

## **INTRODUCTION**

The Union Point Urban Redevelopment Plan (URP) addresses the redevelopment of much of the city's commercial, industrial and residential core. The Urban Redevelopment Area (URA) captures the essence of blight, underdevelopment, and pervasive poverty that permeates a significant portion of the city. Remedy of the URA's negative conditions and impairments, as authorized by the Urban Redevelopment Act, is the intended pursuit of this plan.

### **History**

Union Point is located in Greene County, Georgia. Greene County, the 11<sup>th</sup> county formed in the state, was created in 1786. Originally part of Washington County, Greene County was named for Revolutionary War hero General Nathaniel Greene. Created by the state legislature on February 3, 1786, the county comprises land originally controlled by the Creek Nation, and its first years were marked by raids and skirmishes during the Creek War.

Union Point, first settled in the 1770s as Thornton's Cross Road and incorporated in 1901, is located at and takes its current name from the site at which the Georgia Railroad runs two dissecting lines. Much of the town was added to the National Register of Historic Places in 1991.

Union Manufacturing Company was founded in 1896. The mill, headed continuously until 1998 by the Bryan family, manufactured underwear initially and then later produced men's and boy's socks after the turn of the twentieth century. A merger with another mill in 1972 renamed the business Chipman-Union Mills, with the headquarters located in Union Point. The company filed for bankruptcy in 2001.

Since the bankruptcy and closing of Union Point's largest employer, Chipman-Union Mills, the residents of Union Point have suffered financially and the economy of the city has declined. The mill was not only the city's largest tax generator in the city, but it was also the city's largest utility customer. Since the mill closure and subsequent tax and revenue losses, the city has had to raise utility rates and delay much needed physical and utility improvements.

*Source: Preliminary Engineering Report, EMI, February 2011.*

### **Legislative Authority**

The Urban Redevelopment Act, adopted by the Georgia state legislature in 1955 and amended several times since, gives cities broad powers to redevelop blighted or threatened areas of the community. To use the redevelopment powers allowable under the Act, a local government must complete the following process:

- Draft an Urban Redevelopment Plan
- Hold a public hearing
- Pass a resolution adopting the Urban Redevelopment Plan
- Appoint an organization (city; urban redevelopment authority; Downtown Development Authority; or city redevelopment agency) to implement the plan.

### **Population and Demographic Profile**

The City of Union Point is a rural community located in northeast Georgia and, according to the 2010 Census, is home to 1,617 residents.

The population of Union Point has decreased over the past few decades by approximately 3% to 4% every ten years. Population trends for the City of Union Point and Greene County are shown in Table 1 below. The 2010 census reports that 27.8% of the city's residents are age 18 and younger, while 18.3% are age 65 or older.

**Table 1: Population Trends, Union Point, GA**

Jurisdiction	Population			Growth (%)	
	1990	2000	2010	1990-2000	2000-2010
Union Point	1,753	1,669	1,617	-4.8%	-3.12%
Greene County	11,793	14,406	15,994	22.2%	11.0%

Source: U.S. Census

The citizens of the City of Union Point fall into the following race/ethnicity categories listed in Table 2. Within these categories, the percentage of the population that claim Hispanic or Latino origin is 5.2%, or 85 persons.

**Table 2: 2010 Population by Race/Ethnicity, Union Point, GA**

Race/Ethnicity	Total Population	% of Population
Black/African American	860	53.1%
White/Caucasian	683	42.2%
Asian	5	.3%
Other	69	3.7%

Source: 2010 U.S. Census

Tables 3 show statistics for the City of Union Point and Greene County compared to the State of Georgia, and the United States, while Table 4 provides housing and vacancy estimates for the city.

