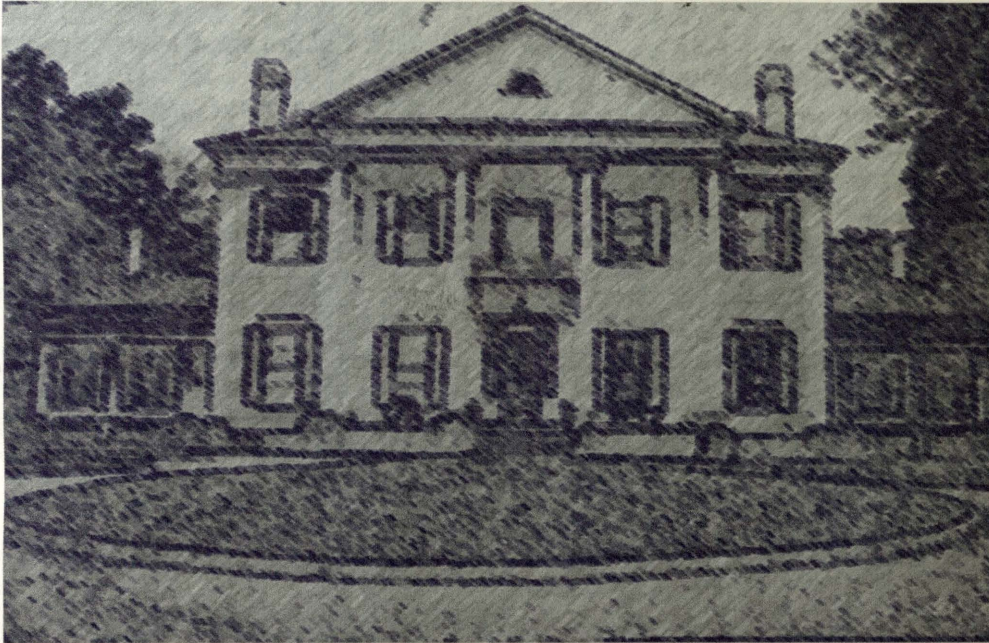


GA  
Griffin  
Preservation  
Plan

# PRESERVATION PLAN FOR GRIFFIN, GEORGIA



Prepared by the School of Environmental Design  
University of Georgia

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Griffin  
Preservation  
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## Introduction

This preservation plan is one component of a proposed Comprehensive and Land Use Plan for Griffin, Georgia. The City of Griffin contracted with the University of Georgia through the Vice President and Associate Provost's Office and the Carl Vinson Institute of Government for a plan that will promote quality growth for the community. This goal is to be accomplished by utilizing a participatory process and an integrated planning approach that considers all aspects of the community.

As a part of this arrangement, the School of Environmental Design at the university has researched and created this preservation plan which will be the foundation for the Historic Preservation element that will be included in the Land Use Plan.

Six survey teams divided the town into seven different areas. The teams visually inspected each tax parcel in their respective districts, and determined the age and integrity of the structures. The survey teams took a very critical approach to integrity issues, especially when considering very common building forms, such as 1920s and 1930s vernacular structures. Structures that were older were judged with less critical criteria. The survey focused on houses and commercial buildings, while also considering districts, landscapes, cemeteries, and other permanent objects. Structures built prior to 1940 were surveyed. This represents the beginning of the United States involvement in WWII. The State of Georgia has not yet made survey recommendations regarding post-WWII resources. Subsequent surveys should consider surveying the many "minimal traditional" house types within Griffin city limits, as well as documenting the integrity of structures built during the 1920s and 1930s.

## Developmental History

The City of Griffin is located in Spalding County, Georgia, in the center of the state's Piedmont region. The western half of the county consists mostly of rolling hills, with points varying from between 600 to 1,000 feet above sea level.<sup>1</sup> The climate is temperate and the soil fertile. Summers are warm and humid, with the average precipitation 50 inches a year.<sup>2</sup>

In the 17<sup>th</sup> and 18<sup>th</sup> centuries, what is now Spalding County, was claimed both by Spain and the colony of South Carolina. However, white settlement did not begin until the 1820s, when Georgia purchased the land from the Creek Indians.

The Creeks, under the First Treaty of Indian Springs, ceded a large piece of territory between the Ocmulgee and Flint Rivers in 1821. This territory was originally divided up by the state into five counties, one of which was Monroe County. In 1822, Pike County was created out of the western half of Monroe County.<sup>3</sup> Twelve hundred acres of land in what was then Pike County was acquired by Bartholomew Still. This 1,200-acre plot would later become the town of Griffin, Georgia.

In Georgia during the 1830s, four railroad projects had been undertaken. One of these was the Monroe Railroad Company, which would extend the railroad from Macon to Terminus, thereby completing Savannah's rail link to Tennessee. General L. L. Griffin, a senior partner in the Monroe Railroad venture, envisioned a rail line connecting the Georgia Railroad from Madison to a point on the Monroe Railroad line. Griffin purchased Bartholomew Still's 1,200-acre farm for the site of the intersection and the town. The General hoped that this intersection of the two railroads would one day create a metropolis in the Georgia Piedmont. Unfortunately, General Griffin's vision for the city would never be realized. It was Terminus (Atlanta) which would be connected to the Georgia Railroad, and eventually evolve into the metropolis of Georgia.

Griffin was founded and laid out by General Griffin on June 8, 1840.<sup>4</sup> The original city plan was rectangular and lay entirely inside of Pike County. The northern boundary at that time was the Henry County line, 200 feet north of Tinsley Street. Poplar Street was the southern boundary. Brawner Street was the eastern line, and 10th Street was the western boundary.

The original east-west streets were Tinsley, Chappell, Broad, Solomon, and Taylor. These streets were 100 feet wide, except for Broad, which was 280 feet wide. When the railroad was built through town in 1842, it divided Broad into two streets: Broad Street to the south of the tracks, and Broad Way north of the tracks.

Streets running north to south included 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Brooks (now 5<sup>th</sup>), 6<sup>th</sup>, Hill, 8<sup>th</sup>, and 9<sup>th</sup>. Each of these streets was sixty feet wide, except for Hill and Brooks, which were 120 feet wide. Between the east west streets were alleys thirty feet wide, now Quilly Street, Central Avenue, Slaton Avenue, and Wall Street (or Bank Alley).

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Twenty-two acres were given to the town to be used for public purposes. The cemetery was in the southeast corner of town. Lots were set aside for various religious denominations, which were evenly distributed throughout the different quadrants of the city. Four acres were set aside for a courthouse and square between Broad and Solomon.<sup>5</sup>

Griffin had a horse-pulled railroad running into the city by 1841, and steam-powered locomotives by 1842. The rails terminated in Griffin. There were scattered cotton farms throughout the surrounding area. The railroad served local farmers in getting their cotton to larger markets. By 1849, Griffin served as a market for Meriwether, Henry, and Pike Counties, and also for parts of Troup, Fayette, Upson, Monroe, and Butts Counties. Forty-nine thousand bales of cotton were brought into Griffin each year in the 1840s.

Cotton was hauled by wagon along Meriwether Street, and driven north into Griffin on New Orleans Street, an unplanned road that quickly evolved into Griffin's first commercial street. Merchants established stores, cotton dealers built warehouses, and professional men located offices along this street. Practically all of the major development in Griffin during this time period was south of Broad, west of 5<sup>th</sup> Street, and north of Poplar.

In the mid-1840s, the first subdivision opened North Hill Street from the Henry County line to Cherry Street. Cherry Street (originally "Long Street") was laid out from 6<sup>th</sup> to 9<sup>th</sup>.

In 1844, General Griffin's Monroe Railroad Company collapsed. Daniel Taylor bought the company and changed the name to the Macon & Western Railroad.<sup>6</sup> However, because of these difficulties, the Georgia Railroad laid tracks to Atlanta instead of Griffin, connecting it to the Western & Atlantic there.<sup>7</sup>

In 1849, the population exceeded 2,000 people. The town had two private schools, three churches, four hotels, five large warehouses, and approximately forty-five stores. However, the commercial section began moving away from New Orleans and towards Hill Street by the late 1840s.

In 1851, Spalding County was created and Griffin, being the largest city within the area, was named county seat. The County Court used City Hall, and other city government property to hold its first sessions.<sup>8</sup>

Educational opportunities in the city were expanding. One all-male college, two all-female colleges, and a medical college were all established in the 1850s. They were in the southern section of the city, in the areas of Poplar and College Streets. None of these schools survived the Civil War and Reconstruction.

Griffin's population in the mid-1850s was slightly less than 3,000 people. Cotton warehouses lined Hill and Taylor Streets. Manufacturing industry was also springing up at this time. There was a foundry and a machine works on the eastern side of North Hill Street between Cherry and

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<sup>5</sup>Ibid., p. 16-42.

<sup>6</sup>Ibid., p. 14-48.

<sup>7</sup>Ibid., p. 16.

<sup>8</sup>Ibid., p. 59-67.

Tinsley Streets. Solomon Street was a residential and commercial street, containing some light manufacturing industries.<sup>9</sup>

After fires destroyed businesses on Hill Street, more brick buildings were erected in town.<sup>10</sup> The Inferior Court of Spalding County finally built a courthouse in 1860. In spite of the building boom, the roads were still unimproved dirt, which during the summer degenerated into a muddy condition.

In April of 1861 the Civil War broke out. Spalding County became the mobilization point for Georgia troops headed for the front. Two camps were established: Camp Stephens in the north side of town, and Camp Milner in the south side of town, where the Municipal Park is now.

The War proved disastrous for the South. Union troops occupied the town for several days, and burnt the freight depot.<sup>11</sup> Although much of Spalding County was destitute at the end of the War, the economic picture did not look completely bleak, as cotton was selling for thirty-five cents a pound.<sup>12</sup> The commercial area was centered on Hill Street, although some businesses advertised on Alabama Street, considerably north of the town's boundaries.<sup>13</sup>

After the Civil War, former slaves established their own churches. The first, Mount Zion Baptist Church, was built on the corner of 9<sup>th</sup> and Solomon Streets (where the Post Office stands now). Soon after, seven other African-American churches appeared.<sup>14</sup> In spite of racial prejudice, many African-Americans stayed and prospered in Griffin. By 1890, there were twelve African-American owned businesses, including a funeral home and a smithy.<sup>15</sup>

Griffin's first public education building was the Sam Bailey school, on Taylor near 4<sup>th</sup> Street. It began as a private school, but was turned over to the public school system in 1885, when the first public school system board was established in Griffin. Griffin's high school would be located in this area in 1910.<sup>16</sup>

By 1872, Griffin's population was 3,500.<sup>17</sup> New railroads were being built through town. The Griffin-Newnan Railroad was built by 1871 and was acquired by the Savannah, Griffin, and North Alabama Line. Another railroad was completed to Carrolton, which was later sold to the Central Georgia Railroad Company. Although in 1884 Griffin lacked electric lights, waterworks, and a sewage system, the city was beginning to establish its first industries. The first cotton mill

<sup>9</sup>Quimby 1996, p. 172.

