



**UNION CITY
COMPREHENSIVE PLAN UPDATE
2015 to 2020**

Acknowledgements

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TABLE OF CONTENTS

I. Then and Now	4
II. Community Engagement	20
III. Needs and Opportunities	25
IV. Community Goals	33
V. Future Development	43
VI. Work Program	85



THEN AND NOW

History

Union City was chartered and named in 1908 as a result of the new location of the National Farmers Union Headquarters. Drewry Arthur Carmichael and Charles Simon Barrett are considered the City's founders. Barrett was the National Farmers Union President while Carmichael provided the land for the headquarters. Carmichael was also the community's first mayor and school board chair.

The City developed as a result of the railroad line (now owned by CSX) and Roosevelt Highway /Hwy 29 that runs between Atlanta and West Point, along with the towns of Fairburn, Palmetto and Newnan. The majority of the surrounding area was farmland. During the 1960's, Interstate Highway 85 was built and connected Atlanta to Montgomery, Alabama as a part of the Federal Interstate Highway system. Interchanges were built at Flat Shoals Road and Jonesboro Road/Highway 138. Like many older towns, the construction of the interstate shifted the city's growth toward the interchanges in a more suburban and auto-oriented development pattern. As Atlanta grew, Union City began to function as a suburban bedroom community for households working within the Metro Atlanta region. In 1980, Shannon Mall opened at the Jonesboro Road/Highway 138 Interchange which continued commercial development along Jonesboro Road.

The following is a timeline of significant events in Union City's history:

- 1910 - Mr. Carmichael built a home on the foundation of an earlier home owned by the Westbrook family. The home was sold in 1917 to Dr. Albert Green, one of Union City's first doctors who practiced medicine into the 1940's. Dr. Green's grandchildren converted the home into the Green Manor Restaurant which is in operation today.
- 1920 - Electricity was brought to the City by Walter Cowart, Dr. Green and C.H. Gullatt.
- The first school in Union City was above a wooden store building. Later, a two-



Dixie Lake Country Club Pre-1930



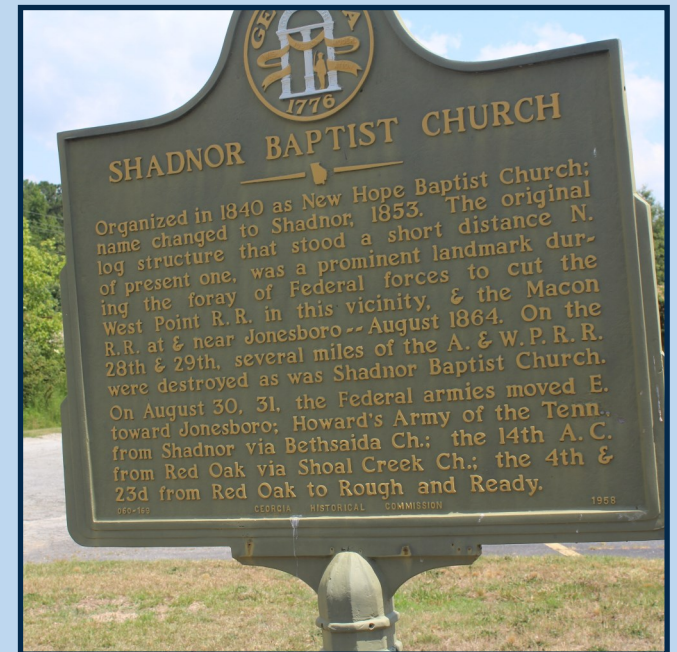
Green Manor Restaurant

story building was erected on College Street for pupils of all ages to attend.

- 1940 - a new grade school was built on Dixie Lake Road on land given by C.H. Gullatt.
- 1970 - C.H. Gullatt Elementary School was built on Dodson Drive to accommodate the influx of new residents.
- 1980 - Shannon Mall opens
- The South Fulton Municipal Regional Jail, constructed in the late 1990s, is the first regional correctional facility in Georgia to be based on cooperation between cities (Union City and Palmetto) rather than between counties. The Regional Jail and the Union City Justice Center were built at the same time, and the jail was uniquely constructed in a way that connects the facility by tunnel to the Justice Center's police headquarters, court system, 911 Center, and related city services.
- 2006 - the Union City Planning Commission embarked on an ambitious venture of land acquisitions made possible by the introduction of Senate Bill 552 in the Georgia legislature. Through this bill, Union City was able to nearly double its land mass with the annexation of 5,330 acres of property to the west. This annexation brings the total area of Union City to 10,827 acres and planning for this area will include residential, commercial and industrial development to further enhance planned growth.



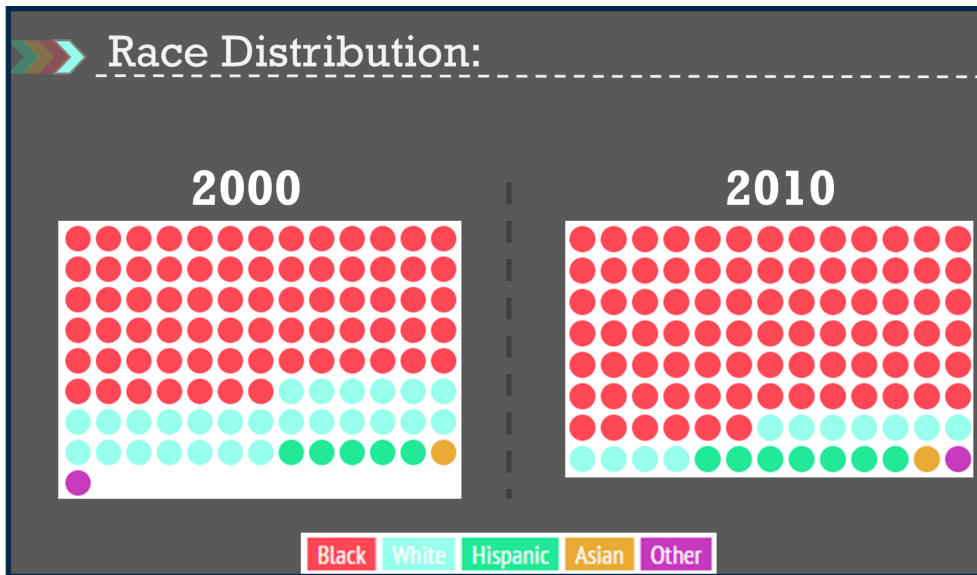
Union Street—Union City's Historic Main Street



Historic Shadnor Church & Cemetery at Flat Shoals Rd & Westbrook Ave.

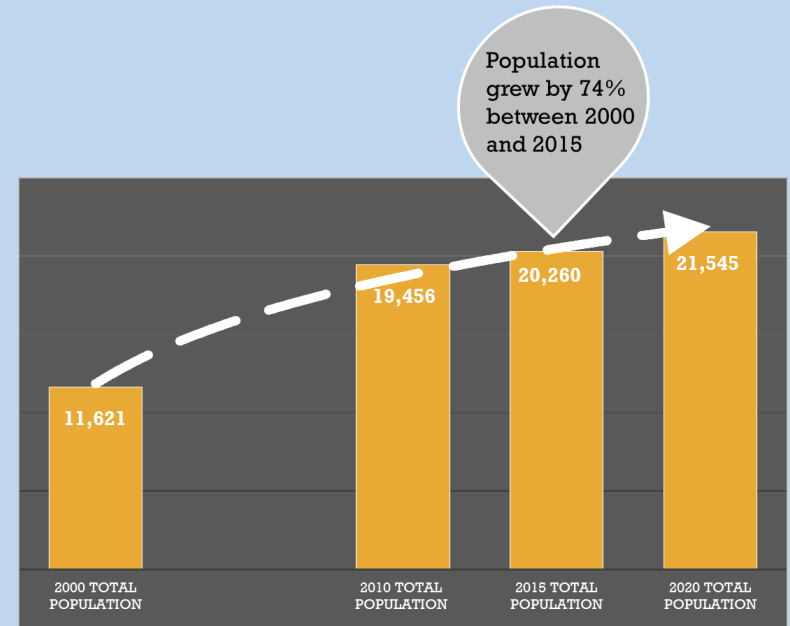
Demographics

Union City has experienced significant growth since 2000, with the population increasing by 74% from 11,621 to 20,260 in 2015. However, data shows that this growth began to slow significantly around 2010. The population only increased by 4% from 2010 to 2015. In comparison, the 10 county Atlanta Region Grew by 24% between 2000 and 2015. The City has experienced an increase in its Black/ African-American and Hispanic population since 2000.

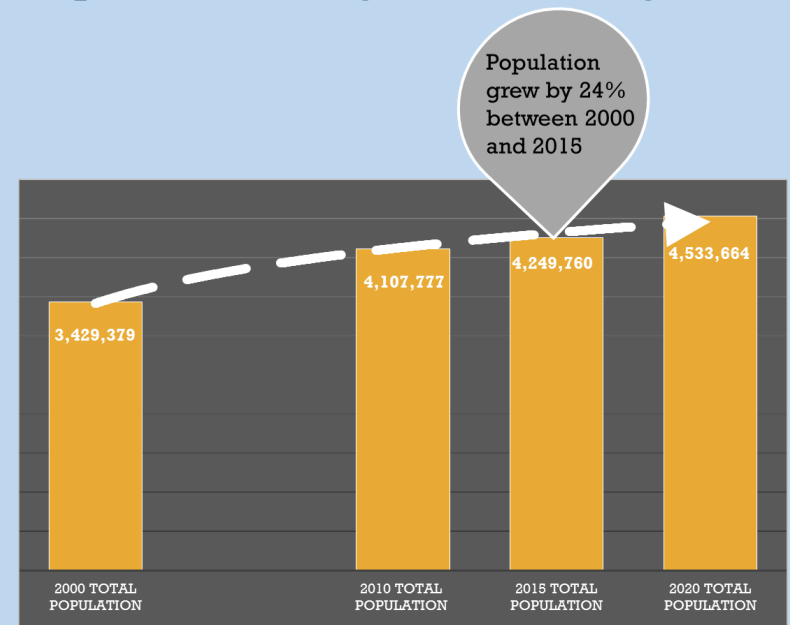


Data Source: ESRI Business Analyst Online

Population Change - Union City



Population Change - Atlanta Region



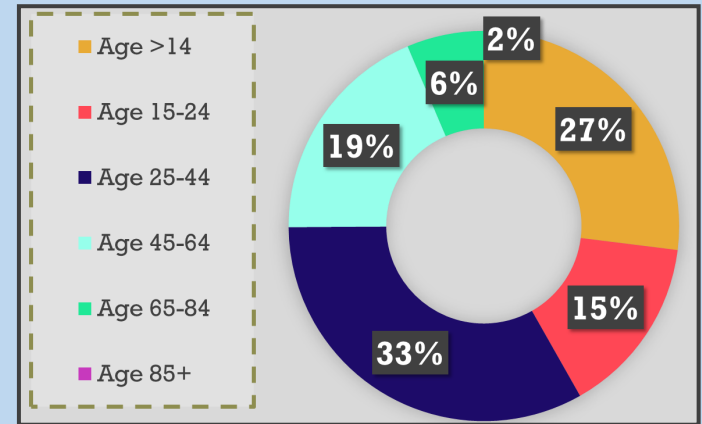
Data Source: ESRI Business Analyst Online

Age Distribution

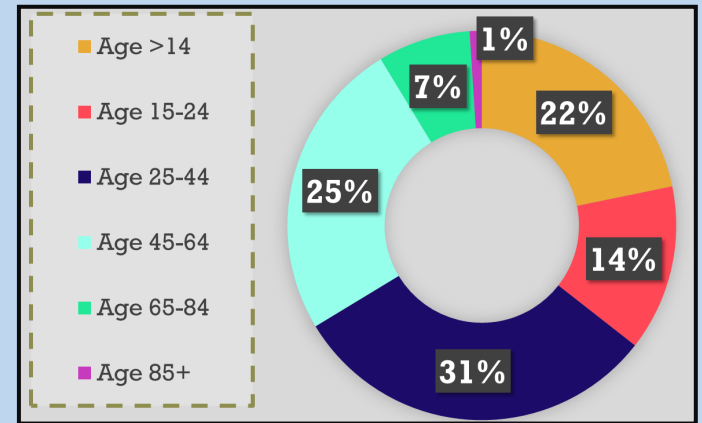
The population of Union City is expected to grow older between 2010 and 2020, with a 1% and 3% increase in age 15-24 and 45-64 groups, respectively, and a 3% decrease in each of the 25-44 and >14 groups.

