

PLANNING ELEMENTS

The elements of a comprehensive plan can vary from community to community. In most cases though, the plan consists of a study of existing conditions and a discussion of future trends, goals, and policies. Land-use patterns, housing conditions, population, roadways, and other infrastructure are usually the principle elements that are studied. The 2018-2038 Griffin Comprehensive Plan Update is made up of specific elements that address the following components: Economic Development, Land Use, Transportation, and Housing. These Planning elements are compatible and complementary. Together, these elements provide a comprehensive look at the issues facing the City, and create a positive plan for future growth.

ECONOMIC DEVELOPMENT ELEMENT

The economic development element examines the City's economic base, labor force characteristics, and local economic development opportunities and resources to determine economic needs and goals. The City of Griffin has been experiencing several economic and demographic changes in recent years. To proactively address these changes, the City undertook several development efforts, such as reinforcing its historic character by promoting preservation; revitalization and adaptive re-use (that is, new uses for historic buildings); creating housing choices for the community; reinforcing its community facilities and infrastructure network; and overall strengthening Griffin's identity and sense of place. An economic development element is required for communities included in Georgia Job Tax Credit Tier 1 or those seeking improved economic opportunities for their citizens. Spalding County and the City of Griffin are classified as Tier 1 communities. Ideally, economic development should balance economic vitality with stability, environmental protection, and preservation of our Griffin's historic character. It is important that future land uses be closely tied to the City's economic strategy. Accordingly, this Comprehensive Plan must be closely linked and integrated with an economic strategy to guide, promote, and attract economic development appropriate for the City of Griffin.

ECONOMIC DEVELOPMENT ELEMENT

Livable Centers Initiative (LCI)

The Livable Centers Initiative (LCI) is a program that awards planning grants on a competitive basis to local governments and nonprofit organizations to prepare and implement plans for the enhancement of existing centers and corridors consistent with regional development policies, and also provides transportation infrastructure funding for projects identified in the LCI plans. This program is administered by the Atlanta Regional Commission (ARC). The City of Griffin was successfully awarded two (2) LCI grants to conduct market, transportation, and urban design studies to strategically leverage infrastructure improvements. The areas included West Griffin and Downtown Griffin. These LCI areas are stand-alone economic development projects targeted by the City for economic investment with intent to stimulate land use changes.

West Griffin LCI

In 2009, the ARC awarded the City of Griffin a study grant for the **West Griffin LCI**. The West Griffin Livable Centers Initiative (LCI) Plan provides a series of strategic actions for revitalizing the northern entrance to the City. The West Griffin Activity Center LCI Study Area encompasses the area around North Expressway, spanning East to US 19/41 and West to Experiment Street. It is located just south of the Griffin's Central Business District and is the location of numerous educational institutions, including the University of Georgia – Griffin and Southern Crescent Technical College. The plan builds on the idea of a "**Campus Gateway**" within a new **Town Center**. The purpose of the LCI study is to establish the area as an economic activity center, and lay the groundwork for establishing innovative infrastructure financing. The intent of the study is to identify catalytic transportation projects to improve connectivity between the UGA and Southern Crescent Technical College; to explore opportunities of redeveloping underutilized properties;



to stabilize the existing residential neighborhood and to provide housing choices for the community. The study also explores recommended opportunities to transform the study area into a livable, walkable and less automobile-oriented community.

Griffin Town Center LCI

The Griffin Town Center study area is located in downtown Griffin in Spalding County. This area encompasses the Central Business District and Historic Downtown Commercial District. 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 for the much anticipated commuter rail line. A Livable Centers Initiative (LCI) Study was developed for Downtown



Griffin. LCI efforts are performed on existing and emerging employment centers, town centers and corridors in order to direct development towards areas with existing infrastructure that will benefit the Metro Atlanta Region by minimizing sprawling land use patterns.

The Griffin LCI Study developed specific goals for the Downtown Griffin study area to include:

- ◆ Improve pedestrian connections and safety;
- ◆ Plan for a future transit/commuter rail station;
- ◆ Address current and future parking needs;
- ◆ Increase housing choices;
- ◆ Plan for mixed-use development;
- ◆ Promote economic development; and
- ◆ Enhance Griffin's identity and sense of place.

There are several programs available through the State that offer funding mechanisms for implementation of the City's Redevelopment Plan and LCI studies, as well as ensuring the continuing growth and economic well-being of the City of Griffin and its historic downtown. The City of Griffin has established several implementation strategies to enhance economic development. These implementation tools serve as stand-alone documents, programs and organizations which include:

1. Opportunity Zones;
2. Tax Allocation Districts;
3. Enterprise Zones;
4. Griffin Downtown Redevelopment Plan;
5. Griffin Main Street Program;
6. Griffin Downtown Development Authority;
7. Griffin-Spalding Development Authority; &
8. Griffin Chamber of Commerce.

Opportunity Zones

In 1997, the Georgia General Assembly enacted the Enterprise Zone Employment Act. Enterprise Zones encourage economic growth and investment in specific geographic areas, primarily distressed areas, by offering tax advantages and incentives to businesses locating within the zone boundaries. Additionally, local governments which undertake redevelopment and revitalization efforts in certain older commercial and industrial areas qualify for the State's maximum job tax credit of \$3,500 per job. The credits are available for areas designated by DCA as Opportunity Zones. Opportunity zones are designated in areas within or adjacent to a census block group with 15% or greater poverty where an enterprise zone or urban redevelopment plan exists. The City of Griffin has designated its downtown as an Opportunity Zone. Opportunity Zone Tax Credit Incentives include:

- the maximum Job Tax Credit allowed under law - \$3,500 per job created;
- the lowest job creation threshold of any job tax credit program - 2 jobs;
- use of Job Tax Credits against 100 percent of Georgia income tax liability and withholding tax; and
- provides for businesses of any nature to qualify, not just a defined "business enterprise."

Tax Allocation District

The City of Griffin has established Tax Allocation Districts (TADs) in an effort to revitalize declining neighborhoods and stimulate reinvestment in underutilized properties. Tax Allocation Districts are Georgia's version of tax increment financing which allows a local government to capture tax revenues attributable to increases in property values within prescribed development areas and use those revenues for neighborhood improvements. Griffin currently has two (2) TAD districts that include : 1) Downtown Griffin; and 2) West Griffin Village Area. The Downtown Griffin TAD includes the redevelopment of the old City Hall building. The West Griffin Village area encompasses Griffin's two major commercial corridors, a residential community adjacent to the Downtown Historic District, and campuses of Southern Crescent Technical College and the University of Georgia.

Griffin—Spalding Development Authority

The City of Griffin and Spalding County partnered to establish the Griffin-Spalding Development Authority for the purpose of promoting trade, commerce, industry and employment opportunities for the local community. The most frequently used power of the Authority is issuing State and Federal tax-exempt revenue industrial bonds. The Griffin—Spalding Development Authority cooperates with local, regional and state agencies in its efforts to promote business expansion and/or relocation to Griffin.

Enterprise Zones

Enterprise Zones are designated geographical areas which suffer from disinvestment, underdevelopment, and general economic distress. In an effort to encourage revitalization in these distressed communities, Georgia law permits cities to create districts where ad valorem taxes are abated for up to 10 years.

Enterprise Zones

The City of Griffin established one (1) Enterprise Zone in the City's Historic Downtown. Griffin's Enterprise Zone was established to revitalize the area's residential neighborhoods, while creating and retaining jobs for its residents. Business and residential developments, which plan to invest in this area, are given special state and local tax incentives as well as other possible fee exemptions. By fostering public/private partnerships, enterprise zones allow innovative, multi-faceted policies, programs and projects to emerge quickly.

Griffin Main Street Program

The Griffin Main Street Program was established in 1985. This program serves as a community driven initiative that focuses on revitalization of older traditional business districts. The underlying premise of the Main Street concept is to encourage economic development within the context of historic preservation in ways that are appropriate for today's marketplace. The Griffin Main Street Program advocates a return to community self-reliance, local empowerment and the rebuilding of traditional commercial districts based on their unique assets—distinctive architecture, a pedestrian-friendly environment, personal service, local ownership and a sense of community.

Griffin Downtown Development Authority

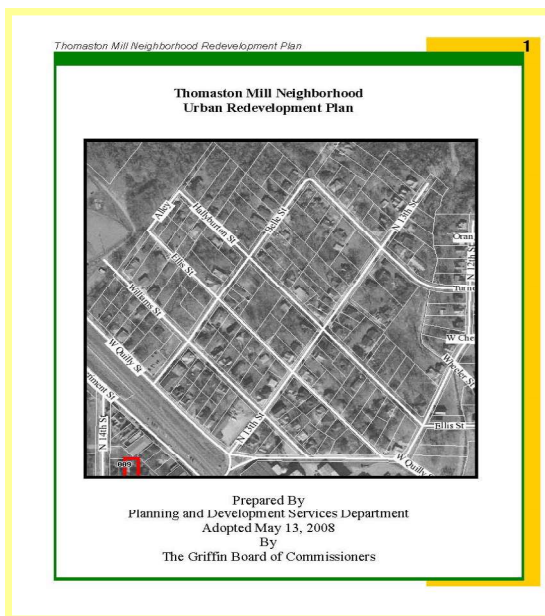
The Griffin Downtown Development Authority (DDA) is responsible for the revitalization strategy for Downtown Griffin. The DDA's mission is to encourage economic activity in Griffin's central business district by attracting businesses, residents, and visitors. The DDA attracts private investment to Downtown Griffin through public grants, loans, transportation funds, and tax incentive programs. The DDA works closely with the Planning & Development Services Department and the Main Street Program in assisting new businesses through the permitting process.

Griffin Chamber of Commerce

The Griffin Chamber of Commerce seeks to further the collective interests of business owners within the City. It is a rich resource and starting point for any company wanting to launch a business in the area. The Chamber of Commerce also serves as an advocate and essential partner for companies that are committed to growing their businesses. Lastly, the Chamber of Commerce plays an important role in partnering with the City of Griffin to promote business activities that enhance the economic vitality throughout the entire City.

