



August 28, 2025

Atlanta Regional Commission  
229 Peachtree Street NE  
Suite 100  
Atlanta, GA 30303

RE: Comprehensive Plan Update Submittal

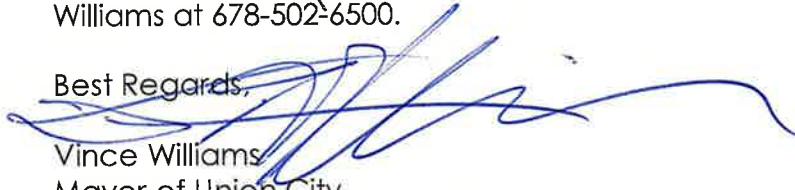
Union City has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included in our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plan(s) covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Mayor Vince Williams at 678-502-6500.

Best Regards,

  
Vince Williams  
Mayor of Union City



# CITY OF UNION CITY 2025 COMPREHENSIVE PLAN



October 2025

prepared by the



Atlanta Regional Commission

# Vision

# ONE **great** REGION

## Mission

*Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.*

## Goals

-  **Healthy, safe, livable communities** in the Atlanta Metro area.
-  **Strategic investments** in people, infrastructure, mobility, and preserving natural resources.
-  Regional services delivered with **operational excellence** and **efficiency**.
-  **Diverse stakeholders engage** and take a regional approach to solve local issues.
-  **A competitive economy** that is inclusive, innovative, and resilient.

## Values

**Excellence** – A commitment to doing our best and going above and beyond in every facet of our work allowing for innovative practices and actions to be created while ensuring our agency's and our colleague's success.

**Integrity** – In our conduct, communication, and collaboration with each other and the region's residents, we will act with consistency, honesty, transparency, fairness and accountability within and across each of our responsibilities and functions.

**Equity** – We represent a belief that there are some things which people should have, that there are basic needs that should be fulfilled, that burdens and rewards should not be spread too divergently across the community, and that policy should be directed with impartiality, fairness and justice towards these ends.



229 Peachtree Street, NE | Suite 100  
Atlanta, Georgia 30303  
[atlantaregional.org](http://atlantaregional.org)

# ACKNOWLEDGEMENTS

## Steering Committee

Robert Potts - Planning Commission  
Joanne Cumming - Chairman of Union City Housing Board  
Xavious Robinson - Development Authority  
Amber Mann - Resident / Local Realtor  
Eddie Phillips - Resident  
Gussie Pollard - Local Business Owner / Local Realtor  
Vivian Lett - Resident  
Kathy Butler - Resident  
Booker T Washington - Developer  
Dyan Matthews - South Fulton Chamber of Commerce  
Cheryl McKayPoythress - Resident  
Keith Williams - Resident  
Larry Batchlor - Resident  
Marlon Senior - Resident  
Pat Christian - Resident  
Profiel Grier - Business Owner  
Eric King - Resident  
Ashley Robertson - Resident  
Denise Anderson - Community Member

## City of Union City Staff

Janna Keller - Interim Director  
Jeremy McNeil - Senior City Planner

## Atlanta Regional Commission Staff

Shima Khodagholi - Project Manager  
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Kristin Allin - Principal Planner  
Srushti Delhivala - Housing Intern

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# EXECUTIVE SUMMARY

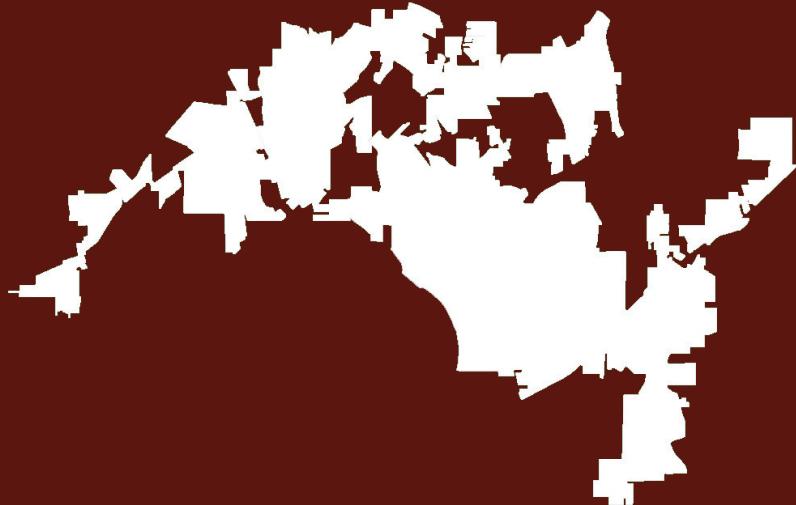
One of the most impactful responsibilities of local government is planning – a word used to describe how a community shapes and guides growth and development. This update of Union City's Comprehensive Plan offers the opportunity to look beyond the execution of the day-to-day city services and consider where the City wants to be in the next five-years and the necessary steps to achieve that vision.

The most recent Comprehensive Plan for the City of Union City was adopted in 2021. The Georgia Department of Community Affairs mandates every city to provide an update to the Comprehensive Plan every five years to maintain the Qualified Local Government (QLG) status of the city and continue to receive funding for projects within the city.

This document has been shaped by combined efforts of the City Council, City Staff, stakeholders and active public participation and delves into the current advancement of the city and makes efforts to yield prospective opportunities for the city.

Union City's Comprehensive Plan includes:

- Background
- Issues, Needs, and Opportunities
- Community Vision, Goals, and Policies
- Population
- Housing
- Broadband Access
- Economic Development
- Transportation
- Natural, Cultural, and Historic Resources
- Land Use
- Community Work Program
- Report of Accomplishments
- Appendix-Supporting Resources



Community Vision for the next five years is:

Union City will have **walkable mixed-use development** connected to **parks and downtown areas** with **safe crossings, lighting, and a convenient public transportation system**. The city will feature a variety of high-quality restaurants with family-oriented dining, **diverse local community-centered businesses and retail, medical, health and educational facilities**, and welcoming entertainment spaces with strong tourism. Union City will have a **thriving and clean environment, and high development standards** with venues promoting a **safe place to play, live, and work**.

# EXECUTIVE SUMMARY

Community Goals are categorized into six themes and include the following:

- **Future Development**
  - » Create New, Complete Neighborhoods
  - » Create Attractive, Vibrant Activity Centers and Corridors
  - » Enhance and Create Parks, Community Facilities and Services that Support Union City's Quality of Life
  - » Create Appropriate Areas for Businesses and Land Uses that Require Special Design Considerations
- **Housing**
  - » Create a Variety of Quality Housing Options
  - » Enhance and Maintain Character of Existing Neighborhoods
- **Transportation**
  - » Create a Safe, Efficient and Convenient Transportation System.
- **Economic Development**
  - » Enhance Economy with a Sustainable and Diverse Base of Businesses and Range of Job Opportunities
  - » Enhance Local Coordinated Economic Development Efforts
- **Natural and Cultural Resources**
  - » Preserve Natural Resources and Environmentally Sensitive Areas
  - » Preserve Historic and Cultural Resources that Help Define Union City's Unique Sense of Place.
- **Government Relations**
  - » Continue Coordination with Local, Adjacent, State and Federal Governments



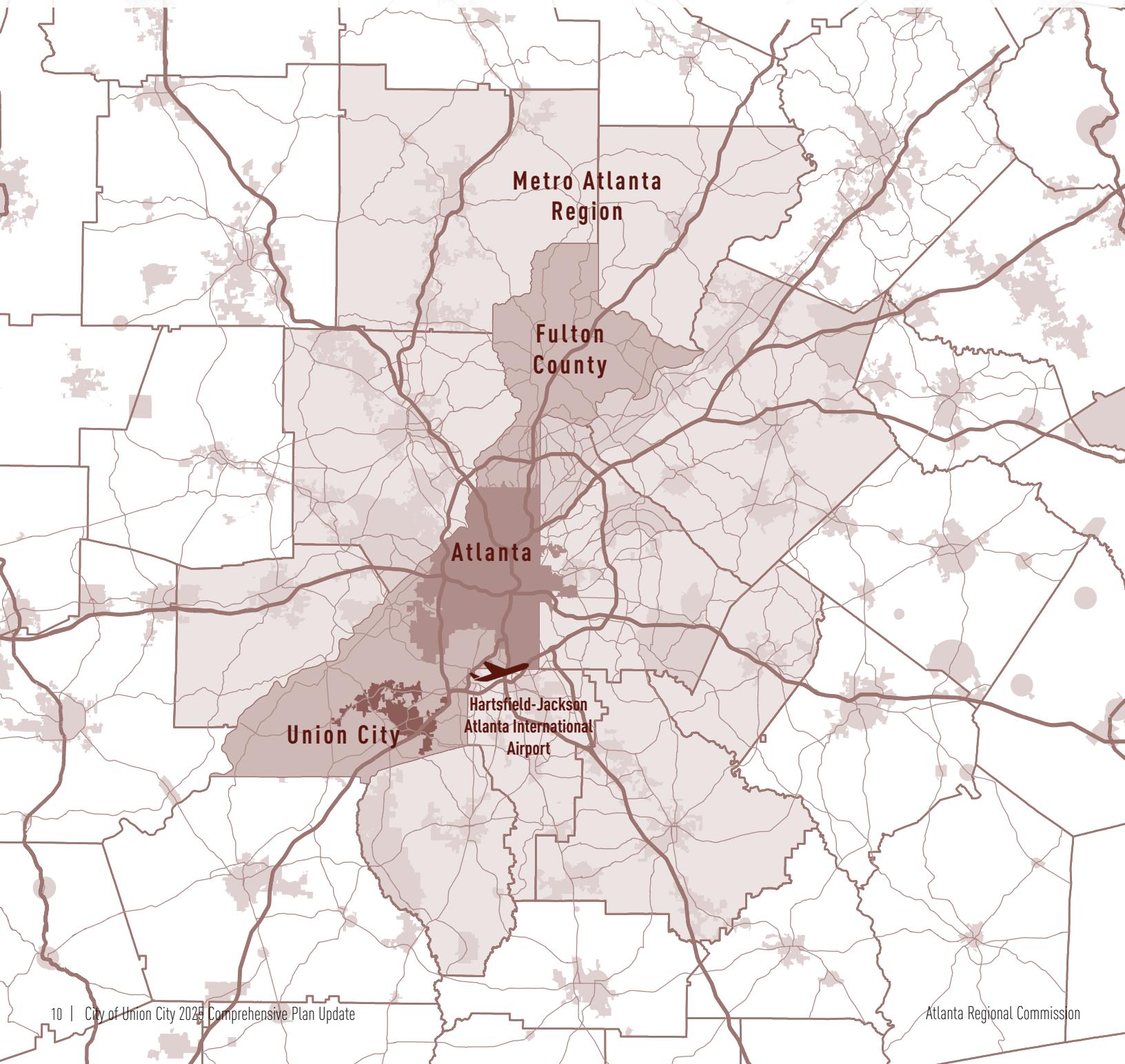
CHAPTER 1

# INTRODUCTION



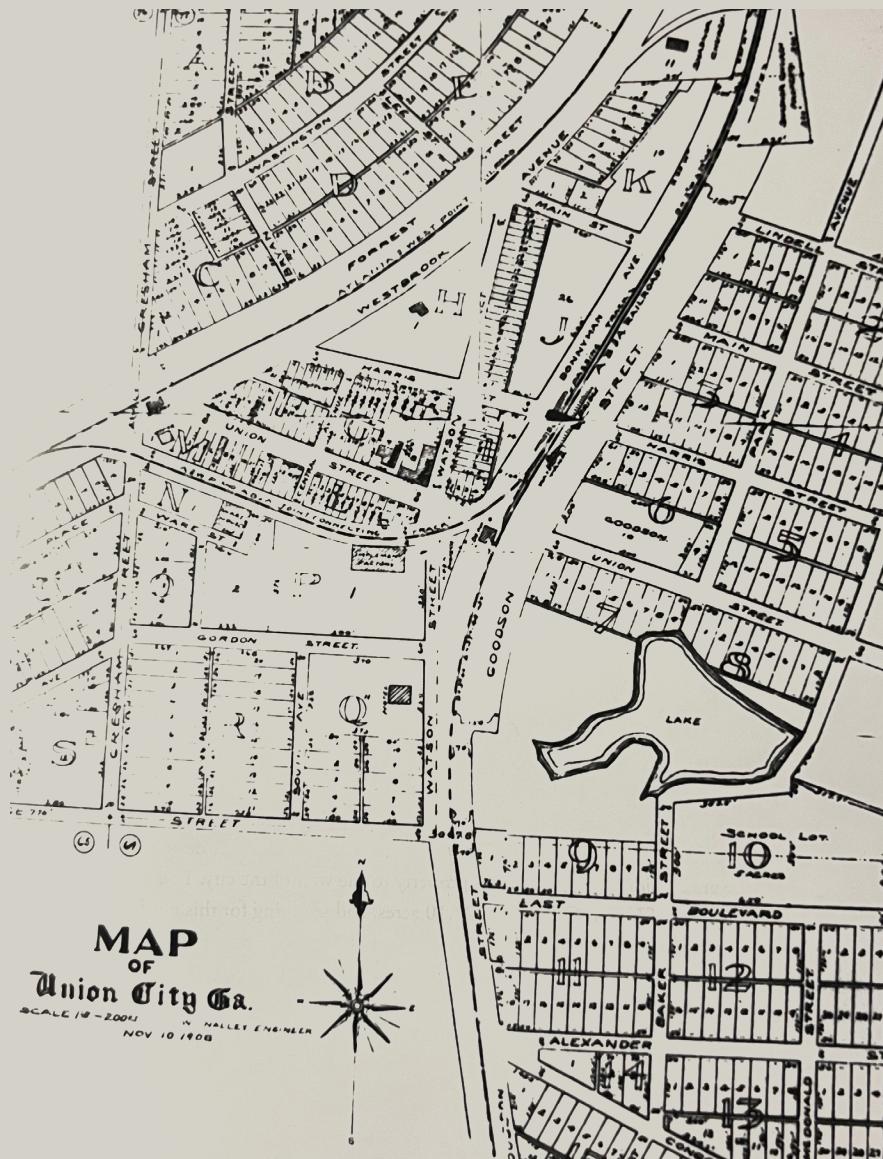
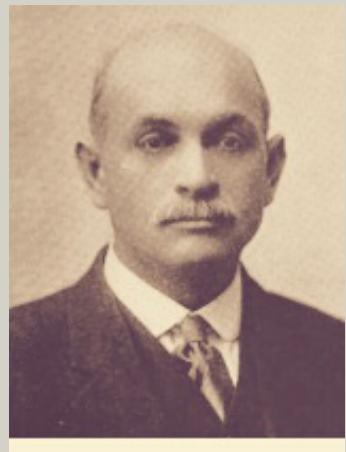
# WELCOME TO UNION CITY!

Union City is a strategically located community in south Fulton County, just 15 miles from Downtown Atlanta. Bordered by key transportation corridors including I-85, Roosevelt Highway (U.S. 29), and the rail line, the city offers unparalleled access to the metro region, Hartsfield-Jackson Atlanta International Airport, and regional job centers. Its proximity to the airport and major logistics hubs makes Union City a vital gateway for commerce and economic activity in south Fulton County.

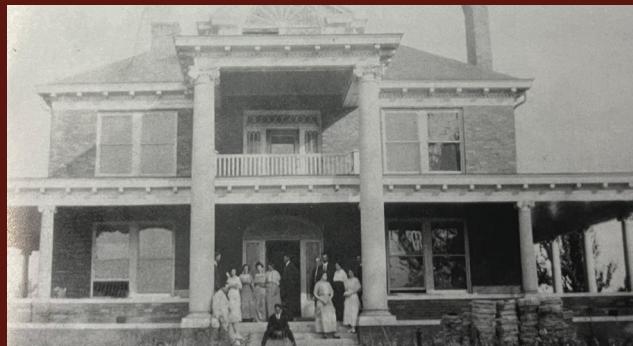


# UNION CITY'S HISTORY

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.



## 1910

Cook's Store, inside view. Located on Highway 29 at Westbrook Crossing. People gathered are believed to be Grady and Ruby Cook with their son, circa 1910.

## 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-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.

C.H. Gullatt Elementary was named after Charles Homer Gullatt, an important advocate for education in the Georgia Legislature and resident of Union City. In August of 1976, C. H. Gullatt Elementary school was opened with 211 students in grades one through seven and a staff of sixteen. During the 1979 school year, kindergarten classes were added. In 1987-88, the sixth and seventh grade classes were moved to middle school.

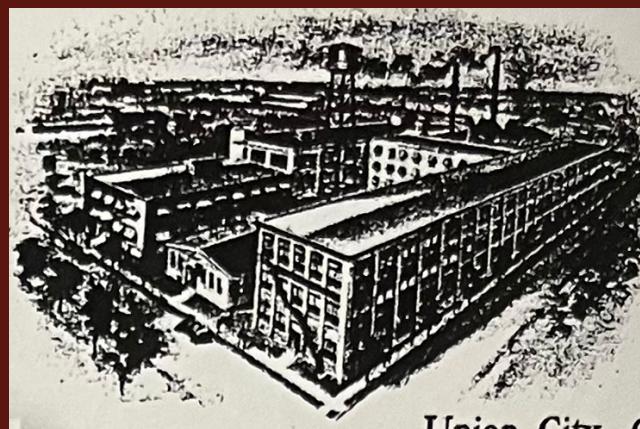
## 1980

1932-1933. Miss Martha Harris is the teacher.

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 City, GA

# WHAT IS A COMPREHENSIVE PLAN?

The City of Union City 2025 Comprehensive Plan Update serves as a strategic roadmap to guide future growth, development, and community investment over the next five years. Required every five years under the Georgia Department of Community Affairs (DCA) Rules for Local Comprehensive Planning (Chapter 110-12-1), this update ensures that the city remains aligned with state planning standards while reflecting local goals and priorities.

Comprehensive plans examine a broad spectrum of issues, including land use, housing, economic development, transportation, public services, infrastructure, natural resources, and community character. The process begins with a deep review of existing conditions, data analysis, and community input. Through this inclusive approach, the plan identifies key needs and opportunities, establishes a clear vision and set of community goals, and outlines an actionable Community Work Program to achieve them.

For Union City, additional required elements include:

- Land Use: As the city has zoning regulations in place, the plan includes a Future Land Use Map and Narrative to support orderly and intentional development.
- Transportation: Because Union City is part of a Metropolitan Planning Organization (MPO), the plan must address transportation needs and include recommendations from local and regional transportation studies.
- Housing: In recognition of the city's role within Fulton County, a HUD Community Development Block Grant Entitlement Community, the housing element is essential to address current and future housing needs.

In addition to these elements, it is necessary to include some other elements in Union City 2025 Comprehensive Plan such as Economic Development and Natural and Cultural/Historic Resources. Altogether, the Comprehensive Plan is more than a regulatory requirement—it is a shared vision developed with and for the community, providing a foundation for policy decisions, public investments, and partnerships that shape the city's future.

## UNION CITY COMPREHENSIVE PLAN

### NEEDS & OPPORTUNITIES \*

### VISION & GOALS \*

### LAND USE - FUTURE DEVELOPMENT \*

### HOUSING \*

### TRANSPORTATION \*

### ECONOMIC DEVELOPMENT

### BROADBAND \*

### NATURAL AND CULTURAL RESOURCES

### COMMUNITY WORK PROGRAM \*

\* Required by DCA

# UNION CITY 2020 COMPREHENSIVE PLAN

The 2020 Union City Comprehensive Plan was prepared under unprecedented circumstances due to the COVID-19 pandemic, which significantly impacted the ability to conduct in-person public engagement. In response, the City and its planning partners transitioned to an entirely virtual process, ensuring that the community still had meaningful opportunities to participate in shaping the future of Union City. The engagement process included three virtual Steering Committee meetings, one virtual public meeting, two virtual public hearings, and an online community survey promoted by City staff and committee members. These outreach efforts enabled the City to gather input from residents, business owners, and stakeholders despite the challenges of remote participation. The Steering Committee reviewed demographic trends, identified needs and opportunities across the city, revised the existing community vision (originally outlined in the 2019 Master Plan), and provided input on the policy framework and implementation strategies.

These insights directly informed the updated vision and long-range goals of the 2020 Plan. The plan was structured around four thematic goal areas:

- **Development Patterns:** Emphasizing infill development, neighborhood stabilization, walkable mixed-use centers, and enhanced connectivity.
- **Resource Conservation:** Focusing on the preservation of green spaces, environmentally sensitive areas, and historic and cultural assets.
- **Social and Economic Development:** Addressing the need for diverse and affordable housing options, job creation, workforce development, and economic resilience.
- **Government Relations:** Promoting coordination with regional, state, and federal partners to align infrastructure, land use, and transportation investments.

Each goal theme was supported by specific policies and implementation strategies outlined in the Community Work Program. Notably, the plan highlighted the importance of targeted redevelopment along key corridors such as Hwy 138/Jonesboro Road, Roosevelt Highway, and South Fulton Parkway—areas identified for investment through mechanisms such as the Tax Allocation District (TAD), Opportunity Zone (OZ), and the Union City Redevelopment Plan. The 2020 Plan also incorporated a Future Development Map and Character Area framework using a transect-based model, aligning land use vision with urban form, intensity, and community identity.

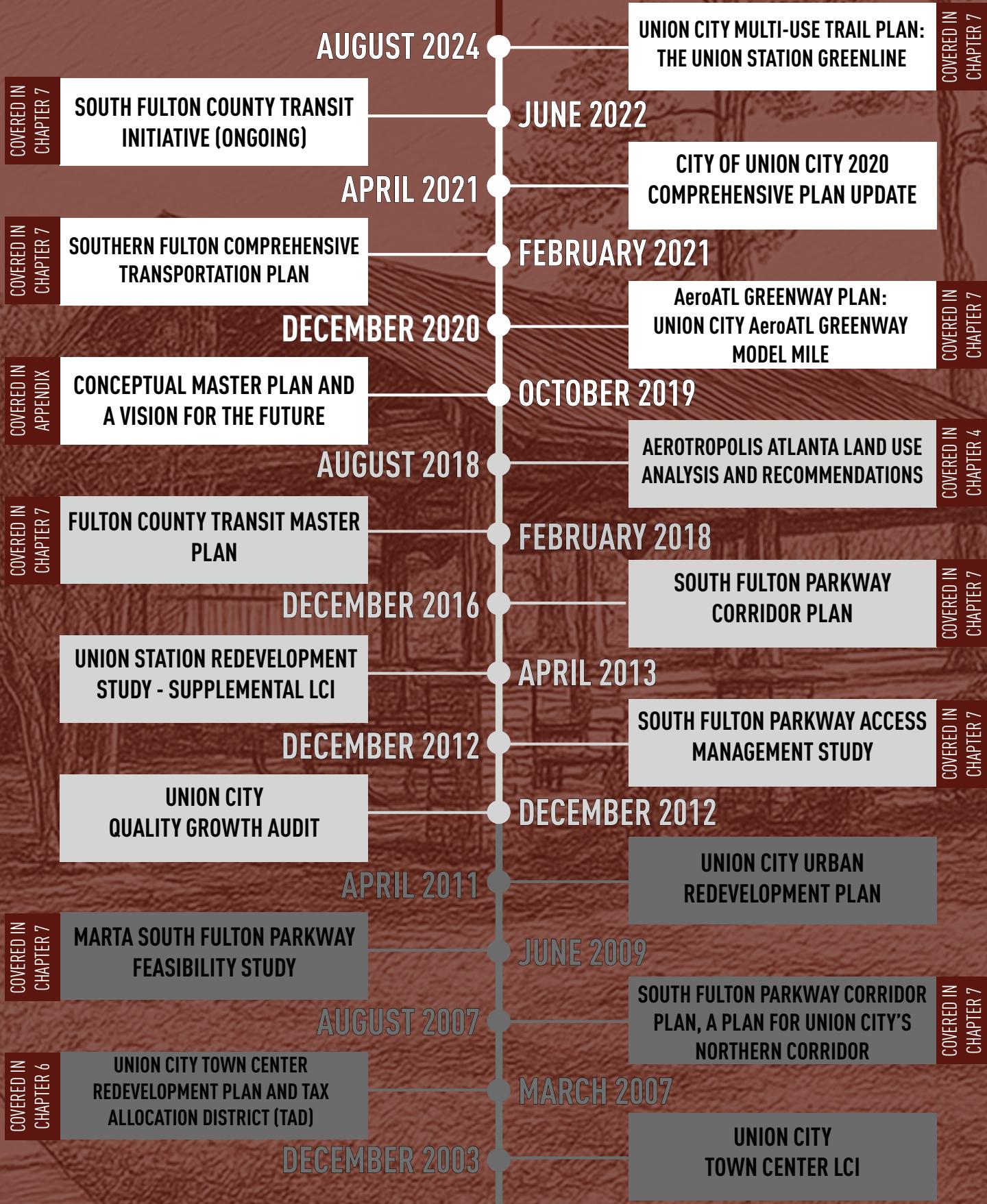
Overall, the 2020 Comprehensive Plan provided a flexible and focused strategy to guide land use, transportation, housing, and economic development decisions in Union City through 2025. The recommendations laid the groundwork for many of the refinements and forward-looking priorities featured in this 2025 Plan Update.



**Union City  
Comprehensive Plan Update  
2020**

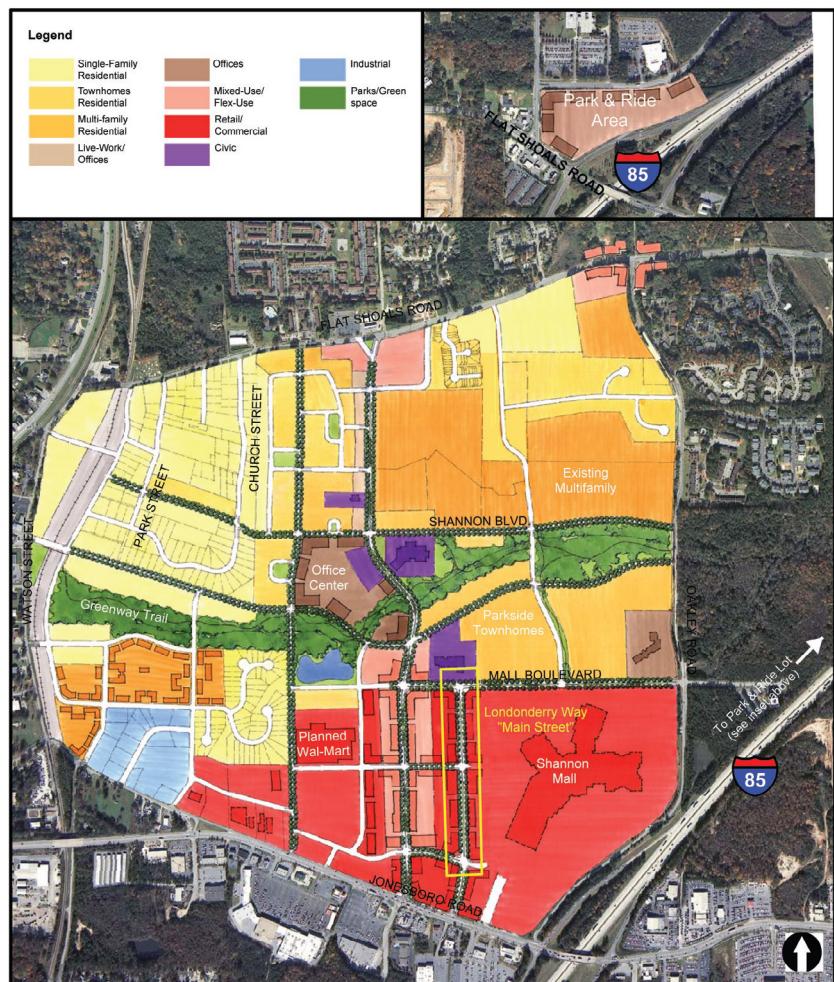
Adopted April 2021

# CITY OF UNION CITY 2025 COMPREHENSIVE PLAN UPDATE



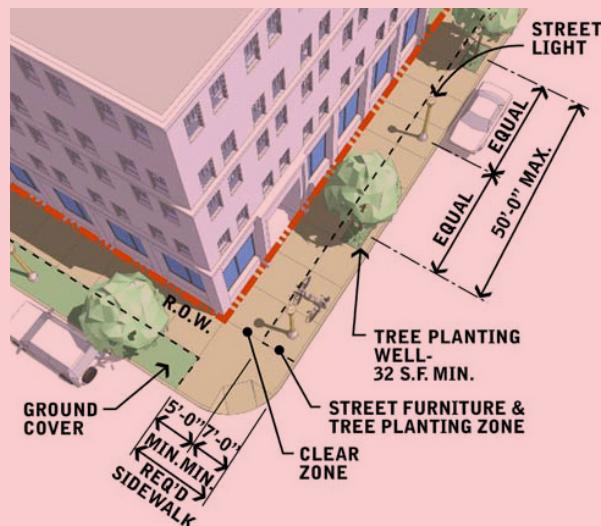
# UNION CITY TOWN CENTER LCI – 2003

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 Town Center Study - Concept Plan Map (2003)

## UNION CITY SUPPLEMENTAL LCI ZONING STUDY—2004

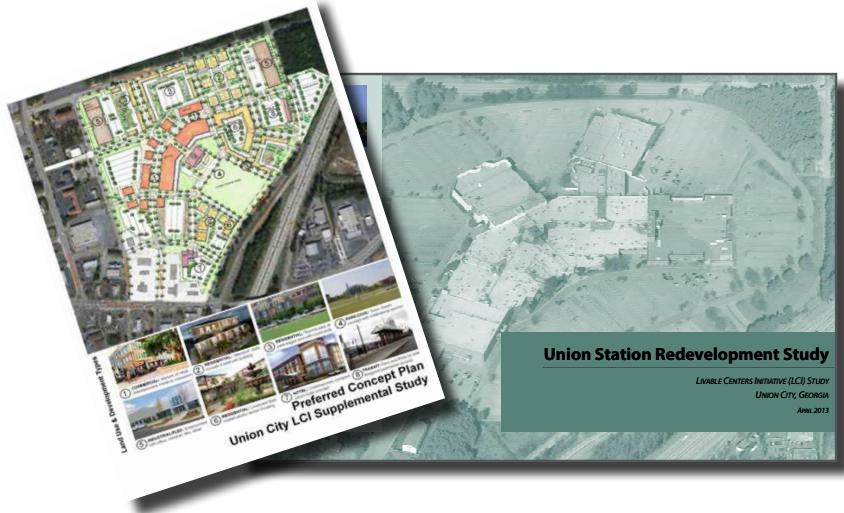


Awarded in 2004, the Supplemental Study developed new zoning districts for the mall site. The hybrid form-based code allowed for a greater mix of uses, design guidelines and a pedestrian friendly development pattern. The study resulted in the creation of the Town Center Mixed Use zoning district (TCMU), 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 mall's 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 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*



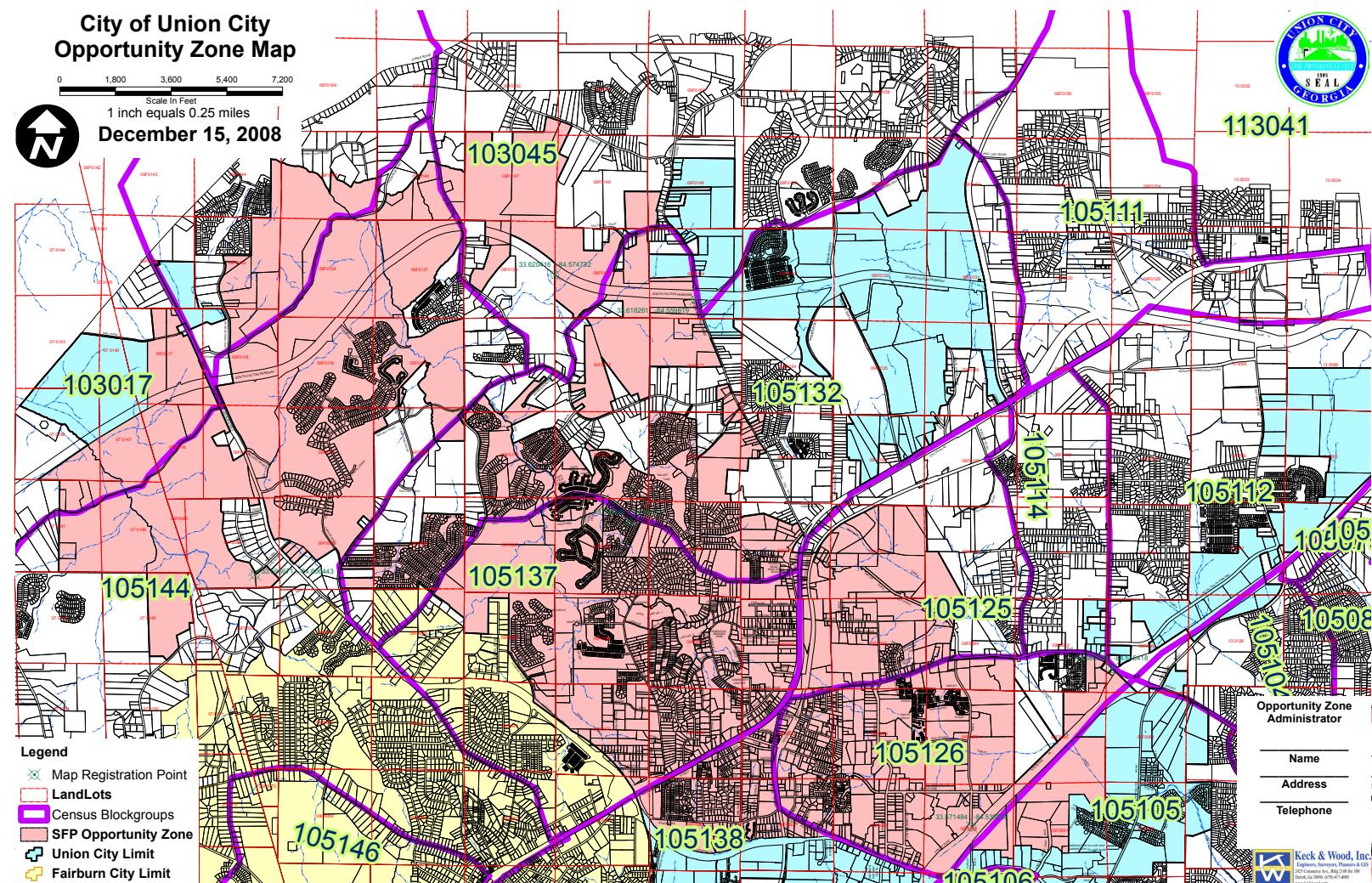
*The application of existing mixed-use/urban design districts and overlays that exist around Shannon Mall and South Fulton Parkway needed to be considered within other parts of Union City*

# UNION CITY URBAN 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 jurisdiction's 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.

## CITY OF UNION CITY OPPORTUNITY ZONE MAP



CHAPTER 2

# DATA & DEMOGRAPHICS



# UNION CITY AT A GLANCE



**27,300** **TOTAL POPULATION**

**33.1** **MEDIAN AGE**

**85.9%** **RACE AND ETHNICITY**  
Black or African American

**11,533** **NUMBER OF HOUSEHOLDS**

**26.7%** **EDUCATION\***  
Bachelor's Degree or Higher

**65.6%** **EMPLOYMENT RATE\***

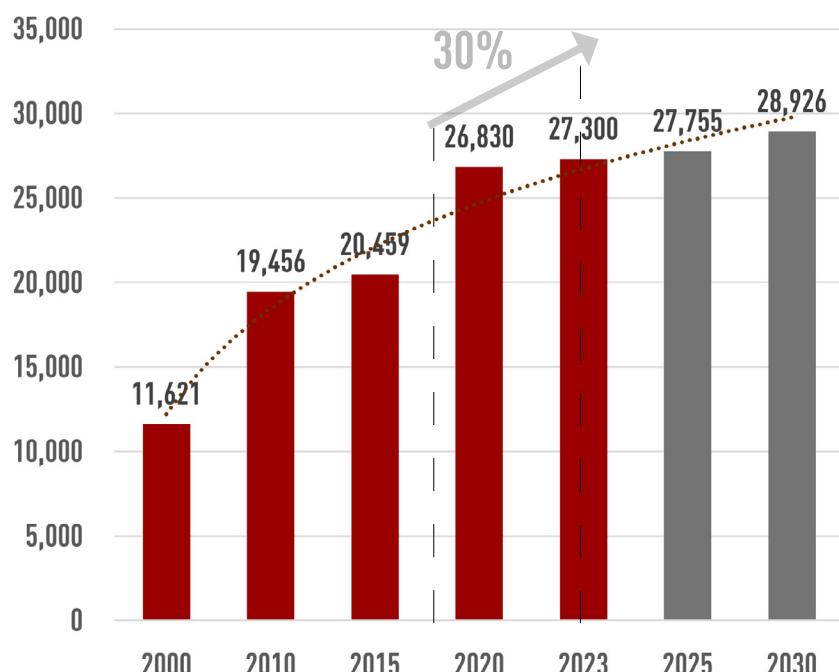
**12,272** **TOTAL HOUSING UNITS\***

**\$47,635** **MEDIAN HOUSEHOLD INCOME\***

\* Data is represented in the related chapter.

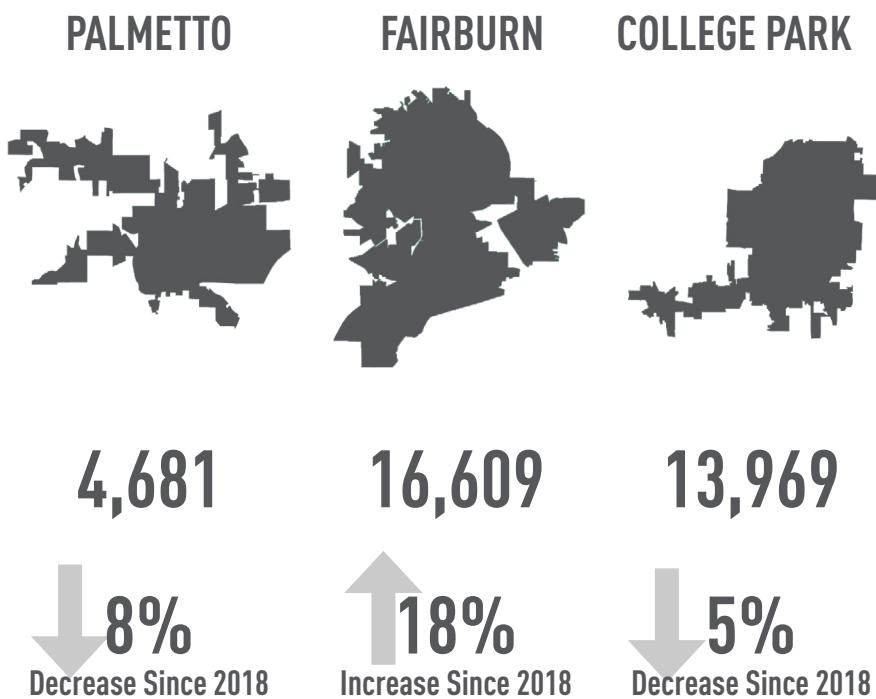
# DEMOGRAPHICS - POPULATION

## POPULATION CHANGE



Data Source: US Census Bureau; American Community Survey, 2023

## POPULATION COMPARED TO NEARBY CITIES (2023)

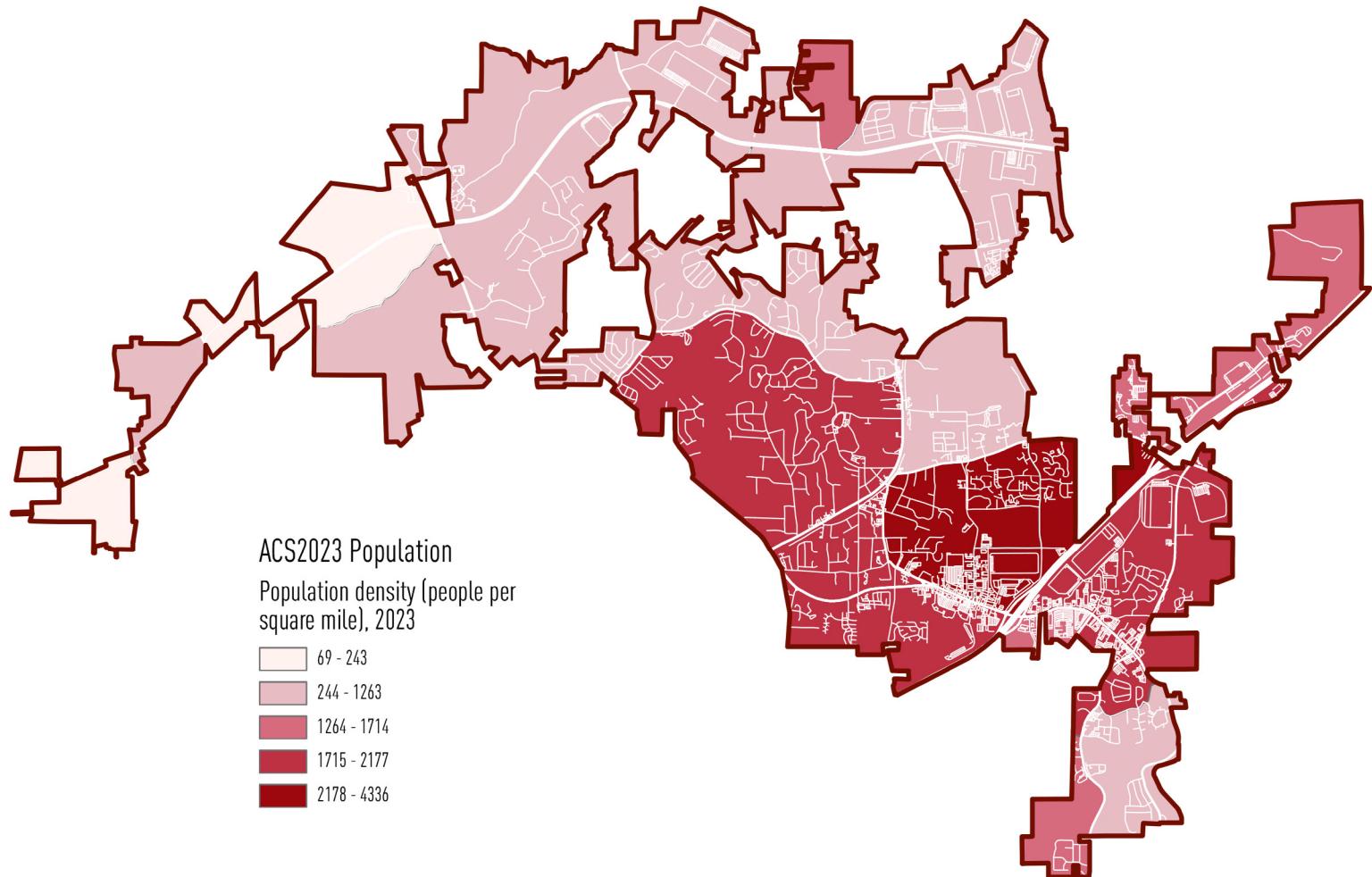


Data Source: US Census Bureau; American Community Survey, 2023

Union City has experienced steady population growth since 2000, with the total population increasing from 11,621 to an estimated 26,830 by 2023. While growth accelerated between 2000 and 2010, projections suggest a more gradual increase over the next several years, reaching approximately 28,926 residents by 2030. This trend reflects both local development dynamics and regional influences within the metro Atlanta area.

# POPULATION DENSITY

## POPULATION DENSITY BY TRACTS (2023)



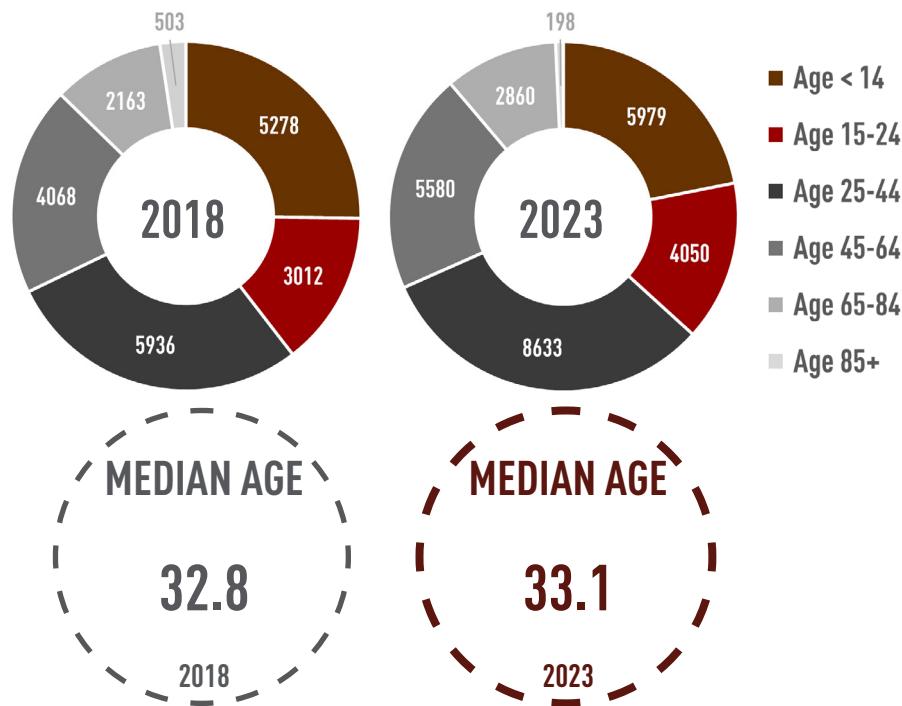
The population density map shows that the highest concentrations of residents are located in the southern and southeastern portions of the city. These areas, particularly around Roosevelt Highway, Shannon Parkway, and Highway 138, reflect denser residential development, while the northern and western portions of the city remain more sparsely populated. Understanding this distribution helps guide future planning for housing, transportation, and public services by highlighting

where resources, infrastructure investments, and community amenities may be most needed. High-density areas may require expanded public facilities and enhanced transportation networks, while low-density areas can inform strategies for accommodating future growth. This map ensures that planning decisions are aligned with current population patterns, supporting efficiency in the city's development.

Data Source: US Census Bureau; American Community Survey, 2023

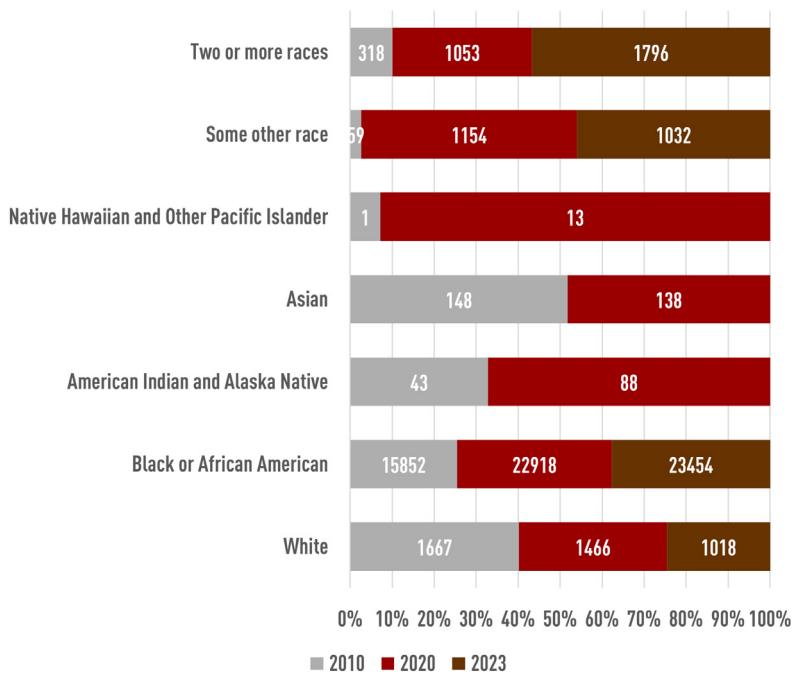
# AGE AND RACE DISTRIBUTION

## AGE CHANGE



Data Source: US Census Bureau; American Community Survey, 2023

## RACE DISTRIBUTION



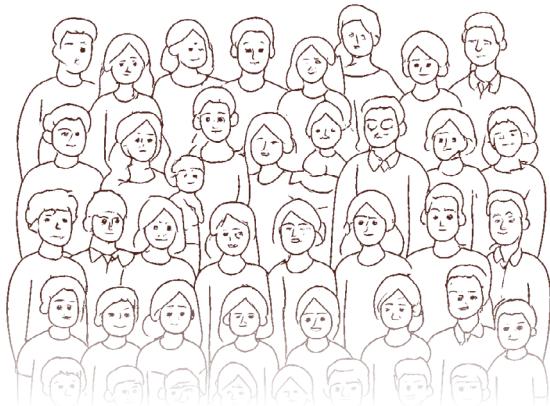
Data Source: US Census Bureau; American Community Survey, 2023

Union City's population is relatively young, with a median age of 33.1 as of 2023. Over the past decade, the City has experienced increases across nearly all age groups, particularly among residents aged 25 to 44 and 45 to 64, which now make up the largest portions of the population. The number of residents under 14 has also grown slightly, indicating a continued presence of families with children. While the senior population remains relatively small, there has been gradual growth in the 65+ age group, reflecting regional and national aging trends.

Union City is a racially and ethnically diverse community. As of 2023, the Black or African American population remains the majority, growing from 15,852 in 2010 to 23,454 in 2023. The White population has steadily decreased during the same period, while the number of residents identifying as two or more races, Asian, Native American, and some other race has grown, contributing to the City's increasing diversity. The racial composition has shifted significantly over the last decade, aligning with broader demographic trends in the metro Atlanta area and underscoring the importance of planning and resource allocation.

# HOUSEHOLDS IN UNION CITY

## NUMBER OF HOUSEHOLDS



### TOTAL HOUSEHOLDS

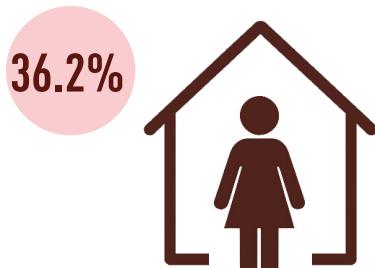
11,533

### PERSONS PER HOUSEHOLD

2.3

Data Source: US Census Bureau; American Community Survey, 2023

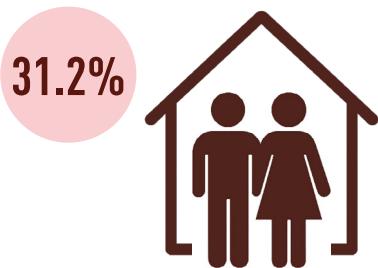
## POPULATION BY HOUSEHOLD



36.2%

### FEMALE HOUSEHOLDERS

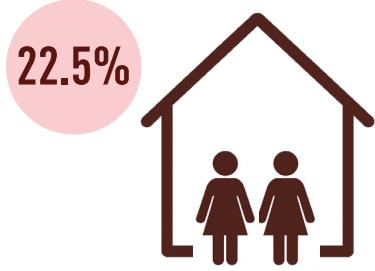
9,770



31.2%

### MARRIED COUPLES

8,442



22.5%

### NON-FAMILY

6,073



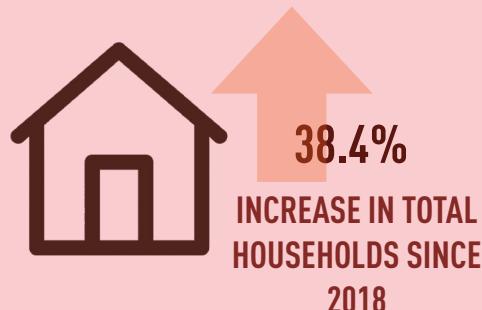
10.2%

### MALE HOUSEHOLDERS

2,743

Data Source: US Census Bureau; American Community Survey, 2023

In 2023, Union City had a total of 11,533 households, reflecting a 38.4% increase from 8,331 households in 2018. The average household size was 2.3 persons per household. This significant growth highlights Union City's rapidly expanding residential base, underscoring the need for strategic planning in housing, infrastructure, and community services to accommodate the city's evolving population.



38.4%  
INCREASE IN TOTAL  
HOUSEHOLDS SINCE  
2018

In 2023, Union City's household composition reflects a diverse mix of living arrangements that carry important planning implications. Female householders make up the largest share at 36.2% (9,770 households), highlighting a significant demand for housing and services that support single-parent and single-adult households. Married couples account for 31.2%, while non-family households - individuals or unrelated persons sharing a home - represent 22.5%. Male householders comprise the smallest segment at 10.2%. These patterns indicate a shift away from exclusively traditional family structures and underscore the importance of planning for varied areas that can meet the needs of Union City's evolving household landscape.

# BROADBAND INFRASTRUCTURE

Reliable, high-speed internet is now a critical utility—vital for education, remote work, healthcare, economic development, and civic life. In recognition of this, Georgia's General Assembly enacted Senate Bill 402 in 2018, known as the Achieving Connectivity Everywhere (ACE) Act. This legislation aims to expand broadband access in unserved and underserved areas throughout the state.

The ACE Act integrates broadband into Georgia's local and regional planning processes. It mandates that all local governments include broadband planning in their Comprehensive Plans. Specifically, jurisdictions must:

- Determine whether their community is “served” or “unserved” based on criteria established by the Georgia Department of Community Affairs (DCA).
- Develop follow-up actions based on that determination, such as recruiting broadband providers, pursuing funding, and improving service coverage.

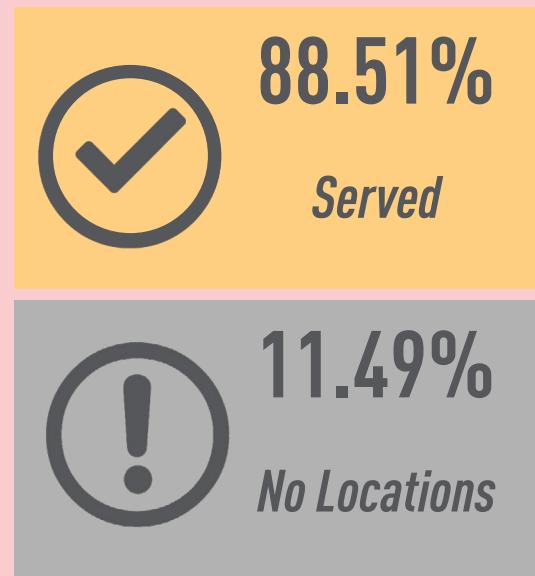
The Act also standardizes key terms:

- Broadband service is defined as internet with at least 25 Mbps download and 3 Mbps upload speeds, enabling online learning, telehealth, e-commerce, and other digital services.
- Broadband providers include private ISPs, public utilities, municipal networks, and public-private partnerships.

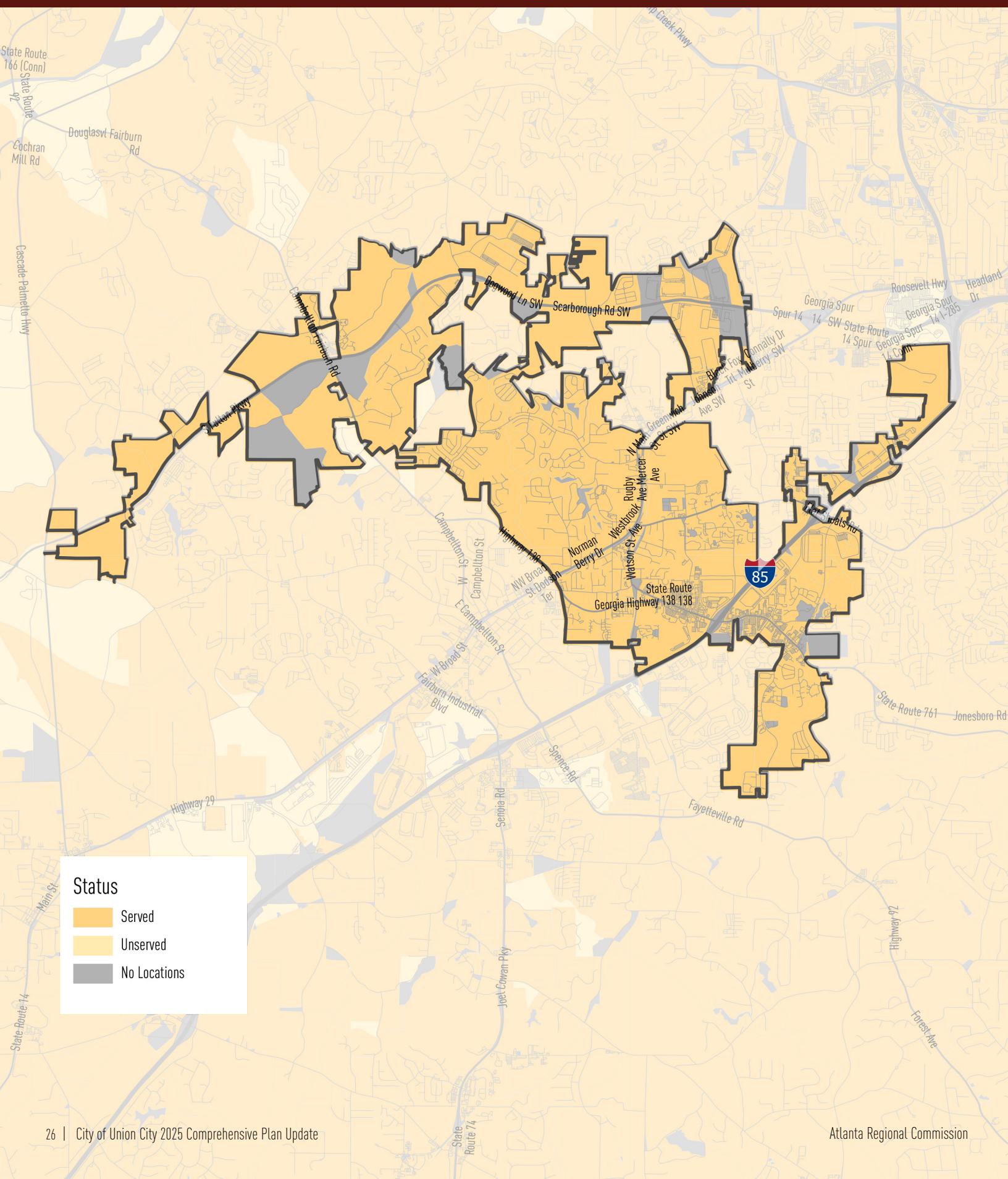
Communities that follow the ACE Act—and go further by adopting a Broadband Ready Community Ordinance—may become eligible for state and federal funding to help close the digital divide. The Act not only promotes infrastructure development but also supports equity by ensuring that broadband access is treated as essential infrastructure in all communities.

## UNION CITY'S BROADBAND SERVICE CONDITIONS

Union City is situated in a region of Fulton County, Georgia, that has benefitted from substantial broadband investment, resulting in a generally strong level of service coverage. According to the Georgia Broadband Availability Map, the majority of Union City is currently classified as “served.” This means that most residential, commercial, and institutional locations within the city have access to broadband services that meet or exceed the ACE Act’s minimum speed thresholds. Several “No Location” zones also appear on the map, especially along major infrastructure corridors and undeveloped parcels. Some western portions of Union City—particularly near Scarborough Road SW, Rivertown Road, and sections west of Buffington Road—contain clusters of properties identified as underserved. These areas may experience slower connection speeds, reduced reliability, or a lack of competition among providers.



# BROADBAND ACCESS



CHAPTER 3

# COMMUNITY ENGAGEMENT



# COMMUNITY ENGAGEMENT

Community engagement is a key part of the process and has guided the Union City 2025 Comprehensive Plan Update. The planning process was designed to ensure that residents, business owners, community leaders, and other stakeholders had multiple opportunities to shape the city's vision, goals, and strategies for the next five years. Outreach efforts blended structured meetings, online tools, informal events, and open forums, reaching a broad cross-section of Union City's population. The major activities and resources during the community engagement are listed below:

**PUBLIC INPUT WEBSITE**



**ONLINE SURVEY**



**REGULAR STEERING  
COMMITTEE MEETINGS**



**STEERING COMMITTEE  
SURVEY**



**PUBLIC OPEN HOUSE**



**POP-UP EVENT**



**PUBLIC HEARING**



# ENGAGEMENT ACTIVITIES

## PROJECT WEBSITE



726

Views



150

Comments



92

Participants



3,154

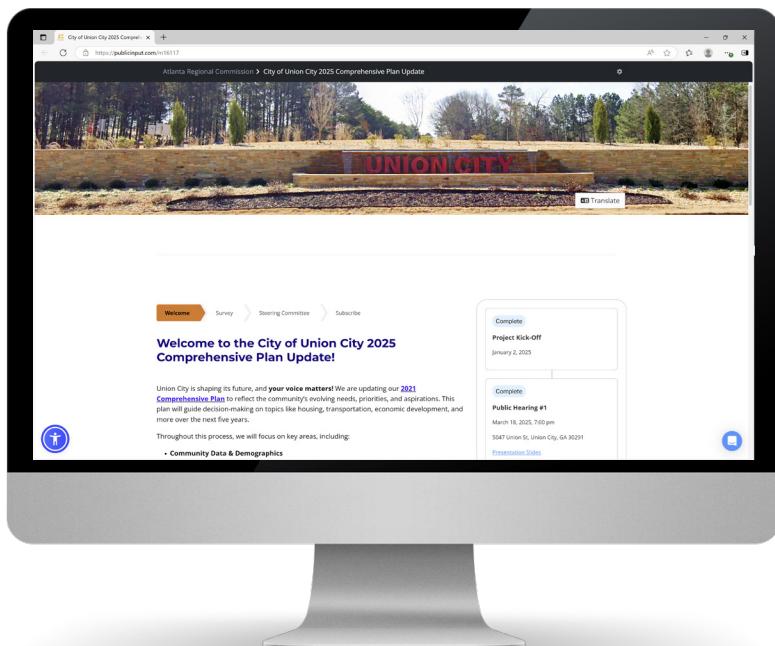
Responses

A project website ([publicinput.com/UnionCityPlan](http://publicinput.com/UnionCityPlan)) was established as the central hub for the 2025 Comprehensive Plan Update and explained what a comprehensive plan is, why it matters, and how residents could participate in the process.

Key features included:

- Clear project timeline and milestones
- Integrated access to meeting details
- Steering Committee members information
- Community Survey

This website functioned not only as an information portal but also as the primary platform for engagement. It consolidated project resources—background documents, presentations, announcements, and the survey—ensuring transparency and encouraging ongoing resident interaction.



## PROJECT TIMELINE

### FIRST PUBLIC HEARING

*March 18, 2025*

### PUBLIC INPUT SURVEY

*March - August 2025*

### STEERING COMMITTEE MEETING 1

*April 2, 2025*

### POP-UP ENGAGEMENT

*April 5, 2025*

### PUBLIC OPEN HOUSE

*April 23, 2025*

### STEERING COMMITTEE MEETING 2

*May 14, 2025*

### STEERING COMMITTEE MEETING 3

*June 25, 2025*

### SECOND PUBLIC HEARING

*August 19, 2025*

### CITY REVIEW AND PLAN ADOPTION

*October 21, 2025*

# ENGAGEMENT ACTIVITIES

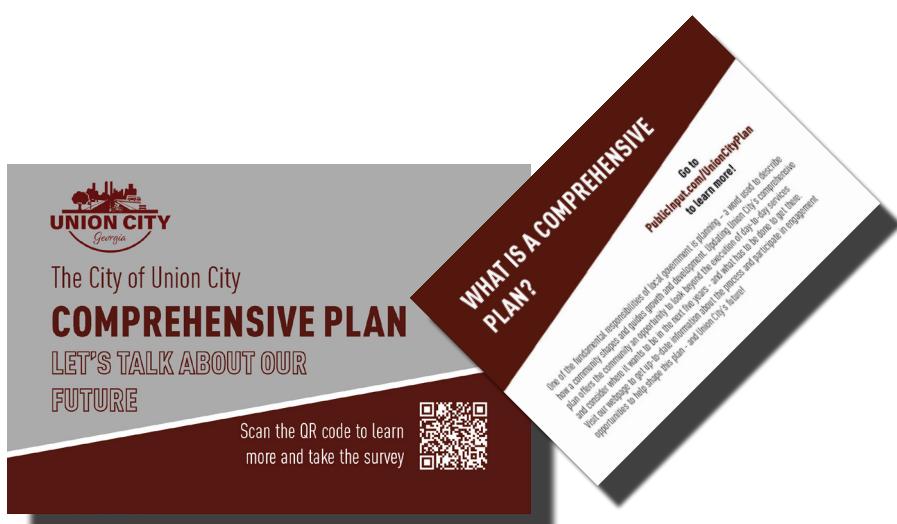
## ONLINE SURVEY

Surveys are a critical tool for gathering community feedback, helping the project team understand residents' priorities, concerns, and aspirations for Union City's future. For the 2025 Comprehensive Plan Update, an online survey was designed to collect input on a wide range of topics, including quality of life, housing, transportation and mobility, economic development, land use, and desired community amenities.

The City and Atlanta Regional Commission's staff promoted the survey through social media, the City's website, community announcements, and personal outreach. The survey was accessible via the project website from March through June 2025, coinciding with Steering Committee meetings, pop-up events, and other engagement opportunities.

The survey reached 726 views, engaged 92 unique participants, generated 3,154 individual responses, and received 150 written comments. Responses highlighted traffic congestion, pedestrian safety, the need for a vibrant downtown, land use considerations to protect residential neighborhoods' characters, and support for new amenities such as trails, aquatic facilities, and community centers.

Results from the survey were used alongside input from Steering Committee meetings, the pop-up event, the public open house, and two public hearings to shape the plan's Needs and Opportunities, Vision, and Implementation Strategies. A full summary of survey findings is included in the appendix.



## PARTICIPANTS DEMOGRAPHICS

92  
Participants



98%  
Residents of  
Union City

96%  
Black/African  
American

96%  
Homeowners

71%  
Female

70%  
Full-time Employed

56%  
30 - 49 Age Groups

86%  
College Educated

# STEERING COMMITTEE

## STEERING COMMITTEE COMPOSITION



The Steering Committee, composed of residents, business owners, and representatives from civic and neighborhood groups, played a critical role in guiding the planning process. The committee served as a bridge between the community and the planning team, ensuring that all perspectives were represented. Members provided feedback on community priorities, reviewed survey results, and offered insights into local needs, strengths, challenges, weaknesses, opportunities, and threats. Meeting three times throughout the process, the committee's input shaped the development of vision statements, goals, and policies, ensuring the final recommendations reflected the priorities and aspirations of Union City's residents and stakeholders.

## MEETING 1 - FRAMING THE PLAN & SETTING PRIORITIES

Join [menti.com](https://menti.com) | use code 1974 8970

**2. What are Union City's strongest assets that the City can build upon in the future?**

37 responses

The first meeting introduced the purpose and requirements of the comprehensive plan update, with an emphasis on how it shapes future development, housing, transportation, and economic strategies. The City and ARC staff presented data on demographic trends, housing changes, transportation usage, and economic conditions. Committee members revisited issues identified in the 2020 Comprehensive Plan, such as aging housing, automobile dependence, lack of a downtown core, and limited pedestrian activity, and confirmed which issues remain pressing. Members also began identifying new challenges, including growth pressures along South Fulton Parkway and widespread concerns about industrial development near neighborhoods.

# STEERING COMMITTEE

## MEETING 2 - REFINING NEEDS & OPPORTUNITIES

### Top Five Topics Describing Quality of Life



Affordable Housing



City Services



Safety and Security



Recreational Resources



Shopping Convenience

### Top Five Improvements Needed



Business Attraction



Neighborhood Preservation



Parks and Trails



Road Improvements / Repair



Pedestrian Infrastructure

The second meeting focused on integrating public feedback, including results from the ongoing online survey, open house, and early pop-up engagement. Participants reviewed the online survey responses and the city's Needs and Opportunities section, discussing key topics such as traffic congestion, walkability, downtown development, housing diversity, and the need to preserve neighborhoods characters by separating them from the industrial uses. Members also weighed how to balance economic growth with neighborhood livability, offering guidance for updated vision statements and development policies. A Housing Terms and Strategies guide was given to the participants to address their questions around housing topics in Union City such as affordability.

## MEETING 3 - FINALIZING VISION, GOALS, & POLICIES

### FUTURE DEVELOPMENT

GOALS	POLICIES	STRATEGIES	COMMENTS
Goal 1: Create New, Complete Neighborhoods	Policy 1.1: Create walkable, well-connected neighborhoods Policy 1.2: Connect new neighborhoods with existing and future development.	Strategy 1.1.1: Amend Development Code (zoning and/or subdivision regulations) to include standards for bicycle and pedestrian amenities. Strategy 1.1.2: Require dedication of right-of-way, as needed and when feasible, to install sidewalks along existing roadways. Strategy 1.1.3: Identify areas where sidewalks are needed where sufficient right-of-way exists and prioritize investments based on safety needs.	
Goal 2: Create Attractive, Vibrant Activity Centers and Corridors	Policy 2.1: Encourage mixed-use neighborhoods and community centers Policy 2.2: Revitalize and enhance existing commercial corridors and developments.	Strategy 2.1.1: Encourage mixed-use development within activity centers and create a healthy mix of uses which is safe and desired for the community. Strategy 2.1.2: Adopt connectivity standards for new developments. These standards should create an interconnected public street network with new developments and should enhance connectivity city-wide by linking new streets and neighborhoods to existing public streets and adjacent neighborhoods. Strategy 2.1.3: Create a existing Tax Allocation District (TAD) along Hwy 38/Jonesboro Road corridor to promote infrastructure improvements to attract redeveloped Tax Allocation District (TAD) in appropriate areas.	

### HOUSING

GOALS	POLICIES	STRATEGIES	COMMENTS
Goal 1: Create Appropriate Areas for Industrial and Commercial Uses that Require Special Design Considerations	Policy 1.1: Limit industrial uses in proximity to residential areas and encourage industrial uses to be located in industrial parks and environmental performance standards to protect public health and neighborhood integrity.	Strategy 1.1.1: Amend zoning and/or subdivision regulations to encourage the maintenance of property.	
Goal 2: Create a coordinated, city-wide system of parks and green spaces.	Policy 2.1: Encourage new parks and green spaces to include publicly accessible parks and open space as well as other recreational facilities.	Strategy 2.1.1: Continue park establishment and expansion in the City. Strategy 2.1.2: Encourage the creation of parks and green spaces in the City to attract people for use and enjoyment. Strategy 2.1.3: Prioritize investment in amenities.	

### TRANSPORTATION

GOALS	POLICIES	STRATEGIES	COMMENTS
Goal 1: Create Appropriate Areas for Industrial and Commercial Uses that Require Special Design Considerations	Policy 1.1: Create a well-connected street network that provides multiple route options for drivers, transit users, and non-motorized users (e.g. sidewalks, walking paths, crosswalks, and bike lanes) to work around the community in a safe, connected and convenient manner.	Strategy 1.1.1: Within connectivity standards for new developments, these standards should create an interconnected public street network within new developments and should enhance connectivity areas-wide by linking new streets and neighborhoods to existing public roads and adjacent neighborhoods.	
Goal 2: Create a Safe, Efficient, and Convenient Transportation System	Policy 2.1: Create walkable, well-connected neighborhoods and community centers.	Strategy 1.1.2: Prioritize conditions analysis of the sidewalks to identify maintained facilities and prioritize repair / replacement of sidewalks that are in poor condition. This will include the identification of areas where sidewalks are in poor condition and should be replaced with new sidewalks. This will include coordination with Fulton County, City of Eastpointe and City of Chatsworth (MS).	

The final meeting centered on shaping Union City's updated vision statement and thematic goals for future development, housing, economic growth, transportation, and resource conservation. An online survey was distributed to the members to receive feedback on the updated Vision and Goals. Small-group activities allowed members to refine policy language, ensuring it reflected the community's values and priorities. Discussions emphasized creating vibrant, walkable mixed-use centers, expanding amenities like parks and aquatic facilities, strengthening local businesses, and enforcing strict design and buffer standards for industrial uses near residential areas.

# ENGAGEMENT SHAPING THE PLAN

## PUBLIC MEETING - OPEN HOUSE



The open house for community input was held in combination with a Town Hall meeting. The residents explored the interactive maps to give their input on these areas:

- Community Priorities
- Community Needs
- Top 10 Recommendations
- Natural and Environmental Resources
- Historic and Cultural Resources
- Improvement Needs
- Housing Opportunities
- Transportation
- Desired Locations

The input is included in the related chapters of this plan and directly addressed the recommendations for each topic area.

## PUBLIC HEARINGS

Two public hearings were held to meet Georgia Department of Community Affairs (DCA) requirements and provide structured opportunities for resident feedback:

- **Hearing 1 – April 23, 2025:** Introduced the planning process, reviewed required and optional comprehensive planning elements, and encouraged early community input.
- **Hearing 2 – August 19, 2025:** Presented the draft comprehensive plan, including updated goals and strategies, for public comment prior to adoption.

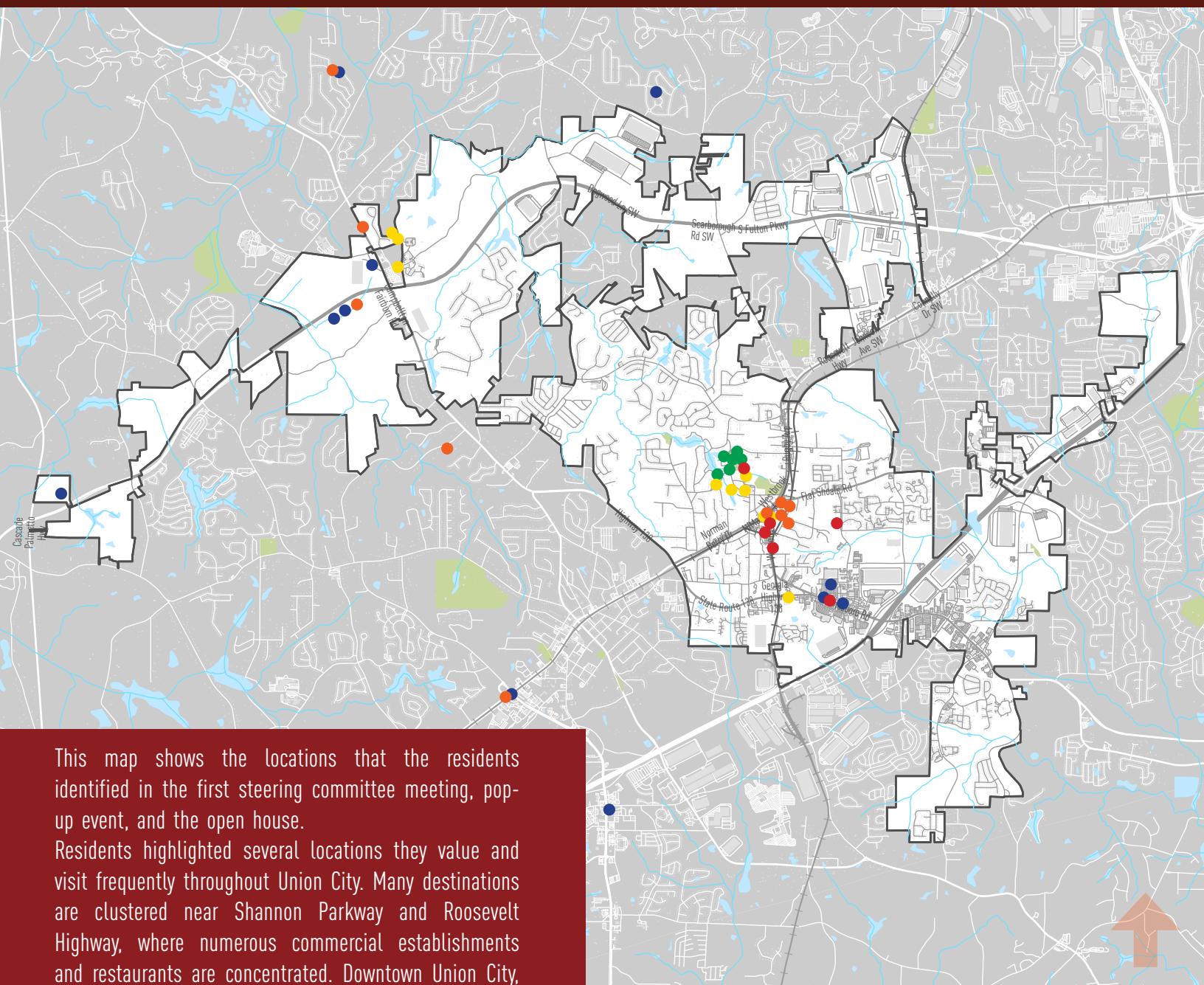
## HOW THE ENGAGEMENT SHAPED THE PLAN

Feedback from these efforts directly influenced the final plan by:

- Refining Needs and Opportunities
- Shaping the Vision Statement
- Refining Goals, Policies, and Strategies
- Guiding Implementation Strategies



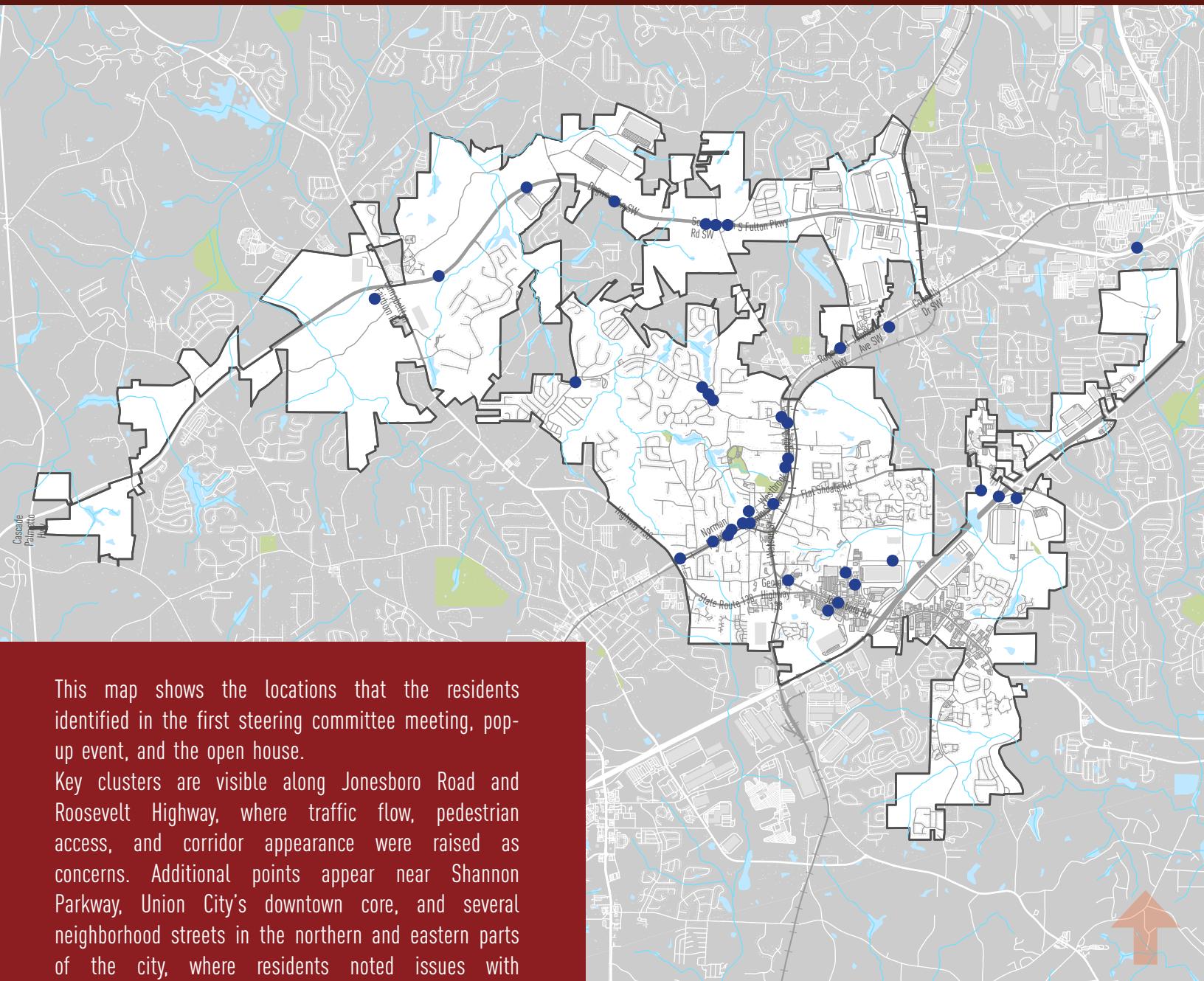
# WHERE DO YOU GO?



