



City of Union, Missouri - *Comprehensive Plan Update*

***IMPLEMENTATION PROGRAM***



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**Table 8.1 – Implementation Matrix** (located at end of section)



## Implementation Program

The purpose of this chapter is to provide implementation strategies needed to promote the vision of making *Union a great place to live, work, play, and raise a family* and accomplish the goals and objectives established for this Plan. The implementation strategies provided herein were developed based on the belief that the City will follow these strategies to influence the factors that improve the quality of life of the community and its residents.

### Section 8.01. Future Residential Development

As the average age of the head of household increases, the ability or desire to maintain large properties decreases, resulting in less demand for larger homes. Therefore, as the City's population ages, the demand for housing types, suitable to the city's aging population, will increase. The Future Land Use Map shows higher density residential development northwest of the downtown and adjacent to the existing senior living facility in the western portion of town. Infill and lofts in the downtown will also provide opportunities for new, moderately priced, housing types not currently available. This Plan recommends the following objectives, also presented previously

1. Promote new residential development that fulfills unmet market demands.
  - a) Increase the supply and variety of housing options to meet all socio-economic needs. Updated, affordable housing options need to be developed in many of Union's older neighborhoods. There is a deficiency of new or higher quality homes in the \$100,000 range.
2. Prevent blight through code enforcement, redevelopment, and rehabilitation.
  - a) Continue current code enforcement efforts as needed to prevent property deterioration and to protect property values.
  - b) Promote investment in the redevelopment of the older, dilapidated housing in or adjacent to the downtown. The housing near downtown is in need of reinvestment. Many homes are rentals and not maintained with pride. Identify a block or group of homes and consider an adaptive reuse project. This type of revitalization would not only eliminate blight, but also provide a much-needed supply of downtown housing stock.
  - c) Promote public education about neighborhood investment and beautification, including help with organizing area-wide meetings.
  - d) Continue to implement voluntary housing code inspection of residences for life-safety hazards in conjunction with available grant and low interest loan programs.
3. Investigate grants or financing assistance for home repairs and maintenance for all ages and income groups, being particularly sensitive to the needs of elderly and low-income homeowners.
4. Promote public-private partnerships in financing improvements for neighborhood stabilization.
5. Promote efforts that make the city more attractive to working families by improving housing options and other services that are attractive to working families.



6. Support and encourage the development of neighborhood organizations that promote civic activities and empower homeowners to maintain their properties and patrol the neighborhoods. (I.E. National Night Out, Neighborhood Watch, etc)
7. Develop a plan review process to regulate the installation of modular homes, limit the use of mobile homes and encourage in-fill development.
8. Upgrade existing streets including sidewalks to increase the desirability of the area.

Residential infill opportunities in the city's older neighborhoods exist wherever housing has slipped into disrepair and no longer meet today's housing needs. Well planned infill in these locations serve two urban renewal objectives; eliminating older, outmoded homes; and replenishing the City's housing stock with affordable housing types that are well connected to the City's Central Business District. These strategies, along with the infill guidelines provided at the end of this section address the Housing and Neighborhood Sustainability Goal for this Plan which states; "**Provide safe and quality housing for all residents of Union.**" The following guidelines are provided to help increase the compatibility of future infill, tear down and redevelopment activity with the City's existing building stock and meet the residential goals established for this Plan:

1. Unless identified otherwise on the Future Land Use Map, areas that are presently being used for residential purposes should remain residential.
2. Encourage higher density residential redevelopment within walking distance to the downtown (approximately  $\frac{1}{4}$  mile).
3. All development should blend well with the existing built and natural environment. For example, when developing in or adjacent to established neighborhoods containing larger lots than those proposed, the proposed lot sizes should best represent the existing neighborhood lot sizes and densities adjacent to the development and transition to smaller lot sizes and/or densities within the interior of the proposed subdivision. Allowing an increase in density for infill development helps off-set the cost of development and compensate for added site features or other amenities.
4. The building setbacks for any infill or redevelopment project should be consistent with the surrounding building setback and density requirements.
5. Relate the size (height and bulk) and proportions of new structures to the scale of adjacent buildings. Avoid buildings that violate the existing scale of the area in height, width, or massing.
6. A range of housing choices is needed to meet the needs of residents of differing economic levels, age groups and lifestyles. Diversifying the housing stock is recommended so people can "age in place" rather than moving outside the city at any given stage of the life cycle. Neighborhoods should offer a choice of well designed and low maintenance housing types, sizes and values.
7. Higher density is recommended to achieve a more affordable housing stock. Higher density housing results in less land per unit, less site preparation, less infrastructure and typically less finished floor area, all of which hold down the hard costs of housing.



8. Encourage front porches on new houses. Front porches allow homeowners to comfortably spend more time near the front yard and street. This creates a greater opportunity to know one's neighbors, maintain a casual surveillance of the area, and thereby maintain a safe residential neighborhood. This also reinforces a small-town ambiance.
9. De-emphasize garages that extend past the front of the house. Garages which extend out from the front of a house create an emphasis on the automobile, diminish the effects of inviting front doors and porches, and are simply less attractive than the house itself. All of these effects break down the pedestrian oriented quality which is sought for new residential areas in the City of Union. A maximum percentage of street façade devoted to garage area should be established as a control measure for visual quality.
10. This Plan recommends requiring landscaping, primarily through preservation of mature trees and existing vegetation, for all new development. The rationale for this recommendation is trees increase property values and create conditions which are pleasing. Trees provide shade, wind breaks, and attract songbirds and other wildlife. By far the easiest way to capture these benefits is to preserve the existing vegetation of a site as it is developed, rather than relying on newly planted materials to grow and mature, slowly recreating an environment which already existed in many cases.

#### **Section 8.02. Conservation Subdivision Design**

The intent of Conservation Subdivision Design is to preserve natural areas while permitting residential densities that are equal to the City's underlying residential zoning districts. It is recommended that Union develop conservation subdivision design guidelines as part of a Subdivision Ordinance recommended to be created and adopted after approval for this Plan.

