

Unlocking Our Future

Rebuilding Our Community

Realizing Our Vision

TOTAL: Impact

Tax Allocation District
A Financing Program for
Union City, Georgia

A Total Solution

Approach to the

Challenges of

Community Development

Union City Town Center Redevelopment Plan & Tax Allocation District

Fulton County, Georgia



Prepared for
The City of Union City
The Fulton County Commission
and
The Fulton County Board of Education

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* Headings followed by a letter in parenthesis [e.g. (A)] denote information required per Georgia Code Chapter 36, Title 44.



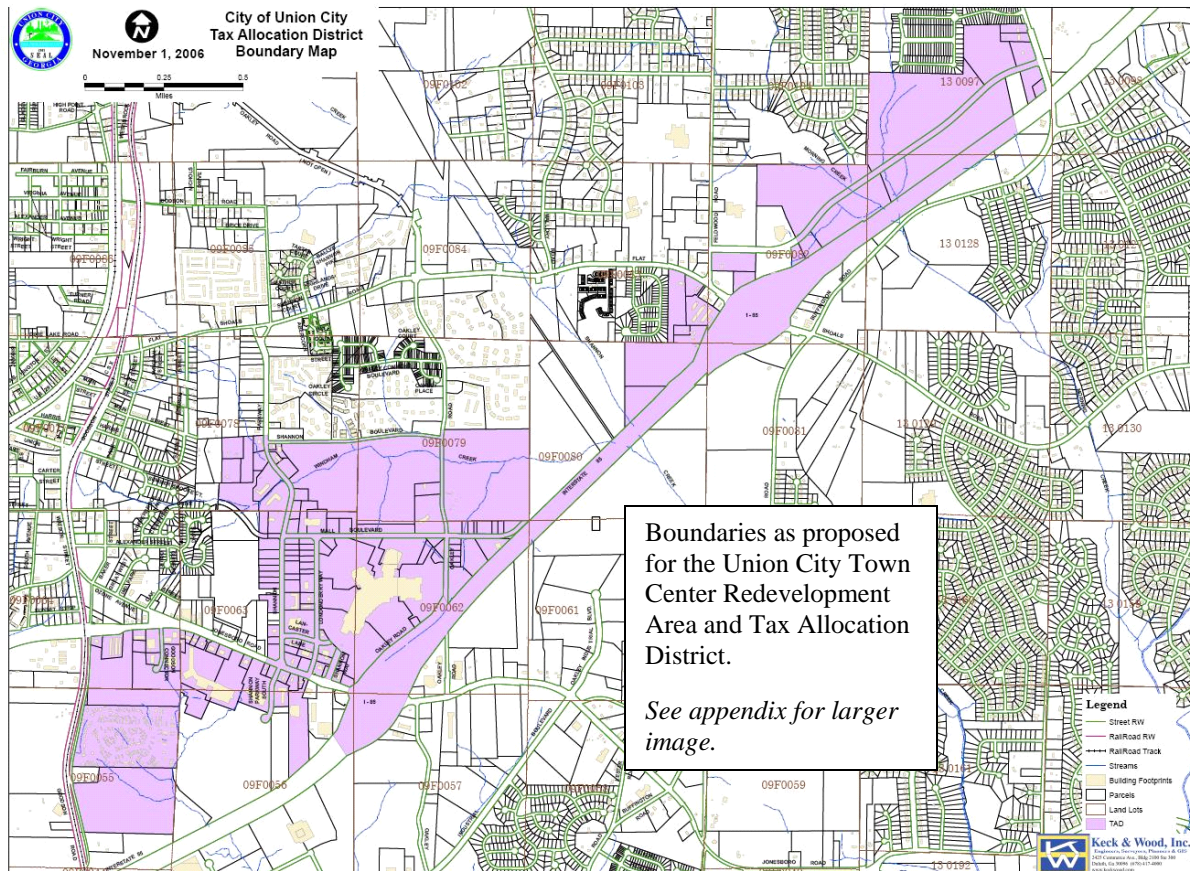
Executive Summary

Union City is nearing the century mark and we need to construct the path for future growth. The Tax Allocation District will help us begin much-needed improvements, giving residents a more enjoyable living experience and creating a robust environment to attract and retain businesses.

With revitalization, we can truly live up to our moniker: "The Progressive City."

Mayor Ralph Moore, Union City

This *Union City Town Center Redevelopment Plan and Tax Allocation District* has been produced to respond to Union City's vision of redeveloping primary points within the city into live, work and play communities that include new residences, offices, industrial space, retail shops, and beautiful parks and green spaces. The catalyst for this desired renaissance can be traced back to Union City's 2003 Livable Centers Plan, which was developed with a \$60,000 LCI grant from the Atlanta Regional Commission. The community's vision for redevelopment was carefully crafted by many concerned citizens from the public and private sectors. Now it is up to City and County leaders to realize this vision by their vote to implement its financing mechanism, a tax allocation district that will allow it to come to fruition at no extra expense to city and county taxpayers.



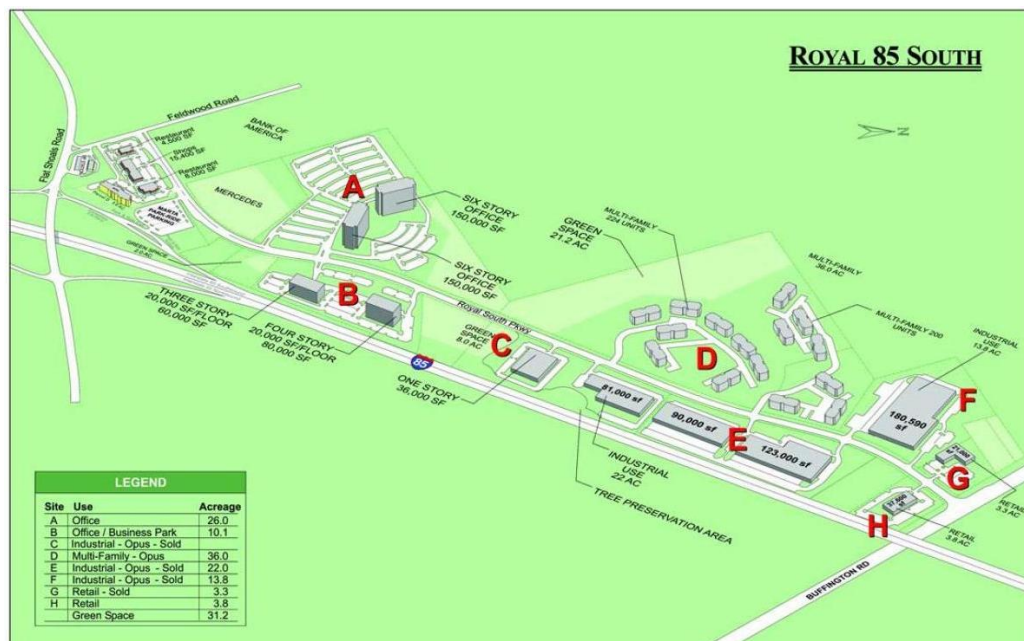


Vision for the Area Within the Southwestern Portion (Town Center) of the Proposed Union City Town Center Redevelopment Area

CONCEPT PLAN MAP



Vision for the Area Within the Northeastern Portion (Royal South Parkway) of the Proposed Union City Town Center Redevelopment Area

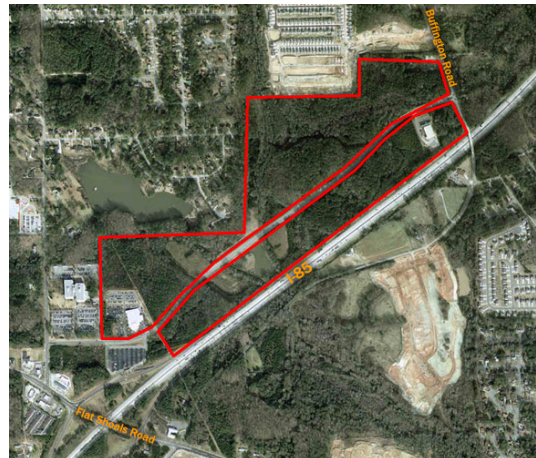




TADs have been created for immensely successful revitalization projects in metro Atlanta, including Atlantic Station in midtown Atlanta, Camp Creek MarketPlace in East Point and Lakeside MarketPlace in Acworth. Cities and counties all over Georgia increasingly pursue TADs because they can provide money for redevelopment, but are not a tax increase for residents nor a tax abatement for developers.

Mayor Moore

If approved, the TAD will allow the City to provide a valuable incentive to spur mixed-use redevelopment of more than 600 acres in an area that begins within a prominent yet declining commercial area of Union City and runs along the interstate to a failed and neglected office/industrial park. This new mix of homes, shops, restaurants, offices, warehouse and distribution centers and parks will create new jobs, spur the desired mix of additional private redevelopment, and provide new public spaces that will bring citizens from Union City and South Fulton together within the City's boundaries.



Royal South Parkway

Union City has the opportunity to once again attract attention, engagement and investment from citizens throughout the south metro Atlanta region – shoppers, workers, tourists, students and others – further enhancing the direction growth takes in the city and county.

The Opportunity

The proposed Union City Town Center, centered on Union Station Atlanta and a portion of the SR-138 corridor, is an important activity center with its proximity to the historic downtown area and major transportation infrastructure. Royal South Parkway's parallel position and access to I-85 should make it a strong candidate for major business and industrial investment. Countering the economic decline, deterioration and/or neglect found in these areas, the opportunity exists to create long-lasting, well-planned economic development in Union City with a TAD.

The Union City Town Center TAD, as proposed, will generate a major increase in property tax collections within an area that in more than two decades, if ever, has added little to City, County or School District tax revenues. Private redevelopments anticipated and proposed for the TAD – retail, industrial and commercial facilities – will spur the growth of the City's property tax digest within, as well as adjacent to, the City's proposed tax allocation district.

Additionally, the opportunity exists – with the creation of a TAD – to develop a wide range of new housing options, including workforce-affordable housing as is represented in all healthy communities.

The increase in property values within the TAD boundaries are captured to repay the cost of public improvements to the redeveloped area at no extra cost to taxpayers. No general fund dollars are used to repay TAD bonds. The TAD would cause no decline in the City, County and School District's current operating tax base. In fact, TAD redevelopment efforts often are found to inspire redevelopment in areas bordering the district, increasing property values and further adding to the tax base.



Conditions in the redevelopment area support the creation of the proposed TAD

- ♦ The Town Center area includes a mix uses that include of retail establishments, heavy commercial sites, scattered vacant parcels and residences that are predominantly multi-family rental units. Many of the residential and commercial structures in the area are in dire need of maintenance. Several of the big-box retail sites are abandoned and in serious decline.
- ♦ Improvement of the proposed Town Center redevelopment area is likely to significantly enhance the value of a substantial portion of the City within the TAD boundaries. It will also enhance values and provide important resources to retail and residential properties adjacent to the proposed tax allocation district.

The Problem

Although strategically located and highly visible from I-85, the site of the proposed Union City Town Center Redevelopment Area and Tax Allocation District has seen no significant private economic activity or growth in more than a decade. The northeastern portion of the area is largely vacant and lacks any development. Land uses within the site have been limited to retail, heavy commercial and multi-family residential.

Union Station Atlanta, which until fall 2006 was known as Shannon Mall, was once the most exciting retail attraction in South Fulton County. In the late 1980s and early 1990s, the mall contained four major department store anchors and more than 100 specialty shops that attracted shoppers from South Fulton and adjacent counties. From the mid-1990s on, Shannon Mall went into decline as retailers left the mall for newer developments close by.

Additional problems with generating redevelopment activity in Union City center on its historic patterns of development as an “auto-oriented, pedestrian-hostile collection of uses and other buildings organized with little regard for other uses or the surrounding community.” (Union City Town Center Study)

Today, the implications of this outdated community pattern are great. Pedestrians cannot safely and conveniently access nearby uses, traffic is forced onto one or two main streets, buildings are spread apart and fail to create a sense of place, and the public realm is grossly neglected by buildings that turn their back(s) on anything other than their parking lots.

– Union City Hall Town Center Study

As stated in the study, the long-term economic and social vitality of the proposed Union City Town Center requires a change of the area from “a collection of single, disconnected uses to a cohesive, mixed-use and mixed-income walkable community.” The goal of the Town Center redevelopment effort is to begin the long process of bringing good community design, and the economic strengths this design promotes, to Union City, step-by-step. The redevelopment of two communities into Shannon Town Center and Oak Village will bring new shops, offices, entertainment and recreational areas, and homes to Union City. The redevelopment of Royal South Parkway will bring major investments in office, industrial, retail, residential and green spaces. Approval of the Union City Town Center Redevelopment Plan and Tax Allocation District are Union City’s next steps in realizing its strategic plan.

Union City stakeholders have voiced their support for redeveloping well-defined areas in the city during LCI planning sessions and workshops that have led to this proposal. They envision the redevelopment of a thriving, revitalized cluster of communities in a critical, visible area of the city that has been neglected and underutilized for too long.



Key Challenges to Union City Town Center's Redevelopment

The area contained within the Union City Town Center Redevelopment Area and Tax Allocation District poses many challenges to redevelopment:

- ♦ A high concentration blighted, vacant properties and abandoned big-box retail sites;
- ♦ Creeks and floodplains that intersect key land areas;
- ♦ Unsafe pedestrian mobility; and
- ♦ An overabundance of older rental, multi-family residential units.

The proposed Union City Town Center Redevelopment Area sits on a line that runs along I-85 and several heavily traveled roads leading into the city. This area contains several vacant areas as well as few buildings of any character that would attract private economic investment. The only hint of economic prosperity lies in plans currently underway to redevelop Union Station Atlanta, formerly known as Shannon Mall.

Union City Town Center Meets the State's Criteria for Redevelopment

*It is found and declared that economically and socially depressed areas exist within counties and municipalities of this state and that these areas contribute to or cause unemployment, limit the tax resources of counties and municipalities ... It is, therefore, in the public interest that such areas be redeveloped to the maximum extent practicable ... **To encourage such redevelopment, it is essential that the counties and municipalities of this state have additional powers to form a more effective partnership with private enterprise to overcome economic limitations that have previously impeded or prohibited redevelopment of such areas.***

- Official Code of Georgia Annotated Section 36-44-2

The Georgia General Assembly amended the Redevelopment Powers Law in 2001 to encourage the redevelopment of “depressed non-urban areas within counties and municipalities” and to “expand the characteristics of areas eligible for designation as redevelopment areas,” among other points. The goal was to amend the law so it could be applied to the types of projects that are more often found in older, already developed suburban counties.

Under Section (5)A-K of the Official Code of Georgia Annotated (36-44-3) of the Redevelopment Powers Law, “‘redevelopment’ means any activity, project or service necessary or incidental to achieving the development or revitalization of a redevelopment area or a portion thereof designated for redevelopment by a redevelopment plan” and may include any one or more of the following: the construction of any building or other facility for use in a business, commercial, industrial, governmental, educational, charitable or social activity; and/or the renovation, rehabilitation, reconstruction, remodeling, repair, demolition, alteration, or expansion of any existing building or other facility for use in any business, commercial, industrial, governmental, educational, charitable or social activity, which may also include public or private housing. Also included in this definition are facilities for the improvement of pedestrian access and safety; the preservation, protection, renovation, rehabilitation, restoration, alteration, improvement, maintenance and creation of open spaces or green spaces; improving or increasing the value of property; and the acquisition and retention or acquisition and disposition of property for redevelopment purposes.

Section 7 defines Redevelopment Areas as:

- ♦ (B) Any urbanized or developed area in which by reason of the presence of a predominant number of substandard, slum or deteriorating structures; the predominance of defective or inadequate street layout, inadequate parking, roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed redevelopment; the faulty lot layout in



relation to size, adequacy, accessibility, or usefulness; unsanitary or unusual conditions; deterioration of site or other improvements; ... or any combination of the foregoing substantially impairs or arrests the sound growth of the community; retards the provision of housing accommodations or employment opportunities; or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use;

- ◆ (E) Any area located within an urbanized or developed area which is substantially underutilized by containing open lots or parcels of land or by containing a substantial number of buildings or structures which are 40 years old or older or by containing structures or buildings of relatively low value as compared to the value of structures or buildings in the vicinity of the area ... or by any combination of the foregoing factors;
- ◆ (F) Any geographic area designated within the comprehensive plan of a political subdivision for redevelopment which has previously been developed for commercial, residential, industrial, office, or similar or ancillary uses and which lies within the service delivery area of the political subdivision, in which the current condition of the area is less desirable than the redevelopment of the area for new commercial, residential, industrial, office, or other uses, or combination of uses, including the provision of open space or pedestrian and transit improvements, and any are that is adversely affected by ... environmental degradation, contamination, or other environmental factors which the political subdivision has determined to be impairing or retarding the redevelopment of the area;
- ◆ (H) Any area combining any factors specified in subparagraphs (A) through (G) of this paragraph.