## LOCATIONS THE RESIDENTS VALUE OR ENJOY

- COMMERCIAL ESTABLISHMENTS
- RESTAURANTS
- RECREATIONAL LOCATIONS
- WORK LOCATIONS
- OTHERS

# IMPROVEMENT NEEDS



- School Improvement
- Connectivity on Roosevelt Hwy
- Sidewalks Improvements
- ADA Compliance

## RESIDENT-IDENTIFIED PRIORITY IMPROVEMENT AREAS

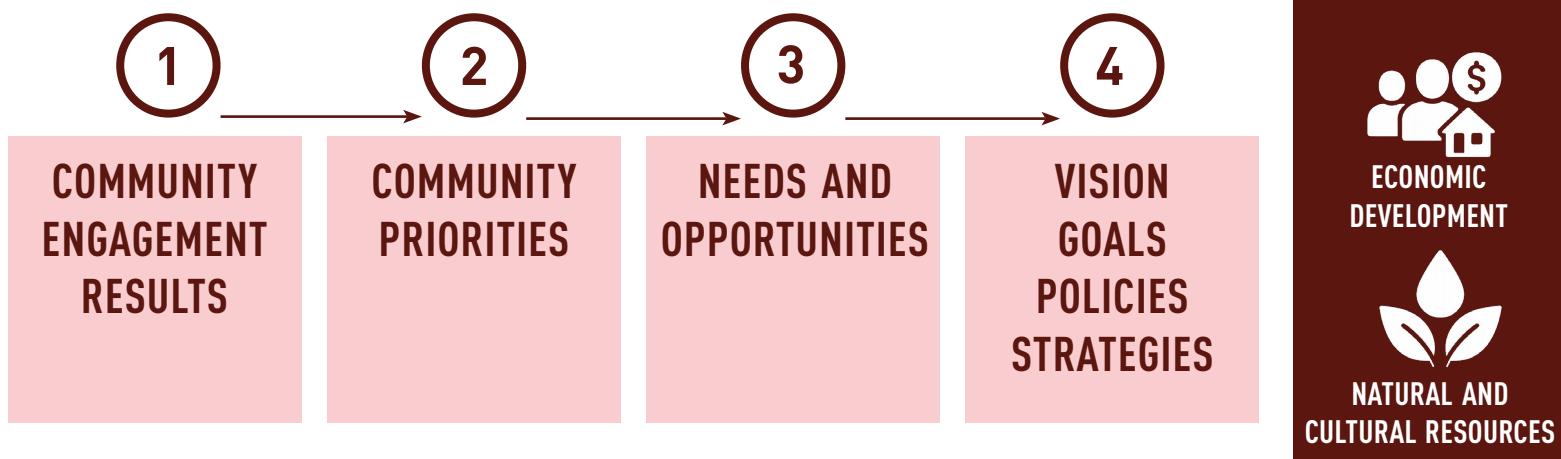
(Areas having issues with connectivity, repairs, aesthetics, roadways, commercial centers, sidewalks, etc)

- IN NEED OF IMPROVEMENTS

# COMMUNITY PRIORITIES SHAPING NEEDS/OPPORTUNITIES

The following two pages present a high-level summary of the community priorities that emerged from the Union City 2025 Comprehensive Plan engagement process. These priorities were identified through multiple methods of outreach, including surveys, steering committee meetings, open houses, and public hearings. The list highlights what the community values today, the challenges it wants to address, and the aspirations it has for the future. By organizing these themes into five categories, the framework provides an accessible way to understand the foundation of the Needs and Opportunities section and the broader goals of the plan.

It is important to emphasize that this list is not intended to replace the detailed results of the engagement process. Instead, it serves as a synthesis that distills survey responses, written comments, meeting discussions, and public input activities into a concise framework. Each priority outlined here connects directly to one or more Needs and/or Opportunities, which in turn shape the goals, policies, strategies, and recommendations included later in the plan. For readers who want to explore the community input in greater depth, the detailed results and discussion for each topic area—housing, transportation, economic development, natural and cultural resources, and more—are fully documented in the chapters that follow and the Appendix.



- WHAT COMMUNITY VALUES**
- Strategic Location** – Proximity to Hartsfield-Jackson International Airport, I-85, I-285, and South Fulton Parkway provides Union City with strong regional connections and business potential.
  - Community Pride and Homeownership** – Residents expressed strong attachment to their neighborhoods and broad support for homeownership as a source of stability.
  - Cultural and Historic Identity** – Landmarks, churches, and civic spaces are important to preserving Union City's sense of place.
  - Parks and Green Spaces** – Ronald Bridges Park, Dixie Lakes, and other recreational assets were identified as valued gathering spaces.
  - Room to Grow** – Undeveloped land and existing infrastructure along major corridors offer capacity for new development without displacing established neighborhoods.

# COMMUNITY PRIORITIES SHAPING NEEDS/OPPORTUNITIES

## ! WHAT COMMUNITY WANTS TO IMPROVE

- **Traffic Congestion** – Major corridors such as Hwy 138, Roosevelt Highway, and South Fulton Parkway are congested, unsafe, and unfriendly to pedestrians.
- **Walkability and Connectivity** – Sidewalk gaps, limited bike facilities, and unsafe crossings were consistently raised as barriers to mobility.
- **Lack of a Downtown Core** – Residents noted the absence of a central civic or cultural hub comparable to neighboring cities.
- **Aging Housing Stock** – Many older apartment complexes require rehabilitation, and code enforcement needs to be strengthened.
- **Industrial Encroachment** – Heavy industrial uses located near neighborhoods create conflicts with quality of life, health, and property values.
- **City Appearance and Cleanliness** – Litter, aesthetics along corridors, and property maintenance were identified as issues needing stronger action.



## WHAT COMMUNITY HOPES TO CREATE

- **Vibrant City Center** – Establish a defined downtown with retail, dining, entertainment, and civic amenities to serve as the community's focal point.
- **Revitalized Corridors** – Redevelop vacant and underutilized properties along Campbellton Fairburn Road, Roosevelt Highway, Jonesboro Road, and South Fulton Parkway.
- **Housing Choices** – Expand housing diversity with affordable, senior, mixed-income, and high-quality infill options; promote homeownership incentives.
- **Expanded Parks and Recreation** – Create new trails, recreation centers, playgrounds, and aquatic facilities while protecting and enhancing green spaces.
- **Improved Mobility** – Add sidewalks, bike lanes, trails, and safer crossings; expand MARTA and bus stop infrastructure; implement traffic calming.
- **Economic Diversification** – Attract retail, hospitality, film, and technology businesses while supporting local entrepreneurship and small businesses.
- **Strong Gateways and Branding** – Invest in corridor design, landscaping, and signage to create a recognizable identity for Union City.
- **Regional Collaboration** – Leverage partnerships and tools like Tax Allocation Districts (TADs), Opportunity Zones, and the Downtown Development Authority to support investment.



# NEEDS AND OPPORTUNITIES - FUTURE DEVELOPMENT



## NEEDS

- **Redevelopment of vacant and underutilized properties, especially along Campbellton Fairburn Road, Roosevelt Highway, and South Fulton Parkway.**

Significant portions of these corridors remain inactive or underperforming, creating visual and economic gaps in the city. Revitalizing these areas into mixed-use districts or active commercial nodes will help Union City grow without expanding into greenfields.

- **Create a defined, vibrant city center or civic hub to anchor growth.**

Residents continue to note that Union City lacks a central gathering place similar to the downtown cores of nearby cities. Establishing a true civic center with dining, retail, entertainment, and public spaces would build identity and give the city a focal point for community and economic activity.

- **Balance industrial development with community livability and protect neighborhoods.**

While heavy industrial projects contribute to the tax base, future growth must better separate incompatible land uses to protect neighborhood quality of life.

- **Improve connections between historic downtown, neighborhoods, and Hwy 138/Jonesboro Road.**

Stronger pedestrian, transit, and vehicular links can improve access and visibility for Union City's historic downtown, making it a more vibrant destination for residents and visitors alike.

- **Encourage more mixed-use developments that combine residential, retail, and services.**

Community feedback shows demand for walkable,

integrated neighborhoods and corridors that provide access to amenities close to home, while reducing automobile dependence.

- **Strengthen traffic management and corridor design, especially along Roosevelt Highway.**

High speeds and traffic congestion along major corridors diminish safety and discourage redevelopment. Design standards, traffic calming measures, and streetscaping can slow traffic and improve the appeal of these routes.

## OPPORTUNITIES

- **Leverage capacity for growth along South Fulton Parkway with existing infrastructure.**

With undeveloped land, access to transportation infrastructure, and zoning in place, the corridor is well-positioned to absorb growth in a way that supports Union City's long-term vision.

- **Attract entertainment, dining, and retail destinations by drawing inspiration from nearby successful downtowns.**

Nearby cities have revitalized their commercial districts. Union City can compete by curating similar amenities focused on unique attributes of Union City to attract residents and regional visitors.

- **Utilize the advantage of proximity to Hartsfield-Jackson Atlanta International Airport and regional interstate access (I-85, I-285).**

This location advantage positions Union City to attract businesses while supporting tourism and investment.

- **Establish new design standards and branding to create recognizable gateways and corridors.**

Improving signage, landscaping, and visual identity along major routes can strengthen Union City's sense of place.

# NEEDS AND OPPORTUNITIES - HOUSING



## NEEDS

- **Expand housing diversity to serve a wide range of incomes and lifestyles.**

The city needs more affordable, senior, and high-income housing options, as well as homes integrated into mixed-use developments, to accommodate its diverse population.

- **Strong support for homeownership in Union City.**

Many residents view homeownership as a pathway to stability and neighborhood pride, and they would like incentives that encourage ownership.

- **Proper buffer and distance between new housing units and heavy industrial properties.**

Residents have expressed significant concern about noise, safety, and environmental impacts from industrial neighbors, underscoring the need for clear land use buffers.

- **Address aging multi-unit housing and strengthen code enforcement.**

Many older apartment complexes require maintenance and rehabilitation to preserve safety, aesthetics, and value in surrounding neighborhoods.

## OPPORTUNITIES

- **Encourage mixed-income and mixed-use housing with redevelopment tools and incentives.**

Using density bonuses, expedited permitting, and financial tools such as Tax Allocation Districts (TADs) and Opportunity Zones can promote a healthier housing mix.

- **Promote high-quality infill housing within existing neighborhoods.**

Infill projects can revitalize underused parcels, add diverse housing types, and provide more ownership opportunities while enhancing neighborhood character.

- **Tailor zoning and incentives to meet Union City's current and future housing needs.**

A detailed assessment of affordability, housing conditions, and market trends can help identify gaps in the housing market and guide policy. (Conducting a housing study has been included in the Community Work Program, item 18)

# NEEDS AND OPPORTUNITIES - TRANSPORTATION



## NEEDS

### ● Relieve traffic congestion citywide.

Congestion is a major resident concern, with 80% of survey respondents rating it poor or below average. Major corridors like Hwy 138, Roosevelt Highway, and South Fulton Parkway require targeted investments to improve flow.

### ● Improve pedestrian and bicycle safety across the city.

Sidewalk gaps, minimal bike lanes, and poor lighting create unsafe conditions for non-drivers. Sidewalks, bike lanes, crosswalks, and lighting rank as top resident priorities.

### ● Enhance public transportation access and infrastructure.

Residents support extending MARTA service and improving bus stops, which currently lack shelters, lighting, and safety features.

### ● Reorganize truck routes, particularly along Hwy 138.

Heavy truck traffic contributes to safety issues and congestion near neighborhoods and commercial areas, requiring rerouting and road design strategies.

### ● Address road maintenance and implement traffic calming.

South Fulton Parkway and other high-speed corridors need resurfacing, design adjustments, and calming measures to reduce hazards and improve livability.

## OPPORTUNITIES

### ● Leverage planned sidewalk and trail networks to boost connectivity.

Ongoing projects can link neighborhoods, parks, and commercial areas, promoting walking and biking as viable transportation options.

### ● Invest in pedestrian-friendly infrastructure along key corridors.

Enhancements on Shannon Parkway, Royal South Parkway, and other routes can encourage foot traffic and make these corridors more attractive for redevelopment.

### ● Partner with regional agencies to expand transit options.

Coordination with MARTA and other regional entities can help bring bus route expansions, stop improvements, and new transit investments to Union City.

# NEEDS AND OPPORTUNITIES - ECONOMIC DEVELOPMENT



## NEEDS

- Diversify economic assets beyond industrial uses.

While these industries are part of Union City's economic base, residents want more and better dining, retail, and entertainment options to keep spending local.

- Create a vibrant downtown core.

A mixed-use downtown with shops, restaurants, cultural venues, and gathering spaces would give Union City a competitive edge and draw regional visitors.

- Improve wages and job opportunities to reduce the "bedroom community" dynamic.

Many residents currently commute outside the city for work. Expanding professional and service-sector jobs locally can strengthen the local economy.

- Redevelop underutilized corridors like Roosevelt Highway and Hwy 138.

These areas hold potential for new mixed-use districts that can serve both residents and visitors.

## OPPORTUNITIES

- Use Union City's Opportunity Zone and Foreign Trade Zone to attract investment.

These tools can help the city recruit diverse businesses while providing tax benefits and reducing costs for employers.

- Capitalize on the city's location near the airport and interstates.

Union City can attract industries such as film production, hospitality, and technology that benefit from regional connectivity.

- Support local entrepreneurship and resident-owned businesses.

Encouraging small businesses and startups can diversify the economy and foster local wealth-building.

- Collaborate with regional economic partners.

Working with Fulton County, ARC, and other regional organizations can help market Union City as a hub for businesses desired by the community.

- Support the new Union City Downtown Development Authority and utilize the powers granted.

Union City created a Downtown Development Authority in 2025. Explore ways to utilize this new tool.

Note: An ordinance, including DDA boundaries are included in the Economic Development Chapter.

# NEEDS AND OPPORTUNITIES - NATURAL AND CULTURAL RESOURCES



## NEEDS

- Preserve and expand green spaces, parks, and trails.

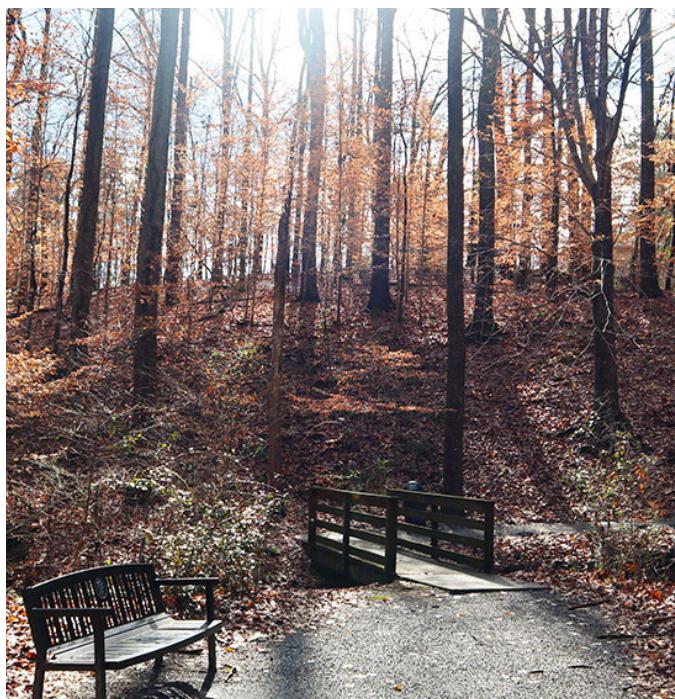
Residents ranked parks, trails, and recreation as top amenities, highlighting a need for additional investments in both new and existing spaces.

- Protect historic structures and cultural landmarks.

Downtown landmarks and other historic properties are important for preserving Union City's identity and can anchor tourism and redevelopment efforts.

- Address litter and improve citywide appearance.

Community feedback calls for anti-litter campaigns, enforcement of property maintenance, and holding businesses accountable for site cleanliness and Code Enforcement.



Union City has the opportunity to utilize green spaces for recreation and walking/biking trails, while preserving the sensitive areas.

## OPPORTUNITIES

- Redevelop Dixie Lakes and similar natural assets into destinations.

Turning underused green spaces into recreation and gathering hubs can improve quality of life and draw regional visitors.

- Expand walking and biking trails and recreational amenities.

Outdoor recreation opportunities support healthier lifestyles and make the city more attractive for families and active residents.

- Promote cultural events and historic revitalization as community focal points.

Investing in cultural programming and historic preservation can enhance civic pride and tourism.

- Protect additional greenspace

Protect additional greenspace by acquiring land with city revenue generated by new development or by designating city owned land as protected greenspace.

CHAPTER 4

# COMMUNITY VISION AND GOALS



# VISION STATEMENT

Union City will have walkable mixed-use development connected to parks and downtown areas with safe crossings, lighting, and a convenient public transportation system. The city will feature a variety of high-quality restaurants with family-oriented dining, diverse local community-centered businesses and retail, medical, health and educational facilities, and welcoming entertainment spaces with strong tourism. Union City will have a thriving and clean environment, and high development standards with venues promoting a safe place to play, live, and work.

## INTRODUCTION

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 2020 Comprehensive Plan and the 2019 Master 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 six themes that reflect the community input and concerns expressed during the 2015 (2017) and 2020 Comprehensive Plan processes as well as the 2025 community input process.

## THEMES



### Future Development



### Housing



### Transportation



### Economic Development



### Natural and Cultural Resources



### Government Relations



# FUTURE DEVELOPMENT

## GOAL 1

### CREATE NEW, COMPLETE NEIGHBORHOODS

#### Policy 1.1: Create walkable, well-connected neighborhoods

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

**Strategy 1.1.1:** 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.

**Strategy 1.1.2:** Require dedication of right-of-way, as needed and when feasible, to install sidewalks along existing roadways.

**Strategy 1.1.3:** Identify areas where sidewalks are needed where sufficient right-of-way exists and prioritize investments based on safety needs.

#### Policy 1.2: 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.

**Strategy 1.2.1:** 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.

**Strategy 1.2.2:** Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract residential redevelopment in appropriate areas.



Public spaces in new development - Avalon



Sidewalks and Streets - Avalon



# FUTURE DEVELOPMENT

## GOAL 2

### CREATE ATTRACTIVE, VIBRANT ACTIVITY CENTERS AND CORRIDORS

#### Policy 2.1: 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, dining, and jobs in close proximity to where people live.

**Strategy 2.1.1:** Encourage mixed-use development within activity centers and create a healthy mix of uses which is safe and desired for the community.

**Strategy 2.1.2:** Focus regional-scaled, suburban, and big box commercial development into nodes at intersections of major roadways (Campbellton Fairburn Rd, South Fulton Parkway, and Shannon Parkway) and adjacent to areas with higher density residential uses. (See Future Development Guide)

**Strategy 2.1.3:** Promote development of smaller-scaled neighborhood centers. (See Future Development Guide)

**Strategy 2.1.4:** Regularly review and revise the Town Center Mixed Use District to ensure regulations to support the development of mixed-use centers while preserving neighborhood health and integrity.

#### Policy 2.2: Revitalize and enhance existing commercial corridors and developments.

**Strategy 2.2.1:** Revitalize and redevelop underutilized, under-performing commercial corridors with mixed-use and walkable design standards. Identify vacant buildings for possible reuse or redevelopment.

**Strategy 2.2.2:** Encourage retail, community-serving, and family-oriented uses, while identifying suitable locations for uses such as heavy industrial that eliminates the conflicts with residential and other community-focused development.

**Strategy 2.2.3:** 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.

**Strategy 2.2.4:** Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract redevelopment.

**Strategy 2.2.5:** 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.



# FUTURE DEVELOPMENT

## CITY-OWNED PROPERTIES AND POTENTIAL DEVELOPMENT NODES

Campbellton Fairburn Rd / South Fulton Parkway

Flat Shoals Road / Roosevelt Highway

Flat Shoals Road / Shannon Parkway

### City-Owned Properties

Intersection of major roads have the potential to focus regional-scaled, suburban, and big box commercial development aligned with the guidelines of the Future Development Guide.



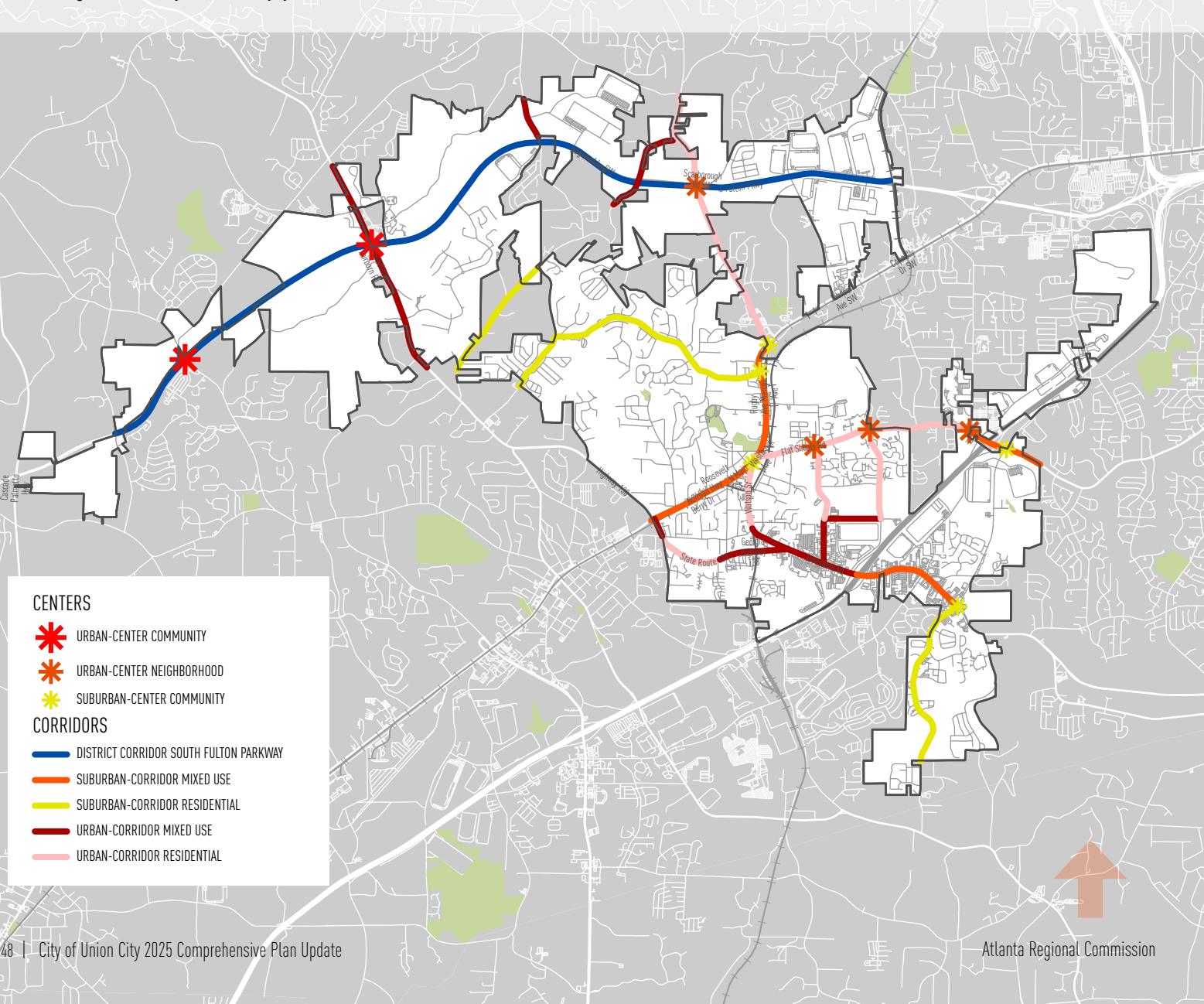
# FUTURE DEVELOPMENT

## 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.





# FUTURE DEVELOPMENT

## GOAL 3

### 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.

#### Policy 3.1 : Create a coordinated, city-wide system of parks and green space.

**Strategy 3.1.1:** Identify gaps in park and green space access and plan for new parks, greenways, and trail connections that enhance connectivity and accessibility.

#### Policy 3.2: Encourage new development to include publicly accessible parks and open space as well as other recreational facilities.

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

**Strategy 3.2.1:** Review and update development regulations to include requirements for parks and open space in new developments.

**Strategy 3.2.2:** Prioritize investment in amenities identified by the community such as indoor recreation centers, playgrounds, and trails.

## GOAL 4

### 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.

#### Policy 4.1: Limit industrial uses in proximity to residential areas and incorporate strict buffer, design, and environmental performance standards to protect public health and neighborhood integrity.

**Strategy 4.1.1:** Evaluate and amend zoning regulations to address areas where incompatible uses, such as heavy industrial, have expanded. Identify appropriate locations for such uses that are suitably distanced from residential and commercial areas.

**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.

**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.

**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.

**Policy 1.3: 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.

**Strategy 1.1.1:** Conduct housing study to identify the state of the current housing stock and the future housing needs of the city, including affordable, senior, and mixed-income housing.

**Strategy 1.2.1:** Conduct housing study to identify affordable housing needs.

**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.

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

**Strategy 1.3.1:** Create incentives, such as density bonuses or expedited permitting, for development that includes multiple housing types or affordable housing options, especially senior and mixed-income housing.

**Strategy 1.3.2:** 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.

## GOAL 2

## ENHANCE AND MAINTAIN CHARACTER OF EXISTING NEIGHBORHOODS

**Policy 2.1: Make visual improvements to homes and encourage the maintenance of property.**

**Strategy 2.1.1:** 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.

**Strategy 2.1.2:** 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.

**Strategy 2.1.3:** Continue the Clean and Lien Program under the Code Enforcement Department and enhance enforcement for property maintenance violations.



Mixed-use with Housing Above - Serenbe



Mixed-use with Housing Above - Serenbe



# TRANSPORTATION

## GOAL 1

### 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.

#### **Policy 1.1: 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.

**Strategy 1.1.1:** 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.

#### **Policy 1.2: 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.

**Strategy 1.2.1:** 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, crosswalks, and multi-use trails (include coordination with Fulton County, City of Fairburn and City of Chattahoochee Hills).

#### **Policy 1.3: Utilize Southern Fulton CTP data and project recommendations to guide transportation planning efforts including needs assessments, regional coordination and local project selection.**

**Strategy 1.3.1:** Incorporate traffic calming measures, improved lighting, landscaped medians, and safer public transit stops into transportation projects.



# ECONOMIC DEVELOPMENT

## GOAL 1

### 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.

**Policy 1.1: Prioritize business recruitment strategies focused on family-serving businesses and small and minority-owned enterprises aligned with community needs.**

## GOAL 2

### ENHANCE LOCAL COORDINATED ECONOMIC DEVELOPMENT EFFORTS

**Policy 2.1: Promote and implement Tax Allocation District (TAD), Opportunity Zone and Foreign Trade Zone designations to recruit businesses and create jobs.**

**Policy 2.2: Establish a local economic development authority to provide economic development tools in addition to those currently available. Develop and promote incentive packages tailored to the types of economic development and industries that align with community priorities.**

**Policy 2.3: Utilize Downtown Development Authority (DDA) to lead revitalization efforts, support small businesses, and implement targeted development strategies within the downtown area.**

**Policy 2.4: Coordinate working relationships with planning staff, local businesses and local economic development organizations including DDA to ensure new and existing business developments are in line with the principles of the Future Development Guide.**



# NATURAL AND CULTURAL RESOURCES

## 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.

#### 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.

**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), reducing urban heat island effects, preventing soil erosion, helping mitigate flooding, improving air and water quality, providing wildlife habitat, and increasing real estate value. Consider protecting and/or acquiring additional natural areas.

**Strategy 1.1.2:** Study greenspace and natural areas identified by the community as worthy of protection for potential acquisition or protection through conservation easements or related measures.

## 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.

#### 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.

**Strategy 2.1.1:** 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. Partner with local organizations to increase public awareness, tourism, and adaptive reuse of historic sites.



# GOVERNMENT RELATIONS

## GOAL 1

### CONTINUE COORDINATION WITH LOCAL, ADJACENT, STATE AND FEDERAL GOVERNMENTS.

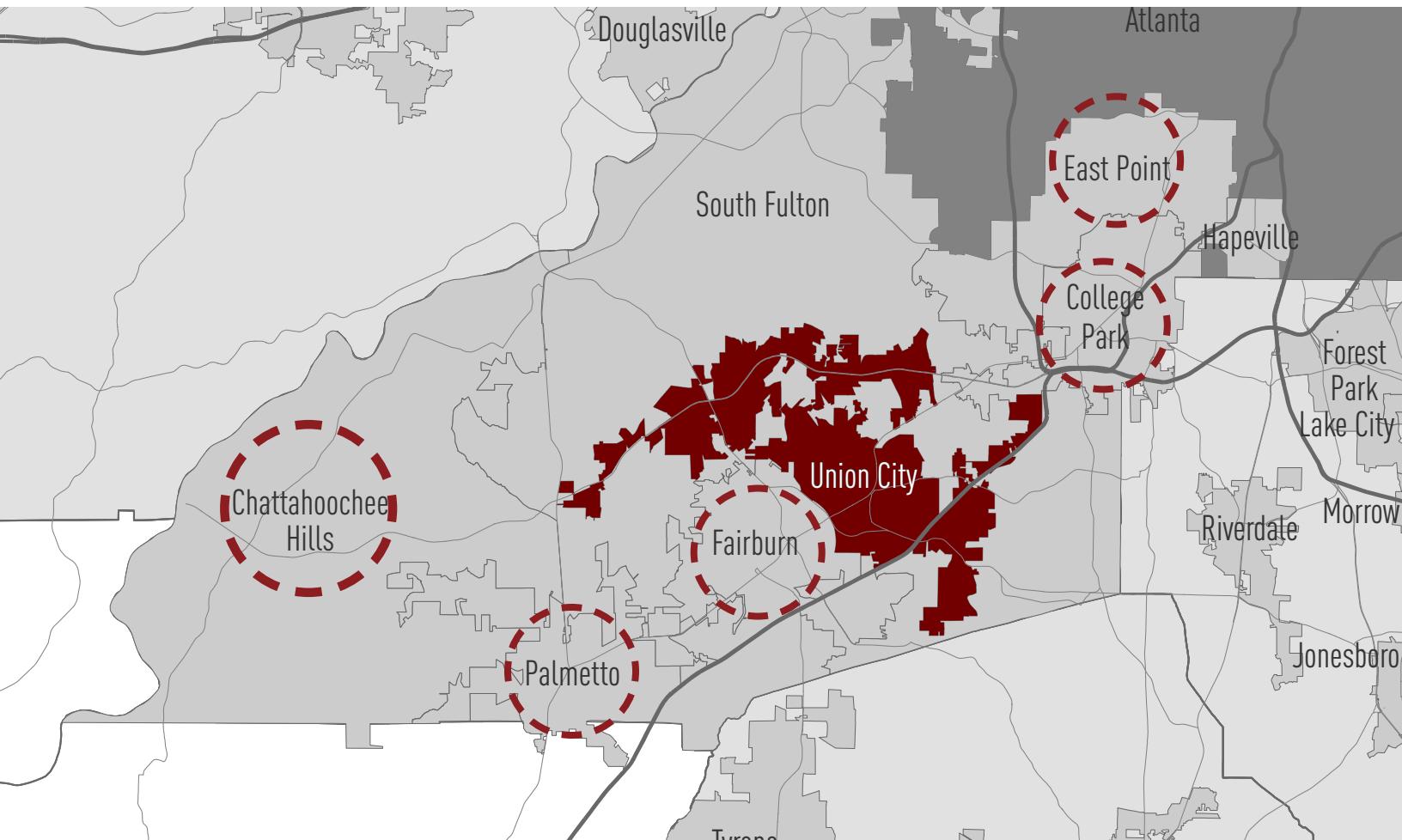
Work with Fulton County and the Cities of Fairburn, College Park, East Point, Palmetto and Chattahoochee Hills to coordinate municipal services, infrastructure projects and future development plans. Continue to coordinate planning and development efforts between Union City and regional, state and federal entities to ensure orderly development and service delivery.

#### **Policy 1.1: Promote partnerships between local governments and school boards.**

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

**Strategy 1.1.1:** Coordinate school site selection between the school board and City officials.

**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.





CHAPTER 5

# HOUSING



# HOUSING AT A GLANCE

Housing is one of the most critical components of a thriving community. In Union City, thoughtful housing planning is essential to ensure that current and future residents have access to safe, affordable, and diverse housing options that meet their needs across all stages of life. Guided by the principle that local planning should recognize that assets can be accentuated and improved, liabilities can be mitigated and changed over time, and potential can be sought after and developed, this chapter provides a comprehensive evaluation of Union City's housing landscape and outlines strategies to meet its evolving needs.

This housing element is grounded in a data-driven analysis of demographics, economics, and housing information in the city. It also builds upon the ARC's Metro Atlanta Housing Strategy, integrating key sub-area maps and tailored strategies that reflect the unique context of Union City. Particular attention in this analysis is given to housing mix and condition, housing type diversity, affordability, cost-burdened households, vacancy and occupancy trends, and access to housing across the life cycle.

The analysis identifies both existing and emerging needs and opportunities by examining local trends and comparing them to regional patterns. It informs not only this chapter but also guides community goals, needs and opportunities, and work program items throughout the Comprehensive Plan. As such, housing is not treated in isolation but woven into broader conversations about economic development, infrastructure, equity, and community resilience. By doing so, Union City can proactively shape a housing future that supports its long-term vision and the well-being of all its residents.

**12,272** **TOTAL HOUSING UNITS**

**739** **VACANT UNITS**

**5,579** **PREDOMINANT HOUSING TYPE**

Single Family Detached

**\$1,454** **AVERAGE MONTHLY MORTGAGE PAYMENT**

**\$291,500** **MEDIAN HOME VALUE**

**5,259** **TOTAL COST-BURDENED (RENTER&OWNER)**

# HOUSING OCCUPANCY

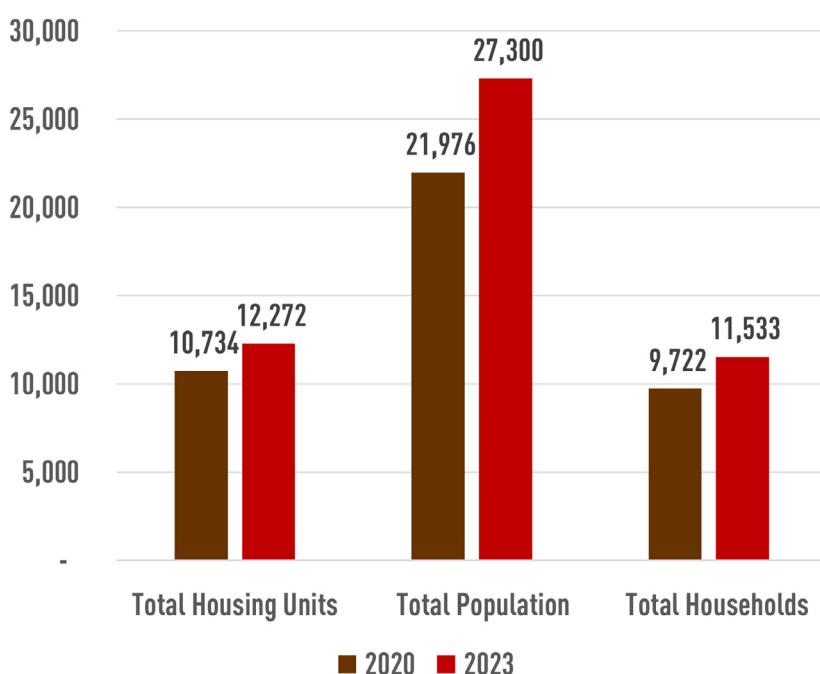
## HOUSING UNITS



**12,272 TOTAL  
11,533 OCCUPIED**

Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

## HOUSING UNIT GROWTH AND POPULATION GROWTH



Based on American Community Survey, Union City had 12,272 total housing units in 2023, 11,533 of which was occupied. The analysis of housing in the City begins here by determining if the housing production keeps the pace with population growth.

To evaluate if the rate of housing production is adequate, we compare this to the growth in the number of households and the population growth over the same time period.

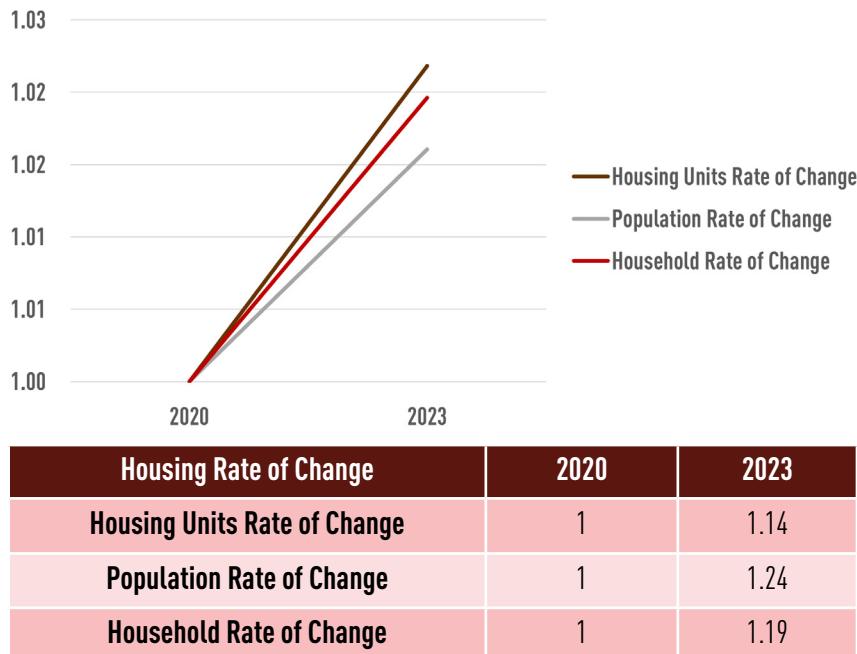
ARC observed the rate of change between population change, the increase in housing units, and households, we see that the rate of change of population increased at a higher rate than the rate of housing unit and household growth.

When population outpaces housing unit growth, it typically means that there are not enough homes to accommodate the people living or moving to the area. The number of residents is increasing faster than the number of new housing units being built or made available, and this imbalance creates pressure on the existing housing supply.

Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

# HOUSING OCCUPANCY

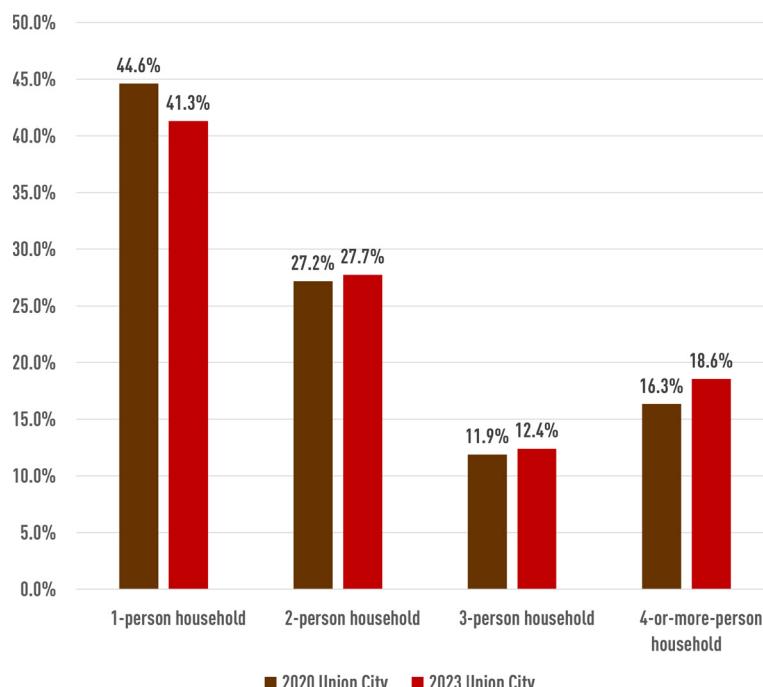
## RATE OF CHANGE



Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

## CHANGE IN HOUSEHOLD SIZE

Union city has more 1-person HHs than the county and MSA, indicating a need for housing options that include smaller homes. Per the U.S. Census Bureau, the average household size is 2.34, below the Metro Atlanta average household size of 2.70



Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

Potential implications include:

- Increasing home prices: Increased demand without increased supply can drive up rents and home prices, worsening affordability.
- Overcrowding: More people may share a single unit, leading to crowded households (more than 1 person per room, by HUD standards).
- Lower Vacancy Rates: Fewer units are available at any given time, making it harder for residents to move or find housing that fits their needs.
- Increased Displacement Risk: Limited supply can push out lower-income residents as competition increases.

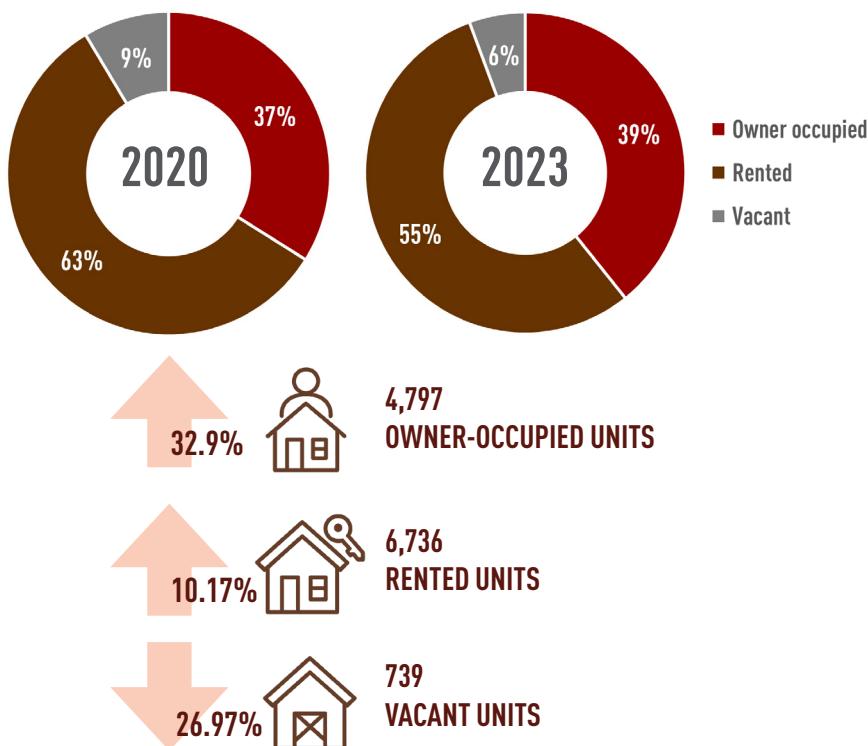
In the context of planning, this situation signals a need for zoning reform, land use planning, and housing investment to ensure future supply keeps pace with demand. It's also an early warning for housing instability or affordability crises, especially in fast-growing areas like metro Atlanta.

Population growth rate also exceeds household growth rate, meaning more people may be sharing homes. This could reflect growth in young adults staying at home longer, multi-generational households, or migration from higher-cost areas without enough new units being built.

Lastly, household growth rate exceeds housing unit growth rate in Union City. A mismatch between household and housing unit growth is a leading indicator of future affordability problems. Potential areas of action include accelerating housing production (especially multifamily and missing middle), reforming zoning and streamlining permitting, and preservation and expansion of affordable housing to prevent displacement.

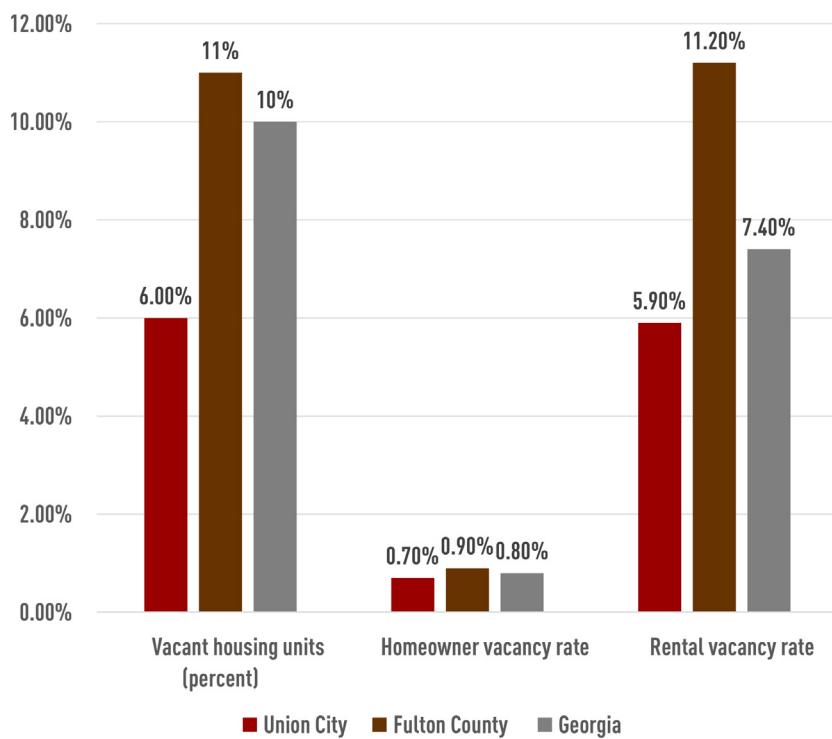
# HOUSING TENURE

## HOUSING TENURE (2023)



Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

## VACANCY RATES IN UNION CITY, FULTON COUNTY, AND GEORGIA

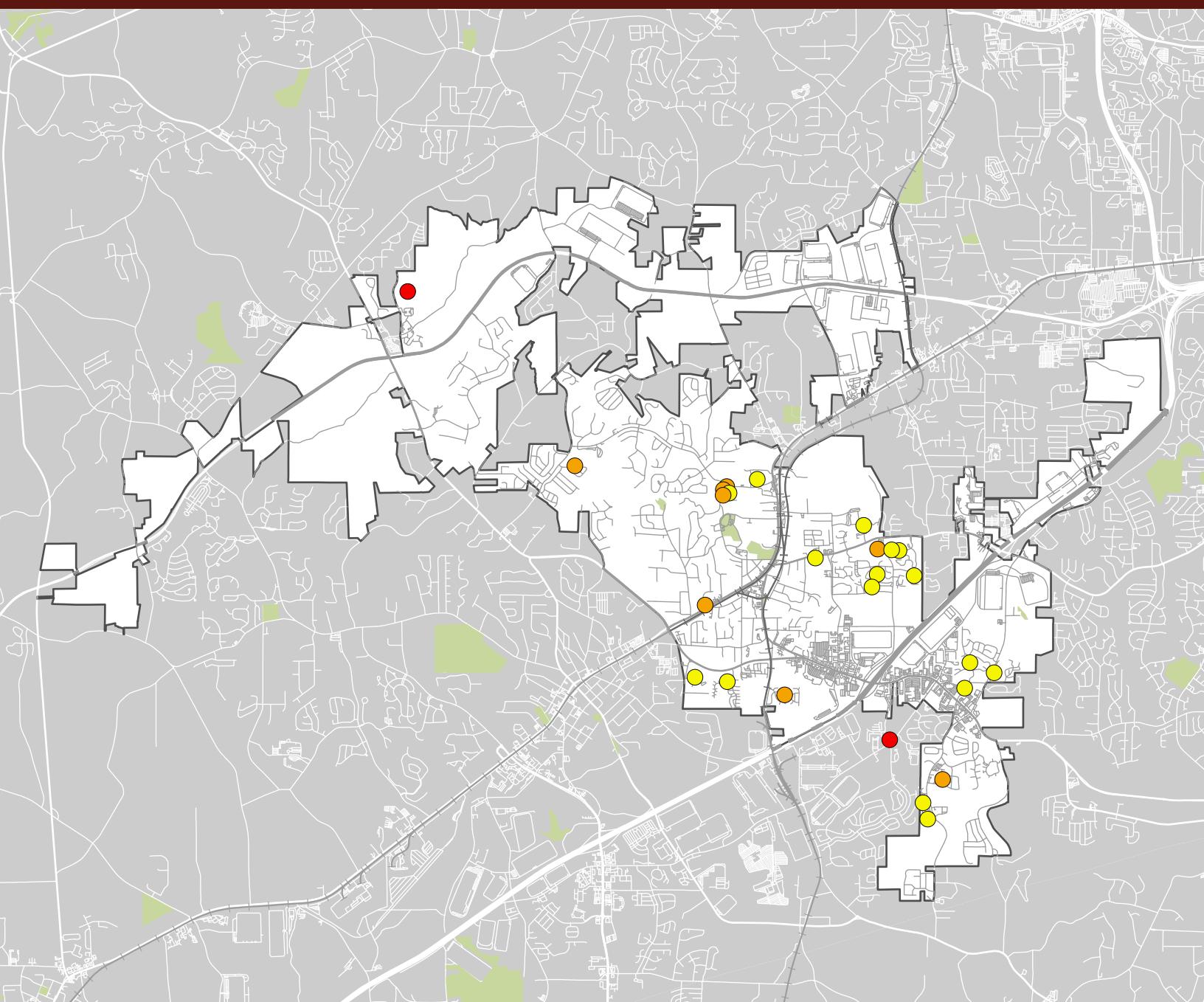


Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

Union City vacancy rates are very low and below national averages for both rental and owner housing units. The vacancy rate for owner-occupied housing in Union City is 0.7%, below the national average of 1.0%. The vacancy rate for rental housing in Union City is 5.9%, also below the national average of 6.6%, according to the U.S. Census Bureau. The vacancy rates in Union City are also below those of the county and the state. A low rate (<6%)—especially below U.S. average (6.6% in 2023)—means demand is outpacing supply.

When a city has rental vacancy rates lower than national, county, or state averages, it signals a tight rental housing market: high demand, low supply, and affordability pressures—especially in cities that are growing or attracting new residents. Strategic housing policies are needed to prevent negative housing outcomes.

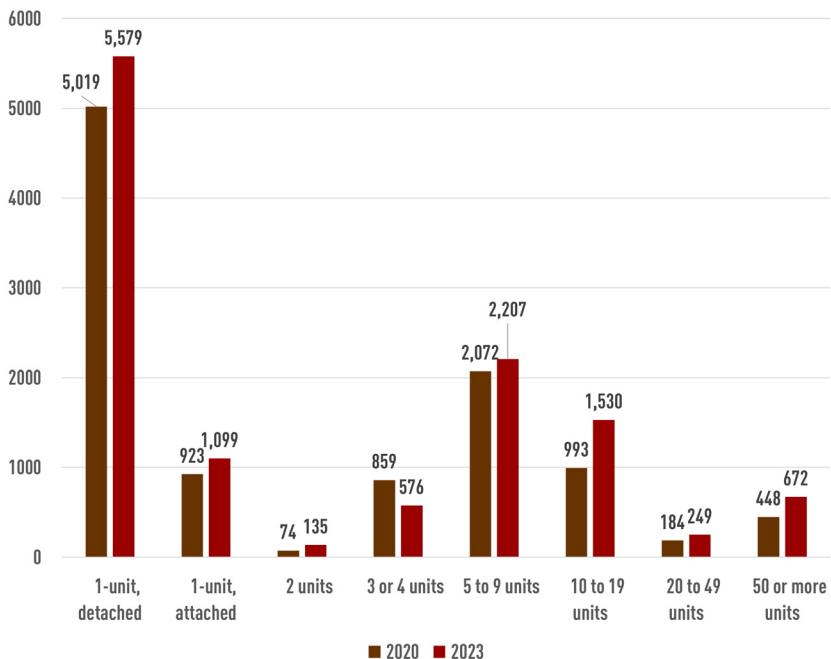
# MULTI-FAMILY VACANCY RATES



Data Source: CoStar Data

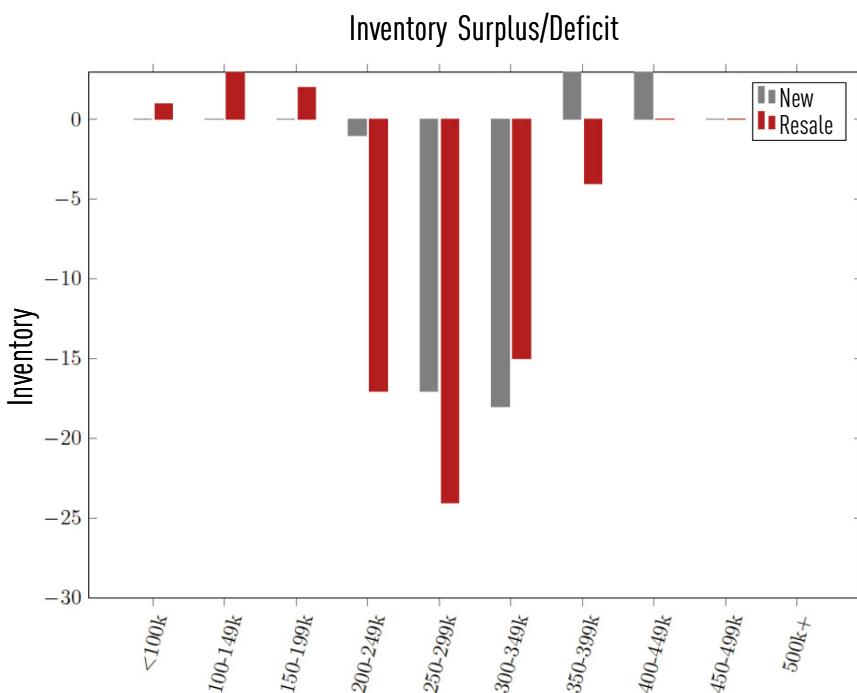
# HOUSING MIX, DEMAND, AND SUPPLY

## HOUSING TYPES AND MIX



Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

## HOUSING DEMAND AND SUPPLY



Data Source: Market N Sight, 2025, zip code 30291

Union City has built more single-family housing than other types of housing from 2020 to 2023. Union City has also increased multifamily housing and diverse housing types. The only housing type to decrease is the 3-4 unit housing, which lost 283 units.

Housing Types	2020	2023	Difference
1-unit, detached	5,019	5,579	560
1-unit, attached	923	1,099	176
2 units	74	135	61
3 or 4 units	859	576	-283
5 to 9 units	2,072	2,207	135
10 to 19 units	993	1,530	537
20 to 49 units	184	249	65
50 or more units	448	672	224

A healthy market has 5-6 months of supply. For Union City, the numbers for months of supply for new construction housing range from 1.2 to 4.0 months of supply based on price, indicating high demand for new housing. (Market N Sight 2025, zip code 30291).

The chart below indicates a deficit of New for sale from \$200k to \$349k, and a deficit of Resale housing from \$200k to \$399k. There is a surplus of New for sale over \$350k.

# HOUSING COST

## HOUSING EXPENDITURE



### AVERAGE MONTHLY MORTGAGE PAYMENT

**\$1,454**

[Data sourced from US Census S2506]



### MEDIAN HOME VALUE

**\$291,500**

[Data sourced from Market Insight]

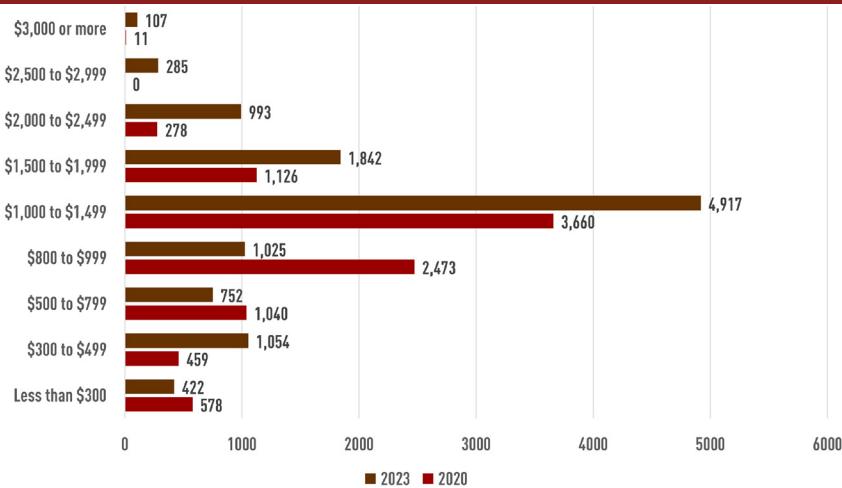


### AVERAGE MONTHLY RENT

**\$1,836**

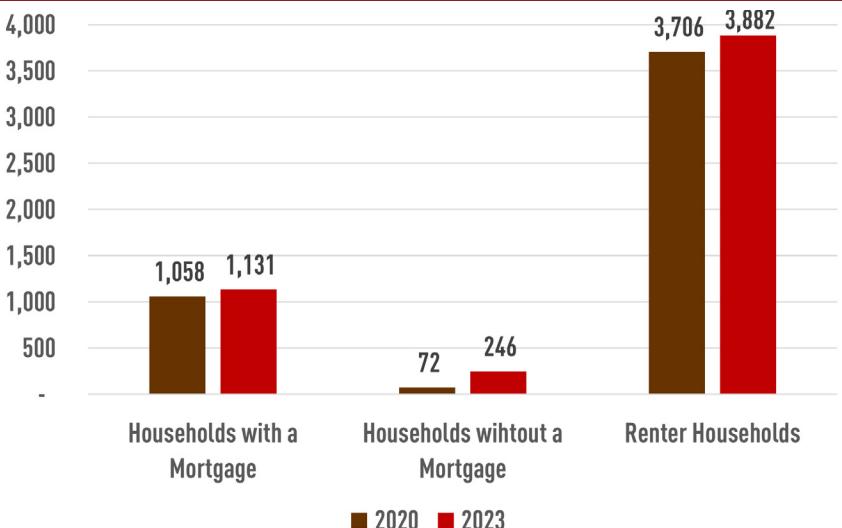
[Zillow, 2025, ZORI data for Union City, June]

## CHANGE IN MONTHLY HOUSING COST



Data Source: U.S. Census Bureau, ACS 5-year, 2020-2023

## CHANGE IN COST BURDENED HOUSEHOLDS



Union City has seen an increase in housing costs, which is in line with the findings regarding increasing population at a higher rate than housing unit growth. According to the U.S. Census, the average monthly mortgage payment increased from \$1,196 in 2020 to \$1,454 in 2023, and according to the ATTOM Data Solutions, the median home price increased by 56% from 2018 – 2023. Using the ZORI rent index (Zillow), we also see that the average monthly rent (dollars) has increased from \$1,240 to \$1,836 in 2025.

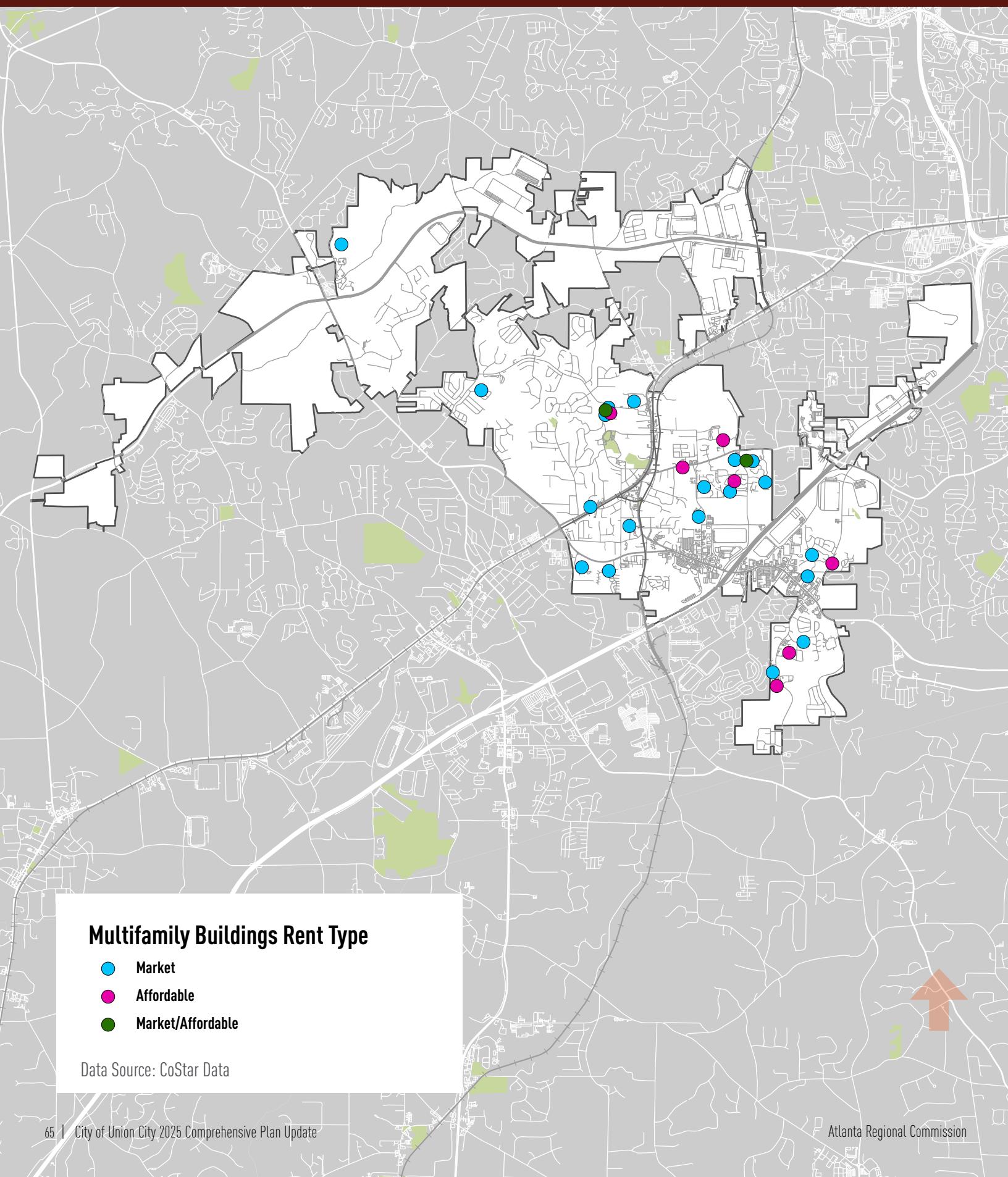
Cost burden is a key indicator of housing affordability stress—specifically, it reflects the proportion of household income spent on housing costs. It's widely used in housing policy, planning, and equity analyses to identify at-risk populations and inform interventions.

A household is cost burdened if it spends more than 30% of its gross income on housing (including rent/mortgage, utilities, taxes, insurance).

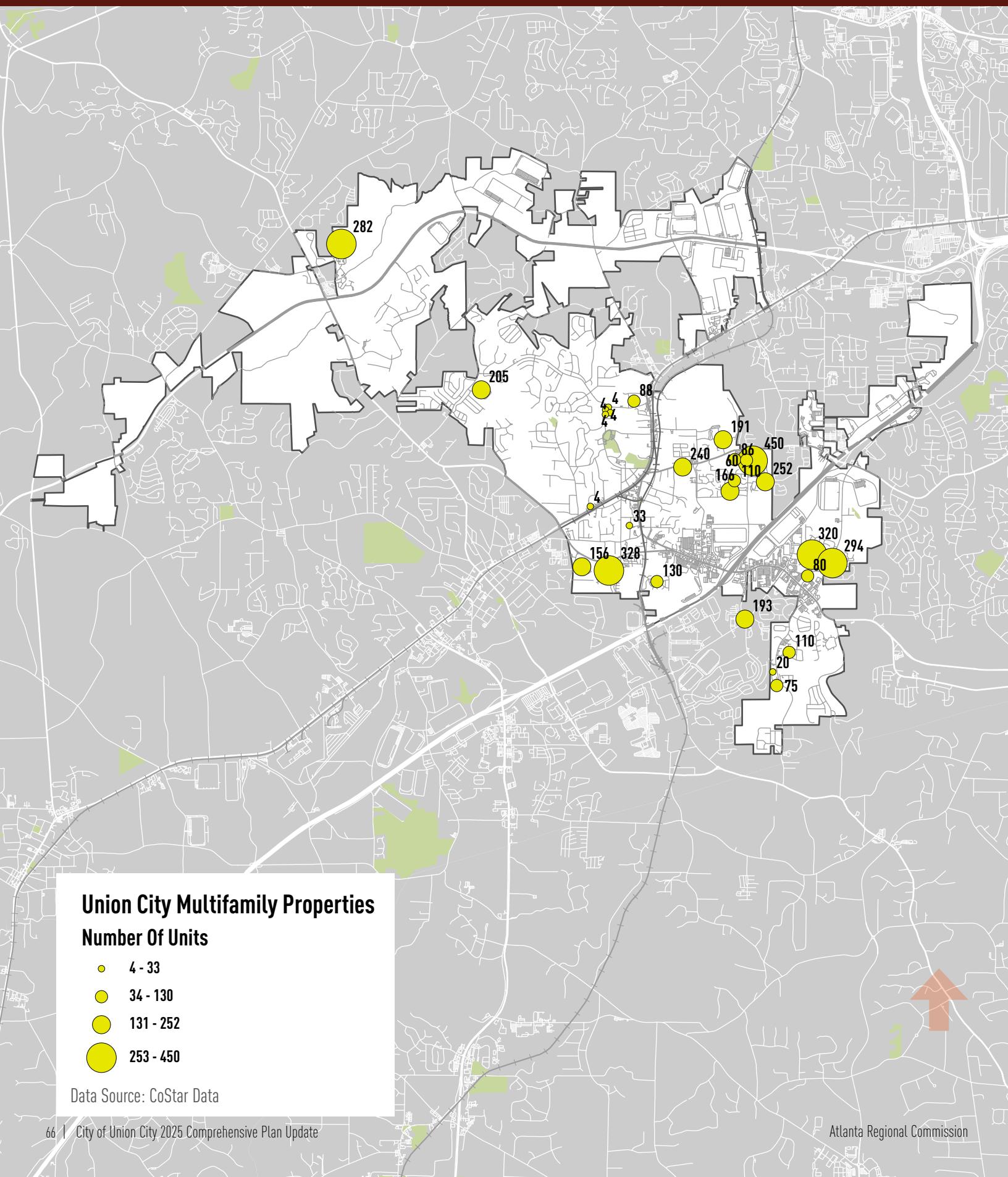
The chart indicates an increase in the number of cost burdened households from 2020 to 2023 in each category of renter households, owners with a mortgage and owners without a mortgage.

An increasing cost burden across different household types: renters, owners with a mortgage, and owners without a mortgage, has implications for housing stability and local economies. Renters often lack savings or financial safety nets; even minor increases can lead to housing instability and increase eviction. Homeowners with a mortgage may experience strained household budgets and deferred maintenance. Homeowners without a mortgage may impact housing insecurity among seniors as this group includes many older adults on fixed incomes—rising property taxes, insurance, or maintenance can become

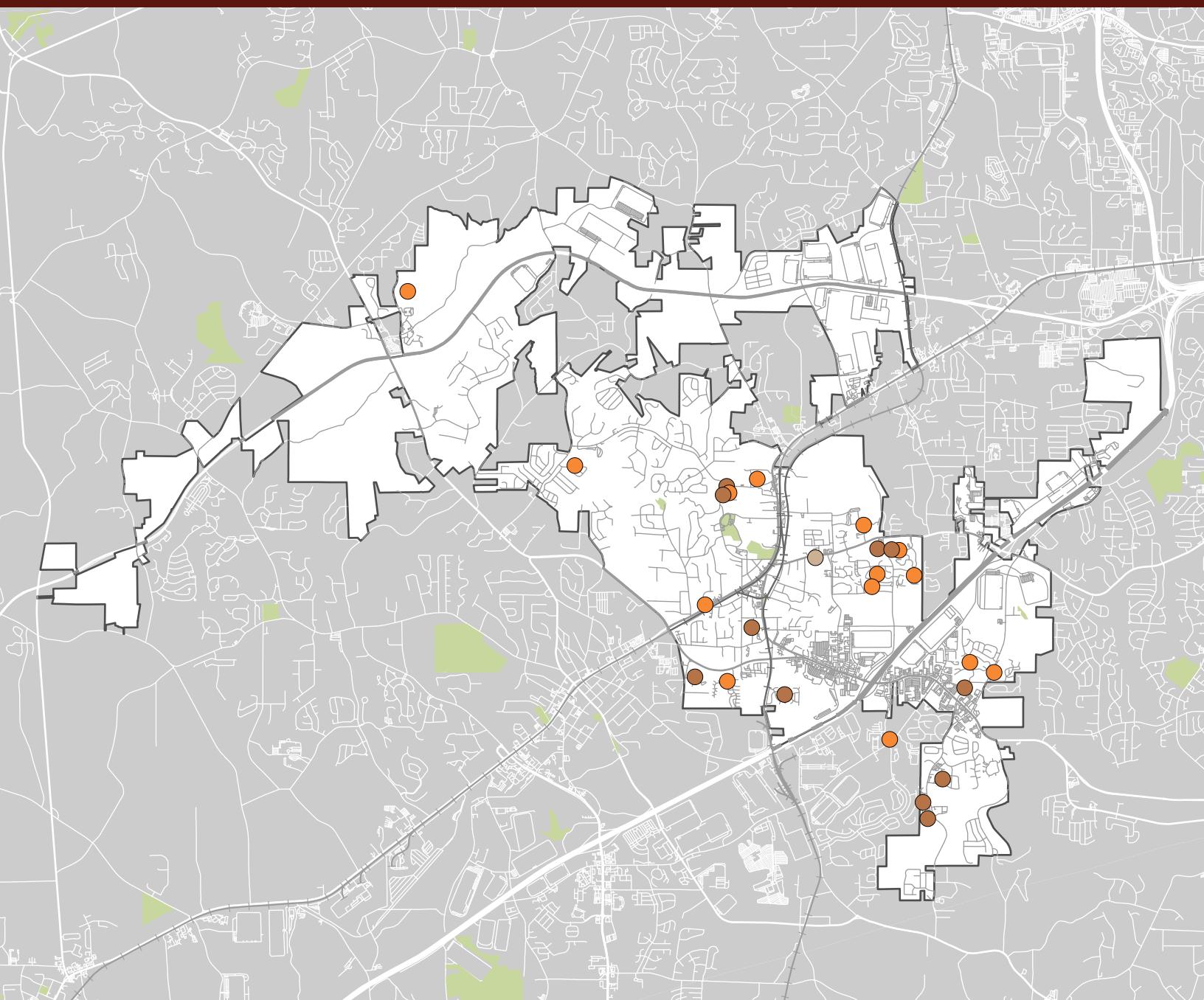
# MULTI-FAMILY RENT TYPE



# MULTI-FAMILY NUMBER OF UNITS



# MULTI-FAMILY BUILDING CLASS



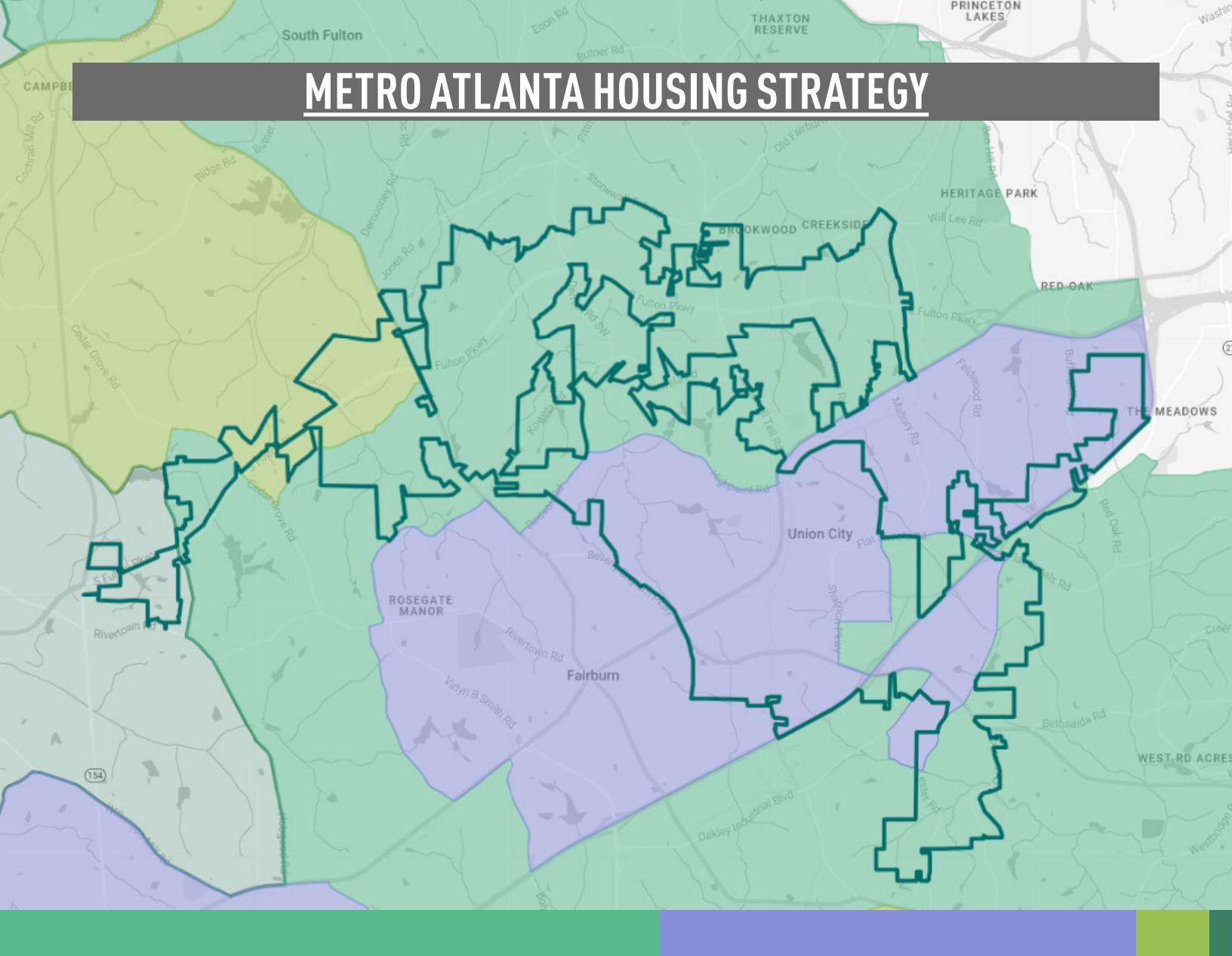
## Union City Multifamily Properties

### Building Class

- A: newest, most desirable, and command the highest rents.
- B: older than Class A, but are still well-maintained and offer functional space.
- C: the oldest, often requiring significant renovations

Data Source: CoStar Data

# METRO ATLANTA HOUSING STRATEGY



## METROATL HOUSING STRATEGY APPROACH

The Metro Atlanta Housing Strategy Toolkit provides detailed information and data about the region's housing market and offers a set of actionable steps that local communities can consider taking to address their housing issues. Housing Submarkets in the ARC region are defined using home sales data for a point in time. Census data and demographic changes are incorporated to develop strategies and action steps for housing within each submarket. Union City has four submarkets:

**54% SUBMARKET 7**

**38% SUBMARKET 8**

**6% SUBMARKET 9**

**2% SUBMARKET 10**

## UNION CITY SNAPSHOT

<b>Median Home Sale Price</b>	<b>\$241,500</b>
<b>Change in Median Home Sale Price (2018-2023)</b>	<b>+ 56%</b>
<b>Home Sale Price Per Sq Ft (2023)</b>	<b>\$144,000 sq ft</b>
<b>Percent Change in Home Sale Price Per Sq Ft (2018-2023)</b>	<b>+ 102%</b>
<b>Median Building Area of Home Sales (2023)</b>	<b>1,545 sq ft</b>

*Data Source: ARC analysis of ATTOM Data Solutions' home sale transactions, 2018-2023*

# SUBMARKETS IN UNION CITY

54%

## Submarket 7: Below-Median Priced Suburban Neighborhoods

38%

## Submarket 8: Below-Median Priced Suburban Employment Corridors & Town Centers

Lower-priced suburban neighborhoods with both single-family owners and a large, rapidly-increasing number of single-family renters.

- High proportion of investor-owned properties (along with 8 & 9)
- Mostly owners
- Mostly SF housing units
- Low proportion of cost-burdened renters (along with 8)



### Increase Supply

- Mandate and incentivize affordable housing through inclusionary zoning
- Support smaller homes and ownership opportunities
- Establish new or partner with existing housing entities



### Expand Capital Resources

- Identify regional funding mechanisms
- Establish local housing funding resources and programs



### Develop Leadership & Collaboration on Affordability

- Support local leaders through regional programs
- Form committees and work groups for housing



### Preserve Affordable Supply

- Leverage funding resources for preservation
- Address blight



### Promote Housing Stability

- Establish housing stability policies and programs
- Identify and educate on housing instability



### Reduce Housing & Transportation Costs

- Increase walkability
- Reduce costs of housing near transit and amenities

Lower-priced moderately-sized suburban homes in neighborhoods mostly consisting of homeowners, albeit with an increasing proportion of renters.

- High proportion of investor-owned properties (along with 7 & 9)
- Mostly owners, albeit with highest proportion of renters among suburban and rural submarkets
- Mix of SF and MF housing units
- Lowest median household incomes among suburban and rural submarkets
- Highest proportion of households with no vehicle among suburban and rural submarkets
- Low proportion of cost-burdened renters (along with 7)



### Increase Supply

- Mandate and incentivize affordable housing through inclusionary zoning
- Allow and incentivize innovative housing types
- Identify targeted areas appropriate for higher density



### Expand Capital Resources

- Identify regional funding mechanisms
- Establish local housing funding resources and programs



### Develop Leadership & Collaboration on Affordability

- Support local leaders through regional programs
- Form committees and work groups for housing
- Identify housing needs through planning



### Preserve Affordable Supply

- Create preservation programs and partnerships
- Address blight



### Promote Housing Stability

- Establish housing stability policies and programs
- Reduce evictions and homelessness



### Reduce Housing & Transportation Costs

- Increase walkability
- Reduce costs of housing near transit and amenities

# SUBMARKETS IN UNION CITY

6%

## Submarket 9: Below-Median Priced Rural

2%

## Submarket 10: Higher-Priced Rural

Lower-priced rural areas with large lots and mostly single-family housing stock.

- High proportion of investor-owned properties (along with 7 & 8)
- Mostly owners
- Mostly SF housing units
- Highest proportion of cost-burdened owners

Rural areas with generally newer, higher-priced, large owner-occupied single-family homes on large lots.

- Highest proportion of 65+ residents
- Smallest proportion of renters
- Smallest proportion of MF housing units



### Increase Supply

- Mandate and incentivize affordable housing through inclusionary zoning
- Support smaller homes and ownership opportunities
- Establish new or partner with existing housing entities



### Increase Supply

- Support smaller homes and ownership opportunities
- Establish new or partner with existing housing entities



### Expand Capital Resources

- Identify regional funding mechanisms
- Collaborate on new programs and partnerships



### Expand Capital Resources

- Identify regional funding mechanisms
- Collaborate on new programs and partnerships



### Develop Leadership & Collaboration on Affordability

- Support local leaders through regional programs
- Form committees and work groups for housing
- Identify housing needs through planning



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### Preserve Affordable Supply

- Leverage funding resources for preservation
- Address blight
- Create preservation programs and partnerships



### Preserve Affordable Supply

- Leverage funding resources for preservation
- Create preservation programs and partnerships



### Promote Housing Stability

- Establish housing stability policies and programs
- Reduce evictions and homelessness



### Promote Housing Stability

- Establish housing stability policies and programs
- Identify and educate on housing instability



### Reduce Housing & Transportation Costs

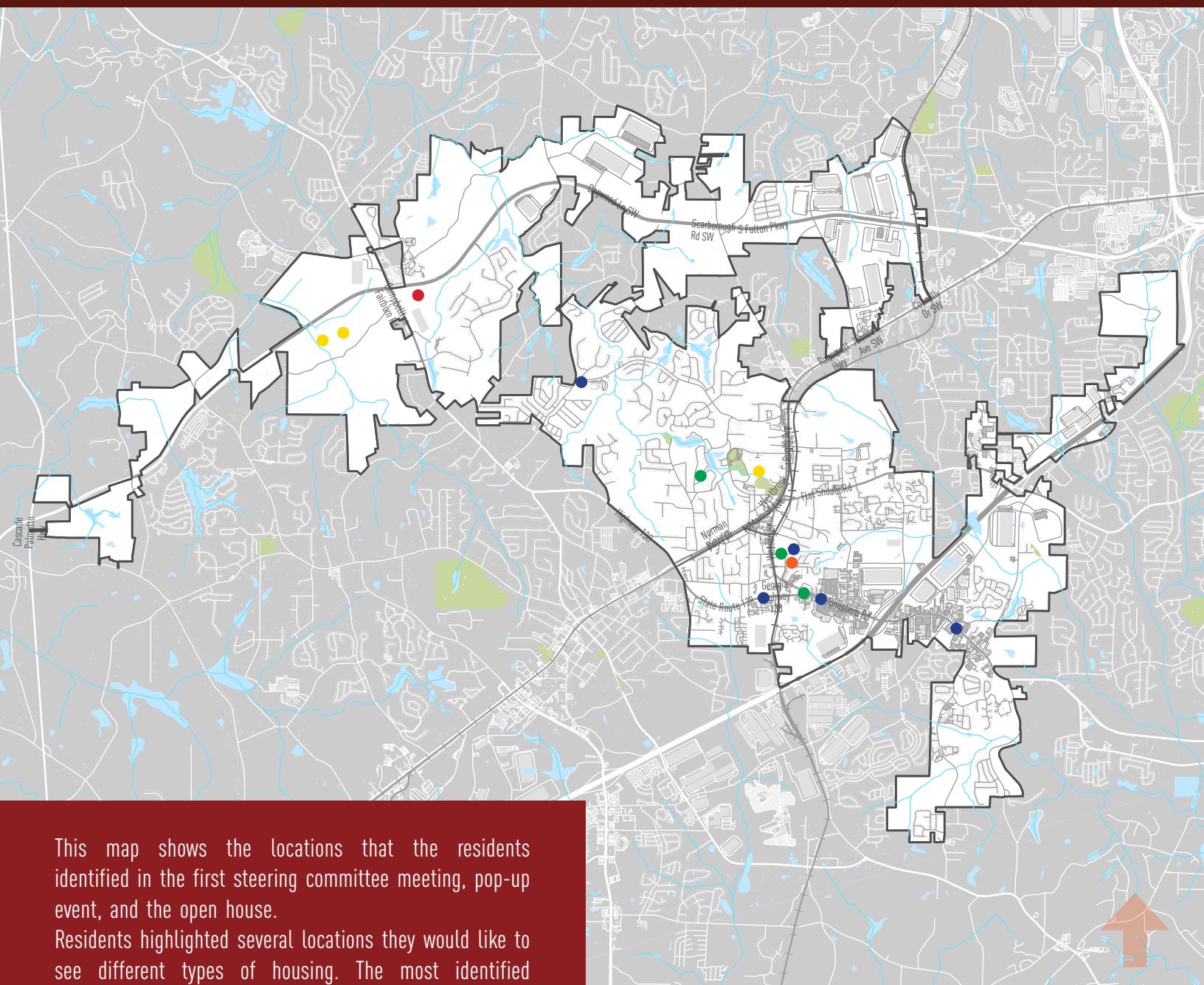
- Increase walkability



### Reduce Housing & Transportation Costs

- Increase walkability

# COMMUNITY INPUT ON HOUSING



This map shows the locations that the residents identified in the first steering committee meeting, pop-up event, and the open house.

