FINAL
FOR ARC AND DCA REVIEW

UNION CITY
Comprehensive Plan
2010-2030

Community
Assessment

Prepared for:

City of Union City
Union City, Georgia

By:

⁄MACTEC

MACTEC Engineering and Consulting, Inc.
Atlanta, Georgia

In association with:

Planners for Environmental Quality, Inc.
Union City, Georgia

February 16, 2010

This page was intentionally left blank for two-sided printing.

Table of Contents

List of Maps

List of Figures

List of Tables

This page was intentionally left blank for two-sided printing.

INTRODUCTION

Introduction to the Community Assessment for Union City

Located in South Fulton County and part of the U.S. Census Bureau-defined Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area (Atlanta MSA), Union City covers approximately 18.2 square miles of suburban and rural landscape.

PURPOSE

The *Community Assessment* is the first step in the planning process for the *Union City Comprehensive Plan 2010-2030*. It provides a factual and conceptual foundation for the remaining work involved in preparing the comprehensive plan update. Production of the *Community Assessment* involved the collection and analysis of community data and information. This document represents the final product of that analysis and provides a concise, informative report that forms the basis for developing the *Community Agenda*. The *Community Agenda* expresses the community's vision, goals, policies, key issues and opportunities, and includes an action plan highlighting the necessary tools for implementing the plan.

The *Union City Comprehensive Plan 2010-2030* will update the comprehensive plan that the City Council adopted in 1991. Similar to the 1991 plan, the 2010 update will serve as the official comprehensive plan for Union City.

The *Community Assessment* will be submitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Community Affairs (DCA) for review and approval. It meets the intent of the DCA "Standards and Procedures for Local Comprehensive Planning," as established on May 1, 2005.

SCOPE

The *Community Assessment* encompasses the incorporated city limits of the City of Union City. It includes the following information, as required by the DCA Standards:

- Listing of issues and opportunities the community wants to address
- Analysis of existing development patterns
- Analysis of consistency with Quality Community Objectives (QCO) recommended within the State Planning Goals and Objectives.

The *Community Assessment* serves as an executive summary of community analyses in order to provide an easy reference for stakeholders who will need to refer to the information throughout the planning process. More detailed presentations of data and analysis can be found in the *Community Assessment Appendix: Analysis of Supporting Data*.

CHAPTER SUMMARIES

Chapter 1: Introduction

The introduction provides a brief summary of the contents of the plan and outlines the overall framework of the *Community Assessment* document.

Chapter 2: Identification of Potential Issues and Opportunities

The Potential Issues and Opportunities chapter presents a summary of potential issues and opportunities identified from a review of the *Community Assessment Appendix: Analysis of Supporting Data*, discussions with government staff, review of recently completed plans, review of plans currently under development, and other initiatives.

Chapter 3: Analysis of Existing Development Patterns

The Analysis of Existing Development Patterns chapter presents an analysis of development conditions and growth patterns currently occurring on the ground in Union City by considering three aspects of the existing development: existing land use, areas requiring special attention, and recommended character areas.

Chapter 4: Analysis of Consistency with Quality Community Objectives

The Analysis of Consistency with Quality Community Objectives (QCO) chapter evaluates Union City's current policies, activities, and development patterns for consistency with the QCO contained in the State Planning Goals and Objectives.

IDENTIFICATION OF POTENTIAL ISSUES AND OPPORTUNITIES

Identification of potential issues and opportunities based on an analysis of supporting data and initial stakeholder input

The potential issues and opportunities described in this chapter have been identified from a review of the *Community Assessment Appendix: Analysis of Supporting Data*, discussions with government staff, review of recently completed plans, review of plans currently under development, and other initiatives. This analysis included an examination of the QCO. This section organizes the issues and opportunities by the major topics defined in the DCA Local Planning Requirements. The assessment topics include the following areas:

- Population
- Economic Development
- Housing
- Natural and Cultural Resources
- Community Facilities and Services
- Land Use
- Transportation
- Intergovernmental Coordination

POPULATION

Issues

Growing population – Union City's population increased from 11,621 in 2000 to an estimated 21,189 in 2009, which represented an 82.3% increase. Population increases occurred due to greenfield suburban development as well as substantial annexation. The City's growth rate from 2000 to 2008 outpaced the rates of growth for the County, MSA and State. Growth is projected to continue.

Small household sizes – Union City's average household size of 2.47 persons per unit was significantly lower in 2008 than that of the County, MSA and State.

Increasingly younger population – The share of Union City's population within the younger age group categories increased from 2000 to 2008, while the share of those in older age group categories decreased. While the City's proportion of the population that is school age was higher than that of the County and nation, it slightly trailed that of the MSA. A growing population of school age residents highlights the increased need for providing recreational opportunities for children. While the share of those in the older age group categories decreased, the actual number of residents in these categories continued to increase.

Growing Hispanic community – The persons of Hispanic origin population increased by 119% within Union City from 2000 to 2009, moving from 6.0% of the population in 2000 to 8.0% of the population in 2009. There will be a growing need in the City for education and other services to assist non-English speaking residents as this community continues to grow.

Opportunities

Population growth projected to continue – The City's population is projected to increase from 21,189 in 2009 to 33,463 in 2030..

Increase in median household income – The estimated 2008 median household income level in Union City of $53,307 represented an increase of 11.7% from 2000 to 2008. Median household income decreased during this same period by 7.3%, 7.8% and 3.9% in the MSA, State and nation, respectively.

ECONOMIC DEVELOPMENT

Issues

Dependence on retail trade – Retail trade represented the largest share of the City's employment in 2009 at 23.3%, more than double the percentage recorded for the County, MSA, State and nation.

Bedroom community – In 2000, approximately 90% of Union City's employed labor force worked outside the City. This statistic means that most residents worked in areas outside the City and spent additional time and money getting to and from work.

Labor force growth – While Union City's Labor force grew at a faster annual rate than Fulton County and the State from 2000 to 2008, the City lagged behind the MSA's annual labor force growth rate.

Opportunities

First Opportunity Zone in Metro Atlanta designated in Union City – In 2009, DCA designated the first Opportunity Zone in Metro Atlanta in Union City. The zone includes portions of South Fulton Parkway, neighborhoods in the central part of the City and areas along the I-85 corridor. Opportunity Zones can help attract businesses by promoting job tax credits up to $3,500 per job created.

Growing economic base – With the annexation of much of the property fronting South Fulton Parkway, the City has positioned itself to become a prominent economic development engine in the Atlanta region. The addition of jobs in the biotechnical field and other potential industrial sectors provides an opportunity to significantly diversify the City's economic base and become less dependent upon retail trade. Industrial and retail development is planned for the South Fulton Parkway corridor, while redevelopment opportunities that take advantage of the TAD are planned for the downtown and Union Station mall areas of the City.

Unique vantage point – Union City enjoys a unique geographic and economic vantage point as a major gateway to South Fulton County communities along I-85 and South Fulton Parkway. The City's proximity to interstates, Hartsfield-Jackson Atlanta International Airport and the Atlanta region make it an attractive location for businesses and residents.

Close proximity to education and job training resources – Union City is located within close proximity to a wide-range of public and private institutions located throughout the Atlanta region that provide higher education and job training, the closest of which is a satellite campus of Georgia Military College located in Fairburn.

Highly visible properties ripe for development and redevelopment – Land use policy established by the City during the comprehensive planning process (and previously addressed in the *Union city Town Center LCI Study* and *South Fulton Parkway Corridor Plan*) will impact the long-range economic opportunities of the City. Redeveloping highly-visible properties that are currently vacant or underutilized is one of the City's top priorities.

Downtown redevelopment – The City should continue to develop, refine and sell its vision for the downtown area to residents, business owners, and prospective developers. The downtown area has tremendous opportunity for mixed use development to include housing, retail and services that may include the redevelopment and adaptive use of some of the historic structures. Creative, focused and sustained marketing strategies will be needed to lure businesses, residents and tourists to the commercialized historic districts. Other options for downtown include creating a new downtown area similar to efforts implemented in Smyrna.