Currently, the age distribution of Union City is similar to the 10 county region with young families, age range 25 to 44, making up the majority of the population. According to ESRI Business Analyst, this distribution is projected to change very little with a slight increase in the older age cohorts, over age 45, and younger age cohorts, under 25.

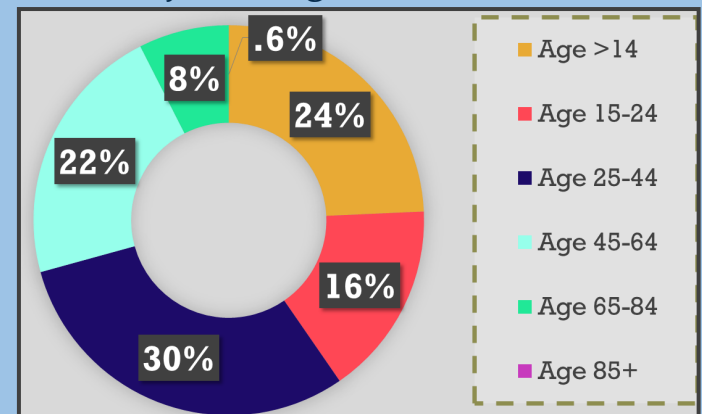
2010 Age Distribution- Union City



2010 Age Distribution - 10 County Region



2020 Projected Age Distribution- Union City



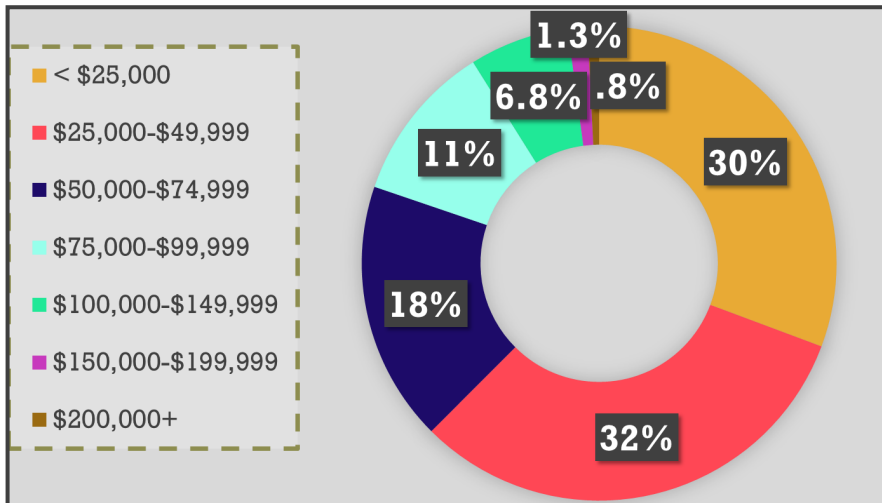
Data Source: ESRI Business Analyst Online

Income

Area Median Income & Income Distribution

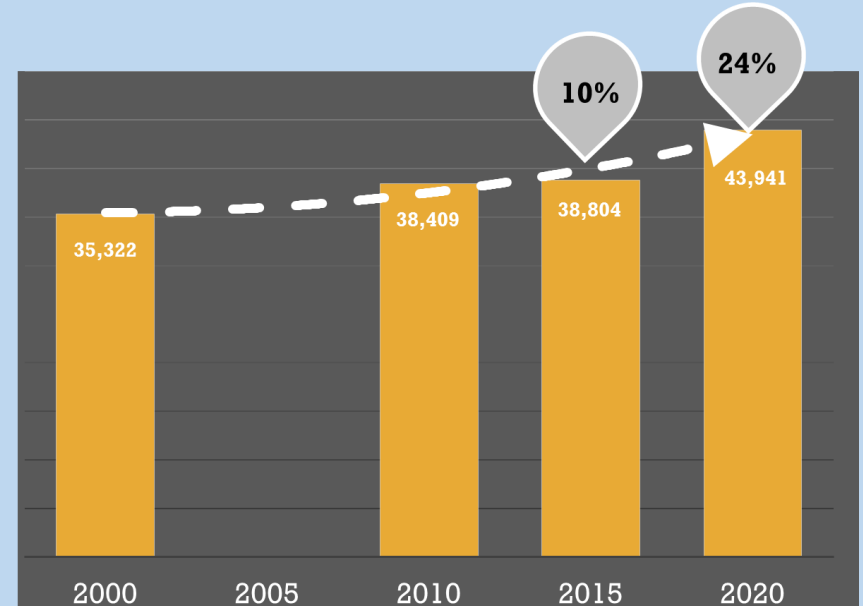
In 2015, the majority of the households in Union City had an income of less than \$50,000. Eighteen percent made between \$50,000 and \$74,999 and about twenty percent made over \$75,000. According to ESRI Business Analyst, the Area Median Income in 2015 was \$38,804, a 10% increase since 2000, and is projected to increase by 24% overall to \$43,501 by 2020. The area median income of the 10 County Region had decreased 5.5% between 2010 and 2015, but increased overall by 3.5% since 2000 and is expected to increase by 22% by 2020. This data has been adjusted for inflation.

Income Distribution– 2015

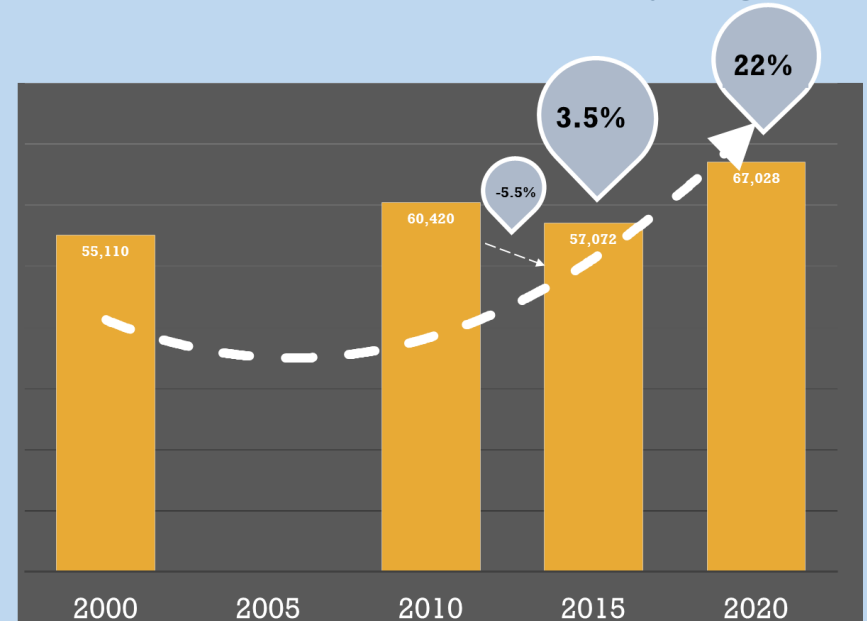


Data Source: American Communities Survey (census.gov) and ESRI Household Income Profile Report

Area Median Income - Union City



Area Median Income - 10 County Region



Data Source: American Communities Survey (census.gov) and ESRI Household Income Profile Report

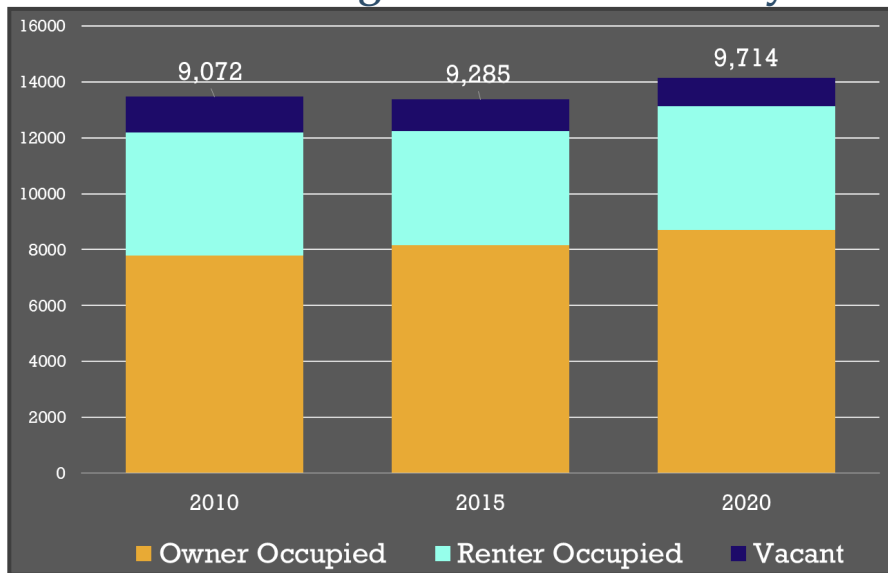
Housing

Union City had 9,072 housing units in 2010 and by 2015, increased to 9,285. ESRI Business Analyst projects the number of units to increase to 9,714 by 2020. This is an overall increase of 7% from 2010 to 2020. The distribution between Owner Occupied, Renter Occupied and Vacant has remained and is projected to remain relatively the same with homeowners making up the majority.

Housing Expenditures

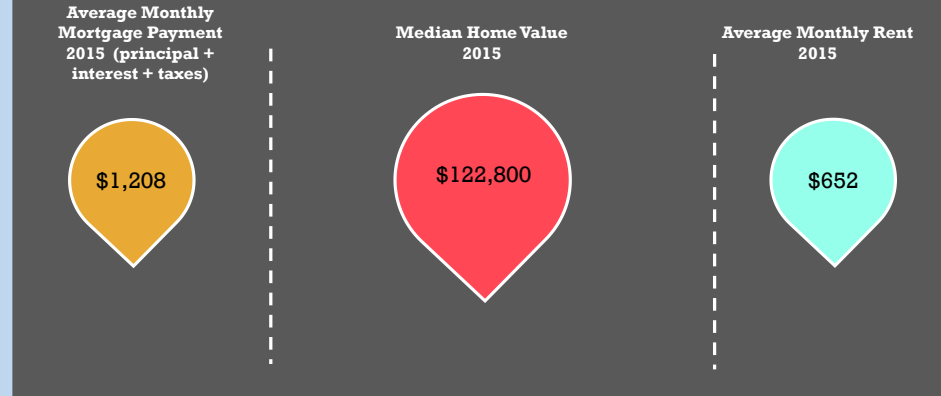
In 2015, the Median Housing Value was \$122,800 and the Average Monthly payment was \$1,208. The average rent was \$652. Housing expenditures for Union City are lower than the 10 County Region.