<sup>10</sup>Quimby 1959, p. 78-88.

<sup>11</sup>Ibid., p. 92-98.

<sup>12</sup>Ibid., p. 121-131.

<sup>13</sup>Quimby 1996, p. 123.

<sup>14</sup>Rapson, Kristi W., "Full of the Hope the Present has Brought Us," *Griffin Daily News*, 28 February 1993.

<sup>15</sup>Ibid.

<sup>16</sup>Quimby 1959, p. 140.

<sup>17</sup>Ibid., p. 140-179.

was established in 1883 by Seaton Grantland. Grantland also planted one of the first private tree farms in the South the same year. Four other mills were founded from 1888 to 1902. All went through various mergers and incarnations until finally being absorbed by one large company, Dundee Mills, by the mid-20th century.<sup>18</sup>

In 1886, the Georgia Midland Gulf Railway (later the Southern Railway) had been built through southwest Griffin. The railroad used New Orleans Street as a right-of-way, virtually obliterating the once important, but now neglected street. Tenements were north of Broadway, in the proximity of 6th Street. There were two mills at South 8th Street and Taylor. Residences north of Broadway and west of 6th Street were still rather sparse, although blocks had been laid out. Development stretched almost to Poplar Street to the south, and just beyond Quilly to the north, west of 6th Street. Hill, Broad, and Taylor Streets all had commercial areas. Between Taylor and Poplar Streets were cotton warehouses. Wide greenways bisected Hill Street. By 1888, the railroad connected Griffin to Chattanooga.

In 1886, Spalding County acquired the Georgia Agricultural Experimental Station, around which the town of Experiment has grown up, one and a half miles northwest of Griffin. This enabled Griffin to take early commercial advantage of advances in agricultural production processes.

By 1890, Broad Street served as host to African-American residences and businesses, hotels, tenements, and factories. Around New Orleans Street, between Broad and Solomon on the eastern side, light manufacturing centers, an African-American school and church had been established. Thus the southwestern area of town, as well as the east Broad Street area between 6th to 1st Streets emerged as African-American neighborhoods.

A mill was built at the southwest corner of Eighth and Taylor. Kincaid Mill was built approximately one mile northwest of town, toward Experiment station. Civic buildings, such as City Hall, were moved south to Solomon Street.<sup>19</sup>

From the 1880s to the 1920s, Griffin boasted a wagon factory, grist mill, cotton seed product factories, a Coca-Cola bottling plant, a mill roller factory, a pressed brick factory, two power companies, two large iron and brass factories, a fertilizer factory, cotton seed oil mills, a sash and blind factory, an ice factory, a bottling works, a broom factory, a wire fence factory and a printing company. Only three of these, however, would survive in their original condition into 1950.<sup>20</sup>

By 1900, Griffin had an electric light plant at Camp Northern (formerly the Confederate Camp Milner), electric street lights, a waterworks system, a large granite quarry for building and paving material,<sup>21</sup> and a population of almost 7,000. The city's economy was dominated by agriculture, but its growing mill industry was beginning to change this ratio. Two major railroads also ran through town.

Spalding Cotton Mill was built one-half mile east of Brawner Street. Full residential blocks began stretching west to 12th Street, bordered north and south by Broad and Taylor. Residential

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<sup>18</sup> ----, "Griffin's First Textile Mill," Griffin Daily News, 5-6 June 1965.

<sup>19</sup> Ibid., p. 177-204.

<sup>20</sup> ----, "Griffin: 'The Garden Spot of the World'," Griffin Daily News, 5-6 June 1965.

<sup>21</sup> ----, "Griffin: 'The Garden...'," GDN, 1965.

homes stretched north of Broad and east to 4<sup>th</sup> Street, bordered by Chappell to the north and East Solomon to the south, to half a block past Poplar. At the intersections of Lyndon, Drewry, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Streets, there were two mills and a mill village. More mill housing ran along Quilly, which now extended northwest from 10<sup>th</sup> Street, with smaller streets branching off to the north.

In 1909, the greenways on Hill Street had expanded in width, and more were built on parts of Solomon and Taylor Streets. A cotton seed oil factory was built on the southeast corner of North Brawner and Broad, on the east end of town, just north and west of this mill were predominantly African-American neighborhoods. Large houses went up south of Poplar, roughly bounded by 9<sup>th</sup> Street. Another cotton mill was built on the north side at 8<sup>th</sup> and Hill Streets. Mill housing around Griffin Manufacturing Company filled parts of Experiment, Wright, Ray, Randle, Hammock, Williams, Quilly, Ellis, and Halerburton (now Hallyburton) Streets.

Streets continued to be laid out as the town expanded west to 14<sup>th</sup> Street, south past Oak Street for a few blocks, and east to 6<sup>th</sup> Street. Some residences built along the railroad tracks on Broad past Brawner. Residential development stretched north beyond Tinsley. There were additional mills east and northwest of town, one to two miles out. By 1910, four blocks of the city streets were paved, and a new City Hall was built on Solomon Street. A new Courthouse was built on the southwest corner of Solomon and 6<sup>th</sup> Streets, and the old Courthouse was converted into a jail. Although the main commercial section was still on Hill Street, the cotton warehouses had moved away from Broad to East Taylor, East Solomon, and Brawner Streets.<sup>22</sup> Solomon Street, toward Hill, was mostly comprised of African-American businesses. Further east was an African-American neighborhood. There were also a few African-American businesses located on Broad, Slaton, and Meriwether Streets, and an African-American library at the northeast corner of Taylor and 4<sup>th</sup> Streets.<sup>23</sup> A new electrical substation was built in 1911 on 6<sup>th</sup> Street, close to other utility buildings and offices.<sup>24</sup>

The state ceded Camp Northen to Griffin, and the city promptly decided to use the old military camp as a park. In 1915, Lightfoot Park was built, where Memorial Stadium is now.<sup>25</sup>

Because of World War I, 1917-1918 was a boom time for Griffin. Mills were used overtime during the war. The war marked record sales for cotton and freight traffic in Griffin. A commercial area was built on Taylor Street. The sidewalks, previously dirt, were paved in the business and residential sections of the town.

By 1919, the boll weevil had invaded Spalding County, and coupled with post-war recession, the local economy slumped. With more than 8,000 people in town, cotton was still the main cash crop in town. Highland Mills built a factory in town, and built a 73-home mill town around the plant. The Dixie Highway was finally completed and passed through Griffin. The Highway entered town from Experiment, continued to Broad Street, then followed 8<sup>th</sup> Street south, turned east on Solomon, then Hill Street, to East College Street, and continued on down to Miami,

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<sup>22</sup>Quimby 1996, p. 123-156.

<sup>23</sup>Ibid., p.156-157.

<sup>24</sup>----, "City Soon to Begin Using Power from Central Georgia Plant," *Griffin Daily News*, 30 July 1911.

<sup>25</sup>Quimby 1996, p. 179

## Survey Report

### 1. Description of the Project:

The Public Service and Outreach Office of the School of Environmental Design was contracted to survey historic resources and produce the preservation component of Griffin's proposed "City of Griffin: Comprehensive and Land Use Plan." The survey was funded by the City of Griffin and administered through The Carl Vinson Institute of Government. The survey covered everything inside the city limits of Griffin, Georgia. Graduate students in the historic preservation program at the University of Georgia responsible for the survey and its report are: John Beaty, Barbara Bredencko, Paul Maggioni, Tom Pfister, Tina Sudduth, and Monaca Wiggers.

### 2. Discussion of Methodology:

Six survey teams divided the town into seven different sections. Each team visually inspected every tax parcel in their respective districts, and made a determination based on apparent age and integrity of the structure as to whether it could still be considered historic. The survey teams took very critical approach to integrity issues, especially when considering very common types, such as 1920's and 1930's vernacular structures. Structures that were older were judged with less critical criteria. The survey focused almost entirely on houses and commercial buildings, but some areas were surveyed as districts or landscapes, one cemetery was surveyed, as was one permanently placed train caboose. For time reasons, the survey placed an arbitrary date of 1940 for the cut-off. This date was chosen because it represents the beginning of the United States involvement in WWII and the State of Georgia has not made hard and fast recommendations regarding post-WWII resources. Surveys after this one should consider surveying the many "Minimal Traditional" houses in Griffin, as well as to see if any of the 1920's and 1930's houses have regained integrity.

### 3. Survey Results:

Previous surveys include the "McIntosh Trail Areawide Historic Preservation Study" prepared by the McIntosh Trail Regional Development Center and the "McIntosh Trail Area Historic Downtown Survey" prepared by the McIntosh Trail Area Planning and Development Commission in June of 1985. Approximately 1200 resources were surveyed. Due to time constraints of the students involved in project the survey results are not available at the time of the publication of this report. The survey results should be available by the summer of 2000, and will be appended to this document.

#### 4. Developmental History:

The City of Griffin is located in Spalding County, Georgia, in the center of the state's Piedmont region. The western half of the county consists mostly of rolling hills, with points varying from between 600 to 1,000 feet above sea level.<sup>1</sup> The climate is temperate and the soil fertile. Summers are warm and humid, with the average precipitation 50 inches a year.<sup>2</sup>

In the 17<sup>th</sup> and 18<sup>th</sup> centuries, Spain and the colony of South Carolina claimed what is now Spalding County. However, white settlement did not begin until the 1820s, when Georgia purchased the land from the Creek Indians.