HOUSING

Issues

Growing number of housing units – The number of housing units in Union City grew by 63.7% from 2000 to 2009, which is an increase of 3,711 housing units – from 5,822 to an estimated 9,533.

Housing and employment mismatch – Approximately 90% of Union City's residents leave the City limits for work in other areas of the region, while a majority of workers that are employed at businesses within Union City live outside of the City limits.

Aging neighborhoods and multi-unit housing – As neighborhoods mature, they may fall into disrepair, become attractive as rental properties, or become a target for property crimes. It is important to identify these properties and promote the value of home repair, improvement and ownership, and to establish and enforce codes that address the maintenance and condition of housing and apartments.

Changing housing options – Union City has historically had a higher percentage of multi-family housing units compared to Fulton County and the MSA. Development prior to 2000 consisted largely of multi-family units while development since 2000 consisted primarily of single-family units. The changes in the availability and condition of the housing stock will impact affordability and where people live.

Low homeownership rates – Homeownership levels have historically been low in Union City. In 1990, 37% of the housing units were owner-occupied and in 2009 44.9% of the housing units were owner-occupied. Comparatively, the MSA and the State have owner-occupied rates of 61.1% and 58.7%, respectively.

Low residential property values –The City's median property value in 2008 was only 32.3% of that of the County, 45.7% of that of the MSA and 54.1% of that recorded for the State. Additionally, the City's median property value decreased, when adjusted for inflation, from 2000 to 2008. Over the same period, the County, MSA and State all experienced increases in median property value. The low property values suggest Union City is more affordable than other areas of the County and MSA.

High foreclosure rates – Union City has experienced a significant foreclosure rate. From 2007 to 2008, the City had a foreclosure rate of 9.5%. This rate is slightly higher than neighboring cities (College Park 8.1%, East Point 9.0%, Fairburn 8.5%, Palmetto 7.5%), and significantly higher than that of the County (4.9%), MSA (4.9%) and State (5.1%).

Opportunities

Programs in place to combat blight – Union City has established programs through the Public Safety Department Code Enforcement Division's *Operation Cleanup*, *Clean and Lien*, and *Clean and Secure* in order to combat blight in neighborhoods.

Community improvements with TAD funding – The Tax Allocation District (TAD) financing can improve the livability and function of the Union City Town Center area, for which the City has established a TAD, providing a range of housing choices, job opportunities and transportation choices.

Traditional neighborhood developments (TND) – The City can encourage TNDs where redevelopment or infill housing development opportunities exist. TND's offer a variety of housing types in a dynamic mixed-use environment. These developments typically consolidate housing, employment and activity centers, helping reduce traffic congestion and create a unique identity to Union City.

Preservation of historic buildings – The City should continue to identify incentives to encourage owners, business or residential, to improve or maintain the historic appearance of buildings located in the City's historic areas. There is an opportunity to bolster preservation efforts by reviewing existing design guidelines and recommending appropriate modifications.

Monitor market for opportunity to encourage high-end and senior housing – As the household income level rises, Union City residents may desire upgrades in housing. In addition, due to a region-wide (and national) aging "Baby Boom" population, the need continues to grow for housing that appeals to retirees, whether that is in the form of low-maintenance loft condominiums within the TAD boundary of Union City or detached single-story units in a senior-oriented residential community in greenfield locations.

Aging in place – As the "Baby Boom" population ages, it is important to identify ways to encourage seniors to continue to live in Union City. Issues to consider include:

- Access to shopping and health-related services when use of a car is no longer viable allowiing residents to otherwise live independently in their homes;
- Proximity of senior-oriented housing developments to convenient or centrally-located areas of goods and services such as downtown;
- Flexible zoning that facilitates TND communities such as integrating commercial uses (e.g. pharmacies, neighborhood grocery stores, etc.) into a residential development and allowing "in-law suites";
- Affordable housing options, including subsidized housing.

NATURAL AND CULTURAL RESOURCES

Issues

Environmental planning with future land use and development – Environmental considerations are important in the context of future land use planning and development to protect and preserve eco-systems and watersheds.

Greenspace, parks and trails – As Union City continues to grow in population and physical size, the need for parks and greenspace preservation will increase. Future parks should provide for outdoor recreation opportunities for all age groups.

Air quality – Union City is within the Atlanta Region's air quality non-attainment zone for ozone and particulate matter. Union City will need to continue to work with regional neighbors to improve air quality and public health.

Water quality and supply – Water quality and availability are growing issues in the Atlanta Region. Union City will need to work with regional partners to ensure the City will have access to clean water and that sufficient water supply will be available to support new growth.

Small but important portions of high profile properties not suitable for development – The areas of the South Fulton Parkway corridor with steep slopes and unsuitable soils are important to protect as development occurs along this high-profile corridor. Development plans should accommodate protection of the portions of the corridor with these characteristics.

Lacking applicable Environmental Planning regulations – The City has not adopted the applicable DCA environmental planning regulations, which could potentially impact the City's ability to receive certain grants and permits from the State. The applicable regulations are for protection of groundwater recharge areas, water supply watershed areas, and wetlands.

No historic resource survey – The City has not conducted an historic resource survey that would identify and assess buildings, sites, features and districts contributing significantly to Union City's history. An historic resource survey can help identify resources important to preserve and help maintain the City's unique sense of place and history.

Lacking locally-designated historic ordinance – Although Union City has adopted the "Historic District" zoning classification in the Zoning Ordinance to regulate land uses and building design for downtown property bound by Westbrook, Watson and Harris Streets, the lack of a historic preservation ordinance prevents the City from qualifying for potential grant funding and technical assistance to assist with the protection of historic resources. Adoption of a historic preservation ordinance and appointment of a historic preservation commission would allow the City to identify and designate local historic districts, review major exterior changes and demolition by a body specifically established for this purpose, and become eligible to apply for federal historic preservation funds upon successful designation as a Certified Local Government (CLG) and Preserve America Community.

Opportunities

Floodplain areas as greenway system – Green corridors adjacent to floodplains could create an interconnected greenway system.

Historic building stock and overlay district – The historic building stock in and around Union City's town center is an important asset to the City and provides an immediate sense of permanence and endurance. Union City's Historic Overlay District provides protection measures to preserve the character of areas zoned "Historic District." The overlay district augments underlying zoning with design standards for new or redevelopment and what appropriate land uses are historic areas.

Existing regulations for environmental protection – Union City has adopted flood hazard, soil erosion and sedimentation control, and stormwater management ordinances to protect floodplains, wetlands, water resources and soil. In addition, the City also has adopted air pollution control regulations to address air pollution and contamination.

Regional watershed protection planning – The City has participated with the Metropolitan North Georgia Water Planning District to address local and regional watershed issues.

New parks – New parks and recreation opportunities will be needed as the City grows in population and geographic size. The creation of new parks will improve the quality of life in Union City by creating more opportunities for residents to play and connect with nature.

COMMUNITY FACILITIES AND SERVICES

Issues

Sewer/water expansions – The City is investing heavily to increase the capacity of sewer and water during the next five years in order to accommodate new industrial and residential growth.

Water supply – Union City depends on the City of Atlanta for water, but owns the distribution network within Union City. Additionally, increasing water rates by the City of Atlanta are increasing the cost of living in Union City.

Sewage treatment – The City currently depends on Fulton County for wastewater treatment services. The City is considering options for capacity expansion that include purchasing additional capacity from the County or pursuing development of its own wastewater treatment facility.

Future availability of water – The availability and future supply of water to Union City, and in particular the South Fulton Parkway area, will be a significant and determining factor in the location and intensity of development.

Increase in community services – Growth in land area as well as resident and employment population has increased the need for expansion of community services, such as fire, public safety, health care, and parks and recreation.