Union City Town Center Qualifies as a Tax Allocation District

The redevelopment area proposed for the Union City Town Center TAD fits the criteria detailed in the Official Code of Georgia Annotated Section 36-44-2 of the Redevelopment Powers Law:

- ◆ The Union City Town Center redevelopment area on the whole has not been subject to significant growth and development through private enterprise and would not reasonably be anticipated to be developed without the approval of the redevelopment plan.
- ◆ The current condition of the proposed Union City Town Center sites is less desirable than would be their redevelopment for new residential, commercial, industrial and recreational uses.
- ◆ Future uses proposed for Union City Town Center would bring the proposed redevelopment area in line with long-held planning goals of the City of Union City and Fulton County. The redevelopment plan conforms to changes envisioned for the City's newest comprehensive plan and the Town Center LCI study. It also conforms to the City's new overlay zoning ordinances which were updated to conform to public demand for mixed-use, live-work-play communities that encourage more healthful walking and reduce commuting time.

Redevelopment costs, or expenditures made to achieve the redevelopment of the proposed redevelopment area or a portion of it, as designated by a redevelopment plan, may include any one or more of the following, as described in greater detail in Section 36-44-3 (8) of the Redevelopment Powers Law:

- ◆ Capital costs
- ◆ Financing costs
- ◆ Professional service costs
- ◆ Imputed administrative costs
- ◆ Relocation costs
- ◆ Organizational costs
- ◆ Real property assembly costs



By proposing the Union City Town Center redevelopment area as a tax allocation district, the City of Union City is moving its vision for the area’s redevelopment to the next level. Since the City’s 2003 publication the LCI plan, the *Union City Town Center Study*, and the forward-looking study commissioned of Tunnell Spangler Walsh & Associates, *Town Center Study*, the City has worked steadily on recommendations to create transportation improvements and to realize their vision as articulated in the plans. The City of Union City realizes the critical findings in these reports, their impact on its future, and is working to see that these recommendations are realized.

TADs have been created for immensely successful revitalization projects in metro Atlanta, including Atlantic Station in Midtown Atlanta, Camp Creek Market Place in East Point and Lakeside Market Place in Acworth. Cities and counties all over Georgia increasingly pursue TADs because they can provide money for redevelopment but are not a tax increase for residents or a tax abatement for developers.

– Union City press release announcing the redevelopment powers referendum vote

By majority approval of its voters, the City of Union City is authorized to exercise the powers given to municipalities under the State Redevelopment Powers Law, including, but not limited to designating redevelopment areas and establishing tax allocation districts. Within such districts, the City may use tax increments to fund the costs of redevelopment.

The proposed Union City Town Center TAD qualifies as a redevelopment area under this statute for its underdeveloped characteristics, which are fully described in this redevelopment plan.

Investment Proposed: Union City Town Center Redevelopment Plan

	UNITS / SQ. FT.	ESTIMATED VALUE PER UNIT	ESTIMATED TOTAL VALUE
UNION STATION ATLANTA			
Existing Retail Redevelopment	143,000 sq. ft.	\$65	\$9,295,000
New Retail	30,800 sq. ft.	\$130	\$4,004,000
UNION SQUARE			
Townhomes	183 units	\$300,000	\$54,900,000
Retail	43,000 sq. ft.	\$130	\$5,590,000
Park Space			
ROYAL 85 SOUTH			
Office	440,000 sq. ft.	\$180	\$79,200,000
Industrial	510,000 sq. ft.	\$60	\$30,600,000
Retail & Restaurant	86,000 sq. ft.	\$140	\$12,040,000
Multi-Family Residential	424 units	\$200,000	\$84,800,000
Green Space	32.1 acres		
TOWN CENTER (within 3 years)			
Single Family Homes	33 units	\$400,000	\$13,200,000
Townhomes	67 units	\$300,000	\$20,100,000
Lofts	50 units	\$250,000	\$12,500,000
Park Space			
Office Space	17,000 sq. ft.	\$180	\$3,060,000
Existing Retail Redevelopment	37,000 sq. ft.	\$65	\$2,405,000
Retail Space	37,000 sq. ft.	\$140	\$5,180,000
Estimated Total Value			\$336,874,000

These categories and cost allocations, as well as those that follow, are estimates only, and are subject to periodic revision as the Redevelopment Plan is implemented.



A Closer Look: Residential Investment Proposed as a Portion of Total Redevelopment Plan Investment

	UNITS / SQ. FT.	ESTIMATED VALUE PER UNIT	ESTIMATED TOTAL VALUE
UNION STATION ATLANTA			
No Residential			
UNION SQUARE			
Townhomes	183 units	\$300,000	\$54,900,000
ROYAL 85 SOUTH			
Multi-Family Residential	424 units	\$200,000	\$84,800,000
TOWN CENTER (within 3 years)			
Single Family Homes	33 units	\$400,000	\$13,200,000
Townhomes	67 units	\$300,000	\$20,100,000
Lofts	50 units	\$250,000	\$12,500,000
Totals	757 units	Average is \$245,000	\$185,500,000

Summary of Union City Town Center TAD Costs and Benefits

Value of private capital investment at full build out	\$336,874,000
Assessed value of development at full build out	\$134,749,600
Cost of public infrastructure to be financed by TAD	\$11,842,846
Estimated annual ad valorem tax increment after full build out	\$600,000 to \$3 million

The categories and cost allocations offered above are estimates only, and are subject to periodic revision as the Redevelopment Plan is implemented.



Introduction

In its last Comprehensive Plan, the City of Union City predicted its population would grow rapidly in the 1990s and 2000s, as people looked for the charm of small towns in reaction to the explosive growth of metropolitan Atlanta:

*It is expected that the 1990s decade will ... be a period of strong growth. With a growing population base which continues to settle in outlying towns and cities, Union City can be expected to receive a large share of this expected regional growth. An abundance of land available for development within the City provides assurance that new families will continue to move away from the more congested areas of Atlanta. **Small towns such as Union City will continue to be a logical choice as a desirable community** with few of the problems associated with a big city.*

City of Union City, *Comprehensive Plan 1991-2010*

In reality, Union City added just over 3,000 new residents in the decade from 1990 to 2000, while the metropolitan area added approximately 100,000 new residents every year. Density, or persons per acre, measured 2.11 in Union City in 2000 versus 4.95 in the City of Atlanta, 3.26 in Roswell, 2.55 in Alpharetta, 3.4 in College Park, 4.63 in Hapeville and 4.63 in East Point.

Shannon Mall, now Union Station Atlanta, and surrounding retail businesses and restaurants were projected to make a significant contribution to the economic growth of the City:

Continued growth should also result from the presence of the Shannon Mall complex, which serves as an “anchor” for the local business community. ... All of these factors ... can be expected to attract additional economic growth to the year 2010 and beyond.

City of Union City, *Comprehensive Plan 1991-2010*

The reality has been that until the last few years, despite growing population and affluence in other areas of South Fulton, this area of the county has remained underserved by retailers, as indicated



in the recent Livable Centers Initiative Plan developed by and for Union City. Until the development of Camp Creek Marketplace (built in a Tax Allocation District created by the City of East Point), South Fulton residents were forced to drive to the north or the west metro areas to shop for a better variety of goods and services. This migration resulted in millions of dollars flowing outside of Union City and South Fulton County at a time when the mall should have been drawing them in.

For nearly two decades leading into the year 2000, the majority of Union City’s housing units were occupied by renters. In 2000 the shares flipped to 2,663 single-family homes and 2,437 multi-family units.



Some would argue that Union City has been the tortoise to metro Atlanta's hare. Maybe that is true; but the leadership and citizens of Union City, recognizing that steady redevelopment can still win the race, have crafted a new vision for underdeveloped areas in the city. They have taken the baton and are picking up the pace through this Union City Town Center Redevelopment Plan.

The City of Union City recognizes that with the proper combination of redevelopment incentives, the decline and neglect in a core area of the city can be turned around. The areas around Union Station Atlanta and adjacent to Jonesboro Road, Shannon Town Center and Oak Village as envisioned in the LCI plan, have the potential to be transformed into vital neighborhoods of mixed uses – residential, commercial and retail with new parks and green spaces – in which existing resources can be incorporated to create revitalized, thriving community nodes that will generate robust economic activity for city and South Fulton.



The City hopes to leverage the proposed redevelopment area's designation as a tax allocation district to generate linkages that flow from these new and existing activity centers. By these plans, private redevelopment of more than \$336 million in value is expected to flow into to this long-neglected area.

This proposal points to new, sound redevelopment practices with proven benefits that are currently available to the City of Union City under the state's Redevelopment Powers Law. Approval of the proposed Union City Town Center TAD will allow for the redevelopment of the Union Station Atlanta and adjacent areas as well as a major new mixed-use redevelopment for an abandoned cluster of parcels conceived as the Oak Village area that will bring new commercial, residential and recreational uses to Union City, generate a significant amount of new private investment and better encourage others to see Union City as a growing population and economic power in South Fulton County.

Geographic Boundaries (A)

The Union City Town Center Redevelopment Area and proposed Tax Allocation District is within an area generally described as surrounding Union Station Atlanta (formerly Shannon Mall) and running up Interstate-85 to the area surrounding Royal South Parkway.

For a map of the proposed district, see Appendix A.

For the legal description of the proposed district, see Appendix B.

Tax Parcel Identification numbers for properties included within the TAD are listed in Appendix B.

Residents in Union City and Fulton County will Benefit

The benefits to the City and County from the completed projects include the following:

- ♦ Creation of a significant number of jobs in the construction, professional, business, retail, warehousing, distribution and service industries;
- ♦ New shopping, recreation and entertainment opportunities for Union City and south Fulton County;
- ♦ Increased income and new customers for Union City businesses;



- ◆ New private capital investment in blighted and underdeveloped property that will create a new focal point in Union City, drawing an influx of new residents, workers and visitors;
- ◆ New sources of sales tax revenues; and
- ◆ A revitalized regional mall and new gathering places and recreational opportunities for the Union City and South Fulton communities.

Overview of Tax Allocation Districts

A tax allocation district in Georgia designates an area for redevelopment in which tax increment financing is allowed. Tax increment financing is a redevelopment funding mechanism that captures the future tax benefits of real estate improvements to pay the present cost of those improvements, as described by the Council of Development Finance Agencies. (www.cdfa.net) TIF was invented by and first used in California in 1952. Now the state maintains hundreds of TIF districts that have spurred urban redevelopment in cities including San Diego, Oakland and Los Angeles.

A tax allocation district in Georgia is established to stimulate major new construction and renovation or rehabilitation in underdeveloped or blighted areas. A TAD offers local governments the opportunity to promote redevelopment projects in areas that would otherwise not receive investment.

The purpose of a Georgia TAD is similar to tax increment financing in any other state. It uses the increased property tax generated by new development to finance capital and other costs related to the redevelopment such as public infrastructure, land acquisition, relocation, demolition, utilities, debt service and planning. Other costs it might cover include:

- ◆ Sewer expansion and repair
- ◆ Storm drainage
- ◆ Street construction & expansion
- ◆ Water supply
- ◆ Park improvements
- ◆ Bridge construction & repair
- ◆ Curb & sidewalk work
- ◆ Traffic control
- ◆ Street lighting
- ◆ Landscaping
- ◆ Property acquisition
- ◆ Building acquisition
- ◆ Demolition & clearance work
- ◆ Parking structures
- ◆ Environmental remediation

The boundaries of a Georgia tax allocation district, the area that captures the tax increment, are drawn to direct benefits to an area in which it has been demonstrated that redevelopment otherwise would not be feasible. A Georgia TAD must be shown to be a blighted area, one that is physically or socially distressed and economically unviable.

“Tax increment financing captures the future tax benefits of real estate improvements to pay the present cost of those improvements.”

- Council of Development Finance Agencies

A TAD does not create a new tax or tax rate increase for a municipality. **A TAD IS NOT A PROPERTY TAX INCREASE. Nor is a TAD a tax break for developers.** Rather, a TAD offers a way for local governments to capture future tax revenues that are proven to result from new development, as taxes collected on the new development in the designated tax allocation district go to repay TAD bonds. A TAD provides a community with a financing mechanism for public investments that will attract private redevelopment.

Tax increment financing has become one of the most widely used economic development tools in the United States. Its history of enactment in the states follows the decline of federal and state funding for redevelopment-related activities of the last 30 years. As of mid-2006, the District of



Columbia and every state except Arizona has enacted some form of tax increment financing legislation that they now use to their competitive advantage.

A tax allocation district designation for the proposed Union City Town Center redevelopment area will enhance the private development community's perception of the City's desire to generate economic development activity in its key commercial area. Union City will attract more tourism dollars and refocus market attention to the city's core by offering a better mix of residential, commercial and recreational development to its central area. Economic growth has been proven to flow in to and around formerly blighted communities that are redeveloped as a result of becoming tax allocation districts.

A TAD would bring Union City and Fulton County additional economic advantages as well. Other Georgia tax allocation districts, redevelopment areas like Atlantic Station (Midtown Atlanta) and Camp Creek Marketplace (East Point), share redevelopment and investment traits found in other U.S. cities that support tax increment financing, such as:

- ◆ A stronger economic base. Private development that would not have occurred without the TAD designation often follows this incentive. Several Georgia TADs have generated strong redevelopment activity in areas surrounding the TAD as well as within the tax allocation districts.
- ◆ Redevelopment is effectively promoted without tapping into existing general governmental revenues or levying special assessments on property owners.
- ◆ Other cities have found tax increment financing an easier way to lure private development, attract new industry, create more jobs and, ultimately, expand an area's tax base.
- ◆ Tax increment financing (a TAD) is not subsidized by taxes from other areas; it is a self-sufficient financing tool funded by increased property values and corresponding increases in tax revenues from new development within the district.
- ◆ States and municipalities that support TADs, or tax increment financing, make their environment for redevelopment more competitive when held up to those in surrounding states and localities that offer cash or other incentives for economic development.

Georgia's TADs have been shown to attract investment in areas that would not otherwise see it, resulting in greater long-term economic benefits to those areas in which they are created.



In a nutshell, a tax allocation district supports construction of the infrastructure necessary to make an underutilized area attractive to private development, at no additional cost to the taxpayer. It does not create a tax increase for the community, nor does it reduce any tax revenues the community currently receives.



Proposal

The City of Union City is Laying the Groundwork for Successful Public-Private Partnerships to Generate Redevelopment Activity that will Revitalize a Dominant Commercial Area by Converting it into a Mixed-Use Area, Create a New Office/Industrial/Retail/Residential Corridor and Connect Key Neighborhoods, thereby Generating Significant Economic Growth.

Grounds for Exercising Redevelopment Powers (B)

Tax Allocation Districts (TAD) are authorized in Georgia under the Redevelopment Powers Law, found in Chapter 44 of Title 36. A Tax Allocation District, typically referred to as Tax Increment Financing, is a tool used to publicly finance certain redevelopment activities in underdeveloped or blighted areas. A TAD derives its funding from the increase in the redevelopment area's ad valorem taxes levied by the city, county and board of education. These revenues are placed in a special redevelopment fund for the area and are used to directly pay for the redevelopment costs or to issue bonds to pay for redevelopment costs.

In 2001, House Bill 409 was enacted to amend the Redevelopment Powers Law. The new bill was created to change the legislative purpose of this law "to expand the meaning of redevelopment" and "to change the characteristics of areas eligible for designation as redevelopment areas," among the reasons cited in the first paragraph of the bill. "Redevelopment area" now means "Any area located within an urbanized or developed area which is substantially underutilized by containing open lots or parcels of land..."

A redevelopment area is also "Any open area located within an urbanized or developed area within the corporate limits of a municipality which because of any factor or combination of factors enumerated...substantially impairs or arrests the sound growth of the community."

The proposed Union City Town Center TAD qualifies as a Redevelopment Area under this statute.

Why Union City Town Center Qualifies for a TAD

The City of Union City has the authority to exercise all redevelopment and other powers authorized or granted municipalities pursuant to the Redevelopment Powers Law, as now or hereafter amended, provided for by Chapter 44 of Title 36 of the O.C.G.A.

This authority was granted by House Bill 1545 (2005 GA Laws, page 4043) as approved by a majority of the voters of the City of Union City in a referendum held on November 7, 2006.

For decades, much of the property within the proposed redevelopment area has not attracted private development. It has not attracted private investment for office, industrial, residential, retail other commercial or recreational uses for the very reasons it qualifies for the proposed TAD:

- ◆ substantially underutilized properties with open land, aging and low-value structures;
- ◆ deteriorating, abandoned, vacant big-box retail properties that are less desirable now than if redeveloped; and
- ◆ defective and inadequate street layout and infrastructure.