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In Georgia during the 1830s, four railroad projects had been undertaken. One of these was the Monroe Railroad Company, which would extend the railroad from Macon to Terminus, thereby completing Savannah's rail link to Tennessee. General L. L. Griffin, a senior partner in the Monroe Railroad venture, envisioned a rail line connecting the Georgia Railroad from Madison to a point on the Monroe Railroad line. Griffin purchased Bartholomew Still's 1,200-acre farm for the site of the intersection and the town. The General hoped that this intersection of the two railroads would one day create a metropolis in the Georgia Piedmont. Unfortunately, his vision for the city would never be realized. It was Terminus (Atlanta) which would be connected to the Georgia Railroad, and eventually evolve into the largest metropolis of Georgia.

Griffin was founded and laid out by General Griffin on June 8, 1840.<sup>4</sup> The original city plan was rectangular and lay entirely inside of Pike County. The northern boundary at that time was the Henry County line, 200 feet north of Tinsley Street. Poplar Street was the southern boundary. Brawner Street was the eastern line, and 10th Street was the western boundary.

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Streets running north to south included 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Brooks (now 5<sup>th</sup>), 6<sup>th</sup>, Hill, 8<sup>th</sup>, and 9<sup>th</sup>. Each of these streets was sixty feet wide, except for Hill and Brooks, which were 120 feet wide. Between the east west streets were alleys thirty feet wide, now Quilly Street, Central Avenue, Slaton Avenue, and Wall Street (or Bank Alley).

Twenty-two acres were given to the town to be used for public purposes. The cemetery was in the southeast corner of town. Lots were set aside for various religious denominations, which were evenly distributed throughout the different quadrants of the city. Four acres were set aside for a courthouse and square between Broad and Solomon.<sup>5</sup>

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Cotton was hauled by wagon along Meriwether Street, and driven north into Griffin on New Orleans Street, an unplanned road that quickly evolved into Griffin's first commercial street. Merchants established stores, cotton dealers built warehouses, and professional men located offices along this street. Practically all of the major development in Griffin during this time period was south of Broad, west of 5<sup>th</sup> Street, and north of Poplar.

In the mid-1840s, the first subdivision opened North Hill Street from the Henry County line to Cherry Street. Cherry Street (originally "Long Street") was laid out from 6<sup>th</sup> to 9<sup>th</sup>.

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In 1849, the population exceeded 2,000 people. The town had two private schools, three churches, four hotels, five large warehouses, and approximately forty-five stores. However, the commercial section began moving away from New Orleans and towards Hill Street by the late 1840s.

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After fires destroyed businesses on Hill Street, more brick buildings were erected in town.<sup>10</sup> The Inferior Court of Spalding County finally built a courthouse in 1860. In spite of the building boom, the roads were still unimproved dirt, which during the summer degenerated into a muddy condition.

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After the Civil War, former slaves established their own churches. The first, Mount Zion Baptist Church, was built on the corner of 9<sup>th</sup> and Solomon Streets (where the Post Office stands now). Soon after, seven other African-American churches appeared.<sup>14</sup> In spite of racial prejudice, many African-Americans stayed and prospered in Griffin. By 1890, there were twelve African-American owned businesses, including a funeral home and a smithy.<sup>15</sup>

Griffin's first public education building was the Sam Bailey school, on Taylor near 4<sup>th</sup> Street. It began as a private school, but was turned over to the public school system in 1885, when the first public school system board was established in Griffin. Griffin's high school would be located in this area in 1910.<sup>16</sup>

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In 1886, Spalding County acquired the Georgia Agricultural Experimental Station, around which the town of Experiment has grown up, one and a half miles northwest of Griffin. This enabled Griffin to take early commercial advantage of advances in agricultural production processes.

By 1890, Broad Street served as host to African-American residences and businesses, hotels, tenements, and factories. Around New Orleans Street, between Broad and Solomon on the eastern side, light manufacturing centers, an African-American school and church had been established. Thus the southwestern area of town, as well as the east Broad Street area between 6<sup>th</sup> to 1<sup>st</sup> Streets emerged as African-American neighborhoods.

A mill was built at the southwest corner of Eighth and Taylor. Kincaid Mill was built approximately one mile northwest of town, toward Experiment station. Civic buildings, such as City Hall, were moved south to Solomon Street.<sup>19</sup>

From the 1880s to the 1920s, Griffin boasted a wagon factory, grist mill, cotton seed product factories, a Coca-Cola bottling plant, a mill roller factory, a pressed brick factory, two power companies, two large iron and brass factories, a fertilizer factory, cotton seed oil mills, a sash and blind factory, an ice factory, a bottling works, a broom factory, a wire fence factory and a printing company. Only three of these, however, would survive in their original condition into 1950.<sup>20</sup>

By 1900, Griffin had an electric light plant at Camp Northern (formerly the Confederate Camp Milner), electric street lights, a waterworks system, a large granite quarry for building and paving material,<sup>21</sup> and a population of almost 7,000. The city's economy was dominated by agriculture, but its growing mill industry was beginning to change this ratio. Two major railroads also ran through town.

Spalding Cotton Mill was built one-half mile east of Brawner Street. Full residential blocks began stretching west to 12<sup>th</sup> Street, bordered north and south by Broad and Taylor. Residential homes stretched north of Broad and east to 4<sup>th</sup> Street, bordered by Chappell to the north and East Solomon to the south, to half a block past Poplar. At the intersections of Lyndon, Drewry, 15<sup>th</sup>, 16<sup>th</sup>, and 17<sup>th</sup> Streets, there were two mills and a mill village. More mill housing ran along Quilly, which now extended northwest from 10<sup>th</sup> Street, with smaller streets branching off to the north.

In 1909, the greenways on Hill Street had expanded in width, and more were built on parts of Solomon and Taylor Streets. A cotton seed oil factory was built on the southeast corner of North Brawner and Broad, on the east end of town, just north and west of this mill were predominantly African-American neighborhoods. Large houses went up south of Poplar, roughly bounded by 9<sup>th</sup> Street. Another cotton mill was built on the north side

<sup>19</sup>Ibid., p. 177-204.

<sup>20</sup>----, "Griffin: 'The Garden Spot of the World'," *Griffin Daily News*, 5-6 June 1965.

<sup>21</sup> ----, "Griffin: 'The Garden...'," *GDN*, 1965.

at 8<sup>th</sup> and Hill Streets. Mill housing around Griffin Manufacturing Company filled parts of Experiment, Wright, Ray, Randle, Hammock, Williams, Quilly, Ellis, and Haliburton (now Hallyburton) Streets.

Streets continued to be laid out as the town expanded west to 14<sup>th</sup> Street, south past Oak Street for a few blocks, and east to 6<sup>th</sup> Street. Some residences built along the railroad tracks on Broad past Brawner. Residential development stretched north beyond Tinsley. There were additional mills east and northwest of town, one to two miles out. By 1910, four blocks of the city streets were paved, and a new City Hall was built on Solomon Street. A new Courthouse was built on the southwest corner of Solomon and 6<sup>th</sup> Streets, and the old Courthouse was converted into a jail. Although the main commercial section was still on Hill Street, the cotton warehouses had moved away from Broad to East Taylor, East Solomon, and Brawner Streets.<sup>22</sup> Solomon Street, toward Hill, was mostly comprised of African-American businesses. Further east was an African-American neighborhood. There were also a few African-American businesses located on Broad, Slaton, and Meriwether Streets, and an African-American library at the northeast corner of Taylor and 4<sup>th</sup> Streets.<sup>23</sup> A new electrical substation was built in 1911 on 6<sup>th</sup> Street, close to other utility buildings and offices.<sup>24</sup>

The state ceded Camp Northen to Griffin, and the city promptly decided to use the old military camp as a park. In 1915, Lightfoot Park was built, where Memorial Stadium is now.<sup>25</sup>

Because of World War I, 1917-1918 was a boom time for Griffin. Mills were used overtime during the war. The war marked record sales for cotton and freight traffic in Griffin. A commercial area was built on Taylor Street. The sidewalks, previously dirt, were paved in the business and residential sections of the town.

By 1919, the boll weevil had invaded Spalding County, and coupled with post-war recession, the local economy slumped. With more than 8,000 people in town, cotton was still the main cash crop in town. Highland Mills built a factory in town, and built a 73-home mill town around the plant. The Dixie Highway was finally completed and passed through Griffin. The Highway entered town from Experiment, continued to Broad Street, then followed 8<sup>th</sup> Street south, turned east on Solomon, then Hill Street, to East College Street, and continued on down to Miami, Florida. The textile mills and their villages were just outside of the city limits and were not included in the count. Griffin also had a country club at West Poplar Street. The city opened the first golf course in town, designed by Bobby Jones, at the Municipal Park.

<sup>22</sup>Quimby 1996, p. 123-156.

<sup>23</sup>Ibid., p.156-157.

<sup>24</sup>---, "City Soon to Begin Using Power from Central Georgia Plant," *Griffin Daily News*, 30 July 1911.

<sup>25</sup>Quimby 1996, p. 179

By the 1920s, the city limits of Griffin stretched out in a one-mile radius from the courthouse, and the town was by now growing out of these limits. By 1925, the wells in town were drying up, no longer adequate for the growing population. Housing was also a problem. To help alleviate the latter problem, a new African-American subdivision called "Spring Hill" was built near Camp Northern.

In the mid-1920s, residential development moved up to Alabama, and past Quincy, between 10<sup>th</sup> and 6<sup>th</sup> Streets. A park with a swimming pool was constructed at the end of Turner Street, presumably for workers at Griffin Manufacturing. West Broad and College Street area, from 12<sup>th</sup> to 17<sup>th</sup> Streets, was a heavily developed residential area. The Griffin Manufacturing Company Mill was surrounded both north and south of Broad by mill housing. Another residential area was springing up around the mill east of Brawner Street. Northeast Griffin was predominantly African-American, with residences extending past Tinsley Street.

At this time, greenways ran through many major north-south and east-west streets, including Hill and Solomon. These greenways caused traffic jams, and the merchants pressured the city into gradually narrowing these greenways in the 1930s, until most were completely obliterated.

In 1930, the population was just over 10,300. New city waterworks opened on the Atlanta Highway, just outside of the city, supplanting the Municipal Park waterworks plant. The city added a new swimming pool, 18-hole municipal golf course, clubhouse, tennis courts, picnic grounds, and scenic drives and walks to Municipal Park.