**Table 3: Selected Demographics, 2010**

	City of Union Point	Greene County	State of Georgia	United States
Total Population	1617	15,994	968,7653	308,745,538
Median Age	35	46.4	35.3	37.2
Median Household Income	\$25,511	\$38,513	\$49,347	\$51,914
Per Capita Income	\$14,715	\$24,943	\$25,134	\$27,334
% Families Below Poverty	36.5%	23.6%	15.70%	13.80%
% Unemployment	na	10%	9.7%	8.3%
% Vacant Housing Units	17.50%	25.0%	12.3%	11.4%

Source: 2010 U.S. Census

**Table 4: Housing Conditions with the City of Union Point**

Category	2010	% of total
Total Housing Units	732	100
Vacant Housing Units	128	17.5%

Source: American Community Survey 2006-2009

### **Boundary of Urban Redevelopment Area**

In accordance with regulations issued by the State of Georgia for the development of an Urban Redevelopment Plan under the Urban Redevelopment Act (O.C.G.A. §36-61 et seq.), the City of Union Point, along with local community stakeholders, has established its Urban Redevelopment Act by resolution making a determination of need and identifying the boundaries. This area is represented in Map C: Urban Redevelopment Area Boundary Map.

The Urban Redevelopment Area (URA) includes seven (7) distinct sub-area neighborhoods, all located within the city limits of Union Point. Of the city's approximately 1,272.6 acres, the urban redevelopment area comprises 41.9% (See Map D: Urban Redevelopment Area Boundary Map with Sub-Areas).

**Table 5: Statistics of Identified Sub-Areas, Union Point Urban Redevelopment Area**

<b>Sub-Area</b>	<b>Number of Parcels</b>	<b>Acreage</b>	<b>% of City Acreage</b>
Downtown Business District	24	7.4	0.6%
Highway Corridor	80	121.0	9.5%
Historic Industrial Mill	4	11.7	0.9%
Union Point Industrial Park	16	68.0	5.3%
Northwest Historic Neighborhood	154	107.8	8.5%
Southeast Historic Neighborhood	205	149.7	11.8%
Southwest Neighborhood	92	66.8	5.3%
<b>TOTAL</b>	<b>575</b>	<b>532.5 acres</b>	<b>41.9%</b>

*Source: Engineering Management Inc.*

Zoning districts designated within the Urban Redevelopment Area include C-2 (general commercial district), M-1 (wholesale and light industrial district), MHD (manufactured home district), Public (public institutional), and R-1 (single-family residential). See Map A: Zoning Map, City of Union Point, GA.

### **Community Land Use Objectives**

The City of Union Point has current and future land use maps, in accordance with the Georgia Planning Act. Currently, approximately 64% of the property within the URA is designated as residential property; 5% is commercial; 14% is industrial; 15% is public or institutional property; and the remainder is a combination of agricultural, arts/entertainment/recreation, and transportation/communication.

The content of the Urban Redevelopment Plan is consistent with community land use objectives.

### **REDEVELOPMENT NEED**

This section provides an overview of the redevelopment needs of the Urban Redevelopment Area (URA) identified in the City of Union Point, as illuminated by statistical measures and assessments of existing physical conditions. A statement of redevelopment need, as required by the Urban Redevelopment Act, completes the section.

#### **Commercial and Industrial**

There are many opportunities for redevelopment in Union Point's commercial and industrial areas. Commercial areas include the historic Central Business District on Sibley Avenue, and the areas along the city's highway corridors, including Lamb Avenue (State Route 12/U.S. Highway 278) and State Route 77. The majority of the city's industrial resources are found in the Union Point Industrial Park and the historic industrial mill area between Sibley Avenue and Lamb Avenue.

The tables below indicate business activity within the City of Union Point during the last five years. Statistics suggest that new business generation, existing commercial and industrial activity, and non-residential building construction activity has dropped, or remained stagnant, over the last three to five years in Union Point.

