Union City Comprehensive Plan
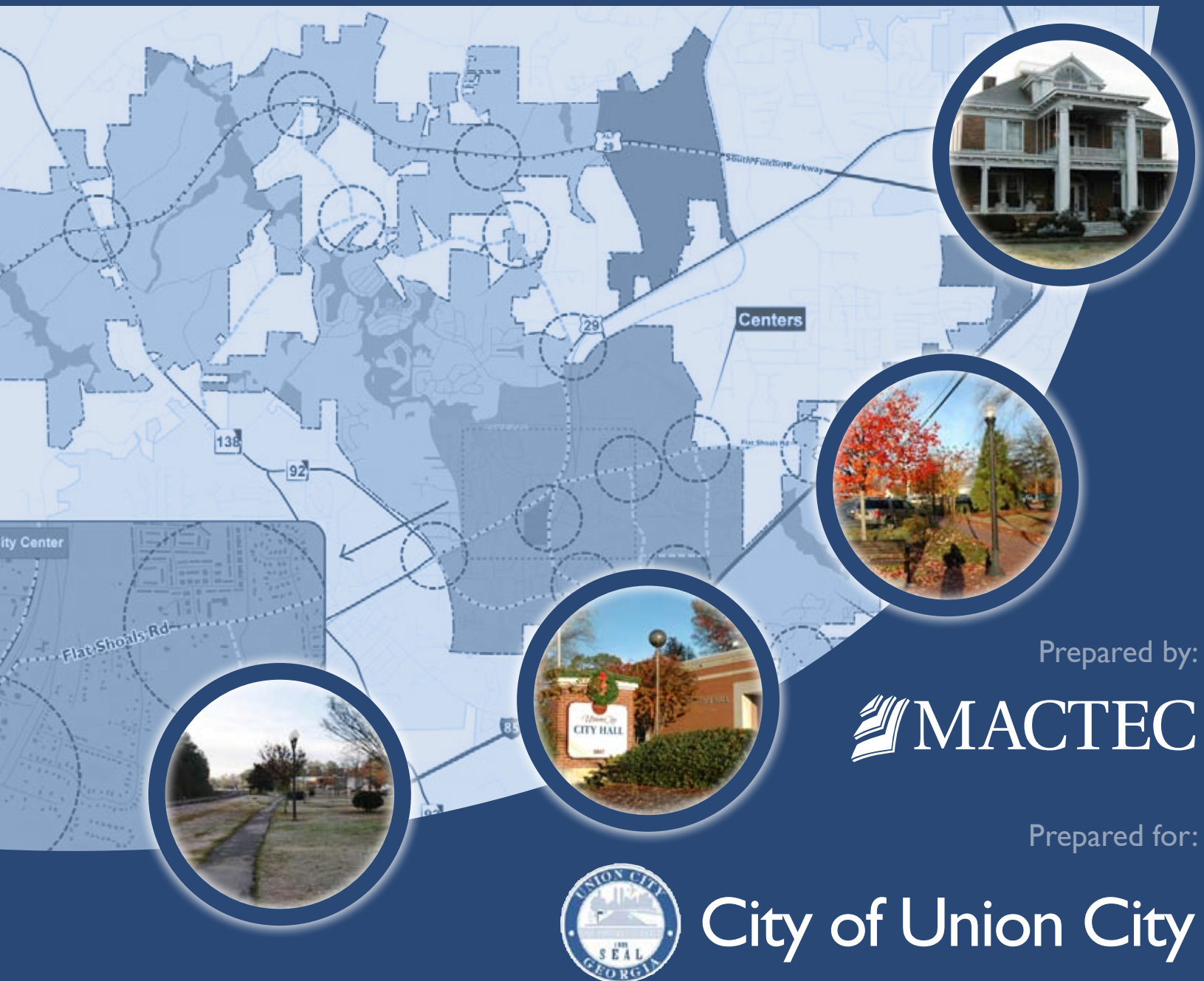
Comprehensive Plan Update for the City of Union City, Georgia

Part II

Community Agenda

2010-2030
June 2010

Prepared by:

MACTEC

Prepared for:

City of Union City

UNION CITY
Comprehensive Plan
2010-2030

Community
Agenda

Prepared for:

City of Union City
Union City, Georgia

By:

MACTEC Engineering and Consulting, Inc.
Atlanta, Georgia

In association with:

Planners for Environmental Quality, Inc.
Union City, Georgia

June 2010

TABLE OF CONTENTS

LIST OF TABLES AND MAPS

CITY OF UNION CITY

RESOLUTION TO TRANSMIT

RESOLUTION TO TRANSMIT THE UNION CITY COMPREHENSIVE PLAN UPDATE 2010-2030 COMMUNITY AGENDA TO THE ATLANTA REGIONAL COMMISSION AND THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

WHEREAS, the City of Union City has completed the Community Agenda document and update to the Short Term Work Program as part of the 20-year Comprehensive Plan Update; and.

WHEREAS, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearing was held and public notice of the hearing advertised accordingly at the City Council of Union City, Georgia meeting on **June 15, 2010.**

BE IT THEREFORE RESOLVED, that the City Council of Union City, Georgia does hereby transmit the Community Agenda portion of the Union City Comprehensive Plan 2010-2030 to the Atlanta Regional Commission and the Georgia Department of Community Affairs for official review.

Adopted by the **City Council of Union City, Georgia** on

June 15th, 2010

BY: _____

ATTEST: _____

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

ACKNOWLEDGEMENTS

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

CHAPTER

1

INTRODUCTION

Introduction to the Community Agenda for the City of Union City, Georgia

Located in South Fulton County and in close proximity to important regional cities and job centers, Union City is projected to experience continued growth and investment. In an effort to meet the community's future needs, the City has coordinated the efforts of citizens, elected officials, professional leaders, property owners, and major employers to create a community vision for the future that will be guided by the *Union City Comprehensive Plan 2010-2030 Part II – Community Agenda.*

COMMUNITY SNAPSHOT

Union City began as a historic railroad town and resort for Atlanta area residents, and later became a suburban shopping destination. Union City has continued to experience change during the last decade. The suburban Atlanta city's population grew to a U.S. Census Bureau-estimated 16,961 in 2008, up from 9,347 in 1990. The 7,614 person increase, an average annual growth rate of 3.37%, outpaced Fulton County's growth rate during the same period. Projections call for continued population growth which will require Union City to accommodate approximately 12,274 new residents by the year 2030. This anticipated growth presents an opportunity for sustained economic growth and expansion.

Growth and revitalization are going to be major issues influencing the look and character of Union City over the next 20 years. Important areas for revitalization include the Union Station shopping mall area, the Jonesboro Road commercial corridor, a regional auto sales corridor east of I-85 and along Jonesboro Road, the Roosevelt Highway commercial corridor and the older, the Flat Shoals Road corridor, established neighborhoods near US-29. While balancing the revitalization efforts, the South Fulton Parkway corridor and areas east of I-85 have been identified as emerging areas for future growth.

COMMUNITY SNAPSHOT

Issues & Opportunities

- Growing population
- Growing labor force
- Areas transitioning from undeveloped to urban
- Areas in need of revitalization and new investment
- Services demands
- Economic growth and diversification

Population Trends

Year	Union City	Fulton County
1990	9,347	648,951
2000	11,621	816,006
2008	16,961	1,014,932

Net Pop. Gain/Ave. Annual Growth Rate 1990-2008

- Union City: 7,614   3.37%
- Fulton County: 365,981   2.52%

Population Projections

Year	Union City
2009	21,189
2014	25,552
2020	28,272
2025	30,758
2030	33,463

Net Pop. Gain/Ave. Annual Growth Rate 2009-2030

- Union City: 12,274   2.20%

Source: US Census Bureau, ESRI, MACTEC

In addition to Union City's population growth, the City's labor force has experienced steady growth. While Union City's labor force grew at a slower rate than Fulton County and the Atlanta Region from 1990 to 2000, the City's labor force has grown faster in recent years. From 2000 to 2008, Union City's labor force grew at an annual rate of 5.5% compared to 2.6% and 7.3% respectively for Fulton County and the Atlanta Region. With the projected growth in population and employment opportunities, it will be important for Union City to coordinate private development and investment in public services to meet the needs of growing community.

WHY WE PLAN

Comprehensive planning is an important management tool for promoting a strong, healthy community. A comprehensive plan provides a vision, clearly stated and shared by all, that describes the future of the community. It protects private property rights and also encourages and supports economic development. The plan can be used to promote orderly and rational development so the City can remain physically attractive and economically viable while preserving important natural and historic resources.

The comprehensive plan provides the tool to become more certain about where development will occur, what it will be like, when it will happen, and how the costs of development will be met. It provides a tool for the community to achieve the development pattern it desires, such as: traditional neighborhoods, infill development, creating a sense of place, providing transportation alternatives, permitting mixed uses, protecting natural resources and accommodating economic growth.

Planning also helps the City invest its money wisely in infrastructure such as roads, water and sewer service, parks and green space, and other facilities to maintain and improve the quality of life for the residents of Union City.

WHY WE PLAN
• Set a new standard for protecting natural and cultural resources
• Promote desired patterns of development
• Facilitate economic development
• Accommodate a range of housing and transportation options
• Prioritize capital expenditures
• Enhance quality of life

PURPOSE

The *Community Agenda* represents the community vision, goals, policies, primary issues and opportunities that the community has chosen to address, and a plan of action for implementation. In addition, it outlines desired development patterns and supporting land uses with a future development guide for the City.

The *Community Agenda* serves the purpose of meeting the intent of the Georgia Department of Community Affairs' (DCA) "Standards and Procedures for Local Comprehensive Planning," as established on May 1, 2005. Preparation in accordance with these standards is an essential requirement in maintaining status as a Qualified Local Government (QLG). QLG status allows communities to be eligible for state assistance programs. State law requires the City to update the comprehensive.

SCOPE

Part I of the Comprehensive Plan included the *Community Participation Program*, *Community Assessment* and *Analysis of Supporting Data* that were prepared prior to the development of the *Community Agenda*. These documents provided a preliminary look at the issues and opportunities, areas requiring special attention and an analysis of existing development patterns that included recommended "Character Areas." The *Community Agenda*, which is Part II of the Comprehensive Plan, represents these and additional ideas discussed during the public participation process.

The *Community Agenda* does not restate the data included in Part I. Instead, it lists prioritized issues and opportunities, a community vision that includes goals, policies and strategies organized by Vision Themes, a Future Development Guide that describes desired development with the Future Development Map, Character Area Policy, and Character Area Implementation Strategies, and an Implementation Program that prioritizes and assigns costs and responsible parties to the strategies presented throughout the plan.

Residents discuss community issues during the Kickoff Meeting held January 25, 2010

COMMUNITY PARTICIPATION AND PLAN DEVELOPMENT

Creating a functional comprehensive plan begins with defining a common vision for the future development of the community. A community vision is the overall image of what the community wants to be and how it wants to look at some point in the future. It is the starting point for creating a plan and actions to implement the plan. A successful visioning process requires meaningful participation from a wide range of community stakeholders. Union City residents, property owners, business owners and other stakeholders contributed to the production of the *Community Agenda*. Due to the participation involved in developing the plan, the *Community Agenda* should generate local pride and enthusiasm about the future of Union City – encouraging citizens to remain engaged in the development process in order to ensure the municipality implements the plan.

Residents discuss community issues dauring the Visioning Workshop held March 13, 2010

Visioning Process

The Visioning Process, or citizen participation process, for the *Union City Comprehensive Plan 2010-2030* included multiple layers of participation from the residents and stakeholders of Union City. A Kick-Off Meeting, Community Visioning Workshop, Framework Workshop, Open House and Public Hearings at Mayor and City Council meetings provided opportunities for input. In addition, a Steering Committee added considerable input into the planning process.

Kickoff Meeting

The Kick-Off Meeting took place January 25, 2010. Questionnaires were distributed at the meeting and made available for wider distribution by posting the survey on the City's website. Responses received by the consultant team helped supplement and expand the list of preliminary issues and opportunities presented in the *Community Assessment.*

Visioning Workshop

The Visioning Workshop was held March 13, 2010. Participants provided their input on the future of Union City during the workshops via prioritization exercises, facilitated discussion and one-on-one conversations with the planning team. Participants were asked to prioritize and contribute to a list of preliminary issues and opportunities identified by the planning team during the data gathering process (Community Assessment) and gathered from the online survey and discussions with the Steering Committee, related to Development Patterns, Resource Conservation, Social and Economic Development, Government Relations, Community Dreams and Community Assets. Participants also provided input during two facilitated mapping exercise. The first exercise had participants identify specific areas related to Issues, Assets, and Dreams in the community. The second map exercise had participants provide input on the proposed character areas and the future development pattern of Union City.

Union City resident presenting highlights of a small-group discussion at the Visioning Workshop held March 13, 2010

Framework Workshop

The Framework Workshop was held March 27, 2010. Participants had the opportunity to review the results of the Visioning Workshop. The results presented included a preliminary list of Goals and Policies related to the Community Vision and the framework for the Future Development Guide. Presentation of the Future Development Guide included summaries of the proposed character areas and a conceptual Future Development Map. Feedback on the information presented was provided to the consultant team through one-on-one conversations, facilitated small-group discussions, and comment forms provided to participants.

Small-group discussion at the Visioning Workshop held March 13, 2010

Open House

The public was then presented the "preliminary draft" *Community Agenda* at an Open House held April 24, 2010. The format allowed participants to drop in at their convenience and stay as little or as long as they desired. Participants viewed the *Community Agenda* document, large scale maps, and spoke individually with planning team members to present questions or concerns.

Public Hearing

A "final draft" *Community Agenda* document was prepared after the Open House. The "final draft," which included minor updates based on input received from the staff and public in attendance at the Open House along with input from the Steering Committee, was presented at a regularly-scheduled City Council of Union City meeting held June 15, 2010. The meeting included a public hearing providing opportunities for stakeholders to offer additional input. Following the public hearings, the City Council adopted a resolution authorizing the transmittal of the *Community Agenda* to ARC and DCA for review.

Steering Committee

In addition to meetings designed to solicit input from the general public, the planning team also organized a Steering Committee that provided important input and feedback into the planning process. The committee included the Union City Planning Commission members and selected Community Development Department staff members. The planning consultant team facilitated meetings. The committee assisted in defining the prioritized issues and opportunities, defining Character Areas and preparing the Implementation Program. Committee members also reviewed drafts of plan components at various points during its development and provided critical feedback and insight based on their experience dealing with the important issues facing the City on a daily basis. Involvement of City staff members was crucial since these staff members will be coordinating the execution of many of the strategies identified in the Implementation Program or administering polices defined in the plan. The committee members held a total of five meetings during the planning process.

Residents pinpoint locations of specific assets, issues and dreams during Visioning Workshop exercise

CHAPTER SUMMARIES

The sequence of chapters in the Community Agenda is structured to implement the vision, goals, policies and strategies contained within each section and to answer the questions "Where do we want to be in 20 years?" and "How do we get there?". The Community Agenda is structured into the following chapters:

- Chapter 1: Introduction
- Chapter 2: Issues and Opportunities
- Chapter 3: Community Vision
- Chapter 4: Future Development Guide
- Chapter 5: Implementation Program
- Appendices A through D

Union City resident studies the Future Development Map Character Area descriptions presented at the Open House meeting on April 24, 2010

Chapter 1: Introduction

The Introduction provides a brief summary of the contents of the Community Agenda and outlines the overall framework of the plan. It also documents the community participation program that defined much of the plan production.

Chapter 2: Issues and Opportunities

The Issues and Opportunities chapter presents the prioritized primary issues and opportunities. Organized by Vision Theme categories, these lists represent important topics discovered during the analysis of existing conditions (*Community Assessment*) and supplemented and prioritized during the Visioning Process. Issues and Opportunities are addressed by the Vision Themes and associated Goals, Policies and Strategies presented in Chapter 3.

Chapter 3: Community Vision

The Community Vision reflects the community's vision for growth and development for the next 20 years. This vision, which was developed with an extensive public visioning process, is defined by Vision Themes. The **Vision Themes** organize a series of goals, policies and strategies that address the community's issues and opportunities. The Vision Themes are: Development Patterns, Resource Conservation, Social and Economic Development and Government Relations. Included in each vision theme is a series of Goals, Policies and Strategies. The Strategies are used to create the Implementation Program chapter.

Chapter 4: Future Development Guide

A comprehensive plan is a general policy document used to guide the physical development of a community. The Future Development Guide defines the community's desired development patterns and guides future decision-making related to the physical development of the community. The Future Development Guide is comprised of three sections: Character Area Policy, Character Area Implementation Strategy and Future Development Map.

The **Character Area Policy** section describes the intent, general characteristics, application, primary land uses, appropriate zoning districts and design principles for each Character Area, which are areas with unique quality worth preserving or areas that have been identified with the potential to develop into something new or different.

The Character Area Implementation Strategy section identifies specific, actionable strategies intended to achieve the desired development patterns described by the Character Areas.

The **Future Development Map** section presents the Future Development Map for Union City. The Future Development Map identifies the location of Character Areas and clarifies where and what type of development should occur.

Chapter 5: Implementation Program

The Implementation Program identifies specific actions necessary to achieve the community's vision. This chapter incorporates the strategies presented within the Community Vision and Future Development Guide chapters into a plan of action. The Implementation Program includes ordinances, programs, community improvements or investments, additional plans or studies, administrative systems and financing arrangements or other initiatives to be put in place to implement the comprehensive plan.

The **Short-Term Work Program** prioritizes the strategies presented throughout the comprehensive plan to be implemented over the next five years and assigns responsible parties, identifies potential funding sources, and provides a timeline for completion of each. Chapter 5 also details the specifics of maintaining the comprehensive plan. Maintenance of the plan includes major and minor plan amendments, updates of the plan, or required periodic updates of the *Community Agenda*.

Appendices A through D

The appendices supplement the information presented in Chapters 1-5 of the comprehensive plan as described below:

- Appendix A – Quality Community Objectives
- Appendix B – Report of Accomplishments
- Appendix C – Glossary of Terms and Development Concepts
- Appendix D – DCA and ARC Review/Approval Documentation

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

ISSUES AND OPPORTUNITIES

Presents prioritized issues and opportunities for Union City

The Issues and Opportunities chapter reflects the public's opinions about current conditions in the area and the desires for what the community wants to be in the future. This input forms the basis for goals, policies and strategies presented as part of the Community Vision (see chapter 3). The *Community Assessment* portion of the comprehensive plan identified a preliminary list of issues and opportunities based on a review of demographics, economic trends and local observations. That list has been refined based on community input that was received in public visioning workshops and from questionnaires. Upon a review of all input gathered, the information was prioritized, resulting in an updated list that highlights primary issues and opportunities related to the following Vision Themes.

- Development Patterns
- Resource Conservation
- Social and Economic Development
- Government Relations

DEVELOPMENT PATTERNS

Primary Issues

Growing number of housing units – The number of housing units in Union City increased from 5,822 units in 2000 to an estimated 9,533 in 2009 – an increase of 64%.

Aging neighborhoods and multi-unit housing – As neighborhoods mature, they may fall into disrepair, becoming attractive as rental properties or becoming targets for property crime. It will be 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.

Water/sewer expansion – The city is investing heavily to increase the capacity of water and sewer during the next five years in order to accommodate new business and residential growth.

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

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.

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

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

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. Residential development is generally segregated from non-residential areas, with retail and employment opportunities primarily relegated to Union Station shopping mall and SR-138.

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 content 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 – limiting safe and convenient pedestrian access from near-by neighborhoods.

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.

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 neighboring Interstate system.

Inter-parcel connectivity and access management along corridors – The strip commercial development pattern along Union City's established corridors offers limited inter-parcel connectivity, increasing traffic along major roadways as there are limited alternatives to access other developments.

Connectivity in South Fulton Parkway corridor area – the existing transportation network along South Fulton Parkway is not well connected. There are no convenient alternative east-west routes other that South Fulton Parkway. Additionally, 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 have improved conditions but 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.

Limited connectivity to park and ride – 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. Maintenance of the property and poor lighting also make the park and ride less accessible for pedestrians.

Primary Opportunities

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 development 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 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.

Community improvements with TAD funding – the TAD financing can improve the livability and function of the Union City Town Center area with new infrastructure that support a range of housing choices, job opportunities and transportation choices typical of a town center.

Traditional neighborhood development (TND) – The City can encourage TNDs where redevelopment or infill housing development opportunities exist. TND's offer a variety of housing types, close proximity to jobs, schools, goods and entertainment and a walkable, pedestrian oriented street network that supports walking, biking, driving, and in some cases, public transportation.

Aging in Place – As the "Baby Boom" population ages, the City should encourage development that makes access to shopping and health-related services accessible by means other than driving and locate senior housing in close proximity to daily needs to allow senior residents to participate in the community and meet their needs.

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.

Growth along South Fulton Parkway – The South Fulton Parkway corridor is project to growth in population and important 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 residential neighborhoods.

Redevelopment opportunities within the Union City Town Center LCI Study 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 an attractive LCI study area.

Commercial development that serves residents – The City should encourage current and future commercial development to include shopping and entertainment options that meets the needs of the community, are easily accessible from surrounding neighborhoods and support walking, biking, driving and public transportation.

Directing growth to targeted areas – The City should continue to encourage new development to take place in and hear South Fulton Parkway, with the Opportunities Zone and within the TAD to take advantage of existing and planned infrastructure.

Existing South Fulton Parkway corridor zoning – The 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.

7777777777777777777

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

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 form 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 a historic resource survey to formally identify and assess buildings, sites, features and districts that contribute to Union City's history. By documenting the City's historic resources, a survey becomes a tool to direct preservation strategies and support land use policies. It can be used to identify buildings suitable for adaptive reuse or houses that may be eligible for rehabilitation grant funds, which in turn can increase viable housing options and surrounding property values. A survey can also be used to develop design guidelines to ensure compatible infill in established neighborhoods and to plan transportation projects so they avoid adverse impacts on historic buildings or areas. In addition, a historic resource survey can establish sites or areas suitable for designation as a local historic district or a National Register District, which are preservation tools that also afford the potential for federal funding and tax incentives.

Lacking locally-designated historic ordinance – Although Union City has adopted the "Historic District (HD)" zoning overlay classification to regulate land uses and building design for historic downtown properties, the lack of a historic preservation ordinance prevents the City from qualifying for federal historic preservation grant funding and technical assistance available through the Certified Local Government (CLG) Program. To be certified by the National Park Service as a CLG, a municipality must adopt a historic preservation ordinance, appoint a historic preservation commission (HPC), and maintain a system for surveying historic properties. The ordinance establishes the HPC and allows a community to designate and protect historic properties and districts. The HPC reviews exterior design changes, building additions and demolitions in designated historic districts, and the survey is the basis for the identification, designation and protection of local historic districts and properties. CLG status makes communities eligible to apply for dedicated grant funding that can assist with the protection of historic resources.