2015 Housing Trends – Union City



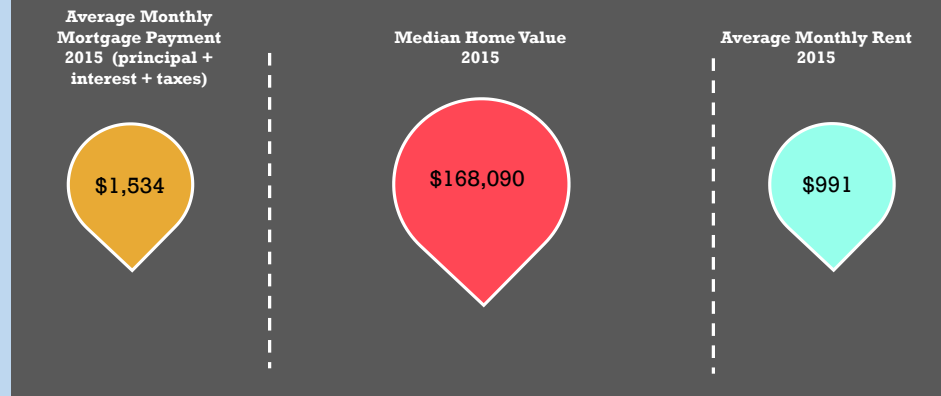
Data Source: American Communities Survey (census.gov) and ESRI Household Income Profile Report

2015 Housing Expenditures – Union City



Data Source: American Communities Survey (census.gov) and ESRI Household Income Profile Report

2015 Housing Expenditures – 10 County Region



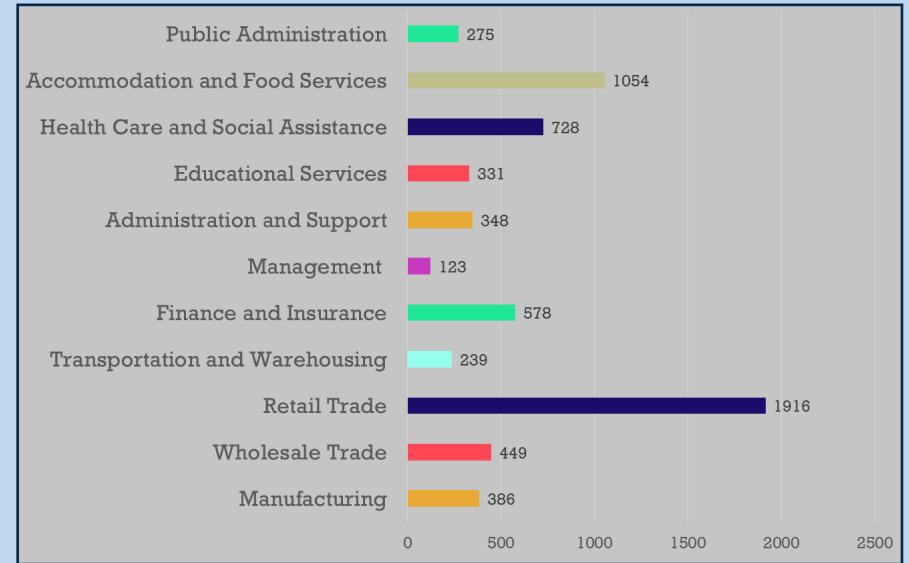
Data Source: American Communities Survey (census.gov) and ESRI Household Income Profile Report

Employment

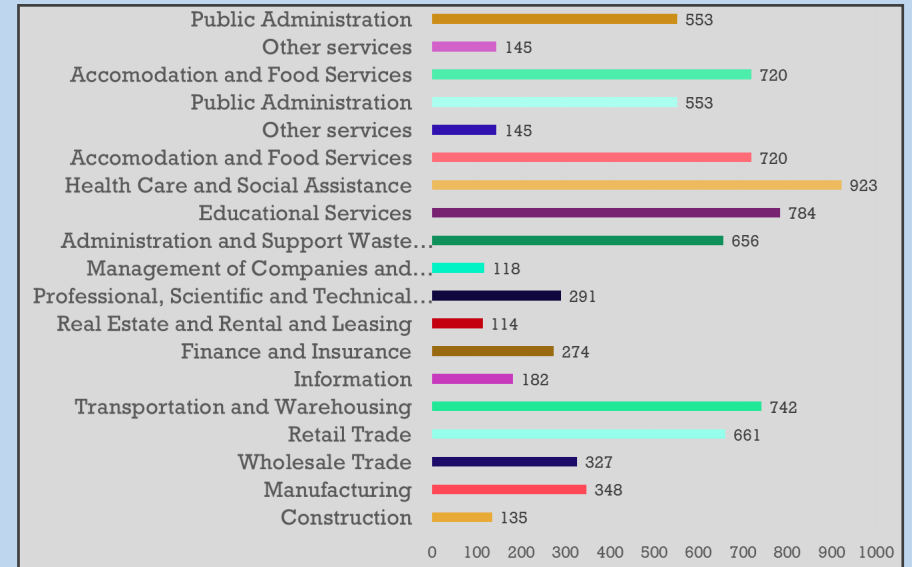
The first table shows the types of jobs found within Union City. Although the jobs are located in the city, employees primarily resided in neighboring cities or throughout the region. Retail Trade and Food Services have the greatest number of jobs with 1,916, and 1,054 respectively. Retail Trade makes up approximately 28 % of the jobs represented in this report, with Accommodations (hotel/lodging) and Food Services at 15.3%.

The second table shows the types of jobs held by Union City residents. Because the number of job types held by residents is higher than the number of job types located within the city, it is reasonable to assume that a significant number of residents commute outside of the city for work. This is supported by the transportation patterns of Union City residents discussed on the next page.

Jobs in Union City



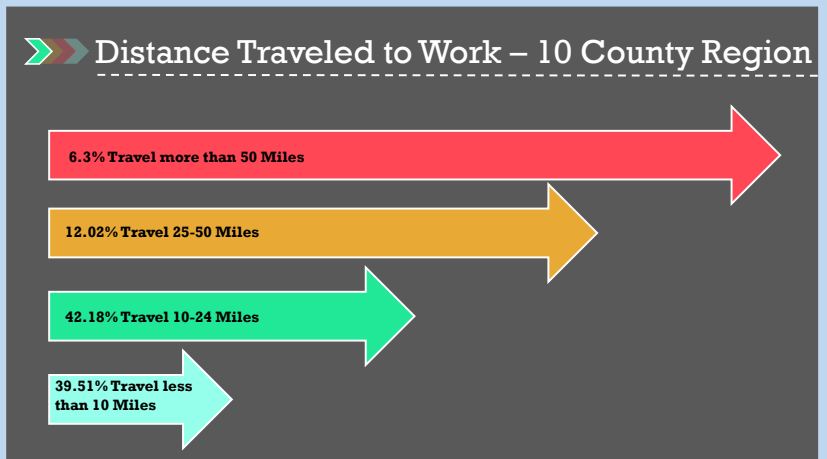
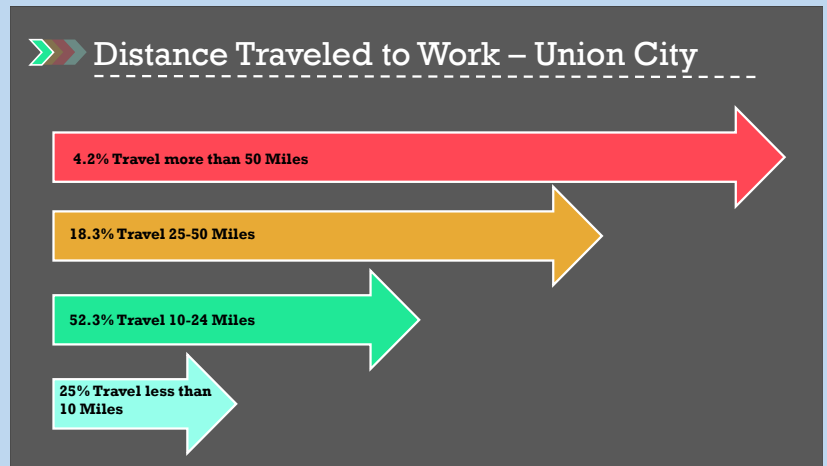
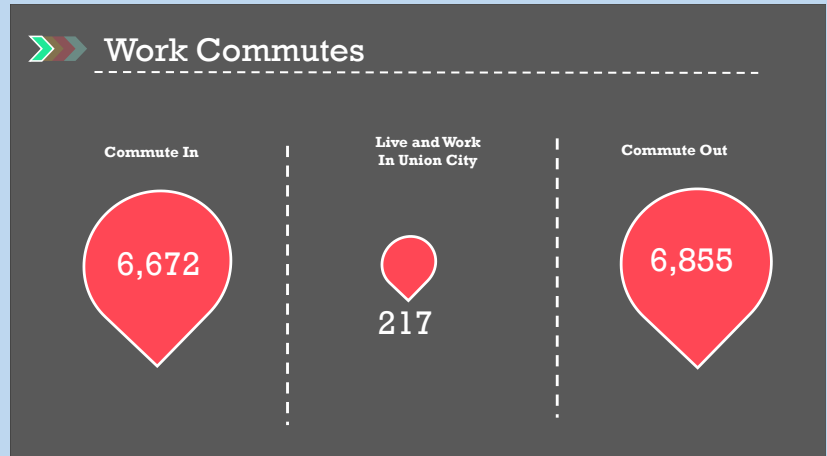
Jobs of Union City Residents



Data Source: ESRI Business Analyst Online

Commute Patterns

Transportation data indicates that the number of workers commuting into Union City is only slightly lower than the number of workers commuting out of the city. The Commute Out number of 6,855, reflects the residents that leave the city for work and most likely work in the job types shown in the previous section that are not substantially found within the City. A very small number of residents, 217, live and work in Union City. Among those 6,855 residents that do commute out of the city, most travel 10-24 miles to work. Union City's commute patterns are similar to the 10 County Region.



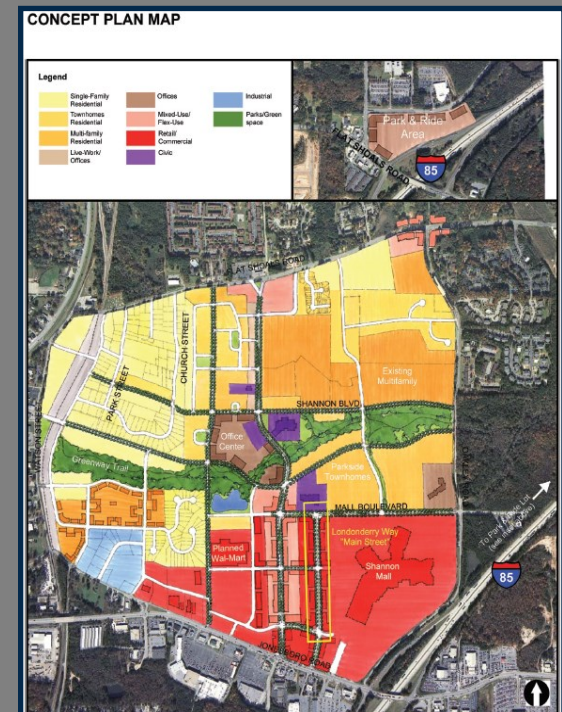
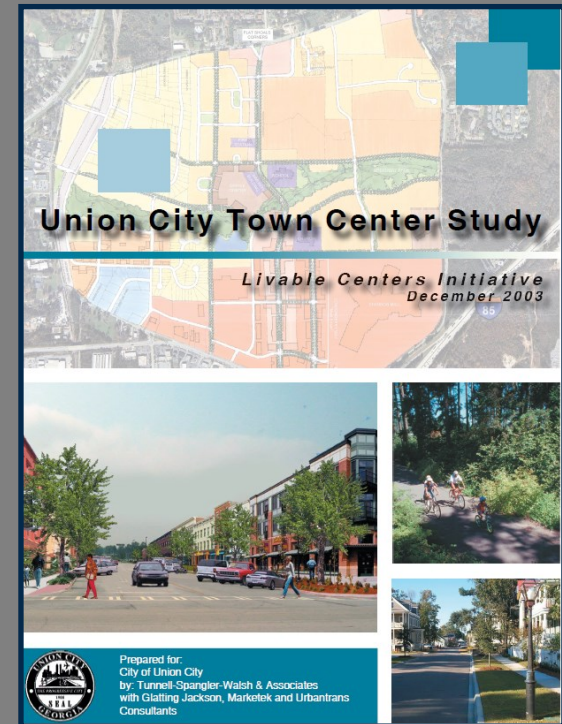
Data Source: Census.gov American Fact Finder

Past Plans

This section summarizes the local and regional plans that have been completed within and around Union City since 2000. Significant community input was often utilized during plan development. Many of the findings and recommendations provide context as well as a valuable background on recent policy decisions. The majority of these plans focused on the former Union Station Mall and South Fulton Parkway. The redevelopment of the mall site and the annexation of sections of South Fulton Parkway into the City have and will continue to play a large role in the community’s future growth. Some of the plans for Union Station Mall did not develop as anticipated. Due to economic conditions, a mixed-use development was not feasible at the time as a result a studio/distribution development was recently constructed on the mall site. Other plans provided details on the creation of Union City’s Tax Allocation District (TAD) and the establishment of the City’s Opportunity Zone. Below are overviews of Union City’s significant past plans.

Union City Town Center LCI –2003

The Atlanta Regional Commission (ARC) began the Livable Center Initiative (LCI) program in 1999 with the intent of encouraging the development of small area plans where land use plans and transportation projects could be coordinated to result in a development pattern that promotes compact, walkable development and promotes increased, biking and walking as modes of travel. The 2003 LCI study area included Union Station Mall and surrounding commercial and residential areas bounded by Flat Shoals Road to the north, I-85 to the east, Hwy 138/Jonesboro road corridor to the south and Watson road to the west. The study resulted in land use and transportation recommendations for the study area that would redevelop the commercial area along the north side of Hwy 138/Jonesboro Road into a denser, walkable commercial area. The study recommended the new roadways and extensions of existing roadways to better connect the areas to the rest of Union City. Lastly, the study presented three options for the mall including retention, a phased transformation from an enclosed mall to an open air mixed-use



development.

