

Cedartown, Georgia

Redevelopment Plan

August 17, 2009

Cedartown Redevelopment Plan

Purpose

The purpose of the Cedartown Redevelopment Plan is to provide a vision of possibilities for a better future for our community and a roadmap for the redevelopment of blighted areas of the city.

Vision

Key elements of the vision for Cedartown redevelopment:

- 1) Elimination of abandoned structures.
- 2) Reinvigoration and beautification of major access routes.
- 3) Reinvestment in residential, commercial, and industrial structures.
- 4) Increased rates of home ownership in single-family neighborhoods.
- 5) High-density residential development in and around the historic business district.
- 6) Decreased inventory of retail space and increased retail occupancy rates.
- 7) Creation of pedestrian-friendly commercial, residential, and recreational areas.
- 8) Enhanced sense of place and feeling of community.
- 9) Increased employment in clean, stable jobs.
- 10) Preservation and utilization of historic assets.

Overview

From the 1880s through the 1960s, Cedartown was a regional commercial and industrial center. Cotton mills and associated plants flourished and the juncture of two major railroads assured local goods access to national markets. Plants moved to Cedartown because wages were competitive and land was cheap. Also, they came because the workforce was adequately educated to perform the tasks required for relatively low-technology manufacturing and workers were steeped in the Protestant work ethic.



Industrial growth resulted in periodic housing shortages. Several mills and the railroads provided low cost rental housing for employees. Much of the vacant land in the southern and eastern portions of the city became the sites of small, cheaply constructed duplex homes and bungalows. With few workers owning automobiles, the commercial district enjoyed a virtual monopoly on retail trade in the city and throughout the Cedar Valley region. Times were good, and the city prospered.

But, by the 1970s, the winds of global competition swept away the cotton mills and their associated industries. Interstate highways bypassed the railroads and low diesel prices shifted the transportation focus to trucking. As plants closed, workers with adequate skills moved to new job markets. Those who were too old, too young, or too unprepared for the challenges of a changing economy stayed behind. A major food processing plant provided some temporary relief. However, that plant soon turned to recruiting undocumented aliens to reduce labor costs, thus making Cedartown a preferred destination for illegal immigration for decades to come. Businesses closed, the housing stock rapidly deteriorated, and many of the city's homeowners fled urban problems to

reside in adjacent rural areas, condemning their once beautiful homes to be subdivided into rental apartments.

Statement of Need and Delegation of Authority

Due to wide spread blight in residential, commercial, and industrial areas, high levels of poverty, and rising unemployment, the City of Cedartown establishes this plan for community redevelopment. The redevelopment plan will be administered by the Downtown Development Authority (DDA). The Redevelopment Area includes the eastern, southern, and western portions of the city. See Appendix 1, Item 2 for a more detailed description of the area. All of census block groups incorporated into this Redevelopment Area have poverty rates in excess of 20 percent, or are directly adjacent to a census block group with that level of poverty. Within this Redevelopment Area, median family income, the value of owner occupied housing, and percent of owner occupied housing are 56%, 61%, and 79% of state levels, respectively. See Appendix 6 for detailed population and economic data by census block.



Abandoned and Dilapidated Housing

A comprehensive zoning ordinance was approved in 2008 and a new zoning map is in the process of approval. Building codes have been reviewed and found to be adequate. Due to the differing natures of the various locations within the Redevelopment Area, plan

goals address three primary categories of land uses: residential, commercial, and industrial. These categories are further subdivided as necessary within the appropriate plan section.

Residential Redevelopment

Within the Redevelopment Area, residential property is in a general state of decline. In some neighborhoods, home ownership rates approach 25 percent. The initial phase of redevelopment will focus on abandoned structures. An inventory of residential, commercial, and industrial structures is currently being documented. That portion of the survey which has been completed is presented in Appendix 5. Where no one can be found to take responsibility for an abandoned structure, a court order for demolition shall be sought and the units shall be demolished, with costs attached as a lien on the property. Where owners can be identified, those units that require improvements costing more than half of the value of the unit and are not in historic districts will be demolished at the expense of the owner. Any lots vacated by demolition shall be available for redevelopment as single family housing. Preference shall be given to redevelopment for first-time home buyers.

Generally, code enforcement shall be used to identify deficiencies in occupied housing units and address these shortcomings to the property owner. Bringing residential property up to code is the responsibility of the property owner. Owners of rental units shall be expected to bring their properties up to code within a reasonable period or demolish it when it becomes vacant. Redevelopment officials will assist low-income owner occupants in securing financing for necessary improvements. Only unoccupied units will be candidates for major renovation or demolition.

In approved historic districts, a premium must be placed on preserving those dwellings that contribute to the historical heritage of the community. Decisions to rehabilitate or demolish particular units shall be reviewed by the Cedartown Historical Preservation

Commission (CHPC). Every effort shall be made to preserve those units deemed significant by that commission. Redevelopment officials shall conduct a public education program to acquaint owners of properties in historic districts with tax incentives available for redevelopment. Also, redevelopment officials will seek attractive financing opportunities to entice the development of high density townhouse units with variegated facades and ground level parking along the west side of Philpot Street as a buffer between the commercial and residential historic areas.