Opportunities

Infill development – Infill development, especially within the TAD and other developed areas of the City, present opportunities to take advantage of existing infrastructure.

New water supply - The City is pursuing the creation of Bear Creek Reservoir. If created, the reservoir could support future City growth and evolve into a stable water supply.

LAND USE

Issues

Suburban sprawl – Since Union City's population growth primarily took place after 1960, much of the development occurred in a typical suburban, car-dependent land use pattern. Retail and employment opportunities are primarily relegated to Union Station shopping mall and the SR-138 corridor, though new options are emerging along the South Fulton Parkway corridor.

Strip commercial development – The land uses along some highway corridors, in particular SR-138 in the Union Station shopping mall area, form stereotypical commercial strips that detract from the City's character. Many of the conventional strip malls lack visual appeal and consist of aging structures in need of revitalization in order to seriously contend for the types of tenants the community desires.

Outdated auto-oriented commercial development – Commercial development designed for access solely by car dominates the commercial corridors of the City. While most of this development is not located in large strip malls, as is the case in some cities, this highway scale does in many ways discourage pedestrian traffic.

Limited implementation of TAD improvements – The Union City TAD area has experienced disinvestment and blight, even as other areas around Union City have experienced significant growth and development.

Opportunities

Growth along South Fulton Parkway – The South Fulton Parkway corridor is projected to grow in population and importance as a regional center for activity.

Redevelopment – Redevelopment of highway corridors provides an opportunity to create a more seamless transition of land uses between existing sprawling single-use commercial strips and low-density single family residential. As opportunities for redevelopment of underutilized and under-performing properties arise along commercial corridors, the City should recruit developers capable of providing commercial and mixed-use centers that produce tax revenue and provide jobs that may reduce commuting patterns for residents who commute outside of Union City for employment.

New development in LCI area – New development in the LCI study area could improve the pedestrian environment and character of streets. Development standards that improve the design of the public realm, by addressing building orientation, location and architecture, could create a well-defined character for the LCI study area.

Commercial development that serves residents – The City should encourage current and future commercial development on an appropriate level.

Directing growth to targeted areas – The City should continue to encourage the majority of new developments to take place in and near South Fulton Parkway, where residents will have easy access to a wide range of mixed use developments consisting of commercial, business, recreational and residential land uses. In addition, the City should target areas within the TAD and the Opportunity Zone for a variety of uses that can take advantage of existing infrastructure.

Existing South Fulton Parkway corridor zoning – Existing zoning along South Fulton Parkway is primarily Town Center Mixed Use, which encourages future development to focus on the public realm and utilize an interconnected street network.

Concentration of ownership along South Fulton Parkway – Many of the large, undeveloped parcels along South Fulton Parkway are under single ownership. This situation will allow for greater consistency and coordination during the development process.

TRANSPORTATION

Issues

Automobile dependence – The dependence on the private automobile for most trips in the City contributes to the region's air and water pollution problems. Increased regional traffic and peak-period congestion are reducing the level of service on many of the City's arterial roadways and the neighboring Interstate system.

Inter-parcel connectivity – The City's arterial corridors have experienced increased peak-period vehicular congestion, unappealing commercial signage clutter, and a heightened level of sprawling development with a general lack of inter-parcel access. Inter-parcel connections between individual development uses where compatible, should continue to be encouraged, if not strengthened, in new development scenarios.

Connectivity in South Fulton Parkway corridor area – The existing transportation network along South Fulton Parkway is not well connected. There are no alternative east-west routes other than South Fulton Parkway and bicycle and pedestrian facilities are deficient or do not exist.

Limited pedestrian infrastructure in Union Station mall area – Some of the roads around Union Station shopping mall do not have continuous sidewalks and the width of roads hampers pedestrian safety. Sidewalk installation and enhancements on Shannon Parkway (and the general vicinity) have improved conditions, but much more is needed to create a pedestrian-friendly environment.

Increase in the need for public transportation – A growing resident and employment population dependent upon public transportation has emphasized the need for transportation alternatives for these populations to have access to quality jobs, services, goods, health care, and recreation opportunities.

Potential for opposition to street connectivity – Resistance to connectivity could stop the creation of new streets within the LCI study area and in other areas of the City.

Limited connectivity to park and ride – As described by the *Union City Town Center LCI Study*, the existing GDOT park and ride lot at I-85/Flat Shoals Road is not readily accessible for pedestrians from either the offices to its north or to the Union Station shopping mall and residential areas to the south.

Opportunities

Facilitate development of the South Fulton Parkway area street and bicycle network – The City should continue to expand and improve the South Fulton Parkway road system and connections to a proposed Commuter Rail System. In addition, the street and bicycle framework established by the *South Fulton Corridor Study*, if implemented, will improve connectivity and mobility in the area.

Enhanced pedestrian infrastructure along Shannon Parkway – Enhancing the walking environment along Shannon Parkway could make walking a legitimate alternative transportation choice for area residents.

Increase opportunities for cyclists – During the implementation of the projects recommended by the LCI Study and other studies, the City should consider all possible opportunities to make on-road facilities for cyclists safe and convenient. This can include new roadway construction and downsizing ("road diet") of facilities to include provisions for bicycle travel.

Connecting downtown and Union Station – A connection can be created between the historic downtown and new town center at Union Station shopping mall.

Capacity for growth along South Fulton Parkway corridor – The existing transportation infrastructure along South Fulton Parkway can continue to accommodate growth in the area.

Public transit options –South Fulton Parkway's proximity to College Park's MARTA station and MARTA bus service in the area allows commuting to other areas of the region by means of public transit.

I-85 Corridor – The I-85 corridor connects Union City to major job and entertainment centers.

Promote pedestrian safety – The City should coordinate with GDOT to improve pedestrian visibility and signalization (and thereby reduce vehicular speeds) along the major arterials.

Development Patterns – Development patterns that blend uses incorporating housing, jobs, and recreation should be promoted for mixed-use opportunities in the future. These development patterns provide the activity nodes needed to make public transportation effective. *Union City Town Center LCI Study* will help make the downtown area an activity center with mixed, yet concentrated uses.

Context-sensitive design – Transportation facilities should be designed in a manner that complements the character and aesthetics of the surrounding area, while also achieving positive results for connectivity and capacity.

Using TAD to finance improvements – TAD financing can support needed infrastructure improvements within the designated area and support new private investment.

INTERGOVERNMENTAL COORDINATION

Issues

Jurisdiction split for portions of the South Fulton Parkway corridor – Union City's planning jurisdiction includes the portion of South Fulton Parkway within its boundary. Fulton County controls the unincorporated portion. Coordination with Fulton County is critical to ensure design continuity and land use compatibility as the properties in the vicinity of the corridor develop during the planning period. In addition, GDOT now controls the roadway that the Fulton County and Union City once controlled. Transportation planning coordination with GDOT, therefore, is critical, to ensure that the City's vision for the area is implemented through the GDOT planning process. The South Fulton Parkway area is partly within Union City and partly within unincorporated Fulton County. This situation can create varying and inconsistent development patterns because of differing development regulations.

Future water supply – The City of Atlanta has objected to South Fulton Municipal Regional Water Authority plans to construct Bear Creek Reservoir. Resolving the dispute will significantly impact Union City's ability to accommodate new growth.

Opportunities

Regional transportation planning – City officials need to continue to be actively involved in ongoing transportation planning activities with ARC and GRTA. Transportation issues affect everyone and are the foundation for many home purchases, employment selections and economic development decisions.

This page was intentionally left blank for two-sided printing.

