

Griffin Georgia

Community Design Charrette:
planning and growing
together through academic,
business, and community
partnerships



Charrette organized by the Center for Community
Design and Preservation at the University of Georgia





Table of Contents

1. INTRODUCTION	04
1.1 WHAT IS A CHARRETTE?	
1.2 CHARRETTE PARTICIPANTS	
1.3 PROJECT OVERVIEW	
1.4 MAPS & STUDY AREA	
1.5 HISTORY OF THE GRIFFIN COMMUNITY	
1.6 GRIFFIN CAMPUSES	
1.7 IN YOUR OWN WORDS	
2. GROWING A STRONGER COMMUNITY, TOGETHER	11
2.1 EXECUTIVE SUMMARY	
2.2 PROGRESSIVE PARTNERSHIPS	
2.3 PHYSICAL IMPROVEMENTS	
2.3.1 THE IMPORTANCE OF PLANNING	
2.3.2 WHAT IS A MASTER PLAN	
2.3.3 CONNECTIVITY	
2.3.4 RE-GREENING CAMPUS	
2.3.5 REMOVE FENCES	
2.3.6 GREENWAYS	
2.3.7 GENERAL GUIDELINES FOR BICYCLE AND PEDESTRIAN URBAN TRAILWAYS	
3. FIRST RING OF DEVELOPMENT	37
3.1 INTRODUCTION	
3.2 GRIFFIN'S HISTORIC MILLS: LOOK TO THE PAST TO GUIDE FUTURE GROWTH	
3.3 CAPTURING THE CREATIVE CLASS: REDEVELOPMENT OF THE MILL COMMUNITIES	
3.4 REHABILITATION OF HISTORIC HOMES	
3.5 SURVEY AND PLANNING FOR HISTORIC DISTRICTS	
4. SECOND RING OF DEVELOPMENT	55
4.1. WHAT IS NEW URBANISM	
4.2. GUIDELINES FOR NEW DEVELOPMENT ON EXPERIMENT STREET CORRIDOR	
5. FINAL RECOMMENDATIONS AND CONCLUSION	81
APPENDICES	83
1. FUNDING SOURCES	
2. WASHINGTON GUIDELINES	

WHAT

is a Charrette?



The word Charrette means “little cart” in French. At Ecole des Beaux-Arts, the leading architecture school in the 19th century, students were assigned perplex design problems to solve in a short period of time. They sketched as fast as they could as the little carts carried their drawings away to be judged and graded.

Today the word “charrette” describes a rapid, intense, and creative work session in which a design team focuses on a particular design issue and works towards a collaborative solution. Charrettes are product oriented and are quickly becoming a preferred method of solving planning challenges confronting American cities.

The charrette process is a way of evaluating resources through new eyes. Fresh ideas are what help communities maintain and build vitality. Through this report and supporting materials, readers will experience the enthusiasm that comes from a broad group of students, faculty, professionals, and the public.



WHO

was there

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1.3 Project Overview



“ The Griffin community is poised to harness the current growth of its academic institutions, resident population, and business community through continued partnerships and strategic collaboration. ”

The University of Georgia conducted a design charrette for the city of Griffin that focused on the relationship between the UGA Griffin Campus and the city on May 4-6, 2007. The project collected input from Griffin residents, city and county governments, University of Georgia Griffin Campus and Griffin Technical College faculty, staff and administrators, and the McIntosh Trail Regional Development Center. This collaborative effort resulted in a set of recommendations for future growth and increased connectivity between the city, Griffin Technical College and the University of Georgia Griffin Campus. The recommendations were based on citizen’s input, smart growth principles, as well as best management practices and professional experience. Additionally, many of the previous studies and reports of the Griffin community and regional development were consulted. A listing of these resources appear in the appendix.

A public input session was held at 1:00 PM on Friday May 4, 2007 in Stuckey Auditorium on the UGA Griffin campus. The design studio was open to the public throughout the three day process and a closing presentation of the results was held at 2:00 PM on Sunday May 6, 2007 in Stuckey Auditorium.

This report is a synthesis of the team’s work and recommendations. While by no means an exhaustive study, the report’s intention is to provide a roadmap and springboard for future University of Georgia Griffin Campus and Griffin collaborative efforts.

UGA-Griffin Redevelopment Area Charrette



Proposed Study Area



Legend

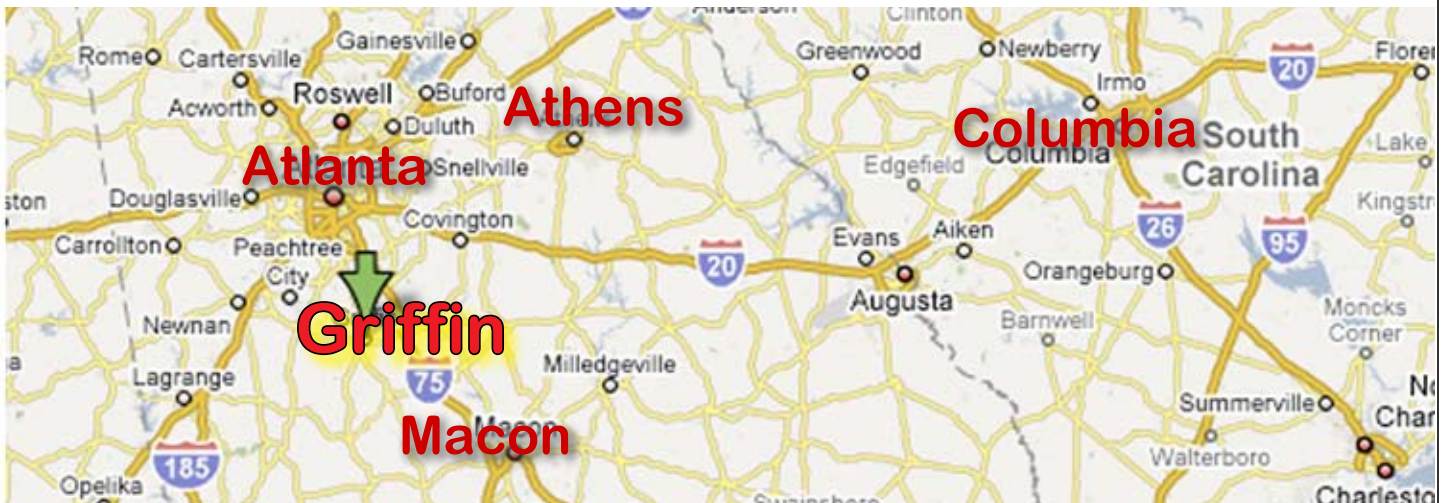
- | | |
|-----------------------|---------------------|
| Study_Range | — Spalding_majrds |
| ■ Quarter-Mile_Radius | — Spalding_localrds |
| ■ Half-Mile_Radius | □ parcels |
| ■ Experiment_Street | |

McIntosh Trail RDC





1.4 Maps & Study Area



“Historically, Griffin has monopolized on its fertile agricultural land and manufacturing sector and served as a convenient transportation route to Atlanta and the Eastern Seaboard.”

Griffin, Georgia is located south of Atlanta in central Georgia. Its close proximity to metro Atlanta has led to development pressure in the community while the increased resident population has created a shift in attitudes and varied degrees of connection to local identity. Historically, Griffin has monopolized on its fertile agricultural land and manufacturing sector, and served as a convenient transportation route to Atlanta and the Eastern Seaboard. With the new challenges brought on by changes in employment and land uses changes over the past 50 years, Griffin has the opportunity to embrace its agricultural heritage and optimal geographic location. Through continued partnership with the growing University of Georgia Griffin Campus and Griffin Technical College, the community is poised to welcome the coming changes with foresight and a unified voice.



1.5 History of the Griffin Community



“Historically, the land that forms the town of Griffin in Spalding County Georgia, has been highly sought after since the time of the New World treaties between the Spaniards, the English and the Creek Indians.”

Historically, the land that forms the town of Griffin in Spalding County Georgia, has been highly sought after since the time of the New World treaties between the Spaniards, the English and the Creek Indians. Spalding County was officially founded on December 20, 1851 by combining parts of Fayette, Pikes, and Henry counties. A lottery system was established to distribute the land in 202.5 acres farming plots used primarily for cotton. Agriculture was the sole industry in this area and the key to its survival was having reliable transportation routes to sell their goods.

The railroad had a tremendous effect on the town of Griffin. General Lewis Lawrence Griffin owned the Monroe Railroad and began planning for a prosperous town once the North-South and East-West tracts were determined. His vision included wide streets, multiple churches, schools and even parade grounds. The East-West line was to connect in Griffin, in hopes of attracting cotton growers and creating a strong local economy. In 1843, the same year Griffin was incorporated, a depression halted the railroad's East-West line and the Monroe Railroad was sold under court order. The Georgia Railroad's new line extended to Atlanta, not Griffin as originally planned. Two years later, despite a fire that destroyed an entire block of Hill Street, the town recovered from the Depression, cotton production soared, and business and population grew once more.



Griffin



1.6 Griffin Campuses

UGA Griffin Campus

Undergraduate Degrees Offered

- Agribusiness
- Biological Science
- Consumer Economics
- Environmental Resource Science
- General Business
- Microbiology
- Special Education

Graduate Degrees Offered

- Agricultural Leadership
- Mathematics Education

University of Georgia Griffin

The city of Griffin is fortunate to house both the University of Georgia-Griffin and Griffin Technical College with their wide variety of degrees and certificates offered. The UGA Griffin campus was designated as the Georgia Experiment Station in 1888 and pioneered exploration in crop varieties, food preservation, and other agricultural research. Today their efforts are centered around urban agriculture, food and environmental sciences. Beginning in the Fall of 2005, UGA undergraduate and graduate degrees are being offered on the Griffin Campus. A new Student Learning Center will provide more classrooms and space for the campus to continue to grow.



Griffin Technical College

Listed are some of the many programs offered at Griffin Technical College

- Accounting
- Computer Programming Specialist
- Paralegal Studies
- Criminal Justice Technology
- Dental Assisting
- Forensic Science Technology
- Practical Nursing
- Automotive Technology
- Culinary Arts
- Industrial Electrical Technology
- Environmental Horticulture

Griffin Technical College

Griffin Technical College was first established in 1963 as the Griffin-Spalding County Area Vocational Technical School by the Georgia Department of Education and began holding full time classes in temporary buildings. The school was renamed Griffin Technical College in 1987 and now offers a variety of certificate, diploma and degree programs within the three subject areas of Business and Computer Technology, Medical and Public Services, and Technical Studies.

1.7 In Your Own Words

(These comments were made during public input sessions and personal interviews)

Things Griffin is doing right

- Strong relationship between city and schools
- The City of Griffin recognizes the need for creativity
- Innovative local water management practices
- Commissioned a Livable Centers Initiative study
- The Healthcare Center is well developed and growing
- Sun City is building a 3,500 unit retirement community just North of town



Challenges facing Griffin

- Demise of mills and mill communities
- The Georgia Bridge remains closed
- Deterioration of housing stock around campus
- Abandoned railroads
- Persistent crime issues
- Gridlock along Highway 19 and 41 near Wal-mart
- Lack of home ownership
- Less than vibrant downtown
- Lack of diversity of UGA programs
- Enhancing education opportunities
- Sometimes negative media coverage
- Public apathy
- Failure to condemn substandard housing
- Duplication of services
- Empty shopping centers
- Low "walkability"



Suggestions for improvement

- Improved library services
- New and improved recreational facilities
- Griffin to Athens transportation connection
- More green space
- Civic center development
- Higher paying jobs
- Re-route big trucks
- Maintain Griffin's identity
- Research Technology incubator
- UGA open to and engaged with community
- Create and maintain a vernacular architecture
- Utilize University talent and research
- Manage lakes on campus — implement stormwater best management practices on campus





2. GROWING A STRONGER COMMUNITY, TOGETHER

2.1 Executive Summary

The University of Georgia’s Center of Community Design and Preservation was invited to Griffin to help envision change. The participation of the charrette team only served to strengthen one of the community’s greatest assets; the collaboration between the University of Georgia Griffin Campus, Griffin Technical College and the businesses, organizations and residents that call Griffin home. These partnerships are essential to capitalizing on Griffin’s strengths and protecting the visual character and local identity while ushering an era of change and growth.

The Griffin community is currently facing several opportunities to grow in a sustainable and positive manner. The expected increase in programs and enrollment at both University of Georgia Griffin Campus and Griffin Technical College, the development of new retirement communities, and an increase in Atlanta commuters all have the potential to aid in revitalization of Griffin and its proud past of agriculture, research and industry.

The charrette process takes a holistic view of the community assets as well as areas of possible improvements with the goal of providing a cohesive vision for growth, development and continued success.

The charrette team found three overarching themes that should guide future development. (see sidebar)

Progressive Partnerships

Enhancing the existing collaborative network will lead to new methods of partnerships between the city, county and academic institutions. Small business and technology incubators, programs for artists in residence, home-ownership programs, heightened student participation in service-learning and civic engagement in the surrounding communities are good examples that will benefit the community if fully explored.



Community Connectivity

The ability for people to travel safely between the two campuses and to downtown is an important aspect of planning for growth in and around the city. Having a strong system in place will increase visual, physical and institutional connections. Capital improvements such as bike paths and sidewalks are one approach to improve access to important landmarks and gathering spaces while promoting connection between people spaces and institutions in Griffin.



The Greening of Griffin

Embracing Griffin’s rural and agricultural heritage will result in a recognizable identity for the community that is based on greenspace and landscape enhancements.. More restrictive sign ordinances, required landscape improvements, the removal of unnecessary fencing and the adaptive reuse of existing commercial and residential structures will “re-green” Griffin both literally and figuratively - resulting in a more sustainable future and one in which property values are protected from being close to green space.

The suggestions that follow have these three themes inherent in their solutions. 1) Progressive Partnerships, 2) Community Connectivity and 3) The Greening of Griffin. Our exploration and methodology began with the University of Georgia Griffin Campus and Griffin Technical College and radiated from there in concentric rings towards Downtown. Thus, the approach to solutions in this report is organized similarly, beginning with Campus Improvements, followed by the “First Ring” of development around the campus—the historic mills and mill villages—and concluding with the “Second Ring” of development—the urban sprawl that represents growth patterns of the recent past and, visually and physically, separates the campuses from historic downtown Griffin. These “rings” are not distinct and share many overlapping development patterns, historic resources, eyesores and problems. This report, where possible, points the reader toward successful models and case studies to emulate.



2. GROWING A STRONGER COMMUNITY, TOGETHER | PROGRESSIVE PARTNERSHIPS

2.2 Progressive Partnerships

Collaboration and creating new partnerships is key to the growth and longevity of Griffin. Having foresight and creativity will enable the community to embrace their natural attributes and build on them in a meaningful way.

Business Incubators

Historically, Griffin has been a center of agricultural research and innovation. While agriculture remains an important part of the town, diversifying businesses and research opportunities will stimulate the local economy and make Griffin a more desirable place to live. Business incubators are one way to achieve this goal.

Business incubators are programs that help entrepreneurs establish financially viable companies by providing them with the necessary services and resources. Generally this includes assisting the business secure appropriate rental space, basic equipment for their business, and the financing needed to grow. Most early incubator programs focused on light industrial and service firms but now include arts and crafts, medical technologies, and environmental endeavors. This unique approach to business has an 87% success rate among graduates and long term survival for their business.

The Office of University Partnership

Griffin is fortunate to have both UGA Griffin Campus and Griffin Technical College and the campuses should be utilized for their resources to help strengthen the city as much as possible. They serve as a source for employment and economic stimulus



for Griffin and can play an active role in the overall health of the community. The Office of University Partnership was established in 1994 by HUD as a way to encourage partnerships between universities and the communities that surround them. The OUP provides funding to help revitalize neighborhoods, implement community involvement, and strengthen partnerships potential research partners and resources. This is an example of a resource available to the town that is worth fully exploring. <http://www.oup.org>

Bridging 'Town & Gown' through Innovative University- Community Partnerships

**The Innovation Journal: The Public Sector
Innovation Journal, Vol. 10(2), article 20.**

By Lawrence L. Martin, Hayden Smith, Wende Phillips, Center for
Community Partnerships, University of Central Florida, Orlando, Florida USA

Building upon the research of both academics and practitioners, the Office of Community Partnerships (OUP, 1999) within the U.S. Department of Housing and Urban Development has developed a taxonomy of university-community partnerships or more broadly university-community relationships. The taxonomy contains seven categories: (1) service learning, (2) service provision, (3) faculty involvement, (4) student volunteerism, (5) community in the classroom, (6) applied research, and (7) major institutional change. The following case examples illustrate the innovative aspects of each.

Service Learning

Service learning involves university initiatives designed to engage students in community learning and service activities as part of their regular coursework. An example of service learning is provided by Northwestern University. An undergraduate architecture class at Northeastern University participated in a service learning project focused on the Forest Hills section of Boston's Jamaica Plain neighborhood. Teams of students studied neighborhood demographics and finance to develop visions of mixed-use centers. Students became educated on the needs of the community, emphasizing the larger problem of affordable housing. Student models were created with the goals of creating sustainable, demographically inclusive and balanced communities. During the project, students learned about collaborating with others on a common theme. Student teams produced three sets of models, each emphasizing areas of importance identified by community members: privacy for families, retail activity, considerations for older adults, and open-park space. The students were not paid for their work, only rewarded with grades, and there was no profit to the university; this approach helped to build trust with the community .

Service Provision

Service provision involves faculty and student initiatives that take the form of coordinated, sustained, long-term

projects targeted towards a specific community. An example of service provision is provided by the University of Pennsylvania. The University of Pennsylvania launched a series of service provision initiatives as part of a large-scale effort to revitalize the neighborhoods surrounding its West Philadelphia campus. The University is investing in local housing restoration, area retail development projects, lighting installation for 1,200 West Philadelphia properties, and an incentive plan to entice faculty and staff to take up residence in the communities. The University of Pennsylvania has also created working relationships with community-based organizations to acquire and use information technology for neighborhood development purposes. A Center for Community Technology in West Philadelphia was opened and staffed by graduate students and AmeriCorps volunteers. The center refurbishes and recycles used computers, offers technology-training classes and operates a community information portal.

Faculty Involvement

Faculty involvement takes the form of individual initiatives where faculty becomes the driving force behind particular community activities. An example of faculty involvement is provided by the University of California at Los Angeles (UCLA).

UCLA conducted a local and regional effort to build local community capacity from data. This initiative targeted tax, property and disability-related data. UCLA also provided the necessary training and consulting services for community groups to mobilize data as a tool for land reclamation and housing development. These faculty involvement initiatives are handled administratively through UCLA's Advanced Policy Institute (API). Faculty and staff from the institute advise local government officials on strategic planning issues related to: housing, economic development, transportation and the environment. Technical assistance is also provided to community-based organizations. Through a web site called "Neighborhood Knowledge Los Angeles," community groups can access the latest data by: individual property, census tract, zip code, or council district and display that information on maps.

(continued on page 15)

Student Volunteerism

Student volunteerism involves individual and voluntary initiatives where students engage in community activities separate and apart from service learning initiatives. An example of student volunteerism is provided by the College of William and Mary.

