



**CITY OF GRIFFIN
2006 TOWN CENTER**



**LIVABLE CENTERS INITIATIVE
APPLICATION**





LCI Application Form

Date: November 18, 2005

Name of responsible organization: CITY OF GRIFFIN

Name of contact person: Frederick Gardiner

Title: Director Department: Planning & Development Services

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E-mail: fgardiner@cityofgriffin.com

Non-profit designation: None

Study area name and location: Griffin Town Center Livable Centers Initiative,

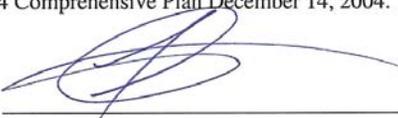
Downtown Griffin defined by Downtown Development Authority boundary

Total study budget: \$100,000 Funds requested: \$80,000

Cash Match: \$20,000

Is the study proposal consistent with the adopted local Comprehensive Plan? If not, explain:

The Griffin Town Center Livable Centers Initiative proposal is consistent with the following goals listed in Chapter 3 Economic Development sections 3.18 and 3.19, Chapter 4 Housing section 4.9, and Chapter 7 Land Use section 7.9 of the City of Griffin 2024 Comprehensive Plan. The City of Griffin Board of Commissioners adopted the Griffin 2024 Comprehensive Plan December 14, 2004.

Signature: 



ISSUE STATEMENT

STUDY NEED AND PURPOSE

The overall purpose of the City of Griffin's Livable Centers Initiative Town Center grant application is to develop a master plan identifying opportunities and projects that enhance the potential for improved pedestrian connections and safety, plan for future transit/commuter rail stops, expanded parking needs, expand housing choice downtown, plan for mixed use developments, expanded market opportunities and increase Griffin's identity and sense of place.



6th Street bridge - No pedestrian access

The need to improved pedestrian connections and safety within the study area is predicated on the fact that the study area as well as the City of Griffin is divided north and south by Norfolk Southern Railroad, which presently serves as a main freight line and will be the new commuter rail line. Presently there exist four (4) railroad crossings within the study area with only one above grade

crossing located at 6th Street Bridge. The bridge is an old rusted iron bridge that has only two lanes and provides no safe pedestrian walkway even though is utilized extensively by pedestrian to access downtown during train activities below. The at grade crossing presently provides no striped areas denoting crossing and are a safety issue for the city's mostly minority low income residents and neighborhoods. An expansion of the city's streetscape program along North Hill Street (Main Street), north of the train tracks would enhance the sense of place as redevelopment of this area takes shape.

Support for a downtown commuter rail station is a key element of the ARC and City of Griffin as the proposed commuter system is funded for Atlanta to Lovejoy in 2006 and Lovejoy to Griffin in 2008. An investigation of the location and scope of the commuter rail station and its proximity to other modes of transportation is key to a successful integration of multi-modal system into Griffin and its regional area. As Griffin plans for future population growth and the expanded regional influence of Metro-Atlanta, regional connectivity via commuter rail will play key role in the city's successful transition from a textile mill town. Georgia Rail Passenger Authority (GRPA) has estimated Griffin having the highest level of riders than any other city along the proposed commuter rail system (Atlanta to Macon). There are proposed six trains per day operating from the City of Griffin; moreover, the commuter train layover yard is proposed for the city and within the study area. An important component of the commuter rail system in the city will be the availability of adequate parking. Presently, there exists a shortage of available parking within the study area, specifically within the geographic area of the proposed rail station (North Hill Street). This need has had a major impact on the revitalization of downtown,



whereby, limiting the business expansion and employment opportunities along North Hill Street and adjacent arteries.

Housing within the study area is made up of the typical traditional single-family detach dwelling units with a mix of small loft apartments within the North Hill Street (Main Street) corridor. The majority of the housing is located along the fringe of the study area; however, there are some loft apartments and condominiums within the Historic Downtown. Transit Oriented Development (TOD) should be an integral part of the Griffin Town Center LCI grant. Currently, there exists no such type of development within the study area or the City of Griffin. This type of development should provide the necessary density to support the Atlanta to Griffin commuter rail system. The Griffin Town Center LCI grant should investigate and incorporate mixed-use developments that allow for live-work-play in concert with the existing historic downtown character with the Historic Downtown Griffin. These retail, office and residential multi-story type developments would compliment the existing multi-story buildings located within the study area and adjacent to the proposed commuter rail line.

Over the past twenty-five (25) years, commercial and market activities within the study area have declined as Griffin lost its regional activity center designation. Griffin once served as the activity and employment center for Southern Crescent region to include Spalding, Butt, Lamar, Pike and Meriwether Counties. Much of that activity was centered on the historic downtown and central business district. All but one textile mill have closed which has had a devastating impact on the downtown area of Griffin, with many of the mill's former employees now unemployed. Investigating the commercial viability



Thomaston Mills, abandoned

and marketability of Downtown Griffin is needed to address to bring this once vibrant center back to respectability. Within the study area are two large vacant mill buildings and numerous smaller industrial buildings that are very much underutilized; investigating the adaptive reuse of these buildings should be incorporated within the study.



RELATIONSHIP TO THE LCI PROGRAM GOALS

Goal 1: Encourage a diversity of residential neighborhoods, employment, shopping and recreation choices at the activity center and town center level; housing should be given strong focus to create mixed-income neighborhoods that support the concept of “aging in place”.



Typical Craftsmen-style Housing found in Proposed LCI Study Area

The Griffin 2024 Comprehensive Plan, Housing, Land Use and Economic Development goals are in concert with that of the LCI program goal. The opportunities exist to develop a range of housing type, mixed use and mixed income developments within the area of the proposed commuter rail station. Many of the residential, commercial and industrial properties within close proximity of the commuter rail are either vacant, blighted/substandard or very much under

utilized and are excellent candidates for redevelopment and revitalization. Many of these parcels also lie within the boundaries of the city’s urban redevelopment area; however, no planning has been conducted at this time for this area.

