

REVITALIZATION
PLAN FOR
THE CITY OF
FAIRBURN

CITY OF FAIRBURN URBAN REDEVELOPMENT PLAN

PREPARED BY SIZEMORE GROUP
IN COLLABORATION WITH THE CITY OF FAIRBURN
DECEMBER 9, 2013





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CITY OF FAIRBURN URBAN REDEVELOPMENT PLAN

A. Introduction

The redevelopment of Fairburn provides an exciting opportunity to enhance the livability, economic opportunity, and overall vitality of the city's traditional downtown and surrounding distressed neighborhoods and industrial areas. This document sets forth a program or general plan of urban renewal. In order to approve an Urban Redevelopment Project or Plan, the governing body, by resolution, must first determine the boundaries of such district to constitute a "slum area", as defined by O.C.G.A. §36-61-2 (18), and designate such area as appropriate for an urban development project or projects (the "district").

An Urban Redevelopment Plan is the first step towards revitalizing specific areas within the City of Fairburn. This Plan, in conjunction with other State legislative redevelopment tools and the Comprehensive Plan (2005-2025), will be used to revitalize faltering commercial corridors, recruit and nurture small businesses, rehabilitate older homes and neighborhoods, ensure architecturally compatible infill development, and generate new adaptive uses for old commercial, industrial, or agricultural facilities.

The Redevelopment Program has three primary objectives: (a) to define and establish the boundaries of an urban redevelopment district in which the City or its designated agencies may exercise powers under the Georgia Urban Redevelopment Law, O.C.G.A. Title 36, Chapter 61; and O.C.G.A Title 36, Chapter 44; (b) to structure a comprehensive approach to successful redevelopment that is (i) consistent with the City's Comprehensive Plan (2005-2025), and (ii) that facilitates the future creation of tax allocation districts, enterprise and opportunity zones, and renders the urban redevelopment district eligible for attracting available grant/loan funding; and (c) to encourage and promote the voluntary redevelopment or rehabilitation of the area by private owners or private enterprise to the maximum extent possible.

Through implementation of this plan, the City of Fairburn will encourage residential and business redevelopment in cooperation with Fulton County, the South Fulton CID, the Development Authority of Fairburn, the Downtown Development Authority of Fairburn, the Georgia Department of Community Affairs, commercial lending institutions, and other private, governmental, and non-profit entities.



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B. Boundaries of Urban Redevelopment Plan

The boundaries were determined based on areas with the most redevelopment potential, including commercial corridors, the downtown district, and undeveloped properties with access to the expressway. Approximately 3,200 acres are included in the Urban Redevelopment Area (URA). Refer to Figure 1. There are 5 sub areas:

Downtown District

The Downtown District includes four blocks from Church Street to Dodd Street, as defined by the Mayor and Council and referenced in the 2009 Fairburn Historic Downtown LCI Study and includes residential neighborhoods within a walkable distance to downtown that have suffered from low property rates and underdevelopment. Refer to Figure 2 for boundaries.

Highway 29 Corridor

The Highway 29 Corridor includes properties with easy access to this historic highway. The corridor extends west along Highway 29 from Fairburn Industrial Boulevard. This stretch of road includes properties that are under-utilized and under-valued commercial, industrial, residential and planned development uses, including a landfill. Refer to Figure 3 for boundaries.

I-85 Corridor

The I-85 Corridor includes properties with easy access to and visibility from the interstate. The properties include under-utilized and under-valued commercial, industrial, residential, planned development, office industrial, and agricultural uses. Refer to Figure 4 for boundaries.

SR-74 Corridor

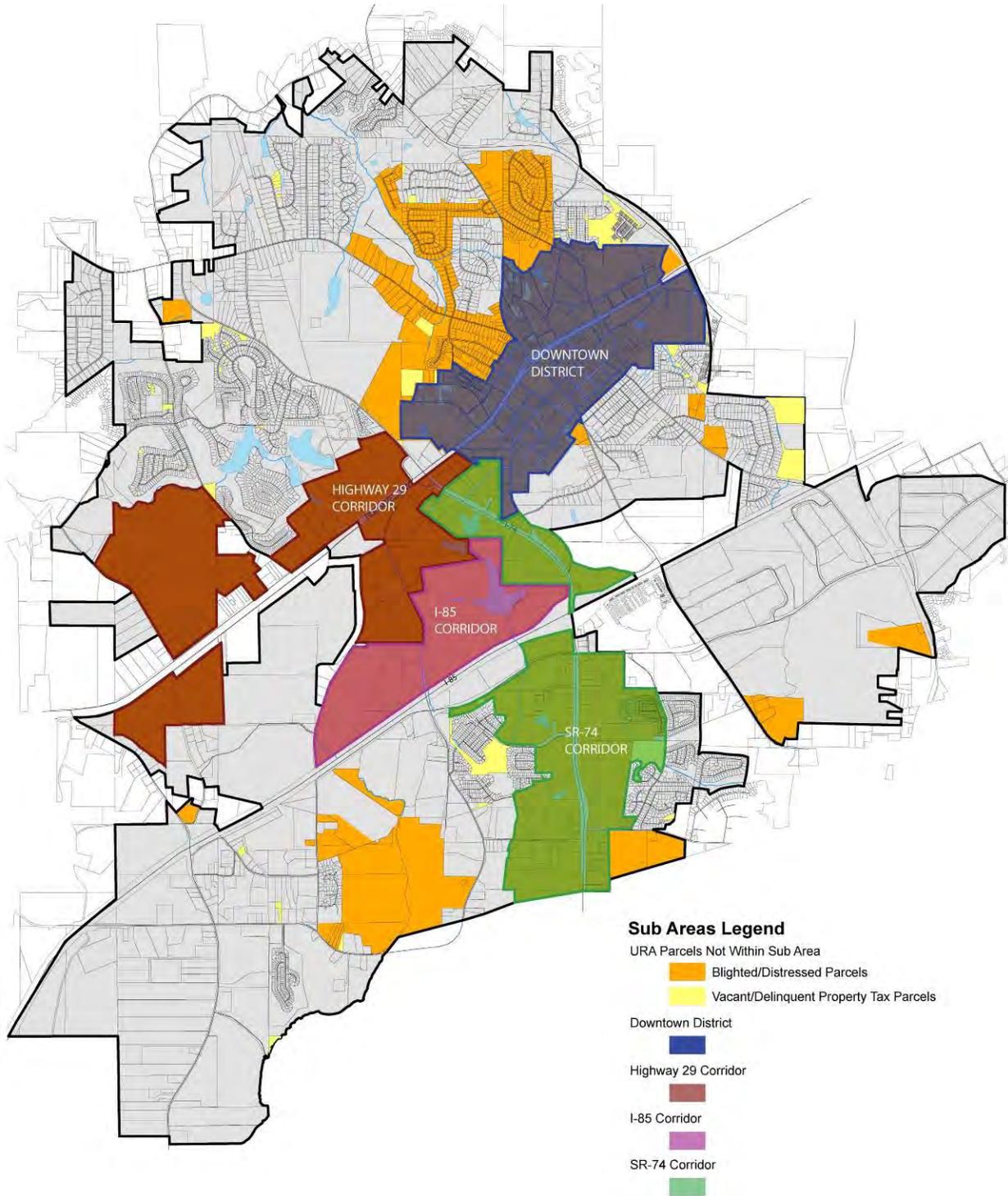
The SR-74 Corridor includes properties with easy access to and visibility from the interstate. The properties include under-utilized and under-valued commercial, industrial, planned development, and commercial land uses. Refer to Figure 5 for boundaries.

Distressed Parcels

In addition to the four categories above, the Urban Redevelopment Area includes many vacant parcels with unpaid taxes, distressed parcels that are not in the downtown district or adjacent to a major corridor but are undeveloped, under-utilized, under-valued and have become visual blights to the community due to lack of maintenance.