The College of William and Mary's Office of Student Volunteer Services created College Partnership for Kids, a tutoring program run by more than 100 student volunteers each semester. College students provide one-on-one and small group sessions in a variety of subjects to hundreds of children from 11 elementary and middle schools in the Williamsburg-James City/County school system. In addition to providing tutoring services, the college students serve as role models and help build children's self-esteem, which has proven to impact positively on academic achievement. College students help identify children who are academically needy, provide tutoring space, and address children's special needs. William and Mary staff provides supervision to tutors at each school, tutor training, and coordination of transportation for volunteers.

'Community in the Classroom'

'Community in the classroom' initiatives involve the design of university courses that enhance community building and community capacity. An example of community in the classroom is provided by the Massachusetts Institute of Technology (MIT).

In an effort to help rebuild and empower its community, MIT developed a Neighborhood Technology Center program. The program, called "Creating Community Connections" (C3), provides residents of all ages in Boston's Roxbury/South End with access to computer training to improve community safety, recreation, continuing education, and employment opportunities. Initiated by MIT graduate students, the project utilized computers, Internet access, comprehensive training courses and a web-based system. As part of this project, MIT worked with residents of the community to collect information and build a database that detailed community resources. Once residents received computer training at the Neighborhood Technology Center and were deemed "computer literate," a computer with Internet access was installed in their home. This project was to serve as a model, demonstrating the use of information and technology to support interests, needs and improve the quality of life by increasing access to services and awareness of community resources.

Applied Research

Applied research initiatives involve the university, faculty and students in data collection, analysis, and reporting on community issues of the day. An example

of applied research is provided by the Center for Community Partnerships at the University of Central Florida. In 2003, the UCF Center for Community Partnerships (CCP) was contracted by Orange County Government (Orlando, Florida) to complete a review of its newly created Central Receiving Center (CRC) for adults with mental illness and substance abuse issues. The CRC is a partnership as well, collaborating with area providers including: local governments, law enforcement agencies, community organizations, area hospitals, and the public defender. The UCF Center conducted a review of the CRC's first six months of operation. The review included: site visits, interviews, data collection and analysis, and a final report to the CRC Governing Board. The review also provided Orange County Government and the CRC Governing Board with a capacity and equity analysis that indicated Orange County was not receiving its fair share of state and local funding to serve the identified target population. Orange County Government has asked the CCP to conduct a follow-on study to identify best practices in community mental health system delivery and to identify gaps in service in Orange County (Martin et. al., 2003).

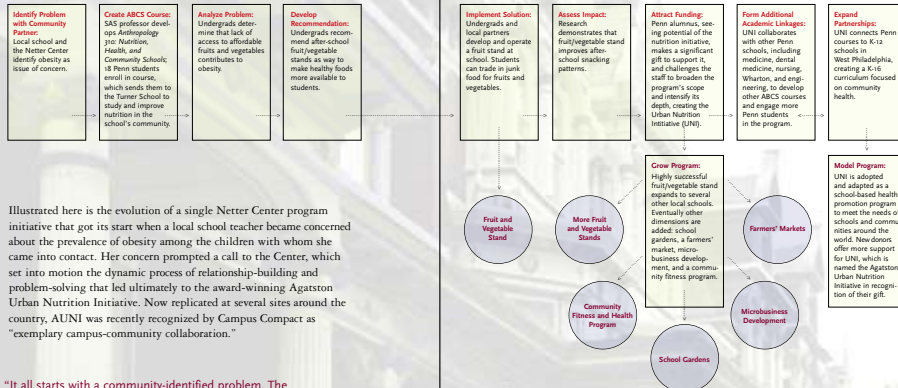
Major Institutional Change

Major institutional change initiatives are designed to bring about internal organizational cultural change (e. g., changes in mission, promotion and tenure criteria, awards, course offerings, etc.) in universities in order to promote more university-community engagement. An example of major institutional change is provided by Howard University. In an effort to overcome its image of isolation, Howard University's president established the Center for Urban Progress (CUP) in 1995 and the Howard University Community Association (HUCA) in 1996. Howard University, utilizing CUP and HUCA, plays a major role in Northwest Washington, DC's social and economic development. CUP is run by faculty, staff and students. Its mission is "to mobilize the Howard University community to address urban crises – locally, nationally, and globally – through the development of academic programs and community leadership training, applied research activities, technical assistance, and direct project implementation". HUCA serves as liaison between area residents and the university. HUCA's programs include organizing student volunteerism, supporting community design and planning activities, and serving as a clearinghouse for information. CUP and HUCA collaborate on projects; recently incorporating information and technology, and have opened a Community Technology Center (CTC) providing training and support services to area community-based organizations. ☒

Change the World



A Case Study: The Evolution of a Netter Center Program



Illustrated here is the evolution of a single Netter Center program initiative that got its start when a local school teacher became concerned about the prevalence of obesity among the children with whom she came into contact. Her concern prompted a call to the Center, which set into motion the dynamic process of relationship-building and problem-solving that led ultimately to the award-winning Agatston Urban Nutrition Initiative. Now replicated at several sites around the country, AUNI was recently recognized by Campus Compact as "exemplary campus-community collaboration."

"It all starts with a community-identified problem. The problem — in this case, poor nutrition in West Philadelphia — then becomes the vehicle for teaching."

DR. FRANCIS JOHNSTON
Co-Chair, Netter Center Faculty Advisory Board; Professor Emeritus of Anthropology;
One of the first ABCS instructors



CASE STUDY | PROGRESSIVE PARTNERSHIPS

The Netter Center works to achieve the following objectives:

- Improve the internal coordination and collaboration of all university-wide community service programs
- Create new and effective partnerships between the University and the community
- Create and strengthen local, national and international networks of institutions of higher education committed to engagement with their local communities

Through the Netter Center, the University currently engages in three types of activities: academically based community service, direct traditional service, and community development. Academically based community service is at the core of the Center's work. It is service rooted in and intrinsically linked to teaching and/or research, and encompasses problem-oriented research and teaching, as well as service learning emphasizing student and faculty reflection on the service experience. Approximately one hundred fifty courses (from a wide range of disciplines and Penn schools) link Penn students to work in the community. (A steady increase in the number of academically based community service has occurred since 1992 when only eleven such courses were offered.)

CASE STUDY Barbara and Edward Netter Center for Community Partnerships

Mission

Founded in 1992, the Barbara and Edward Netter Center for Community Partnerships is Penn's primary vehicle for bringing to bear the broad range of human knowledge needed to solve the complex, comprehensive, and interconnected problems of the American city so that West Philadelphia (Penn's local geographic community), Philadelphia, the University itself, and society benefit. The Netter Center is based on three core propositions:

- Penn's future and the future of West Philadelphia/Philadelphia are intertwined.
- Penn can make a significant contribution to improving the quality of life in West Philadelphia/Philadelphia.
- Penn can enhance its overall mission of advancing and transmitting knowledge by helping to improve the quality of life in West Philadelphia/Philadelphia.

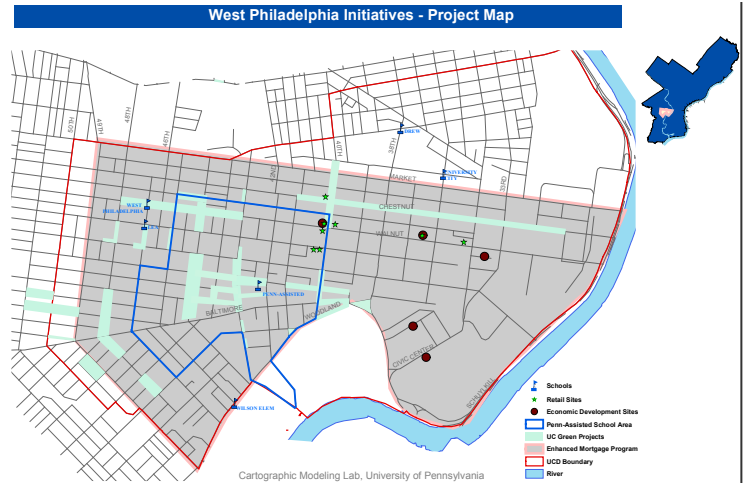


<http://www.upenn.edu/ccp/about/about-the-center.html>

CASE STUDY

Initiatives tie Penn to rest of West Philadelphia

By: Karlene Hanko
The Daily Pennsylvanian
 Posted: 1/29/99



Contrary to popular belief, there is life outside of the Penn campus.

West Philadelphia is not only a growing source of student off-campus living, but is also a vibrant community within itself – and the University is working hard to repair the rocky relationship between it and the area that surrounds it.

In fact, officials maintain that forging cooperative relations between Penn and the surrounding West Philadelphia community is an important part of the University’s agenda. The University’s West Philadelphia Initiative, a five-part plan helping to revitalize the neighborhood, seeks not only to strengthen University-community ties but also to help make the community a better place in which to live.

The plan includes measures to make the area cleaner and safer, attract retail amenities, support local businesses, improve area education and encourage home ownership. Some of the projects set into motion by the plan include the beautifying and “greening” strategies of UC Brite and UC Green, the revitalization of the 40th Street corridor through the development of Hamilton Village and the Sundance Cinema complex and the home loan and mortgage incentive programs aimed at encouraging University staff to invest in the neighborhood.

“I’m encouraged and pleased that our relationship with the city seems to be improving all the time,” said Carol Scheman, Penn’s vice president for gov-

ernment, community and public affairs. “I think we’re really moving in the right direction.”

The University’s most recent addition to the West Philadelphia Initiative is the development and support of a new public elementary school on University-owned property at 42nd and Spruce streets.

An integral part of implementing all of these measures in the surrounding neighborhood is working with the various community organizations that call West Philadelphia home.

The University City District, one such organization, aims to “improve the public environment by helping to make it cleaner and safer and to upgrade the public image of University City as an interesting, vibrant and attractive community,” said UCD Executive Director Paul Steinke.

With these goals in mind, the UCD – whose creation was spearheaded by the University and brings together many of University City’s institutions – provides safety ambassadors to help patrol the area and a maintenance staff which cleans area sidewalks six days per week.

The UCD’s 3rd Thursday campaign, which debuted this September, is a special series of events and attractions prepared by over 40 arts organizations and restaurants in order to promote University City as a fun and interesting place.

(continued on page 19)



CASE STUDY | PROGRESSIVE PARTNERSHIPS

(continued from page 18)

"We'd really like the students to explore this neighborhood, take advantage of all there is to offer and enrich their experience while they're at Penn," Steinke said.

Another organization, the Spruce Hill Community Association, aims to "maintain order and a quality of lifestyle in the neighborhood," said Joe Ruane, the organization's president since June 1997.

Members of the SPCA meet monthly with Penn officials to promote cooperation and keep informed about what Penn is doing in the neighborhood.

"The housing program and development of 40th Street should only be a plus for the neighborhood and University City in general," Ruane noted.

Glenn Bryan, the University's director of community relations, said his office meets routinely with area community organizations to discuss a variety of matters, including education, retail and economic development issues and student-community relations.

"We work a lot together with the Penn Police and the UCD to have a really coordinated response to safety in the area – it's vastly improved," Bryan said.

Bryan also credits the work of local town watch organizations in maintaining a safe environment.

The presidents of all six area community organizations – Spruce Hill, Walnut Hill, Garden Court and Squirrel Hill community associations, Cedar Park Neighbors and Powelton Village Civic Associations – are represented on the University City Community Council.

The UCCC, which also includes members of various special interest organizations, meets every two months to devote time and energy to "those issues one local community association cannot deal with alone," said UCCC Secretary Mike Hardy.

One such issue is the University's new public elementary school. According to Hardy, the UCCC sent representatives to the committees planning the school.

Although the council expressed concerns on issues regarding the size and impact of the school and preservation of open space, Hardy said that, "As a council we've gone on record in support of the new school." ☒

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2. GROWING A STRONGER COMMUNITY, TOGETHER | PHYSICAL IMPROVEMENTS

2.3 Physical Improvements

2.3.1 The Importance of Planning

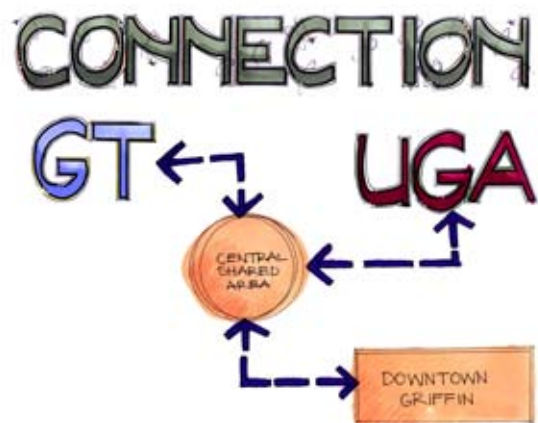
General Lewis Lawrence Griffin established the town of Griffin with a vision of a thriving community and actively based his decisions on that vision. Although certain changes outside his control altered his plan, the important fact remains that the vision was there and everyone in the community worked together for the benefit of the town. The time has come and Griffin-Spalding County is once again deciding what its future town is to look like and beginning taking the steps to achieve set goals. Creating a master plan is a collaborative lesson in communication and compromise that sets attainable goals and benchmarks along the way to help guide the process. It should allow for flexibility and adaptability to handle changes that may arise.

2.3.2 What is a Master Plan?

A master plan is a synthesis of all previous phases in the planning process. Generally it is a printed document with accompanied maps and drawings. It may or may not include the visioning and inventory stages of the process in the final documents. Most importantly, the master plan will establish all future elements along with their purpose, location and appearance. When possible an implementation strategy should be established by someone who is knowledgeable on the project and can be involved in all phases. Once the master plan is published, it is imperative that all involved stakeholders should adopt the plan and begin working towards the overall vision.

2.3.3 Connectivity Connectivity between downtown Griffin, Griffin Technical College and UGA - Griffin

The importance of the physical and perceived community connectivity between downtown Griffin, Griffin Technical College and UGA - Griffin cannot be stressed enough. There is, but should not be, competition between these entities.



A successful community is dependent on strong connections between downtown Griffin, Griffin Technical College, and UGA-Griffin.

Shenyang University Campus



Creating educational and aesthetically pleasing demonstration gardens can open up the UGA Griffin Campus to visitors, faculty and students.

Shenyang University Campus





2. GROWING A STRONGER COMMUNITY, TOGETHER | PHYSICAL IMPROVEMENTS

2.3.4 Re-greening UGA-Griffin Campus

These photographs below show a shift in land use over the years and the dominance of hardscape now found on the campus of UGA Griffin.

Take a look at the photos from 1907, 1957, and the recent aerials. The predominance of hardscape and lack of tree canopy is compounding the problem we found on campus.



1907

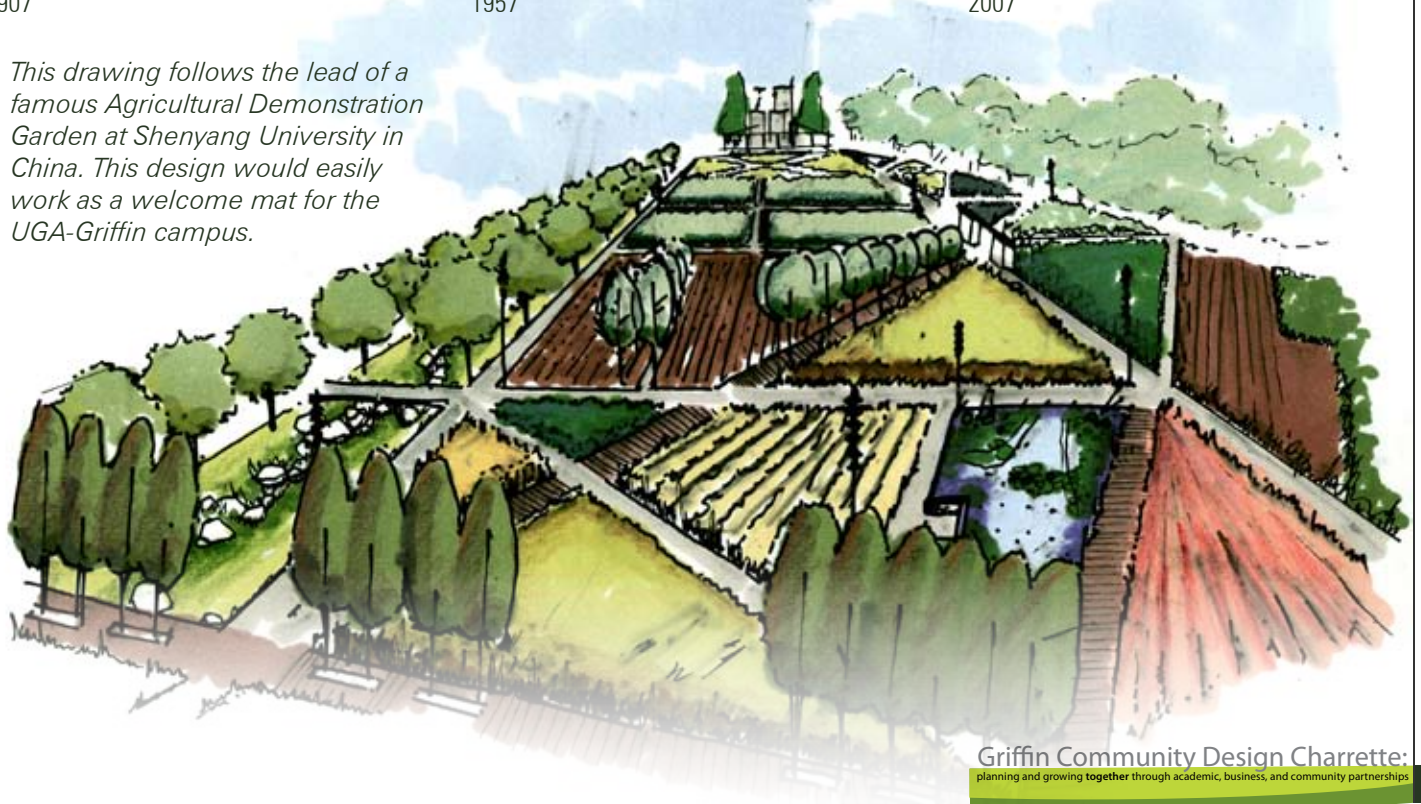


1957



2007

This drawing follows the lead of a famous Agricultural Demonstration Garden at Shenyang University in China. This design would easily work as a welcome mat for the UGA-Griffin campus.



CASE STUDY

The Re-greening of UGA

Athens, Georgia



Photo Credits: Nancy Evelyn

In the past ten years, the University of Georgia has made a stronger commitment to environmental stewardship through a number of on campus re-greening projects. Through extensive meetings and planning with the UGA community, the Physical Plant created a collective vision for the campus. The master plan should promote an optimal learning experience for students, link open spaces cohesively throughout campus and promote pedestrian and bicycle transportation and safety.

Herty Field

This re-greening project came a year after the University pledged a commitment to be more environmental conscious as outlined in the physical plant's master plan. What is now referred to as Herty Field, was the site for UGA's first football game in the Fall of 1891 and was also utilized by the baseball team and intramural activities. In the 1940s, the space was converted to a parking lot and the history of the site was forgotten. In the master plan, vehicular access is to be diverted more to the perimeter of campus eliminating the need for additional parking. In 1999, it was decided to reclaim the space and convert back to the greenspace it once was. Today the space is used for outdoor concerts, weddings, relaxing on the grass and a variety of recreational activities.



This raingarden was recently constructed during the Lumpkin Street Drainage Project.