By 1931, the economic depression grew. Cotton prices dropped precipitously, although Griffin's mills continued functioning. The Federal Government's Civil Works Administration programs helped alleviate unemployment by digging mosquito control ditches, clearing and widening Ninth Street, and further improving the Municipal Park.

In 1937, the first chain supermarket store opened in town, called "Big Star," at 119 East Solomon Street (later moving to 111-115 East Taylor Street). It was an immediate success.

The Griffin Airport was built about one mile south of the city limits, between 1936-1939. It had one hanger, one administration building, and two runways. According to a contemporary newspaper article, the airport was "...one of the finest and best equipped airports in the South."<sup>26</sup> By 1940, Griffin had grown into a small but prosperous and industrial city in the Georgia heartland.

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<sup>26</sup>----, "Local Airport is Maintained Jointly by City and County; Expert Pilot is in Charge," Griffin Daily News, 17 June 1940.

## 5. Architectural Analysis:

The heart of Griffin is its central business district. This area, in the vicinity of Hill, Taylor, and Solomon Streets, includes the majority of Griffin's historic commercial buildings. Wide streets that are divided by landscaped medians with structures set at the zero-lot line define the character of the Central Business District. The buildings are mostly two to three story brick structures and vary in their architectural detailing. Built adjacent to the railroad, some of the earliest structures date back to the 1890s and 90s. Other valuable resources in this area include the livery stables, divided by alleys on the streets just west of Hill Street. To the east, a number of historic warehouses, though abandoned, reveal information on Griffin's history. A great many of these core buildings still exhibit high integrity. The town should take measures to preserve and maintain these run-down or abandoned buildings that define the historic character of Griffin's downtown.

Griffin's residential neighborhoods developed beyond its central business district. Within the original city limits, some residential development occurred prior to 1880. Some of these resources are still standing although alterations, additions, and infill have affected the historic context of the architecture. These structures range from high style to vernacular in architectural type.

Between 1880 and the turn of the century, most of Griffin's residential development occurred due to the arrival of a number of mills and the expanding railroad. This development occurred mostly to the north and northwest of the Central Business District and somewhat to the southwest of the Central Business District. Approximately five mills were built between 1883 and 1902, resulting in a wide variety of mill housing. These building types, primarily wood framed and covered in wood clapboard and asphalt shingles, are primarily vernacular forms, including pyramidal cottage, saddlebag, saltbox, hall-parlor, shotgun, and double shotgun. The houses in these new developments were laid out in a grid pattern, set close to the street, and are built in close proximity to one another. The similarity of houses in specific areas lends to the idea that these working class houses were provided/built by the mill companies for their workers. Additions, façade modifications, and other alterations have affected the integrity of much of this mill housing.

Also at the turn of the century, to the south and southwest of the CBD, numerous large, high style houses were constructed. Poplar, Meriwether, Hammond, Maple, and College Streets were the locale of many Colonial Revival, Tudor Revival, Greek Revival, and Victorian era style houses. Brick was a primary building material as was terra cotta and slate as roofing materials. These neighborhoods featured wider streets and larger setbacks for the buildings themselves.

The houses within these neighborhoods, both high style and vernacular building types, include many of the older styles, such as shotgun and pyramidal cottages. New styles and forms were also introduced, including craftsman (both high style and

vernacular), gable wing cottage, new south cottage, folk Victorian, and various bungalow house types. Development at this time occurred in all areas of town.

The integrity of Griffin's architecture can be recaptured with some minor changes or maintenance. Many structures have lost integrity because of the installation of new metal windows or artificial siding. Others simply need paint and new roofs. Basic maintenance can produce dramatic results and preserve the integrity and aesthetics of any area.

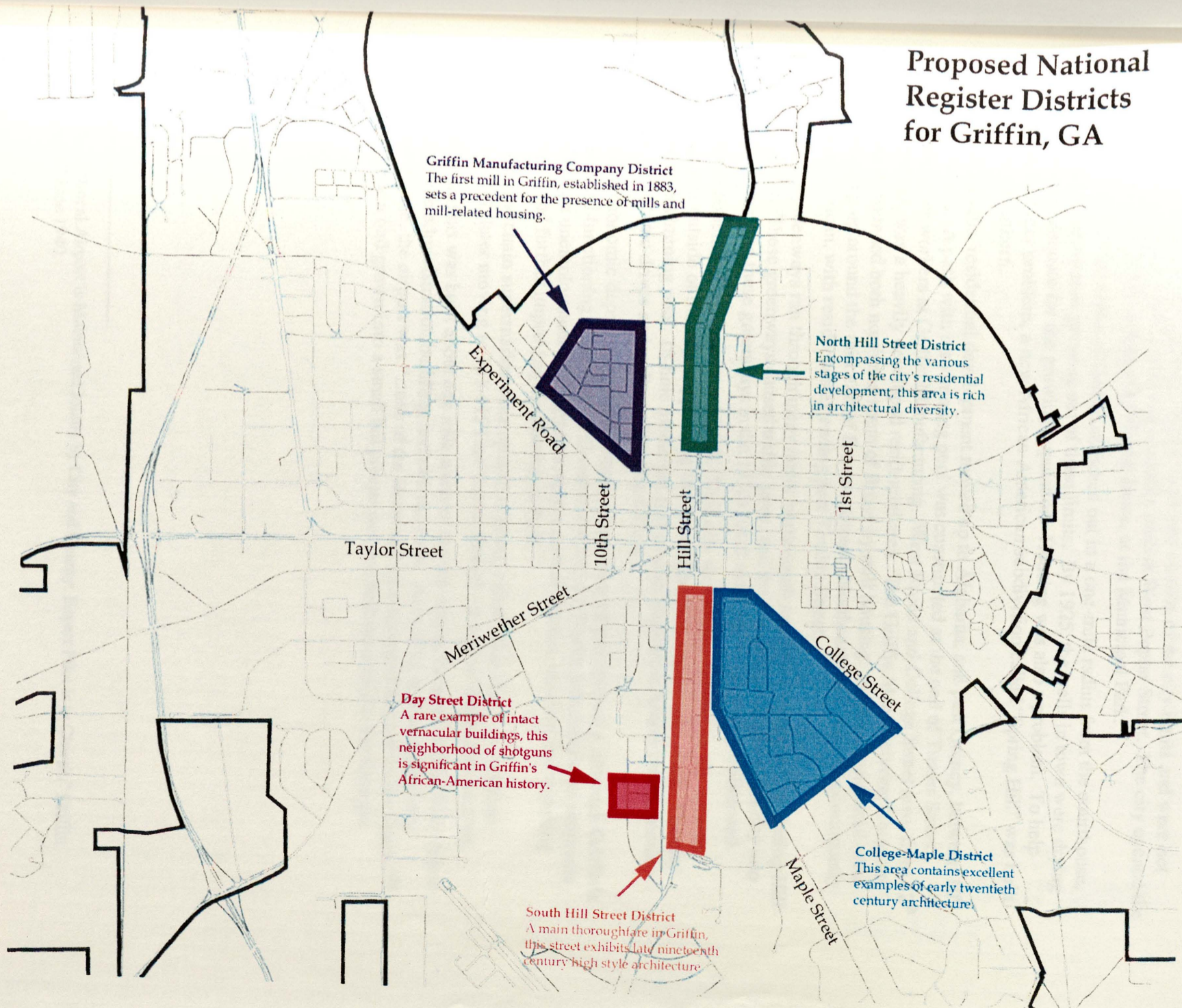
5. National Register Eligibility:

Most of the 'High Style' landmark houses are already listed on the National Register:

<i>Property</i>	<i>Location</i>	<i>Date Registered</i>
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Double Cabins	NE of Griffin on GA Hwy 16	1973
Griffin Commercial Central Alley, Historic District	6 <sup>th</sup> Street, Taylor and 8th Streets	1988
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Pritchard-Moore-Goodrich House	441 N. Hill Street	1973
Sam Bailey Building	E. Poplar and 4 <sup>th</sup> Streets	1973
St. George's Episcopal Church	132 N. Tenth Street	1994

We have identified at least five potential National Register Districts that serve as examples of the developmental history of Griffin. Please see attached map for more information.

## Proposed National Register Districts for Griffin, GA



Florida. The textile mills and their villages were just outside of the city limits and were not included in the count. Griffin also had a country club at West Poplar Street. The city opened the first golf course in town, designed by Bobby Jones, at the Municipal Park.