**Table 6: Non-Residential Building Permits within URA, 2008-2012**

Year	# of Permits	Total Value of Permits	Address
2008	1	n/a	101 Fluker Street (Union Theater)
2009	1	n/a	107 Scott Street (City Hall)
2010	2	\$15,000	101 Fluker Street (Union Theater)
2011	1	n/a	Multiple addresses
	1	\$15,000	1042 Hwy 77N (Papa's Shop)
2012	1	\$50,000	4891 Lamb Avenue (Chase Bank ATM)
<b>Total Permits</b>	<b>7</b>		

Source: Greene County Planning and Zoning

**Table 7: Businesses located in Union Point Greater Downtown Area**

	2007	2012
Operating Businesses within DDD	19	15

Source: Union Point Downtown Development Association/Better Hometown

**Table 8: Businesses operating in Union Point Industrial Park (UPIP)**

	2006	2012
Businesses Operating in the UPIP	7	4
Number of Employees	111	10

Source: Greene County Development Authority

According to the Greene County Development Authority, the economic downturn starting in 2008 and into 2012 has forced eleven manufacturing firms to close within Greene County, most in the home building components industries. Three of those manufacturers were located in Union Point (Georgia BathWare, Heritage Floor, and Lincoln Lumber).

### Central Business District Sub-Area

The city's 19<sup>th</sup>-century block of historic commercial buildings is the heart of its central business district. Fronting the railroad along Sibley Avenue, the one- to two-story historic buildings provide the city some visually-appealing retail space, as well as a distinct historic character. Downtown businesses include several retail establishments, a bank, and a pharmacy. A notable feature of the central business district is the city-owned Union Theatre, located on Fluker Street, that is undergoing a phased interior and exterior restoration; the theater is currently available for event rental. A grant-funded mural of scenes from the city's history was designed and painted by Jan Whyllson in 2009 on the building at the corner of Sibley Avenue and Scott Street. City Hall and a post office are also located in the downtown area.

The Central Business District sub-area extends along Sibley Avenue and includes the cross streets of Scott and Fluker Streets. There are numerous vacant commercial storefronts available for sale or lease. Some of the spaces will require restoration efforts to order for them to be usable.

Of note, local code does allow for the designation of residential spaces in the upper floors of commercial buildings downtown. There are currently two apartment spaces available downtown; there may be potential for more "loft" residential development in the downtown area.

The Downtown Development Authority through the Better Hometown Program of Union Point (DDA/BH) is an active proponent of downtown Union Point. The proposed boundaries of a Downtown Development District incorporate the central business district as well as a larger area including the historic mill complex, properties along Lamb Avenue, and property further west along Georgia State Route 12 (US Hwy 278). The DDA/BH of Union Point supports or sponsors quite a number of downtown-related events and community activities to bring citizens

to the central business district and greater Union Point. Recent events include Union Point’s “In Bloom” Tour of Homes, an outdoor movie shown at the city’s ball fields on Universal Drive, and the popular Union Junction Jamboree community festival held in downtown Union Point. The Better Hometown also helps sponsor, with the city, a seasonal city-wide clean up featuring curb-side pickup and centralized dumpster locations. The resurrection of an annual Christmas Parade in downtown Union Point is also being planned for December 2012, with the cooperation of the Greene County Chamber of Commerce and the City of Union Point.

Downtown supporters also helped coordinate a training bike ride from Athens to Union Point with Union Theater as the turn-around point. The bike ride helped raise awareness of the proposed Firefly Trail, a 39-mile rails-to-trails project proposed for the abandoned Athens Railroad that extends from Winterville, GA, to Union Point. The Firefly trail project has enthusiastic supporters, yet has been delayed due to lack of funds as well as concerns of property owners along the route. Future implementation of the Firefly Trail to Union Point could bring much needed tourism dollars to the community, especially if completed in conjunction with other potential tourist draws such as a new restaurant or marketplace.

One of the challenges to marketing downtown, and other commercial areas in Union Point, is that there is no active database of commercial spaces available for sale or lease; such a listing would be helpful for marketing the city to potential businesses.

