



**2008-2028 Comprehensive Plan:**

**Community Agenda**



**City of Jefferson, Georgia**

**November 2008**

Prepared By:





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## Purpose and Scope

In September of 2007 the City of Jefferson adopted its *Partial Update to the Comprehensive Plan*. The purpose of the *Partial Update to the Comprehensive Plan* was to help Jefferson address critical issues and opportunities during the interim, transitional period between Comprehensive Plan Updates resulting from a shift in the statewide Comprehensive Plan Recertification Schedule. The *City of Jefferson 2008-2028 Comprehensive Plan Update* is an update to the *Partial Update to the Comprehensive Plan* and Jefferson's part of the *Comprehensive Plan for Jackson County and the of Arcade, Braselton, Commerce, Hoschton, Jefferson, Nicholson, Pendergrass, and Jefferson* (adopted March 1998).

The Georgia Department of Community Affairs (DCA) administers Rules for Local Comprehensive Planning for all Qualified Local Governments in Georgia. The purpose of this program is to provide guidance for long range planning that will accomplish the following goals as outlined by the DCA:

- Involve all segments of the community in developing a vision for the community's future;
- Generate local pride and enthusiasm about the future of the community;
- Engage the interest of citizens in implementing the plan; and
- Provide a guide for decision making for use by the local government officials and other community leaders.

The updated guidelines require the completion of three major elements, the Community Assessment, Community Participation Plan, and Community Agenda as part of the Comprehensive Plan. The Community Assessment summarizes the local government's evaluation of its development patterns, issues and opportunities, and level of compliance with the DCA's Quality Community Objectives. The Community Participation Plan is a proposal for a community involvement program that will offer a wide range of opportunities to local citizens interested in participation in the Comprehensive Plan development. Lastly, the Community Agenda must include an update of the material in the Assessment based on public input, a vision, a short term work program, and a list of policies for decision making.

The Community Assessment has been approved by DCA along with the Community Participation Plan and the Technical Addendum. The Technical Addendum contains a more detailed analysis of population, housing, natural and cultural resources, community facilities, economic development, intergovernmental coordination, and transportation. The Community Agenda is the most important part of the plan. It includes the community's vision for the future, key issues and opportunities the community chooses to address during the planning period, and the implementation program.



## Community Vision

The Community Vision is intended to paint a picture of what the community desires to become. It provides a complete description of the development patterns to be encouraged in the jurisdiction. The Vision was developed and refined as part of the Community Participation Program for this Comprehensive Plan Update and is presented below.



*Residents of Jefferson work toward creating the vision for their city.*

### ***General Vision Statement for the City of Jefferson, Georgia***

Jefferson is a city with a strong community spirit and a vibrant downtown. We welcome new residents and honor our history by preserving historic structures and neighborhoods. Downtown is the social and cultural heart of the community, featuring festivals, museums, restaurants, and shopping for both residents and visitors. We preserve and enhance our quality of life through the finest schools, accessible parks and services, a sheltering tree canopy, a growing employment base, and our small town sense of hospitality and community



## Future Development Policies

The Future Policies Maps on the following pages delineate the boundaries of the City's Character Areas and covers the entire community. The Character Areas shown in the Future Policies Map are based on the Character Area Map from the Community Assessment and were refined using community and staff input. The Areas Requiring Special Attention in the Community Assessment were also considered when fine-tuning the Future Development Map.<sup>1</sup> There are fifteen distinct Character Areas in Jefferson:

- Historic Downtown and Square;
- Historic Districts;
- I-85 Commercial Area;
- Airport Area;
- Industrial Area;
- Activity Center;
- Gateway Corridors;
- Transitioning Neighborhood;
- Conservation Areas
- Old Mill Village;
- Rural Residential;
- 129 Bypass Corridor;
- In-Town Neighborhood;
- County Courthouse Campus; and
- Conventional Suburban Residential.

Each Character Area is described in detail in the Character Area Implementation Measures chapter that follows the Future Policies Map. The descriptions include location of the specified area, the patterns of development to be encouraged, implementation strategies to be used, and specific land uses/zoning categories to be allowed. A Future Land Use Analysis follows the Character Area Descriptions.



