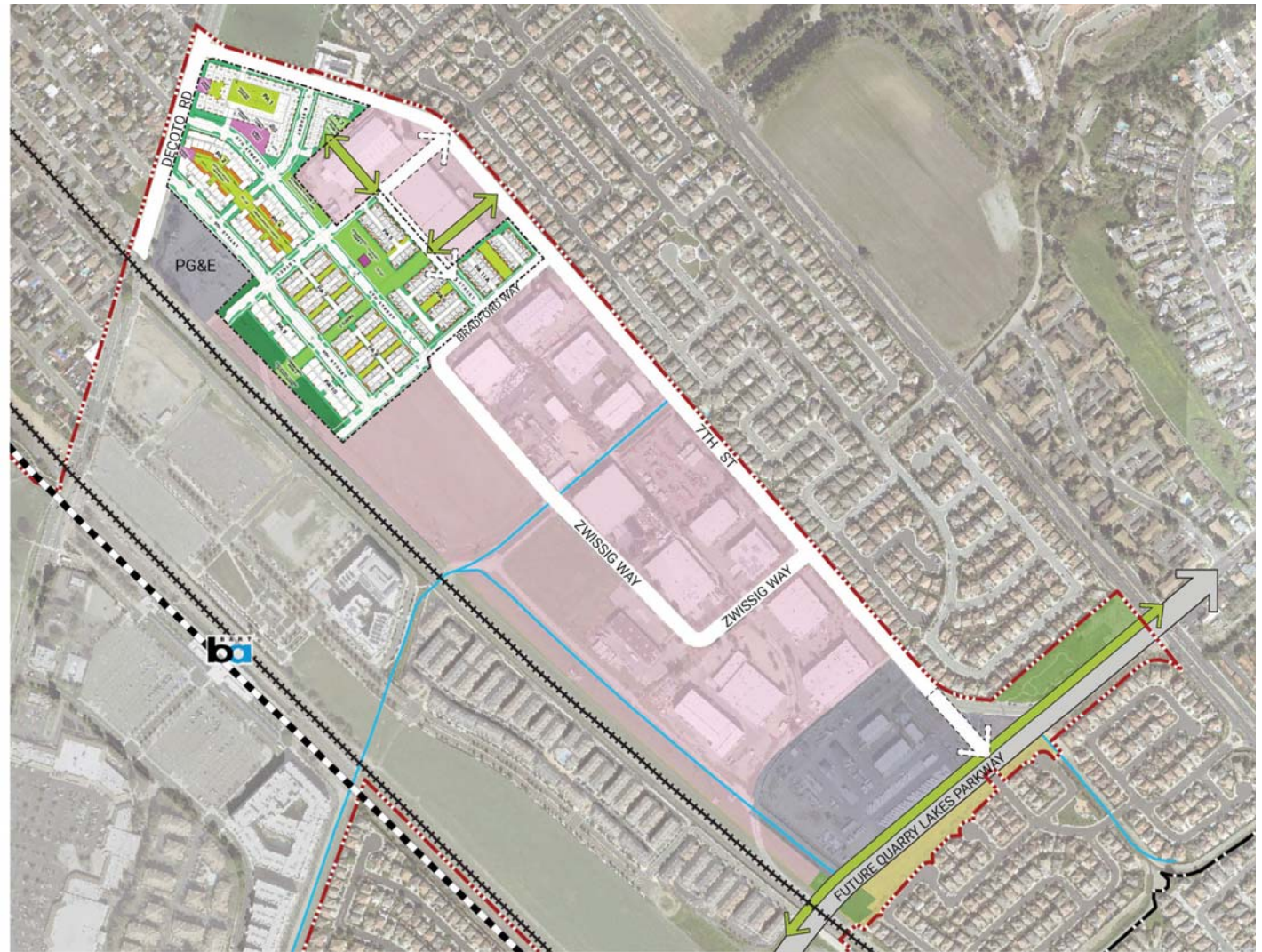
Station East is envisioned as a vibrant hub of prosperity and innovation, with a significant cluster of technology and office uses replacing economically obsolete uses, with a mixed use residential area providing a range of housing options. New streets and pathways, buildings and plazas, and greenways along railroad spurs will foster a connected, urban quality, and provide direct access to BART.