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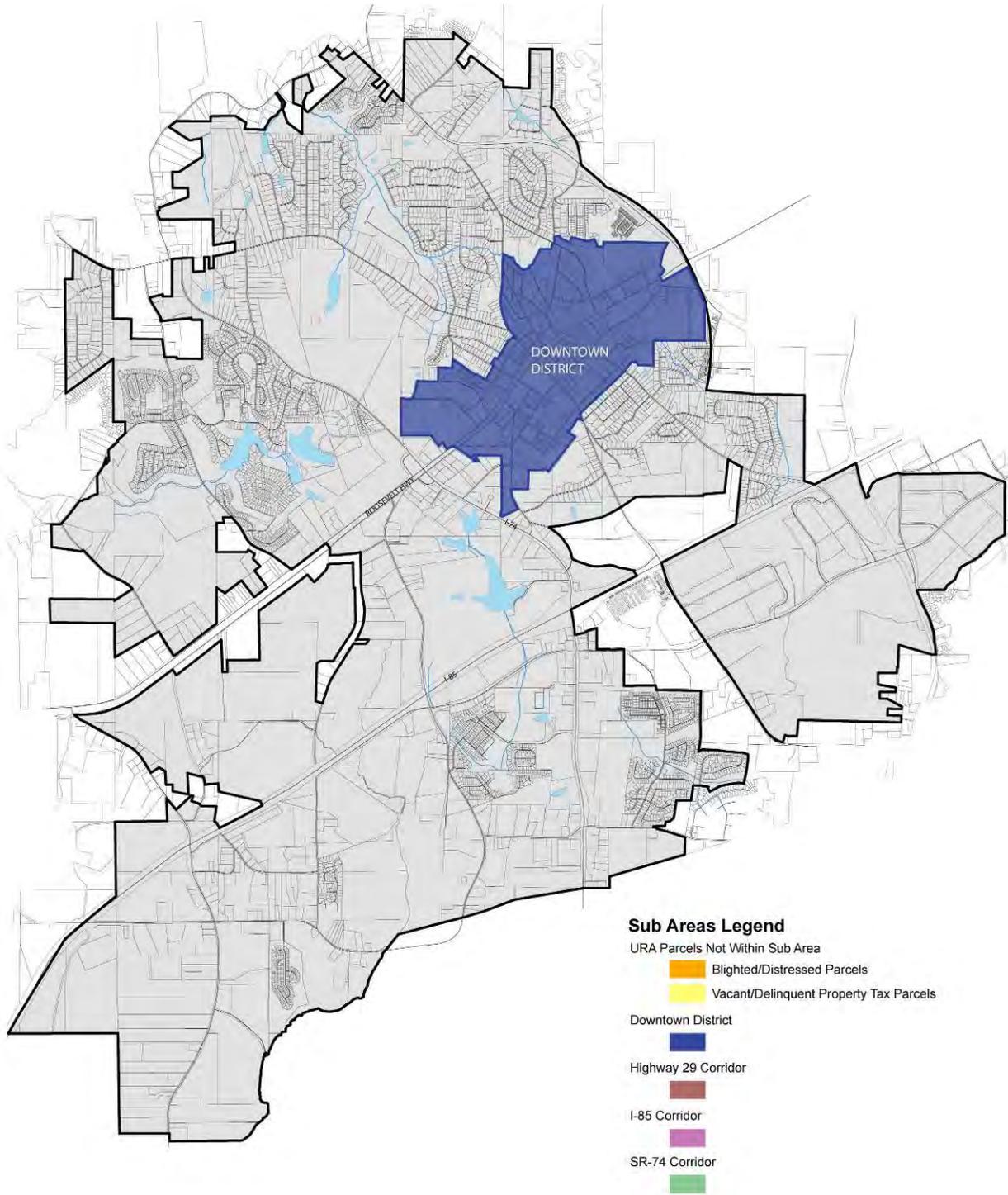
FAIRBURN URBAN REDEVELOPMENT AREA - SUB AREAS
11.20.2013

Figure 1: Urban Redevelopment Area and Sub-areas





CITY OF FAIRBURN URBAN REDEVELOPMENT PLAN



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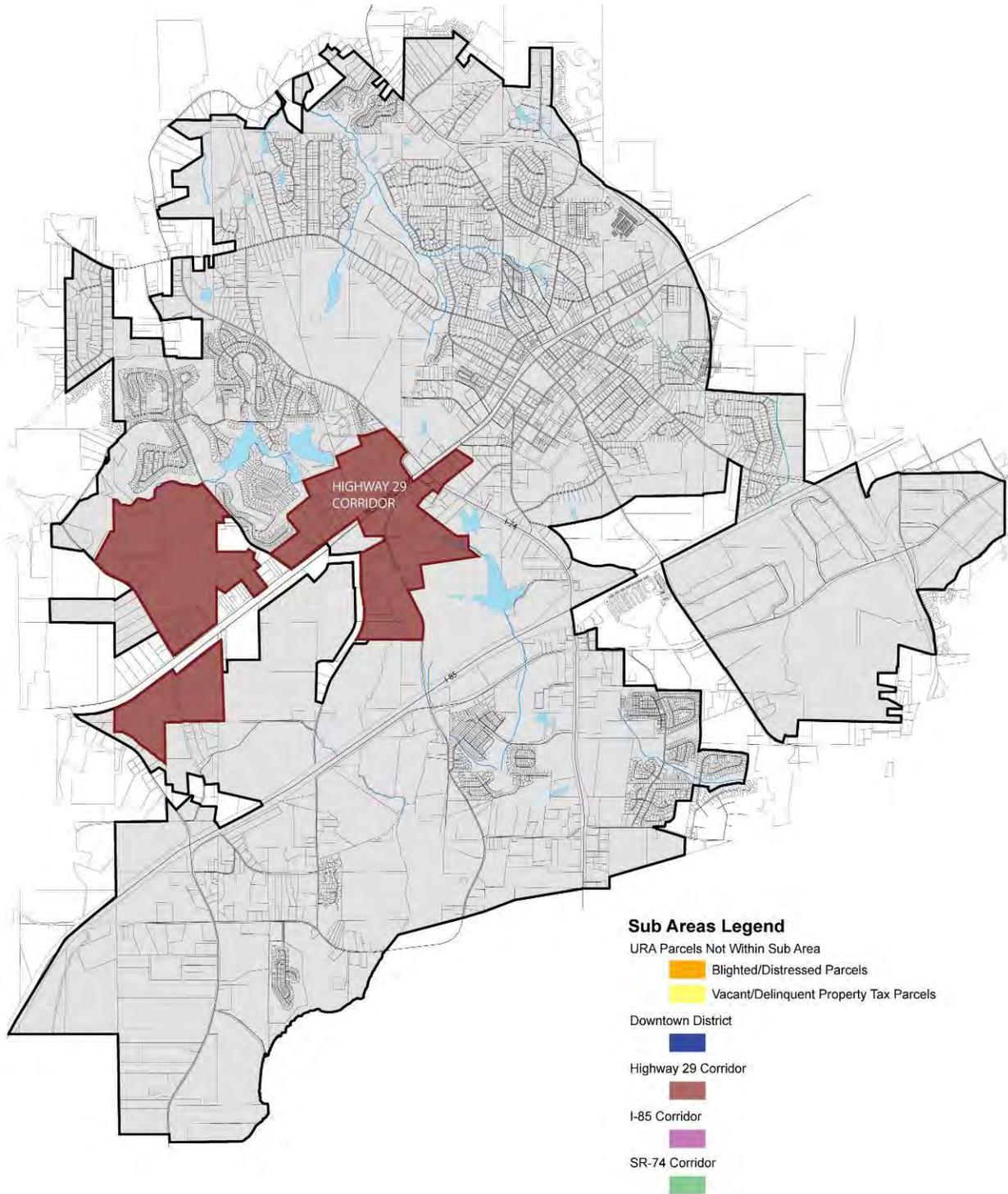
FAIRBURN URBAN REDEVELOPMENT AREA - SUB AREAS
11.20.2013