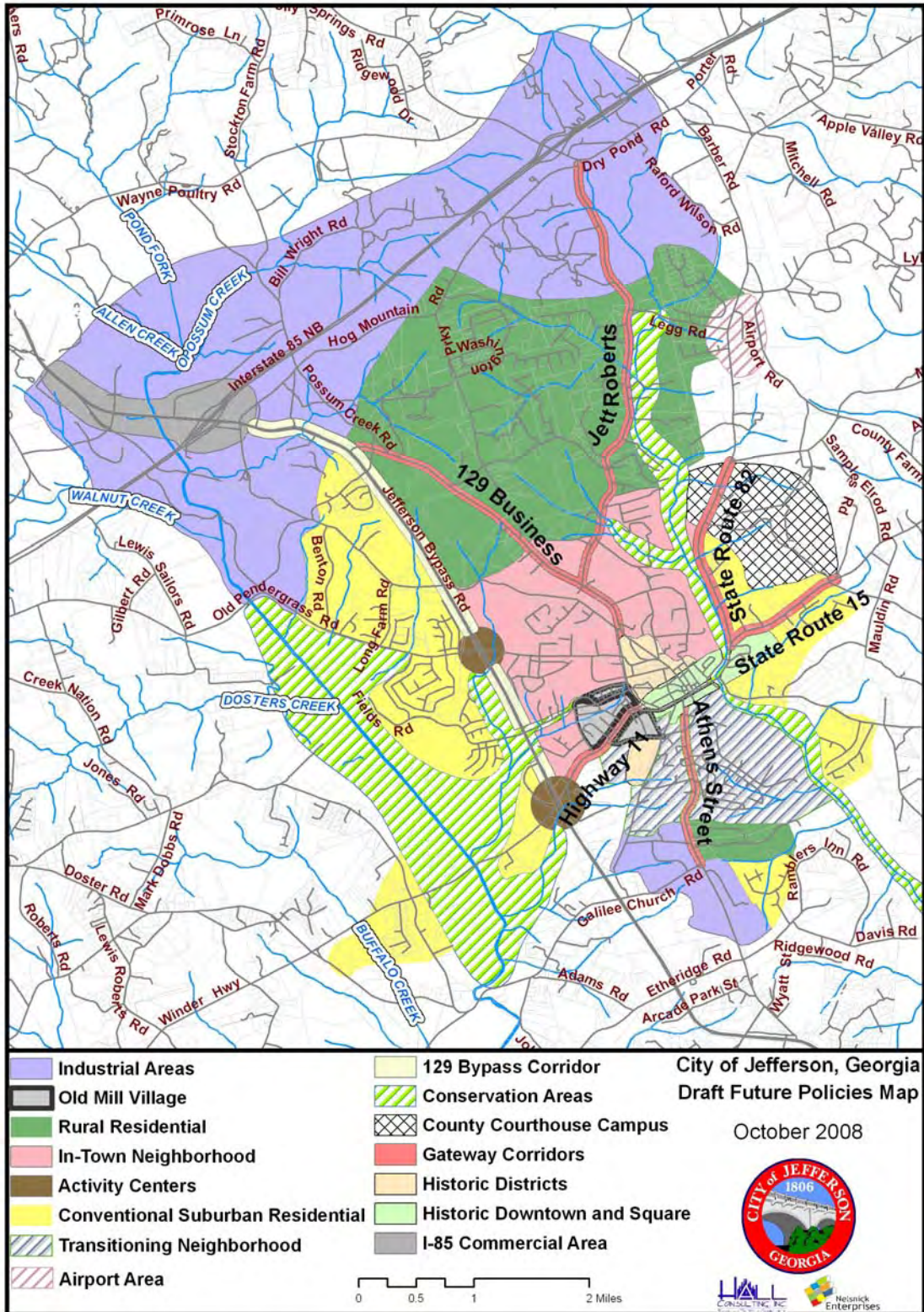
*Jefferson has a rich variety of Character Areas.*

<sup>1</sup> Please refer to the Areas Requiring Special Attention Map in the Community Assessment for more information on these areas.