Union City Supplemental LCI Zoning Study – 2004

Awarded in 2004, the Supplemental Study developed new zoning districts for the mall site. The hybrid form-based code allowed for a greater mix of uses, design guidelines and a pedestrian friendly development pattern. The study resulted in the creation of the Town Center Mixed Use zoning district (TCMU), Town Center Multi-Family zoning district (TCMF), and the Urban Design Overlay. All three of these districts are currently included within Union City’s Zoning Code.

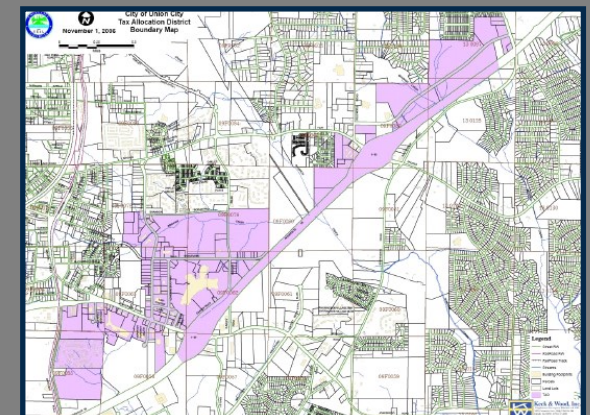
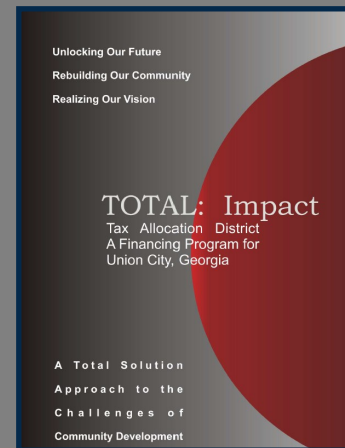
(Union Station Mall (formally Shannon Mall) closed in 2010.)

Union Station Redevelopment Study - Supplemental LCI - 2013

After the malls closure, ARC awarded a Supplemental LCI Study grant to update the mall portion of the 2003 LCI study. This LCI focused on redevelopment options for the mall and the potential relocation of the South Fulton Park & Ride Lot to the redeveloped mall site. The study resulted in an updated mall redevelopment concept including civic greenspace, hotel, commercial, multi-family residential and a site for the Park & Ride. The study also included a framework for the creation of new streets and blocks.

Union City Town Center Redevelopment Plan and Tax Allocation District (TAD) – 2007

Per the Georgia Redevelopment Powers Law (O.C.G.A. 36-44-1) authorizing the use of TADs in Georgia, Union City created a TAD to promote the redevelopment of the mall site as well as an underdeveloped section along Royal South Parkway. A TAD allows a local government to issue bonds for infrastructure construction related to new development. The bonds are paid-off by increased value of the taxes paid by the new development. TADs require the agreement of the local

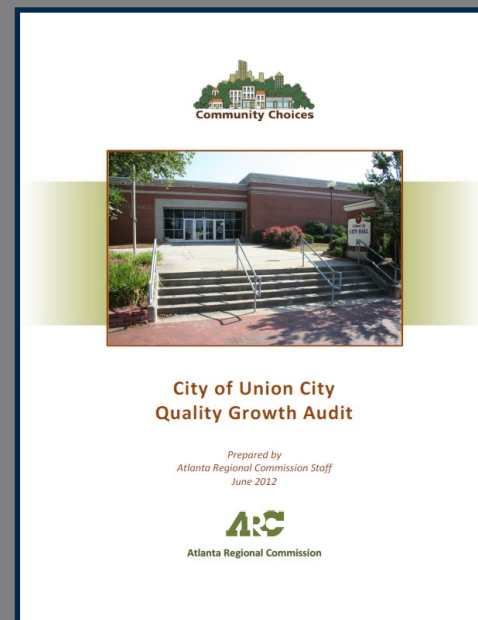
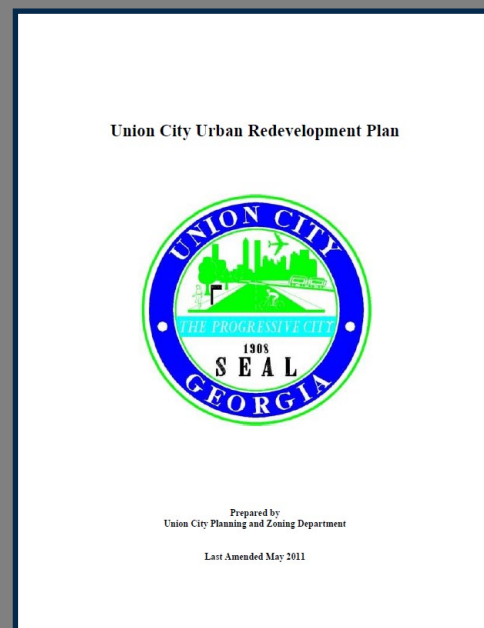


government and/or the school district to divert the increased tax revenue from the new development to pay of the bonds. The base taxes (taxes based on the land prior to the new development) are still collected. TADs attract new development by reducing the private infrastructure cost for new development. Per state law, a Redevelopment Plan is required to designate “redevelopment areas” where TADs can be established.

- A major development that was established as a result of the TAD took place in the Fall of 2014. Rooker: Real Estate Development & Construction announced plans to redevelop the mall site into two projects totaling 1,340,000 square feet (sf):
 - 1) Atlanta Metro Studios - 240,000 sf/ 25 acre film studio
 - 2) Colliers International— 1,100,000 sf distribution facility.

Union City Redevelopment Plan - 2008/2011

The Urban Redevelopment Act (O.C.G.A. 36-61-1) allows local governments to utilize certain policy and financial incentives to encourage the redevelopment of specifically identified under-developed or deteriorating Target Areas within their jurisdiction. The law requires the creation of a Redevelopment Plan indicating the jurisdictions intent and development policy for the Target Area. The Union City Redevelopment Plan identifies areas in need of redevelopment and includes updated land use /development policies for the areas. A major tool created through this plan was the creation of Union City’s Opportunity Zone. The Opportunity Zone includes a combination of three programs, Enterprise Zone tax incentives, Urban Redevelopment Area/Target Area benefits, and Job tax credits, into one area/zone. Many of the policies and programs from this plan will be included within the Goals Section. The redevelopment/Target Area was last amended by Union City’s Mayor and Council in 2011.



Union City Quality Growth Audit - 2012

Completed as a part of the Atlanta Regional Commission's (ARC) Community Choices Implementation Assistance Program, the audit reviewed existing land use policies to ensure their consistency with the city's quality growth goals. Gaps were identified within the following areas:

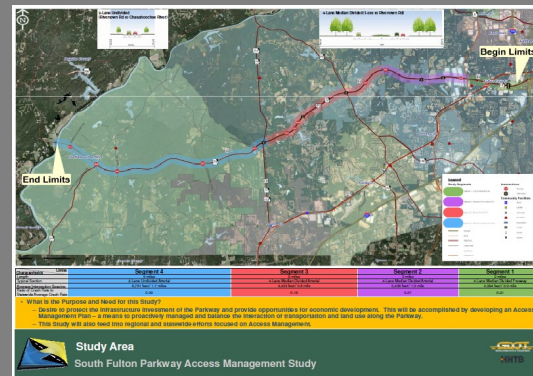
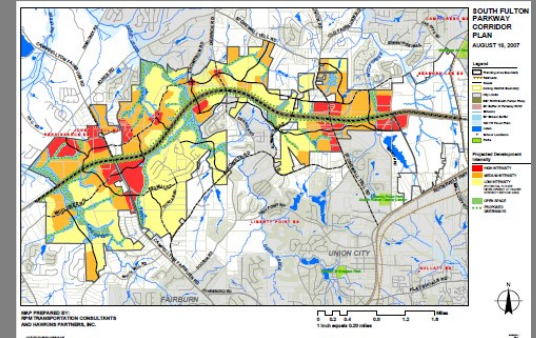
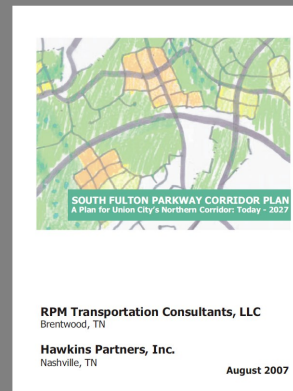
- Connectivity standards between and within new developments needed improvement
- Area where adequate sidewalks were missing needed identification city-wide
- Standards for bicycle and pedestrian amenities needed to be added to certain portions of the zoning and development codes
- The application of existing mixed-use/urban design districts and overlays that exist around Shannon Mall and South Fulton Parkway needed to be considered within other parts of Union City

South Fulton Parkway Access Management Study - 2012

This study included the 20 mile length of South Fulton Parkway which includes a significant portion of Union City. The purpose was to develop an Access Management Plan for the parkway. An Access Management Plan was a tool to manage and balance the interaction of transportation and land use along South Fulton Parkway. In order to maintain efficient flow of traffic balanced with adequate access to adjacent land uses, the plan considered various types of access management including medians, auxiliary lanes, location and design of roadways and new frontage roads.

South Fulton Parkway Corridor Study/Union City - 2007

In 2006, Union City annexed about 4,000 acres along South Fulton Parkway. This annexation created the need to plan for the future growth and development along



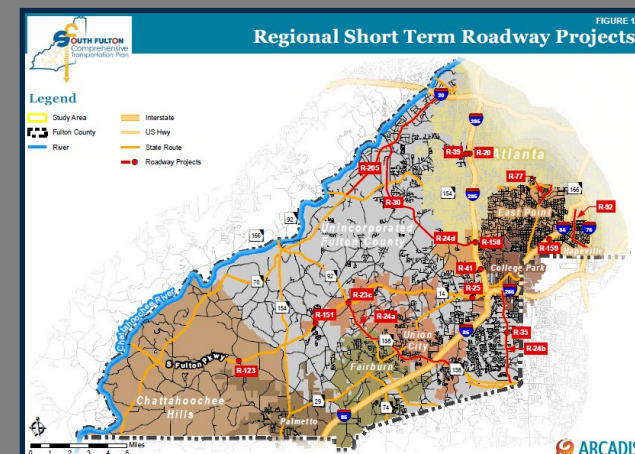
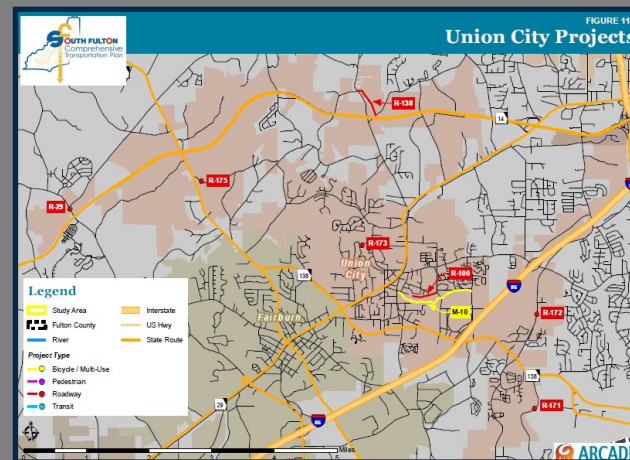
the mostly undeveloped corridor. The purpose was to identify and recommend appropriate transportation improvement strategies for the corridor. The study utilized demographic projections, Union City's Future Land Use Map, proposed developments and transportation modeling to estimate how much new development will occur along the corridor and where it may take place. The results of this land use analysis were used to determine transportation projects needed to create a balanced and adequate transportation network for the corridor.

South Fulton CTP

Completed in 2013, the South Fulton Comprehensive Transportation Plan (CTP) is the guiding document for transportation improvements for the County and Cities in South Fulton County, Georgia. The study area of the plan included parts of unincorporated Fulton County and the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City. The Union City section included conditions, needs and recommendations for Union City. Input from the 2010 Comprehensive Plan was used during the development of the South Fulton CTP. The recommendations in the CTP accounted for Union City's future land use patterns and made financially constrained transportation project recommendations to reflect anticipated future development. It outlined specific prioritized actions, policies, and projects. Recommendations included short-term (5 year), mid-term (10 year), and long-term (20 years) strategies. The plan included three major elements, Existing Conditions Report, Needs Assessment and Recommendations.