The intent of conservation subdivision design is to maintain the same density as a conventional subdivision while allowing relief to the lot and setback dimensions. This is a concept known as "density neutral". The biggest difference between a conventional subdivision and a conservation or cluster subdivision is that a conservation subdivision preserves up to 50% of the development site. This is accomplished by minimizing the development footprint by building compact subdivisions with smaller lots, smaller building footprints and leaving natural areas undisturbed. Lake and golf course developments follow the same subdivision design concept as conservation subdivisions. Conservation subdivisions would require relief from the City's minimum lot sizes and setbacks. Whenever development is proposed containing environmentally sensitive lands, the principals of conservation subdivision design should be followed to minimize the development impact to the most sensitive portion of the site. The land conserved as a result of conservation subdivision design should be dedicated in perpetuity as undeveloped common ground, farmland or open space. Figure 8.01 illustrates the difference between conventional and cluster subdivision design.



**Figure 8.01 Conventional Subdivision Design vs. Cluster Subdivision Design**



Source: *Conservation Design for Subdivision* by: Randall G. Arendt

### Section 8.03. Low Impact Development

Related to Conservation Design, Low Impact Development (LID) is a method of developing land that reduces the impact to the environment and helps manage storm water. Because of this, LID directly effects local and regional water quality, quantity, and the frequency and duration of flood events. Therefore, LID can be a critical step in addressing localized and regional flooding. The Bourbouse River is an important natural resource and recreational amenity. This Plan recommends preserving the river and the banks and floodplain. Since the Bourbouse and its tributaries flow through the City and the targeted growth areas, the City has an increasing responsibility to address water quality issues. As the City continues to grow, development pressures on the Bourbouse and tributary floodplains will also grow. This plan recommends managing future growth and development by applying the following LID strategies.

1. Compact Development: Increasing the density of a development to reduce the development footprint and preserving natural areas that can be used for storm water retention/detention.
2. Site Best Management Practices (BMP's). BMP's can include bioswales, raingardens, subsurface retention, and similar strategies.
3. Building BMP's. Building BMP's should be used frequently in all developments and can include green roofs, cisterns or similar temporary storage.
4. Consideration should be given to using the floodplain of the Bourbouse River in conjunction with developments so that the floodplain can add to the impact of the BMP's and the BMP's can connect the developments to the river.



#### Section 8.04. Downtown Development

The ability of a City to exist as an economic entity depends greatly on the health and vitality of its downtown. Historically, downtowns were the economic center of the city, usually located at the crossroads of a transportation route such as a river or railroad. As time passed, America's dependency on the automobile increased, commercial activity and trade became possible and moved away from the town center where land along interstates was cheaper and more available. The downtown may not have the space or infrastructure capabilities to handle large income generating uses such as industries, big-box retail establishments or highway commercial activities, but it serves an important niche in city commerce. The historic downtown of Union is the city's identity. It's where celebrations and parades are held, it's where the main municipal buildings are located and it's the County Seat of Franklin County.

Downtown Union has undergone many revitalization projects over the years. While these improvements are critical to the long-term viability of Historic Downtown Union, the downtown is still lacking key destinations and amenities that attract people and create vitality. The uses of Downtown are dominated by City and County uses and law related offices. These uses tend to provide vitality during the daytime but become significantly under utilized in the evening. Efforts to revitalize downtown Union are in direct competition with the many sites and commercial districts now available outside of the downtown and the physical impediments to commercial growth downtown, such as parking, outmoded buildings and aging infrastructure. For the downtown to remain viable as a business district it must compete with other districts both inside and outside of Union.

Downtown revitalization efforts should target businesses that meet a demand for goods and services that strip commercial areas and "big box" developments do not fulfill. New emphasis should be placed on culture and entertainment downtown. This Plan recommends the City partner with local organizations or business owners to conduct a very selective business recruitment campaign for downtown and work with partnering downtown entities to ensure the downtown is safe, attractive, and alive with people. Grants and technical assistance, such as the Downtown Revitalization and Economic Assistance for Missouri (DREAM) Initiative, are recommended to help assist in revitalization efforts. Additionally, a refined streetscaping plan or strategy should be developed that provides for trees that do not compete with business signage as well as business signage that has a unified and positive aesthetic design.

#### Section 8.05. Downtown Revitalization Recommendations

The Downtown Revitalization Goal established for this Plan is to "Promote investment in Downtown Union to attract and retain businesses, generate commercial and entertainment opportunities and create vitality that attracts people". The following objectives and implementation strategies are recommended to help achieve this goal. See also Chapter 7, Section 7.5.

1. **Incremental improvements:** The success of downtown Union lies in the result of numerous small steps over time. This Plan recommends the City continue the incremental revitalization efforts in the downtown historic district and the following implementation strategies:
  - a) Create an ongoing partnership between the City, Chamber and other civic groups with an interest in the downtown to work towards a unified effort to enhance the



Downtown experience. These groups should work together in promoting special events, sponsoring façade and streetscape improvements and acting as a catalyst in forming partnerships that fuse together cultural, professional and residential interests.

- b) Create a walkable, outdoor shopping district Downtown with integrated shops, entertainment and restaurants offering unique, high quality merchandise, al-fresco dining (roof-top & sidewalk), cultural attractions, art galleries and annual street festivals and entertainment.
  - c) Encourage the use of street furniture such as benches, waste containers, fountains, public art, information kiosks and seasonal banners to help create a unified visual theme and “brand” for the City.
  - d) Work with an arborist to develop a long term landscaping plan that include eliminating the existing Bradford Pear trees that currently block businesses from potential customers while providing a planting plan of recommend trees, shrubs, flowers and ground cover that creates a thematic streetscape and “brand” for the City. Consideration should be given to seasonal colors, shadow lines, pedestrian lighting, coordinated street furniture and clearly defined pedestrian crossings.
2. **Preservation:** Buildings are the most fundamental element of any downtown. They give Downtown Union its character and, when occupied by businesses, they attract people and revenue. Therefore, buildings should not be removed unless they are replaced with a structure or use of equal or higher aesthetic value as determined by the Planning Commission. This plan recommends the following implementation strategies:
- a) Promote the adaptive reuse and revitalization of the city’s older buildings and homes, specifically those located in the Historic Downtown and urban core.
  - b) Evaluate past adaptive reuse projects and other land use conversions to evaluate the most effective approaches for the future and avoid duplicating past mistakes.
  - c) Continue to promote façade and urban design improvements with a focus on historic preservation. Seek funding from the State’s CDBG program, public/private partnerships or other funding sources.
  - d) Facilitate steps toward code compliance and reinvestment. In worst case scenarios only, eliminate dilapidated buildings. Help procure funding in the form of grants or tax credits to help fund the adaptive reuse or revitalization of historic or architecturally significant structures or sites.
3. **Mixed Use:** Promote housing, culture, arts and entertainment in the city’s Downtown. Create a Mixed Use Zoning District to incentivize second floor residential units. Housing will attract residents (consumers) that will support downtown businesses and make the downtown feel inhabited, safe and vital. This plan recommends the following implementation strategies:
- a) Promote higher density residential uses in the downtown—above stores and as infill development in adjacent neighborhoods within walking distance of downtown.