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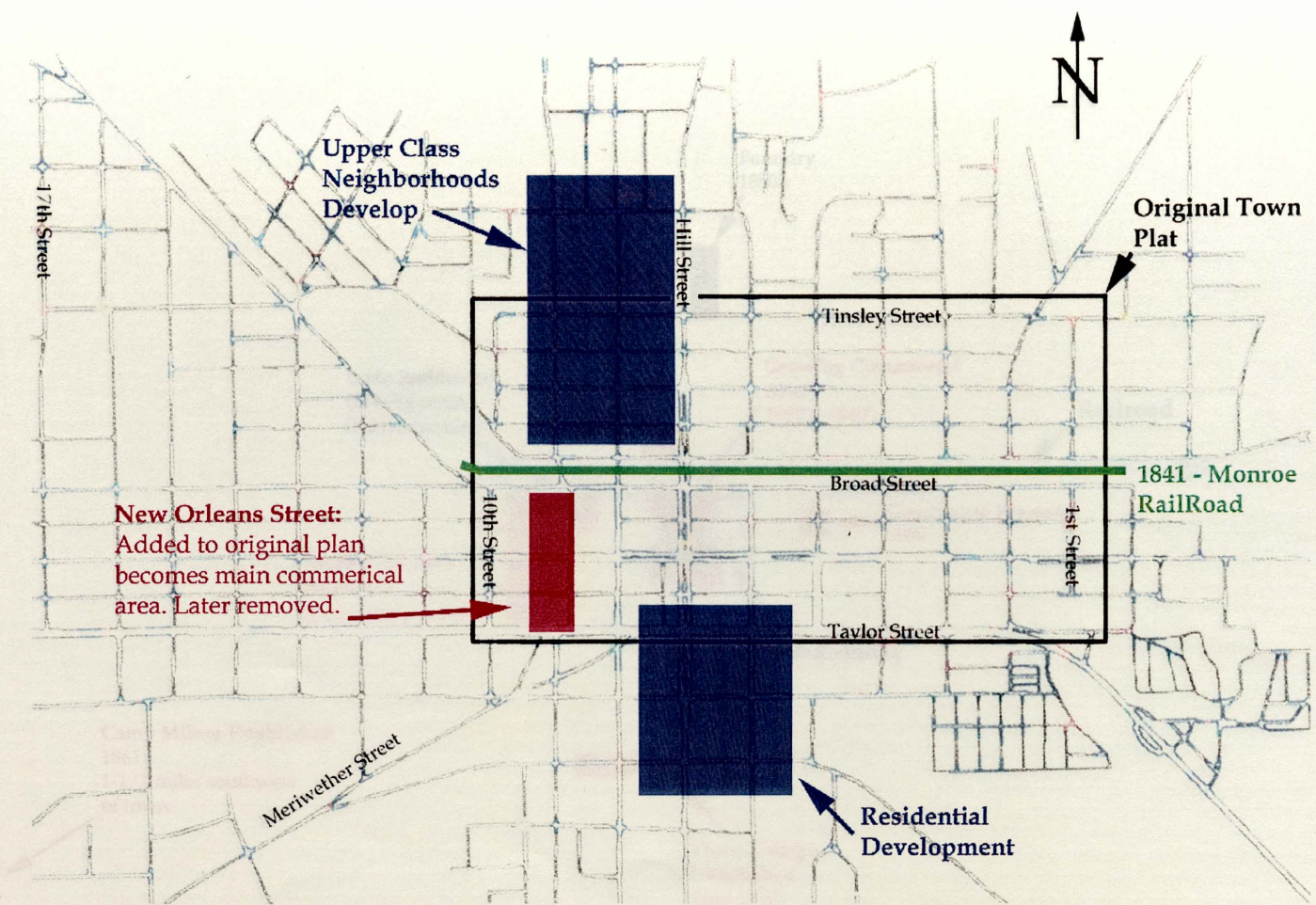
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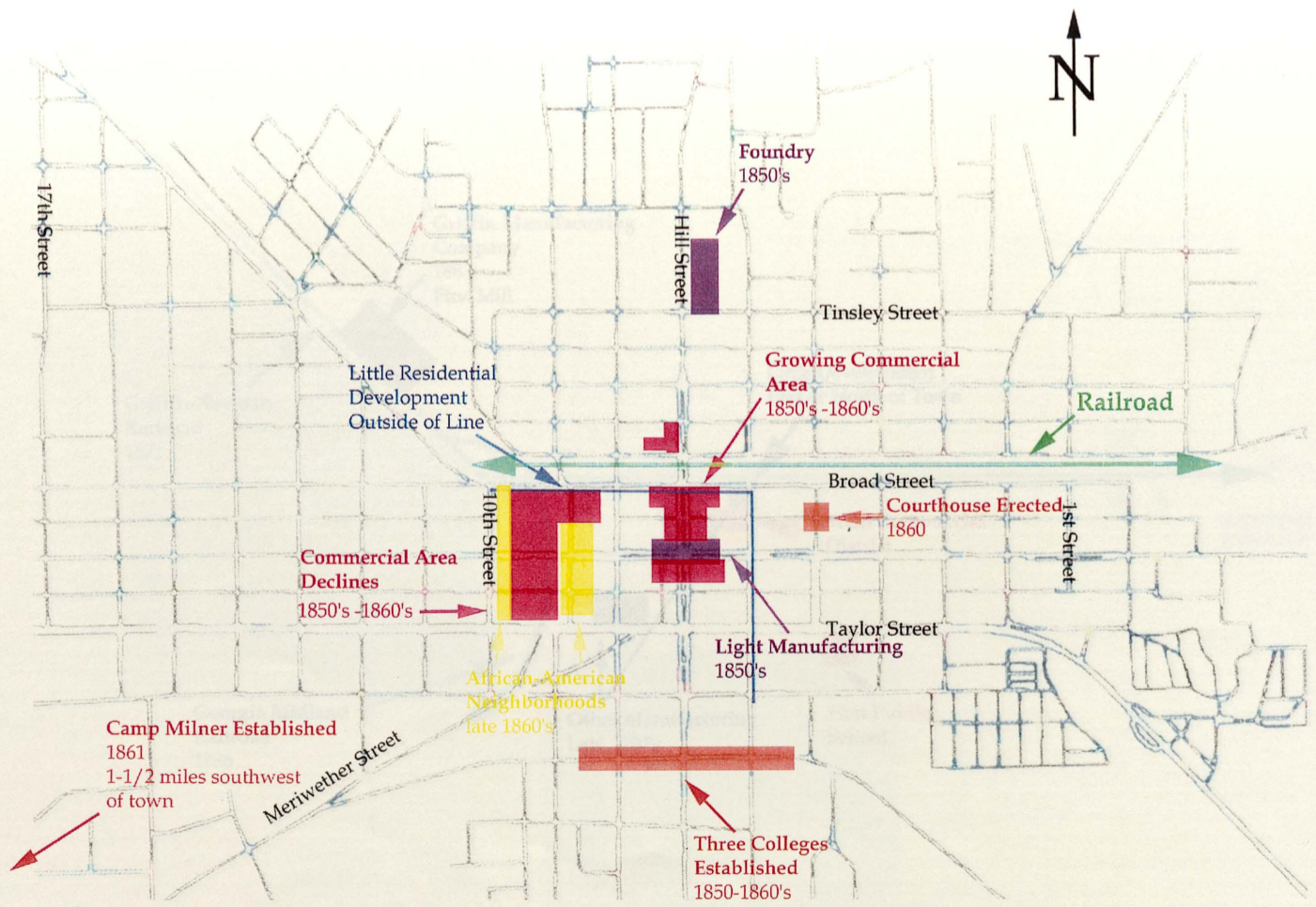
Griffin, Georgia  
Developmental History  
1840-1849



Commercial Areas  
Residential Areas  
Transportation Areas

Industrial Areas  
Civic/Educational Areas  
African-American Neighborhoods

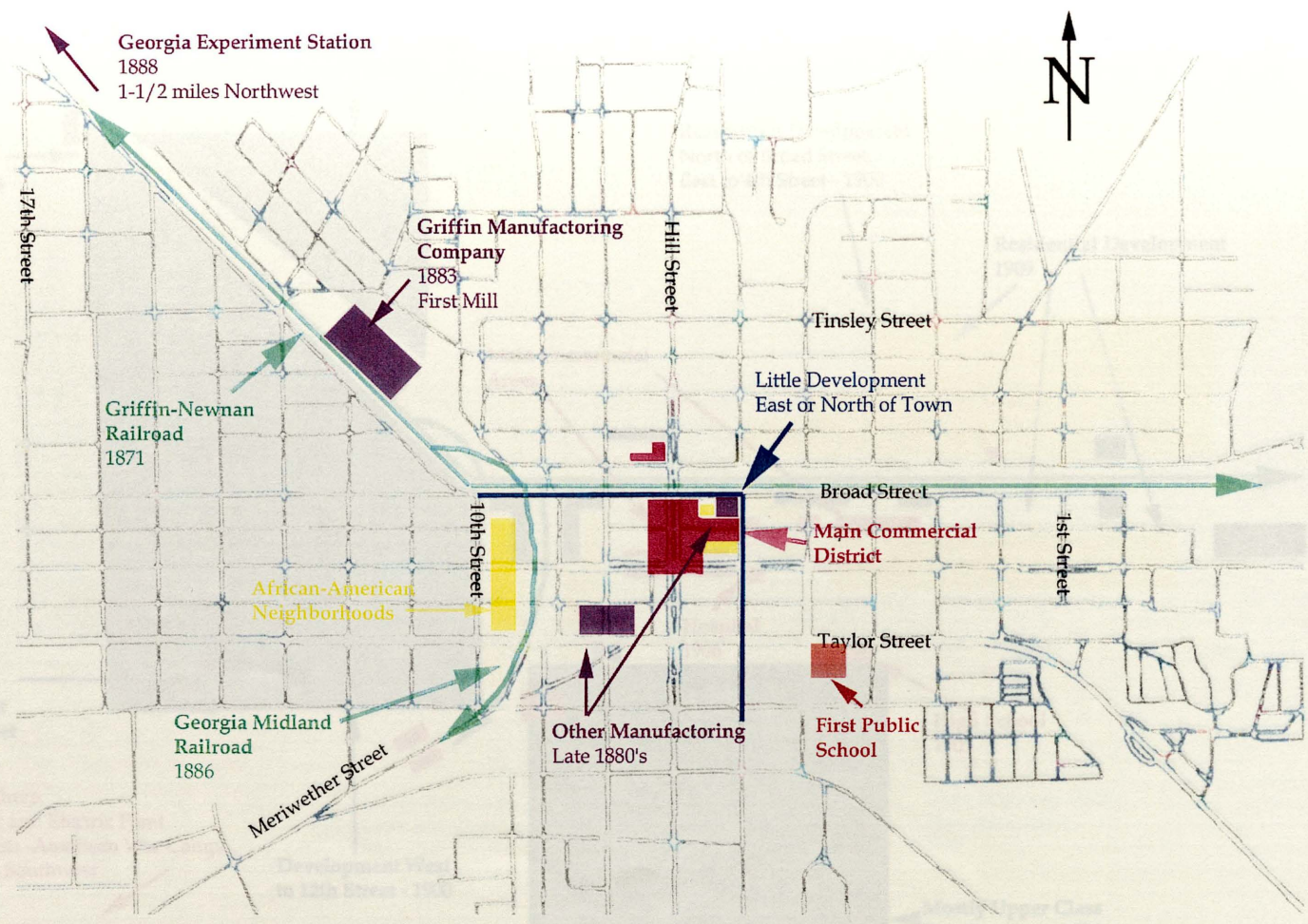
Griffin, Georgia  
Developmental History  
1840-1849



- Commercial Areas
- Residential Areas
- Transportation Areas
- Industrial Areas
- Civic/Educational Areas
- African-American Neighborhoods