ANALYSIS OF EXISTING DEVELOPMENT PATTERNS

Analysis of the existing land use, areas of requiring special attention and the recommended character areas for Union City

This chapter describes Union City's current development conditions and growth patterns and further explores issues and opportunities related to the physical environment. It considers three aspects of the existing development patterns: existing land use, areas requiring special attention, and recommended character areas.
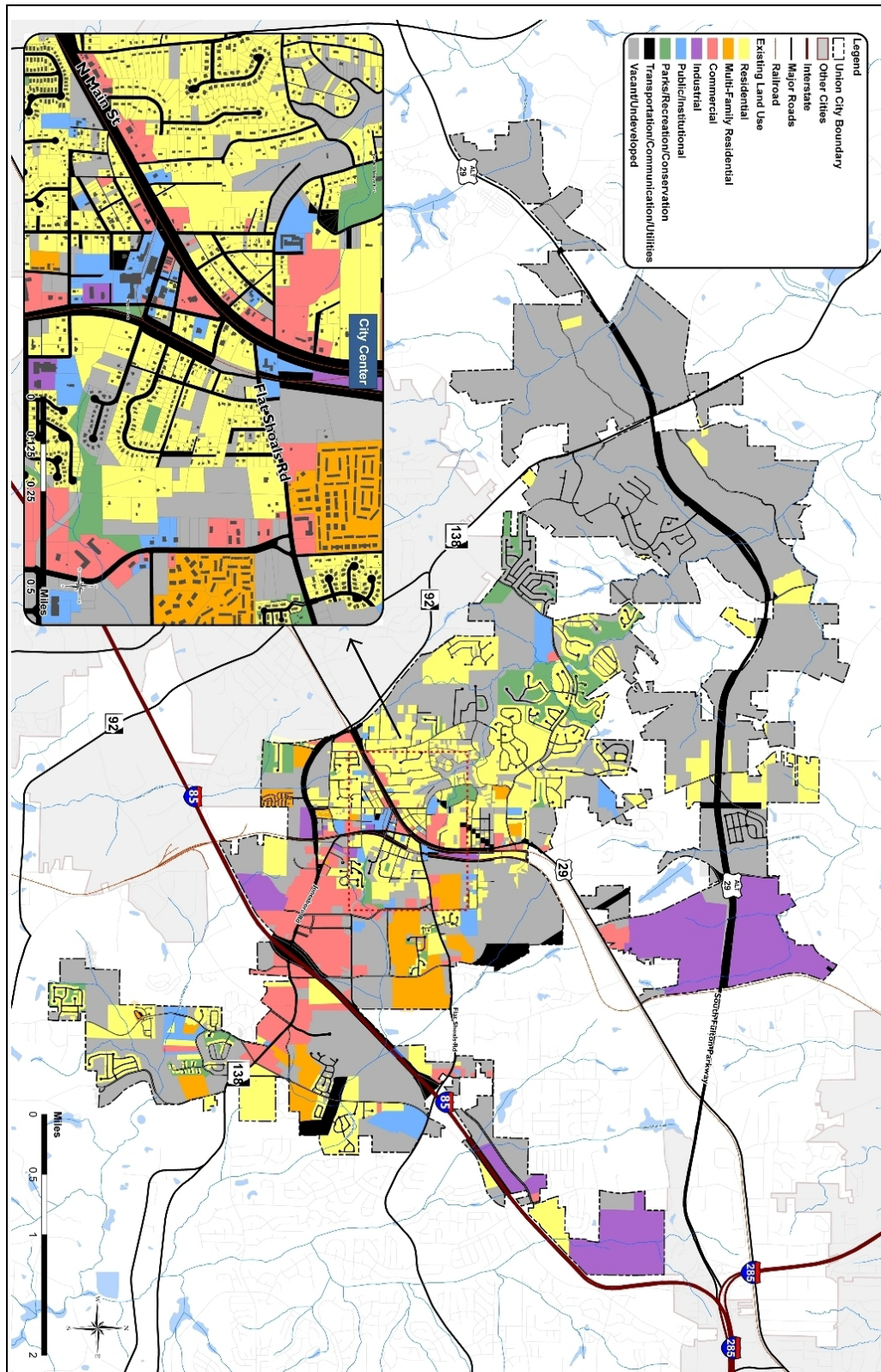
EXISTING LAND USE

Map 1: Existing Land Use in Union City displays current development on the ground categorized into groups of similar types of land uses at a given point in time. Existing land use information presented in Map 1 is derived from tax digest data provided by Union City and supplemented by aerial photography and windshield surveys. Table 1 describes each of the existing land use categories.

Table 1   Existing Land Use Map Categories

Category	Description
Residential	Single-family and two-family dwellings including site-built, detached and attached single-family homes and duplexes and manufactured homes on single lots.
Multi-Family Residential	Apartments, condominiums and attached single-family housing (more than two on lot); includes manufactured homes in manufactured home parks.
Commercial	Non-industrial business uses including retail sales, office, services, and entertainment facilities.
Industrial	Industrial land uses that include warehousing, wholesale trade and manufacturing facilities.
Public/ Institutional	State, federal or local government uses including city halls and government building complexes, police and fire stations, libraries, prisons, schools, etc.
Parks/ Recreation/ Conservation	Uses that require significant amounts of open space such as public and private parks and golf courses.
Transportation/ Communication/ Utilities	Right-of-way for roads and other public infrastructure. Includes such uses as public transit stations, power generation plants, radio towers, telephone switching stations, electric utility substations, airports, and other similar uses.
Undeveloped	Urban and suburban parcels without a structure and rural parcels in a natural state.

Map 1   Existing Land Use in Union City

Existing Land Use Summary

Union City's existing land use pattern is similar to neighboring cities, with the highest intensity of land uses clustered near I-85 and transitioning away from the interstate to less intense uses and undeveloped areas. Table 2 outlines the amount of property in Union City devoted to each land use category.

Table 2   Existing Land Use in Union City

Category	Acres	% of Total
Residential	2,049	17.6%
Multi-Family Residential	390	3.3%
Commercial	606	5.2%
Industrial	947	8.1%
Public/Institutional	338	2.0%
Parks/Recreation/Conservation	335	2.9%
Transportation/Communication/Utilities	782	6.7%
Vacant/Undeveloped	6,297	54.0%
Total	11,659	100%

Source: Union City Community Development Department and MACTEC

Commercial development is largely clustered near I-85. The most intense commercial development is located near the I-85/SR-138/Jonesboro Road interchange. Regional shopping mall Union Square anchors the retail corridor that stretches west from I-85 to the railroad. Big box retailers such as Wal-Mart, along with small and medium-size strip malls, define the remainder of the corridor. A regional automobile sales hub defines the SR-138/Jonesboro Road corridor east of I-85. Most major automobile brands are represented on this busy corridor. The former Bill Heard Chevrolet building and sales lot is currently unoccupied as well as the former Subaru dealer building and lot located further to the east. Smaller-scaled *commercial* uses are also clustered along US-29/Roosevelt Highway and adjacent to the I-85/Flat Shoals Road interchange.

The *industrial* land uses are also clustered in close proximity to I-85. Close proximity to I-85 is important for manufacturing and shipping businesses. Convenient access to I-85 is an important economic development tool. The majority of *industrial* property is associated with large business parks.

Residential uses are located on both sides of I-85 and represent 17.6% of the City. *Multi-family residential* uses are generally located on the west side of I-85, and along Flat Shoals Road and Oakley Road, though clusters of *multi-family* also occur in areas east of I-85. Smaller-scale *residential* uses, such as single-family detached, attached and duplexes, are generally located north of I-85. *Residential* lot sizes are generally smallest near Union City's town center and increase in lot size north towards South Fulton Parkway.

Parks/recreation/conservation land uses represent 2.9% of the City. These uses are generally associated with Union City parks or with areas devoted to land conservation through conservation easements.

Public/institutional uses represent 2.0% of the City and are generally associated with a range of public services including, city hall, fire and police stations, schools and the jail. Private services included in this category are hospitals and nursing homes, such as the Christian City facility located east of I-85. Christian City also includes *residential* and *multi-family residential* uses.