Additionally, creeks and flood plains bisect several key areas within the proposed redevelopment area.



Summary of Project Conditions

As stated in the “Concept Plan” section of the *Union City Town Center Study*, the proposed redevelopment area:

“represents an auto-oriented, pedestrian-hostile collection of uses and buildings organized with little regard for other uses or the surrounding community. The area was developed in a manner typical of most American suburban development in its assumption that all access would be by car.

“Today, the implications of this outdated community pattern are great. Pedestrians cannot safely and conveniently access nearby uses, traffic is forced onto one or two main streets, buildings are spread apart and fail to create a sense of place, and the public realm is grossly neglected by buildings that turn their back on anything other than their parking lots.”

“The long-term economic and social vitality of the Union City Town Center requires a reconceptualization of the area from a collection of single, disconnected uses to a cohesive, mixed-use and mixed-income walkable community based on the time-honored principles of good community design.

– Union City Town Center Study

As metro Atlanta matures both physically and demographically, and real estate trends in the region point to a greater public desire for more walkable, mixed-use communities, this study reports that the failure of Union City to break away from its outdated model and emerge as a true community represents the greatest threat to the area’s long-term vitality.

On the other hand, there is no time like now for Union City to re-imagine its future as home to the region’s most desirable network of interconnected neighborhoods – offering its citizens a wealth of new choices to live, work and play in new retail and office buildings, industrial spaces, parks, restaurants and homes.



05.16.06

UNION STATION ATLANTA





Plan Vision and Goal

Union City’s Vision: Create a downtown area for a city that has never really had one. Union City Town Center will be a collection of mixed-use neighborhoods featuring a range of housing, retail, office and open space options. Tying these together is a pedestrian-friendly network of new streets, greenways and transit facilities

– Union City Town Center Study

The City of Union City plan drawn up with a grant from the Atlanta Regional Commission’s Livable Cities Initiative, *Union City Town Center Study* is the City’s capstone planning document. The redevelopment goals it proposes for neighborhoods at the center of Union City lay the groundwork for a fully revitalized Union City Town Center. If developed as proposed, this area would convert from an economic drain on the City to a magnet that attracts investment and economic development, as well as residents who seek a true live, work and play community.

Redevelopment of two of the neighborhoods as presented in this study, Shannon Town Center and Oak Village – as well as the Royal 85 South area outside of the original LCI study – will generate interest and investment in projects that will impact other Union City neighborhoods as presented in the study.

Public involvement in developing this plan was critical to developing Union City’s overall vision. A task force was selected to guide the process and private interviews were conducted to better understand existing conditions and help obtain a general direction for the area’s future. The primary tool for achieving public participation, a series of community workshops, provided the means to translate the vision into a plan that included the following components:

- ♦ residential land uses,
- ♦ parks and open spaces,
- ♦ civic facilities,
- ♦ pedestrian improvements,
- ♦ vehicular transportation improvements,
- ♦ transit improvements,
- ♦ retail mix, and
- ♦ urban design.

The Concept Plan

The concept plan, therefore, includes the same components and uses as bulleted above.

While the concept plan recognized the opportunities that exist to create five new walkable communities in Union City, the concepts embraced in the proposed Union City Town Center Redevelopment Plan and TAD encompass two of these areas:

- ♦ **Shannon Town Center** is envisioned as a medium-to-high density, mixed-use neighborhood surrounding Union Station Atlanta (formerly Shannon Mall). It will serve as the new center for the City of Union City while providing new retail, commercial and residential options.
- ♦ **Oak Village** is envisioned as a medium-density, primarily residential neighborhood that includes live-work uses that respond to its proximity to existing and future industrial uses.

The concept plan creates an interconnected street network, a greenway trail or park running along Windham Creek, an expansion of park space, upgraded streetscapes, civic uses and street-oriented buildings.

The concept, once completed, will transform the neighborhoods of the Union City Town Center study area into “a complex and economically vibrant center for retail, restaurants, residential and office uses. (Union City Town Center Study) Additionally, the Royal South Parkway area of the



proposed Union City TAD will be transformed into a lively mix of retail, restaurant, residential, office and industrial uses well-suited to the area’s access to I-85.

The Goal

The LCI program is intended to promote greater livability, mobility and development alternatives in existing employment and town centers. The rationale is that directing development towards area with existing infrastructure will benefit the region and minimize sprawling land use patterns.

– Union City Town Center Study

The Union City Town Center Redevelopment Plan and Tax Allocation District will allow for the creation of a tax allocation district within the boundaries as proposed in this report, the redevelopment of which will attract additional investment in these and other areas targeted for redevelopment by developers who take note of the City and County’s superior quality of life and pro-business environment. By establishing this proposed TAD, Union City and Fulton County will:

- ◆ Attract private investment to help finance key commercial, industrial, retail and residential developments and public spaces that will act as catalysts for additional private commercial and residential investments that are critical to the future growth of Union City’s economy and quality of life;
- ◆ Spur new construction that will create a significant number of immediate jobs and new commercial and industrial facilities that will support growth in long-term employment, creating an economic renaissance in a south Fulton County city that for many years has been passed over for any significant new development; and
- ◆ Help increase the future tax digest for Union City and Fulton County, allowing the City and County to offer more services that will improve the quality of life for all area residents.

This project will help promote the long-term goals of the *Union City Comprehensive Plan*, recommendations of the *Union City Town Center Study* and other related plans. It will help to secure an effective balance of commercial, industrial, residential and recreational spaces necessary to encourage economic growth in a long-neglected yet centrally critical area of Union City. It will encourage additional public-private partnerships as developers work together with the City of Union City and Fulton County to bring in new, quality development.

By its design, the Union City Town Center TAD is expected to generate significant indirect economic impacts that will spur growth in currently underserved areas of South Fulton County.

Current Market Conditions

Property Values

The current property values for the 147 parcels within the redevelopment area are as follows:

Union City TAD Fair Market Value of All Parcels	\$100,962,900 (2006)
Union City TAD Total Current Taxable Value of All Parcels	\$40,026,240 (2006)

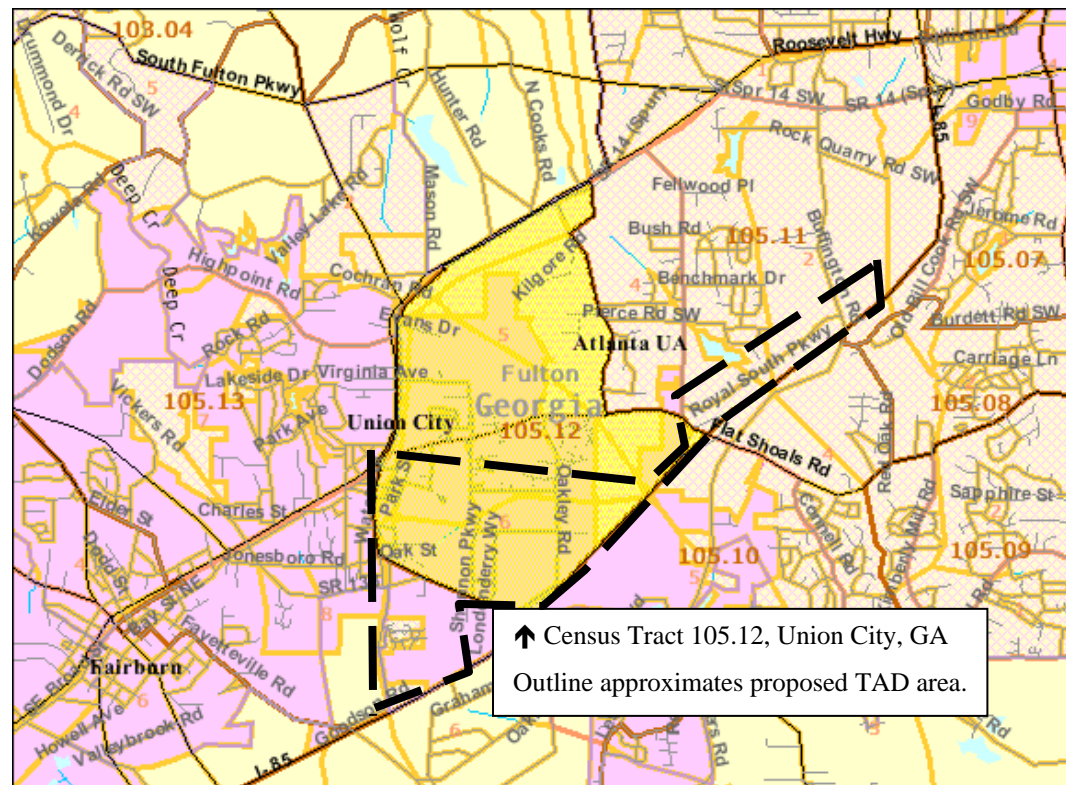
Market Demographics

The economy of Union City has effectively held its collective breath the last few decades while the dynamic powerhouse encompassing it, metropolitan Atlanta, raced ahead to dominate economic growth in the Southeast. As metro Atlanta’s demographic profile grew younger and richer, Union City’s lost ground, growing older and poorer than the region’s average by several economic indicators.



The area planned for redevelopment is in economic decline even while serving as the center of an important South Fulton trade area. For example, research conducted for Union Station Atlanta/Shannon Mall by Jones Lang LaSalle shows a diverse trade area that includes a population of 309,994 and more than 111,700 households within a 10-mile radius. This area includes “affluent suburban families and upper-income African Americans; 43% have household incomes over \$50,000 and 23% have incomes over \$75,000.” Average household income within the Union Station/Shannon Mall trade area is \$56,616. More than 14,000 single family homes are planned or under construction within five miles of the mall; none of those planned are within the proposed redevelopment area.

A large portion of the land area in the proposed Union City Town Center TAD resides with Census Tract 105.12. The remainder falls within adjacent Census tracts. Because of their size in the tracts, for comparison purposes they have little value. For this reason, most of the demographic comparisons offered are taken from Tract 105.12. Any exceptions are identified in the text.



Source: U.S. Census

Population

The 2000 Census shows that 5,571 members of Union City’s 11,621 total population, or 48 percent, live in Census Tract 105.12, an area that represents a large portion of the Union City Town Center redevelopment area and TAD. Of this number:

- ◆ Households number 2,298;
- ◆ 86.3 percent of the total population is African American, 10.4 percent white and 2.1 percent is Hispanic or Latino; and
- ◆ Average household size is 2.42 per household.

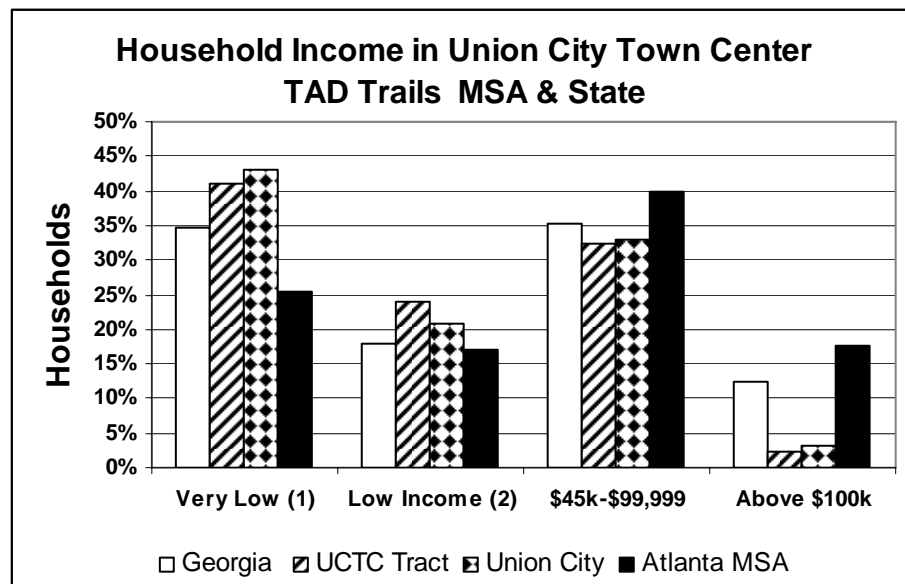
In all of Union City, 81.3 percent of all female-headed households live with children under 18 years of age.



Income

Of this tract’s 2,314 Households in 1999:

- ◆ 41 percent (949 households) reported annual incomes classified as “very low income” (below \$30,000) per HUD Income Limits for a family of 3 in Atlanta MSA;
- ◆ Nearly two-thirds, 1,505 households, reported “low income” (below \$45,000) limits;
- ◆ 56 households (2.3%) reported incomes of above \$100,000;
- ◆ Median household income was 69 percent that of the Atlanta MSA;
- ◆ Median family income was 61.5 percent that of the Atlanta MSA;
- ◆ Per capita income was 64.5 percent that of the Atlanta MSA.



Source: U.S. Census, retrieved at www.census.gov on 10-5-06

(1) Very Low Income as classified by HUD in 1999 was \$26,950 or lower for a family of three

(2) Low Income as classified by HUD in 1999 was \$43,000 or lower for a family of three

Union City Town Center Income Comparisons (2000 Census)

	Town Center*	Union City	Atlanta MSA	Georgia
Median Household Income (1999)	\$35,806	\$35,322	\$51,948	\$42,433
Median Family Income (1999)	\$36,493	\$39,697	\$59,313	\$49,280
Per Capita Income (1999)	\$16,158	\$17,208	\$21,154	\$25,033
Households on Public Assistance	4.5%	2.8%	2.1%	2.9%
Income Below Poverty Level	10.8%	12.1%	9.4%	13%



* Census Tract 105.12
 Source: U.S. Census, retrieved at www.census.gov on 10-5-06

Housing Conditions

There are 2,555 residential units in the Union City Census Tract 105.12 that includes the land area of the proposed Union City Town Center TAD.

- ◆ Median year for structures built, 1982, is same for this tract, Union City and Atlanta MSA ;
- ◆ Median Gross Rent is higher in this section of Union City;
- ◆ Median value of these homes is 61 percent that of metro Atlanta; and
- ◆ Less than a third of these structures are occupied by families who own them – more than two-thirds are rentals.

Town Center as Compared to Union City and Fulton County:

	Town Center*	Union City	Atlanta MSA
Median Year Structure Built	1982	1982	1982
YEAR STRUCTURE BUILT			
1990 to March 2000	0.5%	1.2%	4.5%
1959 and Earlier	5%	7.3%	14.5%
OWN OR RENT			
Owner Occupied	32.8%	35.8%	69.1%
Renter Occupied	67.2%	64.2%	31%
HOUSING COSTS			
Median Gross Rent	\$728	\$702	\$746
Median Price Asked (Sales)	\$80,000	\$89,300	\$130,900

* Census Tract 105.12
 Source: U.S. Census, retrieved at www.census.gov on 10-5-06



Proposed Land Uses after Redevelopment (C)

“The long-term economic and social vitality of the Union City Town Center requires a reconceptualization of the area from a collection of single, disconnected uses, to a cohesive, mixed-use and mixed-income walkable community based on the time-honored principles of good community design.”

– Union City Town Center Study, 2003

The Union City Town Center TAD is designed to stimulate private redevelopment of at least 334 acres in the commercial heart of Union City and another 146 acres in its eastern portion.

The overall redevelopment of the entire study area will eventually include five central neighborhood areas that integrate a sturdy mix of land uses into a vibrant residential, commercial, retail and recreational core for Union City and Fulton County. A new interconnected street network will create significant new transportation efficiencies. The creation of a greenway trail and park will encourage more pedestrian activity and social interaction as it allows for residents and visitors to the area to easily interact among the different neighborhoods. A complementary mix of office, industrial, retail and residential uses are envisioned for the portion encompassing the Royal South Parkway to the east.

The area within the Union City Town Center Redevelopment area and TAD, as proposed here will begin with three projects:

- ◆ Redevelopment and reconfiguration of the retail spaces within the existing Union Station Atlanta (formerly Shannon Mall), and
- ◆ Union Square, a mixed-use development around a small lake as proposed by Goodson Investment, LLC.
- ◆ New industrial and retail development in the Royal South Parkway corridor.

The Union City Town Center TAD is projected to act as a catalyst for the redevelopment of these projects and others later on within the redevelopment area whose boundaries have been determined by the City of Union City. It is believed that activity on these projects will encourage the implementation of a number of projects as proposed in the *Union City Town Center Study*.

Union City’s Renewal Begins with Land Uses Mixed in a New Way

“The Concept Plan calls for Shannon Mall (Union Station Atlanta) to continue to be the heart of the Town Center well into the future.”