The Griffin Town Center LCI study should assist with improving urban design, formulating the organization of land use activities in conjunction with community infrastructure and services to foster the development and construction of a model town center. Employment and shopping should be a key element planning for our mixed-use development, specifically within the office and retail sectors. Griffin Town Center study will emphasize mixed use, transit oriented development with a focus on enhanced urban design: streetscape, pedestrian safety and architectural influence. Town homes, apartments, or condominiums above retail and office space would further the goal of increased density close to the downtown area and would transition well into the established single-family neighborhoods.



Typical Single-family residential home

Goal 2: Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area.

The Griffin Town Center study will foster the coordination and integration of transportation planning, land use planning and urban design so as to develop and redevelop the study area as pedestrian friendly transit oriented environment. The focal point of this environment will be center around the historic downtown of Griffin and the



commuter rail station. Capitalizing on and integrating other forms of transportation such as bikes, pedestrian pathways and regional bus systems (Henry Transit) that serve Griffin-Spalding County will make this study successful.

A continuation of the city's commitment to improving the streetscape of the downtown to include paving new and repaving existing sidewalks for pedestrian safety, accessibility; providing street trees for enhanced aesthetics must be paramount to the successful transition toward transit oriented developments.

Goal 3: Develop an outreach process that promotes the involvement of all stakeholders.

The population of the City of Griffin is very diverse with the majority of the residents within the study area being either African American or Hispanic and low income. The City of Griffin is committed to a full and open planning process that is inclusive of its entire residents. The city will strive for meaningful input and participation from all segments of the community.

The City of Griffin is committed to developing and implementing a public participation process to capture the insightful and meaningful input from all of its affected citizens and stakeholders. The process will start with an effort to communicate with property owners, renters, interested agencies and organizations, interest groups and the minority and low-income citizens. The City is committed to holding public forums outlining the planning process and the responsibility of the various city departments and agencies in the developing the study.



STUDY AREA



Hill Street at Solomon Street

The City of Griffin covers 13.9 square miles of the Piedmont Plateau of North Central Georgia. The city is approximately 40 miles south of Atlanta and 55 miles from Macon. Hartsfield-Jackson International Airport is 4 minutes north of Griffin. The City is approximately 16 miles south of McDonough, 20 miles east of Newnan and 18 miles east of the City of Fayetteville. Major roadways that serve the city include US 19/41, State Route 155, State Route 16 and State Route 361. Additionally, I-75 passes through the extreme northeastern corner of Spalding County and within nine (9) miles of the city limits. Norfolk Southern

Railroad serves the City and provides freight service to areas throughout the Southeast. This rail is proposed to serve as the Atlanta to Griffin and Griffin to Macon commuter rail system presently being considered by the Georgia Department of Transportation.

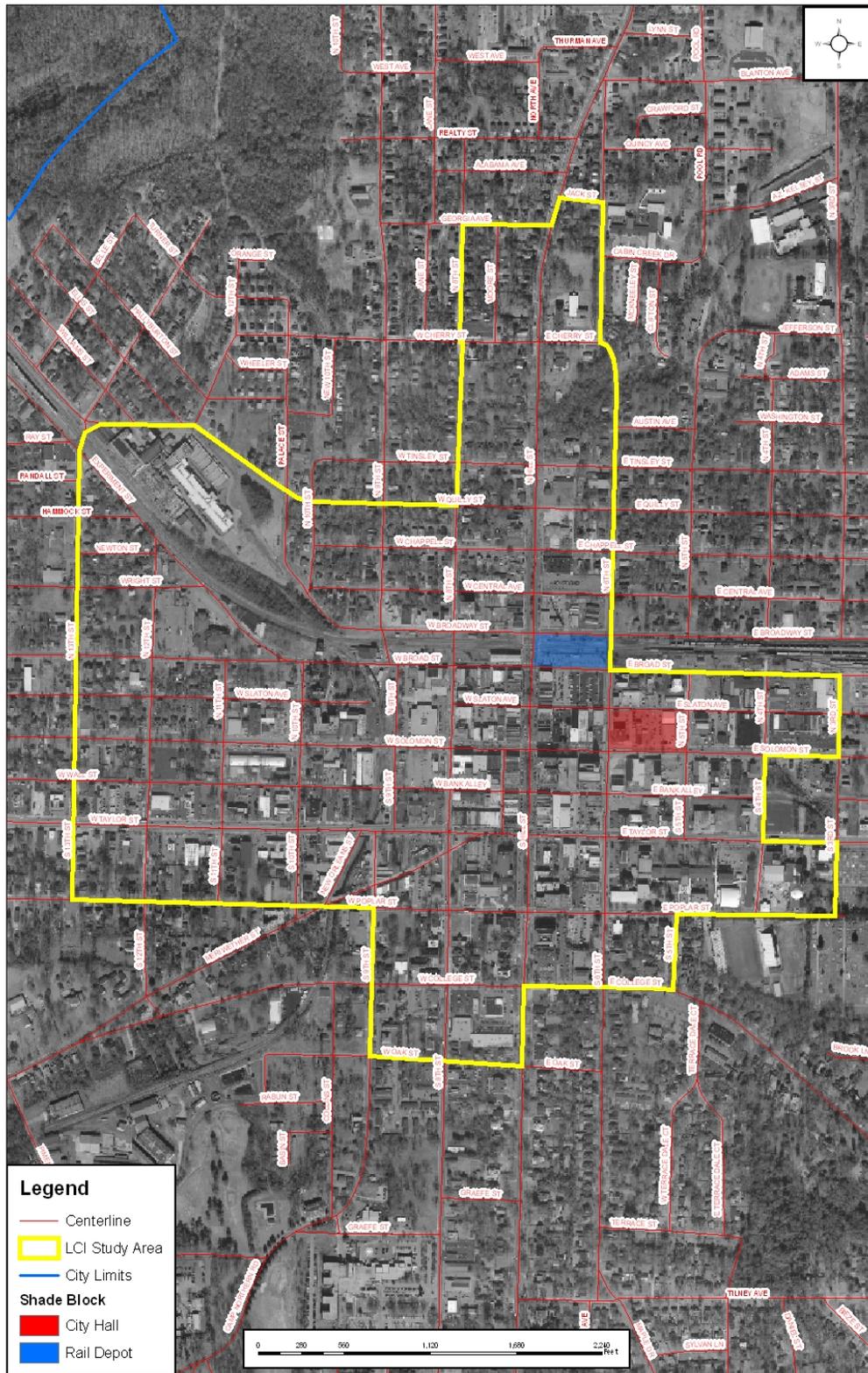
The study area, known as the Griffin Town Center LCI, has the following boundaries: Georgia Avenue and Jack Street to the north running south along 8th Street to West Quilly Street, running west along West Quilly Street to North 13th Street, south along North 13th Street, east along East Popular Street, then south along South 9th Street, running east along West Oak Street, north along Hill Street, east along West College Street, north along South 5th Street, east along East Popular Street, then running north along South 3rd Street, then west along East Taylor Street, running north along South 4th Street, then east along East Solomon Street, north along 3rd Street, running west along East Broad Street, then running north along North 6th Street to Jack Street.