Industrial Uses along Railroad Tracks



Existing Commercial uses along 7th Street





Paseo



9th Street



8th Street

Proposed Land Uses and Programming

- Housing (974 units, 123 affordable units)
- Retail
 - - Grocery Store (18,000 ft²)
 - - Other Retail (12,800 ft²)
- Parks & Plazas
- Green Infrastructure



Engagement Feedback - Station East

- Support for increased connectivity and construction of pedestrian crossing over Niles Subdivision
- Recognition that the connection to BART and connectivity to surrounding areas is essential for area's success
- Need for affordable housing based on location near public transit



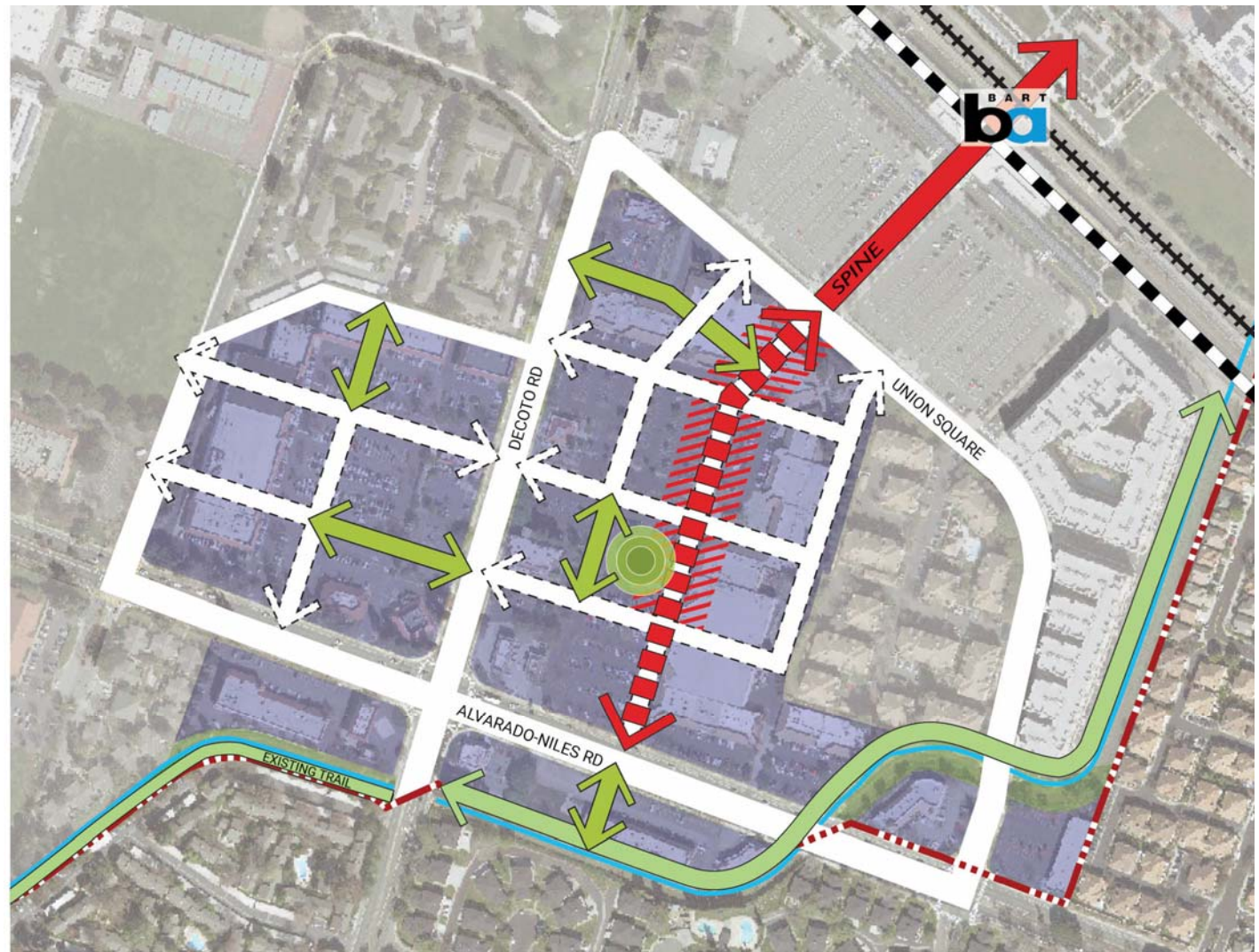
Engagement Feedback - Station East

- Support for new retail uses in the area to serve the Decoto Neighborhood
- Emphasis on providing adequate parking for proposed uses
- Need for adequate separation/buffering between residential and Industrial uses (PC)
- Concern over displacement of existing businesses (PC)



The Marketplace is anticipated to be a vibrant, walkable citywide destination with community-serving and specialty-retail, dining, and entertainment uses, new streets, and plazas fostering a “downtown” feel, with a complementary mix of residential, office, and other uses.





Community Feedback The Marketplace

- Preference to retain small, local businesses
- Support for adding a mix of uses, including mixed-use residential, to the area while retaining retail
- Desire to ensure parking continues to be provided but in more innovative ways (e.g. parking on top of new buildings, smaller parking lots distributed throughout the area)



Community Feedback The Marketplace

- Support for increased pedestrian and bicycle connections
- Support for mixed-use residential development (PC)
- Need for enhanced pedestrian and bicycle crossings on Decoto Road to connect shopping centers (PC)