In the eastern portion of the city, all residential areas have sufficient streets and roads. There are no particular problems with traffic. At the request of area residents, unsafe railroad crossings at Jefferson Street and Central Street have been closed recently. These closures will also reduce traffic in known drug areas. Enhanced drug enforcement activities have been targeted into the Turner Street and East View areas. Video surveillance equipment is scheduled for placement at Turner Street Park in 2009 and additional mobile surveillance equipment will be used in the area to identify and reduce drug traffic problems.

The Turner Street Community is majority-Black and is presently served by Turner Street Park which recently received an extensive renovation. However, the community building in this park is virtually unusable due to vandalism and deterioration. The City is presently formulating a five-year recreation plan that will include remediation for this facility. Also, a passive recreation park will be needed along Philpot Street near Stubbs Street for the use of residents in the historic district as growth increases demand for green space. This will serve to soften the transition from commercial to residential use.

Residential communities in the western portion of the Redevelopment Area are home to a large Hispanic immigrant population. Many are undocumented aliens and transportation is a problem because state law makes drivers' licenses unavailable. To lessen this problem, the city recreation plan will evaluate upgrades to the Goodyear Park. This park is within walking distance of a large portion of this community. Commercial

redevelopment along West Avenue and industrial redevelopment in the Cedartown Industrial Park will similarly provide shopping and work opportunities near these homes.

The population in the south-side community is older and more diverse than in the eastern and western neighborhoods. There are more newly constructed in-fill housing units than in the eastern and western sections. Unfortunately, these newer units are cheaply built and do not blend well with existing housing styles. This is the only area of the city with an active neighborhood watch program. Sidewalks are provided along most high traffic roads. Grant funds will be requested from the Georgia Department of Transportation in the 2011 cycle to extend a sidewalk along Georgia Avenue from Canal Street to the city limits. Also, strict traffic enforcement and mobile video surveillance will be used to keep through truck traffic traveling along authorized truck routes and away from residential units along South Main Street.

There are no parks in the southern portion of the Redevelopment Area. The city owns a small lot adjacent to a wetland area along McKibben Street. Efforts will be made to acquire the wetlands as a donation and funding will be sought to install observation platforms and walkways, converting this minimally used space into a valuable environmental and recreational asset for the entire city. In the future, additional land will be sought for a passive park to serve the south-side community in an area accessible to foot traffic.

All public housing units in Cedartown are presently occupied. Space for seniors is especially critical. The Braden Group, a private develop and management company, is seeking funding to develop seventy units of low-cost apartments for independent senior living on a 24 acre tract located near Highway 27 North and Cherokee Road, outside the Redevelopment Area. Also, redevelopment officials will work with the Cedartown Housing Authority to plan and fund a new senior care high-rise apartment and mixed-income townhouses along Juliette Street, beginning in 2014. This will increase the availability of low-cost rental housing and facilitate the replacement of Housing

Authority units along Lake Drive which have access and order problems due to poor design and steep terrain.

Due to the high concentration of Hispanic immigrants and disabled residents in the redevelopment area, transportation is a problem. The city presently provides a low-cost transportation service during business hours on weekdays, partially funded by a state grant. In the future, funding will be sought to extend the hours and days of operation.

Commercial Redevelopment

Decades of lax zoning and code enforcement have resulted in an unattractive and unproductive ménage of land uses along Cedartown's main arteries. Much of the road frontage is occupied by abandoned factories and dilapidated store fronts. In general, there has been an over-development of commercial space in Cedartown. Merchants have chased customer dollars as they have migrated from downtown shops to strip shopping centers to big box stores. This has increased dependence on the automobile and made foot traffic less safe due to frequent curb cuts. A long-range goal of this plan is to reduce the surplus commercial space through redevelopment as high-density residential, professional space, or green space. Recent zoning changes offer the opportunity for change.

Commercial categories within the Redevelopment Area include the historic downtown section, commercial zones along the south, east, and west arteries, and a few small neighborhood shopping areas. The University of Georgia recently completed a Retail Over/Under Supply Analysis of Business Establishments of Downtown Cedartown, Georgia and Comparable Communities. An executive summary is included as Appendix 8. This data is available to potential investors on the city's web site, www.cedartowngeorgia.gov.

One major asset of the historic downtown commercial area is its capacity for the development of second floor residential units. Those properties in which the second floor

residences have been developed maintain a very high rate of occupancy, with many tenants commuting to jobs in Rome due to the rent differential. There are presently 27 developed loft units in the historic district, and there is a potential for the development of 58 additional units. Increasing residential development is a top priority for this area. Loft dwellers tend to be younger, better educated, and have higher incomes than other residents of the Redevelopment Area. They pay rents to building owners and supply customers to ground floor restaurants, retail establishments, and service providers.

To encourage development of second floor residential property, an Enterprise Zone encompassing the historic downtown area will be proposed, making available significant tax abatement opportunities. Low interest loans and guaranteed loans will be sought by redevelopment officials for interested developers. Similar financing incentives will be sought for ground floor retail and service accommodations. Also, an Opportunity Zone will be proposed to provide maximum job tax credits for retail and service businesses along Main Street. The Enterprise and Opportunity Zones comprise the Downtown Incentive Area detailed in Appendix 9, Map 1. Should these incentives prove insufficient to spark interest among private developers, grant and loan funding will be sought to purchase and develop one vacant building as an example of the opportunities awaiting entrepreneurs.