- b) Develop zoning procedures and development incentives to encourage horizontal and vertical mixed-use revitalization efforts and redevelopment and permit mixed use, including lofts, live-work units and relief from parking requirements. One recommended strategy for implementation is the development of a historic downtown overlay district.
  - c) Give people a reason to come downtown. People are the best way of attracting other people including entrepreneurs looking to develop a business.
4. **Seasonal Events:** Continue to invest time and resources in seasonal events, decorations and festive/outdoor marketing activities that bring people downtown.
  5. **Gateway:** Create definable points of entry into the downtown in the locations identified on Future Land Use Map.
  6. **Streetscape Enhancement:** Implement landscaping enhancements as described above. Future enhancements should follow a common theme to help create a “brand” for the downtown and reduce visual clutter. The streetscape enhancements should include the repair/replacement/on-going maintenance of all sidewalks, building façade improvements, lighting, street furniture, banners, signage, etc. The downtown should be easily to find from Highway 50 and 47. The downtown area should also be festive during all seasons. Trees and light poles should be decorated to celebrate special occasions and seasonal changes.
  7. **Conservation Study:** Conduct a conservation study to help identify blighted commercial areas, better position underperforming sites for tax abatement and to initiate redevelopment efforts and reinvestment

#### **Section 8.06. Commercial Districts**

The Business Stability and Economic Development goal established by this Plan is to diversify and strengthen the City’s economic base and local employment opportunities. This Plan recommends adopting commercial design review procedures that are consistent with the following guidelines to help achieve the goals of this Plan and harness the powerful economic boost these developments can bring to the community.

#### **Section 8.07. Commercial Design Guidelines**

*Landscaping:* Commercial developments, especially developments that require 10 parking stalls or more, are encouraged to provide landscaped parking lot islands, landscape buffer surrounding all parking areas, and landscaping along any building façades fronting a public right-of-way.

*Sidewalks:* All commercial uses should provide sidewalks along the road(s) providing frontage to said use. On-site pedestrian ways should also be provided to the primary entrance of all commercial uses.

*Facades* – The design of building faces should have continuity with the surrounding built environment. All highly visible building faces shall receive the same quality of design and exterior building materials. All rooftop mechanical equipment and/or antennas must be screened with material consistent with the overall design of the facility. For large developments, the



primary façade is required to be articulated with off-sets and other design elements. The intent of this design standard is to avoid large expanses of unadorned building facades.

*Signs:* Signage for commercial developments shall have continuity with the overall development. The use of monument and wall signs is encouraged. Pole signs should be restricted to highway locations. Rooftop and temporary signs such as banners and balloons should be prohibited.

*Circulation:* Access to commercial developments shall be limited. Refer to the Transportation Section for access management guidelines. Access and on-site vehicular circulation shall provide adequate room for the turning radii of the largest vehicular type that is intended to serve that site.

### **Section 8.08. Industrial Districts**

Designating industrial uses of land is very important to the economic diversity of a community. The most important factors that make land desirable to industrial users are land affordability and accessibility (level of efficiency in receiving and exporting freight). The City of Union already has industrial sites that meet these requirements and those identified in the State's Certified Sites Program. Additionally, Union offers a large, well-educated workforce.

Industrial development should be separated from residences and point-of-purchase retail sales. Industrial developments are typically of low design quality and may produce external effects that are incompatible with less intense uses, such as residential. Heavy truck traffic and high traffic volumes at shift changes are common in industrial areas. New industrial development should be directed to the areas designated Industrial on the Future Land Use Map. All future industrial uses should be reviewed for consistency with the following guidelines:

1. Buildings should avoid long, monotonous, uninterrupted walls or roof planes on any building face visible from adjacent non-industrial uses or public right of ways. Metal buildings should contain architectural features such as textured/masonry/stucco surfaces, accents and fenestration such as windows, doors and other offsets or other breaks in the wall or roof planes.
2. All uses that include the storage of inoperable automobiles and other equipment should contain sight proof screening, approved by the City.
3. Future development intended for the areas designated "Industrial" on the Future Land Use Map, should fall under the City's "I-1" Industrial District which needs to be created.

## **Economic Development Strategies**

### **Section 8.09. Business Retention and Expansion**

Most new jobs created in Union during the past decade were produced by small, local businesses. Therefore, small, local businesses and entrepreneurs play an important role in driving the local economy. The City should continue providing ongoing technical assistance and resources, as needed, to nurture these existing businesses and entrepreneurs. Focusing economic development efforts on the community's existing local businesses and entrepreneurs is a concept known as "economic gardening." It was the chosen economic development tool used to bring many communities out of the recession in the late 1980's and is the strategy of



choice by many economic developers today to help stabilize the business climate in many towns across the nation.