Thomaston Mill Neighborhood Redevelopment Area

In 2009, Griffin defined a proposed expansion for the boundary of the Thomaston Mill Neighborhood Redevelopment area. The **Thomaston Mill Neighborhood Redevelopment**



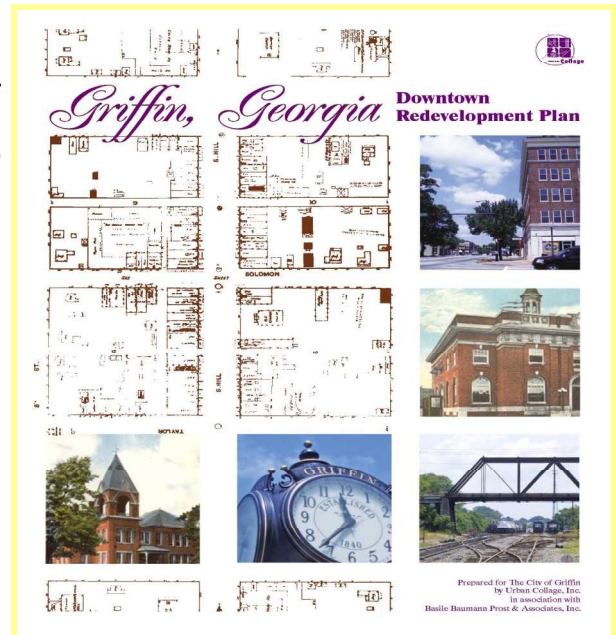
Plan was generated in accordance with the Urban Redevelopment Law and adopted by the Board of Commissioners. It serves as a general blueprint for redevelopment that targets public investments in specific redevelopment areas. The plan encourages involvement of private enterprises and public/ private partnerships to redevelop neglected areas of the community. Finally, the Plan guides City investments in infrastructure to support redevelopment.

The final plan delineated polices in a number of areas including, land use, transportation, capital improvement, and property management. It also identifies existing conditions and recommended improvements for both infrastructure and housing stock. Further, the plan targets key vacant and/or substandard structures coupled with strategies for remediation of the areas surrounding the redevelopment area.

Griffin Downtown Redevelopment Plan

The Downtown Griffin Redevelopment Plan is a stand-alone document that contains the heart of the plan for improving Downtown Griffin. The Redevelopment Plan process builds upon the goals developed during the LCI Study and provides more specificity regarding future development potential, public improvements and accompanying financial strategies within the downtown area.

A refined set of goals and objectives specific to Downtown Redevelopment includes the following:



- Provide a framework for potential financing, phasing and implementation of future growth;
- Develop realistic conceptual plans for sustainable development projects;
- Identify opportunities for open space and other public investments;
- Target specific areas to accommodate future housing; and
- ◆ Prioritize and explore programmatic options for historic preservation targets.

Further, this Plan focuses on the future land use strategy that is drawn from six (6) short-term and ten (10) long-term projects, plus eleven (11) public improvement projects, to build a downtown that is brimming with vitality, economically sustainable and showcases the best and most unique aspects the City has to offer. A list of projects from the plan are found on the following pages.

LAND USE ELEMENT

Future Land Use

The way we plan the physical layout or land use of our communities is fundamental to sustainability. Two main features of our land use practices over the past several decades have converged to generate haphazard, inefficient, and unsustainable urban sprawl:

- zoning ordinances that isolate employment locations, shopping and services, and housing locations from each other; and
- low-density growth planning aimed at creating automobile access to large developments that lack connectivity.

The complex problems shared by cities throughout the US are evidence of the impacts of urban sprawl which include increasing traffic congestion and commute times, air pollution, inefficient energy consumption and greater reliance on foreign oil, loss of open space and habitat, inequitable distribution of economic resources, and the loss of a sense of community. Community sustainability requires a transition from poorly-managed sprawl to land use planning practices that create and maintain efficient infrastructure, ensure close-knit neighborhoods and sense of community, and preserve natural systems. Future land use planning will help the City to control urban sprawl and ensure sustainable communities.

Future Land Use Goals

The Land Use Element identifies goals to foster responsible land use practices. This section also highlights land use policies that encourage the preservation of natural and historic resources and promote economic development within the community. Protection of these valuable resources as well as the identification of areas that should be improved has been discussed in previous sections relating to character areas. Land use goals for the City of Griffin include the following:

1. Improve community aesthetics within Griffin's corridors, districts, and neighborhoods.
2. Encourage infill and redevelopment within the City's target areas.

3. Preserve Griffin’s small town feel and enhance community pride.
4. Develop a recreational network of greenways, trails, and parks.
5. Preserve the natural environment as land uses change and the community develops.
6. Allow greater flexibility within applicable design standards for creative site developments and infrastructure improvements.

LAND USE GOALS AND STRATEGIES

GOALS	STRATEGIES
<p>1. Improve community aesthetics within Griffin’s corridors, districts, and neighborhoods.</p>	<ul style="list-style-type: none"> ◆ Design Standards – Ensure existing design standards are in keeping with or enhance the character of specific neighborhood districts within the City. ◆ Buffer, Landscape and Tree Ordinance – Prepare and adopt a buffer, landscape and tree ordinance.
<p>2. Encourage infill and redevelopment within the City’s target areas.</p>	<ul style="list-style-type: none"> ◆ Overlay zoning districts – Continue to prepare special area or neighborhood studies with specific zoning plan and design standards for a specific target area. The studies should include specific changes to existing regulations, a market assessment, detailed incentives for spurring economic development within each area, especially in regard to promoting infill and redevelopment. ◆ Property Maintenance Codes - Continued evaluation of housing and property maintenance codes and stringent enforcement. ◆ Infill Development - Allow and encourage compatible infill development in established neighborhoods.

**LAND USE GOALS AND STRATEGIES
(continued)**

GOALS	STRATEGIES
<p>3. Continue to promote development and redevelopment of the central business district into a thriving mixed-use district.</p>	<ul style="list-style-type: none"> ◆ Revitalization – Find innovative ways to support the revitalization of North Hill Street and Meriwether Street target areas. ◆ Downtown redevelopment - Continue to rehabilitate downtown historic buildings for commercial, institutional and residential uses. ◆ Adaptive reuse - Allow and encourage the adaptive reuse and redevelopment of abandoned buildings and vacant sites. ◆ Community Improvement Districts - Encourage and support the establishment of Community Improvement Districts. Identify existing commercial areas that need special improvements to stimulate renewal, and identify local business leaders to champion the establishment of a CID, which would allow them to raise their own taxes to pay for improvements.
<p>4. Redevelopment around the future commuter rail station.</p>	<ul style="list-style-type: none"> ◆ Commuter Rail - Support the extension of commuter rail to Griffin. ◆ Mixed-use development - Encourage mixed-uses in the Central Business District ◆ Rehabilitate downtown - Continue to rehabilitate downtown historic buildings for commercial, institutional and residential uses.
<p>5. Preserve Griffin’s small town feel and enhance community pride.</p>	<ul style="list-style-type: none"> ◆ Historic Preservation - Promote and support historic preservation, downtown revitalization, performing and cultural arts, and the tourism economy. ◆ Infill Development - Allow and encourage compatible infill development in established neighborhoods.

LAND USE GOALS AND STRATEGIES (continue)

GOALS	STRATEGIES
<p>6. Develop a recreational network of greenways, trails, and parks.</p>	<ul style="list-style-type: none"> ◆ Greenway Master Plan - Create a Greenway Master Plan as part of a new Recreation Master Plan. The Greenway Master Plan should include recommendations to linking existing open space, parks and trails.
<p>7. Preserve the natural environment as land uses change and the community develops.</p>	<ul style="list-style-type: none"> ◆ Open space conservation - Amend zoning and land development regulations to provide incentives and guidelines for conserving open space in the subdivision process and to widen minimum stream buffer widths. ◆ Streetscape requirements –Continue to ensure proper streetscaping and the installation of sidewalks for new developments.
<p>8. Allow greater flexibility within applicable design standards for creative site developments and infrastructure improvements.</p>	<ul style="list-style-type: none"> ◆ Target area overlay districts - In developing future overlay districts for the target areas, consider adopting performance-based design and zoning standards as an option and as an incentive for encouraging redevelopment.

The Future Development Map reflects the community vision for growth and development for the next 20 years. This vision was developed with an extensive public visioning process that is expressed in unique “character areas” and covers the entire City. Together the character areas form the Future Development Map, which replaces the Future Land Use Map adopted from the previous comprehensive plan. The Future Development Map character areas are organized by common themes of development throughout the City promoting desired development patterns, guiding design and physical development, providing a framework for regulatory and policy changes and helping to guide future rezonings.

The Future Development Map recommends land use and development patterns for a 20-year planning period. This map uses conventional categories or classifications to depict the location of specific future land uses. The categories listed below display the land use classification schemes for the Griffin Future Development Map.

Residential. The predominant use of land within the residential category is for single-family and multi-family dwelling units organized into general categories of net densities. Residential is the largest land use category projected for the future in Griffin. Higher density housing is located near appropriate sewer lines and used as a transitional zoning to reduce incompatible land uses. Low-density residential properties is located near less intense uses such as agriculture or environmentally constrained areas of the City.

Commercial. This category is for land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities, organized into general categories of intensities. Commercial activity is currently concentrated within the Central Business District (CBD), and along Solomon Street, Martin Luther King Jr. Parkway, Meriwether Street and U.S. 19/41. These corridors are currently and will continue to be the most heavily traveled routes in the City. These corridors will continue to be the most feasible locations for commercial growth in the City. It is important to guard against unwanted visual impacts such as a clutter of signs and billboards, large expanses of asphalt parking lots and vacant storefronts with commercial areas. Regulations such as sign controls, landscaping requirements and the placement of structures closer to the roadway can provide for more sustainable and aesthetically pleasing commercial land uses.