Lastly, Union City has areas not yet developed. In fact, a majority of the land within the City boundary, 54.0%, remains *undeveloped*. The greatest concentration of *undeveloped* land is along South Fulton Parkway. Large-scale annexation of undeveloped property in recent years added a tremendous amount of *undeveloped* property to the City. For the most part, however, the City expects these areas to convert to urban and suburban development patterns in the future. In particular, the City envisions mixed use, town center-style development along the South Fulton Parkway corridor.
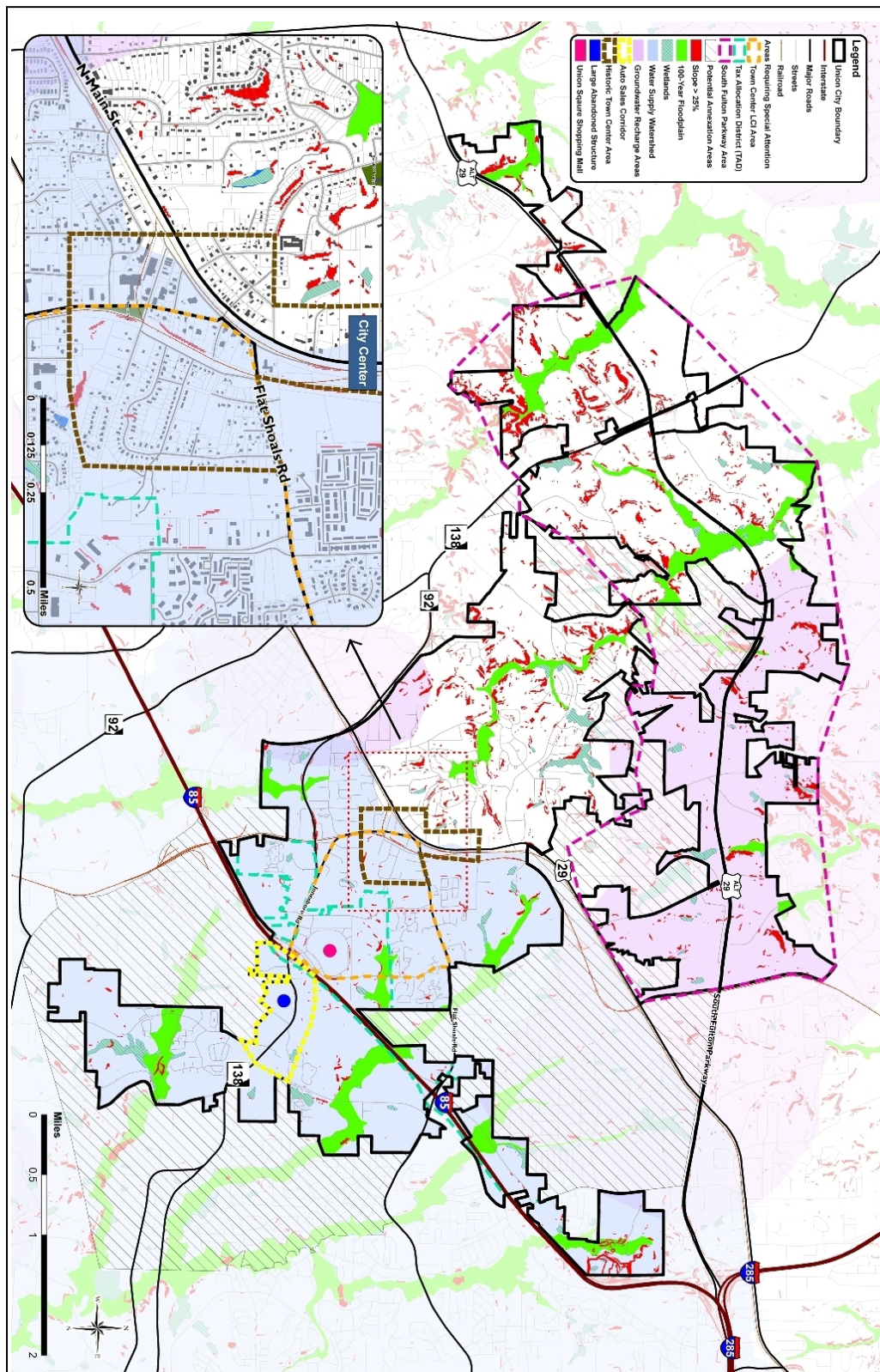
AREAS REQUIRING SPECIAL ATTENTION

Growth inevitably impacts natural and cultural environments as well as community facilities, services, and infrastructure required to service an area. Table 3 and Map 2, as applicable to Union City, describe:

- Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development;

- Areas where rapid development or change of land uses is likely to occur;

- Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation;

- Areas in need of redevelopment and/or significant improvements to aesthetics or attractiveness (including strip commercial corridors);

- Large abandoned structures or sites, including those that may be environmentally contaminated;

- Areas with significant infill development opportunities (scattered vacant sites);

- Areas of significant disinvestment, levels of poverty, and/or unemployment substantially higher than average levels for the community as a whole.

Table 3   Summary of Areas Requiring Special Attention in Union City

Category	*Summary*

Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development	• Cultural
	  o Historic area of town center and specific properties highlighted in the *Analysis of Supporting Data*.
	• Natural areas include:
	  o Severe slopes: located in some areas in close proximity to South Fulton Parkway and land adjacent to rivers and streams;
	  o Water supply watershed: located to the south and east of US-29 are located within a water supply watershed. These areas are important, as they drain into regional water resources used for drinking water;
	  o Wetlands: located throughout the city;
	  o Groundwater recharge areas; located in western and northern portions of the City;
	  o Floodplains: indicated along many of the streams and creeks.

Areas where rapid development or change of land uses is likely to occur	• South Fulton Parkway corridor has been identified as the primary area for the City's new growth. The *South Fulton Parkway Corridor Plan* recommended new:
	  o Activity centers;
	  o Residential development:
	  o Streets to improve connectivity and mobility in the area.
	• Potential annexation areas near South Fulton Parkway and east of the City.

Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation	• South Fulton Parkway corridor (see above). • Potential annexation areas near South Fulton Parkway and east of the City.

Areas in need of redevelopment and/or significant improvements to aesthetics or attractiveness (including strip commercial corridors)	• Union City Town Center area has been the focus of several planning efforts in recent years. In 2003, the *Union City Town Center LCI Study* was conducted to establish a vision for the redevelopment of the town center. Vision established included:
	  o New walkable development and infrastructure;
	  o New opportunities for residential, commercial and mixed use development.
	• Tax Allocation District (TAD)
	  o The City created TAD to finance public improvements such as new streets as defined in a Redevelopment Plan. Despite these recent efforts, the area continues to experience disinvestment and limited new development. The TAD includes Union Square mall area.
	• Jonesboro Road commercial corridor.
	• Roosevelt Highway commercial nodes.

Large abandoned structures or sites, including those that may be environmentally contaminated	• Empty former Bill Heard Chevrolet building and sales lot located on Jonesboro Road east of I-85 (likely not a brownfield).
Areas with significant infill development opportunities (scattered vacant sites)	• TAD area (See TAD above). • LCI area (See Union City Town Center area above).
Areas of significant disinvestment, levels of poverty, and/or unemployment substantially higher than average levels for the community as a whole	• TAD area (See TAD above). • Older neighborhoods (generally closer to the railroad than other neighborhoods).

Map 2 Areas Requiring Special Attention in Union City

RECOMMENDED CHARACTER AREAS

Character area-based planning focuses on the way an area looks and how it functions. Tailored strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. This technique helps to guide future development using policies and implementation strategies that support the desired character of an area. Applying development strategies to character areas can preserve existing areas from future development, such as sensitive environmental features like wetlands, or help other areas to function better and become more attractive, such as urban areas in need of new investment and redevelopment.