– Union City Town Center Study

Per the community’s vision as captured in the Union City Town Center LCI study, land use improvements call for increasing the mix of uses in the proposed redevelopment area and TAD. More offices, significant new retail, new parks and green spaces and a greater variety of residential uses will be developed, while preserving and protecting existing residential areas from commercial and industrial encroachment. (*Editors Note: This text and that which follows borrows heavily from the LCI study.*)



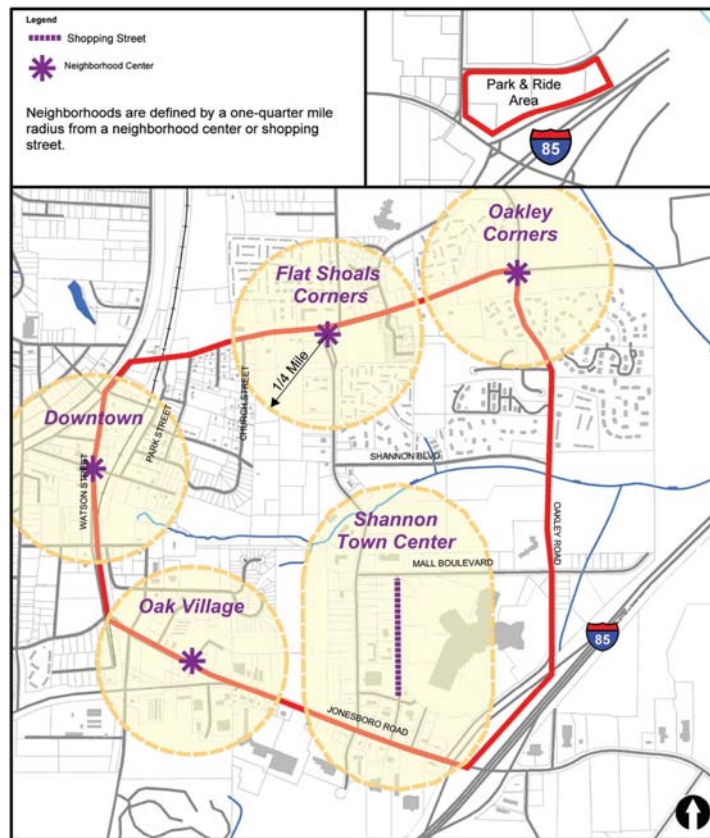
At the same time, the footprint of commercial land will be reduced around the mall area to better concentrate retail activity into walkable shopping streets, rather than the current supply of dispersed, auto-oriented strip shopping centers. Concurrently, the proposed TAD will facilitate growth of a much greater amount of commercial and industrial space – nearly a million square feet – concentrated in the area along Royal Parkway South, an area much better suited to this type of redevelopment.

Residential options within the proposed redevelopment area will be increased by adding new areas for future townhome, single-family and multi-family housing developments within close proximity to new businesses and parks.

This original LCI plan supports the concept of creating five walkable neighborhoods in Union City’s town center, portions of each which will lie within the Union City Town Center redevelopment area and TAD. In addition to Shannon Town Center and Oak Village as described earlier, these neighborhoods include:

- **Oakley Corners**, a medium-density residential neighborhood surrounding the intersection of Oakley and Flat Shoals Roads.
- **Flat Shoals Corners**, a medium-density mixed-use neighborhood surrounding the intersection of Shannon Parkway and Flat Shoals Road.
- **Downtown**, a neighborhood intended to protect and revitalize the primarily single-family residential neighborhood surrounding the historic downtown.

NEIGHBORHOOD STRUCTURE





Over 10 years, the goal of Union City's redevelopment, the big picture, represents within these neighborhoods:

- 200 new single-family homes,
- 295 new townhomes,
- 770 new loft or multi-family units,
- 250,000 square feet of new office space, and
- 80 acres of new park space.

Additional redevelopment activity during this phase will take shape as absorption and reduction of currently vacant retail and restaurant space.

Redevelopment planned for Royal 85 South – the Royal South Parkway area – is projected to occur within, if not ahead of, this time frame. The redevelopment goal for this site includes:

- 424 new multi-family units,
- 440,000 square feet of new office space,
- 510,000 square feet of new industrial space,
- 86,000 square feet of new retail and restaurant space,
- 32 acres of green space.



Over 10 to 25 years the greater vision for Union City's redevelopment represents an additional:

- 50 new single-family homes,
- 305 new townhomes,
- 1,830 new loft or multi-family units,
- 735,000 square feet of new office space, and
- greater reductions in currently vacant retail space that will be redeveloped into other uses.



Key land use policies, as outlined in the *Union City Town Center Study*, are necessary to support the plan. Land use projects consistent with these policies and the proposed redevelopment plan will include:

- Transforming the parcels fronting and between Shannon Parkway and Londonderry Way into three-to-five-story mixed-use buildings with ground floor retail or office space under residential space.
- Focusing ground floor, “Main Street” style storefront retail along Londonderry Way.
- Redeveloping the area around the Great West Industrial Park into a mix of multi-family and live-work spaces.
- Building townhomes between Union Station Atlanta mall and a proposed Windham Creek Parkway.
- Lining Shannon Parkway, north of Mall Boulevard, with a mix of live-work units and small-scale offices.
- Establishing larger office areas on the GDOT Park-and-Ride lot, as well as in the northwestern corner of the intersection of Shannon Parkway and Windham Creek.
- Infilling the north side of Main Street (west of Church Street) with townhomes.
- Providing single-family and townhomes east of Church Street.

Parks and Green Spaces Provide Recommended Pedestrian Connections

Union City Town Center Study proposes a natural system plan that will protect Windham Creek and its 100-year floodplain by creating a greenway trail or park running from Watson Street to Oakley Road. Development of a multi-use trail that will allow residents and visitors to bicycle, walk and run within the greenway will increase social interaction and an appreciation of existing natural systems, as well as creating an amenity from a previously underused space.

This greenway pathway will also serve an important transportation role by providing a quick, non-congested and non-motorized option for east-west travel.

Additional enrichment of the public realm is encouraged within the redevelopment area by increasing the amount of park space, sidewalks, street trees, civic uses and street-oriented buildings.

Projects proposed to enrich the public realm include:

- Providing a community plaza as part of future revitalizing of Union Station Atlanta.
- Establishing a park behind the planned Wal-Mart, adjacent to Windham Creek.
- Transforming a portion of the island at Shannon Parkway and Flat Shoals Road into a neighborhood park or plaza.
- Building a new public recreational facility inside the Royal South Parkway area.

Connect the Streets to Improve Transportation

Union City Town Center Study calls for the creation of an interconnected street network by proposing a variety of new north-south and east-west streets, many of which will lie within the Union City Town Center Redevelopment Plan and TAD. These streets are presented by priority in the study to allow the City of Union City to more quickly address any significant deficiencies.



In addition to the new streets outlined in the study, the City of Union City should support future connectivity in its roadways to support new development as it occurs.

Proposed Redevelopment Projects (D)

The Transformation of Union City’s Town Center & Royal South Parkway

Recognizing the neighborhood framework as put forth in the Union City Town Center LCI study, the redevelopment projects proposed in the Union City Town Center Redevelopment Plan and TAD are projected to be constructed in several phases within each target area over the next several years. Although the Royal 85 South area is not included in the LCI, redevelopment of this long-neglected eastern area of the city is critical to broadening the mix of commercial and industrial investment that will build a better economic development foundation for the city. These projects and their values, as proposed, are subject to change as market conditions change.

Projects currently proposed for the redevelopment area include:

- In **Shannon Town Center**, upgrades to **Union Station Atlanta** will include redevelopment of 143,000 square feet of existing space and the development of more than 30,000 square feet of new retail space. The mall’s exterior and spaces within will be redeveloped and moved to change its overall orientation to the exterior environment, giving it more public plazas and walkways and making it a lifestyle center with an “avenues” feel in the front.
- In **Oak Village**, a new mixed-use development called **Union Square** has been proposed. Plans for this redevelopment of mostly vacant parcels include 183 townhome units, more than 40,000 square feet of retail space and amenities that includes an amphitheater, plazas, trails and pathways and a scenic overlook adjacent to a lake.
- Redevelopment projects proposed for **Royal 85 South/Royal South Parkway** include a predominantly industrial and office mix, seasoned with more than 85,000 square feet of retail and restaurant space and multi-family residential units on approximately 146 acres of previously undeveloped land. Amenities include more than 30 acres of green space.

Estimated Development and Infrastructure Cost Schedule for Investment Proposed: Union City Town Center Redevelopment Plan

	UNITS / SQ. FT.	ESTIMATED VALUE PER UNIT	ESTIMATED TOTAL VALUE
UNION STATION ATLANTA			
Existing Retail Redevelopment	143,000 sq. ft.	\$65	\$9,295,000
New Retail	30,800 sq. ft.	\$130	\$4,004,000
UNION SQUARE			
Townhomes	183 units	\$300,000	\$54,900,000
Retail	43,000 sq. ft.	\$130	\$5,590,000
Park Space			
ROYAL 85 SOUTH			
Office	440,000 sq. ft.	\$180	\$79,200,000
Industrial	510,000 sq. ft.	\$60	\$30,600,000
Retail & Restaurant	86,000 sq. ft.	\$140	\$12,040,000
Multi-Family Residential	424 units	\$200,000	\$84,800,000
Green Space	32.1 acres		

CONTINUES ON NEXT PAGE



(CONTINUED)	UNITS / SQ. FT.	ESTIMATED VALUE PER UNIT	ESTIMATED TOTAL VALUE
TOWN CENTER (within 3 years)			
Single Family Homes	33 units	\$400,000	\$13,200,000
Townhomes	67 units	\$300,000	\$20,100,000
Lofts	50 units	\$250,000	\$12,500,000
Park Space			
Office Space	17,000 sq. ft.	\$180	\$3,060,000
Existing Retail Redevelopment	37,000 sq. ft.	\$65	\$2,405,000
Retail Space	37,000 sq. ft.	\$140	\$5,180,000
Estimated Total Value			\$336,874,000

For purposes of TAD modeling, values are divided by three to approximate a potential three-year construction schedule.

These categories and cost allocations, as well as those that follow, are estimates only, and are subject to periodic revision as the Redevelopment Plan is implemented.

A Closer Look: Residential Investment Proposed as a Portion of Total Redevelopment Plan Investment

	UNITS / SQ. FT.	ESTIMATED VALUE PER UNIT	ESTIMATED TOTAL VALUE
UNION STATION ATLANTA			
No Residential			
UNION SQUARE			
Townhomes	183 units	\$300,000	\$54,900,000
ROYAL 85 SOUTH			
Multi-Family Residential	424 units	\$200,000	\$84,800,000
TOWN CENTER (within 3 years)			
Single Family Homes	33 units	\$400,000	\$13,200,000
Townhomes	67 units	\$300,000	\$20,100,000
Lofts	50 units	\$250,000	\$12,500,000
Totals	757 units	Average is \$245,000	\$185,500,000

Additional Improvement Initiatives

Other improvements planned or under construction within or adjacent to Union City will contribute to the success of this project. They will attract customers to the new businesses and shops that will be added to the redevelopment area and patrons to the new parks and green spaces.

As profiled in the *Union City Town Center* LCI study, residential permitting of single family homes has occurred in the northern and western sections of Union City since 2000, showing significant growth in the for-sale housing market for the first time in more than a decade. In the last three years, more than 3,500 units have been approved, with more than half located in the western portion of the city. Thirty-six percent of these permitted units were issued Certificates of Occupancy. Another 1,379 units have been proposed, nearly 70 percent in the western section, in addition to the 2,261 units that have not yet been built.

A selection of higher-density new residential projects the study listed in 2003 showed prices that ranged from the low-to-high \$100,000s.



Ravenwood on Highpoint

Ravenwood Road

- Developer: Choice Homes
- Type: Cluster homes
- Total Units: 551 planned

Valley Lakes

Highpoint Road

- Developer: Torrey Homes
- Total units: 300 planned

Deer Creek

Lower Dixie Lake Road

- Developer: Brayson Homes
- Total units: 44

The Villas of Highpoint

4418 Gladewood Road

- Developer: Ridgeland Homes
- Total units: 45

Lakeview Cluster Homes

Highpoint Road

- Developer: Brayson Homes
- Type: Townhomes
- Total Units: 154

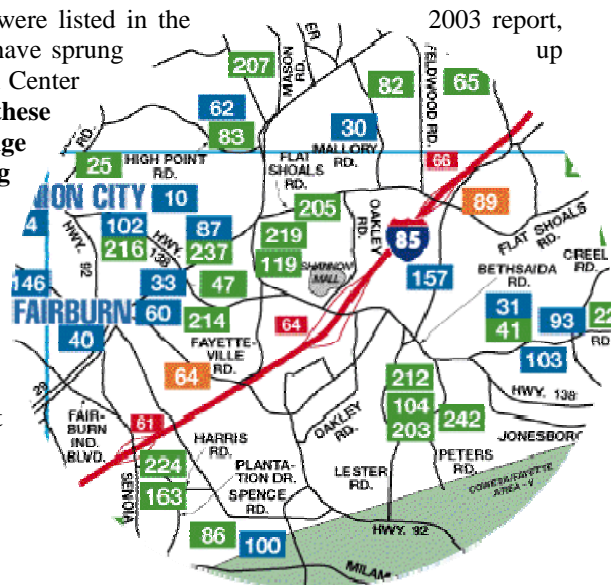
Oakley Commons Townhomes

Oakley Road

- Developer: Myer Sutton Homes
- Total Units: 175

Since the previous new home communities were listed in the nearly three dozen new home communities have sprung within a short radius of the Union City Town Center redevelopment area. **More than half of these communities are selling units in a price range of \$150,000 or lower, 38 percent are selling at prices ranging from \$150,000 to \$200,000, and less than 10 percent of these communities start at \$200,000 or higher. Thus, there is a large availability of new workforce housing present in Union City.**

2003 report, up



See the table of new home communities that correspond to the map on the right on the next page.

Map: *Communities* at www.atlantacommunities.com

Map	New Home Community	Sales	
10	Vicker's Mill	from	\$ 150s
22	Kensington Woods	from	\$ 230s
25	Dodson Estates	from	\$ 140s
30	Mallory Walk	\$ 150s	to \$ 190s
31	Manorwood	\$ 160s	to
33	Autumn Lakes	from	\$ 180s
40	Oakley Township	\$ 160s	to \$ 260s
41	Merrywood Estates	\$ 140s	to \$ 170s
47	Brookstone	\$ 140s	to \$ 150s
60	Oakleaf Manor	from	\$ 160s
62	Valley Lakes	\$ 160s	to \$ 190s
64	Trotter's Farm Estates	from	\$ 200s
82	Waverly Park	from	\$ 140s
83	Lakeview	\$ 140s	to \$ 150s
86	Fairhaven	\$ 140s	to \$ 180s
87	Creekside Cove	\$ 150s	to \$ 180s
89	Flat Shoals Estates	\$ 280s	to \$ 300s



93	South Hills		\$ 150s	to	\$ 190s
100	Milam Park	from	\$ 170s		
103	Walton Hill	from	\$ 170s		
104	Hickory Lane		\$ 140s	to	\$ 150s
119	Summer Brooke		\$ 135s	to	\$ 138s
146	The Magnolias		\$ 164s	to	\$ 223s
157	Barrington	from	\$ 180s		
203	Hickory Lane Townhomes (C/T)	from	\$ 120s		
205	Oakley Commons (C/T)	from	\$ 100s		
207	Wexford (C/T)	from	\$ 100s		
212	Red Oak Walk (C/T)		\$ 140s	to	\$ 150s
214	Maple Valley Townhomes (C/T)	from	\$ 130s		
216	Avalon (C/T)	from	\$ 100s		
219	Heritage Walk (C/T)		\$ 120s	to	\$ 190s
224	Renaissance at South Park (C/T)	from	\$ 124s		
237	Union Pointe (C/T)		\$ 100s	to	\$ 180s
242	Rose Crest (C/T)	from	\$ 140s		

Source: *Communities, Atlanta's New Home Directory*, retrieved on 10-5-2006 at www.atlantacommunities.com

Contractual Relationships (E)

Pursuant to O.C.G.A. §34-44-3(a), the Mayor and City Council of the City of Union City, unless so designated by the Mayor and City Council to a development authority, will act as the redevelopment agent and will exercise redevelopment powers as needed to implement this Plan. In doing so, the Mayor and City Council may conduct the following activities and enter into the following contracts:

1. Coordinate implementation activities with other major participants in the Redevelopment Plan and their respective development and planning entities, including the Fulton County Board of Education, Fulton County and other stakeholders, as well as with various City of Union City departments involved in implementing the Redevelopment Plan.
2. Conduct (either directly or by subcontracting for services) standard predevelopment activities, including but not limited to site analysis, environmental analysis, development planning, market analysis, financial feasibility studies, preliminary design, zoning compliance, facilities inspections, and overall analysis of compatibility of proposed development projects with the City's Comprehensive Plan and the Union City Town Center Redevelopment Plan.
3. Enter into development agreements with private developers to construct infrastructure and vertical developments to implement the Redevelopment Plan.
4. Negotiate and enter into public-private ventures, loans to private enterprise, and intergovernmental agreements as needed.
5. Coordinate public improvement planning, design and construction among City, County and State agencies and departments.
6. Prepare (either directly or through subcontract to other appropriate entities) economic and financial analyses, project-specific feasibility studies and assessments of tax base increments in support of the issuance of tax allocation bonds by the City.