Primary 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. The City's Historic Overlay District helps preserve the character of HD-zoned properties by regulating land uses and building design. Further protection of historic resources can be provided by the adoption of a historic preservation ordinance. This ordinance not only authorizes a community to designate and protect historic properties and districts, it also can make that community eligible to apply to the CLG Program. CLG status would allow the City to qualify for dedicated federal grant funds and technical assistance to aid in the protection of historic resources.

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

SOCIAL AND ECONOMIC DEVELOPMENT

Primary Issues

Growing population – The City's population grew by 82% from 2000 to 2009, increasing the demand for community services.

Increasingly younger population – The share of Union City's population within younger age groups increased from 2000 to 2008. This increase highlights the growing need to provide education and recreation opportunities for children.

Growing Hispanic population – The addition of new, Hispanic residents will require education and other services to assist non-English speaking residents as the community continues to grow.

Dependence on retail trade – The City's population is heavily dependent on retail trade, which represented 23% of employment in 2009. This statistic is more than double that for the County, MSA, State and Nation in 2009.

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.

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.

Changing housing options – Union City has historically had a higher percentage of multi-family housing units compared to Fulton County and the MSA. The changes in the availability and condition of the multi-family 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 – In 2008, Union City's median property values were only 32% of that of Fulton County, 46% of that of the MSA, and 54% of that of the State. While the lower property values highlight the City's affordability compared to other areas and the State, Union City has lagged in increasing property values. From 2000 to 2008, Union City's median property value decreased while the median property values for Fulton County, MSA and the State increased their property values when adjusted for inflation.

High foreclosure rates – Union City has experience a significant foreclosure rate. From 2007 to 2008, the City's foreclosure rate was slightly higher than neighboring cities and significantly higher than Fulton County and the State.

Primary Opportunities

Population growth projected to continue – The City's population is projected to increase from 21,189 to 33,463 in 2030, or an increase of 58%.

Increase in median household income –Union City's median household income increased by 12% from 2000 to 2008, while the median household income decreased by 7%, 8% and 4% for the MSA, State and Nation, respectively, over the same time period.

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 park 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 – Industrial and retail development is planned for the South Fulton Parkway corridor and redevelopment opportunities that can take advantage of the TAD are encouraged (by various city plans) for the downtown and Union Station mall areas of the City.

Unique vantage point for economic growth – 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 in close proximity to a wide-range of public and private institutions that provide higher education and job training – the closest of which is a satellite campus of Georgia Military College located in Fairburn.

GOVERNMENT RELATIONS

Primary Issues

Jurisdiction split for portions of the South Fulton Parkway corridor – The South Fulton Parkway area is partly within Union City and partly within incorporated Fulton County. Additionally, GDOT now controls the roadway that Fulton County and Union City once controlled. This situation could create varying and inconsistent development patterns due to different 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.

Primary 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.

COMMUNITY VISION

Presenting the Community Vision Statement and Community Vision Themes for Union City

Union City is a growing community with unique issues and opportunities related to its historical development and projected future growth. In order to manage the future growth and enhance the quality of life, the City has identified a vision for future development. The Community Vision chapter, which was developed with an extensive public visioning process, uses the following sections to organize the community's overall vision for the future.

- The **Vision Statement** describes the overall idea of what the community desires to be in the future.
- The **Vision Themes** organize a series of goals, policies and strategies that address the community's issues and opportunities.

DECISION-MAKING FRAMEWORK

In order to implement the community's vision of the future for the City, the comprehensive plan should be guided by a decision-making framework related to growth and development.

This plan is based on the community's **VISION** for growth and development over the next 20 years. Developed with input from citizens, elected officials, and community stakeholders, the vision focuses attention on the future of the community and defines the ideal image of what the City should be in the future.

To achieve the community vision, **GOALS** are developed to help define the desired future state of the community. Goals also provide guidance related to the long-term decision making of the community.

Because goals are typically related to big picture ideas and a long-term view of development, **POLICIES** are used to guide everyday decisions related to achieving the community vision. Policies are more specific than goals and provide measurable actions. Policies are represented in this plan by the policy statements presented in this chapter, the Character Area Policy narrative, and the Future Development Map.

In order to accomplish the vision, goals and policies of the community, **STRATEGIES** are created. Strategies are specific action steps that when completed should implement the vision, goals, policies of the community. Strategies are represented in this plan by the Character Area implementation strategies and the strategies associated with goal and policy statements presented in the Community Vision chapter. They are further described in the Implementation Program chapter.

VISION STATEMENT

The Community Vision Statement is a formal description of what the community wants to become. Input from stakeholders gathered during the visioning process (described in Chapter 1: Introduction) forms the basis for the Community Vision Statement. Vision Themes presented along with the presentation of the Community Vision Statement in the following pages and Chapter 4: Future Development Guide tie these descriptions of a desired future to specific goals, policies and strategies.

Community Vision Statement

In the year 2030, we envision Union City as an attractive, quality place to live with safe, inviting neighborhoods and vibrant mixed use centers. We have preserved our character and heritage while continuing to provide well paying jobs for residents with shopping, entertainment and recreational opportunities that meet the needs of the entire community. We have capitalized economically on our proximity to many important areas of commerce and higher education in the Atlanta region while preserving our sense of place and natural landscape. Lastly, and most importantly, we have preserved our integrity as a community, meeting the needs of current generations while leaving the next generation with a productive and sustainable city.

VISION THEMES

The Vision Themes organize goals, policies and strategies developed to address the community issues and opportunities presented in Chapter 2 (see Chapter 1 for definition of goals, policies and strategies). Vision Themes represent the ideas and concerns of participants in the planning process and narrow the big picture vision to specific strategies that aim to make the Community Vision a reality. The themes presented are:

- Development Patterns
- Resource Conservation
- Social and Economic Development
- Government Relations

In addition to providing a structure to help achieve the community's vision, the vision themes are also used to support the Quality Community Objectives (QCO) as set forth by DCA (see Appendix A for the QCO list).

Development Patterns

DP Goal 1: Enhance and maintain character of existing neighborhoods

Ensure that redevelopment and residential infill in existing neighborhoods enhances the existing character, promotes quality design, encourages efficient reuse of underdeveloped land, stabilizes and enhances established neighborhoods, and helps revitalize economically distressed neighborhoods.

DP Policy 1.1: Ensure context-sensitive infill and redevelopment

Infill development and redevelopment provides opportunities to enhance the neighborhood's visual character and function. The scale and intensity of infill projects should relate appropriately to existing development.

☞ ***DP Strategy 1.1.1:*** *Develop a vacant site inventory, identify those that are suitable for infill development*

☞ ***DP Strategy 1.1.2:*** *Develop small area plans that identify specific needs of area, identify design strategies, and prioritize infrastructure and facilities investments.*

☞ ***DP Strategy 1.1.3:*** *Establish an Infill Development Guide to describe appropriate site design and development standards for context sensitive infill development*

☞ ***DP Strategy 1.1.4:*** *Amend development regulations to accommodate infill housing with building setbacks and minimum lots sizes that are compatible with surrounding homes but potentially less than what is required by code.*

☞ ***DP Strategy 1.1.5:*** *Create incentives for infill development.*

DP Policy 1.2: Enhance visual character of existing neighborhoods

Promote visual improvements to streets and homes and the maintenance of property.

☞ ***DP Strategy 1.2.1:*** *Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.*

☞ ***DP Strategy 1.2.2:*** *Expand code enforcement efforts that address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area.*

☞ ***DP Strategy 1.2.3:*** *Develop regulations (based on those currently in place for the City of East Point) requiring residential landlords (or their management companies) to register properties with the city*

☞ ***DP Strategy 1.2.4:*** *Consider establishing a program (based on a program recently proposed for the City of Atlanta) that trains police officers as code enforcement officers in order provide additional means of enforcing the city's property maintenance code.*

> **DP Goal 2: Create new, complete neighborhoods**
>
> Encourage walkability, connectivity, housing choice, and public green space to be elements of new residential development. Neighborhoods with these qualities require appropriate maintenance and infrastructure enhancements, while growing areas on the periphery require master planning and attention to detail to ensure that the developments will add enduring value to the City.

DP Policy 2.1: Create walkable, well-connected neighborhoods

Provide a network of sidewalks, paths and trails in new development to create a healthy community.

☞ *DP Strategy 2.1.1: Amend Development Code (zoning and/or subdivision regulations) to include standards for bicycle and pedestrian amenities such as sidewalks, bike lanes, and trails. Require installation of bicycle and pedestrian facilities as components of all new development and redevelopment projects.*

☞ *DP Strategy 2.1.2: Require dedication of right-of-way, as needed and when feasible, to install sidewalks along existing roadways.*

☞ *DP Strategy 2.1.3: Identify areas where sidewalks are needed where sufficient right-of-way exists.*

DP Policy 2.2: Encourage housing diversity in new neighborhoods

Promote a variety housing types to provide housing choices and price points for all ages and income levels in the community.

☞ *DP Strategy 2.2.1: Create incentives, such as density bonuses or expedited permitting, for development that includes multiple housing types or affordable housing options.*

DP Policy 2.3: Integrate new neighborhoods with existing and future development

Encourage new neighborhoods to connect to existing neighborhoods with streets, sidewalks and paths and create connection opportunities to future development if surround area is undeveloped to improve mobility and access to other destinations in the community.

☞ *DP Strategy 2.3.1: Adopt connectivity standards for new developments. These standards should create an interconnected public street network within new developments and should enhance connectivity city-wide by linking new streets and neighborhoods to existing public streets and adjacent neighborhoods.*

> **DP Goal 3: Create attractive, vibrant activity centers**
>
> Activity centers are the heart of the community and should combine a wide range of uses, including places for shopping, employment, recreation and civic activity. They should include attractive buildings and streets that support a wide range of uses and transportation options to make meeting the daily needs of both residents and visitors enjoyable, safe, and convenient.

DP Policy 3.2: Encourage mixed use neighborhood and community centers

Establish and enhance neighborhood and community centers at important intersections or neighborhood activity centers that promote compact, human-scaled, interconnected development with a mix of goods, services, shopping, and jobs in close proximity to where people live.

☞ **DP Strategy 3.1.1:** *Encourage mixed used development within activity centers.*

☞ **DP Strategy 3.1.2:** *Focus regional-scaled, suburban, and big box commercial development into nodes at intersections of major roadways and adjacent to areas with higher density residential uses (See Future Development Guide).*

☞ **DP Strategy 3.1.3:** *Promote development of smaller-scaled neighborhood centers. Revitalize and enhance existing small-scale commercial centers and create new neighborhood centers where none currently exist (See Future Development Guide).*

☞ **DP Strategy 3.1.4:** *Regularly review the Town Center Mixed Use Mixed Use District to ensure regulations support the development of mixed use centers.*

DP Policy 3.2: Make centers visually attractive places to visit

Ensure development within activity centers provides residents and visitors with a positive impression of the community.

☞ **DP Strategy 3.2.1:** *Incorporate the City's Urban Design Overlay that addresses side design, access management, visual character and other design standards within mixed use centers.*

DP Goal 4: Create attractive, vibrant corridors

Major corridors are the backbone of the community, acting as the primary regional transportation connector between adjacent communities, neighborhoods, and activity centers. Because of their important transportation role, they are also attractive locations for major businesses and civic institutions. New development of property along corridors should balance transportation requirements with surrounding business and residential development. In addition, corridor development should improve the visual character and function of the suburban and urban corridors. Land uses along the corridor should be appropriate for the Development Category they pass through, with the location of buildings, street design, and the road network designed to make meeting one's daily needs enjoyable, safe, and convenient

---

DP Policy 4.1: Make major corridors visually attractive places

Ensure development along major corridors provides travelers and visitors with a positive impression of the community.

☞ **DP Strategy 4.1.1:** *Revitalize and redevelop underutilized, under-performing commercial corridors with walkable, mixed use development along major transportation corridors.*

☞ **DP Strategy 4.1.2:** *Develop a corridor overlay district or corridor zoning district, similar to the Roosevelt Highway Overlay District, that address site design, access management, visual character, and other design standards along major corridors, including Flat Shoals Road (See Future Development Guide and Map). Specific needs exist for Jonesboro Road including the automotive sales corridor east of I-85.*

) **DP Strategy 4.1.3** *Engage in phased corridor/streetscape master planning for corridor character areas to guide enhancements.*

) **DP Strategy 4.1.4:** *Continue to implement Roosevelt Highway Overlay District.*

DP Policy 4.2: Strategically place nodal development along corridors

Focus growth into development and redevelopment nodes, such as major intersections, rather than allowing commercial development along the full length of major corridors within the City.

) **DP Strategy 4.2.1:** *Create incentives for development of nodes at important locations along major corridors or at the intersection of major corridors, benefitting from the Roosevelt Highway Corridor Overlay District or Town Center Mixed Use Districts.*

DP Policy 4.3: Establish attractive and inviting visual gateways to the City

Attractive, inviting gateways and gateway corridors will provide travelers and visitors to Union City with a positive first impression of the City. Gateways should exhibit the best of what the City has to offer in terms of land use and urban design. Gateways such as the intersection of US-29/SR-92 or I-85/Jonesboro Road should demand the attention of travelers with improvements to landscaping, signage, utilities, building facades, and property frontages.

) **DP Strategy 4.3.1:** *Establish and enhance existing Visual Gateways at Interstate and City access points and at the entrance to the Downtown Area with streetscaping, signage, and other features that define an entrance to the city or other important areas around the City.*

) **DP Strategy 4.3.2:** *Continue to implement the Roosevelt Highway Corridor Overlay District.*

) **DP Strategy 4.3.3:** *Coordinate with South Fulton Clean and Beautiful/Union City Clean and Beautiful organizations to assist with cleanup/beautification of corridors.*

DP Policy 4.4: Cluster higher intensity development along major transportation corridors

Create transitions from higher intensity corridor development to less intense neighborhoods by using design strategies such as building location and height, transportation infrastructure, and landscaping.

) **DP Strategy 4.4.1:** *Allow conversion of residential homes into office/retail uses to cluster services along major roadways, locate services and goods in close proximity to where people live and create transitions from higher intensity commercial uses to less intense residential uses.*

) **DP Strategy 4.4.2:** *Develop land use and design standards that create transitions from higher intensity development along major roadways to less intense neighborhoods.*

DP Policy 4.5: Continue Town Center revitalization efforts

Encourage the continued revitalization and redevelopment of the Union City Town Center as a vibrant center for culture, government, dining, residential, and retail diversity.

) **DP Strategy 4.5.1:** *Coordinate with various entities to implement the Union City Town Center LCI Study that establishes a clear vision for the revitalization of the Town Center area, helps guide public and private investments to improve the physical character of the area, and supports the retention of residential and non-residential uses that will provide economic and social vitality to the Town Center.*

☞ ***DP Strategy 4.5.2:*** *Continue to pursue revitalization programs, grants, and financing tools that will help revitalize the Town Center area and implement the LCI Study.*

DP Policy 4.6: Revitalize and redevelop Brownfield and Greyfield sites

Focus efforts to clean up vacant, underutilized or abandoned Brownfield and Greyfield sites and prepare redevelopment plans specific to each site to guide future improvements.

☞ ***DP Strategy 4.6.1:*** *Conduct an inventory of vacant Brownfield and Greyfield land to identify sites that are suitable for development and redevelopment.*

☞ ***DP Strategy 4.6.2:*** *In conjunction with stakeholders, identify the Brownfield and Greyfield sites with the greatest potential for redevelopment and the greatest community benefit.*

☞ ***DP Strategy 4.6.3:*** *Develop small area plans for the priority Brownfield and Greyfield sites that provide needed amenities, use existing infrastructure and complement community character. Make plans available to developers.*

☞ ***DP Strategy 4.6.4:*** *Develop development incentives such as density bonuses, discount fees and permit fast-tracking to encourage development of Brownfield and Greyfield sites.*

DP Goal 5: Enhance access to quality parks and recreational activities.

Use parks, community centers and recreation activities to support a healthy lifestyle for all ages. Ensure that communities have access to parks and recreational activities to enhance the quality of life and support a healthy lifestyle; green space will be a major component within neighborhoods, along streets, parking lots and within commercial and industrial developments.

DP Policy 5.1: While enhancing and maintaining existing parks, create a coordinated, city-wide system of parks and green space

Ensure the community has access to a range of parks and green spaces – from small pocket parks that serve the immediate neighborhood to large, regional parks that serve the entire community. Ensure existing parks are well-maintained and enhanced with new amenities.

☞ ***DP Strategy 5.1.1:*** *Create a Parks, Recreation and Green Space Master Plan to identify maintenance needs for existing parks, locations for new parks, and coordinate the connection of parks and neighborhoods with a greenway and trail network.*

☞ ***DP Strategy 5.1.2:*** *Develop incentives that encourage developers to create publicly accessible neighborhood parks as part of their development projects.*

DP Policy 5.2: Encourage new development to include publicly accessible parks and open space.

Use new developments as an opportunity to improve access to public parks and opens space.

☞ ***DP Strategy 5.2.1:*** *Review and update development regulations to include requirements for parks and open space in new developments.*

☞ ***DP Strategy 5.2.2:*** *Major new developments should be required to provide publicly accessible neighborhood parks and green space. Minor new developments should be given incentives to provide portions of the new development for greenways, trails, or new public parks.*

DP Policy 5.3: Expand existing programs and support safe and healthy recreation opportunities for all ages

Provide facilities and recreational activities for all residents – young and old.

☞ *DP Strategy 5.3.1: Include within an assessment of existing park and recreation programs along with recommendations for future programs within the Parks, Recreation and Green Space Master Plan in order to ensure provision of recreation programs for all ages, including new programs for teenagers, adults, and senior citizens.*

☞ *DP Strategy 5.3.2: Pursue establishment of a local Boys and Girls Club and/or YMCA.*

☞ *DP Strategy 5.3.3: Identify corporate partners with community development programs that may help with beautification/maintenance costs of existing parks.*

DP Goal 6: Enhance and create community facilities and services that support Union City's quality of life.

Provide adequate community facilities and services that support a healthy and safe community.

DP Policy 6.1: Maximize efficient use of existing infrastructure

Encourage development activity in areas already served by public utilities to maximize public investments in the current infrastructure system and to limit capital improvement expenditures on new infrastructure.

☞ *DP Strategy 6.1.1: Coordinate utilities infrastructure improvements with infill redevelopment and new development efforts to minimize energy use and maximize investment in existing infrastructure.*

☞ *DP Strategy 6.1.2: Conduct and carry out appropriate plans and measures for effective stormwater management, including consideration of alternatives to conventional pavement materials.*

DP Policy 6.2: Coordinate infrastructure expansion

Coordinate infrastructure expansion to areas identified as appropriate for new development and redevelopment.

☞ *DP Strategy 6.2.1: Extend utilities to reach underserved areas as well as new development*

☞ *DP Strategy 6.2.2: Ensure capital improvements needed to accommodate future development are provided concurrent with new development.*

☞ *DP Strategy 6.2.3: Prohibit development unless adequate infrastructure is in place or can be provided by the developer.*

DP Policy 6.3: Locate schools and public parks in neighborhoods

New public schools and public parks should be located in or near existing neighborhoods to enhance the sense of community and local pride and stimulate infill development. Locating these uses near existing neighborhoods also provides nearby residents with the choice of walking or biking to these uses from home, rather than depending solely on the private automobile.

☞ ***DP Strategy 6.3.1:*** *Coordinate school site section. The selection of a new school site should be coordinated with planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods.*

☞ ***DP Strategy 6.3.2:*** *Create safe and convenient access to schools. Safe sidewalks, trails and bike lanes should connect schools to neighborhoods, allowing children to walk and bike to school safely.*

☞ ***DP Strategy 6.3.3:*** *Identify locations for new parks within developed areas to increase access to parks and open space in underserved areas.*

DP Policy 6.4: Locate important civic and institutional buildings prominently in the community

New civic buildings, such as City Hall, police and fire stations, and churches, should be located prominently in activity centers, corridors and neighborhoods to promote civic pride and activity. Additionally, they should be designed and located to be accessed by walking, biking, driving and public transportation.

☞ ***DP Strategy 6.4.1:*** *Coordinate the location and construction of fully handicap-accessible, new civic buildings in activity centers, corridors and neighborhoods.*

DP Policy 6.5: Provide adequate water resources and services

Ensure water resources are adequate to meet existing needs and future demand

☞ ***DP Strategy 6.5.1:*** *Identify new water resources and water conservation measures to meet future drinking water needs.*

☞ ***DP Strategy 6.52:*** *Develop a regional strategy to manage water resources that secures access to water.*

☞ ***DP Strategy 6.5.3:*** *Develop capital improvements plan that encourages investment in water conservation and new water resources.*

DP Goal 7: Create a sustainable development pattern.

Create development patterns that reduce energy consumption and mitigate the impacts of development on the environment.

DP Policy 7.1: Encourage green building design and technology

Promote energy efficiency and conservation using sustainable construction practices.

☞ ***DP Strategy 7.1.1:*** *Examine building codes to identify means of introducing incentives and requirements for the use of sustainable design and construction practices.*

DP Policy 7.2: Promote sustainable site design

Use site design strategies, such as stormwater management, wastewater management, heat island mitigation and light pollution mitigation, to reduce the impact of development on the environment.

☞ **DP Strategy 7.2.1:** *Develop a Sustainable Site Design Guide to describe sustainable site design best practices.*

DP Goal 8: Create a safe, efficient and convenient transportation system.

Make walking, biking, driving and public transportation reliable transportation choices to connect residents to each other, jobs, shopping and recreation opportunities. Support transportation enhancements that reduce automobile dependency, improve safety, provide for alternative modes (including walking, biking and public transportation), enhance the aesthetics of the community and provide for connectivity among the road network, potential future transit opportunities, sidewalks/pedestrian paths and bicycle paths.

DP Policy 8.1: Create a well-connected street network

Create a street network that provides multiple route options, reduces travel times, distances between destinations, and congestion, and improves access to destinations.

☞ **DP Strategy 8.1.1:** *Adopt connectivity standards for new developments. These standards should create an interconnected public street network within new developments and should enhance connectivity area wide by linking new streets and neighborhoods to existing public roads and adjacent neighborhoods.*

☞ **DP Strategy 8.1.2:** *Update street design requirements in the subdivision regulations and development regulations to establish street continuation between existing and new developments.*

☞ **DP Strategy 8.1.3:** *Review and amend zoning and development requirements to encourage site design that improves connectivity within a site as well as improves access to and from a site, which includes discouraging cul-de-sacs.*

☞ **DP Strategy 8.1.4:** *Create a new bicycle and pedestrian friendly roadway corridor that connects the Downtown/City Hall area to Shannon Parkway (as described in the Union City Town Center LCI Study recommendation)*

DP Policy 8.2: Create a walkable community

Promote development patterns that facilitate pedestrian facilities (e.g. sidewalks, walking paths, cross walks, etc.) that allow residents and visitors to walk around the community in a safe, convenient and comfortable manner.