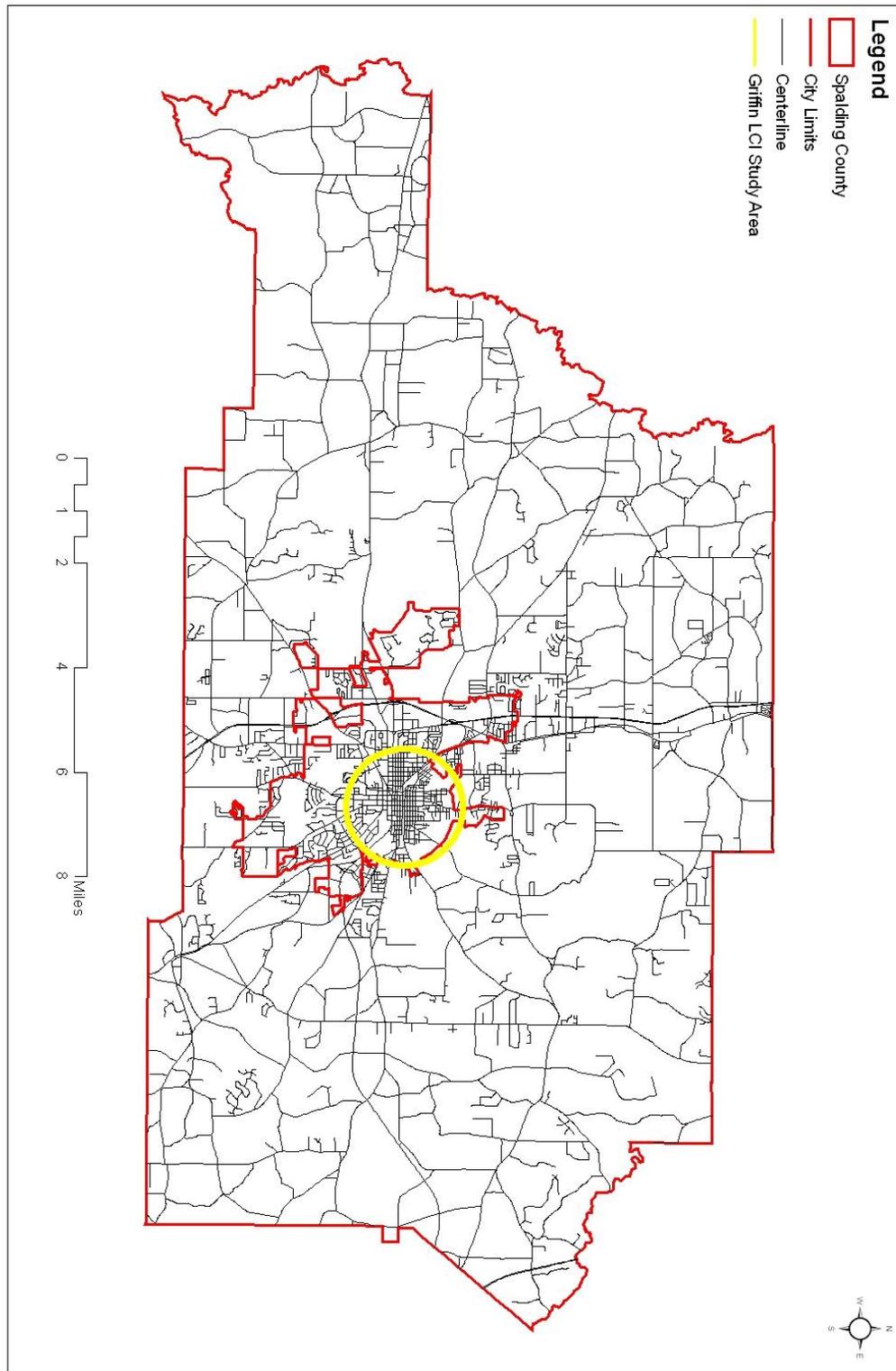
This area encompasses the Central Business District and Historic Downtown Commercial District, which were the heart of the City of Griffin in its prime. The Griffin Town Center LCI study area is approximately 341 acres, and the boundary coincides with the Downtown Development Authority's district. Within the Griffin Town Center LCI study area is a mix of office, retail, and residential land uses, under the Central Business District Zoning, Planned Commercial District and Medium Residential Zoning Districts. Historically an environment characterized by urban blocks and commercial corridors, the study area includes retail and office commercial, public buildings, churches, professional services, industrial uses, and single- and multi-family residential neighborhoods.



Future Atlanta-to-Griffin Commuter Rail Line

The following maps represent the Griffin Town Center study area's boundaries and the study area's location within Spalding County.







REGIONAL SIGNIFICANCE



Hill Street, at-grade rail crossing

The City of Griffin has a rich economic and transportation heritage, one that is just as rich as the City of Atlanta. In fact, the City of Griffin was the forerunner to becoming transportation axis of Georgia, where the north-south and east-west rail lines would meet. Unfortunately, the plans of Griffin's namesake never materialized and Atlanta would claim the victory. Nevertheless, Griffin's transportation network was one of the finest developed, even unto this day.