7. The City will enter into contractual relationships with qualified vendors for the provision of professional and other services required in qualifying and issuing the bonds, including, but not limited to, legal, underwriting, financial analysis and other related services.
8. The Mayor and City Council will perform other duties as necessary to implement the Redevelopment Plan.

Relocation Plans (F)

The land use component of the Union City Town Center Redevelopment Plan and TAD, as first proposed in the *Union City Town Center Study*, calls for increasing the use of mixes within the redevelopment area while preserving and protecting existing residential areas from commercial and industrial encroachment.

Given these guidelines, the City of Union City will strive to minimize displacements. When assessing any potential displacements, the City will consider the following steps in accordance with the U.S. Department of Housing and Urban Development's Urban Relocation Assistance Policy.

1. **Minimize Displacements:** As a general philosophy, all reasonable steps will be taken to minimize displacements.
2. **Budgetary Implications:** Planning is essential to ensure that sufficient funds are available to comply with all applicable relocation and acquisition requirements.
3. **Coordination:** The City will coordinate actions and facilitate cooperation between government agencies, neighborhood groups and affected persons.
4. **Consult with Property Owners and Occupants:** When feasible, consult with owners and occupants early.
5. **Require Adequate Information from Owners:** Rent rolls are recommended for current occupants and for a representative earlier period to determine how long a unit has been vacant. Information about current occupants is essential.
6. **Funding Vacant or Occupied Properties:** Determine if acquisition or rental rehabilitation funds will only be provided to assist vacant properties.
7. **Determine Resource Needs:** Follow HUD recommendations regarding policy, resource needs and costs to plan for anticipated relocation issues. Conduct a survey to determine the number of displaced households and/or businesses and the need for advisory services for those who are impacted directly and indirectly by the project.
8. **Coordinate Development and Relocation Time Frame:** Determine how coordination will occur between project development staff and those working with relocation.

In any case where there is relocation of existing homes or businesses, such relocation expenses may be provided for under all applicable federal, state and local guidelines if public funds are used for property acquisition. Such sources of funds require relocation benefits to be offered to tenants and users for relocation.



Zoning & Land Use Compatibility (G)

To enhance its existing zoning and land use plans, Union City’s City Council has adopted a set of new overlay districts that allow for well-planned growth and strategic redevelopment efforts within the city. The overlay district designations that will specifically impact the proposed Town Center redevelopment area are:

- TCMU Town Center Mixed Use – to provide for a pedestrian-friendly mixture of residential and non-residential uses, complete with quality urban design regulations; and
- TCMF Town Center Multi-Family – provides for pedestrian-friendly residential uses and accessory non-residential uses, complete with quality urban design regulations.

The TCMU and TCMF overlays, once applied to the proposed redevelopment area, will allow for residential uses and mixed uses throughout the proposed Union City Town Center redevelopment area.

Redevelopment plans for the acreage within Royal 85 South are consistent with the primarily office, industrial, commercial, retail and multi-family housing uses proposed for the site.

Existing land use on the proposed redevelopment area reveal several acres of undeveloped or underdeveloped property, much of which has been vacant or underutilized for several years. Current land uses for the proposed redevelopment area are segmented into commercial and residential uses, with some industrial uses.

The projects proposed in this Redevelopment Plan and TAD are generally consistent with existing zoning classifications and land uses. All parcels in the proposed redevelopment area will support uses compatible with those proposed in the Union City Town Center Redevelopment Plan and Tax Allocation District.

Method of Financing / Proposed Public Investments (H)

The total public cost for implementing the public improvements discussed in the Redevelopment Plan, including construction and improvement of the necessary public infrastructure, is estimated at \$11.3 million.

Those costs are estimated by item as follows:

PROPOSED PUBLIC INFRASTRUCTURE COSTS FOR UNION CITY TOWN CENTER TAD (All Funding Sources)	
<i>Infrastructure Component</i>	<i>Estimated Cost</i>
A. Union Station/Shannon Mall Renovation – Site improvements	
Mass grading and demolition	\$385,000
Hazardous material removal	By owner
Storm water retention	\$55,000
Outlet control structure	\$15,000
Erosion control	\$27,500
CONTINUES ON NEXT PAGE	



Water supply	\$60,500
Storm sewer pipe structures	\$203,500
Sanitary sewer pipe structures	\$134,750
Electric and related improvements	\$165,000
Access staging	\$14,300
Dewatering	\$11,000
Site lighting	\$165,000
Concrete/stamped flatwork	\$485,050
Curb and gutter	\$67,830
Landscape allowance	\$125,000
Hardscape and fountain allowance	\$367,578
Signage	\$35,000
Parking and pavement improvements	\$775,838
Subtotal	\$3,342,846
B. Additional Public Improvements – City of Union City	
Street improvements	\$3,476,000
Sanitary sewer system improvements	\$25,500
Storm drainage system	\$827,604
Sidewalk improvements	\$27,200
Greenway Trail	\$1,000,000
Street lighting	\$300,000
Engineering and related expenses	\$2,343,696
Subtotal	\$8,000,000
Total Estimated Union City TAD Infrastructure Budget	\$11,342,846

These categories and cost allocations are estimates subject to revision as the Redevelopment Plan is implemented.

Private investment proposed for the first phase of a redeveloped Union City Town Center – Union Station Atlanta and Union Square – is an estimated \$73.8 million. The investment proposed for the industrial and commercial redevelopment of Royal 85 South is estimated at more than \$206.6 million. A third phase of redevelopment – Town Center – is expected to bring in an estimated \$56.5 million. When all areas of the Union City Town Center Redevelopment Area and TAD are built out as planned, the value of planned private redevelopment is estimated at more than \$336 million.

The redevelopment costs will be funded from public and private sources, which may include:

- ◆ Federal and state funding agencies as identified in the Town Center Livable Cities Initiative plan, including the Atlanta Regional Commission (transportation improvements) and others;
- ◆ Proceeds of tax allocation bonds, commercial financing, and/or tax allocation increment;
- ◆ City capital improvement funds;
- ◆ Community Improvement District;



- ◆ Local bonds;
- ◆ Private development funds;
- ◆ Private donations; and
- ◆ Other federal, state and local grant and funding sources as appropriate and available.

How can a TAD help fund the Union City Town Center redevelopment?

A TAD, once created by the City and consented to by the County and the Board of Education, offers the City an alternative method of financing public improvements for redevelopment within the TAD boundaries. As this property is redeveloped and therefore improved, any property tax revenue increase within the TAD is deposited into a special fund to pay for the redevelopment costs within the TAD.

Tax exempt bonds may be issued to pay for infrastructure and other eligible redevelopment costs in partnership with private developers. As the TAD area is redeveloped, the tax increment resulting from these redevelopment projects is used to retire any bonds issued to fund eligible redevelopment costs. No general fund dollars are used to repay TAD bonds.

Why is the creation of a TAD by the City and consent by the County and School District good policy decisions?

Using TAD financing to fund construction of infrastructure will enable the City to leverage approximately \$60 million in positive property tax increments to provide the infrastructure necessary to eventually generate more than \$336 million in private sector investment in the TAD *without tapping into current tax revenues.*

This investment will generate many new jobs and new sales tax revenues as well as increased incomes for City and County residents and increased revenues for area businesses. The development will provide Union City new living, office, shopping, entertainment, public service and recreational facilities on underdeveloped areas in the area of Union City that includes Union Station Atlanta/Shannon Mall and a portion of the SR-138 Corridor. Property values in the surrounding area will increase, further enhancing the property tax base.

Once the TAD bonds are retired, the City of Union City, Fulton County and the Fulton County School District will receive the full property tax increment from the development.

Why shouldn't the City, County and School District just keep the new tax revenues from the projects for use elsewhere?

Without the TAD, there will be no new tax revenues. The positive tax increments will not be generated unless the projects are built. The Midtown Union City redevelopment cannot occur without the necessary infrastructure needed to make redevelopment of the existing area economically feasible. This project is not financially viable without TAD financing for the infrastructure and other public improvements.

The purpose of the TAD is to use positive tax increments to make the private developments possible. The City and County will reap the benefits of the private investment without having to use current tax revenues to pay for necessary infrastructure improvements.



Assessed Valuation for TAD (I)

The redevelopment area defined in this Redevelopment Plan has a current 2006* fair market value of \$100,962,900 and an assessed, or taxable, value of \$40,026,240 according to the tax records of Fulton County. City and County records show that the tax base of the proposed redevelopment area has been largely stagnant for the last several decades.

Pursuant to the Redevelopment Powers Law, upon adoption of the Redevelopment Plan and the creation of the tax allocation district, the City of Union City will request that the Commissioner of Revenue of the State of Georgia certify the tax base for 2007, the base year for the tax allocation district.

This tax base will be increased by the private investment stimulated by the implementation of the Redevelopment Plan and the issuance of tax allocation bonds. In addition, this redevelopment is intended to stimulate other development in the district and lead to an overall increase in property values as the Redevelopment Plan is implemented.

Upon completion of the redevelopment of the Union City Town Center area as presented in this plan, the redeveloped acreage in this tax allocation district is projected to have a fair market value of more than \$336 million and a taxable value of at least \$134 million.

*Will update to 2007 values prior to December 31, 2007.

Historic Property within Boundaries of TAD (J)

None of the properties located within the boundaries of the proposed TAD have been designated a historic property, according to the National Park Service, nor are they listed on the National Register of Historic Places.

Creation & Termination Dates for TAD (K)

The Union City Town Center Tax Allocation District will be created effective December 31, 2007. The Redevelopment Powers Law provides that the district will be in existence until all redevelopment costs, including debt service, are paid in full.





Tax Allocation Increment Base (M)

On or before December 30, 2007, the City Council of the City of Union City will apply to the State Revenue Commissioner for a determination of the tax allocation increment base of the proposed tax allocation district. The base is estimated as follows:

City of Union City Tax Allocation District Parcel Information

Total Number of Parcels	147
Total Area	Approximately 635 acres
City of Union City Total Taxable Value	\$432,834,646 (2006)
Union City Town Center TAD Taxable Value of Taxable Parcels	\$40,026,240 (2006)
Value of TAD as a Percent of Union City's Total Tax Digest	9.2%

Property Taxes Collected Within Tax District to Serve as Base

Total Taxable \$40,026,240 x Useable Millage (0.034014) = \$1,361,453

Property Taxes for Computing Tax Allocation Increments (N)

As provided in the Redevelopment Powers Law, the taxes that will be included in the tax increment base for the tax allocation district are based on the following authorized ad valorem taxes:

2006 MILLAGE RATES*

City of Union City	4.5 mills
Fulton County Operating	11.407 mills
Fulton County School District Operating	18.107 mills
Total	34.014 mills

*Levies for bonded indebtedness are not included in the calculation of the increment.

***NOTE: Will update to reflect 2007 millage rates prior to December 31, 2007.**

Creation of the tax allocation district will not affect any business improvement districts or enterprise zones created within the boundaries of the redevelopment area. Any additional millage levied as a result of a future business improvement district will not be included in the calculation of the tax allocation increment.



Tax Allocation Bond Issues (O, P, Q)

Amount of Bond Issue

Upon adoption of this Redevelopment Plan, the City of Union City proposes to issue tax allocation bonds in one or more bond issues in amounts to range from \$5 million to \$25 million.

Term of the Bond Issue or Issues

The City of Union City proposes to issue tax allocation bonds for no greater than 30 years or the maximum term permitted by law.

Rate of Bond Issue

The City of Union City intends to issue fixed rate tax exempt bonds if possible. The actual rate, however, will be determined at the time of issuance based upon general market conditions, anticipated development within the redevelopment area, assessed taxable property values and federal tax law considerations.

Positive Tax Allocation Increments

The positive tax allocation increment for the period covered by the term of the bonds is estimated to range from approximately \$600,000 to \$3 million annually at full build out. The actual amount will depend upon the pace at which the Redevelopment Plan is implemented and the impact of the redevelopment activities and other economic factors on the tax base in the district as a whole.

Property to be Pledged for Payment of the Bonds

It is anticipated that the bonds will be secured by the positive tax allocation increment from eligible ad valorem taxes levied by the City of Union City and Fulton County for operating expenses, including the amount levied by the Fulton County School District.



Appendices

Appendix A. Maps & Drawings

1. **Redevelopment Plan Boundary Map (L)**
2. **Proposed Redevelopment Projects**
3. **City of Union City Zoning Map**
4. **City of Union City Environment Map**
5. **City of Union City Land Use Map**

Appendix B. Figures & Descriptions

1. **List of Tax Parcel ID Numbers (Properties within the TAD)**
2. **Development and Infrastructure Cost Schedule**
3. **Redevelopment Area Boundary Description**

Appendix C. Union City Mayor and City Council

Appendix D. Fulton County Board of Commissioners

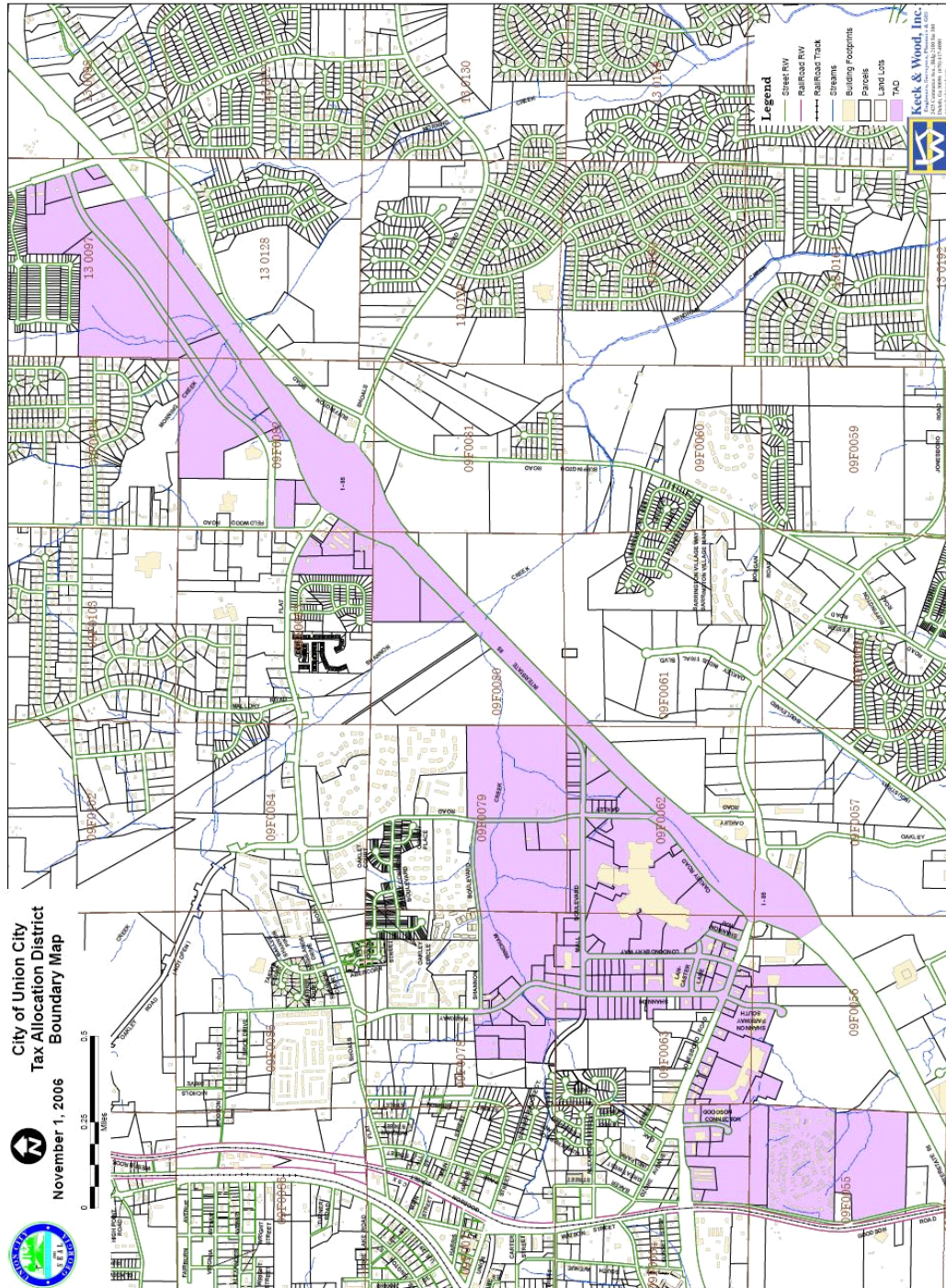
Appendix E. Fulton County Board of Education