☞ **DP Strategy 8.2.1:** *Prepare existing conditions analysis of the sidewalks to identify substandard facilities and prioritize repair/replacement projects; Conduct sidewalk study and trial studies to identify and prioritize areas appropriate for investment in new sidewalks and multi-use trails.*

☞ **DP Strategy 8.2.2:** *Adopt connectivity standards for new developments. These standards should create an interconnected public sidewalk and trail network within new developments and should enhance connectivity area wide by linking new sidewalks and trails and to existing sidewalks and trails in adjacent neighborhoods.*

☞ **DP Strategy 8.2.3:** *Create guidelines for pedestrian design. Establish appropriate standards for neighborhoods, corridors and centers as their form and function are different.*

☞ **DP Strategy 8.2.4:** *Review and modify site design requirements to promote context sensitive street design and multimodal transportation options such as pedestrian facilities.*

) **DP Strategy 8.2.5:** *Examine the origins and destinations of potential pedestrian and bicycle travel to inform railroad crossing improvement decisions.*

) **DP Strategy 8.2.6:** *Amend Development Code (zoning and/or subdivision regulations) to include standards for bicycle and pedestrian amenities such as sidewalks, bike lanes, and trails. Require installation of bicycle and pedestrian facilities as components of all new development and redevelopment projects.*

DP Policy 8.3: Create a bikable community

Make biking a safe and convenient transportation option and recreation activity that improves community health by promoting development patterns that include bicycle facilities.

) **DP Strategy 8.3.1:** *Conduct bicycle study to identify and prioritize areas appropriate for investment in new bicycle facilities.*

) **DP Strategy 8.3.2:** *Update development regulations to require bicycle facilities in neighborhoods, corridors and activity centers.*

) **DP Strategy 8.3.3:** *Create guidelines for bicycle facilities (e.g. lanes, paths, trails, etc.) design. Establish appropriate standards for neighborhoods, corridors and centers as their form and function are different.*

) **DP Strategy 8.3.4:** *Examine the origins and destinations of potential pedestrian and bicycle travel to inform railroad crossing improvement decisions.*

DP Policy 8.4: Make driving safe and convenient

Ensure driving is safe and convenient in Union City

) **DP Strategy 8.4.1:** *Create context sensitive street design guidelines that describe appropriate roadway and access management standards. These guidelines should link the form and function of different street types with surrounding land uses to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide.*

) **DP Strategy 8.4.2**: *Create a way-finding program to promote alternative routes and guide drivers to major destinations.*

) **DP Strategy 8.4.3:** *Seek to improve railroad crossings at key locations, in concert with the Federal Rail Authority.*

) **DP Strategy 8.4.4:** *Continue to identify traffic signalization and timing improvements.*

) **DP Strategy 8.4.5:** *Establish an ongoing pavement management program to maintain safe roadway conditions.*

) **DP Strategy 8.4.6:** *Establish an ongoing street light management program to maintain safe, well-lit corridor conditions.*

DP Policy 8.5: Enhance public transportation service

Make public transportation a safe and convenient transportation option. Promote the enhancement of local public transportation infrastructure and service to allow residents and visitors to meet their daily needs without a private automobile. Public transportation should be safe and convenient and connect neighborhoods, corridors, activity centers.

) **DP Strategy 8.5.1:** *Coordinate with MARTA to improve and expand local and regional public transportation service, especially for South Fulton Parkway.*

☞ **DP Strategy 8.5.2:** *Conduct public transportation study. The study should identify destinations, feasibility and types of public transportation such as commuter rail, buses, shuttles and taxi services.*

☞ **DP Strategy 8.5.3:** *Promote Transit Oriented Development (TOD), especially around the Park-and-Ride station at Flat Shoals Road and I-85 interchange.*

DP Goal 9: Create appropriate areas for businesses and land uses that require special design considerations.

Manage unique development that either negatively impact adjacent development, in the case of industrial development, or compliment surrounding development patterns, such as office park developments, with appropriate design strategies.

DP Policy 9.1: Manage industrial and high impact uses with appropriate site design

Use site design to mitigate the potentially negative impact of industrial and other high impact uses on surrounding neighborhoods, corridors and open space.

☞ **DP Strategy 9.1.1:** *Locate industrial and other high impact development in specially designated clusters to mitigate negative impacts on adjacent development (See special districts in Future Development Guide).*

DP Policy 9.2: Manage major institutional and office use with appropriate site design

Use site design to integrate special job centers with adjacent neighborhoods, corridors and open space – making these institutional and office concentrations accessible and a positive benefit to surrounding development.

☞ **DP Strategy 9.2.1:** *Create street and sidewalk connections between neighborhoods and new major institutional and office development.*

☞ **DP Strategy 9.2.2:** *Develop land use and design standards that create transitions from higher intensity development to less intense neighborhoods.*

Resource Conservation

RC Goal 1: Preserve natural resources and environmentally sensitive areas

Ensure that natural resources such as creeks, streams, wetlands, and other environmentally sensitive lands are preserved and protected. It is also important to preserve the continuity of these environmentally sensitive areas to maintain their health and function.

RC Policy 1.1: Preserve important natural resources

Preserve and protect important natural features such as forests, steep slopes, water features, scenic natural views and other environmentally sensitive areas. These areas should be protected with public parks, conservation easements and site designs that preserve these precious resources to the greatest extent possible.

☞ **RC Strategy 1.1.1:** *Explore regional-level partnerships to protect and enhance the natural environment, without being tied to political boundaries.*

☞ **RC Strategy 1.1.2:** *Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map).*

☞ **RC Strategy 1.1.3:** *Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands.*

☞ **RC Strategy 1.1.4:** *Review and update, as needed, site design requirements for open space. Site design requirements should, to the greatest extent possible, preserve environmentally sensitive areas and allow for continuity of environmental features.*

RC Policy 1.2: Provide opportunities for residents and visitors to connect with nature

Make access to natural areas an important part of the community for recreation and economic activity.

☞ **RC Strategy 1.2.1:** *Create a Greenway System Master Plan to connect residents and visitors to Union City's natural resources. Include strategies for conservation, acquisition and management of natural areas.*

RC Policy 1.3: Improve water quality of Union City's water bodies

Support the health and natural function of the community's lakes, streams and rivers.

☞ **RC Strategy 1.3.1:** *Discourage development in environmentally sensitive areas, as delineated in the Natural development category (see Future Development Guide and Map).*

☞ **RC Strategy 1.3.2:** *Utilize conservation easements and other land preservation tools to preserve land adjacent to streams and other important water bodies.*

☞ **RC Strategy 1.3.3:** *Review and make changes as needed to the City's Tree Preservation regulations to promote and support preservation of the City's tree canopy. Mature trees represent an important part of the City's landscape and identity and are critical to the formation of green infrastructure, providing needed shade (making more comfortable outdoor environments and, when well located, reduce the energy cost associated with cooling of buildings and homes), prevent soil erosion, help mitigate flooding, improve air quality, provide wildlife habitat, and increase real estate value.*

☞ **RC Strategy 1.3.4:** *Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site run-off on Union City's waterways.*

☞ **RC Strategy 1.3.5:** *Conduct and carryout appropriate plans and measures necessary for effective stormwater management.*

RC Goal 2: Preserve historic and cultural resources that help define Union City's unique sense of place.

Ensure that historic and cultural resources are preserved to maintain Union City's unique history and character. Union City's historic areas and sites highlight area's history as well as social and cultural identity. Promotion of these areas and sites allow the community and visitors an opportunity to learn about the history and culture of the area. Historic areas and sites should be identified and preserved to ensure that residents, visitors and future generations continue to have the opportunity to enjoy experience these places in the future.

RC Policy 2.1: Promote preservation of historic structures and places

Preserves historic structures and places to connect the community to its past and establish social and cultural identity.

☞ **RC Strategy 2.1.1:** *Conduct historic resources inventory to identify existing historic resources.*

☞ **RC Strategy 2.1.2:** *Coordinate with Georgia Trust and SHPO to nominate eligible properties to the National Register of Historic Places and to generally promote the City's history.*

☞ **RC Strategy 2.1.3:** *Seek local designation of historic properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation (e.g. building façade easements).*

☞ **RC Strategy 2.1.4:** *Create incentives for historic building restoration.*

☞ **RC Strategy 2.1.5:** *Encourage renovation vs. demolition of historic properties.*

☞ **RC Strategy 2.1.6:** *Consider developing an entertainment/recreation attraction that celebrates the City's railroad history (e.g. train replica).*

RC Policy 2.2: Promote cultural resources

Promote cultural resources to connect the community to its past and establish social and cultural identity

☞ **RC Strategy 2.2.1:** *Conduct cultural resources inventory to identify important cultural resources necessary to preserve and establish ways that residents and visitors can connect with them.*

☞ **RC Strategy 2.2.2:** *Establish historic markers program.*

☞ **RC Strategy 2.2.3:** *Create local tour guide for cultural resources.*

RC Policy 2.3: Promote public art

Use public art in public places to enhance the visual character of the community and establish a sense of place.

☞ **RC Strategy 2.3.1:** *Create public art program. Public art should be a part of public spaces to foster community pride and improve the visual attractiveness of public spaces.*

RC Goal 3: Enhance Union City's solid waste management

Improve solid waste collection, treatment and management service to enhance Union City's environmental stewardship.

RC Policy 3.1: Support recycling efforts

Encourage participation in recycling programs to reduce the demand for securing locations for permanent waste disposal and promote environmental stewardship.

☞ **RC Strategy 3.1.1:** *Study the feasibility of establishing a citywide recycling and materials collection system.*

☞ **RC Strategy 3.1.2:** *Develop an update to the Union City Solid Waste Management Plan.*

☞ **RC Strategy 3.1.3:** *Establish solid waste programs that support solid waste management plan.*

☞ **RC Strategy 3.1.4:** *Establish a used oil/grease/fats location to dispose of grease.*

☞ **RC Strategy 3.1.5:** *Consider establishing a bio-fuel plant to run the City's diesel fuel equipment.*

RC Policy 3.2: Reduce illegal dumping of trash and hazardous waste

Reduce the negative impacts of pollution and contamination on Union City's natural environment.

☞ **RC Strategy 3.2.1:** *Continue to support a program to assist in locating and cleaning up illegal open dump sites.*

Social and Economic Development

SED Goal 1: Create a variety of quality housing options

Promote a variety of housing choices in Union City – making it possible for all who work in the community to also live in the community.

SED Policy 1.1: Plan for a variety of housing types, styles and price points as new development occurs

Maintain residential balance so the community can continue to provide workforce housing in addition to housing a higher price points.

☞ **SED Strategy 1.1.1:** *Develop incentives that encourage housing diversity.*

☞ **SED Strategy 1.1.2:** *Conduct housing study to identify the state of the current housing stock and the future housing needs of the city.*

SED Policy 1.2: Provide quality and affordable housing choices

Ensure that all residents have access to quality affordable housing options, make "aging in place" a viable option for residents and ensuring those who work in the city have homes available in their price range enabling them to live and work in Union City.

☞ **SED Strategy 1.2.1:** *Conduct housing study to indentify affordable housing needs.*

☞ **SED Strategy 1.2.2:** *Create incentives such as density bonuses or expedited permit processing for affordable housing development.*

☞ **SED Strategy 1.2.3:** *Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas.*

SED Policy 1.3: Provide housing options for growing population of retirees

Make "aging in place" an option for retirees and seniors so they can continue to be active members of the community.

☞ *SED Strategy 1.3.1: Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas.*

☞ *SED Strategy 1.3.2: Coordinate senior services and development with Christian City*

☞ *SED Strategy 1.3.3: Locate senior housing and retirement homes in close proximity to shopping and medical services.*

SED Policy 1.4: Stabilize and enhance distressed neighborhoods

Create opportunities to stabilize and enhance transitional neighborhoods and areas in need of revitalization. Support reinvestment opportunities in these neighborhoods to improved quality of life and eliminate substandard and dilapidated housing.

☞ *SED Strategy 1.4.1: Implement the Union City Urban Redevelopment Plan.*

☞ *SED Strategy 1.4.2: Create incentives for infill development.*

☞ *SED Strategy 1.4.3: Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods.*

☞ *SED Strategy 1.4.4: Expand code enforcement efforts to address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area.*

☞ *SED Strategy 1.4.5: Develop small area neighborhood plans to identify specific issues within neighborhoods and prioritize reinvestment strategies and projects.*

☞ *SED Strategy 1.4.6: Continue Clean and Lien program.*

SED Policy 1.5: Ensure high standards of construction for all housing

Ensure new home and home improvement construction makes homes healthy and safe.

☞ *SED Strategy 1.5.1: Review and update building codes and inspection procedures to create healthy and safe housing conditions.*

SED Goal 2: Enhance economy with a sustainable and diverse base of businesses.

Continue to promote coordinated economic development that provides a stable tax base, necessary community services and job opportunities.

SED Policy 2.1: Create local shopping, dining and entertainment options

Expand local shopping, dining and entertainment opportunities to meet the needs of residents, attract visitors to the community and improve the tax base.

☞ *SED Strategy 2.1.1: Focus restaurants and entertainment uses in centers and corridors.*

☞ *SED Strategy 2.1.2: Develop a marketing study to determine demand for shopping, dining and entertainment options.*

SED Policy 2.2: Focus different types of economic development opportunities in appropriate areas

Guide economic development investment and activity using the Future Development Guide and Map.

☞ *SED Strategy 2.2.1: Locate small to moderate scale commercial activity at nodes within the Suburban and Urban Development Categories to maximize the efficient use of existing transportation systems.*

☞ *SED Strategy 2.2.2: Locate major commercial activity along the corridors and within the centers identified in the Future Development Guide and Map.*

☞ *SED Strategy 2.2.3: Encourage location of small business development along the corridors and within the centers and appropriate districts identified in the Future Development Guide and Map.*

☞ *SED Strategy 2.2.4: Encourage location of large business and industrial facilities within the special districts identified in the Future Development Guide and Map.*

SED Goal 3: Enhance economy with a sustainable and diverse range of job opportunities

Continue to promote a range of job opportunities that meet the needs of residents and existing and prospective businesses are matched appropriately with the skills of the community.

SED Policy 3.1: Coordinate job training opportunities

Provide job training opportunities to increase the skill sets of Union City's workforce and quality of life.

☞ *SED Strategy 3.1.1: Coordinate adult education opportunities that enhance the job skills of Union City's workforce and that meet the needs of existing or desired businesses.*

SED Policy 3.2: Encourage mixed-use activity centers and corridors

Promote mixed-use development that locates job opportunities in close proximity to places to live.

☞ *SED Strategy 3.2.1: Locate small and medium sized businesses in centers and along corridors identified in the Future Development Guide and Map.*

SED Goal 4: Enhance local coordinated economic development efforts

Continue to coordinate economic development efforts between Union City and local, regional and state agencies and organizations.

SED Policy 4.1: Establish Union City as a regional economic center

Create business and job opportunities in Union City that make it a regional destination for economic activity.

☞ **SED Strategy 4.1.1:** *Promote and implement Opportunity Zone designation to recruit businesses and create jobs.*

☞ **SED Strategy 4.1.2:** *Establish a local economic development authority to provide economic development tools in addition to those currently available.*

☞ **SED Strategy 4.1.3:** *Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide.*

☞ **SED Strategy 4.1.4:** *Identify development incentives to encourage big business to locate in districts identified in the Future Development Guide.*

☞ **SED Strategy 4.1.5:** *Concentrate industrial and big business development within districts identified in the Future Development Guide).*

SED Policy 5: Ensure availability of land for development to support employment growth

Guide new technological, industrial and commercial development to appropriate areas of the community

☞ **SED Strategy 5.1.1:** *Establish a local economic development authority to provide economic development tools in addition to those currently available.*

☞ **SED Strategy 5.1.2:** *Encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs*

SED Policy 6: Ensure availability of health care facilities

Encourage regional health care providers to locate in Union City where they can take advantage of redevelopment opportunities at Union Station as well as available land for development along South Fulton Parkway.

☞ **SED Strategy 5.1.1:** *Market Union Station as a location for health care facilities. Consider efforts by Vanderbilt University Medical Center at the One Hundred Oaks Mall in Nashville, Tennessee and Huntsville Hospital Medical Mall in Huntsville, Alabama as examples.*

☞ **SED Strategy 5.1.2:** *Market South Fulton Parkway as a prime location for a regional medical center.*

Government Relations

GR Goal 1: Enhance local government coordination between Union City and adjacent governments.

Work with Fulton County and the Cities of Fairburn, College Park, East Point, Palmetto and Chattahoochee Hills to coordinate municipal services, infrastructure projects and future development plans.

GR Policy 1.1: Promote partnerships between local governments and schools boards

Create working partnerships between jurisdictions to promote orderly development patterns and the provision of necessary infrastructure and services.

☞ **GR Strategy 1.1.1:** *Refine communication and coordination efforts regarding development activity to ensure orderly and efficient development patterns.*

☞ **GR Strategy 1.1.2:** *Coordinate school site selection between the school board and City officials.*

☞ **GR Strategy 1.1.3:** *Establish regular-scheduled joint meetings with South Fulton County cities and Fulton County to address long-range needs as well as short-term issues and opportunities.*

GR Goal 2: Enhance regional, state and federal government coordination

Continue to coordinate planning and development efforts between Union City and regional, state and federal entities to ensure orderly development and service delivery.

GR Policy 2.1: Coordinate with regional agencies and entities

Develop working relationships with agencies to coordinate growth management, infrastructure investment and economic development efforts.

☞ **GR Strategy 2.1.1:** *Continue to work with the Atlanta Regional Commission to coordinate planning and development efforts in the region.*

☞ **GR Strategy 2.1.2:** *Emphasize regional coordination to assist in setting regional priorities, identify shared needs, and find collaborative solutions, particularly related to problems or services that transcend local jurisdiction boundaries (e.g. transit service, water resources)*

☞ **GR Strategy 2.1.3:** *Maintain working relationships with regional agencies and surrounding cities to coordinate growth management, promote orderly development patterns and the provision of necessary infrastructure and services*

☞ **GR Strategy 2.1.4:** *Work with state and federal agencies to identify funding opportunities for community development and transportation needs.*

GR Goal 3: Effective government communication with the public

Effective implementation of the Community Agenda requires ongoing communication between the City and the public (e.g. citizens, property owners, business owners, etc).

GR Policy 3.1: Effectively communicate Community Agenda implantation status with the public

The City should design and implement a public outreach program to inform the public about the progress of the Comprehensive Plan Community Agenda and when projects are being considered for implementation. This approach is also useful in enhancing public participation in government and knowledge of community decisions related to services and public infrastructure.

☞ *GR Strategy 3.1.1: Develop and implement a public outreach program with the focus of communicating the status of Community Agenda implementation. The program should incorporate the City's existing website and newsletter, while also creating mechanisms for feedback from the public, (including website comment opportunities, town hall meetings, and speaking to homeowner associations) and incorporate social media websites such as Facebook and Twitter to increase distribution of information.*

☞ *GR Strategy 3.1.2: Distribute copies of the City's existing newsletter at public locations throughout the City such as schools, libraries, community centers, places of worship, and businesses.*

FUTURE DEVELOPMENT GUIDE

Character Area Policy, Implementation Strategies and Future Development Map for Union City

A key component of the comprehensive planning process is the creation of the Future Development Guide. The guide uses Character Areas, defined by Development Categories and Community Elements, to describe in detail the vision for growth and development for the next 20 years. This vision, which was developed with a public planning process, is expressed by unique Character Areas.

The Future Development Guide presents the introduction to Character Area-based planning, policies and strategies associated with Character Areas, and the associated map within the four sections described below:

- What is Character Area-Based Planning?
- Character Area Policy
- Character Area Implementation Strategy
- Future Development Map

CHARACTER-AREA BASED PLANNING

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 new character for the future. Character Areas define areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas or that require special attention because of unique development issues.

Union City's Character Areas are defined in this plan by Development Categories that group development types and Community Elements that incorporate physical element of natural and built features. Character Area names reflect both the Development Category and Community Element (e.g. Natural-Open Space).

Introduction to the Transect

The 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.

Development Categories

The **Development Categories** describe generalized development patterns ranging from completely natural areas to urban areas. Each category incorporates different types and scales of natural and built features. Development Categories are shown in the diagram below and summarized in the table that follows.

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. • Characterized by compact, walkable development typical of town centers.
Urban Core	• Areas with highest density and intensity of development and activity • Characterized by compact, walkable development typical of central business districts.
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** employed by the Character Area Policy describe scale, character and intensity of development within each Development Category, where applicable. These elements are represented by the following:

- Open Space
- Neighborhoods
- Centers
- Corridors

Below is a summary diagram as well as a summary table of the general characteristics of each Community Element.

Community Elements
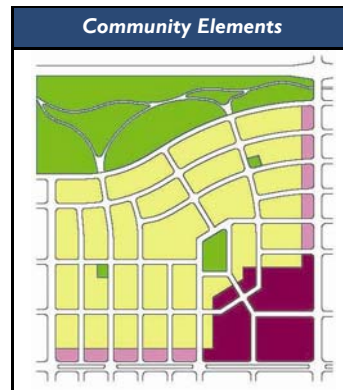
Community Element	Diagram	Summary
Open Space		• Ranges from woodlands and floodplains in natural areas to parks and squares in urban areas • Creates areas that preserve natural features and functions and provides places for the community to connect with nature or play
Neighborhood		• Primary area of 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

4-3

CHARACTER AREA POLICY

The Future Development Guide Character Area Policy is presented in narrative form in this section and physically depicted in the Future Development Map. The policy represents and describes unique policy strategy and development pattern and links intent with design strategies to help achieve the community vision.

The presentation of the Character Area Policy takes place in text sub-sections organized by Development Category. Each sub-section begins with a general description of the Development Category that presents the character and intent of the category and lists the Character Areas included within the category. Narratives for each Character Area follow the category description. Each Character Area Policy presented in the narrative incorporates the following components:

- **Intent** describes the policy intent of each Character Area, specifically to *preserve*, *maintain*, *enhance* or *create* a desired character.

- **General Characteristics** provides a general overview of desired development pattern in terms of characteristics that are more specifically addressed in the Design Principles.

- **Application** provides a general description of areas where the Character Areas can be found or appropriately applied based on characteristics of the land and infrastructure.

- **Primary Land Uses** lists appropriate land uses that support the desired mix and/or type of land uses in a Character Area.

- **Applicable Zoning Districts** identifies appropriate zoning districts to use within the character area. Zoning districts in this policy component represent both currently adopted zoning districts, and where necessary, proposed districts specifically to implement the intent of the Character Area.

- **Design Principles** describes the form, function and character of physical elements of the Character Area. This includes scale which is presented in terms of low, medium and high (relative to other Character Areas), site design, density/intensity, green space, transportation and infrastructure (public utilities).

- **Visual Character Description** provides illustrative descriptions of the desired development character specifically for development patterns, transportation and green space.

Development Category: Natural

The Natural Development Category applies to areas that are important to preserve and maintain in a natural state. The intent of this category is to preserve the natural character of the area, to preserve the natural functions of the environment, and to provide areas where residents and visitors can enjoy nature. Examples of this category include natural wildlife habitat, water bodies, and public preserves and parks.

To preserve the natural character of this area, the land should be left in an undisturbed state. Examples of important features that warrant preserving include rivers, streams, wetlands, floodplains, important wildlife habitats, and steep slopes.