Residents highlighted several locations they would like to see different types of housing. The most identified locations are where the residents prefer affordable housing.

## LOCATIONS THE RESIDENTS WOULD LIKE TO SEE:

- MULTI-FAMILY
- MIDDLE HOUSING (DUPLEXES, TRIPLEXES, SMALL APARTMENTS)
- SINGLE-FAMILY ATTACHED (TOWNHOMES)
- SINGLE-FAMILY DETACHED
- AFFORDABLE HOUSING

# COMMUNITY INPUT ON HOUSING

## WHAT UNION CITY SHOULD FOCUS ON



## HOW THE RESIDENTS RANK HOUSING NEEDS

	Need More	Right Amount	Need Less
Affordable Housing	37%	49%	14%
Senior Housing	51%	45%	4%
Density	20%	59%	20%
Mixed-Income Housing	40%	40%	19%
High-Income Housing (\$400,000+)	58%	29%	13%

## WHAT UNION CITY SHOULD FOCUS ON:

- 74%** ENSURE NEW RESIDENTIAL DEVELOPMENT MEETS HIGH STANDARDS OF QUALITY
- 51%** FACILITATE THE IMPROVEMENT OF EXISTING HOUSING STOCK
- 40%** PROMOTE A VARIETY OF HOUSING CHOICES
- 22%** OFFER ATTAINABLE HOUSING OPTIONS

Based on the online survey results, Union City residents expressed strong interest in expanding housing options that reflect the community's diverse needs and aspirations. Top priorities include the development of senior housing, mixed-income housing, and higher-end housing priced above \$400,000. In addition to increasing housing variety, residents emphasized the importance of maintaining high standards of quality in new residential construction, revitalizing the existing housing stock, and promoting opportunities for homeownership.

CHAPTER 6

# ECONOMIC DEVELOPMENT



# ECONOMIC DEVELOPMENT AT A GLANCE

A strong and resilient economy is foundational to Union City's long-term growth and prosperity. This chapter evaluates the city's economic landscape by analyzing key trends in employment, industry sectors, and income levels to inform future development strategies. Using data on jobs by NAICS industry sector and employment counts, the chapter identifies economic strengths, gaps, and opportunities for growth. These trends are further contextualized by examining household income distribution and workforce dynamics, with the goal of aligning economic development efforts with the needs of both businesses and residents.

Union City's economic planning is also shaped by past and ongoing initiatives, including the Union City Town Center Redevelopment Plan, and the establishment of a Tax Allocation District (TAD). Additionally, the city's role within the regional Aerotropolis Atlanta Blueprint positions it to leverage proximity to Hartsfield-Jackson Atlanta International Airport for job creation, investment, and innovation. Together, these strategies create a framework for attracting high-quality development, supporting entrepreneurship, and fostering economic opportunity across all sectors. The economic development goals, needs and opportunities, and community work program items presented in this chapter build on these initiatives to ensure that Union City continues to grow in a way that is inclusive, competitive, and future-ready.



**\$47,835** MEDIAN HOUSEHOLD INCOME

**1,904** PREDOMINANT JOB OF RESIDENTS

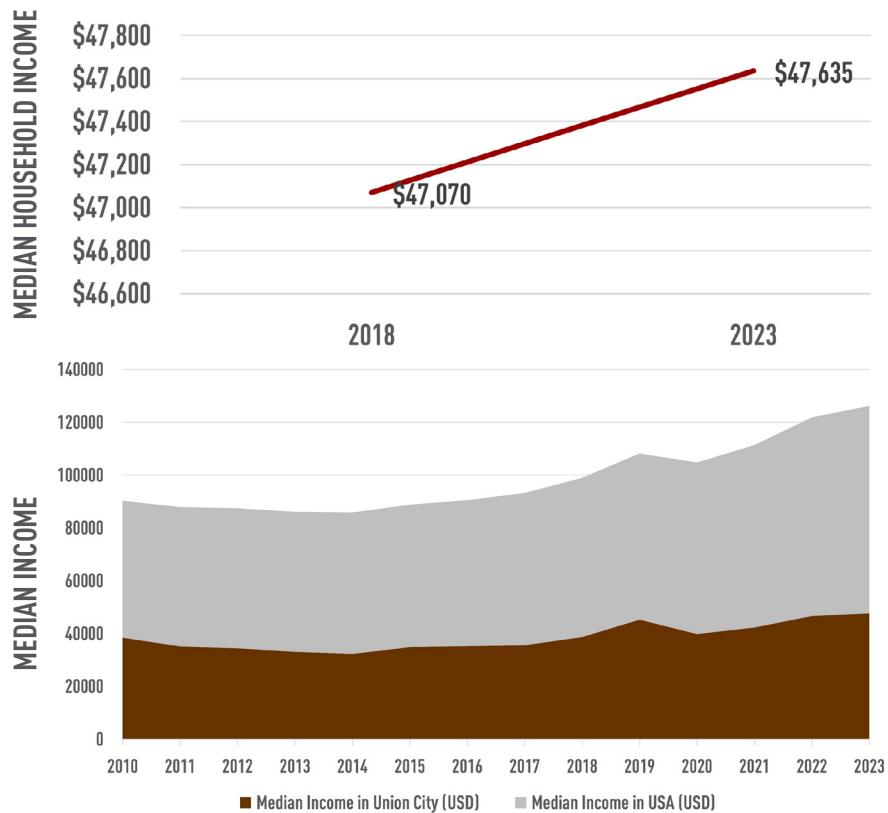
Transportation and Warehousing

**6,243** PREDOMINANT JOB AVAILABLE

Transportation and Warehousing

# ECONOMIC TRENDS - INCOME

## MEDIAN HOUSEHOLD INCOME CHANGE

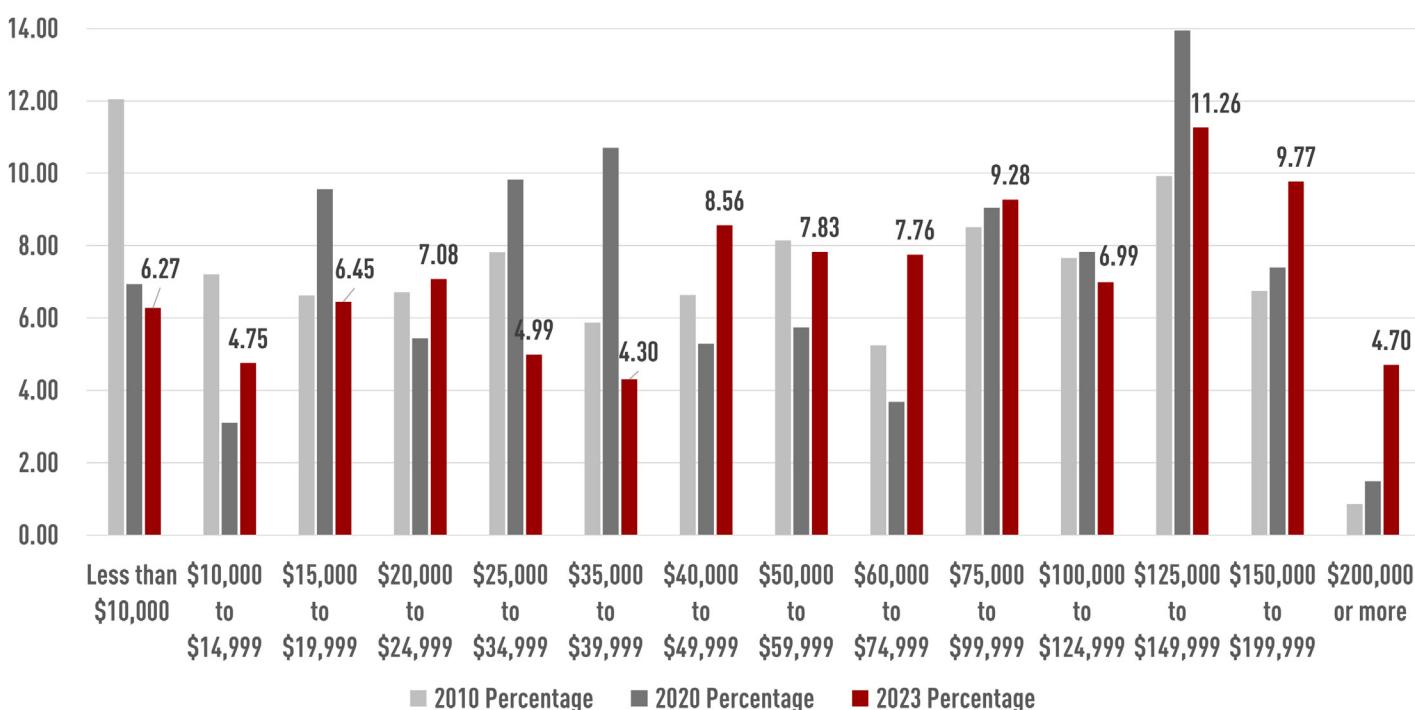


Union City's median household income has shown modest growth in recent years, rising from \$47,070 in 2018 to \$47,635 in 2023. Despite this increase, it continues to trail behind the national median, highlighting ongoing challenges related to local wage growth and economic opportunity.

The household income distribution chart reveals a gradual shift toward higher income brackets between 2010 and 2023. Notably, there has been a decline in lower-income households (especially those earning less than \$25,000) and a rise in households earning between \$75,000 and \$149,999, indicating a slow but steady trend toward economic improvement and growing middle-income presence in the community. However, the relatively small percentage of households earning above \$200,000 suggests limited high-income economic activity.

Data Source: U.S. Census Bureau, ACS 5-year, 2023

## HOUSEHOLD INCOME DISTRIBUTION



# HOME AREA PROFILE - WHAT UNION CITY RESIDENTS DO?

Jobs by NAICS Industry Sector	Count	Share
Accommodation and Food Services	1,068	8.7%
Retail Trade	1,217	9.9%
Administration & Support, Waste Management and Remediation	1,332	10.8%
Health Care and Social Assistance	1,415	11.5%
Transportation and Warehousing	1,904	15.5%



The employment profile of Union City residents reveals a workforce engaged across a wide range of industries, with several key sectors standing out as the largest sources of jobs. Transportation and Warehousing is the top employment sector, representing 15.5% of all jobs held by Union City residents, followed by Health Care and Social Assistance at 11.5%, and Administration & Support, Waste Management and Remediation at 10.8%. Retail Trade and Accommodation and Food Services are also significant, accounting for nearly 10% and 8.7% respectively.

Data Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), 2022

# WORK AREA PROFILE - WHAT JOBS ARE AVAILABLE IN UNION CITY?

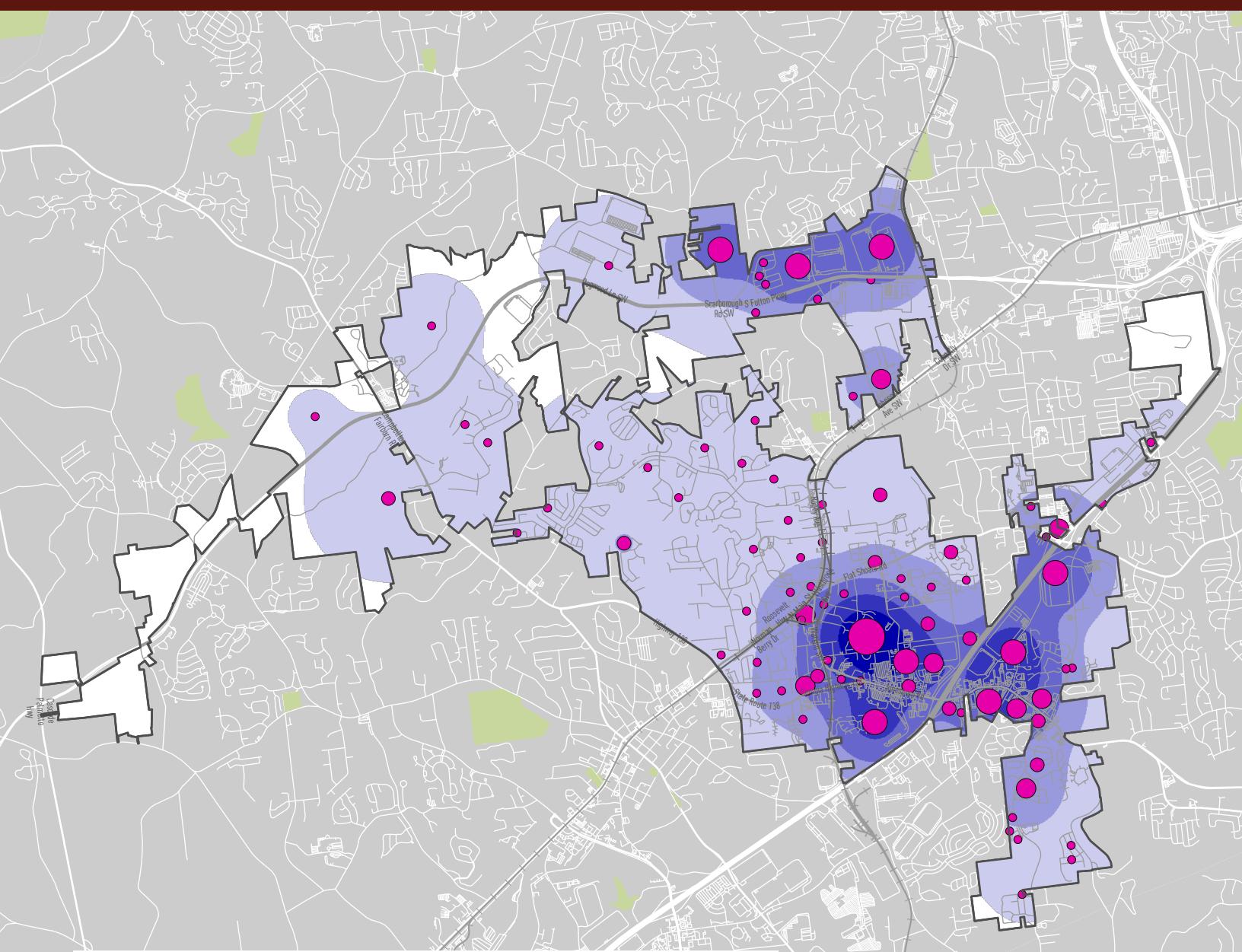
Jobs by NAICS Industry Sector	Count	Share
Professional, Scientific, and Technical Services	1,110	6.7%
Manufacturing	1,602	9.7%
Administration & Support, Waste Management and Remediation	1,972	12.0%
Retail Trade	2,244	13.6%
Transportation and Warehousing	6,243	37.9%



The job market within Union City is heavily concentrated in a few key industry sectors, reflecting the city's regional role as a logistics and service hub. Transportation and Warehousing dominates the local employment landscape, accounting for nearly 38% of all jobs in the city—more than three times the share of the next leading sector. Retail Trade and Administration & Support, Waste Management and Remediation follow, comprising 13.6% and 12.0% of local jobs, respectively. Manufacturing and Professional, Scientific, and Technical Services round out the top five, making up approximately 9.7% and 6.7%.

Data Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), 2022

# WORK AREA PROFILE ANALYSIS



## Employment Locations for Individuals Employed in Union City

### Job Counts

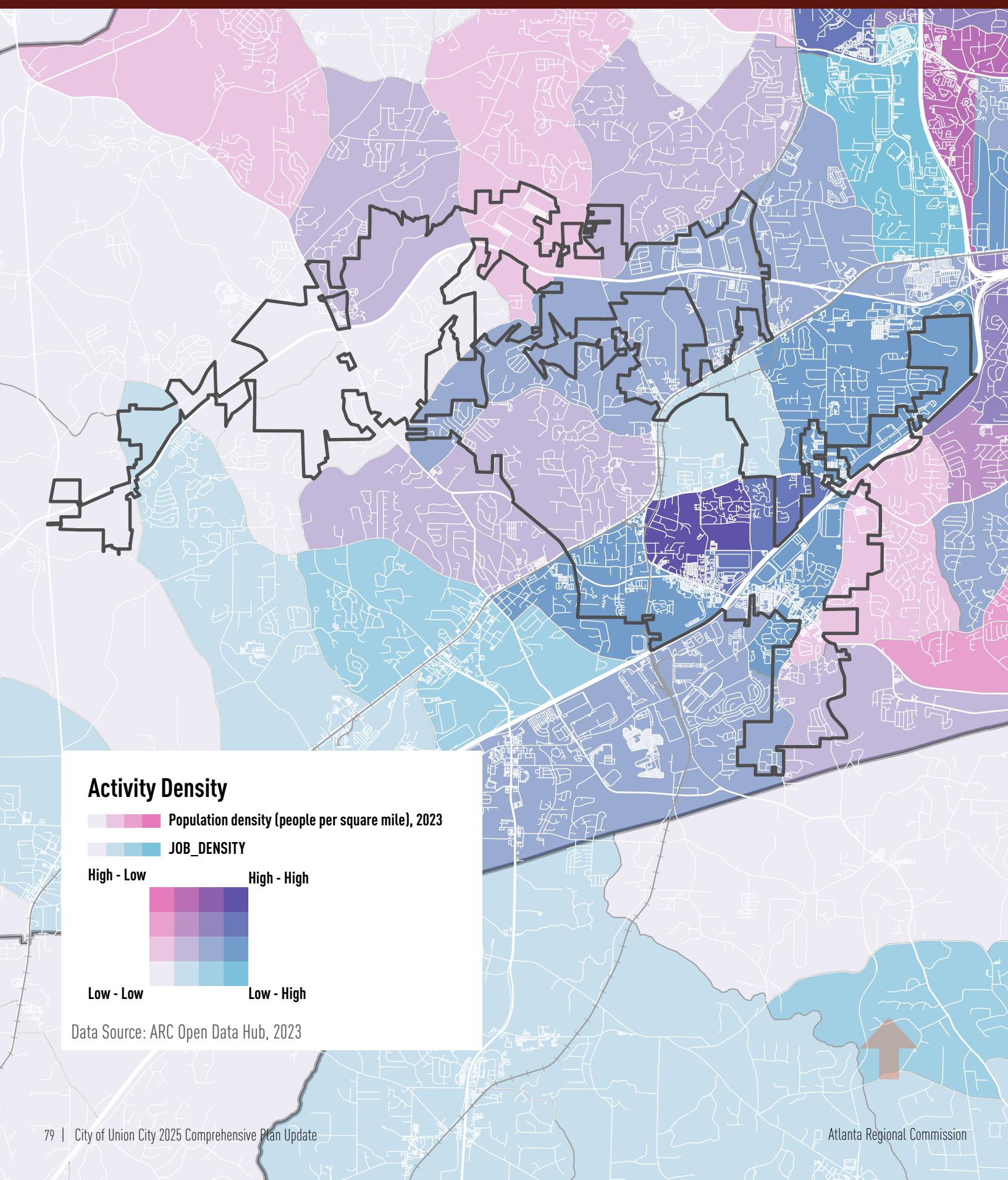
- 1 - 49
- 49 - 159
- 159 - 487
- 487 - 1567
- 1567 - 3011

### Job Density

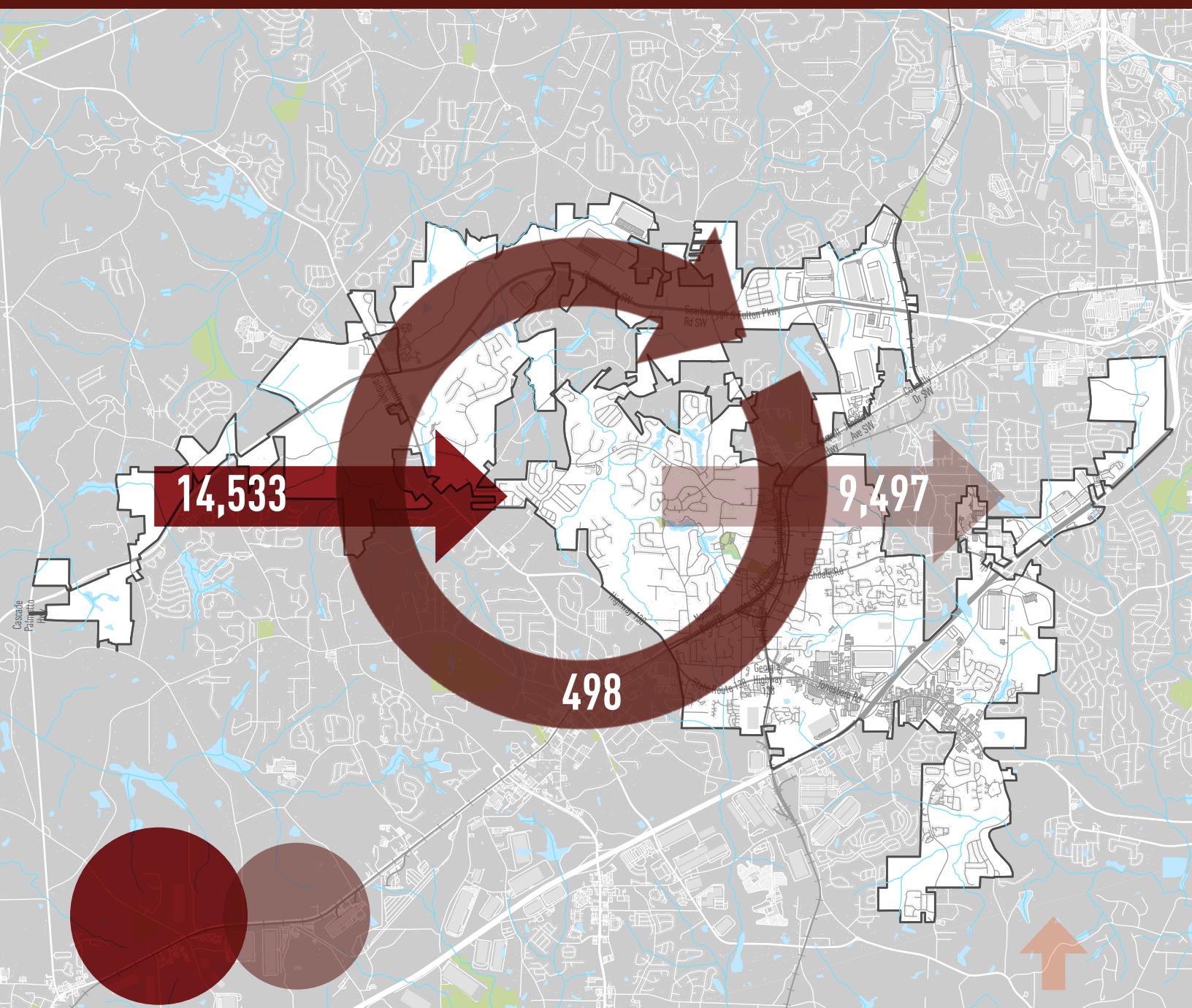
- 5 - 322 Jobs/Sq.Mile
- 323 - 1,276 Jobs/Sq.Mile
- 1,277 - 2,864 Jobs/Sq.Mile
- 2,865 - 5,089 Jobs/Sq.Mile
- 5,090 - 7,949 Jobs/Sq.Mile

Data Source: U.S. Census Bureau, LEHD On the Map, 2022

# ACTIVITY DENSITY IN UNION CITY



# INFLOW / OUTFLOW IN UNION CITY

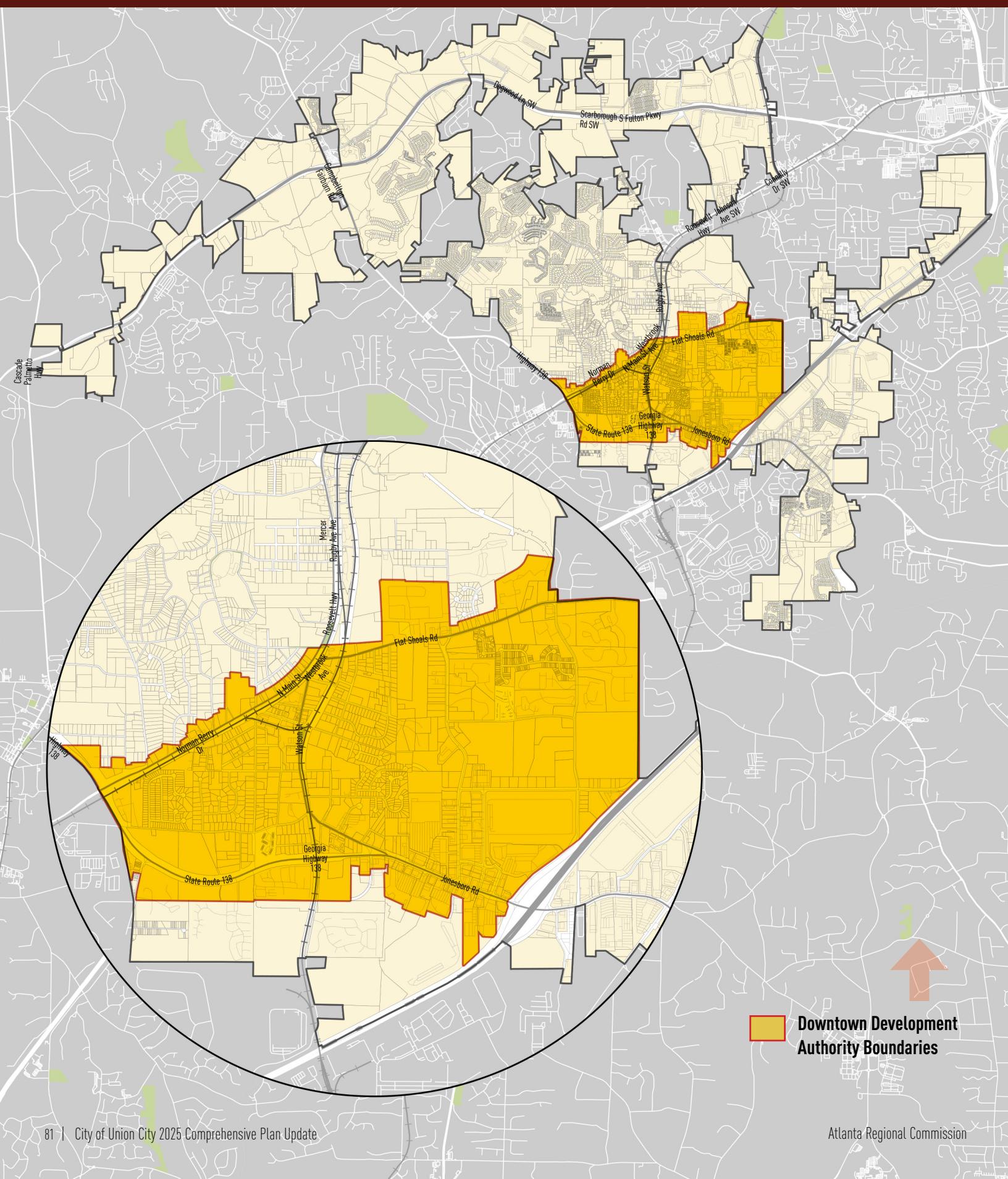


- 14,533 - Employed in Union City, Live Outside
- 498 - Employed and Live in Union City
- 9,497 - Live in Union City, Employed Outside

The commuting patterns shown in the inflow/outflow analysis for Union City highlight the city's role as both an employment hub and a bedroom community within the metro Atlanta region. As of the latest data, 14,533 people commute into Union City for work, while 9,497 residents travel outside the city for employment, and only 498 people both live and work in Union City.

Data Source: U.S. Census Bureau, LEHD On the Map, 2022

# UNION CITY DOWNTOWN DEVELOPMENT AUTHORITY



# UNION CITY TOWN CENTER REDEVELOPMENT PLAN AND TAX ALLOCATION DISTRICT (TAD)—2007

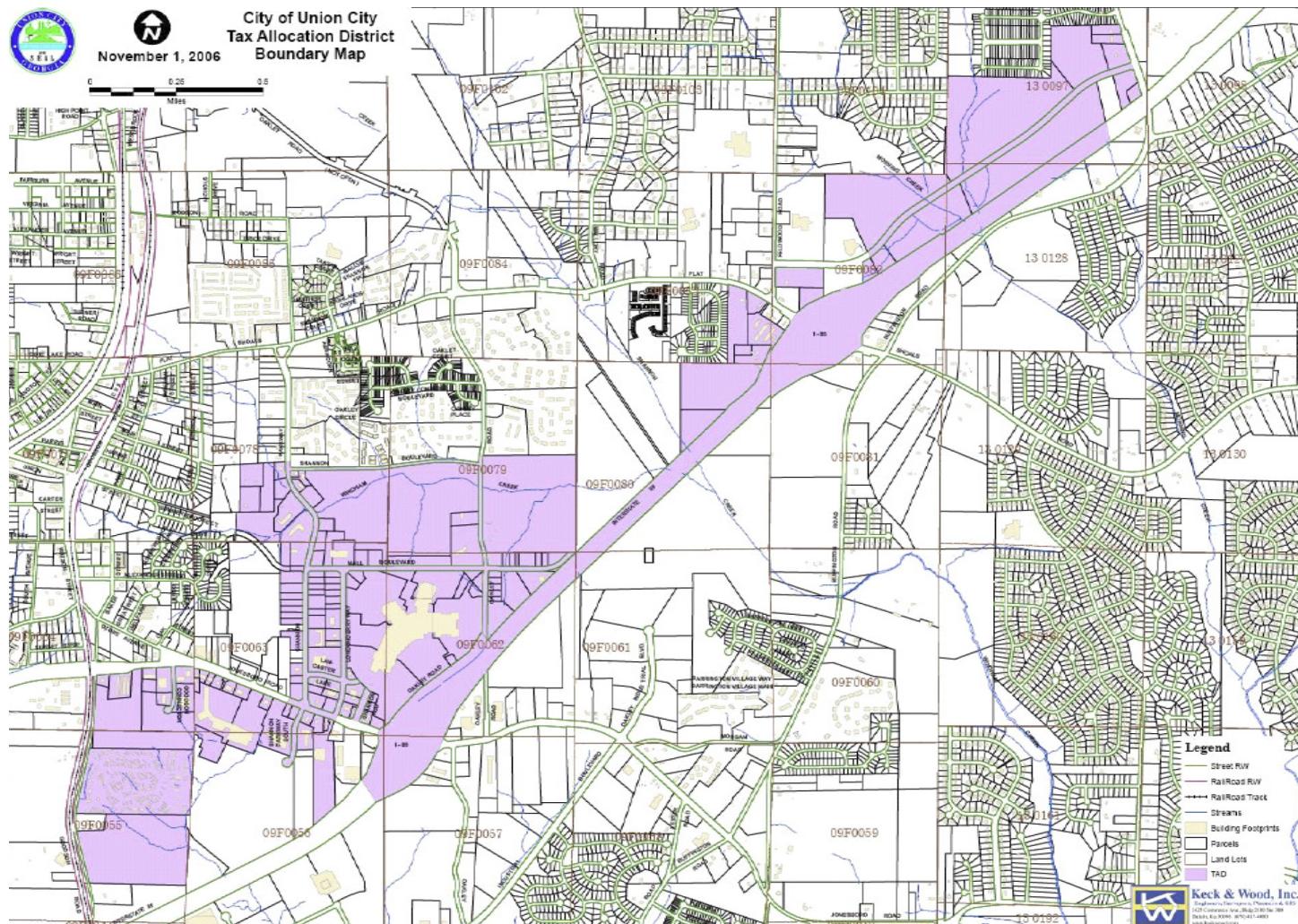
Per the Georgia Redevelopment Powers Law (O.C.G.A. 36-44-1) authorizing the use of TADs in Georgia, Union City created a TAD to promote the redevelopment of the mall site as well as an underdeveloped section along Royal South Parkway. A TAD allows a local government to issue bonds for infrastructure 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.

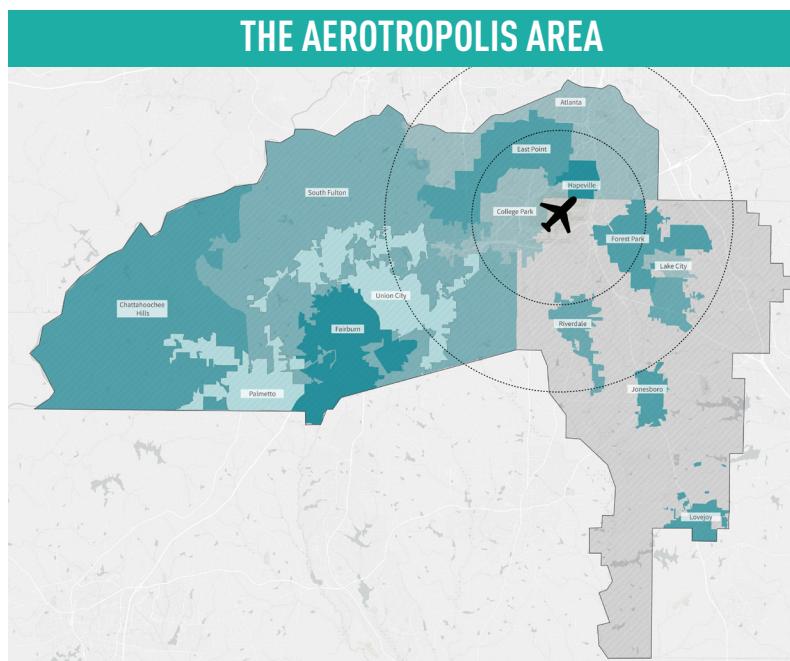
## UNION CITY TAX ALLOCATION DISTRICT (TAD) BOUNDARIES



# THE AEROTROPOLIS ATLANTA BLUEPRINT 2.0

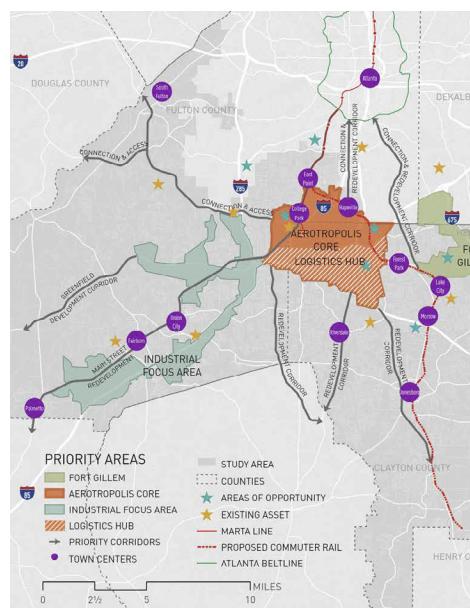
The Aerotropolis Blueprint 2.0 is the updated regional vision plan that builds on the original 2016 Blueprint to guide growth and investment around Hartsfield-Jackson Atlanta International Airport. Completed in 2024, the plan covers approximately 176 square miles and includes Union City along with other south metro Atlanta jurisdictions. It focuses on three primary impact areas: workforce development, mobility and transit, and redevelopment.

The study outlines strategies to align education and training programs with targeted industries such as aerospace, logistics, multimedia, food and agribusiness, and bio-life sciences to strengthen the local talent pipeline. It also emphasizes creating a robust and connected transit network, including bus rapid transit, automated transit feasibility studies, and multi-use trail connections to link jobs, neighborhoods, and catalytic development sites. On redevelopment, the plan identifies catalytic and community sites for investment, reviews market conditions for office, retail, industrial, and multifamily sectors, and highlights opportunities for mixed-use and community-focused projects.



Blueprint 2.0 was developed through an extensive public and stakeholder engagement process, including design workshops, public meetings, and interviews with local governments, business leaders, and residents. The resulting framework provides a roadmap for sustainable and inclusive development that capitalizes on the Atlanta Airport's global connectivity while enhancing quality of life for the 550,000 residents in the Aerotropolis area.

## AEROTROPOLIS ATLANTA LAND USE ANALYSIS AND RECOMMENDATIONS



The Aerotropolis Atlanta Alliance (Alliance) applied for technical assistance through the Atlanta Regional Commission's (ARC) Community Development Assistance Program (CDAP) to undertake a multijurisdictional land use assessment of the Aerotropolis Atlanta region, identified as an "Action" on the Matrix of Action Items from the Blueprint. The assessment analyzed current and future land use designations and policies and focused on key transportation corridors and jurisdictional boundaries. Through a review of land use policies, GIS analysis, and stakeholder engagement, this assessment prioritizes key geographies and corridors where interjurisdictional coordination and collaboration is recommended. This report offers next steps for the Alliance to better coordinate land use and economic development goals across jurisdictional lines as well as prepares the Alliance to embark on its next strategic and visioning process: Aerotropolis Blueprint 2.0.

# COMMUNITY INPUT ON ECONOMIC DEVELOPMENT

## TOP THREE ECONOMIC DEVELOPMENT STRATEGIES

**68%** ATTRACT NEW COMMERCIAL BUSINESSES

**63%** MORE/BETTER EDUCATIONAL OPPORTUNITIES

**59%** IMPROVE WAGE LEVELS

**49%** ATTRACT NEW INDUSTRIES

**29%** EXPANDING EXISTING BUSINESSES

**27%** ATTRACTING EXPERIENCED LABOR FORCE

## WHAT BRINGS RESIDENTS TO DOWNTOWN UNION CITY

There is nothing else to visit other than government services.

The post office and city services are downtown.

What are you considering downtown to be city hall area or the business district. If city hall is the downtown area, there is no reason other than going to city hall.

The city has made great improvements to the area but it is not a "downtown".

Where is downtown? I didn't know we had an area designated as downtown. If the area around City Hall is considered downtown, more investment is needed.

## TOP ECONOMIC DEVELOPMENT RECOMMENDATIONS

**51%** PROMOTE REDEVELOPMENT OF UNDERUTILIZED, UNDEVELOPED, AND DECLINING AREAS

**44%** ESTABLISH A DOWNTOWN FOR AN ECONOMIC BASE

**5%** ATTRACT A VARIETY OF BUSINESSES AND EMPLOYERS

Community input on economic development highlights a strong desire for growth and revitalization in Union City. Survey respondents prioritized attracting new commercial businesses (68%), expanding educational opportunities (63%), and improving wage levels (59%) as key strategies for local economic development. Additionally, over half of respondents (51%) recommended redeveloping underutilized or declining areas, and 44% emphasized the need to establish a defined downtown to support economic activity. Public comments reveal a lack of clarity about where "downtown" is and note that existing civic services alone do not create a vibrant center—indicating a need for further investment and placemaking in Union City's core.

CHAPTER 7

# TRANSPORTATION



# TRANSPORTATION AT A GLANCE

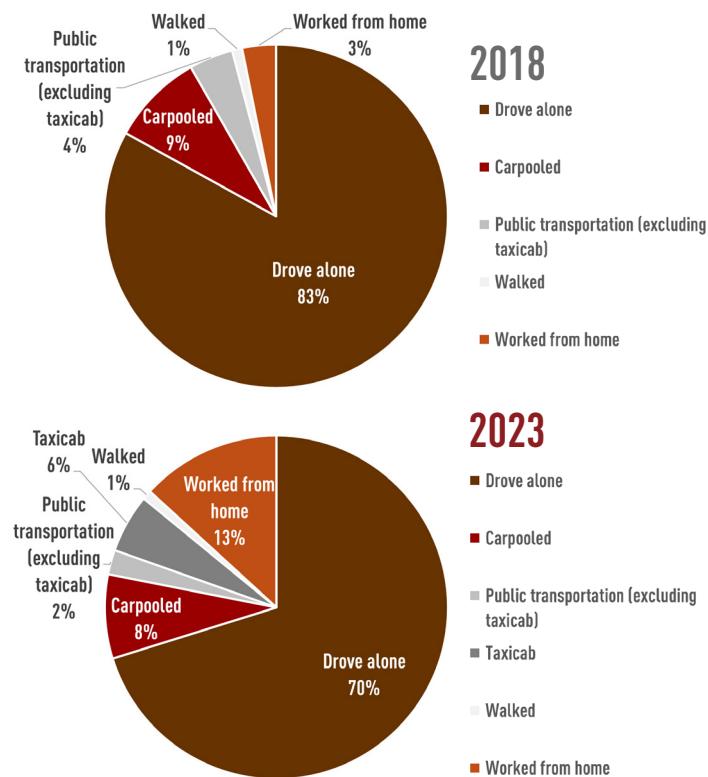
Transportation plays a critical role in shaping Union City's accessibility, connectivity, and overall livability. As the city continues to grow and attract both residents and businesses, the need for a safe, equitable, and multimodal transportation system becomes increasingly vital. The transportation element of this Comprehensive Plan outlines a forward-looking vision to enhance the movement of people and goods, improve safety, and support smart land use decisions that align with Union City's character and development goals.

This chapter reflects a commitment to providing transportation choices that serve residents of all ages and abilities. It promotes strategies to improve roadway conditions, expand pedestrian and bicycle networks, enhance public transit access, and better manage freight movement through key corridors. Special attention is given to creating walkable, connected environments—particularly near schools, parks, downtown, and MARTA stops—to ensure that transportation improvements reinforce Union City's goals for economic vitality, community health, and environmental sustainability.

By integrating local priorities with regional plans and ongoing initiatives, such as the South Fulton Comprehensive Transportation Plan and the Union Station Greenline Trail, Union City can leverage partnerships to pursue infrastructure investments that support growth while preserving quality of life. This chapter provides a framework for identifying project needs, prioritizing investments, and aligning future transportation improvements with the city's vision for a connected, safe, and inclusive community.

# TRANSPORTATION TRENDS

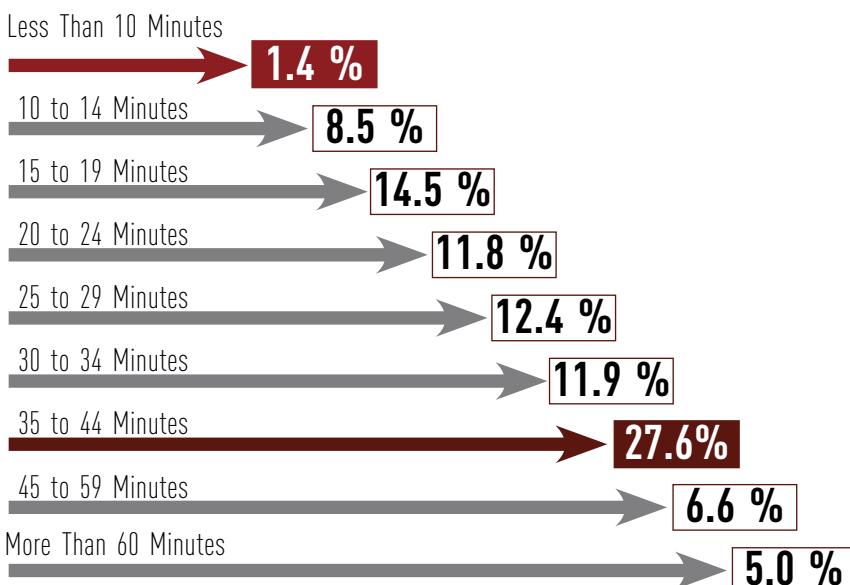
## TRAVEL MODE CHANGE (2018- 2023)



Between 2018 and 2023, Union City experienced changes in commuting patterns. The percentage of residents driving alone to work declined from 83% to 70%. Walking and taxi usage remained minimal, and the most significant increase was seen in the number of people working from home—rising from 3% in 2018 to 13% in 2023. The total number of work-related trips grew from 9,044 in 2018 to 13,076 in 2023, reflecting an increase in overall employment and workforce activity within Union City.



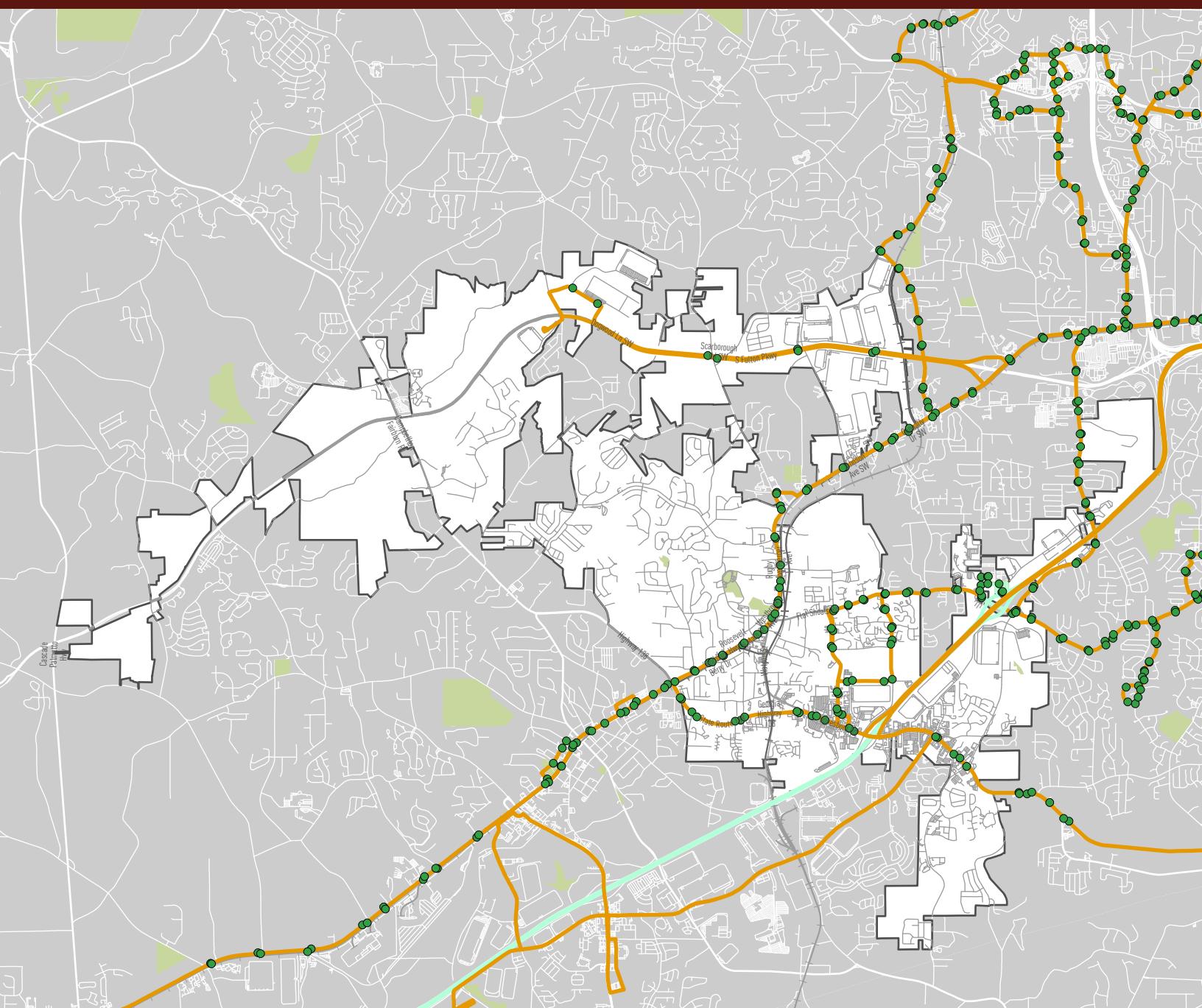
## TRAVEL TIME TO WORK (2021)



In 2023, commuting times for Union City residents varied widely, with the largest share—27.6%—reporting travel times between 35 and 44 minutes. This was significantly higher than any other commute duration category, highlighting a substantial portion of the workforce experiencing relatively long travel times. Commutes between 15 and 19 minutes were the second most common (14.5%), followed by 25 to 29 minutes (12.4%), 30 to 34 minutes (11.9%), and 20 to 24 minutes (11.8%). Shorter commutes were less common, with only 1.4% of workers reporting travel times under 10 minutes and 8.5% commuting between 10 and 14 minutes.

Data Source: U.S. Census Bureau, ACS 5-year, 2023

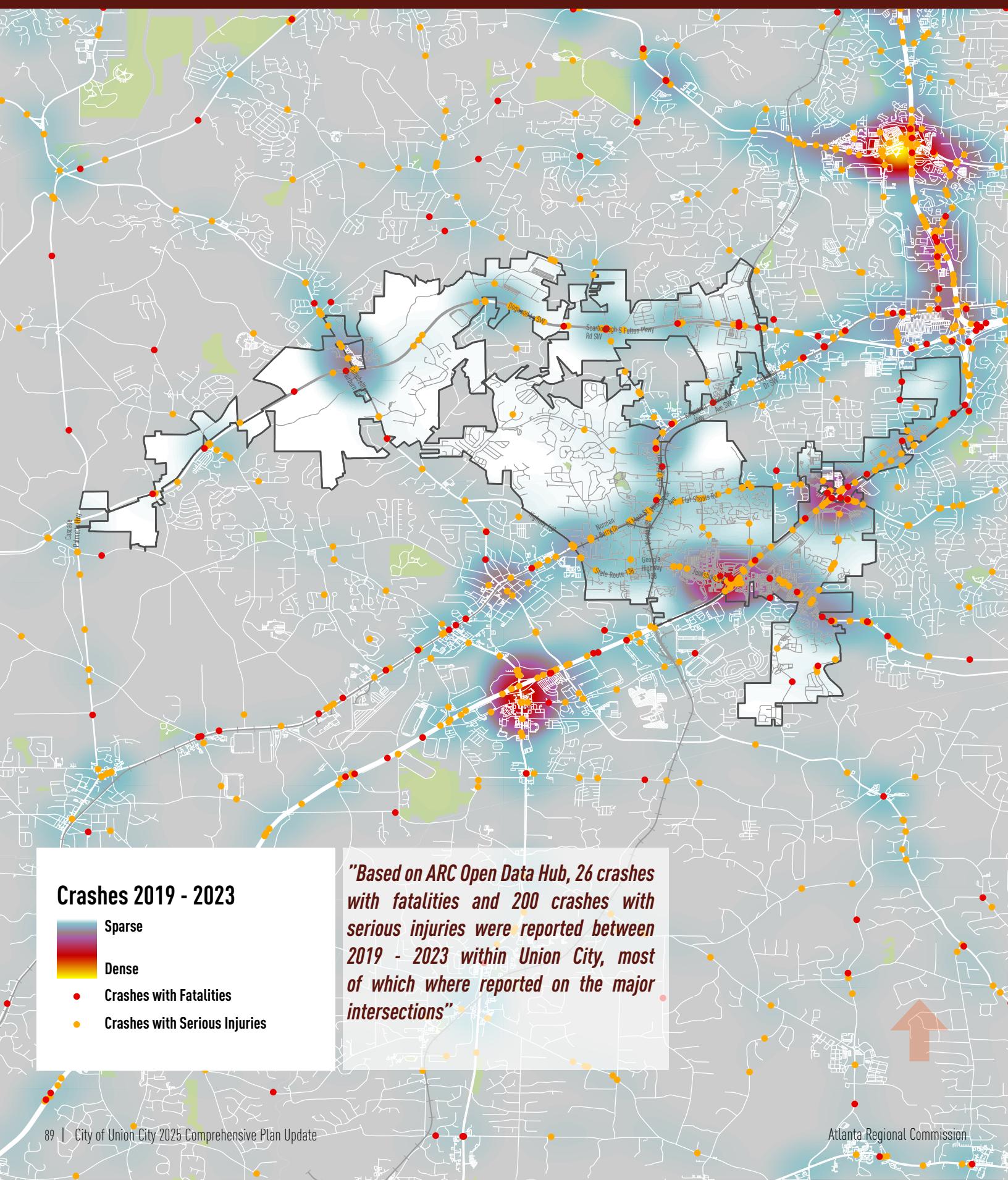
# TRANSIT ROUTES AND STOPS



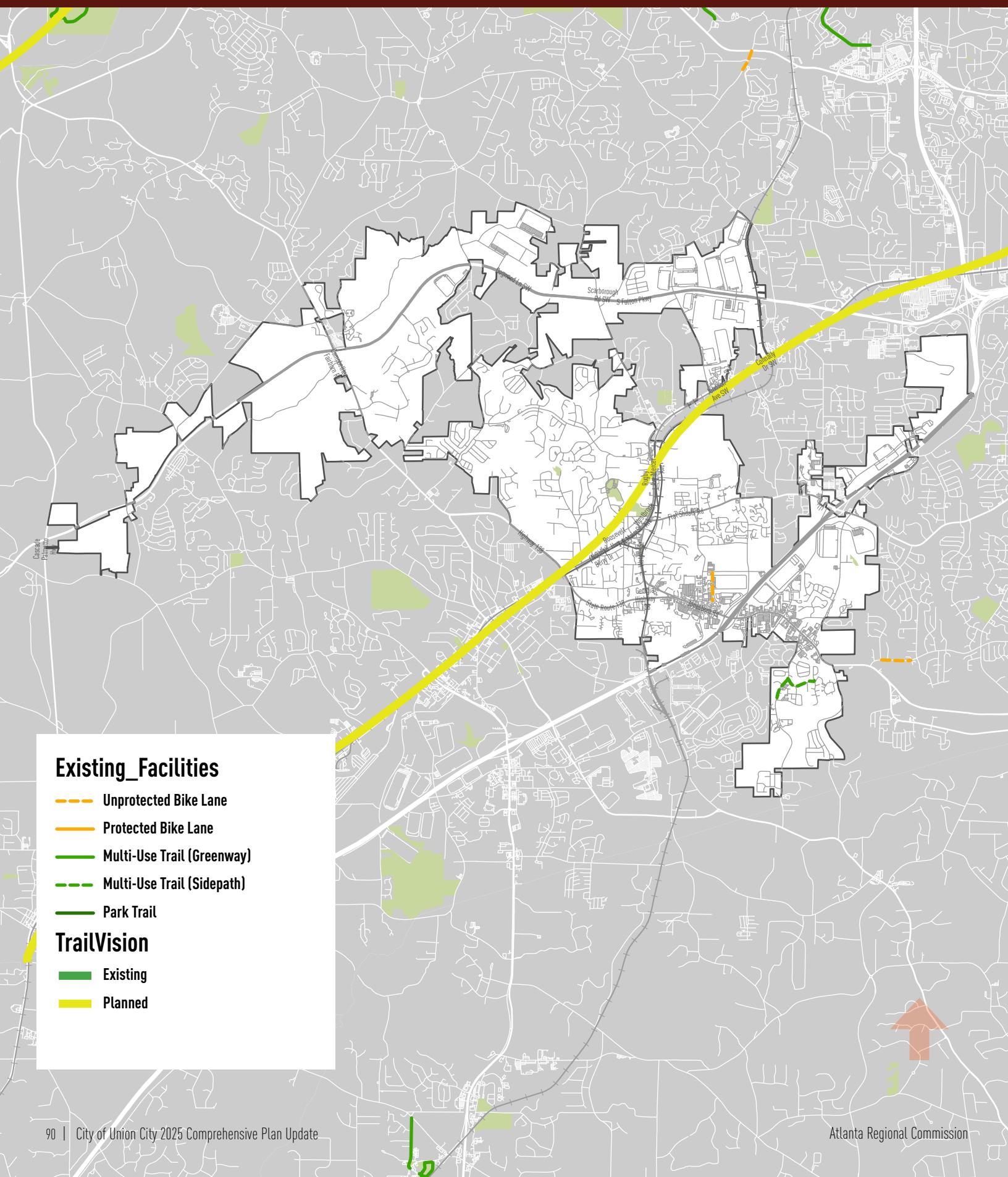
*"Based on ARC Open Data Hub, 86 Bus Stops are located within Union City most of which are along Roosevelt Highway and Shannon Parkway. Additionally, there are 7 Transit Routes within the city including MARTA routes of Roosevelt Highway, Flat Shoals Rd/Scofield Rd, Washington Rd/Fairburn, Old National Highway, Oakley Industrial, and Camp Creek/South Fulton Parkway. There is also an SRTA route for Newnan/Union City within the Transit System."*

*In the upcoming NextGen Bus Network redesign, there will be 5 fixed bus service routes that intersect Union City. Additionally, Union City is partially served by the Oakley Industrial On-Demand zone."*

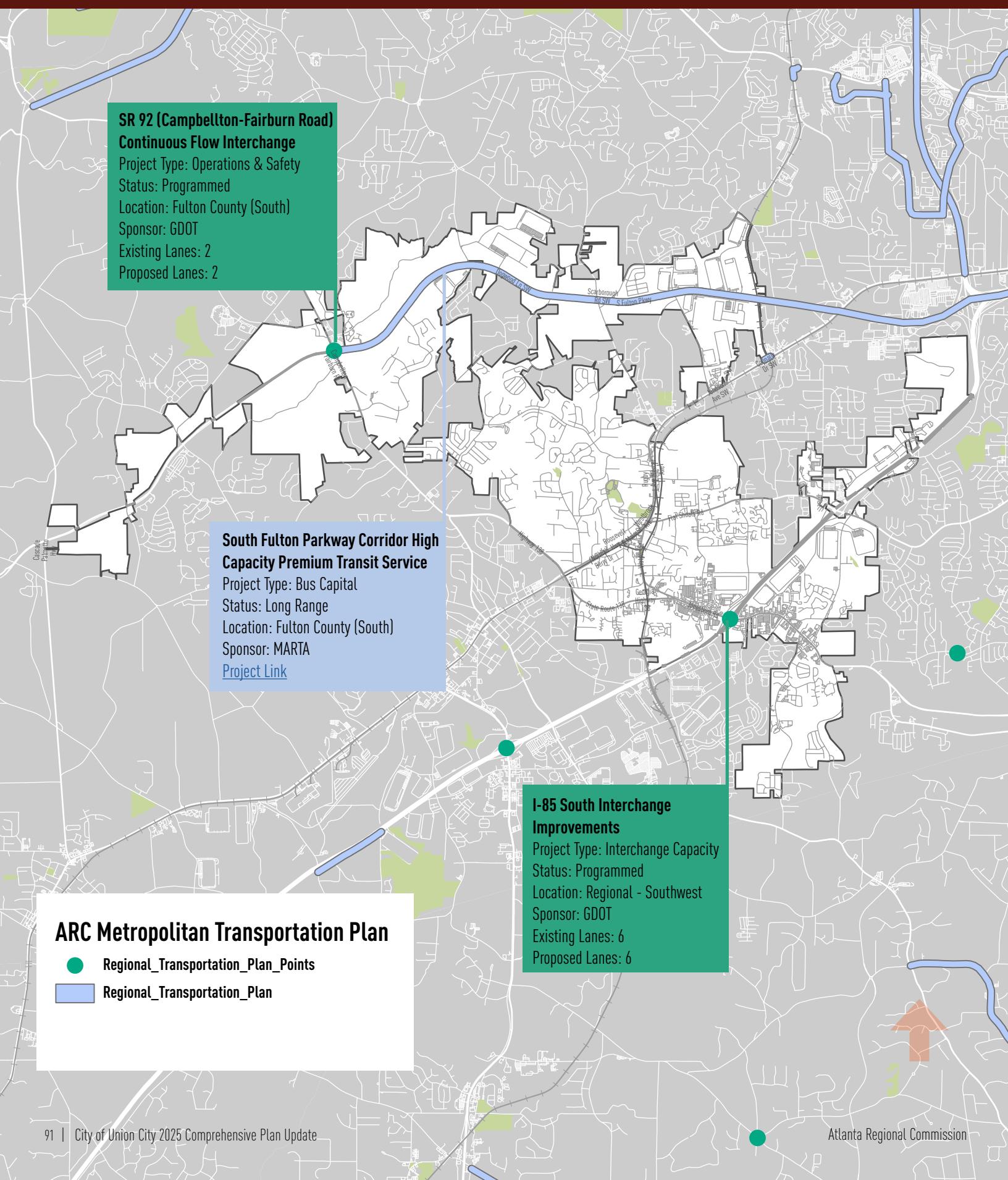
# CRASHES (2019 - 2023)



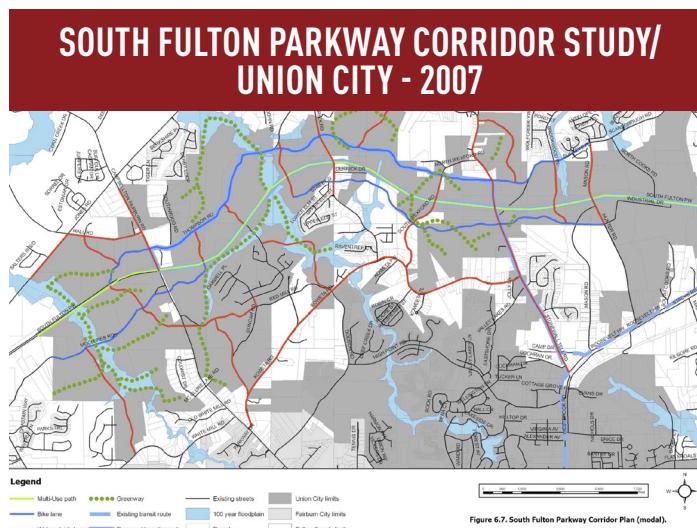
# EXISTING AND PLANNED TRAILS



# REGIONAL TRANSPORTATION PLANS



# SOUTH FULTON PARKWAY STUDIES

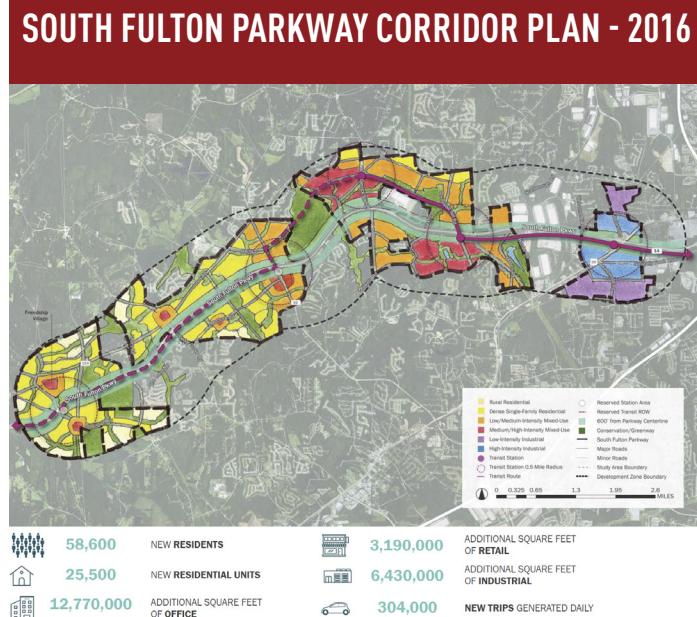
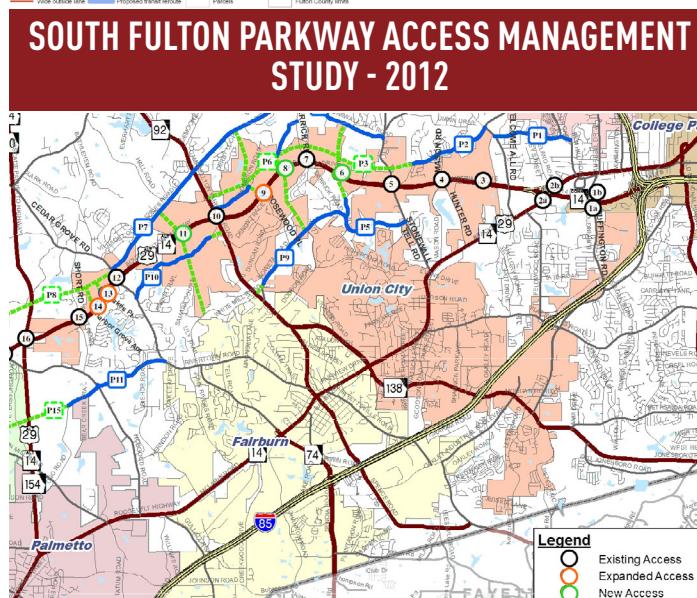


South Fulton Parkway has been studied for future development along the corridor in multiple stages:

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.

Completed in 2012, South Fulton Parkway Access Management 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.

Completed in 2016, the South Fulton Parkway Corridor Plan is a long-range visioning effort aimed at guiding future development along a 9.5-mile segment of South Fulton Parkway, stretching from Roosevelt Highway to Highway 154. The plan brings together a diverse set of stakeholders—including cities, counties, community organizations, and property owners—to establish a unified vision for land use and transportation in this rapidly evolving corridor. Through a collaborative, three-phase process—including stakeholder engagement, public input, and detailed land and zoning analysis—the plan blends the natural character of the Parkway with strategies for balanced growth. The preferred development concept combines elements of compact, transit-oriented urban centers in the east with village-style development in the west, supported by a network of greenways, trails, and upgraded transportation infrastructure.



# FULTON COUNTY TRANSIT MASTER PLAN (2018)

## Market Based Plan

### HEAVY RAIL

- GA 400 (North Springs MARTA Station to Holcomb Bridge)
- Norfolk Southern Railroad (East Point MARTA Station to Clayton County)
- I-20 Extension (H.E. Holmes MARTA Station to Fulton Industrial Boulevard)

### LIGHT RAIL

- I-285

### BUS RAPID TRANSIT

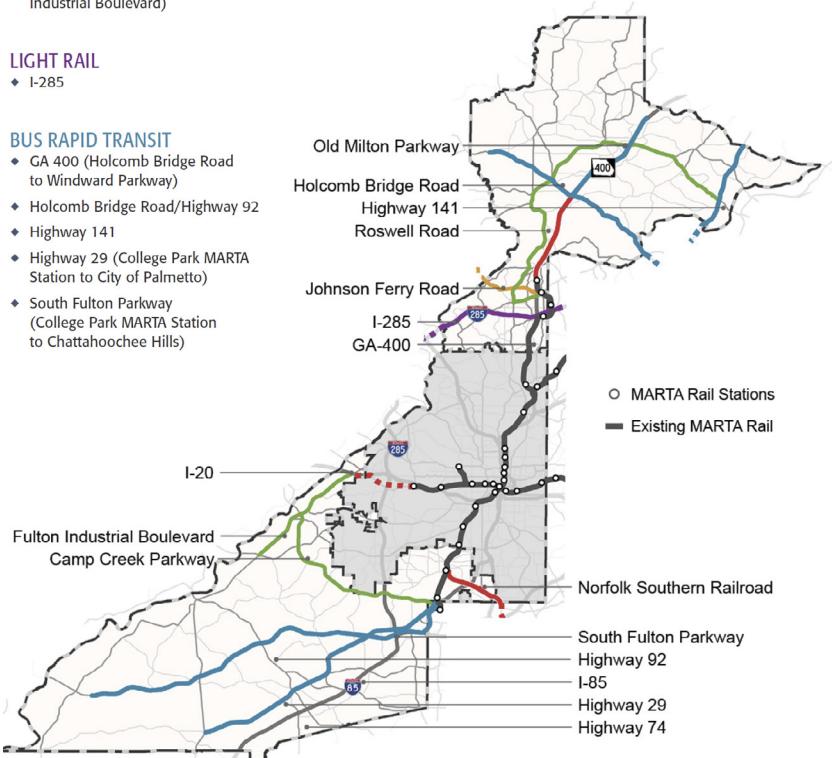
- GA 400 (Holcomb Bridge Road to Windward Parkway)
- Holcomb Bridge Road/Highway 92
- Highway 141
- Highway 29 (College Park MARTA Station to City of Palmetto)
- South Fulton Parkway (College Park MARTA Station to Chattahoochee Hills)

### ARTERIAL RAPID TRANSIT

- Roswell Road
- Old Milton Parkway
- Camp Creek Parkway
- Fulton Industrial Boulevard

### FREQUENT LOCAL BUS

- Johnson Ferry Road



## BRT/ART Scenario

### BUS RAPID TRANSIT

- GA 400 (North Springs MARTA Station to Old Milton Parkway)
- Holcomb Bridge Road/Highway 92
- Highway 29 (College Park MARTA Station to City of Palmetto)
- South Fulton Parkway (College Park MARTA Station to Highway 92)

### ARTERIAL RAPID TRANSIT

- Roswell Road
- Old Milton Parkway
- Highway 141
- Camp Creek Parkway
- Fulton Industrial Boulevard

The Fulton County Transit Master Plan (2018) was developed to guide future transit investments and strategies across 14 cities in Fulton County, including Union City. Initiated in response to the passage of a 3/4-cent T-SPLOST (Transportation Special Purpose Local Option Sales Tax) in 2016, the plan offers a long-term vision for enhancing mobility, expanding access, and supporting sustainable growth through coordinated regional transit strategies.

The plan is based on an extensive analysis of existing conditions, demographic trends, community visions, and projected growth through 2040. It identifies key corridors—such as Roosevelt Highway (SR 29), South Fulton Parkway, Camp Creek Parkway, and Fulton Industrial Boulevard—that serve as priorities for enhanced transit service in South Fulton. A market-based scenario outlines modal recommendations including Bus Rapid Transit (BRT), Arterial Rapid Transit (ART), and local and flexible transit services tailored to population density, job centers, and travel demand.

Union City benefits from this plan's emphasis on improving regional connectivity, access to employment centers, and last-mile solutions like sidewalks and bike infrastructure. The preferred scenario, endorsed by the Fulton County Board of Commissioners and Mayors in 2018, focuses on cost-effective investments such as BRT and ART with potential for long-term upgrades to rail. Additionally, the plan proposes near-term programs such as the Bus Stop Enhancement Program, Last Mile Connectivity Program, and Rail Station Upgrades—critical for transit equity and accessibility in South Fulton communities.

# SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN (CTP)

Union City participated in the development of the 2050 Southern Fulton Comprehensive Transportation Plan (SFCTP), which was completed in 2020 as an update to the previous 2013 plan. Led by the consulting firm Modern Mobility Partners (MMP) under contract with the Atlanta Regional Commission (ARC), the plan was conducted on behalf of eight municipalities—Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City—as well as a portion of unincorporated Fulton County.

The purpose of the SFCTP was to provide a coordinated, long-range transportation planning framework for the southern Fulton region, aligning local priorities with the regional transportation planning process. The plan established a shared transportation vision and identified policy guidance and prioritized project recommendations across all travel modes—including walking, biking, transit, freight, and vehicle travel.

Informed by community and stakeholder input, the SFCTP considered projected growth and land use patterns to identify needs and opportunities. Recommendations were categorized into short-term (1–5 years), mid-term (6–10 years), and long-term (11+ years) timeframes. For each timeframe, the plan proposed specific actions, policies, and infrastructure projects aimed at improving safety, access, mobility, and connectivity for residents, commuters, workers, and visitors.

Key elements of the SFCTP included an assessment of existing transportation conditions, a public and stakeholder engagement process, project evaluation and prioritization, revenue forecasting, and cost estimation. All recommendations were designed to be financially constrained and realistically achievable within projected funding levels. The SFCTP continues to serve as a guiding document for implementing transportation improvements in Union City and throughout the southern Fulton area.

## SOUTHERN FULTON CTP SHORT-TERM (5-YEAR) RECOMMENDATIONS FOR UNION CITY

Project ID	Project Type	Project Subtype	Road Name	From - To	Cross Street	Description
74	Bicycle & Pedestrian	Streetscape	Union St	From US 29/Main St To Shannon Pkwy	N/A	Streetscaping including bicycle and pedestrian facilities
140	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Buffington Rd	N/A	Royal South Pkwy	Install crosswalks (in conjunction with planned/programmed new bus shelter)
141	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Flat Shoals Rd	N/A	Oakley Rd	Install crosswalks (in conjunction with planned/programmed new bus shelter)
143	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 138/Jonesboro Rd	N/A	Oakley Industrial Blvd	Install crosswalks (in conjunction with planned/programmed new bus shelter)
144	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Lancaster Ln	N/A	Shannon Parkway	Install crosswalks (in conjunction with planned/programmed new bus shelter)
274	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 92 Campbellton Fairburn Rd	From SR14/South Fulton Pkwy To Jones Rd	N/A	Install crosswalks and sidewalks
279	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138 Jonesboro Rd	From US29/Roosevelt Hwy To I-85	N/A	Install crosswalks and sidewalks
241	Other	Study	US 29/Roosevelt Hwy	From Atlanta City Limits To Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits

# SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN (CTP)

SOUTHERN FULTON CTP SHORT-TERM (5-YEAR) RECOMMENDATIONS FOR UNION CITY						
Project ID	Project Type	Project Subtype	Road Name	From - To	Cross Street	Description
242	Other	Study	N/A	N/A	N/A	Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads
1515	Roadway Asset Management & Resiliency	Resurfacing	N/A	N/A	N/A	Resurface roadways based on GDOT's Pavement Management System prioritization system
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment	N/A	N/A	N/A	Connected Vehicles Deployment Phase1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.
177	Roadway Transportation System Management & Operation	Intersection improvements	SR 92/ Campbellton Fairburn Rd	From SR 14/South Fulton Pkwy To Jones Rd	N/A	Widen SR 92 to 2 thru lanes in each direction and add turn bays from south of South Fulton Pkwy to north of Hall Rd; Install signal at intersection of SR 92 / Thompson Rd. Long Term Project: Continuous Flow Intersection per GDOT project PI#0014081
1561	Roadway Transportation System Management & Operation	Intersection improvements	SR 138 Jonesboro Rd.	N/A	Shannon Pkwy	SR 138/Jonesboro Rd. at Shannon Pkwy. intersection improvement
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment	Flat Shoals Rd	N/A	Oakley Rd	Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total
1010	Trail	Multi-use trail	Royal South Pkwy	From Buffington Rd To Flat Shoals	N/A	Multi-use trail / Model Mile
95	Transit Expansion	High capacity/rapid transit	US 29 Roosevelt Hwy	From College Park MARTA station To Palmetto	N/A	Arterial Rapid Transit (The project was put on pause by MARTA leadership, and has no recent updates. Roosevelt Hwy ART has three route alternatives currently being studied to find a LPA, each one starting from the East Point MARTA Station).

# SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN (CTP)

SOUTHERN FULTON CTP MID-TERM (10-YEAR) RECOMMENDATIONS FOR UNION CITY						
Project ID	Project Type	Project Subtype	Road Name	From - To	Cross Street	Description
280	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138/ Jonesboro Rd	From I-85 To SR 279/Old National Hwy	N/A	Install crosswalks and sidewalks
1003	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85	N/A	SR 138/ Jonesboro Rd	Bridge rehabilitation
1156	Roadway Transportation System Management & Operation	Access management	SR 138/ Jonesboro Rd	N/A	Oakley Rd	Install a median along corridor for safety; assess driveway access and modify or eliminate access points for safety

SOUTHERN FULTON CTP LONG TERM RECOMMENDATIONS FOR UNION CITY						
Project ID	Project Type	Project Subtype	Road Name	From - To	Cross Street	Description
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/ Roosevelt Hwy	From Atlanta City Limits To Coweta County Limits	N/A	Multi-use off-road trail
81	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/ Roosevelt Hwy	N/A	Westbrook Pl	Install crosswalks
83	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/ Roosevelt Hwy	N/A	Lee St	Install crosswalks
916	Roadway Asset Management & Resiliency	Bridge Rehabilitation	Flat Shoals Rd	N/A	Morning Creek Tributary	Bridge Rehabilitation
917	Roadway Asset Management & Resiliency	Bridge Rehabilitation	I-85	N/A	Branch of Morning Creek	Bridge Rehabilitation
985	Roadway Asset Management & Resiliency	Bridge Rehabilitation	Buffington Rd	N/A	Shannon Creek	Bridge Rehabilitation
996	Roadway Asset Management & Resiliency	Bridge Rehabilitation	High Point Rd	N/A	Deep Creek	Bridge Rehabilitation
1005	Roadway Asset Management & Resiliency	Bridge Rehabilitation	Scarboro Rd	N/A	Wolf Creek	Bridge Rehabilitation
1008	Roadway Asset Management & Resiliency	Bridge Rehabilitation	Peter Rd	N/A	Broadanax Creek	Bridge Rehabilitation

# SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN (CTP)

SOUTHERN FULTON CTP LONG TERM RECOMMENDATIONS FOR UNION CITY						
Project ID	Project Type	Project Subtype	Road Name	From - To	Cross Street	Description
207	Roadway Expansion	Widening	Oakley Industrial Blvd	From Jonesboro Rd To SR 74/Senoia Rd	N/A	Roadway widening from 2 to 4 lanes, including sidewalks. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.
210	Roadway Expansion	Alternate and parallel routes	SR 14/South Fulton Pkwy	From SR 92/ Campbellton Fairburn Rd To Welcome All Rd	N/A	Alternate and parallel routes along South Fulton Parkway
248	Roadway Expansion	Road extension	SR 14/South Fulton Pkwy	N/A	The Lakes Point and Harbor Grove	Expand The Lakes Point to provide northside access. Expand Harbor Grove Apartments to provide northside access.
176	Roadway Transportation System Management & Operation	Roadside barrier/guardrail	SR 14/South Fulton Pkwy	From Rivertown Rd To US 29/Roosevelt Hwy		Install roadside barrier/guardrail at locations where obstructions are located within the clear zone
243	Roadway Transportation System Management & Operation	New access points	SR 14/South Fulton Pkwy	N/A	N/A	New Access Points along S Fulton Pkwy
273	Roadway Transportation System Management & Operation	Intersection improvements	SR 138/Jonesboro Rd	N/A	Peters Rd	Intersection improvements, including potentially: extending left lane(s) at Stonewall Tell Rd onto South Fulton Pkwy; and extending the eastbound left turn lane and westbound right turn lanes
281	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy	N/A	Lee St	Intersection improvement
939	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy	N/A	Majestic PL	Convert intersection to unsignalized Restricted Crossing U-turn design; install signage to redirect left turns to Mason Road; cut trees back to improve sight lines; upgrade pavement markings; install raised pavement markers and median nose delineators; and install sidewalks along South Fulton Parkway (SR 14).
1587	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A	N/A	N/A	Electric vehicle charging/smart streetlights for on-street parking in downtown Union City. Three charging spots.
1592	Roadway Transportation System Management & Operation	Loading Zones	N/A	N/A	N/A	Designate loading zones for trucks and TNCs in downtown Union City
100	Roadway Asset Transit Expansion	High capacity/rapid transit	SR 14/South Fulton Pkwy	From SR 92 To Campbellton-Redwine Road	N/A	Bus rapid transit (This project has been put on pause by MARTA leadership, and has no recent updates).

# AEROATL GREENWAY PLAN: UNION CITY AEROATL GREENWAY MODEL MILE

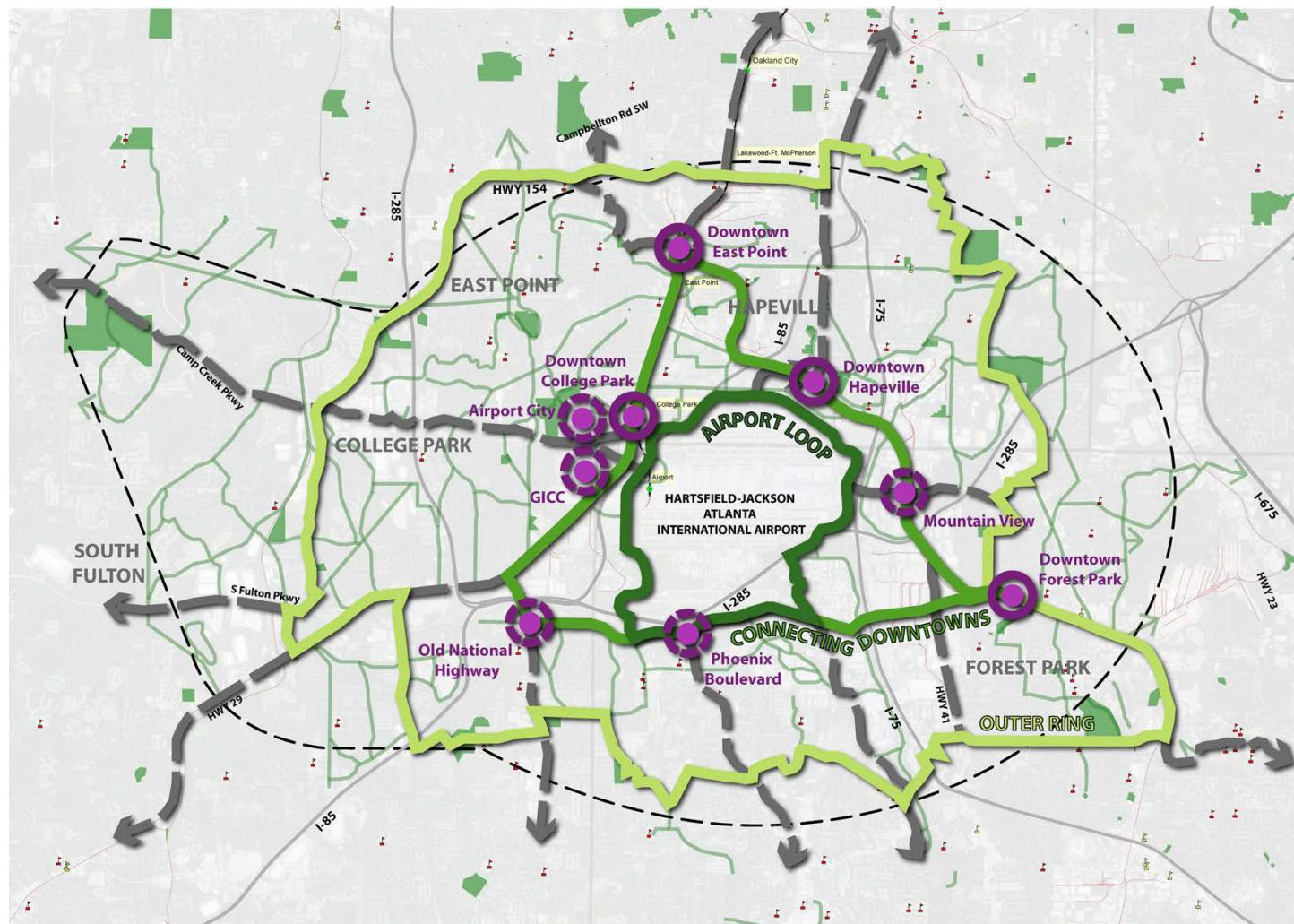
Coordinated by the Aerotropolis Atlanta Alliance and the Aerotropolis Atlanta Community Improvement Districts (AACIDs), this Plan provides a visionary framework for trail connectivity across the Aerotropolis. The study includes the Airport and the surrounding cities, East Point, Hapeville, Forest Park, College Park, South Fulton, and portions of Fulton County and Clayton County, encapsulating an area of approximately 48,000 acres. The Plan proposes opportunities at the local and regional level to translate goals into a physical trail framework.