Once again, the City of Griffin has a significant role to play in the future growth and development of the Atlanta region. With the phenomenal growth occurring in Atlanta and surrounding counties, the region is experiencing some of the worst traffic congestion in the nation. To combat this alarming rate of growth and congestion, the Georgia Department of Transportation (GDOT) Office of Inter-modal Programs and the Georgia Rail Passenger Authority has a total of \$106 million in funding to provide the first phase of Commuter Rail service between Lovejoy and Atlanta. The second phase of the Commuter Rail project, which is programmed in the FY 2005-2010 TIP will be to extend the stop to the City of Griffin's Historic Downtown. The extension of service to Griffin brings with it the regional and statewide significance of providing passenger rail service to Macon and subsequently Columbus. Numerous researchers have confirmed the benefits of passenger rail service. For example Higbee, Mumford and others have clearly proven the regional benefits of commuter rail and transit oriented development.

These are some of the rubber-tired facts of modern life: A single lane of surface street, subject to cross traffic in front and marginal friction along the sides, will allow about 1,600 persons in private automobiles to pass a given point in one hour. Trains running on a single track, whether above or below ground, can carry from 40,000 to 60,000 persons per hour depending on whether they run as locals or expresses. Translated into space requirements these figures are staggering. A single railroad track, used for trains that stop briefly every half to three quarters of a mile, is worth 25 lanes of ordinary street. A single railroad track, used for trains that stop briefly every one to three miles, is worth 23 lanes of turnpike or elevated express highway.



6th Street Bridge



Since the Griffin rail yard will be used for the storage and service of locomotives and passenger cars, it has been recommended by the Clayton County Commission Chairman that service be extended to Griffin prior to the proposed 2008 FY05-07 TIP program year. To help meet the regional challenge of providing an alternative to the single occupant vehicle (SOV) commute, the City has already restored its historic grocery building for the commuter rail service. The availability of commuter rail service and the proposed Town Center, transit-oriented development, places the City of Griffin and Spalding County in a unique position to absorb a significant share of the projected population and employment growth in the Atlanta region.



Griffin Welcome Center



Broad Street

The City of Griffin LCI Study seeks to promote economic development by attracting jobs, affordable housing, mixed-use development and redevelopment of brownfields and nonconforming uses. The LCI study will also ensure that areas around the transit station will be accessible via multiple modes of transportation, including pedestrian and bicycle travel. LCI studies are wonderful tools that can be used to promote TOD around the passenger rail station and through out the Central Business District (CBD). Additionally, a Town Center LCI Study within the City of Griffin will allow greater integration of transportation and land use by

improving connectivity, accessibility and linkages to neighboring Town Centers, Activity Centers, Emerging Activity Centers, Commercial Corridors and regionally significant State and National Highways.



The Atlanta Regional Commission's Regional Development Plan (RDP) includes the following RDP Policies that are supportive of the proposed Griffin LCI study:

- Policy 1:** Provide development strategies and infrastructure investments to accommodate forecast population and employment growth more efficiently.
- Policy 2:** Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
- Policy 3:** Increase opportunities for mixed-use development, infill and redevelopment.
- Policy 4:** Increase transportation choices and transit-oriented development (TOD).
- Policy 5:** Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
- Policy 6:** Preserve and enhance existing residential neighborhoods.
- Policy 7:** Advance sustainable development.
- Policy 11:** Preserve historic resources.
- Policy 12:** Inform and involve the public in planning at regional, local and neighborhood levels.
- Policy 13:** Coordinate local policies /regulations to support the RDP



At-grade rail crossing



**Proposed Commuter
Rail Line**



COMMITMENT AND ABILITY TO IMPLEMENT LCI

Griffin has completed several projects over the past few years that show the City's level of commitment to community improvement. Streetscape and pavement projects funded by Tea-21 federal and city general funds were completed in 2000, with a total of roughly 2.8 million dollars.



Griffin Welcome Center

The Griffin Welcome Center was created from a renovated grocery building, which now serves as the home of the Downtown Development Authority, Griffin Main Street, a museum and the Griffin-Spalding Chamber of Commerce.

The City is presently undertaking a space needs assessment for the development of a new city hall complex at its present location. This new complex will house the administrative, magistrate court, customer service and electric company offices. The cities

commitment to investing in downtown as well as Spalding County's commitment with the courthouse and administrative offices all located within Griffin Historic Downtown is strong. In the July 2005, the City made two (2) huge commitments to the downtown area by submitting a resolution to the Georgia Rail Passenger Authority (GRPA) in support of the commuter rail line from Atlanta to Griffin and Griffin to Macon and to fund the any short fall in the operations of the rail system.

The other commitment by the City was to combat slum and blight; the city commissioners unanimously passed a resolution supporting the creation of an Urban Redevelopment Area (see Appendix). A large portion of the Griffin LCI Study Area sits within the boundary of the Urban Redevelopment Area (see Appendix). City staff is currently creating the Mini-Urban Redevelopment Plan for an area adjacent to the LCI Study area, under guidance from the Georgia Department of Community Affairs, to address problems of dilapidated housing, crime, unemployment, and school dropout rates within the URA boundary.



Historic City Hall, vacant



LCI SCOPE OF WORK

The City of Griffin will begin the selection process for a compatible consultant upon LCI funding approval. The selected consultant will be responsible for the study process. City staff, particularly the Planning & Development Services Department, will assist the consultant. An LCI Executive Committee will oversee the entire process and will gather for monthly meetings once the study process begins. The Griffin LCI Study project manager will be Planning & Development Services Director, Frederick Gardiner, who will coordinate the Executive Committee, the consultants, and City staff.

The Griffin Town Center LCI will address the following areas:

- A. Develop a community involvement process that promotes input from all stakeholders.
- B. Perform land use analysis to identify & classify parcels in the study area.
- C. Prepare a transportation plan to ensure safe access to several types of transportation modes.
- D. Establish policies and design guidelines for transit-oriented development, mixed use development and commercial development.
- E. Complete market and housing analyses.