Vacant Commercial Space Along Main Street

StreetScape Project TEE-0006-00(626), Phase 1, is scheduled to let in June, 2009. This phase will enhance sidewalks along two blocks of Main Street in the middle of the historic downtown commercial area, leaving several blocks to the north and to the south in poor condition. A private grant source has indicated an interest in funding a large portion of the remaining work. A public sector grant will be sought to provide the remainder of the funding, should no DOT funds be available.



Additional Vacant Commercial Space Along Main Street

Facade grants have been used by two Main Street businesses during the past two years and funding continues to be available to meet projected needs. Code enforcement is working with various local merchants to assure that all proposed signage in the historic area receives a Certificate of Appropriateness from the CHPC.

The commercial areas along major arteries to the east, south, and west of the historic downtown district offer fewer assets and greater challenges. Buildings along East Avenue tend to be old, poorly constructed and maintained, and totally lacking in continuity of style, materials, setbacks, signage, and uses. The frequency of curb cuts renders the sidewalks unsafe for foot traffic. There is one private senior care facility on this artery and it is in one of the newest and best kept buildings. While no general tax or job credit incentives are proposed, specific incentives for similar types of higher density development will be considered on a case-by-case basis.



Commercial Clutter Along East Avenue

A few of the structures along East Avenue are in such poor condition that routine code enforcement actions may lead to demolition. Where right-of-way is sufficient, the city may alleviate some other aesthetic problems by planting trees in conjunction with the construction of a city gateway at the intersection of East Avenue and the Cedartown Bypass. Funding for the gateway will be sought as construction of the Bypass nears completion in late 2009.



Housing Authority High-Rise



Dilapidated Commercial Area

Structures along West Avenue share many of the deficiencies found along East Avenue. However, The Purks, a former junior high school currently under development as an office/event venue, the Cedartown Housing Authority's high-rise facility for the elderly, and the Goodyear Park are also along the route. Many small shops that cater to the Hispanic population add variety and an international flavor. The commercial area ends at the entrance to the Cedartown Industrial Park. Again, there is no general incentive proposed for this area, but opportunities may exist for selective offerings in the future.

There is one former industrial site located near the intersection of Prior Street and West Avenue that is a candidate for demolition due to the condition of the structure and its proximity to traffic flow along West Avenue. This property, which is on the bank of Cedar Creek, may require environmental hazard abatement. Brown-field reclamation funding will be sought to address these issues. Potential land uses include high-density residential and passive recreation.



Looking North along South Main Street

The South Main Street commercial corridor is the least developed of these main arteries. South of Martin Luther King, Jr. Boulevard, the west side of the street is zoned commercial, but the actual use is primarily single-family residential. The east side is also zoned commercial, but is actually a mixture of residential property in relatively poor

condition and pockets of commercial or industrial businesses. The canopy of old oak trees along this roadway serves to make this the more attractive of the major arteries in the Redevelopment Area, in spite of its challenges. One private developer is considering the development an office complex near the intersection of Cason Road and South Main Street. This would eliminate blighted commercial/industrial structures along a major portion of the route. Tax and job credit incentives will be proposed as plans are firmed up and the area is better defined.

Several years ago, the city extended its boundary along the right-of-way of South Main Street for two miles southward to the intersection of Georgia Highway 100. Only one property owner opted to annex into the city in hopes of gaining sewer service to an existing restaurant. He subsequently added a service station, convenience store, and liquor store. By 2011, he hopes to build a 70-unit motel adjacent to the restaurant, contingent on the city extending sewer service to his location. Preliminary engineering for the sewer extension is complete and grant and loan funding will be sought for the project as the motel construction schedule is finalized. An Opportunity Zone is proposed for this area to provide tax credit for new jobs created for the motel. A detail of this South Main Street Incentive Area is provided in Appendix 9, Map 4.



Blight and Deterioration along South Main Street

North of Martin Luther King, Jr. Boulevard, there are no trees along the right-of-way and few residences. Old and poorly maintained businesses, a small apartment complex, a few small strip shopping facilities, and an auto garage/towing service grace the southern

approach to the historic downtown area. It is proposed to zone this area as Planned Unit Development with the goal of attracting high-density residential development with ground floor commercial along this corridor.



A High Density Residential Development with Ground Floor Commercial

One additional concern is redeveloping a neighborhood commercial area in a predominantly African-American community along Gibson Street. Once a center of social and business life in this community, only one structure is presently in use, with a barbershop on the ground level and a loft apartment above. All structures lie along the path of the Silver Comet Trail, which supplies a stream of tourists as well as an

alternative pathway for local shoppers. The proposed Gibson Street Incentive Area includes an Enterprise Zone and a congruent Opportunity Zone, as detailed in Appendix 9, Map 3. Minority entrepreneurs will be recruited and necessary mentoring will be provided via the Downtown Cedartown Association to revive this historically significant facet of the city's culture.

Industrial Redevelopment

The Cedartown Industrial Park and a substantial area along Canal Street and Adamson Road comprise the bulk of the industrial area. Most of the Cedartown's manufacturing jobs are here, and major employers include the Hon Corporation, Kimoto Tech, and Rome Plow. The city also maintains its public works headquarters along Tenth Street.