Union City's leadership sees the value in creating a one-mile trail that can serve as a connection to existing sidewalks, future recreation

areas, and a catalyst for the creation of a larger trail network for its residents. The long-term goal is for Union City's trails to connect to the larger AeroATL Greenway network planned for this growing area of South Fulton County.

The Union City AeroATL Model Mile is focused on Royal South Parkway, a predominantly industrial corridor adjacent to I-85 South near the MARTA Park and Ride Lot at Feldwood Road. In addition to industrial and office uses, there are other additional pedestrian and bicycle connectivity.

## REGIONAL FRAMEWORK - AEROATL GREENWAY PLAN

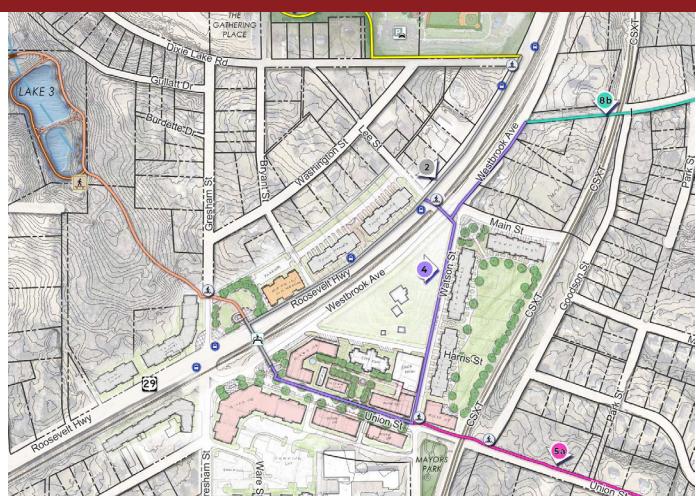


# UNION CITY MULTI-USE TRAIL PLAN: THE UNION STATION GREENLINE

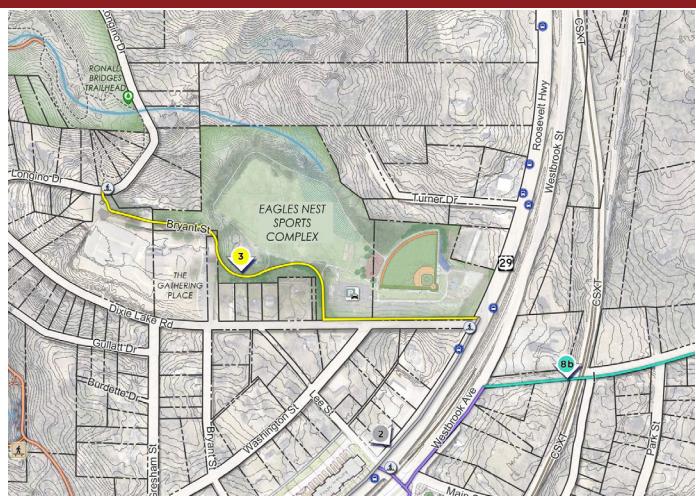
## SEGMENT 1: RECLAIMED LAKES CORRIDOR



## SEGMENT 2: ROOSEVELT CONNECTOR SEGMENT 4: DOWNTOWN DISTRICT LOOP



## SEGMENT 3: EAGLES NEST SPORTS COMPLEX - RONALD BRIDGES PARK CORRIDOR



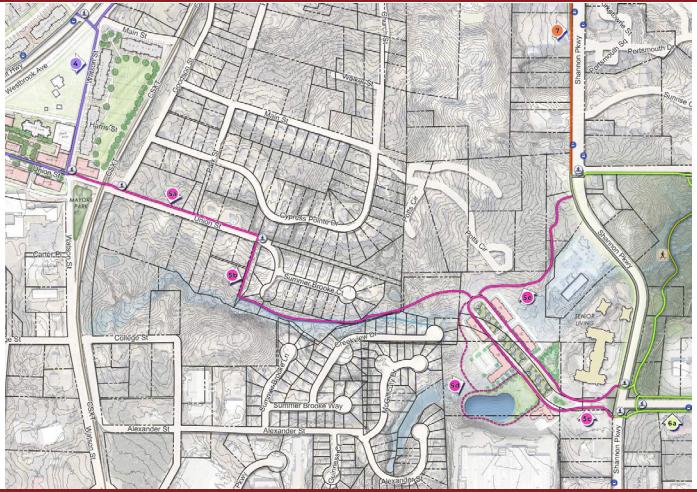
The Union Station Greenline Multi-Use Trail Plan (MUTP) outlines the development of a 10.2-mile trail network designed to enhance pedestrian and bicycle infrastructure throughout Union City, Georgia. This network is intended to improve local connectivity by linking key community destinations, including three public parks, two civic centers, and 18 MARTA bus stops. The plan seeks to fill mobility gaps by providing safer, more accessible alternatives to vehicular travel, and it builds on regional trail strategies established in the Atlanta Regional Commission's Walk.Bike.Thrive! plan.

The MUTP includes seven major trail segments, with three designated as Phase 1 implementation priorities: the Roosevelt Highway Connector, the Eagles Nest Sports Complex–Ronald Bridges Park Corridor, and the Downtown District Loop. These routes were selected for early implementation due to their visibility, direct connections to major community facilities, and the availability of city-owned land, which reduces the need for complex property acquisition processes.

- The Roosevelt Highway Connector is a 0.22-mile trail segment currently under construction as part of a larger streetscape and sidewalk improvement project funded through the Georgia Department of Transportation's LMIG program. This 10-foot-wide concrete path will run between Gresham Road and Dixie Lakes Road, buffered from traffic by a planting strip. The segment is positioned to improve access to the Aerotropolis area and serves as part of ARC's designated Regional Trail Corridor "O."
- The Eagles Nest Sports Complex–Ronald Bridges Park Corridor proposes a 0.41-mile trail extending from Ronald Bridges Park through the Eagles Nest Sports Complex, linking senior and community facilities to nearby neighborhoods. The trail will be 10 feet wide and include lighting infrastructure to improve visibility and safety. This segment directly supports mobility for residents accessing recreational, civic, and senior services.

# UNION CITY MULTI-USE TRAIL PLAN: THE UNION STATION GREENLINE

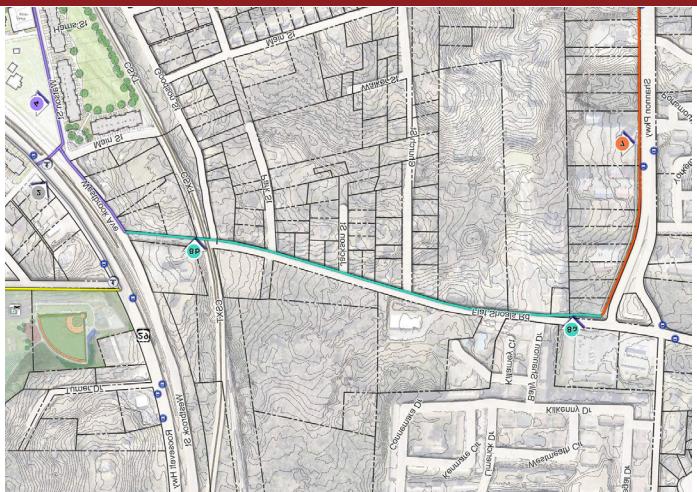
## SEGMENT 5: UNION STREET TO BRIGHT MEYERS CONNECTOR



## SEGMENT 6: REIMAGINE PARK LOOP



## SEGMENT 7: SHANNON PKWY TO FLAT SHOALS RD SEGMENT 8: FLAT SHOALS RD TO WESTBROOK ST



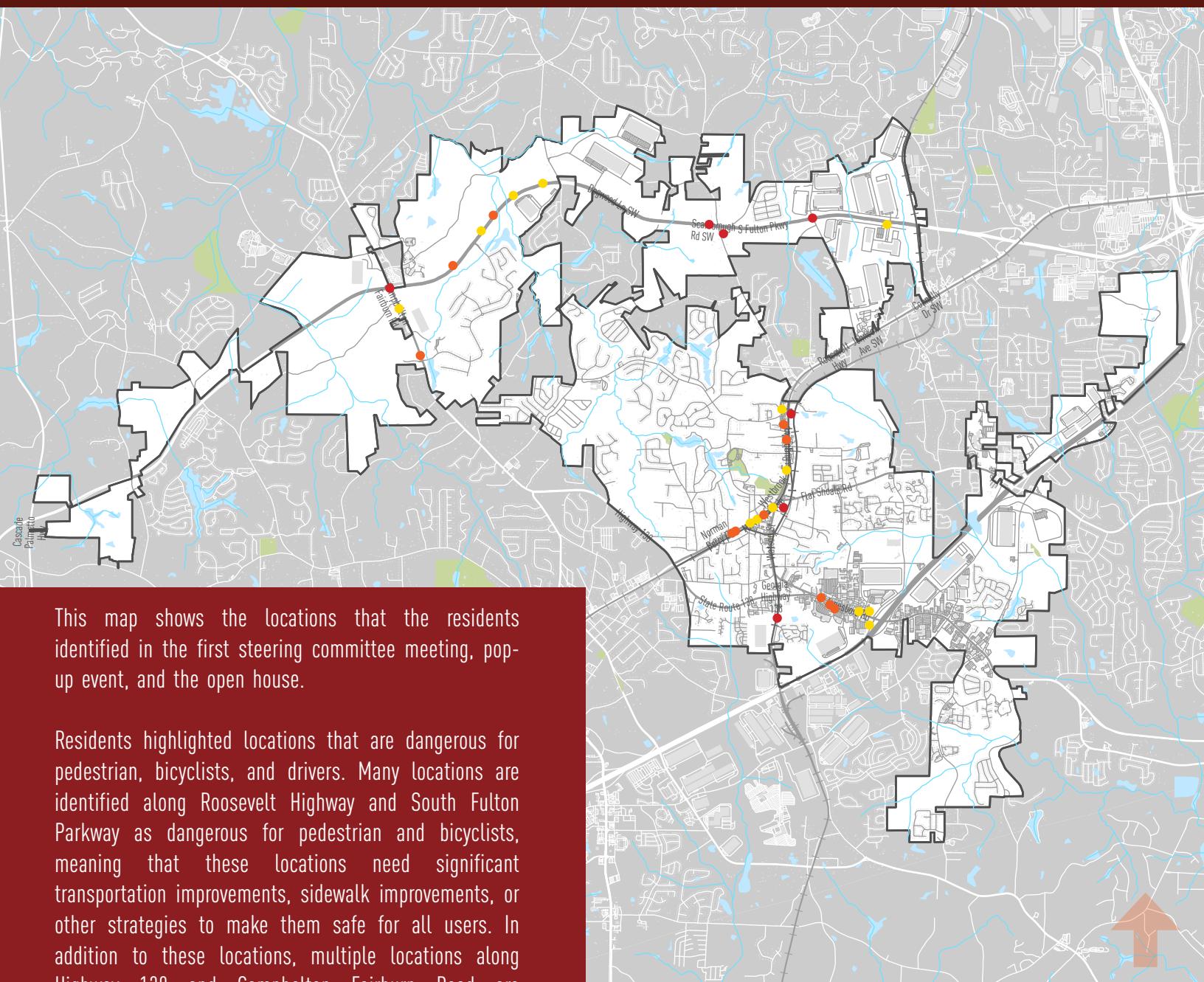
- The Downtown District Loop outlines a 0.47-mile route connecting Union Street, Watson Road, and Westbrook Avenue. It parallels the CSX rail line and facilitates an alternative route for cyclists who wish to avoid Roosevelt Highway and Jonesboro Road. This loop improves access to City Hall, bus routes, and local businesses, including a significant community landmark, Green Manor Restaurant.

Additional planned segments, such as the proposed pedestrian bridge at Union Street over Roosevelt Highway, aim to address the barrier created by high-speed traffic and improve east-west connectivity. This bridge is envisioned as a key infrastructure element linking to a future Municipal Complex and Town Green. Another segment, 8A off Flat Shoals Road, is positioned as a long-term opportunity for expansion, offering future access to elementary and middle schools and supporting park development identified in the Aerotropolis Master Plan.

The public engagement process helped shape the implementation timeline by identifying community priorities. Respondents favored segments that offer immediate access to community facilities, recreational areas, and transit connections. These preferences, along with considerations of land ownership and construction feasibility, informed the selection of Phase 1 projects. It is estimated that the Downtown Loop will require approximately \$304,200 in public investment, while the park-to-park connections will need about \$473,400. Total construction of all trail segments is projected to cost \$17.3 million in 2023 dollars.

The Union Station Greenline is presented not as a static plan but as a flexible framework that can respond to demographic and land use changes through 2050. Its implementation is intended to improve mobility options, support safe pedestrian infrastructure, and strengthen the city's public realm, with the capacity to expand and evolve alongside Union City's future growth and development.

# COMMUNITY INPUT ON TRANSPORTATION



This map shows the locations that the residents identified in the first steering committee meeting, pop-up event, and the open house.

Residents highlighted locations that are dangerous for pedestrian, bicyclists, and drivers. Many locations are identified along Roosevelt Highway and South Fulton Parkway as dangerous for pedestrian and bicyclists, meaning that these locations need significant transportation improvements, sidewalk improvements, or other strategies to make them safe for all users. In addition to these locations, multiple locations along Highway 138 and Campbellton Fairburn Road are highlighted as dangerous for pedestrian and bicyclists. Several intersections such as the intersection of South Fulton Parkway and Campbellton Fairburn Road are highlighted as dangerous for drivers.

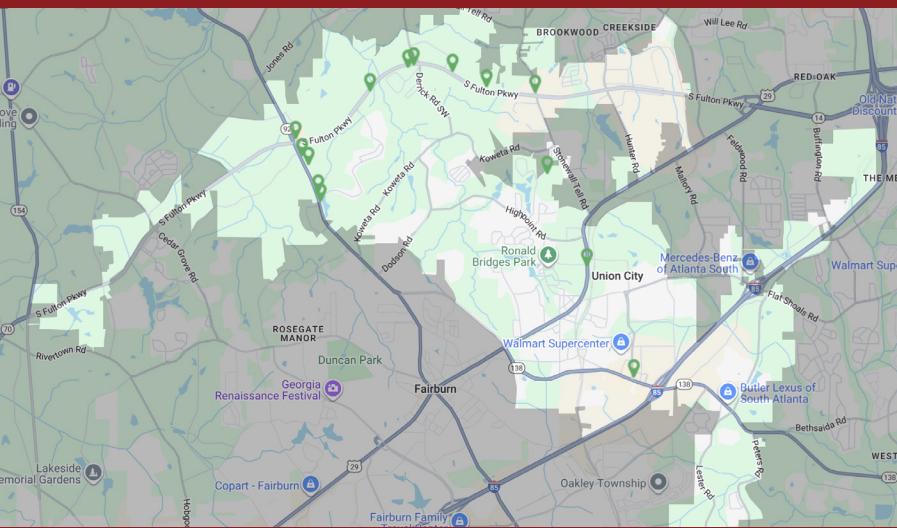
The residents have not identified safe locations in the meetings.

## LOCATIONS THE RESIDENTS IDENTIFIED AS DANGEROUS OR SAFE

- DANGEROUS FOR PEDESTRIAN
- DANGEROUS FOR BICYCLISTS
- DANGEROUS FOR DRIVERS
- SAFE FOR ALL USERS

# COMMUNITY INPUT ON TRANSPORTATION

## WHAT LOCATIONS ARE DANGEROUS



## WHAT IMPROVEMENTS ARE NEEDED

Need improvements at SR 138 and I-85

It's danger to bike and ride on Roosevelt highway

South Fulton Parkway is dark and dangerous. Needs improvements.

138 is congested and improvements can still be made by the city to address how traffic flows from the cross streets.

More stricter Trucking rules needed. The trucks are out of control especially on highway 138.

## HOW THE RESIDENTS RANK THE TRANSPORTATION SYSTEM

	Poor	Below Average	Adequate	Good	Excellent	No Opinion
Traffic Safety	36%	26%	25%	6%	-	8%
Traffic Congestion	40%	40%	19%	-	-	2%
Road Conditions	25%	34%	38%	4%	-	-
Pedestrian & Bicycle Safety	64%	19%	13%	-	-	4%
Public Transportation	28%	28%	19%	8%	-	17%

## WHAT IMPROVEMENTS ARE NEEDED

83% Improved Traffic Flow

81% Sidewalks

77% Street Upgrades such as lighting, street trees, enhanced crosswalks, etc.

46% Bike Lanes

42% Street Signage

37% Landscaped Medians

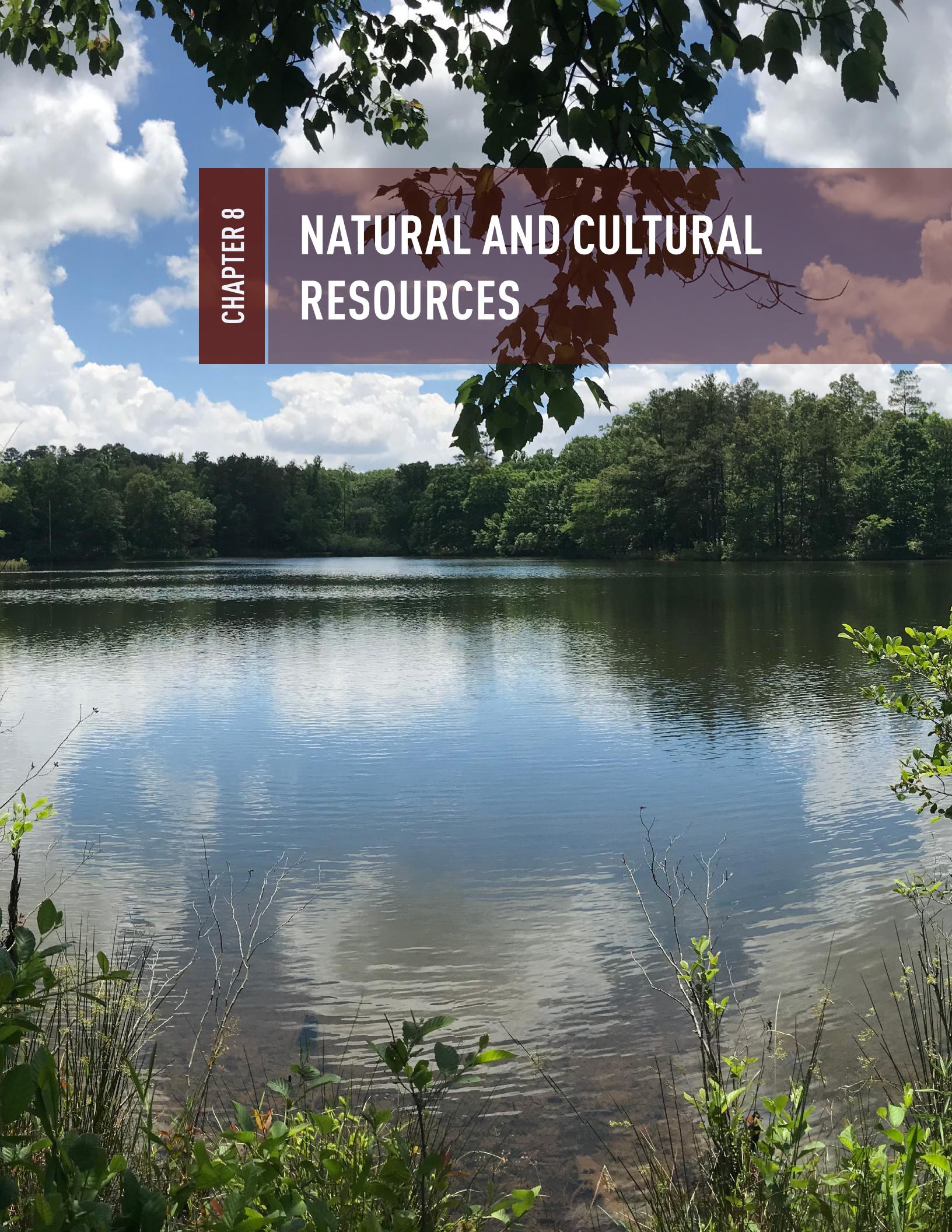
35% Public Transit Enhancement

12% Balanced Parking Strategies

When asked to rate the current transportation system, the majority of residents expressed dissatisfaction. Pedestrian and bicycle safety received the lowest marks, with 64% rating it as poor. Traffic congestion and safety were also major concerns, with 40% rating each as poor and an additional 40% ranking congestion as below average. These responses indicate a strong community demand for safer, more accessible, and better-connected transportation infrastructure.

CHAPTER 8

# NATURAL AND CULTURAL RESOURCES

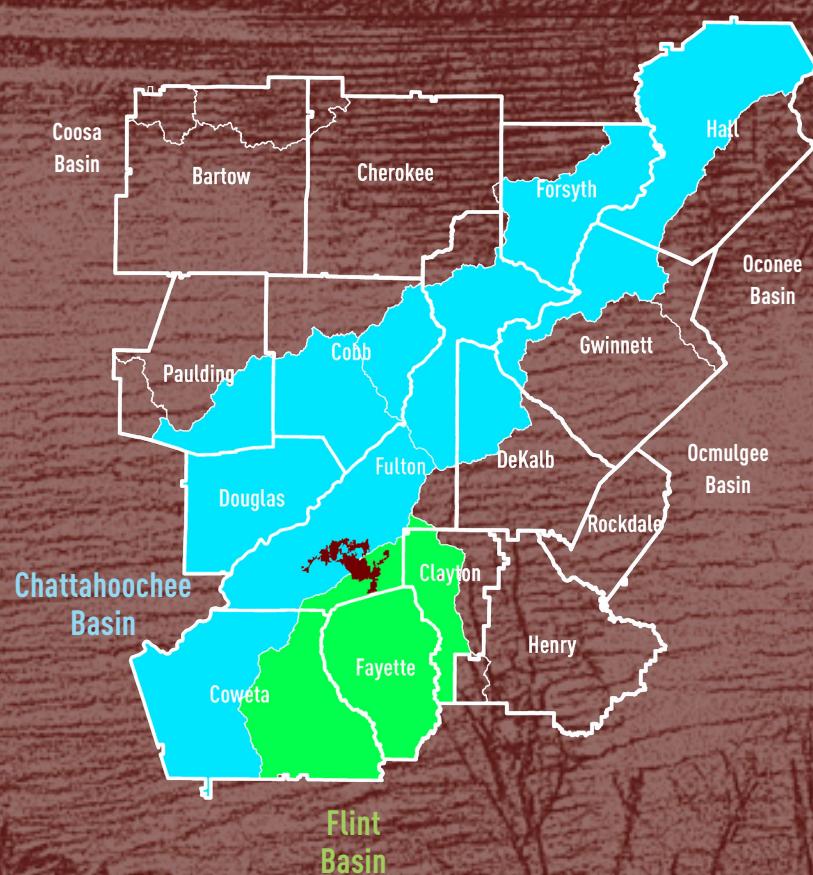


# PRESERVING THE RESOURCES

Union City's natural and cultural resources are central to its identity, environmental sustainability, and long-term resilience. This chapter highlights the city's vital ecological assets—including creeks, floodplains, tree canopies, and green spaces—alongside historic and cultural landmarks that reflect its rich heritage and dynamic character. Preserving these resources is essential not only for safeguarding ecosystems and reducing environmental risks, but also for strengthening community pride and sense of place. The Union City 2025 Comprehensive Plan Update establishes goals to protect environmentally sensitive areas and promote the preservation and celebration of historic sites and structures. These efforts aim to reinforce cultural values, support sustainable development, and ensure that the city's unique natural and historical assets are protected and appreciated by future generations.

Union City is also included in the Metropolitan North Georgia Water Planning District (Metro Water District) and is a included in the 2022 Water Resources Management Plan—a comprehensive, science-driven framework for managing water supply, wastewater, and watershed resources across the 15-county region. This integrated plan outlines existing and projected conditions for water resources and infrastructure while promoting sustainable, data-informed strategies to protect water quality, ensure long-term water availability, and support recreational uses. By aligning with the Metro Water District's policies and goals, Union City reinforces its commitment to regional collaboration and environmental stewardship, helping to protect critical resources while supporting the city's growth, economic development, and environmental resilience.

## METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT



# NATURAL & ENVIRONMENTAL RESOURCES IN UNION CITY

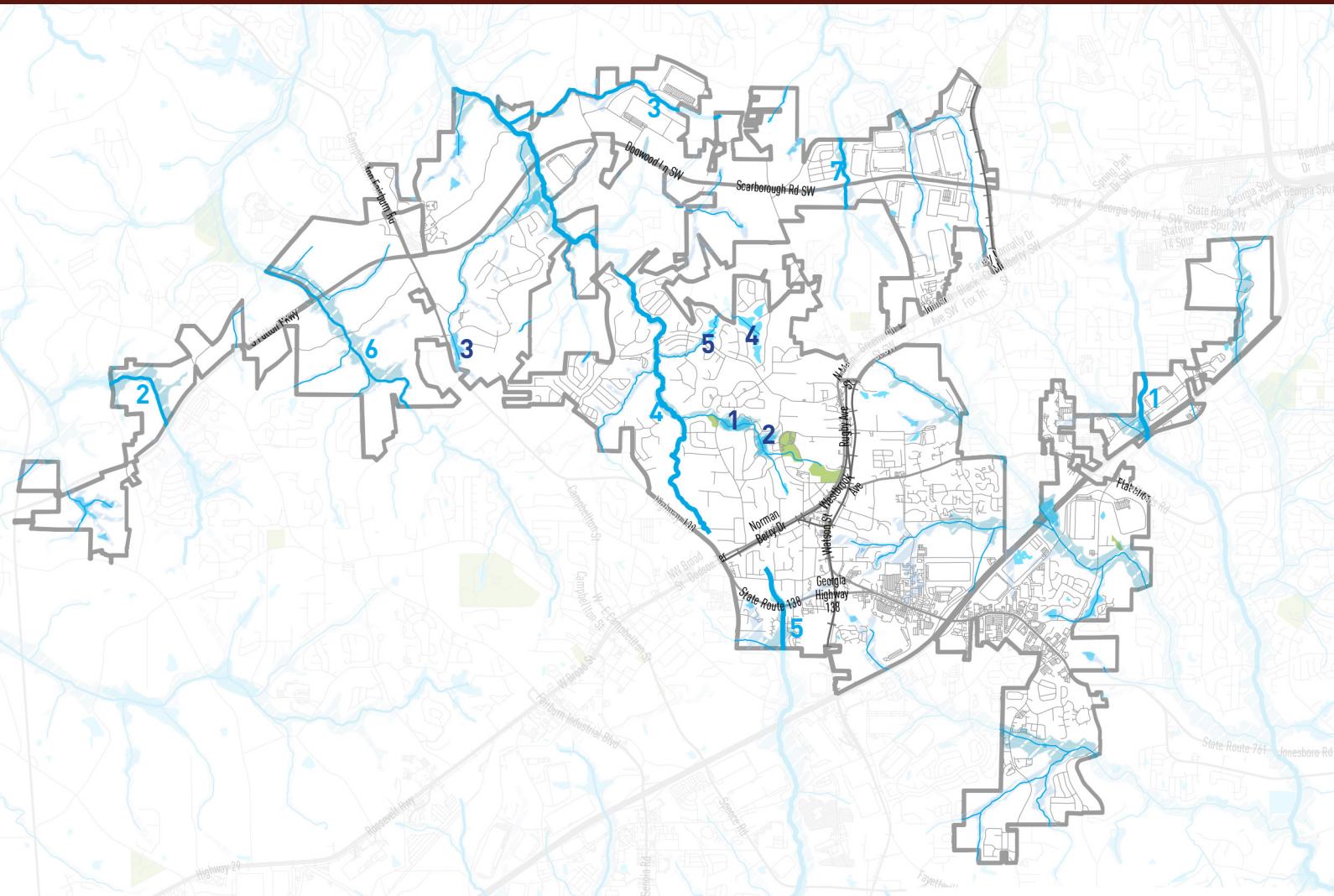
## OUTDOOR RECREATIONAL AMENITIES



Union City is home to a diverse array of natural features that contribute to its environmental health, resilience, and quality of life. Key natural assets include an interconnected network of 64 streams, 51 waterbodies, 5 greenspaces, and floodplains, as well as areas of groundwater recharge. The city's stream network is part of the Upper Flint and Middle Chattahoochee River Basins, with major streams such as Morning Creek, Pea Creek, Deep Creek, and Whitewater Creek shaping the local watershed and ecology. In addition to these waterways, Union City contains several waterbodies, including Dixie Lake, McClure Lake, and Valley Lake, which provide recreational opportunities and contribute to stormwater management.

Green spaces such as Mayor's Park, Ronald Bridges Park, and several accessible conservation and recreation areas offer vital public amenities and support habitat preservation. The presence of floodplains, permeable soils, and aquifer recharge zones reinforces the importance of sustainable land use and environmental stewardship. This natural resources inventory provides a foundational understanding for guiding future development, conservation efforts, and infrastructure planning in a way that protects Union City's environmental integrity while enhancing access to green space for residents.

# WATERBODIES AND STREAMS



Location on the Map	Stream Name	River Basin
1	Morning Creek	Upper Flint
2	Pea Creek	Middle Chattahoochee
3	Big Branch	Middle Chattahoochee
4	Deep Creek	Middle Chattahoochee
5	Whitewater Creek	Upper Flint
6	Line Creek	Middle Chattahoochee
7	Wolf Creek	Middle Chattahoochee

## NATURAL RESOURCES IN UNION CITY

### Floodplains

-  100-Year Flood Zone
-  500-Year Flood Zone

### Streams

#### Stream Order\*

-  1
-  2
-  3
-  4
-  5
-  6
-  7
-  Waterbodies

\*Stream order indicates the relative size of streams within the watershed, with first-order representing headwater streams and higher orders representing progressively larger channels formed by the confluence of smaller streams.

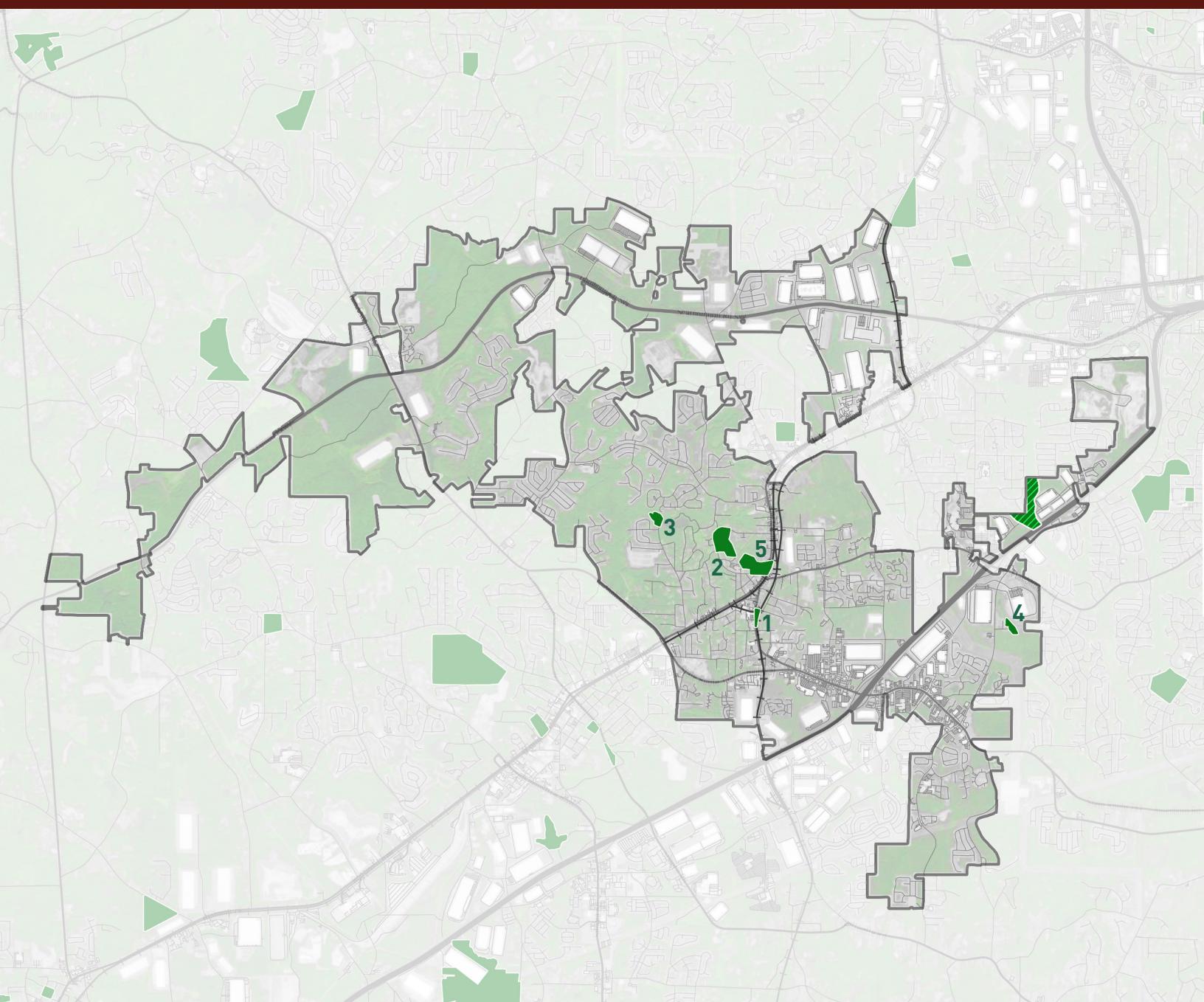


STREAMS



WATER-BODIES

# GREEN SPACES IN UNION CITY

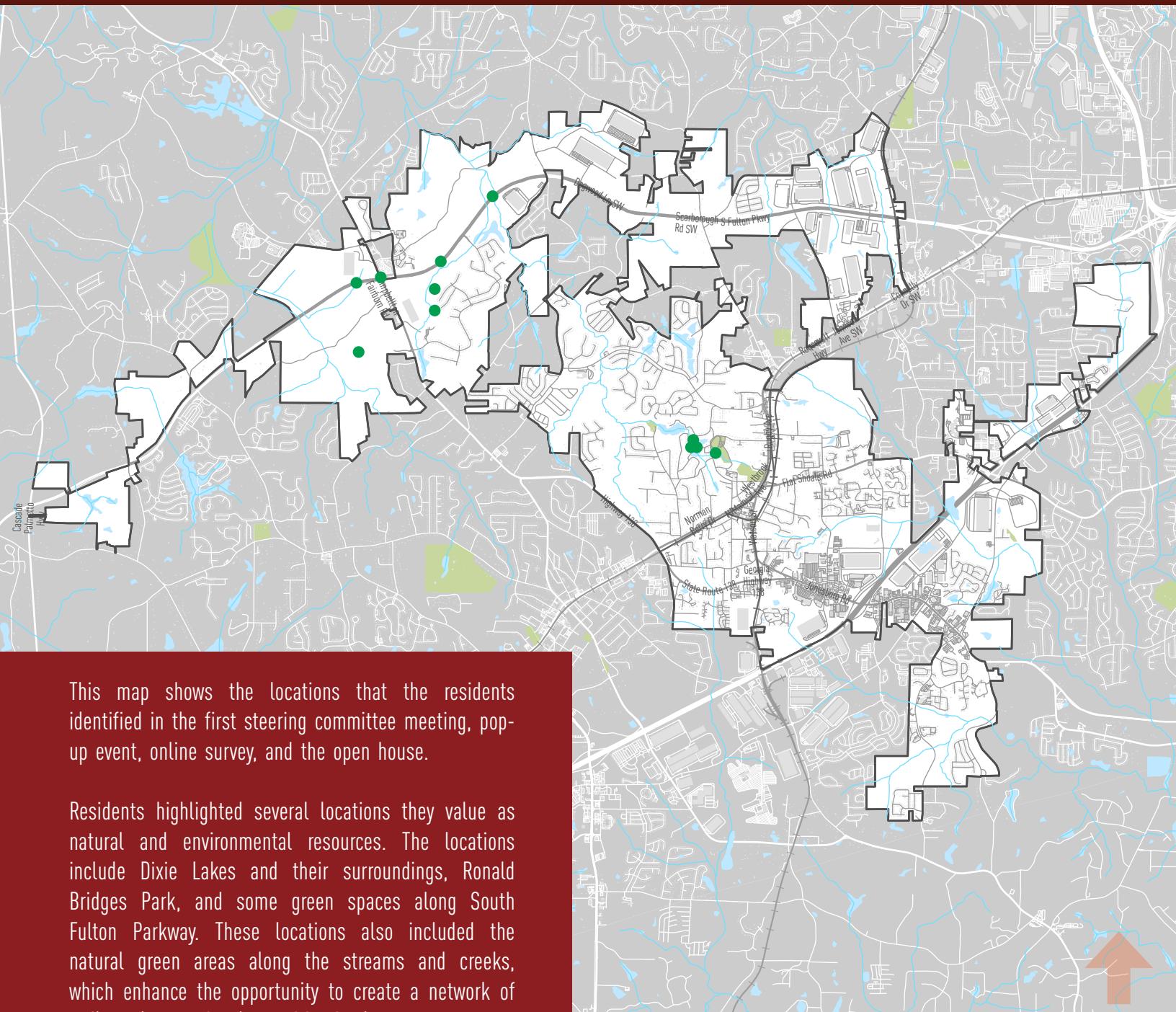


Location on the Map	Green Space Name	Green Space Type
1	Mayor's Park	Public Park - Accessible
2	Ronald Bridges Park	Public Park - Accessible
3	Green Space - No Name	Conservation - Accessible
4	Green Space - No Name	Conservation - Accessible
5	Green Space - No Name	Recreation - Non-Accessible

## GREEN SPACES IN UNION CITY

Green Spaces  
 Proposed Park

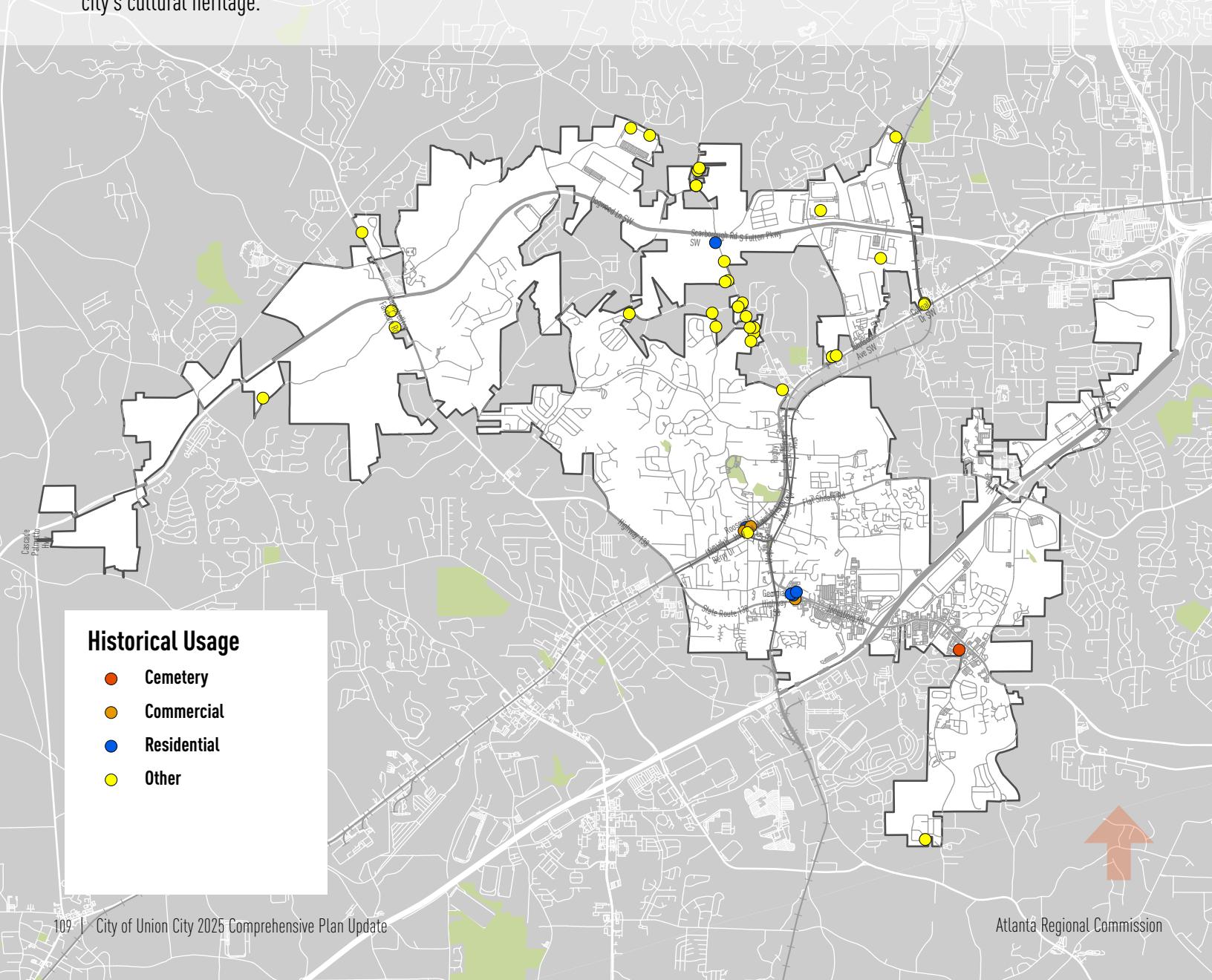
# COMMUNITY INPUT ON NATURAL & ENVIRONMENTAL RESOURCES



*"Areas identified by the community are important to shape policies and strategies to protect these areas through conservation easements or related measures (Strategy 1.1.2 - Natural and Cultural Resources Goals category)."*

# HISTORIC RESOURCES IN UNION CITY

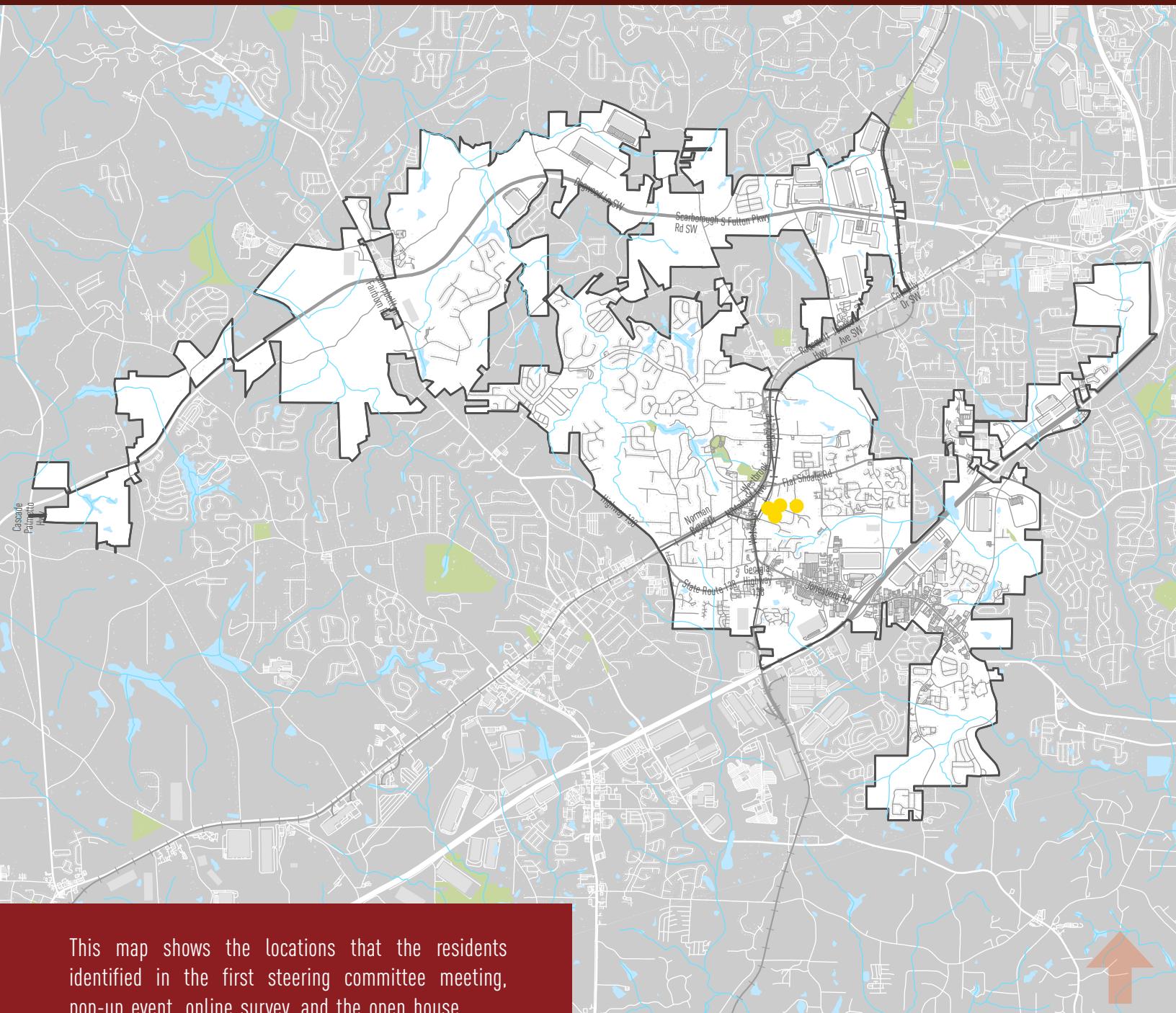
A total of 48 historic sites have been identified in Union City, representing a variety of property types including single-family dwellings, religious institutions, residential and commercial buildings, a railroad, and a cemetery. While none of these sites are currently listed on the National Register of Historic Places, both the railroad and the cemetery have been identified as potentially eligible. This designation indicates that, based on professional surveyor evaluations, these resources meet the criteria for listing but have not yet been formally nominated or approved. One of Union City's most notable historic properties is the Green Manor, a preserved structure that has been repurposed as a restaurant, serving as both a community gathering place and a symbol of the city's cultural heritage.



## Historical Usage

- Cemetery
- Commercial
- Residential
- Other

# COMMUNITY INPUT ON CULTURAL AND HISTORIC RESOURCES



Residents highlighted a few locations they identify as most significant historic and cultural resources. The Historic Green Manor Restaurant was identified by many residents.

## LOCATIONS THE RESIDENTS VALUE AS SIGNIFICANT HISTORIC AND CULTURAL RESOURCES

- HISTORIC AND CULTURAL RESOURCES

CHAPTER 9

# FUTURE DEVELOPMENT



# FUTURE DEVELOPMENT GUIDE

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

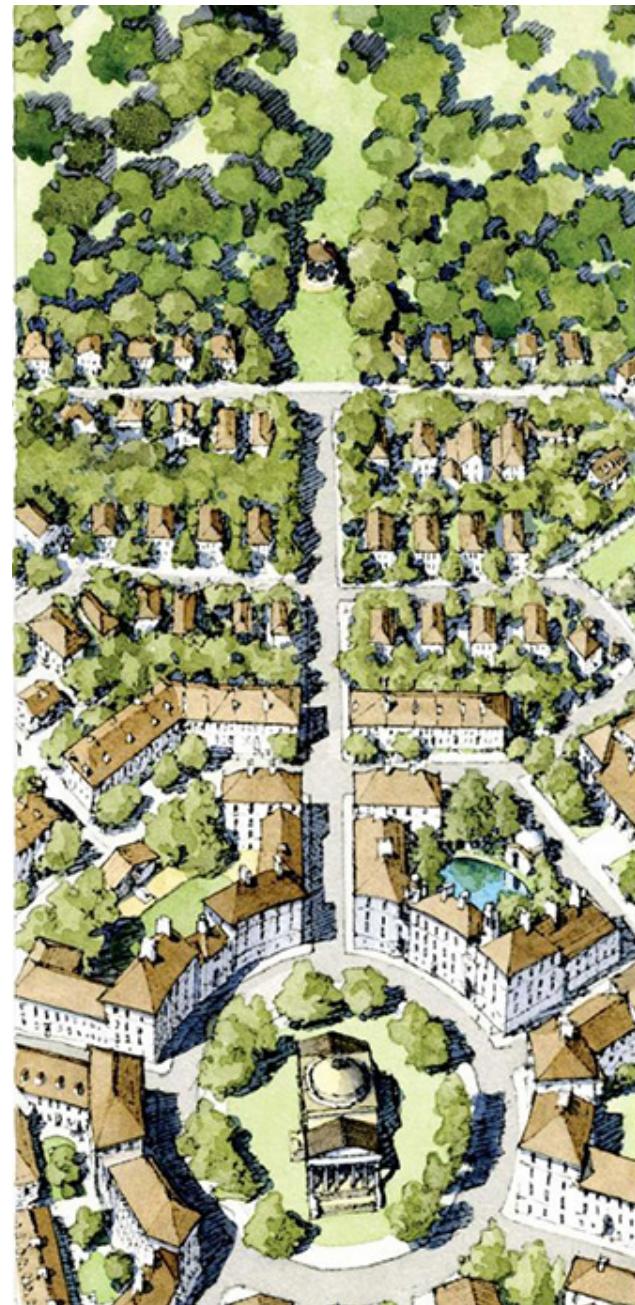
## CHARACTER AREA-BASED PLANNING

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.

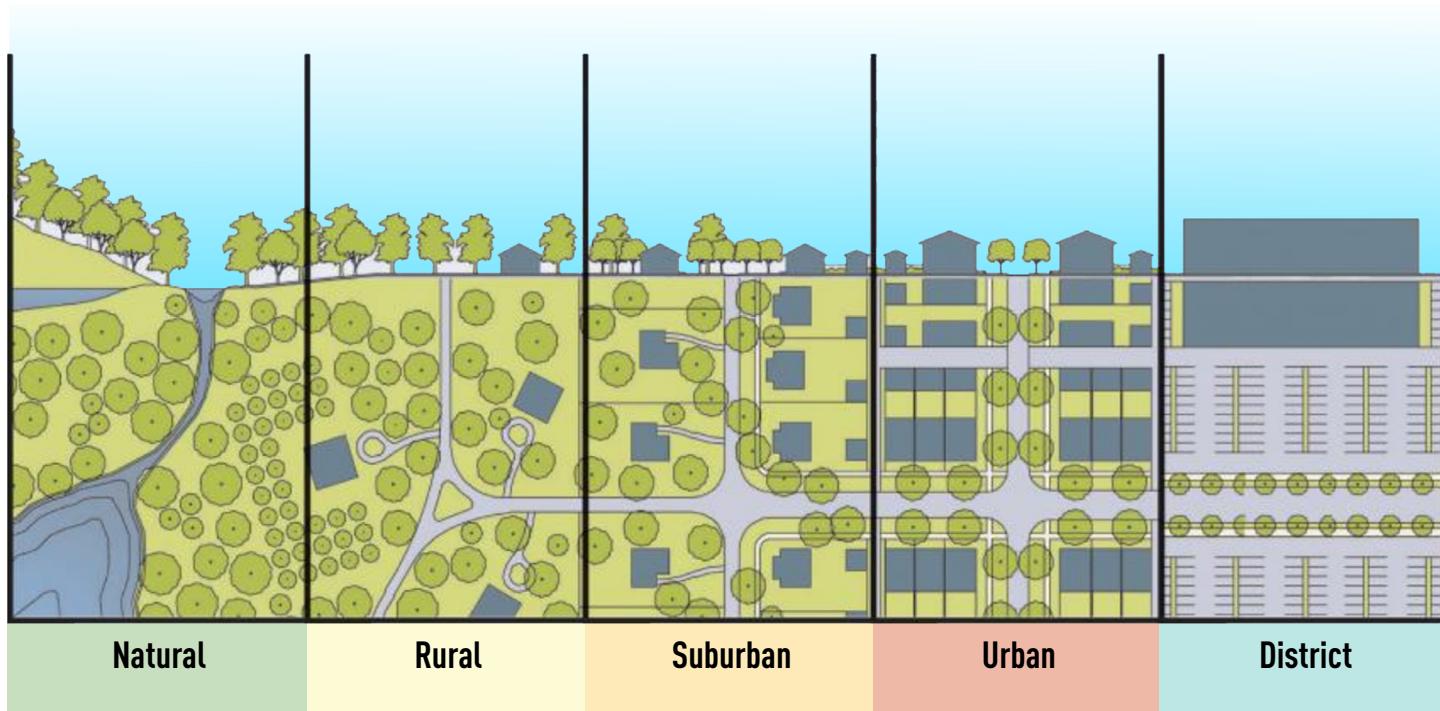


Table 1. Development Categories in Union City

Development Category	Summary
Natural	<ul style="list-style-type: none"> <li>Areas in a natural state</li> <li>Areas important to preserve natural character and natural function of environment</li> </ul>
Rural <sup>1</sup>	<ul style="list-style-type: none"> <li>Areas with a rural character worth preserving</li> <li>Areas defined by agricultural uses and low-density residential or low density-rural commercial</li> </ul>
Suburban	<ul style="list-style-type: none"> <li>Areas that represent a transition between natural/rural areas and urban areas</li> <li>Important to enhance access to urban amenities such as jobs, retail services, and public services</li> </ul>
Urban	<ul style="list-style-type: none"> <li>Areas with the highest intensity of development and activity</li> <li>Quality, walkable areas with residential and non-residential uses in close proximity</li> </ul>
District	<ul style="list-style-type: none"> <li>Areas that allow activities or uses that are not accommodated by typical Community Elements</li> <li>Areas that provide special services or need special treatment to limit negative impacts</li> </ul>

<sup>1</sup>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.

Table 2. Community Elements

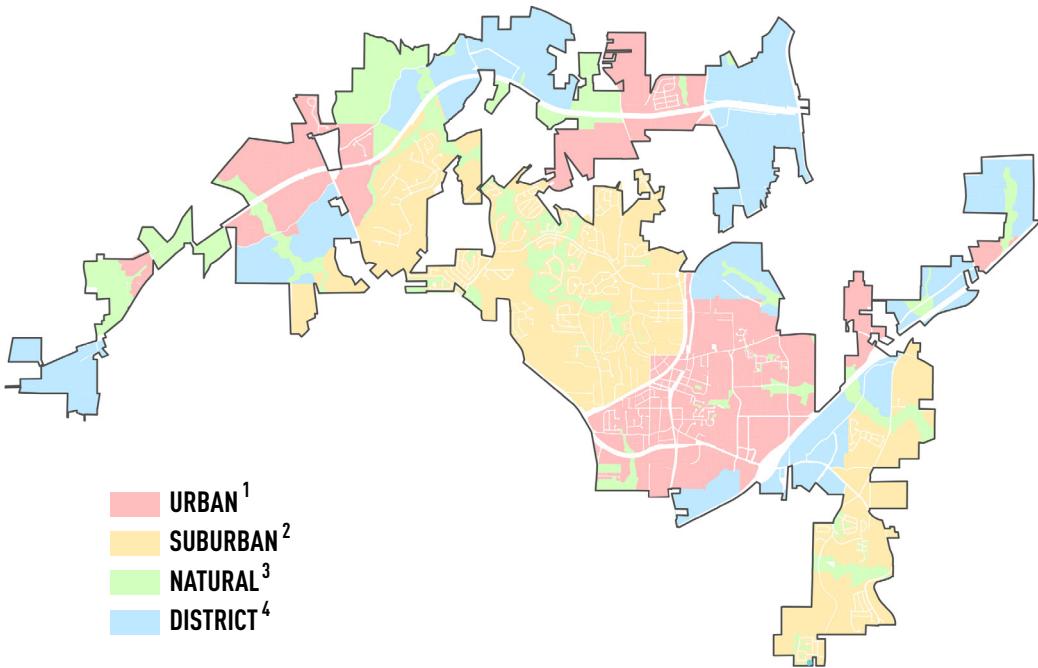


Community Element	Summary	Diagrams
<b>Open Space</b>	<ul style="list-style-type: none"> <li>• Ranges from woodlands and floodplains in natural areas to parks and squares in urban areas</li> <li>• Creates areas that preserve natural features and functions and provides places for the community to connect with nature or play</li> </ul>	
<b>Neighborhood</b>	<ul style="list-style-type: none"> <li>• Primary area of residence for most of community</li> <li>• Provides diversity of housing</li> <li>• Locates housing in proximity to corridors, centers and open space</li> </ul>	
<b>Center</b>	<ul style="list-style-type: none"> <li>• General gathering places within neighborhoods or at the edge of two neighborhoods</li> <li>• Characterized by access to full range of retail and commercial services and civic uses</li> <li>• Typically represents highest level of activity within each Development Category</li> <li>• Can range from rural to urban area</li> </ul>	
<b>Corridor</b>	<ul style="list-style-type: none"> <li>• Primary link between neighborhoods and communities</li> <li>• Primarily a transportation corridor connecting different neighborhoods and centers</li> <li>• Functions as either a throughway or a destination depending on Development Category and uses along corridor</li> </ul>	

# 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:



1. *Urban-Center Community, Urban-Neighborhood, Urban-Neighborhood Emerging*

2. *Suburban-Neighborhood, Suburban-Neighborhood Emerging*

3. *Natural-Open Space*

4. *District-Industrial, District-Mixed Use Office/Corporate Campus, District-Quarry*

*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.*

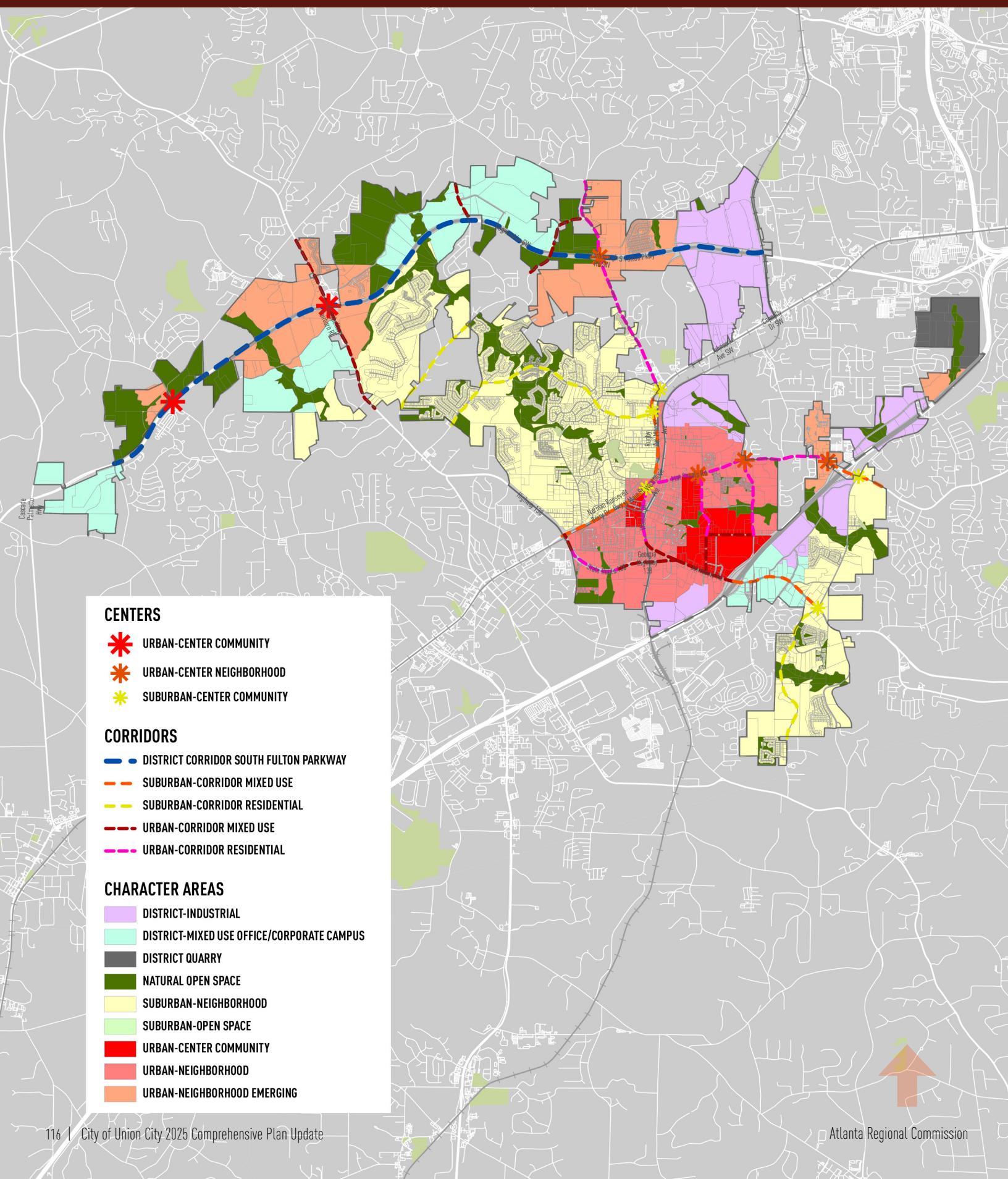
*Primary Future Land Uses lists appropriate land uses that support the desired mix and/or type of land uses in a Character Area.*

*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.*

# UNION CITY FUTURE DEVELOPMENT MAP



# 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 City Land Percentage

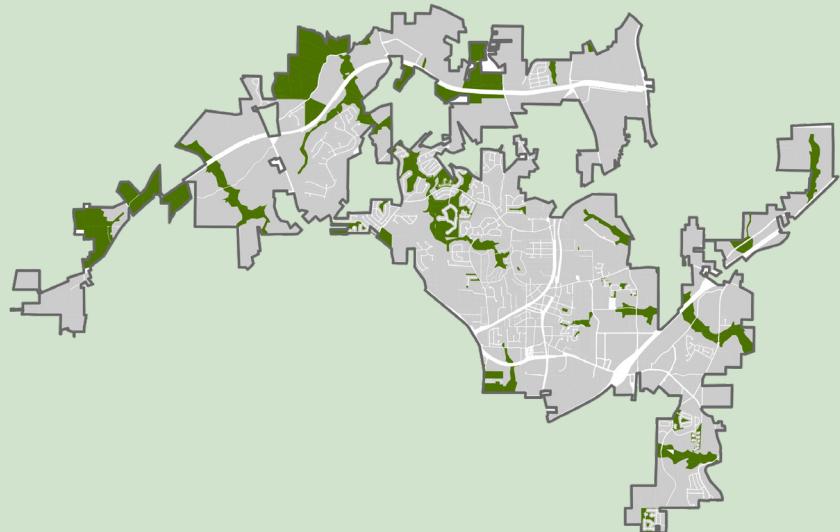
Natural - Open Space	6.3%
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# NATURAL - OPEN SPACE

## Intent

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



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

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

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

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

## Primary Future Land Uses

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

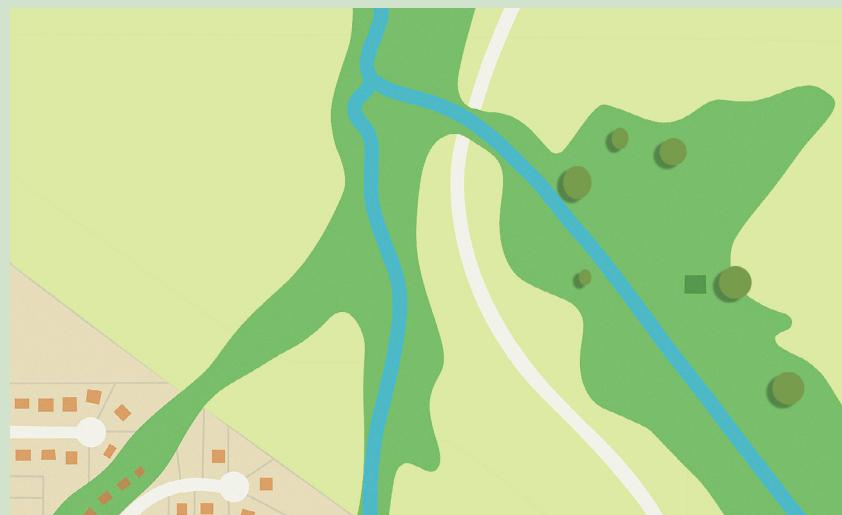
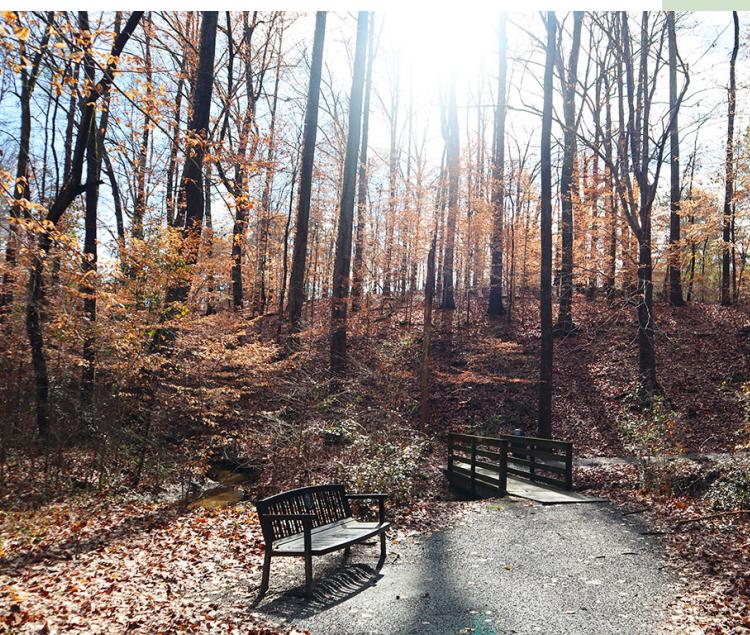
## Compatible Zoning Classifications

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

# NATURAL - OPEN SPACE

## Site Design

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



## Density/Intensity

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

## Green Space

- Natural landscape
- Maintain connections between natural features

## Transportation

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

## Infrastructure

- Not applicable

# 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.

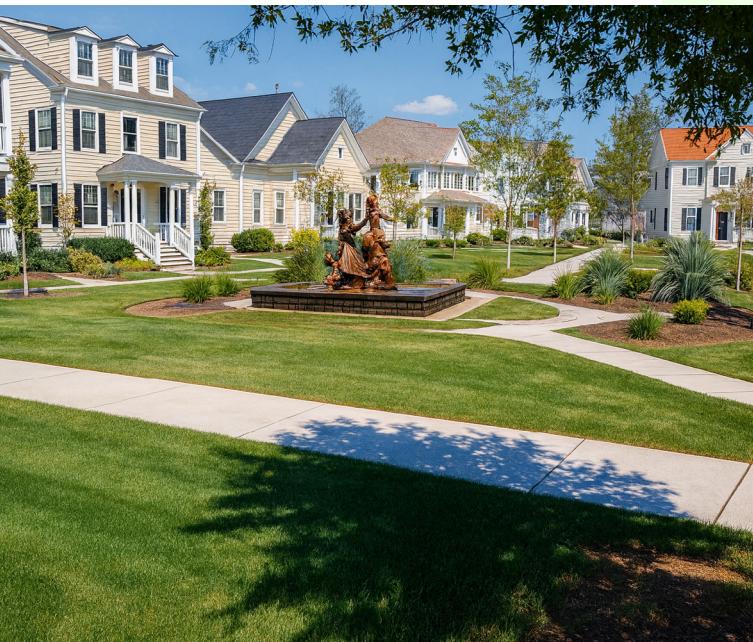
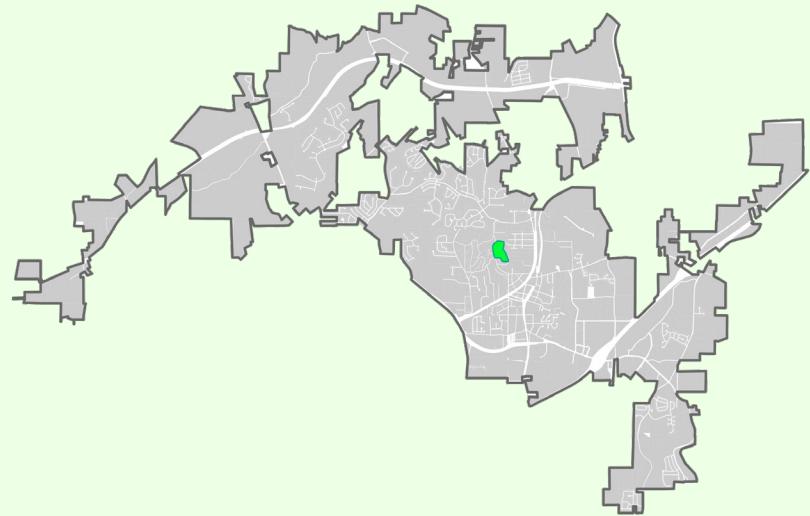
Suburban Character Areas City Land Percentage	
Suburban - Open Space	0.06%
Suburban - Neighborhood	13.1%



# SUBURBAN - OPEN SPACE

## Intent

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



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

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

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

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

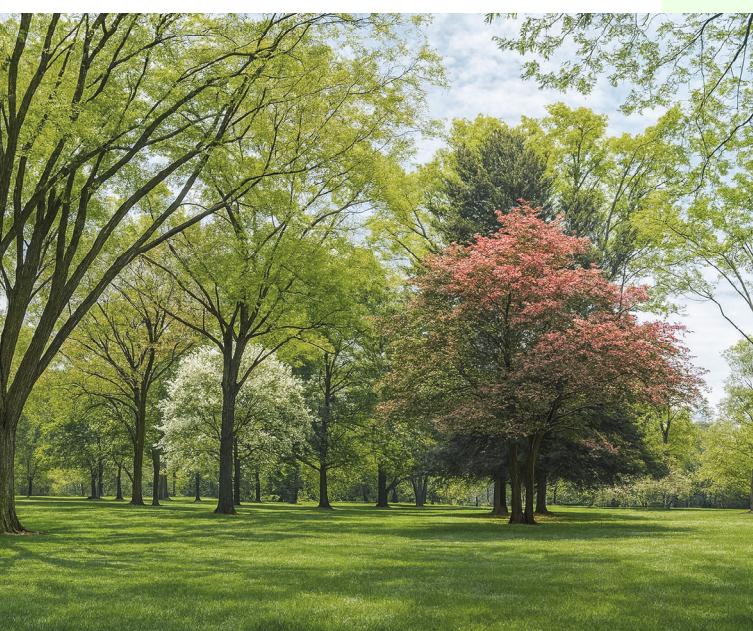
**Application:** S-OS is generally located within neighborhoods or in close proximity to centers and corridors. Ronald W. Bridges Park is an example of S-OS in Union City.



# SUBURBAN - OPEN 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



## Primary Future Land Uses

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

## Compatible Zoning Classifications

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

## Density/Intensity

- Not applicable to this character area

## Green Space

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

## Transportation

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

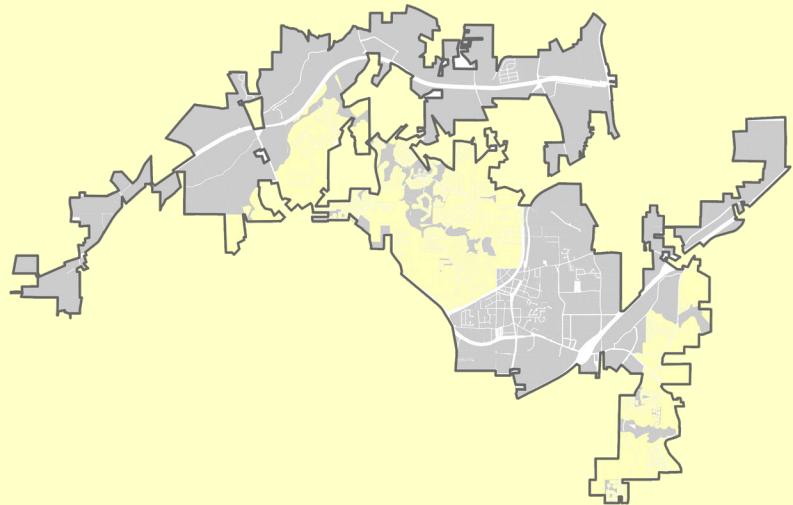
## Infrastructure

- Municipal water and sewer service as needed for uses

# SUBURBAN - NEIGHBORHOOD

## Intent

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



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

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

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

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

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

## Primary Future Land Uses

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

# SUBURBAN - NEIGHBORHOOD

## Site Design

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



## Compatible Zoning Classifications

- R-1
- R-2
- R-3
- R-4
- RMD-1
- RM
- MHPOSC Overlay
- PUD

## Density/Intensity

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

## Green Space

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

## Transportation

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

## Infrastructure

- Municipal water and sewer service
- Telecommunications available



# SUBURBAN-CENTER COMMUNITY

## Intent

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



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

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

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

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

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

## Primary Future Land Uses

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

# SUBURBAN-CENTER COMMUNITY

## Site Design

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



## Compatible Zoning Classifications

- NC
- GC
- O-IUD Overlay District

## Density/Intensity

- Moderate density/intensity
- 1-5 story buildings

## Green Space

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

## Transportation

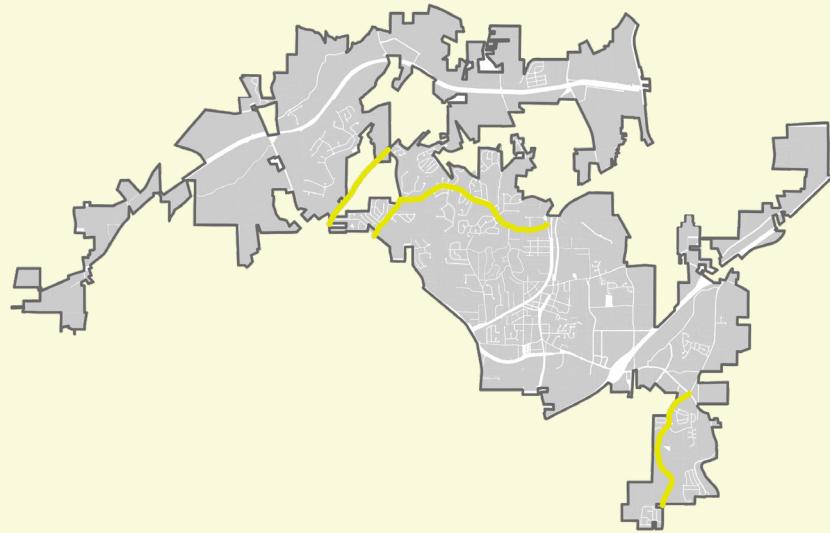
- High pedestrian connectivity between uses with sidewalks and bikeways
- Moderate vehicular connectivity with linear streets Infrastructure
- Municipal water and sewer service
- Telecommunications available



## SUBURBAN - CORRIDOR RESIDENTIAL

### Intent

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



**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.

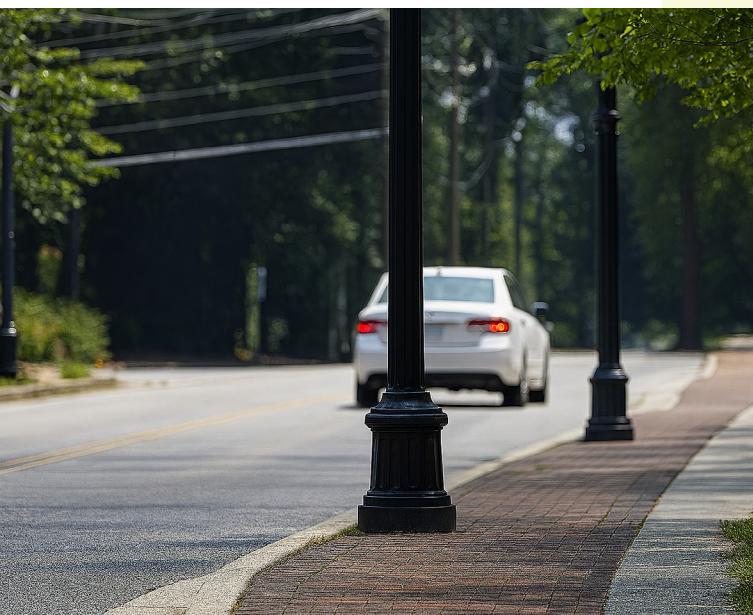
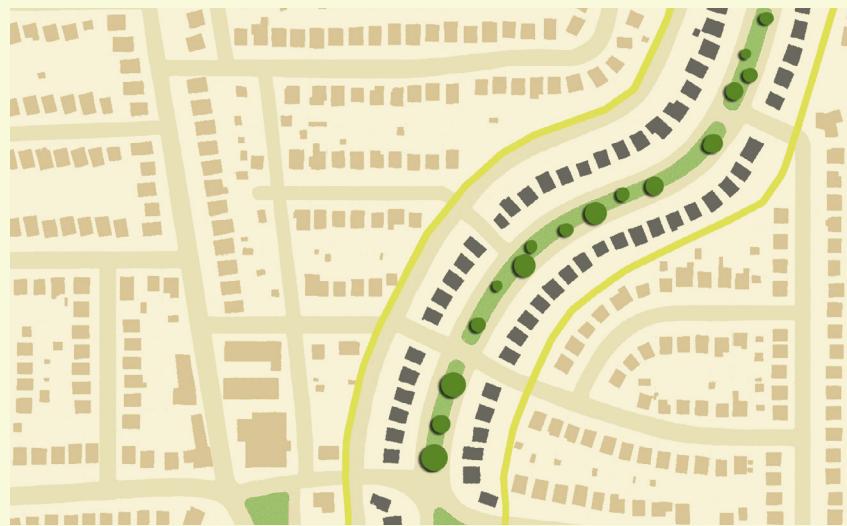
Future development should emphasize connectivity and housing diversity and should provide opportunities for development of higher intensity residential uses along major transportation arteries.