The highest rated goal developed for this Plan, according to the City's decision-makers is **Business Stability**. The highest rated objective developed for this plan, according to the City's decision makers is to "**seek out and nurture entrepreneurs**". Therefore, this Plan recommends promoting the principles of "economic gardening", which include the following business stability strategies:

1. **Providing Access to Information:** The City should continue working with local, state and regional organizations to provide local entrepreneurs with access to competitive intelligence on markets, customers, and competitors. Additionally, the City should develop a brochure or "Economic Development Factbook" highlighting the latest business and economic news and events and provide this information on the City's website.
2. **Regional Promotion & Expansion:** Encourage City staff to join local, state and regional business groups and attend meetings on a regular basis. The City should also purchase advertisement in targeted popular trade publications and other media to help to promote the location strengths of Union to local, national and international markets.
3. **Communication:** Establish and maintain better communications between the private sector and the City: The City should encourage the continuation of one-on-one business site visits to better serve local businesses and identify damaged or struggling businesses before it's too late. When an existing business has a need, the City is encouraged to help identify solutions, assist with gathering information, and facilitate the creation of partnerships.
4. **Partnership building:** The City should work with Chamber of Commerce and other business groups to help identify and facilitate business retention and expansion.
5. **Aesthetics:** Develop a street landscaping program to replace the existing pear trees downtown and strengthen the code enforcement program to improve the city's visual image as seen from the major street systems. Concentrate efforts in business areas and adjoining neighborhoods. See also Sections 8.04-05 regarding downtown revitalization. See also Section 8.07, "Commercial Design Guidelines".

#### **Section 8.10. Attracting New Business**

The Business Stability and Economic Development Goal of this Plan is to: "**diversify and strengthen the City's economic base and local employment opportunities**". To achieve this goal, the City must portray a positive image in terms of visual appeal, and its positive approach to how it interacts with the business sector. The City must also capture an increased number of quality good paying jobs. The following implementation strategies are recommended to help attract new business.

1. **Targeted Industries:** Focus economic development efforts on attracting businesses in the following industries: high-tech manufacturing, health, green energy, business services, higher education, and information technology or processing. These industries and businesses that employ 10 or more full-time salaried jobs will do more to help diversify and strengthen the City's economic base and create new, higher paying jobs than other



industries. Additionally, the recommended industries would increase the City's revenue from real estate improvements made to establish the businesses and equipment purchased to operate them.

2. **Targeted Businesses:** Focus economic development efforts on attracting and establishing businesses that bring quality of life amenities to the City such as; sit-down restaurants, alfresco dining, entertainment, recreation, etc. These businesses will reduce seepage (residents leaving town to spend money), increase the City's regional draw, improve the City's image, and help revitalize the City's existing commercial district and downtown.
3. **Expand Retail Selection:** Identify voids in the current retail make-up and other retail business opportunities within the trade area and recruit. Currently residents travel outside the City for many of their retail needs. This creates seepage in the City's revenue stream and reduces the city's economic development potential. Revenue generated from sales tax account for the majority of the City's operating budget.
4. **Lead by Example:** Lead by example by constructing or remodeling City buildings and public facilities using the same quality, visual appeal, and high standards that the City expects from private sector investments.
5. **Improve Public Relations:** Seek public relation and mass communication strategies to promote Union's positive developments and location strengths to enhance Union's image and strengthen its ability to attract new businesses.

#### Section 8.11. Establishment of Special Districts

There are areas of the city where business success, structures, and the visual appeal of the street scene are deficient. These areas include the downtown and adjacent aging businesses districts and neighborhoods. The community cannot afford to allow any geographic area to decline or discontinue being a contributing element to the City's economy. If Union intends to revitalize areas that are struggling physically and/or economically, it must utilize its authority to create redevelopment districts or establish Enterprise Zones, Transportation Improvement Districts, Neighborhood Improvement Districts or Community Improvement Districts.

1. Seek bond, general fund, and develop financing networks that allow low interest loans and/or grant money for targeted commercial and industrial projects.
2. Cooperate with the Union Area Chamber of Commerce to provide technical assistance and information regarding applicable local, state and federal assistance programs.
3. Form a Tax Increment Financing (TIF) Commission. The Commission would require 11 members. Six (6) members are chosen by the Mayor and five (5) from the taxing districts in the city. See the Public Facilities Chapter for a list of taxing districts. Although the City does not have any immediate projects requesting TIF, this Plan recommends the City establish a TIF Commission to remain competitive in the region and poised and ready for development when it comes. Currently Washington, St. Clair, and Sullivan have established TIF Commissions. Additionally, the City of Union should establish guidelines for TIF districts that allow for accessing funds between adjacent districts.



4. Establish an Enhanced Enterprise Zone Board. The Board should be comprised of seven (7) members with the Mayor appointing five (5) of the members and at least one (1) member representing Union schools, one (1) member representing the fire department and one (1) member representing any other taxing districts within the proposed Enhanced Enterprise Zone. The boundaries for the EEZ is recommended along Highway 50 and 47 in the areas designated as Future Commercial and Industrial on the Future Land Use Map. The boundaries must be approved by the State of Missouri. The intent of the recommendation to establish an Enhanced Enterprise Zone is to provide additional incentives for economic development.

### **Section 8.12. Financial Incentives**

To increase the City's ability to attract and retain businesses that help diversity and strengthen the local economy and enhance the quality of life for the City's residents, the City should consider the use of financial incentives, on a case by case basis. Incentives are appropriate when the additional revenues or benefits received from a project are greater than the cost of the incentives provided by the City. In exceptional cases, the City may choose to participate financially in a project in the absence of a direct revenue or image enhancement benefit. This may occur only when the City's participation is a key to the success of the development, and the development directly promotes the goals established in this Plan.

The following questions should be considered when making appropriate decisions regarding financial incentives. The City should not offer financial incentives unless the incentives are legal and one or more of the questions below are answered in the affirmative.

1. Does the business in question offer special advantages to the City's budget?
2. Does the business in question add at least one full time, salaried job to the City's labor force?
3. Does the business in question create economic development and health and welfare opportunities in the community?

The City should not waive or relax standards identified in this Plan, the City's Zoning Code or other state regulations dealing with the environment, public safety, building design, materials, infrastructure, or streetscape improvements as an incentive for economic development.

### **Section 8.13. Gateway Branding**

A system of gateway features is recommended along Highway 50 and Highway 47 as they enter into the City to help create a brand for the City. Gateway branding improvements will provide an immediate impact on the identity and economic vitality of the city. A public/private partnership should be created to implement gateway branding features whereby private industries may incorporate corporate logos, etc. within the gateway improvements in exchange for sharing in the costs of implementation and maintenance.