Griffin, Georgia  
Developmental History  
1850-1869

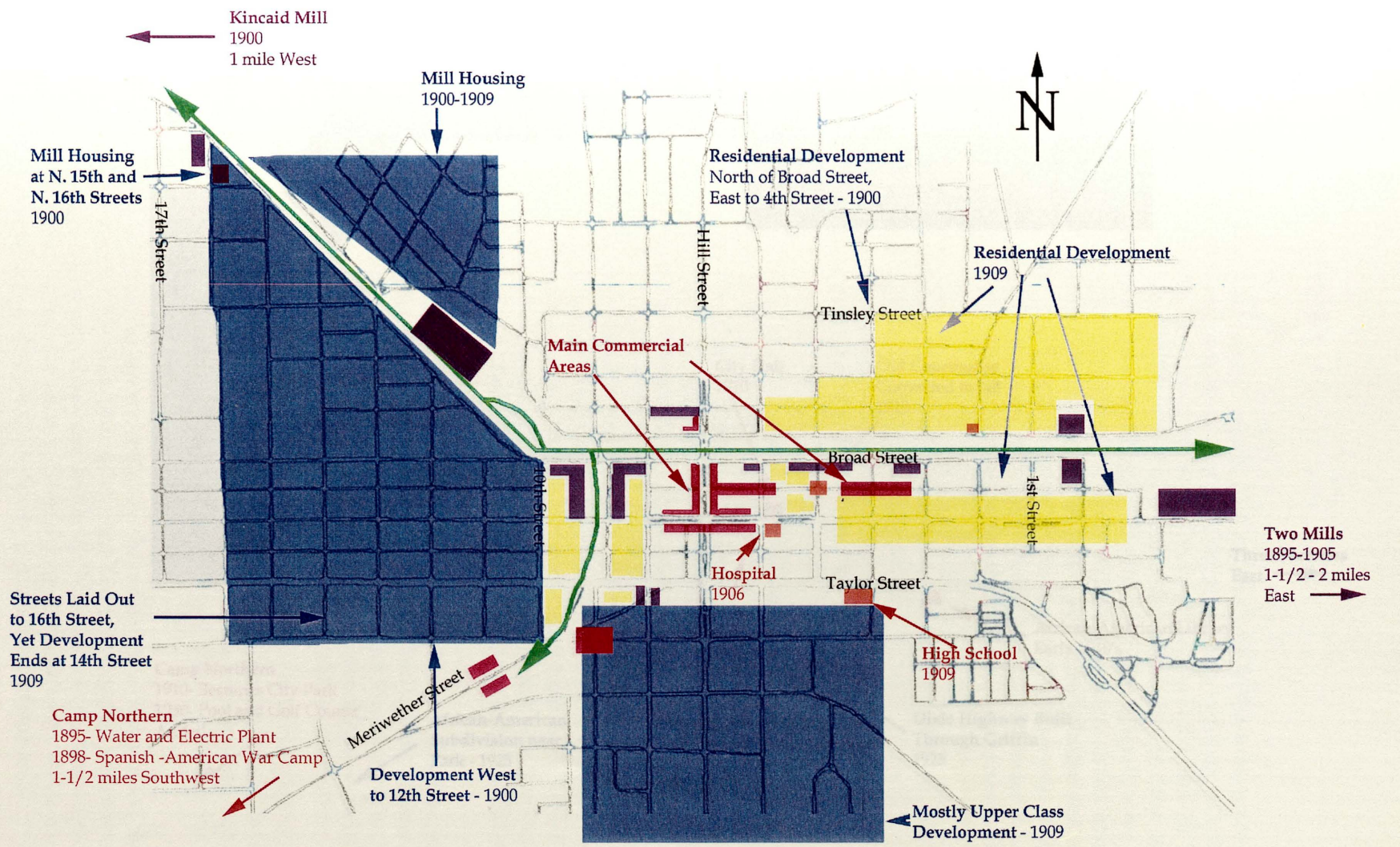
1820-1890  
 Developmental History  
 Commercial Areas  
 Residential Areas  
 Transportation Areas  
 Industrial Areas  
 Civic/Educational Areas  
 African-American Neighborhoods



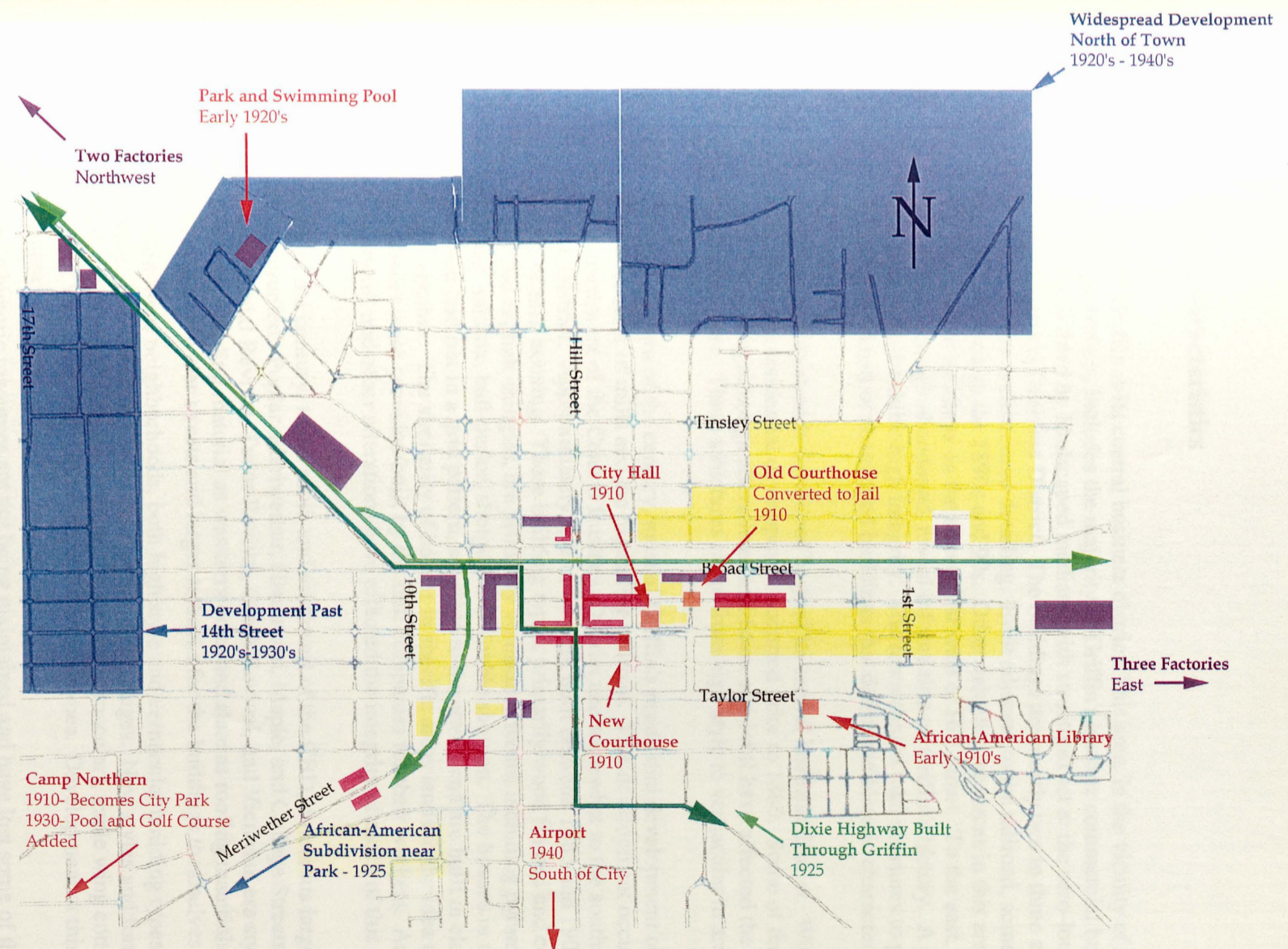
Commercial Areas  
 Residential Areas  
 Transportation Areas  
 Industrial Areas  
 Civic/Educational Areas  
 African-American Neighborhoods

Griffin, Georgia  
 Developmental History  
 1870-1889

1820-1870  
 1870-1900  
 1900-1950



Griffin, Georgia  
 Developmental History  
 1910-1940



Commercial Areas  
 Residential Areas  
 Transportation Areas

Industrial Areas  
 Civic/Educational Areas  
 African-American Neighborhoods

Griffin, Georgia  
 Developmental History  
 1910-1940

## Architectural Characteristics

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Many of Griffin's historic resources are not being maintained and have lost some of their historic character. However, the integrity of Griffin's architecture can be recaptured with some minor changes or maintenance. Many structures have lost integrity because of the installation of new metal windows or artificial siding. Others simply need paint and new roofs. Basic maintenance can produce dramatic results and preserve the integrity and aesthetics of any area.

## Legal Basis for Preservation

To provide the framework for historic preservation, legislation has been passed at many levels of government. This legislation enables preservation to be upheld in the courts based on this framework.

### *Federal Level*

Nationwide endorsement for historic preservation came in 1966 with the National Historic Preservation Act. This primary historic preservation law sets forth the legal and administrative framework by which local historic preservation commissions participate in the programs at the national level. Designed to encourage preservation and wise use of our historic resources, the act provides for many significant actions. It sets forth historic preservation policy for the federal government, essentially promoting an environment in which historic properties can be preserved in harmony with the progress and increased use of new technology in contemporary society. The Act also authorizes the Department of the Interior to establish, maintain, and expand a National Register of Historic Places.

At the state level, the act establishes the duties of the state Historic Preservation officers, also referred to as "SHPOs," who administer the national historic preservation program at this level. The SHPO's responsibilities include developing a statewide preservation plan, identifying historic resources through surveys, nominating properties to the National Register. They provide technical assistance to Federal, State, local agencies, and the general public, participate in the review of Federal undertakings that affect historic properties, and help local governments become certified to participate in the program.

Additionally, the Act sets forth a program of matching grants-in-aid, which enables the National Park Service to assist the State Historic Preservation Offices with carrying out their work. The SHPOs may allot portions of these federal grants to local governments for approved preservation projects. The Act creates the Advisory Council on Historic Preservation. This Council is an independent federal agency that is responsible for advising the President and Congress on historic preservation matters as well as reviewing and commenting on agency actions that may affect historic resources.

Finally, the National Historic Preservation Act of 1966 provides for the certification of local governments, whose programs for historic preservation meet prescribed standards, thus making them eligible for special grants and technical assistance from the SHPO. At least 10% of the annual historic preservation fund grant made to the states under this act must be distributed among Certified Local Governments.