The Central Business District sub-area, along with much of the area within the URA, is included within the Union Point National Register District. This National Register district, listed in 1991, is roughly bounded by Lamb Avenue, Washington Road, Old Crawfordville Road and Hendry Street (see Map E: National Register Historic District Map). The commercial downtown area—as well as adjacent residential and industrial areas—is also designated as a local historic district. The local historic district is a zoning overlay district created through the adoption of a local historic preservation (adopted 2005). The Union Point Historic Preservation Commission is tasked with reviewing exterior changes to the district using Design Guidelines drafted in 2007 by students from The University of Georgia Historic Preservation Program. However, the slow pace of development in Union Point has not required frequent action by the Historic Preservation Commission.

Zoning classifications in the central business district include C-2 (general commercial district) and public (public institutional). The primary land use is commercial.

<b>Assets</b>	<b>Issues</b>
<ul style="list-style-type: none"> <li>• Intact historic buildings</li> <li>• Walkable streetscape</li> <li>• Union Theater</li> <li>• City Hall</li> <li>• Post Office</li> <li>• Downtown festival</li> <li>• Downtown residential living</li> <li>• Local and National Register historic district</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of visibility from highway</li> <li>• Commercial vacancies</li> <li>• Renovations required for building usage</li> <li>• Lack of coordination for marketing/database of available commercial listings</li> </ul>

**Highway Corridor Sub-Area**

The Highway Corridor sub-area of the URA primarily includes those properties fronting the city’s highway corridors: Lamb Avenue (State Route 12/US Hwy 278) and State Route 77. Most of the land within this sub-area is zoned C-2 (general commercial district), although there are a diversity of land uses to be found including commercial, industrial, public, and residential. Existing small businesses include a florist, an auto parts store, two hair stylists, a restaurant, three gas/convenience stores, a discount retailer, and a used appliance store.

Unfortunately, the city’s commercial “gateways” reflect an air of disinvestment rather than a sense of invitation. The corridors feature a number of vacant commercial buildings, dilapidated structures and empty lots. Notable

vacancies include a former grocery store, a restaurant, gas/service stations, and several general commercial/office spaces. There are a number of contributors to the problem, including but not limited to: a lack of financial resources to improve property; lack of marketing power to draw customers from the interstate or other county areas; dwindling demand for larger commercial businesses such as a grocery store due to the mill closure; and out-of-town landlords who are uninterested in local development or improvements. It is also very likely that there are underground storage tanks in several locations that have not been identified or remediated. The presence of these tanks can present a challenge to the redevelopment of a property depending on the severity of contamination and the potential remediation involved.

Currently, there are plans in the making for the redevelopment of the former grocery store into a kind of small business marketplace where individual kiosks will be available for retailers. A target completion date is unknown. In recent years, the city has combined the fire station and police department in a refurbished facility on Lamb Avenue that features a small meeting room available to the community.

Local effort to improve the aesthetics of the city’s commercial corridors culminated in a “Lamb Avenue Improvements” corridor study undertaken by the Georgia Department of Community Affairs, The Georgia Trust for Historic Preservation and the University of Georgia. This 2007 study suggested streetscape enhancements that would beautify and increase the commercial appeal of the corridor, including street trees and other landscaping, benches and streetscape improvements. Unfortunately, lack of local funding by government and private property owners has prevented the fulfillment of this vision. There is evidence of local attention and care, however, found in the Union Point welcome sign, and the colorful locomotive sculpture situated in the city-owned pocket park (named “The Point”) on the north side of Lamb Avenue.