Major entrances into the city and the downtown are ideal locations for the development of primary focal points and the promotion of the City's brand or identity. These are highly visible locations that offer sufficient areas for beautification opportunities. These locations represent prime areas for the development of "gateway" features which may include: (See also Parks Chapter)



1. A prominent feature such as public art, statuary, fountains, gardens or park-like settings;
2. Signage to clearly identify entrance into Union. Brick, stone or other high-quality materials and the city logo should be incorporated into the signage to further establish the gateway;
3. Landscaping to accent the Highway 50 corridor and entryways into Union and the city's downtown. A combination of street trees, ornamental trees, shrubbery, ground covers and ornamental plantings should be used to accent and coordinate the design.
4. The use of direct and indirect lighting and other signage/branding elements should be incorporated in these locations to reinforce the strengths and unique qualities of Union.

Entryways into the city's Downtown should also have some distinct or unique branding qualities. Since these streets contain the most noticed structures and attract people from all walks of life, particular attention should be paid to their visual impact. Additional gateway branding features, as described above, should be implemented along Highway 47 as it enters the City.

### **Growth Management and Annexation**

Decisions regarding the growth of the City of Union through annexation should be made after careful consideration and discussions with all affected parties. Whether or not an area or tract of land is annexed into the city should be based on a set of criteria held consistent through time and across different situations. The following section on growth management provides justification for when and why areas should be considered for annexation. The next section summarizes procedures for annexation and presents a set of criteria which can be used for evaluation purposes during an annexation study.

#### **Section 8.14. Growth Management**

Growth management can be described as a conscious public decision to restrain, accommodate or encourage development. Management techniques can be applied to any type of growth, but of particular concern to the City of Union is the current and future supply of quality commercial, residential and industrial development opportunities. The growth of the land uses mentioned above are managed in part by proposing areas of commercial, residential and industrial growth on the Proposed Land Use Map and developing strategies for each district. In addition to proposing land uses, the city can manage growth by extending the city boundary and concentrating municipal services within the planning area. This strategy will minimize sprawl and the inefficient use of the land, resources and municipal services.

The purpose for managing growth in the City of Union is to promote the following smart growth principals:

1. the preservation of farmland & the income generating potential of natural resources;
2. the prevention of overextending municipal services and infrastructure;
3. the prevention of vacancies and thus economic decline within existing city neighborhoods and commercial areas; and
4. the control of types and quality of development at the city periphery.



The rate, manner and location in which the City of Union allows residential, commercial and industrial land uses to grow will have significant effects on conditions within the city's existing neighborhoods and commercial areas. In the current development environment, it is more economical for commercial and residential developers to construct new buildings on agricultural land than it is to redevelop an existing site or renovate an existing building within the city. As a result, most developers' preferred construction locations are at a city's perimeter. When this growth is allowed to progress unchecked, older sections of the city tend to be left to deteriorate. For cities to avoid vacancies, deterioration, and eventual blight among older sections of town, new construction should be balanced with maintenance and renovation of existing buildings. To best accomplish this balance, the City may need to offer incentives to encourage development within the City's existing limits.

The challenge faced by the City of Union is finding the balance between investing in new developments and reinvesting in what the city already has. To remain competitive with other cities in the region, the City of Union must allow and encourage commercial development by providing adequate commercial and industrial property with good access to the City's transportation system and utility services. Potential for commercial development exists along Highway 50 and Highway 47. Commercial development in these areas can be used to generate city tax revenue, create jobs, and increase shopping and entertainment opportunities for area residents as well as tourists and travelers. However, this growth must not occur in a manner that will contribute to the further deterioration of downtown. Businesses that could feasibly operate in a downtown building should be given incentives to do so.

Land near the intersection of Highway 50 and Interstate 44 is expected attract highway-oriented commercial activity such as hotels, restaurants, convenience stores, gas stations and big box stores. This activity is supported largely by high volumes of traffic generated by Interstate 44 and the lack of large-scale commercial sites located nearby. Interstate 44 is one of America's most traveled and most historic routes (Route 66). It is also the main route into the City of Union. Therefore, it will continue to be a prime location for commercial growth. However, given the modest population and commercial growth in the area, it is not feasible to completely develop all vacant and agricultural land along this stretch of road in the near future. All future commercial growth should be limited to areas adjacent to existing development and in keeping with the development patterns adopted by the City Council and contained in the Highway 50 Land Use Plan.

To manage the growth along Highway 50, the City of Union must be able to regulate the location, type, and quality of development. However, the City of Union has limited jurisdiction of land development outside its boundary. There are several areas along Highway 50 that are not located within the corporate limits of Union. These areas fall under the jurisdiction of Franklin County, which does not have the same level of land use restrictions as the city. For the city to have full control of the type, quality, and nature of future land use, it must annex the appropriate growth areas prior to development activity.

Another area poised for commercial expansion, which will also require annexation, is the Highway 47 Corridor leading north to Washington. Much of the land north of the City along Highway 47 is undeveloped and highly desirable for future development. For this to be feasible however, the City of Union will need to extend its boundary as well as the needed municipal



services to support such development. The annexations recommended for the City of Union within the next 10 years of adoption of the plan include:

- Annex areas of proposed growth along Highway 50 east toward Interstate 44, specifically at major intersections (nodes) with the city's arterial and collector roadways.
- Annex areas of proposed growth along Highway 47 north and south of the current City limits, specifically at major intersections (nodes) with the city's arterial and collector roadways.
- Annex areas southwest of the City's current limits, as shown on the Future Land Use Map, to provide housing that accommodates the region's growing population.

The purpose of annexing these areas is to prevent undesirable development close to the City boundary. Undesirable developments are those that affect the aesthetics of views from property within the City; are held to design standards less restrictive than are required by the City of Union; contradict the Comprehensive Plan; are noxious, a nuisance, or potentially harmful to the residents of Union or the environment; or negatively affect the value of adjacent or nearby property.

#### **Section 8.15. Annexation**

Due to increasingly limited resources, the City must retain and attract commercial growth within the city limits. To ensure that the quantity, type, and timing of development occur in a manner that is beneficial to the city, growth areas must be within the city's control. Therefore, the City of Union must annex areas in which growth needs to be managed. Annexation of any land into the City of Union should be considered carefully. While each situation is different, the end result should provide specific benefits to the City. The areas of land designated for future growth on the Future Land Use Map should not be the sole determining factor in deciding whether an area should be annexed. The following questions should be considered when examining an area for annexation:

1. Will the annexation lessen demand to develop in-fill property or redevelop existing buildings within the current city boundary?
2. Will the annexation place any encumbrances upon the city for expansion of roads or services or result in the acceptance of substandard roads or infrastructure?
3. Will the annexation permit the future development of one or more desirable land uses within the city?
4. Is the annexation in the best interest of the city as a whole?
5. Will the annexation bring existing land uses into the city that are desirable and have some benefit to the city in terms of revenue and/or image?