Preserved areas can be both public and private. Public natural areas can be in the form of parks or government owned land. Privately owned natural areas can be in the form of conservation easements or undesirable areas for development because of sensitive natural features.

Emphasis should be placed on connecting natural features to support a healthy natural environment. When natural environments are interrupted or segregated by the built environment, their functional health is reduced.

Building and development is rare in this category. When development does occur, it is typically associated with civic uses such as parks, community centers, and camping grounds and infrastructure such as power lines, trails or roads. Every effort should be made to minimize the physical impact of any development on the surrounding natural environment.

Opportunities to connect and enjoy nature are an important part of a community. This category should provide these opportunities through public preserves and low impact recreational activities.

Examples of public preserves include federal, state, and local parks that can provide access to natural areas. Examples of low impact recreational activities include biking, hiking, boating, fishing, and camping.

NATURAL CHARACTER AREAS

- Natural-Open Space

Image Credit: PlaceMakers and Dede Christopher

Natural-Open Space

Intent: PRESERVE existing undisturbed natural areas and open space not suitable for development in addition to the protection of areas that have already developed or have the potential to develop due to existing zoning. Natural-Open Space (N-OS) areas are important in the preservation of natural, ecological functions of the environment and in the preservation of the natural environment for current and future generations to enjoy.

General Characteristics: N-OS areas are public or privately-owned land intended to remain as open space for natural area conservation and passive recreation purposes.

N-OS areas should also provide opportunities for residents to connect with nature and preserve important environmental functions. These areas may also be secured and protected by conservation easements, land trusts, or government owned land.

Development is generally absent within N-OS, with the exception being nature centers, trails and other built features that allow the community to enjoy natural areas. Access to natural areas is limited to hiking /bicycle trails, paths, or informal roadways such as dirt or gravel roads, or small parking areas at the edge of natural areas.

Application: N-OS areas are located throughout Union City, represented primarily by floodplain areas and areas in a conservation easement.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Passive recreation, including greenways and trails
- Cemeteries and burial grounds
- Civic benefit uses suitable for the area such as educational or nature centers and nature preserves

Compatible Zoning Classifications

- Not applicable
- Option: add "Parks – Open Space" zoning district to designate public parks and private common space

DESIGN PRINCIPLES

Site Design

- Preserve scenic views, natural habitats and natural character
- Place building(s) and choose exterior materials to blend with surrounding landscape and to reduce visual impacts
- Maintain existing vegetation and tree cover

Density/Intensity

- Natural landscape with limited civic buildings to provide access and education to community

Green Space

- Natural landscape
- Maintain connections between natural features

Transportation

- Low bicycle and pedestrian connectivity with greenways, trails
- Limited vehicular access with informal roadways such as unpaved roads

Infrastructure

- Not applicable

Visual Character Description

Development Pattern	
Transportation	
Green Space	

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

Development Category: Suburban

The Suburban Development Category represents a transition between natural and rural areas and urban environments. The intent of this category is to preserve natural features in the built environment, improve the access to jobs, shopping and public services, and to create new opportunities to enhance the quality of life.

The development pattern of conventional suburban areas is generally characterized by the separation of land uses into residential and non-residential areas. Residential areas typically have clusters of similar one- and two- story residential buildings, lots surrounded by landscaping on all sides, and a moderate to high degree of building separation. Non-residential areas are generally located along major roads or at major crossroads, with commercial uses clustered together designed largely to accommodate vehicular access. Public and civic buildings such as schools or government offices are usually located in isolation from other uses and along major roads.

Transportation design is centered on the automobile but pedestrian facilities are included. Road networks have a moderate degree of connectivity and frequency of intersections. Because trip distances are typically too long for walking, transportation mobility is largely dependent on motor vehicles. Streets are typically curvilinear with residential streets often ending in cul-de-sacs. A typical cross section of a street includes the roadway, curb and gutter, and in some cases sidewalks.

Green space in suburban areas is largely located on private properties and associated with the yard area surrounding buildings. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks.

While this established model of suburban development is prominent, a desire for a more complete and integrated physical form of development is desired. New suburban development should integrate different land uses where appropriate and increase the connections between land uses. This type of approach should reduce the influence of design around motor-vehicles. Examples of this type of development pattern include connecting residential developments to other residential developments or commercial areas. Within commercial areas, buildings should be located closer to the street and separated from the roadway by landscaping and buildings rather than parking lots. Parking and additional commercial building should be located behind buildings that front the street. Civic buildings and uses such as schools and parks should be located where commercial and residential uses connect to create suburban centers with a cluster of services and activities for a community.

SUBURBAN CHARACTER AREAS

- Suburban-Open Space
- Suburban-Neighborhood
- Suburban-Center Community
- Suburban-Corridor Mixed Use
- Suburban-Corridor Residential

Suburban-Open Space

Intent: ENHANCE existing suburban open space and **CREATE** new suburban open space to improve the quality of life in Union City with an increased sense of place and community.

General Characteristics: Suburban-Open Space (S-OS) is characterized by active and passive land uses that may serve the immediate neighborhood or the greater community. Active land uses support public-benefit activities such as playgrounds, picnic areas, sports fields and multi-use paths. Passive land uses can include natural areas, formal and informal landscaping, or open fields for informal recreation activities.

Civic buildings are the primary building types located within S-OS and can range from community centers to maintenance facilities for park maintenance. All civic buildings should be located on lots to minimize their impact on natural features such as streams, or steep slopes. Important civic buildings, such as a community center, should be located prominently on the site to improve access and establish the building as an important public place.

Connectivity is moderate for vehicles, pedestrians and cyclists. Vehicular access to S-OS should be managed and clustered in specific areas or along the street edge. Pedestrian and bicycle access should be encouraged with bike lanes, sidewalks and trails. Internal circulation should prioritize walking and biking over driving to promote bicycle and pedestrian safety and physical activity.

Development at the edge of S-OS should encourage access and frame the character area as an important public place. S-OS should have a well-defined edge and boundaries. Development should be separated from open space areas by either the roadway or natural features such as a stream, to limit private property from defining the edge.

Application: S-OS is generally located within neighborhoods or in close proximity to centers and corridors. Ronald W. Bridges Park is an example of S-OS in Union City.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Civic benefit uses such as community centers, parks, recreational complexes and passive recreation areas (greenways and trails).

Compatible Zoning Classifications

- Not applicable
- Option: add "Parks – Open Space" zoning district to designate public parks and private common space

DESIGN PRINCIPLES

Site Design

- Low to moderate lot coverage with a small to medium building footprint in relation to lot size
- Sites should have a well-defined edge and use development at edge of character area to frame area as important public place
- Emphasis on master planning to synchronize multiple active and passive uses

Density/Intensity

- Not applicable to this character area

Green Space

- Formal landscaping for entrances and highly visible areas
- Informal landscaping for passive use areas and natural areas
- Landscaping should blend open space with surrounding development

Transportation

- Moderate bicycle and pedestrian connectivity with sidewalks, bikeways and trails
- Moderate vehicular connectivity to surrounding neighborhoods and development
- Vehicular access is coordinated and typically from a prominent road
- Entrances designed and located to encourage bicycle and pedestrian access

Infrastructure

- Municipal water and sewer service as needed for uses

Visual Character Description

Development Pattern	
Transportation	
Green Space	

Suburban-Neighborhood

Intent: ENHANCE existing suburban neighborhoods and **CREATE** new suburban neighborhoods to improve the quality of life with an increased sense of place and community.

Description: Suburban-Neighborhood (S-N) is characterized by residential development and neighborhoods. The general development pattern is defined by single use activity on individual lots. Street networks are defined by curvilinear streets and moderate distances between intersections. Buildings have moderate setbacks and use the building structure or landscaping to frame the street.

Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property.

Green space is largely incorporated on individual lots, but siting neighborhood and community parks in neighborhoods is recommended to enhance the quality of life.

Connectivity is moderate for vehicles, pedestrians, and bicycle users. Future development should emphasize connectivity and housing diversity. It should also focus on creating a pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes. This complete transportation system should link residential areas to neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.

Application: S-N is generally located in areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain residential. Additionally, S-N is defined as an area where municipal water and sewer is provided or proposed.

Primary Future Land Uses

- Residential uses such as single family detached and attached
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- ZR-1
- R-2
- R-3
- R-4

- RMD-1
- RM
- MHPOSC Overlay
- PUD

DESIGN PRINCIPLES

Site Design

- Vehicular access from private driveways
- Moderate to shallow setbacks are generally 40 to 20 feet in depth
- Low to moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Low - moderate density/intensity
- 1 to 4 du/acre

Green Space

- Informal landscaping with passive use areas
- Formal landscaping with built areas
- Neighborhood Parks
- Community Parks

Transportation

- Low to moderate pedestrian connectivity with sidewalks, greenways, and pedestrian paths
- Moderate vehicular connectivity with curvilinear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

4-12

Visual Character Description

Development Pattern	
Transportation	
Green Space	

-
-

4-13

Suburban-Center Community

Intent: ENHANCE existing suburban centers and **CREATE** new suburban centers to improve the quality of life, enhance the sense of place and community, and increase local shopping and services options.

General Characteristics: Suburban-Center Community (S-CTR C) is characterized by commercial development at the intersection of major transportation corridors. The general development pattern is centered at, or in close proximity to, the intersection with single use commercial and office and =development. Street networks are defined by linear streets with moderate distances between intersections.

Buildings have shallow to moderate setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, side streets and interparcel connectivity. Connectivity between uses is moderate for vehicles and high for bikes and pedestrians.

Uniform sign standards should apply with appropriate sign types, height and placement. Landscaping standards should also apply , including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity, site design standards, and be organized in a compact form at important intersections.

Application: S-CTR C is generally at the intersection of major transportation corridors.

Primary Future Land Uses

- Office and commercial uses
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks

Compatible Zoning Classifications

- NG
- GC
- O-1UD Overlay District

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Shallow to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- High pedestrian connectivity between uses with sidewalks and bikeways
- Moderate vehicular connectivity with linear streets Infrastructure
- Municipal water and sewer service
- Telecommunications available

4-14

Visual Character Description

Development Pattern	
Transportation	
Green Space	

4-15

Suburban-Corridor Mixed Use

Intent: ENHANCE existing suburban corridors and **CREATE** suburban corridors to improve the quality of life with an increased sense of place, establish a well-functioning corridor that facilitates traffic flow, provide for a variety of land uses that serve local needs, facilitate an appropriate transition from intensive corridor uses to adjacent neighborhoods, encourage concentration of higher intensity uses into mixed-use nodes and discourage linear strip commercial development.

General Characteristics: Suburban-Corridor Mixed Use (S-COR MU) is characterized by residential and commercial development along major transportation corridors. The general development pattern is linear along the corridors with commercial, office and higher-intensity residential uses. Street networks are defined by linear streets with moderate distances between intersections.

Buildings have moderate to deep setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, side streets and interparcel connectivity to improve traffic flow and auto/pedestrian access between uses. Connectivity is moderate for vehicles and high for pedestrians/bicycle users.

Uniform sign standards should apply with appropriate sign types, height and placement. Landscaping standards should apply along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity, housing diversity, site design standards, and should provide opportunities for a moderate intensity mix of uses along major transportation corridors.

Application: S-COR MU is generally located along major transportation corridors and generally includes those properties with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as multi-family
- Office and commercial uses
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

RM	MXD Overlay
GC	UD Overlay
O-1	

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate – high density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips

Transportation

- High bicycle and pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water/sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
Transportation	
Green Space	

Suburban-Corridor Residential

Intent: ENHANCE existing suburban corridors and **CREATE** suburban corridors to improve the quality of life with an increased sense of place, establish a well-functioning corridor that facilitates traffic flow, encourage concentration of higher intensity residential development to front the major street, and facilitate an appropriate transition from more intense residential uses to adjacent neighborhoods.

General Characteristics: Suburban-Corridor Residential (S-COR R) is characterized by medium density residential development along major transportation corridors. The general development pattern is linear along the corridors with higher intensity residential uses acting as transitions to less intense adjacent suburban neighborhood areas. Street networks are defined by curvilinear and linear streets with moderate distances between intersections.

Buildings have moderate to deep setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, and side streets. Connectivity is moderate for vehicles and high for pedestrians and bicycle users.

Uniform sign standards should apply with appropriate sign types including building mounted, projecting, awning, and monument. Landscaping standards should apply along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity and housing diversity and should provide opportunities for development of higher intensity residential uses along major transportation arteries.

Application: S-COR R is generally located along major transportation corridors and generally includes those properties with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as single-family, townhomes and multi-family
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- R-4
- R-6
- RM

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water/sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
Transportation	
Green Space	

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

Development Category: Urban

The Urban Development Category is defined by the highest intensity of development. The intent of this category is to enhance and create quality, walkable communities with residential and non-residential uses in close proximity to one another. Additionally, this category intends to preserve historic buildings and street patterns associated with traditional town centers.

The development pattern of urban areas is defined by high intensity of street connections, buildings, and land uses. Commercial areas are defined by buildings that consume most of the lot and have little to no setbacks from the street. The building uses are typically a mixture of retail, office, and residential uses. The scale of buildings varies but is intended to frame the street with two or more stories. Residential neighborhoods are defined by smaller lots, smaller yard setbacks, and buildings located closer to the street than suburban residential development.

The transportation network of urban areas is an intense network of linear and curvilinear streets, smaller, walkable blocks, and frequent intersections. Mobility options are greater in urban areas with walkable distances between land uses and an emphasis on integrating motor vehicle traffic, cyclists, pedestrians and public transit. A typical cross section of an urban street includes the roadway, curb and gutter, street trees or other street furniture, and a sidewalk. On-street parking is also a prominent part of urban areas. It provides activity along the street and a buffer between moving traffic and the pedestrian walkways.

Green space in urban areas is made up of street trees or other plantings that line sidewalks, small urban parks, and small yards in urban neighborhoods.

Urban areas also provide the highest degree of public and utility services. Water, sewer, electricity, and other utilities are all provided. Additionally, the full range of public safety services are available and can provide the quickest response times in urban areas. Civic services such as government buildings are also typically located in urban areas.

URBAN CHARACTER AREAS

- Urban-Open Space
- Urban-Neighborhood Emerging
- Urban-Neighborhood Maintenance
- Urban-Center Neighborhood
- Urban-Center Community
- Urban-Corridor Mixed Use
- Urban-Corridor Residential

Urban-Open Space

Intent: ENHANCE existing urban open space and **CREATE** new urban open space to improve the quality of life with an increased sense of place and community.

General Characteristics: Urban-Open Space is characterized by active and passive land uses designed to support surrounding development. Active uses support public benefit activities such as town squares, playgrounds, picnic areas and recreational facilities. Passive uses can include urban gardens, plazas, courtyards or small pocket parks.

Where civic buildings are located in or adjacent to U-OS, there should be prominently located to serve as focal points. Civic buildings should have a high degree of visibility and pedestrian access, with buildings oriented to the street.

Connectivity is high for vehicles, pedestrians and cyclists. Vehicular access is high due to highly connected street network with streets typically framing the open space. Bicycle and pedestrian connectivity is along high with bike lanes, sidewalks and multi-use trails linking the surrounding neighborhoods to the open space. Where parking is provided, it should be located along the street or beside or behind buildings.

The edges of U-OS are highly permeable and designed to encourage walking and bicycle access. U-OS should have a well-defined edge and typically be separated from surrounding development by a street. Private property should be discouraged from defining the edge of U-OS.

Application: U-OS is generally located within neighborhoods or in close proximity to centers and corridors. Mayors Park is an example of S-OS in Union City.

Primary Future Land Uses

■   Civic uses such as community centers, parks, town squares, plazas and passive recreation areas (greenways and trails).

Compatible Zoning Classifications

■   Not applicable

DESIGN PRINCIPLES

Site Design

- Variable lot coverage for civic buildings
- Sites should have a well-defined edge and use development at edge of character area to frame area as important public place
- Entrances and edges are designed to encourage bicycle and pedestrian access
- Vehicular access is coordinated and typically from a prominent street
- Emphasis on master planning to synchronize multiple active and passive uses and to integrate open space with surrounding development

Density/Intensity

- Not applicable to this character area

Green Space

- Formal landscaping for entrances and highly visible areas
- Informal landscaping for passive use areas and natural areas
- Landscaping should blend open space with surrounding development

Transportation

- High bicycle and pedestrian connectivity with sidewalks, bikeways and trails
- High vehicular connectivity to surrounding neighborhoods and development
- Vehicular access is coordinated and typically from a prominent road
- Entrances designed and located to encourage bicycle and pedestrian access

Infrastructure

- Municipal water and sewer service as needed for uses

Visual Character Description

Development Pattern	

Transportation	

Green Space	

4-23

Urban-Neighborhood Emerging

Intent: CREATE new urban neighborhoods to improve the quality of life with an increased sense of place and community.

General Characteristics: Urban Neighborhood Emerging (U-N E) is characterized by compact, walkable development in close proximity to a *Community* or *Neighborhood* center. The general development pattern is defined by residential and civic uses such as schools. Neighborhood-oriented commercial uses may be permitted when part of a mixed use development. Buildings have moderate to shallow setbacks and use the building structure or landscaping to frame the street.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. On-street parking should be encouraged. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent than in suburban neighborhoods. These streetscape elements frame the street, provide shade and contribute to the neighborhood's urban character. Neighborhood and community parks provide large green space and recreation areas.

Future development should emphasize connectivity and housing diversity by accommodating a mix of housing types and sizes with development, including small-lot single family, townhomes, and live/work units. Higher intensity residential uses should be located at key intersections and along higher traffic streets to create a transition to less intense residential uses. Access to nearby corridors and centers should be supported with pedestrian and bicycle infrastructure.

Application: U-N areas are generally areas currently undeveloped or developed in a rural or suburban development pattern but where the desired future development pattern is for a more urban, walkable and connected development pattern. These areas are generally located along the South Fulton Parkway corridor and in close proximity to the MARTA Park-n-Ride.

Primary Future Land Uses

- Residential uses such as single family attached and detached homes, townhomes, live/work units and multifamily
- Civic uses such as places of worship, schools, municipal services, community centers, parks, or passive recreation (including greenways and trails)

Compatible Zoning Classifications

- R-6
- RM
- TCMF
- TCMU

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Moderate to shallow building setbacks
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- High density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood and community parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

4-24

Visual Character Description

Development Pattern	

Transportation	

Green Space	

Urban-Neighborhood Maintenance

Intent: ENHANCE and **MAINTAIN** existing urban neighborhoods by accommodating in-fill development that respects the scale, setback, and style of existing adjacent homes and protects and stabilizes existing dwellings, many of which have historic value. **CREATE** new urban neighborhoods to improve the quality of life with an increased sense of place and community, consistent with the Union City Town Center Livable Centers Initiative (LCI) Study.

General Characteristics: Urban Neighborhood (U-N) is characterized by compact, walkable development in close proximity to a *Community* or *Neighborhood* center. The general development pattern is defined by residential development and civic uses such as schools. The LCI study area also affords opportunities for mixed use development. Buildings have moderate to shallow setbacks and use the building structure or landscaping to frame the street.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. On-street parking should be encouraged. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent that suburban neighborhoods. Streetscape elements frame the street, provide shade and contribute to urban character. Neighborhood and community parks provide large green space and recreation areas.

Future development should emphasize connectivity and housing diversity by accommodating a mix of housing types and sizes with redevelopment, including small-lot single family, townhomes, and live/work units. Higher intensity residential uses should be located at key intersections and along higher traffic streets to create a transition to less intense residential uses. Access to nearby corridors and centers should be enhanced with pedestrian and bicycle infrastructure.

Application: U-N areas are generally the residential neighborhoods between US-29 and I-85.

Primary Future Land Uses

- Residential uses such as single family attached and detached homes, townhomes, live/work units and multifamily.
- Civic uses such as places of worship, schools, municipal services, community centers, parks, or passive recreation (including greenways and trails)
- Mixed use development consistent with the Union City Town Center LCI

Compatible Zoning Classifications

- R4
- R6
- RM

- TCMU
- TCMF
- UD Overlay

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with linear and curvilinear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

4-26

Visual Character Description

Development Pattern	
Transportation	
Green Space	

Urban-Center Neighborhood

Intent: ENHANCE existing urban centers and **CREATE** new urban centers to improve the quality of life with an increased sense of place and community. Where development already exists, the intent is to revitalize and redevelop existing underutilized auto-oriented centers. Where a new urban center is created, the intent is to provide small-scale commercial and retail services that serve the immediate surrounding neighborhoods. For both new development and redevelopment, the intent is to create mixed use, pedestrian-oriented activity centers that are well integrated with surrounding neighborhoods.

General Characteristics: The general development pattern of Urban-Center Neighborhood (U-CTR N) areas is defined by compact, one-to-three story mixed use development that typically include small-scale commercial uses such as a bank, produce market, drug store, cleaners or similar uses along with multi-family residential arranged in a pedestrian-friendly village setting. Buildings have shallow setbacks and use the building structure to frame the street. Green space is characterized by street trees, planters, planting strips, and formal public parks.

Street networks are defined by linkages to adjacent corridors. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, bikes and pedestrians.

Future development should emphasize connectivity and uses that generate a high level of activity, but respect the predominant scale of the surrounding area. Site design should use building placement, lighting, landscaping and sidewalks to integrate the development with the surrounding neighborhoods and reinforce pedestrian access.

Application: U-CTR N is generally located at the intersection of important transportation corridors and at the edge of neighborhoods.