Figure 2: Urban Redevelopment Area Downtown District





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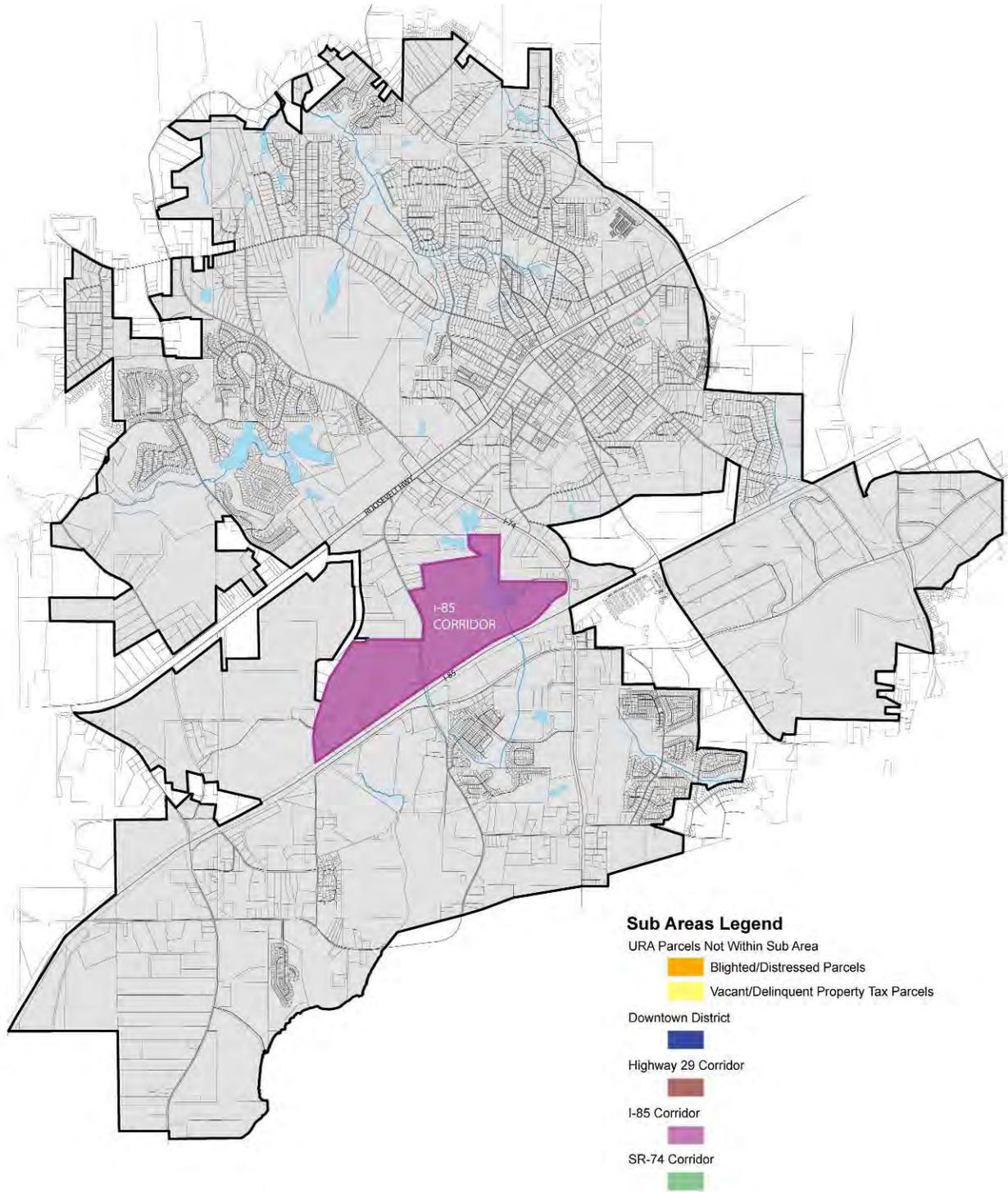
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FAIRBURN URBAN REDEVELOPMENT AREA - SUB AREAS
11.20.2013

Figure 3: Urban Redevelopment Area Highway 29 Corridor



CITY OF FAIRBURN URBAN REDEVELOPMENT PLAN



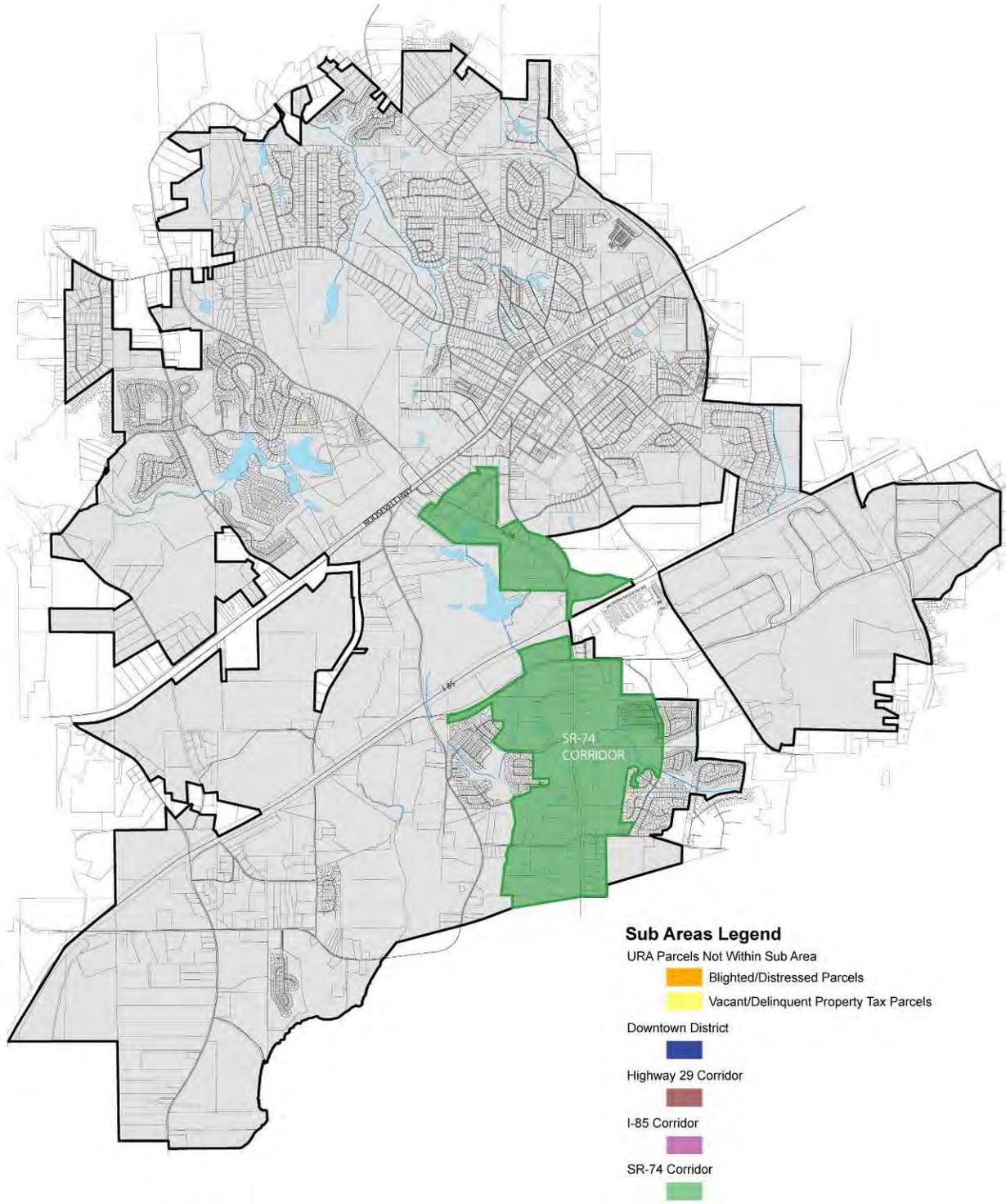
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FAIRBURN URBAN REDEVELOPMENT AREA - SUB AREAS
11.01.2013