Industrial. This category is reserved for land dedicated to manufacturing facilities, processing plants, factories, warehousing and wholesale trade facilities, mining or mineral extraction activities, or other similar uses. Industrial developments within Griffin are located mostly in

The east and southwest portions of the City. South of the City along U.S. 19/41, industrial developments are supported with the appropriate water and sewer lines as well as with railroad access.

Public/Institutional. This category includes certain state, federal or local government uses, and institutional land uses. Government uses include government building complexes, police and fire stations, libraries, city jails post offices, schools, military installations, etc. Examples of institutional land uses include colleges, churches, cemeteries, hospitals, and sites containing government offices. The number of public institutions are significantly large due to Griffin's role as the county seat. Numerous government buildings and schools are located throughout the City along with the WellStar Spalding Regional Medical Center.

Transportation/Communication/Utilities. This category includes such uses as major transportation routes, power generation plants, water treatment plants, reservoirs, railroad facilities, radio towers, telephone switching stations, airports, and other similar uses.

Park/Recreation/Conservation. This category is categorized for land dedicated as active or passive recreational uses. These areas may be either publicly or privately owned and may include playgrounds, public parks, nature preserves, wildlife management areas, national forests, golf courses, recreation centers or similar uses.

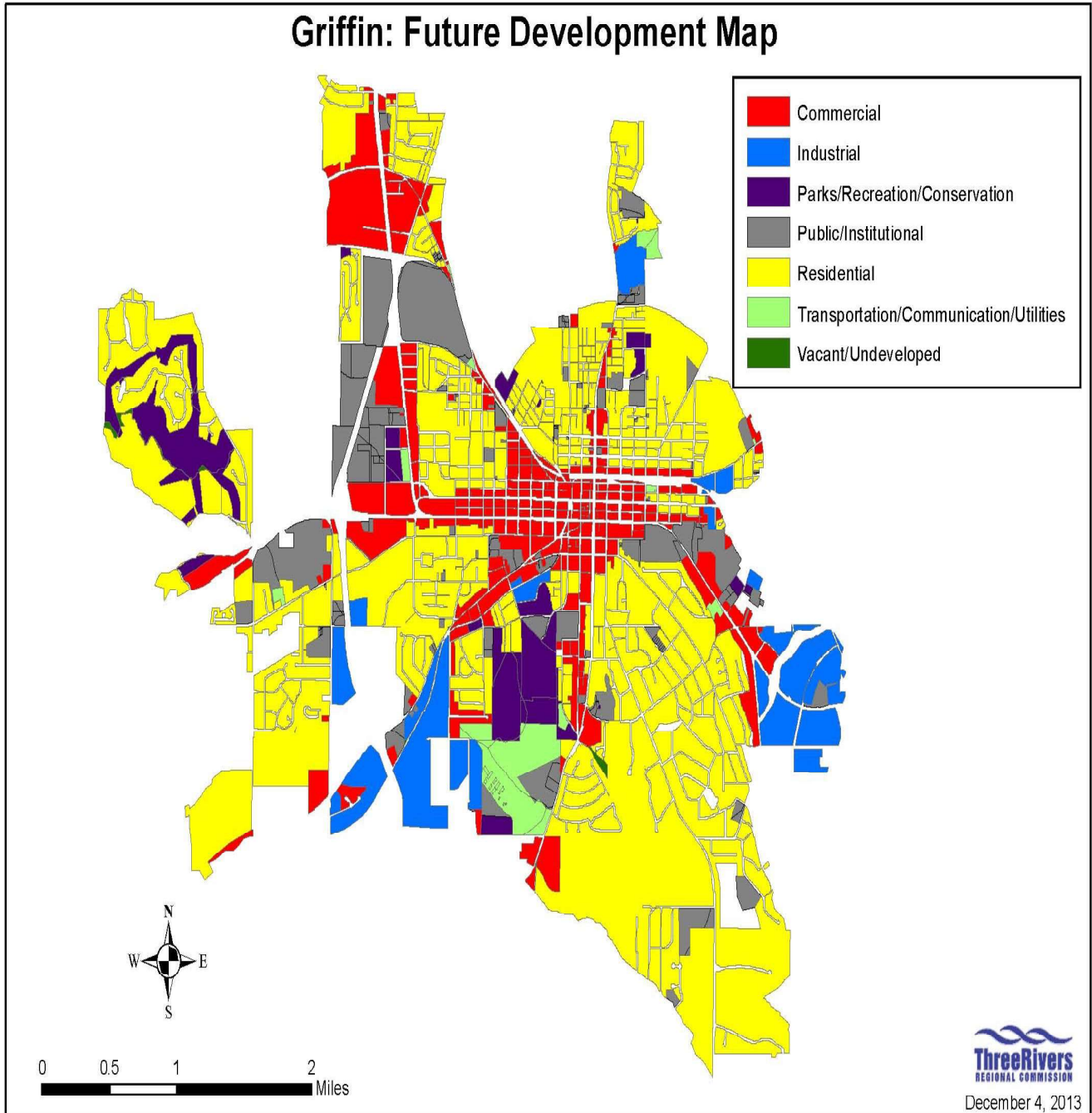
Undeveloped/Vacant. This category is set aside for tracts of land that are served by typical urban public services (water, sewer, etc.) but have not been developed for a specific use or were developed for a specific use that has since been abandoned.

There is very limited agricultural land within the city limits of Griffin. As growth occurs in the City, agricultural land continues to witness increased residential and commercial development pressures.

The total acreage figures for each land use category on the City's future development map are provided below.

Land Use Categories			
Category	Acres	Square Miles	Percent (%)
Residential	4,285	7.7	48.00%
Transportation, Communication, Utilities	1,365	2.1	15.00%
Public/Institutional	864	1.3	10.00%
Industrial	618	1.0	7.00%
Parks, Recreation, Conservation	592	0.9	7.00%
Commercial	1,162	2.0	13.00%
Total	8,886	15	100.00%

GRIFFIN FUTURE DEVELOPMENT MAP



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Character Areas

The Georgia Department of Community Affairs (DCA) defines a Character Area as a specific geographic area within the community that:

- ◆ Has unique or special characteristics to be preserved or enhanced (such as a downtown, a historic district, a neighborhood, greenspace corridor, or a transportation corridor);
- ◆ Has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more aesthetically pleasing development); or
- ◆ Requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.)

Each Character Area is identified as a planning sub-area that focuses on the implementation of specific policies, investments, incentives, or regulations. These implementation strategies seek to preserve, improve, or otherwise influence future development patterns in a manner that is consistent with the community vision. The Character Areas described in the following section were created with input from the Steering Committee and City Staff. The map of Character Areas is shown on page 72.

- ◆ **Downtown**
- ◆ **Traditional Neighborhood**
- ◆ **Park District Redevelopment**
- ◆ **Medical Overlay District**
- ◆ **Highway Corridor**
- ◆ **Redevelopment Area**
- ◆ **Commercial Corridor**
- ◆ **Educational Center**
- ◆ **Suburban Development**
- ◆ **Public/Institutional**

Downtown

Downtown Griffin is the commercial and cultural heart of the City. The majority of this area encompasses the Griffin Downtown Historic District. It is listed on the National Register of Historic Places and protected by the Griffin Historic Preservation Commission. Within the boundaries of the Downtown Character Area includes City Hall, the Spalding County Courthouse, state and federal facilities, professional offices, and several small businesses that are committed to the enhancement of Downtown Griffin. This area displays a solid foundation for a future revitalization initiative. The Downtown Character Area as delineated on the map follows closely the boundaries of the Griffin Downtown Development Authority.



Development Patterns

The proposed development patterns for downtown should seek to:

- ◆ Promote mixed-use development within the area;
- ◆ Continue to encourage residential above commercial storefronts;
- ◆ Promote the adaptive reuse of historic structures;
- ◆ Enhance connectivity by maintaining sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring residential areas and major destinations;
- ◆ Encourage shared parking among uses;
- ◆ Promote the redevelopment and enhancement of alleyways.

Primary Land Uses

- ◆ Commercial (retail and office);
- ◆ Mixed-use development;
- ◆ Multi-family residential;
- ◆ Public/Institutional.

Implementation Strategies

- ◆ Enforce updated infill ordinance;
- ◆ Maintain existing sidewalk network to connect downtown with adjacent neighborhoods;
- ◆ Promote sensitive building rehabilitation that is in keeping with a building's existing architectural style and scale;
- ◆ Continue to promote the use of façade grant program;
- ◆ Incorporate bike lanes and other bike infrastructure such as bike racks for increased accessibility;
- ◆ Incorporate landscaping of parking lots;
- ◆ Incorporate quality signs that are scaled and placed appropriately;
- ◆ Protect tree canopy.

Quality Community Objectives

- ◆ Sense of Place;
- ◆ Transportation Options;
- ◆ Regional Identity;
- ◆ Economic Prosperity.



Traditional Neighborhood

The Traditional Neighborhood character area includes residential areas in older parts of the community typically developed prior to World War II. Characteristics include pedestrian-friendly streets with sidewalks, street trees, on-street parking, and mixed-use elements such as small neighborhood commercial. This character area is generally near traditional town centers, downtowns or crossroads, and is identified in established residential areas surrounding South Hill Street, College Street, and Maple Street.



Development Patterns

The development patterns for traditional neighborhoods should seek to:

- ◆ Maintain existing homes and character defining site features (*i.e.* drives, walls, lighting, landscaping, tree cover);
- ◆ Promote sensitive building rehabilitation that is in keeping with a building's existing architectural style and scale of neighboring homes;
- ◆ Accommodate infill development that compliments the scale and style of existing adjacent homes;

Development Patterns Cont.