Appendix F. Resources



Appendix A. Maps & Drawings

1. Redevelopment Plan Boundary Map

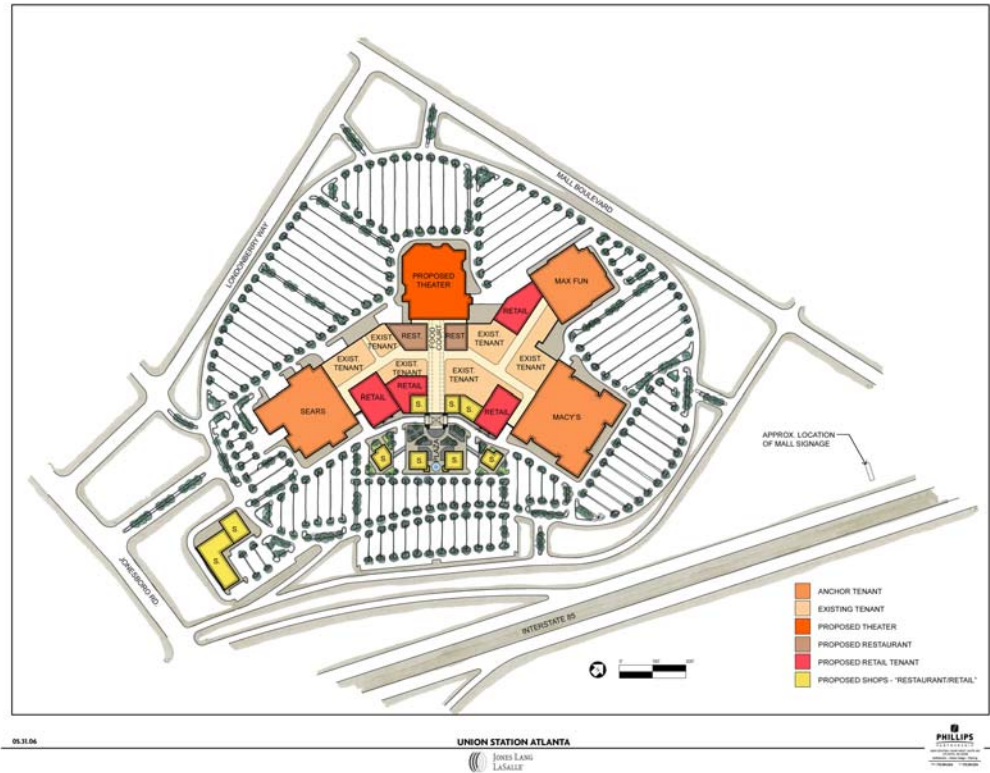




Appendix A. Maps & Drawings

3. Proposed Redevelopment Projects

Union Station Atlanta



Union Square





Appendix A. Maps & Drawings

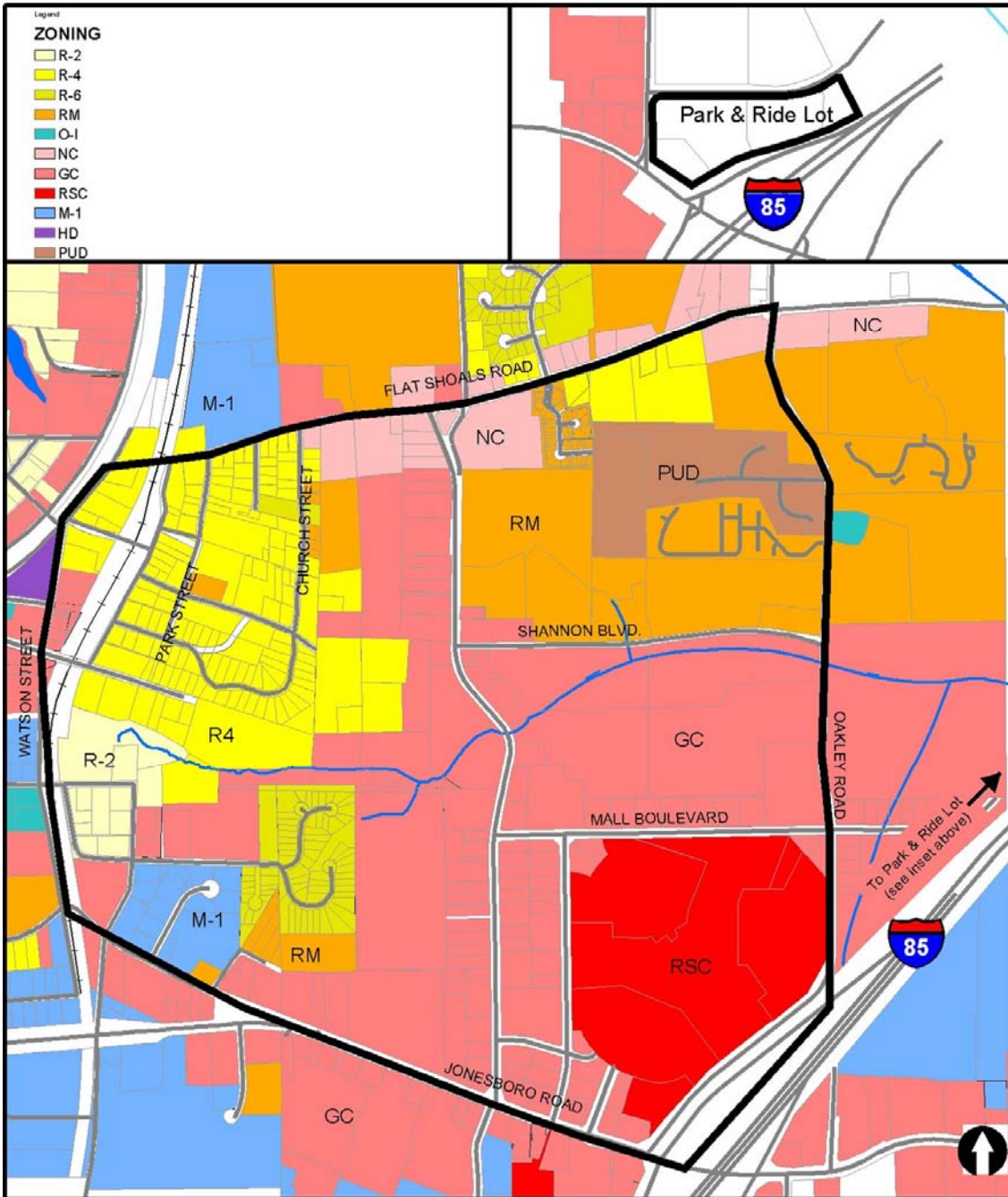
Royal 85 South / Royal South Parkway





3. City of Union City Zoning Map

EXISTING ZONING

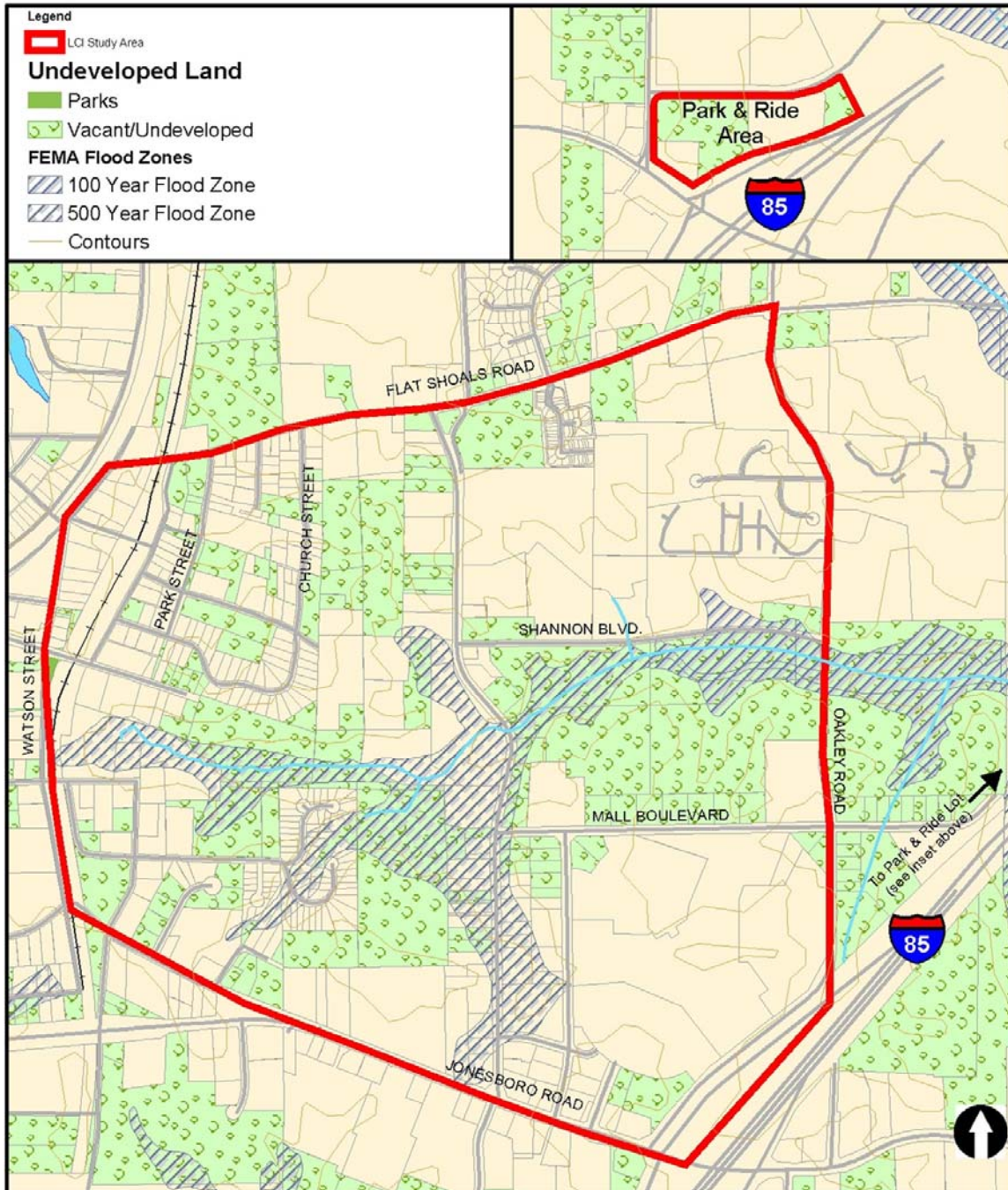




Appendix A-1. Maps & Drawings

4. City of Union City Environment Map

NATURAL SYSTEMS

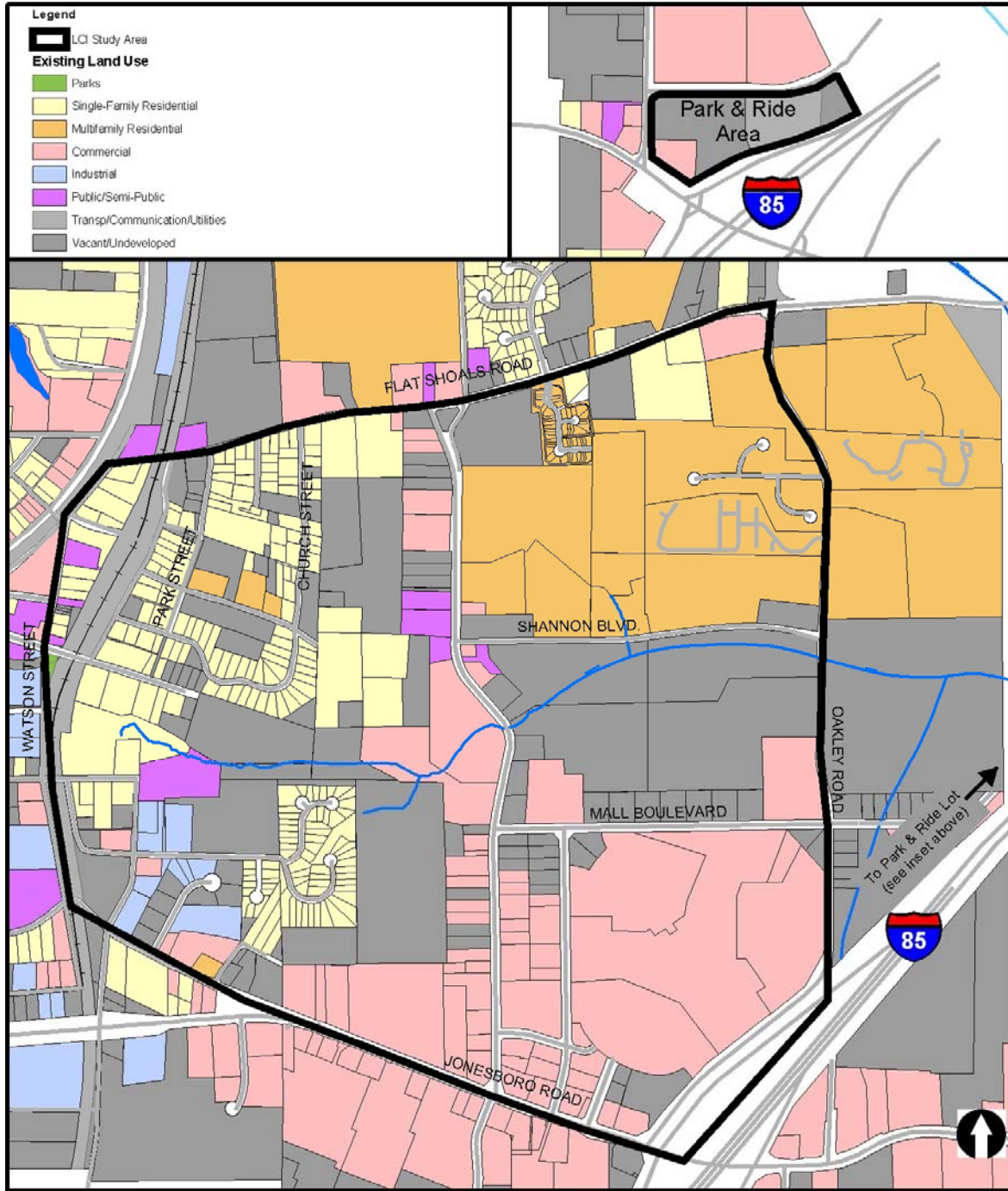




Appendix A-1. Maps & Drawings

5. City of Union City Land Use Map

EXISTING LAND USE





Appendix B. Figures & Descriptions

1. List of Tax Parcel ID Numbers (Properties within the TAD)

The following are the Tax Parcel Identification numbers for the properties to be included in the Union City Town Center Redevelopment Area:

Parcel ID #	Property Address	Market Value	Assessed Value	Parcel Size (acres)
09F15080063018	ND	ND	ND	ND
09F150800620286	MALL BLVD	\$9,000,000	\$3,600,000	26.550
09F150800620294	MALL BLVD	\$950,000	\$380,000	14.410
09F150800620211	MALL BLVD	\$1,823,000	\$729,200	7.610
09F150800620237	MALL BLVD	\$997,000	\$39,880	0.937
09F150800620328	OAKLEY RD.	\$2,937,500	\$1,175,000	9.320
09F150100620655	OAKLEY RD.	\$59,000	\$23,600	3.570
09F150100620671	MALL BLVD	\$96,200	\$38,480	4.600
09F150100620853	MALL BLVD	\$138,000	\$55,200	0.990
09F150100620846	MALL BLVD	\$66,900	\$26,760	0.480
09F150100620838	MALL BLVD	\$66,900	\$26,760	0.480
09F150100620689	MALL BLVD	\$252,000	\$100,800	1.205
09F150100620697	MALL BLVD	\$50,400	\$20,160	0.241
09F150100620390	MALL BLVD	\$98,400	\$39,360	0.471
09F150100620408	MALL BLVD	\$98,400	\$39,360	0.471
09F150100620382	MALL BLVD	\$288,500	\$115,400	1.104
09F150200790036	OAKLEY RD.	\$555,000	\$222,000	50.000
09F150200780193	6501 MALL BLVD	\$2,088,400	\$835,360	5.200
09F150200780292	OAKLEY RD.	\$140,100	\$56,040	2.010
09F150200790374	OAKLEY RD.	\$353,800	\$141,520	37.000
09F150400780936	SHANNON BLVD.	\$267,300	\$106,920	28.000
09F150300631684	SHANNON BLVD.	\$100,400	\$40,160	1.200
09F150300631692	SHANNON BLVD.	\$100,400	\$40,160	1.200
09F15030078116	ND	ND	ND	ND
09F150300630488	SHANNON BLVD.	\$153,600	\$61,440	0.551
09F150300630496	SHANNON BLVD.	\$160,000	\$64,000	0.574
09F150300630504	SHANNON BLVD.	\$147,800	\$59,120	0.530
09F150300632468	SHANNON BLVD.	\$515,000	\$206,000	0.520
09F150300632450	6690 SHANNON PKWY	\$2,374,600	\$949,840	1.244
09F150300631718	6702 SHANNON PKWY	\$537,500	\$215,000	0.587
09F150300631726	6710 SHANNON PKWY	\$2,529,000	\$1,011,600	1.160
09F15100063000	ND	ND	ND	ND
09F150300631528	6781 LONDBERRY WAY	\$1,212,600	\$485,040	4.750
09F150300630801	6810 SHANNON PKWY	\$803,000	\$321,200	0.835
09F150300630827	6810 SHANNON PKWY	\$582,000	\$232,800	0.599
09F150300630819	6902 LONDBERRY WAY	\$479,100	\$191,640	0.821
09F150300630835	6900 LONDBERRY WAY	\$750,000	\$300,000	0.865
09F150800630046	6903 LONDBERRY WAY	\$467,000	\$186,800	0.679
09F150800630053	LONDBERRY WAY	\$542,200	\$216,880	0.771
09F150800620336	OAKLEY RD	\$328,200	\$131,280	3.490