Assets	Issues
<ul style="list-style-type: none"> <li>• Gateway to the city</li> <li>• State highway</li> <li>• Sidewalks – connectedness</li> <li>• Proximity to historic downtown</li> <li>• Corridor landscape planning</li> <li>• Public park and city welcome signage</li> <li>• Fire Station/Police Department complex with meeting room</li> </ul>	<ul style="list-style-type: none"> <li>• Vacancies</li> <li>• Empty lots</li> <li>• Maintenance Issues</li> <li>• Litter</li> <li>• Potential underground storage tanks</li> <li>• Absentee landlords</li> <li>• Some sidewalk repair needed</li> </ul>

**Historic Industrial Mill Sub-Area**

The historic mill complex in Union Point is largely vacant after over a hundred years as the primary industrial employer in Union Point. Closed as a textile manufacturer since 2001, the mill complex is a unique cultural resource in the city. The former Union Manufacturing Company at one time consisted of up to 20 historic brick mill buildings dating from the late 1890s to 1931, as well as some more modern additions to the complex.

The Greene County Development Authority’s database of available industrial spaces lists three primary addresses for the mill area with an approximate total of 160,000 square feet of leasable space. A building component industry is currently operating in a 22,500square foot space at 490 Sibley Avenue. However, much of the industrial complex is boarded up after spates of theft (copper wiring/building materials). The buildings are structurally sound and the current owner of the mill complex is making efforts to clean up the mill site and to stabilize the buildings in order to lease the spaces.

The complex is individually listed in the National Register of Historic Places, and was rehabilitated through the Rehabilitation Investment Tax Credit (RITC) program in 1989 which required that changes or updates to the complex follow preservation standards and guidelines. The listing of the industrial complex on the National Register provides potential financial incentives for redevelopment through historic preservation programs.

The mill complex, with its rambling historic character and proximity to downtown, is ripe with possibility for redevelopment, including traditional industrial or warehouse leasing as well as the possibility of creative small business ventures or tourism-related businesses such as antique resalers. However, the condition and unique physical characteristics of the former mill also present some of its biggest hurdles for redevelopment.

Assets	Issues
<ul style="list-style-type: none"> <li>• Historic character</li> <li>• Proximity to state highway</li> <li>• Potential for preservation grant funds</li> <li>• Opportunity for unique business venture</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance backlog</li> <li>• Effects of theft</li> <li>• Will likely require creativity for best fit/business and industrial recruitment</li> </ul>

**Union Point Industrial Park Sub-Area**

Union Point Industrial Park is located off of U.S. Highway 278 southwest of downtown Union Point. It is a fully serviced, built-out industrial park with vacancy and underutilization of its existing buildings. One wood products business, Lincoln Lumber, recently closed its doors in July 2012. Georgia BathWare, with 69 employees, closed in 2009.

According to the 2009 Comprehensive Plan update for Greene County, the only designated brownfield in Greene County is the 14.5 acre former Universal Rundle Corporation site in the Union Point Industrial Park; however, the property cleanup was completed in 2006.

Assets	Issues
<ul style="list-style-type: none"> <li>• Proximity to the highway</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Distance from Interstate 20</li> <li>• Some dilapidation</li> <li>• Outdated buildings</li> </ul>

**Residential**

There are many examples of dilapidated, vacant and blighted residential property within the Urban Redevelopment Area that would benefit from investment and targeted redevelopment. Some homes show evidence of various stages of neglect, while others are burned out or structurally unsound. Vacant and abandoned properties, property maintenance issues, substandard housing and demolition by neglect are the major issues observed.

Union Point, as evidenced by the demographics information provided earlier, has a higher percentage of families living below the poverty line, as well as a lower median household income, than either Greene County or the State of Georgia. The U.S. Census Block Groups (131339502001; 131339502002; and 131339502003) have a recorded poverty rate of 47.4%, 24.3%, and 31.6%, respectively. All of the identified sub-areas in the city’s Urban Redevelopment Area fall within one of these block groups (see Map B: Cenus Block and Poverty Rate Map).

There are three residential sub-areas identified in the URA: Northwest, Southeast and Southwest Residential Areas. The majority of the Northwest and Southeast sub-areas are located in the National Register Historic District. The historic residential areas are largely built-out and would not be candidates for whole sale redevelopment, but rather targeted infill and redevelopment that is in keeping with the established development pattern of the area. The Southwest Neighborhood sub-area is not an historic area and features a different development pattern than the other residential areas included in the plan.