Figure 4: Urban Redevelopment Area I-85 Corridor



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FAIRBURN URBAN REDEVELOPMENT AREA - SUB AREAS
11.01.2013

Figure 5: Urban Redevelopment Area SR-74 Corridor





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C. Consistency with City's Comprehensive Plan

In order to ensure that the Urban Redevelopment Plan maintains compatibility with Fairburn's Comprehensive Plan (2005-2025), components of the Comprehensive Plan's Community Agenda, specifically the Issues and Opportunities were used to help guide the development of this Urban Redevelopment Plan.

Per the Comprehensive Plan (2005-2025), the majority of disinvestment and redevelopment opportunities in the City of Fairburn are centralized around the downtown area. Residential disinvestment is most prevalent in the Lightning District, Brooks Street, Cemetery Street and the Summerwood neighborhood. The area most suitable for commercial redevelopment is on West Broad Street between Church Street and Dodd Street, west of the CSX railroad with the core of downtown at the intersection of Broad Street and Campbellton Street. Additionally, there are some neighborhood commercial shopping centers that are underutilized and should be targeted for redevelopment. These redevelopment areas are within the boundaries of the Urban Redevelopment Plan.

To further assist in redevelopment efforts, recent updates and adoption of the City's Zoning Ordinances (April 2012), the formation and updates to the Highway 29 and Highway 74 Overlay Districts, the development of the South Fulton Community Improvement District (SFCID) Strategic Plan, and the completion of the South Fulton Comprehensive Transportation Plan (CTP) have been taken into consideration while developing this Urban Redevelopment Plan, ensuring that Plan objectives and goals are easily implemented. Additionally, the City's future development goals were examined to ensure that this Urban Redevelopment Plan complies with other existing regulations.

D. Negative Conditions within the Urban Redevelopment Area

To qualify as an Urban Redevelopment Area, according to Georgia Urban Redevelopment law (O.C.G.A. 36-61-1 et. seq.) properties within the boundary must be identified by such pervasive properties as slum areas, under-developed parcels, or characterized by general distress and blight.

This section identifies negative conditions/indicators of blight in the URA that necessitate redevelopment. Indicators include:

- Lower than average growth in assessed tax value and low real estate values.
- Lower numbers of building permits than surrounding areas.
- Lower than average (per square foot) rents.
- High rental vacancy rates and high commercial vacancy rates.
- Greater percentage of the population below the poverty level.

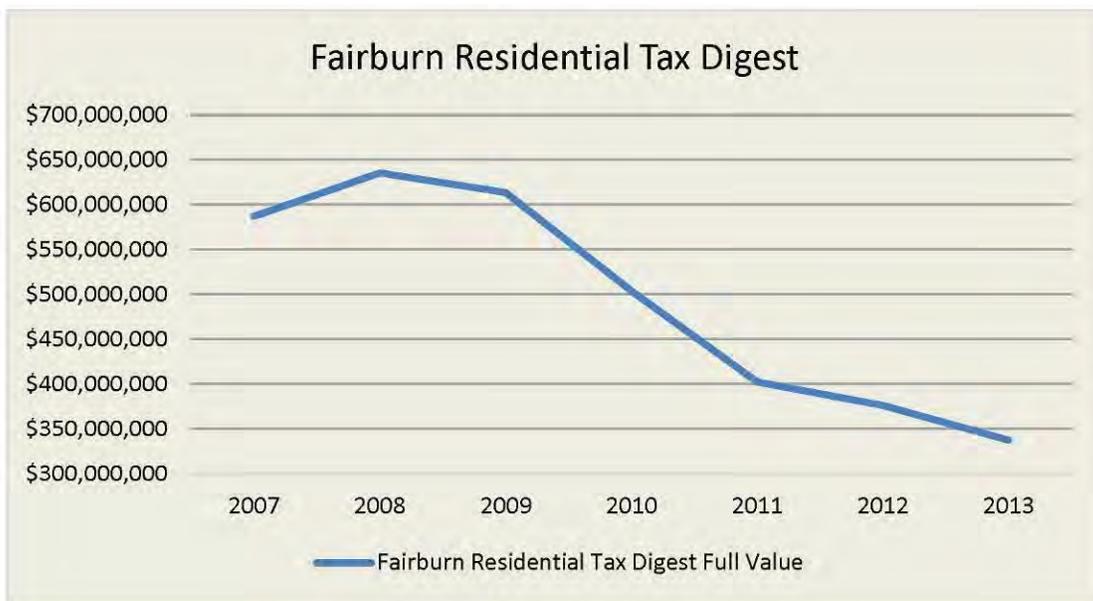


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- Many bankruptcies and business closures.
- Substandard public infrastructure.
- Confusing, dangerous or inefficient street layout.
- Fragmented, inappropriate or commercially nonviable subdivision platting or lot layout.
- High rate of delinquent property taxes.

1. Lower than average growth in assessed tax value and low real estate values

Over the past five years, Fairburn has experienced a drastic decrease in real estate values and assessed tax values, throughout the community. Figure 6 reveals 53% decline in residential property values from the 2008 peak, ultimately reducing vital tax income for the City.



Fairburn Residential Tax Digest					
Year	Type	Count	Acres	40% Value	Full Value
2007	Residential	5,086	5,379	234,881,560	587,203,900
2008	Residential	5,356	5,147	254,216,780	635,541,950
2009	Residential	5,673	5,241	245,421,970	613,554,925
2010	Residential	5,659	5,123	201,437,560	503,593,900
2011	Residential	5,649	5,072	160,889,890	402,224,725
2012	Residential	5,651	5,016	150,682,420	375,706,050
2013	Residential	5,638	4,989	134,795,680	336,989,200

Figure 6: Residential Tax Digest



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Lower number of building permits than surrounding areas

As evidenced in Figure 7, the City of Fairburn experienced a high number of building permits throughout the early to mid-2000s, well exceeding the state averages. Beginning in 2007, as in most of the state, those numbers fell drastically, leading to very few building permits being issued over the past 5 years, well below state averages.