Primary Future Land Uses

- Mixed use development (residential, office, and commercial uses)
- Office and commercial uses
- Residential uses such as multi-family
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- NC
- UD Overlay

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets, alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to High density/intensity with no greater than 50,000 sq. ft. in one center and no store greater than 20,000 sq. ft.
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood Parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	

Transportation	

Green Space	
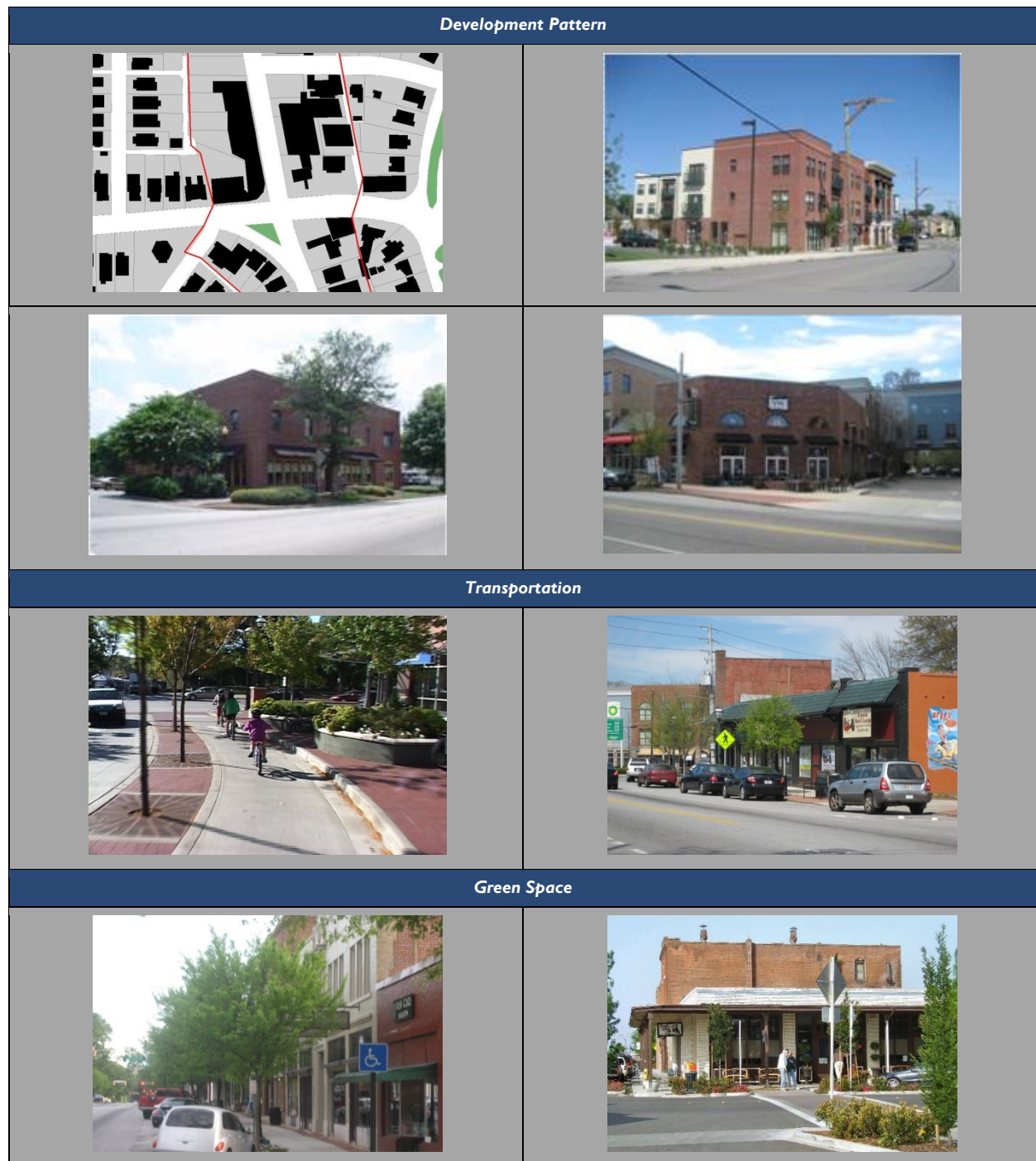
Urban-Center Community

Intent: ENHANCE existing city centers and **CREATE** new city centers to improve the quality of life with an increased sense of place and community. The intent is to encourage a true live, work, play environment that includes a mixture of civic, commercial and residential uses to create vitality and reinforce the area's role as an important activity and civic center.

General Characteristics: Urban-Center Community (U-CTR C) is characterized by compact, walkable development typical of town centers. The general development pattern is defined by compact, mixed use development. Buildings have shallow setbacks and use the building structure to frame the street.

Street networks are defined by linear streets with short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lot coverage is high. Green space along streets, including street trees, bushes and planting strips, is prominent. Streetscape elements frame the street, provide shade and contribute to the center's urban character. Parks, squares and plazas provide green space and create public gathering places for recreation and socializing.

Future development, which includes LCI Study recommendations for the Union Station mall area, should emphasize connectivity and uses that generate a high level of activity. It should reinforce pedestrian-oriented development patterns with appropriate site design and transportation infrastructure. For existing development, maintenance and rehabilitation of historic buildings should be encouraged. For new and existing development, uses should support a variety of housing options, retail and commercial services and employment opportunities that meet the needs of Union City residents and visitors from the greater Atlanta region.

Application: U-CTR C areas the Main Street area, the Union Station area, and areas along South Fulton Parkway.

Primary Land Uses

- Mixed use development (residential, office, and commercial uses)
- Office and commercial uses
- Entertainment and cultural uses
- Residential uses such as multi-family
- Civic uses such as places of worship, schools, municipal buildings, community centers or parks

Compatible Zoning Classifications

HD Overlay	TCMU
UD Overlay	TCMF

DESIGN PRINCIPLES

Site Design

- Vehicular access provided prominent streets, side streets, and alleys
- Shallow building setbacks are generally 20 feet or less in depth
- High lot coverage with large building footprint in relation to lot size

Density/Intensity

- High density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood and community parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

4-30

Visual Character Description

Development Pattern	

Transportation	

Green Space	
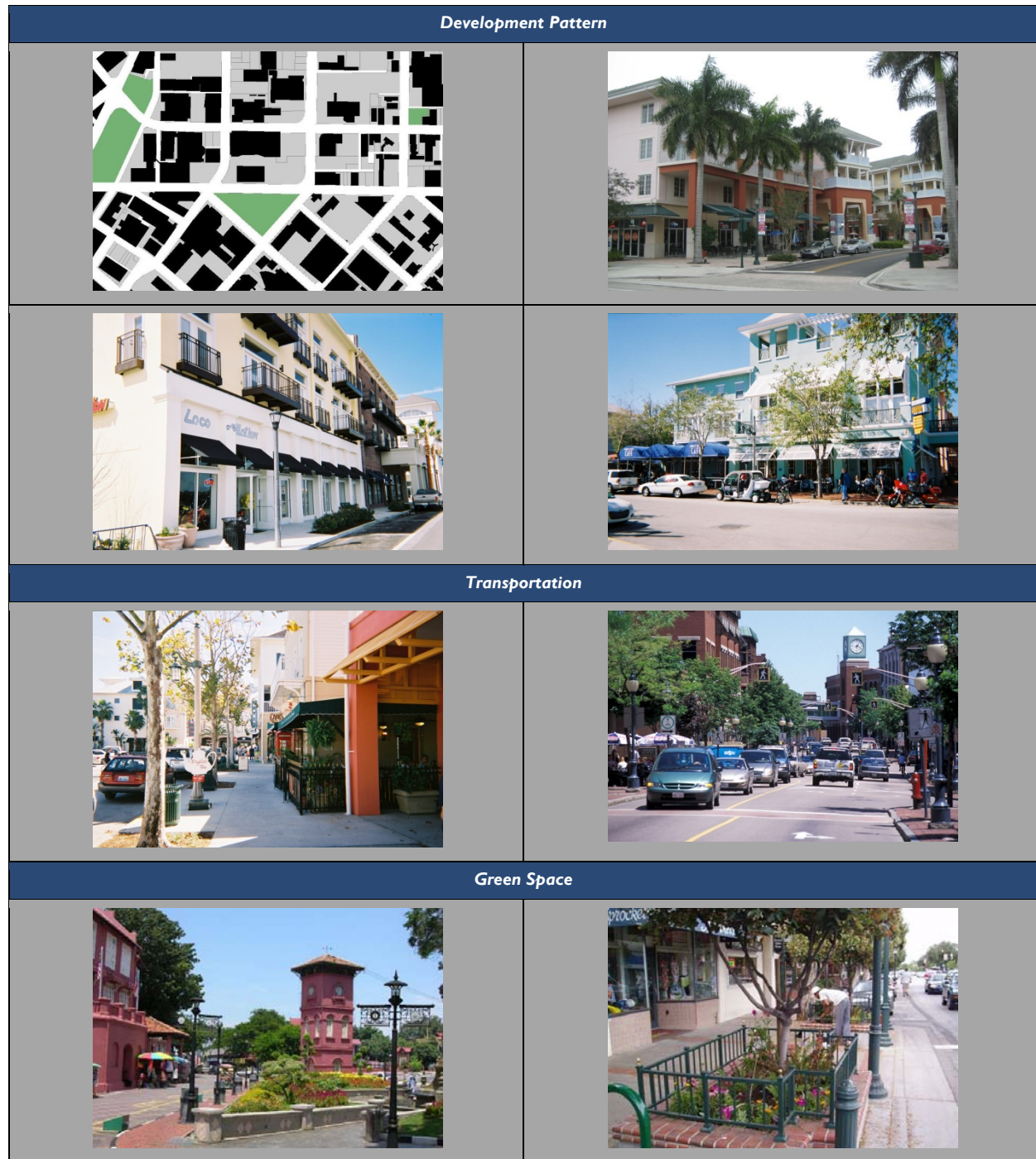
Urban-Corridor Mixed Use

Intent: ENHANCE existing urban corridors to encourage revitalization and redevelopment that improves the quality of life, increases the sense of place and community, creates a well-functioning corridor that facilitates traffic flow, and supports a variety of land uses. **MAINTAIN** the residential character in specific areas while allowing for a mixture of office, retail and residential uses.

General Characteristics: Urban-Corridor Mixed Use (U-COR MU) areas are characterized by compact, walkable development typical along major urban corridors. The general development pattern is linear along the corridor and is defined by compact, pedestrian-scaled mixed use development. Buildings have shallow setbacks and use the building structure to frame the street. Additionally, the development along the corridor should serve as a buffer between the major roadway and surrounding neighborhoods by providing a transition from higher intensity development to lower intensity development.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks with a well defined pedestrian environment. Parking is limited to behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent that suburban areas. The streetscape elements frame the street, provide shade and contribute to the corridor's urban character. Neighborhood and community parks provide green space and recreation areas.

Future development should emphasize connectivity and should provide opportunities for a high intensity mix of uses along major transportation corridors. Uses should support a variety of housing options, retail and commercial services and employment opportunities.

Application: U-COR MU is generally located along major corridors where a mix of uses has developed over time. Additionally, the U-COR MU character areas are generally those prosperities with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as single-family attached and multi-family
- Office and commercial uses
- Mixed use development (residential, office, and commercial uses)
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, including greenways and trails

Compatible Zoning Classifications

- R6
- RM
- GC
- O-1
- RHC Overlay Option: Corridor Overlay consistent with RHC standards to address design along other corridors
- TCMU
- TCMF
- UD Overlay

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- High density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern

Transportation

Green Space

Urban-Corridor Residential

Intent: ENHANCE existing urban corridors where to encourage revitalization and redevelopment that improves the quality of life, increases the sense of place and community, creates a well-functioning corridor that facilitates traffic flow, and supports a variety of residential land uses. **MAINTAIN** the residential character in specific areas while allowing for a mixture of office, retail and residential uses, consistent with the LCI Study recommendations.

General Characteristics: Urban-Corridor Residential (U-COR R) areas are characterized by compact, walkable development typical along major urban corridors. The general development pattern is linear along the corridor and is defined by compact, pedestrian-scaled residential development. Buildings have shallow setbacks and use the building structure to frame the street. Additionally, the development along the corridor should serve as a buffer between the major roadway and surrounding neighborhoods by providing a transition from higher intensity to lower intensity development.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks with a well defined pedestrian environment. Parking is limited to behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent that suburban areas. The streetscape elements frame the street, provide shade and contribute to the corridor's urban character. Neighborhood and community parks provide green space and recreation areas.

Future development should emphasize connectivity and should provide a variety of high intensity housing options along major transportation corridors.

Application: U-COR R is generally located along major transportation corridors with higher density residential development or where higher density residential development is desired. There is also the potential for mixed use development opportunities consistent with the LCI Study recommendations. Additionally, the U-COR character areas are generally those prosperities with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as single-family attached, townhomes and multi-family
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, including greenways and trails

Compatible Zoning Classifications

- R6
- RM
- UD Overlay
- TCMF

DESIGN PRINCIPLES

Site Design
- Vehicular access provided by side streets, alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity
- High density/intensity
- 1-3 story buildings

Green Space
- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation
- High pedestrian and bicycle connectivity with sidewalks and bikeways
- High vehicular connectivity with linear streets and moderate to short distance between intersections

Infrastructure
- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	

Transportation	

Green Space	

4-35

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

Development Category: District

The District Development Category accommodates activities and uses that are not addressed by the traditional community elements of open space, neighborhoods, centers, and corridors. The intent of this category is to create and enhance areas with land uses and development patterns that require special design consideration.

The development patterns of districts vary considerably depending on the land use requirements. For industrial and high impact districts, the development pattern is typically defined by large buffers and the separation of uses to help limit the impacts of activity on adjacent areas.

For districts intended to interact with surrounding areas, such as major institutional or office concentrations, the development pattern is typically defined by single-use development such as a business park or corporate campus. Efforts should be made to connect the district with the surrounding development. Transportation connections, such as sidewalks, streets, and trails, should emphasize the connecting points and edges of this type of district. Likewise, measures should be taken to limit buffers and other design elements that would emphasize separation between the district and the surrounding areas.

Transportation in and around districts can vary greatly. For high impact land uses such as industrial uses, the transportation system should be designed to accommodate large, heavy vehicles. Access to loading or heavy service areas should be accommodated on site and away from major road access points. For major institutional and office concentrations, the transportation system should be designed to accommodate all forms of transportation including cars, bicycles, and pedestrians.

Green space is variable in districts. In high impact districts, most green space is associated with landscape buffers or large open areas such as natural areas. In major institutional and office concentrations, green space can include landscape buffers, large open spaces as well as formal civic spaces in suburban and urban areas.

Utility services are an important component of district areas. It is important that water, sewer, and electrical services be provided. Particularly with high impact uses, it is important to have wastewater and sewage service to manage the residual waste generated by these activities and to limit their impact on the natural environment.

DISTRICT CHARACTER AREAS

- District-South Fulton Parkway Corridor
- District-Mixed Use Office/Corporate Campus
- District-Industrial
- District-Quarry

District-Corridor South Fulton Parkway

Intent: MAINTAIN and **ENHANCE** South Fulton Parkway to encourage development that improves the quality of life, increases the sense of place and community, creates a well-functioning corridor that facilitates traffic flow, and supports a variety of land uses.

General Characteristics: District-Corridor South Fulton Parkway (D-COR SFP) is characterized by multiple transportation options typical of an urban corridor. The general development pattern is linear along the corridor with managed access to adjacent development. Buildings have moderate setbacks. Buildings with frontage along the Parkway are oriented to the Parkway to support pedestrian, bicycle and public-transit user access.

The street network is defined by a curvilinear street with long to moderate distances between intersections. The roadway cross section is defined by the roadway, curb and gutter, sidewalks, mutli-use trails, transit facilities and landscape medians. Connectivity is high for vehicles, pedestrians, and bicycle users. The roadway should support walking, biking, driving and public transportation.

Green space on properties fronting the Parkway should include formal landscaping that supports the urban character of the corridor. Green space along the roadway should include streetscape elements such as street trees, bushes and planting strips, and landscaped medians typical of urban boulevards. The streetscape elements frame the street, provide shade and contribute to the corridor's urban character.

Future development should emphasize connectivity, access management, and support the land uses associated with adjacent character areas.

Application: D-COR SFP applies to the roadway and properties with direct frontage or access to the Parkway.

Primary Future Land Uses

- Land uses associated with adjacent character areas.

Compatible Zoning Classifications

- R-6
- RM

- TCMF
- TCMU

DESIGN PRINCIPLES
Site Design
• Vehicular access provided by side streets or managed access curb cuts.
• Moderate building setbacks
Density/Intensity
• N/A
Green Space
• Formal landscaping with built areas
• Moderately dense street trees, bushes, and planting strips
Transportation
• High pedestrian and bicycle connectivity with sidewalks and bikeways
• High vehicular connectivity with a curvilinear street and long to moderate distances between intersections
Infrastructure
• Municipal water and sewer service
• Telecommunications available
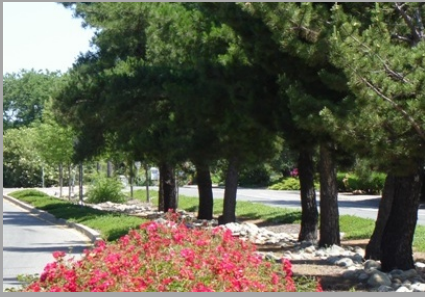
Visual Character Description

Development Pattern	

Transportation	

Green Space	

District-Mixed Use Office/Corporate Campus

Intent: CREATE new development where major institutional uses are predominant.

General Characteristics: The District-Mixed Use Office/Corporate Campus (D-MUO/CC) character area is intended to accommodate large business development and corporate campuses that are not easily accommodated within the Community Elements (Open Space, Neighborhoods, Centers and Corridors).

The general development pattern is defined by compact, walkable development typical of a campus. Building development should be variable within D-MUO/CC to promote the specific needs of businesses while also giving special consideration to the surrounding character areas. Building type and form (mass, orientation and placement) should also be given special consideration to support pedestrian activity and integrate D-MUO/CC with surrounding development. At the edge of this district, transitions should use buildings and streetscape elements to transition to less intense development. However, in some cases landscape buffers may be used to aid in creating a transition.

Street networks are defined by linear and curvilinear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Access to the district should be managed with primary access encouraged from the adjacent major roadway. Internal access to buildings and access to adjacent development should be provided by local and service streets.

Green space on individual lots includes formal landscaping in side yards and surface parking lots. Green space also includes streetscape elements, such as street trees, bushes and planting strips, to frame the street, provide shade and contribute to the campus's walkable character.

Future development should reflect a campus or unified development pattern that includes employment uses such as corporate and professional office uses.

Application: D-MUO/CC generally located along the South Fulton Corridor Parkway corridor and where a corporate campus-type development is desired.

Primary Future Land Uses

- Industrial uses such as low-intensity manufacturing, assembly, distribution, processing, wholesale trade or similar uses
- Office uses such as business parks or large business

Compatible Zoning Classifications

- O-1
- M-1
- UD Overlay

DESIGN PRINCIPLES

Site Design

- Vehicular access primarily off major roadway, with internal access and connections to adjacent development provided by local and service streets
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Emphasis on master planning

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffering with built areas
- Informal landscaping such as natural areas acting as buffers
- Moderately dense street trees, bushes and planning strips

Transportation

- High pedestrian and bicycle connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular, bicycle and pedestrian internal circulation patterns
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
Transportation	
Green Space	

4-41

District-Industrial

Intent: ENHANCE and **MAINTAIN** existing industrial and business facilities and **CREATE** new facilities to generate new economic opportunities.

General Characteristics: The District-Industrial (D-I) is intended to accommodate large industrial and business development that is not easily accommodated within the Community Elements (Open Space, Neighborhoods, Centers and Corridors).

Building development should be variable within D-I to promote the specific needs of industrial activities or businesses and accommodate large-scale distribution facilities, industrial activities, or office park developments.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or shipping activity.

Access to the district should be controlled with limited connections to surrounding development and should be located along a major roadway.

Future development should reflect a campus or unified development pattern that include employment uses such as industrial, commercial and service uses.

Application: D-I in close proximity to I-85, US-29, South Fulton Parkway and rail lines for the purpose of convenient transportation access.

Primary Future Land Uses

- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade or similar uses.
- Office uses such as business parks or large business facilities

Compatible Zoning Classifications

- M-1
- M-2

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets, frontage roads or private driveways within development
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Emphasis on master planning

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffering with built areas
- Informal landscaping such as natural areas acting as buffers
- Moderately dense street trees, bushes and planning strips

Transportation

- High pedestrian and bicycle connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular and pedestrian internal circulation patterns
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
Transportation	
Green Space	

4-43

District-Quarry

Intent: MAINTAIN existing rock quarry and associated activity.

General Characteristics: The District-Quarry (D-Q) is intended to accommodate large, high impact development associated with open quarry mining. This type of development is not easily accommodated within the Community Elements (Open Space, Neighborhoods, Centers and Corridors).

Building development should be variable within D-Q to promote the specific needs of rock quarry mining and associated activities.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or mining activity.

Access to the district should be controlled with limited connections to surrounding development and should be located along a major roadway.

Future development should be specific to the needs of mining and industrial uses associated with the quarry.

Application: D-Q is in close proximity to I-85, US-29, South Fulton Parkway and rail lines for the purpose of convenient transportation access.

Primary Future Land Uses

- High intensity industrial uses

Compatible Zoning Classifications

- M-2

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets, frontage roads or private driveways within development
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Low to Moderate lot coverage with medium building footprint in relation to lot size
- Emphasis on master planning

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffering at the edge of development
- Informal landscaping such as natural areas acting as buffers

Transportation

- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections
- Managed access

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
Transportation	
Green Space	

4-45

Character Area Implementation Strategy

The Character Area Implementation Strategy is used to link the desired physical development patterns identified in the character areas with appropriate modifications to the development regulations necessary to implement the character area descriptions and policy intent. Strategy reference codes, presented with full strategy descriptions in Chapter 3, are paired in Table 4-1 with the Character Areas they are intended to implement.