Existing Conditions

This report inventoried land use and transportation conditions in South Fulton County including Union City to provide an overview transportation and land use framework. Analysis included Union City's 2010 Comprehensive Plan.



Needs Assessment

The Needs Assessment determined the transportation needs of South Fulton County based on population and employment projections, land use plans, market conditions and transportation modeling scenarios. The result is an assessment of roadway, pedestrian, bicycle and transit needs for South Fulton County, including Union City.

Analysis indicated that many of Union City's major arterial roads would face significant congestion by the plan's 2040 planning horizon. The Highway 138/Jonesboro Road section around I-85, South Fulton Parkway at Buffington road intersection, and the South Fulton Parkway at Stonewell Tell Road intersection were all identified areas of poor Level of Service (LOS) between 2020 and 2040. The report also identified areas where sidewalks were missing or in poor condition.

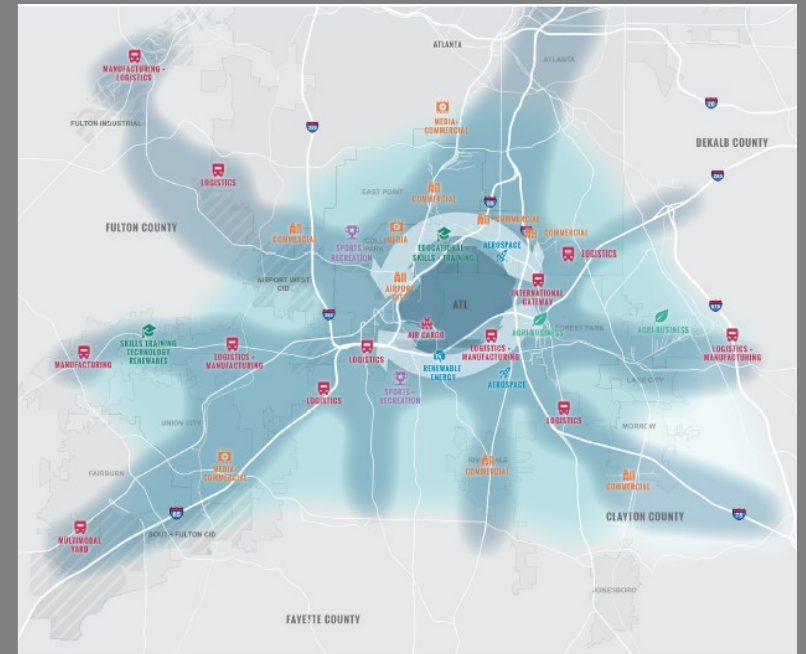
Recommendations Report

Based on stakeholder input and the previous two report sections, the Recommendations Report included prioritized list of regional and local transportation project recommendations. South Fulton County and its jurisdictions, including Union City, use this report as a guide and framework for prioritizing transportation projects. Recommended projects were broken down into three categories based on when they should be considered for funding:

- 1) Short Term - 2014 to 2019
- 2) Mid Term - 2020 to 2025
- 3) Long Term - 2025 to 2040

THE AEROTROPOLIS ATLANTA BLUEPRINT

Completed in 2016, the Blueprint is a strategy document that leverages the airport as a major asset to drive economic investment, job growth, and quality of life in the areas in and around Hartsfield-Jackson Atlanta International Airport. By



definition, an Aerotropolis is an alignment of the metropolitan region to leverage an airport's assets and provide a guide for planning and development of economic activity and real estate. The Blueprint documents the vision and strategies of the Aerotropolis Atlanta Alliance, a nonprofit alliance of business, governments and other interested parties that surround Hartsfield-Jackson. The result is a coordinated plan of action that can be utilized for future development and reinvestment, transportation improvements, and greater economic development.

Within the Blueprint, parts of Union City were identified as Strategic Corridors including South Fulton Parkway and Interstate 85. Strategic Corridors were identified due to their time-distance relationship to the airport. Catalytic project and target industries were identified for these corridors. Along South-Fulton Parkway, logistics-manufacturing was identified while media and commercial industries were identified near I-85 and Hwy 138. The core around the airport identified industries that require "Just-In-Time" airport access and industries that require a reasonable travel time (generally within 15 minutes).



GOALS / POLICIES FOR THE FUTURE		Lower Priority
Higher Priority		
SOCIAL & ECONOMIC DEVELOPMENT		
●●●●	Promote the Opportunity Zone designation to recruit businesses and create jobs.	
●	Establish a local economic development authority to provide new economic development tools and incentives.	
	Ensure new business developments are consistent with the principles of the Future Development Guide/Map.	●
●●●●	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.	
RESOURCE CONSERVATION		
●●	Preserve and protect important resources such as forests, streams and other environmentally sensitive areas.	
	Preserve historic and cultural resources that help define Union City's unique sense of place.	●●
●●	Utilize conservation easements and other land preservation tools to preserve important natural areas on either public or private lands.	
●●	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.	

COMMUNITY ENGAGEMENT

Community Engagement

The community input/engagement process included several techniques and opportunities for meaningful input. The input was used to guide the update and build upon the goals, needs and policies of the 2010 Comprehensive Plan. A Stakeholder committee was established including citizens, institutional representatives, business owners and elected officials. The committee helped to guide the development of the plan and the community engagement process. The committee met 3 times and two public meetings were held during the plan process.

Stakeholder Committee #1 – May 2015

Committee members were presented with a demographic profile of Union City, similar to the previous section. After the demographic profile, members participated in an exercise to identify Challenges and Assets within Union City. The first half of this discussion was written down while the second half used a map of the city to identify physical locations.

Stakeholder Committee #2 – July 2015

The second meeting followed a format similar to the first meeting. However, more time was spent on map exercises and reviewing Union City's land use and development patterns. Using aerials and existing land use maps, committee members were asked to identify areas in need of change and areas in need of preservation.

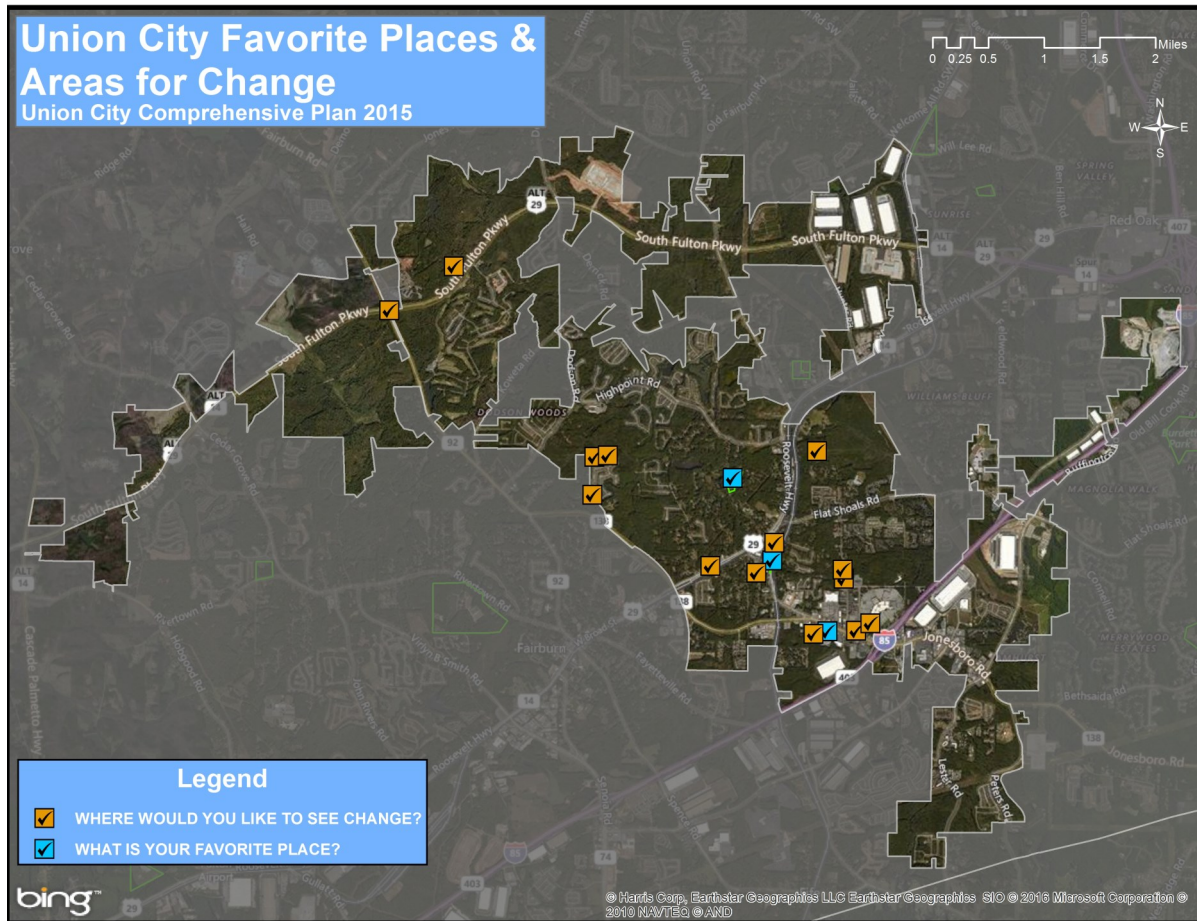
Stakeholder Committee #3 – February 2016

The third committee meeting focused more on goals and policies. Based on the input from the first two stakeholder and first public meetings, members were



Public Meeting #2—City Hall Cambers

asked to review proposed goals and policies by way of a prioritization/ranking exercise. The input from this process allowed us to update and modify the goals and policies from the 2010 Comprehensive Plan: We also went over a draft of the Report of Accomplishments and the Community Work Program.



Public Meetings

The public meetings were an open house format held in the evenings over several hours. The activities and information were similar to the Stakeholder Meetings, but set up to allow for a larger number of participants.

Public Meeting #1— September 2015 -

Union City Depot

Open House Activities

Demographics

Participants were able to view large format boards of Union City’s demographics including the majority of the data shown in the previous section. Assistance and comments were managed by ARC and Union City staff.

Favorite Places & Areas to Change

Using a large format aerial map of Union City, participants were asked to identify their favorite places

within Union City and place where they wanted to see change. Results from this exercise translate residents opinions on the City’s built environment as it related to land use, economic development and quality of life. The majority of the responses for area of changes were concentrated along South Fulton Parkway, Historic Downtown and along the Jonesboro Road/Hwy 138 Corridor. Responses to the Favorite Place question was lower, but included Historic Downtown and the Jonesboro Road/Hwy 138 Corridor. This is common and indicates a level of concern for these areas that can reflect the desire for improvement and/or preservation. Ronald Bridges Park was designated as a favorite place. There was a concentration of change designation around the Vicker’s Edge subdivision.

General Comments

Participants were also given the opportunity to make general comments that may not have fit within the provided exercises. General comments were mostly related to concerns over traffic, land use and economic development. Some of the key issues raised were as follows:

- Traffic along major corridors
- Lack of retail options/diversity
- The increase in the number of warehouse/distribution uses
- Higher quality restaurants
- Due to Union City's location - steps need to be taken to promote tourism, festivals and smaller conventions/reunions
- The existing parks, public facilities and recreational programs were viewed as assets to build upon.

Public Meeting #2— March 2016—City Hall Chambers

Open House Activities

Demographics

Participants were able to view large format boards of Union City's demographics including the majority of the data shown in the previous section. Assistance and comments were managed by ARC and Union City staff.

Future Land Use Map Exercise

Participants viewed a draft of the Future Land Use Map and had the opportunity to comment on the character area designations and their locations within Union City. A large map was provided with separate boards for comments and questions pertaining to each character area.



Public Meeting #1—Union City Depot



Public Meeting #1—Union City Depot

Goals & Policies / Needs & Opportunities

The section summarized key Goals/Policies and Needs/Opportunities. The list was based on 2010 Comprehensive Plan with additional input from stakeholder input and staff analysis. Participants ranked them as “Higher” or “Lower” priorities and also had the opportunity to provide comments and additions to what was listed. This input has been used to refine Section’s III- Goals & Policies and Section IV - Assets & Challenges.