Parcel ID #	Property Address	Market Value	Assessed Value	Parcel Size (acres)
09F150300630686	LONDONBERRY WAY	\$448,700	\$179,480	0.057
09F150300630959	6737 LONDONBERRY WAY	\$836,200	\$334,480	1.148
09F150300631536	6711 LONDONBERRY WAY	\$0	\$0	0.000
09F150300630744	LONDONBERRY WAY	\$102,400	\$40,960	0.367
09F150300630751	6707 LONDONBERRY WAY	\$570,000	\$228,000	0.689
09F150300630769	LONDONBERRY WAY	\$200,000	\$80,000	0.574
09F150300630777	LONDONBERRY WAY	\$200,000	\$80,000	0.574
09F150300630785	LONDONBERRY WAY	\$160,000	\$64,000	0.574
09F150300630793	LONDONBERRY WAY	\$152,000	\$60,800	0.545
09F150400780878	SHANNON PKY	\$40,500	\$16,200	1.290
09F150400780993	SHANNON PKY	\$221,100	\$88,440	0.050
09F150400780324	6540 SHANNON BLVD	\$282,200	\$112,880	0.736
09F150400780316	6500 SHANNON PKWY	\$151,000	\$60,400	0.287
09F150300631288	MALL BLVD	\$962,500	\$385,000	2.110
09F150300631221	MALL BLVD	\$116,600	\$46,640	1.190
09F150400780605	MALL BLVD	\$13,100	\$5,240	0.417
09F150400780522	6822 SHANNON PKWY	\$1,599,800	\$639,920	4.320
09F150400780944	6822 SHANNON PKY	\$517,400	\$206,960	3.960
09F150400280969	MALL BLVD	\$56,700	\$22,680	5.910
09F150400780951	MALL BLVD	\$421,400	\$168,560	1.638
09F150400780571	6400 SHANNON PKWY	\$160,000	\$64,000	0.960
09F150300631064	4638 JONESBORO RD.	\$286,800	\$114,720	0.542
09F150300631080	JONESBORO RD.	\$200,700	\$80,280	0.344
09F150300631072	6851 SHANNON PKWY	\$2,760,000	\$1,104,000	8.000
09F150300631353	4650 JONESBORO RD.	\$940,800	\$376,320	0.689
09F150300631585	4700 JONESBORO RD.	\$2,385,000	\$954,000	9.250
09F150300631379	4750 JONESBORO RD.	\$659,000	\$263,600	0.830
09F150300631502	4700 JONESBORO RD.	\$265,400	\$106,160	0.677
09F150300631510	4720 JONESBORO RD.	\$6,382,600	\$2,553,040	10.800
09F120100560433	OFF JONESBORO RD.	\$155,600	\$62,240	3.720
09F150300631478	4770 JONESBORO RD.	\$476,600	\$190,640	0.563
09F150300631460	4776 JONESBORO RD.	\$386,000	\$154,400	0.412
09F150300631411	4780 JONESBORO RD.	\$532,300	\$212,920	0.520
09F150300631577	4788 JONESBORO RD.	\$240,000	\$96,000	0.487
09F150300631569	4788 JONESBORO RD.	\$291,600	\$116,640	0.297
09F160100641445	4790 JONESBORO RD.	\$1,565,000	\$626,000	1.840
09F160100641429	5100 GOODSON	\$1,784,400	\$713,760	2.813
09F160100641494	5105 GOODSON CONNECTOR	\$422,700	\$169,080	0.922
09F160100641361	5000 HWY 138	\$1,264,800	\$505,920	2.137
09F160100641460	JONESBORO REAR	\$111,300	\$44,520	1.065
09F160100641478	5010 HWY 138	\$369,200	\$147,680	0.938
09F160100641502	GOODSON CONNECTOR	\$170,600	\$68,240	2.720
09F160100641510	GOODSON CONNECTOR	\$1,003,800	\$401,520	16.010
09F160100641387	5100 HWY 138	\$1,115,200	\$446,080	3.000
09F160100641247	GOODSON RD	\$10,600	\$4,240	0.600
09F150100620812	OAKLEY RD.	\$43,200	\$17,280	0.310
09F150100620804	OAKLEY RD.	\$61,300	\$24,520	0.440
09F150100620796	OAKLEY RD.	\$61,300	\$24,520	0.440



Parcel ID #	Property Address	Market Value	Assessed Value	Parcel Size (acres)
09F150100620820	OAKLEY RD.	\$66,900	\$26,760	0.480
09F150100620507	OAKLEY RD.	\$49,900	\$19,960	0.478
09F150400780613	MALL BLVD	\$295,100	\$118,040	2.000
09F150400780910	SHANNON PKY	\$74,400	\$29,760	1.010
09F150400780746	SHANNON PKY	\$104,500	\$41,800	1.000
09F150400780902	SHANNON PKY	\$97,900	\$39,160	1.170
09F150300630967	4617 JONESBORO RD	\$1,136,200	\$454,480	1.141
09F150300630975	6787 SHANNON PKY	\$277,800	\$111,120	0.592
09F150400780233	4804 POTTS CIR	\$74,100	\$29,640	3.000
09F150400780209	MAIN ST. REAR	\$24,000	\$9,600	3.400
09F150400780191	4744 POTTS CIR	\$69,400	\$27,760	3.000
09F150300630843	4615 JONESBORO RD.	\$933,500	\$373,400	1.310
09F150300631023	SHANNON PKY	\$744,900	\$297,960	0.735
09F150300631676	6743 SHANNON PKWY	\$3,558,600	\$1,423,440	1.850
09F150300631668	SHANNON PKY	\$2,500	\$1,000	0.023
09F150300631650	SHANNON PKY	\$169,400	\$67,760	0.810
09F150300631643	SHANNON PKY	\$101,600	\$40,640	0.810
09F150300631635	6703 SHANNON PKY	\$1,623,000	\$649,200	0.810
09F150300631627	SHANNON PKY	\$167,300	\$66,920	0.800
09F150300631619	SHANNON PKY	\$1,390,800	\$556,320	0.730
09F150300631304	6812 SHANNON PKY	\$725,200	\$290,080	1.286
09F150300631551	6643 SHANNON PKY	\$512,100	\$204,840	1.500
09F120100560391	4600 JONESBORO RD.	\$1,031,200	\$412,480	10.380
09F120100560383	4620 JONESBORO RD.	\$340,200	\$136,080	0.589
09F150300631452	4630 JONESBORO RD.	\$690,600	\$276,240	1.006
09F150300631700	6840 SHANNON PKY S	\$2,707,900	\$1,083,160	2.480
09F150800630129	4597 JONESBORO RD.	\$1,141,000	\$456,400	1.320
09F150800630194	4599 JONESBORO RD.	\$443,100	\$177,240	0.624
09F150800630202	SHANNON WAY	\$162,000	\$64,800	0.465
09F150800630095	6800 SHANNON WAY	\$2,086,300	\$834,520	0.423
09F150800630087	JONESBORO RD.	\$96,000	\$38,400	0.275
09F150800630061	4601 JONESBORO RD.	\$719,300	\$287,720	0.834
09F150300630850	4605 JONESBORO RD.	\$1,021,900	\$408,760	0.914
09F150800630020	LONDONBERRY WAY	\$190,600	\$76,240	0.860
09F150800630012	MALL BLVD	\$190,600	\$76,240	0.860
09F150800620302	OAKLEY RD.	\$56,000	\$22,400	0.680
09F110200550111	GOODSON RD	\$577,300	\$230,920	40.740
09F110200550038	7000 GOODSON RD	\$2,835,700	\$1,134,280	40.400
09F240100831053	3940 FLAT SHOALS RD	\$97,600	\$39,040	2.200
09F240100831046	3910 FLAT SHOALS RD. REAR	\$148,000	\$59,200	1.000
09F240100830261	FLAT SHOALS RD.	\$156,000	\$62,400	8.280
09F240100831129	3860 FLAT SHOALS RD.	\$1,687,400	\$674,960	4.351
09F240100831103	3862 FLAT SHOALS RD.	\$601,400	\$240,560	1.336
09F140000800853	3940 FLAT SHOALS RD	\$132,500	\$53,000	17.500
09F140000800549	I-85	\$31,200	\$12,480	5.900
09F241100820286	FELDWOOD RD	\$207,100	\$82,840	6.700
09F241100820047	FLAT SHOALS RD.	\$38,000	\$15,200	1.900
09F241100820427	ROYAL SOUTH PKWY	\$11,200	\$4,480	1.280
09F241100820419	ROYAL SOUTH PKWY	\$498,000	\$199,200	15.790
09F241100820393	ROYAL SOUTH PKWY	\$844,400	\$337,760	29.200
13-0097-LL-049-5	ROYAL SOUTH PKWY	\$2,330,800	\$932,320	41.800



Parcel ID #	Property Address	Market Value	Assessed Value	Parcel Size (acres)
13-0097-LL-053-7	ROYAL SOUTH PKWY	\$2,157,300	\$862,920	30.960
13-0097-LL-052-9	ROYAL SOUTH PKWY	\$991,800	\$396,720	14.230
13-0097-LL-036-2	5801 BUFFINGTON RD.	\$159,900	\$63,960	1.691
13-0097-LL-037-0	5791 BUFFINGTON RD.	\$102,800	\$41,120	1.000
13-0097-LL-051-1	ROYAL SOUTH PKWY	\$157,700	\$63,080	1.810
13-0097-LL-055-2	BUFFINGTON RD.	\$70,400	\$28,160	1.010
09F150100620481	4405 MALL BLVD.	\$783,900	\$313,560	3.000
09F150100620473	MALL BLVD	\$100	\$40	0.240
TOTALS		\$100,962,900	\$40,026,240	634.750



Appendix B. Figures & Descriptions

2. Estimated Development and Infrastructure Cost Schedule for Investment Proposed: Union City Town Center Redevelopment Plan

	UNITS / SQ. FT.	ESTIMATED VALUE PER UNIT	ESTIMATED TOTAL VALUE
UNION STATION ATLANTA			
Existing Retail Redevelopment	143,000 sq. ft.	\$65	\$9,295,000
New Retail	30,800 sq. ft.	\$130	\$4,004,000
UNION SQUARE			
Townhomes	183 units	\$300,000	\$54,900,000
Retail	43,000 sq. ft.	\$130	\$5,590,000
Park Space			
ROYAL 85 SOUTH			
Office	440,000 sq. ft.	\$180	\$79,200,000
Industrial	510,000 sq. ft.	\$60	\$30,600,000
Retail & Restaurant	86,000 sq. ft.	\$140	\$12,040,000
Multi-Family Residential	424 units	\$200,000	\$84,800,000
Green Space	32.1 acres		
TOWN CENTER (within 3 years)			
Single Family Homes	33 units	\$400,000	\$13,200,000
Townhomes	67 units	\$300,000	\$20,100,000
Lofts	50 units	\$250,000	\$12,500,000
Park Space			
Office Space	17,000 sq. ft.	\$180	\$3,060,000
Existing Retail Redevelopment	37,000 sq. ft.	\$65	\$2,405,000
Retail Space	37,000 sq. ft.	\$140	\$5,180,000
Estimated Total Value			\$336,874,000

These categories and cost allocations, as well as those that follow, are estimates only, and are subject to periodic revision as the Redevelopment Plan is implemented.



The categories and cost allocations that follow, are estimates only, and are subject to periodic revision as the Redevelopment Plan is implemented.

PROPOSED PUBLIC INFRASTRUCTURE COSTS FOR UNION CITY TOWN CENTER TAD
(All Funding Sources)

<i>Infrastructure Component</i>	<i>Estimated Cost</i>
A. Union Station/Shannon Mall Renovation – Site improvements	
Mass grading and demolition	\$385,000
Hazardous material removal	By owner
Storm water retention	\$55,000
Outlet control structure	\$15,000
Erosion control	\$27,500
Water supply	\$60,500
Storm sewer pipe structures	\$203,500
Sanitary sewer pipe structures	\$134,750
Electric and related improvements	\$165,000
Access staging	\$14,300
Dewatering	\$11,000
Site lighting	\$165,000
Concrete/stamped flatwork	\$485,050
Curb and gutter	\$67,830
Landscape allowance	\$125,000
Hardscape and fountain allowance	\$367,578
Signage	\$35,000
Parking and pavement improvements	\$775,838
Subtotal	\$3,342,846
B. Additional Public Improvements – City of Union City	
Street improvements	\$3,476,000
Sanitary sewer system improvements	\$25,500
Storm drainage system	\$827,604
Sidewalk improvements	\$27,200
Greenway Trail	\$1,500,000
Street lighting	\$300,000
Engineering and related expenses	\$2,343,696
Subtotal	\$8,000,000
Total Estimated Union City TAD Infrastructure Budget	\$11,842,846



Appendix B. Figures & Descriptions

3. Union City Town Center Redevelopment Area Boundary Description

**LEGAL DESCRIPTION
TAX ALLOCATION DISTRICT
CITY OF UNION CITY, FULTON COUNTY, GEORGIA**

All that tract or parcel of land lying and being in land lots 55, 56, 57, 61, 62, 63, 64, 78, 79, 80, 81, 82 and 83 of the 9F Land District and land lots 97 and 128 of the 13th Land District of Fulton County, Georgia and being more particularly described as follows:

Beginning at the intersection of the westerly right-of-way of Oakley Road, said road having a 60 foot right-of-way, with the northerly right-of-way of Shannon Boulevard, said boulevard having a 50 foot right-of-way; thence northerly along the western right-of-way of Oakley Road 105 feet, more or less, to a point, said point being the intersection of the aforesaid right-of-way with the extended northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15020079003; thence easterly across Oakley Road 60 feet, more or less, to a point on the easterly right-of-way of Oakley Road, said point being the northwestern corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15020079003; thence easterly 1,438.1 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15020079003 to a point, said point being the northeastern corner of the aforesaid tract or parcel; thence southerly along the land lot line common to land lots 79 and 80 1,530 feet, more or less, to the land lot corner common to land lots 61, 62, 79 and 80; thence northeasterly along the westerly right-of-way of Interstate Highway 85 2,230.2 feet, more or less, to a point, said point being the southwest property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F14000080054; thence northerly along the western property line of tracts or parcels of land now or formerly known as Fulton County tax parcels 09F14000080054 and 09F14000080085 1,430.5 feet, more or less, to a point, said point being on land lot line 80-82 and the northwest corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F14000080085; thence easterly 711.4 feet, more or less, along land lot line 80 82 to the southwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24010083026; thence northerly 1,150 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24010083026 to a point, said point being the northwest property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24010083026; thence southeasterly 667.9 feet, more or less, along the southerly right-of-way of Flat Shoals Road to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24010083112; thence southwesterly 214.5 feet, more or less, along the westerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082033 to a point, said point being the southwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082033; thence southeasterly 292.5 feet, more or less, along the southerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082033 to a point, said point being the southeast property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082033; thence northeasterly 26.4 feet, more or less, along the easterly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082033 to a point, said point being the southwesterly property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082025; thence southeasterly 140.1 feet, more or less, to a point on the westerly right-of-way of Interstate Highway 85, said point being the southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082025;