- ◆ Ensure that building setbacks of infill development are consistent with surrounding homes;
- ◆ Promote single-family and multi-family residential uses;
- ◆ Increase pedestrian connectivity between neighborhoods and community activity centers;
- ◆ Accommodate senior housing opportunities, which can be integrated into the existing development pattern and can benefit from close proximity to downtown goods and services;
- ◆ Connect to a network of greenways/trails, wherever possible;
- ◆ Maintain existing housing stock and preserve neighborhood character;
- ◆ Protect historic structures and neighborhoods.

Primary Land Uses

- ◆ Single-family residential;
- ◆ Neighborhood commercial;
- ◆ Parks;
- ◆ Multi-family residential.
- ◆ Public/institutional;

Implementation Strategies

- ◆ Designate residential structures districts for the National Register of Historic Places;
- ◆ Consider the adoption of local historic districts;
- ◆ Enforce updated infill ordinance;
- ◆ Maintain existing sidewalk network connecting to adjacent neighborhoods;
- ◆ Promote sensitive building rehabilitation that is in keeping with a building's existing architectural style and scale.

Implementation Strategies Cont.

- ◆ Encourage development design that strengthens the physical character and image of the City of Griffin;
- ◆ Set basic requirements for good site design and development, building design, landscaping, and signage without discouraging creativity and flexibility in design;
- ◆ Permit safe and convenient transportation access and circulation for motorized and non-motorized vehicles, and for pedestrians;
- ◆ Manage the impact of commercial and industrial development on adjacent residential neighborhoods.

Quality Community Objectives

- ◆ Regional Identity;
- ◆ Sense of Place;
- ◆ Transportation Options;
- ◆ Resource Management;
- ◆ Economic Prosperity.

Park District Redevelopment

The Park District Redevelopment Area is located in southwest Griffin. One of the major thoroughfares through the district is Meriwether Street. The Park District Redevelopment Area is also located adjacent to City Park, a large public municipal park. The area consists primarily of single-family houses with some neighborhood commercial and multi-family uses. The Housing Authority also owns a housing facility within this area which has recently been completely redeveloped. The City has also designated portions of the corridor within its Opportunity Zone. The goal of the proposed opportunity zone is to spur the reuse and redevelopment of abandoned and underutilized commercial properties. The City has expanded its redevelopment area to include most of the Meriwether Street corridor and associated underutilized and abandoned industrial and commercial properties.



Development Patterns

The development patterns for traditional neighborhoods should seek to:

- ◆ Maintain existing homes and character defining site features (*i.e.* drives, walls, lighting, landscaping, tree cover);
- ◆ Promote sensitive building rehabilitation that is in keeping with a building's existing architectural style and scale of neighboring homes;
- ◆ Accommodate infill development that compliments the scale and style of existing adjacent homes;
- ◆ Maintain existing homes and character defining site features (*i.e.* drives, walls, lighting, landscaping, tree cover);
- ◆ Promote sensitive building rehabilitation that is in keeping with a building's existing architectural style and scale of neighboring homes;
- ◆ Ensure that building setbacks of infill development are consistent with surrounding homes;
- ◆ Promote single-family and multi-family residential uses;
- ◆ Increase pedestrian connectivity between neighborhoods and community activity centers;
- ◆ Accommodate senior housing opportunities, which can be integrated into the existing development pattern and can benefit from close proximity to downtown goods and services;
- ◆ Connect to a network of greenways/trails, wherever possible;
- ◆ Maintain existing housing stock and preserve neighborhood character;
- ◆ Protect historic structures and neighborhoods.

Primary Land Uses

- ◆ Single-family residential;
- ◆ Parks;
- ◆ Public/institutional;
- ◆ Neighborhood commercial;
- ◆ Multi-family residential;
- ◆ Mixed-use developments.

Implementation Strategies

- ◆ Prepare an existing conditions analysis of the City's sidewalks to identify sub-standard facilities and prioritize projects;
- ◆ Continue to implement recommended sidewalk projects from the West Griffin and Town Center LCI Studies;
- ◆ Designate local residential heritage districts.

Quality Community Objectives

- ◆ Sense of Place;
- ◆ Housing Options;
- ◆ Efficient Land Use;
- ◆ Transportation Options;
- ◆ Resource Management;
- ◆ Community Health.



Medical Overlay District

The City of Griffin recognizes the need and benefit of creating a Medical Overlay District to allow for the continued development of medical uses. The boundaries for the Medical Overlay District are West College Street to the north, South 9th Street to the west, South 8th Street to the east and the intersection where South 8th Street and South 9th Street merge with South Hill Street. Within these boundaries all properties facing and abutting South 8th Street and South 9th Street are included as a part of the medical overlay district. The District is centered on the WellStar Spalding Regional Hospital. Revitalization efforts within this Overlay District will focus on fulfilling demand for medical, office space and commercial uses.



Development Patterns

The proposed development patterns for medical overlay district should seek to:

- ◆ Permit only compatible uses in infill development;
- ◆ Promote pedestrian-friendly;
- ◆ Encourage appropriate signage;
- ◆ Promote the preservation and sensitive rehabilitation of historic structures;
- ◆ Encourage opportunities for facility expansion;

Development Patterns Cont.

- ◆ Permit only compatible uses in infill development;
- ◆ Pedestrian-friendly;
- ◆ Encourage opportunities for facility expansion.

Primary Land Uses

- ◆ Public/Institutional;
- ◆ Commercial;
- ◆ Parks;
- ◆ Multi-family housing.

Implementation Measures

- ◆ Requirements for good site design and development, building design, landscaping, and signage without discouraging creativity and flexibility in design;
- ◆ Permit safe and convenient transportation access and circulation for motorized and non-motorized vehicles, and for pedestrians;
- ◆ Encourage rear and shared parking facilities.

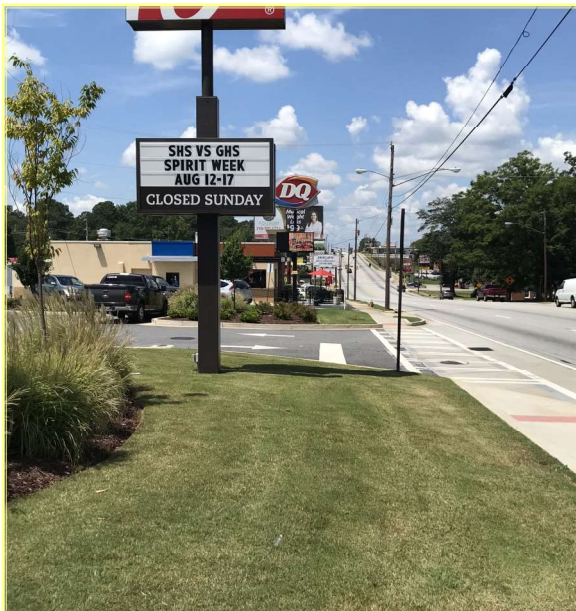
Quality Community Objectives

- ◆ Economic Prosperity;
- ◆ Sense of Place;
- ◆ Transportation Options;
- ◆ Resource Management.

Highway Corridor

The most heavily traveled highways within the City of Griffin are Taylor Street/State Route 16 and North Expressway US 19/41. These highway corridors function as the commercial heart of the City of Griffin and play a vital role in shaping the City's future relative to transportation, economic development opportunities, and the appearance of the community that is portrayed to the traveling public. Major highway corridors should be designed to enhance viability and livability along important thoroughfares. It is important that these areas maintain a unified and pleasing aesthetic/visual quality in landscaping, architecture and signage. Further, the City is encouraged to promote alternative modes of transportation within the district through the provision of pedestrian and local public transit.

Taylor Street/State Route 16



Taylor Street/SR 16 serves as a major East-West arterial to support mobility between U.S. 19/41 and I-75 in Butts County. The renovation of existing commercial structures to replace functionally and/or structurally obsolete facilities and businesses along this high traffic corridor will continue.

U.S. Highway 19/41/North Expressway

U.S. Highway 19/41 serves as a major North-South arterial. The highway corridor includes aging strip retail establishments. Redevelopment of this commercial corridor is occurring with re-use of structures for nearby Southern Crescent Technical College. These efforts will help improve the corridor as a gateway into the City of Griffin.

Development Patterns

The development patterns for highway corridors should seek to:

- ◆ Provide landscaped buffers between the roadway and pedestrian walkways;
- ◆ Encourage consolidation and inter-parcel connections between parking lots;
- ◆ Promote mixed-use and traditional development patterns, including use of more human scale, compact development, within easy walking distance to accommodate pedestrian activity;
- ◆ Encourage landscaped raised medians separating traffic lanes;
- ◆ Enforce restrictions on the number and size of signs and billboards;
- ◆ Create gateway corridors at the entrances into Griffin to provide a sense of arrival;
- ◆ Revitalize existing commercial centers to capture more market activity and serve as community focal points;
- ◆ Encourage landscaping of parking areas to minimize visual impact on adjacent streets and uses;
- ◆ Encourage infill development on vacant or under-utilized sites;
- ◆ Encourage bicycle and pedestrian paths to be incorporated into the street design for major corridors;
- ◆ Incorporate street lighting at appropriate intervals to help reduce the scale of arterials and create a more pedestrian friendly streetscape.

Primary Land Uses

- ◆ Retail Shopping centers;
- ◆ Mixed Use Developments;
- ◆ Hotels/Motels;

Implementation Strategies

- ◆ Encourage development design that strengthens the physical character and image of the City of Griffin;
- ◆ Support the value of property and quality of development and major highway corridors;
- ◆ Requirements for good site design and development, building design, landscaping, and signage without discouraging creativity and flexibility in design;
- ◆ Permit safe and convenient transportation access and circulation for motorized and non-motorized vehicles, and for pedestrians;
- ◆ Manage the impact of commercial and industrial development on adjacent residential neighborhoods;
- ◆ Encourage the development of highway corridor overlay districts.