GOALS / POLICIES FOR THE FUTURE	
Higher Priority	Lower Priority
DEVELOPMENT PATTERNS - Housing & Land Use	
<ul style="list-style-type: none">Make visual improvements to homes and encourage the maintenance of property.	
<ul style="list-style-type: none">Develop assistance programs for home owners to invest in struggling neighborhoods.	
<ul style="list-style-type: none">Create walkable, well-connected neighborhoods.	
<ul style="list-style-type: none">Amend Development codes to include standards for amenities such as sidewalks, small parks and trails.	
<ul style="list-style-type: none">Promote a variety housing types and price points for all ages and income levels in the community.	<ul style="list-style-type: none">
<ul style="list-style-type: none">Connect new neighborhoods with existing and future development.	
<ul style="list-style-type: none">Locate new commercial developments at important intersections that are walkable, interconnected and in close proximity to where people live.	<ul style="list-style-type: none">
<ul style="list-style-type: none">Revitalize and enhance existing commercial developments.	<ul style="list-style-type: none">
<ul style="list-style-type: none">Redevelop underutilized existing commercial developments with walkable, mixed use development.	<ul style="list-style-type: none">
<ul style="list-style-type: none">Establish Visual Gateways at interstate and city access points with streetcleaning, signage, and other features.	<ul style="list-style-type: none">
DEVELOPMENT PATTERNS - Parks & Transportation	
<ul style="list-style-type: none">Encourage new development to include small parks and open space.	
<ul style="list-style-type: none">Create a coordinated, city-wide system of parks and green space.	
<ul style="list-style-type: none">Create street networks that provide multiple route options, reduces distances between destinations, and improves access to destinations.	
<ul style="list-style-type: none">Require the installation of street lights and street trees as components of all new development projects.	

GOALS / POLICIES FOR THE FUTURE	
Higher Priority	Lower Priority
SOCIAL & ECONOMIC DEVELOPMENT	
<ul style="list-style-type: none">Promote the Opportunity Zone designation to recruit businesses and create jobs.	
<ul style="list-style-type: none">Establish a local economic development authority to provide new economic development tools and incentives.	
<ul style="list-style-type: none">Foster new business developments are consistent with the principles of the Future Development Guide Map.	<ul style="list-style-type: none">
<ul style="list-style-type: none">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.	<ul style="list-style-type: none">
RESOURCE CONSERVATION	
<ul style="list-style-type: none">Preserve and protect important resources such as forests, streams and other environmentally sensitive areas.	<ul style="list-style-type: none">
<ul style="list-style-type: none">Preserve historic and cultural resources that help define Union City's unique sense of place.	<ul style="list-style-type: none">
<ul style="list-style-type: none">Utilize conservation easements and other land preservation tools to preserve important natural areas on other public or private lands.	<ul style="list-style-type: none">
<ul style="list-style-type: none">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.	<ul style="list-style-type: none">

Public Meeting #2—Goals & Policies Exercise



Stakeholder Meeting #2 —Land Use Exercise



NEEDS & OPPORTUNITIES

Issues and Opportunities

This Section includes a list of Issues and Opportunities that Union City intends to address over the next five years. They are tied to the goals covered in the previous section and are addressed with programs listed in the Community Work Program. The section is based on the Issues and Opportunities section from the 2010 Comprehensive Plan, but has been modified to fit a five year planning horizon as recommended in the Department of Community Affairs Minimum Standards and Procedures For Local Comprehensive Planning.

Development Patterns

Issues

- **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.
- **Strip commercial development** – The land uses along some highway corridors, in particular Hwy 138/Jonesboro Road, from stereotypical commercial strips that detract from the City’s character. Many of the conventional strip malls lack visual appeal and consist of aging structures in need of revitalization in order to seriously contend for the types of tenants the community desires. In addition, designed for access solely by car dominates the commercial corridors of the City – limiting safe and convenient pedestrian access from near-by neighborhoods
- **Inter-parcel connectivity and access management along corridors** – The strip commercial development pattern along Union City’s established corridors offers limited interparcel connectivity, increasing traffic along major roadways as there are limited alternatives to access other developments.
- **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.



Homes off of Lower Dixie Lake Road.



Strip commercial development along Highway 138 / Jonesboro Road.

Opportunities

- **Historic Downtown/Union Street** – The City should continue to develop, refine and sell its vision for the downtown area residents, business owners and prospective developers. As historic main streets grow in popularity, the downtown/Union Street area has tremendous opportunity for development to include housing, retail and services that may include the redevelopment and adaptive use of some of the historic structures.
- **Improving connections between downtown and Hwy 138/Jonesboro Road Corridor** – A better connection can be created between the historic downtown, the Hwy 138/ Jonesboro Road corridor in order to improve access and awareness (local & regional) of Union City’s historic downtown. Several options have been proposed in the past. These proposals should be reexamined and new options should be considered as the corridor redevelops.
- **Community improvements with TAD funding** – the TAD financing can improve the livability and function of the areas surrounding the Atlanta Metro Studios/Colliers International redevelopment site, the south side of the Hwy 138/Jonesboro Road corridor and Royal South Parkway with new pedestrian infrastructure that promotes new development and redevelopment.
- **Capacity for growth along South Fulton Parkway corridor** – The existing transportation infrastructure, undeveloped land and conservation areas along South Fulton Parkway can continue to accommodate new growth in the area.
- **Existing South Fulton Parkway corridor zoning** – The existing zoning along South Fulton Parkway is primarily Town Center Mixed Use, which can encourage future development to focus on the public realm and utilize an interconnected street network.
- **Enhanced pedestrian infrastructure along Shannon Parkway** – Enhancing the walking environment along Shannon Parkway could make walking a legitimate alternative transportation choice for area residents.



Historic Downtown/Union Street



New sidewalks along Shannon Parkway

Resource Conservation

Issues

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



Ronald Bridges Park



Gabled Ell House between Roosevelt Highway and Dixie Lake Road

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.

- **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.

Opportunities

- **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.



Homes along Westbrook Avenue



Mayors Park

Social and Economic Development

Issues

- **Dependence on retail trade** – The City’s population is heavily dependent on retail trade, which represented 28% of employment in 2010.
- **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.
- **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.

Opportunities

- **First Opportunity Zone in Metro Atlanta designated in Union City** – In 2009, DCA designated the first Opportunity Zone in Metro Atlanta in Union City. The zone includes portions of South Fulton Parkway, neighborhoods in the central 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.
- **Foreign Trade Zone**— A federal designation created to help businesses remain competitive, reduce processing fees and enhance the movement of goods in a global marketplace. Participation in the FTZ opportunity allows companies to decrease customs costs, by lowering, averting or deferring duties on products assembled, distributed, or exported from the United States. Union City’s FTZ is located along the north side of South Fulton Parkway between Union Road and just west of Derrick Road.
- **Growing economic base** – Industrial, retail and residential development is



New homes off of Highway 92



Atlanta Metro Studios / Colliers International—distribution facility.

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 Hwy 138 /Jonesboro Road corridor.

- **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.



New single-family development off of Lester Road



Aerotropolis Atlanta Blueprint Plan Recommendations Map



COMMUNITY GOALS

Community Goals

The Community Goals section will provide the long-term vision and policies for Union City's future growth. The foundation of this section is primarily based on reviewed and updated goals from the 2010 Comprehensive Plan. The process included community input, adjustments based on the updated Department of Community Affairs Minimum Standards and Procedures For Local Comprehensive Planning, and input from Union City Staff.

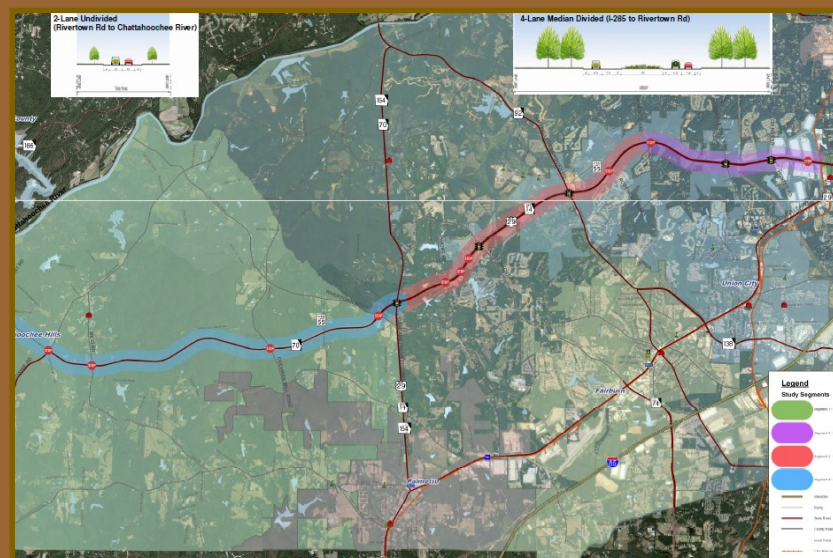
The listed goals are organized into themes that reflect the community input and concerns expressed during the 2010 Comprehensive Plan process as well as the community input process. The themes are grouped into four areas:

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

Specific implementation policies are tied to each goal and are listed in the Community Work Plan section.



New neighborhood with pocket park/common area.



South Fulton Parkway Access Management Study - 2012

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: Make visual improvements to homes and encourage the maintenance of property.

DP Strategy 1.1.1: 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 1.1.2: Within the Union City Redevelopment Plan Target Area— utilize the policies, tools and incentives found within the plan as well as the Opportunity Zone designation.

DP Strategy 1.1.3: Continue the Clean and Lien Program under the Code Enforcement Department.

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 Strategy 2.2.2: Within the Union City Redevelopment Plan Target Area— utilize the policies, tools and incentives found within the plan as well as the Opportunity Zone designation to encourage new housing development.

DP Policy 2.3: Connect 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 surrounding 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 Strategy 2.3.2: Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract residential redevelopment in appropriate areas.

DP Goal 3: Create attractive, vibrant activity centers and corridors

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.

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 3.1: Encourage mixed use neighborhoods 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. (See Future Development Guide)

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

DP Policy 3.2: Revitalize and enhance existing commercial corridors and developments.

DP Strategy 3.2.1: Revitalize and redevelop underutilized, under-performing commercial corridors.

DP Strategy 3.2.2: Where appropriate - redevelop underutilized, under-performing commercial corridors with walkable, mixed use development.

DP Strategy 3.2.3: Within the Union City Redevelopment Plan Target Area— utilize the policies, tools and incentives found within the plan as well as the Opportunity Zone designation.

DP Strategy 3.2.4: Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract redevelopment.

DP Strategy 3.2.5: Consider amendments to the Union Station Redevelopment Study - Supplemental LCI to reflect and support the Atlanta Metro Studios/Colliers International redevelopment. Special attention should be paid to the areas adjacent to the development.

DP Policy 3.3: 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 3.3.1: Continue work establishing and enhancing 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 Policy 3.4: 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 3.4.1: 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 3.4.2: Utilize land use and design standards that create transitions from higher intensity development along major roadways to less intense neighborhoods.

DP Goal 4: Enhance and create parks, 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. 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 light industrial developments.

DP Policy 4.1: Create a coordinated, city-wide system of parks and green space.

DP Policy 4.2: 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 4.2.1: Review and update development regulations to include requirements for parks and open space in new developments.

DP Goal 5: 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 5.1: 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 5.1.1: Utilize 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 Policy 5.2: Create walkable communities

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 5.2.1: 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 (include coordination with Fulton County, City of Fairburn and City of Chattahoochee Hills).

DP Policy 5.3 Utilize South Fulton CTP data and project recommendations to guide transportation planning efforts including needs assessments, regional coordination and local project selection.

DP Goal 6: Create appropriate areas for businesses and land uses that require special design considerations.

Manage unique developments 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.

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 resources such as forests, streams 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: 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 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 and 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 2.1.2: 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.

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 at higher price points.

SED Strategy 1.1.1: 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 identify affordable housing needs.

SED Strategy 1.2.2: Within the Union City Redevelopment Plan Target Area— utilize the policies, tools and incentives found within the plan as well as the Opportunity Zone designation to encourage housing choices.

SED Strategy 1.2.3: Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract residential redevelopment.

SED Goal 2: Enhance economy with a sustainable and diverse base of businesses and range of job opportunities

Continue to promote coordinated economic development that provides a stable tax base, necessary community services and job opportunities. Continue to promote a range of job opportunities that meet the needs of residents and existing. Additionally, prospective businesses are matched appropriately with the skills of the community.

SED Goal 3: Enhance local coordinated economic development efforts

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

SED Policy 3.1: Promote and implement Tax Allocation District (TAD), Opportunity Zone and Foreign Trade Zone designations to recruit businesses and create jobs.

SED Policy 3.2: Establish a local economic development authority to provide economic development tools in addition to those currently available.

SED Policy 3.3: 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.