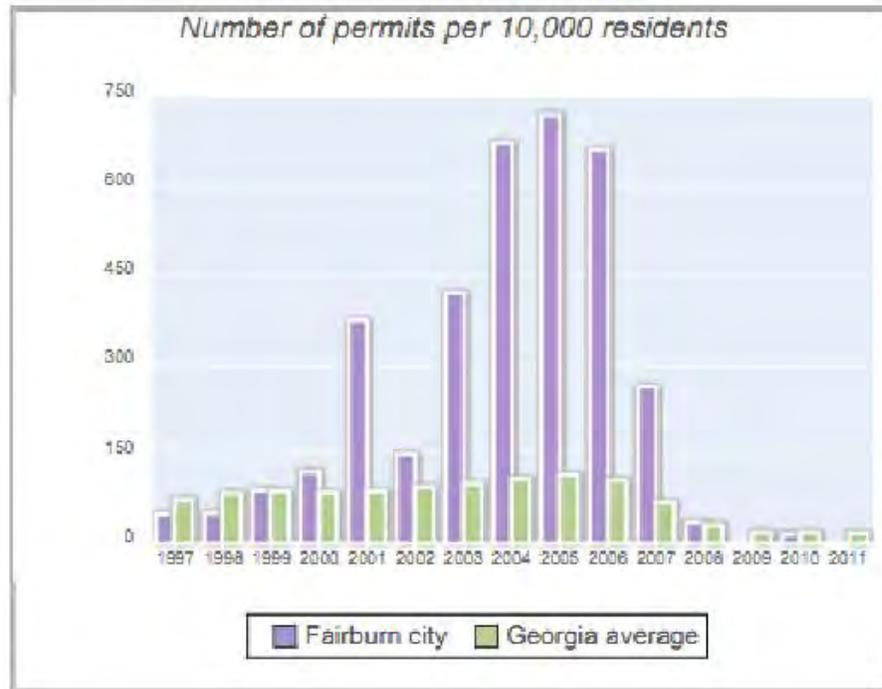


Figure 7: Building Permits

3. Lower than average (per square foot) rents

Downtown Fairburn retail rental rates range from \$5.00 to \$12.00 per square foot with the vast majority of rental property leased for less than \$10.00 per square foot. These low rates tend to attract low end retail businesses which do not provide a variety of dining, entertainment, cultural, select apparel and professional rental space sought by our citizens.

4. High rental vacancy rates and high commercial vacancy rates

Rental rates referenced in item 3, above, tend to influence higher than normal vacancy rates as the businesses which locate here are often low end retail operations that do not attract new retail, entertainment, commercial uses looking for a higher-end market. It is not unusual for a number of these business ventures to open and close in a relatively short time frame. Turnover occurs on a frequent basis.



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5. Greater percentage of the population below the poverty level

According to 2007-2011 American Community Survey, 13.8% of Fairburn residents are living below poverty level, almost 3 times as much as the neighboring cities of Tyrone (4.4%) and Fayetteville (5.7%) (<http://quickfacts.census.gov>). Additionally, according to the Department of Community Affairs (DCA), in 2013, a majority of the City of Fairburn block groups have or are adjacent to a block group with a poverty rate of greater than 15% (refer to Figure 8), making much of the City eligible for a DCA Opportunity Zone designation (refer to section H for more information on this incentive).

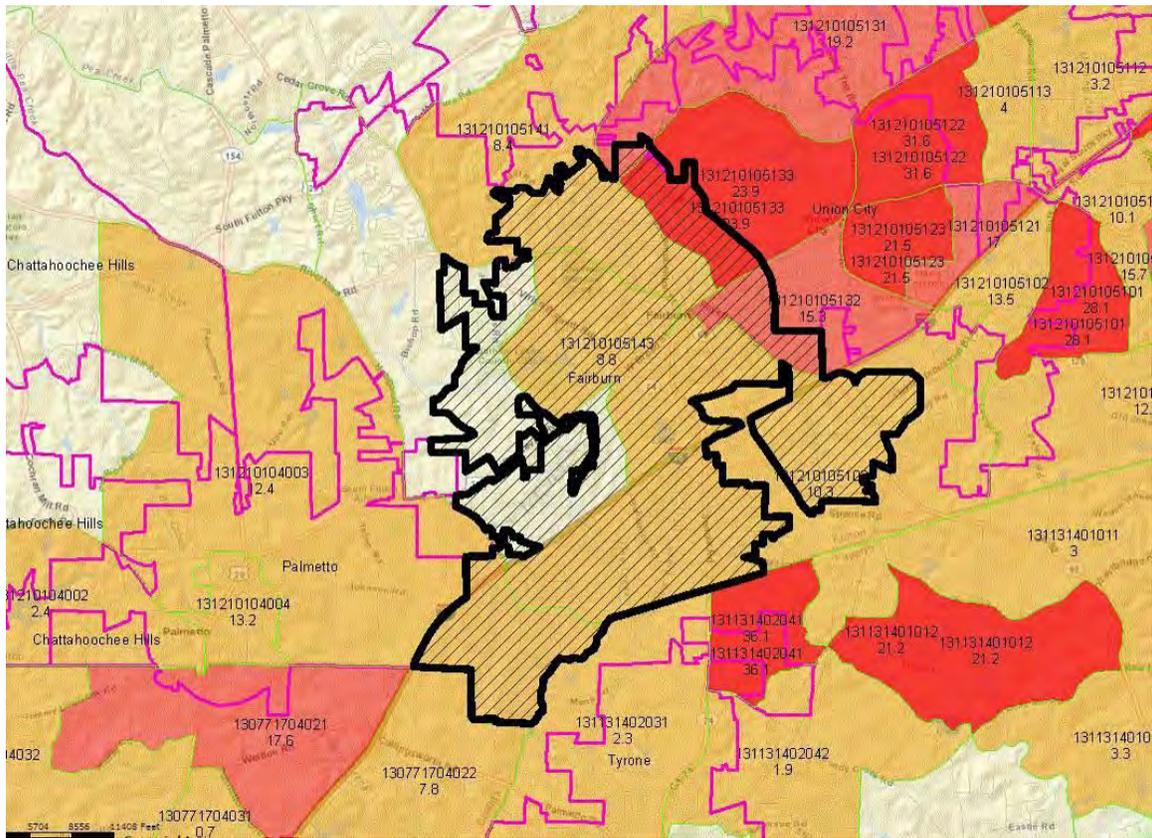


Figure 8: Poverty Rates
Obtained from <http://dca.ga.gov>



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6. Many bankruptcies and business closures

Business closures are a constant in Fairburn's downtown area. The combination of low rental rates that attract owners/businesses which in turn attract a customer base with less discretionary income provides a challenge for potential success. Between 2000 and 2013, 149 businesses have notified the City that they have closed.

7. Substandard public infrastructure

Infrastructure investment in the recent past has been below the level necessary to maintain a sufficient level of service and extend the service life of water, sewer, stormwater, and transportation facilities, mainly due to lower tax values resulting in insufficient funds to repair and build this necessary infrastructure. Recent changes in the prioritization of these projects have led to a programmatic approach to funding, implementation and are resulting in a prudent methodology for renewal and rehabilitation. Continued and accelerated investment is necessary to achieve the redevelopment goals of this plan. Refer to Figures 9 through 12 for examples of failing infrastructure.



Figure 9: Failing Culvert



Figure 10: Sidewalk Buckling



Figure 11: Potholes



Figure 12: Cracked Pavement



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8. Confusing, dangerous or inefficient street layout

Like most communities in the 1800's, the City of Fairburn developed as a transportation center, becoming a major connecting point to larger towns and cities. The construction of the railroad attracted the relocation of the Campbell County seat to Fairburn and its incorporation in the 1850's, created a radial city limit. The resulting radial roadway network has propagated many skewed intersections and dead end roads in need of realignment and improvement. The City has identified a small number of cul-de-sacs and extension projects necessary to alleviate this issue, further described in item 9.

9. Fragmented, inappropriate or commercially nonviable subdivision platting or lot layout

A number of older neighborhoods in the City bear the characteristics of having been interrupted in an unfinished state. Roads like Spring Street, Jones Avenue, Brooks Drive, Cemetery Street, Lane Drive, Fisher Drive, Mehaffey Drive and the intersection of Plantation Street and Industrial Boulevard are all examples of fragmentation in residential zones. Peachtree Landing Circle is an example of a private commercial road in need of realignment/relocation in order to develop along SR-74. Refer to Figures 13 through 17.



Figure 13: Lane Drive



Figure 14: Brooks Drive, Cemetery Street, Fisher Drive



Figure 15: Spring Street and Jones Ave.