Table 4-1   Character Area Implementation Strategies

Character Area	Corresponding Implementation Strategy Reference Code (from Chapter 3: Community Vision)
N-OS	DP-4.3.3; DP-4.5.1; DP-5.1.1; DP-5.1.2; DP-5.2.1; DP-5.2.2; DP-5.3.1; DP-5.3.3; DP-6.3.2; DP-6.3.3; DP-8.2.3; DP-8.5.3; DP-9.2.1; RC-1.1.1; RC-1.1.4; RC-1.2.1
S-OS	DP-5.1.1; DP-5.1.2; DP-5.2.1; DP-5.2.2; DP-5.3.1; DP-6.3.3DP-8.2.3; DP-6.3.2; DP-9.2.1; DP-4.3.3; DP-5.3.3; RC-1.1.1; RC-1.1.4; RC-1.2.1
S-N	DP-1.1.1; ; DP-1.1.2; DP-1.2.1; DP-1.1.3; DP-1.1.4; DP-6.3.2; DP-8.2.3; DP-9.2.1; DP-4.4.2; DP-9.2.2; DP-1.1.5; SED-1.4.2; SED-1.2.3; 1.3.1SED-1.4.3; SED-1.4.5
S-CTR-C	DP-3.2.1; DP-8.2.3; DP-6.3.2; DP-9.2.1
S-COR-MU	DP-3.1.1; DP-3.1.2; SED-3.2.1; DP-4.1.1; DP-4.1.2; DP-4.1.3; DP-4.2.1; DP-4.3.2; DP-4.4.1; SED-2.1.2; SED-2.2.1; SED-2.2.2; SED-2.2.3
S-COR-R	DP-4.1.2; DP-4.2.1; DP-4.1.1;DP-4.1.4; DP-4.3.2;DP-4.4.1;DP-3.2.1
U-OS	DP-4.3.3; DP-4.5.1; DP-5.1.1; DP-5.1.2; DP-5.2.1; DP-5.2.2; DP-5.3.1; DP-5.3.3; DP-6.3.3; DP-6.3.2; DP-8.2.3; DP-8.5.3; DP-9.2.1; RC-1.1.1; RC-1.1.4; RC-1.2.1
U-N-E	DP-1.1.2; DP-4.4.2; DP-6.3.2; DP-8.2.3; DP-9.2.1; DP-9.2.2; SED-1.2.3; SED-1.3.1; SED-1.4.5
U-N-M	DP-1.1.1; DP-1.1.2; DP-1.1.3; DP-1.1.4; DP-1.1.5; DP-1.2.1; DP-4.4.2; DP-4.5.2;DP-4.5.1; DP-6.3.2; DP-8.2.3; DP-8.5.3; DP-9.2.1; DP-9.2.2; RC-2.1.3; RC-2.1.4; RC-2.1.5; SED-1.2.3; SED-1.3.1; SED-1.4.1; SED-1.4.2; SED-1.4.3; SED-1.4.5
U-CTR-N	DP-3.2.1; DP-4.5.1; DP-4.5.2; DP-6.3.2; DP-8.2.3; DP-8.5.3; DP-9.2.1; SED-1.4.1
U-CTR-C	DP-3.2.1; DP-4.5.2; DP-6.3.2; DP-8.2.3; DP-9.2.1; SED-1.4.1
U-COR-MU	DP-3.1.1; DP-3.1.2; DP-4.1.3; DP-4.1.1; DP-4.1.2; DP-4.1.4; DP-4.2.1; DP-4.3.2; DP-4.4.1; DP-4.5.1; DP-4.5.2; DP-8.5.3; SED-1.4.1; SED-2.1.2; SED-2.2.1; SED-2.2.2; SED-2.2.3; SED-3.2.1
U-COR-R	DP-4.5.2;DP-4.5.1; DP-8.5.3;DP-4.1.2; DP-4.2.1; DP-4.1.1;DP-4.1.4; DP-4.3.2;DP-3.2.1;DP-4.4.1
D-SFP-C	DP-2.1.1; DDP-2.1.2; DP-3.1.1, DP-3.1.2; DP-3.1.3; DP-3.1.4; DP-3.2.1; DP-4.2.1; DP-4.3.1; DP-4.4.1; DP-5.2.1; DP-5.2.2; DP-6.1.1; DP-6.2.1; DP-6.2.2; DP-6.2.3; DP-6.3.2; DP-6.4.1; DP-7.1.1; DP-7.1.2; DP-8.1.1; DP-8.1.2; DP-8.2.2; DP-8.4.1; DP-8.4.2; DP-8.5.1; SED-1.1.1; SED-1.2.2; SED-1.3.1; SED-2.1.1; SED-2.2.1; SED-2.2.2; SED-2.2.3; SED-2.2.4; SED-3.2.1
D-MU/O/CC	DP-8.5.1; DP-9.1.1; DP-9.2.1; DP-9.2.2; SED-2.2.1; SED-2.2.2; SED-2.2.3; SED-2.2.4
D-I	DP-8.5.1; DP-9.1.1; DP-9.2.1; DP-9.2.2; SED-2.2.1; SED-2.2.2; SED-2.2.3; SED-2.2.4
D-Q	DP-9.1.1

FUTURE DEVELOPMENT MAP

The Future Development Map, Map 4-1, identifies the geographic location of the Character Areas within Union City. This map helps guide decision making related to the physical location of development and where the most appropriate scale and intensity of development should occur. Specifically, the Future Development Map is used to guide future rezoning. Proposed zone change requests are reviewed for consistency with the Character Area Policy associated with the Future Development Map. While the Future Development Map recommends land uses and development patterns for a 20-year planning horizon, it is important to it on a regular basis to determine if amendments are needed based on changing market and demographic trends.

Map 4-1   Future Development Map

4-47
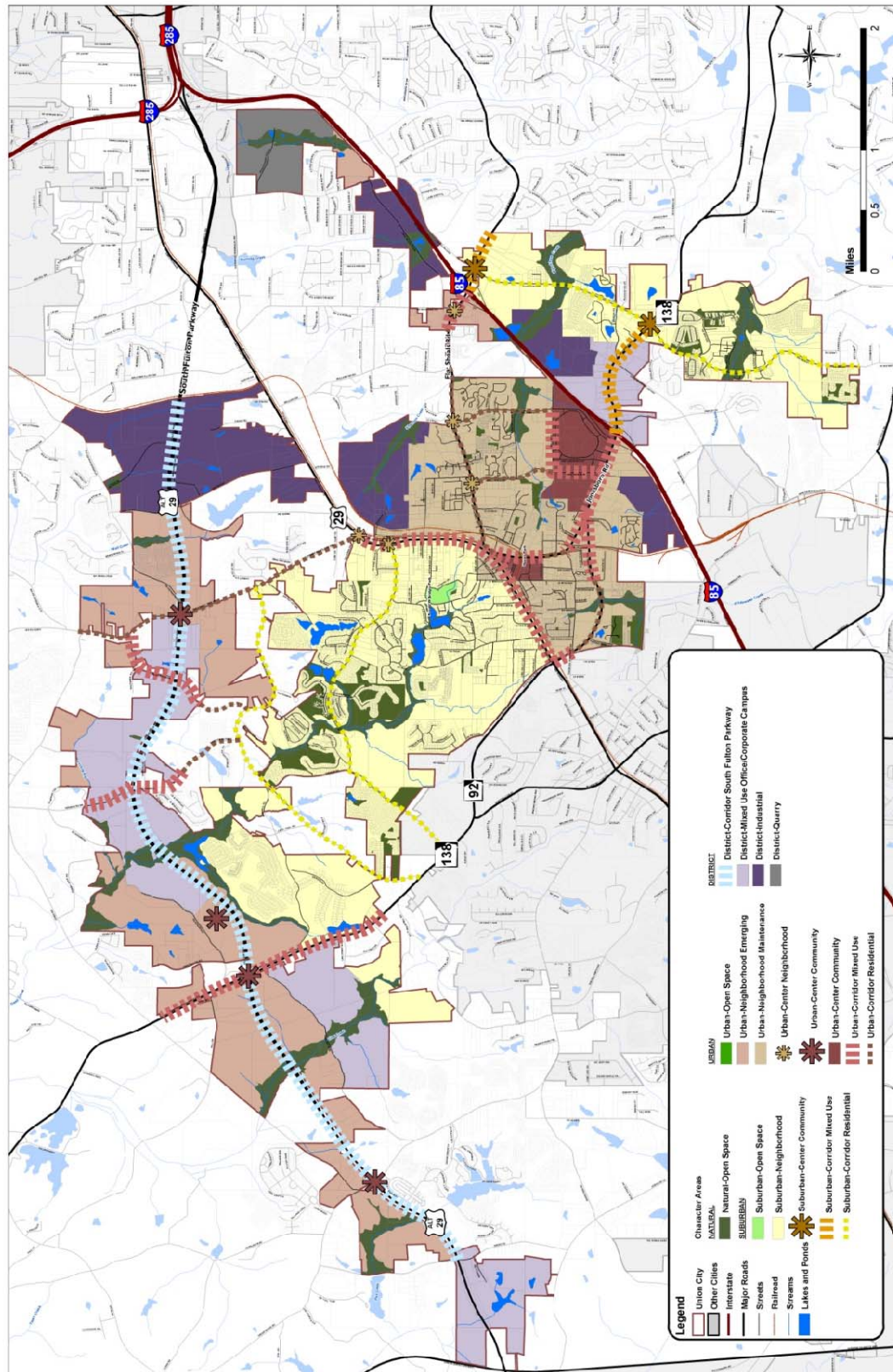
This page was intentionally left blank for two-sided printing.

CHAPTER

5

IMPLEMENTATION PROGRAM

Presents the short-term work program, long range project list and plan maintenance outline designed to implement the Community Vision

The Implementation Program outlines the overall strategy for achieving the Community Vision for Future Development and for implementing the future development guide. This section identifies the specific measures to be undertaken by Union City to implement the *Community Agenda*. The Implementation Program includes the following elements:

- 2011-2015 STWP
- Long Term Projects List
- Plan Maintenance
- 2003-2007 Short Term Work Program (STWP) Report of Accomplishments (see appendix B)

SHORT TERM WORK PROGRAM

The Short-Term Work Program (STWP), shown in Table 5-1, identifies specific implementation actions the City government or other entities intend to take during the first five-year timeframe of the planning period. This includes programs, ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the *Community Agenda*. For each action the STWP outlines the following information:

- Brief description
- Timeframe for undertaking the activity (2011, 2012, 2013, 2014 or 2015)
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Table 5-1   Short-Term Work Program

Type of Action/ Strategy	Action/ Implementation Strategy	Responsible Party	Time Frame					Cost	Funding Source	Strategy Ref. Number
			11	12	13	14	15			
Functional Plan	Develop a Parks, Recreation and Green Space Master Plan	Comm. Dev., Parks	✓					$40,000	GF	DP-5.1.1; DP-5.3.1; DP-6.3.3
Sub. Regs./Zoning	Review and amend park and open space dedication requirements and incentives	Comm. Dev.		✓				Staff Time	GF	DP-5.1.2; DP-5.2.1; DP-5.2.2; RC-1.1.4
Inventory/ Assessment	Develop an inventory of vacant and/or unoccupied Brownfield and Greyfield areas to identify sites that are suitable for development and redevelopment	Comm. Dev.	✓					Staff Time	GF	DP-4.6.1

Type of Action/ Strategy	Action/ Implementation Strategy	Responsible Party	Time Frame					Cost	Funding Source	Strategy Ref. Number
			I1	I2	I3	I4	I5			
Inventory/ Assessment; Master Plan/Small Area Plan	Develop small area plans for prioritized Brownfield and Greyfield areas and develop incentives to encourage redevelopment	Comm. Dev.	✓					$50,000	GF, Federal Grants	DP-4.6.2; DP-4.6.3; DP-4.6.4; DP-3.1.3
Inventory/ Assessment	Conduct housing study to identify housing stock existing conditions and future needs in the city (including affordable housing)	Comm. Dev.	✓					$30,000	GF	SED-1.1.2; SED-1.2.1
Inventory/ Assessment	Develop a market study to determine demand for shopping, dining and entertainment options	Chamber, Comm. Dev.	✓					$30,000	GF, LCI, TAD	SED-2.1.2
Inventory/ Assessment, Functional Plan	Develop assessment of existing sidewalk/pedestrian network and identify improvement needs	Comm. Dev., Public Serv.	✓					$70,000	GF, LCI	DP-8.2.1; DP-2.1.2; DP-2.1.3
Master Plan/ Small Area Plan	Develop corridor master plans for U-COR-Mixed Use, U-COR-Residential, S-COR Mixed Use and S-COR-Residential areas	Comm. Dev.	✓	✓	✓	✓	✓	$140,000	GF, LCI	DP-4.1.3; DP-3.1.1; DP-3.1.2; SED-3.2.1; DP-4.1.1; SED-2.1.2; SED-2.2.1; SED-2.2.2; SED-2.2.3
Process/Program	Pursue establishment of a Boys and Girls Club and/or YMCA	Comm. Dev.	✓					Staff Time	GF	DP-5.3.2
Process/Program	Implement the Union City Urban Redevelopment Plan	Comm. Dev.	✓					Staff Time	GF, TAD, LCI	SED-1.4.1; DP-4.5.2
Process/Program	Coordinate with various entities to implement the Union City Town Center LCI Study	Comm. Dev., ARC	✓					Staff Time	GF, TAD, LCI	DP-4.5.1; DP-8.5.3
Process/Program	Develop capital improvements plan that encourages investment in water conservation and new water resources	Comm. Dev.	✓					Staff Time	GF	DP-6.5.1; DP-6.5.2; DP-6.5.3
Process/Program	Coordinate the location and construction of new civic building in activity centers, corridors and neighborhoods	Comm. Dev.	✓					Staff Time	GF	DP-6.4.1; DP-3.1.1
Process/Program	Promote and implement Opportunity Zone designation	Comm. Dev.	✓					Staff Time	GF, TAD, LCI	SED-4.1.1
Process/Program	Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide	Comm. Dev.	✓					Staff Time	GF	SED-4.1.3
Process/Program	Develop update to the Union City Solid Waste Management Plan	Comm. Dev.	✓					$15,000	GF	RC-3.1.1, RC-3.1.2
Process/Program	Establish solid waste programs that support solid waste management plan and cleanup of illegal dump sites	Clean & Beautiful, Code Enforce. Div., Comm. Dev.		✓				TBD	GF	RC-3.1.3; RC-3.2.1
Process/Program	Establish regular-scheduled joint meetings with South Fulton cities and Fulton County to address short and long-range needs	Comm. Dev.	✓					Staff Time	GF	GR-1.1.3
Sub. Regs./Zoning	Develop a corridor overlay district or corridor zoning district for Jonesboro Road and Flat Shoals Road	Comm. Dev.	✓					$20,000	GF, LCI, TAD	DP-4.1.2; DP-4.2.1; DP-4.1.1
Process/Program	Expand code enforcement (property maintenance code) efforts that address dilapidated housing or poorly maintained vacant lots in order to stabilize the surrounding area	Comm. Dev., Code Enforce. Div.		✓				Staff Time	GF	DP-1.2.2; SED-1.4.4
Sub. Regs./Zoning	Review and amend tree preservation regulations	Comm. Dev.		✓				Staff Time	GF	RC-1.3.3

Type of Action/ Strategy	Action/ Implementation Strategy	Responsible Party	Time Frame					Cost	Funding Source	Strategy Ref. Number
			I1	I2	I3	I4	I5			
Sub. Regs./Zoning	Create guidelines for pedestrian design	Comm. Dev.		✓				$15,000	GF, ARC, LCI	DP-8.2.3; DP-6.3.2; DP-9.2.1
Sub. Regs./Zoning	Adopt street connectivity standards that require connectivity within new development and to adjacent areas	Comm. Dev.		✓				Staff Time	GF, ARC. LCI	DP-2.3.1; DP-8.1.1; DP-8.2.2
Sub. Regs./ Zoning, Guidelines	Establish Infill Development Guide	Comm. Dev.		✓				$15,000	GF, ARC. LCI	DP-1.1.3; DP-1.1.4
Inventory/ Assessment, Master Plan/ Small Area Plan	Establish and enhance existing visual gateways	Comm. Dev.			✓			$85,000	GF	DP-4.3.1; DP-4.1.1
Process/Program	Establish roadway pavement management program	Streets Div.			✓			TBD	LARP, GF	DP-8.4.5
Process/Program	Identify development incentives to encourage big business to locate in districts identified in the Future Development Guide	Comm. Dev.			✓			Staff Time	GF	SED-4.1.4; SED-4.1.5; SED-5.1.2; SED-2.2.4; DP-9.1.1
Inventory/ Assessment	Develop a vacant site inventory, identify those that are suitable for infill development	Comm. Dev.				✓		Staff Time	GF	DP-1.1.1
Process/Program	Develop financing tools for landowners that facilitate investment in struggling neighborhoods	Comm. Dev.				✓		Staff Time	GF	DP-1.2.1; SED-1.4.3
Process/Program	Ensure that utility and other infrastructure improvements are adequate to accommodate new development	Comm. Dev., various utilities				✓		Staff Time	GF	DP-6.1.1; DP-6.2.1; DP-6.2.2; DP-6.2.3
Process/Program	Establish a local economic development authority	City Council, Comm. Dev.				✓		Staff Time	GF	SED-4.1.2; SED-5.1.1
Sub. Regs./Zoning	Adopt development regulation amendments requiring installation of bicycle and pedestrian amenities with new development	Comm. Dev.				✓		Staff Time	GF, ARC. LCI	DP-2.1.1; DP-8.2.5; DP-8.2.6; DP-8.3.2
Functional Plan	Develop assessment of public transportation needs for the city	ARC, MARTA, Comm. Dev.					✓	$30,000	GF, MARTA, ARC	DP-8.5.2
Guidelines	Develop a Sustainable Site Design Guide	Comm. Dev.					✓	$10,000	GF	DP-7.2.1; RC-1.1.2; RC-1.3.1
Process/Program	Utilize conservation easements and other land preservation tools	Comm. Dev.					✓	Staff Time	GF	RC-1.1.3; RC-1.3.2
Process/Program	Nominate eligible properties to the National Register of Historic Places and promote the City's history	Comm. Dev.					✓	Staff Time	GF, State grants	RC-2.1.2
Process/Program	Develop incentives that encourage diverse and affordable housing	Comm. Dev.					✓	Staff Time	GF	SED-1.1.1; SED-1.2.2
Process/Program	Coordinate adult education opportunities that enhance workforce job skills	Comm. Dev., ARC					✓	TBD	GF	SED-3.1.1
Sub. Regs./Zoning	Review and update building codes and inspection procedures	Code Enforce. Div, Comm. Dev.					✓	Staff Time	GF	SED-1.5.1
Sub. Regs./Zoning	Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site run-off on Union City's waterways	Code Enforce. Div, Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF	RC-1.3.4
Process/Program	Conduct and carry out appropriate plans and measures for effective stormwater management	Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF	DP-6.1.2; RC-1.3.5
Process/Program	Identify traffic signalization improvements	GDOT, Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF, TAD, LCI	DP-8.4.4
Process/Program	Coordinate with MARTA to improve and expand local and regional public transportation service	MARTA, Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF, MARTA, ARC	DP-8.5.1

Type of Action/ Strategy	Action/ Implementation Strategy	Responsible Party	Time Frame					Cost	Funding Source	Strategy Ref. Number
			11	12	13	14	15			
Sub. Regs./Zoning	Continue to implement Roosevelt Highway Overlay District	Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF	DP-4.1.4; DP-4.3.2
Process/Program	Coordinate school site section with planning officials, neighborhoods, and the school board	Bd. of Edu., Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF	DP-6.3.1; GR-1.1.2
Sub. Regs./Zoning	Regularly review the Town Center Mixed Use Mixed Use District to ensure regulations support the development of mixed use centers.	Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF, LCI, TAD	DP-3.1.4; DP-3.1.1
Sub. Regs./Zoning	Incorporate the Urban Design Overlay	Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF	DP-3.2.1
Sub. Regs./Zoning	Develop land use and design standards that create transitions from higher intensity development along major roadways to less intense neighborhoods	Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF, LCI, ARC, TAD	DP-4.4.2; DP-9.2.2
Sub. Regs./Zoning	Develop regulations (based on those currently in place for the City of East Point) requiring residential landlords (or their management companies) to register properties with the city	Comm. Dev.		✓				Staff Time	GF	DP-1.2.3
Process/Program	Consider establishing a program (based on a program recently proposed for the City of Atlanta) that trains police officers as code enforcement officers in order provide additional means of enforcing the city's property maintenance code	Comm. Dev., Code Enforce. Div.		✓				Staff Time	GF	DP-1.2.4
Process/Program	Coordinate with South Fulton Clean and Beautiful/Union City Clean and Beautiful organizations to assist with cleanup/beautification of corridors	Parks, Comm. Dev., Clean & Beautiful		✓				Staff Time	GF	DP-4.3.3
Process/ Program	Identify corporate partners with community development programs that may help with beautification/maintenance costs of existing parks	Parks, Comm. Dev.		✓				Staff Time	GF	DP-5.3.3
Master Plan/ Small Area Plan	Create a new bicycle and pedestrian friendly roadway corridor that connects the Downtown/City Hall area to Shannon Parkway (as described in the Union City Town Center LCI Study recommendation)	Comm. Dev.		✓				TBD	GF	DP-8.1.4
Process/Program	Establish an ongoing street light management program to maintain safe, well-lit corridor conditions	Comm. Dev., Public Serv., GDOT		✓				Staff Time	GF	DP-8.4.6
Process/Program	Consider developing an entertainment/recreation attraction that celebrates the City's railroad history (e.g. train replica)	Comm. Dev., Public Serv.		✓				TBD	GF	RC-2.1.6
Process/Program	Establish a used oil/grease/fats location to dispose of grease	Comm. Dev., Public Serv.			✓			TBD	GF	RC-3.1.4
Process/Program	Consider establishing a bio-fuel plant to run the City's diesel fuel equipment	Comm. Dev., Public Serv.			✓			Staff Time	GF	RC-3.1.5
Process/Program	Continue Clean and Lien program	Comm. Dev., Public Serv.	✓	✓	✓	✓	✓	Staff Time	GF	SED-1.4.6
Process/Program	Develop and implement public outreach program to communicate status of Community Agenda implementation	Comm. Dev.		✓	✓			Staff Time	GF	GR-3.1.1
Process/Program	Distribute hard copies of the City's newsletter at public locations throughout the city	Comm. Dev.	✓	✓	✓	✓	✓	Staff Time	GF	GR-3.1.2

5-52

LONG TERM PROJECT LIST

The Long Term Project List, shown in Table 5-2, identifies specific long-term implementation actions the City government or other entities intend to take beyond the first five-year timeframe of the planning period.

Table 5-2   Long-Term Project List

Type of Action/ Strategy	Action/Implementation Strategy	Strategy Ref. Number
Functional Plan	Develop a Parks, Recreation and Green Space Master Plan	DP-5.1.1; DP-5.3.1; DP-6.3.3
Functional Plan	Develop a Greenway Master Plan	RC-1.2.1
Process/Program	Explore regional-level partnerships to protect and enhance the natural environment	RC-1.1.1
Process/Program	Create way-finding program	DP-8.4.2
Process/Program	Identify improvement needs for rail-road crossings	DP-8.4.3
Sub. Regs/ Zoning, Guidelines	Review and modify site design requirements to incorporate context sensitive street design guidelines	DP-8.4.1; DP-8.2.4
Functional Plan	Develop assessment of existing bicycle facilities and identify improvement needs	DP-8.3.1; DP-8.3.4
Guidelines	Create guidelines for bicycle facility design	DP-8.3.3
Sub. Regs./ Zoning	Allow conversion of residential homes into office/retail uses to cluster services along major roadways, locate services and goods in close proximity to where people live and create transitions from higher intensity commercial uses to less intense residential uses	DP-4.4.1
Process/Program	Create incentives for historic building restoration	RC-2.1.4; RC-2.1.5
Process/Program	Establish historic markers program	RC-2.2.2
Process/Program	Create local tour guide for cultural resources	RC-2.2.3
Sub. Regs./ Zoning	Seek local designation of historic properties	RC-2.1.3
Inventory/ Assessment	Conduct cultural and historic resources inventory	RC-2.1.1; RC-2.2.1
Sub. Regs./ Zoning	Develop incentives for infill development	DP-1.1.5; SED-1.4.2
Sub. Regs./ Zoning	Develop incentives for housing choice and affordable housing	DP-2.2.1
Master Plan/ Small Area Plan	Develop small area (neighborhood) plans	DP-1.1.2; SED-1.4.5
Sub. Regs./ Zoning	Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas.	SED-1.2.3; 1.3.1
Inventory/ Assessment	Examine building codes to identify means of introducing incentives and requirements for the use of "green" materials, systems, and practices	DP-7.1.1
Process/Program	Coordinate senior services and development with Christian City	SED-1.3.2
Process/Program	Create public art program	RC-2.3.1

PLAN MAINTENANCE

The City Council of Union City is responsible for maintaining the *Union City Comprehensive Plan 2010-2030* to accurately reflect current community conditions and the community's vision and priorities for the future. Maintenance of the plan includes major and minor plan amendments, updates of the plan, or required periodic updates of the *Community Agenda*. Each is discussed in below.

Plan Amendments

DCA defines major amendments as those changes to an adopted comprehensive plan that alter the basic tenets of the overall plan or a significant portion of the plan or if they have the potential to affect another local government. DCA defines minor amendments as those that are purely local in nature and do not qualify as major amendments. The City must submit major amendments ARC for review within six months from the date that the city council experiences or decides to pursue a change that would qualify as a major amendment. Minor amendments do not require ARC review.