Idle Manufacturing Facilities

The current economic recession has reduced employment at most businesses and has caused the closing of the Zartic food processing facility, which formerly provided more than 200 jobs. To help prevent additional losses and attract new development, the West Avenue Incentive Area is proposed. The location is detailed in Appendix 9, Map 2. This area is composed of a large Enterprise Zone encompassing most of the industrial zoning in the western portion of the city and a smaller Opportunity Zone focused on particular properties that the Polk County Development Authority (PCDA) is promoting for

redevelopment. Other issues may be pursued in this area include routine code enforcement, beautification of roadways and parkway entrances, brown-field reclamation, and provision of a more direct access to the industrial park.

Industrial development is the main focus of the PCDA. The use of these incentives and any other efforts in this area will be closely coordinated with the PCDA executive director to avoid duplication of efforts or conflicting actions. The PCDA role in industrial redevelopment is recognized to be primary.

List of Appendices

- 1) Required Components of the Urban Redevelopment Plan
- 2) Resolution to Adopt an Urban Redevelopment Plan
- 3) Advertisement for Public Hearing
- 4) Comments from Public Hearing
- 5) Survey of Structures
- 6) Population and Economic Data by Census Block
- 7) Resolution Adopting the Cedartown Redevelopment Plan
- 8) A Retail Over/Under Supply Analysis of Business Establishments of Downtown Cedartown, Georgia and Comparable Communities
- 9) Maps of Incentive Areas

Appendix 1

Required components of the Urban Redevelopment Plan:

1) Consistency with the city's comprehensive plan.

The Cedartown Redevelopment Plan is consistent with the Joint County-City Comprehensive Plan prepared by the Coosa Valley RDC and approved in January, 2007.

2) Boundaries of the redevelopment area.

The redevelopment area encompasses most of the eastern, western, and southern portions of the city. It includes all of census block groups 132339903002, 132339904001, 132339904002, 132339904003, 132339905001, 132339905002, 132339905003, and 132339905004 as indicated on the 2000 U. S. Census Map that fall within the city limits. A more detailed description of the Redevelopment Area is:

From a point opposite the eastern intersection of County Loop and Hwy. 278, proceeding east along the northern right-of-way of Hwy. 278 west to the Cedartown Bypass and then proceeding west along the northern right-of-way of East Avenue to North Main Street; then, turning north along the eastern right-of-way of North Main Street to the south right-of-way of East Girard Ave.; then, proceeding west along the south right-of-way of West Girard Ave. to the west right-of-way of North Cave Spring St.; then, north along the west right-of-way of North Cave Spring Street to a point north of West Jule Peek where the city limits turn west; then, following the city limits westerly and southerly to the intersection with Prior Station Rd.; then, east along the southern right-of-way of Prior Station Rd. to Adamson Road; then southwesterly along the northwest right-of-way of Adamson Road to the centerline of Canal Street; then, following the city limits east to the Seaboard Railroad; then, following the city limits south and east to the intersection with South Main St.; then, south along the back property line of any property annexed into the city along the western right-of-way of South Main Street; then returning north along the back property line of any property annexed into the city along the eastern right-of-way of South Main Street to the centerline of the Cedartown Bypass; then, east along the centerline of Cedartown Bypass to the center of Cason Rd.; then, north along the centerline of Cason Rd. to the Norfolk Southern Railroad; then, north along the Norfolk Southern Railroad to Thompson St.; then, east along Thompson St. to the Seaboard Airline Railroad; then, southeast along the Seaboard Airline Railroad to the city limits; then, following the city limits, north to East Avenue; then, east along the south property line of any properties annexed into the city along the

south side of East Avenue and/or Hwy. 278 and north to the point of origin at Hwy 278 and County Loop.

3) Explanation of negative conditions in the area necessitating redevelopment.

Most of the residential areas in the eastern, western, and southern portions of Cedartown fall in census blocks in which 20% or more of the households live below the poverty level. Many of older residences have been subdivided into multiple apartments. The housing stock is in decline, as evidenced by dilapidation, deterioration, and high vacancy rates. In some neighborhoods, fewer than 25% of the housing is owner occupied. Commercial and industrial areas have high rates of vacancy and many buildings have fallen into disrepair.

4) The city's land use objectives for the area.

The city has recently revised the zoning code and the zoning map will be updated shortly. As incorporated within these zoning plans, the Cedartown Redevelopment Plan calls for increasing residential density around the historic downtown business district and preserving the character of adjacent single-family residential communities. No additional changes are anticipated at this time.

5) Description of land parcels to be acquired and structures to be demolished or rehabilitated.

No property acquisition is planned at this time, although donations of properties designated for demolition will be allowed. Appendix 5 provides a partial survey of residential, commercial, and industrial properties including recommendations for demolition or rehabilitation. Upon adoption of this plan, this inventory will be expanded to include the entire redevelopment area.

6) A workable plan for leveraging private resources to redevelop the area.

Diligent code enforcement and economic redevelopment incentives are the driving forces behind the rehabilitation of existing residential, commercial, and industrial properties. Code enforcement will address blight and will focus on inducing property owners to make necessary investments in their stock. The city will utilize a Community Investment Tax Incentive to encourage owners of

unoccupied blighted properties to make necessary repairs. The city will seek approval of Enterprise and Opportunity Zones in those areas depicted in Appendix 9 to enhance the attractiveness of commercial and industrial properties. Likewise, the city will request grant funding to establish revolving loan programs for small businesses and first-time homebuyers. Approval of Revitalization Areas will be requested for all residential areas in Census block groups with poverty levels of 20% or greater. This will allow the use of a variety of housing incentives, increasing demand for both new housing and rehabilitation of existing housing units in the targeted areas.