The condition and location of Union's existing and planned infrastructure should influence the City's policy of growth of annexation. Portions of unincorporated Franklin County identified by one of the Future Land Use Categories on the Future Land Use Plan should be considered for



immediate annexation. The City should try to anticipate where most of the growth will occur, and supply utilities and infrastructure accordingly. However, the City should not stretch its resources. It is recommended that the City only expand into recommended urban growth areas with the infrastructure that it can afford.

#### **Section 8.16. Comprehensive Plan Adoption**

Before adopting or amending the Comprehensive Plan, the Planning Commission must hold a public hearing. A notice of the public hearing must be published at least 15 days prior to the public hearing in the official city newspaper. Adoption shall require a majority vote of the full Planning Commission. Upon adoption of the Comprehensive Plan, or any amendment thereto, a certified copy of the plan along with a written copy of the minutes of the public hearing, must be forwarded to the City Council.

#### **Section 8.17. Comprehensive Plan Updates and Amendments**

City Staff, under the direction of the Planning Commission, should conduct annual reviews of the Comprehensive Plan or any part thereof to consider any amendments, extensions, or additions to the Plan. All amendments to the Comprehensive Plan must be made in accordance with the process for the original adoption of the Plan.

#### **Section 8.18. Implementation Program Summary**

The implementation strategies provided herein are intended to work with the Land Use Implementation Strategies provided in this Chapter along with all the other recommendations, goals and objectives provided in the preceding Chapters of the Official Union Comprehensive Plan. The combined implementation strategies, actions and recommendations create the Implementation Program provided in Table 8.1 City of Union Comprehensive Plan Implementation Matrix. We recommend that the Planning and Zoning Commission and the City Council use the Implementation Matrix as a summary checklist of ideas, concepts and some of the details that arose from the plan as a gage against which to generally evaluate projects and progress.

The implementation program should **not** be used as a stand alone document. The purpose of the implementation program is to match funding and program resources and implementation strategies with many of the land use and urban design recommendations provided in the Comprehensive Plan.

The implementation recommendations of this plan will require the direction and leadership of City staff and the support of the City's elected and appointed officials, residents and business owners. The City should make sure all improvements are designed to have a long life and accommodate future generations and market changes. Recommended improvements are intended to serve a long life and be loose fitting. This will help ensure Union's present needs are met, while not compromising the needs of future generations.



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
<b>Public Services</b>	
In short-term, concentrate development in areas which can be served by existing facilities rather than in areas which require new facilities.	Ongoing focus
Over long-term, future public utility expansions will be needed to sustain and encourage growth.	Target expansion on projected land use while being flexible for development opportunities
New police station (with the amenities noted in plan)	Facility evaluation and feasibility plan should be started
Additional police officers and staff be hired to provide better geographic coverage and faster response times.	Ongoing discussion
Continue working with the Union Fire Protection District to increase the capacity and pressure of water supply.	Ongoing discussion
Continue working with the Union Fire Protection District on uniformly enforcing quality building codes.	Ongoing discussion
Continue working with the Union Fire Protection District on requiring new developments to have water supplies for a better ISO rating	Ongoing discussion
Continue working with the Union Fire Protection District on requiring new developments to limit cul-de-sacs	Ongoing discussion
Continue working with the Union Fire Protection District to encourage opening dead-end streets into thru streets	Ongoing discussion
Continue working with the Union Fire Protection District on limiting street closures except in case of events	Ongoing discussion
Continue to educate the community on fire prevention as well as tornado and earthquake preparedness	Ongoing discussion
Continue improving emergency preparedness/first responder plans relating to homeland security and natural disasters and other acts of God.	Ongoing discussion
Upgrade City Hall building. Facility should accommodate most city departments, be fully accessible, and serve as a civic complex. See plan for options.	Facility evaluation and feasibility plan should be considered or at least budgeted for in upcoming city financial planning
Undertake a periodic examination of its governance structure.	Should happen no less than every five and no longer than every ten years



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
Consider creating a Historic Preservation Board or Commission to foster the preservation of historic structures.	As soon as possible so as to protect building stock especially in downtown
The City should reach out to neighboring communities and the metropolitan area to address public transit.	Ongoing discussion
City Engineering and Public Works structure should be unified	Ongoing discussion. Best achieved through natural attrition.
Consider having Parks & Recreation maintenance staff a part of the unified Public Works.	Ongoing discussion tied to unified City Engineering and Public Works
Develop a future infrastructure plan to extend utilities in the city's anticipated annexation areas and develop an ordinance that requires developers to share in the cost of related roads, utilities and other infrastructure costs.	Ongoing discussion that should include Engineering and Economic Development
The City should take the opportunities when they arise to do advance the R-XI district	Ongoing discussion
Continue to facilitate the Farmer's Market and other similar activities that draw people to the Central Business District.	Ongoing discussion
Consider any new development at Highway 50 and I-44 be mixed use that would include healthcare facilities	Ongoing discussion
<b>Parks &amp; Recreation</b>	
Implement the Franklin County Trails Plan and the City of Union Trails plan.	Ongoing discussion that should be part of broader City Parks Plan
The City should work to continually review and implement the East Park Master Plan.	Ongoing discussion
Consider additional safety measures such as increased police/volunteer patrolling of parks or installation of "code blue"-type lighted emergency telephone pedestals.	Ongoing discussion
Periodically assess how parks and recreation is responding to future city growth	Should happen no less than every five and no longer than every ten years
Periodically assess walkable distances and ease of accessing City parks	Should happen no less than every five and no longer than every ten years
Consider smaller-scale parks, such as playlots or mini parks, being integrated into the development of new	Should happen no less than every five and no longer than