**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.

## SUBURBAN - CORRIDOR RESIDENTIAL

### 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



### Primary Future Land Uses

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

### Compatible Zoning Classifications

- R-4
- R-6
- RM

### 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

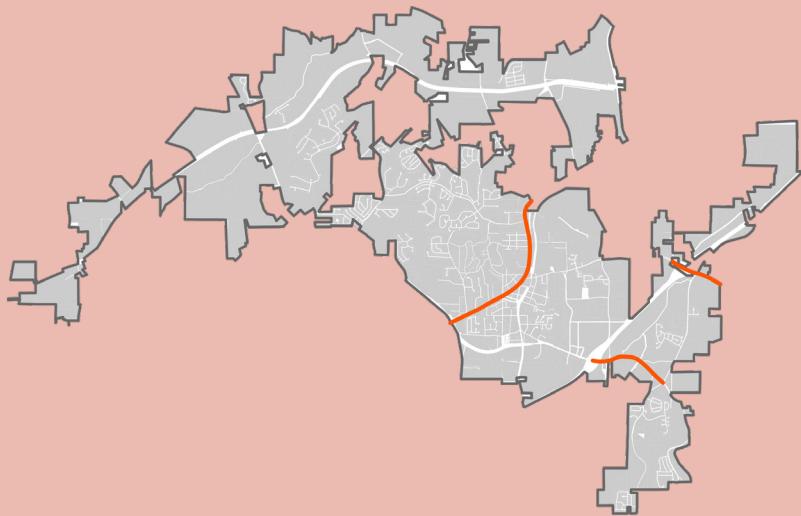
- Municipal water/sewer service
- Telecommunications available



# SUBURBAN - CORRIDOR MIXED USE

## Intent

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



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

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

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

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

**Application:** S-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.

# SUBURBAN - CORRIDOR MIXED USE

## 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



## Primary Future Land Uses

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

## Compatible Zoning Classifications

- RM
- GC
- O-I
- MXD Overlay
- UD Overlay

## Density/Intensity

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

## Green Space

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

## Transportation

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

## Infrastructure

- Municipal water/sewer service
- Telecommunications available



# 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.

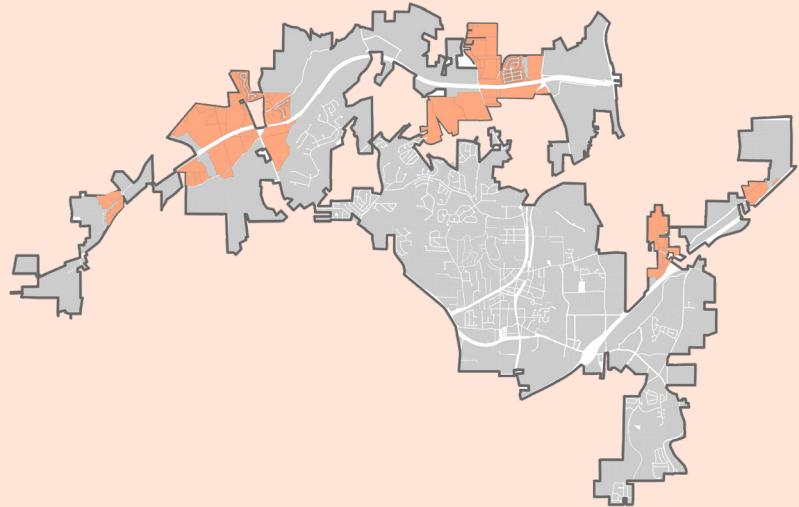
Urban Character Areas City Land Percentage	
Urban - Neighborhood Emerging	4.83%
Urban - Neighborhood	63.82%
Urban - Center Community	1.51%



## URBAN - NEIGHBORHOOD EMERGING

### Intent

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



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

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

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

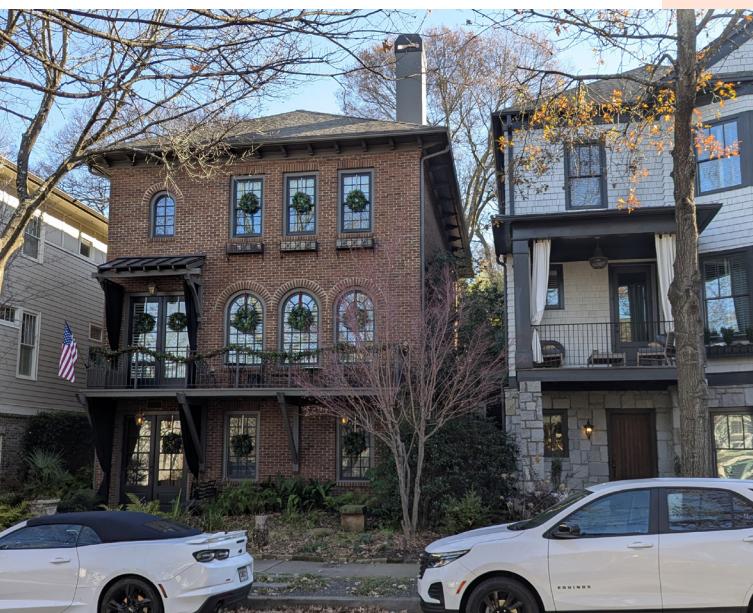
Future development should emphasize connectivity and housing diversity by accommodating a mix of housing types and sizes with development, including small-lot single family, townhomes, and live/work units. Higher intensity residential uses should be located at key intersections and along higher traffic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

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

# URBAN - NEIGHBORHOOD EMERGING

## Site Design

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



## Primary Future Land Uses

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

## Compatible Zoning Classifications

- R-6
- RM
- TCMF
- TCMU

## Density/Intensity

- High density/intensity
- 1-3 story buildings

## Green Space

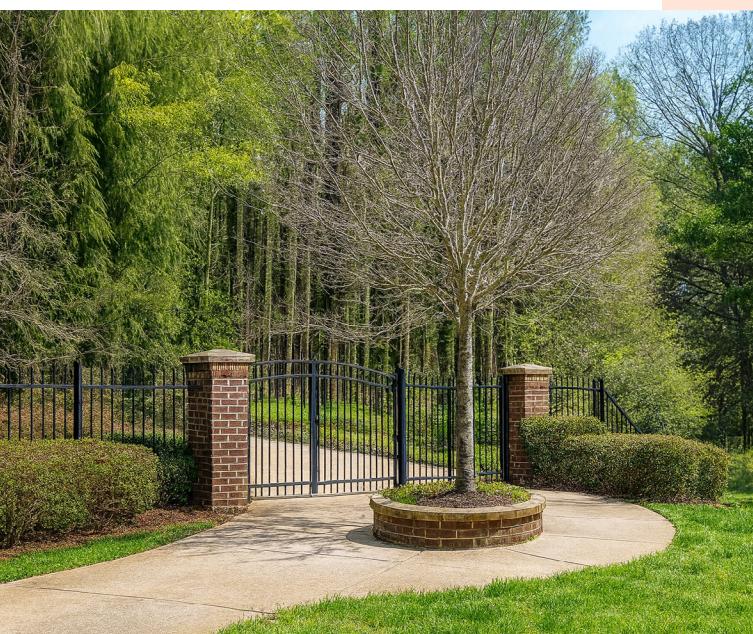
- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood and community parks

## Transportation

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

## Infrastructure

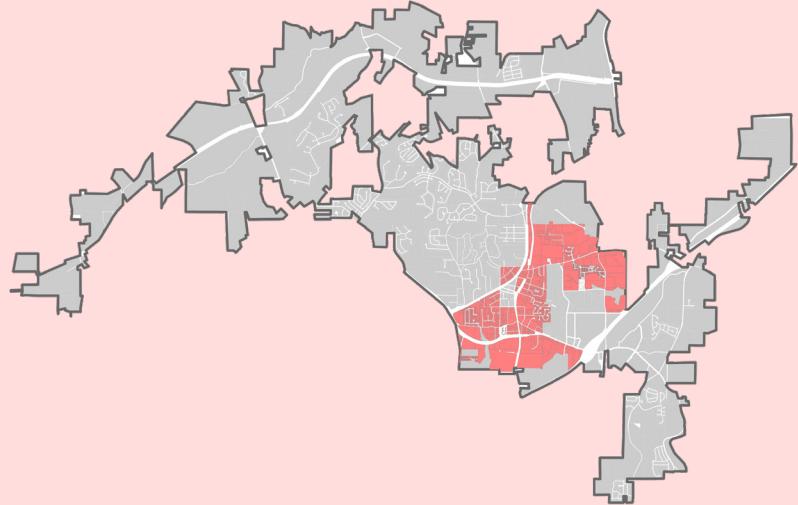
- Municipal water and sewer service
- Telecommunications available



# URBAN - NEIGHBORHOOD

## 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.



# URBAN - NEIGHBORHOOD

## 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



### Primary Future Land Uses

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

### Compatible Zoning Classifications

- R4
- R6
- RM
- TCMU
- TCMF
- UD Overlay

### 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

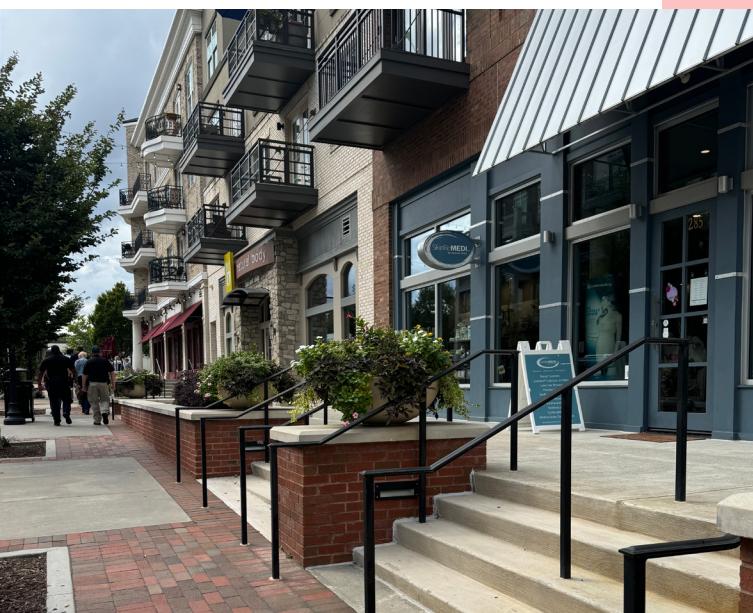
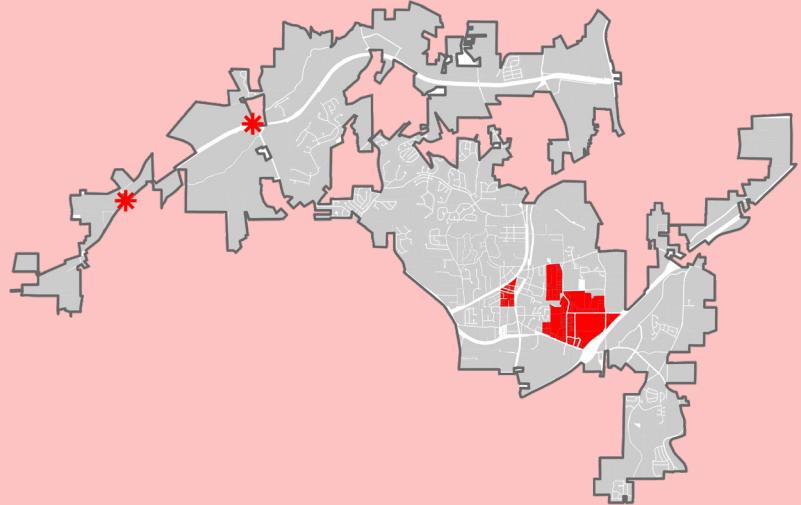
### Infrastructure

- Municipal water and sewer service
- Telecommunications available

# URBAN - CENTER COMMUNITY

## Intent

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



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

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

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

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

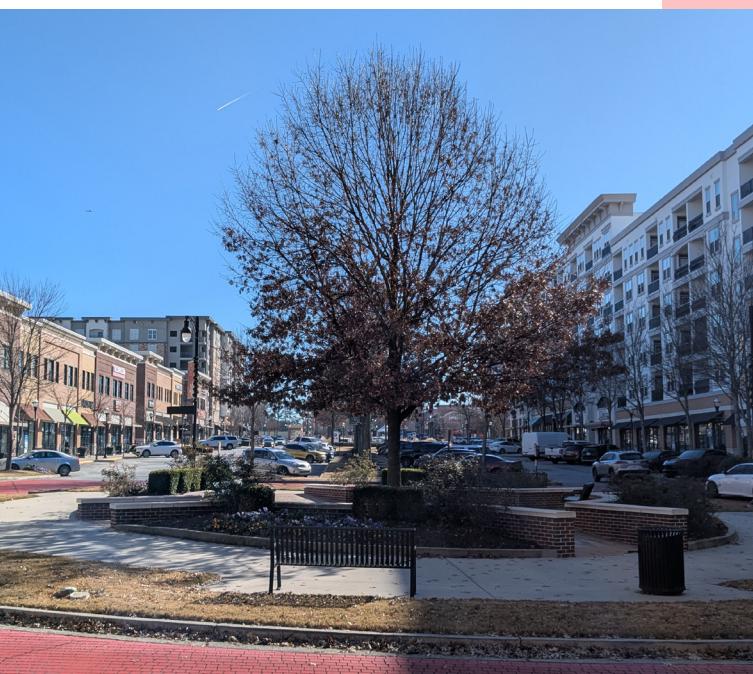
**Application:** U-CTR C areas the Main Street area, the Union Station area, and areas along South Fulton Parkway.



# URBAN - CENTER COMMUNITY

## Site Design

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



## Primary Future Land Uses

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

## Compatible Zoning Classifications

- HD Overlay
- UD Overlay
- TCMU
- TCMF

## Density/Intensity

- High density/intensity
- 1-5 story buildings

## Green Space

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

## Transportation

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

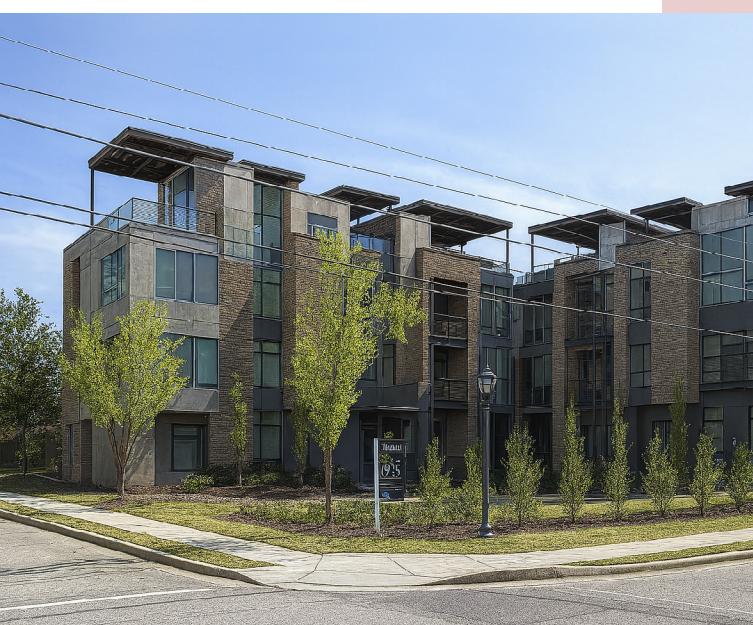
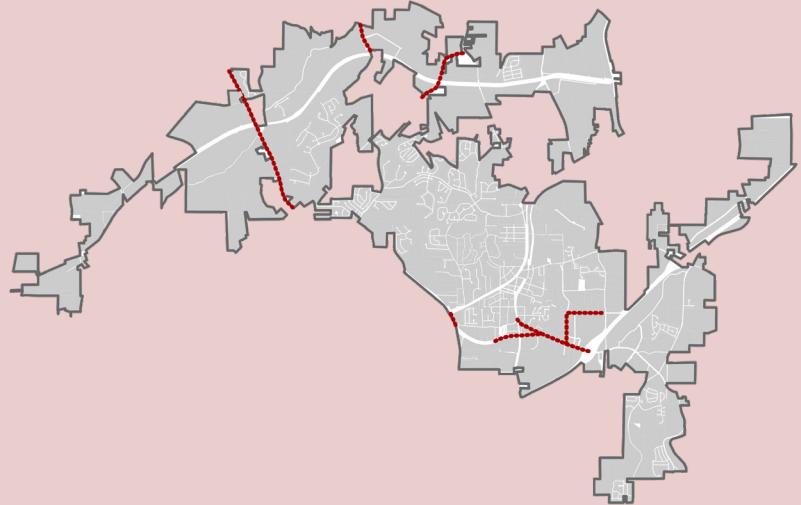
## Infrastructure

- Municipal water and sewer service
- Telecommunications available

# URBAN - CORRIDOR MIXED USE

## Intent

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



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

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

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent 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 prosperities with direct frontage or access to the major roadway.

## Primary Future Land Uses

- Residential uses such as single-family attached and multi-family
- Office and commercial uses



# URBAN - CORRIDOR MIXED USE

## 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



## Primary Future Land Uses (continued)

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

## Compatible Zoning Classifications

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

## Density/Intensity

- High density/intensity
- 1-3 story buildings

## Green Space

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

## Transportation

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

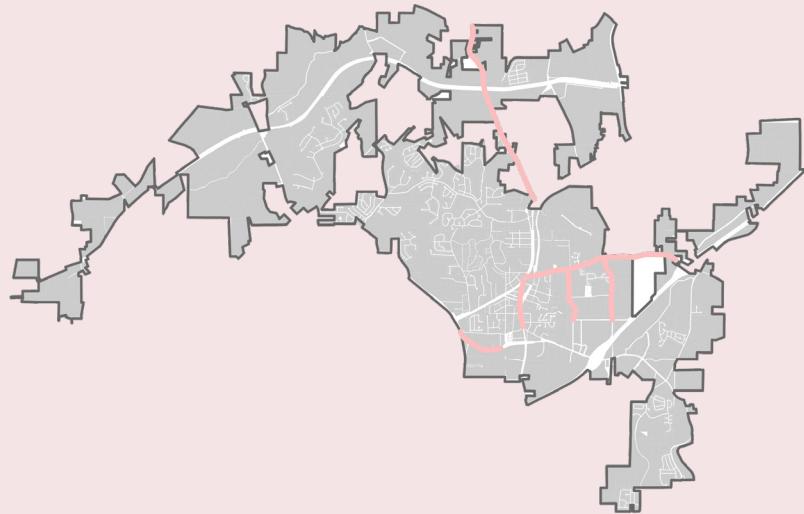
## Infrastructure

- Municipal water and sewer service
- Telecommunications available

# URBAN - CORRIDOR RESIDENTIAL

## Intent

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



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

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

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent 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 a variety of high intensity housing options along major transportation corridors.

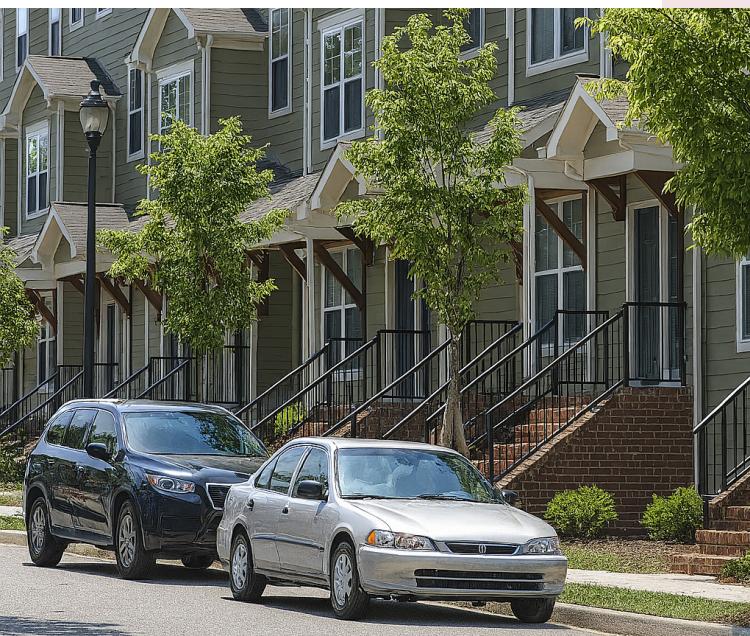


**Application:** U-COR R is generally located along major transportation corridors with higher density residential development or where higher density residential development is desired. There is also the potential for mixed use development opportunities consistent with the LCI Study recommendations.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

# URBAN - CORRIDOR RESIDENTIAL

## Site Design

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



## Primary Future Land Uses

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

## Compatible Zoning Classifications

- R6
- RM
- UD Overlay
- TCMF

## Density/Intensity

- High density/intensity
- 1-3 story buildings

## Green Space

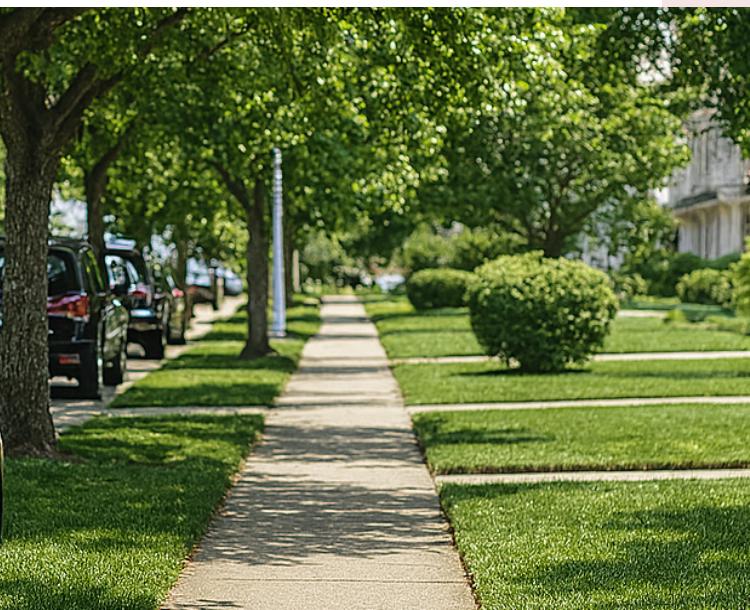
- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

## Transportation

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

## Infrastructure

- Municipal water and sewer service
- Telecommunications available



# DEVELOPMENT CATEGORY: DISTRICT

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

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

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

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

Green space is variable in districts. In high impact districts, most green space is associated with landscape buffers or large open areas such as natural areas. In major institutional

and office concentrations, green space can include landscape buffers, large open spaces as well as formal civic spaces in suburban and urban areas.

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

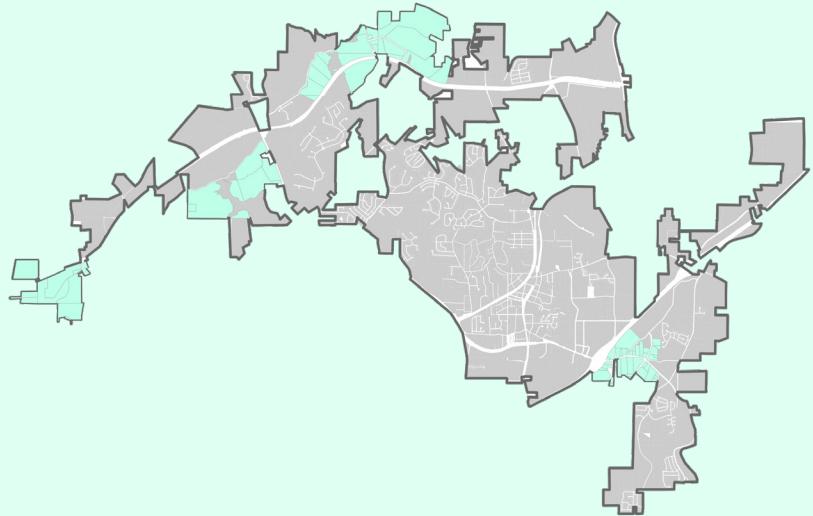
District Character Areas City Land Percentage	
District - Mixed Use Office/Corporate Campus	4.89%
District - Industrial	4.69%
District - Quarry	0.75%



## DISTRICT - MIXED USE OFFICE/CORPORATE CAMPUS

### Intent

CREATE new development where major institutional uses are predominant.



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

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

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

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

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

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

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

## DISTRICT - MIXED USE OFFICE/CORPORATE CAMPUS

### Site Design

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



### Primary Future Land Uses

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

### Compatible Zoning Classifications

- O-I
- M-1
- UD Overlay

### Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

### Green Space

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

### Transportation

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

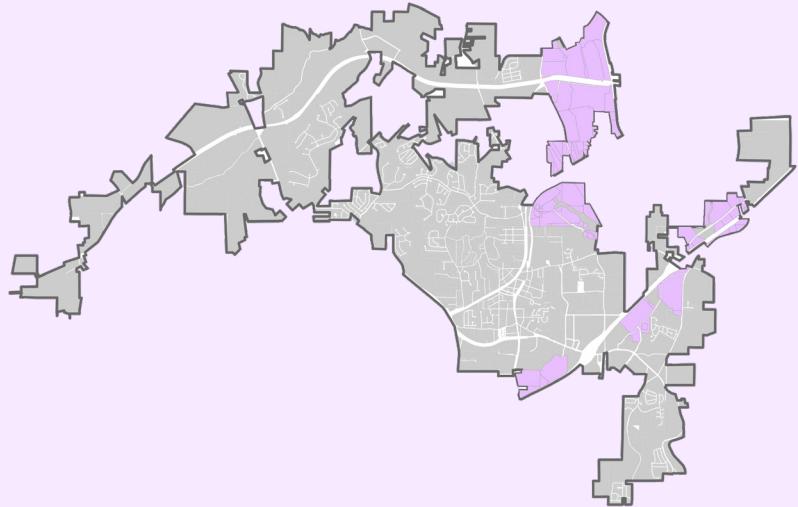
### Infrastructure

- Municipal water and sewer service
- Telecommunications available

# DISTRICT - INDUSTRIAL

## Intent

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



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

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

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

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

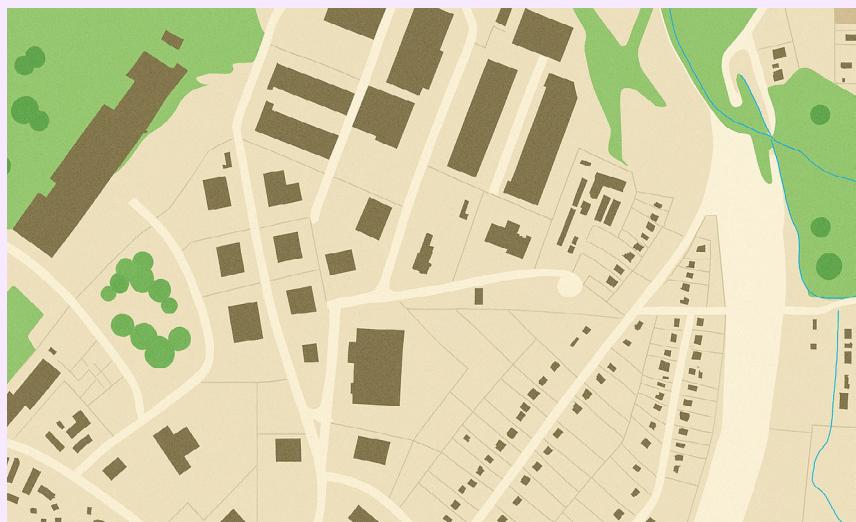
Future development should reflect a campus or unified development pattern that include employment uses such as industrial, commercial and service uses.

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

# DISTRICT - INDUSTRIAL

## Site Design

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



## Primary Future Land Uses

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

## Compatible Zoning Classifications

- M-1
- M-2

## Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

## Green Space

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

## Transportation

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

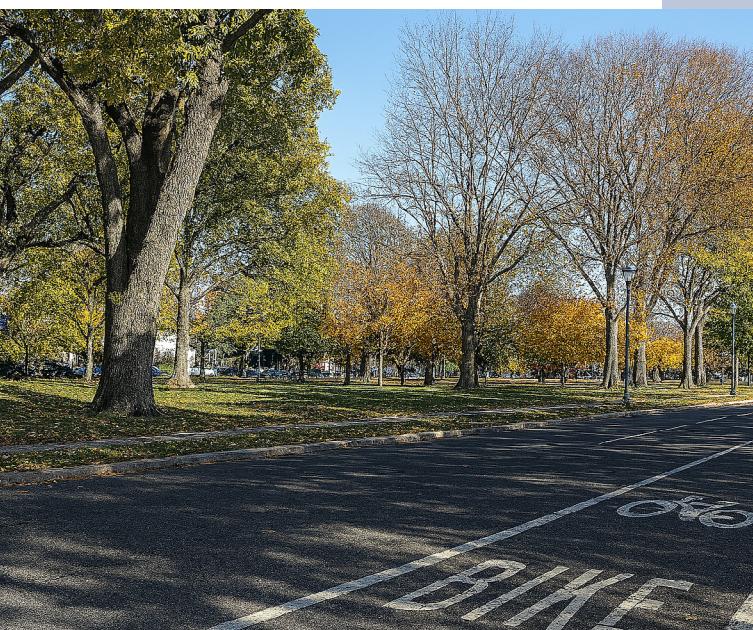
## Infrastructure

- Municipal water and sewer service
- Telecommunications available

# DISTRICT - CORRIDOR SOUTH FULTON PARKWAY

## Intent

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



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

The street network is defined by a curvilinear street with long to moderate distances between intersections. The roadway cross section is defined by the roadway, curb and gutter, sidewalks, 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.

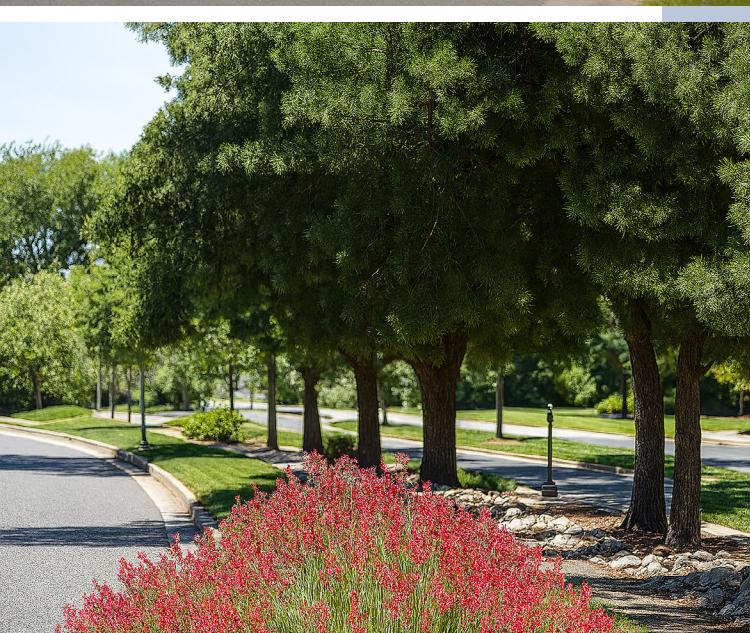
## Primary Future Land Uses

- Land uses associated with adjacent character areas

# DISTRICT - CORRIDOR SOUTH FULTON PARKWAY

## Site Design

- Vehicular access provided by side streets or managed access curb cuts.
- Moderate building setbacks



## Compatible Zoning Classifications

- R-6
- RM
- TCMF
- TCMU

## Density/Intensity

- Not Applicable

## 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

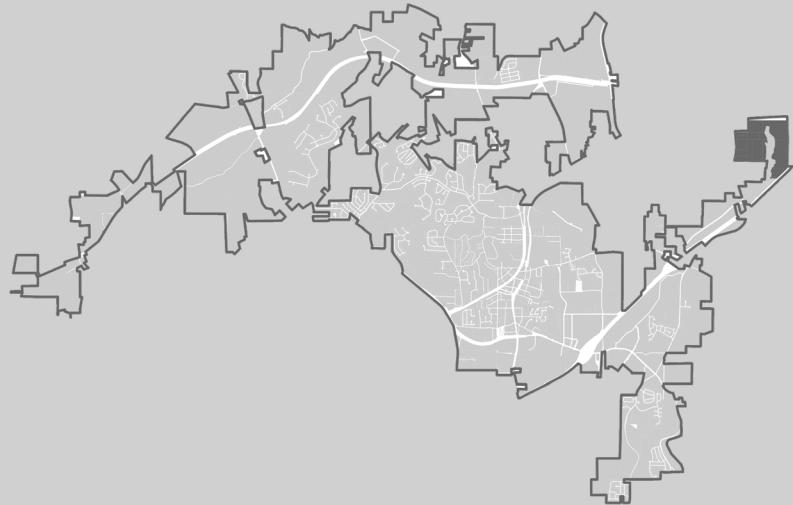
## Infrastructure

- Municipal water and sewer service
- Telecommunications available

# DISTRICT - QUARRY

## Intent

Preserve and manage extractive land uses that are no longer appropriate for residential or commercial development while identifying long-term strategies for reclamation, reuse, or limited expansion based on operational viability and environmental impact.



**General Characteristics:** The District-Quarry (D-Q) designation identifies areas historically or currently used for mineral extraction or heavy industrial processing. These areas are typically isolated from residential and commercial development due to their operational intensity, heavy truck traffic, and environmental impacts such as noise, dust, and vibration. While current uses may remain active, the long-term vision for D-Q areas may include reuse for light industrial, solar or utility infrastructure, or greenfield reclamation where feasible. Interim uses, such as material storage, recycling operations, or construction laydown yards, may also be appropriate. Site transitions should be evaluated based on safety, adjacent land uses, topography, and environmental constraints.

**Application:** D-Q areas are located primarily along quarry sites in western Union City, near industrial corridors and transportation infrastructure such as rail and freight networks. These areas are expected to remain in limited-use zoning categories and should be closely monitored for changes in activity, environmental compliance, and redevelopment potential.

### Primary Future Land Uses

- Mineral extraction and processing
- Construction material storage and recycling
- Utility-scale solar or infrastructure uses (long-term reuse)
- Limited industrial uses (subject to environmental remediation and compatibility)

### Compatible Zoning Classifications

- M-1
- M-2

### Density/Intensity

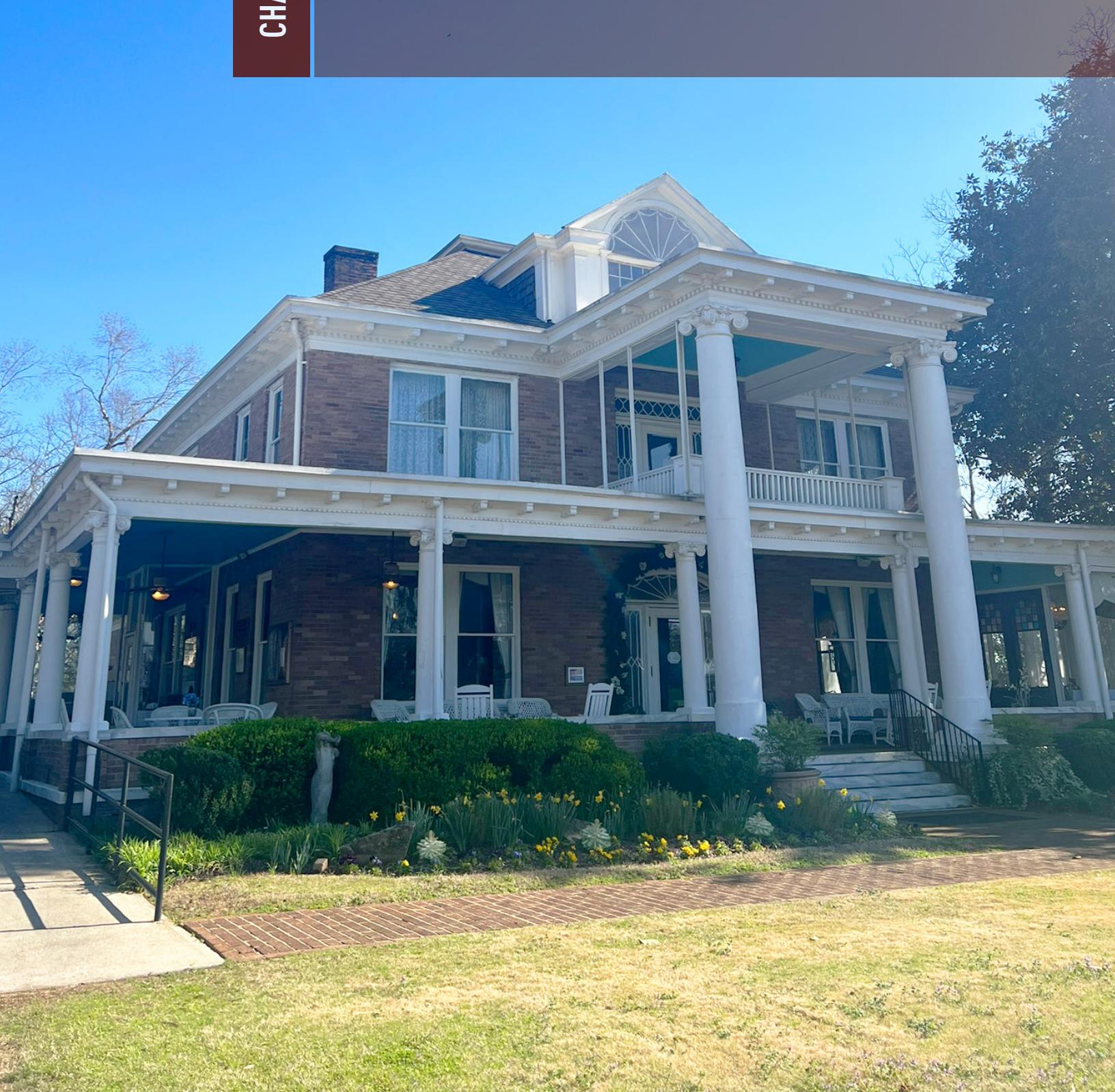
- Low intensity in active quarry zones
- 1–2 story structures

# CHARACTER AREA/ZONING CONSISTENCY TABLE

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

CHAPTER 10

# COMMUNITY WORK PROGRAM



# UNION CITY 2025 COMMUNITY WORK PROGRAM

As part of the 2025 Comprehensive Plan Update, the Community Work Program chapter establishes a clear roadmap for transforming community input into actionable initiatives over the coming five-year planning period. Building on the foundational principles from previous planning efforts, the program outlines specific strategies designed to implement priorities identified through visioning workshops, stakeholder interviews, public input surveys, and open house events.

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.

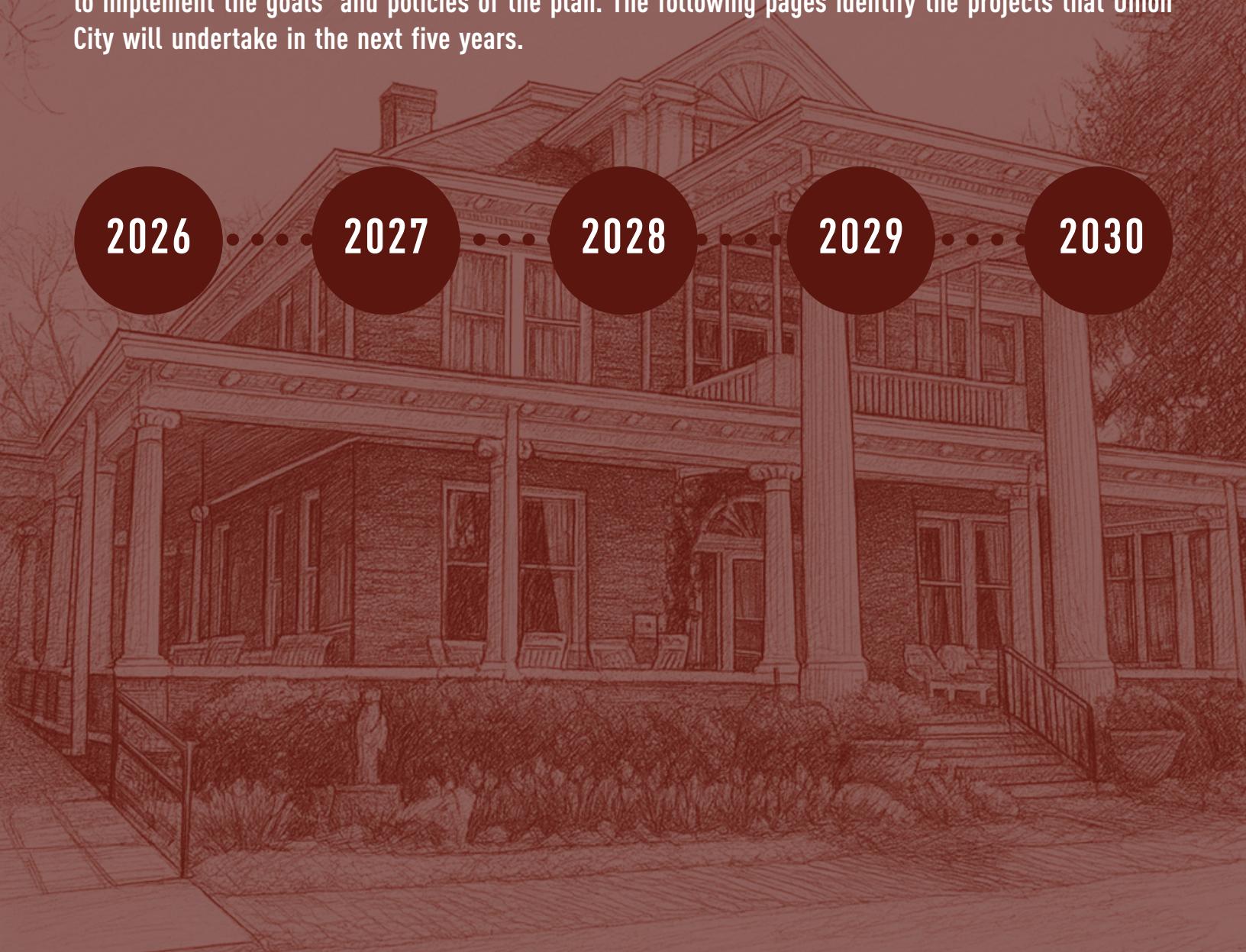
2026

2027

2028

2029

2030



Union City Community Work Program - 2025									
ID	Project	Responsible Party	Cost	Funding Source	2026	2027	2028	2029	2030
<b>Land Use</b>									
1	Continue to implement Roosevelt Highway Overlay District	Comm. Dev.	Staff Time	General Fund	X	X	X		
2	Regularly review the Town Center Mixed Use District to ensure regulations support the development of mixed use centers.	Comm. Dev.	Staff Time	General Fund	X	X	X	X	X
3	Adopt street connectivity standards that require connectivity within new development and to adjacent areas	Comm. Dev	Consultant, \$50k +/-	General Fund	X	X	X		
4	Develop an inventory of vacant and/or unoccupied Brownfield and Greyfield areas to identify sites that are suitable for development and redevelopment	Comm. Dev.	Staff Time	General Fund	X	X	X		
5	Coordinate school site section with planning officials, neighborhoods, and the school board	Bd. of Edu., Comm. Dev.	Staff Time	General Fund	X	X	X		
6	Pursue emergency facilities and technology educational opportunities	Comm. Dev.	Staff Time	General Fund & Grants	X	X	X		
7	Utilize the upcoming South Fulton Parkway Corridor Plan process to continue coordinated planning with adjacent jurisdictions and to ensure the balanced development of South Fulton Parkway	Comm. Dev	Staff Time	General Fund	X	X	X		
8	Create overlay district for South Fulton Parkway.	Comm.Dev/City Administration	Staff Time	General Fund	X	X	X		
9	Create infill development guidelines to support the adaptive reuse of vacant properties.	Comm.Dev	Staff Time	General Fund	X	X	X		
10	Nuisance Abatement Program/Blight Ordinance	Comm.Dev/Code Enforcement	Staff Time	General Funds/ TSPLOST/ Bond	X	X	X		
11	Address High vacancy rates, blight, and absentee landlords on Roosevelt Highway	Comm.Dev/ Code Enforcement	Staff Time	General Fund	X	X	X		
12	Complete rewrite of Zoning Ordinance and Code of Ordinance	Comm. Dev	\$150,000	General Fund	X	X	X	X	X
13	Create a Unified Development Code of Ordinance	Comm. Dev	\$100,000	General Fund	X	X	X	X	X
14	Create a city redevelopment plan for the new Downtown and Shannon Parkway	Comm.Dev	Staff Time	DDA	X	X	X	X	X

## Union City Community Work Program - 2025

ID	Project	Responsible Party	Cost	Funding Source	2026	2027	2028	2029	2030
15	Develop and implement public outreach program to communicate status of Comprehensive Plan	Comm. Dev.	Staff Time	General Fund	X	X	X	X	X
<b>Housing</b>									
16	Conduct housing study to identify housing stock existing conditions and future needs in the city (including affordable housing).	Comm. Dev	\$60,000	ARC CDAP	X	X	X		
17	Develop incentives that encourage diverse and affordable housing	Comm. Dev	Staff Time	General Fund	X	X	X		
18	Conduct Housing Assessment Survey	Comm.Dev/ Marketing	Staff Time	General Fund	X	X	X		
19	First Time Homeownership Program	City Administration/ Housing Authority	Staff Time	Grants/ General Fund	X	X	X		
<b>Transportation</b>									
20	Work with organizations such as PEDS to coordinate safe routes to school programs and PATH for and pedestrian connections.	Public Service	Staff Time	General Funds/ TSPLOST/ Bond	X	X	X		
21	Coordinate with MARTA on the Greenway Project including the Park-N-Ride for a trailhead from Feldwood Road to Buffington Road	Comm. Dev.	Staff Time	General Fund	X	X	X	X	
22	Coordinate with MARTA to restore routes along Roosevelt Highway	Public Services	Staff Time	TSPLOST/ General Fund	X	X	X	X	X
23	Adopt development regulation amendments requiring installation of bicycle and pedestrian amenities with new development.	Public Services	Staff Time	General Fund	X	X	X		
24	Create a new bicycle and pedestrian friendly roadway corridor that connects the Downtown/City Hall area to Shannon Parkway (as described in the Union City Town Center LCI Study recommendation)	Public Services	Staff Time	General Fund/ LMIG/ TSPLOST/ Bond	X	X	X	X	X
25	Implement the recommendations from South Fulton Parkway Corridor Plan. This may include, transportation projects, changes to land use policy and changes to zoning regulations.	Comm. Dev/Public Services	Staff Time	TSPOST	X	X	X		

## Union City Community Work Program - 2025

ID	Project	Responsible Party	Cost	Funding Source	2026	2027	2028	2029	2030
26	Work with organizations such as PATH or Georgia Bikes for bicycle connections.	Public Service	Staff Time	General Fund	X	X	X		
<b>Economic Development</b>									
27	Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide	Comm. Dev.	Staff Time	General Fund	X	X	X	X	
27	Launch the new Downtown Development Authority	Comm.Dev/City Administration	Staff Time	General Fund	X	X			
28	Hire dedicated staff to oversee the City's economic development activities	Comm.Dev/City Administration	Staff Time	General Fund	X	X	X		
29	Establish an Economic Development Council Comprising with representatives from Union City, Fulton County, the Greater South Fulton Chamber of Commerce, the Development Authority, and the Downtown Development Authority	Comm. Dev/City Administration	Staff Time	General Fund	X	X			
30	Create a Economic Development Plan	Comm.Dev	Staff Time	General Fund	X	X	X		
31	Implement incentive programs to recruit, attract, and retain businesses.	Comm. Dev	Staff Time	General Fund	X	X	X		
32	Create a Community Market Profile to support business attraction efforts	Comm. Dev/ Marketing	Staff Time	General Fund	X	X	X		
33	Develop a recruitment strategy that targets retail businesses and restaurants that meet identified community needs or new service businesses that respond to specific requests.	DDA	Staff Time	General Fund	X	X	X		
34	Focus on marketing and advertising efforts on strengthening the Union City brand to attract high-quality businesses aligned with the community's vision and to support the success of existing businesses.	Comm.Dev/ Marketing	Staff Time	General Fund	X	X	X		

Union City Community Work Program - 2025									
ID	Project	Responsible Party	Cost	Funding Source	2026	2027	2028	2029	2030
<b>CIP</b>									
35	Coordinate the location and construction of new civic building in activity centers, corridors and neighborhoods	City Administration	Staff Time	General Fund	X	X	X	X	X
36	Establish roadway pavement management program	Public Services	Staff / City Eng. Consultant	General Fund/LMIG/ TSPLST	X	X	X		
37	Investigate park/gathering spaces in underserved areas	Comm. Dev./ Public Services	Staff Time	CDAP/CDBG/ ARPA	X	X	X		
38	Identify traffic signalization improvements	GDOT, Public Services	Staff Time	TSPLST	X	X	X	X	
39	Build New Fire Station	City Administration/ Fire	Staff Time	General Fund	X	X	X		
<b>Beautification</b>									
40	Continue Clean and Lien program	Code Enforcement	Staff Time	General Fund	X	X	X		
41	Identify corporate partners with community development programs that may help with beautification/maintenance costs of existing parks	Parks, Comm. Dev.	Staff Time	General Fund	X	X	X		
42	Investigate community clean-up efforts.	Comm. Dev/Public Services	Staff Time	General Fund	X	X			
43	Implement defined community clean-up efforts.	Comm. Dev	Staff Time	General Fund	X	X			
44	Pursue educational campaigns surrounding litter and recycling.	Comm. Dev/Public Services	Staff Time	General Fund	X	X			
45	Pursue an adopt a street program.	Comm. Dev	Staff Time	General Fund	X	X			
<b>Natural Resources</b>									
46	Utilize conservation easements and other land preservation tools	Comm. Dev/Public Services	Staff Time	General Fund & ARPA	X	X	X	X	
47	Pursue discussions about the revitalization of Dixie Lakes	Comm. Dev./ Public Services	Staff Time	General Fund	X	X	X	X	
48	Review and amend park and open space dedication requirements and incentives	Comm. Dev.	Staff Time	General Fund & Capital Improvement Budget	X	X	X		

CHAPTER 11

# REPORT OF ACCOMPLISHMENTS



# REPORT OF ACCOMPLISHMENTS

## KEY TO TERMINOLOGY

Items that are Completed have been finished within the 5-Year reporting period prior to this Comprehensive Plan Update.

**COMPLETED**

Items that are Underway have been initiated or have had partial progress made as of the end of the 5-Year reporting period prior to this Comprehensive Plan Update. They have been carried over into the new 5-year reporting period for this Comprehensive Plan Update.

**UNDERWAY**

Items that are Postponed are still priorities for the community and have been carried over into the new 5-Year reporting period for this Comprehensive Plan Update.

**POSTPONED**

Items that are Canceled will not be carried over into the new 5-Year reporting period for this Comprehensive Plan Update. Generally, these are items that are broad policy statements or routine city operations, and they have been identified appropriately as such.

**CANCELED**

Union City Report of Accomplishments									
ID	Project	Responsible Party	2021	2022	2023	2024	2025	Status	Comments
1	Work with organizations such as PEDS to coordinate safe routes to school programs and PATH for and pedestrian connections.	Public Service	X	X	X	X	X	Underway	The Union City Public Services Department is not currently working with PEDS; however, we are actively implementing our own Trail Master Plan to guide pedestrian connectivity throughout the city. In addition, we are in the process of developing a Citywide Sidewalk Master Plan to identify and prioritize sidewalk improvements in a phased approach. Through funding sources such as Fulton County TSPLOST (Transportation Special Purpose Local Option Sales Tax), municipal bonds, and general fund allocations, we are addressing sidewalk gaps, constructing sidewalks where none exist, and advancing trail infrastructure under the Union City Greenline initiative. This phased, long-term approach aims to enhance walkability, improve public safety, and expand alternative transportation options for residents across the city.
2	Coordinate the location and construction of new civic building in activity centers, corridors and neighborhoods	City Administration	X	X	X	X	X	Underway	
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	Comm. Dev.	X	X	X	X	X	Underway	
4	Review and amend tree preservation regulations	Comm. Dev.	X					Complete	
5	Coordinate with MARTA on the Greenway Project including the Park-N-Ride for a trailhead from Feldwood Road to Buffington Road	Comm. Dev.	X	X				Underway	
6	Coordinate with MARTA to restore routes along Roosevelt Highway	Public Services	X	X	X	X	X	Underway	<p>The Union City Public Services Department has actively coordinated with MARTA to support the restoration of transit routes along Roosevelt Highway, with a strong emphasis on improving accessibility, safety, and walkability. As part of this collaboration, MARTA has upgraded several bus stops along the corridor, including the installation of concrete landings to enhance passenger comfort and ADA accessibility. To complement these upgrades, the Public Services Department has programmed the construction of ADA-compliant sidewalks to connect all transit stops along the route. Additionally, the City is implementing safe pedestrian crossings at key locations to improve safety and ensure seamless, walkable access to public transportation.</p> <p>These improvements are part of a broader, phased initiative to create a more transit-friendly and pedestrian-oriented corridor that supports long-term mobility, safety, and connectivity for Union City residents.</p>

Union City Report of Accomplishments									
ID	Project	Responsible Party	2021	2022	2023	2024	2025	Status	Comments
7	Establish roadway pavement management program	Public Services	X	X	X	X	X	Underway	The Pavement Management Program is a structured, data-driven approach to maintaining and improving the city's roadway infrastructure. It begins with condition assessment, which involves regular inspections using visual surveys or automated tools to evaluate pavement health. Each roadway segment is assigned a condition score, such as the Pavement Condition Index (PCI), to provide a standardized measure of its current state. In parallel, the city develops a detailed inventory of all municipally maintained streets, capturing essential data including location, length, width, surface type, and condition. Based on this information, maintenance planning is conducted to identify the most cost-effective treatments—such as crack sealing, resurfacing, or full-depth reconstruction—while considering traffic volume, roadway function, and other operational factors. Projects are then prioritized according to urgency, usage, and available budget. Budget forecasting plays a key role in the program, helping to estimate the financial resources needed for both short-term fixes and long-term improvements. This supports informed decision-making by city leadership and ensures that funding is allocated strategically. Finally, through strategic implementation, the department develops multi-year maintenance schedules and coordinates repairs in a way that minimizes public disruption and maximizes operational efficiency
8	Investigate park/gathering spaces in underserved areas	Comm. Dev./ Public Services	X	X	X	X	X	Underway	As part of our overall Master Plan, the Public Services Department has investigated park and gathering space needs in underserved areas. The plan identified several key locations throughout Union City where new parks are needed to improve accessibility and equity in recreational opportunities. These identified sites are currently in various stages of development, including construction, active planning, or conceptual design. This phased approach ensures that all communities, especially those historically underserved, will have access to quality public spaces that support health, community engagement, and overall quality of life.
9	Adopt development regulation amendments requiring installation of bicycle and pedestrian amenities with new development.	Public Services	X				X	Underway	The City is actively working toward adopting development regulation amendments that will require the installation of bicycle and pedestrian amenities as part of new development projects. This initiative is currently underway through the Safe Streets for All (SS4A) grant, which is funding a comprehensive study to identify safety improvements and regulatory updates needed to support safer, more connected infrastructure. As part of this process, the City is reviewing and evaluating existing development codes to determine where amendments are needed to better integrate multimodal features such as sidewalks, bike lanes, crosswalks, and all other related bicycle facilities into future development. These efforts reflect the City's commitment to improving safety, accessibility, and walkability for all users.
10	Utilize conservation easements and other land preservation tools	Comm. Dev/ Public Services	X	X	X	X	X	Underway	The Public Services Department is actively utilizing conservation easements and other land preservation tools to enhance green and park spaces within the community. Currently, we have two active projects under construction that incorporate conservation easements, ensuring the protection of natural areas for residents to enjoy. These efforts contribute to preserving open space, improving environmental quality, and enhancing the overall quality of life for our community.
11	Identify traffic signalization improvements	GDOT, Public Services	X	X	X	X	X	Underway	Union City Public Services actively coordinates traffic signalization improvements to address the increasing traffic volumes resulting from a number of new developments throughout the city. By assessing current traffic patterns and collaborating with engineering and planning partners, we identify critical intersections that require upgrades or new signal installations. These improvements are essential to enhancing traffic flow, reducing congestion, and improving safety for motorists, pedestrians, and cyclists as the city continues to grow.

Union City Report of Accomplishments									
ID	Project	Responsible Party	2021	2022	2023	2024	2025	Status	Comments
12	Pursue discussions the revitalization of Dixie Lakes	Comm. Dev./ Public Services	X	X	X	X	X	Underway	The revitalization of Dixie Lakes has been approved as a key component of the City's overall Master Plan. This initiative is planned as a long-range project that will be implemented in phases over time. While the exact timeline is still being developed, the City is committed to pursuing discussions and planning efforts to ensure the successful transformation of Dixie Lakes into a vibrant community asset in the future.
13	Continue to implement Roosevelt Highway Overlay District	Comm. Dev.	X	X	X	X		Underway	The Roosevelt Highway Overlay was established, but it requires revisions
14	Regularly review the Town Center Mixed Use District to ensure regulations support the development of mixed use centers.	Comm. Dev.	X	X	X	X	X	Underway	The city is currently undergoing a comprehensive zoning ordinance rewrite, with TCMU as a priority for revision.
15	Create a new bicycle and pedestrian friendly roadway corridor that connects the Downtown/City Hall area to Shannon Parkway (as described in the Union City Town Center LCI Study recommendation)	Public Services	X	X	X	X	X	Underway	Creating a bicycle and pedestrian-friendly roadway corridor that connects the Downtown/City Hall area to Shannon Parkway is a key initiative highlighted in the Union City Town Center LCI Study and further reinforced in the City's Master Plan. This project aims to enhance multimodal connectivity, promote active transportation, and improve access between key community hubs. The City is committed to planning and implementing this corridor through a phased approach, ensuring it supports safety, accessibility, and economic development goals
16	Continue Clean and Lien program	Code Enforcement	X	X	X	X	X	Underway	
17	Develop and implement public outreach program to communicate status of Comprehensive Plan	Comm. Dev.	X	X	X	X	X	Underway	The task is underway and communication is posted on the City website, Community Development page. This includes the ongoing updates.
18	Work with organizations such as PATH or Georgia Bikes for bicycle connections.	Public Service	X	X	X	X	X	Underway	The task is performed by the Public Services department with City Engineer Consultant.
19	Adopt street connectivity standards that require connectivity within new development and to adjacent areas	Comm. Dev	X	X	X			Underway	
20	Develop an inventory of vacant and/or unoccupied Brownfield and Greyfield areas to identify sites that are suitable for development and redevelopment	Comm. Dev.	X	X	X	X	X	Underway	
21	Conduct housing study to identify housing stock existing conditions and future needs in the city (including affordable housing).	Comm. Dev	X	X	X			Underway	
22	Coordinate school site section with planning officials, neighborhoods, and the school board	Bd. of Edu., Comm. Dev.	X	X	X			Underway	

Union City Report of Accomplishments									
ID	Project	Responsible Party	2021	2022	2023	2024	2025	Status	Comments
23	Develop a Parks, Recreation and Green Space Master Plan	Parks/Public Services	X	X	X	X	X	Complete	Developing a comprehensive Parks, Recreation, and Green Space Master Plan is an important initiative included in the City's overall Master Plan. This plan will guide the future development, maintenance, and enhancement of recreational facilities and green spaces throughout Union City. It aims to ensure equitable access to quality parks and recreational opportunities for all residents, support community health and wellness, and preserve natural areas for future generations. The City is committed to engaging stakeholders and the community throughout the planning process to create a vision that reflects local needs and priorities.
24	Review and amend park and open space dedication requirements and incentives	Comm. Dev.	X	X	X			Underway	The city has amended its Multi-Family zoning to require more open space, including pocket parks in future developments.
25	Develop incentives that encourage diverse and affordable housing	Comm. Dev	X	X	X			Underway	
26	Pursue emergency facilities and technology educational opportunities	Comm. Dev.	X					Underway	
27	Identify corporate partners with community development programs that may help with beautification/maintenance costs of existing parks	Parks, Comm. Dev.	X	X	X	X	X	Underway	
28	Utilize the upcoming South Fulton Parkway Corridor Plan process to continue coordinated planning with adjacent jurisdictions and to ensure the balanced development of South Fulton Parkway.	Comm. Dev	X	X				Underway	
29	Implement the recommendations from South Fulton Parkway Corridor Plan. This may include, transportation projects, changes to land use policy and changes to zoning regulations.	Comm. Dev/ Public Services	X	X	X	X	X	Underway	Union City is actively working to implement the recommendations from the South Fulton Parkway Corridor Plan, particularly in the area of transportation improvements. As part of this effort, the City is collaborating with the City of South Fulton on shared local roadway enhancements. Several joint venture projects have been identified, and Intergovernmental Agreements (IGAs) are currently being established to formalize these partnerships. This coordinated approach ensures that infrastructure improvements along the corridor are efficient, consistent, and aligned with regional growth and mobility goals
30	Pursue creative placemaking for the following corridors: Flat Shoals, Shannon Parkway	Comm. Dev/ Public Services/ Marketing		X	X	X	X	Complete	The Public Services Department actively supports creative placemaking efforts along key corridors such as Flat Shoals Road and Shannon Parkway. We work closely with the City's Marketing Department, which continuously seeks placemaking grants and funding opportunities to enhance these areas. As part of this collaborative approach, Public Services provides planning coordination, site assessment, and infrastructure support to ensure that future placemaking projects are well-integrated, thoughtfully designed, and aligned with the City's broader vision for community identity and corridor revitalization.

Union City Report of Accomplishments									
ID	Project	Responsible Party	2021	2022	2023	2024	2025	Status	Comments
31	Investigate community clean-up efforts.	Comm. Dev/ Public Services	X	X	X	X	X	Underway	The Union City Public Services Department proudly leads several Cleaner & Stronger Community Initiatives aimed at promoting environmental stewardship, community pride, and beautification throughout the city. These efforts include the UC Anti-Litter Program, which raises awareness and encourages responsible waste disposal; the Annual Spring and Fall Cleanup, where residents and city staff work together to remove debris and beautify neighborhoods; the Adopt-a-Spot Program, which invites individuals, businesses, and community groups to take ownership of designated areas and help keep them clean and well-maintained; and the Growing Together Program, which focuses on enhancing green spaces through community gardening and landscape improvement projects. These initiatives reflect the City's ongoing commitment to sustainability, civic engagement, and a cleaner, healthier environment for all residents.
32	Implement defined community clean-up efforts.	Comm. Dev	X	X	X	X	X	Underway	
33	Pursue educational campaigns surrounding litter and recycling.	Comm. Dev/ Public Services	X	X	X	X	X	Underway	The Public Services Department actively pursues educational campaigns surrounding litter and recycling as part of its annual responsibilities under the Georgia Municipal Separate Storm Sewer System (MS4) NPDES Permit. In compliance with the Georgia Environmental Protection Division (EPD), the City submits an Annual Stormwater Report that includes specific requirements for public education and outreach on stormwater impacts. As part of this effort, the department implements targeted campaigns each year to raise community awareness about the environmental effects of littering and the importance of proper recycling. These initiatives are designed to engage residents, promote sustainable practices, and support the overall health of our waterways and public spaces.
34	Pursue an adopt a street program.	Comm. Dev		X	X	X	X	Underway	The Public Services Department has already implemented an Adopt-a-Spot Program in coordination with the City's Marketing Department. This initiative focuses on key corridors and public areas throughout Union City, allowing local organizations, businesses, and community members to take an active role in beautification and litter control. Through this collaborative effort, participants adopt designated spots and commit to maintaining their cleanliness and appearance. This program supports our broader goals of community pride, environmental responsibility, and a cleaner, more attractive city. While not a formal Adopt-a-Street Program, Adopt-a-Spot serves a similar purpose and has been successfully integrated into our ongoing community improvement efforts.
35	Explore greenspace options for properties along South Fulton Parkway placed under conservation easements.	Comm. Dev/ Public Services	X	X	X	X	X	Complete	The Public Services Department is actively utilizing conservation easements and other land preservation tools to enhance green and park spaces within the community. Currently, we have two active projects under construction that incorporate conservation easements, ensuring the protection of natural areas for residents to enjoy. These efforts contribute to preserving open space, improving environmental quality, and enhancing the overall quality of life for our community.

# APPENDIX

WELCOME TO



Assisted Living Center  
Executive Offices  
Humcin Resources  
Nursino & Rehab Center  
Pool & Fitness Center

Children's Village  
Crossroads Poster/Adopt  
Dogwood Circle  
Elmwood Valley,  
Orange Circle

# FIRST PUBLIC HEARING

## STEERING COMMITTEE MEETING 1

## STEERING COMMITTEE MEETING 2

## STEERING COMMITTEE MEETING 3

## PUBLIC OPEN HOUSE

## PUBLIC INPUT ONLINE SURVEY

## SECOND PUBLIC HEARING

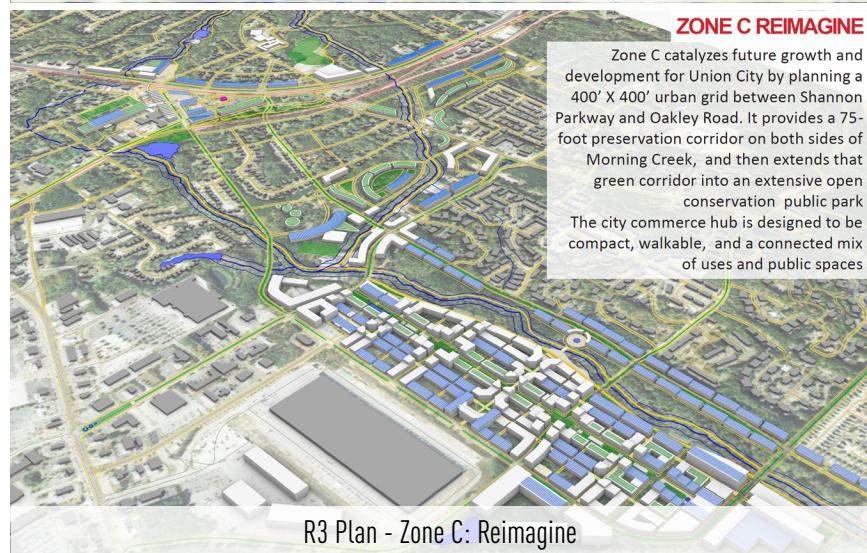
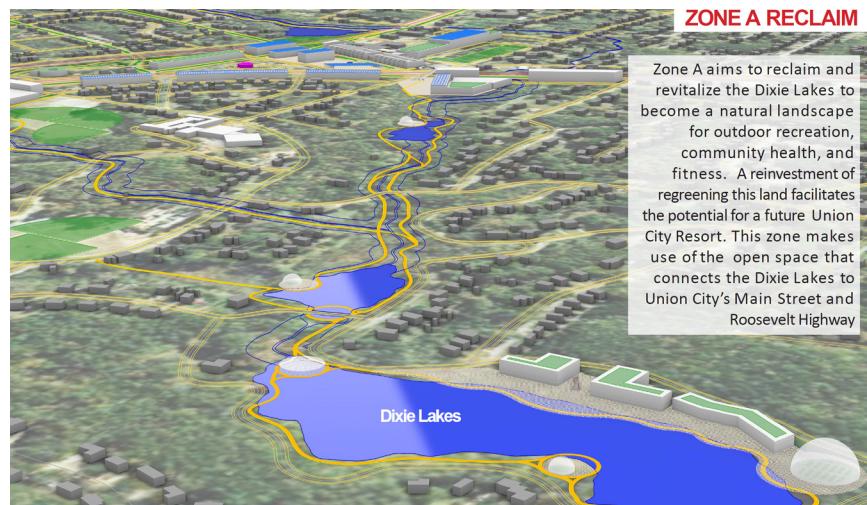
# R3 PLAN: CONCEPTUAL MASTER PLAN AND VISION FOR FUTURE

Adopted as part of the City's Progress 2020 Vision, the Union City Conceptual Master Plan outlines a bold strategy to guide long-term growth, connectivity, and placemaking. Developed by Portman Architects and Kimley-Horn in partnership with the City, the plan addresses urban design challenges such as fragmented districts, limited pedestrian infrastructure, and the absence of a defined city center. It introduces a three-zone framework:

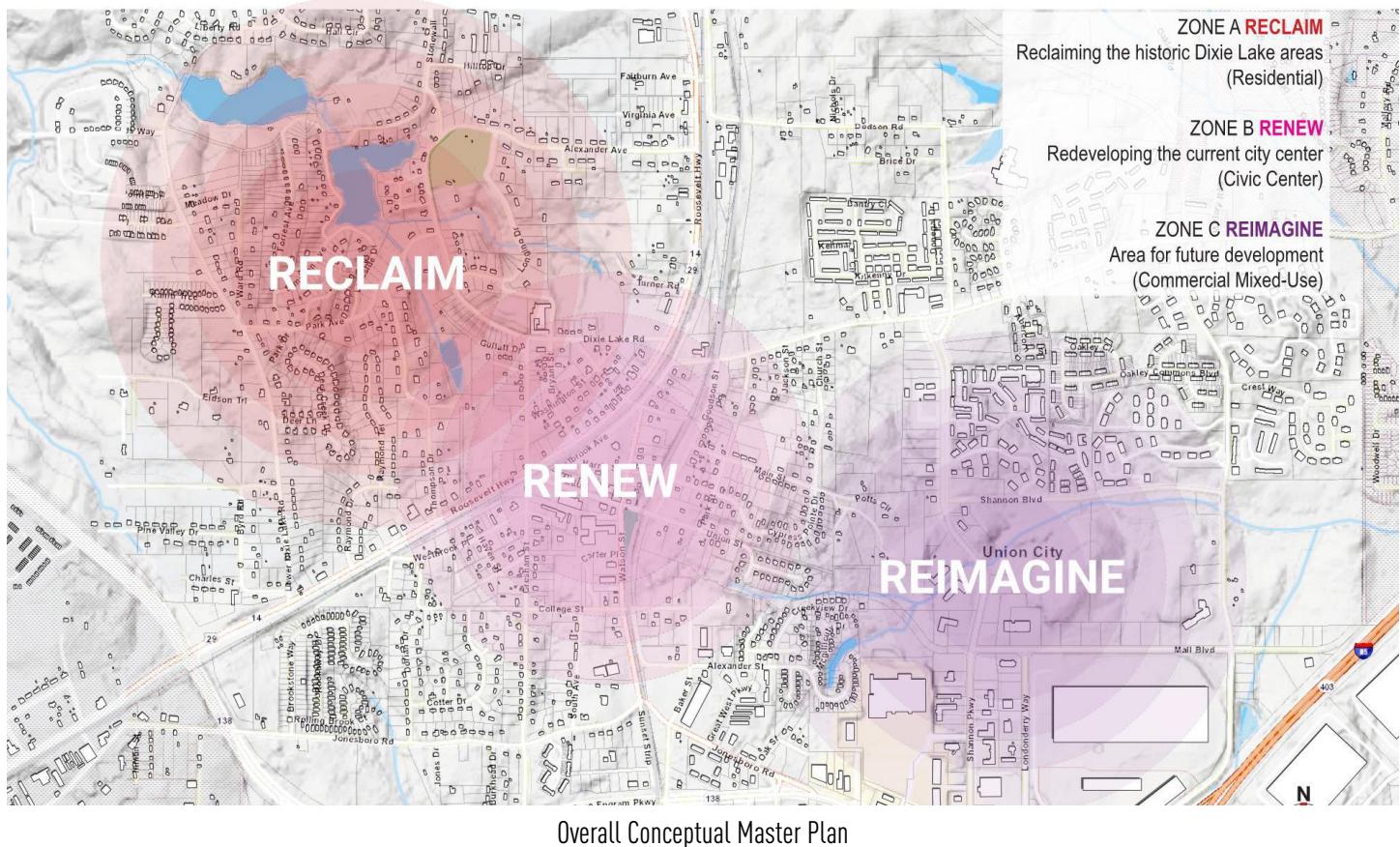
Zone A – Reclaim, focused on revitalizing the Dixie Lakes area for recreation and ecological restoration; Zone B – Renew, which strengthens the civic core with new public institutions and community spaces; and

Zone C – Reimagine, a mixed-use urban grid anchored by walkable development, open space, and commercial activity.

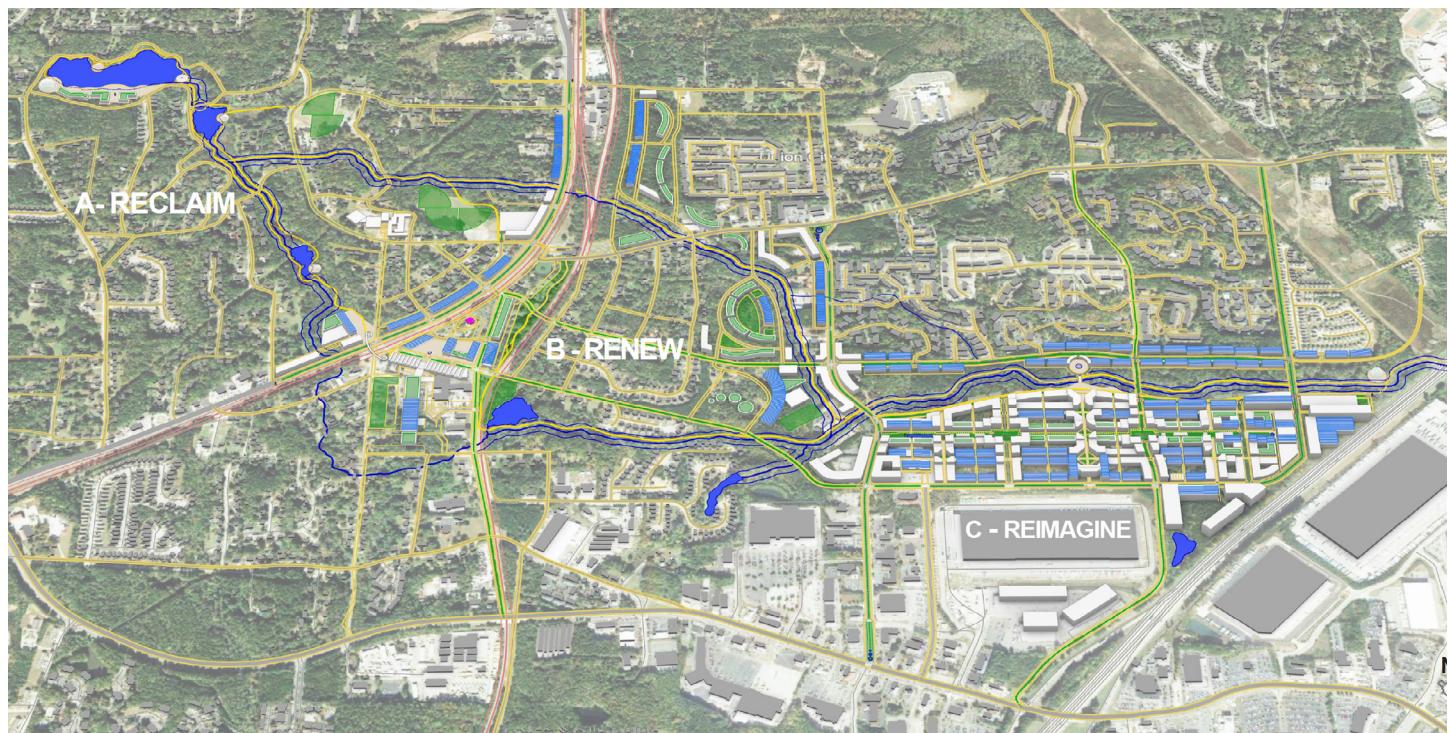
The plan sets forth phased implementation strategies that include reconnecting street grids, enhancing Roosevelt Highway, introducing new housing types, restoring creeks, and reusing underutilized properties. Phase I focuses on public realm and mobility improvements, including a pedestrian bridge, film learning campus, and mixed-use infill. Later phases introduce transit expansion, civic amenities, cultural institutions, and more diverse housing. The overarching goal is to create a thriving, connected, and inclusive city that balances natural preservation with economic opportunity—laying the physical and policy foundation for future growth.



# R3 PLAN: CONCEPTUAL MASTER PLAN AND VISION FOR FUTURE

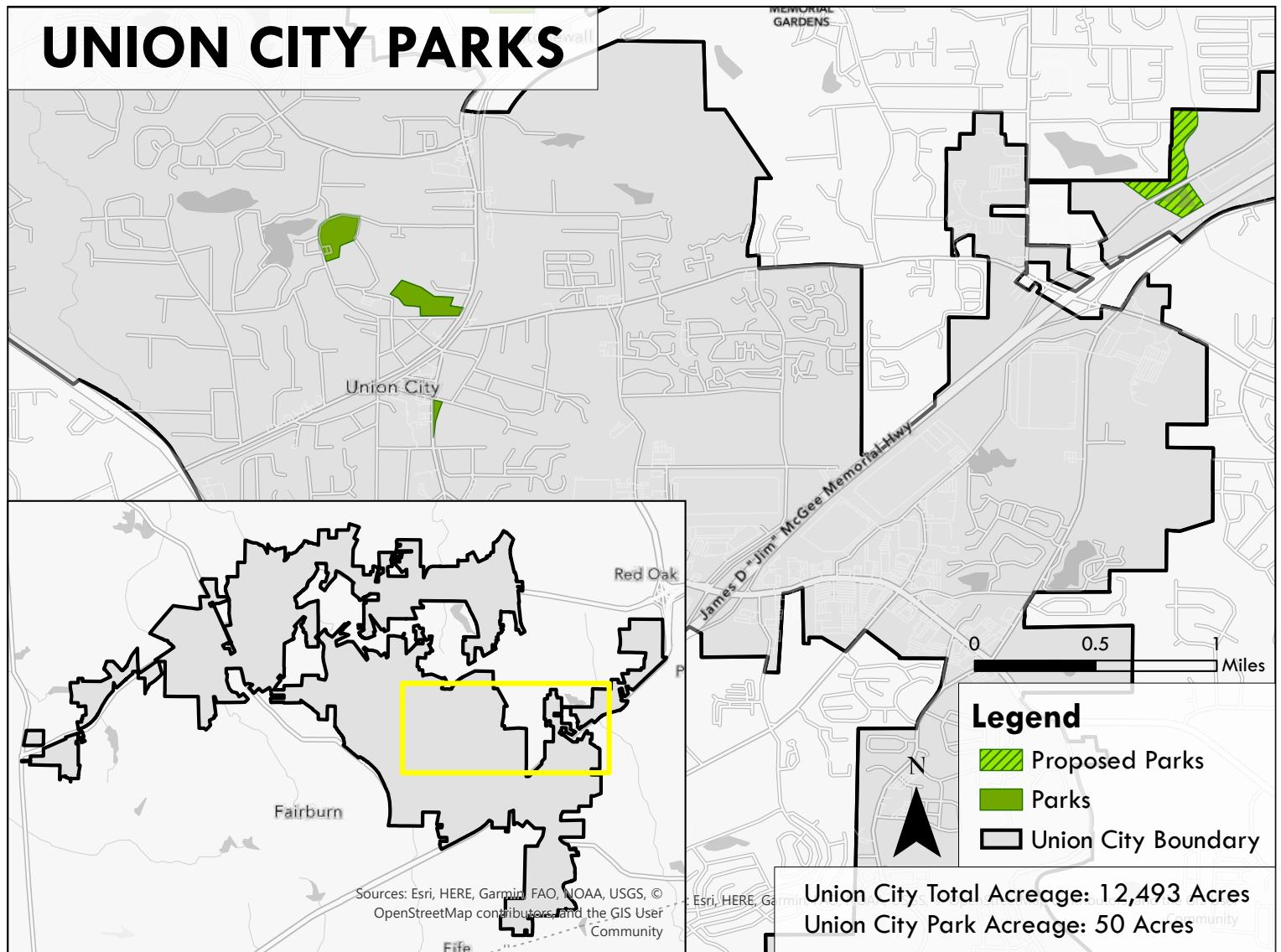


Overall Conceptual Master Plan

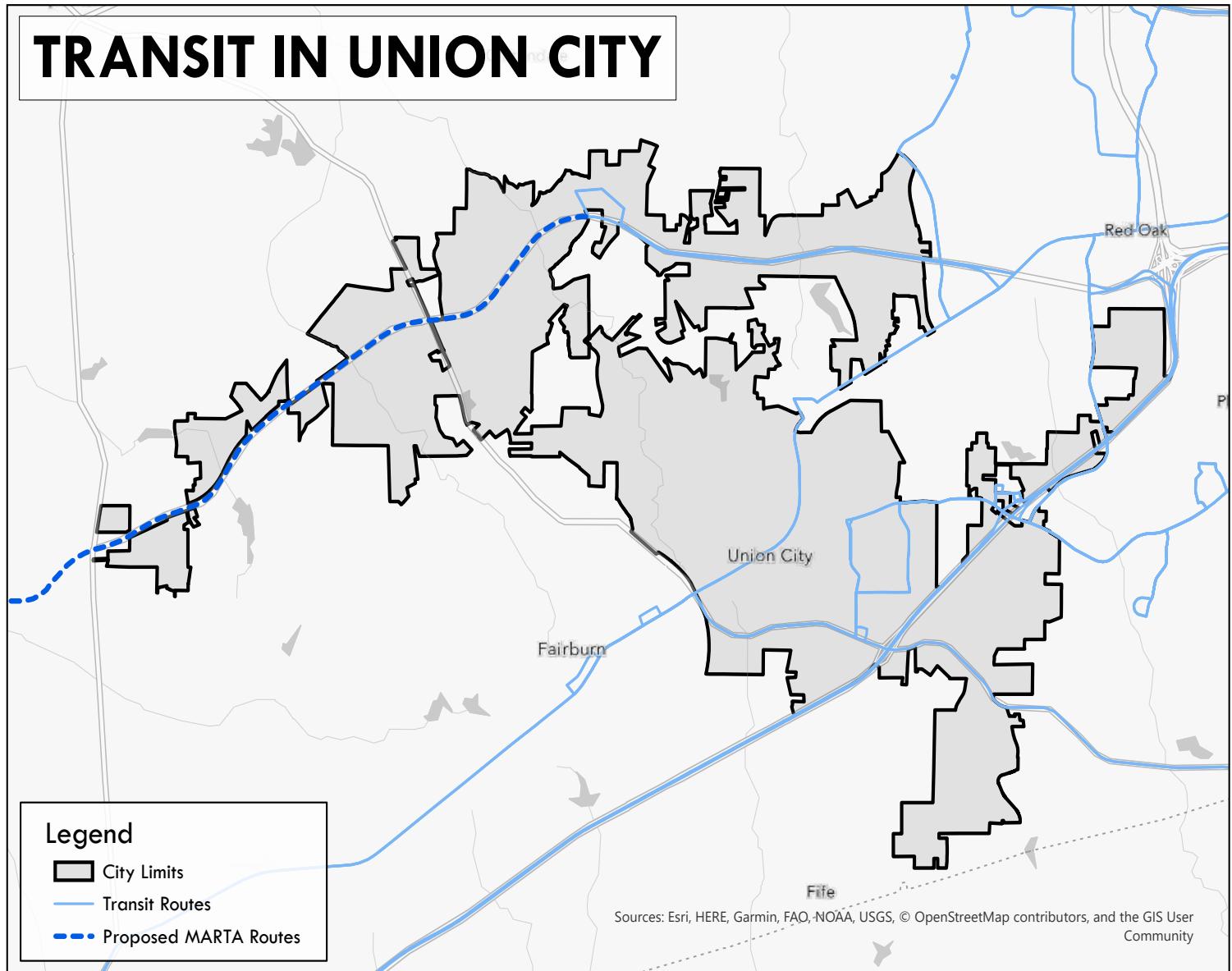


Overall Conceptual Master Plan - The conceptual master plan seeks to make an urban landscape that works best for the people that utilize it and creates a distinct place where people will aspire to visit and live

# CITY MAPS - PARKS



# CITY MAPS - TRANSIT



# FIRST PUBLIC HEARING

MARCH 18, 2025

## PUBLIC NOTICE

The Union City Mayor and Council will hold a public hearing at **7:00 p.m., on Tuesday, March 18, 2025**, in the Council Chamber, City Hall, located at 5047 Union Street, Union City, GA, 30291, with respect to the following:

A **Public Hearing** to brief the community on the City of Union City 2025 Comprehensive Plan Update, including the process to be used in developing the plan, opportunities for public participation, how to obtain input on the proposed planning process, and where questions or requests for information should be sent.