Lumpkin Street Raingardens

Lumpkin Street is one of main thoroughfares for downtown Athens and UGA and it was prone to flooding due to poorly executed storm water management practices. In a partnership with Athens-Clarke County, all the stormwater runoff is now being directed to a series of raingardens along Lumpkin Street that filter pollutants and cleanse the water before entering Tanyard Creek. This is a successful demonstration of the power of collaboration when county officials and the University can work together to bring change in the community.

D.W. Brooks Mall Project

North Campus at UGA is known for its open lawns and large canopy trees. However, as the campus expanded southward, open spaces and pedestrian pathways lost their importance in new designs for buildings, and there was no linkage to North Campus. The land used for the project was Brooks Drive which was a major access road for South Campus. The D.W. Brooks Project is divided into four phases took four years to complete. Phase one was to provide alternate routes for vehicular transportation while phase two was the physical demolition of Brooks Drive and installation of necessary infrastructure. The third phase was hardscape installation of walls and sidewalk and the final phase was plant material installation. Upon completion, the re-greening will have replaced vast areas of concrete with shade trees, fountains, wide sidewalks, and large grassy spaces, as well as an amphitheater. The 1906 campus master plan served as a guide for creating the new greenspaces on South Campus and the project coincided with needed infrastructure upgrades making the project more cost effective.



D. W. BROOKS MALL MASTERPLAN

Chain link sends the message that Griffin is “off limits.” Removal creates a view that embodies the agricultural heritage of Griffin.



before

2.3.5. Remove Fences

Chain link fencing sends the message that Griffin is “of limits” and that has negative context. By removing unnecessary fencing and replacing the remaining fence with a more neighborly prototype the town appears more welcoming. Ordinances pertaining to community appearance should be evaluated and strengthened to support this issue where possible.



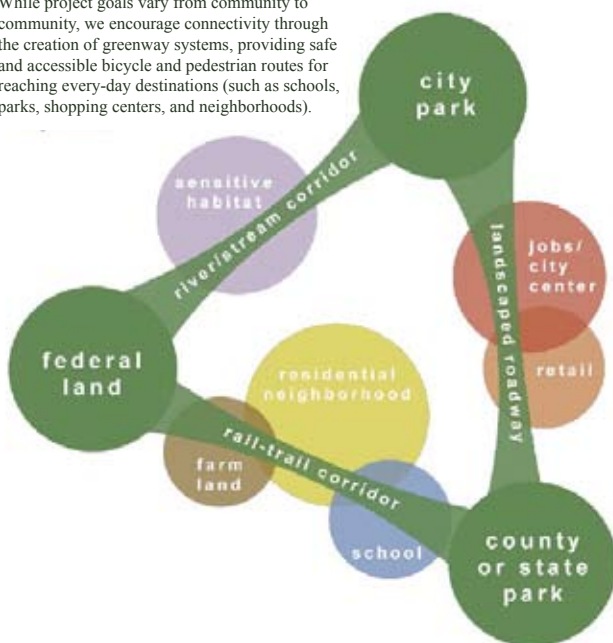
after

2. GROWING A STRONGER COMMUNITY, TOGETHER | PHYSICAL IMPROVEMENTS

2.3.6 Greenways

Greenways are a way to begin focusing on increased connectivity between vital parts of the city. It is an idea whose time has come. A professional Greenway Planner should direct the efforts in Griffin. It is easy in this

While project goals vary from community to community, we encourage connectivity through the creation of greenway systems, providing safe and accessible bicycle and pedestrian routes for reaching every-day destinations (such as schools, parks, shopping centers, and neighborhoods).



From: *Greenways, Inc.*
(<http://www.greenways.com/>)

and other reports to boast that Greenways are great – but it demands the services of qualified professionals who can make the process a win-win community investment. Luckily this option is one that is popular throughout the country. The State of Indiana (Indiana Trails - <http://www.indianatrails.org/>) coordinates their trail systems on a statewide basis and

the cities of Nashville (<http://www.nashville.gov/greenways/>) and Knoxville (<http://www.ci.knoxville.tn.us/greenways/>), Tennessee have notably good municipal programs.

THE BENEFITS OF GREENWAYS

Greenways are developed by communities throughout the country to improve the qualities that make a city desirable for work and play.

- Greenways offer recreational opportunities by providing safe, accessible routes for walking, running, bicycling, and other forms of exercise, and for enjoying increasingly hard-to-find natural areas close to home.
- Greenways improve environmental quality by protecting plant and animal habitat. They help clean our water and air through the dedication of sensitive areas, such as flood plains, wetlands, and forests, to low-impact uses.
- Greenways facilitate alternative transportation by providing bicycle- and pedestrian-friendly routes between home, work, and other destinations. By providing such non-automotive facilities, greenways are a part of the infrastructure necessary for an integrated approach to transportation planning.

This definition from the European Greenways Association is particularly compelling:

Definition of Greenways

Greenways are transport corridors, developed along independent routes following past or disused communication pathways and tracks that are available for non-motorized soft traffic.

They provide a series of common characteristics:

Ease of passage: their slopes, either low or zero gradient, allow their use by all types of users, including mobility impaired people.

Safety, due to their separation from roads, and to appropriate safeguards at the intersections.

Continuity with suitable solutions for any difficulties and alternative routes.

Respect for the environment along itineraries and encouraging its respect by the users.

Greenways provide facilities based on the infrastructures and fixtures of the old pathways and tracks, such as disused railway stations and lock keepers' houses. These facilities can take several shapes: general accommodation, museums, bicycle rentals, accommodation for equestrians, hostels... They serve local users as well as tourists.

The greenways should have information available such as maps and brochures, on the route itself and on access to nearby sites of interest is supplied.

Greenways...

- Improve communications and non-motorized itineraries in Europe: hundreds of kilometers running through European countries are available for pedestrians, cyclists, equestrians and mobility impaired people.
- Promote healthier and more balanced ways of life and transport reducing the congestion and the pollution of cities.
- Promote rural development, active tourism and local employment.
- Encourage a more human and closer relationship among citizens.
- Bring Europeans closer to both their natural and cultural environment.

Griffin's Greenway will be the first step in redirecting the typical transportation experience to a more pleasurable, less expensive and more natural activity.





The DAILY NEWS

<http://griffindailynews.com/>

The following are three articles published by The Griffin Daily News regarding the Greenway

: City mulling greenway link to UGA campus

At the Griffin Board of Commissioners meeting on Tuesday, Vice Chairman Dick Morrow and City Commissioner Joanne Todd discussed the merits and drawbacks of purchasing some property on Experiment Street to help established a greenway between downtown...

: City votes to buy property for greenway

The Griffin Board of Commissioners voted to purchase six dilapidated houses along Experiment Street as part of a long-term plan to construct a greenway between downtown Griffin and the University of Georgia-Griffin campus and discussed possible ...

: City backs SPLOST effort

Staff Writer mquinn@griffindailynews.com The Griffin Board of Commissioners unanimously passed a resolution in support of the Spalding County Special Purpose Local Option Sales Tax (SPLOST) extension, but insisted that the city be allowed to annex ...

City mulling greenway link to UGA campus

By MATTHEW W. QUINN

Staff Writer, Posted: June 15, 2008

At the Griffin Board of Commissioners meeting on Tuesday, Vice Chairman Dick Morrow and City Commissioner Joanne Todd discussed the merits and drawbacks of purchasing some property on Experiment Street to help establish a "greenway" between downtown Griffin and the University of Georgia-Griffin campus.

Morrow said that the university held a design workshop where they discussed what the college should do and what the city should do in order to integrate the campus into Griffin. One design element that interested Morrow was a "greenway" — an ecologically friendly bike and pedestrian path — that connected the campus to downtown.

"What they wanted to see from UGA to downtown was to clean up a lot of the dilapidated buildings from Experiment Street to UGA and create a sort of green-friendly boulevard if you will," he said.

Morrow said that James Willis, a local landscaper and owner of rental property, had bought some dilapidated property to renovate but decided that would not be economical right now. He had attended the workshop and thought if he was not going to rehabilitate the property, the city might buy it and destroy it as part of the greenway project.

"There are a number of substandard properties up and down Experiment Street we'd like to see either removed or rehabilitated as part of this greenway but we cannot afford to spend a lot of money at the moment," Morrow said. "Times are difficult."

He said if the city purchased the properties from Willis, it would be a relatively inexpensive way to get them.

"I emphasize this is an idea only," he said. "We're just talking about it."

He said that City Manager Kenny Smith had been instructed to get a better idea of the property value and see if the properties fit into the UGA final design plan, which the city has not seen.

"It's an interesting vision and idea," he said. "We would like to apply for a grant to help create the greenway."

He said that the state is more likely to grant funds to Griffin for the project if Griffin has already spent money on its own.

"We might be able to leverage a very small amount of our money into a very large amount of state money," he said.

Todd opposed the measure because she said that Morrow made it sound like Willis had called and offered to sell the city the property to pay off what he owed on the property, a figure of \$137,000.

"I will not bail out a private investor who's made a bad decision," she said.

She said that if the city purchased this land, every owner of dilapidated property in the area would want to be bought out. In addition to cost concerns, how would the city decide which properties to buy and which not to buy?

"I think we need to hold rental landlords responsible for their deteriorating property and quit rescuing them," she said.

She said that she too wants to see the area improved but did not want to buy a lot of substandard housing off landlords. She said that the houses might contain asbestos and that the federal government would get involved — demolishing a house with asbestos in it requires a HAZMAT team and costs between \$12,000 and \$20,000.

"I just did not think it was economically feasible for the city to do it," she said. ☒

City votes to buy property for “greenway”

By MATTHEW W. QUINN

Staff Writer, Posted: July 24, 2008

The Griffin Board of Commissioners voted to purchase six dilapidated houses along Experiment Street as part of a long-term plan to construct a “greenway” between downtown Griffin and the University of Georgia-Griffin campus and discussed possible changes to the millage rate.

After a consensus was reached in favor of the county’s Special Purpose Local Option Sales Tax (SPLOST) proposal, the discussion shifted to the purchase of the houses from James Willis at a cost of \$137,000. Both Mayor Doug Hollberg and Commissioner Rodney McCord recused themselves from the discussion, since Hollberg’s father owns property nearby and McCord’s bank has done business with Willis.

Morrow said a recent UGA design seminar discussed things that Spalding County and Griffin could do for the campus and refurbishing Experiment Street was one of them.

Morrow said that a better connection between the campus and downtown Griffin would encourage students to travel downtown to spend their money.

“That area between Ellis Road and downtown is fairly shabby, to put it mildly,” Morrow said.

Griffin Director of Planning and Development Frederick Gardiner said that improving the Experiment Street area was one of the suggestions of the Livable Centers Initiative study, while Morrow said that if the SPLOST passes, it will free up funds to improve the area.

Commissioner Joanne Todd suggested it might be better for the city to use its power of condemnation to acquire properties in the area. She then repeated her long-held position that landlords ought to keep up their own properties. She said the area has been substandard for more than 50 years and private landlords have not been held accountable.

She said she worries about the city going into debt purchasing properties in the area.

Commissioner Bill Landrum said often tenants of rental property do not take care of the properties and said the city should buy every property it can to improve the area.

In the evening, the commissioners voted 5-0-2 - Todd was absent, Hollberg was disqualified from voting, and, according to the city’s charter, McCord’s abstention counted as an affirmative vote since he lacked a direct conflict - to purchase the property.

The millage rate was also discussed.

“We received last week a copy of the new digest from the Tax Commissioner’s Office,” City Manager Kenny Smith said.

He said the new digest is \$3 million less than the digest for the previous year - although property values are up, so are exemptions. As a result, the current millage rate of 8.60 needs to be recalculated. The highest the rate can go without being advertised as a tax increase is 8.638. However, there will be a \$61,000 shortfall in revenue if the rate remains the same and a \$41,000 shortfall if the rate is changed to 8.638. In order to meet revenue projections, the millage rate must be increased to 8.77.

Todd said changing the millage rate before the SPLOST vote would be unwise. Hollberg proposed leaving it at the current rate, while Morrow proposed raising it to 8.63.

When Todd suggested delaying action until the SPLOST vote, Smith said the new rate must be set by Aug. 15. He recommended going with the 8.638 and said he had to negotiate with Spalding County Tax Commissioner Sylvia Hollums to get it extended to that point.

When Hollberg continued to support keeping it at 8.6, Morrow asked him how to cut the city budget.

Landrum said residents need every dime because of the state of the economy. He supported further reductions in the millage rate.

The commissioners reached a consensus that 8.638 was the best millage rate. The actual vote on the matter will take place in early August. ☒

City backs SPLOST effort

Griffin BOC wants to annex Big Shanty property

By MATTHEW W. QUINN

Staff Writer, Posted: June 12, 2008

The Griffin Board of Commissioners unanimously passed a resolution in support of the Spalding County Special Purpose Local Option Sales Tax (SPLOST) extension, but insisted that the city be allowed to annex the Big Shanty property if the city is to provide sewer to the area.

According to the text of the resolution, the city of Griffin wholeheartedly supports Spalding County in its effort to renew the SPLOST and supports the efforts of the Griffin-Spalding Development Authority (GSDA) to purchase the Big Shanty property in order to construct a new industrial park.

However, the city has a "sacred fiscal responsibility to its citizens for prudent stewardship of public monies." For this reason, the resolution reads, the city cannot "obligate itself" to upgrade and expand the Potato Creek Wastewater Treatment Plant to accommodate the proposed development unless the property is, upon acquisition, annexed into the city.

In the morning workshop, Mayor Doug Hollberg said the proposed \$25 million for the acquisition and development of the property includes \$5 million for the expansion of the Potato Creek plant, but that will not cover the total cost. He said he believes the board needs to decide whether or not it will chip in \$5 million to \$7 million and proposed annexation in exchange for providing the service.

"I think they should cover the cost on extending sewer," Commissioner Joanne Todd said.

She said contracts with the county require this. She said she supports annexation but is not interested in the city government holding up progress either.

Commissioner Bill Landrum agreed. He said he served on the Development Authority and if there was land on Georgia Highway 16, a company would have brought 450 jobs to the area some years before.

Hollberg said if the county does not agree to annexation, it can build a \$500,000 "package plant" to provide sewer service for the site.

Vice Chairman Dick Morrow said the property is not solely an industrial site but has a residential component. He described it as a "new city, outside city limits."

He then said that this development will detract from the city's ability to redevelop downtown and the city should not subsidize a city that competes with Griffin.

The commissioners also voted 6-1 to accept the proposed budget for fiscal year 2008-2009. Todd voted against it in protest of the increase in yard-waste fees, while Commissioner Rodney McCord, although he voted for it, said that he took everyone's concerns about yard waste fees into account.

Another matter discussed at the meeting was the possibility of constructing a "greenway" — an ecologically friendly bike and pedestrian path — connecting the University of Georgia-Griffin campus and downtown Griffin.

According to Morrow, James Willis purchased some houses on Experiment Street to renovate and rent. Given the economic situation, Willis decided not to renovate the houses. Morrow said the city could buy the land, demolish the houses and construct a portion of the greenway.

Todd said the city should not bail out Willis from a "bad investment." Morrow said if the city does not buy the property now, someone else might and the city would lose the chance to destroy the dilapidated buildings. Todd said she does not support buying the land unless all the land needed to implement the whole project is available.

"You'll have one block of greenway where those houses are," she said.

She felt it would be better if Second Baptist Church bought the land.

Morrow said it would be better to "eat the elephant one bite at a time" and purchase land as it becomes available.

Ultimately the commissioners agreed that City Manager Keny Smith should look into the matter.

In the evening, the commissioners voted on some items that were not originally on the agenda. The commissioners voted 7-0 to agreements with the Georgia Department of Community Affairs, Pratt Industries, Paragon Consulting and Cropsey and Associates to use \$550,000 in grant money from the state to establish a regional recycling hub in Griffin.

Tim Beckham, the No. 1 Major League Baseball draft pick and a recent graduate of Griffin High School, addressed the board at the beginning of the evening meeting.

"I'd like to say it's an honor to get the key to the city," he said after receiving the honor.

The commissioners also recognized Assistant to the City Manager James Landham. His last day is Friday. ☒

2.3.7 Guidelines

General Guidelines for Bicycle and Pedestrian Urban Trailways



Drawing illustrates an example of proposed gateway that serve to create identifiable 'districts' within Griffin.

Crosswalks

Pay careful attention to the intersections of bikes, cars and people. Minimize hazards through raised crosswalks, pedestrian bridges, and designated bike lanes and turn signals.

Location

Where possible, bike lanes and pedestrian pathways should be separated from traffic by planted medians and verges. If this physical separation is not possible, painted bike lanes can be added if 4 feet is available.

Amenities

Plan for an increase in bike usage by providing bike racks and encourage walking with ample benches for resting.

Street trees not only beautify an area and calm traffic but they provide essential shade and protection to cyclists and pedestrians. Choose varieties that will provide adequate shade canopy in the warmer months of the year.

Paths for cars, bicycles, and pedestrians serve different needs and therefore necessitate distinct planning and management. Vehicle movement and access needs to be resolved, especially at the intersection of Experiment Street, Atlanta Road, and the Express Way. Further studies of this should involve the Regional Development Center (RDC), Department of Transportation (DOT) and the transportation planning consultants.



Investigate ways to overcome barricades to efficient and sensitive vehicular access.

Plant suggestions include:

Trees

Quercus virginiana (Live oak)

Acer rubrum (Red maple)

Quercus alba (White oak)

Platanus occidentalis (Sycamore)

Amelanchier arborea (Serviceberry)

Ulmus parvifolia (Chinese elm; not native)

Shrubs

Itea virginica

Vaccinium corymbosum (Highbush blueberry)

Fothergilla gardenia

Flowering plants for medians

Eupatorium dubium (Joe Pye weed)

Echinacea pupurea (Purple coneflower)

Rudbeckia (Black-eyed Susan)

Hemerocallis (Daylily)



Covered bus and shuttle waiting shelters, sidewalks, and bus pullouts are all great ways to increase path connectivity within Griffin.