Demolition of unsafe structures is needed at a number of locations in Union Point’s residential neighborhoods; however, the forced demolition process is time-consuming for the city. Approximately one involuntary demolition

occurs per year in Union Point. The city has initiated demolition on thirteen properties within the last three years. Results have included the following: the city demolished three properties, the owners voluntarily demolished five properties, neighbors demolished one property, a bank agreed to clean up a foreclosed property, and the fire department burned one property. Current ordinance, found in Chapter 18, Articles V and VI, includes processes to deal with "Unsafe Buildings and Property" as well the process to address demolition by neglect within the city's local historic district. A lack of staff and other resources, as well as the high numbers of properties with code compliance issues, make dealing with unsafe structures a challenging effort.

A low-income residential development activity taking place within the URA is the work of Greene County Habitat for Humanity. With the purchase of six lots in the city, and with an expressed interest in buying the mobile home park located on North Rhodes Street, Habitat is making small inroads in providing upgraded housing for citizens of Union Point.

Population projections for the city indicate that existing housing within Union Point can accommodate future growth. Therefore, targeted redevelopment and strategic infill development in the residential areas of the URA is called for, rather than areas of wholesale redevelopment.

#### **NW Historic Neighborhood Sub-Area**

This neighborhood is located northwest of downtown Union Point and is generally bounded by State Route 77, Washington Road, Crawfordville Road and Barnes Street. The area is a mix of owner-occupied and renter-occupied housing, and is zoned R-1 (single family residential) with the exception of a few commercial properties (C-2 general commercial business) and one public property belonging to the City of Union Point. Within the neighborhood is a former Greene County school that has been closed and abandoned on Dolvin Avenue. This property has potential for commercial redevelopment, with a generous amount of greenspace buffering the buildings from most residential properties. Other businesses in the vicinity include a funeral home and abandoned oil company. Most of the neighborhood sub-area is included within the National Register Historic District, and includes the community landmark of the historic Siloam Missionary Baptist Church on Church Street. There are many properties in this area that are dilapidated, both vacant and uninhabited, as well as several notable properties that are structurally unsound. There are also junk properties noted.

#### **SE Historic Neighborhood Sub-Area**

The Southeast Historic Neighborhood sub-area is located to the north and south of the historic industrial mill complex on Sibley Avenue and features historic mill village housing and other housing and community landmarks. The sub-area neighborhood is bounded by Hendry Street, Crawfordville Street, and Veazey Street on the north side of Lamb Avenue, and also includes the Wotten Street area south of Lamb Avenue. The largest number of former mill housing is located along Witcher, Newcome and Hilliard Streets. This area contains several of the city's most significant community landmarks, such as the 1926 Union Point School that is used for community meeting space and the 1939 Union Point Gymnasium (in need of restoration and repair). The former Greene County Pre-K school building and playground have been abandoned, but have much potential for redevelopment and use by the community.

The largest tract of land in this sub-area is the 21-acre former Wesleyan Campground on Crawfordville Road which is currently abandoned, dilapidated and bank-owned. The tract is zoned commercial (C-2), although the Future Land Use map identifies the property for public/park-conservation use. The parcel is included within the National Register Historic District and is a former landfill site that has not been assessed for potential environmental hazards.

**SW Neighborhood Sub-Area**

The Southwest Residential Area is located off of State Route 77 and includes Rhodes Street and the general Summer Hill area which consists of several loop roads. Rhodes Street features mobile homes, small ranch houses and cottages that show deferred maintenance and some dilapidation. Summer Hill Drive has some significant examples of junk properties and substandard mobile homes.