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
residential areas	every ten years
Plan for additional trails, greenways, and other forms of connectivity to provide connections to other facilities and protect access to the river	Ongoing discussion that should be part of broader City Parks Plan
Public input and benchmark analysis findings should be used as a tool for future park & recreation planning	Ongoing discussion that should be part of broader City Parks Plan
Add 1-3 more playlot-type parks.	Ongoing discussion that should be part of broader City Parks Plan
Place emphasis on maintaining, improving, and developing current parkland than on acquiring and planning new parkland.	Ongoing discussion that should be part of broader City Parks Plan
Develop a citywide parks plan <i>before</i> creating any more substantial parks. (Post East Park)	Ongoing discussion that should be part of broader City Parks Plan
Promote, expand and continue ongoing maintenance in the City's parks	Ongoing discussion that should be part of broader City Parks Plan
Develop strategies to increase the utilization and generate more revenue at the City-owned park & recreation facilities and community events.	Ongoing discussion that should be part of broader City Parks Plan
<b>Transportation</b>	
Sidewalks should always be required on all new streets, even if they are local neighborhood streets	Ongoing discussion that should be part of City Transportation Standards
Sidewalks and paths should be constructed to connect the City's neighborhoods, schools, downtown and parks/recreational areas.	Ongoing discussion that should be part of City Transportation Standards
Provide sidewalks connecting East Central College to the Central Business District	Ongoing discussion
Provide sidewalks that are continuous and wide enough to include pedestrian-friendly streetscape elements	Ongoing discussion that should be part of City Transportation Standards
Provide sidewalks that maximize separation between pedestrians and motorized traffic	Ongoing discussion that should be part of City Transportation Standards
Connect Koko Beach Road to Sarah Lane and then to the intersection of Main and Springfield.	Ongoing discussion
Extend Independence Dr. across U.S. 50 to Koko Beach and cut Koko Beach E off of new connection	Ongoing discussion



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
Construct a new connector/crossing of U.S. 50 between Koko Beach Road and the intersection of Old U.S. 50 and West Main Street.	Ongoing discussion
Construct a new intersection/crossing of MO 47 between East Park Avenue and Peters Lane	Ongoing discussion
Construct a Pedestrian Bike Trail with bridge over the Bourbeuse River between the intersections of MO 47 with U.S. 50.	Ongoing discussion that should include Engineering and Parks
Extend Highway AT to relocate the intersection with U.S. 50 further west and away from I-44 interchange.	Ongoing discussion
Examine need for a connector between Prairie Dell Road north of Indian Prairie Road and Tanglewood Road.	Ongoing discussion
Upgrade MO 47 north of U.S. 50 to Independence Drive to three lanes in order to allow turns onto and off of local roads.	Ongoing discussion
Extend MO 47 south northward to line up with Independence Drive.	Ongoing discussion
Invest in better pothole repair and general street maintenance.	Ongoing discussion
Widen and pave all collector roads, such as Prairie Dell, Denmark and similar roads	Ongoing discussion that should be part of City Transportation Standards
Partner with Federal, State, and County agencies, including EWCCOG, to obtain maximum funding for identified projects.	Ongoing discussion that should be part of City Transportation Standards
Improve Highway 50 to 4 lanes all the way to I-44.	Ongoing discussion
Incorporate state of the practice design features such as roundabouts, traffic calming and synchronized traffic signals into roadway projects.	Ongoing discussion that should be part of City Transportation Standards
Invest in better signage and wayfinding in order to use the new visuals cues as an opportunity to reinforce the branding of Union.	Ongoing discussion that should be part of City Transportation Standards
Require a Level of Service (LOS) of C or better in all new projects.	Ongoing discussion that should be part of City Transportation Standards
Provide/consider sound walls along newly expanded Highway 50 to protect residents from traffic noise.	Ongoing discussion



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
Improve downtown streetscaping for both aesthetics and safety	Ongoing discussion that should be part of City Transportation Standards
Fully develop a true street hierarchy based on EWGCOG standards and develop standard cross-sections for each as they apply to Union.	Ongoing discussion that should be part of City Transportation Standards
Maintain the functionality of the downtown roadway grid.	Ongoing discussion that should be part of City Transportation Standards
Examine in detail best methods and locations for street closure for events such as street fairs.	Ongoing discussion that should be part of City Transportation Standards
Keep motor vehicle travel speeds as low as practicable	Ongoing discussion that should be part of City Transportation Standards
Where bus service is present, make it reliable and easily accessible.	Ongoing discussion
Draft into a city ordinance and implemented access management standards as described by MoDOT possible and appropriate.	Ongoing discussion that should be part of City Transportation Standards
Control vehicular access to commercial developments by providing alternative parcel access, eliminating unnecessary or redundant curb cuts, consolidating curb cuts by requiring shared entrances; and relocating access points to adjoining streets, where possible.	Ongoing discussion that should be part of City Transportation Standards
Traffic calming measures should be considered at all pedestrian crossings to reduce vehicular speeds, increase driver awareness and help establish right-of-way for pedestrian users.	Ongoing discussion that should be part of City Transportation Standards
In the Downtown, construct traffic calming measures such as bump-outs and unique paving materials at crossings, as well as landscaping that meets the needs of the area, and widened sidewalks where through lane and parking lane widths allow	Ongoing discussion that should be part of City Transportation Standards
Upgrade interchange at I-44 and U.S. 50 so that it is fully functional in all directions.	Ongoing discussion
Annex and control development of land at all highway interchanges that can reasonably be annexed (distance-wise) by the City	Ongoing discussion that should include Engineering and Economic Development