Updates to the STWP

At a minimum, the City Council must prepare and submit annual updates or five-year updates to STWP portion of the *Community Agenda*. The STWP is presented in Chapter 5: Implementation Program of this plan. These updates must be submitted to ARC for review in order to maintain Quality Local Government status.

Updates to the Comprehensive Plan

At a minimum, a plan update must be completed every 10 years, in accordance with the Local Comprehensive Plan Recertification Schedule maintained by DCA. However, after five years, the City Council may determine that based upon the degree of change in the community an update to the comprehensive is needed. If only minor changes have taken place, then revisions to the plan may be sufficient in the form of plan amendments. If significant changes have occurred in community conditions (i.e., if the data upon which the plan is based has become significantly outdated, or the community's vision has changed), an update of the comprehensive plan or a major plan amendment may be needed.

.

UNION CITY
Comprehensive Plan
2010-2030

Community
Agenda – Appendices

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

June 2010

TABLE OF CONTENTS

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

APPENDIX A: QUALITY COMMUNITY OBJECTIVES

The Quality Community Objectives (QCO) analysis for each Character Area is presented in this appendix. This appendix identifies the QCOs that will be pursued in the character area. The QCOs were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. The QCOs are listed below.

Traditional Neighborhood – 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.

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.

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.

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.

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.

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.

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.

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.

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.

Appropriate Businesses – 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.

Employment Options – A range of job types should be provided in each community to meet the diverse needs of the local workforce.

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.

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.

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.

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.

Quality Community Objective	Character Areas																
	N-OS	S-OS	S-N	S-CTR-C	S-COR-MU	S-COR-R	U-OS	U-N-E	U-N-M	U-CTR-N	U-CTR-C	U-COR-MU	U-COR-R	D-SFP-C	D-MU/O/CC	D-I	D-Q
Traditional Neighborhoods								✓	✓	✓	✓	✓	✓	✓			
Infill Development			✓	✓	✓	✓		✓	✓	✓	✓	✓	✓				
Sense of Place										✓	✓						
Transportation Alternatives				✓	✓					✓	✓	✓	✓	✓	✓	✓	
Regional Identity										✓	✓						
Heritage Preservation			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			
Open Space Preservation	✓	✓					✓										
Environmental Protection	✓	✓					✓										
Growth Preparedness			✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	
Appropriate Businesses				✓	✓					✓	✓	✓		✓	✓	✓	
Employment Options				✓	✓					✓	✓	✓		✓	✓	✓	✓
Housing Choices			✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			
Educational Opportunities			✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			
Regional Cooperation	✓			✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓

APPENDIX

B

APPENDIX B: REPORT OF ACCOMPLISHMENTS

The Report of Accomplishments (ROA) provides a status of each work item identified in the 2003-2007 Short Term Work Programs for Union City. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Population	Identify geographic areas and sponsor workshops with residents aimed at organizing neighborhood associations.			✓		
Population	Devise a system to track population growth to assist with Capital Improvement Planning and manpower allocation.		✓			
Population	Create a multimedia "newcomer" packet of information for new residents			✓		
Population	Plan annual events to create and foster community spirit		✓			
Population	Establish a dialogue with Fulton Co. Bd. of Edu. in deciding future school needs		✓			
Econ. Dev.	Consider implementation of enterprise zone for Shannon Mall (now called Union Station) area to revitalize the area.				✓	Rather than an Enterprise Zone a Tax Allocation District was implemented
Econ. Dev.	Identify enterprises for which Union City offers specific competitive advantages and target with pre-defined economic packages.		✓			
Econ. Dev.	Establish program to retain existing businesses	✓				
Econ. Dev.	Survey deteriorating and underutilized industrial and commercial sites and evaluate possibility of redevelopment	✓		✓		An inventory of vacant commercial structures was completed in 2005/2006
Econ. Dev.	Consider implementation of economic incentive programs for downtown development.			✓	✓	
Natural and Historic Resources	Promote preservation and recognition of historic and cultural resources			✓	✓	
Natural and Historic Resources	Amend the Zoning Ordinance and Comprehensive Plan to reflect the adopted Greenspace Program			✓		
Natural and Historic Resources	Establish a priority ranking of drainage improvements in an adopted plan			✓		Initial work has been done in association with a Storm Water Utility - an official plan has not been adopted

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Natural and Historic Resources	Adoption of Open Space and Greenways Plan			✓		
Natural and Historic Resources	Consider adoption of Best Environmental Practices			✓		
Community Facilities and Ser vices	Consider implementation of impact fees				✓	The city has chosen not to implement impact fees at the present time
Community Facilities and Ser vices	Evaluate needs for additional Public Safety facilities as development occurs		✓			
Community Facilities and Ser vices	Conduct a corridor study of SR-138 and US-29/Roosevelt Hwy. to improve aesthetics and congestion.				✓	Changes made to the Zoning Ordinance but not the creation of a study.
Community Facilities and Ser vices	Consider adoption of Best Transportation Practices				✓	
Housing	Promote property maintenance in existing and new residential areas.		✓			
Housing	Consider adoption of residential design guidelines	✓		✓		Exterior building material requirements have been adopted
Housing	Consider adoption of Best Housing Practices				✓	
Land Use	Establish a future land use plan for the City's "Influence Areas" in order to express desires of Union City.			✓		
Land Use	Perform an annexation study to determine direction for future growth	✓				Multiple annexations occurred since 2001
Land Use	Evaluate and update development, design and zoning ordinances for their effectiveness			✓		Multiple development, design and zoning ordinance revisions were conducted since 2001
Land Use	Adoption of Mixed Used Development, Traditional Neighborhood Development and Transportation Oriented Development Regulations	✓				TCMU, etc.
Land Use	Update the Future Land Use Map to more clearly reflect development patterns.			✓		
Land Use	Consider adoption of Best Land Use Practices				✓	

B-2

APPENDIX

C

APPENDIX C: GLOSSARY OF TERMS & DEVELOPMENT CONCEPTS

The following pages provide a comprehensive list of terms and phrases used throughout this plan and other community planning documents. The list provides a brief description for each term or phrase shown.

Accessory dwelling unit - Garage apartments, granny flats, or similar secondary housing units located on the same lot with a single family residence.

Adaptive reuse or adaptive use - The redevelopment of existing older or abandoned structures for new development opportunities. These activities provide for the revitalization and redevelopment of older urban areas by providing new uses for existing structures. (e.g., residential loft units in former warehouse buildings).

Adequate public facilities ordinance - A requirement that infrastructure (water, sewer, roads, schools, etc.) be available to serve new development; sometimes called "concurrency."

Agricultural districts - Areas designed to keep land in agriculture that are legally recognized. Enrolled areas may be considered for special benefits and protection from regulations.

Agricultural zoning - Restricts land uses to farming and livestock, other kinds of open-space activities and limited home building.

Alleys - Service easements running behind or between rows of houses. Alleys provide access to utilities and sanitation, garages, backyards and accessory units.

Annexation - A change in existing community boundaries resulting from the incorporation of additional land.

Aquifer - A water-bearing geologic formation. The source of ground water for drinking and irrigation.

Big box retailer - Large, stand-alone retail stores, such as Wal-Mart and Office Depot.

Best Management Practice (BMP) - Refers to the practice considered most effective to achieve a specific desired result for protection of water, air and land and to control the release of toxins.

Biodegradation - Breakdown of organic material into innocuous products by the action of living organisms.

Biodiversity - The diversity of life on Earth and all the interconnections that support these myriad forms of life; includes variety of life at the genetic, species and ecosystem levels.

Blight - Physical and economic conditions within an area that cause a reduction of or lack of proper utilization of that area. A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

Brownfields - Sites that are underutilized or not in active use on land that is either contaminated or perceived to be contaminated.

Buffer zone - A strip of land created to separate and protect one type of land use from another.

Built environment - The urban environment consisting of buildings, roads, fixtures, parks and other improvements that form a community's physical character.

Bus lanes - A lane on a street or highway reserved primarily, or exclusively, for buses.

Bus rapid transit (BRT) - BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways or ordinary streets.

Capital facilities (Infrastructure) - Public facilities characterized by a one-time cost, a useful life generally exceeding five years, significant and construction costs and long-term financing requirements.

Central business district (CBD) - The downtown retail trade and commercial area of a city or town, or an area of very high land valuation, traffic flow and concentration of retail business offices, theaters, hotels and services.

Certified local government (CLG) - A local government that protects local historic resources with a preservation ordinance, preservation commission and local designation. A designated CLG is eligible to receive federal funds for historic preservation activities.

City council - A city's legislative body. The popularly elected city council is responsible for enacting ordinances, imposing taxes, making appropriations, establishing policy and hiring some city officials. The council adopts local general planning, zoning and subdivision ordinances.

Cluster development - A pattern of development in which homes are grouped together on parcels of land in order to leave parts of the land undeveloped. Cluster development is often used in areas that require large lot sizes, and typically involves density transfer. Zoning ordinances permit cluster development by allowing smaller lot sizes when part of the land is left as open space (also known as Conservation Subdivision).

Commercial - Land use that is primarily for businesses, which may include shopping, restaurants, gas stations, etc.

Community design factors - Factors that influence the way a community is laid out and how it looks. This may include the street grid pattern, the presence of sidewalks, the mix of land uses and the physical character of the buildings.

Community Development Block Grant (CDBG) – One of the longest-running programs of the U.S. Department of Housing and Urban Development. CDBG funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. CDBG, like other block grant programs, differ from categorical grants, made for specific purposes, in that they are subject to less federal oversight and are largely used at the discretion of the state and local governments and their subgrantees.

Community identity - Physical, natural or cultural assets that represent distinctive qualities unique to an individual community. A community's identity is enhanced by embracing and respecting the history and character of those existing features that nurture a sense of attachment and uniqueness within the area.

Community plan - A portion of the local comprehensive plan that focuses on a particular area or community within the local government. Community plans supplement the policies of the comprehensive plan (a.k.a. small area plan).

Community services - Services provided to citizens by a local government that may include police, fire, hospital, schools, trash removal, water treatment, recycling, etc. These services are paid for by local taxes and user fees.

Community-based service - Provides curb-to-curb or short-distance mobility within communities and feeder connections to bus routes and rail services.

Community improvement district (CID) – See sidebar.

Community Improvement District

A Community Improvement District (CID) is a self-taxing district that uses additional property tax dollars to make improvements within a defined geographic area. CIDs are controlled by the private property owners within the district and these owners decide how to spend the money raised via a Board of Directors.

In order to form a CID in the state of Georgia, a simple majority of the commercial property owners within a proposed CID must agree to form a CID. In addition, these property owners must represent at least 75% of the assessed tax value within the proposed CID boundaries.

CIDs typically use the tax dollars they receive as matching funds (matched with state and federal dollars) for various infrastructure improvements. Successful CIDs in North Georgia have received as much as $50 of state and federal grant money for each $1 collected locally and have funded projects such as:

- Marketing and promotion activities
- Maintenance/construction of roads, sidewalks, street lights, and traffic control devices
- Parks and recreational areas and facilities
- Storm water and sewage disposal systems
- Development and distribution of water
- Provide off duty police for traffic control during peak traffic periods and for patrolling businesses after hours

Commuter rail - Train service that takes suburban commuters to jobs to a central city location and back again.

Compact building design - The act of constructing buildings vertically rather than horizontally, configuring them on a block or neighborhood scale that makes efficient use of land and resources, and is consistent with neighborhood character and scale. Compact building design reduces the footprint of new construction, thus preserving greenspace to absorb and filter rain water, reduce flooding and stormwater drainage needs, and lower the amount of pollution washing into streams, rivers and lakes.

Comprehensive plan - Regional, state or local documents that describe community visions for future growth. Comprehensive plans describe general plans and policies for how communities will grow and the tools that are used to guide land use decisions, and give general, long-range recommendations for community growth. Typical elements include, land use, housing, transportation, environment, economic development and community facilities.

Conditional use permit (CUP) - Pursuant to the zoning ordinance, a conditional use permit (CUP) may authorize uses not routinely allowed on a particular site. CUPs require a public hearing and, if approval is granted, are usually subject to the fulfillment of certain conditions by the developer. Approval of a CUP is not a change in zoning.

Conservation easements - A voluntary, legally-binding agreements for landowners that limit parcels of land or pieces of property to certain uses. Land under conservation easements remains privately owned and most easements are permanent. State and federal tax benefits typically apply.

Conservation subdivision – See sidebar to the right.

Context sensitive design (CSD) - A collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources. CSD is an approach that considers the total context within which a project will exist.

Corridor – Applies to roadways or other transportation route (greenway, trail, etc.) along with the adjacent development fronting the travel way.

Cross-acceptance - A negotiated process by which jurisdictions reach agreement on the location and the nature of planned development; its purpose is to ensure consistency among the comprehensive plans and the growth management programs of individual local governments within a region.

Density - The average number of people, families, or housing units on one unit of land. Density is also expressed as dwelling units per acre.

Conservation Subdivisions

Conservation subdivisions (also called cluster subdivisions) are an alternative to conventional residential lot designs. Designers identify land resources (e.g. scenic views, steep slopes, riparian areas, etc.) worthy of conservation, then design development in a way that respects and preserves the resources identified.

Conservation subdivisions make development in Greenfield, or undeveloped, areas much more sustainable since open space is protected. By clustering homes, future households are accommodated more efficiently on less developed land.

A chief component of the conservation subdivision is that the developer can develop the same number of lots with conservation subdivisions as he can with conventional subdivisions. The difference is that conservation subdivisions allow the development to occur with much smaller lots that are clustered in order to preserve the areas for open space.

Conservation subdivisions can be residential or mixed-use developments in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands and community gardens or farmland.

Conservation subdivisions contrast with conventional subdivisions whereby nearly the entire parcel is subdivided into house lots and streets, resulting in few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.
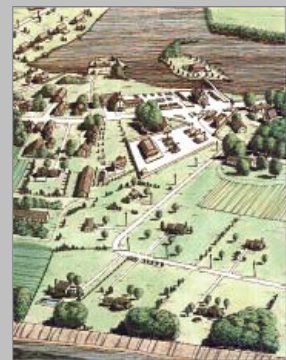
Alternatives for rural area (top) with equal residential and commercial square footage with conventional large-lot rural zoning regulations (center) and with conservation subdivision *regulations (bottom).*

Source: Center for Rural Mass.

Density bonus - Allows developers to build in specified areas densities that are higher than normally allowed, typically in exchange for providing a desired amenity such as increased open space or multi-purpose trails.

Design flexibility - Allows for flexibility in parking and open space designations, setbacks and height limitations in order to facilitate the production of a range of affordable housing types.

Design standards - Guidelines which serve as a community's expression to control its appearance, from within and without, through a series of standards that govern site planning policies, densities, building heights, traffic and lighting.

Development fees - Fees charged to developers or builders as a prerequisite to construction or development approval. The most common are: (1) impact fees (such as parkland acquisition fees, school facilities fees, or street construction fees) related to funding public improvements which are necessitated in part or in whole by the development; (2) connection fees (such as water line fees) to cover the cost of installing public services to the development; (3) permit fees (such as building permits, grading permits, sign permits) for the administrative costs of processing development plans; and, (4) application fees (rezoning, CUP, variance, etc.) for the administrative costs of reviewing and hearing development proposals.

Development rights - Development rights give property owners the right to develop land in ways that comply with local land use regulation.

Disinvestment - The withdrawal of taxes, capital, jobs and other resources from a community.

Down-zoning - A change in zoning classification to less intensive use and/or development.

Ecosystem - The species and natural communities of a specific location interacting with one another and with the physical environment.

Ecosystem services - The natural processes within an ecosystem that cycle nutrients through the system, convert and disperse energy, purify water and generate air.

Eminent domain - The legal right of government to take private property for public use provided the owner is offered just compensation for the taking of property.

Estuary - A water body where salt and fresh water meet resulting in brackish water. These areas usually have associated marshlands and are critical nursery and feeding habitat for a variety of marine species.

Express routes – Local bus service with a limited number of stops.

Final map subdivision - Land divisions, which create five or more lots. Such requirements may include installing road improvements, the construction of drainage and sewer facilities, parkland dedications and more.

Fiscal impact analysis - The analysis of the estimated taxes that a development project would generate in comparison to the cost of providing municipal services required by that project.

Flexible routes - Routes that will provide curb-to-curb service within a defined corridor, generally within 1/2 to 1 mile of the route.

Flood hazard area - Total stream and adjacent area periodically covered by overflow from the stream channel containing 1) the floodway which is the channel itself and portions of the immediately adjacent overbank that carry the major portion of flood flow, and 2) the flood fringe beyond it which is inundated to a lesser degree.

Floodplain - Nearly level area adjacent to a water body, subject to inundation under heavy rain or blockage conditions (overflow area).

Form-based code – See sidebar.

"Granny units" housing - Typically, this refers to an accessory dwelling attached to or near the main residence (a.k.a. granny flats or mother-in-law suites).

Form-Based Code

The form-based code approach seeks to regulate building form rather than, or in addition to, land use. It establishes zones of building type based on pedestrian accessibility and the scale and character of surrounding development, but largely allows building owners to determine how the buildings will be used.

Form-based codes typically contain a regulating plan that identifies which building envelope standards apply to which block frontages, building envelope standards that set basic parameters for building height, setbacks, roof design, and fenestration; and architectural and streetscape standards.

TNDs and greyfield redevelopment projects built over the last 20 years in the United States have been developed using form-based zoning regulations that prescribe traditional neighborhood form.

The form-based TND ordinance is distinguished from conventional zoning in that it places more emphasis on the arrangement and form of buildings and spaces than on how they will be used.

GIS (Graphic Information Systems) – Digital resources or features such as soil types, population densities, land uses, transportation corridors, waterways, etc. GIS computer programs link features commonly seen on maps (such as roads, town boundaries, water bodies) with related information not usually presented on maps, such as type of road surface, population, type of agriculture, type of vegetation, or water quality information. GIS is a unique information system in which individual observations can be spatially referenced to each other and depicted on digital or hard copy maps.

Green infrastructure - A strategically planned and managed network of parks, greenways, conservation easements and working lands with conservation value that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for communities and people.

Green spaces and/or open spaces - Areas left relatively natural and undeveloped in urban and suburban settings, such as parks, bicycle and pedestrian trails and natural wildlife areas. Also includes the living environment of a species, that provides whatever that species needs for its survival, such as nutrients, water and living space.

Greenfields - Newly developed commercial real estate on what was previously undeveloped open space.

Greenspace - Permanently protected land and water, including agricultural and forestry land, that is in its undeveloped, natural state.

Greenway - A linear open space; a corridor composed of natural vegetation. Greenways can be used to create connected networks of open space that include traditional parks and natural areas.

Greyfield Redevelopment – See sidebar.

Groundwater - All water below the surface of the land. It is water found in the pore spaces of bedrock or soil, and it reaches the land surface through springs or it can be pumped using wells

Growth management - A term that encompasses a whole range of policies designed to control, guide, or mitigate the effects of growth.

Habitat - The living environment of a species that provides whatever that species needs for its survival, such as nutrients, water and living space.

Greyfield Redevelopment

Today's American urban landscape is dotted with shopping malls which have become obsolete. These shopping centers, built primarily in the 1970's and 1980's, are dying due to various factors including differences in the market, changes in accessibility, and increased competition.

A new tool for design experts is to turn these fading centers, named 'greyfields' for the typically empty parking lots surrounding them, into thriving downtown communities. Greyfield revitalization efforts attempt to exchange afflicting influences with smart new growth that is both more environmentally friendly and establishes a strong sense of place.

Revitalization of greyfield sites often consists of major redevelopment rather than conventional regional retail or simple face-lifts. Design initiatives are inspired by classic urban form and by classic urban form and characterized by attractive, walkable streets and high density. Many greyfield sites are more suitable to be converted into housing, retail, office, services, and public space rather than standard retail. In these cases mixed-use development becomes an attractive option.

The mixed-use development plan concept replaces an isolated big box store with large parking lot with traditional, urban design that places buildings close to the street, separated only by a sidewalk and landscaped strip. Parking is located in the rear or to the side of the commercial buildings in order to create a friendly pedestrian environment along each street. The design connects the development to the adjacent community's street grid with pedestrian-friendly streetscapes.
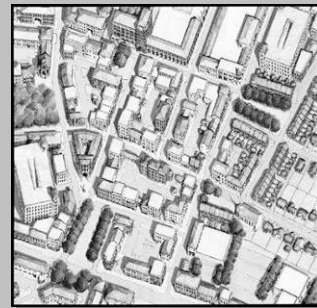
Eastgate Town Center, before (top) and proposed after (bottom) in Chattanooga, Tennessee

Source: Dover Kohl & Partners

Habitat fragmentation - The division of large tracts of natural habitat into smaller, disjunct parcels.

High occupancy vehicle (HOV) lanes - A lane or lanes on a highway, freeway, separate right of way, or arterial street restricted for use by vehicles carrying more than one person.

C-5

Historic area - An area or building in which historic events occurred, or one which has special value due to architectural or cultural features relating to the heritage of the community. Elements in historic areas have significance that necessitates preservation or conservation.

Impact fees - Costs imposed on new development to fund public facility improvements required by new development and ease fiscal burdens on localities.

Impact fees or taxes - Assessments levied on new development to help pay for construction of parks and the infrastructure (e.g. schools, roads, and other public facilities) needed to serve the new population; impact taxes differ from fees in that they allow assessments to be proportional to the size of the new house or business.

Impervious surface - Any surface through which rainfall cannot pass or be effectively absorbed (roads, buildings, paved parking lots, sidewalks etc.).

Incentive zoning - Provides for give and take compromise on zoning restrictions, allowing for more flexibility to provide environmental protection. Incentive zoning allows a developer to exceed a zoning ordinance's limitations if the developer agrees to fulfill conditions specified in the ordinance. The developer may be allowed to exceed height limits by a specified amount in exchange for providing open spaces or plazas adjacent to the building.

Industrial - Land use that is primarily for businesses, such as warehouses, manufacturing plants, automobile service shops, etc.

Infill - Development that occurs on previously developed or vacant land within established communities.

Infill development - The reuse of urban land or vacant lots in developed neighborhoods and urban areas. Infill development (buildings, parking, and other uses) is most successful when it is accomplished at a scale and with design features that are compatible with the existing and surrounding neighborhoods.

Infrastructure - A general term describing public and quasi-public utilities and facilities such as roads, bridges, sewers and sewer plants, water lines, power lines, fire stations, etc.

Inclusionary zoning - A system that requires a minimum percentage of lower and moderate income housing to be provided in new developments.

Initial study - An analysis of a project's potential environmental effects and their relative significance.

Initiative - A ballot measure which has been placed on the election ballot as a result of voter signatures and which addresses a legislative action.

Intermodal - Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal."

Jitney - Privately-owned, small or medium-sized, vehicle usually operated on a fixed route but not on a fixed schedule.

Land trust - Nonprofit organization interested in the protection of natural resources and historic areas.

Land use - The manner in which a parcel of land is used or occupied.