<input type="checkbox"/> PROOF O.K. BY: _____	<input type="checkbox"/> O.K. WITH CORRECTIONS BY: _____
PLEASE READ CAREFULLY • SUBMIT CORRECTIONS ONLINE	
<b>MA-466307 (100%)</b>	
ADVERTISER: CITY OF UNION CITY-COMMU PROOF CREATED AT: 2/19/2025 8:41:17 AM	
SALES PERSON: MAM958	NEXT RUN DATE: 02/26/25
SIZE: 3X3	PROOF DUE: 02/21/25 14:00:00
PUBLICATION: MA-SOUTH FULTON	

# FIRST PUBLIC HEARING

MARCH 18, 2025



## City of Union City 2025 Comprehensive Plan Update

Public Hearing #1 – March 18, 2025

Shima Khodagholi - Planner



### Why do we plan?

- One of the fundamental responsibilities of local government is planning - **How a community shapes and guides growth and development.**
- Updating the comprehensive plan offers communities the opportunity to **look beyond the execution of day-to-day services** and **consider where they want to be in the next five years** – as well as **what has to be done to get there.**
- The State of Georgia** requires local governments to maintain a comprehensive plan!



### Required Elements

#### REQUIRED FOR ALL



#### REQUIRED FOR SOME



\* = Required for Union City

See pp. 7-12 of DCA rules at Chapter 110-12-1-03



# FIRST PUBLIC HEARING

MARCH 18, 2025

## Elements Requiring Updates Every 5 Years

- Needs and Opportunities
- Broadband
- Land Use
- Report of Accomplishments (ROA) – Status of every item in existing Community Work Program (CWP), covering last 5 years
- New CWP – Items noted as Underway or Postponed in ROA, plus any brand-new items, covering next 5 years

*See pp. 7-12 of DCA rules at Chapter 110-12-1-.03*



## Elements RCs Are Required to Assist With

- Goals
- Needs and Opportunities
- Broadband
- Community Work Program

*See p. 6 of DCA rules at Chapter 110-12-1-.03(7)(b)*

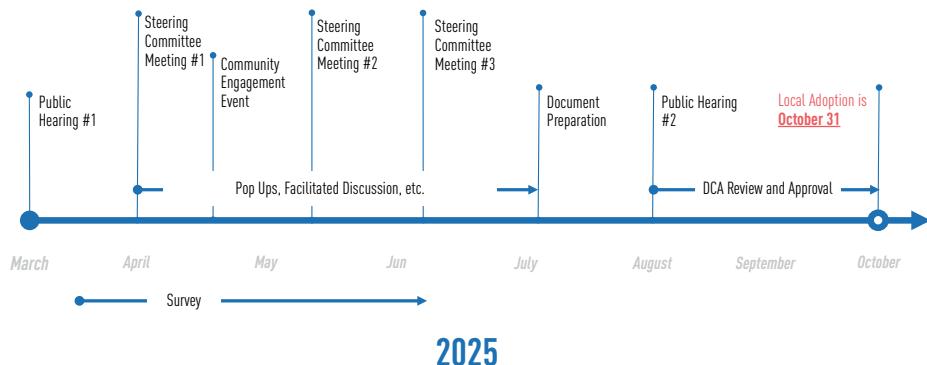
This is technically what's required of the Regional Commission (RC), but ARC's scope covers more.



# FIRST PUBLIC HEARING

MARCH 18, 2025

## What is our timeline?



Help us spread the word!

<https://publicinput.com/m16117>

Welcome to the City of Union City 2025 Comprehensive Plan Update!

Union City is shaping its future, and **your voice matters!** We are updating our **2021 Comprehensive Plan** to reflect the community's evolving needs, priorities, and aspirations. This plan will guide decision-making on topics like housing, transportation, economic development, and more over the next five years.

Throughout this process, we will focus on key areas, including:

- Community Data & Demographics
- Needs & Opportunities
- Vision, Goals & Objectives
- Priority Areas
- Action Items for Implementation

**Project Kick-Off**  
January 2, 2025

**Public Hearing #1**  
March 18, 2025, 7:00 pm  
5047 Union St, Union City, GA 30291

**Survey**  
Open from March to May, 2025



Thank You!

Shima Khodagholi, Project Manager

Skhodagholi@atlantaregional.org



# STEERING COMMITTEE MEETING 1

APRIL 2, 2025



# STEERING COMMITTEE MEETING 1

APRIL 2, 2025



*The City of Union City 2025 Comprehensive Plan Update*

## Steering Committee Meeting 1

April 2, 2025, 6:30 – 8:00 p.m.

### MEETING AGENDA

Time	Agenda Item	Details
6:30 – 6:40	Welcome & Introductions	Kickoff and brief round of introductions
6:40 – 6:55	Comprehensive Plan Overview & Data Trends	Overview of planning goals, process, and key data trends in Union City
6:55 – 7:40	Community Needs & Opportunities	• <i>Mentimeter Interactive Survey</i> – Identify key issues and assets
		• Review of needs and opportunities from the 2020 Comprehensive Plan
7:40 – 7:45	Next Steps	Timeline overview and online survey details
7:45 – 8:00	Engagement Activity & Open Comments	Interactive boards and open floor for final comments or ideas

### ONLINE SURVEY

*Our community is evolving, and we want to ensure that future growth aligns with the needs and aspirations of community. Your input is essential! Please take a moment to complete this survey to help us plan for future. Your responses will remain confidential and will be used to inform the planning process.*

*Please go to the link below or scan the QR code:*

<https://publicinput.com/m16117>



atlantaregional.org

International Tower  
229 Peachtree St, NE | Suite 100  
Atlanta, Georgia 30303

# STEERING COMMITTEE MEETING 1

APRIL 2, 2025



Atlanta Regional Commission

*The City of Union City 2025 Comprehensive Plan Update*

**Steering Committee Meeting #1**

April 2, 2025 – 6:30 – 8:00 p.m.

Sign-In Sheet

Name	Email Address
Xavius Robinson	
Anna mann	
Barbara Heard	
ProFaith Grier	
Eddie Phillips	
Karen Allison	
J Cummings	
Dan King	
CITERYL Poythress	
Patricia Christian	
Eric King	
Zain Gainsby	
Kathy Butler	

[atlantaregional.org](http://atlantaregional.org)

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# STEERING COMMITTEE MEETING 1

APRIL 2, 2025



Atlanta Regional Commission

*The City of Union City 2025 Comprehensive Plan Update*

**Steering Committee Meeting #1**

April 2, 2025 – 6:30 – 8:00 p.m.

Sign-In Sheet

Name	Email Address
<i>Larry Bachelor II, J.D.</i>	
<i>Ashley Robertson</i>	<i>a</i>
<i>Marlon Senior</i>	<i>m</i>
<i>Keith Williams</i>	<i>k</i>
<i>Booker Washington</i>	<i>b</i>

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# STEERING COMMITTEE MEETING 1

APRIL 2, 2025



## City of Union City 2025 Comprehensive Plan Update

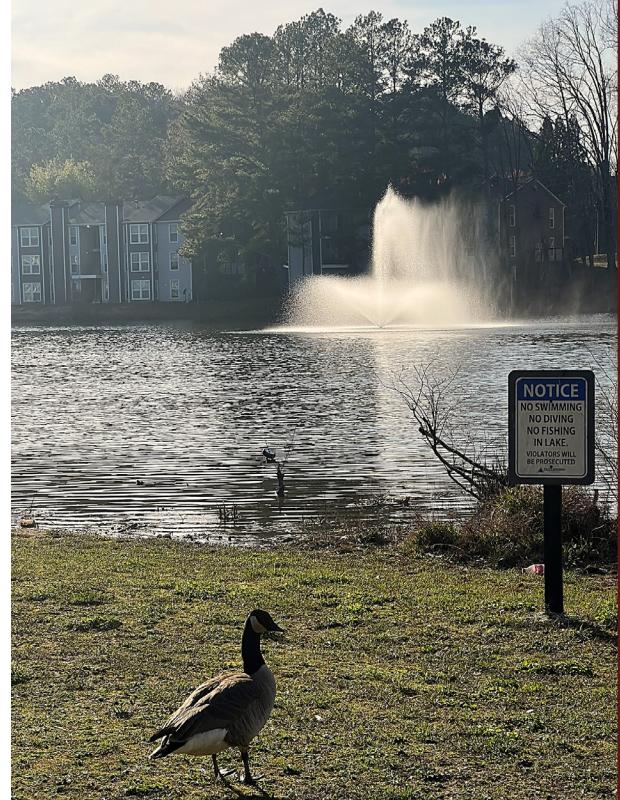
Steering Committee Meeting #1 – April 2, 2025

Shima Khodagholi - Planner



### Agenda

1. Introductions & Comprehensive Planning Overview
2. Data Trends
3. Needs & Opportunities
4. Next Steps



# STEERING COMMITTEE MEETING 1

APRIL 2, 2025

## Why do we plan?

- One of the fundamental responsibilities of local government is planning - **How a community shapes and guides growth and development.**
- Updating the comprehensive plan offers communities the opportunity to **look beyond the execution of day-to-day services** and **consider where they want to be in the next five years** – as well as **what has to be done to get there.**
- The State of Georgia** requires local governments to maintain a comprehensive plan!



## INTRODUCTIONS & OVERVIEW

# STEERING COMMITTEE MEETING 1

APRIL 2, 2025

## Required Elements

*REQUIRED FOR ALL*



*REQUIRED FOR SOME*



\* = Required for Union City

■ = 5-year Update Required

See pp. 7-12 of DCA rules at Chapter 110-12-1-.03



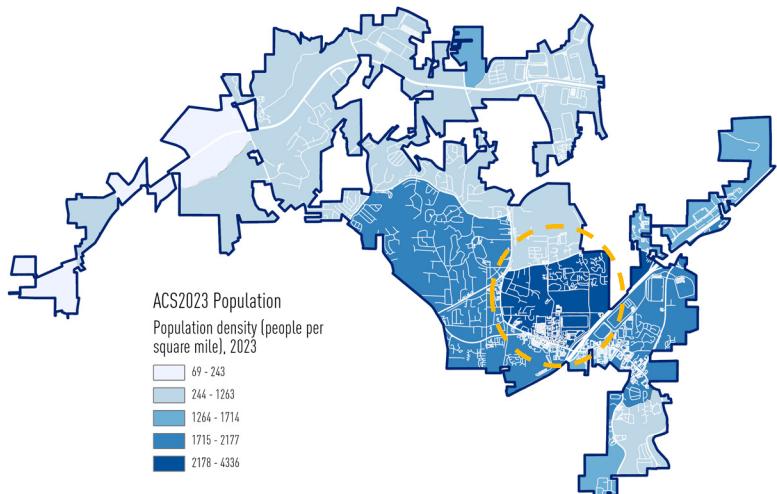
## DATA TRENDS



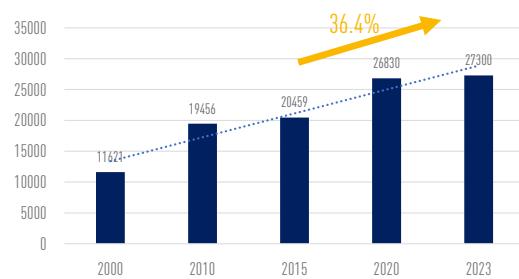
# STEERING COMMITTEE MEETING 1

APRIL 2, 2025

## Demographics Trends - Population



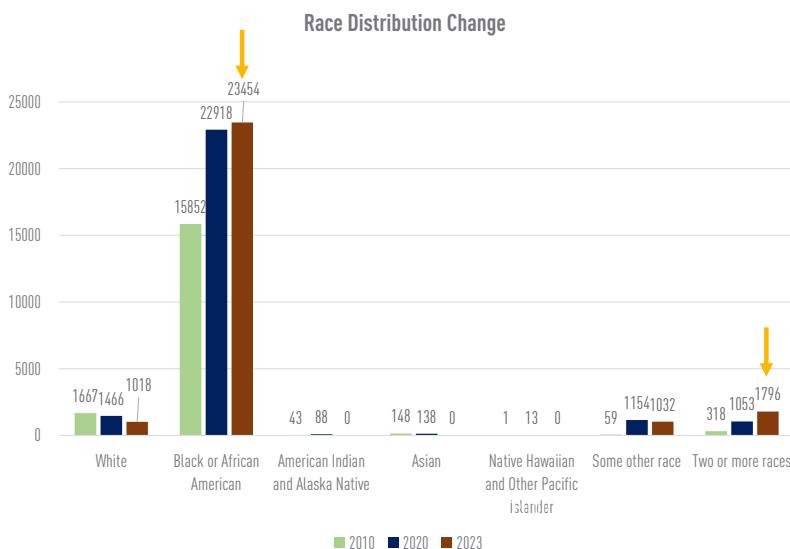
Population Change



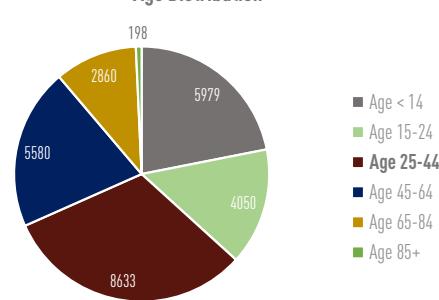
- According to U.S. Census data, the population of Union City grew from 20,459 in 2015 to 27,900 in 2023, marking an increase of 36.4%.
- The American Community Survey (ACS) 2023 data reveals that census tracts **surrounding Shannon Parkway** have the **highest population density**.
- The lowest population densities are found in areas closer to the **boundaries with South Fulton and the western edges** of Union City.



## Demographics Trends – Age and Race



Age Distribution



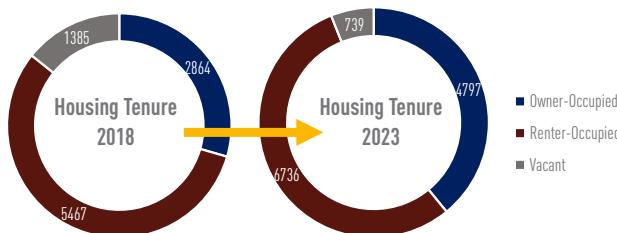
- Union City is becoming **more racially diverse** while remaining predominantly **Black or African American**.
- The city's population skews **younger and working-age**.



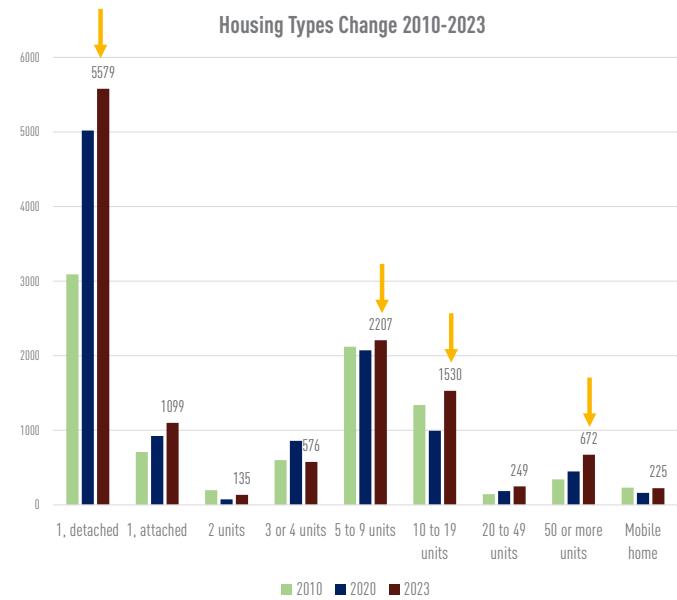
# STEERING COMMITTEE MEETING 1

APRIL 2, 2025

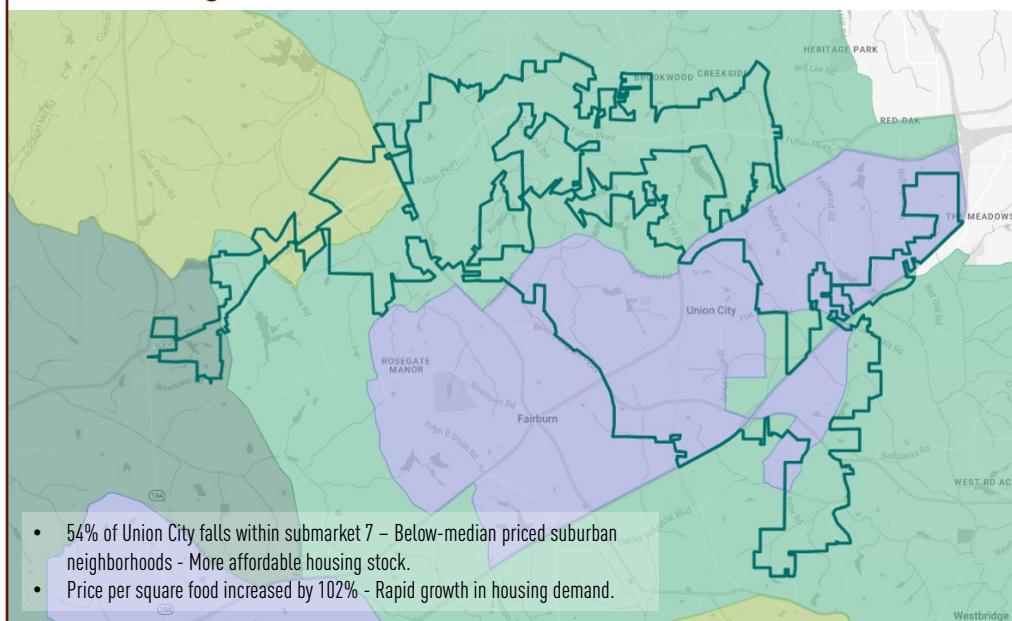
## Housing Trends



- Union City's housing stock is expanding, with a shift toward both **higher-density rental housing** and **increased homeownership**, while **vacancy rates have declined**.



## Housing Trends



### Union City

54% SUBMARKET 7: BELOW-MEDIAN PRICED SUBURBAN NEIGHBORHOODS  
[Learn more](#)

38% SUBMARKET 8: BELOW-MEDIAN PRICED SUBURBAN EMPLOYMENT CORRIDORS & TOWN CENTERS  
[Learn more](#)

6% SUBMARKET 9: BELOW-MEDIAN PRICED RURAL  
[Learn more](#)

2% SUBMARKET 10: HIGHER-PRICED RURAL  
[Learn more](#)

### CITY SNAPSHOT

Median Home Sale Price (2023) \$241,500

Change in Median Home Sale Price (2018-23) +56%

Home Sale Price Per Sq Ft (2023) \$144.00 sq ft

Percent Change in Home Sale Price Per Sq Ft (2018-23) +102%

Median Building Area of Home Sales (2023) 1,545 sq ft

Data source: ARC analysis of ATTOM Data Solutions' home sale transactions, 2018-2023. Explore this data further in the [DATA EXPLORER](#)

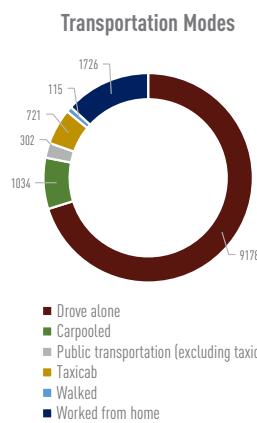


Data Source: MAHS <https://metroatlhousing.org/>

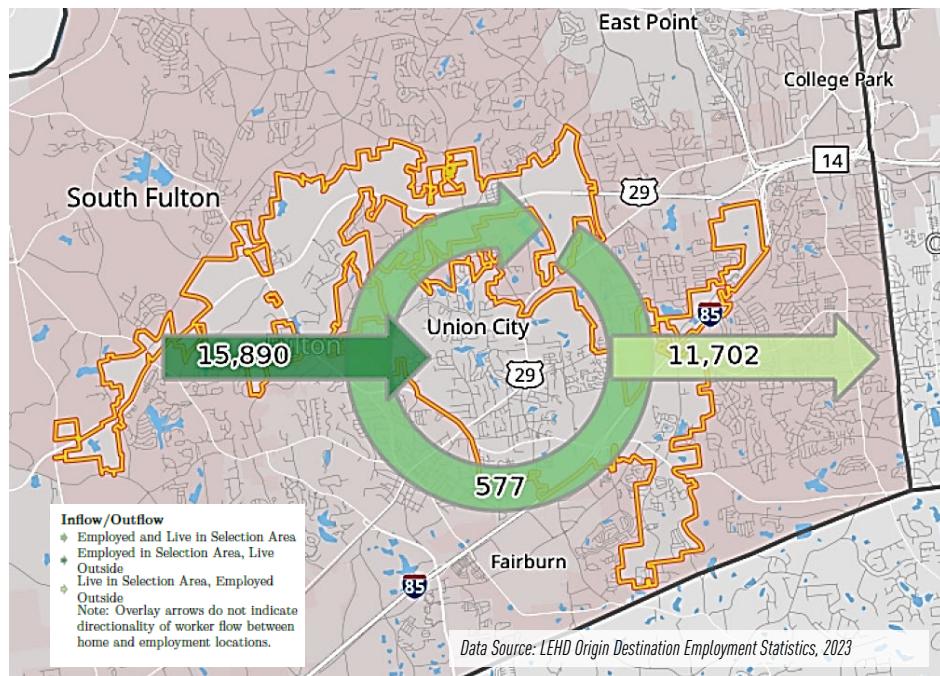
# STEERING COMMITTEE MEETING 1

APRIL 2, 2025

## Transportation Trends



- Union City is a **regional employment center**, but many residents rely on **longer commutes**, most often by driving, which has implications for transportation planning and infrastructure needs.



## Economic Trends

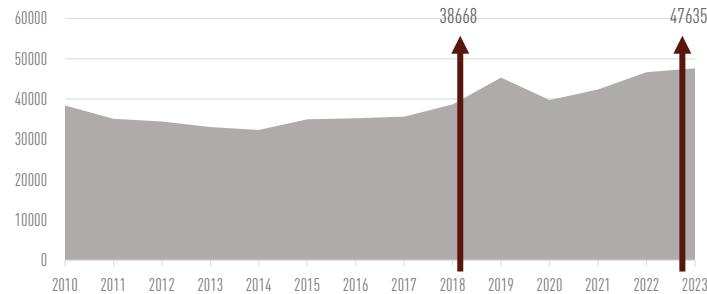
**\$1,186** Median Housing Cost - Renters

**\$1,251** Median Housing Cost - Owners

**61%** Cost-Burdened Households - Renters

**26%** Cost-Burdened Households - Owners

### Median Household Income in Union City



- While incomes have increased, housing costs remain a significant burden, especially for renters.
- A majority of renters are struggling with affordability, highlighting the need for targeted housing support and affordable rental options.
- Despite rising homeownership costs, owners are less likely to be cost-burdened, suggesting more financial stability among homeowners.
- Addressing affordability challenges – especially for low-income renters – is critical to ensuring housing security and economic resilience in Union City.

Data Source: GMA Data Profile, 2022

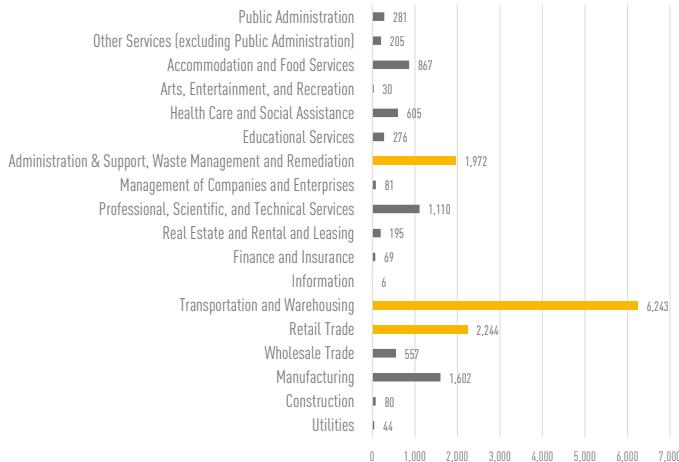


# STEERING COMMITTEE MEETING 1

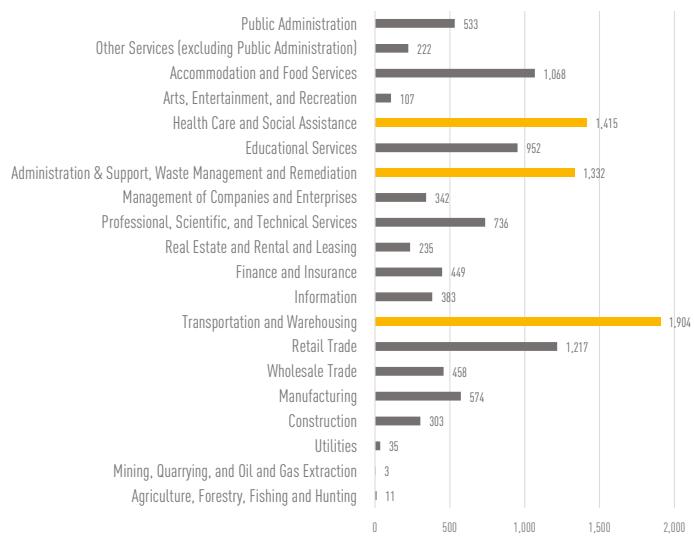
APRIL 2, 2025

## Economic Trends

### Work Area Profile / What Jobs are available in Union City?



### Home Area Profile / What Union City Residents Do?

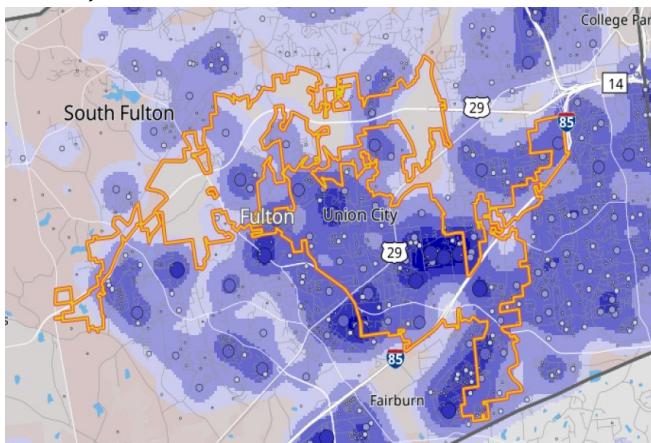


Data Source: LEHD Origin Destination Employment Statistics, 2023

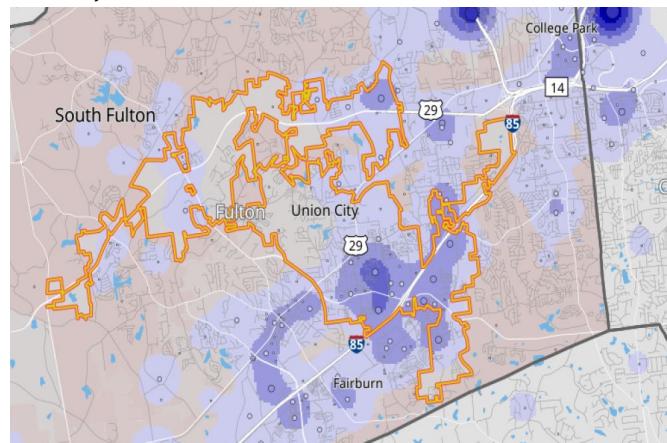


## Economic Trends

Counts and Density of **Home Locations** for All Jobs in Union City/ Where do Union City Workers Live?



Counts and Density of **Work Locations** for All Jobs in Union City/ Where do Union City Workers Go?



Data Source: LEHD Origin Destination Employment Statistics, 2023



# STEERING COMMITTEE MEETING 1

APRIL 2, 2025



## Vision, Needs, and Opportunities

Go to

[www.menti.com](https://www.menti.com)

Enter the code

1974 8970



Or use QR code



# STEERING COMMITTEE MEETING 1

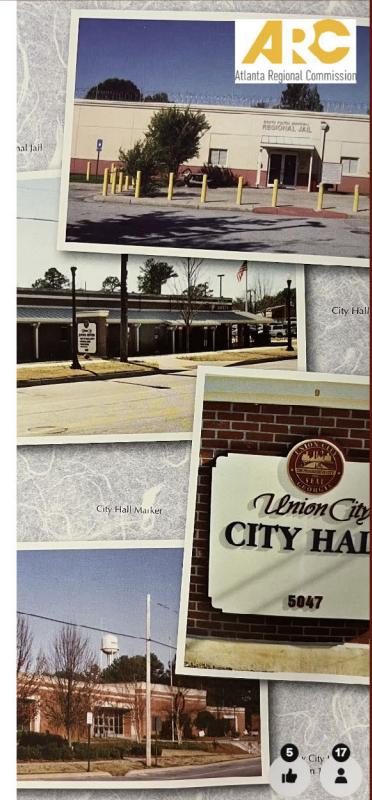
APRIL 2, 2025

Join at [menti.com](https://menti.com) | use code 1974 8970

1. What's one word or phrase you would use to describe Union City to someone unfamiliar with the community?

38 responses

small community with potential  
underdeveloped  
no amenities not modernized  
traffic antiquated  
low-income times  
diverse warehouses  
warehouse city  
growing  
innovative blue-collar  
average industrial  
lower income small warehouse  
suburb no connectedness evolving  
city with a lot of homeless lack of jobs



Join at [menti.com](https://menti.com) | use code 1974 8970

2. What are Union City's strongest assets that the City can build upon in the future?

37 responses

employment demand  
proximity to atl and airp  
parks trying proximity  
affordability green space  
airport location  
land potential  
residents  
citizen input senior living home ownership city proximity  
wholesale market access to the interstate  
location to major highway youth development  
concerned citizens fulton industrial residential growth



# STEERING COMMITTEE MEETING 1

APRIL 2, 2025

Join at [menti.com](https://menti.com) | use code 1974 8970



**3. What are Union City's primary challenges that the City needs to address to continue to be a great place?**

35 responses



## 2020 Plan – Issues and Needs

Needs/Issues Identified in 2020 Comprehensive Plan	Is it still a(n) need/issue?
Aging neighborhoods and multi-unit housing	Are we still seeing issues? Where specifically?
Inter-parcel connectivity and access management along corridors	Have there been improvements here, or is this still a challenge—especially in high-traffic areas like Hwy 138 or Roosevelt Hwy?
Automobile dependence	Do you think residents are more or less dependent on cars than five years ago?
No identifiable city center	Has progress been made toward creating a city center or civic hub? Or is this still a gap?
Existing businesses turn over fast	Are we seeing more business retention or still high turnover?
Pedestrian street activity is very low	Has walkability improved? What's missing to make walking more appealing or safe?
Lack of public gathering space in underserved areas	Do certain neighborhoods still lack parks or public spaces? Which ones?
Redevelopment of Roosevelt Highway to slow down traffic	Has there been any progress here? Is traffic calming still needed?
Extended MARTA routes	Have MARTA services expanded at all? Is there still a strong need for more access?
A mixture of housing types	Do you think we now have a better mix of housing types—or is the market still skewed toward one type?
Housing and Employment Mismatch	Is there still a disconnect between where people live and where they work?



# STEERING COMMITTEE MEETING 1

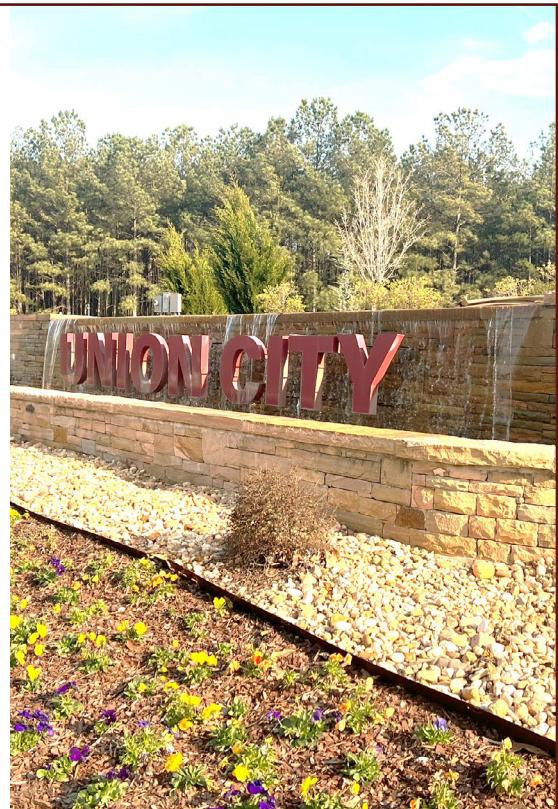
APRIL 2, 2025

## 2020 Plan – Assets and Opportunities

### Opportunities/Assets Identified in 2020 Comprehensive Plan

- Historic Downtown/Union Street
- Improving connections between downtown and Hwy 138/Jonesboro Road Corridor
- Capacity for growth along South Fulton Parkway corridor
- Existing South Fulton Parkway corridor zoning
- Enhanced pedestrian infrastructure along Shannon Parkway
- Access, Gateway, Roadway Network, Neighborhoods
- Historic Structures
- Dixie Lakes, Green Space
- Growing economic base/Diverse Employment
- Unique vantage points for economic growth
- Close proximity to education and job training resources

➤ What else?

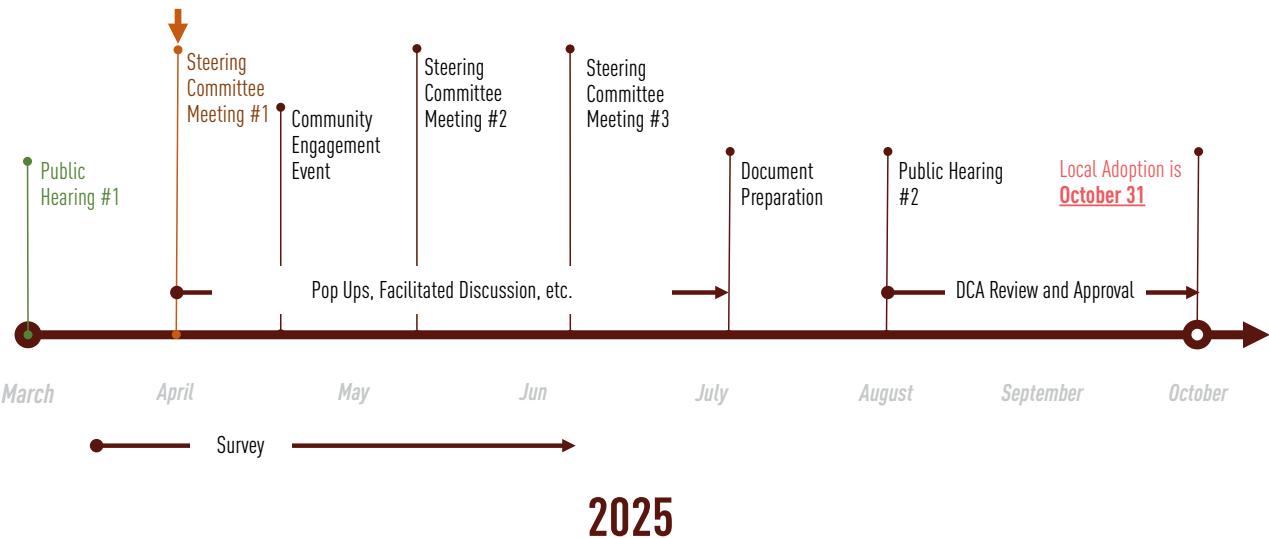


**NEXT STEPS**

# STEERING COMMITTEE MEETING 1

APRIL 2, 2025

## What is our timeline?



Help us spread the word!

<https://publicinput.com/m16117>



City of Union City 2025 Comprehensive Plan Update

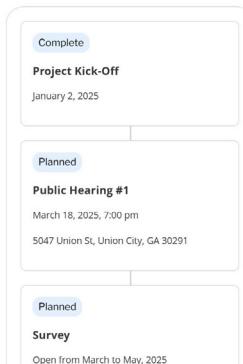
Welcome      Survey      Steering Committee      Subscribe

### Welcome to the City of Union City 2025 Comprehensive Plan Update!

Union City is shaping its future, and **your voice matters!** We are updating our [2021 Comprehensive Plan](#) to reflect the community's evolving needs, priorities, and aspirations. This plan will guide decision-making on topics like housing, transportation, economic development, and more over the next five years.

Throughout this process, we will focus on key areas, including:

- Community Data & Demographics
- Needs & Opportunities
- Vision, Goals & Objectives
- Priority Areas
- Action Items for Implementation



# STEERING COMMITTEE MEETING 2

MAY 14, 2025



Atlanta Regional Commission

*The City of Union City 2025 Comprehensive Plan Update*

**Steering Committee Meeting #2**

May 14, 2025 – 6:30 – 8:00 p.m.

Sign-In Sheet

Name	Email Address
Ednae Phillips	
Tiffany Slater	
Amber S. Mann	
Patricia Christian	
Kathy Butler	
Keith Williams	

[atlantaregional.org](http://atlantaregional.org)

International Tower  
229 Peachtree St, NE | Suite 100  
Atlanta, Georgia 30303

# STEERING COMMITTEE MEETING 2

MAY 14, 2025



*The City of Union City 2025 Comprehensive Plan Update*

## Steering Committee Meeting 2

May 14, 2025, 6:30 – 8:00 p.m.

### MEETING AGENDA

Time	Agenda Item	Details
6:30 – 6:40	Welcome & Introductions	Kickoff and brief round of introductions
6:40 – 6:55	Public Engagement Overview	Overview of public engagement activities, meetings, pop-ups, and open house
6:55 – 7:05	Community Needs & Opportunities	Review of needs and opportunities from the 2020 Comprehensive Plan
7:05 – 7:45	Community Vision and Goals	Review Vision, Goals, and receive feedback
7:45 – 8:00	Next Steps and Open Comments	Timeline overview and next meetings

### ONLINE SURVEY

*Our community is evolving, and we want to ensure that future growth aligns with the needs and aspirations of community. Your input is essential! Please take a moment to complete this survey to help us plan for future. Your responses will remain confidential and will be used to inform the planning process.*

*Please go to the link below or scan the QR code:*

<https://publicinput.com/m16117>



atlantaregional.org

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Atlanta, Georgia 30303

# STEERING COMMITTEE MEETING 2

MAY 14, 2025



## City of Union City 2025 Comprehensive Plan Update

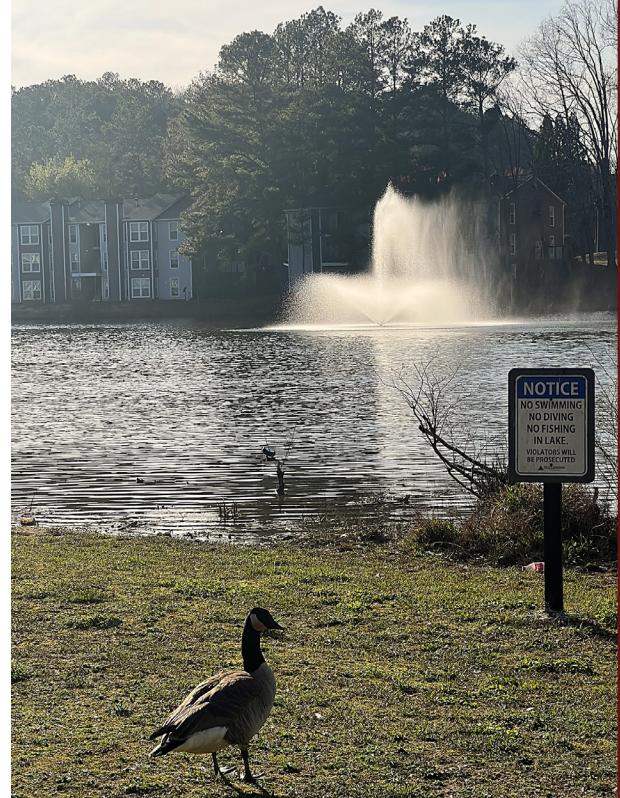
Steering Committee Meeting #2 – May 14, 2025

Shima Khodagholi - Planner



### Agenda

1. Introductions & Progress
2. Needs & Opportunities
3. Public Input Overview
4. Community Vision & Goals
5. Next Steps



# STEERING COMMITTEE MEETING 2

MAY 14, 2025



## Required Elements

REQUIRED FOR ALL



REQUIRED FOR SOME



\* = Required for Union City

■ = 5-year Update Required

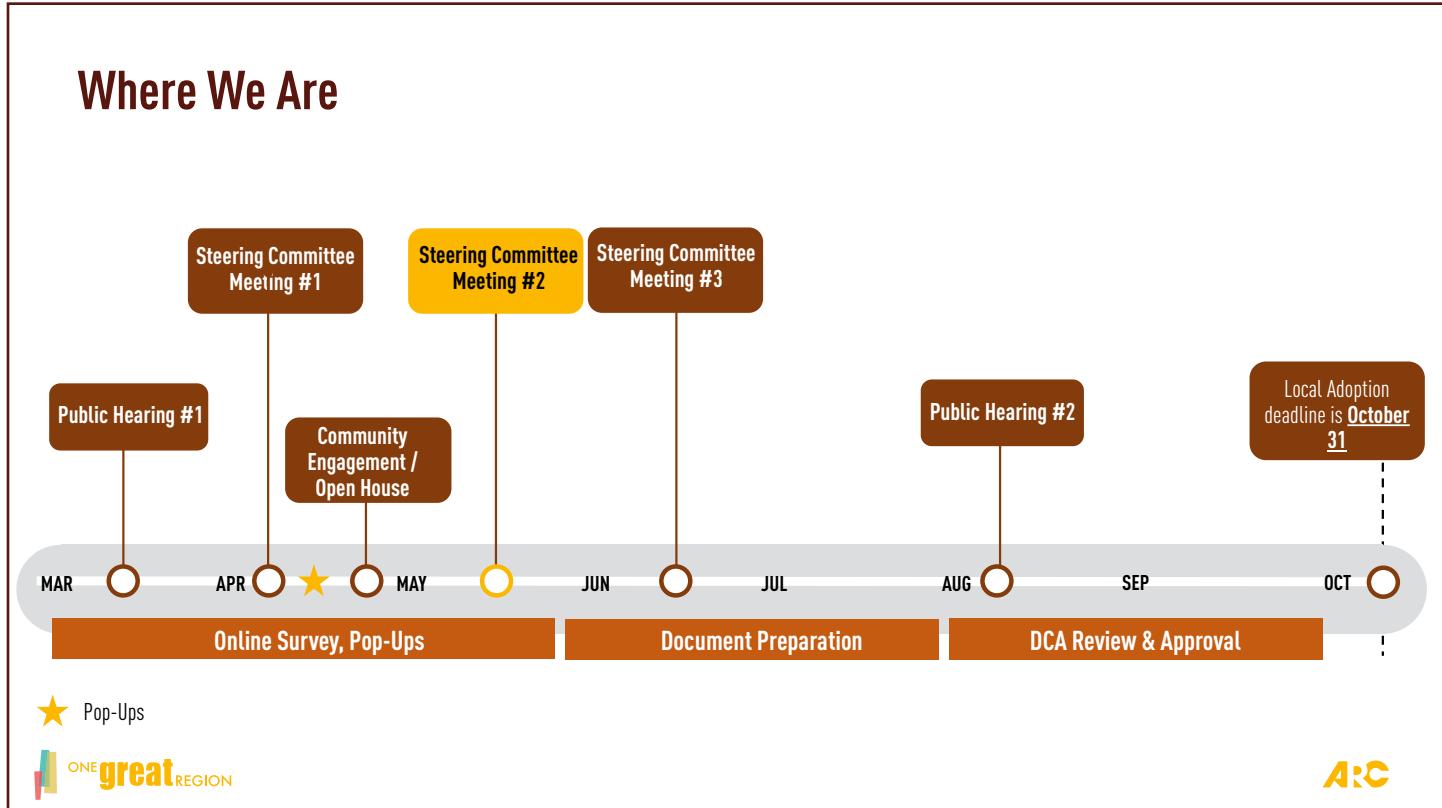
See pp. 7-12 of DCA rules at Chapter 110-12-1-03



# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## Where We Are



# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## Progress



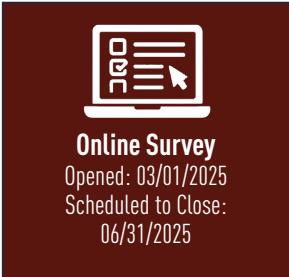
**Steering Committee**  
Meeting 1: 04/02/2025  
Meeting 2: 05/14/2025  
Meeting 3: 06/25/2025



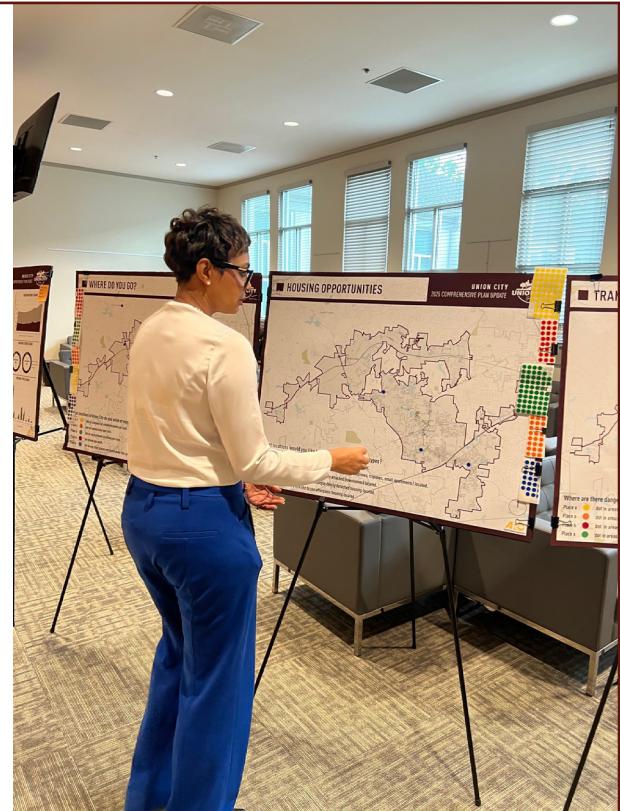
**Public Open House**  
Town Hall Meeting:  
04/23/2025



**Pop-Up Events**  
Event 1: 04/05/2025



**Online Survey**  
Opened: 03/01/2025  
Scheduled to Close:  
06/31/2025



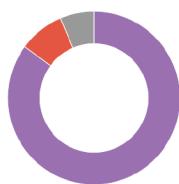
## Online Survey - Demographics

25. Which of the following statements apply to you (select all that apply)?

98%	I am a resident of Union City	48 ✓
4%	I own a business located in Union City	2 ✓
2%	Other	1 ✓
0%	I work in Union City	0 ✓

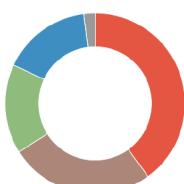
26. If you work or own a business in Union City, how long have you done so?

■ 85% Not applicable  
■ 9% 1-5 years  
■ 6% Others



27. If you live in Union City, how long have you been a resident?

■ 40% 1-5 years  
■ 26% 6-10 years  
■ 16% 11-20 years  
■ 16% > 21 years  
■ 2% Others



91

Participants



98%

Residents of  
Union City



96%

Black/African American



96%

Homeowners



71%

Female



70%

Full-time Employed



56%

30-49 Age Groups



86%

College Educated

# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## Online Survey – Community Priorities

Road improvements and traffic management.	Transportation
Strong resistance to rezoning residential land for industrial use.	Development Patterns
Attracting upscale restaurants, retail, and entertainment.	Economic Development
Downtown development and establishment similar to some nearby cities.	Economic Development
Walkability, sidewalks, and safe pedestrian infrastructure.	Transportation



## Online Survey – Quality of Life

Top Five Topics Describing Quality of Life	Top Five Improvements Needed
Affordable Housing	Business Attraction
City Services	Neighborhood Preservation
Safety and Security	Parks and Trails
Recreational Resources	Road Improvements / Repair
Shopping Convenience	Pedestrian Infrastructure

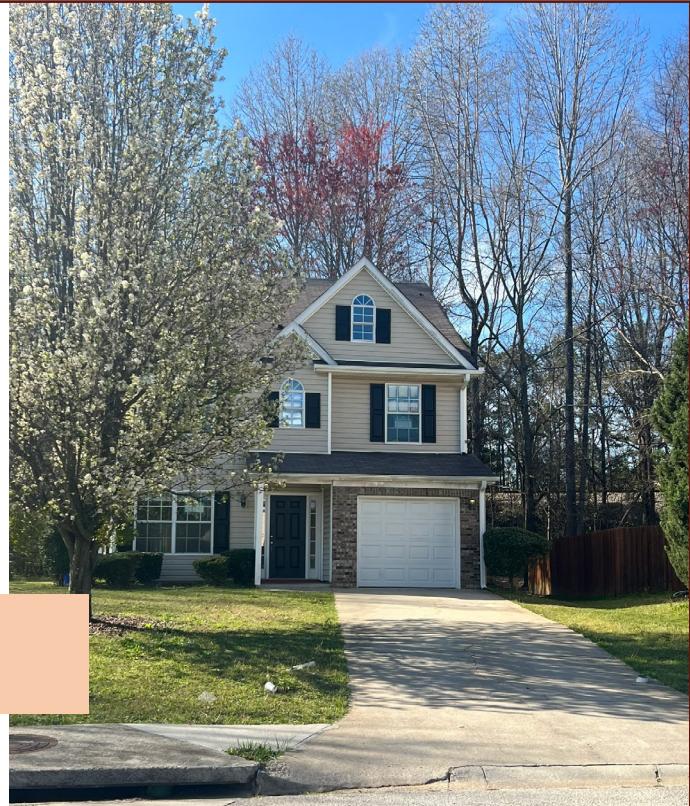


# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## Online Survey – Housing Needs

- High demand for affordable, senior, and high-income housing options.
- Preference for homeownership and mixed-use developments.
- Strong opposition to warehouse-adjacent housing.



- **Key Housing Goals:**

- Promote quality design and ownership opportunities.
- Encourage housing diversity.



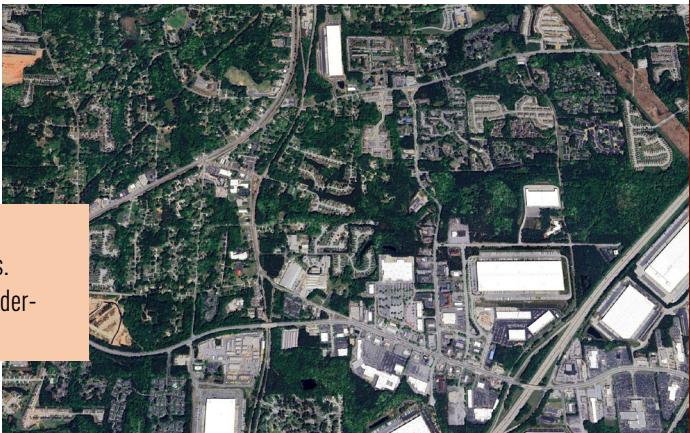
## Online Survey – Future Development

- Development of vacant and under-utilized properties
- Allow mixed-use (residential and commercial) development along Campbellton Fairburn Rd / South Fulton Parkway
- Allow mixed-use (residential and commercial) development along Roosevelt Hwy



- **Key Future Development Goals:**

- Encourage mixed-use development to activate the neighborhoods.
- Revitalize existing corridors by the development of vacant and under-utilized properties.

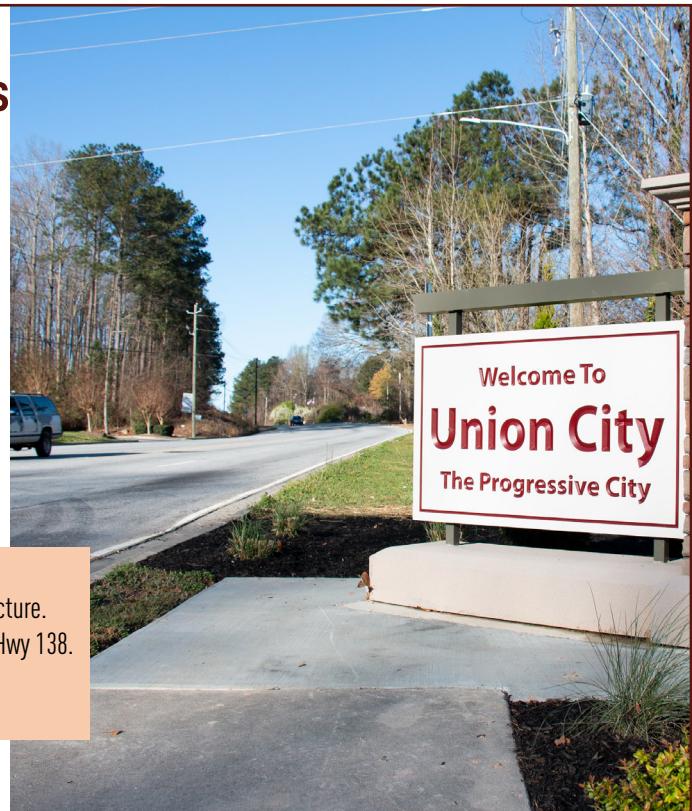


# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## Online Survey – Transportation Issues

- High dissatisfaction with:
  - Pedestrian & bicycle safety (64% rated poor)
  - Traffic congestion (80% rated poor/below avg)
  - Public transportation & road conditions (56% rated poor)
- Most desired improvements:
  - Improved traffic flow, sidewalks, street lighting/crosswalks, bike lanes, and public transit enhancements.



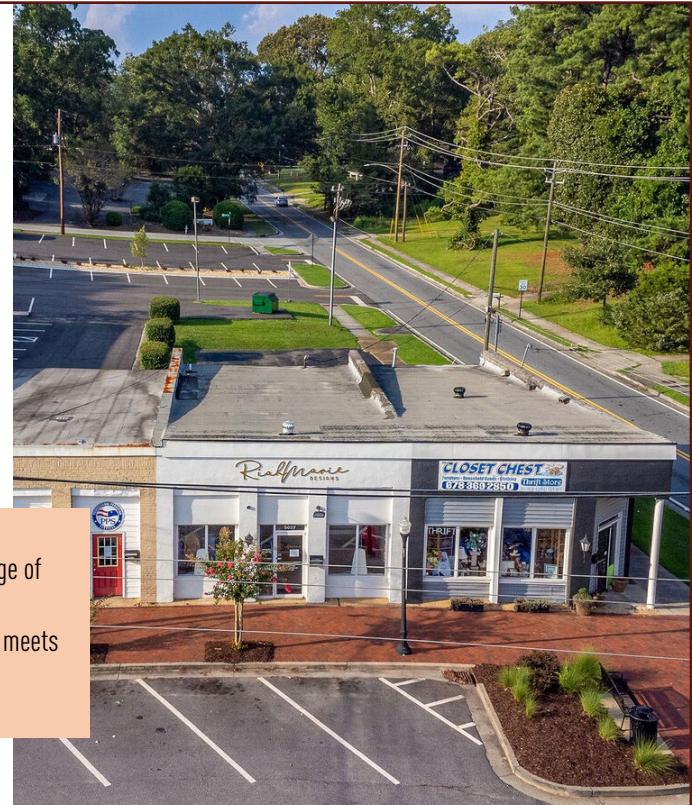
- **Key Transportation Goals:**
  - Improve sidewalks, lighting, bike lanes, and pedestrian infrastructure.
  - Reorganize truck routes with new restricting rules especially on Hwy 138.
  - Public transit enhancements and transit stops improvement.
  - Traffic culming and traffic flow improvement.



## Online Survey – Economic Development

- Focus on:
  - Redevelopment of underused areas
  - Establish a Downtown core
  - Balancing industrial growth with community needs
- Strong interest in attracting commercial businesses, improving wages, and education.

- **Key Economic Development Goals:**
  - Foster a resilient and diverse economy by supporting a broad range of businesses and job opportunities.
  - Revitalize underutilized areas with commercial development that meets community needs.
  - Collaborate to establish a vibrant downtown core.



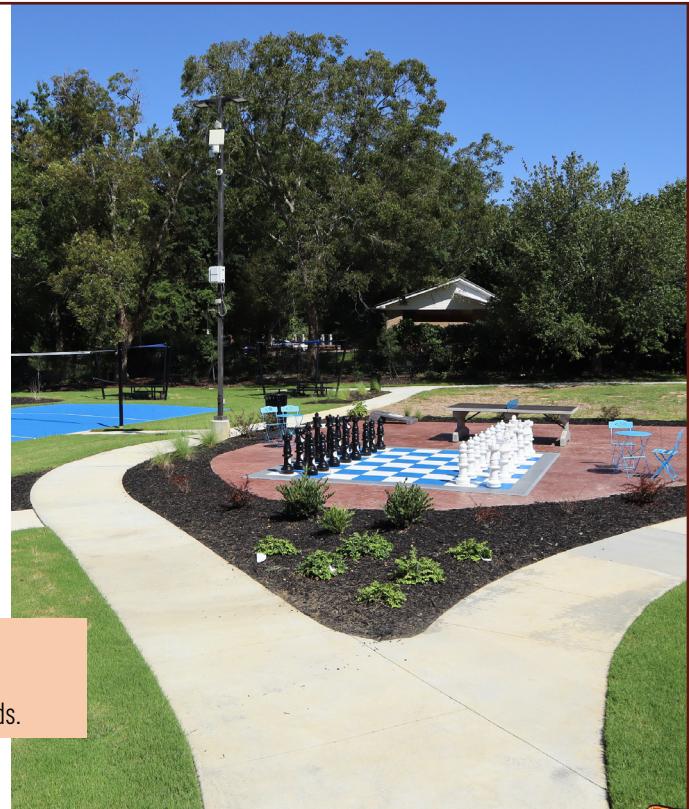
# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## Online Survey – Amenities & Services

- Top requests:
  - Walking/biking trails
  - Indoor recreation centers
  - Playgrounds, libraries, community/senior centers
  - Aquatic center, more gyms, and healthier grocery options
  - Hospital access.
  - New grocery stores

- **Key Action Items:**
  - Include strategies/policies to add community amenities.
  - Add Community Work Plan items that address the amenities needs.



## VISION AND GOALS



# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## 2020 Plan – Issues and Needs

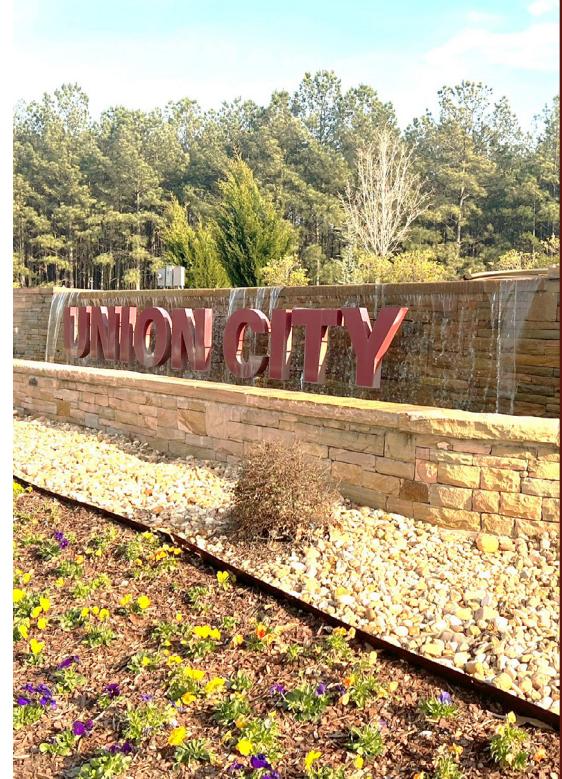
Needs/Issues Identified in 2020 Comprehensive Plan	Is it still a(n) need/issue?
Aging neighborhoods and multi-unit housing	Are we still seeing issues? Where specifically?
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Housing and Employment Mismatch	Is there still a disconnect between where people live and where they work?



## 2020 Plan – Assets and Opportunities

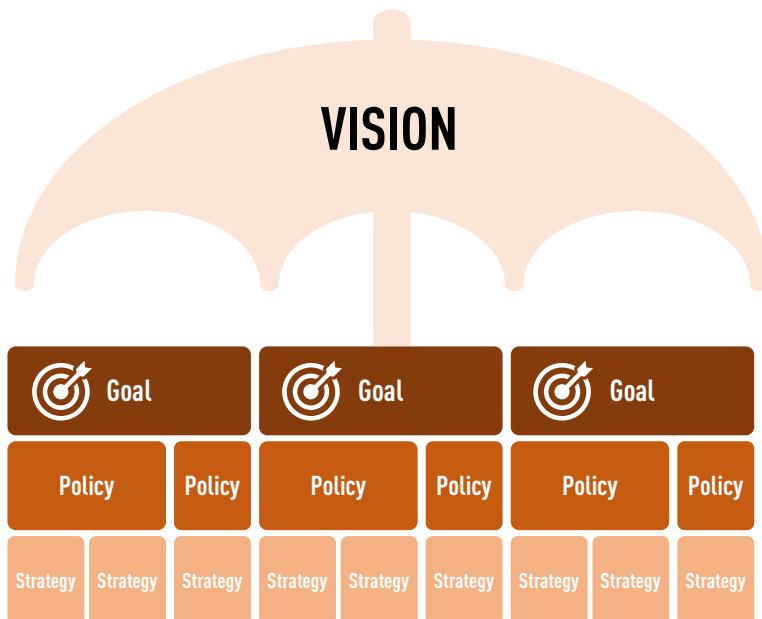
Opportunities/Assets Identified in 2020 Comprehensive Plan
Historic Downtown/Union Street
Improving connections between downtown and Hwy 138/Jonesboro Road Corridor
Capacity for growth along South Fulton Parkway corridor
Existing South Fulton Parkway corridor zoning
Enhanced pedestrian infrastructure along Shannon Parkway
Access, Gateway, Roadway Network, Neighborhoods
Historic Structures
Dixie Lakes, Green Space
Growing economic base/Diverse Employment
Unique vantage points for economic growth
Close proximity to education and job training resources

➤ What else?



# STEERING COMMITTEE MEETING 2

MAY 14, 2025



## 2020 Vision Statement

Union City will have **walkable mixed-use development** connected to **parks and downtown areas** with **safe crossings, lighting, and a convenient public transportation system**. The city will feature a variety of **restaurants, retail, and educational opportunities** with a strong **tourism and technology business**. Union City will have a thriving environment with venues promoting a **safe place to play, live, and work**.

- Does the statement reflect the desired vision for the community?
- What other key info should be added?



# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## 2020 Themes



## 2020 Goals – Development Patterns

Goal	Policy	Strategy
<b>Goal 1: Enhance and maintain character of existing neighborhoods</b>	Policy 1.1: Make visual improvements to homes and encourage the maintenance of property	1.1.1: Continue to develop and promote financing tools for landowners. 1.1.2: Utilize policies and tools within the Union City Redevelopment Plan and Opportunity Zone. 1.1.3: Continue the Clean and Lien Program under Code Enforcement.
	Policy 2.1: Create walkable, well-connected neighborhoods	2.1.1: Amend development code to include bicycle and pedestrian standards. 2.1.2: Require right-of-way dedication for sidewalks. 2.1.3: Identify areas needing sidewalks where right-of-way exists.
<b>Goal 2: Create new, complete neighborhoods</b>	Policy 2.2: Encourage housing diversity in new neighborhoods	2.2.1: Provide incentives for mixed housing types or affordability. 2.2.2: Apply tools from Redevelopment Plan and Opportunity Zone for new housing.
	Policy 2.3: Connect new neighborhoods with existing and future development	2.3.1: Adopt connectivity standards for street networks. 2.3.2: Use TAD along Hwy 138/Jonesboro Road to support infrastructure for redevelopment.



# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## 2020 Goals – Development Patterns

Goal	Policy	Strategy
<b>Goal 3: Create attractive, vibrant activity centers and corridors</b>	Policy 3.1: Encourage mixed-use neighborhoods and community centers	3.1.1: Encourage mixed-use in activity centers. 3.1.2: Cluster large retail at key intersections near dense housing. 3.1.3: Promote small-scale neighborhood centers. 3.1.4: Review Town Center Mixed Use District regularly. 3.1.5: Invest in quality architecture.
	Policy 3.2: Revitalize and enhance existing commercial corridors and developments	3.2.1: Redevelop underutilized corridors. 3.2.2: Consider walkable, mixed-use redevelopment. 3.2.3: Apply tools from Redevelopment Plan and Opportunity Zone. 3.2.4: Use TAD for infrastructure improvements. 3.2.5: Update Union Station Redevelopment Study to reflect recent developments. 3.2.6: Invest in quality architecture.
	Policy 3.3: Establish attractive and inviting visual gateways to the City	3.3.1: Improve gateways with landscaping, signage, and streetscaping.
	Policy 3.4: Cluster higher intensity development along major transportation corridors	3.4.1: Allow conversion of residential homes to office/retail. 3.4.2: Use land use/design standards to transition from intense to low-intensity areas.



## 2020 Goals – Development Patterns

Goal	Policy	Strategy
<b>Goal 4: Enhance and create parks, community facilities, and services that support quality of life</b>	Policy 4.1: Create coordinated citywide system of parks and green space including the redevelopment of Dixie Lakes.	
	Policy 4.2: Encourage new development to include publicly accessible parks and open space	4.2.1: Update regulations to require open space in new development.
<b>Goal 5: Create a safe, efficient, and convenient transportation system</b>	Policy 5.1: Create a well-connected street network	5.1.1: Apply connectivity standards in new developments.
	Policy 5.2: Create walkable communities	5.2.1: Conduct sidewalk condition assessment and prioritize improvements.

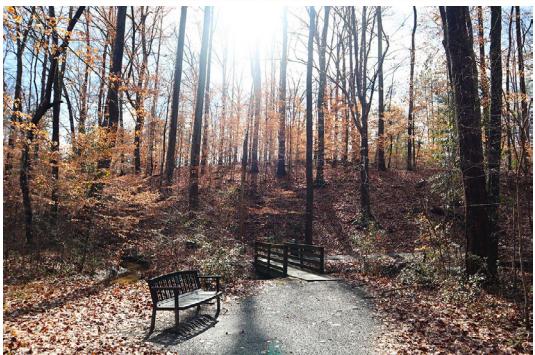


# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## 2020 Goals – Resource Conservation

Goal	Policy	Strategy
<b>Goal 1: Preserve and restore natural resources and environmentally sensitive areas</b>	Policy 1.1: Preserve and restore important natural resources	1.1.1: Update tree preservation regulations to support canopy retention.
<b>Goal 2: Preserve historic and cultural resources that help define Union City's unique sense of place</b>	Policy 2.1: Promote preservation of historic structures and places	



## 2020 Goals – Social & Economic Development

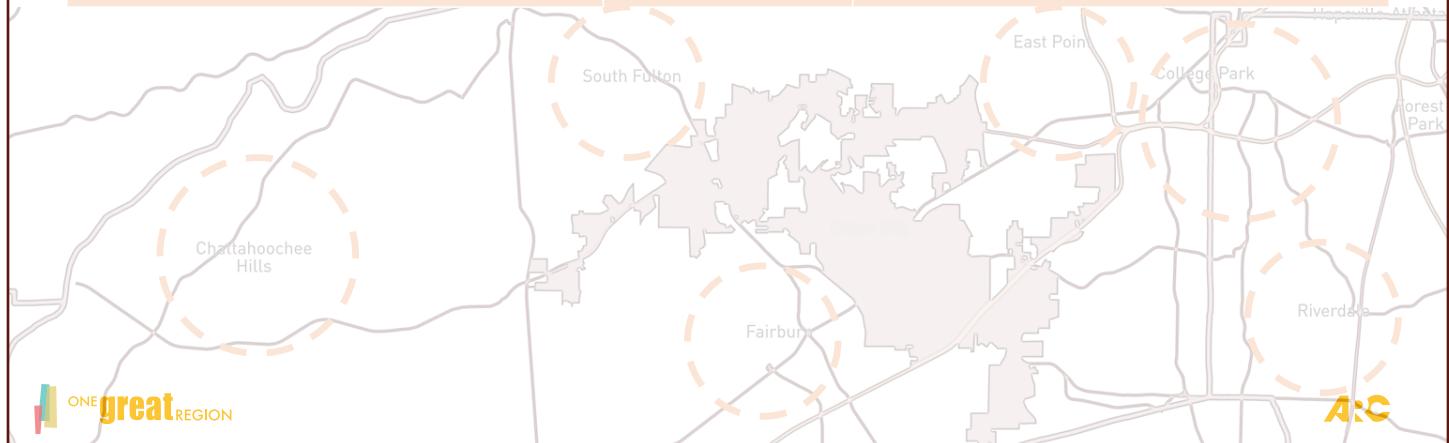
Goal	Policy	Strategy
<b>Goal 1: Create a variety of quality housing options</b>	Policy 1.1: Plan for a variety of housing types, styles, and price points Policy 1.2: Provide quality and affordable housing choices	1.1.1: Conduct housing study to assess current and future needs. 1.2.1: Conduct housing study to identify affordability gaps. 1.2.2: Apply Redevelopment Plan and Opportunity Zone tools to housing development. 1.2.3: Use TAD to support infrastructure for residential redevelopment.
<b>Goal 2: Enhance economy with a sustainable and diverse base of businesses and range of job opportunities</b>		
<b>Goal 3: Enhance local coordinated economic development efforts</b>	Policy 3.1: Promote and implement TAD, Opportunity Zone, and Foreign Trade Zone designations Policy 3.2: Coordinate working relationships with planning staff and economic development partners	

# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## 2020 Goals – Government Relations

Goal	Policy	Strategy
<b>Goal 1: Continue coordination with adjacent, state, and federal governments</b>	Policy 1.1: Promote partnerships between local governments and school boards	1.1.1: Coordinate school site selection with school board. 1.1.2: Hold joint meetings with other South Fulton cities and Fulton County.

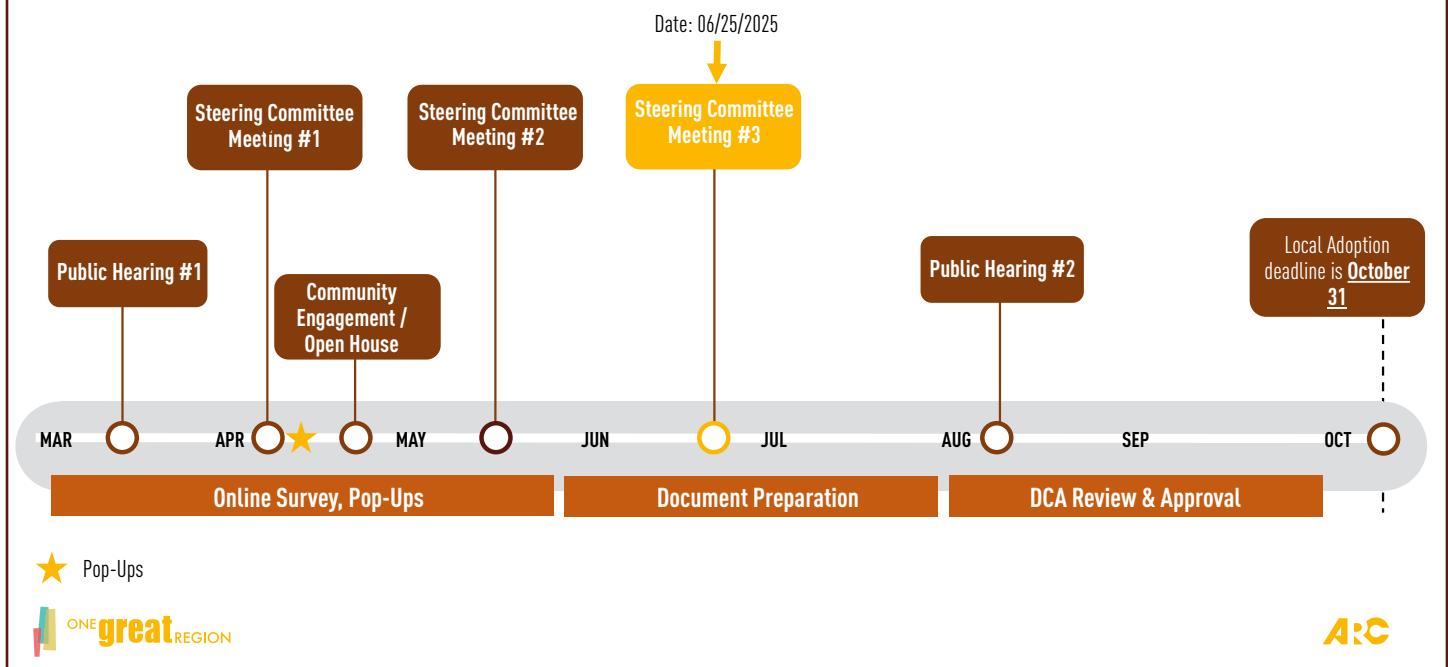


**NEXT STEPS**

# STEERING COMMITTEE MEETING 2

MAY 14, 2025

## Next Steps



Help us spread the word!

City of Union City 2025 Comprehensive Plan Update

<https://publicinput.com/m16117>

Welcome to the City of Union City 2025 Comprehensive Plan Update!

Union City is shaping its future, and **your voice matters!** We are updating our [2021 Comprehensive Plan](#) to reflect the community's evolving needs, priorities, and aspirations. This plan will guide decision-making on topics like housing, transportation, economic development, and more over the next five years.

Throughout this process, we will focus on key areas, including:

- Community Data & Demographics
- Needs & Opportunities
- Vision, Goals & Objectives
- Priority Areas
- Action Items for Implementation

Project Kick-Off  
January 2, 2025

Public Hearing #1  
March 18, 2025, 7:00 pm  
5047 Union St, Union City, GA 30291

Survey  
Open from March to May, 2025



ARC

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### HOUSING TERMS AND STRATEGIES



THE CITY OF UNION CITY  
2025 COMPREHENSIVE PLAN UPDATE



# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### WORKFORCE HOUSING MAXIMUMS



A four-person household in Union City earning \$114,200 falls at the 100% Area Median Income (AMI) level. Based on affordability guidelines, the maximum affordable purchase price for a 4-bedroom home for this household should not exceed \$397,412. Similarly, the maximum affordable monthly rent for such a home should be no more than \$3,312.

#### Household Incomes and Owner Maximums

##### Maximum Home Cost Levels at AMI levels:

The maximum home price a household can income can afford if they are spending no more than 30% of household income on housing cost, inclusive of utilities.

2025 Owner Housing Maximums						
Max Sales Price at:	Efficiency	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	
120% AMI	\$287,820	\$308,520	\$370,132	\$429,274	\$476,894	
100% AMI	\$239,850	\$257,100	\$308,443	\$357,728	\$397,412	
80% AMI	\$191,880	\$205,680	\$246,754	\$286,182	\$317,930	
60% AMI	\$143,910	\$154,260	\$185,066	\$214,637	\$238,447	

##### 2025 HUD FMR Area Income Limits Atlanta-Sandy Springs-Roswell, GA Metropolitan Statistical Area (MSA)

Area Median Income (AMI)	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person
120% AMI	\$95,950	\$109,750	\$123,400	\$137,000	\$148,100	\$159,050
115% AMI	\$91,950	\$105,150	\$118,250	\$131,300	\$141,950	\$152,400
100% AMI	\$79,950	\$91,450	\$102,813	\$114,200	\$123,400	\$132,550
80% AMI	\$63,950	\$73,150	\$82,250	\$91,350	\$98,750	\$106,050
60% AMI	\$47,950	\$54,850	\$61,700	\$68,500	\$74,050	\$79,550
50% AMI	\$40,000	\$45,700	\$51,400	\$57,100	\$61,700	\$66,250
30% AMI	\$24,000	\$27,450	\$30,850	\$34,250	\$37,050	\$39,750

#### Household Incomes and Rental Maximums

##### Maximum Rent Levels at each AMI level:

The maximum rent a household can afford if they are spending no more than 30% of household income on housing cost, inclusive of utilities.

2025 Rental Housing Maximums						
Max Rent at:	Efficiency	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	
100% AMI	\$1,999	\$2,143	\$2,570	\$2,981	\$3,312	
80% AMI	\$1,599	\$1,714	\$2,056	\$2,385	\$2,649	
60% AMI	\$1,199	\$1,285	\$1,542	\$1,788	\$1,987	
50% AMI	\$1,000	\$1,071	\$1,285	\$1,490	\$1,656	
30% AMI	\$600	\$643	\$771	\$895	\$994	

##### 2025 HUD FMR Area Income Limits Atlanta-Sandy Springs-Roswell, GA Metropolitan Statistical Area (MSA)

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50% AMI	\$40,000	\$45,700	\$51,400	\$57,100	\$61,700	\$66,250
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# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### GLOSSARY OF TERMS



**Affordability Index** – A measure of the financial ability of U.S. families to buy a house by comparing an area's median household income to the amount necessary to qualify for a mortgage on a median-priced home. The National Association of Realtors publishes a monthly Housing Affordability Index.

**Affordable Housing/households** – Housing for which the occupants are paying no more than 30 percent of their income for gross housing costs, including utilities. These households generally have income less than 60 percent of AMI. However, the term has been applied more loosely to cover households with incomes up to 80% of AMI for renters and 100% of AMI for owner households.

**Area Median Income** – A benchmark which divides income distribution in a given area into two equal parts: one-half earn above this amount and one-half below. Affordable housing eligibility is generally based on income as compared to this benchmark. Area median income figures are calculated by household size by HUD on annual basis for all metropolitan regions of the country and rural areas of states.

**Assisted Housing** – Any housing development which has received some form of public subsidy from local, state or federal sources, typically to support the creation of affordable housing units. BeltLine Affordable Housing Goals – The City of Atlanta incorporated a legislatively-mandated goal of creating 5,600 affordable workforce housing units over the 25-year life of the BeltLine program.

**Choice Neighborhoods** – A HUD program using a comprehensive approach to support the redevelopment of distressed housing projects and the neighborhoods surrounding them, with the goal of transforming the neighborhoods into mixed-income areas with improved amenities.

**Community Development Corporation (CDC)** – a not-for-profit organization incorporated to provide programs, offer services, and engage in other activities that promote and support community development. CDCs usually serve a geographic location such as a neighborhood or a town.

**Density Bonus** – An agreement to allow developers to increase the number of units beyond that which would normally be allowed under a specific zoning regulation, in exchange for setting aside a specific share of units affordable to people with low or moderate incomes.

**Down Payment Assistance** – A “catch-all” term for a variety of programs designed to help homebuyers purchase a home with fewer out-of-pocket costs. These can include free housing grants, funds towards closing costs, forgivable loans, and 0% non-forgivable loans.

**Equitable TOD** – Transit-oriented developments that actively seek to create or preserve a mix of incomes and amenities within the community.

**Fair Market Rent (FMR)** – The maximum rent which can be charged on a unit to meet either a 60% of AMI or 80% of AMI income maximum for an affordable unit. FMRs are determined annually by HUD and primarily used to determine payment standard amounts for housing assistance voucher programs and other housing assistance payment programs.

**Homelessness** – When individuals lack a fixed, regular, and adequate nighttime residence.

**Homestead Exemption** – A portion of a home's assessed value that is exempt from property taxes to bring down the tax burden for the homeowner. Homestead exemption requirements and benefits vary by county and municipality, but generally require the home be owner-occupied.

**Households** – All the people who occupy a housing unit. A household includes the related family members and all the unrelated people who share the housing unit.

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### GLOSSARY OF TERMS



**Housing cost burden, owner** - Households who pay more than 30 percent of their income for their mortgage and utilities.

**Housing Opportunity Fund** – The City of Atlanta operates \$40 million of Housing Opportunity Bonds that can be used to fund affordable and workforce housing development initiatives. The funds are used to finance loans for multifamily development, construction financing, rehabilitation, and down payment assistance for homeowners, development of affordable housing by eligible nonprofit developers, and the acquisition of land and vacant property for affordable housing development.

**Incentive Zoning** – Municipal and county planning ordinances that allow a developer to develop in a way that ordinarily would not be permitted in exchange for a public benefit that would otherwise not be required. This category includes density bonuses.

**Inclusionary Zoning** – Municipal and county planning ordinances that require a specific share of new construction be affordable by people with low to moderate incomes. This integration of affordable units into market-rate projects creates mixed-income communities, where households of different income levels have access to the same community services and amenities.

**Income quintiles** – A method of grouping population by average household income. The population is divided into five groups, with 20% of the population in each group – each of these five groupings is a quintile.

**Land Use Restriction Agreement (LURA)** – Often accompanies affordable housing incentive agreements to provide affordable housing by limiting the maximum rent that can be charged for a unit and requiring some or all of the units be made available to low-income households. These agreements are deed restricted and run with the land; if a development is sold during the life of the LURA the restrictions are binding upon the buyer. The initial compliance period is set at 15 years, with an additional 15 years for the extended use period.

**Lease Purchase Bond** – A financing program managed by Invest Atlanta which provides property tax abatement for selected real estate projects that lead to job creation and/or retention and workforce housing in the City of Atlanta. Invest Atlanta issues lease purchase bonds to support new capital investment and holds title to real and personal property for a 10-year period.

**Low-Income Housing Tax Credit (LIHTC)** – A tax incentive intended to increase the availability of low-income housing. The program provides an income tax credit to owners of newly constructed or substantially rehabilitated low-income rental housing projects. The affordable units are typically focused on 60% of AMI and below. Two levels LITHC are offered. The 9% credit is limited to a set amount of credits nationally and allocated by population among the 50 states. It is then is competitively awarded by the state housing finance agency, in the case of Georgia it is the Department of Community Affairs, to projects which apply for the designation. Atlanta receives a preference for a portion of these funds each year. The 4% credit is offered on an application basis and is not limited in terms of the number of transactions which can qualify. Because of the deeper subsidy the 9% credit is the LIHTC option preferred by many affordable developers.