The National Park Service also has a tax credit program that enables building owners to receive tax credits for restoration or preservation of historic buildings if the owners follow the appropriate guidelines.

### *State Level*

The state of Georgia confirmed its preservation role in 1980 with the passing of the Georgia Historic Preservation Act. The act provided local governments with a choice about how they might protect historic resources within their jurisdictions. This "enabling legislation" created an optional framework in which local governments in the state of Georgia could establish preservation programs.

Like the national act, this enabling legislation has had much impact on preservation. It strengthens the concept of historic preservation within Georgia itself. The Act creates a mechanism that encourages the development of a preservation dialogue between interested citizens and local elected officials. Another key element is that the act offers communities a means to protect historic resources in a manner that is separate from zoning, while in addition to reinforcing the notion of "home rule." The application of local standards is accomplished through the passage of an ordinance that creates a local historic preservation commission. The passage of a local historic preservation ordinance establishes local preservation policy as well as a means for implementing that policy.

Another state act that addresses preservation at the state level is the Georgia Planning Act of 1989. With this, communities statewide have the opportunity to examine where their existing status, evaluate it, and determine future planning via the comprehensive planning process. A required component of this planning process is the identification and evaluation of historic resources. The integration of historic preservation into the overall comprehensive planning process asks local governments to consider the relationship between preservation and other aspects of the community. Like environmental conservation, historic preservation in an important consideration as communities plan for economic development, determine future land use, devise housing strategies, or plan transportation improvements.

#### *Local Level*

At the local level, it is the Historic Preservation Commission, created by the local preservation ordinance, which presides over preservation activities within a municipality. The Commission's role includes recommending the designation of historic sites and districts, reviewing proposals for all changes to designated properties, and approving or denying those proposals through a permit system. These duties are set forth in the Georgia Historic Preservation Act of 1980.

## Historic Preservation in Griffin

Griffin has numerous opportunities to preserve its historic resources as a result of the federal and state legislation described above. The City of Griffin, however, also has a unique opportunity to incorporate its historic resources into its comprehensive plan. The city is creating its latest comprehensive plan using a new and innovative process. It is this new process that the Georgia Department of Community Affairs intends to use as a model for planning in other cities.

This new process carefully considers each aspect necessary in local planning. In terms of legislation and preservation framework, however, becoming a Certified Local Government is the most single effective action a municipality can achieve in terms of protecting its historic resources. Though the city has not yet fully taken advantage of all the available tools from the federal and state levels, Griffin has a history of successful preservation efforts. This precedent lends credibility to any further preservation endeavors the community advances in the future.

Historic preservation and the zoning ordinance are interrelated, as stated in the current Ordinance, Section 407.1. "All amendments to this Ordinance shall be consistent with the Land Use Plan of the City of Griffin, Georgia..." In order to strengthen and most effectively guide preservation efforts in Griffin these basic concepts of historic preservation should be reinforced in the zoning ordinance. Topics of concern include building setback, height limit, minimum lot width, demolition, street right-of-way, sidewalks, and planting strips.

In 1969, the Griffin Historical and Preservation Society (now the Griffin-Spalding Historical Society) was incorporated. The impetus for the society's founding was that the community was frustrated with "seeing the continued demolition and destruction of so many of the fine old homes in Griffin."

As a new organization, the society hosted an exhibition of memorabilia, paintings, and other historical items from the private homes of Griffin residents, held at the local high school. The exhibition served as a fundraiser for the society. In 1972, the group purchased the Lewis-Mills House at 406 North Hill Street, built in the 1850s, to serve as their headquarters. The house was in shambles, having been divided into four apartments. The society received a matching grant from the Department of Natural Resources to help with rehabilitation costs. The Lewis-Mills House would also serve as headquarters for the local chapter of the Daughters of the American Revolution.

Also in the early 1970s, the society began nominating properties in Griffin and Spalding County to the National Register of Historic Places. To date, the following properties and districts have been registered:

<i>Property</i>	<i>Location</i>	<i>Date Registered</i>
Bailey-Tebault House	633 Meriwether Street	1973
Double Cabins	NE of Griffin on GA Hwy 16	1973
Griffin Commercial Central Alley, Historic District	6 <sup>th</sup> Street, Taylor and 8th Streets	1988
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Sam Bailey Building	E. Poplar and 4 <sup>th</sup> Streets	1973
St. George's Episcopal Church	132 N. Tenth Street	1994

In May 1982, Partners in Preservation Awards were held. Recipients were Brookfield (formerly Eleven Acres), the old Pittman residence on Hill Street, and the R.G. Hunt home moved to the Country Club area. Four commercial properties were also award winners: Dovedown, Ginger Snap Station, David J. Bailey Building, and Suttons (W.J. Kincaid Store Building).

In the early 1980s, the society donated \$1,000 each to the Old Medical College for exterior restoration, and to the downtown area for beautification expenses. The society also saved the Dean House (circa 1952) from demolition by having it moved from the corner of East College Street and South Hill Street to the corner of West College Street and Ninth Street.

In 1987, the society purchased the Bailey-Tebault House as their new headquarters and sold the Lewis-Mills House, both listed in the National Register of Historic Places. The society undertook stabilization and restoration of not only the Bailey-Tebault House but also the outbuildings on the property, for which they received a Certificate of Merit from the Georgia Trust for Historic Preservation in 1996.

In the spring of 1995, the society hosted a Ramble sponsored by the Georgia Trust for Historic



## Preservation Education

Educating citizens, business owners, and city leaders about historic preservation and the valuable resources existing in Griffin can be successfully exhibited in many forms. The local residents of Griffin have already created the foundation for educating fellow citizens by distributing goods that illustrate preservation as a positive goal.

Thought-provoking, stimulating programs teaching about the importance of historic resources and the tangible and non-tangible objects of the past are currently being employed in schools around the nation. Programs have been instituted at all grade levels, from elementary through the high school. The focus on local historic resources is a key component to this type of curriculum.

Home and business owners can learn about the economic advantages of maintenance on their homes and buildings. Programs and workshops that enable these owners to properly take care of their real estate can be provided by the city or local preservation organizations. Incentives such as subsidized supplies could be offered by the city to encourage citizens to take part in these programs.

Local real estate agents should be educated about the positive aspects of owning an historic home. There are maintenance issues that apply to older homes that agents may be unaware of when selling an historic home. Agents should have the knowledge to sell all points of an historic property to a prospective buyer. Again, workshops and seminars could be conducted by agents from cities that are known for their historic fabric such as Charleston, Savannah, and Athens.

## Recommendations

Researching the development of the City of Griffin, and as a result the cultural and historic fabric, a vision for the future of these resources has naturally emerged and comprises the following goals, and methods of achieving these goals.

### 1. *Establish a preservation framework in Griffin.*

- Pass a local historic preservation ordinance. This enables the following points to occur.
- Appoint a local historic preservation commission.
- Obtain Certified Local Government status. This will make the city eligible for additional grants and assistance from the State of Georgia and the federal government.
- Designate historic districts.
- Devise design guidelines for rehabilitation, new construction, additions, and any other design changes within designated historic districts. The guidelines will aid the municipality in filtering out unacceptable materials and designs and it will guide residents and developers as to what the city will allow.

### 2. *Foster a sense of pride within the community.* This not only motivates individuals to care for their property that comprises the material fabric of the community but provides an environment within the town that fosters preservation.

- Educate the community about its history and its resources.
- Encourage homeownership.
- Encourage neighborhood associations.
- Revitalize neighborhoods through education, community outreach, and neighborhood programs. Working with others in these types of projects makes people invest emotionally and physically in their community and are more willing to contribute to a community's goals.

### 3. *Improve the overall aesthetic quality of Griffin.*

- Educate the community about the positive results of well-maintained homes and property.
- Create inviting and safe public parks and recreation areas throughout the community and enhance existing green spaces.
- Encourage suitable uses for abandoned buildings.
- Establish a corridor management program to minimize sprawl and unplanned, insensitive development.

### 4. *Encourage economic activity in Griffin's Central Business District.*

- Educate business owners about the positive influence of foot traffic in a community at all times of the day—not solely at noon time when employees break for lunch—this improves safety and increases economic activity downtown.
- Adapt abandoned industrial buildings for innovative uses. Some examples of possible uses are a Visitor's Center or a museum interpreting Griffin's mill history. There are examples of this type of reuse around the nation such as Dovedown Mills and the

successfully rehabilitated mills in Lowell, Massachusetts. These types of adaptive reuses are both economic tools and serve to counteract sprawl.

- Promote local business growth along Hill and Taylor Streets.
- Encourage mixed use of spaces downtown. For example, the upstairs floors of downtown commercial and retail establishments can house offices and residential space. Mixed use of properties lends to the increased use of the downtown area at all times of the day and night. This constant use invites various types of businesses to the area, such as restaurants, if day and evening patronage is more likely to occur.

There are many layers of preservation, from simple housing maintenance to whole downtown district revitalization. The most crucial aspect to any of the above recommendations is the education of citizens about how preservation can positively affect their lives and how it can improve their community.

Griffin has recently been focusing its preservation resources in the area of its downtown commercial district through the initiation of the Main Street Program. As a result, the recommendations indicated here focus on the many other neighborhoods within the city that also are also historically significant and that are in need of revitalization and rehabilitation.

The most significantly deprived areas within the Griffin city limits today are the many economically depressed neighborhoods. Much work is necessary to revitalize these neighborhoods in terms of economic, social and aesthetic conditions. These areas should be the primary consideration of the City of Griffin. There are rich historic resources in these impoverished neighborhoods that are being neglected. Revitalization of these neighborhoods, both socially and aesthetically, is imperative if these resources are going to continue to exist, contributing their important historic fabric to the overall character and pride in Griffin. With an enhanced environment, residents will experience improvements in their quality of life and consequently breathe positive life back into their neglected neighborhoods. An intangible, yet extremely significant, impact of historic preservation is its consequential affects on the human perspective.

There are numerous resources to aid the city in achieving these goals, administratively and financially. It is the responsibility of the State Historic Preservation Office in Georgia to help local governments become certified to receive federal and state assistance with historic preservation projects. There are also a number of federal and state programs that aid communities in rehabilitating and developing their housing and neighborhoods.

These recommendations should be used as a basis for the preservation element of Griffin Comprehensive Plan and subsequent zoning decisions. Achieving these goals will serve to benefit the city's economy and provide a stable and supportive environment for future generations.