Sidewalks

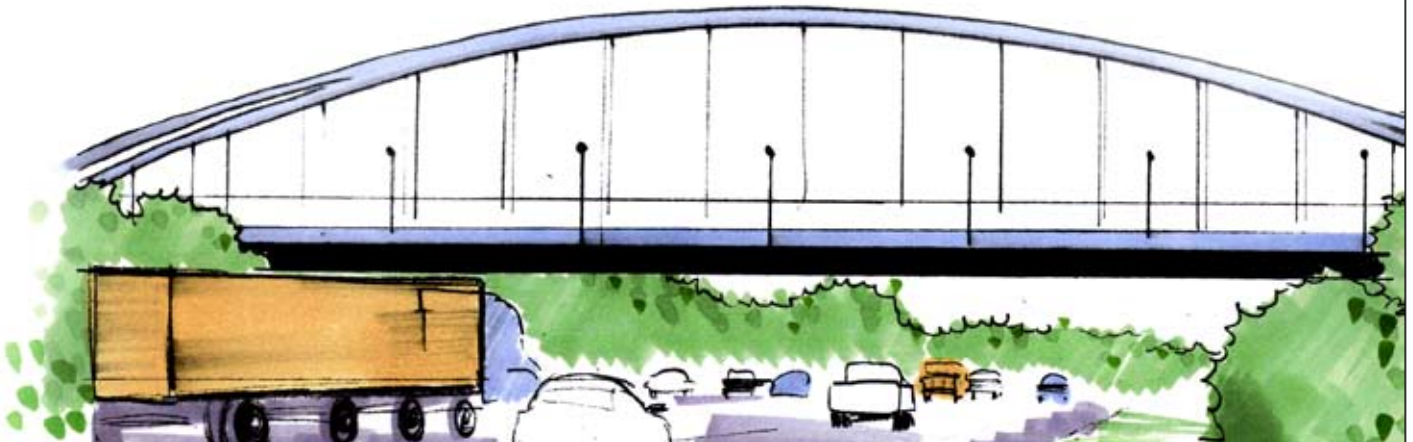
Successful sidewalks are wide enough for two people to walk side by side comfortably (a five foot minimum) and adequately removed from faster moving vehicular traffic by a minimum of ten feet along roads where driving speeds are greater than 40 mph. Additionally, paths that provide visual interest in the form of a diversity of residences, businesses, and open spaces, varied setbacks and alternating sun and shade provided by street trees, are used more often. The adjacent businesses are in turn patronized more frequently by the new pedestrian community, breathing new life and a sense of safety into the area



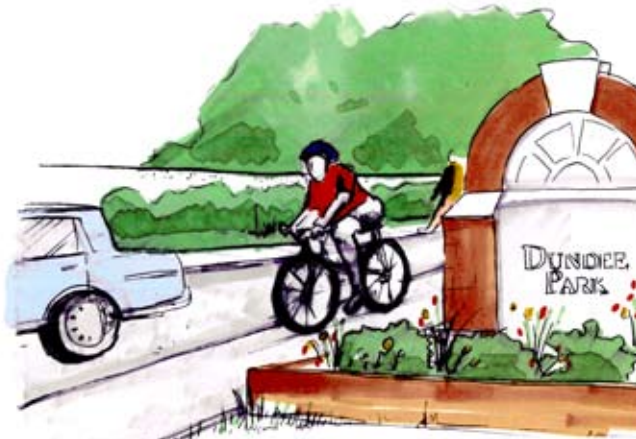
This sidewalk is too close to vehicular traffic to garner a feeling of safety for the pedestrian. Street - sidewalk separation should be at least 10' along Experiment Street.

Pedestrian and Bike Pathways

Where pedestrians experience difficulty crossing an especially wide or heavily trafficked road, such as the Expressway one solution would be to create pedestrian and bike only access routes. Whether above ground with pedestrian bridges or creating an underpass under busy roads, these pathways will ensure safety of travelers. Cleaning and lighting the "old crow path" that runs under the Express Way and Atlanta Road may be a good way of ensuring pedestrian flow to and from Griffin Technical College. Providing 'convenience' type services such as coffee shops, delicatessens, and ice cream shops at both entrances with ensure a steady stream of visitors and will discourage illicit behavior.

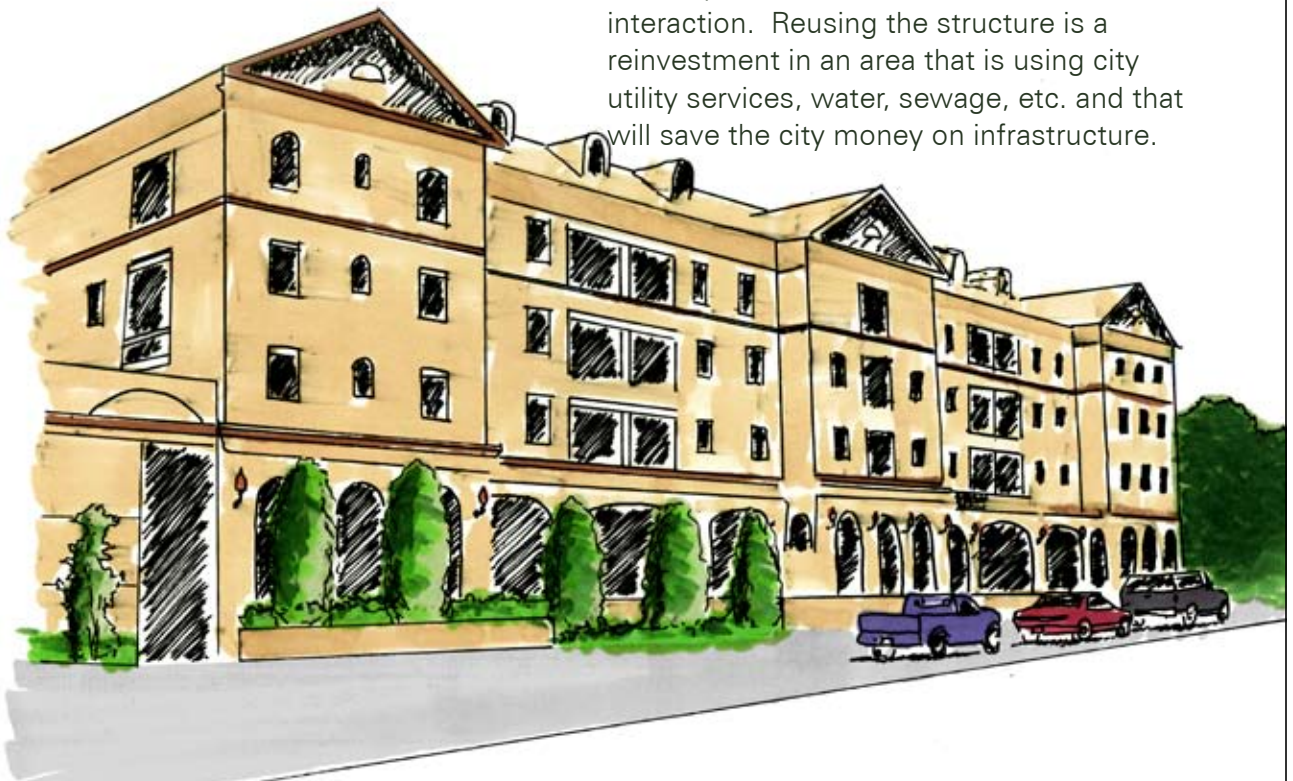


Avoiding unsafe at-grade pedestrian crossings encourages the pedestrian and bicycle traffic that creates connectivity.



Bike paths provide alternative transportation for students, professionals and retirees. Provide cyclists with safe and comfortable routes as they travel.

The old Wal-Mart site is centrally located between the UGA Griffin Campus and Griffin Technical College. The building could serve as a mixed use structure for a variety of activities and resources for students and faculty on both campuses.



Bicycle Paths

Bicycle Paths are a necessary component in any urban environment and especially in one that can claim a growing population of students and recent retirees. Strategically placed bicycle paths and lanes encourage movements between downtown and the two college campuses. Best of all - no new parking spaces are required.

Many communities have formed organizations for biking and pedestrian advocacy. There are funds available from both the Department of Transportation and the Department of Community Affairs for help with a bike trail program.

Strip Redevelopment

The abandoned Wal-Mart on the Expressway that lies between UGA's campus and Griffin Technical College provide another great opportunity for nodal development that would serve to connect the students from each institution. Shared services such as bookstores, coffee shops, restaurants and study areas would add to the activity level and help to create a center for academic interaction. Reusing the structure is a reinvestment in an area that is using city utility services, water, sewage, etc. and that will save the city money on infrastructure.

Urban Grid

New developments pay attention to the urban grid. Due to the strong influence of the mill neighborhoods, the majority of Griffin is already laid out in a very regular grid system. The legibility and walkability created by an urban grid is predictable and easy to understand when designing a cohesive circulation plan for Griffin. This grid system should continue in any new infill development that occurs.

Street Corners

Street corners in urban areas need to be strongly articulated. One of the main distinguishing



factors between urban and rural spaces is how intersections are treated. In rural areas, corners are open and views are expansive. In urban spaces, corners are defined by a grid -

both in the horizontal and vertical planes. Avoiding the placement of parking lots and gas stations on corners within the urban core, as well as encouraging buildings with a shallow setback (placing parking in the rear of the building) will help in establishing these strong corners.

Landmarks

Landmarks are public art installations, a well-preserved historic building, or even a water tower. They serve as “wayfinding devices” for newcomers and generate and preserve a sense of identity for residents. Landmarks are a fundamental part of a cohesive community and Griffin has an ample supply of existing cultural landmarks that can be enhanced and preserved.

Public art, especially when it references the natural, cultural, and historical aspects of community can be an excellent way to create landmarks that serve to orient the resident or visitor to their physical location. Instead of attempting to hide the undesirable but

necessary aspects of the landscape, such as the transformer station along Experiment Street, celebrate the space with art.

Prominent historic structures can also serve the same role. Consider places like the Thomaston Mill, as not only usable real estate, but as a beautiful testament to the history, integrity, and cultural values within Griffin. Redeveloping iconic places into exciting activity centers begins the process of reknitting Griffin back together

Experiment Street Beautification

Edges that are lined with billboards and chain link fences do not provide a positive visual experience. Removing billboards along Experiment Street and other downtown streets leaves the resident or visitor with more of a sense of Griffin’s former agricultural and rural heritage. The proliferation of billboards along Experiment Street creates an image that becomes indistinguishable from heavily commercial and generic areas such as the expressway. Achieving a balance between advertisement needs with the desire to communicate a cohesive community image can be accomplished through appropriate and enforceable sign ordinances and guidelines. ☒



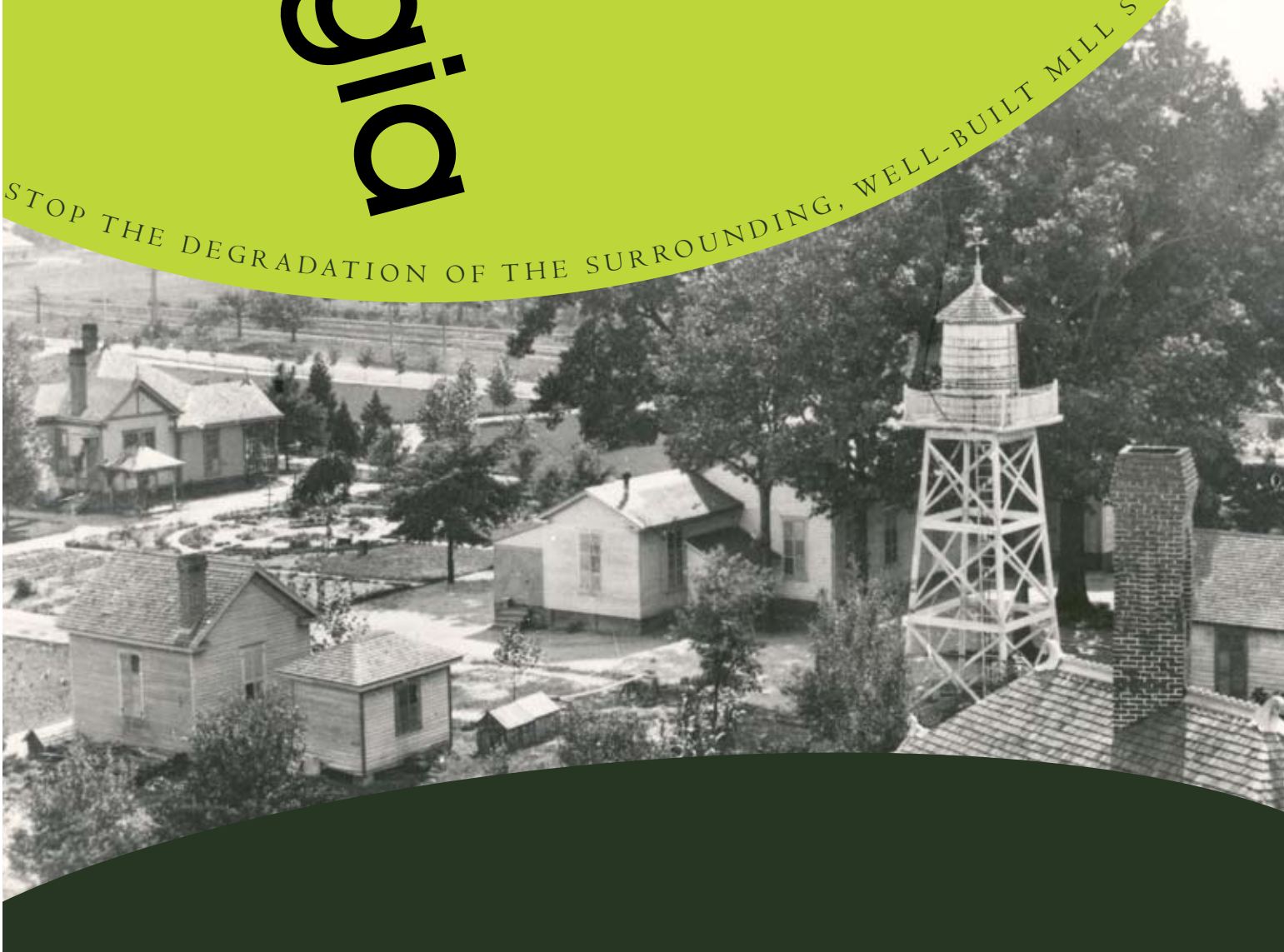
Removing billboards and managing advertisements and signage along the corridor leaves the visitor and resident with a cohesive sense of Griffin’s identity.



Griffin Georgia

First Ring of Development
Griffin's Historic Mills:
Look to the Past to
Guide Future Growth

STOP THE DEGRADATION OF THE SURROUNDING, WELL-BUILT MILL STRUCTURES







GRIFFIN'S HISTORIC MILLS: LOOK TO THE PAST TO GUIDE FUTURE GROWTH

3.1 Introduction

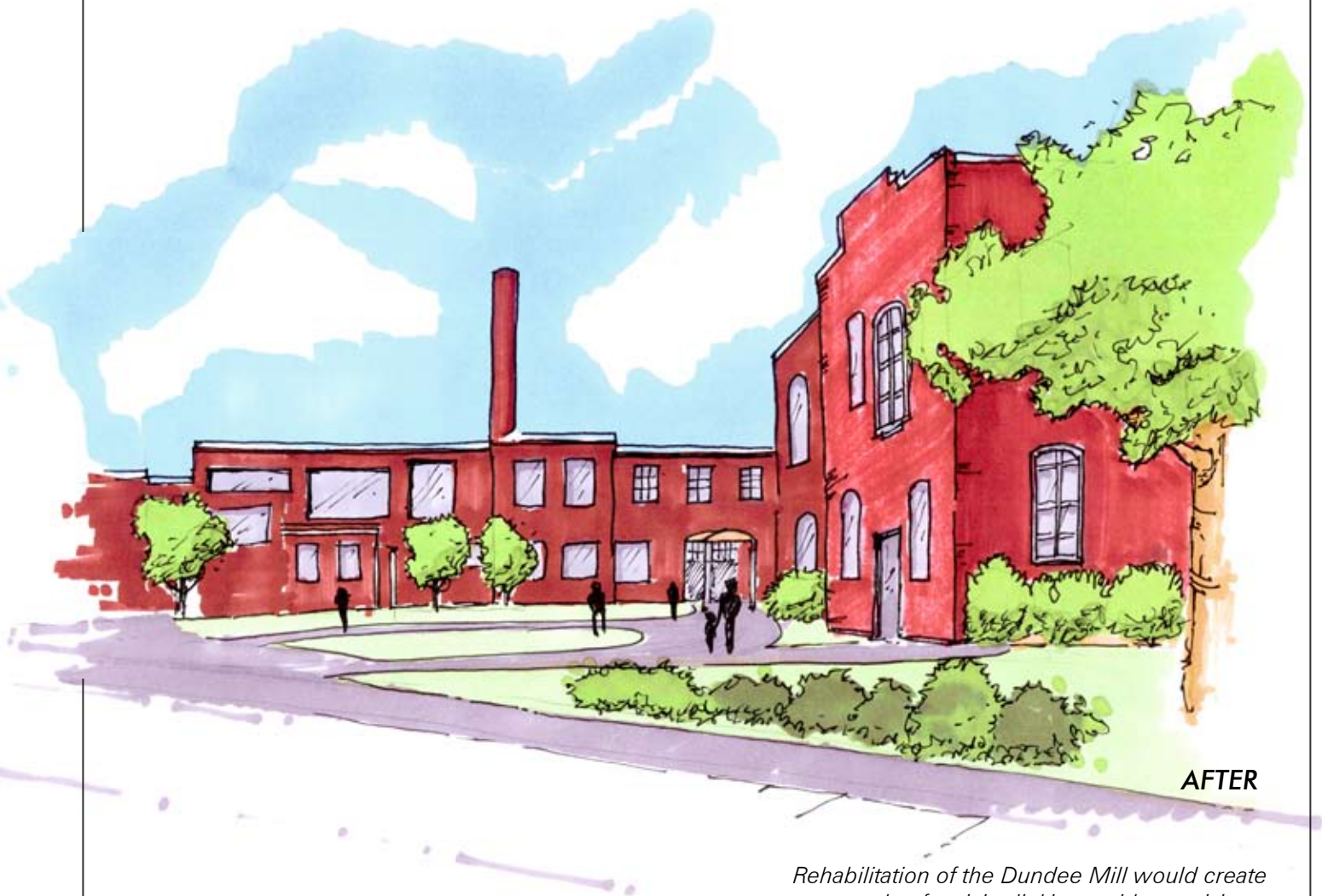


Griffin has been blessed with a number of structurally sound, unique and auspiciously located mills and mill communities. The mill properties offer even more opportunities for great preservation to happen. The mills can take advantage of funding and preferential tax treatment for certified rehabilitations. This is a process that thousands of warehouses and manufacturing buildings have used to make living and working spaces out of what been considered the town “white elephant.”

Their current vacant and semi-vacant status is a lemon patiently waiting to be made into lemonade. The New Urbanist movement promotes what Griffin already has - a walkable community layout, a diversity of housing types, and a situation where people can walk to business, workplaces and churches. Rehabilitating the mill structures themselves to provide spaces for businesses, community services, and possibly satellite classrooms for University of Georgia Griffin Campus and Griffin Technical College will attract the critical mass of people needed to create vibrancy. Through partnerships between the academic institutions and developers interested in historic tax-incentives, these mill structures can be affordably rehabilitated to accommodate a variety of community needs: daycare facilities, technology and small business incubators, new homeowner centers, and educational outreach facilities that can exist side by side with small grocers, coffee shops, restaurants, and boutique shops.



BEFORE



AFTER

Rehabilitation of the Dundee Mill would create a node of activity, linking residents, visitors, students, to each other and to local businesses and community service providers.



Griffin's Historic Mills: Look to the Past to Guide Future Growth

LESSONS for Griffin

Preservation partnerships on federal, state, local and private levels

UMass Lowell campus using programs to encourage research and industry

Connectivity with trolley system to university and key parts of town

Actively planning for the city's future

Addressing housing market to include all social and economic groups

Acknowledge that collaboration is the key to success

3.2 Griffin's Historic Mills: Look to the Past to Guide Future Growth

Griffin's historic districts provide the perfect opportunity to look at linkages. If you can imagine a series of living areas connected by a walk and bike path, you can visualize how Griffin can evolve. The historic districts should, at a minimum, be protected through adequate zoning and an overlay design review designation (if necessary). Then infill in and around those protected districts will reflect the character of the area within the entire historic fabric.

The textile mills of Griffin are an important aspect of the town. Their history and their buildings should be preserved even after the textile industry is gone. These structures are well-built and should be rehabilitated to better serve the needs of the community. Both the factory buildings and the associated residential villages have unique characteristics that can be redeveloped to include residential, retail, learning and office spaces.