7) A strategy for relocating any displaced residents.

Only unoccupied structures will be considered as candidates for demolition. Should relocation become necessary for a future project, the city will conform to federal and state regulations.

8) Any covenants or restrictions to be placed on properties in the redevelopment area in order to implement the plan.

Within designated historic areas, the city has adopted Design Guidelines for use in Cedartown's Historic Districts as a standard. These standards are available at the city's web site, www.cedartowngeorgia.gov, under Historic Preservation Commission. The portion of these guidelines relating to spacing, setback, orientation, scale, form, façade elements, materials, and details (pages 74 – 81) shall apply to all new and replacement residential structures within the Redevelopment Area. Nonconforming proposals must be approved by the CHPC. Within commercial areas, preference shall be given to proposals utilizing integrated use or village concept.

9) Public infrastructure to be provided.

StreetScape Project TEE-0006-00(626), Phase 1, is scheduled to begin in mid-2009 and provides for improvements to sidewalks along two-blocks in the center of the historic downtown area. Funding for the remainder of planned improvements is being sought through the Georgia Department of Transportation and a local private funding source. Additionally, landscaping of municipal parking lots in the historic business district is planned. The city will request local transportation grants to improve sidewalks and extend a new sidewalk along Georgia Avenue.

10) A workable financial strategy for implementing the plan.

Public grant funding will be sought for the demolition of approximately 30 blighted and vacant residential or commercial units throughout the redevelopment area. Grant and loan programs through the Department of Community Affairs and the U. S. Department of Agriculture will be utilized to stimulate new businesses and to supplement first-time homebuyers. Program revenues from local revolving loan fund programs will be used to finance additional economic development. GADOT funding is being sought to improve sidewalk areas in the historic downtown business district. SPLOST funding will be used to construct recreation facilities and a community center in Goodyear Park in the western portion of the city. Volunteer labor provided by Habitat for Humanity, Keep Polk Beautiful, Hon Corporation employees, Home Depot employees, and WalMart employees, along with community service workers and state probationers will be utilized to reduce the expense of necessary projects.

Appendix 2

Resolution to Adopt an Urban Redevelopment Plan

RESOLUTION NO. ____9____, 2009.
(UDP-RQB)

A RESOLUTION OF INTENT TO CREATE AN URBAN DEVELOPMENT PLAN FOR THE CITY OF CEDARTOWN

Be it hereby resolved by the Cedartown City Commission that:

WHEREAS, the Cedartown City Commission believes that within the boundaries of the City of Cedartown, Georgia, there are areas meeting the criteria for a “slum area” in accordance with O.C.G.A. §36-61-2 and §36-61-3 in which there are a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age, or obsolesce; inadequate provision for ventilation, light, air, sanitation, or open spaces; high density of population and overcrowding; existence of conditions which endanger life or property by fire and other causes; or any combination of such factors that is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime and is detrimental to the public health, safety, morals, or welfare;

WHEREAS, further, by reason of the presence of a substantial number of slums, deteriorated, or deteriorating structures; predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility, or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; tax or special assessment delinquency exceeding the fair value of the land; the existence of conditions which endanger life or property by fire and other causes; by having development impaired by airport or transportation noise by other environmental hazards;

or any combination of such factors substantially impairs or arrests the sound growth of the City of Cedartown, retards the provisions of housing accommodations, constitutes an economic or social liability and is a menace to the public health, safety, morals, or welfare in their present condition and use; and therefore constitute slum areas as that term is defined in O.C.G.A. § 36-61-2 (18), pursuant to O.C.G.A. § 36-61-7(a); and

WHEREAS, it is the duty of the City of Cedartown to remediate slum areas of the community and enhance the quality of life for all its Citizens; and

WHEREAS, the City of Cedartown is empowered to invoke urban redevelopment powers under O.C.G.A. §36-61.

WHEREAS, eligibility for programs, grants, and other funding to the benefit of the City of Cedartown and its citizenry may be available but dependant upon the passage of an urban redevelopment plan in accordance with the compositions and needs of the City of Cedartown;

NOW, THEREFORE BE I T R ESOLVED that the Cedartown City Commission recognizes that circumstances exist within the City so to support the need for establishing an urban redevelopment plan in accordance with O.C.G.A. §36-61-7 and O.C.G.A. §36-61-17. The Commission herein authorizes that an urban development project be commenced so to determine the specific areas eligible for designation as “blighted areas” or “slum areas” within the city and that based on these findings, appropriate action commence in order to establish an urban development plan. The Commission shall retain its authority to develop and promulgate a redevelopment plant as authorized in O.C.G.A. §36-61-7 but in accordance with O.C.G.A. §36-61-17 may elect

to delegate its redevelopment powers as it determines necessary for the completion of this project. A preliminary urban redevelopment plan shall be subject to review by the City Commission who may then approve proceeding with public notice and a public hearing as required by law. Any such plan, following public notice and hearing, may, upon final approval by the Commission, be approved and adopted pursuant to O.C.G.A. § 36-61-17.