F. STUDY DELIVERABLES:

- a. An executive summary explaining the study methodology, program goals, data analysis, and planning recommendations.
- b. Renderings, sketches, drawings, maps or other visualizations to show the character and intended outcome of plan recommendations and design guidelines.
- c. A description of how the plan addresses the 10 study goals as defined by ARC.
- d. A detailed description of the process used to achieve a community-supported program.
- e. A market analysis supporting the plan recommendations



- f. A 5-year schedule of local actions that are planned in the study area to implement the study goals, programs and projects. Schedules should include start date, completion date, cost estimate(s) and responsible party.
- g. A 5-year prioritized account of transportation improvement projects, preliminary budgets and programs that will support the study area goals.
- h. A description of any changes necessary within the City of Griffin comprehensive plan or other policy guides to achieve study area goals.
- i. Population and employment data and projections comparing current and proposed conditions in the following areas:
 - i. Housing
 - 1. Number of existing housing units and population
 - 2. Number of expected housing units and population
 - 3. Distribution of proposed housing units by type
 - ii. Employment
 - 1. Number of existing jobs
 - 2. Number of expected jobs
 - 3. Square feet of current and future commercial development



LCI STUDY BUDGET

Estimated budget requirements for the Griffin Town Center LCI study are based on the project scope of work and required tasks. Local matching funds of \$20,000 will be provided from the City of Griffin budget.

Estimated Study Budget and Local Matching Funds:

Public Involvement	\$20,000
Publicity and Promotion	\$5,000
Community Involvement Meetings	\$5,000
Visual Preference Survey	\$10,000
Study Development	\$70,000
Land Use	\$15,000
Transportation	\$15,000
Urban Design	\$15,000
Market and Housing Analyses	\$15,000
Policy Analysis and Recommendation	\$10,000
Study Deliverables	\$10,000
Total Project Cost	\$100,000
Cash Matching Funds from City of Griffin	\$20,000
Requested LCI funds	\$80,000



Current City Hall



PRELIMINARY LCI STAKEHOLDERS LIST

LCI COORDINATING PARTNERS

- Griffin Board of Commissioners
- City of Griffin Staff

LCI STAKEHOLDERS

- Citizens of Griffin
- Area Apartment Property Managers
- Griffin-Spalding Development Authority
- Griffin Downtown Council
- Griffin Downtown Development Authority
- Griffin Main Street Council
- Griffin Historical Society
- Griffin-Spalding Chamber of Commerce
- Griffin Area Business Association
- Griffin-Spalding Land Bank Authority
- Griffin-Spalding Habitat for Humanity
- Kingdom Builders
- Griffin-Spalding NAACP
- Griffin Planning & Development Services
- City of Griffin Public Works Department
- Spalding County Board of Education
- Department of Family & Children Services
- Georgia Department of Industry,
Tourism and Trade
- Georgia Department of Community Affairs
- Griffin Housing Authority
- Spalding County Commission
- Griffin Planning & Zoning Board
- First Baptist Church
- St. George's Episcopal Church
- Sacred Heart Catholic Church
- First Presbyterian Church
- Galloway & Lyndall, LLP
- Halpern Enterprises
- Minerva Properties
- Bowen Homes
- Griffin Watch & Pray
- First National Bank
- United Bank
- Wachovia Bank
- Georgia Rail Authority
- Georgia DOT

PUBLIC INVOLVEMENT

Public involvement will include regularly scheduled Planning & Zoning Board meetings and Griffin Board of Commissioners meetings. Separate meetings focusing on community and neighborhood guidelines and further citizen feedback will take place regularly throughout the process. Select sites across the city will be chosen as public meeting venues during the study process. The city will encourage current neighborhood associations to assist those neighborhoods with little to no organization to form their own associations. These neighborhoods will then network together in order to share information regarding the study process. In addition to meetings held by the city or its consultants, workshops coordinated by local banking institutions will educate residents on methods of obtaining home ownership in any redevelopment areas.

**STUDY DEVELOPMENT SCHEDULE**

The schedule for the Griffin LCI process corresponds with the expected Scope of Work. After funding is awarded in early 2006, the City will prepare a Request for Proposal (RFP) for acquiring the services of a professional consulting firm. The following schedule will be followed, subject to change:

Griffin LCI Study Schedule

Month	Activity
February, 2006	<ul style="list-style-type: none">• Notification of LCI award• Prepare RFP package
March, 2006	<ul style="list-style-type: none">• Issue RFP
April, 2006	<ul style="list-style-type: none">• Implement LCI contract with ARC• Complete consultant selection• Contract with chosen consultant• Community outreach and advertising of LCI process
May, 2006	<ul style="list-style-type: none">• Local LCI Executive Committee meeting• Analysis of existing policies and ordinances• Perform market study
June, 2006	<ul style="list-style-type: none">• Continue market study and existing policy analysis• Public meetings for Visual Preference Survey• Analysis of public involvement
July, 2006	<ul style="list-style-type: none">• LCI Executive Committee meeting• Draft LCI Goals• Promotional Activities for Public Workshop 2
August, 2006	<ul style="list-style-type: none">• Public meeting for community and neighborhood design guidelines
September, 2006	<ul style="list-style-type: none">• LCI Executive Committee meeting• Consultant recommendations
October, 2006	<ul style="list-style-type: none">• Public meeting to present initial plan and consultant recommendations• Final draft preparation
November, 2006	<ul style="list-style-type: none">• Complete final draft• LCI Executive Committee meeting to approve final draft• Board of Commissioners meet to approve final draft• ARC Review of final draft
December, 2006	<ul style="list-style-type: none">• ARC Approval of Griffin LCI Plan• Begin plan implementation



APPENDIX

The appendix includes the following documents and letters of support from stakeholders and who have demonstrated great interest in the Griffin LCI Study:

Griffin Board Of Commissioners Resolution of Support for LCI
Spalding County Board of Commissioners Resolution of Support for LCI
Griffin Board of Commissioners Urban Redevelopment Area Resolution & Map
Griffin Board of Commissioners Atlanta-Lovejoy Commuter Rail Resolution
Minerva Properties Letter of Support
Galloway & Lyndall, LLP, Attorneys at Law Letter of Support
Griffin Downtown Council Letters of Support
Griffin Downtown Development Authority Letter of Support
Griffin Main Street Letter of Support
Griffin-Spalding Chamber of Commerce Letter of Support



A Resolution

Expressing support for The City of Griffin Town Center Livable Centers Initiative grant application.