CASE STUDY

Lowell Massachusetts

By: Karlene Hanko
The Daily Pennsylvanian
Posted: 1/29/99



photo credit: David VanderVelde

Lowell Massachusetts was one of the first planned industrial communities in the country and had to reinvent themselves after facing economic hardship and redevelopment strategies after industry left. There was a lack of available vacant land for development, so the town shifted their focus to the infrastructure already available in the community – 5 million square feet of historic mills that were used for textiles and power production. Through collaboration with the National Park Service, the Urban Culture Park was established and celebrated

its 30th year anniversary in 2008. Historic preservation served as the guide to address the housing concerns of the town, and included a stated commitment that redevelopment would not adversely impact existing neighborhoods. The city planned for multiple housing options from single family to student housing, as well as artist lofts, to better accommodate the diverse housing market. They also promoted a variety of financing options such as tax incentives, government subsidies and the Community Preservation Act. ☒

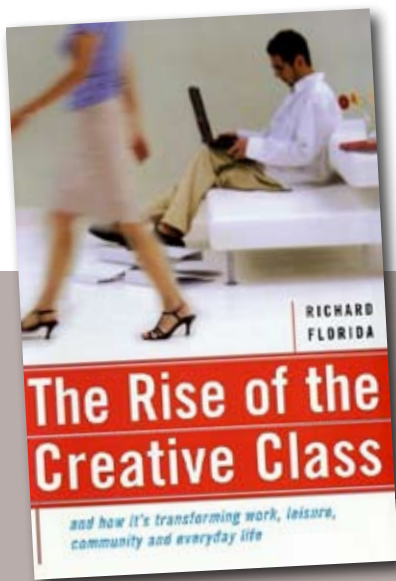


photo credit: wikimedia.org



GRIFFIN'S HISTORIC MILLS: CAPTURING THE CREATIVE CLASS

3.3 Capturing the Creative Class: Redevelopment of the Mill Communities



Millions of Americans are beginning to work and live the way creative people like artists and scientists always have—and as a result our values and tastes, our personal relationships, our choices of where to live, and even our sense and use of time, are changing. Leading the shift are the nearly 38 million Americans in many diverse fields who create for a living—the Creative Class. The first person to name this revolution was renowned urban studies theorist Richard Florida.

(from book's back cover)

Celebrate the arts that are alive and well in Griffin. Create municipal programs and incentives that will lure artists, young people and energetic citizens back to Griffin. According to the work done by Richard Florida, there is very good reasoning behind any attempt to diversify your population and bring in more artistic and “funky” people. There is a direct correlation between a community’s economic success, quality of life and home-town spirit when a segment of their population is art-based.

In doing so, it is often easy to overlook and disregard the indigenous people living in these areas now. That is what is so wonderful about Griffin’s situation. Many of the places where new loft housing and neighborhood expansion could go is currently underutilized and underdeveloped.

There are currently three mills within walking distance to campus. Artists and students can live anywhere there is an Internet connection. This is a small community but close enough to a large city and airport and that makes Griffin a draw for growth.

Dox Thrash



Banjo Player by Dox Thrash



Griffin Hills by Dox Thrash

Dox Thrash was born on March 22, 1893 to Gus and Ophelia Thrash of Griffin, Georgia. He left the town in 1908 and settled in Chicago where he enrolled in night classes at the Art Institute of Chicago while working as an elevator operator during the day. He enlisted in the army in 1917 and was injured in one of the last battles in Metz, France. After he received treatment in Vaudeville, his pension allowed him to finish art school. After twelve years in Chicago he was “lured back to the open road” and spent the next few years hobbing “and painting the faces of America” before settling in Philadelphia in 1925.

He continued his artwork and became more recognized in the black art community after he designed a poster for the Second Annual National Negro Music Festival in 1930. His greatest achievement occurred while he worked with the Federal Art Project and Ilbert Mesibov and the invention of the carborundum print. His carbographs, or Opheliographs (named after his mother), were striking and realistic depictions of African-American life in the mid-Twentieth century. He remained in Philadelphia, working with young African-American artists until his death in 1965.



Dox Thrash photo and biography compiled by: <http://www.griffintech.edu/>



Griffin

CASE STUDY: CAPTURING THE CREATIVE CLASS

CASE STUDY Beall's Hill Neighborhood

Achieving the Promise of
Community-Campus Partnerships:
A Wingspread Community Partner Summit

Beall's Hill is a thirty-block neighborhood located between the main campus of Mercer University, the Medical Center of Central Georgia, and downtown Macon. It is part of a larger transitional area, Central South Macon, that underwent a rapid devolution with racial desegregation. Central South lost its working-class white population as well as most of its middle-class African-American residents. By the mid-90s, Central South was poor,

black, and badly neglected. One in three residents was living in public housing. Blight had reached the point that one-third of the land in Beall's Hill was vacant. Over three decades, Macon, located 80 miles south of Atlanta on I-75, had itself lost and continued to lose population through white flight—in spite of strong overall population growth in the Middle Georgia region.



Sponsored by Campus Compact, the John S. and James L. Knight Foundation, and the Johnson Foundation April 24-26, 2006

Griffin Community Design Charrette:
planning and growing together through academic, business, and community partnerships

In 1995, the city targeted Beall's Hill and eleven other distressed neighborhoods in Macon for focused revitalization, hoping to use HUD HOME funds to acquire properties and partner with local CHDOs (Community Housing Development Organizations or nonprofit community-based development corporations) to rebuild and attract first-time homeowners back into these neighborhoods. The city approached Mercer University in 1996 to explore partnership opportunities in the Beall's Hill neighborhood and the Central South area surrounding the University's main campus. Mercer had a history of ignoring or sealing itself off from Central South neighborhoods and in the '80s had joined with the Hospital Authority to urban renew part of Beall's Hill to build its medical school. But, Mercer's President, Dr. R. Kirby Godsey, committed to seeking new ways to engage these neighborhoods.

Mercer, an historically Baptist university with campuses in Macon and Atlanta, had a strong liberal arts background and had expanded rapidly in the '80s and '90s adding a number of professional schools. The heart of the University remained the residential undergraduate programs in Macon, serving 2,500 students. Over the '90s the University invested almost \$100 million in improvements to its Macon campus. The condition of Central South neighborhoods was a growing threat to the safety of students and staff and undermined the attractiveness of the historic residential campus. It was felt that it had a negative effect on recruitment and retention of students, faculty, and staff. The Mercer Center for Community Engagement (MCCE) was formed in 1998 under the leadership of Dr. Peter Brown, a long time Mercer faculty member, and it proved very successful in leveraging funding to begin empowerment programs and revitalization efforts in Central South, focusing on Beall's Hill for a mixed-income home ownership initiative. Two HUD Community Outreach Partnership Center (COPC) grants, a Knight Foundation grant, and funding from the Federal Home Loan Bank of Atlanta totaling \$3.15 million encouraged

the city to issue \$3 million in bonds for the project and enabled the Housing Authority to access \$34.8 million in a HUD HOPE VI grant and low-income tax credits. The Housing Authority's successful application for the HOPE VI included a \$1 million loan from the University as crucial equity in the replacement housing. The University has invested over \$630K in direct, institutional funding in the Beall's Hill project and over \$2.3 million in in-kind expenses to support this and other community engagement projects. The University partnered with the Knight Program in Community Building at the University of Miami School of Architecture



to develop the Master Plan for Beall's Hill, which won a Charter Award from the Congress for the New Urbanism in 2005.

A central focus of these grants to the University was building grassroots community capacity to participate in the revitalization project. It was felt that the sustainability of the rebuilt Beall's Hill neighborhood would depend both on bringing new moderate- and middle-income homeowners into the neighborhood and on enabling long-time residents to develop the social capital and political skills to become effective advocates for the neigh-

borhood. The highly transient renters and mostly elderly home owners in Beall's Hill had few formal social structures in the neighborhood, other than churches. As part of its partnership activities, the University facilitated and supported the emergence of the Willing Workers Association, a neighborhood association, and the Central South Task Force, an alliance of the Willing Workers and local churches and businesses. In partnership with these two new entities and the city—and with the financial support of a \$1.3 million grant from the Knight Foundation—the University in 2000 formed and capitalized a new CHDO, CORE Neighborhood Revitalization, Inc., to drive development forward in the area surrounding the seven-acre multifamily HOPE VI project. In 2002, the University and CORE received the Jimmy and Rosalynn Carter Award for Campus-Community Collaboration.

When coordination of the complex project proved difficult and the city refused to transfer property to CORE for redevelopment, the University, the city, and the Housing Authority in 2003 formed a partnership corporation, Beall's Hill Development Corporation (BHDC), to take the role of land developer in the project, acquiring and improving lots for resale to nonprofit and private builders. At the University's insistence, CORE was represented on BHDC's Board. However, BHDC continued the city's refusal to transfer properties to CORE, and CORE developed its own acquisition strategy in the more gentrified end of Beall's Hill. When CORE's community-based board proved unable to manage its finances or grow its capacity for housing production, funding to CORE from the University and the city was terminated in 2004, and CORE was removed from participation in BHDC. Mayor C. Jack Ellis, President Godsey, and Pearlie Toliver (representing the Housing Authority) served as the Board of BHDC.

The partnership has demolished 42 dilapidated structures and 188 units of obsolete public housing, renovated 44 low- to moderate-income owner-occupied homes, constructed or rehabilitated 58

homes for mixed-income home ownership, built 97 units of mixed-income multifamily, and built 106 units of low-income elderly multifamily off site. The Willing Workers Association and the Central South Task Force have ceased to exist, and CORE subsists with minimal cash flow and a significant inventory of undeveloped property in Beall's Hill, with the University as lien holder. ☒

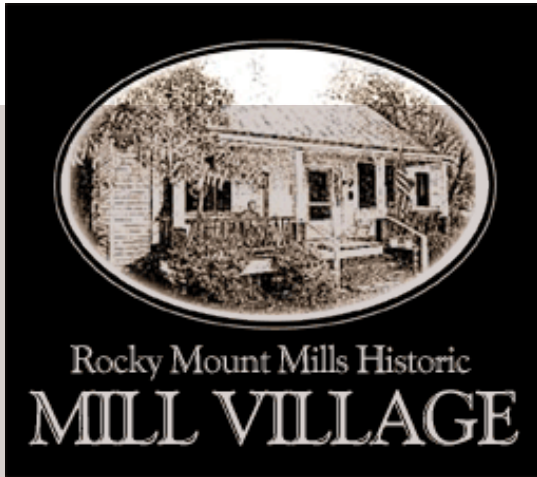


Prepared by Pearlie Toliver, past President CORE Neighborhood Revitalization, Inc. and Vice-Chair Beall's Hill Development Corporation, and Peter Brown, Associate Vice President, Mercer Center for Community Engagement, Mercer University.

CASE STUDY

Rocky Mount, NC

<http://rockymountmills.com/>



Rocky Mount, North Carolina, is actively marketing their historic mill and mill village based on its history for the town and the unique character of the buildings. Similar to Griffin's experience, the Rocky Mount Mill complex grew and thrived in the late 19th and early 20th century but changes in industry forced the mill to close in the latter 20th century. Rocky Mount saw the opportunity to protect their history by marketing the mill village as a trendy place to live and an opportunity to purchase a small fixer-upper! Covenants were put in place to guide changes and infill construction, and encourage home ownership and reinvestment. The Mill Village organized itself into an association, hired a staff person, and advertises the houses for sale – fully rehabilitated and fixer-uppers alike – collectively on its website. ☒

Here are several of Rocky Mount's marketing features:

Reasons to Invest and Live in this historic Mill Village

- Each house is designated in the National Register of Historic Places...an opportunity to be a part of preserving history and enjoy the ambiance of an nineteenth to mid-twentieth century mill village
- Owners may receive attractive income tax credits for qualified rehabilitative work
- A good financial investment. Similar projects throughout the state have proven highly successful
- A nearby greenway will link 3 miles of scenic walks along the river and the city parks
- Close proximity to shopping, major thoroughfares, restaurants, entertainment, parks, and schools

The Mill Village Homes at a Glance

- Houses are 3-6 rooms with 850-1600 square feet
- Lot sizes are approximately 62-75 feet wide and 125 feet or deeper
- Hardwood floors prevail throughout
- In many cases, the original windows, doors and hardware are present



GRIFFIN'S HISTORIC MILLS: LOOK TO THE PAST TO GUIDE FUTURE GROWTH

3.4 Rehabilitation of historic homes

Griffin should take the opportunity to market its historic mill villages that are associated with its textile history. Once company-owned housing rented to mill workers, mill villages today are seeing great redevelopment opportunities in a post-industry age. New homebuyers are interested in the design of the smaller-scale residences for starter homes and retirement cottages in an established, close-knit neighborhood. Investors see rental opportunities – especially when faculty, graduate and undergraduate students are looking to live close to campus – and can take advantage of state and federal historic rehabilitation tax credits.



3.5 Survey & Planning for Historic Resources

- a. National Register of Historic Places
- b. Federal & State Tax incentives
- c. Local Historic districts & Design Guidelines

Introduction:

Historic preservation is an important aspect of city planning. Preservation tools can be used to protect a city's historic character, stimulate economic development, and increase its citizens' quality of life. Griffin already uses many of these tools in the Downtown area, but similar efforts could be explored for the historic mills and mill villages.

Being listed in the National Register helps preserve historic properties. It provides formal recognition of a property's historical, architectural, or archaeological significance based on national standards used in every state. National Register designation identifies significant historic properties that can be taken into account in a broad range of preservation and development activities. It also insures that these properties will be considered in the planning of state or federally assisted projects.

a. National Register of Historic Places

The National Register is our country's official list of historic buildings, structures, sites, objects, and districts worthy of preservation. Currently, 1,790 out of 59,456 GA properties, structures, sites, and objects in Georgia are listed in the National Register. The National Register is maintained nationally by the U.S. Department of the Interior.

National Register listing does not place obligations on private property owners, nor does it place restrictions on the use, treatment, transfer, or disposition of private property. National Register listing does not lead to public acquisition of property nor does it require public access to property.

Properties listed in the National Register may qualify for specific preservation benefits and incentives, including:

- state and federal preservation grants for planning and rehabilitation
- federal investment tax credits
- preservation easements to nonprofit organizations
- local property tax abatements
- fire and life safety code compliance alternatives

For more information, contact:

National Register Coordinator
Historic Preservation Division
Department of Natural Resources
34 Peachtree Street, NW Suite 1600
Atlanta, GA 30303-2316
404-656-2840
www.gashpo.org

b. Federal and State Tax Incentives

Federal Tax Incentives

Two federal tax incentive programs currently apply to preservation activities: the **Rehabilitation Investment Tax Credit (RITC) program**, and the **charitable contribution deduction**. The RITC effectively reduces the costs of rehabilitation to an owner of a historic income-producing property. The charitable contribution deduction is a donation of the historic value of a structure and is available to owners of residential and income-producing properties.

The Federal Rehabilitation Investment Tax Credit Program (RITC) provides owners of “certified historic structures” the opportunity to apply for a federal income tax credit equal to **20%** of the rehabilitation cost. Only income-producing properties are eligible to participate in the program and the National Park Service must certify the rehabilitation in order to receive the credit.

To be eligible for the 20% tax credit:

- The building must be listed, or eligible for listing, in the National Register of Historic Places, either individually or as a contributing building within a historic district.
- The project must meet the “substantial rehabilitation test.” This test means that the cost of the rehabilitation must be greater than the adjusted basis of the property and must be at least \$5,000. Generally, projects must be finished within two years.
- After the rehabilitation, the building must be used for an income-producing purpose for at least five years.
- The rehabilitation work itself must be done according to The *Secretary of the Interior’s Standards for Rehabilitation*; these are common-sense guidelines for appropriate and sensitive rehabilitation.

A one-time **charitable contribution deduction** may be taken for the donation of a preservation easement to an organization qualified by IRS Code Section 170. This easement ensures the preservation of a “certified historic structure’s” facade by restricting the right to alter its appearance. The donation of a preservation easement is usually made in perpetuity. Both residential and commercial properties are eligible for this program. Qualified professionals should be consulted on the matters of easement valuations and the tax consequences of their donation.

The charitable contribution deduction is taken in the form of a conservation easement and enables the owner of a “certified historic structure” to receive a one-time tax deduction. A conservation easement ensures the preservation of a building’s facade by restricting the right to alter its appearance. Qualified professionals should be consulted on the matters of easement valuations and the tax consequences of their donation.

State Tax Incentives

Georgia provides both a property tax assessment freeze and a tax credit to qualifying historic properties. Historic residential and commercial properties are eligible to participate in both programs. The property must be listed or eligible for listing in the National Register of Historic Places either individually, or as a contributing building within a historic district, and the Historic Preservation Division must certify the rehabilitation.

The **Georgia Preferential Property Tax Assessment Program for Rehabilitated Historic Property** allows eligible participants to apply for an 8-year property tax assessment freeze. This incentive program is designed to encourage rehabilitation of both residential and commercial historic buildings by freezing property tax assessments for eight and one-half years. The assessment of rehabilitated property is based on the rehabilitated structure, the property on
(continued on page 52)

(continued from page 51)

which the structure is located, and not more than two acres of real property surrounding the structure. This program requires action by the Historic Preservation Division (HPD) of the Department of Natural Resources (DNR) and by the appropriate local county tax commission.

The property owner must obtain preliminary and final certification of the project from HPD and rehabilitation work must be completed within two years and done in accordance with the *Standards for Rehabilitation*. Also, the cost of rehabilitation must meet the substantial rehabilitation test, which is determined by increasing the fair market value of the building by the following percentages: Residential properties = 50%, Mixed-Use properties = 75%, Commercial properties = 100%. The county tax assessor makes this official determination.

The **Georgia State Income Tax Credit Program for Rehabilitated Historic Property** allows eligible participants who complete a DNR-approved rehabilitation to apply for a state income tax credit equal to 25% of rehabilitation costs. Up to \$100,000 for personal residential properties and \$300,000 for commercial/income-producing properties is available (beginning January 1, 2009). The credit is a dollar for dollar reduction in taxes owed to the State of Georgia and is meant to serve as an incentive to those who own historic properties and wish to complete a rehabilitation.

For more information, contact:

Tax Incentives Coordinator
Historic Preservation Division
Department of Natural Resources
34 Peachtree Street, NW Suite 1600
Atlanta, GA 30303-2316
404-656-2840
www.gashpo.org



before



after



after-rehabilitation in Athens, Georgia

c. Local Historic Districts and Design Guidelines

The city of Griffin passed a historic preservation ordinance in 2002, laying the groundwork for creating Local Historic Districts, which use a design review process overseen by Griffin's Historic Preservation Commission. Design Guidelines are a tool to guide changes to historic areas, from the repair of a historic window to the construction of a new building. The historic mills and mill villages may benefit from this type of protection by virtue of the increased investment protections.

What is Considered Historic?

Your Historic Preservation Ordinance sets out the criteria for which a property may be designated. A local Historic District is a geographically definable area, possessing a significant concentration, linkage, or continuity of sites, buildings, structures or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history. Griffin's historic mill complexes and mill villages meet this definition and the criteria for designation for a local district:

- a) has special character of special historic/aesthetic value or interest;
- b) represents one or more periods, styles or types of architecture typical of one or more eras in the history of the municipality, county, state or region; and
- c) causes such area, by reason of such factors, to constitute a visibly perceptible section of the municipality or county.