ADOPTED and APPROVED, this 11th day of May, 2009, Commissioners voting all voting Aye and none voting No.

BY: Larry Odom
Chairman
City Commission, City of Cedartown

ATTEST:

Carol Crawford
Secretary, City Commission
City of Cedartown

Appendix 3

Advertisement for Public Hearing

Appendix 4

Comments From Public Hearing

Appendix 5

Survey of Structures

See attached EXCEL file.

Appendix 6

Population and Economic Data by Census Block

2000 Census Block Group	All or Part	GE 20% Poverty	Median Family Income	Median Value of Owner Occupied Houses	Owner Occupied Houses	Total Living Units	Percent Owner Occupied
132339903002	All	Yes	32014	64700	243	451	53.9%
132339904001	All	Yes	22500	39100	189	451	41.9%
132339904002	All	Yes	14750	78900	132	351	37.6%
132339904003	Part	Yes	30000	53400	199	387	51.4%
132339905001	All	Yes	19961	70100	209	400	52.3%
132339905002	All	Adjacent	26490	78900	207	320	64.7%
132339905003	All	Yes	20652	30300	99	265	37.4%
132339905004	Part	Yes	23807	78900	203	410	49.5%
Area Average			23772	61788	1481	3035	48.8%
GEORGIA			42433	100600	2029293	3281737	61.8%
Percent of State			56%	61%			79%

Appendix 7

Resolution Approving the Cedartown Redevelopment Plan

Appendix 8

A Retail Over/Under Supply Analysis of Business Establishments of Downtown Cedartown, Georgia and Comparable Communities

Executive Summary

As part of their economic development efforts, the Downtown Cedartown Association has recognized the value of a retail over/under supply analysis conducted by the Applied Research Division of the University of Georgia (UGA)'s Small Business Development Center (SBDC). Specifically, the Downtown Cedartown Association has requested this analysis to assist in understanding the adequate supply of retail and service businesses within a 5-mile radius of Cedartown's downtown and demographically comparable cities. The retail over/under supply analysis utilizes a conventional economic development application of over, under, or adequate supply methods. The retail mix of a city's downtown in question is compared to demographically similar downtown cities in terms of the number of business establishments within specified North American Industry Classification System Codes (NAICS). By using NAICS codes, business establishments are classified by the type of activity or category in which they are engaged. NAICS codes are used for the purposes of facilitating the collection, tabulation, presentation, and analysis of data relating to establishments; and for promoting uniformity and comparability in the presentation of statistical data collected by various agencies of the United States Government, state agencies, trade associations, and private research organizations.¹

¹The North American Industry Classification System (NAICS) has replaced the U.S. Standard Industrial Classification (SIC) system. NAICS was developed jointly by the U.S., Canada, and Mexico to provide new comparability in statistics about business activity across North America. Source: U.S. Census.

To select the comparable cities, two demographic variables (population of a city within a 5-mile radius and county per capita income) were used. Thirty-four NAICS codes of retail and service businesses were analyzed. (See Appendix A.) The following cities' downtowns (5-mile radius) were analyzed for over/under supply of retail and service establishment gaps. (See Appendix C.) For each of the thirty-four NAICS industry sectors, total number of businesses, employees, and total sales were each compared to the average of all comparable cities and can be found in Appendix C. In addition, number of employees and sales per business and number of businesses per population are included in the analysis. Calculations for Alabaster, Alabama and Bristol, Tennessee are included for out of state comparison purposes. Appendix C contains a complete listing of the downtown business data for each city listed below.

- Cedartown, Georgia
- Thomaston, Georgia
- Jesup, Georgia
- Bainbridge, Georgia
- Toccoa, Georgia
- Cairo, Georgia
- Cordele, Georgia
- Eatonton, Georgia
- Fort Valley, Georgia
- Summerville, Georgia
- Vidalia, Georgia
- Alabaster, Alabama
- Bristol, Tennessee