WHEREAS, The City of Griffin Board of Commissioners support efforts to enhance the quality of life for the citizens of Griffin; and

WHEREAS, the Atlanta Regional Commission's Livable Centers Initiative (LCI) was created to provide funding for transportation projects and investment studies; and

WHEREAS, The City of Griffin's inclusion in the Atlanta Metropolitan Planning Organization boundary grants eligibility for Atlanta Regional Commission funding; and

WHEREAS, The City of Griffin LCI would incorporate an expanded Downtown Development Authority boundary, qualifying as a "Town Center"; and

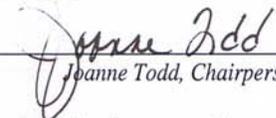
WHEREAS, said grant would fund a valuable study of the strengths, weaknesses, and future opportunities in Griffin's designated Town Center; and

WHEREAS, The City of Griffin Board of Commissioners met on November 8th, 2005 to vote in support for submitting an application for the LCI grant from the Atlanta Regional Commission; and

WHEREAS, The Board of Commissioners further agree that, should said grant be awarded, The City of Griffin shall commit to provide twenty percent of the total project cost, not to exceed \$20,000;

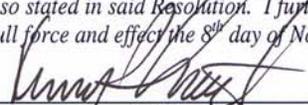
NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF GRIFFIN BOARD OF COMMISSIONERS, that this body hereby expresses its support in submitting The City of Griffin Livable Centers Initiative application to the Atlanta Regional Commission.

Adopted this 8th day of November, 2005,


Joanne Todd, Chairperson

I hereby certify that the foregoing is a true and correct copy of the Resolution duly adopted by the City of Griffin on the date so stated in said Resolution. I further certify that I am the City Manager and that said Resolution has full force and effect the 8th day of November 2005.

ATTEST:


Kehny Smith, City Manager



RESOLUTION

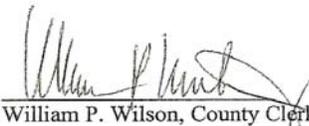
**SPALDING COUNTY
STATE OF GEORGIA**

WHEREAS, The Spalding County Board of Commissioners and The City of Griffin Commissioners both propose to submit separate Livable Centers Initiative Grants for approval. **AND**

WHEREAS, The Board of Commissioners found that both projects, as proposed, complement each other rather than compete with each other,

NOW, THEREFORE be it resolved that the Board of Commissioners of Spalding County herewith resolve to Support the City of Griffin in its effort to apply for the Centers Initiative Grant.

Approved this the 7th day of November, 2005


William P. Wilson, County Clerk


Edward Goss, Chairman



No. 05 –

A RESOLUTION

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE CITY OF GRIFFIN, GEORGIA, PURSUANT TO THE POWERS GRANTED AT O.C.G.A. TITLE 36, CHAPTER 61, URBAN REDEVELOPMENT, FINDING AND DECLARING THE NECESSITY WITHIN THE CITY OF GRIFFIN FOR A PLAN OF URBAN REDEVELOPMENT, ADDRESSING THE CONDITIONS THAT CREATE AND PERPETUATE SLUMS AND BLIGHT; DIRECTING THE CITY MANAGER AND HIS STAFF TO FORMULATE AND RECOMMEND A WORKABLE PROGRAM FOR UTILIZING PRIVATE AND PUBLIC RESOURCES TO ELIMINATE AND PREVENT THE DEVELOPMENT AND SPREAD OF SLUMS; IDENTIFYING THOSE AREAS OF THE CITY MEETING THE DEFINITION OF A "SLUM AREA" AS DEFINED AT O.C.G.A. SECTION 36-61-2 (18); AND FOR OTHER PURPOSES.

WHEREAS, the General Assembly of Georgia has found and declared that there exist in the municipalities and counties of this state "slum areas", as defined in paragraph (18) of O.C.G.A. Section 36-61-2, which constitute a serious and growing menace, injurious to the public health, safety, morals and general welfare of the residents of this state;

WHEREAS, this Board of Commissioners finds and declares that within the City of Griffin "slum areas" exist which contribute substantially to the spread of disease and crime, constitute an economic and social liability, substantially impair or arrest sound growth and development of the community, and retard the provision of safe, affordable housing;

WHEREAS, such areas promote juvenile delinquency, consume an excessive proportion of public revenues due to extra levels of service required for police, fire, accident, hospitalization, and other forms of public protection, services and facilities, while contributing little to the taxable income of the state, this municipality, county and school district; and

WHEREAS, this Board further finds and declares that it is an appropriate use and purpose of public revenues, services and facilities, including exercise as warranted of the power of eminent domain, to combat the development and spread of "slum areas" within the City of Griffin through programs and plans which afford and encourage the maximum opportunity feasible for participation by private enterprise in partnership with this City;

NOW, THEREFORE, BE IT RESOLVED BY THIS BOARD OF COMMISSIONERS:

1. That one or more slum areas exist within the City of Griffin, as defined by paragraph (18) of O.C.G.A. Section 36-61-2;



2. That the rehabilitation, conservation, or redevelopment, or a combination thereof, of such areas is necessary in the interest of the public health, safety, morals and general welfare of the residents of this municipality.

RESOLVED FURTHER, that the City Manager and his staff are hereby directed to formulate a workable program (general plan) for utilizing appropriate private and public resources to eliminate and prevent the development and spread of "slum areas", to encourage needed urban rehabilitation, to provide a plan for redevelopment of existing slum areas, and to undertake such activities in conjunction with other public and private agencies as will achieve the objectives of such program. Such program may incorporate the diligent enforcement of construction, zoning and housing ordinances, controls and standards, and compel the repair and rehabilitation of deteriorated or deteriorating structures, including the demolition and removal of dilapidated houses and structures intended for human occupancy. Such program may also include plans for rebuilding and improvement of public infrastructure and facilities, together with a recommended method for financing such improvements. Where warranted, the program may recommend the exercise of eminent domain to secure the necessary lands and interests therein. Said recommendation shall include a fiscal analysis or program budget, including recommended capital improvements, and the source for financing its operation, including specific grants, loans and similar funding sources.