Quality Community Objectives

- ◆ Economic Prosperity;
- ◆ Regional Identity;
- ◆ Sense of Place;
- ◆ Transportation Options;
- ◆ Efficient Land Use.

Redevelopment Area

Redevelopment is one of the most effective ways to breathe new life into deteriorated areas plagued by social, physical, environmental or economic conditions that act as a barrier to new investment by private enterprise. Through redevelopment, a target area will receive focused attention and financial investment to reverse deteriorating trends, create jobs, revitalize the business climate, rehabilitate and add to the housing stock, and gain active participation and investment by citizens which would not otherwise engage in community involvement. The City envisions a plan to spur economic growth, creating new housing and improving the quality of life and general welfare of the people who live and work in and around redevelopment areas. The redevelopment area encompasses different neighborhoods in north Griffin including North Hill Street area, Thomaston Mill community, and the Fairmont community.



North Hill Street Area

The greater North Hill Street corridor lies in the City of Griffin and Spalding County, just north of Downtown Griffin. From its intersection with Broadway, the corridor extends north to Ella Street. This area includes the roadway itself and parcels along it. The North Hill Street corridor contains a mix of land uses ranging from a finely-mixed urban pattern at its southern end, to an almost rural pattern at its northern boundary. The City seeks to preserve historic resources and its identity, increase neighborhood commercial, provide various housing options, increase parks and open space, and implement supportive zoning and design standards.

Thomaston Mills

The Thomaston Mill Neighborhood Redevelopment Area is bordered to the south by West Quilly Street, to the east by North 12th Street and to the north by Turner Street, to include Hallyburton Street, Ellis Street, Belle Street and Williams Street. This area is located within the Thomaston Mill Neighborhood, which is considered as the north side or 1st Ward. The Thomaston Mill neighborhood was built in the early 1900's by the owners of the Thomaston Mill for its workers to live in close proximity to their jobs. For over 30 years, the neighborhood consisted of mostly white low-to-moderate income (working class) families. During the late 1950's and 1960's many of the white owners and renters moved from the Thomaston Mill neighborhood (First Ward) to new neighborhoods within the Third Ward on the south side of downtown Griffin. According to the U.S. Census and the Planning and Development Department survey, Thomaston Mill neighborhood is predominately African-American and very low income. There is a high number of substandard vacant housing within this area. The majority of houses within Thomaston Mills are in a state of disrepair or dilapidated. The ratio of renter occupied to owner occupied homes is significantly high. The City initiated this urban redevelopment plan to retain local neighborhoods, and regain a strong sense of place for residents. The scope of this plan is to remove slum and blight and improve housing conditions in order to create safer and livable communities.



Fairmont Community

The Fairmont community includes the old Fairmont High School/Rosenwald School complex and connections to adjacent neighborhoods. The Rosenwald Schools were instrumental in educating African-American children after slavery ended and during the time of segregation in the South. Rosenwald Schools helped to shape the character of the Fairmont community. Fairmont High School/Rosenwald School complex serves as a historically significant landmark that reflects the roots of a self-sufficient African-American



community with a strong sense of pride and community involvement. Today, this African-American community struggles to maintain its sense of pride due to economic problems plagued by the area. The City and other interested parties are working together to advance economic opportunities for this underserved community by improving the education, physical and social well-being of citizens. In 2016, the Fairmont community was a focus area of the Georgia Department of Economic Development Tourism Resource Team visit and subsequent report.

The Griffin Housing Authority is working in partnership with the City of Griffin to redevelop the Fairmont Community located in Northeast Griffin. The Griffin Housing Authority plans to partner with UGA-Griffin, Southern Crescent Technical College and Griffin-Spalding School Systems to transform the area into an educational workforce development training facility. The Fairmont community can serve as a model for other small neighborhoods. In addition, Partners for a Prosperous Griffin along with the University of Georgia-Griffin campus are collaborating for the purpose of developing a strategy to address issues in distressed communities to ensure that all children and youth in the target area of Fairmont have access to the continuum of solutions needed to graduate from high school and prepare for college.

Development Patterns

The proposed development patterns for redevelopment areas include:

- ◆ Maintain the existing traditional neighborhood design patterns and aesthetics;
- ◆ Vacant or underutilized property will be developed/redeveloped such that it matches the traditional character of the area;
- ◆ Maintained and improve, as needed, existing sidewalks and pedestrian network;
- ◆ Neighborhood commercial uses will be incorporated into the area in accordance with the traditional character.

Primary Land Uses

- ◆ Single-Family Residential;
- ◆ Multi-Family Residential;
- ◆ Neighborhood Parks;
- ◆ Mixed-Use Developments.

Implementation Strategies

- ◆ Allowable uses should be compatible with neighborhood character areas and may include a mix of retail, services, and offices to serve neighborhood residents' day-to-day needs;
- ◆ Architectural standards should reflect the local neighborhood character;
- ◆ Design for neighborhood redevelopments should be very pedestrian-oriented, with strong, walkable connections between different uses;
- ◆ Develop an inventory of potential infill/redevelopment areas;
- ◆ Permit only compatible uses in infill development; and
- ◆ Promote the listing of structures and districts on the National Register of Historic Places.

Quality Community Objectives

- | | |
|---|---|
| <ul style="list-style-type: none"> ◆ Educational Opportunities; ◆ Sense of Place; | <ul style="list-style-type: none"> ◆ Transportation Options; ◆ Economic Prosperity; ◆ Resource Management; ◆ Regional Identity. |
|---|---|

Commercial Corridors

Commercial Corridors are locations along major highways and other areas that offer large concentrations of commercial and retail activity. These areas include developed land that is primarily made up of automobile-oriented strip commercial, big boxes, and office development. Commercial retail and business districts provide for the grouping of retail shops and stores offering goods and services for residents in general. These areas are typically densely concentrated and serve more traffic intensive uses than other areas.



Griffin-Spalding Airport

The City and County jointly own the airport. The City and County share funding of capital improvements. The City of Griffin recognizes that the current airport facility is functioning beyond its capacity. The City and County plan to acquire 400-500 acres, northeast of the current City limits. It is important for the City to define the future vision for the 200 acre site. The City is encouraged to seek an Opportunity Zone designation for the current airport location and surrounding industrial properties in the future.



Industrial Parks



The Industrial Park character area includes land set aside for low and high intensity manufacturing, wholesale trade, distribution, assembly, processing, and similar uses that may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. Most notable in the City is the Hudson Industrial Park, which traditionally has been the driving economic force in the area and is home to Griffin's largest

employers. A goal of this character area is to allow opportunities to expand this economic base while also accommodating new businesses.

Development Patterns

The proposed development patterns for employment centers should seek to:

- ◆ Accommodate diverse, higher-intensity industrial uses and supporting commercial uses
- ◆ Limit "interchange commercial" uses;
- ◆ Depict clear physical boundaries and transitions between the edge of the character area and surrounding rural or residential areas;
- ◆ Reflect unified commercial or industrial developments;
- ◆ Provide access management measures such as inter-parcel access;
- ◆ Incorporate landscaping of commercial sites/parking lots;
- ◆ Discourage strip development;
- ◆ Provide adequate buffers;
- ◆ Limit visibility of industrial operations/parking from the public right of way;
- ◆ Control signage (height, size, type) to prevent "visual clutter;"

Development Patterns Cont.

The proposed development patterns for activity centers should seek to:

- ◆ Develop a series of interconnected, pedestrian-scale mixed uses that serve the surrounding residential areas;
- ◆ Residential development should reinforce the activity center through locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums, which also provide a transition between the character area and surrounding areas;
- ◆ Design for each activity center should be very pedestrian-oriented, with walkable connections between different uses; areas should include direct connections to greenspace and trail networks;
- ◆ Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring residential areas and major destinations;
- ◆ Concentrate commercial development at major roadway intersections (nodal development) to serve surrounding residential areas;
- ◆ Accommodate smaller-scale commercial uses that serve local residents rather than regional-oriented "big box" development;
- ◆ Discourage commercial strip development;
- ◆ Limit driveway spacing along the highway frontage and align driveways wherever possible; and require shared driveways and inter-parcel access;
- ◆ Incorporate landscaping of commercial sites/parking lots;
- ◆ Incorporate quality signs that are scaled and placed appropriately;
- ◆ Encourage shared parking among uses;
- ◆ Incorporate landscaping of commercial sites/parking lots.

Development Patterns Cont.

- ◆ Reflect coordinated transportation/land use planning;
- ◆ Protect water quality with appropriate soil erosion and control and groundwater re-charge protection area measures;
- ◆ Connect to nearby networks of greenspace/multi-use trails/bike paths where available;
- ◆ Depict clear physical boundaries and transitions between the edge of the character area and surrounding residential areas.

Primary Land Uses

- ◆ Commercial (retail and office);
- ◆ Industrial;
- ◆ Warehousing;
- ◆ Mixed use developments;
- ◆ Office Parks.

Implementation Strategies

- ◆ Prepare and incorporate into development review a “development impact matrix” to determine potential impacts of specific industries on the environment and infrastructure;
- ◆ Continue to coordinate economic development activities for recruiting research and office parks;
- ◆ Implement an Industrial Overlay district to regulate building placement, design and size, sign placement, size and materials, landscaping, access and other elements;
- ◆ Implement strategies outlined in LCI studies and concept plans for Commercial Corridors and the proposed Town Center to guide future enhancements;
- ◆ Develop a plan to identify and attract appropriate businesses to these areas;
- ◆ Encourage the adaptive reuse/redevelopment of underutilized properties.

Quality Community Objectives

- ◆ Economic Prosperity;
- ◆ Resource Management;
- ◆ Local Preparedness;
- ◆ Efficient Land Use;
- ◆ Educational Opportunities;
- ◆ Transportation Options.