The Recommended Character Areas represent a starting point in the discussion to create the Future Development Map that is a key component of the *Community Agenda*. General areas shown in the Recommended Character Area map will be refined during the community visioning process and continued planning analysis. Boundaries, descriptions and vision statements for future development in these areas will also be developed during the same process.

Introduction to the Transect

The Recommended Character Areas in this document are defined using the Transect model that groups development types and community elements to describe the physical development and character of an area. The Transect is a planning tool that creates a logical transition of natural and built features of communities that ranges from completely natural areas to very dense urban areas. Each of the transect zones represents a unique type, scale, and intensity of natural and built features that when combined define the character of an area. This is particularly helpful in coordinating planning and development efforts as it links physical development patterns with appropriate services that support daily life. A concept diagram illustrating the general principle of the Transect as it applies to a community is shown in Figure 1.

Figure 1   The Transect
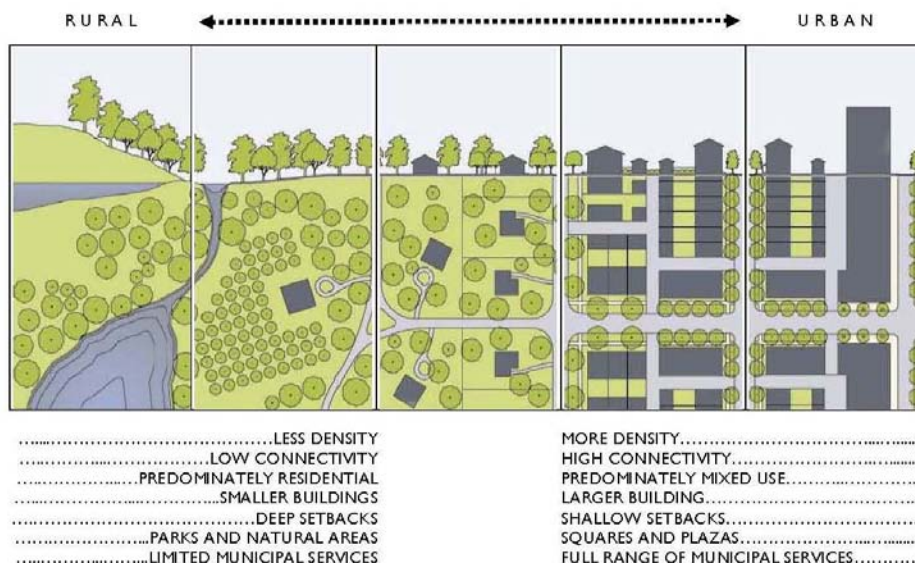
Development Categories

Development Categories describe the generalized development patterns of the Transect, ranging from completely natural areas to urban areas. Each category incorporates different types and scales of natural and built features. Development Categories are depicted in Figure 2 and described in Table 4 below.
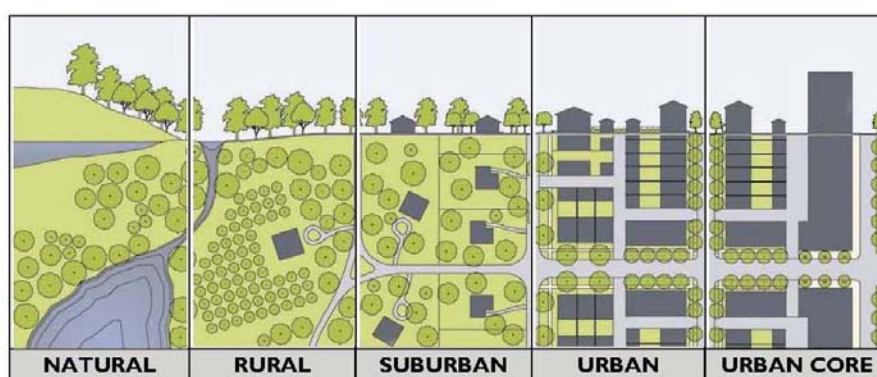
Figure 2   Development Categories

NATURAL | RURAL | SUBURBAN | URBAN | URBAN CORE

Table 4   Summary of Development Categories

Development Category	Summary
Natural	• Areas in a natural state or that should be preserved because of their environmental sensitivity and function. • Land includes floodplains, prime agricultural land, groundwater recharge areas and steep slopes
Rural	• Important land to preserve and enhance community's rural lifestyle, agricultural land and natural areas. • Areas defined by agricultural uses and low density residential and rural commercial uses
Suburban	• Areas that represent a transition from natural/rural areas to urban areas. • Important to enhance access to urban amenities such as jobs, retail services and public services.
Urban	• Important areas to enhance and create quality, walkable communities with residential and non-residential uses in close proximity to one another. • High degree of connectivity, density and intensity of development
Urban Core	• Areas with highest density and intensity of development and activity. • Characterized by compact, walkable development typical of town centers.
District	• Districts represent areas that do not fit within the specific categories listed above. Examples often include industrial parks, office parks, colleges and universities and other large-scale single-focused areas.

Community Elements

The Community Elements describe unique development patterns and character elements within each Development Category. For example, a rural neighborhood will have a very different development pattern and character than an urban neighborhood. For this reason, the Community Elements describe in greater detail the appropriate type and scale of natural and built features within each Development Category. The Community Elements described in Table 5 include: Open Space, Neighborhood, Center, and Corridor. Community Elements will play an important role in developing Character Areas for the *Community Agenda*. For the Community Assessment, however, only Centers and Corridors are identified on the Recommended Character Areas Map.
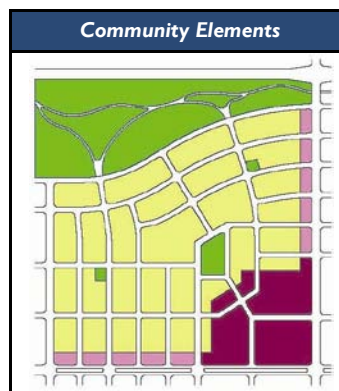

Community Elements

Table 5   Summary of Community Elements

Community Element	Diagram	Summary
Open Space		• Ranges from woodlands and floodplains in natural areas to parks and squares in urban areas • Creates areas that preserve natural features and functions and provides places for the community to connect with nature or play
Neighborhood		• Primary area of residence for most of community • Provides diversity of housing • Locates housing in proximity to corridors, centers and open space
Center		• General gathering places within neighborhoods or at the edge of two neighborhoods • Characterized by access to full range of retail and commercial services and civic uses • Typically represents highest level of activity within each Development Category • Can range from rural to urban areas
Corridor		• Primary link between neighborhoods and communities • Primarily a transportation corridor connection different neighborhoods and centers • Functions as either a throughway or a destination depending on Development Category and uses along corridor

Recommended Character Areas for Union City

The Recommended Character Areas Map (Map 3) represents Step 1 in the development of the final character-based future development recommendations for the *Community Agenda*. The Recommended Character Areas map and associated character area descriptions will be refined during the community participation process, with the final character-based recommendations providing detailed descriptions about the type, scale, design and intensity of development that is appropriate in each character area. The recommended character areas are summarized below and presented in Map 3. Note that Community Elements Center and Corridor, described on page 25, are also included on Map 3. Community Elements will play an important role in further developing the Character Areas during the process of creating the *Community Agenda.*

Natural – Floodplains, conservation easements and recreation areas across Union City are included under the "Natural" Character Area description. This Character Area includes areas at the edges of the City limits (typically floodplains) as well as those in the City's central areas (floodplains, parks and other open space). It is generally accepted that no development aside from parks/recreation facilities should be located within Natural areas.

Suburban – The largest portion of Union City is classified as Suburban Character Area. For the most part, the density, intensity and character of existing development is of a suburban nature. This includes existing, developed residential subdivisions, commercial developments and institutional uses. Where areas are currently undeveloped, the intent for this character area is to encourage development that is similar in terms of density and intensity to established suburban areas.