Figure 16: Mehaffey Drive



Figure 17: Peachtree Landing Circle



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10. High rate of delinquent property taxes

As of the end of October 2013, 351 parcels out of 6,100 were not current on their tax bills. This represents about 6% of the total number of parcels, leading to a significant gap in potential tax dollars for the City of Fairburn.

E. Land Use Objectives

Because the Urban Redevelopment Area comprises a large portion of the City of Fairburn, existing land use in the Urban Redevelopment Area is varied. Therefore, the City identified corridors to address land use more effectively.

- I. DOWNTOWN DISTRICT/ HIGHWAY 29 CORRIDOR - Historic Center, Neighborhood Commercial, Historic Resources, Open Space, Mixed Use, Suburban & Traditional Neighborhoods - (Traditional central business district and immediately surrounding commercial, industrial, or mixed-use areas) Comp Plan Sections: 1.2.3; 1.2.4; 1.2.5; 1.2.6; 1.2.8; 1.3.5; 2.2.1; 2.3.1; 2.6.1; 2.7.1; 2.8.1

DEVELOPMENT STRATEGY: The Downtown character areas were developed as a part of the City's Comprehensive Plan (2005-2025). Many of the issues and concerns for the Downtown district have been addressed through the 2009 Historic Downtown Livable Centers Initiative (LCI) Study. The study highlights the need for residential development that reinforces the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development targeted to a broad range of income levels, including multi-family, town homes, apartments, lofts, and condominiums.

Per the LCI Study, streetscape design should be pedestrian-oriented, with walkable connections between the different uses. The zoning ordinance has been updated to address zero lot lines allowing buildings to locate closer to the road with parking in the rear. The pedestrian-friendly environment should be enhanced by adding sidewalks and other pedestrian-friendly trails/bike routes linking to neighborhood communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, and schools. New residential and commercial development should be concentrated on infill sites in and around adjacent neighborhoods and the downtown area. To further help impact the revitalization efforts, the city has adopted the Highway 29 Overlay District to help guide downtown development.

- II. INTERSTATE 85 CORRIDOR - Area used in manufacturing, wholesale trade, distribution activities, assembly, and processing activities. Uses may or may not generate excessive noise, particulate matter, vibration, smoke, dust, gas, fumes, odors, radiation, or other nuisance characteristics. Comp Plan Section 1.2.7; 2.2.1; 2.4.1



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DEVELOPMENT STRATEGY: Development or, where possible, retrofitting should occur as part of planned industrial parks having adequate water, sewer, stormwater, transportation and electric infrastructure for all component uses at build-out. Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc. Incorporate signage and lighting guidelines to enhance quality of development. Also incorporate measures to mitigate external impacts on the adjacent built or natural environments. Encourage greater mix of uses such as retail and services to serve industry employees and reduce automobile reliance/use on site.

- III. STATE ROUTE 74 CORRIDOR - Concentration of regionally marketed commercial and retail centers, office and employment areas, sports and recreational complexes. This character area is identified by high degrees of vehicular traffic access, large amounts of on-site parking, lower degrees of internal open space, high floor-area-ratios, and large tracts of land, campuses, or unified development. Comp Plan Section 1.2.14; 1.2.15; 2.2.1

DEVELOPMENT STRATEGY: These areas should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. They should also include a diverse mix of higher-density housing types, including multi-family, town homes, apartments, lofts, condominiums, affordable and workforce housing. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Direct connections to nearby networks of greenspace or trails, available to pedestrians and bicyclists for both tourism and recreation purposes, should be provided. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. "Franchise" or "corporate" architecture should be discouraged.

Zoning is an integral part of redevelopment. In June 2012, the City updated and adopted the City's Zoning Ordinances. The Ordinances were a substantial rewrite of the City's previous zoning and development ordinances, and incorporates new regulations to promote innovative development concepts, improved aesthetics and quality growth in the city. The Code of Ordinances also facilitates efficient code administration and the streamlining of development review by staff. With the new codes and regulations in place, the City of Fairburn is primed to maximize the benefits of redevelopment under this Urban Redevelopment Plan. A current zoning map of Fairburn can be found on the city's website, http://www.fairburn.com/wp-content/uploads/2013/04/Zoning_Map-7-22-13.pdf and in the Appendix of this report.



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F. Description of Land Parcels to be Acquired

The City of Fairburn has focused its acquisition efforts on the candidate parcels described herein during the recent past in order to help turn over some challenged properties. Examples of challenged properties include brownfields, greyfields, and substantially damaged properties from fires. There are a number of characteristics that the City would be looking for in proposed future acquisitions. Poor housing stock or distressed parcels that fall within a non-conforming use or incompatible zoning district would certainly represent a category of interest. The City has completed nearly three million dollars (\$3M) in acquisitions in the last three years alone.

G. Structures to be Demolished or Rehabilitated

The City of Fairburn has identified the following areas and or parcels as candidates for demolition as a part of its property maintenance inspection and nuisance abatement programs:

City of Fairburn

- 300 Acres on Bohannon Road
- W. Broad Street in the Southwest Downtown area

Private

- Clayton Street
- Senoia Road
- City Lake Road Structures
- Dodd Street, Aderhold Street, Golightly Street, Margaret Street
- Bay St/Jonesboro Rd
- Downtown District
- West Broad/Church/Smith Street
- West Campbellton Road @ Washington Street

Additionally, tax delinquent properties may be candidates, in the future, for demolition or rehabilitation in response to market conditions and to allow for private development to occur.

H. Plan to Leverage Private Resources for Redevelopment

City Investment

The City has and will continue to expand and invest in infrastructure as described in the following plans: 2009 Fairburn Historic Downtown LCI Study, the Fairburn 2011 Master Plan, and the South Fulton Comprehensive Transportation Plan. These investments provide incentive for private development and draw potential employers, resulting in an increased tax base and other economic benefits. Additionally the City



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has invested in redevelopment efforts through land acquisition and redevelopment of the following properties:

- 164 Washington St. was acquired and assembled by the City and is being developed into a senior housing property by a private developer.
- 365 Fairview Drive and 369 Fairview Drive have been assembled by the City and are being developed into parking for Fairburn Education campus. The parking lot will be owned and operated by the City and is anticipated to be complete by Spring, 2014.
- 23 West Broad Street includes four parcels assembled by the City to be developed into a park and entertainment venue.

Opportunity Zone

Following the approval of the Urban Redevelopment Plan, the City of Fairburn will apply for one or more Opportunity Zones. This incentive will provide leverage for private investment and job creation in the Urban Redevelopment Area.

South Fulton Community Improvement District (CID)

The South Fulton Community Improvement District (CID) currently extends into the City of Fairburn city limits. The CID provides a source for funding infrastructure within the City. This investment may also provide an incentive for private resources and redevelopment. The CID is currently investing in a road project on Oakley Industrial Boulevard, which includes a road widening to accommodate industrial truck traffic and adds sidewalks to the roadway.

Tax Allocation Districts (TAD)

The City is pursuing statutory requirements to implement a Tax Allocation District (TAD). This referendum would afford the City the necessary redevelopment power to create a TAD(s). This tool will be an important element in attracting private investment into the area.

Enterprise Zone

There are currently no intentions of implementing an Enterprise Zone in the City of Fairburn. This tool may be utilized in the future if deemed appropriate and beneficial to enhance the economic growth of the City.

I. Strategy for Relocating any Displaced Residents

At the time of the writing of this report, there are no plans to relocate or displace residents. If the displacement of residents does become necessary at a later date, the Urban Redevelopment Plan will be amended to incorporate a strategy for relocation in coordination with the Fulton County Housing and Human Services Department and in accordance with local and state regulations.