**For all residential sub-areas of the identified Urban Redevelopment Area:**

Assets	Issues
<ul style="list-style-type: none"> <li>• Historic 1926 School</li> <li>• Historic 1939 Gymnasium</li> <li>• Churches</li> <li>• Playground at former school</li> </ul>	<ul style="list-style-type: none"> <li>• Vacancies</li> <li>• Property maintenance issues</li> <li>• Some substandard housing</li> <li>• Abandoned schools</li> <li>• Junk properties</li> </ul>

**Negative Conditions Within Redevelopment Area**

Through the process of developing the Urban Redevelopment Plan, the project team identified a number of conditions within the project area (URA) that are damaging to the social and economic health of the community. Most concerning is the high number of dilapidated and/or vacant structures which are unsafe as well as potential shelters for criminal activity. Further, the number of vacant commercial and industrial buildings, empty lots, junk properties, and dilapidated or substandard housing units can have a negative effect on the function and appearance of the community, and the community’s ability to attract and retain residents, businesses and other investments.

**Statement of Redevelopment Need**

From the findings of this Urban Redevelopment Plan, it is clear that the conditions described in the sub-areas of the Union Point Urban Redevelopment Area indicate:

- A substantial number of slum, deteriorated, or deteriorating structures;
- Unsanitary or unsafe conditions;
- Deterioration of site or other improvements;
- Existence of conditions which endanger life or property by fire or other causes; and any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health, safety, morals or welfare.

Therefore, the Union Point Urban Redevelopment Area is found to be a blighting influence on the area and constitutes a “slum area” as defined by O.C.G.A 36-61-2(18) and demonstrates a redevelopment need (see City resolution establishing a finding of necessity in Appendix \_\_\_).

## **ACTION PLAN**

### **Consistency with Comprehensive Plan**

In 2009, Greene County, including the City of Union Point, completed a partial plan update to the Comprehensive Plan; the original comprehensive Greene County/Union Point planning document dates from 2004.

The issues and strategies for redevelopment outlined in this Urban Redevelopment Plan are consistent with the planning goals and initiatives described in the comprehensive planning process. Further, the strategies described within this Urban Redevelopment Plan provide clear support for the issues identified within the 2009 partial plan update for Union Point under the section entitled “Areas Requiring Special Attention” and “Issues and Opportunities,” as follows:

#### ***Redevelopment and Infill Development***

- *The former Chipman-Union Mill (originally Union Manufacturing Company), located in the Union Point historic district, presents an opportunity for redevelopment in the future.*
- *The anticipated long-range development of the Firefly Trail multi-use path within the city of Union Point may provide opportunities for new or rehabilitated commercial and residential projects.*

#### ***Intergovernmental Coordination***

- *Participation in regional and county-wide planning activities will strengthen intergovernmental relationships of Union Point and surrounding communities, forming a base from which increased communication can begin.*

#### ***Economic Development***

- *Union Point has very few businesses, and many buildings are vacant. A comprehensive inventory of vacant and available spaces should be assembled so as to prepare for future development within the city. To address dilapidated conditions, federal, state, and private foundation grants should be sought by city staff, elected officials, and local nonprofit groups. Union Point lacks sufficient jobs or economic opportunities for residents. The local economy is too dependent on too few economic sectors, and there has been no vision developed for future economic development of the community. City staff and elected officials should work with the Downtown Development Authority, Greene County, and the Greene County Chamber of Commerce to establish a county-wide economic development strategy. At the local level, this should focus on the recruitment, retention, and growth of locally-owned small businesses.*

#### ***Housing***

- *Union Point neighborhoods are in need of revitalization. Dilapidated housing conditions exist, and there are not enough affordable housing options for residents. City staff and elected officials should develop a housing strategy, including design standards for appropriate areas, for the purpose of providing quality housing options for all economic levels in locations with access to major employment centers. This strategy should also evaluate the potential of hiring a part-time code enforcement officer to address violations.*

#### ***Facilities and Services***

- *Union Point contains many water and sewer lines in need of rehabilitation. The city should prioritize these repairs in order of those most in need of rehabilitation or replacement, and subsequently develop a phasing strategy for implementation.*