At a minimum, such program shall include a feasible method for the relocation of families who will be displaced by urban redevelopment into decent, safe and sanitary dwelling accommodations, within their means and without undue hardship; such program shall conform to the Comprehensive Plan for the City of Griffin, 2004; and such program shall afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the voluntary redevelopment or rehabilitation of designated urban redevelopment areas by private owners or private enterprise.

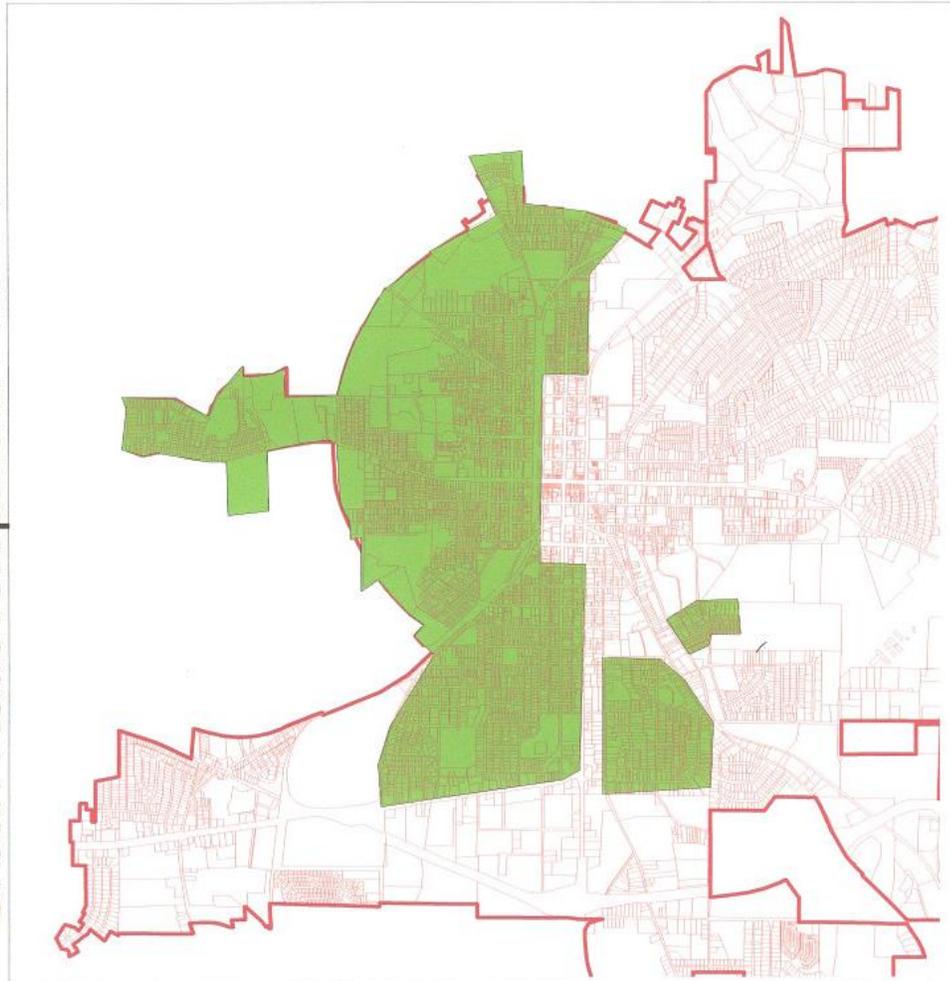
RESOLVED FURTHER, that the City Manager and his staff shall recommend to this Board of Commissioners for public hearing and adoption those areas of the city identified as "slum areas" and designating such areas as appropriate for an urban redevelopment project. For each area so identified, the City Manager and his staff shall recommend a specific plan to achieve the objectives of the general urban redevelopment program in order that this Board may, if desired, prioritize the program as recommended.

RESOLVED FURTHER, that upon receiving a written report from the City Manager and his staff setting out his recommendations and program, this Board shall conduct a public hearing, upon notice given in the manner described in O.C.G.A. Section 36-61-7(c). Following such public hearing this Board may approve and adopt an urban redevelopment program (general plan), a map identifying those slum areas as now exist within the city or which afford the conditions for increasing slum and blight, and any specific plans recommended for those areas.

SO RESOLVED, this 12th day of July, 2005.



City of Griffin Urban Redevelopment Plan Area



- Land parcel - city.shp
- Urban redevelopment plan area.shp
- City limits.shp



A RESOLUTION

Expressing support for the proposed Atlanta-Lovejoy commuter rail line; and for other purposes.

WHEREAS, the Georgia Department of Transportation has developed commuter passenger rail service to travel on an Atlanta-to-Macon line, commencing first between the cities of Atlanta and Lovejoy and serving other cities in the south metro Atlanta region, including Griffin; and

WHEREAS, commuter rail service along this route will relieve traffic congestion in the Atlanta metropolitan area by providing a reliable alternative to motor vehicles; and

WHEREAS, commuter rail service will benefit economic development, tourism and job creation in the communities it serves; and

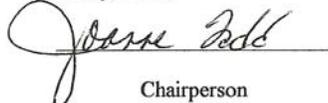
WHEREAS, commuter rail service from Atlanta to Lovejoy is essential to expand service to other cities throughout middle and south Georgia; and

WHEREAS, commuter rail service would help promote efficient land-use and transit-oriented housing developments in the City of Griffin; and

WHEREAS, the City of Griffin has already developed plans for managing economic development, transportation, and future population growth based on commuter rail service on an Atlanta-to-Macon line;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF GRIFFIN BOARD OF COMMISSIONERS, that this body hereby expresses its support for the Atlanta-Lovejoy commuter rail line and further expansion of the commuter rail line to the City of Griffin.