**Low-Income Households** – Defined by HUD as those households whose incomes are below the area's median (do not exceed 80 percent of the median). This measure can be adjusted to account for family size. The US Census Bureau defines as 50% of AMI or less.

**Maximum Rents** – The highest allowable charge for the rental of an assisted housing unit, calculated based on tenants at the maximum HUD program-eligible income paying no more than 30 percent of their income for housing.

**Mixed Income Communities** – Housing developments which include diverse types of housing units for people with a range of income levels.

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### GLOSSARY OF TERMS



**Moderate-Income Households** – Defined by HUD as those households whose incomes are near the area's median (80 to 120 percent of the median). This measure can be adjusted to account for family size. US Census Bureau defines as 80% of median.

**Non-Family households** – Households which consist of people who live alone or who share their residence only with unrelated individuals.

**Payment in Lieu of Taxes (PILOT)** – An investment incentive negotiated between a taxing authority and a developer. Rather than paying traditional property tax, developers make limited or deferred payments to compensate a local government. The taxing authority agrees to accept a lesser amount of property tax revenue in exchange for all the other economic benefits that come from the new development.

**Project-Based Rental Assistance (PBRA)** – Housing developments in which the private owners have contracted with HUD to rent some or all of the units to low-income families. This differs from “tenant-based” rental assistance, which can be used to rent any private apartment that meets program guidelines.

**Public Housing** – Housing provided by a public housing agency chartered in a local community specifically to provide housing for people with low incomes, subsidized by public funds. It comes in a variety of forms owned, sponsored, or administered by a government. Typically, these agencies operate at the city or county level. Most of their operating funding comes from the Public Housing division of HUD.

**Renter by Choice** – Those who are capable of owning a residence, but choose to rent because of lifestyle choices, the desire for mobility, or downsizing from previously owning a home. These households primarily focus on properties with multiple amenities and luxury rentals.

**Rent Burdened Households** – Defined by HUD as those households who pay more than 30 percent of their income for housing (rent plus utilities), and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

**Renter by necessity** – Those who are not currently capable of owning a residence due to limitations in saving for a down payment on a house, an inability to get approved for a mortgage, or a need to relocate frequently for work, or whose income is too limited to afford homeownership.

**Special Needs Population** – Service-enriched housing developments for those who have special requirements for their housing. This can include the elderly, persons with physical, mental, or behavioral disabilities, persons with medical needs, and persons with alcohol or drug addictions.

**Senior housing** – Housing developments specifically targeted to those 62 (sometimes 55) years or older. These facilities or communities can lawfully refuse to sell or rent dwellings to families with minor children.

**Section 8/Housing Vouchers** – A HUD program which provides rental assistance to low-income families who are unable to afford market rents through the use of vouchers or certificates. The Section 8 family pays up to 30% of its income in rent and the balance between this amount and the FMR is paid by the local housing authority to the landlord each month.

**Tax Allocation District (TAD) Affordable Housing Goals** – In the City of Atlanta, TAD bonds can be used to fund affordable housing components and housing rehabilitation programs. In Atlanta, developers of TAD-funded residential projects are generally required to set aside 20% of units for people earning 80% of AMI. The Eastside TAD has assisted in the construction of 200 affordable condominiums and 160 affordable apartments.

**Transit-Oriented Development (TOD)** – A type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### GLOSSARY OF TERMS



**Underwater Homeowner** – When the balance of the mortgage loan is higher than the fair market value of the property. This generally prevents a homeowner from being able to sell or refinance a property. If a homeowner has to move right away, this can lead to a short sale or foreclosure.

**Very Low-Income Households** – Defined by HUD as those households whose incomes are well below the area's median (do not exceed 50 percent of the median). This measure can be adjusted to account for family size. The US Census Bureau defines as 30% of AMI or less.

**Vouchers** – The Housing Choice Voucher program is administered by local public housing agencies on behalf of HUD to assist very low income families, the elderly, and people with disabilities. The agency pays a housing subsidy directly to the landlord; the participant pays the difference between the actual rent charged and the amount subsidized by the program. Participants are responsible for finding their own rental housing unit.

**Workforce Housing/Households** – Housing for those who earn too much to qualify for affordable housing programs, yet cannot afford the average market rate. These households generally have incomes between 60 to 120 percent of AMI.

**Zoning Overlay** – A zoning district applied over one or more previously established zoning districts, which sets for additional or stricter standards and criteria for the covered properties. These can be used to provide incentive zoning or requirements for affordable housing

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### HOUSING TYPES



**Single-family** – A standalone residential structure that is not connected to any other buildings. This type typically is owned by one family and has its own yard, driveway, and at times garage.



**Duplex** – A small (2 to 2.5-story), detached structure that consists of two dwelling units arranged either one above the other or side by side, each with an entry from the street. This type has the appearance of a small-to-medium single-unit house and may include a rear yard.



**Triplex** – A small-to-medium (3 to 3.5-story) sized detached structure that consists of 3 dwelling units typically stacked on top of each other on consecutive floors, with one entry for the ground floor unit and a shared entry for the units above. This type does not include a rear yard.



**Fourplex** – A detached (2 to 2.5-story) structure with four dwelling units, two on the ground floor and two above, with shared or individual entries from the street. This type has the appearance of a medium-sized single-unit house and may include a rear yard.

*Housing type definitions and corresponding images are sourced from Missing Middle Housing's "The Types" here: <https://missingmiddlehousing.com/types>*

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### HOUSING TYPES



**Multiplex** – A detached (2 to 2.5-story) structure that consists of 5 to 12 dwelling units arranged side-by-side and/or stacked, typically with a shared entry from the street. This type has the appearance of a medium-to-large single-unit house and does not include a rear yard.



**Townhouse** – A small-to medium-sized attached structure that consists of 2 to 16 multi-story dwelling units placed side-by-side. Entries are on the narrow side of the unit and typically face a street or courtyard. The street façades have entrances and avoid garages.



**Courtyard** – A medium-to-large sized (1 to 3.5-story) detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards. The courtyard replaces the function of a rear yard and is more open to the street in low intensity neighborhoods and less open to the street in more urban settings. Each unit is accessed from the courtyard and shared stairs each provide access up to 3 units.



**Cottage Court** – A group of small (1 to 1.5-story), detached structures arranged around a shared court visible from the street. The shared court is an important community-enhancing element and unit entrances should be from the shared court. It replaces the function of a rear yard. Often rear-most building can be up to 2 stories.

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# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### HOUSING TYPES



**Live-Work** – A small- to medium-sized (2 to 3.5-story) attached or detached structure consisting of one dwelling unit above or behind a fire-separated flexible ground floor space that can accommodate a range of non-residential use. The flex space and residential unit typically have separate street entrances. The flex space typically has a taller height (min. 10') and a shopfront frontage. This type does not include a rear yard.



**Low-rise** – A small- to medium-sized (3 to 5-story) attached or detached structure that consists of multiple dwelling units arranged side-by-side and/or stacked vertically. Low-rise buildings often feature a shared entry from the street and can include private balconies or patios. This type typically has a residential appearance, often with landscaping and may include limited common areas or green spaces.



**Mid-rise** – A medium-sized (6 to 12-story) attached structure that consists of multiple dwelling units, stacked vertically. Mid-rise buildings often have a more urban appearance with structured parking, elevators, and shared amenities such as fitness centers or community rooms. Units may have private balconies, and the building typically has a more prominent street presence with a defined lobby or entrance.



**High-rise** – A large (13 or more stories) attached structure that consists of a significant number of dwelling units, arranged in a vertical format. High-rise buildings are designed to accommodate a high density of residents and often include elevators and a wide range of shared amenities such as rooftop terraces, pools, or concierge services. These buildings have a strong urban presence and are typically located in densely populated areas.

*Housing type definitions and corresponding images are sourced from Missing Middle Housing's "The Types" here: <https://missingmiddlehousing.com/types>*

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### MISCONCEPTIONS AROUND HOUSING



#### MISCONCEPTION

##### **Housing Only Benefits Developers, Not the Community**

It's often thought that only developers gain from housing development, with minimal benefits to the local community.

#### REALITY

Housing can bring economic benefits to a community, including increased local spending, job creation, and at the right density, more efficient use of infrastructure. When combined with affordable housing policies, it can also provide much-needed housing options for various income levels.

#### MISCONCEPTION

##### **More Housing Increases Crime Rates**

A common myth is that more housing will lead to higher crime rates.

#### REALITY

Crime rates are more closely linked to socio-economic factors and the quality of neighborhood design rather than housing density. Housing that is well-designed with active community spaces and good lighting can actually reduce crime by increasing social cohesion and informal surveillance.

#### MISCONCEPTION

##### **Housing Leads to Increased Traffic Congestion**

People often assume that more residents mean more cars and thus more traffic congestion.

#### REALITY

High-density housing in urban or transit-oriented developments can reduce traffic by encouraging the use of public transportation, walking, or biking. Moreover, higher density can support the viability of local businesses, reducing the need for long commutes.

#### MISCONCEPTION

##### **High-Density Housing Lowers Property Values**

Many believe that adding high-density housing, such as apartments or condos, will decrease nearby property values.

#### REALITY

Studies have shown that well-designed and integrated higher-density housing can stabilize or even increase property values, especially when it brings amenities, improved infrastructure, and revitalization to a community.

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### MISCONCEPTIONS AROUND HOUSING



#### MISCONCEPTION

##### **High-Density Development Is Bad for the Environment**

Some believe that high-density housing is more environmentally damaging than lower-density, suburban sprawl.

#### REALITY

High-density development is generally more environmentally sustainable. It uses land more efficiently, reduces the need for extensive infrastructure, and supports public transit, which can lead to lower per capita carbon emissions and less sprawl.

#### MISCONCEPTION

##### **New Housing Overburdens Existing Infrastructure**

There is a belief that housing developments will overwhelm local infrastructure, such as roads, water supply, and sewage systems.

#### REALITY

While more housing does place additional demand on infrastructure, if done at appropriate density it can lead to more efficient use of existing resources. High-density areas can justify and attract investments in infrastructure improvements and modernization, leading to better overall service levels. Additionally, infrastructure upgrades can be planned and scaled to accommodate increased demand effectively.

#### MISCONCEPTION

##### **Housing Results in Overcrowded Schools and Strained Public Services**

Some argue that developments will overwhelm local schools and other public services.

#### REALITY

The impact on schools and services depends on the specific demographic trends and the planning involved. Housing developments often contribute to a broader tax base, which can help fund public services. Additionally, planners can anticipate and address the needs through careful coordination.

#### MISCONCEPTION

##### **High-Density Housing Harms Community Character**

There is a fear that higher-density developments will erode the community's character or lead to social problems.

#### REALITY

When thoughtfully designed, higher-density housing can enhance community character by adding vibrancy, diversity, and a mix of housing options. It can also lead to more walkable neighborhoods with greater access to amenities and public spaces.

# STEERING COMMITTEE MEETING 2

## HOUSING TERMS AND STRATEGIES GUIDE

### MISCONCEPTIONS AROUND HOUSING



#### MISCONCEPTION

##### **Higher Density Equals Poor Quality of Life**

There is a belief that high-density living equates to a lower quality of life due to limited space, noise, or a lack of privacy.

#### REALITY

Quality of life in high-density areas can be excellent when these areas are well-planned, with access to parks, public spaces, amenities, and efficient public transportation. Many people find high-density living convenient and enjoyable, especially in vibrant urban centers.

#### MISCONCEPTION

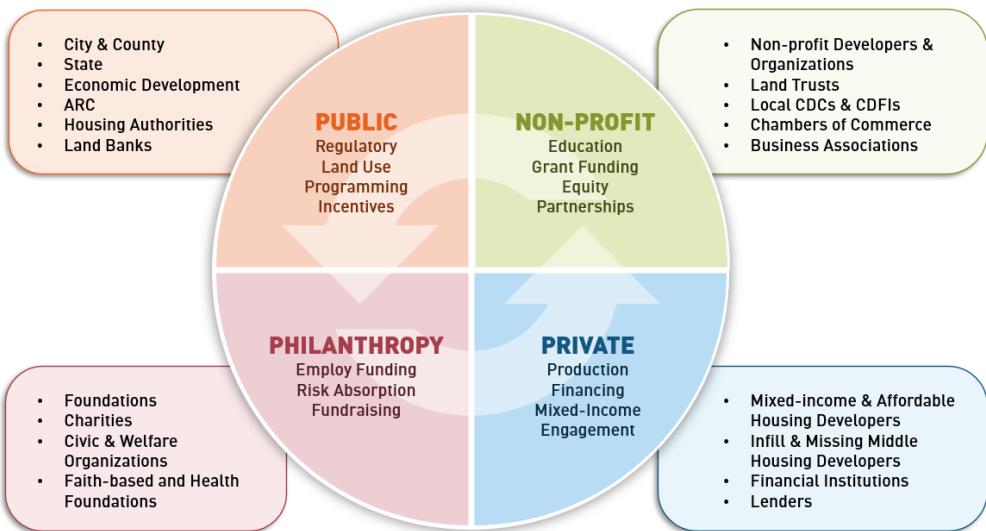
##### **High-Density Housing Means Smaller, Less Desirable Homes with Little Demand.**

Many assume a preference for higher density is lacking and therefore smaller lots or homes are undesirable.

#### REALITY

Diverse and growing populations are increasingly choosing higher-density housing, even in suburban areas. Modern developments feature traditional elements like smaller lots, varied housing types, walkable amenities, and convenient access to public transit, making them both attractive and functional.

### PARTNERSHIPS



# STEERING COMMITTEE MEETING 3

JUNE 25, 2025



Atlanta Regional Commission

*The City of Union City 2025 Comprehensive Plan Update*

**Steering Committee Meeting #3**

June 25, 2025 – 6:30 – 8:00 p.m.

Sign-In Sheet

Name	Email Address
Ambermann	
Eddie M Phillips	
Pat Christian	
Cheryl Paythess	
Larry Batchlor	
Keith Williams	
Ashley Robertson	
Kathy Butler	

[atlantaregional.org](http://atlantaregional.org)

International Tower  
229 Peachtree St, NE | Suite 100  
Atlanta, Georgia 30303

# STEERING COMMITTEE MEETING 3

JUNE 25, 2025



*The City of Union City 2025 Comprehensive Plan Update*

## Steering Committee Meeting 3

June 25, 2025, 6:30 – 8:00 p.m.

### MEETING AGENDA

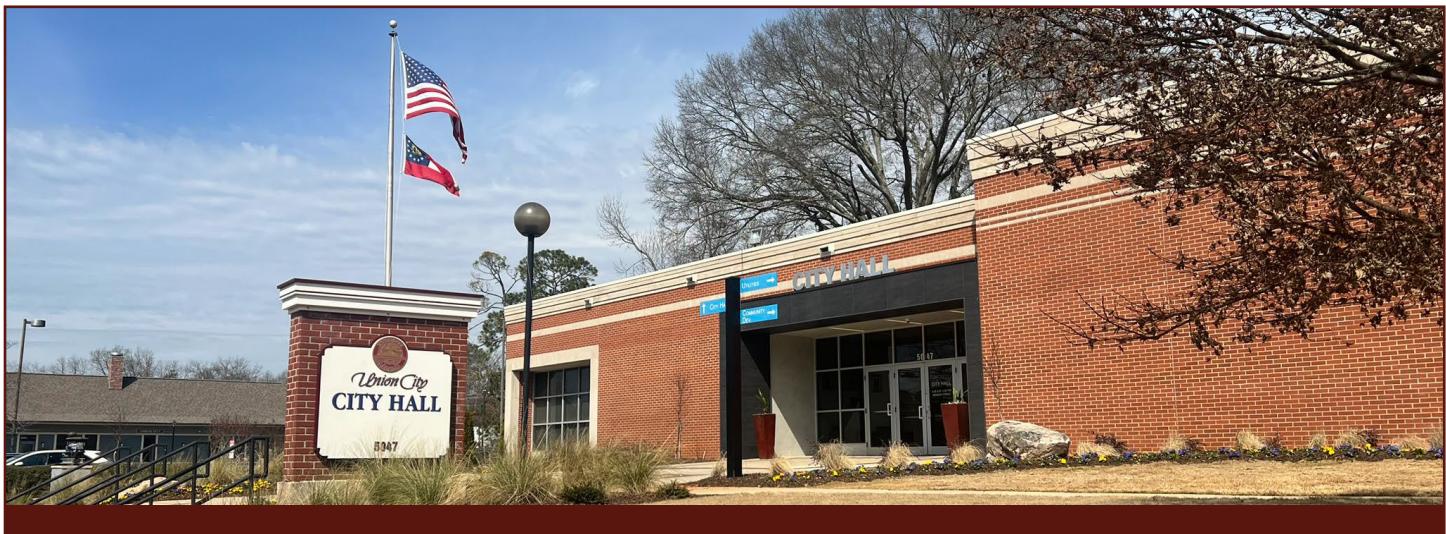
Time	Agenda Item	Details
<b>6:30 – 6:40</b>	Welcome & Introductions	<ul style="list-style-type: none"><li>• Kickoff and brief round of introductions</li></ul>
<b>6:40 – 6:55</b>	Review of the 2025 Vision and Goals	<ul style="list-style-type: none"><li>• Review of the new Vision and a summary of the new goals</li></ul>
<b>6:55 – 7:15</b>	Small Group Activity	<ul style="list-style-type: none"><li>• Each table works on the sheets to provide feedback on the Goals</li></ul>
<b>7:15 – 7:45</b>	Community Vision and Goals	<ul style="list-style-type: none"><li>• Each table reports back to the large group</li></ul>
<b>7:45 – 8:00</b>	Next Steps and Open Comments	<ul style="list-style-type: none"><li>• What advice would you give the City as they start the implementation process?</li><li>• Timeline overview and next steps</li></ul>

[atlantaregional.org](http://atlantaregional.org)

International Tower  
229 Peachtree St, NE | Suite 100  
Atlanta, Georgia 30303

# STEERING COMMITTEE MEETING 3

JUNE 25, 2025



## City of Union City 2025 Comprehensive Plan Update

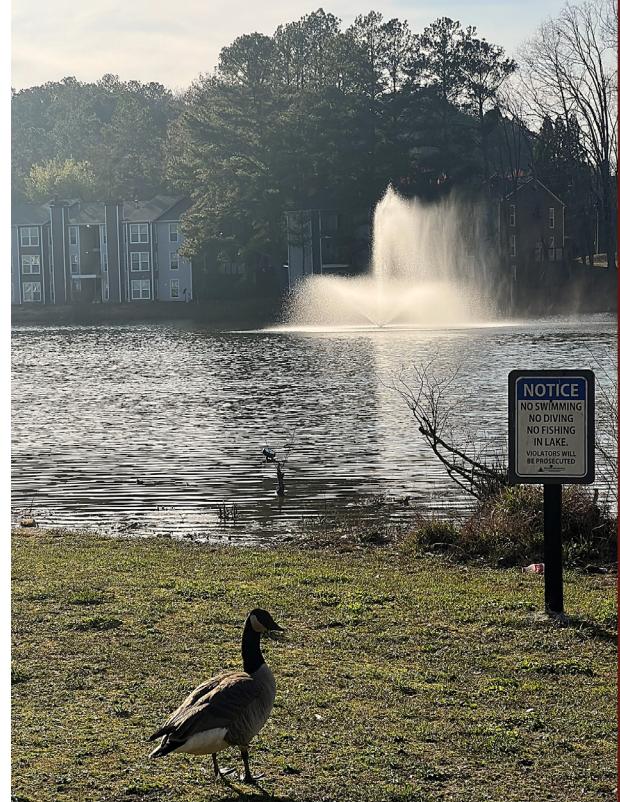
Steering Committee Meeting #3 – June 25, 2025

Shima Khodagholi - Planner



### Agenda

1. Introductions & Progress
2. Community Vision and Goals Activity
3. Next Steps



# STEERING COMMITTEE MEETING 3

JUNE 25, 2025



## Required Elements

*REQUIRED FOR ALL*



*REQUIRED FOR SOME*



\* = Required for Union City

■ = 5-year Update Required

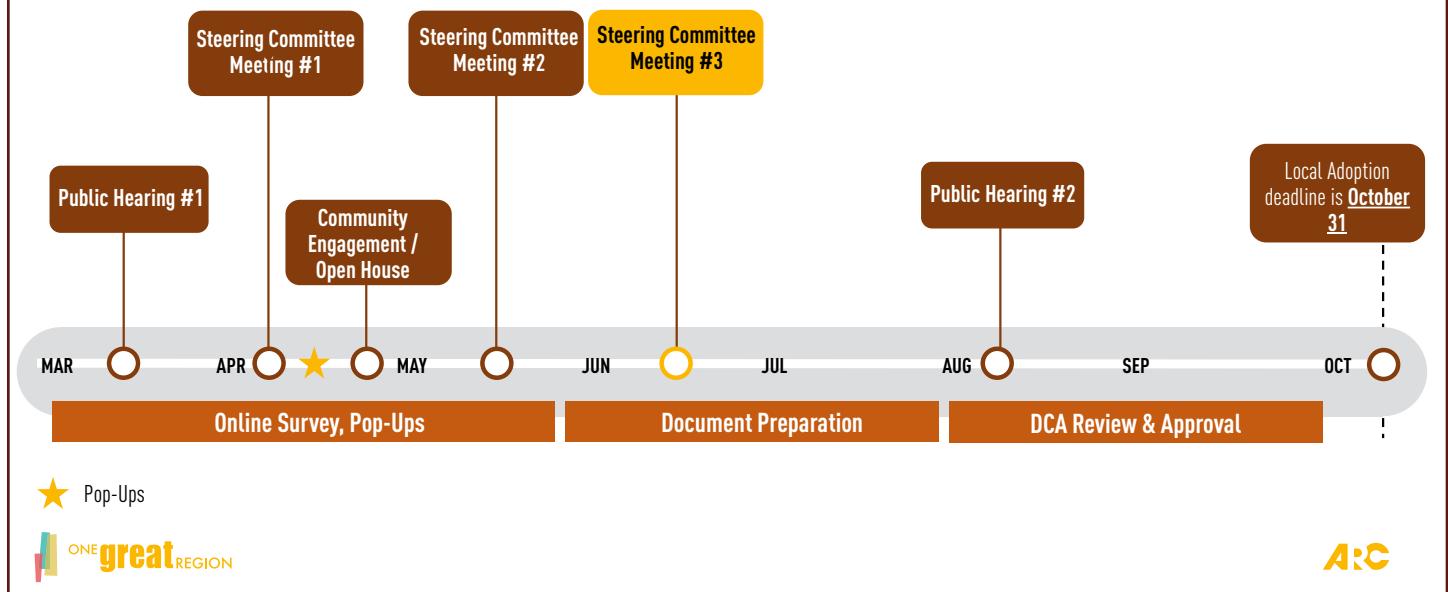
See pp. 7-12 of DCA rules at Chapter 110-12-1-03



# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## Where We Are



# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## VISION



## 2025 Vision Statement

Union City will have walkable mixed-use development connected to parks and downtown areas with safe crossings, lighting, and a convenient public transportation system. The city will feature a variety of **high-quality** restaurants with **family-oriented dining**, diverse local businesses and retail, **medical, health and educational facilities, and welcoming entertainment spaces** with a strong tourism and **technology businesses**. Union City will have a thriving and clean environment, **and high development standards** with venues promoting a safe place to play, live, and work.



# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## 2025 Themes

### 2020 Themes

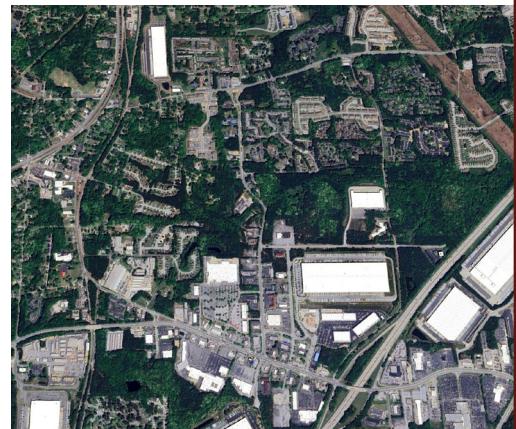
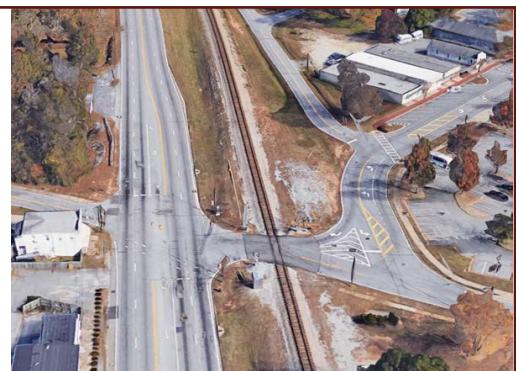


### 2025 Themes



## Future Development

- Goal 1: Create New, Complete Neighborhoods**
  - Policy 1.1: Create walkable, well-connected neighborhoods
  - Policy 1.2: Connect new neighborhoods with existing and future development.
- Goal 2: Create Attractive, Vibrant Activity Centers and Corridors**
  - Policy 2.1: Encourage mixed use neighborhoods and community centers
  - Policy 2.2: Revitalize and enhance existing commercial corridors and developments.
  - Policy 2.3: Establish attractive and inviting visual gateways to the City
  - Policy 2.4: Cluster higher intensity development along major transportation corridors

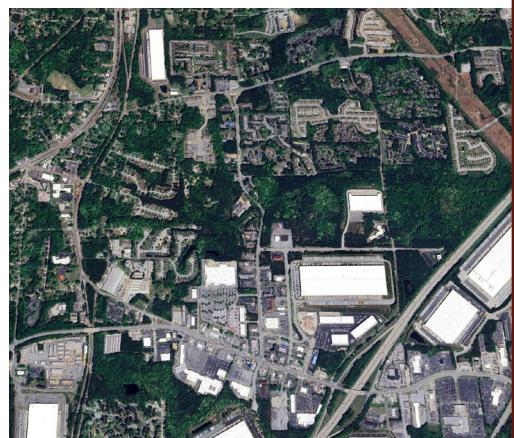


# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## Future Development

- **Goal 3: Enhance and Create Parks, Community Facilities and Services that Support Union City's Quality of Life.**
  - Policy 3.1: Create a coordinated, city-wide system of parks and green space.
  - Policy 3.2: Encourage new development to include publicly accessible parks and open space **as well as other recreational facilities.**
- **Goal 4: Create Appropriate Areas for Businesses and Land Uses that Require Special Design Considerations.**
  - Policy 4.1: Limit industrial uses in proximity to residential areas and incorporate strict buffer, design, and environmental performance standards to protect public health and neighborhood integrity.



## Natural and Cultural Resources

- **Goal 1: Preserve Natural Resources and Environmentally Sensitive Areas**
  - Policy 1.1: Preserve important natural resources
- **Goal 2: Preserve Historic and Cultural Resources that Help Define Union City's Unique Sense of Place.**
  - Policy 2.1: Promote preservation of historic structures and places

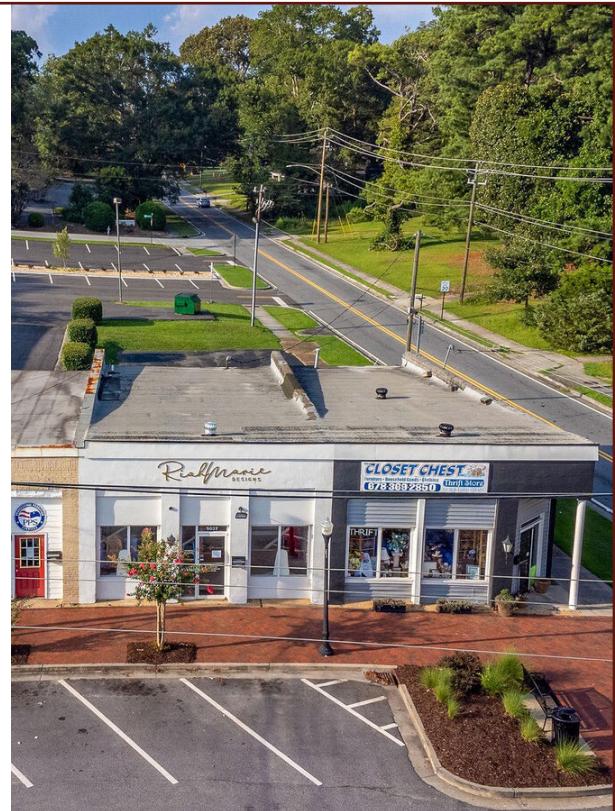


# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

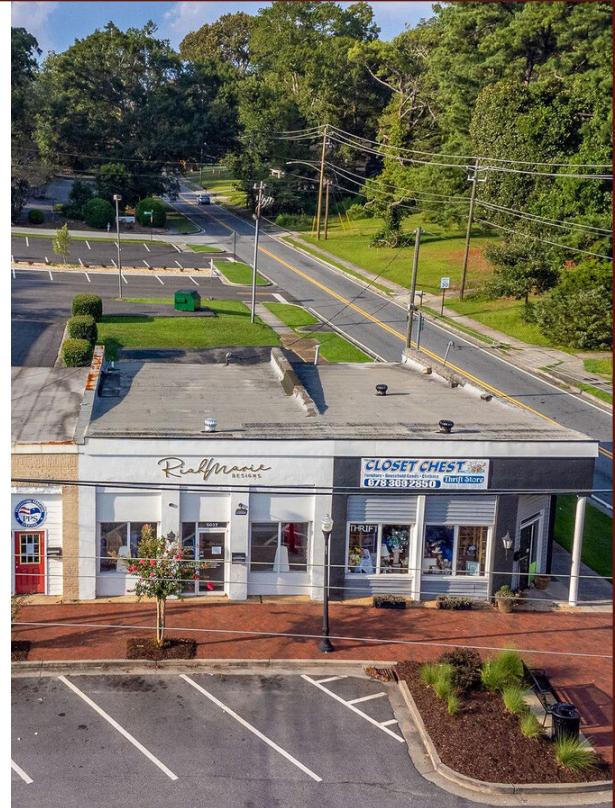
## Economic Development

- **Goal 1: Enhance Economy with a Sustainable and Diverse Base of Businesses and Range of Job Opportunities**
  - Policy 1.1: Prioritize business recruitment strategies focused on family-serving businesses and small and minority-owned enterprises aligned with community needs.



## Economic Development

- **Goal 2: Enhance Local Coordinated Economic Development Efforts**
  - Policy 2.1: Promote and implement Tax Allocation District (TAD), Opportunity Zone and Foreign Trade Zone designations to recruit businesses and create jobs.
  - Policy 2.2: Establish a local economic development authority to provide economic development tools in addition to those currently available. **Develop and promote incentive packages tailored to the types of economic development and industries that align with community priorities.**
  - Policy 2.3: Establish or activate a Downtown Development Authority (DDA) to lead revitalization efforts, support small businesses, and implement targeted development strategies within the downtown area.
  - Policy 2.4: 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.



# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## Housing

- **Goal 1: Create a Variety of Quality Housing Options**
  - Policy 1.1: Plan for a variety of housing types, styles and price points as new development occurs.
  - Policy 1.2: Provide quality and affordable housing choices
  - Policy 1.3: Encourage housing diversity in new neighborhoods.
- **Goal 2: Enhance and Maintain Character of Existing Neighborhoods**
  - Policy 2.1: Make visual improvements to homes and encourage the maintenance of property.



## Transportation

- **Goal 1: Create a Safe, Efficient and Convenient Transportation System.**
  - Policy 1.1: Create a well-connected street network
  - Policy 1.2: Create walkable communities
  - Policy 1.3: Utilize South Fulton CTP data and project recommendations to guide transportation planning efforts including needs assessments, regional coordination and local project selection.

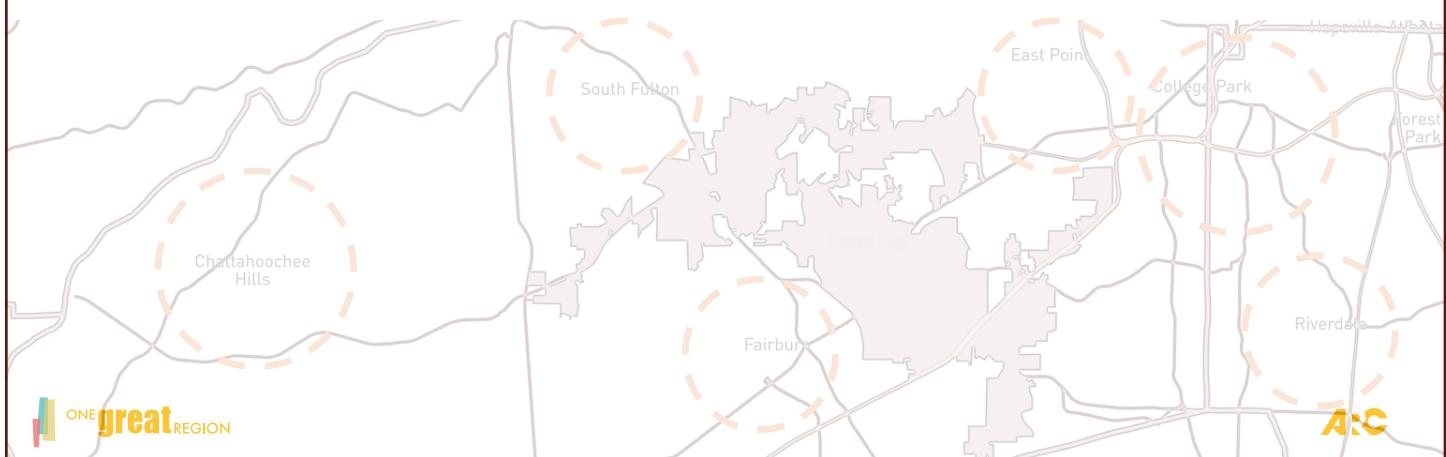


# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## Government Relations

- **Goal 1: Continue Coordination with Adjacent, State and Federal Governments.**
  - Policy 1.1: Promote partnerships between local governments and school boards.



# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## Instruction

1. Break into groups
2. Work together on each sheet for 5 minutes
3. Read through the Goals and Policies first and write your comments
4. Share back to the large group

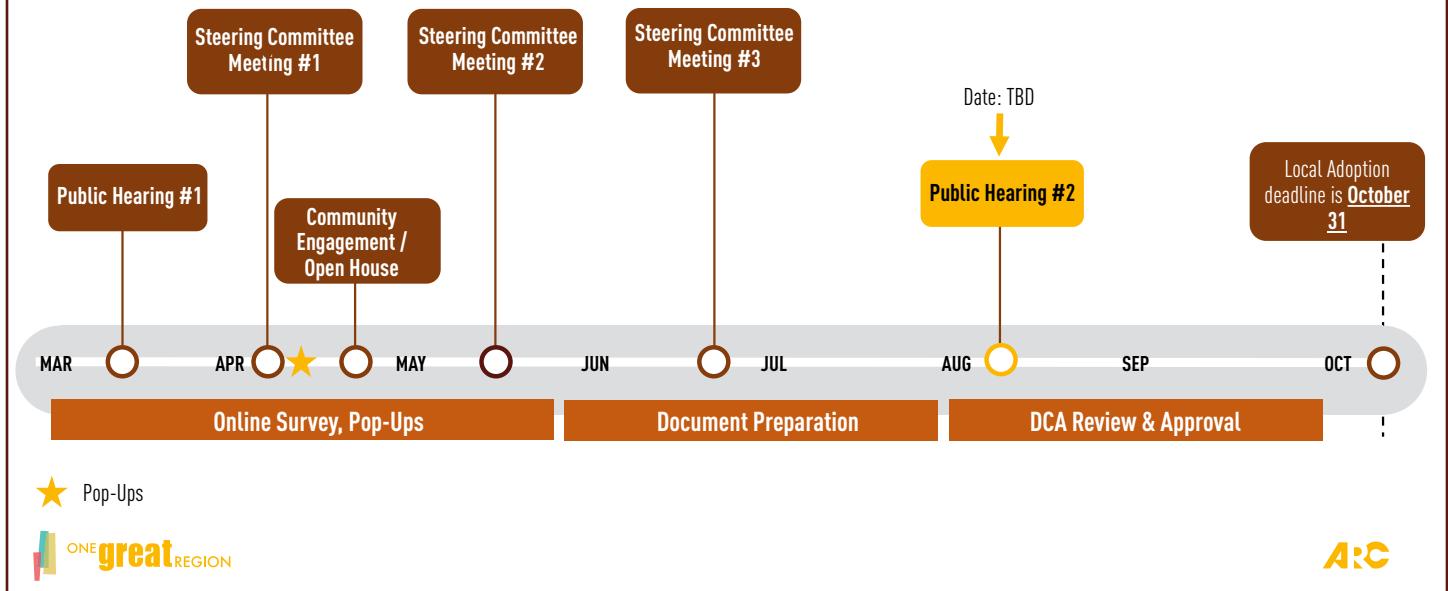


**NEXT STEPS**

# STEERING COMMITTEE MEETING 3

JUNE 25, 2025

## Next Steps



## Thank You!

Shima Khodagholi, Project Manager

[Skhodagholi@atlantaregional.org](mailto:Skhodagholi@atlantaregional.org)



# STEERING COMMITTEE MEETING 3

## SMALL GROUP ACTIVITY

FUTURE DEVELOPMENT			
GOALS	POLICIES	STRATEGIES	COMMENTS
Goal 1: Create New, Complete Neighborhoods	<p>Policy 1.1: Create walkable, well-connected neighborhoods</p> <p>Policy 1.2: Connect new neighborhoods with existing and future development.</p>	<p>Strategy 1.1.1: Amend Development Code (zoning and/or subdivision regulations) to include standards for bicycle and pedestrian amenities.</p> <p>Strategy 1.1.2: Require dedication of right-of-way, as needed and when feasible, to install sidewalks along existing roadways.</p> <p>Strategy 1.1.3: Identify areas where sidewalks are needed where sufficient right-of-way exists and prioritize investments based on safety needs.</p> <p>Strategy 1.2.1: 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.</p> <p>Strategy 1.2.2: Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract residential redevelopment in appropriate areas.</p>	
Goal 2: Create Attractive, Vibrant Activity Centers and Corridors	<p>Policy 2.1: Encourage mixed use neighborhoods and community centers</p> <p>Policy 2.2: Revitalize and enhance existing commercial corridors and developments.</p> <p>Policy 2.3: Establish attractive and inviting visual gateways to the City</p> <p>Policy 2.4: Cluster higher intensity development along major transportation corridors</p>	<p>Strategy 2.1.1: Encourage mixed used development within activity centers and create a healthy mix of uses which is safe and desired for the community.</p> <p>Strategy 2.1.2: Focus regional-scaled, suburban, and big box commercial development into nodes at intersections of major roadways (Campbellton Fariburn Rd, South Fulton Parkway, and Shannon Parkway) and adjacent to areas with higher density residential uses.</p> <p>Strategy 2.1.3: Promote development of smaller-scaled neighborhood centers.</p> <p>Strategy 2.1.4: Regularly review and revise the Town Center Mixed Use District to ensure regulations to support the development of mixed-use centers while preserving neighborhood health and integrity.</p> <p>Strategy 2.2.1: Revitalize and redevelop underutilized, under-performing commercial corridors with mixed-use and walkable design standards; identify vacant buildings for possible reuse or redevelopment.</p> <p>Strategy 4.1.2: Encourage retail, community-serving, and family-oriented uses, while identifying suitable locations for uses such as heavy industrial that minimize conflicts with residential and other community-focused development.</p> <p>Strategy 2.2.3: 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.</p> <p>Strategy 2.2.4: Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract redevelopment.</p> <p>Strategy 2.2.5: 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.</p> <p>Strategy 2.3.1: Continue work establishing and enhancing Visual Gateways at Interstate and City access points and at the entrance to the Downtown Area with streetscaping, signage, lighting and other public art features that define an entrance to the City or other important areas around the City.</p> <p>Strategy 2.4.1: 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.</p> <p>Strategy 2.4.2: Utilize land use and design standards that create transitions from higher intensity development along major roadways to less intense neighborhoods and prohibit incompatible uses such as heavy industrial in proximity to residential areas.</p>	
Goal 3: Enhance and Create Parks, Community Facilities and Services that Support Union City's Quality of Life.	<p>Policy 3.1: Create a coordinated, city-wide system of parks and green space.</p> <p>Policy 3.2: Encourage new development to include publicly accessible parks and open space as well as other recreational facilities.</p>	<p>Strategy 3.2.1: Review and update development regulations to include requirements for parks and open space in new developments.</p> <p>Strategy 3.2.2: Prioritize investment in amenities identified by the community such as indoor recreation centers, playgrounds, and trails.</p>	
Goal 4: Create Appropriate Areas for Businesses and Land Uses that Require Special Design Considerations.	Policy 4.1: Limit industrial uses in proximity to residential areas and incorporate strict buffer, design, and environmental performance standards to protect public health and neighborhood integrity.		

# STEERING COMMITTEE MEETING 3

## SMALL GROUP ACTIVITY

### HOUSING

GOALS	POLICIES	STRATEGIES	COMMENTS
Goal 1: Create a Variety of Quality Housing Options	Policy 1.1: Plan for a variety of housing types, styles and price points as new development occurs.	Strategy 1.1.1: Conduct housing study to identify the state of the current housing stock and the future housing needs of the city, including affordable, senior, and mixed-income housing.	
	Policy 1.2: Provide quality and affordable housing choices	Strategy 1.2.1: Conduct housing study to identify affordable housing needs. 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. Strategy 1.2.3: Utilize the existing Tax Allocation District (TAD) along Hwy138/Jonesboro Road corridor to promote infrastructure improvements to attract residential redevelopment.	
	Policy 1.3: Encourage housing diversity in new neighborhoods.	Strategy 1.3.1: Create incentives, such as density bonuses or expedited permitting, for development that includes multiple housing types or affordable housing options, especially senior and mixed-income housing. Strategy 1.3.2: 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.	
Goal 2: Enhance and Maintain Character of Existing Neighborhoods	Policy 2.1: Make visual improvements to homes and encourage the maintenance of property.	Strategy 2.1.1: 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. Strategy 2.1.2: 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. Strategy 2.1.3: Continue the Clean and Lien Program under the Code Enforcement Department and enhance enforcement for property maintenance violations.	

### TRANSPORTATION

GOALS	POLICIES	STRATEGIES	COMMENTS
Goal 1: Create a Safe, Efficient and Convenient Transportation System.	Policy 1.1: 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.	Strategy 1.1.1: 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.	
	Policy 1.2: 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.	Strategy 1.2.1: 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, crosswalks, and multi-use trails (include coordination with Fulton County, City of Fairburn and City of Chattahoochee Hills).	
	Policy 1.3: Utilize South Fulton CTP data and project recommendations to guide transportation planning efforts including needs assessments, regional coordination and local project selection.	Strategy 1.3.1: Incorporate traffic calming measures, improved lighting, landscaped medians, and safer public transit stops into transportation projects.	

# STEERING COMMITTEE MEETING 3

## SMALL GROUP ACTIVITY

### NATURAL AND CULTURAL RESOURCES

GOALS	POLICIES	STRATEGIES	COMMENTS
Goal 1: Preserve Natural Resources and Environmentally Sensitive Areas	Policy 1.1: Preserve important natural resources	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), reducing urban heat island effects, preventing soil erosion, helping mitigate flooding, improving air and water quality, providing wildlife habitat, and increasing real estate value.	_____
Goal 2: Preserve Historic and Cultural Resources that Help Define Union City's Unique Sense of Place.	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.	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. Partner with local organizations to increase public awareness, tourism, and adaptive reuse of historic sites.	_____

### ECONOMIC DEVELOPMENT

GOALS	POLICIES	COMMENTS
Goal 1: Enhance Economy with a Sustainable and Diverse Base of Businesses and Range of Job Opportunities	Policy 1.1: Prioritize business recruitment strategies focused on family-serving businesses and small and minority-owned enterprises aligned with community needs.	_____
Goal 2: Enhance Local Coordinated Economic Development Efforts	Policy 2.1: Promote and implement Tax Allocation District (TAD), Opportunity Zone and Foreign Trade Zone designations to recruit businesses and create jobs.  Policy 2.2: Establish a local economic development authority to provide economic development tools in addition to those currently available. Develop and promote incentive packages tailored to the types of economic development and industries that align with community priorities.  Policy 2.3: Establish or activate a Downtown Development Authority (DDA) to lead revitalization efforts, support small businesses, and implement targeted development strategies within the downtown area.  Policy 2.4: 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.	_____

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

### Union City Steering Committee Survey

#### Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
52	9	72	29

#### 1. How would you rate the following Vision Statement for the Union City 2025 Comprehensive Plan? Where would you suggest changes?

*"Union City will have walkable mixed-use development connected to parks and downtown areas with safe crossings, lighting, and a convenient public transportation system. The city will feature a variety of high-quality restaurants with family-oriented dining, diverse local businesses and retail, medical, health and educational facilities, and welcoming entertainment spaces with a strong tourism. Union City will have a thriving and clean environment, and high development standards with venues promoting a safe place to play, live, and work."*

Average



1 10

While the content of this statement paints a detailed picture of desirable outcomes for Union City, it reads more like a descriptive narrative or a list of planning goals than a true vision statement. A compelling vision should be inspiring, concise, and aspirational—something that captures the heart of the city's desired future in a clear and memorable way.

Currently, this version leans heavily on infrastructure and amenities. While these are important, it could be strengthened by emphasizing the identity, values, and spirit Union City aims to cultivate over the next five years. Who are we becoming as a city? What do we stand for? What feeling or experience should residents and visitors have here?

I'd suggest simplifying the language, elevating the tone, and focusing less on a laundry list of features and more on an inspiring picture of the city's future that aligns with community values.

11 days ago

These are nice and catchy words but (1) Where are these big quality restaurants going to go? 138? 29/14? (2) it is kind of hard to add nice retail and entertainment that will bring in tourism , when data centers, Amazons and big box as well as the Studio are taking up a LOT of space

12 days ago

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

Welcoming entertainment places with a strong tourism? That doesn't make sense. Also, it's nice in theory, but that's not where the mayor and his minions are taking us. There are no nice things out here and they keep putting warehouses and data centers, no one is going to want to bring anything nice here.

12 days ago

The issue with this statement is it leaves far too much room for interpretation which is how we will end up with harmful structures like data centers, and the mayor and council will swear there's nothing they can do to prevent them. The statement should read:

Union City will have walkable mixed-use development connected to parks and downtown areas with safe crossings, lighting, and a convenient public transportation system. The city will feature a variety of high-quality restaurants with family-oriented dining, diverse local community-centered businesses and retail, medical, health and educational facilities, and welcoming entertainment spaces with a strong tourism. Union City will have a thriving and clean environment that prioritizes the health and wellbeing of residents and will actively deny rezoning requests for business that do align with the stated wants and needs of the community. Union City is committed to be a safe place to play, live, and work."

13 days ago

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### **2. The City of Union City is planning to reorganize its Goal themes into six categories to improve clarity and focus. Do you feel this approach is understandable and useful?**

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Yes, I find the reorganization of the city's goal themes into six categories to be a positive and constructive step forward. I especially appreciate the inclusion of economic development and housing as distinct focus areas. These are deeply connected concerns in our community.

As someone who is actively engaged in Union City, I'm particularly worried about the decline in homeownership and the growing trend of investor-owned properties being rented to transient populations. This shift impacts the stability and cohesion of our neighborhoods. In turn, it can make the city less attractive to quality businesses, which often look for long-term residential commitment when evaluating locations.

I'm encouraged to see housing and economic development given dedicated attention, and I hope the plan will address these issues in a meaningful way that promotes sustainable growth and community pride.

11 days ago

How does Future Development and Housing intersect? Developers have too much say so already. Transportaion, is that better and more timely bus service? What kind of economic development is being looked to be brought to Union City.

12 days ago

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

Yes

12 days ago

No, because Future Development is too broad. Once again, this leaves the city wide open to being over run by harmful structures like data centers and other industrial/tech monstrosities.

In place of Future Development it should say Community Centered Development

13 days ago

### 3. How would you rate each of the Future Development goals on a scale of 1 to 10? Please provide suggestions for changes or additions.

<b>1. Create New, Complete Neighborhoods:</b> Create walkable, well-connected neighborhoods. Connect new neighborhoods with existing and future development.	33% 10	17% 9	17% 8	17% 7	- 6	- 5	- 4	17% 3	- 2	- 1
<b>2. Create Attractive, Vibrant Activity Centers and Corridors:</b> Encourage mixed use neighborhoods and community centers. Revitalize and enhance existing commercial corridors and developments.	29% 10	29% 9	- 8	14% 7	- 6	14% 5	- 4	- 3	- 2	14% 1
<b>3. Enhance and Create Parks, Community Facilities and Services that Support Union City's Quality of Life:</b> Create a coordinated, city-wide system of parks and green spaces. Encourage new development to include publicly accessible parks and open space as well as other recreational facilities.	20% 10	- 9	40% 8	- 7	20% 6	- 5	- 4	- 3	- 2	20% 1
<b>4. Create Appropriate Areas for Businesses and Land Uses that Require Special Design</b> <b>Considerations:</b> Limit industrial uses in proximity to residential areas and incorporate strict buffer, design, and environmental performance standards to protect public health and neighborhood integrity.	60% 10	- 9	- 8	- 7	- 6	- 5	- 4	- 3	20% 2	20% 1

7 responses

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

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Question 1- I would rate this goal a strong 9 because I fully support the creation of walkable, well-connected neighborhoods that feel integrated and thoughtfully developed. I believe this direction can add vibrancy and accessibility to Union City. That said, I do have a concern about how increased walkability might contribute to littering, especially if not supported by proper public infrastructure. As more people walk through our neighborhoods, it's important to pair this vision with a strategy for maintaining cleanliness—like installing more trash receptacles, offering public education campaigns, and enforcing litter laws. Otherwise, we risk losing the beauty and pride these neighborhoods are meant to reflect.

Question 2 -I would rate this goal a strong 9. I appreciate the emphasis on creating vibrant activity centers and community-focused corridors—it's a much-needed direction for Union City. However, I have concerns about the continued expansion of warehouse development. While I understand this may have been part of the city's planning from years ago, many residents are hoping to see a shift away from that trend. As someone who has lived in Union City for over 25 years, I would love to see more mixed-use neighborhoods and inviting community spaces that reflect the needs and values of residents. While our proximity to the airport may make us a hub for logistics, I believe we also have the potential to create environments where people can gather, connect, and build lasting roots.

Question 3- I would rate this goal an 8. I support the effort to enhance parks and create a city-wide system of green spaces that contribute to Union City's quality of life. That said, I feel it's important to emphasize the preservation of our forested areas, which are valuable both environmentally and emotionally for our community. Additionally, we have several vacant lots throughout the city that could be thoughtfully enhanced or repurposed to provide accessible open spaces, beautify neighborhoods, and promote civic pride. I believe these areas offer an opportunity to build stronger connections between residents and nature, while reinforcing Union City's commitment to sustainability and thoughtful growth.

Question 4- I would rate this a 10 because I strongly believe there needs to be greater separation between warehouses and residential areas. Every time a new warehouse is proposed or constructed, it sparks community frustration and concern—people want peace, safety, and stability near their homes, not increased truck traffic or industrial activity. At the same time, I know there's growing debate around data centers coming to Union City. Many residents are opposed, while others see it as a major economic opportunity. Honestly, I'm still working through how I feel about it. I understand the value of attracting billion-dollar industries, but I also want to be sure we're safeguarding the health, character, and long-term livability of our neighborhoods. Smart planning and clear buffers can help us strike the right balance.

---

11 days ago

The word "Create" continues to be used and I think it should be changed to "Develop" The goals are FAR reaching and seems to give to others the completion of the vision. "Encourage new development" - contracts with developers/developments should have what the city wants and needs based on the vision of Union City. Don't let others define the goals of the vision.

12 days ago

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

Everything should point to "community centered" and the last one should definitely identify the types of business that will not be permitted or at least emphasize that rezoning will not be considered for projects that are not community centered and do not promote the health and wellbeing of the residents of the city.

13 days ago

### 4. How would you rate each of the Natural and Cultural Resources goals on a scale of 1 to 10? Please provide suggestions for changes or additions.

#### 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.

80%	-	20%	-	-	-	-	-	-	-	-	-
10	9	8	7	6	5	4	3	2	1		

#### 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.

40%	40%	20%	-	-	-	-	-	-	-	-	-
10	9	8	7	6	5	4	3	2	1		

5 responses

Question 1- I would rate this a 10. I fully support the preservation of our natural resources and environmentally sensitive areas. Protecting our creeks, streams, wetlands, and green spaces is essential not only for the health of our ecosystem but also for the well-being of future generations. These areas contribute to Union City's beauty, resilience, and environmental responsibility—and they deserve our full attention and protection as we plan for growth.

Question 2- I would rate this a strong 9 or 10 because I fully support the effort to preserve Union City's historic and cultural identity. That said, I believe we have a great opportunity to do more in highlighting the resources we already have. For example, the Green Manor is one of the few historic businesses I'm aware of, and with more intentional marketing and community awareness, it could be elevated as a cultural gem that residents take pride in. Additionally, the railroad is a key part of Union City's past and present, with cargo trains passing through daily. It would be meaningful to see this element more thoughtfully woven into the city's cultural narrative—whether through public art, educational signage, or events that honor our railway heritage. Preserving history goes beyond buildings; it's also about embracing stories that have shaped who we are.

11 days ago

Preserve what is there.

12 days ago

N/a

13 days ago

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

### 5. How would you rate each of the Housing goals on a scale of 1 to 10? Please provide suggestions for changes or additions.

<b>1. Create a Variety of Quality Housing Options:</b> Plan for a variety of housing types, styles and price points as new development occurs. Provide quality and affordable housing choices. Encourage housing diversity in new neighborhoods.	20% 10	20% 9	20% 8	20% 7	- 6	- 5	- 4	- 3	- 2	20% 1
<b>2. Enhance and Maintain Character of Existing Neighborhoods:</b> Make visual improvements to homes and encourage the maintenance of property.	40% 10	20% 9	20% 8	- 7	- 6	- 5	- 4	- 3	20% 2	- 1

5 responses

Question 1- I would rate this a strong 8 or 9. I fully support the creation of quality and diverse housing options in Union City. However, I believe our housing strategy must also include intentional efforts to attract higher-priced, owner-occupied homes. These types of investments strengthen neighborhoods, contribute to long-term community stability, and signal upward growth for our city. My biggest concern is the volume of homes being purchased by investors. This trend impacts the sense of permanence and pride in our communities and can alter the character of new subdivisions. I believe there needs to be more accountability or monitoring of investor activity in residential development—ensuring that homeownership remains accessible and desirable for individuals and families who want to call Union City home for the long term.

Question 2- I would rate this a 10. Enhancing and maintaining the character of our existing neighborhoods is essential to preserving Union City's charm and building pride among residents. Visual improvements—whether through landscaping, exterior upkeep, or small beautification projects—can have a powerful impact on how we feel about where we live. I strongly believe in encouraging property maintenance and fostering a sense of shared responsibility. When neighbors take pride in their homes, the entire community benefits—property values remain strong, safety improves, and the city feels more unified and welcoming. This goal truly speaks to the heart of what makes a neighborhood feel like home.

11 days ago

How do you plan to "Enhance" character of existing neighborhoods without the owners input and does Union City plan to "pay" for the enhancements?

12 days ago

Given the abundance of investor owned properties in South Fulton County, there definitely should be a reference to family-owned and occupied properties.

13 days ago

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

### 6. How would you rate each of the Economic Development goals on a scale of 1 to 10? Please provide suggestions for changes or additions.

<b>1. Enhance Economy with a Sustainable and Diverse Base of Businesses and Range of Job Opportunities:</b> Prioritize business recruitment strategies focused on family-serving businesses and small and minority-owned enterprises aligned with community needs.	60% 10	- 9	20% 8	20% 7	- 6	- 5	- 4	- 3	- 2	- 1
<b>2. Enhance Local Coordinated Economic Development Efforts:</b> Promote and implement Tax Allocation District (TAD), Opportunity Zone and Foreign Trade Zone designations to recruit businesses and create jobs. Establish a local economic development authority to provide economic development tools in addition to those currently available. Develop and promote incentive packages tailored to the types of economic development and industries that align with community priorities. Establish or activate a Downtown Development Authority (DDA) to lead revitalization efforts, support small businesses, and implement targeted development strategies within the downtown area.	25% 10	- 9	25% 8	25% 7	- 6	25% 5	- 4	- 3	- 2	- 1

5 responses

Question 1 - I would rate this goal a 10. I strongly support the effort to strengthen Union City's economy by focusing on a diverse business base and expanding job opportunities. Prioritizing support for family-serving businesses and small or minority-owned enterprises is a vital step toward equity and long-term community investment.

That said, I also believe that any business—regardless of background—must be equipped with the skill set, professionalism, and commitment to excellence needed to add real value to our city. Supporting underrepresented groups doesn't mean lowering standards—it means equipping and empowering them to meet and exceed them. A great example is Booker Washington, the developer behind Techie Homes. He's shown that with vision, skill, and quality execution, a business can serve the community while setting a high bar for others to follow.

Question 2- While this goal sounds promising and well-intentioned, I don't feel I have enough knowledge of how these specific programs and tools—like TADs, Opportunity Zones, or Foreign Trade Zones—work in practice to confidently rate or comment on their potential impact. I support smart economic development, but I would need more information about how these strategies are applied and what accountability measures are in place before forming a clear opinion.

11 days ago

The wording needs so work. There is a lot of latitude in both statements. I think they can be "tighter" i.e. "Develop and promote". I suggest you "Define, promote incentives"

12 days ago

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

There's a concern that the language here creates problematic loopholes for businesses like warehouses to continue to receive tax abatements that limit their financial tax liabilities. Additionally, the language invites harmful businesses because of these stated loopholes. This language needs to be tightened up significantly.

13 days ago

### 7. How would you rate each of the Transportation goals on a scale of 1 to 10? Please provide suggestions for changes or additions.

#### 1. Create a Safe, Efficient and Convenient Transportation System:

**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.

60%	-	-	-	-	40%	-	-	-	-	-
10	9	8	7	6	5	4	3	2	1	

5 responses

Question 1- I would rate this a 9 or 10 because I support creating a safe and efficient transportation network that connects residents to opportunities without relying solely on cars. I especially love the idea of incorporating bike trails that allow people to move around the city more freely—it encourages healthier lifestyles and builds a stronger sense of community. One important detail I'd like to see prioritized is secure bicycle parking. It's not enough to have trails—we also need designated, well-lit areas where people can lock up their bikes and feel confident they won't be stolen. If we're encouraging alternative transportation, we need to support it from start to finish

11 days ago

I can see those transportation items (bike, car, walking) how or are there plans to make MARTA part of this goal?

12 days ago

While public transportation is a necessity, there needs to be a balance so the city doesn't become overrun with buses and other modes of transportation that disrupt the balance of small town aesthetic and incremental, measured change. We're not Atlanta and we do not want the issues that Atlanta is struggling to address, respectfully.

13 days ago

**Please provide us with any strengths or weaknesses you would like to highlight about Union City.**

# STEERING COMMITTEE MEETING 3

## STEERING COMMITTEE SURVEY

---

One weakness I'd like to highlight is the ongoing issue of investor-owned homes in Union City. When I moved here 25 years ago, I witnessed firsthand how investor purchases in Phase 3 of Ravenwood Subdivision led to challenges with transient residents and a lack of long-term neighborhood cohesion. Unfortunately, I continue to hear similar concerns from residents and HOAs in other communities across the city. This trend raises important questions about how Union City is addressing investor activity in residential developments. What policies or processes are currently in place—or being considered—to ensure that new subdivisions support stable, owner-occupied housing and protect the integrity of our neighborhoods?

11 days ago

---

I think, based on my observations, these are nice goals but is the structure of the Union City government but to support this? Do the departments have the ability/capability of developing/discussing based on the input that was done by the Planning organization over a year ago, or are these to be defined and then adhered to by what the "City of Union City" wants.

12 days ago

---

The city has an extremely problematic government structure that consistently ignores the stated wants and needs of the community. That said, this comprehensive plan MUST be clear, concise and all city staff and elected officials must be required to follow it. Incorporating the city's stance on denying rezoning requests projects that do not align with the comprehensive plan is critical for the sake of clarity and compliance. Residents have been abundantly clear that they absolutely do not want data centers, more warehouses or other harmful structures in the city, especially near residential spaces due concerns over water and air pollution and toxicity, environmental impacts and resource shortages. The comprehensive plan should specifically address that so there's no way for misinterpretation or failure to comply.

13 days ago

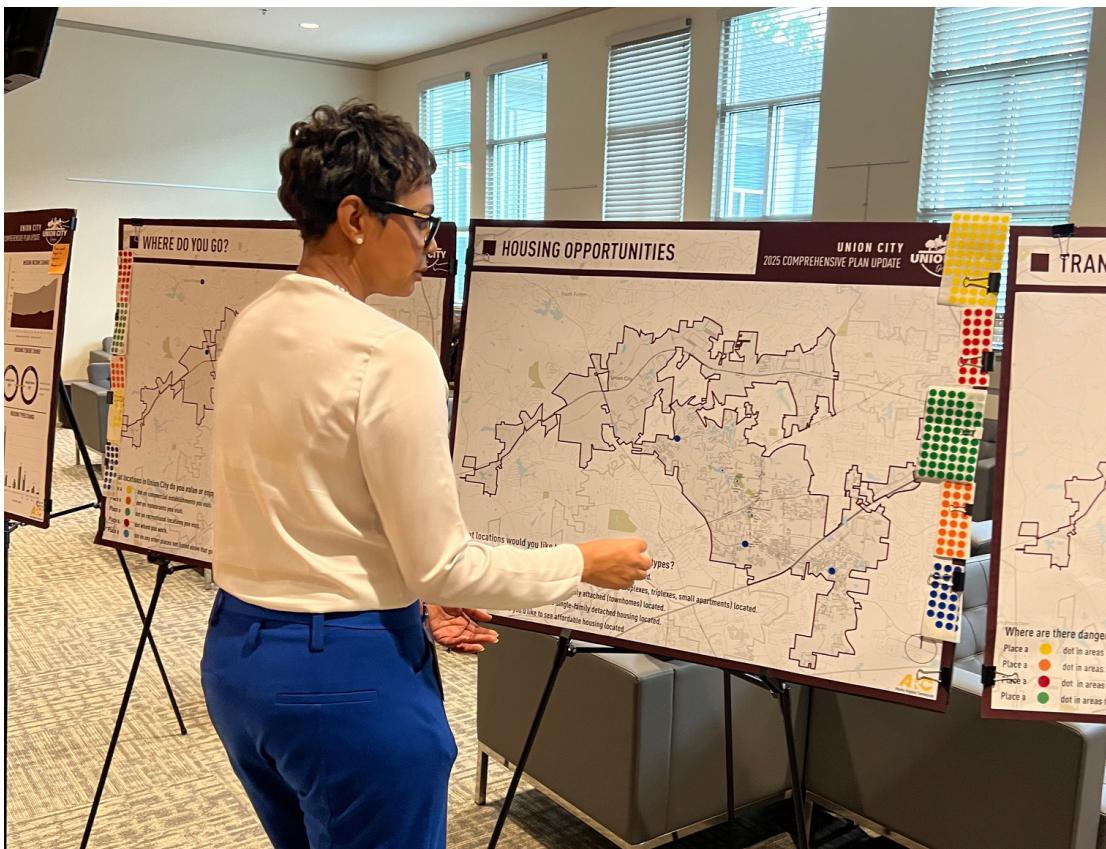
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# PUBLIC OPEN HOUSE

APRIL 23, 2025



## ■ TOP 10 RECOMMENDATIONS

UNION CITY  
2025 COMPREHENSIVE PLAN UPDATE 

SO FAR, PEOPLE HAVE SUGGESTED...	
SUGGESTIONS	PRIORITY
STOP BUILDING MORE WAREHOUSES	●●●●●●●●●●
ADD UPSCALE DINING & BETTER GROCERY OPTIONS	●●●●●●●●●●
DEVELOP A VIBRANT DOWNTOWN	●●
IMPROVE ROAD CONDITIONS & TRAFFIC FLOW	●
PRESERVE AND EXPAND GREEN SPACE	
BETTER & SAFER SIDEWALKS, CROSSWALKS, & LIGHTING	●●●● Street lights ADA compliance Crosswalks Traffic lights
MORE YOUTH-FOCUSED SERVICES & FACILITIES	
MORE INDOOR & OUTDOOR RECREATION AMENITIES	● Tennis court
ATTRACT & MAINTAIN MORE BUSINESSES	● Businesses
REDEVELOP VACANT & UNDERUTILIZED PROPERTIES	●
SUPPORT HOMEOWNERSHIP	●●

OTHER SUGGESTIONS?

- Less fast food restaurants
- More convenience (Highpoint Rd)
- Food Hall (Crosswalk)
- Get Rid of...
- Get Rid of ugly grocery places
- Get Restaurants - Good
- Bookstore  
- Staples  
- Indoor & Outdoor Center
- No more warehouses
- More Restaurants (station)
- Conference center + Hotels
- Get in fast restaurants
- Business in town  
Report to revenue  
Local and State

# PUBLIC OPEN HOUSE

APRIL 23, 2025

## ■ COMMUNITY NEEDS

NEEDS	
Place a sticky dot <span style="color: red;">●</span> in the "Priority" column next to a challenge you think is significant in the table below. Use a sticky note to identify new challenges not included and place them in the blank space to the right.	
NEED/CHALLENGE	PRIORITY
AGING NEIGHBORHOODS & MULTI-UNIT HOUSING	●
STRIP COMMERCIAL DEVELOPMENT	● ● ● ● ●
INTER-PARCEL CONNECTIVITY & ACCESS MANAGEMENT ALONG CORRIDORS	
REDUCE AUTOMOBILE DEPENDENCE	
CITY SEPARATED INTO MULTIPLE IRREGULAR SHAPED DISTRICTS	
AN IDENTIFIABLE CITY CENTER	● ● ●
REDUCE TURNOVER AMONG EXISTING LOCAL BUSINESSES	
MORE PUBLIC GATHERING SPACE IN UNDERSERVED AREAS	● ●
REDEVELOP ROOSEVELT HIGHWAY TO SLOW DOWN TRAFFIC	● ● ●
EXTENDED MARTA ROUTES	● <i>Breakfast City</i>
A MIXTURE OF HOUSING TYPES	● <i>Mar Dinece State</i>

UNION CITY  
2025 COMPREHENSIVE PLAN UPDATE

## OTHER NEEDS OR CHALLENGES?

- Water/Electricity outages NOT due to weather
- More businesses catered to family and wellness
- Improve water quality (too much chlorine in tap)
- Local schools/ratings
- Increase variety of WiFi companies available to Union Landing beyond AT&T
- Change commercial location
- Business down business
- Conference Center
- Nice hotels
- Lowering turnover taxes

## ■ COMMUNITY OPPORTUNITIES

OPPORTUNITIES	
Place a sticky dot <span style="color: green;">●</span> in the "Priority" column next to an asset you think is significant in the table below. Use a sticky note to identify new opportunities not included and place them in the blank space to the right.	
ASSET/OPPORTUNITY	PRIORITY
HISTORIC DOWNTOWN/UNION STREET	
IMPROVING CONNECTIONS BETWEEN DOWNTOWN & HWY 138/JONESBORO ROAD CORRIDOR	●
INTER-PARCEL CONNECTIVITY & ACCESS MANAGEMENT ALONG CORRIDORS	
COMMUNITY IMPROVEMENTS WITH TAD FUNDING	● ●
CAPACITY FOR GROWTH ALONG SOUTH FULTON PARKWAY CORRIDOR	
EXISTING SOUTH FULTON PARKWAY CORRIDOR ZONING	
ENHANCED PEDESTRIAN INFRASTRUCTURE ALONG SHANNON PARKWAY	
ACCESS / GATEWAY / ROADWAY NETWORK	
DIXIE LAKES / GREENSPACE	
OPPORTUNITY TO DEFINE RECOGNIZABLE NEIGHBORHOODS	
REVITALIZING HISTORIC STRUCTURES	●
COMMERCE / HOSPITALITY / ENTERTAINMENT	<i>Re-define Bldg 71 business 61 businesses</i> ● ● ●
WALKABLE MIXED-USE & AFFORDABLE HOUSING TYPES	
REDEFINE UNION CITY CENTER	●
HIGHER EDUCATION FACILITIES	● ●

UNION CITY  
2025 COMPREHENSIVE PLAN UPDATE

## OTHER ASSETS OR OPPORTUNITIES?

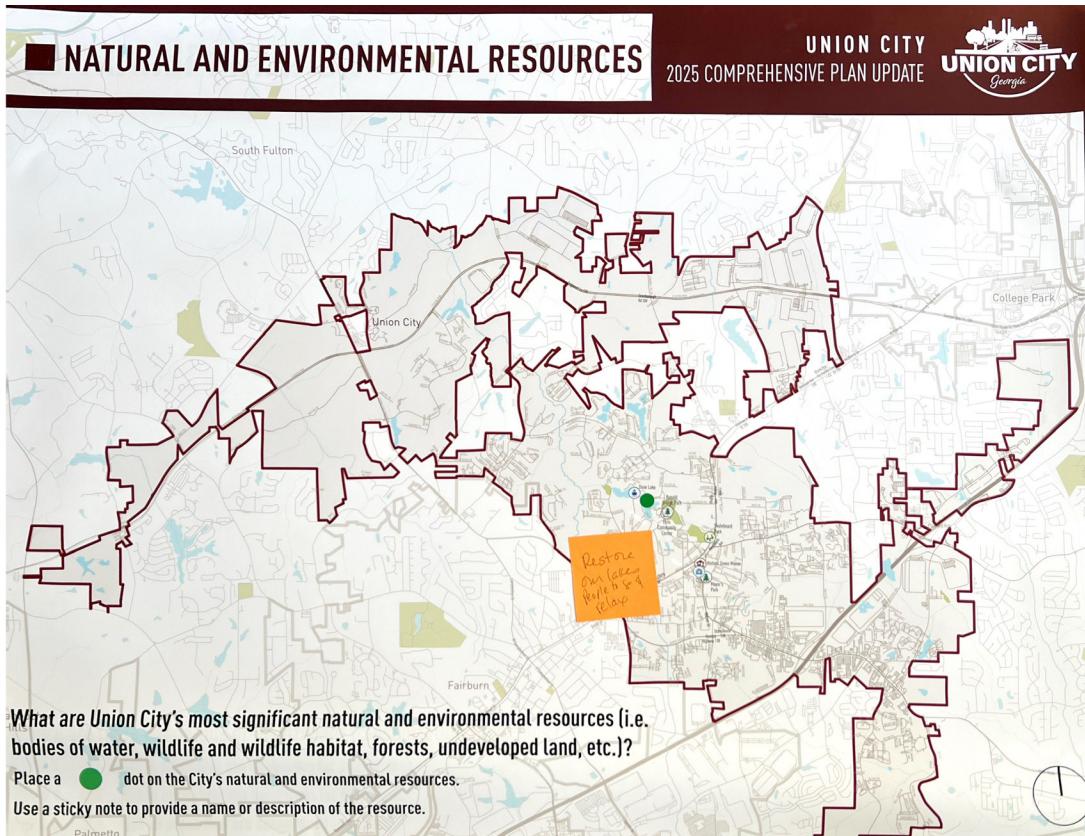
# PUBLIC OPEN HOUSE

APRIL 23, 2025

**NATURAL AND ENVIRONMENTAL RESOURCES**

UNION CITY  
2025 COMPREHENSIVE PLAN UPDATE

UNION CITY  
Georgia



What are Union City's most significant natural and environmental resources (i.e. bodies of water, wildlife and wildlife habitat, forests, undeveloped land, etc.)?

Place a  dot on the City's natural and environmental resources.

Use a sticky note to provide a name or description of the resource.

**HISTORIC AND CULTURAL RESOURCES**

UNION CITY  
2025 COMPREHENSIVE PLAN UPDATE

UNION CITY  
Georgia



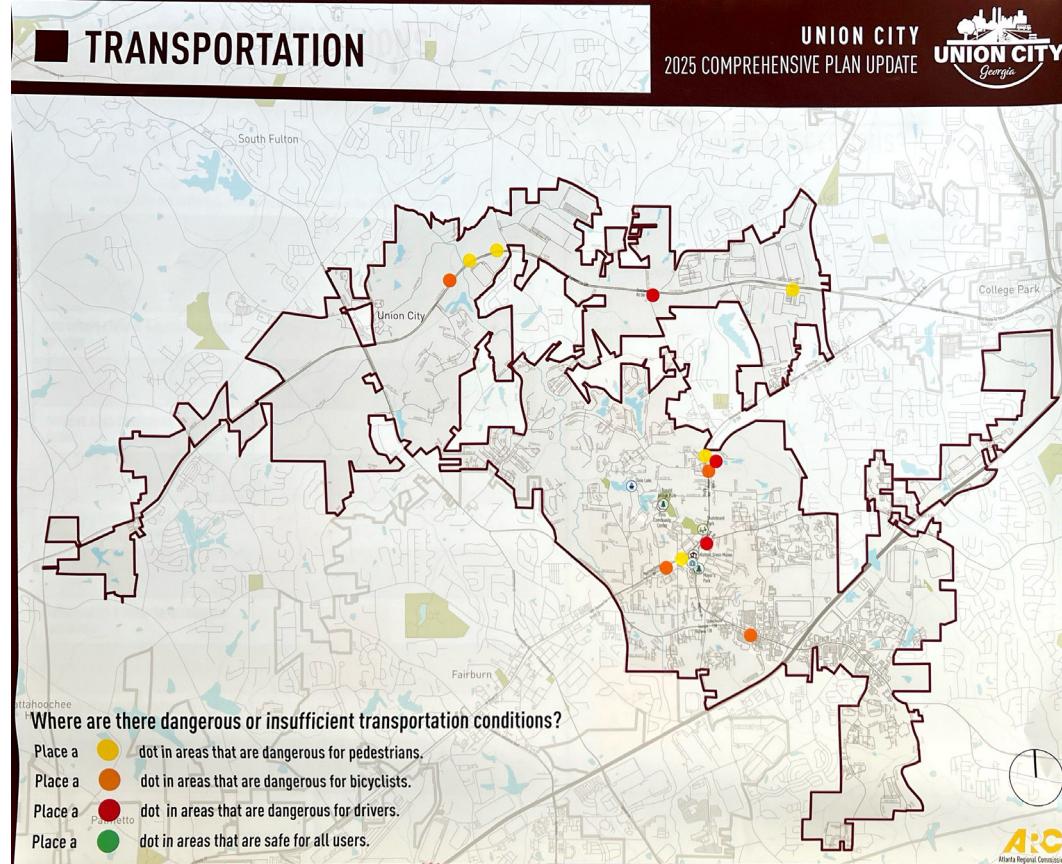
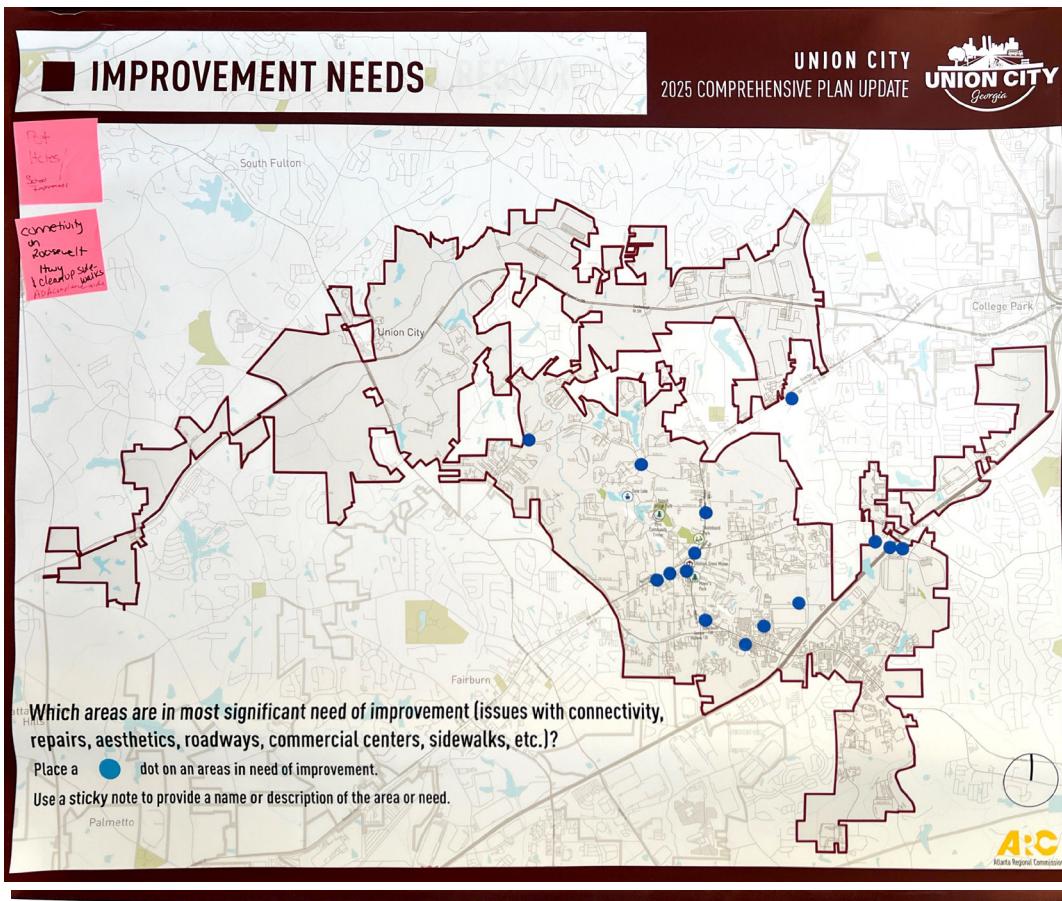
What are Union City's most significant historic and cultural resources (i.e.. buildings, archaeological sites, etc.)?

Place a  dot on the City's natural and environmental resources.

Use a sticky note to provide a name or description of the resource.

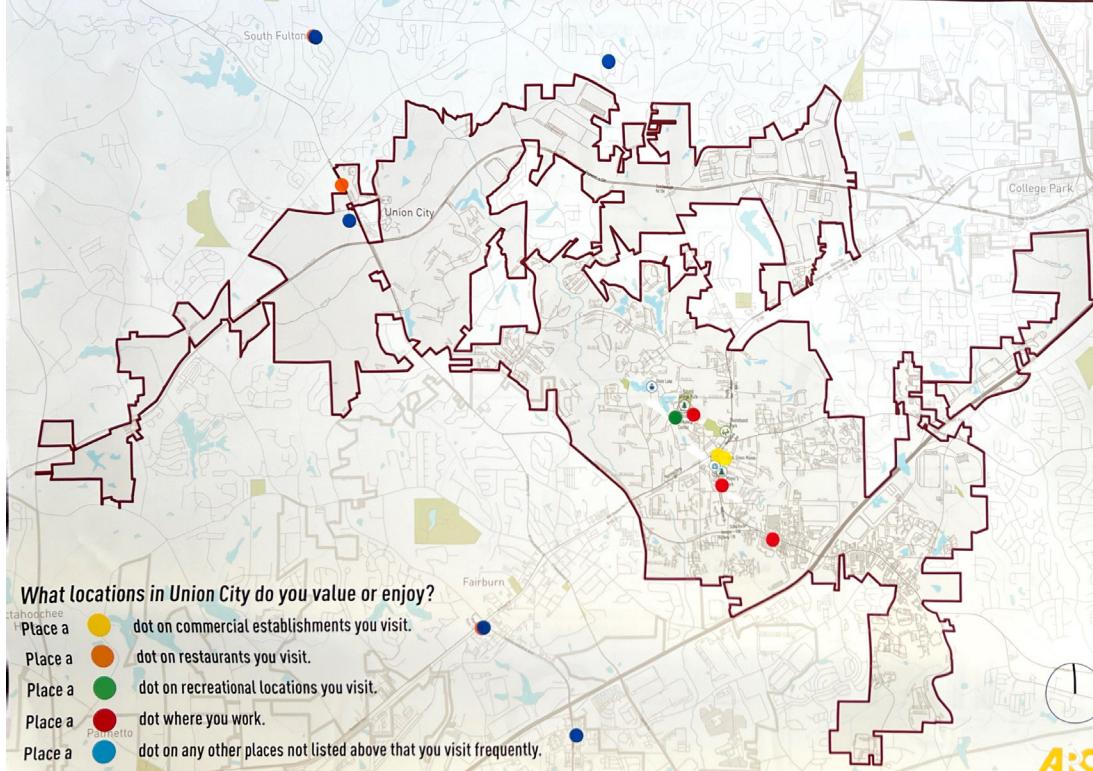
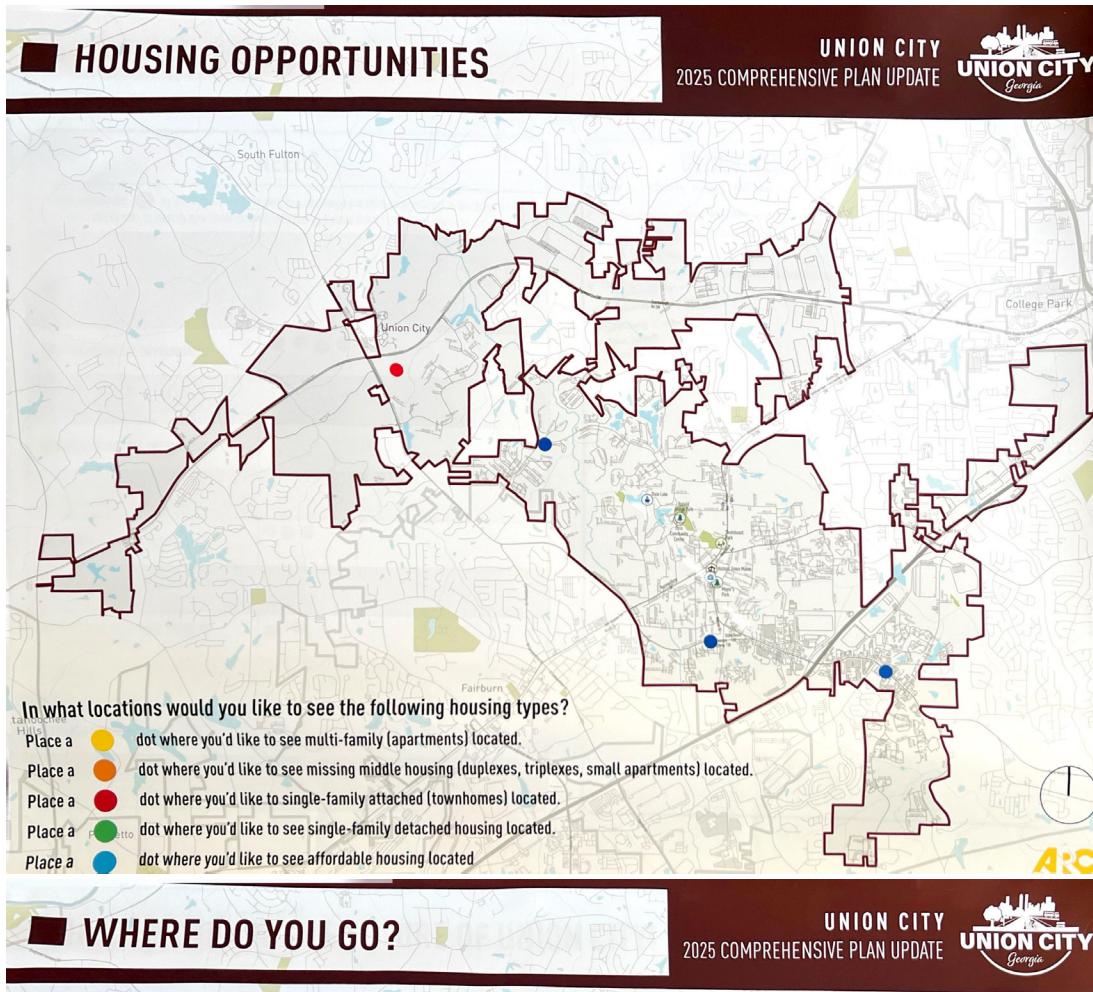
# PUBLIC OPEN HOUSE

APRIL 23, 2025



# PUBLIC OPEN HOUSE

APRIL 23, 2025



# SECOND PUBLIC HEARING

AUGUST 19, 2025

**City of Union City, Georgia**  
**NOTICE TO THE PUBLIC**

The City of Union City Mayor and Council will hold the second public hearing regarding the **2025 Comprehensive Plan Update** on **Tuesday, August 19, 2025, at 7:00 PM** at **Union City Hall**, located at **5047 Union Street, Union City, GA 30291**.