LEGAL DESCRIPTION (CONT'D)

thence northeasterly 135.3 feet, more or less, along the westerly right-of-way of Interstate Highway 85 to a point, said point being a northeast property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082025; thence northeasterly 194 feet, more or less, across Flat Shoals Road along the westerly right-of-way of Interstate Highway 85 to a point, said point being a southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082003; thence northerly 358.2 feet, more or less, along the eastern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082003 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082003; thence westerly 394.9 feet, more or less, along the southern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082028 to a point on the eastern right-of-way of Feldwood Road; thence northerly 323 feet, more or less, along the eastern right-of-way of Feldwood Road to a point, said point being the intersection of the eastern right-of-way of Feldwood Road with the southern right-of-way of Royal South Parkway; thence easterly 723.9 feet, more or less, along the southern right-of-way of Royal South Parkway to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F2411008228; thence southerly 449.8 feet, more or less, to a point on the westerly right-of-way of Interstate Highway 85; thence northeasterly 657.6 feet, more or less, along the westerly right-of-way of Interstate Highway 85 to a point, said point being the southwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082042; thence northerly 223.4 feet, more or less, along the eastern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082021 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082021; thence northwesterly 96.5 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082042 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082042 and lying on the southerly right-of-way of Royal South Parkway; thence northeasterly 173.5 feet, more or less, along the southerly right-of-way of Royal South Parkway to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082042; thence northwesterly 103 feet, more or less, across Royal South Parkway to a point on the northerly right-of-way of Royal South Parkway, said point being the southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082037; thence northwesterly 535.1 feet, more or less, along the easterly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082037 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082037; thence westerly 423.7 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082037 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082037; thence northerly 731.7 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082039 to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24110082039 and on land lot line 82-104; thence easterly 1,815 feet, more or less, along the land lot line 82-104 to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 130097049; thence northerly 754.8 feet, more or less, to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24100104014; thence easterly 20 feet, more or less, along a property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24100104014 to a point on Land Lot Line 104-97, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F24100104014; thence northerly 807 feet, more or less, along Land Lot Line 104-97 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL049;



LEGAL DESCRIPTION (CONT'D)

thence easterly 1,565.3 feet, more or less, along the northerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL049 to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL049; thence northerly 821.7 feet, more or less, along the western property line of tracts or parcels of land now or formerly known as Fulton County tax parcels 13 0097 LL049 and 13 0097 LL052 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL052; thence easterly 1,085 feet, more or less, along the northern property lines of tracts or parcels of land now or formerly known as Fulton County tax parcels 13 0097 LL052 and 13 0097 LL037 to a point on the westerly right-of-way of Buffington Road, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 00-7 LL037; thence southeasterly 107 feet, more or less, along the westerly right-of-way of Buffington Road to a point; thence southwesterly 20 feet, more or less, along the right-of-way of Buffington Road to a point, thence southeasterly 804.6 feet, more or less, along the westerly right-of-way of Buffington Road to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL052; thence southwesterly 140 feet, more or less, across Royal South Parkway along the westerly right-of-way of Buffington Road to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL051; thence southeasterly 394.2 feet, more or less, along the westerly right-of-way of Buffington Road to a point, said point being the intersection of the westerly right-of-way of Buffing Road with the northerly right-of-way of Interstate Highway 85 and the southeast property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL055; thence southwesterly 359.8 feet, more or less, along the northerly right-of-way of Interstate Highway 85 to a point, said point being the southwestern property corner of a tract or parcel of land now or formerly know as Fulton County tax parcel 13 0097 LL051; thence northwesterly 546.2 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL051 to a point on the southerly right-of-way of Royal South Parkway; thence southwesterly 261.4 feet, more or less, along the southerly right-of-way of Royal South Parkway to a point, said point being the northwest property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL050; thence southeasterly 615.4 feet, more or less, along the westerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 13 0097 LL050 to a point, said point being on the northerly right-of-way of Interstate Highway 85; thence across Interstate Highway to a point on the southerly right-of-way of the aforesaid Highway to a point, said point being the westerly property corner of a tract or parcel of land now of formerly known as Fulton County tax parcel 13 0097 LL034; thence southwesterly along the southerly right-of-way of Interstate Highway 85 to a point, said point being a southwesterly property corner of a tract or parcel of land now or formerly known as fulton County tax parcel 13 0097 LL032; thence continuing southwesterly 4,532.2 feet, more or less along the southerly right-of-way of Interstate Highway 85 to a point, said point being the intersection of the southerly right-of-way of Interstate Highway 85 with the northerly right-of-way of Flat Shoals Road; thence southwesterly across Flat Shoals Road to a point, said point being on the southerly right-of-way of Interstate Highway 85 and the northwestern property corner of a tract or parcel of land now or formerly as Fulton County tax parcel 09F24110082015; thence southwesterly 1,457.5 feet, more or less, along the southerly right-of-way of Interstate Highway 85 to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F14000080037; thence northerly 37 feet, more or less, along Land Lot Line 80-81 to a point, said point being on the southerly right-of-way of Interstate Highway 85 and the northern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F14000080037; thence southwesterly 6,615 feet, more or less, along the southerly right-of-way of Interstate Highway 85 to a point, said point being the intersection of the southerly right-of-way of Interstate Highway 85 with the easterly right-of-way of Oakley Road; thence along the southerly right-of-way of Interstate Highway 85 to a point, said point being the intersection of the southerly right-of-way of Interstate Highway 85 with the westerly right-of-way of Oakley Road;

**LEGAL DESCRIPTION (CONT'D)**

thence southwesterly 1,057.2 feet, more or less, along the southerly right-of-way of Interstate Highway 85 to a point, said point being the intersection of the southerly right-of-way of Interstate Highway 85 with the northerly right-of-way of Jonesboro Road (also known as State Route 138); thence southwesterly across Jonesboro Road to a point, said point being the intersection of the southerly right-of-way of Interstate Highway 85 with the southerly right-of-way of Jonesboro Road; thence southwesterly 1,126.8 feet, more or less, along the southerly right-of-way of Interstate Highway 85 to a point, said point being the intersection of the southerly right-of-way of Interstate Highway 85 with Land Lot Line 56-57; thence across Interstate Highway 85 to a point, said point being the northeastern property corner of the tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056032 and on the northerly right-of-way of Interstate Highway 85; thence northeasterly 231.9 feet, more or less, along the northerly right-of-way of Interstate Highway 85 to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056028; thence northeasterly 661.1 feet, more or less, to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056040; thence northwesterly 94.8 feet, more or less, along the northerly right-of-way of Interstate Highway 85 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056040; thence northeasterly across Jonesboro Road to a point, said point being a property corner on a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15080063012 and on the northern right-of-way of Jonesboro Road; thence northwesterly 327.1 feet, more or less, along the northerly right-of-way of Jonesboro Road to a point, said point being the intersection of the northerly right-of-way of Jonesboro Road with the easterly right-of-way of Shannon Parkway; thence northwesterly across Shannon Parkway along the northerly right-of-way of Jonesboro Road to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15080063008; thence northwesterly 251.7 feet, more or less, along the northerly right-of-way of Jonesboro Road to a point, said point being the intersection of the northerly right-of-way of Jonesboro Road with the easterly right-of-way of Londonderry Way; thence southwesterly across Jonesboro Road to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056033; thence southwesterly 336.26 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056033 to a point, said point being the southwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056033; thence easterly along the southern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056033 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056039; thence southerly 1,119.91 feet, more or less, along the easterly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056039 to a point, said point being on the northerly right-of-way of Interstate Highway 85; thence southwesterly 446.1 feet, more or less, along the northerly right-of-way of Interstate Highway 85 to a point, said point being the southwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056039; thence northerly 1,240.3 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056039 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063149; thence westerly 241.18 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063149 to a point, said point being the northwest property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063149 and on the easterly right-of-way Shannon Parkway South, said parkway having an 80 foot right-of-way; thence southwesterly 200 feet, more or less, along the easterly right-of-way of Shannon Parkway South to a point; thence continuing along the right-of-way of Shannon Parkway South around a cul-de-sac to the point where the cul-de-sac right-of-way intersects the westerly right-of-way of Shannon Parkway South;



LEGAL DESCRIPTION (CONT'D)

thence northeasterly along the westerly right-of-way of Shannon Parkway South to a point, said point being the southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063107; thence northwesterly 541.68 feet, more or less, along the southerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063107 to a point, said point being the southwesterly property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063107; thence southwesterly 130 feet, more or less, along the easterly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063158 to a point, said point being the southeastern property corner of the aforesaid parcel; thence northwesterly 460.74 feet, more or less, along the southerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063158 to a point, said point being the southeasterly property corner of the aforesaid parcel; thence southwesterly 300 feet, more or less, to a point, said point being the southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043; thence northwesterly 300 feet, more or less along the southerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043 to a point, said point being the southwesterly property corner of the aforesaid parcel; thence northeasterly 140 feet, more or less, along the property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043 to a point, thence northwesterly 40 feet, more or less, along the property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043 to a point; thence northeasterly 130 feet, more or less, along the property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043 to a point; thence northwesterly 80 feet, more or less, along the property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043 to a point; thence northeasterly 30 feet, more or less, along the property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043 to a point; thence northwesterly 65 feet, more or less, along the property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056043 to a point, said point being on the land lot line common to land lots 55 and 56; thence southerly 1,280 feet, more or less, along the land lot line common to land lots 55 and 56 and the eastern property lines of tracts or parcels of land now or formerly known as Fulton County tax parcels 09F11020055002 and 09F11020055003 to a point, said point being the southeastern property corner of the aforesaid parcel; thence westerly 90.9 feet, more or less, along the southerly property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055003 to a point; thence southeasterly 181.9 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056044 to a point; thence southeasterly 100 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F12010056044 to a point, said point being on the land lot line 55-56; thence southerly 854.3 feet, more or less, along land lot line 55-56 to a point, said point being the southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055011; thence easterly 1,500.8 feet, more or less, along the southern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055011 to a point, said point being on the easterly right-of-way of Goodson Road; thence 950.4 feet, more or less, along the easterly right-of-way of Goodson Road to a point, said point being the southwest property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055007; thence easterly 420 feet, more or less, along the southern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055007 to a point, said point being the southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055007; thence northerly 210 feet, more or less, along the eastern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055007; thence westerly 420 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055007; thence northeasterly 1,080.7 feet, more or less, along the easterly right-of-way of Goodson Road to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F11020055003;



LEGAL DESCRIPTION (CONT'D)

thence northerly 1,160 feet, more or less, along the easterly right-of-way of Goodson Road to a point, said point being the intersection of the easterly right-of-way of Goodson Road with the southerly right-of-way of State Route 138 and the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F16010064124; thence easterly 1,175 feet, more or less, along the southerly right-of-way of State Route 138 to a point, said point being the intersection of the southerly right-of-way of State Route 138 with the westerly right-of-way of Goodson Connector, said connector having a 60 foot right-of-way, said point also being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F16010064136; thence easterly 60 feet, more or less, across Goodson Connector to a point, said point being the intersection of the southerly right-of-way of State Route 138 with the easterly right-of-way of Goodson Connector, said connector having a 60 foot right-of-way, said point also being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F16010064144; thence easterly 334.97 feet, more or less, along the southerly right-of-way of State Route 138 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F16010064144; thence southerly 20 feet, more or less, along the land lot line common to land lots 55 and 56 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063156; thence southeasterly 1,530 feet, more or less, along the southerly right-of-way of State Route 138 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063108; thence northeasterly 100 feet, more or less, across State Route 138 to a point, said point being on the northerly right-of-way of State Route 138 and the southwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063096; thence northerly 551.1 feet, more or less, along the property line of tracts or parcels of land now or formerly known as Fulton County tax parcels 09F15030063096, 09F15030063097, and 09F15030063026, to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063026; thence easterly 201.2 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063026 to a point, said point being the northeastern property corner of the aforesaid parcel and on the western right-of-way of Shannon Parkway, said parkway having an 80 foot right-of-way; thence northerly 200 feet, more or less, along the westerly right-of-way of Shannon Parkway to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063252; thence westerly 200 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063252; thence northerly 200 feet, more or less, along the eastern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063120 to a point, said point being the northeastern property corner of the aforesaid parcel; thence westerly 154.7 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063120 to a point, said point being a property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063167; thence northerly 100 feet, more or less, to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063167; thence easterly 300 feet, more or less, along the northern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063167 to a point, said point being the northeastern property corner of the aforesaid parcel and on the western right-of-way of Shannon Parkway; thence northerly 100 feet, more or less, along the western right-of-way of Shannon Parkway to a point, said point being the southeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063165; thence westerly 300 feet, more or less, along the southern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063165 to a point, said point being the southwestern property corner of the aforesaid parcel; thence northerly 870 feet, more or less, along the eastern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063250 to a point, said point being on the southern right-of-way of the former Mall Boulevard eastern extension;



LEGAL DESCRIPTION (CONT'D)

thence northerly 85 feet, more or less, across the former Mall Boulevard eastern extension to a point, said point being the southwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063122; thence northerly 313.68 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063122 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15030063122; thence westerly 320 feet, more or less, along the southern property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15040078096 to a point, said point being the intersection of the aforesaid southern property line with the northerly right-of-way of the former Mall Boulevard eastern extension; thence northwesterly 391.26 feet, more or less, along the northern right-of-way of the former Mall Boulevard eastern extension to a point, said point being on the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15040078096; thence northerly 273.79 feet, more or less, along the western property line of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15040078096 to a point, said point being the northwestern property corner of the aforesaid parcel; thence easterly 9 feet, more or less, to a point, said point being the southwest property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15040078023; thence northerly 766.9 feet, more or less, along the western property lines of two tracts or parcels of land now or formerly known as Fulton County tax parcels 09F15040078023 and 09F15040078019 to a point, said point being the northwestern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15040078019; thence easterly 701.25 feet, more or less, along the northern property lines of tracts or parcels of land now or formerly known as Fulton County tax parcels 09F15040078019, 09F15040078020, and 09F15040078057 to a point, said point being the northeastern property corner of a tract or parcel of land now or formerly known as Fulton County tax parcel 09F15040078023 and on the western right-of-way of Shannon Parkway, said parkway having an 80 foot right-of-way; thence easterly 80 feet, more or less, across Shannon Parkway to a point, said point being on the easterly right-of-way of Shannon Parkway; thence southerly 75 feet, more or less, along the easterly right-of-way of Shannon Parkway to a point marking the beginning of an arc, said arc bounded by the easterly right-of-way of Shannon Parkway and the northerly right-of-way of Shannon Boulevard and having a radius of 20 feet, more or less; thence around said arc 31.42 feet, more or less, to a point on the northerly right-of-way of Shannon Boulevard; thence easterly 2,850 feet, more or less, along the northerly right-of-way of Shannon Boulevard to a point, said point being the intersection of the northerly right-of-way of Shannon Boulevard with the westerly right-of-way of Oakley Road and the point of beginning. The above described parcel or tract of land contains 885 acres, more or less, and is shown more fully on a map entitled *City of Union City Tax Allocation District Boundary Map*, dated November 1, 2006 and prepared by Keck & Wood, Inc.



Appendix C. City of Union City Mayor & City Council



Mayor Ralph Moore



Shirley Jackson
Council Member



Alisa King
Council Member



Angelette Mealing
Council Member



Helen Turner
Council Member

<http://unioncityga.org>



Appendix D. Fulton County Board of Commissioners



John H. Eaves
District 1 (At Large)
Chairman



Robb Pitts
District 2 (At Large)



Lynne Riley
District 3



Tom Lowe
District 4



Emma Darnell
District 5
Vice Chair



Nancy Boxill
District 6



**William "Bill"
Edwards**
District 7

www.co.fulton.ga.us

Appendix E. Fulton County School Board of Education



Linda Schultz
District 1



Katie Reeves
District 2



Gail Dean
District 3



Linda Bryant
District 4
Board Vice President



Ashley Widener
District 5



Catherine Maddox
District 6



Julia Bernath
District 7
Board President



James Wilson
Superintendent

www.fultonschools.org



Appendix F. Resources

- ◆ Atlanta Regional Commission, various forecasts: www.atlantaregional.com
- ◆ City of Union City, *Comprehensive Plan 1991-2010*, Keck & Wood, Inc.
- ◆ City of Union City Web site, <http://unioncityga.org>
- ◆ Colliers Spectrum Cauble Web site, <http://mail.collierscauble.com>
- ◆ Fulton County Board of Education Web site, www.fultonschools.org
- ◆ Fulton County Web site, www.co.fulton.ga.us
- ◆ Jones Lang LaSalle, *Property Profile Shannon Mall*
- ◆ TMB Consulting, various marketing materials for the November 7 Redevelopment Powers ballot referendum
- ◆ Tunnell Spangler Walsh & Associates, *Town Center Study: Union City, Georgia, 2003*
- ◆ Union Station Atlanta
- ◆ TerraServer-USA / U.S. Geological Survey, (Cover map – Urban Areas 4/7/2002 view), www.terraserver.homeadvisor.msn.com

Report prepared by McKenna, Long & Aldridge LLP with research, editing and design by Echols Writing.

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