Urban – The identified Urban Character Area includes residential, commercial, institutional and other uses located within the portion of the City's limits that is most central to Union City. Specifically, this is the area approximately bounded by I-85 and the Fairburn city limits on the south, Bridges Park on the west, and the City's limits on the north and east. Within this area is a more compact network of streets and, generally, an older generation of development than that found in the broader Suburban area.

Urban Core – Two Urban Core Character Area locations are identified within the broader Urban Character Area. These are the Union Station Mall property and the historic downtown area. These are the most densely developed and compact areas in the City. They are, however, very different in character and in planning need. The historic downtown, on one hand, has a fine-grained street network and a variety of active uses, including City Hall and other public facilities. Union Station is a regional mall on a large parcel with excessive parking and high vacancy rates – much more of a redevelopment target due to its location and property configuration. Both of these areas are focal points for the present and future of Union City.

District-Industrial – Several special districts are identified as District-Industrial Character Area to identify their significance as existing and/or potential areas for industrial activities. These include the eastern portion of the South Fulton Parkway corridor that is within the City's limits, as well as properties along the edge of I-85 both north of Flat Shoals Road and south of SR-138/Jonesboro Road. For the long term economic health of the community, it is critical that industrial and employment areas be identified and properly planned to attract new businesses and jobs to the community.

Figure 3   Recommended Character Areas in Union City

Character Area Description	
N NATURAL Applies to the least developed areas in a community and includes undeveloped natural areas and environmentally sensitive areas such as natural water bodies, floodways, important soils and steep slopes.	
R RURAL Applies to areas defined by natural areas, agricultural uses, low density residential uses and limited low intensity non-residential uses that support the rural lifestyle.	
S SUBURBAN Applies to areas that represent a transition from natural areas to denser urban areas. Defined by a moderate level of connectivity and lower density development that balances natural and built features.	
U URBAN Applies to urban areas that include a mixture of uses and that are within walking distance of activity centers and neighborhood-scaled green spaces.	
UC URBAN CORE Applies to areas with the highest density and intensity of uses typical of a city downtown.	

Note: The District-Industrial Character Area is not included in Figure 3, but is described on page 26 and depicted on Map 3. Community Elements Center and Corridor are not inlcued in Figure 3, but each is described on page 25 and depicted on Map 3. Community Elements will play an important role in developing Character Areas during the creating of the Community Agenda.

Map 3 Recommended Character Areas in Union City
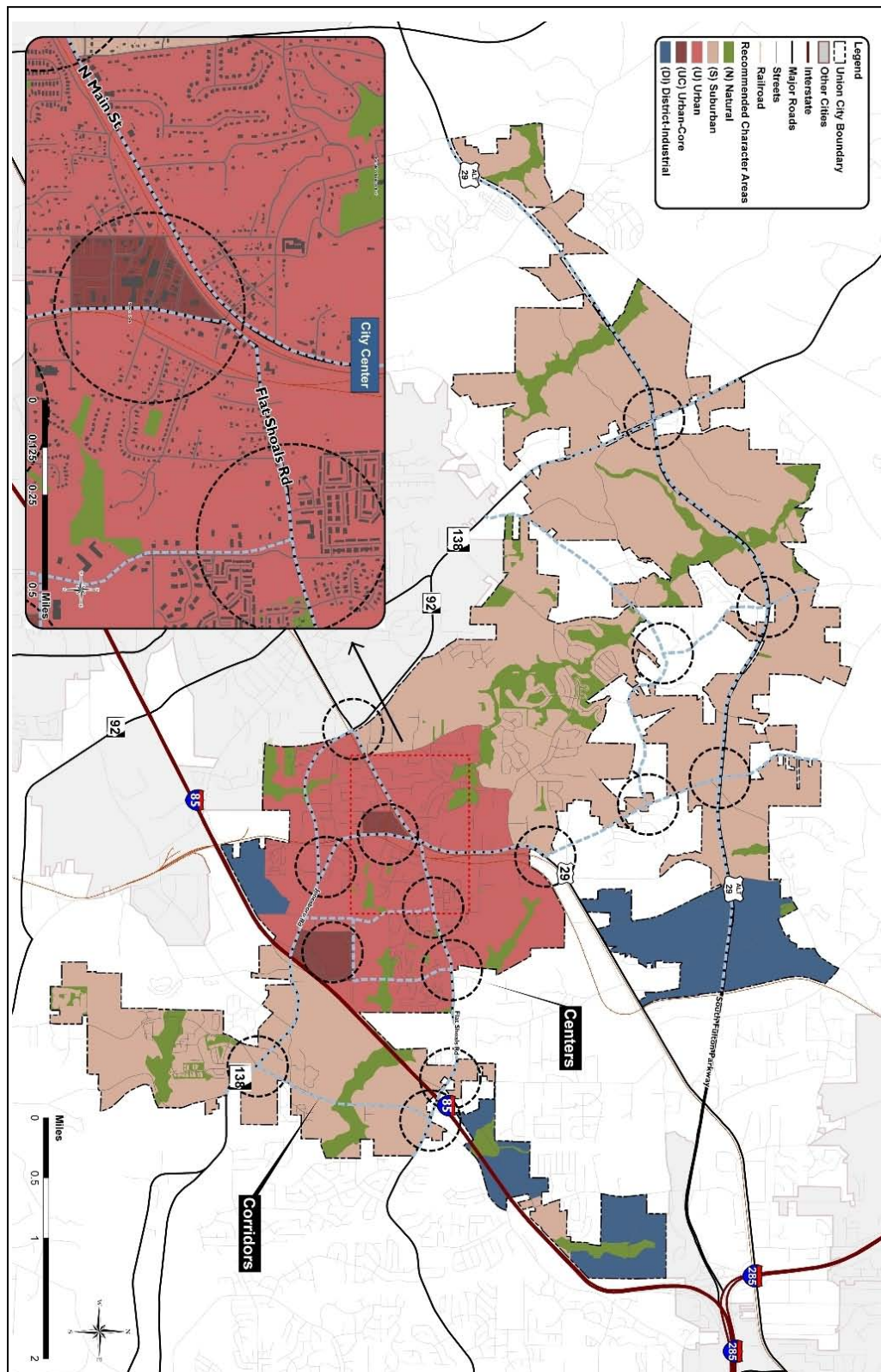
ANALYSIS OF CONSISTENCY WITH QUALITY COMMUNITY OBJECTIVES

Evaluation of the community's current policies, activities and development patterns for consistency with the Quality Community Objectives established by DCA

This chapter presents an evaluation of the community's current policies, activities, and development patterns for consistency with the Quality Community Objectives (QCO) contained in the State Planning Goals and Objectives. DCA's Office of Planning and Quality Growth created the QCO Local Assessment, which is presented in the Table 6, to assist local governments in evaluating their progress towards sustainable and livable communities. The assessment provides an idea of how a community is progressing toward reaching these objectives. It consists of a series of questions associated with each objective. The check mark represents an answer of "yes," while a blank means "no." Additional notes that provide more information are included in comments column for some of the questions.

Table 6   Quality Community Objectives Analysis

Traditional Neighborhoods		
Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.		
Question	*Yes (✓)*	*Comments*
1. If we have a zoning code, it does not separate commercial, residential and retail uses in every district.		Town Center Mixed Use, Town Center Multi-Family and Neighborhood Commercial zoning districts
2. Our community has ordinances in place that allow neo-traditional development "by right" so that developers do not have to go through a long variance process.	✓	Within the *Mixed Use* zoning category (in the Zoning Ordinance)
3. We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.	✓	
4. Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer.		
5. We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.	✓	Partnership with Keep South Fulton Beautiful
6. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.	✓	Over the past 10 years, the City has received several grants to increase the number of sidewalks in commercial and residential areas.
7. In some areas several errands can be made on foot, if so desired.	✓	SR-138

Traditional Neighborhoods (cont.)		
Question	**Yes (✓)**	**Comments**
8. Some of our children can and do walk to school safely.	✓	City plans to partner with Safe Routes to School program.
9. Some of our children can and do bike to school safely.	✓	City plans to partner with Safe Routes to School program.
10. Schools are located in or near neighborhoods in our community.	✓	Two elementary schools and one proposed middle school located within the City limits.