The purpose of this hearing is to brief the community on the contents of the plan, provide an opportunity for residents to offer final suggestions, additions, or revisions, and to inform the public of the anticipated submission of the plan to the Georgia Department of Community Affairs for review, as well as the timeline for final plan adoption.

<input type="checkbox"/> PROOF O.K. BY: _____	<input type="checkbox"/> O.K. WITH CORRECTIONS BY: _____
PLEASE READ CAREFULLY • SUBMIT CORRECTIONS ONLINE	
<b>MA-497847 (100%)</b>	
ADVERTISER: CITY OF UNION CITY-COMMU PROOF CREATED AT: 7/23/2025 1:14:33 PM	
SALES PERSON: MAM958	NEXT RUN DATE: 07/30/25
SIZE: 3X3	PROOF DUE: 07/25/25 14:00:00
PUBLICATION: MA-SOUTH FULTON	

# SECOND PUBLIC HEARING

AUGUST 19, 2025



## City of Union City 2025 Comprehensive Plan Update

Public Hearing #2

August 19, 2025, 7:00 pm

**ARC**  
Atlanta Regional Commission

### Agenda

1. Comprehensive Planning Overview
2. Plan Timeline & Process
3. Plan Overview
4. Next Steps
5. Questions & Comments



# SECOND PUBLIC HEARING

AUGUST 19, 2025

## Why Do We Plan?

One of the fundamental responsibilities of local government is planning - **How a community shapes and guides growth and development.**

Updating the comprehensive plan offers communities the opportunity to **look beyond the execution of day-to-day services and consider where they want to be in the next five years** – as well as **what has to be done to get there.**

**The State of Georgia** requires local governments to maintain a comprehensive plan!



## Required Elements

**REQUIRED FOR ALL**



**REQUIRED FOR SOME**



\* = Required for Union City

■ = 5-year Update Required



## Elements Requiring Updates Every 5 Years

- Needs and Opportunities
- Broadband
- Land Use
- Report of Accomplishments (ROA) – Status of every item in existing Community Work Program (CWP), covering last 5 years
- New CWP – Items noted as Underway or Postponed in ROA, plus any brand-new items, covering next 5 years

## Elements RCs Are Required to Assist With

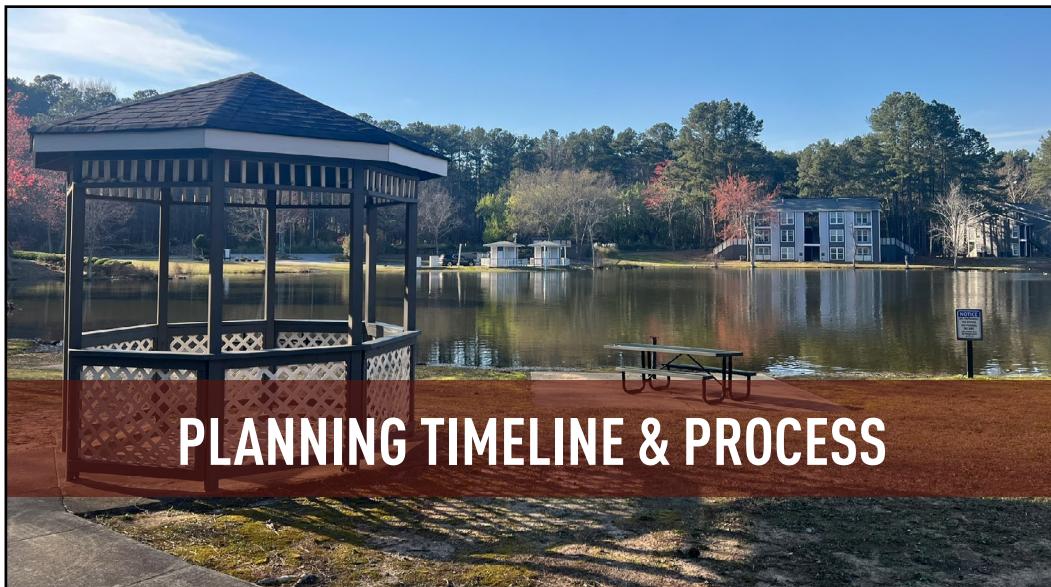
- Goals
- Needs and Opportunities
- Broadband
- Community Work Program

This is technically what's required of the Regional Commission (RC), but ARC's scope covers more.

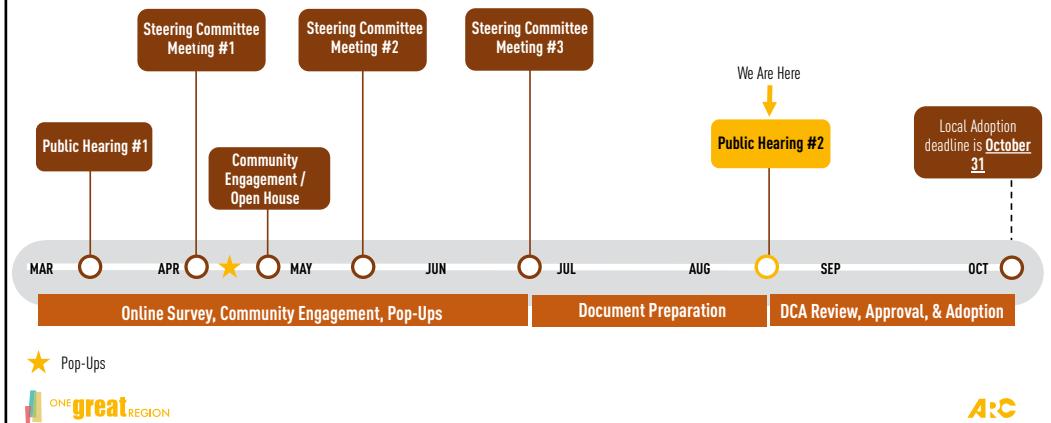


# SECOND PUBLIC HEARING

AUGUST 19, 2025



## Project Timeline



# SECOND PUBLIC HEARING

AUGUST 19, 2025

## Project Includes...



### 1 Plan Background & Introduction



### 2 Demographics & Data



### 3 Community Engagement Planning Process, Needs & Opportunities



### 4 Community Vision & Goals



### 5 Housing



### 6 Economic Development



### 7 Transportation



### 8 Natural & Cultural Resources



### 9 Future Development Guide



### 10 Community Work Program



### 11 Report of Accomplishments

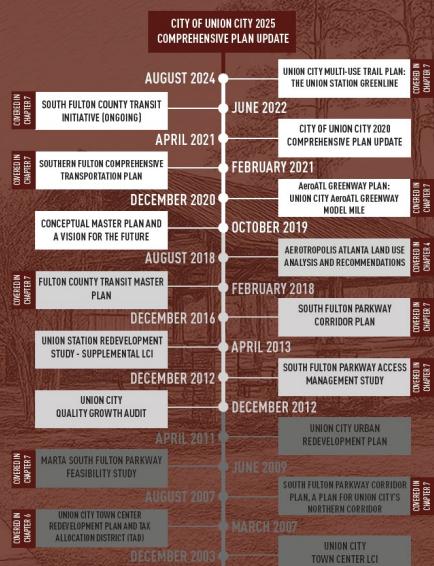
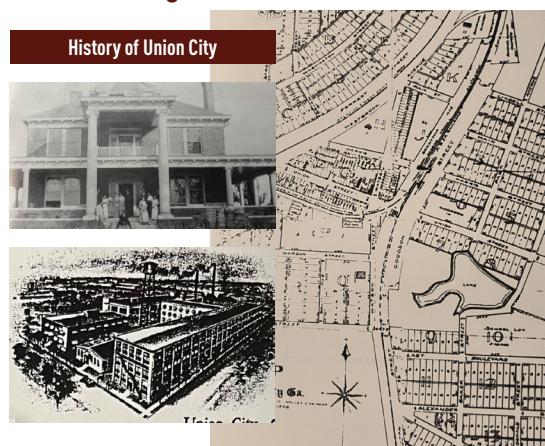


### 12 Appendix Meetings and Additional Materials



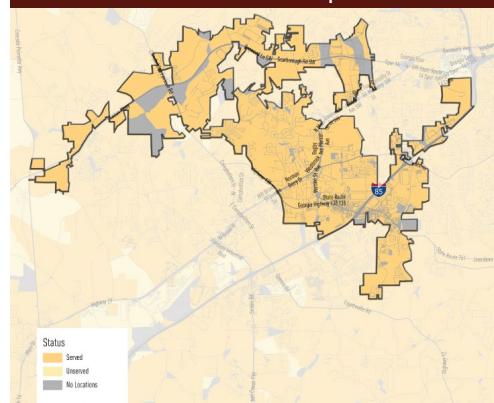
## Plan Background & Introduction

### History of Union City



## Data & Demographics

### Broadband Access Map



## UNION CITY AT A GLANCE

27,300 TOTAL POPULATION

33.1 MEDIAN AGE

85.9% Black or African American RACE AND ETHNICITY

11,533 NUMBER OF HOUSEHOLDS

26.7% Bachelor's Degree or Higher EDUCATION\*

65.6% EMPLOYMENT RATE\*

12,272 TOTAL HOUSING UNITS\*

\$47,635 MEDIAN HOUSEHOLD INCOME\*

# SECOND PUBLIC HEARING

AUGUST 19, 2025

## Community Engagement

**WHERE DO YOU GO?**

**NEEDS**

- Preserve and expand green spaces, parks, and trails.
- Protect historic structures and cultural resources.
- Address litter and improve city appearance.
- Provide feedback calls for anti-litter campaigns, enforcement of property maintenance, and building code compliance.

**OPPORTUNITIES**

- Enhance green spaces, parks, and natural resources.
- Expand walking and biking trails and infrastructure.
- Provide cultural events and historic revitalization as community focal points.

**Online Survey & Public Input Website**

**Steering Committee Meeting 1: 04/02/2025**  
Framing the Plan and Setting Priorities

**Steering Committee Meeting 2: 05/14/2025**  
Refining Needs & Opportunities

**Steering Committee Meeting 3: 06/25/2025**  
Finalizing Vision, Goals, & Policies

**Public Open House: 04/23/2025**  
Open to Public Combined with the Town Hall Meeting

**Pop-Up Engagement: 04/05/2025**  
Held by City Staff

**Public Hearing 1 & 2 : 03/18/2025 & 08/19/2025**  
Open to Public

## Housing Element

**1. Housing Trends & Analysis (Example Below)**

**HOUSING UNITS**

**RATE OF CHANGE**

**CHANGE IN HOUSEHOLD SIZE**

**2. Submarkets: Metro Atlanta Housing Strategy**

**METRO ATLANTA HOUSING STRATEGY**

**METRO HOUSING STRATEGY APPROACH**

**UNION CITY SNAPSHOT**

Category	Value
Median Sale Price	\$241,500
Sale Price Per Sq Ft	\$141,000 sq ft
Percent Change in Sale Price	+10.2%
Home Sale (2023)	1,545 sq ft
Home Sale (2022)	1,545 sq ft
Home Sale (2021)	1,545 sq ft

**3. Community Input (Example Below)**

**COMMUNITY INPUT ON HOUSING**

**WHAT UNION CITY SHOULD FOCUS ON:**

- Ensure new residential development meets high standards of quality
- Facilitate the improvement of existing housing stock
- Provide a variety of housing choices
- Offer attainable housing options

**HOW THE RESIDENTS BANK HOUSING NEEDS**

Category	Needed More	Right Amount	Not Less
Affordable Housing	57%	43%	14%
Senior Housing	51%	47%	4%
Density	20%	50%	30%
Mid-income Housing	40%	40%	19%
High-income Housing (\$400,000+)	54%	29%	17%

## Vision & Goals

### Vision Statement

Union City will have walkable mixed-use development connected to parks and downtown areas with safe crossings, lighting, and a convenient public transportation system. The city will feature a variety of high-quality restaurants with family-oriented dining, diverse local community-centered businesses and retail, medical, health and educational facilities, and welcoming entertainment spaces with strong tourism. Union City will have a thriving and clean environment, and high development standards with venues promoting a safe place to play, live, and work.

Goals/ Policies/ Strategies (Example-Housing Goals)	Themes
<b>GOAL 1</b> Housing Create a variety of quality housing options Provide a variety of housing choices to meet the needs of the community	<b>Future Development</b>
<b>GOAL 1</b> Housing Identify the needs of the community and provide a variety of housing choices to meet the needs of the community	<b>Housing</b>
<b>GOAL 2</b> Natural and Cultural Resources Enhance and maintain character of existing neighborhoods	<b>Natural and Cultural Resources</b>
<b>GOAL 2</b> Economic Development Promote economic development and job creation	<b>Economic Development</b>
<b>GOAL 2</b> Transportation Improve transportation infrastructure and connectivity	<b>Transportation</b>
<b>GOAL 2</b> Government Relations Build strong relationships with local, state, and federal government	<b>Government Relations</b>

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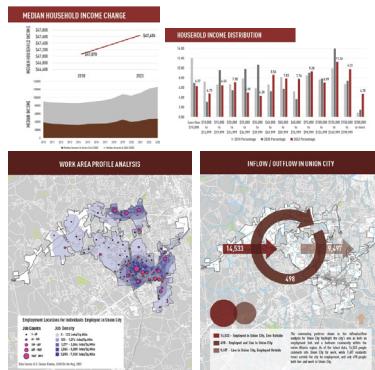
Atlanta Regional Commission

# SECOND PUBLIC HEARING

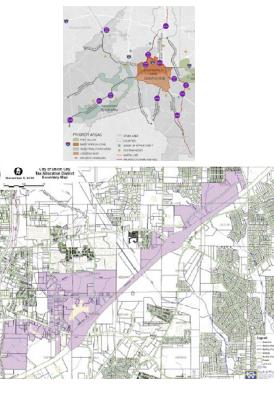
AUGUST 19, 2025

## Economic Development Element

### 1. Economic Development Trends (Example Below)



### 2. Economic Development Studies



### 3. Community Input (Example Below)

#### COMMUNITY INPUT ON ECONOMIC DEVELOPMENT

##### TOP THREE ECONOMIC DEVELOPMENT STRATEGIES

- 46% ATTRACT NEW COMMERCIAL BUSINESSES
- 45% MORE BETTER EDUCATIONAL OPPORTUNITIES
- 59% IMPROVE WAGE LEVELS

##### ATRACT NEW INDUSTRIES

##### EXPANDING EXISTING BUSINESSES

##### ATTRACTING EXPERIENCED LABOR FORCE

##### WHAT BRINGS RESIDENTS TO DOWNTOWN UNION CITY

- 51% PROMOTE REDEVELOPMENT OF UNDERUTILIZED, UNDEVELOPED, AND DECLINING AREAS
  - 44% ESTABLISH A DOWNTOWN FOR AN ECONOMIC BASE
  - 5% ATTRACT A VARIETY OF BUSINESSES AND EMPLOYERS
- Community input on economic development highlights a strong desire for growth and investment in the area. The top priority is to attract new commercial businesses, followed by improving wage levels and more educational opportunities. Additionally, over half of respondents believe that the area is underutilized or declining areas, and 4% emphasized the need to establish a defined economic base. The comments from the public comments avoid a lack of clarity about where downtown Union City is located. The public comments also do not create a clear center-industry to lead to future investment and planning in Union City's core.

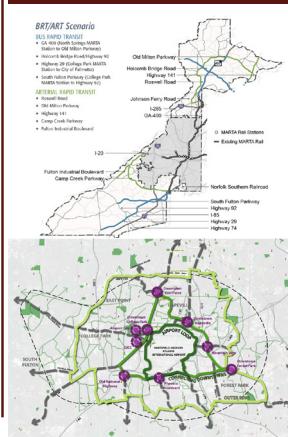
ARC

## Transportation Element

### 1. Transportation Trends & Analysis (Example Below)



### 2. Transportation Studies (Example Below)



### 3. Community Input (Example Below)

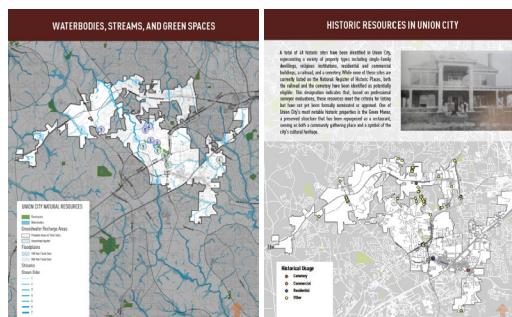
#### COMMUNITY INPUT ON TRANSPORTATION

- 83% Improved Traffic Flow
  - 81% Sidewalks
  - 77% Street Upgrades such as lighting, street trees, enhanced crosswalks, etc.
  - 45% Bike Lanes
  - 42% Street Signage
  - 37% Landscape Medians
  - 35% Public Transit Enhancement
  - 12% Balanced Parking Strategies
- When asked to rate the current transportation system, the majority of respondents rated it as "poor" or "fairly poor", with 14% rating it as "good". Traffic congestion and lack of infrastructure are the top concerns, along with safety and accessibility. Residents are calling for more funding and resources to address these needs. The residents also want to see more green spaces and better connectivity between transportation infrastructure.

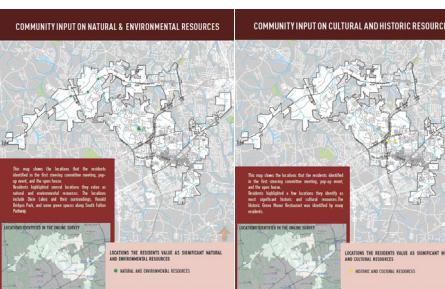
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## Natural & Cultural Resources Element

### 1. Resources Data & Maps (Example Below)



### 2. Community Input (Example Below)



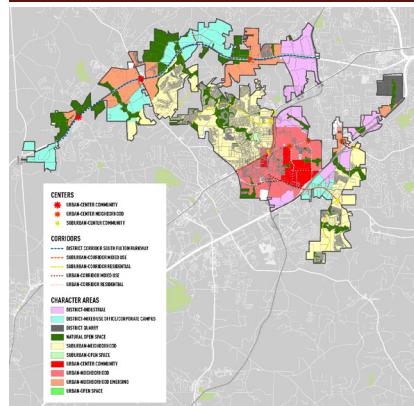
ONE great REGION

# SECOND PUBLIC HEARING

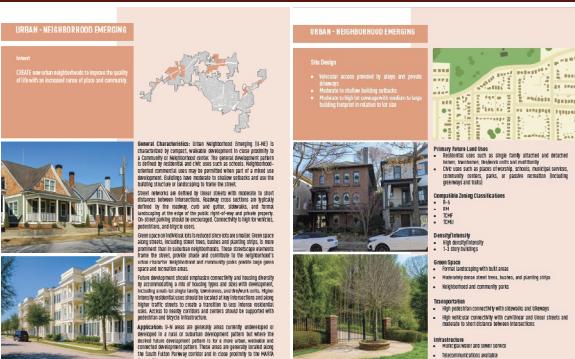
**AUGUST 19, 2025**

## Future Development

## 1. Future Development (Land Use) Map



## 2. Character Areas Descriptions (Example Below)



## Community Work Program

### Community Work Program (Example Below)



UNION CITY 2025 COMMUNITY WORK PROGRAM

As part of the 2025 Comprehensive Plan Update, the Community Work Program chapter establishes a clear roadmap for transforming community input into actionable initiatives over the coming five-year planning period. Building on the foundational principles from previous planning efforts, the program outlines specific strategies designed to implement priorities identified through visioning workshops, stakeholder interviews, public input surveys, and open house events.

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.



## Report of Accomplishments

## Report of Accomplishments (Example Below)

Union City Report of Accomplishments										
ID	Project	Responsible Party	Cost	Funding Source	2021	2022	2023	2025	Status	Comments
1	Work with local partners on a PBS campaign to safe routes to school programs and RTM for and perfect school connections.	Public Service	Staff Time	General funds/ 3rd-5th Read	X	X	X	X	Indefinite	Union City Public Schools Department is working to implement the Safe Routes to School program and RTM for and perfect school connections. We are in the process of identifying a third-party vendor to help us with this program.
2	Develop the location and construction of two new buildings (a library and a community center) and what the funds.	City Administration	Staff Time		X	X	X	X	Indefinite	Through funding received in the Future City 2025, the City of Union City is working to develop two new buildings, a library and a general recreation facility, in the downtown area. The City is currently in the process of identifying a third-party vendor to help us with this project.
3	Develop working relationships with planning staff, local businesses and local residents to help with and assist in local and real estate development.	Comm. Dev.	Staff Time		X	X	X	X	Indefinite	Through funding received in the Future City 2025, the City of Union City is working to develop two new buildings, a library and a general recreation facility, in the downtown area. The City is currently in the process of identifying a third-party vendor to help us with this project.
4	Review and amend tree preservation regulations.	Comm. Dev.	Amend Ord. Review - \$100	General fund	X				Complete	
5	Develop a grant application for the Riverfront Project (the Park at the Riverfront from Hellwood Road to Riverfront Road).	Comm. Dev.	Staff Time		X	X			Indefinite	
6	Coordinate with MARIO to restore routes along Hellwood highway.	Public Services	Staff Time	SP/SLST - General fund	X	X	X	X	Indefinite	The Union City Public Services Department is working to coordinate with MARIO to restore routes along Hellwood highway. We are currently in the process of identifying a third-party vendor to help us with this project.



## REPORT OF ACCOMPLISHMENTS

## KEY TO TERMINOLOGY

Items that are Completed have been finished within the 5-Year reporting period prior to this Comprehensive Plan Update.



Items that are Underway have been initiated or have had partial progress made as of the end of the 5-Year reporting period prior to this Comprehensive Plan Update. They have been carried over into the new 5-year reporting period for this Comprehensive Plan

Items that are Postponed are still priorities for the community and have been carried over into the new 5-Year reporting period for this Comprehensive Plan.

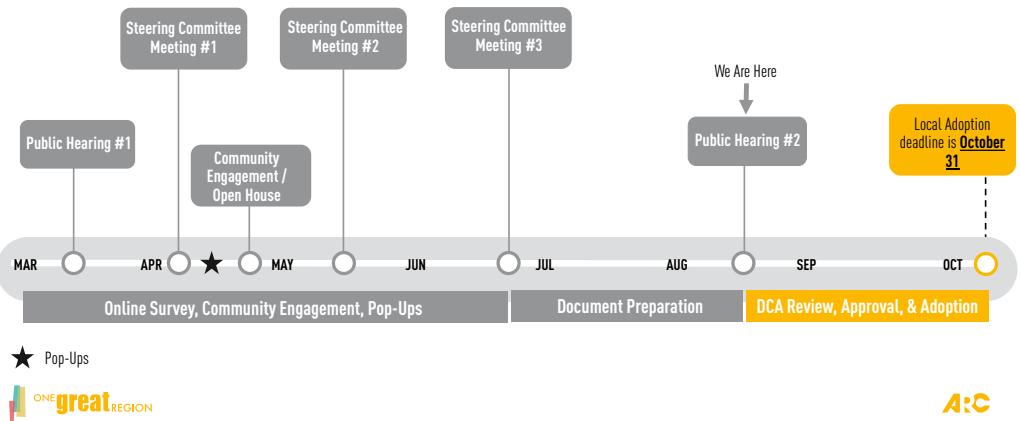
Items that are Cancelled will not be carried over into the new 5-Year reporting period for this Comprehensive Plan Update. Generally, these are items that are broad policy statements or routine city operations, and they have been identified appropriately as such.

# SECOND PUBLIC HEARING

AUGUST 19, 2025



## Next Steps



Questions?  
Comments?



# PUBLIC INPUT ONLINE SURVEY

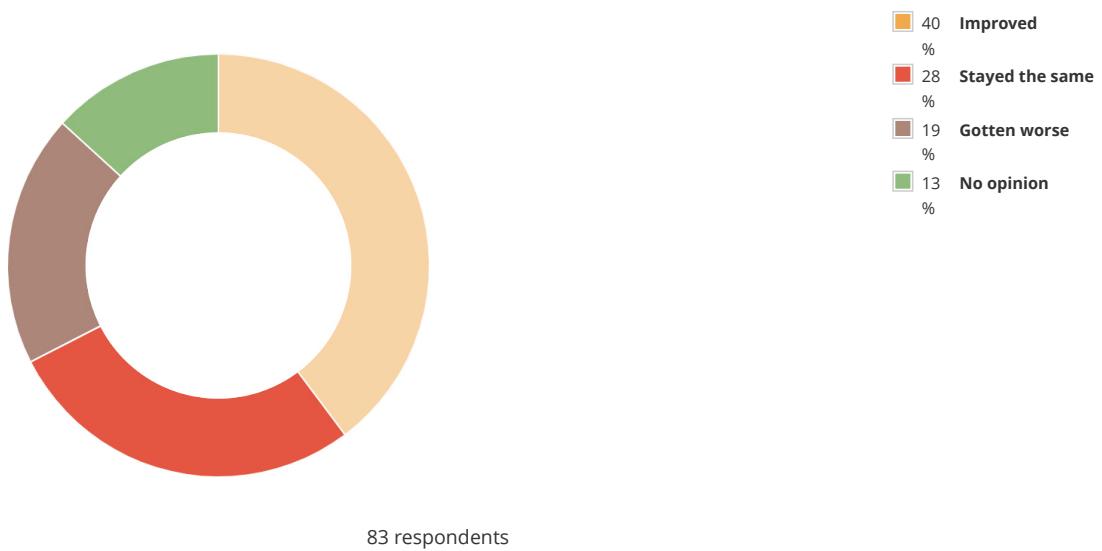
MARCH 2025 - JUNE 2025

## City of Union City 2025 Comprehensive Plan Update

### Project Engagement

ITEM	STATISTICS
VIEWERS	695
PARTICIPANTS	92
RESPONSES	3,154
COMMENTS	150
SUBSCRIBERS	38

### 1. How has Union City changed over the past five years?



# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

**2. Please select five of the following topics that best describes the quality of life in Union City:**

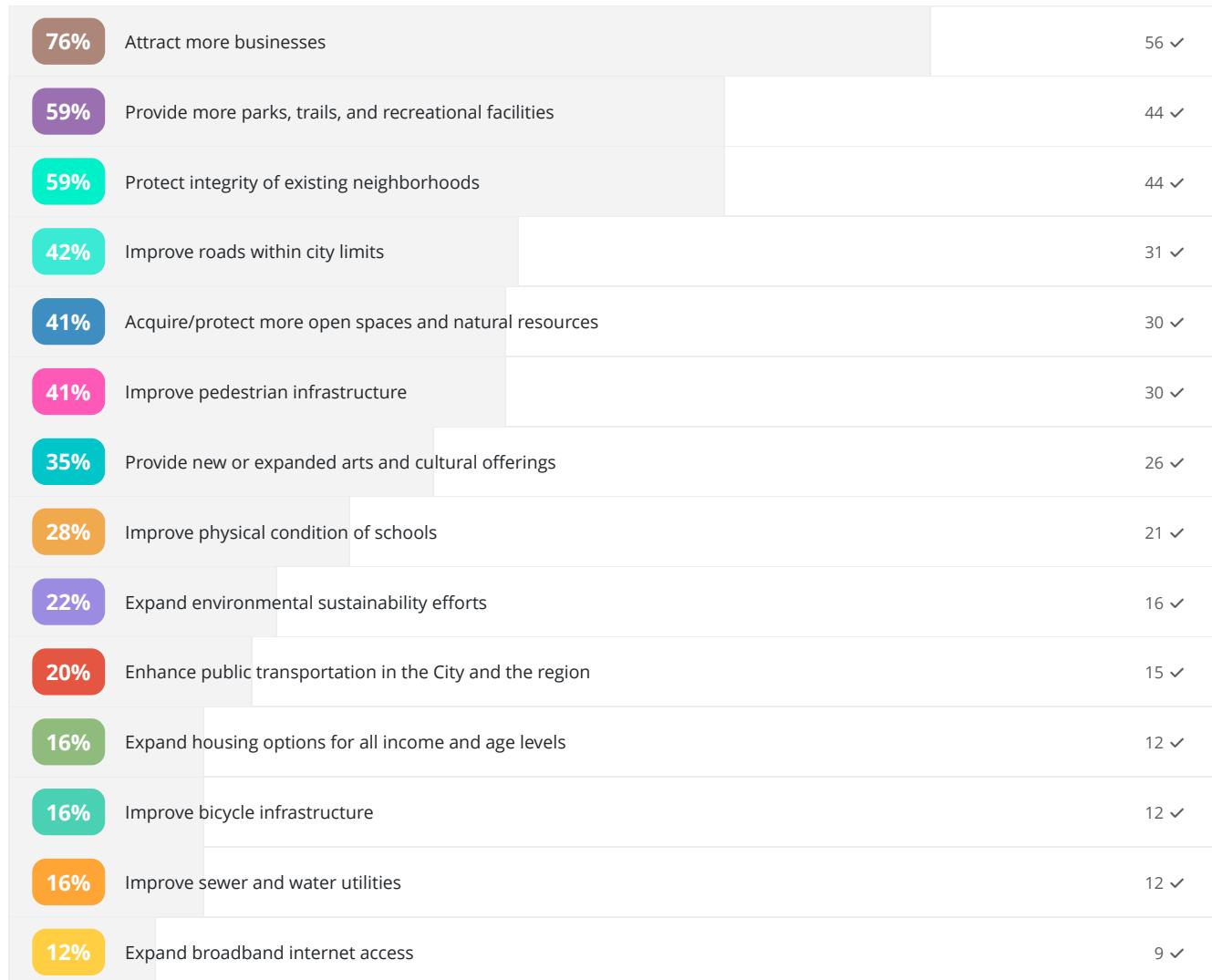
<b>39%</b>	Affordable Housing	27 ✓
<b>36%</b>	City Services (Public Works, Police, Sanitation)	25 ✓
<b>31%</b>	Safety and Security	22 ✓
<b>29%</b>	Recreational Resources	20 ✓
<b>26%</b>	Shopping Convenience	18 ✓
<b>21%</b>	Diversity	15 ✓
<b>16%</b>	Open Spaces	11 ✓
<b>16%</b>	Walkability	11 ✓
<b>14%</b>	Entertainment	10 ✓
<b>14%</b>	Cultural Activities	10 ✓
<b>14%</b>	Youth Programs	10 ✓
<b>14%</b>	Dining Options	10 ✓
<b>14%</b>	Others	10 ✓
<b>11%</b>	Transportation Options	8 ✓
<b>11%</b>	Scenic Beauty / Appearance	8 ✓
<b>9%</b>	Jobs and Entrepreneurship Opportunities	6 ✓
<b>6%</b>	Education	4 ✓
<b>3%</b>	Healthcare / Medical Services	2 ✓

70 Respondents

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

### 3. Please select five of the following topics you feel would most improve the quality of life in Union City:



74 Respondents

### 4. What is Union City's primary need (problem or challenge to address)?

Road improvement  
More upscale restaurant options  
No more warehouses

4 months ago

46 Agree

Our city leaders need to be more strategic with how our land is zoned. This is a growing community for residents, yet acres of land is being zoned for industrial and data center usage. The addition of schools, hospitals, and services that benefit residents should be a priority over meeting the needs of businesses. If a company wants to put a warehouse in this area, there should also be a contribution or some benefit to the community. No company should be allowed to have a warehouse in Union City if they don't also provide a store front in this area.

4 months ago

40 Agree

Better eating options than fast food, transformation of Roosevelt Highway into something where restaurants and businesses can thrive (think College Park, East Point, even Fairburn). Roosevelt Hwy is not well utilized.

3 months ago

32 Agree

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

---

The city needs to create ONGOING opportunities to give residents a voice in the city and eliminate the echo chamber that silences residents. Residents are not in favor of the economic development plans and rezoning decisions, yet they are consistently ignored and told they are avoiding legal battles. However, if the comprehensive plan limited or eliminated the use of land around residential communities for industrial purposes, there would be grounds to deny rezoning requests. But the mayor would have residents believe the city is powerless to keeping residential areas protected from warehouse development and data centers that threaten the quality of life of residents and are known culprits of noise and environmental pollution, water and electricity hogs and poor financial partner for homeowners.

4 months ago

31 Agree

---

They need to bring things to the community like nice restaurants, stores, costco, whole foods etc, and work to bring the city to be desirable to the residents and others

4 months ago

30 Agree

---

Sidewalks on both sides of the neighborhood streets

More upscale restaurants

3 months ago

29 Agree

---

No more warehouses! You are building warehouses across from each other. Rezoning residential land and turning it into warehouses; the trickle down affect of more trucks on the road, parking illegally, increased traffic, hazardous driving conditions (trucks driving down streets illegally) and worsening environmental conditions. Consider the short and long term affects to residents.

3 months ago

23 Agree

---

We need basic community support services like a hospital

4 months ago

23 Agree

---

Preserve green space. Incentize new businesses to build on abandoned commercial and industrial properties instead of clearing green space to build new buildings. The infrastructure like water and sewer lines is already there for them use.

Develop a thriving downtown like Hapeville and College Park have done. Bring some entertainment and cultural events here.

3 months ago

18 Agree

---

More Entertainment facilities upscale Restaurants. Better upkeep of our grocery stores.. Healthier eating options. Gyms with better security.

3 months ago

18 Agree

---

We need better entertainment i.e an Aquatic center where the young and elder people can come in and exercise , swim, play basketball the set up in morrow Ga is awesome the Aquatic Center like the Steve Lundquist Aquatic center in Morrow has everything in it!!

2 . We need some shopping area

3 months ago

15 Agree

---

All of the Union City communities need to get the same attention from our services (i.e. safety patrolling, community maintenance )

4 months ago

14 Agree

---

My sentiments align with all of the above.

3 months ago

9 Agree

---

Stop the speeding on South Fulton Parkway. Add a stop light at the entrance/exit to Rosewood Pl from SFP. Stop cut through traffic in the SouthWind Subdivision.

3 months ago

8 Agree

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

---

It's awesome to see a Chick-fil-A and Starbucks added to the area. However, with the addition of all the new housing developments, it has caused a major traffic jam around these areas. It has become extremely congested, even with the 3 stop lights. Review traffic flow in this area.

3 months ago

⊕ 5 Agree

---

Tickets fines for people who don't cut their lawns it seems to be renters not home owner

3 months ago

⊕ 4 Agree

---

I feel we need more sit down restaurants, clean up store fronts, improve the speeding on South Fulton Parkway, more decent shopping areas, more green space and walking trails.

3 months ago

⊕ 2 Agree

---

More adult recreation, more green spaces, incentives for restaurants and modern businesses. Citibike! Better accessibility to JC and Hoboken.

2 months ago

---

The corner of South Fulton Pkwy and Campbellton Fairburn Rd (hwy 92) needs to increase the shop ability. We have a lot of new residential areas coming in and not enough grocery stores, gas stations, or restaurants. We need more activities and places for residents to shop. The parking lot at Publix is ridiculous. We also need a turn signal at the junction of 92 and Hall Rd. There have been sooo many accidents at that light.

2 months ago

---

I think the citizens of Union City should be able to contact the Mayor or City Council members not just a glimpse at a ground breaking ceremony or a 2 minute limit time to speak at their monthly meetings to discuss community issues. Also, there should be more homeowner developments instead of building apartments for renters. Union City needs a Girls/Boys Club, Bookstore, Copy center or Staples. Union City should be bringing in hotels and upscale restaurants around the Metro Studios, like they have down in Newnan and Peachtree City area. They need to bring in better attractions to build up the area around Londonderry Drive. All store owners and fast food areas should be more responsible and made to keep the trash and debris cleaned up in front and around their buildings.

3 months ago

---

I agree with all the above and the addition of an ER on S. Fulton Pkwy and 138 was not a wise decision. Traffic and noise will definitely increase.

3 months ago

## 5. What is Union City's strongest opportunity (strength or asset to build upon)?

---

Improve higher end dining and shopping options

4 months ago

⊕ 31 Agree

---

"Downtown" development to attract better retail, restaurants and entertainment.

Single-family detached housing.

Non-emergency medical services.

3 months ago

⊕ 29 Agree

---

Improve dining and shopping options

4 months ago

⊕ 29 Agree

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

Union City should take cues from growing cities like Lawrenceville, Norcross, and Chamblee. They are creating more open, walkable spaces with restaurants and shopping and activity venues. Also, our grocery stores need expansion and face lifts. Visit the grocery stores in Norcross and Dunwoody, Fayetteville- why are ours so poor and receiving less quality products? The Southside in general is in need of a hospital. We lack amenities. I would like to stay within my community to shop and eat but I have to leave for quality experiences.

3 months ago

27 Agree

quality eating establishments; the city is dirty - litter is everywhere; we need a strong anti-litter campaign to involve citizens to help keep our city clean; also we need to hold commercial property owners accountable for the litter that is on their property (i.e. Walmart plaza on 138, gas stations on Roosevelt Hwy).

3 months ago

18 Agree

Increasing engagement with residents and a change in leadership. Having a mayor and council that does not have term limits keeps the city bound to agendas that do not reflect the desires of its residents and continues to erode the potential of the city.

4 months ago

17 Agree

The people who live in this city are the biggest untapped asset. We have residents that want to be involved and make Union City a better place to live. The city leaders need to find ways to be more collaborative and utilize the talents of the people who live here.

4 months ago

15 Agree

Yes agree bring higher end restaurants and shops

4 months ago

15 Agree

The city is losing revenue to surrounding cities that offer better options for dining, shopping, and entertainment. The city has opportunities to develop areas to attract businesses other than warehouses.

3 months ago

14 Agree

Union City's location is a strong asset. Easily accessible from I-85 and 285. Close enough proximity to downtown Atlanta that getting there is easy. It could make an ideal suburb while still being a city in its own right.

3 months ago

13 Agree

Union City has the opportunity to become a model for healthy, connected, and inclusive suburban living. Investing in walkable infrastructure—sidewalks, crosswalks, and parks—can encourage outdoor activity and improve both physical and mental health outcomes. There's also potential to attract better food options, such as healthy grocery stores like Trader Joe's, to create a more nutritious food environment and reduce over-reliance on fast food.

3 months ago

10 Agree

SAFE, WALKABILITY THAT ENCOURAGES HEALTHIER LIFESTYLES. ANTI-LITTER CAMPAIGNS. HEALTHIER FOOD OPTIONS.

3 months ago

9 Agree

Strong Leadership makes for a stronger city.

4 months ago

9 Agree

Union City faces several challenges that directly impact the quality of life for its residents. Crime—particularly car break-ins in shopping centers—continues to be a concern and highlights the need for increased public safety measures and environmental design improvements. There is an urgent need to prioritize infrastructure that supports walkability and safety: more sidewalks, crosswalks, speed bumps in residential neighborhoods, and better lighting to address speeding and increase pedestrian security.

Public transportation users also need safe, accessible, and dignified bus stops—currently, many riders are forced to wait in unsafe, grassy areas without shelter. Additionally, community well-being would benefit from more well-maintained parks and dedicated community spaces that invite families and neighbors to gather. The current overdevelopment of warehouses takes space and attention away from resident-focused improvements.

3 months ago

8 Agree

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

By focusing on safe, walkable communities with family-friendly green spaces, Union City can foster a stronger sense of connection and belonging among its residents. These improvements not only enhance livability but also attract businesses and families looking for a vibrant, sustainable place to thrive.

3 months ago

6 Agree

MORE GYMS/FITNESS CENTERS. I have to go to Old National (College Park) or Camp Creek (Atlanta/East Point) for a decent gym. The 24/7 fitness in the Walmart parking lot closed. MORE PUBLIC SPACES FOR HEALTH. Walking trails, tracks, outdoor gyms. Shopping centers that aren't all fried food spots, liquor stores, and beauty supply stores. Union City (near the Walmart area + all up and down Roosevelt highway) could use some redevelopment for things like an LA Fitness or Costco. We have the space for an outdoor mall where investors can put things like the nicer restaurants everyone else is talking about. North Fulton has places like Avalon. Gwinnett has the Forum on Peachtree Parkway. I drive into Newnan, Peachtree City, and Fayetteville for 90% of my shopping and my money could be better spent where I pay my property taxes but it seems like the city AND residents (yes we have to do better with keeping our neighborhoods clean) don't care as much as those in the places I names. We could use some nice brunch spots so I can take my grandparents somewhere nice in the morning that isn't blasting music OR a carryout. We could also use some kid friendly places like playgrounds and aquatic centers (with indoor pools and swimming classes etc). Yeah we're asking for a lot but I've been a resident since Walmart was across the street in the old location... and not much has changed but the addition of warehouses and new traffic lights (thankfully). I watched Camp Creek surpass us from just trees to what it is now.

3 months ago

5 Agree

We need a new mayor and council members. Those we have are not for the residents of UC.

3 months ago

5 Agree

The comments above align with my concerns.

3 months ago

5 Agree

Same as above

3 months ago

3 Agree

Need more dining options

3 months ago

2 Agree

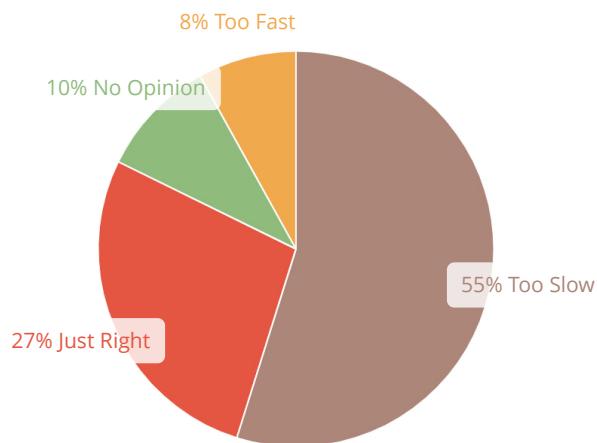
I agree with comments above.

3 months ago

# PUBLIC INPUT ONLINE SURVEY

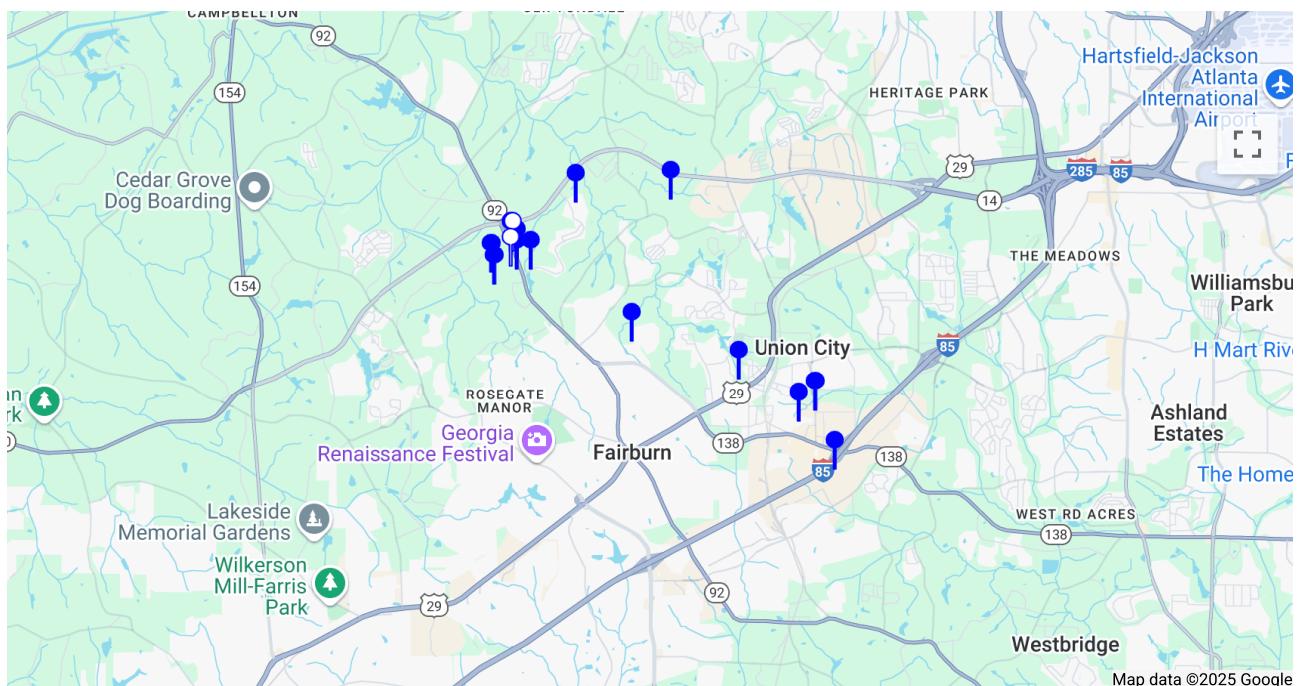
MARCH 2025 - JUNE 2025

## 6. How would you characterize Union City's pace of development in the last five years?



62 respondents

## 7. Where would you like to see future development focused?



Map data ©2025 Google

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

## 8. How important are the following items in terms of future development in Union City?

Redevelopment of Blighted Areas	71% Very Important	29% Important	- Not Important
Business and Economic Development	84% Very Important	15% Important	2% Not Important
Job Creation	58% Very Important	38% Important	3% Not Important
Access to Parks and Recreation	73% Very Important	22% Important	5% Not Important
Infill Development, Housing Diversity and Affordability	43% Very Important	47% Important	10% Not Important
Transportation Network Improvement	42% Very Important	42% Important	15% Not Important
Downtown Development	66% Very Important	25% Important	10% Not Important

61 responses

## 9. Which three of the following would you prefer to accommodate future population growth?

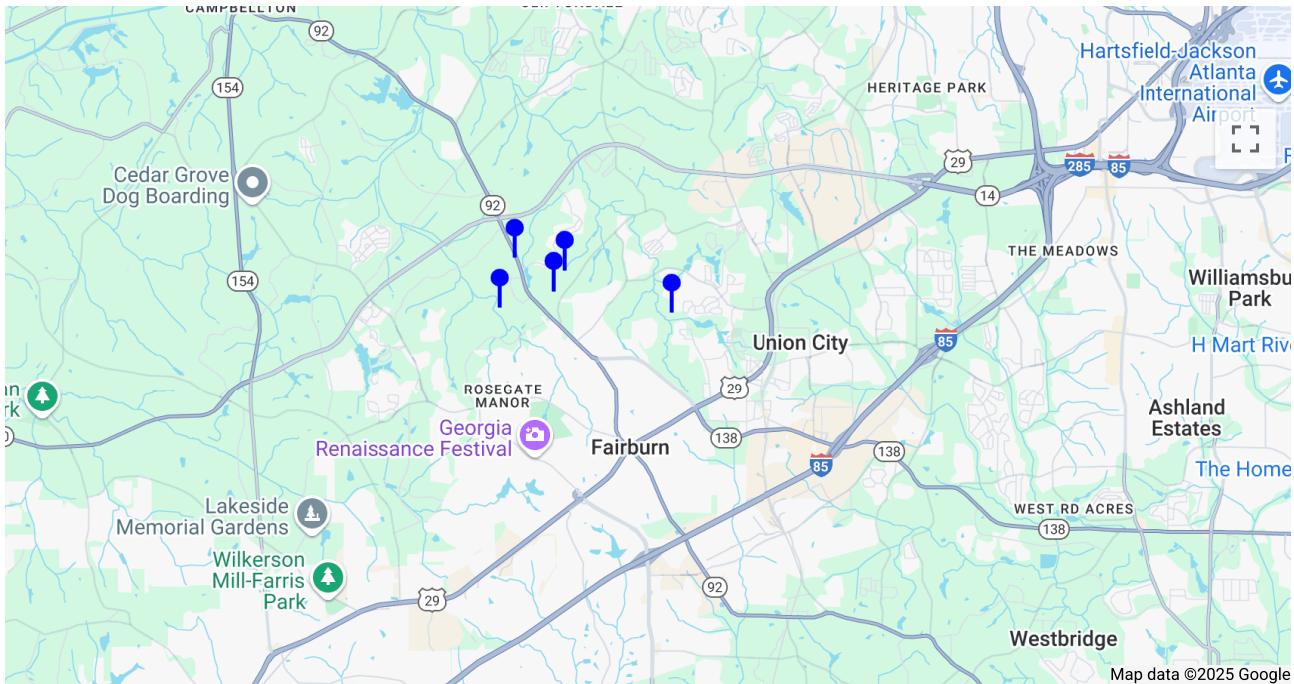
91%	Development of vacant and under-utilized property	39 ✓
72%	Allow mixed-use of residential and commercial development along Campbellton Fairburn Rd / South Fulton Parkway	31 ✓
70%	Allow mixed-use of residential and commercial development along Roosevelt Hwy	30 ✓
12%	Increase allowed maximum density in the existing Single-Family zone	5 ✓
9%	Increase the amount of Multi-Family zoned property	4 ✓

43 Respondents

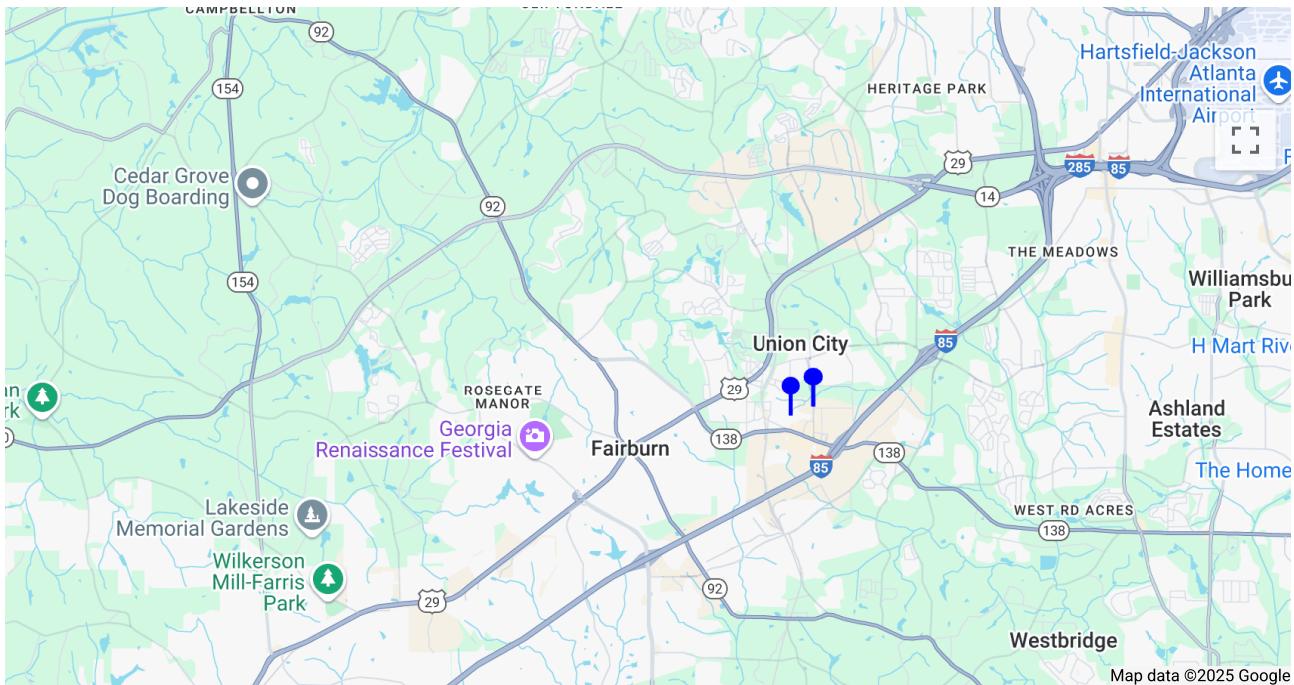
# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

10. What are Union City's most significant natural and environmental resources? What role should the City play in helping to preserve and protect these?



11. What are Union City's most significant historic and cultural resources? What role should the City play in helping to preserve and protect these?

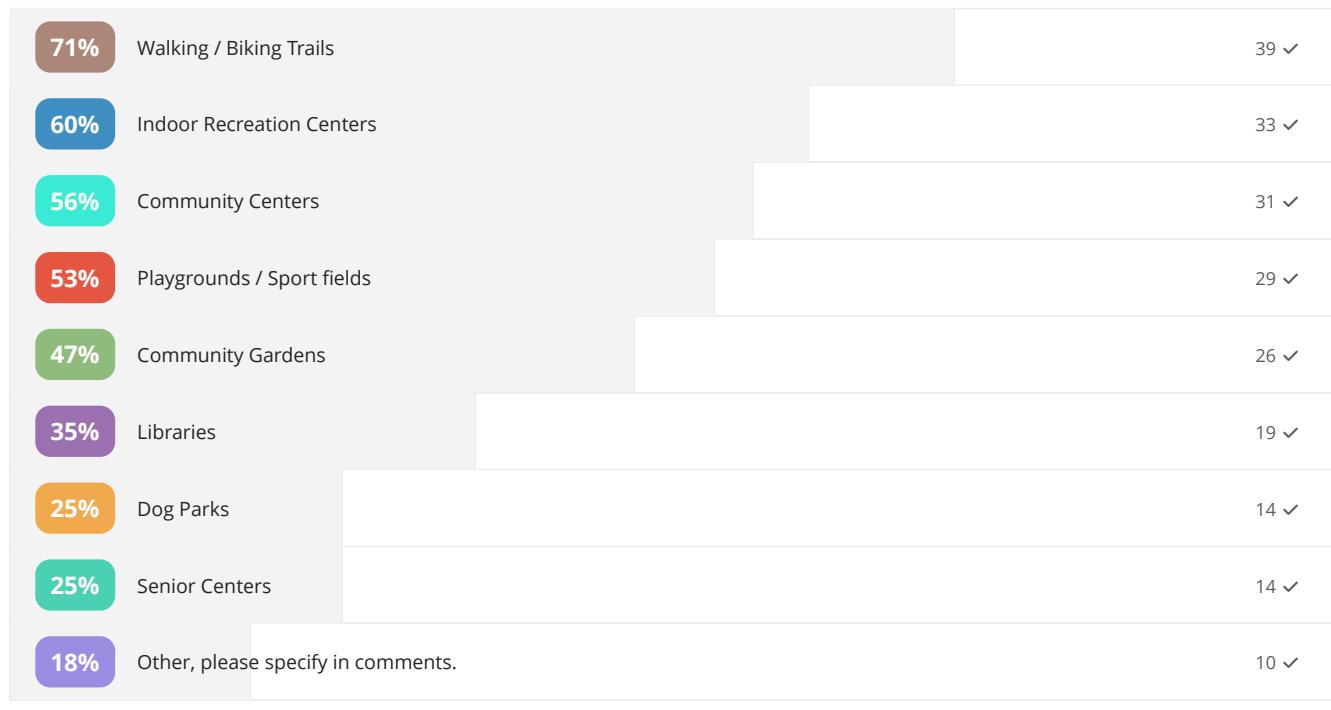


# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

## 12. What new amenities and community facilities would you like to see in the community?

*Check all that apply.*



55 Respondents

The entire 138 corridor is over saturated with crappie fast food eateries that keep communities sick and obese.

4 months ago

19 Agree

This community is currently designed to create a low income population and while new jobs have been created they don't help empower people to improve their economic standing. Help the locals create businesses that can change the trajectory of our community. Too many outside businesses that don't care about reinvesting locally.

4 months ago

16 Agree

We need options on the Roosevelt side of Union City. Biking/walking trails, demand those business upgrade their appearance.

3 months ago

7 Agree

### Poll Questions 'Other' Responses:

More shopping and restaurants

2 months ago

swimming and young child engamnet areas

3 months ago

Home Depot

3 months ago

None, stop using up all our green space.

3 months ago

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

Aquatic Center

3 months ago

Hospital

4 months ago

Better eateries

4 months ago

Mimic City Center in Fayetteville

4 months ago

## 13. How would you rate the quality of Union City's existing recreational amenities?



46 respondents

## 14. How would you rank Union City's housing needs?

Affordable Housing	37% Need More	49% Right Amount	14% Need Less
Senior Housing	51% Need More	45% Right Amount	4% Need Less
Density	20% Need More	59% Right Amount	20% Need Less
Mixed-Income Housing	40% Need More	40% Right Amount	19% Need Less
High-Income Housing (\$400,000+)	58% Need More	29% Right Amount	13% Need Less

53 responses

## 15. What would you describe as Union City's most important housing need? What role should the City play in helping to support this development?

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

Dining and shopping options

4 months ago

32 Agree

A mix of senior living and moderately priced to high end homes.

4 months ago

23 Agree

Partner with other non profits to create pathways to home ownership for city residents

3 months ago

12 Agree

Union City's most important housing need is to diversify its current housing stock by focusing on mid- to higher-priced single-family homes and mixed-use developments that incorporate both residential and retail spaces. While affordability remains important, it is equally vital to create housing opportunities that attract long-term residents, professionals, and families who are invested in the community's growth.

3 months ago

8 Agree

Mixed use development is needed - a mixture of at least two house types with commercial and neighborhood friendly office uses and adequate open space and amenities.

3 months ago

7 Agree

We need HOME OWNERSHIP options. That built to rent neighborhood on Dodson Rd is horrific and has taken as many opportunities from our people for ownership as there are homes in that neighborhood.

3 months ago

5 Agree

Nice affordable housing

3 months ago

4 Agree

We don't need any more housing off of South Fulton pkwy and hwy 92. We NEED another grocery store, better restaurants, a gas station, and retail stores. A dog park would also be nice.

2 months ago

## 16. Which of the following should Union City focus on as housing goals?

74%	Ensure new residential development meets high standards of quality	32 ✓
51%	Facilitate the improvement of existing housing stock	22 ✓
40%	Promote a variety of housing choices	17 ✓
33%	Offer attainable housing options	14 ✓
5%	Others	2 ✓

43 Respondents

# PUBLIC INPUT ONLINE SURVEY

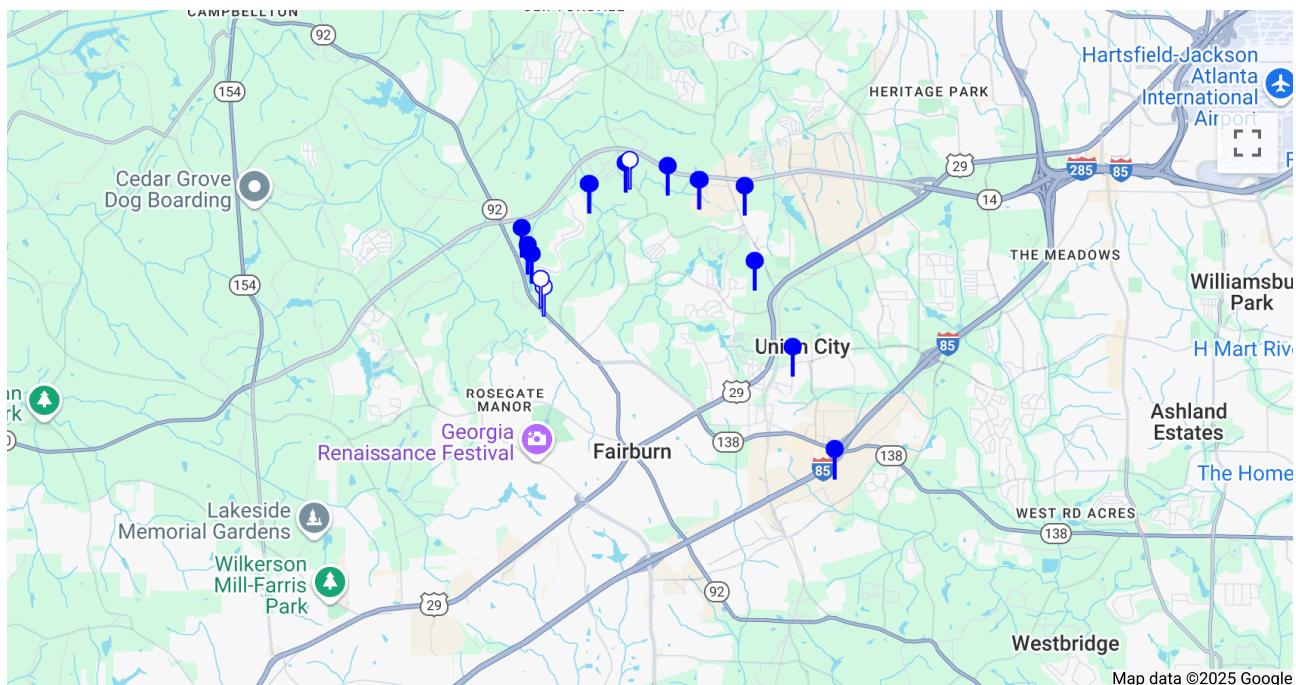
MARCH 2025 - JUNE 2025

**17. How would you rank your satisfaction with Union City's transportation system?**

Traffic Safety	36% Poor	26% Below Average	25% Adequate	6% Good	- Excellent	8% No Opinion
Traffic Congestion	40% Poor	40% Below Average	19% Adequate	- Good	- Excellent	2% No Opinion
Road Conditions	25% Poor	34% Below Average	38% Adequate	4% Good	- Excellent	- No Opinion
Pedestrian & Bicycle Safety	64% Poor	19% Below Average	13% Adequate	- Good	- Excellent	4% No Opinion
Public Transportation	28% Poor	28% Below Average	19% Adequate	8% Good	- Excellent	17% No Opinion

53 responses

**18. Are there any areas in Union City you feel are particularly dangerous for pedestrians or bicyclists?**



# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

## 19. Which types of these transportation improvements you would like to see in Union City?

*The City aims to improve the transportation system to provide safety for all modes of transportation.*



52 Respondents

138 is terribly congested and while it is a state route, improvements can still be made by the city to address how traffic flows from the cross streets.

4 months ago

9 Agree

More stricter Trucking rules the trucks are out of control with how many are up and down the roads especially 1:38 where trucks take shortcuts from the highway versus using the trucking Backstreet it messes up the roads and cause them to need repaving sooner the exits to 138 something needs to be done there the congestion is out of control.

3 months ago

6 Agree

South Fulton is dark and dangerous

4 months ago

5 Agree

Need improvements at SR 138 and I-85.

3 months ago

3 Agree

It's danger to bike ride in Roosevelt highway

3 months ago

1 Agree

Big Semis drive up and down Buffington RD destroying the road pot holes cracks !! This road need better signs to prevent truckers from driving on it!!! I fear there will be a bad accident on Buffington involving a trucker

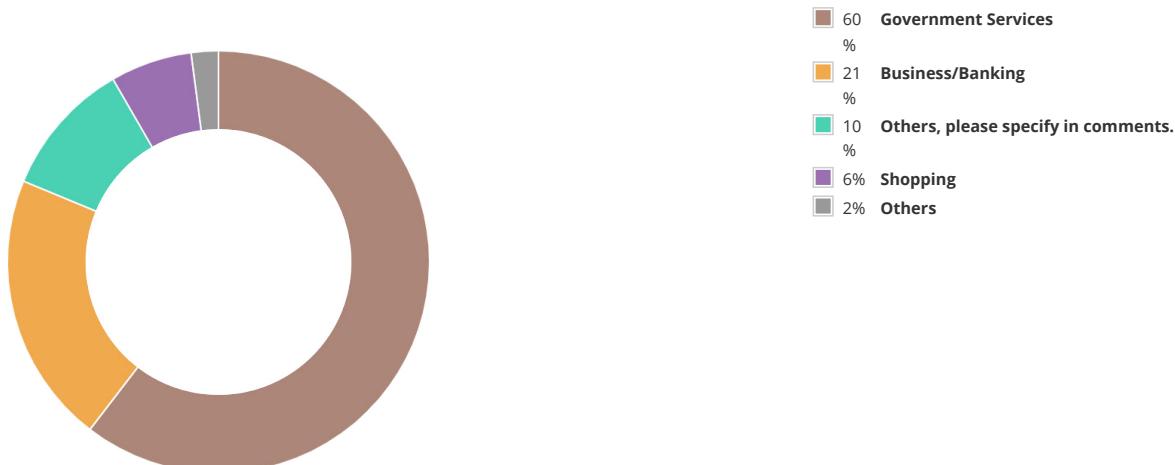
3 months ago

1 Agree

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

## 20. What is your primary reason for visiting downtown Union City?



48 respondents

There is no reason to visit downtown UC

3 months ago

⊕ 8 Agree

There is nothing else to visit other than government services. The city has taken over the adjacent buildings and the one or two businesses that remain are not high traffic retail establishments.

4 months ago

⊕ 7 Agree

Post office

4 months ago

⊕ 4 Agree

What are you considering downtown to be city hall area or the business district.

If city hall is the downtown area, there is no reason other than going to city hall for most people to go there.

3 months ago

⊕ 3 Agree

The post office and city services are downtown.

3 months ago

⊕ 1 Agree

I try my best not to.

3 months ago

⊕ 1 Agree

Post Office and City Hall.

3 months ago

⊕ 1 Agree

Where is downtown? I didn't know we had an area designated as downtown. If the area around City Hall is considered downtown, more investment is needed. The city has made great improvements to the area but it is not a "downtown".

3 months ago

⊕ 1 Agree

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

---

There is no reason, there is nothing there that attracts me.

3 months ago

there is nothing in downtown union city but government buildings and fast food places. develop Roosevelt highway like downtown hapeville/college park/east point except with newer buildings. all 3 have train tracks running down the middle of them but it hasn't stopped development. we would only need to develop the one main side to get the ball rolling. we have so much space and potential. I would love some lunch spots with patios and more diverse for options.

3 months ago

## 21. What kind of improvements should be considered to enhance Union City?

---

Upscale dining and shopping options

4 months ago

24 Agree

Union City is a vital hub as entry into Atlanta with having major interstate access & easy access to the airport. We need to explore bringing the commerce of family oriented restaurants.

4 months ago

24 Agree

Beautiful houses, lighting on main roads, high end shopping, restaurants, lights that are sensored, and ones that work, Derrick industrial or ones with an actual turn signal, stonewall tell

4 months ago

23 Agree

The Kroger grocery store needs to be updated. It looks like a low security with all the plexiglass and mazes that keep shoppers diverted from shopping in a way that's convenient. The fruits and vegetables are not fresh and well maintained. The floors are disgusting. The city needs to discuss the concept of being better community partners with corporate. The city needs to attract proper development of the area next to Kroger. We don't need another dollar store or vape shop.

4 months ago

22 Agree

Clean up Roosevelt Highway. Hold the businesses on Roosevelt accountable for the condition and cleanliness of their property. Clean the city. There is a lot of trash and debris scattered throughout the city. We need a strong and robust anti-litter initiative.

3 months ago

17 Agree

add an outdoor mall and make a deal with the developers about the kinds of businesses they would be leasing too. bring more sit down restaurants, doesn't have to be Phipps plaza but it could be more like peachtree city and their outdoor shopping areas. this would attract the businesses we need like nicer gyms, restaurants, clothing stores, etc.. no reason we don't have a nice shopping center like newnan... at least a camp creek marketplace lol

3 months ago

4 Agree

Improving the curb appeal of all roads within the city; planting in medians. Consider roundabouts to improve congestion. Attract more casual dining/family restaurants and recreational business like skyzone or mainevent. Need more childcare business/camp options within the city.

3 months ago

4 Agree

Add a gas station on S. Fulton Pkwy. I have to stop and get gas on the way home or pass my subdivision to get gas on Hwy 92. It's not always convenient.

3 months ago

1 Agree

# PUBLIC INPUT ONLINE SURVEY

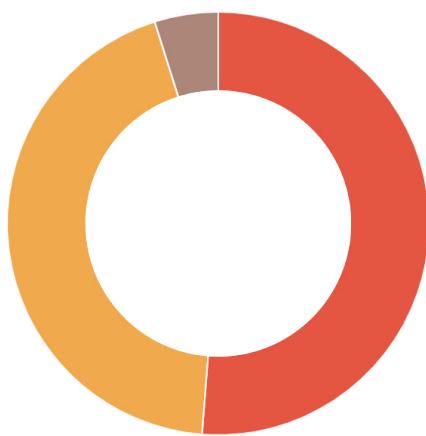
MARCH 2025 - JUNE 2025

22. Please select three of the following topics you feel are most important to the City's economic development strategies:

68%	Attract new commercial businesses	28 ✓
63%	More/better educational opportunities	26 ✓
59%	Improve wage levels	24 ✓
49%	Attract new industries	20 ✓
29%	Expanding existing businesses	12 ✓
27%	Attracting experienced labor force	11 ✓

41 Respondents

23. What should Union City focus on for economic development?



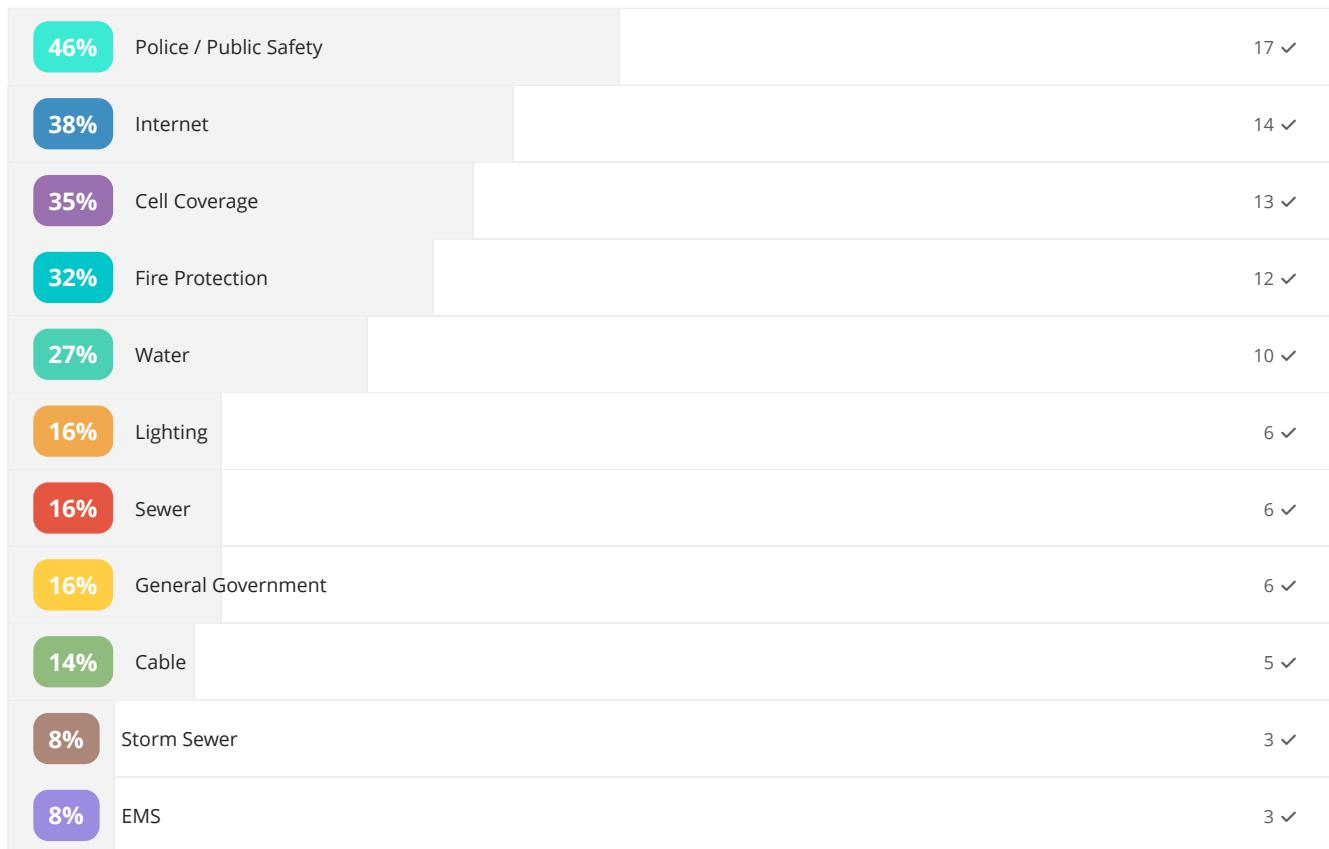
- 51% Promote redevelopment of underutilized, undeveloped, and declining areas
- 44% Establish a Downtown for an economic base
- 5% Attract a variety of businesses and employers
- 0% Balance industrial development with infrastructure and environmental needs

41 respondents

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

24. Please select three of the following public services & utilities that you feel are of the best quality in the City:



37 Respondents

25. Which of the following statements apply to you (select all that apply)?



49 Respondents

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

26. If you work or own a business in Union City, how long have you done so?



47 respondents

27. If you live in Union City, how long have you been a resident?

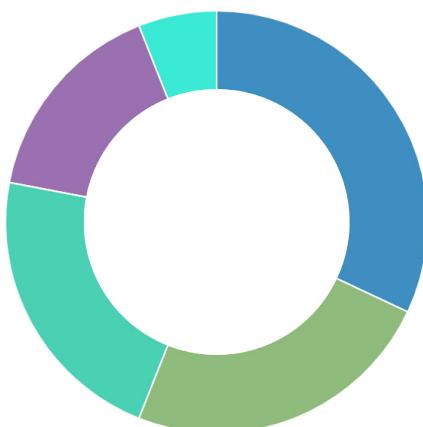


50 respondents

# PUBLIC INPUT ONLINE SURVEY

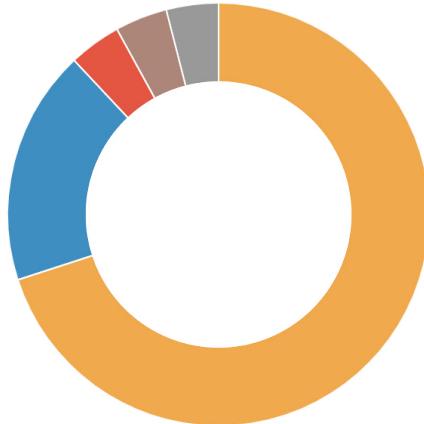
MARCH 2025 - JUNE 2025

## 28. What is your age?



50 respondents

## 29. Which of the following categories best describes your employment status?



50 respondents

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

30. What is the highest level of school you have completed or the highest degree you have received?



50 respondents

31. With which race do you identify?

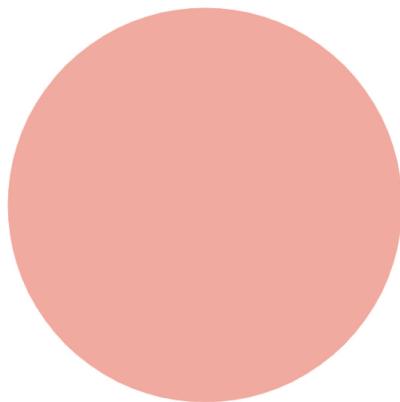


48 respondents

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

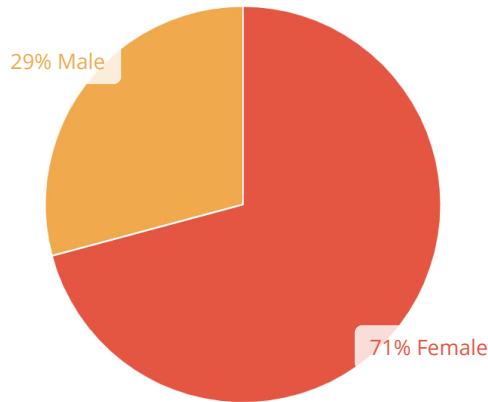
**32. Do you identify as Hispanic, Latino, or Spanish?**



100% No

47 respondents

**33. What is your gender identity?**

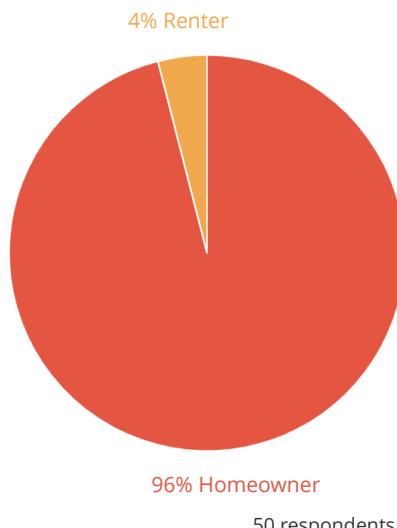


48 respondents

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

## 34. What best describes your housing status?



### If desired, please use the space below to list anything else you would like to be considered in Union City's future planning efforts that was not covered by the previous survey questions.

Find additional ways to engage the residents and listen when we speak.

4 months ago

1 Agree

There need to be some type of entertainment for kids 12 and under!! I really thin an Aquatic Center would be great have Olympics size pools, have a yoga room basketball court, weight room pickle ball Courts etc... this will give something for the residents to do!! I have been driving to morrow over a year for my girls swimming lessons !!!! We need a YMCA or something fun for the kids!!

3 months ago

6 Agree

Make it better, listen to your residents, give garbage control back to residents instead of trying to take a cut

4 months ago

6 Agree

Address poverty and homelessness growing in Union City. The number of homeless and impoverished people is growing and becoming more visible in this small city. Provide some resources to help the unhoused.

3 months ago

5 Agree

Put an end to the commercial warehouses that are taking over the beautiful land that we have. This does not benefit your residents.

3 months ago

2 Agree

We need to consider a new mayor and no more warehouses.

3 months ago

2 Agree

Develop a downtown area. Clean (anti litter, clean my city) initiative

3 months ago

2 Agree

Education improvement!

3 months ago

1 Agree

NO MORE WAREHOUSES

3 months ago

1 Agree

# PUBLIC INPUT ONLINE SURVEY

MARCH 2025 - JUNE 2025

---

Please, NO MORE WAREHOUSES

3 months ago

 1 Agree

---

More lighting on South Fulton. Hospital and grocery stores

3 months ago

 1 Agree

---

Enforcement of housing/builder development plans in Subdivisions. When initial builder plans are approved with tennis, swim, golf, etc. eminencies; the city should enforce initial plans to be honored by prospective new developers. Homes were purchased/priced based on initial/planned offerings.

3 months ago

 1 Agree

---

Make homeowner response for the upkeep of property, especially companies and people who rent. I can tell which properties tend to be renters

3 months ago

 1 Agree

---

Traffic congestion improvements left turn lights in all 4 sides at 138 and Buffinton. Trucks on 138 limited. More roads to use as an alternative to 138 due to high capacity and congestion being created due to increased industrial facilities. Other Internet options. Power options New companies including Solar Panels

3 months ago

 1 Agree

---

I think the City Planning & Development committee should follow up with the citizens of Union City on future plans for the city. There seems to be a disregard to the citizens after you have these planning sessions and surveys we fill out without any follow-up or meetings to let us know before we know it, the city is building another warehouse or wants to building a data center in my backyard. Communication is needed from the City to the citizens who live in this city, not just for visitors.

3 months ago



Atlanta Regional Commission