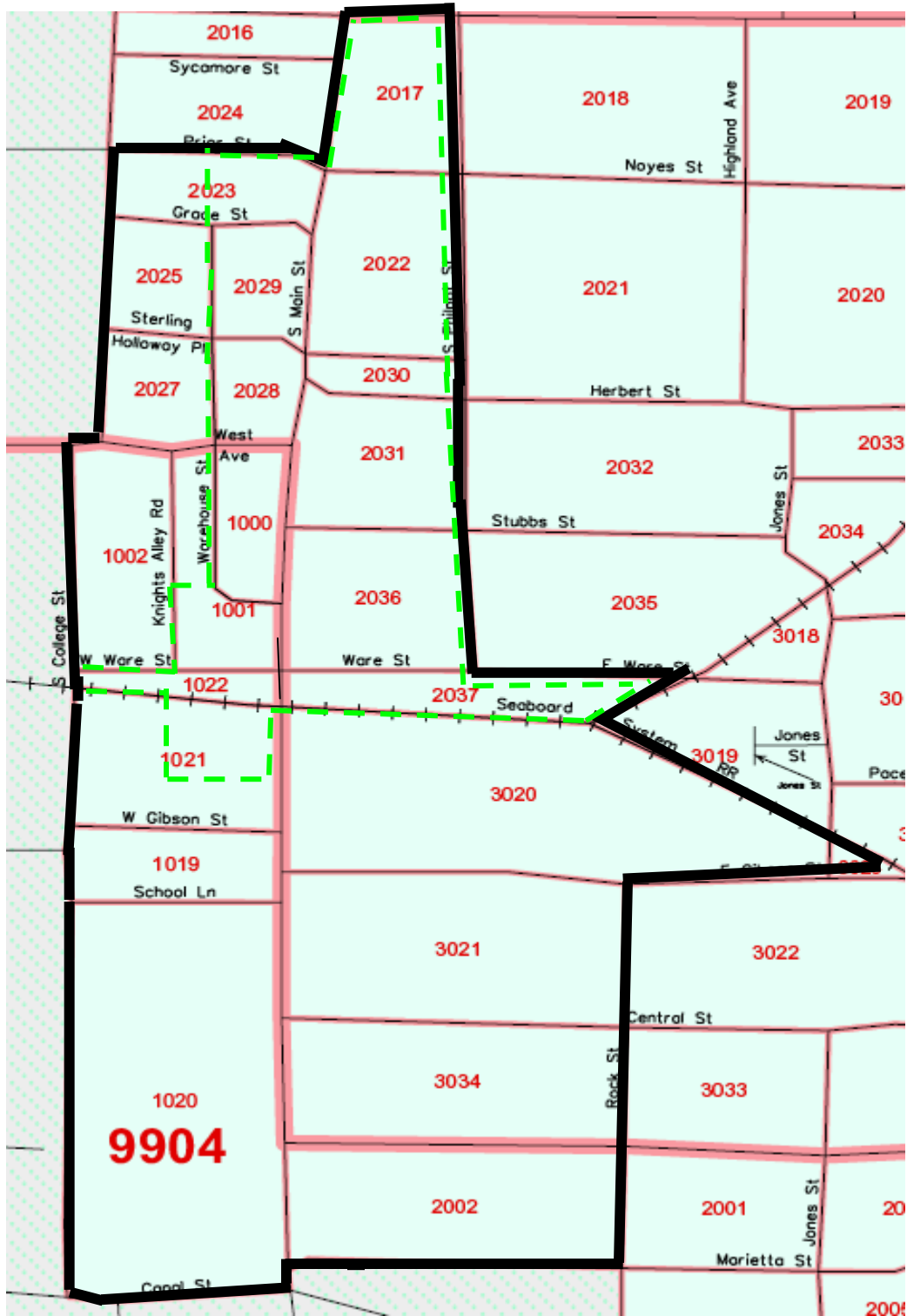
Concerning the business gap analysis, selected findings show that the top ten under supplied business categories in downtown Cedartown with business gaps ranging from 6 to 2 are:

- Other Miscellaneous Store Retailers
- Office Supplies, Stationery, and Gift Stores
- Specialty Food Stores
- Lawn and Garden Equipment and Supplies Stores
- Traveler Accommodation
- Limited Service Eating Places
- Used Merchandise Stores
- Sporting Goods, Hobby, and Musical Instrument Stores
- Automobile Dealers
- Automotive Parts, Accessories, and Tire Stores

While an indication of under supply is no guarantee for a successful business venture, it can be viewed as a more probable opportunity. Additionally, a retail over/under supply analysis is not a substitute for a more in-depth primary research study. Every entrepreneur considering opening a new business establishment in any NAICS sector is strongly encouraged to conduct additional market research for that particular business concept in a defined market.

Appendix 9
Maps of Incentive Areas

Map 1	Downtown Incentive Area
Map 2	West Avenue Incentive Area
Map 3	Gibson Street Incentive Area
Map 4	South Main Street Incentive Area