Leapfrog development - Development that occurs beyond the limits of existing development and creates areas of vacant land between areas of developed land.

Level of service (LOS) - A qualitative measure describing operational conditions within a traffic stream in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience and safety.

Light rail - The modern version of a streetcar or tram.

Line-haul service - A fixed-route bus system that operates on arterial streets or on tollways or expressways.

Linkages - Features that promote the interconnectedness of neighborhoods, commercial and office areas, open space resources and public places, and provide convenient access between these different uses.

Live-work unit - Buildings that offer the opportunity for individuals to live and work in the same structure. Units may be rental or condominium. Purchase of home and office may be accomplished through a single mortgage.

Lot area - Lot area is the total square footage of horizontal area included within the property lines.

Minimum density standards - Standards that establish minimum higher densities to ensure that existing land available for development is not underutilized.

Mixed use - Development that combines two or more of the types of development: residential, commercial, office, industrial or institutional.

Mixed use development – See sidebar.

Neo-traditional development - A traditional neighborhood, where a mix of different types of residential and commercial developments form a tightly knit unit. Residents can walk or bike to more of the places they need to go and municipal services costs are lower due to the close proximity of residences. A more compact development also reduces the amount of rural land that must be converted to serve urban needs.

New urbanism - A planning and design movement that promotes artfully designed urban neighborhoods that host diverse income groups and races, a mix of homes, stores, and restaurants, and useful public spaces.

Nodal development – Concentration of mixed used development (such as commercial, office and higher density residential) to provide required densities and service to make transit affordable and to foster community hubs where daily services can be reached within walking distance.

C-6

Mixed Use Development

Mixed use development combines numerous uses on one site in a strategic way, including office, retail, residential, hotel, services, and public transportation. Historically mixed use was a common form of development in America, and today is returning in response to land use segregation and the desire for an improved sense of community.

Developing with a mixed use approach can alleviate traffic and help reduce pollution, while providing residents a cherished place to call downtown. Accessibility becomes a major benefit, as various stores, restaurants, and homes are located in the same vicinity.

Parking needs of the different uses vary throughout the day, and can be skillfully shared and placed in the backs of buildings or on-street as to not discourage pedestrian movement.

'Pocket parks,' parks, which are tucked within the urban fabric of a downtown, balance with density to create an enjoyable, livable atmosphere.

Mixed land uses can create convenient places to live for people of various ages and income levels, enhancing the vitality of a community and its streets.

Substantial fiscal and economic benefits can also be generated out of mixed use development, as the area becomes more attractive to residents and to businesses who acknowledge the benefits related to areas able to appeal to more people.

Mixed-use corner lot devlopment above includes ground floor office and retail with upper floor residential in the Lockland Springs neighborhood of Nashville, Tennessee.

Metropolitan planning organization (MPO) - The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes for an area.

Mitigation - Process or projects replacing lost or degraded resources, such as wetlands or habitat, at another location.

Modal split - A term that describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

National Environmental Policy Act (NEPA) - A comprehensive federal law requiring analysis of the environmental impacts of federal actions such as the approval of grants; also requiring preparation of an Environmental Impact Statement (EIS) for every major federal action significantly affecting the quality of the human environment.

Negative declaration - An informational document that describes the reasons why a proposed development project will not have a significant effect and proposes measures to mitigate or avoid any possible effects.

NIMBY ("Not in My Backyard") - NIMBY is an acronym for the sentiment that exists among some people who do not want any type of change in their neighborhood.

Non-point source pollution (NPS) - Pollution that cannot be identified as coming from a specific source and thus cannot be controlled through the issuing of permits. Storm water runoff and some deposits from the air fall into this category.

Nonporous surface - A surface that water cannot permeate.

Overlay zone - A set of zoning requirements that is superimposed upon a base zone. Overlay zones are generally used when a particular area requires special protection (as in a historic district) or has a special problem (such as steep slopes, flooding or earthquake faults). Development of land subject to overlay zoning requires compliance with the regulations of both the base and overlay zones.

Parcel map - A minor subdivision resulting in fewer than five lots. The city or county may approve a parcel map when it meets the requirements of the general plan and all applicable ordinances.

Part V Environmental Ordinances – Ordinances that address one or more of the following: groundwater recharge area protection, wetlands protection, river corridor protection, mountain protection, and water supply watershed protection in accordance with the Georgia Department of Natural Resources' (DNR) environmental planning criteria of Part V of the 1989 Georgia Planning Act, Chapter 391-3-16.

Pedestrian-friendly - A term used to describe streets or areas that are laid out in an interconnected network providing convenient and safe pedestrian access between important destinations. Areas that are pedestrian-friendly are attractively landscaped and provide visual interest and a sense of security to encourage walking.

Planned unit development (PUD) - Areas that are planned and developed as one entity by a single group. Planned unit developments usually include a variety of uses, including different housing types of varying densities, open space, and commercial uses. Project planning and density is calculated for the entire development rather than individual lots.

Planning - The process of setting development goals and policy, gathering and evaluating information, and developing alternatives for future actions based on the evaluation of the information.

Planning commission - A group of residents appointed by a city council or county board of commissioners to consider land use planning matters. The commission's duties and powers are established by the local legislative body and might include hearing proposals to amend the general plan or rezone land, initiating planning studies (road alignments, identification of seismic hazards, etc.), and taking action on proposed subdivisions.

Public spaces - Places that create community identity, foster social interaction and add community vitality. They may include major sites in central locations such as urban riverfronts, downtown plazas and parks, shopping streets and historic districts. Public spaces may be libraries, post offices or other civic building areas. Smaller, less central sites include neighborhood streets and parks, playgrounds, gardens, neighborhood squares and older suburban commercial centers.

Public-private partnership - A collaborative arrangement between public and private entities in which resources and information are shared in order to serve a particular public purpose. Public-private partnerships specify joint rights and responsibilities and imply some sharing of risks, costs or assets, thereby allowing parties to effectively achieve common goals.

Purchase of development rights (PDR) – See sidebar.

Qualified local government (QLG) - A Georgia county or municipality which has a comprehensive plan in conformity with the state's minimum standards and procedures and has established regulations consistent with its comprehensive plan with the minimum standards and procedures.

Quality of life - Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities and public services.

Redevelopment - Reinvestment in older elements of a region – a historic structure, long-time residential community, brownfield, shopping center or main street – that offers an opportunity to revitalize communities while preserving social and environmental values.

Rehabilitation – Building repair or alteration that returns a building to a state of use. In communities with a large stock of older housing or other structures that could rehabilitation of existing structure can be a very affordable and environmentally-friendly way to provide more housing, commercial areas and offices.

Referendum - A ballot measure challenging a legislative action by the city council or county board of commissioners. Referenda petitions must be filed before the action becomes final and may lead to an election on the matter.

Purchase of Development Rights

The purchase of development rights (PDR) involves the voluntary sale by a landowner of the right to develop a property to a government agency or private nonprofit land trust. The land owner receives a cash payment in return of signing a legally binding agreement, a deed of easement that restricts the use of the land, usually in perpetuity to farming and open space. The land remains private property with no right of public access. State and local governments have relied primarily on the sale of bonds to finance the purchase of development rights.

The sale of development rights lowers the value of the farm for estate tax purposes, aiding in the transfer of the farm to the next generation. The price of the development rights is determined by an appraisal. Although future generations that farm a preserved farm will have development rights to sell, the farm will retain a value for farming, and the land can be sold to someone else to farm.

PDR and the purchase of conservation easements are the same concept. By convention, however, PDR refers to the purchase of a conservation easement by a government agency, whereas the acquisition of conservation easements is done by private land trusts. The PDR also tends to refer to the preservation of active farm and forestlands.

When development rights are purchased from several contiguous farms, development can be more effectively directed away from the farming area, allowing farm owners to invest in their farms without complaints from non-farm neighbors.

Resource efficiency - The efficient use of natural resources maximizes productivity while minimizing waste and environmental impact. For example, buildings that incorporate energy efficient technologies are typically more comfortable, have lower utility bills and have less impact on the environment. Resource efficiencies garnered through sensitive design, increased densities, integration of land uses and a balanced transportation system may improve air quality, reduce traffic congestion and save money.

Reverse commute - A trip that is running in the opposite direction of the heaviest traffic. The reverse commute generally involves travel between employment locations in the outlying suburban areas and residence locations closer to the urban core of the metropolitan area.

Residential - Land use that is primarily for houses, townhouses, apartments or other dwelling types.

Riparian area - Vegetated ecosystems along a water body through which energy, materials, and water pass. Riparian areas characteristically have a high water table and are subject to periodic flooding.

Runoff - The water that flows off the surface of the land, ultimately into our streams and water bodies, without being absorbed into the soil.

Rural character - Rural character consists of qualities such as horse farms, lakes, pastures, farms, estates and undisturbed roadsides. Areas contain mature and natural landscape with informal placement of trees, and indigenous vegetation is characteristic of the area.

Scale - Urban designers typically emphasize the importance of human scale in successful environments. Considerations of human scale include building height and bulk regulations to ensure that new development and redevelopment efforts are pedestrian-oriented and compatible with the existing built environment.

Scenic byway - Any designated highway, street, road or route which features certain resources (cultural, natural, archaeological, historical and recreational) that should be protected or enhanced.

Sediment and erosion control - Practices and processes that effectively protect the soil surface from the erosive force of rain, stormwater runoff and, in some cases, wind. Higher rates of erosion and sediment loss typically accompany urban development. A variety of planning, design and engineering practices are used to minimize the negative impacts of erosion on urban streams.

Sedimentation - Build up of soils in streams and lakes via runoff from surrounding land, especially land cleared of vegetation.

Sense of place - A feeling of attachment and belonging to a particular place or environment having a special character and familiarity.

Setback - A minimum distance required by zoning to be maintained between two structures or between a structure and property lines.

Shared parking - Parking area that is utilized by more than one business, development or property to minimize parking surfaces in an area. Shared parking works best when the various users have customers with parking needs at different times of the day.

Siltation - Process by which loose soil is transferred and builds up in streams, rivers, and lakes, causing changes in stream channels and in depth. It may result in filling in an area and/or causing flooding.

Site plan - A scaled plan showing proposed uses and structures for a parcel of land. A site plan could also show the location of lot lines, the layout of buildings, open space, parking areas, landscape features, and utility lines.

Streetscape

Streets inform the structure and comfort of urban and suburban communities. Their sizes and arrangements influence the form of growth in an area, affecting the amount of activity afforded to a region. Streets also shape how people relate to one another and their community, whether traveling in vehicle or walking. A hierarchy of roads becomes important to the centralization of an urban core and its surrounding vicinity, organizing patterns of density and focusing attention on one or many centers. Following are descriptions of three major road types.

Avenue - An avenue describes a straight, broad roadway bordered on both sides with either trees or large shrubs at regular intervals. The presence of an avenue often indicates an arrival to a landscape or architectural feature. Trees planted along avenues are typically of the same species or cultivar, creating a uniform appearance and emphasizing the full length of the street.

Boulevard - A boulevard indicates a wide, multi-lane thoroughfare, often planted with rows of trees. The boulevard can be perceived as three distinct routes: two sidewalks and the roadway itself, trees separating each of these components. Boulevards can affect the structure and comprehension of a community's layout, linking important localities, and can also become popular destinations themselves. The boulevard can accommodate and even promote residential, business, and retail purposes, and, as in traditional use, often exists as a special place of promenade. In addition to the movement of vehicles and goods, the design purpose of a boulevard is about pedestrian traffic. Boulevards become a way for people to enjoy a community and help to create identity.

Residential Street - Residential streets are designed to create a quiet, traffic-protected area. The feeling throughout is pedestrian friendly. Often the curb-to-curb width of the street is wide enough to allow some on-street parking. Residential streets can be emphasized by the planting of trees and shrubs.

Examples of avenue (top right), boulevard (middle) and residential streets (bottom)
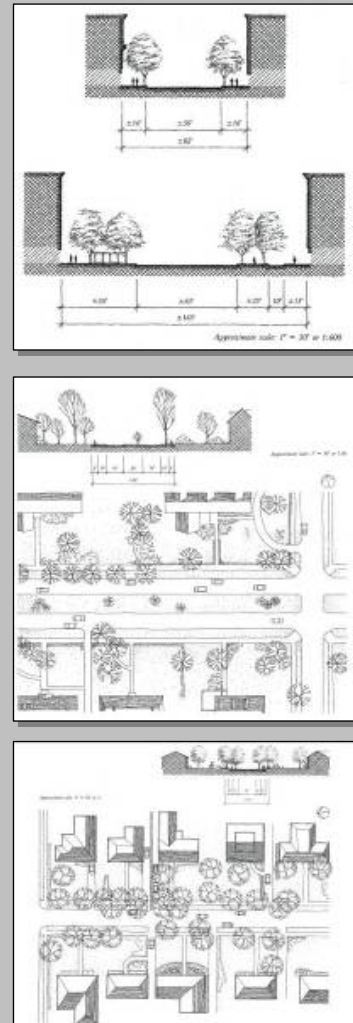
Smart growth - Well-planned, environmentally-sensitive land development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

Sprawl - Out-of-control, poorly planned development that destroys habitat and open space and diverts resources from existing communities.

Stream - A body of water flowing in a channel.

Stream corridor - The area (containing wetlands, flood plains, woodlands, unique habitats, and steep slopes) which lies between relatively level uplands and stream banks and through which water, draining from the uplands, flows and is naturally cleansed and stored.

Streetscape - The space between the buildings on either side of a street that defines its character. The elements of a streetscape include: building frontage/façade; landscaping (trees, yards, bushes, plantings, etc.); sidewalks; street paving; street furniture (benches, kiosks, trash receptacles, fountains, etc.); signs; awnings; and street lighting (see sidebar).

Subdivision - A subdivision occurs as the result of dividing land into lots for sale or development. The term is also often used to describe a residential community.

Sustainable development - Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources.

Source Water Assessment Plan - A requirement of the 1996 amendments to the federal Safe Drinking Water Act that an assessment and protection plan be developed for each surface water source used for drinking water.

C-10

Taking - A taking occurs when a government action violates the Fifth Amendment property rights of a landowner by taking a piece of property without offering fair compensation. "Takings" include physical acquisitions of land, and may include regulations that unduly deprive landowners of certain uses of their property or have the effect of diminishing the value of property.

Tax Allocation District (TAD) – See "Tax Increment Financing/Tax Allocation District" sidebar.

Tax Increment Financing (TIF) - See "Tax Increment Financing/Tax Allocation District" sidebar.

Tax-base sharing - Redistribution of a portion of revenue that results from growth in the property tax base of individual jurisdictions to a taxing district in which multiple jurisdictions share in regional economic development; the purpose is to spread the benefits of growth equitably throughout a region.

TEA-21 (Transportation Efficiency Act for the 21st Century) - Federal legislation that encompasses all transportation regulation and funding (Inter-modal Surface Transportation Efficiency Act was the original title).

Traditional neighborhood development (TND) – See sidebar.

Traffic calming - Street design measures that reduce traffic speeds, restrict the areas in which cars are allowed, and otherwise manage the flow of traffic to make other forms of transportation such as walking and bicycling more attractive, safe and feasible options.

Traffic signal priority systems - System of traffic controls in which buses are given an advantage over other general-purpose traffic by use of early or extended green time to avoid delays at intersections. Systems are sometimes combined with traffic signal preemption systems used by emergency vehicles.

Transfer of development rights (TDR) – See sidebar.

Transit nodes - Stops along a public transportation route where people board and disembark, often where one or more routes intersect with each other. These sites can provide ideal locations for mixed-use development as well as transit-oriented development.

Transit-oriented development (TOD) - The development of housing, commercial space, services, and job opportunities in close proximity to public transportation. Reduces dependency on cars and time spent in traffic, which protects the environment and can ease traffic congestion, as well as increasing opportunity by linking residents to jobs and services.

Tax Increment Financing/ Tax Allocation District

A Tax Increment Financing (TIF) district, referred to as a Tax Allocation District (TAD) in Georgia, is established for the purpose of publicly financing certain redevelopment activities in underdeveloped areas. Redevelopment costs are financed through the pledge of future incremental increase in property taxes generated by the resulting new development. Typically, upon creation, TADs have vacant commercial and residential properties, blighted conditions and numerous vacant buildings or are in need of significant environmental remediation.

The Georgia Redevelopment Powers Law was enacted in 1985 to give additional powers to local municipalities in order to facilitate the redevelopment of blighted or economically depressed areas. One of the powers this law granted to local governments was to issue tax allocation bonds to finance infrastructure and other redevelopment costs within a TAD.

In order for an area to be designated a TAD, the government must verify that the area is need of redevelopment. These findings are reported in a Redevelopment Plan, which demonstrates why the area needs to be redeveloped and how the municipality plans to revitalize the area. The plan provides the redevelopment agency with the powers to improve dilapidated facilities and to use tax increment financing to achieve the goals of the redevelopment plan.

A tax increment is the difference between the amount of property tax revenue generated before TAD designation and the amount of property tax revenue generated after the TAD designation. Establishment of a TAD does not reduce property tax revenues. Property taxes collected on properties included in the TAD at the time of its designation continue to be distributed to the school districts, county, community college and all other taxing districts in the same manner as if the TAD did not exist.

Only property taxes generated by the incremental increase in the values of these properties after that time are available for use by the TAD. The only change is that during the life of the TAD the property tax revenues are distributed differently with the incremental increase going into a special fund to finance some of the redevelopment expenditures within the TAD.

Tax Increment Financing is a widely used economic development tool that offers local governments a way to revitalize their communities by expanding their tax base, offsetting, in part, federal and state funds that are no longer available. TADs can attract private investment into economically depressed areas.

TADs help local governments attract private development and new businesses which create jobs, attract customers, and in turn generate additional private investment. Essentially, a TAD generally leads to an increase in tax revenues, above what already existed.

Transit-supportive development - A development pattern that reinforces the use of public transportation through efficient, pedestrian-oriented land use design and higher densities. The development, within walking distance of the transit station, center or stop, offers a variety of housing and commercial activities.

Transportation demand management (TDM) - A transportation plan that coordinates many forms of transportation (car, bus, carpool, rapid transit, bicycle, walking, etc.) in order to distribute the traffic impacts of new development. Rather than emphasizing road expansion or construction (as does traditional transportation planning), TDM examines methods of increasing the efficiency of road use.

Upzone - To change the zoning of a tract or parcel of land from a lesser to greater intensity of usage. An example would be a change in zoning from single family to multi-family or mixed use.

Urban growth boundary - A boundary designating specific areas for development over a given period of time (e.g., as protected green space; it ensures that new development makes the most efficient use of available land and encourages more livable urban spaces.

Use permits - Zoning permits issued for "special" or "conditional" uses (as opposed to uses "allowed by right") that must be reviewed and approved by a public body and may have to meet extra requirements or standards.

Use value taxation - Land assessments according to the value of the present use rather than the speculative value.

Variance - The relaxation of requirements of a zoning district for a specific parcel or tract of land. Variances are often issued to avoid unnecessary hardships to a landowner.

Walkability - Areas that are walkable and are safe, comfortable, interesting and accessible. They offer amenities such as wide sidewalks, attractive storefronts that face the sidewalk, shade, shelter and a sense of spatial enclosure provided through landscaping and streetscape elements. These areas are inviting to pedestrians for shopping, recreation and relaxation.

Watershed - Watersheds are nature's boundaries - they are the land areas that drain to surface water bodies such as lakes and streams. Watershed management seeks to prevent flooding and water pollution, to conserve or restore natural systems and to protect human health through integrated land and water management practices.

Wetlands - Area having specific hydric soil and water table characteristics supporting or capable of supporting wetlands vegetation.

Traditional Neighborhood Development

The term traditional neighborhood development (TND) describes the planning and urban design of pre- and early 20th Century urban form built prior to the nation's reliance on the automobile. The early forms of these neighborhoods are primarily streetcar and commuter rail suburbs. On a smaller scale they resemble traditional American small towns of the early 20th Century. More recent forms are primarily large master planned communities. In general, TNDs consist of the following characteristics:

- Compact defined urban neighborhoods composed of a compatible mix of uses and housing types

- Network of connected streets with sidewalks and trees for convenient and safe movement throughout for all modes of transportation

- Focus on the pedestrian over the automobile, while retaining automobile convenience

- Integrate parks and public spaces

- Placement of important civic buildings and key sites to create landmarks and a sense of place

Instead of isolating uses from one another, traditional neighborhood development places emphasis on creating quality environments that are not left behind for the newest area next door. TNDs accommodate growth for a diverse array of lifestyles, incomes, and needs.

TNDs provide marketable and viable choices that will retain a sense of belonging and identity. The TND philosophy contends that an appropriate mix of uses, housing types, and strong design provide the backbone of livable and sustainable neighborhoods.

Traditional Neighborhood Development form: (1) Lower-density residential, (2) Urban residential, (3) Mixed-use center (4) Open space & civic site, (5) Linear park.

C-12

Zoning - Local codes regulating the use and development of property. The zoning ordinance divides the city or county into land use districts or "zones", represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Zoning adjustment board - A group appointed by the local legislative body to consider minor zoning adjustments, such as conditional use permits and variances. It is empowered to conduct public hearings and to impose conditions of approval.

Zoning administrator - A planning department staff member responsible for hearing minor zoning permits.

Zoning and subdivision regulations - Regulations controlling the use, placement, spacing and size of lots and buildings within specified districts (zoning) and regulations controlling the conversion of land into building lots, including provisions for supporting infrastructure (subdivision).

Transfer of Development Rights

Transfer of Development Rights (TDR) programs are typically instituted to preserve open space or ecologically sensitive areas, such as wetlands, agricultural or forest uses or historic buildings or landmarks. In each case, the purpose is to protect the underlying resource while compensating the owner of the resources for its use.

Detaching development rights from agricultural land means that such land cannot be developed or may only be developed at a very low intensity. When TDR is applied to historic buildings located in high-value areas, those buildings are preserved, because development pressure that would otherwise result in building's demolition and replacement is alleviated.

TDR features moving development potential from a property targeted for preservation to a property planned for development. The owner of the first property receives cash compensation from a developer or local government. The transfer of development rights means that the development right can be moved to another site to develop that other property at a higher density than would normally be allowed.

The first step is for a local government to establish a TDR market. This includes identifying a sending area, from which TDRs will be sent, and a receiving area, where developers use the TDRs to build at a higher density. For farmland preservation purposes, after the development rights are transferred, the sending area is then restricted to farming.

The two leading TDR programs for preserving farmland are in Montgomery County, Maryland and in the New Jersey Pinelands. Purchase of development rights, (PDR) has been far more popular than TDRs, however, partly because of the controversy in identifying sending and receiving areas.

C-13

APPENDIX D: DCA AND ARC REVIEW DOCUMENTATION

DEPARTMENT OF COMMUNITY AFFAIRS

Insert approval letter (when available) from DCA

ATLANTA REGIONAL COMMISSION

Insert approval letter (when available) from ARC

MACTEC Engineering and Consulting, Inc.

Centers

Corridors

138

92

29

29

285

138

85

MACTEC