Government Relations

GR Goal 1: Continue coordination with adjacent, state and federal 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. 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 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: Coordinate school site selection between the school board and City officials.

GR Strategy 1.1.2: Continue 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.

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.

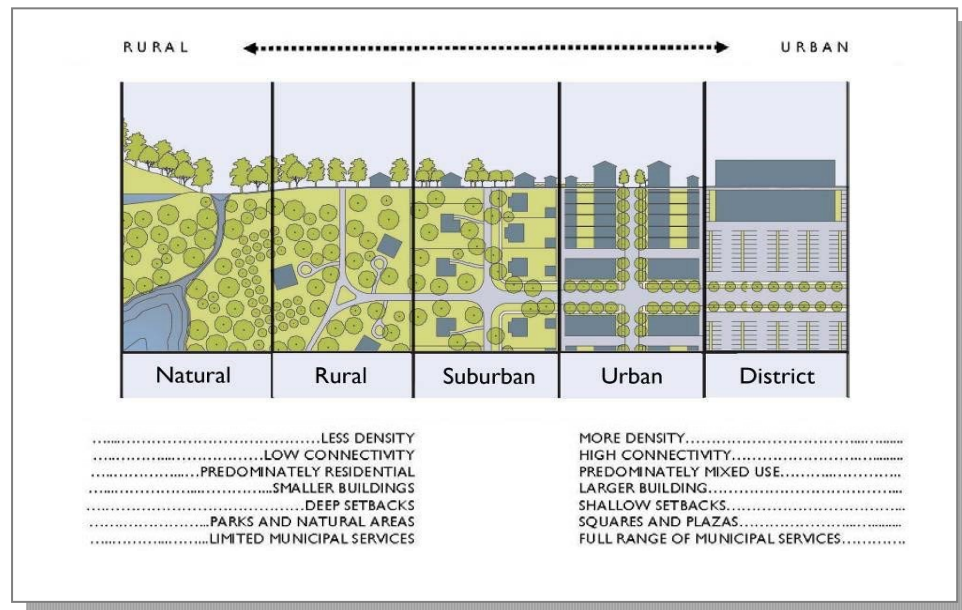
Union City's Character Areas are defined in this plan by Development Categories that group development types and Community Elements that incorporate physical element of natural and built features. Character Area names reflect both the Development Category and Community Element (e.g. Natural-Open Space).

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	<ul style="list-style-type: none"> • Areas in a natural state • Areas important to preserve natural character and natural function of environment
Rural	<ul style="list-style-type: none"> • Areas with a rural character worth preserving • Areas defined by agricultural uses and low-density residential or low density-rural commercial
Suburban	<ul style="list-style-type: none"> • Areas that represent a transition between natural/rural areas and urban areas • Important to enhance access to urban amenities such as jobs, retail services, and public services
Urban	<ul style="list-style-type: none"> • Areas with the highest intensity of development and activity • Quality, walkable areas with residential and non-residential uses in close proximity
District	<ul style="list-style-type: none"> • Areas that allow activities or uses that are not accommodated by typical Community Elements • Areas that provide special services or need special treatment to limit negative impacts

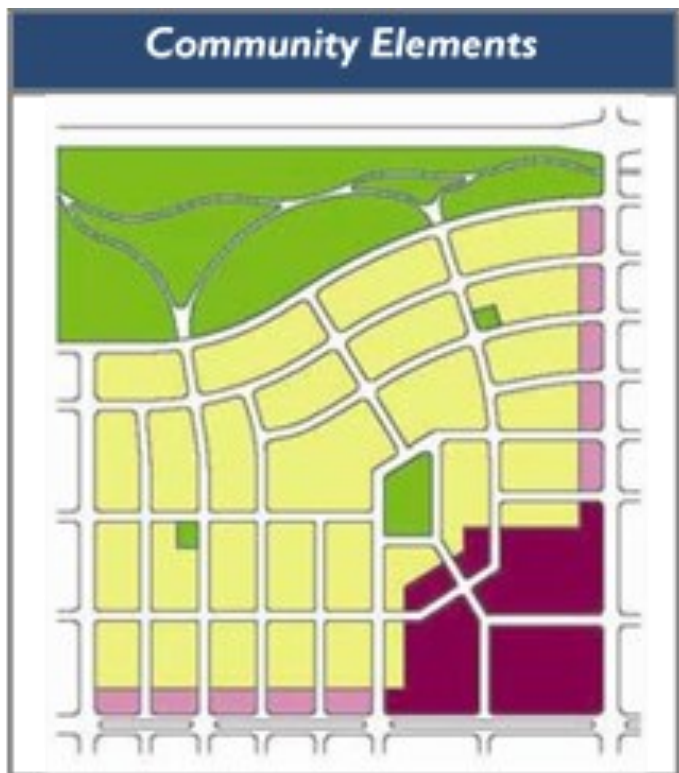
Areas within the City were not designated as “Rural” during the planning process since previous zoning decisions have prescribed development at suburban or greater development intensities.





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 Element	Diagram	Summary
Open Space		<ul style="list-style-type: none"> • 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		<ul style="list-style-type: none"> • Primary area of residence for most of community • Provides diversity of housing • Locates housing in proximity to corridors, centers and open space
Center		<ul style="list-style-type: none"> • 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		<ul style="list-style-type: none"> • 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

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.

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

Natural-Open Space	Design Principles
<p>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.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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
<p>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.</p> <p>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.</p> <p>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.</p>	<p>Density/Intensity</p> <p>Natural landscape with limited civic buildings to provide access and education to community</p>
<p>Application: N-OS areas are located throughout Union City, represented primarily by floodplain areas and areas in a conservation easement.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Natural landscape • Maintain connections between natural features
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • 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 	<p>Transportation</p> <ul style="list-style-type: none"> • Low bicycle and pedestrian connectivity with greenways, trails • Limited vehicular access with informal roadways such as unpaved roads
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • Not applicable • Option: add “Parks – Open Space” zoning district to designate public parks and private common space 	<p>Infrastructure</p> <ul style="list-style-type: none"> • Not applicable

Development Pattern



Transportation



Green Space



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 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



Image Credit: PlaceMakers and Dede

Suburban-Open Space

Design Principles

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

Compatible Zoning Classifications

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

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

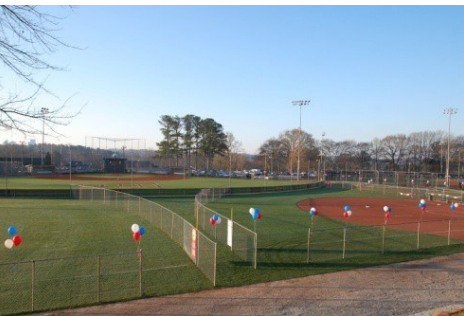
Transportation

- 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

Infrastructure

- Municipal water and sewer service as needed for uses

Development Pattern



Transportation



Green Space

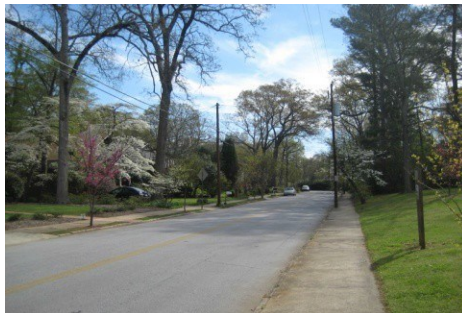


<p>Intent: ENHANCE existing suburban neighborhoods and CREATE new suburban neighborhoods to improve the quality of life with an increased sense of place and community.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • Vehicular access from private driveways • Moderate to shallow setbacks are generally 40 to 20 feet in depth • Low to moderate lot coverage with medium building footprint in relation to lot size
<p>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.</p> <p>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.</p> <p>Green space is largely incorporated on individual lots, but siting neighborhood and community parks in neighborhoods is recommended to enhance the quality of life.</p> <p>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.</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • Low - moderate density/intensity • 1 to 4 du/acre
<p>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.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Informal landscaping with passive use areas • Formal landscaping with built areas • Neighborhood Parks • Community Parks
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • 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) 	<p>Transportation</p> <ul style="list-style-type: none"> • Low to moderate pedestrian connectivity with sidewalks, greenways, and pedestrian paths • Moderate vehicular connectivity with curvilinear streets and generous to moderate distance between intersections
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • ZR-1 • R-2 • R-3 • R-4 • RMD-1 • RM • MHPOSC Overlay • PUD 	<p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water and sewer service • Telecommunications available

Development Pattern



Transportation

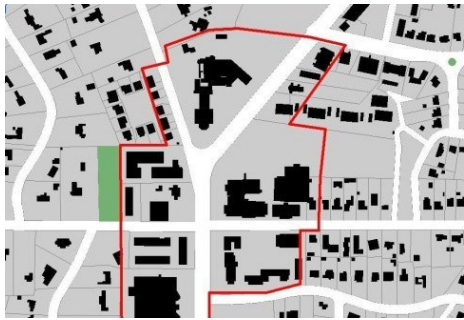


Green Space



Suburban-Center Community	Design Principles
<p>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.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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
<p>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.</p> <p>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.</p> <p>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.</p> <p>Future development should emphasize connectivity, site design standards, and be organized in a compact form at important intersections.</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • Moderate density/intensity • 1-5 story buildings
<p>Application: S-CTR C is generally at the intersection of major transportation corridors.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Formal landscaping with built areas • Moderately dense street trees, bushes, and planting strips
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • Office and commercial uses • Civic uses such as places of worship, schools, municipal services, community centers or municipal parks 	<p>Transportation</p> <ul style="list-style-type: none"> • High pedestrian connectivity between uses with sidewalks and bikeways • Moderate vehicular connectivity with linear streets Infrastructure • Municipal water and sewer service • Telecommunications available
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • NG • GC • O-1UD Overlay District 	

Development Pattern



Transportation



Green Space



Suburban-Corridor Mixed Use	Design Principles
<p>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.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
<p>Density/Intensity</p> <ul style="list-style-type: none"> • Moderate – high density/intensity • 1-3 story buildings 	
<p>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.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Formal landscaping • Moderately dense street trees, bushes, and planting strips
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • 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) 	
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • RM • GC • O-1 • MXD Overlay • UD Overlay 	<p>Transportation</p> <ul style="list-style-type: none"> • High bicycle and pedestrian connectivity with sidewalks and bikeways • Moderate vehicular connectivity with linear streets and generous to moderate distance between intersections <p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water/sewer service • Telecommunications available

Development Pattern



Transportation



Green Space



Suburban-Corridor Residential

Design Principles

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

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

Development Pattern



Transportation



Green Space



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	Design Principles
<p>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.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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
<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • Not applicable to this character area
<p>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.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • 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
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • Civic uses such as community centers, parks, town squares, plazas and passive recreation areas (greenways and trails). 	<p>Transportation</p> <ul style="list-style-type: none"> • 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
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • Not applicable 	<p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water and sewer service as needed for uses

Development Pattern



Transportation



Green Space



Urban-Neighborhood Emerging	Design Principles
<p>Intent: CREATE new urban neighborhoods to improve the quality of life with an increased sense of place and community.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • High density/intensity • 1-3 story buildings
<p>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.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Formal landscaping with built areas • Moderately dense street trees, bushes, and planting strips • Neighborhood and community parks
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • 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) 	<p>Transportation</p> <ul style="list-style-type: none"> • High pedestrian connectivity with sidewalks and bikeways • High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • R-6 • RM • TCMF • TCMU 	<p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water and sewer service • Telecommunications available

Development Pattern



Transportation



Green Space



Urban-Neighborhood

Design Principles

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 than 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

- R4

- RM

- TCMF

Classifications

- R6

- TCMU

- UD Overlay

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

Development Pattern



Transportation



Green Space



Urban-Center Community	Design Principles
<p>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.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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 foot-print in relation to lot size
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • High density/intensity • 1-5 story buildings
<p>Application: U-CTR C areas the Main Street area, the Union Station area, and areas along South Fulton Parkway.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Formal landscaping with built areas • Moderately dense street trees, bushes, and planting strips • Neighborhood and community parks
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • 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 	<p>Transportation</p> <ul style="list-style-type: none"> • High pedestrian connectivity with sidewalks and bikeways • High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections
<p>Compatible Zoning Classifications • HD Overlay • UD Overlay • TCMU • TCMF</p>	<p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water and sewer service • Telecommunications available

Development Pattern



Transportation



Green Space



Urban-Corridor Mixed Use

Design Principles

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 than 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 properties 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