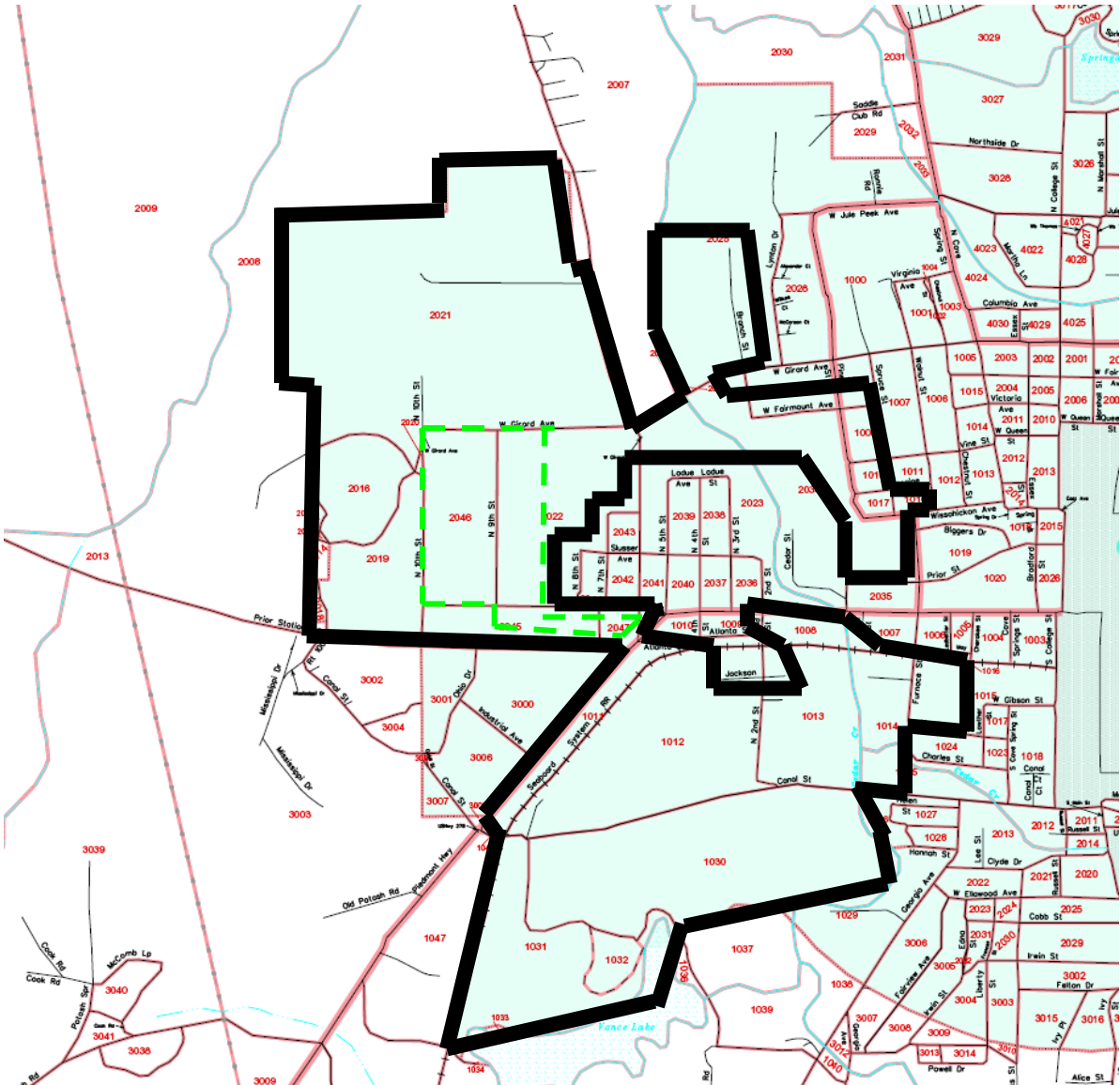


Downtown Incentive Area



Enterprise Zone 

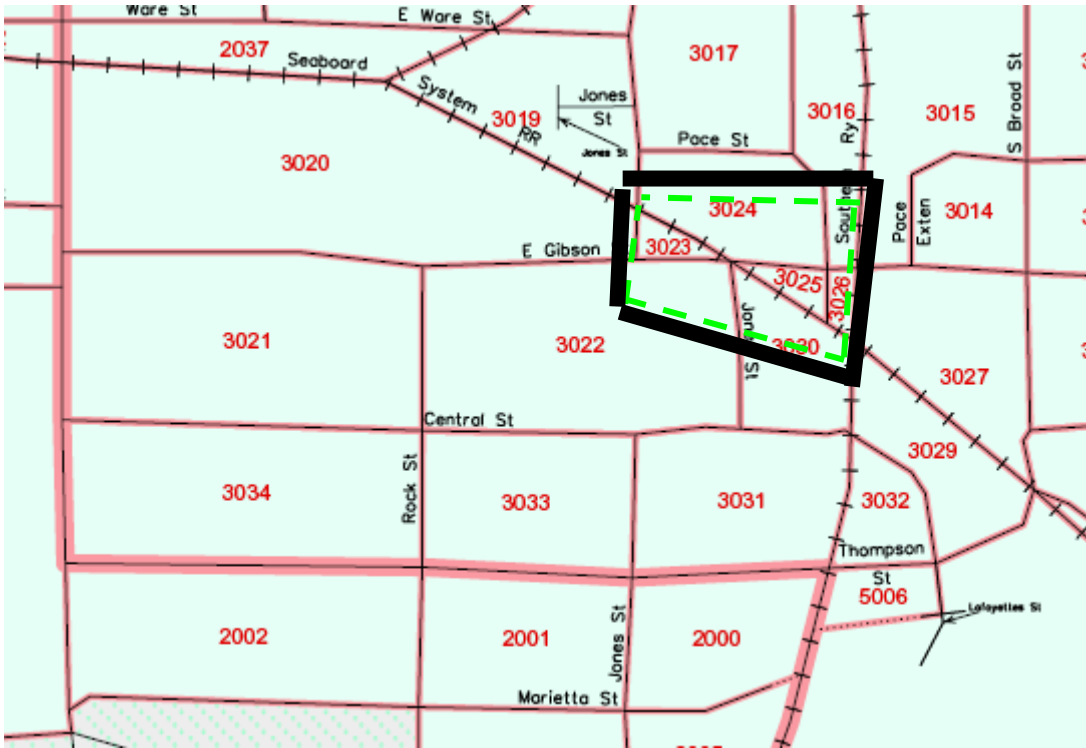
Opportunity Zone 

Map 2



West Avenue Incentive Area

- Enterprise Zone 
- Opportunity Zone 



Gibson Street Incentive Area

Enterprise Zone



Opportunity Zone





South Main Street Incentive Area

Opportunity Zone - - - - -