Properties in a local district are classified as historic, non-historic, vacant or intrusions. These classifications determine how strictly preservation standards are applied. Remember: what gets built on a vacant lot can certainly impact its historic neighbors! You want to make sure new construction fits in. Local historic districts are a great tool for ensuring compatibility in historic areas.

How are District Boundary Lines Established?

Where historic district boundaries are drawn can depend on several factors which preservationists, planners, elected officials and neighborhood advocates and others working to protect a sense of place must consider. Common factors include: the original boundaries of a planned community or neighborhood; changes in the visual character of an area (topography, gateways, entrances, and vistas); natural features and major changes in land (railroads, highways, rivers) and legal boundary lines (property lines, streets and rights-of-way).

For more information, contact:
Local Government Coordinator
UGA Center for Community Design
& Preservation 325 S. Lumpkin Street
Athens, GA 30602-1861
706-542-4731

Griffin Georgia

Second Ring of Development
Urban Sprawl
Gives Way to
New Urbanism

INFILL | TRANSPORTATION | SIGNS | TRAFFIC CALMING



Giving people many choices
for living an urban lifestyle in
sustainable, convenient and
enjoyable places, while providing
the solutions to peak oil, global
warming, and climate change



Second Ring of Development: Urban Sprawl Gives Way to New Urbanism

4.1 Second Ring of Development Urban Sprawl Gives Way to New Urbanism

WHAT IS New Urbanism

The CNU's Charter of the New Urbanism says:

“ We advocate the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.”

New urbanists support regional planning for open space, context-appropriate architecture and planning, and the balanced development of jobs and housing. They believe their strategies can reduce traffic congestion, increase the supply of affordable housing, and rein in urban sprawl. The Charter of the New Urbanism also covers issues such as historic preservation, safe streets, green building, and the redevelopment of brownfield land.

KEY components of New Urbanism that will help Griffin

1. Curb the tendency of urban sprawl
2. Think about transportation alternatives
3. Interconnect living, working, studying and playing
4. Think Green!

CASE STUDY

Swanee's Town Center

www.suwanee.com

“ In an outcome that originally was unanticipated, the Old Town Master Plan, following up on a bold suggestions first put forward by University of Georgia design students, recommended protecting, rather than revitalizing, the existing small-scale country charm and character of Suwanee's historic area, Old Town, and finding instead a space nearby for a new “Main Street”/focal point that would serve Suwanee's rapidly growing population well into the 21st century. The resulting centerpiece of the 2002 Old Town Master Plan is today's approximately 23-acre Town Center in progress.”

Suwanee's emerging Town Center is quickly becoming the physical and symbolic heart of our community. This mixed-use area, anchored by a 10-acre urban-style park, embodies Suwanee's vision for “live...work...play...shop.” It is the place that comes to mind when you think of Suwanee, offering a sense of community...a sense of belonging...a sense of home.



Located at the intersection of Lawrenceville-Suwanee Road and Buford Highway, two of Suwanee's busiest roadways, Town Center represents a bold and innovative response to two distinct community goals: to preserve open space and create more parks and to assemble a stand-out-in-the-crowd,

energetic, and aesthetically appealing downtown and primary community gathering place.

Suwanee's award-winning Town Center project is a public-private partnership that envelops more than 63 acres, including a 40-acre privately developed traditional neighborhood (Shadowbrook at Town Center). The Town Center mixed-use project includes commercial/retail space, office/professional uses, and residential units. All of these uses are designed to be functionally integrated. Street-level retail creates a walking/shopping experience. Office uses provide employment and customer activity. Residences provide homes for workers and “built-in consumers” for Town Center's other functions. The park imparts a sense of place and offers a place to relax and to gather both as families (small groups) and as a community. The Town Center development, in part a response to growing concern about urban sprawl and sustainability, demonstrates the City of Suwanee's leadership in growing carefully and responsibly in a region where small-town Georgia is rapidly disappearing.





Griffin

Photo by M. Michael Farr

(continued from page 58)

Suwanee's 'front yard'

Opened in December 2003, Town Center Park functions as Suwanee's "front yard" and primary gathering place.



Its classic and attractive design, which features three interlinking walkways, the largest interactive fountain in Gwinnett County, large open areas, huge planter boxes and steps that serve

to separate the park from the nearby busy roadways, and a performance stage with a 1,000-seat terraced amphitheater seating area, make Town Center Park ideal for community gatherings. The park also is a great place to meet a friend or two for a walk or jog or for some unstructured play time—splashing in the fountain, flying kites, riding a bike or pushing a scooter, throwing a Frisbee, or kicking a ball.



Town Center Park is where Suwanee gathers for community events. People from throughout metro Atlanta



have come to the park to catch musical performances by regional and national favorites. Town Center Park has successfully hosted intimate events for only a few hundred as well as rock concerts with

nearly 15,000 in attendance. The annual "celebration of community," Suwanee Day, brings about 40,000 people to the park the third Saturday in September each year.

A place to live...work...shop

By selecting a very valuable commercial property at the intersection of two regional arteries as the site for a public park, Suwanee created an automatic incentive for

private development around the park.

At the same time that it purchased the 10 acres for Town Center Park using voter-approved bond funds, the City of Suwanee, using a low-cost urban redevelopment loan, purchased an adjacent 13-acre parcel.



Suwanee has since divided that original 13-acre tract into five parcels, offering four for sale for development in accordance with the Town Center Master Plan. Each of those parcels has been claimed. Through the sale of the first two parcels, Suwanee was able to pay off—eight years early—the original loan secured for the purchase of the property.



To date, two mixed-use developments have been completed at Town Center. The Main Street Corners building, which is the one closest to Buford Highway, includes 42,000 square feet of retail, office, and restaurant space. The second mixed-use development, Madison Park, is actually two buildings totaling 84,000 square feet of retail, restaurant, and residential space on a 2.2-acre site at the corner of Town Center Avenue and Charleston Market Street. It was constructed by Madison Retail, LLC, which also will develop the remaining two Town Center tracts, with construction slated to begin soon.

The first businesses opened at Town Center in April 2006 and the first full-service restaurants opened in January 2007.



(continued from page 59)

City Hall

Town Center also will be a place for local government services and civic functions with the addition of Suwanee's new City Hall. Construction of the new City



Hall, which was designed and is being constructed as a green/LEED-certified building, is underway. The new City Hall is expected to open in 2009.

BRPH of Marietta was selected through a design competition to create Suwanee's new City Hall. The design presented by BRPH reflects the importance of transportation in Suwanee's history and growth. The company proposed a two-story building that harkens to an oversized transportation center with a 95-foot multipurpose clock tower. The curved shape of the building's roof resembles the roofline on the Town Center amphitheater stage, and the landscaping completes the east-west ellipse at Town Center Park. The design includes a glass front, grand foyer, colored marble panels for the facade, and glass-enclosed Council chambers on the second floor.

People are lining up to live in Shadowbrook at Town Center

When the first homes at Shadowbrook at Town Center were offered in August 2004, some buyers waited in line overnight. The initial offering garnered so much atten-

tion that it warranted a front-page feature in the Atlanta Journal-Constitution.

The City of Suwanee worked proactively to include a creative residential project in its Town Center Master Plan. This cooperative effort with Bowen Family Homes has resulted in a range of different housing types within the 40-acre, privately developed traditional neighborhood, all in a framework of streets that emphasize open space preservation and walkability. When completed, Shadowbrook at Town Center will include 85 single-family homes and 116 townhomes.

How did we get there? The road to Town Center went through community planning

As a result of citizen input obtained and goals identified through the City's Comprehensive Planning process, undertaken in 1999, Suwanee embarked on two additional studies: a Recreation & Open Space Needs Assessment in 2001 and the Old Town Master Plan in 2002.

The open space assessment urged the City to acquire undeveloped land for preservation and the creation of parks. In November 2001, Suwanee residents voted, in record numbers and with their hearts and their eyes on the future, to approve a \$17.7 million bond referendum to purchase undeveloped properties and create parks. Since obtaining its bonds in March 2002, Suwanee has acquired more than 225 acres of open space and created four new parks, including the 10-acre park at Town Center.

In an outcome that originally was unanticipated, the Old Town Master Plan, following up on a bold suggestions first put forward by University of Georgia design students, recommended protecting, rather than revitalizing, the existing small-scale country charm and character of Suwanee's historic area, Old Town, and finding instead



Griffin

(continued from page 60)

a space nearby for a new "Main Street"/focal point that would serve Suwanee's rapidly growing population well into the 21st century. The resulting centerpiece of the 2002 Old Town Master Plan is today's approximately 23-acre Town Center in progress.

Where do we go from here?

A key principle of the Old Town Master Plan is interconnectivity. The City of Suwanee has completed a pedestrian sidewalk/bridge that now connects the Shadowbrook neighborhood and Town Center area with the



nearby four-mile Suwanee Creek Greenway, a popular multipurpose path that meanders through woods, wetlands, and wildlife habitats.

In addition, the City is working to connect the new Town Center with the historic Old Town area and the super playground, businesses, and Gwinnett County Public Library branch there. Suwanee has received a nearly \$1 million implementation grant from the Atlanta Regional Commission, through its Livable Centers Initiative, to design and construct a pedestrian underpass beneath the railroad track that separates the two areas. Work on the underpass is expected to begin in spring 2008. ☒

8 PRINCIPLES FOR NEW DESIGN:

1 One
Enhance by planting new mixed varieties of shade trees and protect existing mature trees along the corridor. Parking areas should be required to vegetate.

2 Two
Bring signage down to pedestrian levels (low monument type signs), no movable signs.

3 Three
New Construction and infill, where land is vacant or buildings have been moved, should take a “brick/ industrial/institutional/commercial” appearance and should fit within the landscape and historic context. (see principle Seven)

4 Four
New buildings should try to follow a short setback or zero-lot line development pattern closer to downtown and the University, as well as at defined intersections and corners. Parking should be at the rear of buildings or shared by several businesses. Parking ratio requirements should be lessened to encourage walking, street parking and more attractive infill construction.

5 Five
Multifamily housing should resemble buildings that are referred to as “stacked duplexes” or loft type housing. Craftsman vintage apartments are workable scenarios for multi-family housing.

6 Six
Intersections and crosswalks should be improved by implying contemporary traffic calming tools.

7 Seven
Protect the existing housing that characterizes the early and mid twentieth century. This includes the perpetuation of the mill housing look and feel that exists throughout Griffin. These enclaves of predominantly wooden structures, with a front gable and porch are a housing type that easily accommodates conversion to other functions. They can creatively create a village shopping experience if zoned commercial or a housing enclave that is attractive and sought after by students and faculty.

8 Eight
When buildings that are 50 years or older, special consideration should be taken in determining their viability for preservation and continued use. If a building cannot be preserved in situ then it should be advertised locally for relocation as infill in other parts of town or the region. When the decision to demolish any building is proposed there should be submitted and reviewed at the same time any plans for its replacement or new use for the site.



GUIDELINES FOR NEW DEVELOPMENT ON EXPERIMENT STREET CORRIDOR

4.2 Infill and a new urban/ industrial look for Experiment Street Corridor

The Guidelines for New Development on Experiment Street Corridor consist of the following:

- 1) Principles for new design
- 2) Patterns for development – images that illustrate the Principle and should serve as preliminary guidance for development along Experiment Street.

As each mill property begins the transformation into loft space and new partnerships create live-work space for a new demographic, the remaining properties along Experiment Street Corridor will surely change form and appearance. These guidelines are designed to guide that transformation and create a cohesive, attractive, urban look that will unite downtown with the campus visually and economically.

These guidelines are used in many cities around Georgia to attain a unified appearance of new businesses along commercial, and commercial/residential mixed thoroughfares. They are just that – GUIDELINES. There will surely be certain developments and situations where the “rules must be bent slightly” – but these should occur minimally. Most development should fit with the scenarios described in the Guidelines.

The Guidelines for new Development on Experiment Street Corridor consist of the following: 1) principles for new design and 2) patterns for development – images that illustrate the Principle and should serve as preliminary guidance for development along Experiment Street.

Principle One Enhance by planting new mixed varieties of shade trees and protect existing mature trees along the corridor. Parking areas should be required to vegetate.

Street Trees enhance the visual aspects of all streets. The trees however, must be drought tolerant, easily maintained and easy to replace.



Where there is little room to include the tree in the verge (the planting strip between the curb and the sidewalk) alternatives can be found with porous pavers and more shrub-like trees.



A mature canopy creates great visual impact.



Street trees and other trees integrated into the development of new buildings is sensible environmentally, economically, and aesthetically.



Principle Two

Bring signage down to pedestrian levels (low monument type signs), no movable signs.



Monument type signs that are locally constructed, easy to maintain and replace, externally illuminated and no more than 8-12 square feet are preferred.



More substantial signs should be constructed of natural materials and not overwhelm the passerby.



Even gas stations and convenience stores can improve their corporate image when subtly and masonry-based monuments are used.



Monument type signs can still convey corporate identity and begin to appear as "team players" rather than pushy outsiders.



Our National Park Service has probably developed the best signage system to work with the environment rather than against it.

Principle Three New Construction and infill, where land is vacant or buildings have been moved, should take a “brick/industrial/institutional/commercial” appearance and should fit within the landscape and historic context. (see principle Seven)



Funky new buildings that are clustered together can strengthen the institutional-industrial link .



Some designs may surprise you regarding their compatibility to the resources in Griffin. Buildings that respond to the scaled-down, functional agricultural and industrial era will fit-in seamlessly.



Even larger footprint buildings that celebrate an early 20th century flair will fit in easily along Experiment Street Corridor.



“Industrial chic” sells to a young and growing market of renters and buyers.



A multi-use affordable housing unit has retail on the street level with living above. It incorporates many of the elements discussed in this document yet is very contemporary and still handsome and compatible.



The commercial/institutional/industrial vocabulary works well for new commercial or mixed-use infill.



The brick collegiate/institutional appearance of these apartments would easily relate to UGA Griffin Campus and Downtown Griffin.



Existing building that many may think as eyesores should first be evaluated as potential buildings to re-use. This rather simple warehouse was rehabilitated using historic preservation tax credits and became a very popular place to live.



New Construction can play off the elements of early 20th century architecture to produce attractive and compatible infill.



All the cohesion that will result along Experiment Street corridor is tied completely to the rehabilitation of the mill buildings.

Principle Four New buildings should try to follow a short setback or zero-lot line development pattern closer to downtown and the University, as well as at defined intersections and corners. Parking should be at the rear of buildings or shared by several businesses. Parking ratio requirements should be lessened to encourage walking, street parking and more attractive infill construction.



Shallow or no setbacks along streets creates an urban wall that draws people along whether walking, driving or riding a bike.

Many communities demand high design quality in their gas station and convenience store design as illustrated in these photographs.



On important corners and intersections, commercial development should be intensified. The traditional corner market still works in a contemporary time.



A unified development consisting of different architectural projections and recessed areas and different façade treatments can make a pleasant addition along a corridor and serve as a neighborhood commercial node.



Utilizing the institutional character of colleges and universities can result in handsome new buildings in and around campus.



Remember, buildings do not have to look old to be compatible!

Principle Five Multifamily housing should resemble buildings that are referred to as “stacked duplexes” or loft type housing. Craftsman vintage apartments are workable scenarios for multi-family housing.



The craftsman apartment, like those designed by Leila Ross Wilburn in the Atlanta Region serve as terrific larger multifamily housing.



The ubiquitous “stacked duplex is a familiar sight across the nation. It still provides a good form for new housing along busy corridors.

NEW + BIG + NEIGHBORHOOD = HOUSE

If a new building is to go in a neighborhood to be used as offices/retail/residential near single-family residences, the new building should look like a house.

LOOK TO YOUR HISTORIC EXAMPLES!

PROTECT RESIDENTIAL CHARACTER!

EVEN IF THE USE CHANGES.



Principle Six

Intersections and crosswalks should be improved by implying contemporary traffic calming tools.

The Traffic Calming Toolbox

FROM Projects for Public Spaces | <http://www.pps.org/>



1. Diagonal Parking
2. Changing One-Way Streets to Two-Way
3. Widening Sidewalks/Narrowing Streets and Traffic Lanes
4. Bulbs - Chokers - Neckdowns
5. Chicanes
6. Roundabouts
7. Traffic Circles
8. Raised Medians
9. Tight Corner Curbs
10. Diverters
11. Road Humps, Speed Tables, and Cushions
12. Rumble Strips and Other Surface Treatments

Examples on the following pages →

Principle Six | The Traffic Calming Tool Box



1. Diagonal Parking

Cars park diagonally, jutting out from the curb, rather than parallel to it. The benefits:

- Simple and inexpensive
- Changes both the perception and the function of a street
- Shortens the “peering distance” for people crossing the street
- Drivers pulling out must be alert to approaching traffic
- Oncoming drivers must be alert to the cars pulling out
- All of this added driver awareness creates more awareness of pedestrians
- Can add up to 40% more parking space than parallel parking



2. Changing One-Way Streets to Two-Way

Single or double traffic lanes, either face-to-face or with a median, sometimes flanked by parking. The benefits:

- Less driving, less confusion, and better traffic access
- Eliminates the need to drive blocks and blocks out of the way
- No need to make extra turns to get to nearby destinations
- Drivers can get directly to their destination
- Increases commercial traffic and business
- Decreases the speed of traffic



3. Widening Sidewalks/Narrowing Streets and Traffic Lanes

These techniques provide a flexible way to take back space from the street for non-motor-vehicle uses. Traditional traffic engineering calls for 12- to 13-foot lanes, citing “traffic safety” standards - but newer evidence shows that lanes as narrow as nine feet can still be safe for driving.

- Narrowing lanes and widening sidewalks eases crossing for pedestrians and gives them more space to walk.
- Lanes can also be removed from serving traffic and designated for busses, trolleys, or other types of transit.
- Traffic lanes can be transformed into bicycle lanes.
- All street lanes can be narrowed together to create more room for non-auto uses.
- Vertical elements like trees or bollards further reduce the “optical width” of a narrowed street, thereby discouraging speeding.

Principle Six | The Traffic Calming Tool Box



4. Bulbs - Chokers - Neckdowns

Interchangeable terms for sidewalk extensions in selected areas - such as at intersections or at mid-block - as opposed to a full sidewalk widening. The benefits:

- Provide a haven for pedestrians waiting to cross the street
- Shorten the crossing distance
- Define parking bays
- Deflect through traffic at a corner
- Function as entry points
- Provide space for amenities and enhancements (e.g. kiosks, trees, lighting)



5. Chicanes

Sidewalk extensions that jog from one side of a street to the other to replicate such a circuitous route. The benefits:

- Narrow, curving roads encourage motorists to drive more slowly and carefully
- An undulating path interrupts any clear view ahead and compels drivers to slow down
- Chicanes can be formed using sculpture, plantings and parking to enhance the appearance and function of a street
- Diagonal parking and parallel parking can be alternated to create a chicane effect.
- Chicanes are best used on narrow roads, to prevent cars from swinging out to maintain their speed around the bends.



6. Roundabouts

Large, raised, circular islands at the middle of major intersections, around which all oncoming vehicles must travel until reaching their destination street, where they then turn off. The benefits:

- Create a "calmed," steady flow of traffic
- Reduction in conflict points, which can lead to fewer accidents
- Traffic signals are not customarily required (although traffic control signs are prominent)
- Streets narrow as they approach the roundabout, and crosswalks are installed on these approaches - thereby slowing oncoming vehicles and giving pedestrians a safe, obvious opportunity to cross
- Enhanced with fountains, sculpture or attractive landscaping, the island can serve as a striking gateway
- A sloping ramp around the perimeter of the raised island allows buses, trucks and other large vehicles to maneuver the continuous curve while still maintaining a lowered speed.