Educational Center

Southern Crescent Technical College



Southern Crescent Technical College is a public, accredited, two-year post-secondary institution that trains students in the latest technology through programs that are specifically designed to meet the needs of local businesses and industries. From short certificate programs to diploma programs to degree programs, the technical college offers students state of the art training needed to make a successful transition

into the workforce and help stimulate the economic growth and development of this community. The tradition of academic excellence continues as the college expands and updates its facilities to help prepare today's student for tomorrow's workforce.

University of Georgia—Griffin Campus

The University of Georgia—Griffin Campus was established as the Georgia Experiment Station in 1888. Undergraduate majors are now offered, plus graduate programs in agricultural leadership, mathematics education and workforce education.

The Griffin campus seeks to expand its undergraduate and graduate programs to accommodate the growing needs of the Griffin area. The campus is home to a start of the art

food processing and innovation facility, which helps small businesses launch new food products and processes.



Development Patterns

The proposed development patterns for educational centers should seek to:

- ◆ Permit only compatible uses in infill development;
- ◆ Promote pedestrian-friendly development;
- ◆ Encourage opportunities for facility expansion;
- ◆ Encourage opportunities for the inclusion of passive parks and connectivity to neighborhood walking and biking trails.

Primary Land Uses

- ◆ Public/institutional;
- ◆ Churches;
- ◆ Parks;
- ◆ Multi-family residential.

Implementation Strategies

- ◆ Continue to collaborate with UGA and Southern Crescent Technical College to address needs of both the community and higher learning institutions;
- ◆ Continue to implement the strategies of the West Griffin and Town Center LCIs;
- ◆ Continue to support facility expansion for higher learning institutions; and
- ◆ Incorporate sidewalks, traffic calming improvements and/or increased street interconnections, where appropriate, to improve walkability on campus as well as connectivity to neighboring communities and downtown.

Quality Community Objectives

- ◆ Educational Opportunities;
- ◆ Transportation Options;
- ◆ Regional Identity;
- ◆ Resource Management;
- ◆ Sense of Place.

Suburban Development

The Suburban Development character area describes areas where conventional patterns of post-World War II suburban residential subdivision development have been the dominant pattern. In addition to conventional subdivisions, some multi-family uses are present in this character area. Neighborhoods tend to be characterized by low pedestrian orientation, larger lot sizes, high-to-moderate



degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. This character area is typically found in established neighborhoods that surround historic areas and in unincorporated areas where growth has occurred over the last thirty years.

Development Patterns

The proposed development patterns for suburban residential areas should seek to:

- ◆ Accommodate infill development that compliments the scale, setback and style of existing adjacent homes;
- ◆ Maintain existing tree cover;
- ◆ Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way;
- ◆ Connect to a network of greenways/trails, wherever possible;
- ◆ Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to local shops and services;

Development Patterns Cont.

- ◆ Encourage the location of schools, community centers or well-designed small-scale commercial activity centers at suitable locations within walking distance of residences;
- ◆ Incorporate sidewalks, traffic calming improvements and/or increased street interconnections, where appropriate, to improve walkability within existing neighborhoods as well as connectivity to neighboring communities and major destinations, including schools.

Primary Land Uses

- ◆ Single-family residential;
- ◆ Parks;
- ◆ Public/institutional;
- ◆ Churches;
- ◆ Multi-family residential.

Implementation Strategies

- ◆ Encourage developers to limit clearing and grading to maintain the natural tree canopy as much as possible;
- ◆ Encourage new residential development to blend with existing housing through appropriate open space and buffering requirements;
- ◆ Evaluate performance standards for residential architectural standards to promote quality built neighborhoods;
- ◆ Plan the design, construction and promotion of greenway trail systems as a regional recreational resource with local amenities, including public parks;
- ◆ Neighborhood commercial development should be allowed within identified centers and existing suburban neighborhoods; and
- ◆ Where feasible, developments should be retrofitted to include sidewalks and roadways.

Quality Community Objectives

- ◆ Housing Options;
- ◆ Resource Management;
- ◆ Community Health;
- ◆ Efficient Land Use;
- ◆ Sense of Place.

Public and Institutional

The Public/Institutional Character area is made up of community facilities, educational facilities, and the portions of the city cemetery and Veterans Park. The largest portion of this area is located within major highway corridors and adjacent dense commercial activity. Access to these areas especially where heavily used community facilities are located is an important goal of this character area.



Development Patterns

The proposed development patterns for suburban residential areas should seek to:

- ◆ Maintain adequate access and connections from adjacent activity centers;
- ◆ Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way;
- ◆ Connect to a network of greenways/trails, wherever possible;
- ◆ Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to local shops and services;
- ◆ Incorporate sidewalks, traffic calming improvements and/or increased street interconnections, where appropriate.

Primary Land Uses

- ◆ Public/institutional;
- ◆ Parks;
- ◆ Commercial;
- ◆ Multi-family residential.

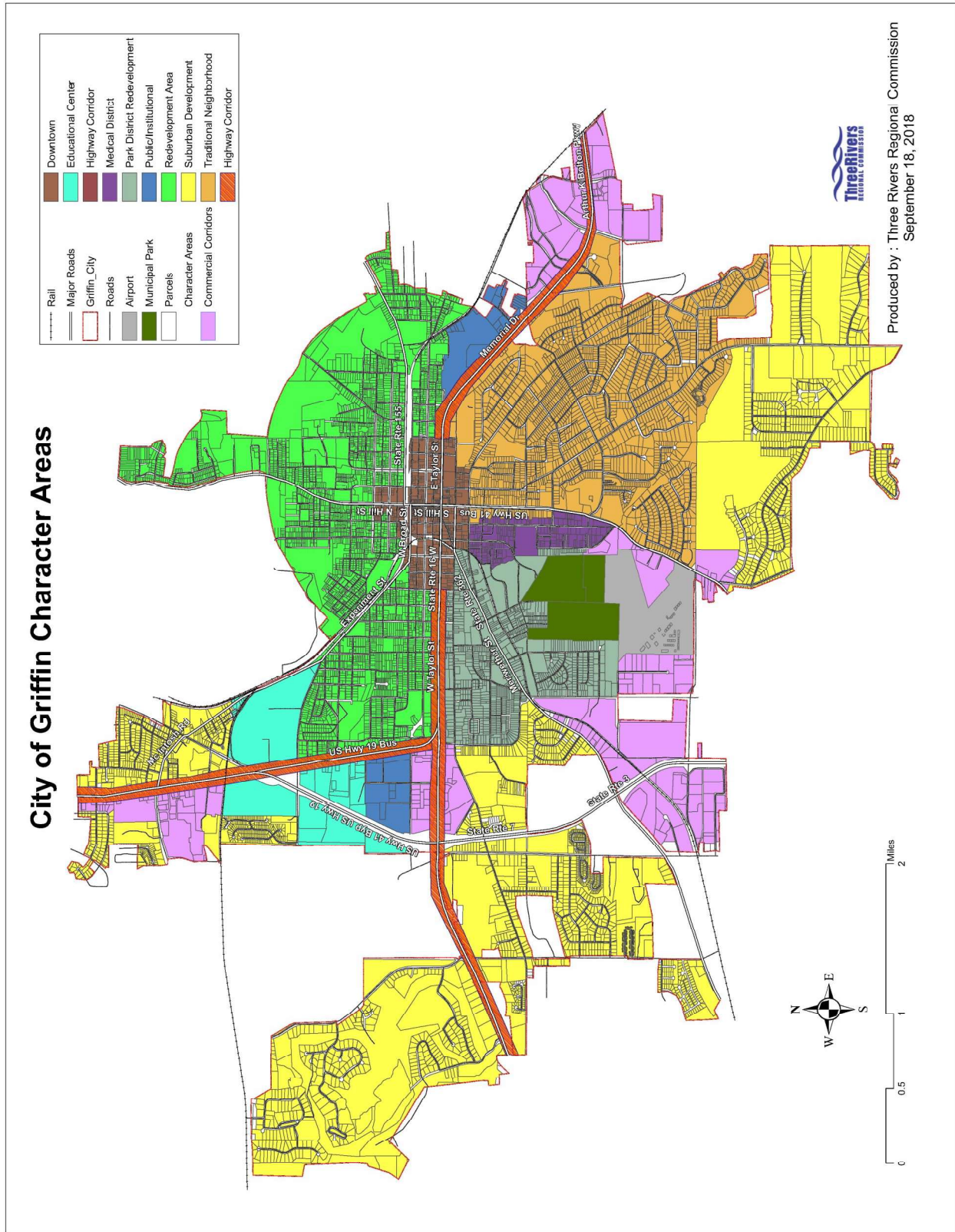
Implementation Strategies

- ◆ Where feasible, developments should be retrofitted to include sidewalks and roadways.
Connectivity;
- ◆ Encourage development design that strengthens the physical character and image of the City of Griffin;
- ◆ Support the value of property and quality of development and major highway corridors;
- ◆ Set basic requirements for good site design and development, building design, landscaping, and signage without discouraging creativity and flexibility in design;
- ◆ Permit safe and convenient transportation access and circulation for motorized and non-motorized vehicles, and for pedestrians;
- ◆ Manage the impact of commercial and industrial development on adjacent residential neighborhoods.

Quality Community Objectives

- ◆ Housing Options;
- ◆ Resource Management;
- ◆ Community Health;
- ◆ Efficient Land Use;
- ◆ Transportation Options.

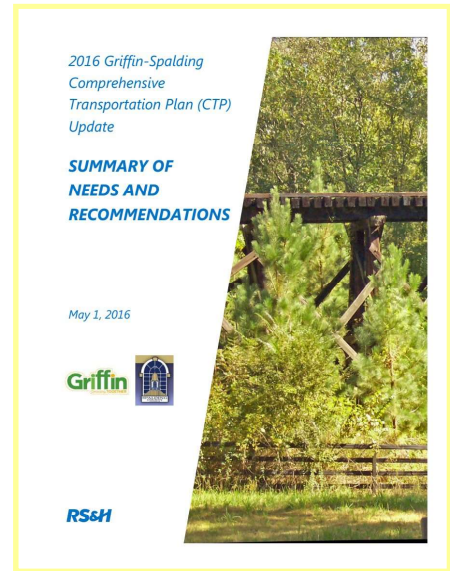
Character Area Map



TRANSPORTATION ELEMENT

In 2016, the City of Griffin, in partnership with the Spalding County updated the Comprehensive Transportation Plan (CTP). The update produced a Summary of Needs and Recommendations Report.