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
Should continue to evaluate how access by roads and pedestrians occurs on each bank and across the river.	Ongoing discussion
Bridge should be replaced at Christina Avenue north of College Avenue	Ongoing discussion
Bridge should be replaced at Memorial Parkway east of Park Drive	Ongoing discussion
Bridge should be replaced at Judith Springs Road north of the Missouri Central RR alignment	Ongoing discussion
Widen the low water bridge on Denmark Road at Birch Creek	Ongoing discussion
Widen the existing bridge on Denmark Road east of St. Andrew's Drive.	Ongoing discussion
Examine replacement of the culvert at Main Street between MO 47 and State Street by upgraded culvert or bridge	Ongoing discussion
If sufficient development occurs to warrant air facilities, consideration should be given to constructing an airport to serve regional air-travel and transport needs, especially to support corporate use.	Ongoing discussion that should be part of City Transportation Standards
Explore opportunities for off-street trail development	Ongoing discussion that should be part of City Transportation Standards
Opportunities should be explored for increasing active living by organized "trails" on streets/sidewalks	Ongoing discussion that should be part of City Transportation Standards
Develop a detailed plan to identify which streets are to be targeted for bike lanes that connect all portions of the city	Ongoing discussion that should be part of City Transportation Standards
Create a greenway along the Bourbeuse River to connect parks, bike lanes, and roads with sidewalks and the greenway in order to increase all forms of access	Ongoing discussion that should occur with Parks and Engineering
Begin to examine mechanisms for obtaining land and/or right-of-way for a greenway by way of community land trusts, conservation easements, preservation corridors, and land dedications.	Ongoing discussion that should occur with Parks and Engineering
Evaluate the availability of multi-modal transportation services, such as the need to expand on-demand	Ongoing discussion that should be part of City Transportation



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
public transit for seniors over the coming years.	Standards
Continue to push for the upgrade of U.S. 50 between and I-44.	Ongoing discussion
Monitor and plan for a north-south artery to develop in the generalized corridor made by Prairie Dell and Progress Parkway. If such a corridor develops, consideration should be given to connecting it to the Service Roads interchange on I-44 and/or connecting to MO Highway AH.	Ongoing discussion that should be part of City Transportation Standards
Consider realignment of MO 47 even if it is problematic.	Ongoing discussion
Always evaluate economic development and roadways together.	Ongoing discussion that should be part of City Transportation Standards
U.S. 50 should be improved as a primary City Gateway to positively influence visitors' perceptions of the City and promote the quality of life and vitality of the community.	Ongoing discussion
Develop a plan to identify all primary, secondary and transition gateways and incorporate into city mapping.	Ongoing discussion that should be part of City Transportation Standards
Create and enhance all gateways. See plan for detailed elements	Ongoing discussion that should be part of City Transportation Standards
Should work closely or partner with local developers to ensure that adequate aesthetic considerations are given to development near identified gateway locations.	Ongoing discussion that should be part of City Transportation Standards
Consider partnering with businesses and property owners to develop incentives that encourage the private sector to fund the acquisition, installation and ongoing maintenance of gateway features.	Ongoing discussion that should be part of City Transportation Standards
Control, limit and minimize traffic chaos	Ongoing discussion that should be part of City Transportation Standards
Preserve the existing infrastructure of the city	Ongoing discussion that should be part of City Transportation Standards
Develop a management system to control gridlock	Ongoing discussion that should



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
vehicular congestion and maintain attitude that congestion is good but gridlock is bad.	be part of City Transportation Standards
Always evaluate alternative modes of transportation	Ongoing discussion that should be part of City Transportation Standards
Focus the evaluation of new roadway and infrastructure on the concept of sustainable development	Ongoing discussion that should include Engineering and Economic Development
<b>Future Land Use</b>	
Should annex any areas that might be developed in the near future to ensure greater control of the timing, density and type of development.	Ongoing discussion
All areas annexed into the City should be zoned "R-1" One-family Dwelling District, unless the petitioner specifically requests, and Planning Commission and City Council approves, a different zoning request pursuant to the City's rezoning rules and regulations.	Ongoing discussion
Implement Rural Residential development requirements and recommendations as identified in the plan.	Ongoing discussion
Implements Low Density Residential Land Use Future development requirements and recommendations as identified in the plan.	Ongoing discussion
Implement the Medium Density Residential Land Use development requirements and recommendations as identified in the plan.	Ongoing discussion
Implement the Multi-Family Residential Land Use development requirements and recommendations as identified in the plan.	Ongoing discussion
Conservation subdivisions are recommended as a tool to help preserve sensitive natural areas, reinforce Union's small-town atmosphere and protect the recreational areas and agricultural lands, which are the most productive in the region.	Ongoing discussion
Downtown Union needs to be refocused with a new emphasis on housing, cultural arts and entertainment.	Ongoing discussion
Parking requirements for the recommended downtown uses should be waived to encourage revitalization efforts and decrease vacancy rates.	Ongoing discussion



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
City leaders and developers must place a new emphasis on establishing downtown as a center for culture, arts and entertainment.	Ongoing discussion
Should continue to support well-planned commercial development along Highway 50 and 47 and promote the City's commercial areas as regional destinations for shopping, entertainment and hospitality.	Ongoing discussion
Highway 50 commercial growth should cater to large-scale retail, limited highway commercial, automobile oriented goods and services, and other activities which require more space than is available in Downtown.	Ongoing discussion
The City should expand through annexation to Interstate 44 to ensure development in that area is consistent with this Plan and promotes the health, safety and welfare of Union's residents.	Ongoing discussion
Future development along Highway 47 and 50 should cater to larger businesses that need a larger building than is available in the downtown.	Ongoing discussion
Use vacant buildings already zoned commercial as opportunities for new and/or redevelopment	Ongoing discussion
Implement "Commercial" land use requirements and recommendations as identified in the plan.	Ongoing discussion
The Planning Commission should review and comment prior to the Board of Alderman approving or disapproving all future commercial development on a case by case basis.	Ongoing discussion
The City should reinvest in its existing industrial areas. Future industrial uses should be directed to the existing industrial district, prior to the establishment of new industrial areas.	Ongoing discussion
Future industrial uses should be directed to the existing industrial district	Ongoing discussion
The City should annex the industrial areas as shown on the Future Land Use Map, to accommodate future industrial growth.	Ongoing discussion
Assist in the promotion, expansion and continued support of East Central College.	Ongoing discussion
Provide more ongoing educational opportunities to better position the City's workforce for the new job	Ongoing discussion



<b>Table 8.1: City of Union Comprehensive Plan Implementation Matrix</b>	
<b>Recommendation</b>	<b>Comments &amp; Suggestions</b>
market and quality, salaried jobs.	
Procure land and funding for the construction of a community center.	Ongoing discussion
All development and land activities that may impact the floodplain should be in compliance with the City's Provisions for Flood Hazard Reduction Ordinance.	Ongoing discussion
Provide delineated Floodplain Boundaries and floodplain components on city mapping.	Ongoing discussion