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The City is currently working with a private developer to build an 88 unit senior housing project near downtown Fairburn. The housing complex is for 55+, low-moderate income individuals. It is anticipated to open the summer of 2015. If there is a need to accommodate displaced residents the proposed senior housing development on West Broad Street at Church could accommodate displaced seniors.

J. Covenants or Restrictions to be Placed on Properties

The properties within the Urban Redevelopment Area will not have any covenants or restrictions. The current zoning and code requirements, including the Highway 29 Overlay Ordinance, will remain in place.

K. Public Infrastructure Needed to Support Redevelopment

To support redevelopment of the area the following public infrastructure should be provided and/or upgraded - transportation, electric, water, sewer, sidewalks, lighting, streetscapes, public recreational space, parking. The City's Capital Improvement Plan has identified particular projects that are priorities to be addressed. Refer to the city website for a list of particular water resource improvements: <https://www.fairburn.com/engineering/>. At the time of this report, an official road improvement list is in the process of being reviewed and approved by City Council. Once approved, it can be found on the City's website: <https://www.fairburn.com/engineering/>



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L. Strategy for Implementing the Plan

The strategy for implementing the Fairburn Urban Redevelopment Plan will rely on implementation steps as outlined in the following previous plans and studies, as they are the basis for this report: 2009 Fairburn Historic Downtown LCI Study, the Fairburn 2011 Master Plan, the City of Fairburn Comprehensive Plan (2005-2025), and the ARC 2040 Plan. The City will update the Comprehensive Plan and the Short-Term Work Program to incorporate the priorities found within this plan.

The Development Authority of Fairburn and the Downtown Development Authority of Fairburn, with the combined support of the Mayor, City Council and the City of Fairburn Staff, will guide the implementation of this plan and the associated policies.

The schedule for implementing the plan is as follows:

Finalize Plan	August/Sept. 2013
Review of Plan by Planning and Zoning Department	August 6, 2013
Review of Plan by Mayor and City Council	October, 2013
Public Hearing	November 7, 2013
City of Fairview Adoption of Urban Redevelopment Plan	December 9, 2013
Apply to DCA for Opportunity Zone Designations	Winter/Spring 2014
Promote and Offer Incentive Packages to New Businesses	Winter/Spring 2014



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APPENDIX A: RESOLUTIONS ADOPTING URBAN REDEVELOPMENT PLAN

Resolution to Adopt an Urban Redevelopment Plan for the City of Fairburn

Resolution Describing the City of Fairburn Urban Redevelopment Plan

Boundaries

Resolution Activating the Urban Redevelopment Agency of the City of Fairburn

1
2 STATE OF GEORGIA
3
4 COUNTY OF FULTON
5

6 **A RESOLUTION TO ADOPT AN URBAN REDEVELOPMENT PLAN**
7 **FOR THE CITY OF FAIRBURN**
8

9 **WHEREAS**, the Mayor and Council for the City of Fairburn, Georgia (the "City") is the
10 duly elected governing authority for the City; and
11

12 **WHEREAS**, Chapter 61 of Title 36 of the Official Code of Georgia Annotated provides
13 for the creation of an Urban Redevelopment Plan for an Urban Redevelopment Project as those
14 terms are defined in O.C.G.A. § 36-61-2; and
15

16 **WHEREAS**, the Mayor and City Council of the City of Fairburn, Georgia, find that the
17 Urban Redevelopment Law (O.C.G.A. 36- 61-1 et seq.) can be used alone, or in conjunction with
18 many of Georgia's other legislative redevelopment tools to support local comprehensive
19 planning, revitalize faltering commercial corridors, recruit and nurture small businesses,
20 rehabilitate older homes and neighborhoods, ensure architecturally compatible infill
21 development, and generate new adaptive reuses for obsolescent facilities; and
22

23 **WHEREAS**, the Mayor and City Council of Fairburn, Georgia, have caused an Urban
24 Redevelopment Plan to be prepared in accordance with the Urban Redevelopment Law in order
25 to revitalize and redevelop a defined geographical area known as the Urban Redevelopment
26 Area; and
27

28 **WHEREAS**, the Mayor and City Council of the City of Fairburn, Georgia find that
29 properties exist within the Urban Redevelopment Area that suffer from slum and blighting
30 influences under local standards, which are detrimental to the public health, safety, and welfare,
31 and their deterioration negatively affects the sound growth and development of the community;
32 and
33

34 **WHEREAS**, the Mayor and Council of the City find that the rehabilitation, conservation,
35 or redevelopment or a combination thereof, of such areas is necessary in the interest of the public
36 health, safety, morals, or welfare of the residents of the City; and
37

38 **WHEREAS**, the Mayor and Council of the City of Fairburn, Georgia, have identified
39 improvement opportunities within the Urban Redevelopment Area and intend to foster an
40 environment conducive to redevelopment within these areas; and
41

42 **WHEREAS**, the Mayor and Council of the City of Fairburn, Georgia, desire to work
43 with public and private sector partners to ensure that appropriate redevelopment is achieved; and
44

45 **WHEREAS**, a public hearing was held on Monday, December 9, 2013, at City Hall in
46 the City of Fairburn, Georgia; and

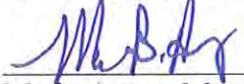
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NOW, THEREFORE BE IT RESOLVED THAT, the Mayor and City Council does hereby approve and adopt the City of Fairburn Urban Redevelopment Plan, a copy of which is attached hereto as Exhibit "A".

This Resolution shall be effective upon adoption.

This 9th day of December, 2013.

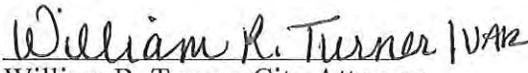
CITY OF FAIRBURN, GEORGIA



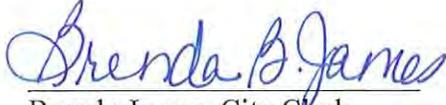
Mario Avery, Mayor

APPROVED AS TO FORM:

ATTEST:



William R. Turner, City Attorney



Brenda James, City Clerk

011111

RESOLUTION- URP2013-25

STATE OF GEORGIA

COUNTY OF FULTON

A RESOLUTION DESCRIBING THE CITY OF FAIRBURN URBAN REVELOPMENT PLAN BOUNDARIES AND FOR OTHER PURPOSES

Be it hereby resolved by the City of Fairburn Mayor and City Council that:

WHEREAS, the Downtown Development Authority of the City of Fairburn, Georgia, have been constituted and designated as the urban redevelopment agency of and for the City of Fairburn by resolution duly approved on the 9th day of December, 2013.

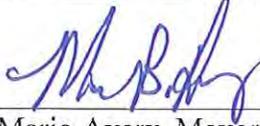
NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Fairburn, Georgia, in meeting duly assembled, pursuant to the authority granted by Official Code of Georgia Annotated section 36-61-7 (a), that the following described area is hereby declared to be an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age, or obsolescence; 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 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; or in which by reason of the presence of a substantial number of slum, 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; or any combination of such factors substantially impairs or arrests the sound growth of the City of Fairburn, retards the provisions of housing accommodations, constitutes an economic or social liability and is a menace to public health, safety, morals, or welfare in their present condition and use; and therefore meet the definitions contained in O.C.G.A. Chapter 36-61-2 (18); and said area is hereby designated and determined to be appropriate for an Urban Redevelopment Project, pursuant to the authority of O.C.G.A. Chapter 36-61-7(a):

The Downtown District along the Highway 29 corridor from Highway 138 to the north and Gullatt or Bishop Road in the south and extends approximately 2 miles to the east and west of the Highway 29 thoroughfare. The Roosevelt Corridor extends from Highway 74 to the Palmetto City limits to the south; the Highway 74 Commercial Corridor encompasses Howell Avenue in the west, to the eastern border of Fairburn; and the Interstate Highway 85 Corridor includes the land east of the Interstate as far south as Creekwood Road and as far north as Henderson Lake, as depicted on the attached map entitled "Fairburn Urban Redevelopment Area-Sub Areas."