## Federal Assistance and Funding Sources

There are several grant and loan programs available from the federal level whose goals are to improve communities through preservation and enhancement of existing resources in communities. There are many grants and loan from the federal government and that are described in the website <http://www.aspe.hhs.gov/cfda> under the Catalog of Federal Domestic Assistance. The catalog outlines all programs offering grants, loans or assistance. This website is very user-friendly and supplies regional contacts for more information and applying for assistance.

### *Historic Preservation Fund Grants-in-Aid*

#### Objectives:

- To provide matching grants to States for the identification, evaluation, and protection of historic properties by such means as survey, planning technical assistance, acquisition, development, and certain Federal tax incentives available for historic properties;
- to provide matching grants to States to expand the National Register of Historic Places, (the Nation's listing of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering and culture at the National, State and local levels) to assist Federal, State, and Local Government agencies, nonprofit organizations and private individuals in carrying out historic preservation activities;
- to provide grants to Indian Tribes and Alaskan Native Corporations to preserve their culture.

The local contact for this program is the Georgia State Historic Preservation Office. *Mr. Lonice Barrett, Commissioner, Department of Natural Resources 205 Butler Street, SE, Atlanta, GA 30334. (404) 656-3500. lonice\_barrett@mail.dnr.state.ga.us*

### *Grants for Public Works and Economic Development*

#### Objectives:

- To promote long-term economic development and assist in the construction of public works and development facilities needed to initiate and support the creation or retention of permanent jobs in the private sector in areas experiencing substantial economic distress.

The local contact for this program: *Economic Development Agency Atlanta Regional Office, William J. Day, Jr., Regional Director, 401 West Peachtree Street, NW, Suite 1820 Atlanta, GA 30308-3510 (404) 730-3002 Use the same number for FTS.*

Headquarters Office: *David L. McIlwain, Director, Public Works Division, Economic Development Administration, Room H7326, Herbert C. Hoover Bldg., Department of Commerce, Washington, DC 20230. Phone: (202) 482-5265. Use the same number for FTS.*

### *Urban Park and Recreation Recovery Program*

#### Objectives:

- To provide Federal grants to local governments for the rehabilitation of recreation areas and facilities, demonstration of innovative approaches to improve park system management and recreation opportunities, and development of improved recreation planning.

The local contact for this program is the National Park Service Southeast Region. *Jerry Belson, Director, National Park Service Atlanta Federal Center, 1924 Building 100 Alabama Street, SW, Atlanta, GA 30303, (404) 562-3100.*

Headquarters Office: *National Park Service, National Center for Recreation and Conservation, Recreation Programs, 1849 C Street, NW., Room 3624, Washington, DC 20240. Contact: Chris Ashley, Phone: (202) 565-1200 (FAX: 202-565-1130). Use the same number for FTS.*

*Community Development Block Grants/State's Program*

Objectives:

- The primary objective of this program is the development of viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income.

The local contact for this program is the *Department of Housing and Urban Development Georgia State Office, Secretary's Representative, Five Points Plaza, 40 Marietta Street Atlanta, GA 30303-2806, (404) 331-5136 (404) 730-2365 FAX .*

Headquarters Office: State and Small Cities Division, Office of Block Grant Assistance, Community Planning and Development, Department of Housing and Urban Development, 451 7th Street, SW., Washington, DC 20410. Phone: (202) 708-1322. Use the same number for FTS.

*HOME Investment Partnerships Program (Popular Name: HOME Program)*

Objectives:

- To expand the supply of affordable housing, particularly rental housing, for low and very low income Americans;
- to strengthen the abilities of State and local governments to design and implement strategies for achieving adequate supplies of decent, affordable housing;
- to provide both financial and technical assistance to participating jurisdictions, including the development of model programs for developing affordable low income housing and;
- to extend and strengthen partnerships among all levels of government and the private sector, including for-profit and nonprofit organizations, in the production and operation of affordable housing.

The local contact for Griffin regarding this program is the *Department of Housing and Urban Development Georgia State Office, Secretary's Representative, Five Points Plaza, 40 Marietta Street Atlanta, GA 30303-2806, (404) 331-5136, (404) 730-2365 FAX .*

Headquarters Office: Marcia Dodge, Acting Director, Office of Affordable Housing Programs, Community Planning and Development, Department of Housing and Urban Development, 451 7th Street, SW, Washington, DC 20410. Phone: (202) 708-2685. Use the same number for FTS.

*State and Local Assistance and Funding Sources*

The following methods of financing and sources of funding from the state or local level that add to Griffin's potential for community enhancement. Please consult with your city attorneys' office for more information.

*The Georgia Trust for Historic Preservation's Revolving Fund*

The Georgia Trust for Historic Preservation (GTHP), the statewide non-profit preservation organization, established its Revolving Fund program in 1990 in order to provide an effective alternative to demolition or neglect of architecturally and historically significant properties by promoting their rehabilitation and enabling sellers of endangered historic properties to connect with buyers who will rehabilitate the properties.

The Revolving Fund accepts donations of, or purchases options on endangered historic properties. The properties are marketed nationally to find buyers who agree to sign rehabilitation agreements and maintain the properties. Protective covenants are attached to the deeds to help ensure that the historic integrity of each property is retained.

The Revolving Fund Committee of the Board of Trustees of the GTHP selects properties for the

program based on the following criteria:

- Endangered: the property is threatened by development, demolition, or vacancy.
- Significant: the property is either listed or is eligible for listing in the National Register of Historic Places.
- Obtainable: the property's current owner is willing to sell or donate the property to the Revolving Fund.
- Marketable: can a sympathetic buyer realistically be located for the property? Building type, condition, location and price are considered.
- Locally supported: the project needs the support of local government and community groups who are willing to help market and safeguard the property.

For more information, contact Frank W. White, Revolving Fund Director, Georgia Trust for Historic Preservation, 1516 Peachtree Street, NW, Atlanta, GA 30309-2916, (404) 885-7807.

#### *Low Interest Loan Pool*

A low interest loan pool is financial incentive that can be established to help provide for rehabilitation in the downtown area. A loan pool is used to make capital available to property owners for projects such as façade and sign improvements, and building rehabilitation. The loan usually covers only a portion of the project total, which results in potential new customers for the lending institutions that participate. A loan pool helps the lending institutions create good public relations with the community, and helps them satisfy the requirements of the Community Reinvestment Act (CRA). The CRA was enacted by the Congress in 1977 (12 U.S.C. 2901), revised in May 1995, and requires that each insured depository institution's record of meeting the credit needs of its entire community be evaluated periodically.

For further information about low interest loan pools contact: *Linda Wilkes, Georgia Municipal Association, 201 Pryor Street, SW, Atlanta, GA 30303, (404) 688-0472.*

#### *Tax Increment Financing under the "Redevelopment Powers Law,"*

(Official Code of Georgia Annotated (O.C.G.A.) 36-44-1)

Tax Increment Financing is an economic development technique based on the idea that if a blighted area is improved it will generate additional property tax revenues that can be used to service the bonds issued to provide the initial capital to redevelop the area.

The Redevelopment Powers Law recognizes that economically and socially depressed areas exist, and that these areas contribute to or cause unemployment, limit the tax resources of municipalities while creating a greater demand for governmental services and, in general, have a deleterious effect upon the public health, safety, morals, and welfare. It is in the public's interest that such areas be redeveloped to the maximum extent practicable to improve economic and social conditions therein.

Under the Redevelopment Power Law, a local redevelopment agency is created by resolution of the city. The city may create a public body to serve as its redevelopment agency, or may

designate itself as its respective redevelopment agency and may exercise, within its respective area of operation, the redevelopment powers provided by this chapter 36-44-1 of the O.C.G.A. The redevelopment agency must identify a specific area in need of redevelopment that meets the criteria for designation.

Redevelopment means any activity or service necessary or incidental to achieving the revitalization of an area designated for redevelopment by a redevelopment plan. Without limiting the generality of the foregoing, redevelopment may include any one or more of the following: the identification, preservation, rehabilitation, or repair of buildings or sites which are of historical significance; construction, reconstruction, renovation, rehabilitation, remodeling, or repair, of public or private housing; and the construction, repair or expansion of public works or other public facilities necessary or incidental to the provision of governmental services, to name but a few.

A Tax Allocation District is created by resolution within the redevelopment area. The plan shall include the boundaries of the district and specify the initial tax allocation increment base. Funds are set aside from the district to finance redevelopment costs either through local financing or through the issuance of bonds

As the public and private improvements are made the area should realize a significant increase in taxable value. The increased property tax revenues are utilized to pay off the bonds that financed the public improvements. The Redevelopment Powers Act also allows any other such revenues from the district, including Local Option Sales Tax revenue to be used to offset the indebtedness.

For more information on Tax Increment Financing contact: *National Association of Counties*  
440 First Street, NW, Washington, DC 20001, (202) 393-6226, [www.naco.org](http://www.naco.org)

#### *Land Bank Authorities, O.C.G.A. 48-4-61*

One or more cities and the county may enter into an intergovernmental cooperative agreement for the purpose of establishing a Land Bank Authority (LBA). The LBA may acquire tax delinquent properties via direct purchase or by submitting a bid and obtaining judgment against a tax delinquent property at a tax sale. The LBA may cause all county, city, and school district taxes to be extinguished at the time it conveys the property. The LBA fosters the public purpose of returning nonrevenue-generating, nontax-producing properties to a state of utilization in order to provide housing, new industry, and jobs for the citizens of the county.

#### *Local Development Fund Grant Program*

The Local Development Fund is a state appropriated grant program administered by the Georgia Department of Community Affairs. The Fund provides matching grants for community improvement activities such as, historic preservation projects, downtown development projects, tourism and related marketing activities, recreation improvements, community facilities (such as museums, community centers etc.), limited solid waste activities (such as recycling and multi-county planning). Examples of *ineligible* grant activities are general improvements or renovations to non-historic public buildings, or water and sewer activities.

The maximum grant amounts are: \$10,000 for single community projects and \$20,000 for multi-community projects. A 50% cash or in-kind match is required.

For more information on the Local Development Fund contact: *Georgia Department of Community Affairs, 60 Executive Park South, NE, Atlanta, GA 30329, (404) 679-4940.*