Principle Six | The Traffic Calming Tool Box



7. Traffic Circles

Essentially “mini-roundabouts” designed for small intersections, often used to slow traffic from a wide street into a smaller local street. Traffic circles:

- Help to slow down traffic in neighborhoods and remind drivers that they must proceed carefully
- Help to sustain lowered vehicle speeds when they’re used in a series
- Provide an opportunity for community activity in residential areas, where citizens can create plantings or add other enhancements



8. Raised Medians

Elevated islands parallel to traffic lanes down the middle of the street, as on a boulevard. The benefits:

- Curtail vehicle space
- Provide a safe in-between refuge for pedestrians as they make their way across the street, split up a lengthy curb-to-curb distance (especially helpful for people who cannot move quickly)
- Provide ideal locations for trees, flowers, sculpture and other amenities



9. Tight Corner Curbs

The longer the radius of a curve, the faster a vehicle can move around that curve - as many pedestrian witness when, in crossing at an intersection, they are confronted by a car whizzing around the corner seemingly out of nowhere. Reducing a corner radius to somewhere between one and twenty feet can:

- Inhibit the speed of turning vehicles
- Give pedestrians a better chance to see and be seen by approaching traffic
- Add sidewalk space, thereby shortening the distance to the other side of the street

Principle Six | The Traffic Calming Tool Box



10. Diverters

These physical barriers redirect traffic heading for a certain street onto a different course, reducing vehicle overload on vulnerable (usually residential) streets overrun by through traffic looking for shortcuts.

- Diagonal Diverters traverse an entire intersection, actually creating two unconnected streets that each turn sharply away from one another.
- Semi-Diverters restrict traffic in one direction to prevent entrance to a street, while permitting traffic to pass through in the other direction.
- Although they effectively reduce traffic volume, diverters must be part of a comprehensive improvement scheme or else they can end up simply displacing congestion.



11. Road Humps, Speed Tables, and Cushions

These devices reduce speed by introducing modest up-and-down changes in the level of the street, thereby requiring drivers to decelerate.

- Road humps (or “speed humps”) are rounded mounds, approximately three inches high and 10 to 12 feet long. They effectively slow down traffic to 15-20 mph without making drivers uncomfortable. For optimum speed reduction, road humps need to be placed at frequent, designated intervals based on the street’s dimensions, to minimize the tendency to accelerate between them. (Humps are not to be confused with the speed bumps, which are usually at least 5-6” high and less than three feet long.)
- Speed tables are road humps that are flat on top and sometimes slightly longer. They are the same width as the street and rise to meet the grade of the sidewalk, providing safe and comfortable crossings for walkers and wheelchairs (and greater access for snow clearance than road humps). One benefit of speed tables is that people cross at the point where drivers decrease speed.
- Cushions cover only part of the width of the street to allow passage for emergency vehicles, buses or other large vehicles, and bicycles; they are usually placed at varying intervals to respond to the need to channel the wheels of larger vehicles, while still providing hurdles wide enough to slow standard-sized vehicles.
- It is important to highlight road humps, speed tables and cushions with clear markings to alert approaching drivers. This can be accomplished by: painting words and symbols directly on the street; changing the texture of the street surface; or using signage (the word “Bump” instead of “Hump” is a standard approach thought to effectively put drivers on the alert).

Principle Six | The Traffic Calming Tool Box



12. Rumble Strips and Other Surface Treatments

- The rumble strip provides visual and aural cues to alert drivers to areas that require special care (shopping centers, freeways undergoing construction work, schools, entrances to residential neighborhoods). Materials like granite and concrete are roughened by being broken into raised lines or patterns, and placed in strips across roadways, usually in a series. Drivers can lessen the vibration and the abrasive sound they create by slowing down.
- Changes in pavement color and texture (such as bricks or Belgian blocks), used in interesting and visually attractive ways, can also have the effect of rumble strips. These paving treatments also: delineate and create awareness of a pedestrian crosswalk or haven; make a street appear narrower than it is to deter speeding; define a street from a sidewalk or a parking lane.

Before Traffic Calming: Major Considerations

The “starter set” of traffic-calming tools outlined above can be effective in a variety of ways. However, each tool has its own specific applications, and not every one fits every single circumstance. Some tools are more effective if used in combination with each other, or with alternative transportation approaches like bicycles, buses or light rail. The right use hinges on existing conditions along a street and the desired outcomes. The following is a sampler of issues that need to be considered when making traffic calming choices.



9. Tight Corner Curbs

- Do emergency and service vehicles use the area? Do school buses?
- Is there a problem with through traffic?
- What are the surrounding uses? Residential? Commercial? Retail? Cultural? Entertainment? Civic? Educational? Other?
- Who are the users? Are there many elderly or disabled people or children?
- What kinds of activities are going on in the vicinity or are planned to go on?
- Are there plans for improving the area? If so, how?
- What kinds of streets are being looked at? What is the ideal speed desired?
- Is transit service available? If so, where and what kind?
- Where is drainage needed?

Transit and Traffic Calming

Transit can be an efficient, more economical and less polluting alternative to the automobile - but transit alone doesn't necessarily make a place more livable. People still need to cross streets safely to reach a train station, bus stop, or other transit hub. And they need a pleasant and direct walking route along the way. This is where traffic calming comes in.

Traffic calming measures can make the trip to the transit station more walkable and convenient, while providing space for amenities to make the trip more pleasant. Although traffic calming and transit seem to be natural partners, sometimes their goals can conflict. When a traffic-calming strategy performs its job well, it may interfere with the efficient movement of a transit vehicle, or even its comfort, as when speed humps create a bumpy ride on buses. Certain strategies can maintain the benefits of traffic calming while allowing transit to function effectively:

Cushions enable buses to pass smoothly over an area, yet still slow smaller vehicles. Bus "bumpouts" or "nubs" allow buses to pick up passengers without having to move out of the traffic lane. They extend across a parking lane to meet the traffic lane (and the bus that is in it), giving passengers a safe and accessible approach, while also saving travel time. Nubs can be built to line up with both the front and rear



doors of a standard bus, and can accommodate amenities like bus shelters, benches, telephones and waste receptacles.

By and large though, as long as they are coordinated to meet the needs of a specific street environment and its surrounding community, traffic calming and transit can work together to provide the comfortable, convenient and safe connections that enhance a place and promote a positive experience there. Two considerations to make are:

1. How does transit relate to sites where traffic-calming improvements are needed?
2. How can transit and traffic calming reinforce one another in order to help people get from place to place without driving?

Liabilities

Transportation agencies often believe they could be sued by drivers (not pedestrians) who might have a collision if design standards that give cars unencumbered, speedy passage are not followed. However, the most serious (and fatal) collisions are caused by high speeds. Traffic calming creates a set of checks and balances that compel those at the wheel to drive slowly and carefully, making streets safer for both drivers and pedestrians.

In practice, liability is a murky area, subject to interpretations that can conflict from one jurisdiction to another. In New Jersey, for example, the Borough of Belmar was sued by Monmouth County for trying to make a street safer to cross. The street, Belmar's Ocean Avenue, is usually clogged with vehicles that rarely abide the 25 mph speed limit. Throngs of summer tourists cross Ocean Avenue to get to the beach, and on average, there is a fatal pedestrian/vehicular accident every two years - a rate that prompted the Mayor and his borough to take action.

Principle Seven Protect the existing housing that characterizes the early and mid-twentieth century. This includes the perpetuation of the mill housing look and feel that exists throughout Griffin. These enclaves of predominantly wooden structures, with a front gable and porch are a housing type that easily accommodates conversion to other functions. They can creatively create a village shopping experience if zoned commercial or a housing enclave that is attractive and sought after by students and faculty.

Where infill is needed in these areas the guidelines for the Rusher Street Redevelopment Area in Washington, Georgia (See Appendix) should provide the guidance.



Property at 612 Experiment Street. With the creative use of tax credits, a reliable tax attorney and preservation architect/builder buildings like these can make an easy conversion to housing or for a commercial use if zoning allows that kind of change.



Similar structure surrounding many major Universities have been creatively converted to new uses as much needed administration offices.



Where there are collections of these buildings single owners have used it to create a modern-day rebirth of the village. This complex used tax credits and sensitive additions to the buildings to make them attractive to a rental population.



In other areas these kinds of house types became affordable housing for first time homebuyers looking for the "fixer-upper".

Principle Seven continued from page 76



Parking was shared among all the structures and that maximized the greenspace in the enclave.



In other communities simple vernacular buildings have been successfully converted to retail functions.



Even the most modest of structures can provide an opportunity for preservation and become a real eye-catching addition to the collection of historic properties.

Principle Eight When buildings are 50 years or older, special consideration should be taken in determining their viability for preservation and continued use. If a building cannot be preserved *in situ* then it should be advertised locally for relocation as infill in other parts of town or the region. When the decision to demolish any building is proposed, any plans for replacement or new use for the site should be submitted and reviewed at the same time.

photo credit: Jennifer Langford



photo credit: KulshanCLT

photo credit: Montgomery City Loft Corporation



Principle Eight continued from page 78



Greenway design should fully explore the reuse of historic buildings as trail heads and public facilities.



In Carmel, Indiana one of the historic buildings along the greenway is used as a trailhead and educational center.



While not a recommended preservation alternative, when all else fails ... move the house to a new more appropriate location.



5. Final Recommendations and Conclusion

Griffin can do business as usual or make a significant shift in policy and demand higher architectural quality in new buildings, scattered and more invisible affordable housing, and unified and dignified institutions. The following recommendations are the stepping stones to a better urban and campus environment.

- 1. Investigate ALL creative partnership opportunities.** Funding and technical assistance is associated with many Federal Programs and there are many models for partnering with corporate entities or foundations to bring about a faster and deeper strategic position for making positive changes for the future.
- 2. Greenways, pedestrian improvements and corridor enhancement (connectivity) must not be done in a way that sacrifices important resources like historic buildings,** a diverse population and affordable residential units.
- 3. A special overlay district for Experiment Street would unify plans for the future** and help to achieve the desired look and feel of the historic connection to downtown.
- 4. Funding for improvements that are recommended in this report is available.** The Georgia Department of Transportation, the Department of Community Affairs and the Department of Natural Resources have limited funds to assist cities in achieving quality growth goals, preserving historic properties, conducting planning studies and planning for transit oriented development.
- 5. Don't reinvent the wheel; mill-to-loft conversions are happening all across the South.** The quality of life increases when the spaces are converted to residential units and commercial space. The "industrial chic" phenomenon and the tax credits available for the conversions have made the projects extremely attractive to developers and to government funding programs.
- 6. Take advantage of today's energy crisis and the bike renaissance** to have organized groups and events to bring people onto the bike trails and bike lanes that will be created as a result of your greenway and LCI study implementation.
- 7. Remove all chain link fencing and negative message signs;** keep those that are only vital or indispensable. Where possible leave the area with open access or when that is not possible replace the chain link with a more appropriate fence type. A black or green cast iron or extruded aluminum picket fence that is pedestrian scaled will create a more welcoming impression upon visitors to properties.

Griffin Georgia

Appendices

1. Funding Sources
2. Washington, GA Guidelines



Appendix 1

Funding Sources

Funding Sources for Quality Growth

Source: <http://www.dca.state.ga.us/toolkit/FinancialSources.asp>

Georgia Department of Community Affairs (DCA)

Community Development Block Grant – Loan Guarantee Program (Section 108 Program)

<http://www.dca.state.ga.us/economic/financing/programs/section108.asp>

- An economic and community development financing tool authorized under Section 108 of Title I of the Housing and Community Development Act of 1974, as amended.
- The program is a method of assisting non-entitlement local governments with certain unique and large-scale economic development projects that cannot proceed without the loan guarantee.

Community Development Block Grant Program – Regular Round

<http://www.dca.state.ga.us/communities/CDBG/programs/CDBGregular.asp>

- Grants for housing improvement projects, public facilities such as water and sewer lines, buildings such as local health centers or headstart centers, and economic development projects.

Community Home Investment Program (CHIP)

<http://www.dca.state.ga.us/housing/housingdevelopment/programs/homeinvestment.asp>

- Grants to stimulate the creation of local public/private partnerships whose goals are to expand the availability of decent, safe, sanitary, energy efficient, and affordable housing in the community.

Downtown Development Revolving Loan Fund (DDRLF)

<http://www.dca.state.ga.us/economic/financing/programs/ddrlf.asp>

- Loans to non-entitlement cities and counties for small and middle-size communities in implementing quality downtown development projects.

Employment Incentive Program

<http://www.dca.state.ga.us/economic/financing/programs/employmentincentive.asp>

- Grants for local projects intended to facilitate and enhance job creation and/or retention, principally for persons of low or moderate income.

Georgia Commission for National and Community Service/AmeriCorps State

http://www.nationalservice.org/stateprofiles/ga_intro.html

- Grants to meet community service needs which match national need areas as determined annually by the Corporation for National Service.

Regional Assistance Program (RAP)

<http://www.dca.state.ga.us/economic/financing/programs/regionalassistance.asp>

- Grants for Regional Economic Development

Rural Rental Housing Development Fund (RRHDF)

<http://www.dca.state.ga.us/housing/housingdevelopment/programs/ruralRentalHousingDevFund.asp>

- Construction Financing and permanent financing for the costs of constructing up to ten (10) units of new rental housing, including land acquisition, hard construction costs, and soft costs. Rental dwelling units financed through the RRHDF must be affordable by low and moderate-income households as defined in the Manual and this Program Description.

Low Income Housing Tax Credit Program

<http://www.dca.state.ga.us/housing/HousingDevelopment/programs/housingTaxCredit.asp>

- Provides federal and state income tax credit for the acquisition, construction, or rehabilitation of rental housing affordable to low-to-moderate income families and individuals.

HOME CHDO Loan Program

<http://www.dca.state.ga.us/housing/housingdevelopment/programs/COAP.asp>

- Loans for construction financing and/or permanent financing for the costs of constructing or rehabilitating rental housing as defined in the State of Georgia's 1999 Qualified Allocation Plan. Rental dwelling units finance through the program must be affordable by low-to-moderate-income households as defined in the State of Georgia's 1999 Qualified Allocation Plan, the OAHF Application manual, and the HOME investment Partnerships Program Final Rule (24 CFR Part 92).

HOME CHDO Predevelopment Loan Program

<http://www.dca.state.ga.us/housing/housingdevelopment/programs/HOMECHDO.asp>

- Loans for the predevelopment costs associated with a CHDO Program-eligible project, incurred up to the closing of the CHDO Program loan (construction and permanent debt financing), as listed in the Sources and Uses Form (CHDO-025) in the Application. These costs include, but are not limited to, market study and title search costs which are incurred before applying for CHDO Program funds, and environmental review and appraisal costs which are incurred after being approved for CHDO Program Funds.

HOME CHDO Permanent Supportive Housing Program

<http://www.dca.state.ga.us/housing/housingdevelopment/programs/HOMECHDO.asp>

- Grants to create the best possible projects recognizing the difficulty of coordinating the activities necessary for special needs populations.

HOME Rental Housing Loan Program

<http://www.dca.state.ga.us/housing/HousingDevelopment/programs/HOMERental.asp>

- Loans for constructing financing and/or permanent financing for the costs of constructing or rehabilitating rental housing as defined in the State of Georgia's 1999 Qualified Allocation Plan. Rental dwelling units financed through the program must be affordable by low-to-moderate-income households as defined in the State of Georgia's 1999 Qualified Allocation Plan, the OAHF Application Manual, and the HOME Investment Partnerships Program Final Rule (24 CFR Part 92).

Georgia Dream Homeownership Program

<http://www.dca.state.ga.us/housing/Homeownership/programs/GeorgiaDream.asp>

- Loans for first-time home buyers with a deferred payment to cover most of the down payment, closing costs and prepaid expenses associated with their home purchase. The Georgia Dream Homeownership Program makes purchasing a home more affordable for low-to-moderate income families and individuals by offering fixed, low-interest rate mortgages loans.

Georgia Department of Natural Resources (DNR)

319(h) Nonpoint Source Implementation Grant

<http://www.dnr.state.ga.us/dnr/environ/>

- Grants to implement activities and projects to reduce nonpoint sources of water pollution. Activities may include:
Phase II Stormwater National Pollutant Discharge Elimination Systems (NPDES)
Best Management Practices Demonstrations
TMDL Implementation
And more

Georgia Heritage Grants

<http://www.gashpo.org/content/displaycontent.asp?txtDocument=38>

- Grants to assist eligible applicants with the rehabilitation of Georgia Register-eligible historic properties and related activities

Recreational Trails Program (RTP)

<http://gastateparks.org/net/content/item.aspx?s=18195.0.1.5#overview>

- Grants for acquisition and/or development (80% Federal / 20% local) of motorized and non-motorized recreational trails including new trail construction, maintenance/rehabilitation of existing trails, trail-side and trail-head facilities.

OneGeorgia Authority

OneGeorgia Equity Fund Program

<http://www.onegeorgia.org/equity.html>

- Grants and loans to finance activities that will assist in preparation for economic development. Eligible projects include traditional economic development projects such as water and sewer projects, road, rail, and airport improvements and industrial parks as well as workforce development projects, technology development or tourism development proposals, just to name a few.

OneGeorgia Regional E9-1-1 Fund

<http://www.onegeorgia.org/e911.html>

- Grants and loans to finance activities that assist the mostly rural counties in Georgia that are currently without enhanced 9-1-1 emergency telephone services ("E-9-1-1").

OneGeorgia EDGE Fund Program

<http://www.onegeorgia.org/edge.html>

- Provides financial assistance to eligible applicants that are being considered as a relocation or expansion site and are competing with another state for location of a project; and, where the EDGE Fund is used when the health, welfare, safety and economic security of the citizens of the state are promoted through the development and/or retention of employment opportunities.

Other State Programs

Urban and Community Forestry Assistance Program

<http://www.gfc.state.ga.us/CommunityForests/Grants.cfm>

- Grants designed to encourage citizen involvement in creating and supporting long-term and sustained urban and community forestry programs throughout the state.

Transportation Enhancement Program

<http://www.dot.state.ga.us/dot/plan-prog/planning/projects/te/index.shtml>

- Federal grants for twelve categories of transportation enhancement activities

Capital Outlay for Public School Facilities Construction

<http://www.doe.k12.ga.us/schools/facilities/index.asp>

Federal Sources

EPA Funding for Smart Growth

www.epa.gov/livability/topics/funding.htm

- EPA developed a guide of funding resources to assist local and state governments, communities, and non-governmental organizations addressing the varied aspects of smart growth.

Land and Water Conservation Fund (LWCF)

http://www.nps.gov/lwcf/contact_list.html

- Grants for acquisition of real property and development of facilities for general purpose outdoor recreation.

Private Sources

Grassroots Art Program

http://www.gaarts.org/programs_guidelines.asp

- Grants to arts organizations and other groups to support Grassroots arts activities that broaden and deepen public participation in the arts.

Organizational Grants

http://www.gaarts.org/grants_programs/organizational_grants/index.html

Georgia Cities Foundation Program

<http://www.georgiacitiesfoundation.org/>

- Loans to cities requesting financial assistance in their efforts to revitalize and enhance their downtowns areas.