Seven comprehensive goals were developed and are listed below. The updated CTP can be found in the appendix.



2016 CTP Update Goals

- Goal 1:** Ensure the transportation system supports economic development and efficient freight movement.
- Goal 2:** Position Griffin Spalding as a live-work-play destination through multimodal mobility, community and environmental preservation and enhancement, livability and quality of life.
- Goal 3:** Improve bicycle and pedestrian ways, including multi-use paths and sidewalks, as a means to offer recreational improvements and to connect community centers as well as adjacent counties.
- Goal 4:** Maintain and preserve critical transportation infrastructure, including roadways, bridges, and multimodal facilities.
- Goal 5:** Ensure a safe, secure and connected transportation system.
- Goal 6:** Focus on realistic and implementable improvements that meet the mobility needs of all citizens.
- Goal 7:** Ensure adequate funding for transportation through a constant funding stream and a programmatic approach for improvements, while leveraging local funding to capture additional funds from other sources.

Taylor Street (SR 16), US HWY 155, and McIntosh Road, and Collectors provide access to activity centers from residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute the traffic to the arterial system. The collector system in Griffin includes Experiment Street, Maple Street, Old Atlanta Hwy, Meriwether Street, College Street, Poplar Street, and Solomon Street. The remaining roadways in the City are classified as local streets. Local streets feed the collector system from low volume residential and commercial areas. The overwhelming majority of Griffin's roadway system is classified as local streets. US 19/41 offers an efficient and effective north-south bypass to serve through and local commercial traffic. Business 19/41 serves as an arterial for north, central and south Griffin. Unfortunately, the major east-west route, SR 16 (Taylor Street), provides the only east-west connection in Griffin and Spalding County for truck and other through traffic traveling back and forth from I-75 to the east and US 19/41 to I-85 to the west.

Alternative Modes of Transportation

The goal of alternative transportation is to reduce the total number of single occupant vehicle trips by area residents. This goal supports federal and state air quality mandates and reduces traffic congestion. The City of Griffin has initiated strong efforts to incorporate alternative modes of transportation that foster quality economic growth and enhance the quality of life of area citizens. The next section discusses alternative modes of transportation that include walking, bicycling, transit and commuter rail.

Walking

Griffin has an extensive sidewalk network concentrated in the pedestrian-friendly downtown area. Walking is a viable alternative for many residents due to significant residential development adjacent to downtown and other employment centers. Because all trips begin and end on foot, a strong system of sidewalks, paths, and crosswalks to enable people to walk is necessary. Griffin has completed several downtown streetscaping projects to improve the pedestrian environment.

Projects from the CTP and LCI identifies ongoing short-term pedestrian and streetscape projects that are beneficial to enhancing walkability within the City of Griffin.

Bicycling

There is one bikeway route planned for Griffin, as identified by GDOT as part of the Statewide Bicycle Route (SBR) Network. The identified bike route is SBR 15 which passes through east/central Spalding County and through the eastern half of Griffin. It follows from the north along GA 155 to South McDonough Road, then down Johnson Road toward Orchard Hill. Besides these state identified bike routes, there is also community interest in a rails-and-trails network that will run parallel to the existing route of two abandoned rail lines linking the Head Creek Reservoir and Flint River with other proposed trails in Fayette County to the west. The rails-and-trails network could be part of a larger greenway system, which could increase connectivity of developments and parks while enhancing accessibility between residential and commercial areas. The City has introduced other safety measures to increase awareness and to accommodate multiple users along roadways such as sharrows.



Commuter Rail

In an effort to address increasing congestion, the Georgia Rail Passenger Program has developed a set of recommendations for implementing commuter rail on several corridors throughout the Atlanta region. In this plan, the commuter rail line connecting Downtown Atlanta to Macon is recommended as the first phase of a regional commuter rail system. The proposed commuter rail line is expected to have a major connection in Downtown Griffin. The City has been successful in identifying a site for the placement of the commuter rail station. The recommended site for the commuter rail station is located between Broad Street and the existing railroad tracks, just west of 6th Street. This site was chosen for many reasons including the existing grade separation, the close proximity to existing railroad tracks, the potential for economic growth in the area, and the fact that the City already owns the property. A new commuter rail station would have great impacts on all aspects of transportation including the roadway network, pedestrian facilities, and parking. The commuter rail will have significant economic impacts that will have a positive effect on residential property values and commercial activities due to the increased availability of travel opportunities.

Parking

The current supply of parking spaces downtown is estimated at 2,671 surface spaces and 277 structured spaces. According to the inventory, the supply is meeting the current demand. Currently, there are no time limits on parking in the downtown area. Parking spaces are available to accommodate short and long-term visitors and employees parking all day.

Transit

The Federal Transit Administration (FTA) administers funding for rural public transportation through the Section 5311 Program, which provides member governments with an opportunity to provide transit services for improving access to businesses, commercial and activity centers. These funds, which are allocated to the states on a formula basis, can be used for capital assistance, operating assistance, planning, and program administration. In Georgia, GDOT is responsible for administering the program. The Three Rivers Regional Commission administers a regional public transportation program on behalf of eight of its ten counties within the Region. This program, which includes Spalding County and the City of Griffin, was the first regional rural/suburban public transit service established within the state. It is currently one of three suburban regional public transportation systems approved by GDOT. Member governments must enter into annual agreements with the Regional Commission and pay their share of projected transportation funding.

Aviation Facilities

The Griffin-Spalding Airport has one runway, 14/32, which is 3,701 feet long and 75 feet wide. In recent years, jet aircraft activity at the Airport has demonstrated the need for expansion. The City of Griffin and Spalding County have determined that based upon anticipated continued growth in the region, and as a means to attract future aviation-related economic development, planning for Airport upgrades should include provisions for accommodating a Level III business airport of regional impact with a 5,500 foot runway that is 100 feet wide. The existing airport is landlocked and cannot expand easily. Therefore, the City and County are constructing a new airport that will comply with applicable federal and state aviation requirements. The new airport will be designed to appeal to the emerging aviation industries, maximizing advances in aviation technology, while appealing to both businesses and recreational pilots alike.

HOUSING ELEMENT

The Housing Element outlines the approach to be used in providing adequate sites for future housing needs, including in-fill housing sites as appropriate. It indicates strategies for eliminating substandard dwelling conditions, and for creating or preserving affordable housing and programs that encourage investment in residential properties, such as homeownership programs and owner/investor occupied programs. Local governments are encouraged to use job training, job creation and economic solutions to address a portion of their affordable housing concerns. It is important that the private sector be made a partner in the development of housing plans and policies.

Housing Needs

There are many contributing factors to the quality of life within Griffin but one that is easily recognizable by the majority of residents is neighborhood condition. Over fifty percent of the housing stock in the City exceeds forty years in age. As the housing stock in the low-income portions of the City ages, the City is committed to encourage the maintenance, rehabilitation and improvement of existing housing to promote sustainable, livable neighborhoods.

With a high percentage of renter occupied housing units and aging housing stock, the City is challenged to address the need for rehabilitating and creating quality, affordable housing, particularly for low and moderate income citizens. Programs designed to promote homeownership are critical to address this housing issue. Homeownership can help stabilize and maintain the vitality of a neighborhood or area, stimulating positive social and economic growth.

Increases in housing costs, both rental and ownership, in the past few years have placed a disproportionate burden on lower and moderate income residents. Due to escalating housing prices, moderate-income households are seeking affordable housing in neighboring counties and cities.

Providing housing assistance, where feasible, helps maintain an economically and socially balanced community and lessens impacts on the City's environmental and financial assets within.

Affordable Housing Programs

The City of Griffin has dedicated resources to addressing a variety of housing concerns within its jurisdiction. A significant portion of Griffin faces poor housing conditions and a high percentage of rental properties compared to homeownership, both of which have negatively impacted the surrounding neighborhoods. Since 2004, Griffin has pursued grants and programs to begin several community development projects that focus on revitalization of low-income communities. They include Community Development Block Grant (CDBG), Community Home Investment Program (CHIP), and Georgia Initiative for Community Housing (GICH).

Georgia Initiative for Community Housing (GICH)

The City of Griffin has participated in the Georgia Initiative for Community Housing. **Georgia Initiative for Community Housing** (GICH) is a program through the University of Georgia (UGA). with participants receiving three-years of collaboration and technical assistance related to housing and community development. The objective of this initiative is to help communities create and launch a locally based plan to meet their housing needs.

Community Development Block Grant (CDBG)

The City has been awarded several Community Development Block Grants (CDBG) the past decade. The purpose of this grant is to assist the City in accomplishing multi-infrastructure improvements. Specifically, CDBG funds have been used to target water and sewer line improvements in the Thomaston Mill, Fairmont, and Meriwether Street neighborhoods and other areas located throughout the West Griffin area.

Community Home Investment Program (CHIP)

The City of Griffin will continue to pursue CHIP funds in the future for down payment assistance. The City is also encouraged to seek additional CHIP funds for rehabilitation of substandard houses within the community.

Griffin-Spalding Land Bank Authority

The Griffin-Spalding Land Bank Authority's primary focus is to acquire tax-delinquent properties of the County and return them to a revenue generating state. The goals of the Land Bank are to convert tax delinquent properties; redevelop distressed Urban Areas; discourage tax delinquency, facilitate beneficial land use; encourage investment; and avoid tax sale title problems. The Land Bank Authority works within the City in eliminating substandard acquired properties through a joint demolition agreement.