This Resolution shall be effective upon adoption.

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This 9th day of December, 2013.



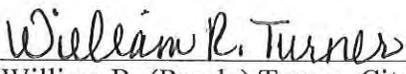
Mario Avery, Mayor
City of Fairburn, Georgia

ATTEST:



Brenda James, City Clerk

APPROVED AS TO FORM:



William R. (Randy) Turner, City Attorney

2013-26

RESOLUTION - URP2013-26

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STATE OF GEORGIA

COUNTY OF FULTON

RESOLUTION ACTIVATING THE URBAN REDEVELOPMENT AGENCY OF THE CITY OF FAIRBURN

WHEREAS, the Mayor and Council for the City of Fairburn, Georgia (the "City") is the duly elected governing authority for the City; and

WHEREAS, by Resolution URP2013-24, it has been determined by the Mayor and City Council that an area exists in the City that meets the definition described in O.C.G.A. 36-61-2(18) and that the rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City; and

WHEREAS, Chapter 61 of Title 36 of the Official Code of Georgia Annotated ("O.C.G.A."), entitled the "Urban Redevelopment Law," as amended (the "Urban Redevelopment Law"), creates in each municipality in the State of Georgia a public body corporate and politic to be known as the "urban redevelopment agency" of the municipality, for the purpose of exercising the "urban redevelopment project powers" defined in Section 36-61-17(b) of the Official Code of Georgia Annotated; and

WHEREAS, it has been determined by the Mayor and City Council that it is in the public interest for the Urban Redevelopment Agency of the City of Fairburn to exercise the "urban redevelopment project powers" of the City; and

WHEREAS, the Mayor and City Council, after thorough investigation, has determined that it is desirable and necessary that the Urban Redevelopment Agency of the City of Fairburn be activated immediately, pursuant to the Urban Redevelopment Law, in order to fulfill the needs expressed herein; and

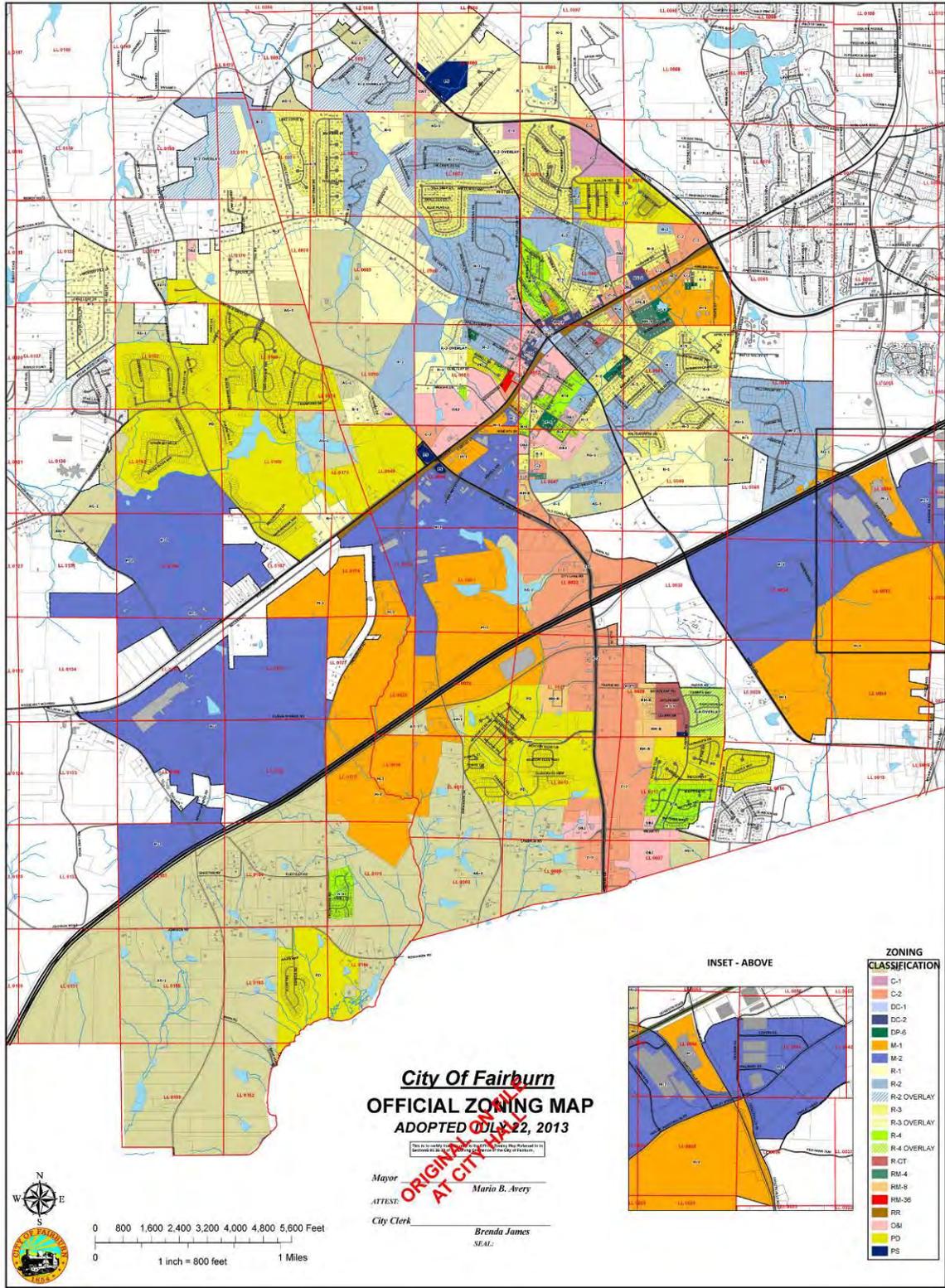
WHEREAS, pursuant to O.C.G.A. 36-61-18(b), the Mayor, by and with the advice and consent of City Council, desires to appoint the members of the City of Fairburn Downtown Development Authority as the Board of Commissioners of the City of Fairburn, Georgia Urban Redevelopment Agency;

NOW THEREFORE, BE IT RESOLVED, that the Mayor and City Council hereby determines that it is in the public interest for the City's Urban Redevelopment Agency created by the Urban Redevelopment Law to exercise the City's "urban redevelopment project powers" and hereby elects to have the City's Urban Redevelopment Agency created by the Urban Redevelopment Law to exercise the City's "urban redevelopment project powers."



CITY OF FAIRBURN URBAN REDEVELOPMENT PLAN

APPENDIX B: CITY OF FAIRBURN CURRENT ZONING MAP



City of Fairburn
OFFICIAL ZONING MAP
ADOPTED JULY 22, 2013

Mayor Mario B. Avery
 ATTEST: _____
 City Clerk Brenda James
 SEAL

ZONING CLASSIFICATION	
[Pink]	C-1
[Light Blue]	C-2
[Light Blue]	DC-1
[Dark Blue]	DC-2
[Green]	DP-6
[Yellow]	M-1
[Light Blue]	M-2
[Light Blue]	R-1
[Light Blue]	R-2
[Light Blue]	R-2 OVERLAY
[Light Green]	R-3
[Light Green]	R-3 OVERLAY
[Light Green]	R-4
[Light Green]	R-4 OVERLAY
[Light Green]	R-CT
[Light Green]	RM-4
[Light Green]	RM-8
[Light Green]	HM-36
[Light Green]	RR
[Light Green]	DSI
[Light Green]	PD
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