Adopted this 26th day of July, 2005,


Chairperson

I hereby certify that the foregoing is a true and correct copy of the Resolution duly adopted by the City of Griffin on the date so stated in said Resolution. I further certify that I am the City Clerk and that said Resolution has full force and effect the 26th day of July 2005.

ATTEST:


City Clerk/Manager



November 17, 2005

Atlanta Regional Commission
40 Courtland St. NE
Atlanta, GA 30303

RE: Griffin Town Center Livable Centers Initiative application

To whom it may concern,

The growth of the Atlanta region has put considerable pressure for new development on metro Atlanta's south side. New growth is already progressing from Henry County into Spalding County and right through the City of Griffin. Minerva has already developed several projects with substantial investments in this area, so we are very excited that the City of Griffin is pursuing this application.

Minerva is thrilled to see the local government taking proactive steps toward improving the quality of life of its citizens and planning for the arrival of new residents.

This is why Minerva enthusiastically supports the City of Griffin's application to the Atlanta Regional Commission Livable Centers Initiative program.

Should you have any questions or comments, please call me at 678-808-8000.

Best Regards,

Brian Davison, Manager

cc. Mr. Frederick Gardner, Director of Planning, City of Griffin

MINERVA REAL ESTATE INVESTMENTS • 2292 HENDERSON MILL ROAD • ATLANTA, GEORGIA 30345 USA
TELEPHONE (678) 808-8000 • TELEFAX (678) 808-8001

MINERVA INTERNATIONALE IMMOBILIENPROJEKTE GMBH • STOLLBERGSTRASSE 11 • 80539 MUENCHEN, GERMANY
TELEPHONE 49 89 59 99 18 0 • TELEFAX 49 89 59 99 18 16



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NEWTON M. GALLOWAY
TERRI M. LYNDALL
J. CHADWICK TORRI

November 17, 2005

Spalding County Board of Commissioners
P.O. Box 1087
Griffin, Georgia 30224

Dear Board of Commissioners:

I am aware that both Spalding County and the City of Griffin have applied separately for the 2005 LCI Grant. As representative for Spalding County, I wholeheartedly support both proposed projects and ask that the Atlanta Regional Commission award the requested grants to fund them.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

GALLOWAY & LYNDALL, LLP

Newton M. Galloway
Newton M. Galloway

NMG/alf



***Downtown
Development Authority***

Lutie Johnston, *Chairman*
Carolyn T. Byrd, *Secretary-Treasurer*
Bruce Ballard • Helen Grayson
Robin Nance • Gertrude Rogers
Bart Searcy • Joanne Todd

Atlanta Regional Commission
40 Courtland Street NE
Atlanta, Georgia 30303

Subject: City of Griffin Livable Centers Initiative application

To Whom It May Concern:

The Griffin Downtown Development Authority strongly supports the City of Griffin's application to the Atlanta Regional Commission's Livable Centers Initiative grant.

The DDA encourages any efforts to improve the quality of life for the citizens of Griffin while preserving the character of our historic downtown. The DDA looks forward to working with the City to ensure sustainable development and revitalization of the central business district. The City's LCI application is a positive step towards strengthening the economic, recreational and civic uses in the heart of Griffin.

Sincerely,

Lutie Johnston, Chairman
Griffin Downtown Development Authority

POST OFFICE BOX T ✦ GRIFFIN, GEORGIA 30224 ✦ © 770-228-5356 ✦ FAX 770-233-2907



Griffin Downtown Council

143 N. Hill Street • Griffin, Georgia 30223

Telephone (770) 228-5356

Atlanta Regional Commission
40 Courtland Street NE
Atlanta, Georgia 30303

Subject: City of Griffin Livable Centers Initiative application

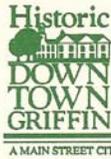
To Whom It May Concern:

The Downtown Council exists to provide support to the downtown Griffin business community. Through open dialogue and partnerships with government and civic institutions, the Downtown Council hopes to create a business friendly environment where commerce flourishes. To that end, the Downtown Council encourages the City of Griffin's application for the Livable Centers Initiative grant administered by the Atlanta Regional Commission.

The Downtown Council welcomes the City of Griffin's pursuit of resources and programs to improve the prospect of quality development. The Downtown Council looks forward to working with the City to encourage expanded business opportunities gained through the LCI study process.

Sincerely,

Rick Blackshear, President
Griffin Downtown Council



Griffin Main Street

Atlanta Regional Commission
40 Courtland Street NE
Atlanta, Georgia 30303

Subject: City of Griffin Livable Centers Initiative application

To Whom It May Concern:

Griffin Main Street works to preserve the historic character of downtown Griffin, particularly focusing on the Hill Street corridor. Our organization works with the City to improve quality economic development opportunities that bring more people into our downtown. The LCI study proposed by the City of Griffin will enhance our downtown core by examining ways to improve access to the central business district by citizens, businesses and visitors.

The Griffin Main Street Program would like to offer its full support for the City's application to the Atlanta Regional Commission's Livable Centers Initiative grant.

Sincerely,

Paul Cropsey, Chairman
Griffin Main Street

P. O. Box T • Griffin, Georgia 30224 • Telephone (770) 228-5356 • Fax (770) 229-6630



GRIFFIN-SPALDING CHAMBER OF COMMERCE

P.O. Box 73 • GRIFFIN, GA 30224
PHONE 770-228-8200 • FAX 770-228-8031
WWW.GRIFFINCHAMBER.COM

Atlanta Regional Commission
40 Courtland Street NE
Atlanta, Georgia 30303

Subject: City of Griffin Livable Centers Initiative Grant Application

To Whom It May Concern:

The Griffin-Spalding Chamber of Commerce is wholeheartedly in support of the City of Griffin's Livable Centers Initiative grant application.

The Chamber focuses on the economic growth, quality of life, revitalization of our downtown, education and overall business climate and development in our community. It is apparent that the LCI grant would allow the City of Griffin to continue making quality improvements that address these issues.

Therefore, the Griffin-Spalding Chamber of Commerce encourages the Atlanta Regional Commission to give consideration to the City of Griffin's application for the LCI grant.

Thanking you in advance,

Bonita L. Pfrogner
Executive Director
Griffin-Spalding Chamber of Commerce