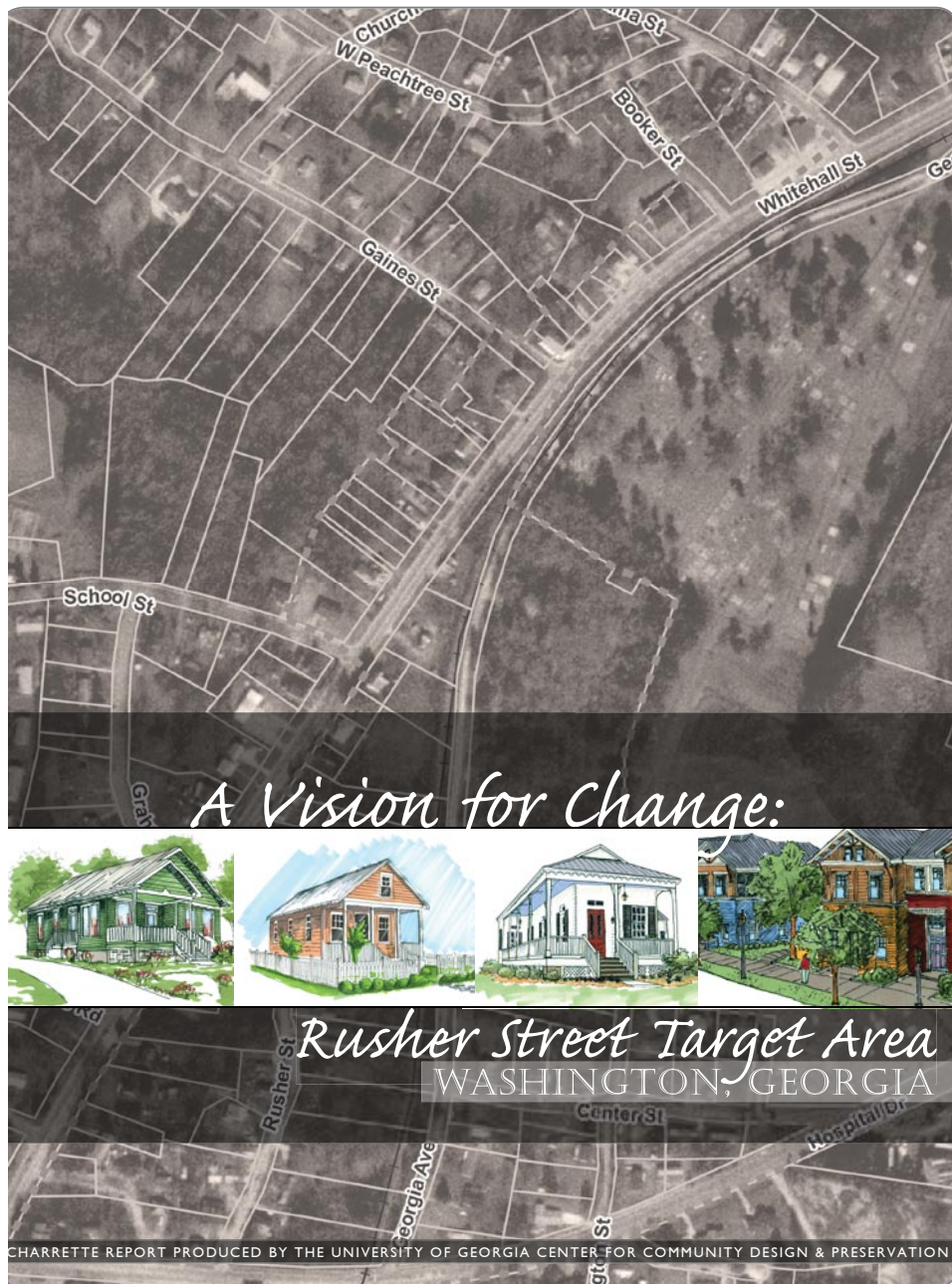
Funders Network for Smart Growth and Livable Communities

www.fundersnetwork.org

- The Funders Network offers a searchable database of approximately 52 private foundations that support various elements of smart growth.

Appendix 2

Washington Interim Guidelines A Vision for Change: Rusher Street Target Area



Multifamily housing can look like beautiful, single family homes.



Form and Scale

Conventional zoning practices emphasize separation of uses. This practice was originally intended to protect people from the harmful effects of industry and manufacturing. Time has demonstrated that the separation of land uses is impractical, inefficient, and results in decreases in quality of life. In the redevelopment area, building should be encouraged to support multiple uses. Buildings should front the street with street trees, sidewalks and on street parking, giving form and enclosure to the street. Multifamily housing does not need to carry the stigma of subdivided housing. Multifamily housing can look like a large house which is subdivided internally. Or, buildings which look like houses can serve commercial and retail functions.



PARKING IN THE REAR



Whitehall Street

11



Protect Special Places

10

PROTECT SPECIAL PLACES



yes



yes



yes

Washington has had great success with preservation of historic resources in the downtown and surrounding neighborhoods. This ethic of care and protection should be extended to several resources in southwest Washington, including iconic buildings such as the old barn south of Hospital Drive on Whitehall Street. The grounds of the Rest Haven cemetery are also an important feature of Washington's history, deserving protection.



Whitehall Street



Proposed neighborhood scale, mixed use buildings for Whitehall Street.

In order to support a viable, livable community, ordinary activities of daily living should occur within walking distance of where people live. Residents of southwest Washington are fortunate that in many ways, this is already possible: convenient stores, a day care facility and several other retail establishments exist within walking distance of the neighborhood.

The presence of liquor stores is an important retail function in the neighborhood, but these stores are often the scene of negative social behavior. Add balance by diluting the impact of the liquor store with additional retail options. Crime may be curbed as a result of building repairs and improvements to the physical appearance of structures. Research has shown that crime decreases in areas where property is maintained, litter is managed, and owners take pride in their buildings. Special care should be taken in making a smooth transition between Washington's historic districts and the redevelopment area.



THE REDEVELOPMENT STRATEGIES put forth here should provide two visions for appropriate change and traditional neighborhood buildings. The new Rusher Street Target Area will have tree-lined streets, pedestrian friendly public areas, safe and diverse housing, and a unique identity.

In developing neighborhoods with these characteristics, three main issues arise:

- 1 Circulation** – how people and automobiles will move around.
- 2 Architectural Character** – what will the buildings look like.
- 3 Conventional land use restrictions** – what are the lot sizes and setbacks, permitted functions, and health and safety issues.

The goal of the neighborhood should be to "feed into" the existing community fabric and context. Therefore, typical suburban features like the cul-de-sac, large lots, large houses, and excessively wide streets should be avoided.

This district specifically should have an architectural look and feel that is more traditional and follows an American "hometown" look rather than a modern metropolitan subdivision. Construction should reflect natural materials like wood and masonry rather than steel and plastic.

The district must accommodate the automobile but should also emphasize pedestrian amenities such as sidewalks and street trees. Design features such as narrow streets and on street parking help to slow traffic and create a more pleasant experience for the pedestrian.



Master Plan Concept

Rusher Street Target Area



Master Plan Concept



14

DO THIS!

- A community garden to provide an inviting gathering space.
- Lots typically do not exceed 1/4 acre to 1/2 acre, adding a variety of housing options and allowing room for recreational and open space.
- Blocks are short with no more than 12 houses consecutively.
- The railroad was taken into consideration when determining lot boundaries.
- Streets are lined with a pedestrian green space.
- There is an 80 ft. green pedestrian corridor that runs along Georgia Avenue.
- Rusher Street is reshaped into a smooth curve and additional roads were added in order to enable rear entry for parking, service vehicles and utilities.
- Many of the existing properties on Whitehall are allowed to remain with this design layout.



PLAN ELEMENTS

This is the preferred option for new development based on community input expressed in returned surveys and based on existing historic precedents. Adoption of an overlay, planned development or similar zoning district; or, application of restrictive covenants, will be necessary for the enforcement of design guidelines.

Plan elements include:

- A central green where children can safely play.



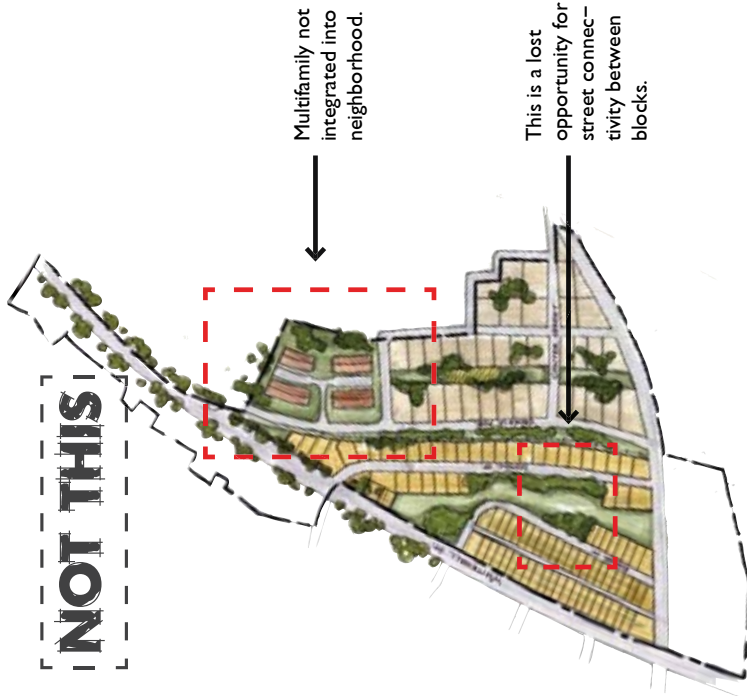
Master Plan Concept

15



Master Plan Concept

NOT THIS



The stigmatized building typology of government housing should become a thing of the past for Washington. Attractive, affordable housing can be integrated into neighborhoods in creative ways to promote inclusivity and economic empowerment.



Master Plan Concept

Making great streets is not easy. Taking measures to insure that new streets are "great streets" is a priority for successful new development.

Streets allow people to be outside and travel from one area to another. Streets are places of social and commercial encounter and exchange.

Streets in southwest Washington's redevelopment area, especially the Rusher Street Target Area, should be informal and as narrow as possible to perpetuate the intimate neighborhood character currently existing. When possible, streets should be lushly landscaped with native drought-resistant trees and shrubs. They should also be functionally "green", where possible. (See page 18 for a diagram on how to make streets function in a more ecological way)

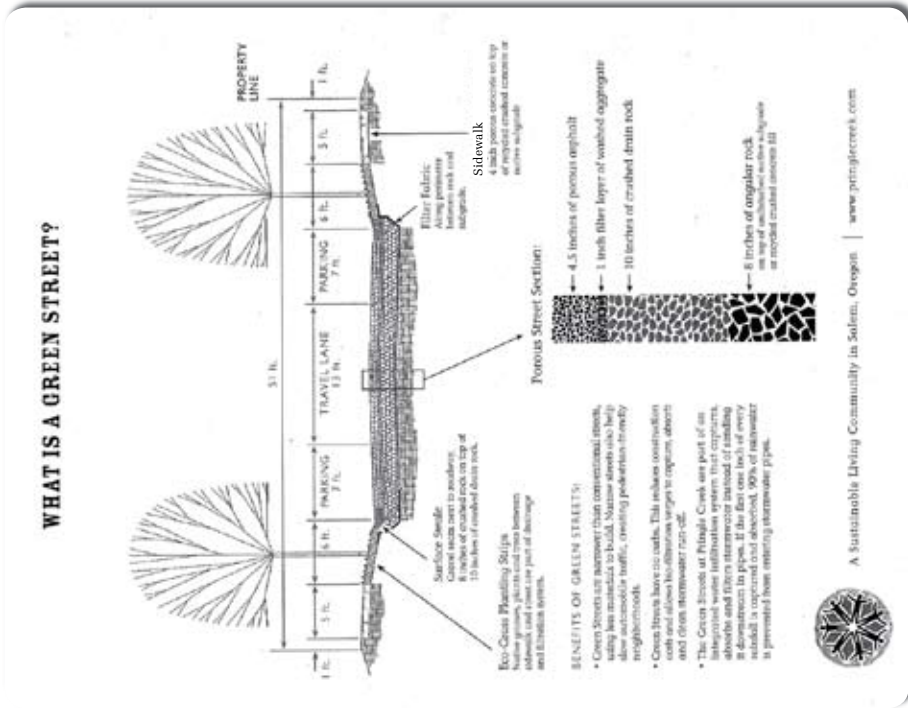
For a guide as to how great streets are made, one need only look to the web site: streetsections.com which provides characteristics in photograph and cross sections of many of the great streets of the world.



Vision for Georgia Avenue



Master Plan Concept



The purpose of these guidelines is to provide property owners, elected officials, city staff, real estate developers and residents a uniform process for determining appropriate new construction in the Rusher Street Target Area. The area embodies the redevelopment goals of the city and intends to improve the quality of life, visual integrity and building conditions for residents. Housing is the primary focus for the area. However, not just any house will work. They must be safe, easily maintained and simple structures that will stand the test of time. Compatible infill can fill the gaps in the streetscape left by houses that were lost to demolition.

I. Residential Building Footprint



Standard
Footprints of new buildings should follow historic foundation patterns existing in the redevelopment area.

Guidelines

- A. New buildings should be constructed on piers raised at least three feet above the ground.
- B. Construction on a concrete slab is never appropriate.
- C. Building footprints can be irregularly shaped, but not excessively complex or extremely linear in any one direction.
- D. Footprints should have a consistent set-back with a minimum distance of 10 feet from the sidewalk.

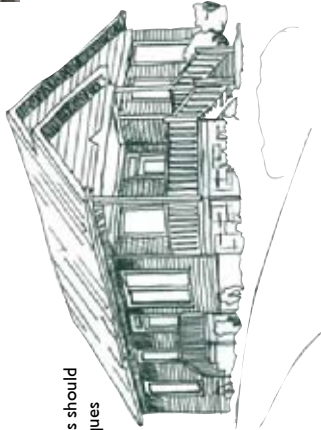
Design Guidelines

II. Roof Shape

Standard
Roof pitch, complexity and materials should reflect historic construction techniques and be compatible with homes in the redevelopment area.

Guidelines

- A. Pitched roofs shall be symmetrically sloped no less than 6:12, except porches and attached sheds, which are 2:12.
- B. Roofing materials should be of standing seam metal, dark-colored asphalt shingles or pressed metal shingles.
- C. Roof projections such as chimneys and dormers should be functional and in proportion with the roof size.



IV. Exterior Materials

Standard

Buildings will be clad in natural materials, predominantly wood. This satisfies environmental and green building concerns.

Guidelines

- A. Wood substitutes such as hardiplank and other cementitious materials are allowed; however aluminum or vinyl siding is discouraged.
- B. Exterior features such as window surrounds, soffits and eaves, vents, doors and columns should also be made of natural materials.



III. Exterior Envelope

Standard

All new buildings should be no larger or no smaller than existing historic buildings in the area.

Guidelines

- A. Buildings should be of similar size, massing and scale. They may be slightly larger or smaller than nearby neighbors.
- B. Some buildings, such as churches, commercial buildings and municipal buildings may be larger and more prominent than their residential counterparts.

Design Guidelines

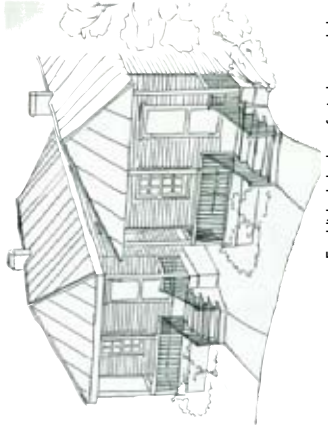
20

Standard

The established pattern of windows and doors within buildings creates a rhythm which must be perpetuated.

Guidelines

- A. Window size, shape and placement should vary only slightly from building to building.
- B. Primary doorways should be placed on front facade of buildings.
- C. The relationship of solids (siding) and voids (openings) should maintain a measurable relationship. To stray from this pattern causes visual chaos and should be avoided.
- D. Doors and windows that operate as sliders are prohibited along frontages.
- E. Double hung windows are preferred.



Established rhythm of windows and doors

VI. Landscape Elements

Standard

The tradition of neatly landscaped lawns, vegetable gardens and ornamental gardens is prevalent and a trademark of the city. In the Ruser Street Target Area this trademark should be perpetuated.

Guidelines

- A. The informal and personalized landscape of individual houses should not be discouraged.
- B. Driveways and other impervious surfaces must be kept at a minimum by sharing driveways or by pervious paving systems.
- C. While personal creativity is encouraged, individual yards should remain simple, neat and uncluttered.
- D. Large outdoor sculpture and works of art are discouraged.
- E. Fences should be made of wood and no taller than four feet in front yards and six feet in rear yards. (Rear yard fences may be chain link)



Landscape elements

Design Guidelines

21

F. Front yard fences should be transparent, meaning that there should be at least as much space between pickets as the picket itself.

VIII. Guidelines Specifically for Commercial Buildings

Standard

Community buildings should be differentiated from residential buildings to the extent possible.

Guidelines

- A. Retail frontage requires that a building provide a shop at sidewalk level along the entire length of the frontage. The shop front should be no less than 70% glazed in clear glass.
- B. Parking should be located at the rear of new commercial buildings.
- C. To the extent possible, parking surfaces should be permeable. Use of porous pavers and/or pervious asphalt is encouraged.
- D. Flat roofs shall be enclosed by parapets at least 42 inches high in order to conceal mechanical equipment.



Parking in the rear of buildings



Sidewalks in front of retail buildings

IX. Signs, External Illumination & Personal Expression

Standard

The character of the Rusher Street Target Area should remain simple, uncluttered and free of distractions.

Guidelines

- A. All signs should be kept to a minimum
- B. Signs, to the extent possible, should be externally illuminated and made of natural materials.
- C. Individuality and artistic expression is encouraged and not limited by the provisions of these guidelines.

Design Guidelines

23

X. Additional Guidelines

- A. There is great potential in the centrally located Rest Haven Cemetery because of its open space, park-like setting. In this light, we recommend an intensive master planning project for the cemetery.
- B. Special care should be taken in making a smooth transition between Washington's historic districts and the southwest Washington redevelopment area.
- C. Street Trees: The presence of canopy trees and understory flowering trees are part of the Wilkes County legacy. Tree replacement, protection and enhancement programs must be in place, either by ordinance or policy.
- D. Rail Line: Cities throughout Georgia have learned to embrace and celebrate their railroad heritage by building railroad observation platforms, railroad-related museums and railroad-related rehabilitation of buildings. Washington should be no different in this regard.



Rest Haven Cemetery



Museum concept



Georgia Woodland Railroad and Whitehall Street



Conclusions

While physical solutions alone will not single-handedly solve the social and economic problems of the Rusher Street Target Area, neither can economic stability and safety be sustained without a supportive physical framework.

This charrette report illustrates a recommended, supportive physical framework for the redevelopment of the Rusher Street Target Area. The concept was developed based on proven methods, professional experience, and community input. The recommendations described in the report represent the community's vision for a thriving, healthy, mixed income, safe neighborhood.

Continued community and political support and public education are essential as this project moves forward. The city of Washington realizes the importance of these factors and the relationship of southwest Washington to the continued success of the city. We congratulate you on the community involvement and planning steps that have already been taken and encourage the city to continue work creatively and collaboratively toward the implementation of the southwest Washington redevelopment plan.



The University of Georgia

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