Infill Development		
Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.		
Question	**Yes (✓)**	**Comments**
1. Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.	✓	A database of vacant sites within the LCI Study area was prepared in 2005
2. Our community is actively working to promote Brownfield redevelopment.	✓	Walgreen's site was a brownfield project located on property that was formerly a contaminated gas station.
3. Our community is actively working to promote greyfield redevelopment.	✓	
4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road).	✓	LCI Study and *South Fulton Parkway Corridor Plan* both outlined development nodes
5. Our community allows small lot development (5,000 square feet or less) for some uses.	✓	

Sense of Place		
Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.		
Question	**Yes (✓)**	**Comments**
1. If someone dropped from the sky into our community, he or she would know immediately where he or she was, based on our distinct characteristics.		Commercial district is identifiable, but other areas are not as identifiable. City has sought to partner with GDOT to obtain additional funding to establish an additional City gateway.
2. We have delineated the areas of our community that are important to our history and heritage, and have taken steps to protect those areas.	✓	City's zoning ordinance includes a Historic District designation. However, this is not considered a locally-designated historic district by the State's Historic Preservation Division.
3. We have ordinances to regulate the aesthetics of development in our highly visible areas.	✓	City has exterior building material requirements for both residential and commercial developments. There is an overlay district for Roosevelt Highway that calls for specific architectural design.
4. We have ordinances to regulate the size and type of signage in our community.	✓	City has taken a strict stance on signage
5. We offer a development guidebook that illustrates the type of new development we want in our community.	✓	
6. If applicable, our community has a plan to protect designated farmland.		

Transportation Alternatives		
Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.		
Question	**Yes (✓)**	**Comments**
1. Our community is characteristic of the region in terms of architectural styles and heritage.		
2. Our community is connected to the surrounding region for economic livelihood through businesses that process local ag. products.	✓	
3. Our community encourages businesses that create products that draw on our regional heritage.	✓	
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.		
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	✓	City has several hotels due to the proximity to the Airport
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and edu.	✓	

Regional Identity		
Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.		
Question	**Yes (✓)**	**Comments**
1. Our community is characteristic of the region in terms of architectural styles and heritage.		
2. Our community is connected to the surrounding region for economic livelihood through businesses that process lo+A30cal agricultural products.	✓	
3. Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal, etc.).	✓	
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.		
5. Our community promotes tourism opportunities based on the unique characteristics of our region.	✓	City has several hotels due to the proximity to the Airport
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment and education.	✓	

Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Question	Yes (✓)	Comments
1. We have designated historic districts in our community.		Historic District zoning classification is not a State-sanctioned locally-designated historic district.
2. We have an active historic preservation commission.		Historic District zoning classification does not include a Historic Preservation Commission
3. We want new development to complement our historic development, and we have ordinances in place to ensure this.	✓	

Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.

Question	Yes (✓)	Comments
1. Our community has a greenspace plan.		
2. Our community is actively preserving greenspace, either through direct purchase or by encouraging set-asides in new development.	✓	
3. We have a local land conservation program, or we work with state or national land conservation programs, to preserve environmentally important areas in our community.		
4. We have a conservation subdivision ordinance for residential development that is widely used and protects open space in perpetuity.		

Environmental Protection

Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Question	Yes (✓)	Comments
1. Our community has a comprehensive natural resources inventory.		
2. We use this resource inventory to steer development away from environmentally sensitive areas.		
3. We have identified our defining natural resources and taken steps to protect them.		
4. Our community has passed the necessary "Part V" environmental ordinances, and we enforce them.		
5. Our community has a tree preservation ordinance which is actively enforced.		
6. Our community has a tree-replanting ordinance for new development.		
7. We are using stormwater best management practices for all new development.		
8. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.).		

Growth Preparedness		
Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.		

Question	Yes (✓)	Comments
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.		
2. Our local governments, the local school board, and other decision-making entities use the same population projections.	✓	
3. Our elected officials understand the land-development process in our community.	✓	
4. We have reviewed our development regulations and/or zoning code recently, and believe that our ordinances will help us achieve our QCO goals.	✓	
5. We have a Capital Improvements Program that supports current and future growth.	✓	
6. We have designated areas of our community where we would like to see growth, and these areas are based on a natural resources inventory of our community.	✓	
7. We have clearly understandable guidelines for new development.	✓	
8. We have a citizen-education campaign to allow all interested parties to learn about development processes in our community.		
9. We have procedures in place that make it easy for the public to stay informed about land use issues, zoning decisions, and proposed new development.	✓	City website and the *South Fulton Neighbor* newspaper
10. We have a public-awareness element in our comprehensive planning process.		

Appropriate Business		
The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.		

Question	Yes (✓)	Comments
1. Our economic development organization has considered our community's strengths, assets and weaknesses, and has created a business development strategy based on them.		
2. Our economic development organization has considered the types of businesses already in our community, and has a plan to recruit businesses and/or industries that will be compatible.		
3. We recruit firms that provide or create sustainable products.	✓	
4. We have a diverse jobs base, so that one employer leaving would not cripple our economy.	✓	

Employment Options		
A range of job types should be provided in each community to meet the diverse needs of the local workforce.		
Question	**Yes (✓)**	**Comments**
1. Our economic development program has an entrepreneur support program.		
2. Our community has jobs for skilled labor.	✓	
3. Our community has jobs for unskilled labor.	✓	
4. Our community has professional and managerial jobs.	✓	
Housing Choices		
Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.		
Question	**Yes (✓)**	**Comments**
1. Our community allows accessory units like garage apartments or mother-in-law units.	✓	
2. People who work in our community can also afford to live in the community.	✓	
3. Our community has enough housing for each income level (low, moderate and above-average).	✓	
4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and maintaining small setbacks.	✓	
5. We have options available for loft living, downtown living, or "neo-traditional" development.	✓	
6. We have vacant and developable land available for multifamily housing.	✓	
7. We allow multifamily housing to be developed in our community.	✓	
8. We support community development corporations that build housing for lower-income households.	✓	
9. We have housing programs that focus on households with special needs.	✓	
10. We allow small houses built on small lots (less than 5,000 square feet) in appropriate areas.	✓	
Educational Opportunities		
Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.		
Question	**Yes (✓)**	**Comments**
1. Our community provides workforce training options for its citizens.	✓	
2. Our workforce training programs provide citizens with skills for jobs that are available in our community.	✓	
3. Our community has higher education opportunities, or is close to a community that does.	✓	

Educational Opportunities (cont.)		
Question	**Yes (✓)**	**Comments**
4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.	✓	
Regional Solutions		
Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.		
Question	**Yes (✓)**	**Comments**
1. We participate in regional economic development organizations.	✓	
2. We participate in regional environmental organizations and initiatives, especially regarding water quality and quantity issues.	✓	City participates in the North Georgia Metropolitan Water Planning District
3. We work with other local governments to provide or share appropriate services, such as public transit, libraries, special education, tourism, parks and recreation, emergency response, E-911, homeland security, etc.	✓	
4. Our community thinks regionally, especially in terms of issues like land use, transportation and housing, understanding that these go beyond local government borders.	✓	
Regional Cooperation		
Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.		
Question	**Yes (✓)**	**Comments**
1. We plan jointly with our cities and county for comprehensive planning purposes.	✓	
2. We are satisfied with our Service Delivery Strategy.	✓	
3. We initiate contact with other local governments and institutions in our region in order to find solutions to common problems, or to craft regionwide strategies.	✓	
4. We meet regularly with neighboring jurisdictions to maintain contact, build connections, and discuss issues of regional concern.	✓	