This area is envisioned to provide a new gateway to Union City that provides a variety of housing opportunities integrated with open space, park amenities, community agriculture, and enhanced facilities for bicyclists and pedestrians, facilitated by construction of the Quarry Lakes Parkway.



Existing agricultural land along Quarry Lakes Drive



Existing Development



Engagement Feedback – The Gateway

- Support for a mix of housing types including an “agri-hood” concept.
- Support for community gardens
- Concern over the loss of existing agricultural land
- Potential for the area east of Alvarado-Niles Road to include a mix of retail and residential
- Received public feedback on the planned QLP
- Clarified need for QLP to provide traffic relief to Decoto Road and provide uninterrupted emergency vehicle access (PC)



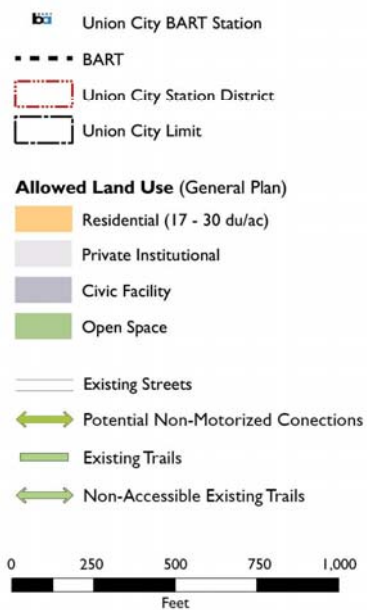
In the Civic Center, civic uses are envisioned to become more cohesively integrated with the larger Station District, with new pedestrian and bicycle connections, and potential long-term improvements to existing public facilities and amenities should grant or other funding becomes available.



Kennedy Park



James Logan High School (Center for Performing Arts)



Engagement Feedback - Civic Center

- Desire to improve existing public open spaces and facilities
- Desire to improve safety in the area
- Potential to increase public art within the Civic District – such as the pillars under BART or art within Kennedy Park
- Create more active uses within Kennedy Park
- Create an arrangement with Logan High School for additional shared facilities



- It is recommended that the City Council provide feedback on the Guiding Principles and planning preferences for the subareas
- Feedback received to date will inform development of the draft Station District Specific Plan, which will be brought back to the community and decision makers for review