Griffin Housing Authority

The Griffin Housing Authority has been instrumental in providing safe and affordable housing to low-income residents. Many residents within the City have special housing needs due to income, family characteristics, disability or other issues. These groups include, but are not limited to: seniors, families with children, people with disabilities, single parent families, college students and people who are homeless. To support a socially and economically integrated community, the City of Griffin and the Griffin Housing Authority (GHA) are committed to providing a continuum of housing to help address the diverse needs of all residents.



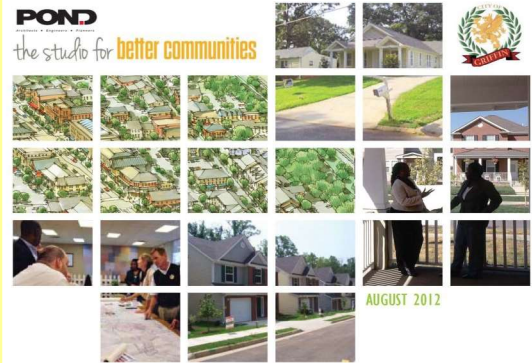
The City has expanded its redevelopment area to encompass most of the Meriwether Street corridor and associated underutilized and abandoned industrial and commercial properties. GHA's first venture into mixed-income and mixed-finance affordable housing. This includes three phases. Phase I includes 86 townhouses of which 44 are low-moderate income. Phase II will include 86 senior housing units and Phase III will include 68 senior housing units. The Meriwether project meets the community's goal to provide quality, affordable housing to low-and-moderate income persons. Additionally, this project addresses the need for housing for senior groups. GHA anticipates it will be the first of several such re-developments.

Griffin Consolidated Housing and Community Development Plan

The City of Griffin created a stand-alone Housing and Community Development Plan to further address housing needs. The Consolidated Housing and Community Development Plan provides Griffin with a comprehensive review and analysis of housing, homelessness, special needs/vulnerable populations and community development needs. The Plan outlines specific objectives, provides strategies, prioritizes needs, and identifies funding sources to help the City of Griffin transform itself into a more vibrant and sustainable community. This Plan builds on the

Consolidated Housing & Community Development Plan

CITY OF GRIFFIN, GEORGIA



community's prior efforts by bringing together needed resources into an integrated housing and community development strategy based on a participatory process among citizens, organizations, businesses, government, and other stakeholders. Additionally, the Plan promotes decent housing, a sustainable environment, and expansion of economic opportunities for the community.

The data analysis and community engagement revealed particular areas of improvement needed to promote innovative housing initiatives . The following priorities were identified:

- ◆ Provide adequate and affordable housing;
- ◆ Stabilize and strengthen neighborhoods;
- ◆ Eliminate substandard housing and blight; and
- ◆ Make safe and secure housing available for special needs populations.

The Griffin Housing and Community Development Plan also identified several goals and strategies that highlight steps to improving housing conditions. These goals are listed on the following pages. An updated Griffin and Spalding County housing study can be found in the appendix.

**Griffin Consolidated Housing and Community Development Plan
Housing Goals and Strategies**

GOALS	Strategies
<p>1. Encourage homeownership.</p>	<ul style="list-style-type: none"> ◆ Institute home ownership program for first-time homeowners, in targeted areas or city-wide. ◆ Pursue resource opportunities (state and federal grants) for home ownership and renewal (non-profit and private organization). ◆ Encourage first-time homebuyers applying for down payment assistance to attend a financial literacy and planning course.
<p>2. Reduce the cost burden for housing.</p>	<ul style="list-style-type: none"> ◆ Pursue funding for multifamily housing development annually. ◆ Revise Zoning Ordinance to encourage the development of workforce housing or a variety of housing types in targeted areas. ◆ Implement an Energy Retrofit program to provide assistance to homeowners and landlords who wish to make their properties more energy efficient, thus reducing utility costs. Include an incentive for owners of rental properties, so renters can benefit from lower energy use and utility bills. ◆ Create a clearinghouse of resource material related to housing affordability and begin a public awareness and education campaign.

**Griffin Consolidated Housing and Community Development Plan
Housing Goals and Strategies Cont.**

GOALS	Strategies
<p>3. Encourage property maintenance and reduce the percentage of substandard housing.</p>	<ul style="list-style-type: none"> ◆ Maintain a current Housing Conditions inventory, paying special attention to vacant units. ◆ Implement a Vacant Housing Registry, requiring owners of vacant properties to register with the City. ◆ Adopt a definition for blighted communities that includes properties within a redevelopment plan area as well as those properties listed as dilapidated or deteriorated in the Housing Conditions survey. ◆ Continue evaluating housing and property maintenance codes and apply stringent enforcement. ◆ Continue to implement the substandard abatement program. ◆ Continue to implement blight tax. ◆ Build relationships with the Department of Community Affairs. Meet with them annually to discuss demolition under slum and blight program. ◆ Leverage annual funds from the General Fund that are used for demolition to pursue and supplement state grants.
<p>4. Promote stronger neighborhood identity with diversity and improved walkability.</p>	<ul style="list-style-type: none"> ◆ Allow and encourage compatible infill development in established neighborhoods. ◆ Strengthen Historic Preservation efforts in residential neighborhoods. ◆ Promote transit-oriented development near proposed future transit station areas. ◆ Establish neighborhood associations.

Griffin Consolidated Housing and Community Development Plan Housing Goals and Strategies Cont.

GOALS	Strategies
<p>5. Encourage the development of housing options for all income ranges and consistency with the economic goals of the City.</p>	<ul style="list-style-type: none"> ◆ Encourage an increase in downtown housing residential opportunities (lofts). ◆ Draft amendments to the Zoning Ordinance to promote the development of quality housing and a greater variety of housing types. ◆ Partner with nonprofits, for-profits, and philanthropic partners to support the preservation and creation of public housing. ◆ Support the application of Low Income Housing Tax Credits and other appropriate funding sources to maintain low income units. ◆ Rehabilitate existing housing units. Based on the Housing Conditions inventory, approximately 17% of the housing units in the City were rated as deteriorated and are in need of rehabilitation. ◆ Enhance the quality of rental housing options in the City. Acquire existing rental properties that have been rated as deteriorated or dilapidated. Renovate or demolish as necessary and seek developers of new, high quality affordable rental units. ◆ Seek funding sources for rental assistance. Renters in Griffin are more likely to be cost burdened, and pairing rental assistance with more affordable units and other programs that reduce the cost of housing for renters, such as energy efficiency retrofits, can eliminate cost burden. ◆ Work to build additional collaborative capacity among public, nonprofit, and for-profit housing and community service providers with the assistance of an external consultant.

**Griffin Consolidated Housing and Community Development Plan
Housing Goals and Strategies Cont.**

GOALS	Strategies
<p>6. Help low-income families avoid becoming homeless.</p>	<ul style="list-style-type: none"> ◆ Create more permanent housing that is affordable to low and moderate income residents. Pursue funding for multi-family housing year after year. ◆ Develop homelessness prevention and emergency housing assistance programs. ◆ Implement foreclosure prevention strategies by providing financial counseling and emergency grants or loans to individuals and families at risk of losing their homes, especially low-income homeowners who lack the resources to seek subsequent housing opportunities.
<p>7. Assess the needs of individual homeless persons.</p>	<ul style="list-style-type: none"> ◆ Work with the Spalding County Collaborative to survey homeless shelters and transitional housing and interview unsheltered homeless residents.
<p>8. Address the emergency shelter and transitional housing needs of homeless persons.</p>	<ul style="list-style-type: none"> ◆ Create a clearinghouse of funding resources for shelters and transitional housing; implement an education campaign to help institutions that serve the homeless and identify their needs and potential funding sources.
<p>9. Help homeless persons transition to permanent housing and independent living.</p>	<ul style="list-style-type: none"> ◆ Continue to partner with the Spalding County Collaborative in providing specific programs and counseling to homeless persons or previously institutionalized individuals through the extensive service provider network that exists.

**Griffin Consolidated Housing and Community Development Plan
Housing Goals and Strategies Cont.**

GOALS	Strategies
10. Address Victims of Domestic Violence	<ul style="list-style-type: none"> ◆ Continue to partner with the Spalding County Collaborative in providing emergency housing, specific programs, and counseling to victims of domestic violence through the extensive service provider network that exists. Temporary housing should provide for both single women and women with children, including those with older teens. ◆ Under federal law, the Griffin Housing Authority may give preference to victims of domestic violence in securing housing. The GHA should work with service providers for domestic abuse victims.
11. Address Formerly Incarcerated	<ul style="list-style-type: none"> ◆ Continue to partner with the Spalding County Collaborative in providing specific programs and counseling to previously institutionalized individuals through the extensive service provider network that exists. Previously institutionalized individuals often lack the resources and network necessary to secure safe and affordable housing after their release, so transitional housing, financial counseling, and permanent housing support are important.
12. Provide a safe environment for local residents and businesses.	<ul style="list-style-type: none"> ◆ Maintain ISO (Insurance Service Office) rating of 1 within the City. ◆ Maintain compliant fleet of fire engines and equipment. ◆ Continue to implement neighborhood watch associations. ◆ Maintain CALEA certification. ◆ Continue to explore crime reduction strategy.

**Griffin Consolidated Housing and Community Development Plan
Housing Goals and Strategies Cont.**

GOALS	Strategies
<p>13. Promote good stewardship of the region’s limited water resources and provide adequate water and sewer service to support current and future needs.</p>	<ul style="list-style-type: none"> ◆ Promote water conservation measures. ◆ Replace damaged and faulty water meters. ◆ Use stormwater utility to implement stormwater management BMPs. ◆ Monitor stream quality. ◆ Update watershed assessment study.
<p>14. Provide and maintain quality recreational facilities and create additional passive recreation opportunities.</p>	<ul style="list-style-type: none"> ◆ Explore the possibilities of reusing vacant schools for community centers and amenities. Implement new programs and renovations to improve the municipal park and golf course.