Compatible Zoning Classifications

- RM
- TCMU
- RHC Overlay
- GC
- TCMF
- UD Overlay
- R6
- O-1

Option: Corridor Overlay does consistent with RHC standards to address design along other corri-

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 area

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

- 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

Development Pattern



Transportation



Green Space



Urban-Corridor Residential	Design Principles
<p>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.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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
<p>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.</p> <p>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.</p> <p>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 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.</p> <p>Future development should emphasize connectivity and should provide a variety of high intensity housing options along major transportation corridors.</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • High density/intensity • 1-3 story buildings
<p>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.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Formal landscaping with built areas • Moderately dense street trees, bushes, and planting strips • Neighborhood parks
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • 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 	<p>Transportation</p> <ul style="list-style-type: none"> • High pedestrian and bicycle connectivity with sidewalks and bikeways • High vehicular connectivity with linear streets and moderate to short distance between intersections
<p>Compatible Zoning</p> <ul style="list-style-type: none"> • R6 • TCMF <p>Classifications</p> <ul style="list-style-type: none"> • RM • UD Overlay 	<p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water and sewer service • Telecommunications available

Development Pattern



Transportation



Green Space



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 Ares

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

District-Corridor South Fulton Parkway

Design Principles

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, multi-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

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

Development Pattern



Transportation



Green Space

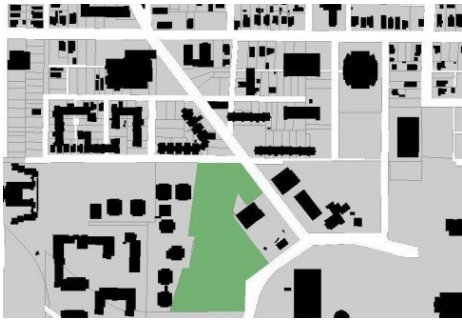


District-Mixed Use Office/Corporate Campus

Design Principles

<p>Intent: CREATE new development where major institutional uses are predominant.</p>	<p>Site Design</p>
<p>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).</p> <p>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.</p>	<ul style="list-style-type: none"> • 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
<p>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.</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • Moderate density/intensity • 1-3 story buildings
<p>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.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Formal landscaping and appropriate buffering with built areas • Informal landscaping such as natural areas acting as buffers • Moderately dense street trees, bushes and planting strips
<p>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.</p> <p>Future development should reflect a campus or unified development pattern that includes employment uses such as corporate and professional office uses.</p>	<p>Transportation</p> <ul style="list-style-type: none"> • 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
<p>Application: D-MUO/CC generally located along the South Fulton Corridor Parkway corridor and where a corporate campus-type development is desired.</p>	
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • Industrial uses such as low-intensity manufacturing, assembly, distribution, processing, wholesale trade or similar uses • Office uses such as business parks or large business 	
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • O-1 • M-1 • UD Overlay 	<p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water and sewer service • Telecommunications available

Development Pattern



Transportation



Green Space



District-Industrial	Design Principles
<p>Intent: ENHANCE and MAINTAIN existing industrial and business facilities and CREATE new facilities to generate new economic opportunities.</p>	<p>Site Design</p> <ul style="list-style-type: none"> • 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
<p>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).</p> <p>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.</p> <p>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.</p> <p>Access to the district should be controlled with limited connections to surrounding development and should be located along a major roadway.</p> <p>Future development should reflect a campus or unified development pattern that include employment uses such as industrial, commercial and service uses.</p>	<p>Density/Intensity</p> <ul style="list-style-type: none"> • Moderate density/intensity • 1-3 story buildings
<p>Application: D-I in close proximity to I-85, US-29, South Fulton Parkway and rail lines for the purpose of convenient transportation access.</p>	<p>Green Space</p> <ul style="list-style-type: none"> • Formal landscaping and appropriate buffering with built areas • Informal landscaping such as natural areas acting as buffers • Moderately dense street trees, bushes and planting strips
<p>Primary Future Land Uses</p> <ul style="list-style-type: none"> • 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 	<p>Transportation</p> <ul style="list-style-type: none"> • 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
<p>Compatible Zoning Classifications</p> <ul style="list-style-type: none"> • M-1 	<p>Infrastructure</p> <ul style="list-style-type: none"> • Municipal water and sewer service • Telecommunications available

Development Pattern



Transportation



Green Space



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 Section 4, are paired in the adjacent table with the Character Areas they are intended to implement.

Future Development Map

The Future Development Map, 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 use it on a regular basis to determine if amendments are needed based on changing market and demographic trends. The table on the following page summarizes the zoning districts recommended for/consistent with each Character Area.

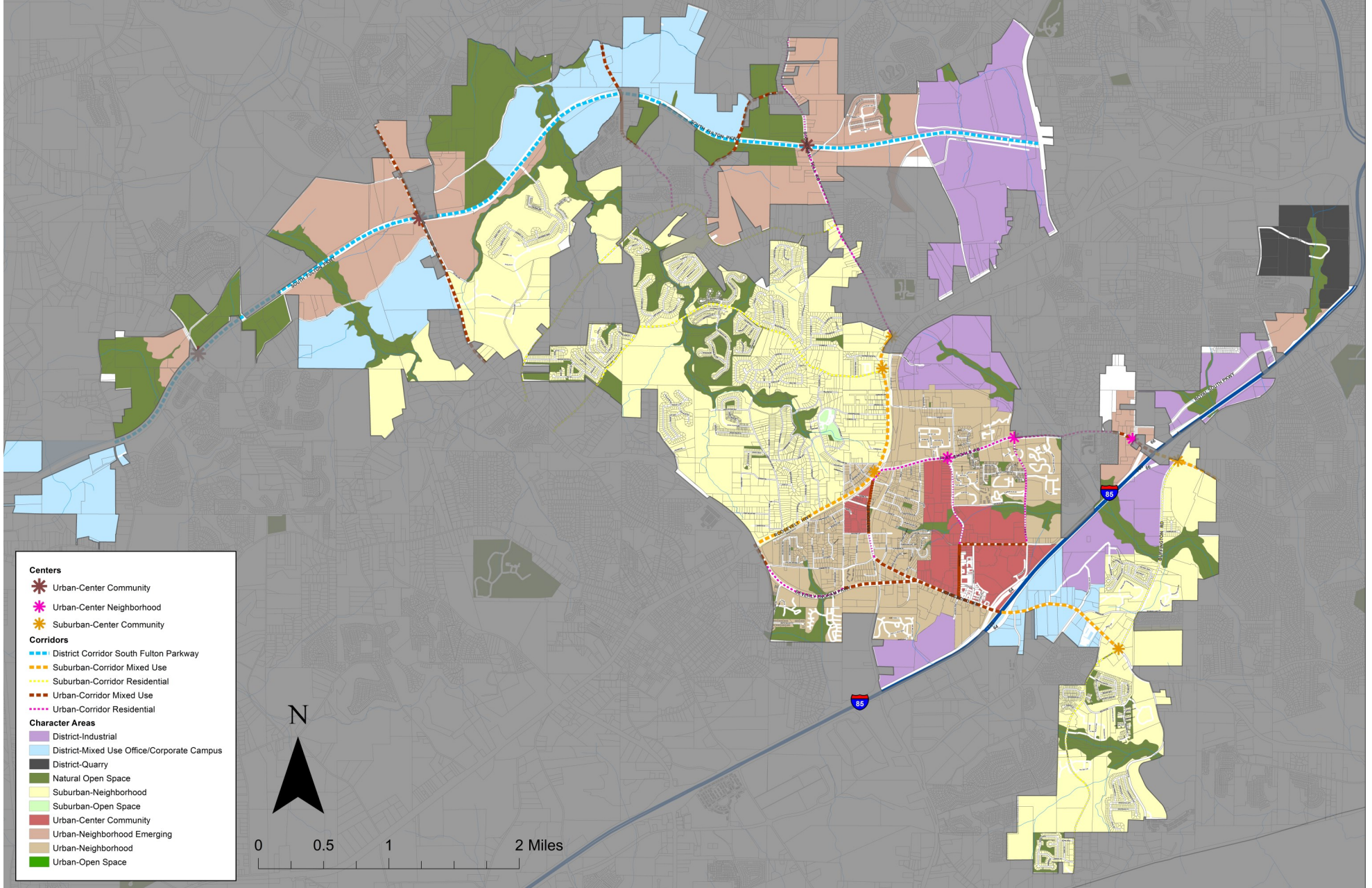
Character Area Implementation Strategies

Character Area	Corresponding Implementation Strategy Reference Code (from Chapter 3: Community Goals)
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-6.3.3; DP-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; 1.3.1 SED-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-4.5.3; 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

Character Area / Zoning Consistency Table

		Zoning District															
Character Area		R-1	R-2	R-3	R-4	R-6	PUD	RMD	RM	MHP	O-I	NC	GC	TCMU	TCMF	RSC	
	Natural - Open Space																
	Suburban - Open Space																
	Suburban - Neighborhood	●	●	●	●	●	●	●	●								
	Suburban - Center Community											●	●				
	Suburban - Corridor Mixed Use								●		●		●				
	Suburban - Corridor Residential				●	●			●								
	Urban - Open Space																
	Urban - Neighborhood Emerging					●			●					●	●		
	Urban - Neighborhood				●	●			●					●	●		
	Urban - Center Neighborhood											●					
	Urban - Center Community													●	●		
	Urban - Corridor Mixed Use					●			●		●		●	●	●		
	Urban - Corridor Residential					●			●						●		
	District - Corridor South Fulton Parkway					●			●					●	●		
	Distirct - Mixed Use / Office/Corpoate Campus										●						
	District - Industrial																
	District - Quarry																

Union City Future Development Map





WORK PROGRAM

Report of Accomplishments & Community Work Program

A key component of the Comprehensive Plan is to identify projects that the Union City will undertake to implement the goals and policies of the plan. The following pages identify the projects that Union City will undertake in the next five years. In addition, as well as the Report of Accomplishments cover the status of the projects outline in the 2010 Comprehensive Plan.

STATE OF GEORGIA
CITY OF UNION CITY

RESOLUTION
NO. 2017-03

A RESOLUTION OF THE MAYOR AND COUNCIL FOR THE CITY OF UNION CITY; TO ADOPT AN UPDATE TO THE UNION CITY COMPREHENSIVE PLAN; TO PROMOTE THE PUBLIC HEALTH, SAFETY AND WELFARE, AND FOR OTHER PURPOSES.

WHEREAS, the Mayor and Council for the City of Union City (the “City”) is the duly elected governing authority for the City; and

WHEREAS, pursuant to O.C.G.A. 50-8-1 *et seq.*, the Georgia Department of Community Affairs (the “Department”) has established standards and procedures for comprehensive planning by all local governments in Georgia; and

WHEREAS, pursuant to said standards and procedures, the City is required to update certain portions of its Comprehensive Plan on a regular basis; and

WHEREAS, the City has completed a scheduled update to its Comprehensive Plan, which was submitted to the Atlanta Regional Commission and the Department on October 28, 2016; and

WHEREAS, on January 19, 2017, the City received notice that the Atlanta Regional Commission and the Department had completed their review of the City’s Comprehensive Plan Update and determined that said update was in compliance with the Department’s standards and

procedures; and

WHEREAS, the Mayor and Council now desire to adopt the Comprehensive Plan Update in order to renew the City's Qualified Local Government (QLG) status.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Council for the City of Union City, Georgia, that the update to the Union City Comprehensive Plan, which is attached hereto as Exhibit "A" and made a part hereof by this reference, is hereby adopted.

SO RESOLVED this 21st day of March, 2017.

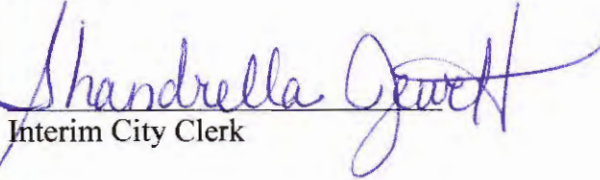
MAYOR AND COUNCIL OF THE
CITY OF UNION CITY

By: 

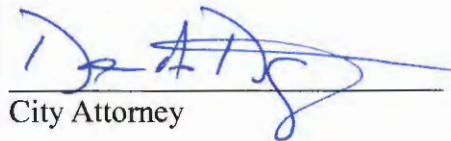
Vince R. Williams, Mayor

(SEAL)

ATTEST:


Interim City Clerk

Approved as to form:


City Attorney