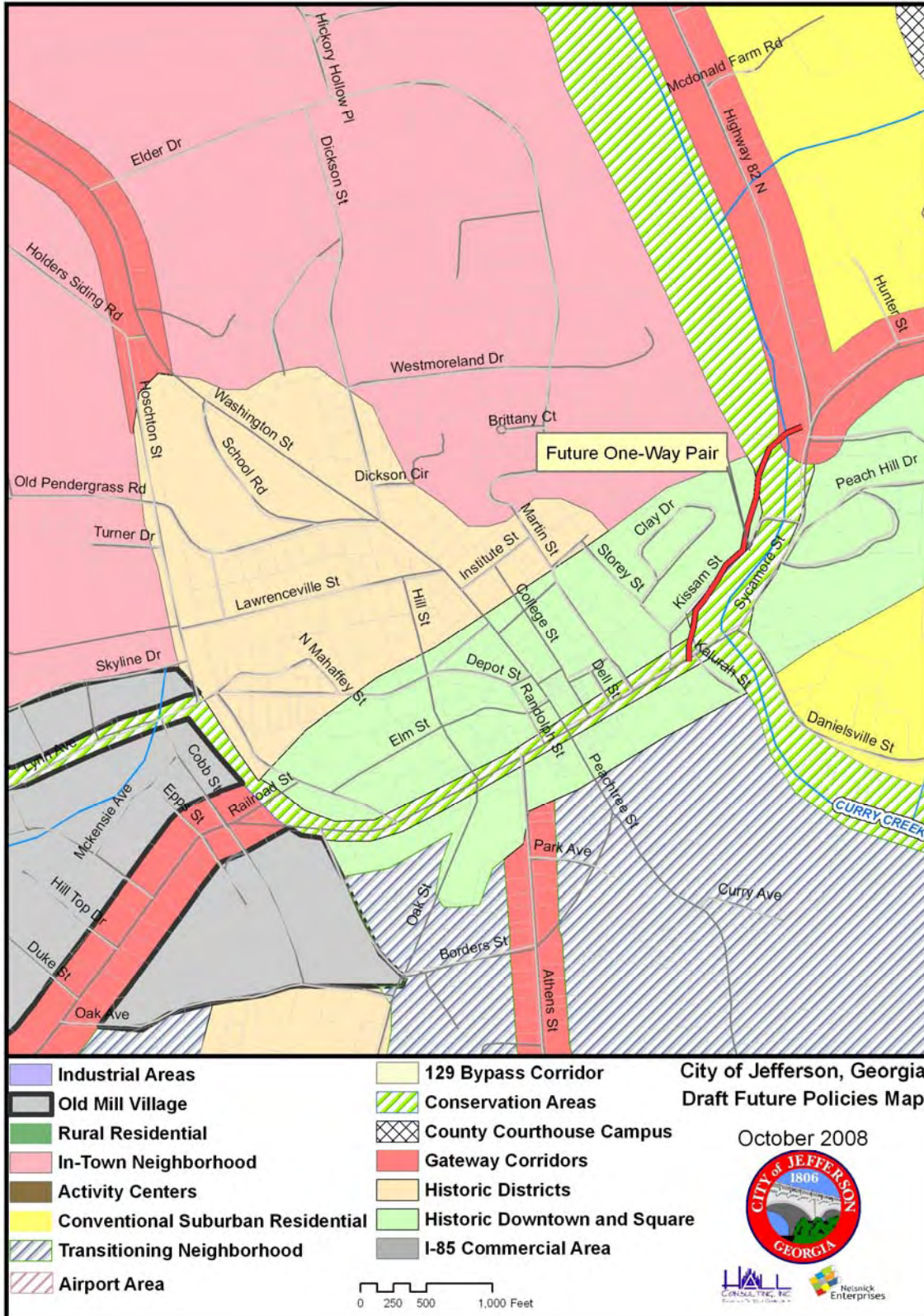
### Future Policies Map







**Future Policies Map – Downtown Focused**





## Character Area Implementation Measures

Each Character Area is described below along with a list of the implementation measures that could help maintain or achieve the desired development pattern and the specific zoning districts to be allowed. Appendix I is a glossary of Implementation Strategies. Each implementation measure is described in the Appendix. Most implementation measures in the Appendix also include additional resources to assist in future implementation.

### *Historic Downtown and Square*

The Historic Downtown and Square is the heart of Jefferson. It will be a compact area corresponding to the City's historic downtown core and adjacent commercial and residential areas. The Historic Downtown and Square will incorporate the redevelopment and revitalization objectives of a compact, attractive, and pedestrian friendly downtown.

The Downtown should include a relatively high-density mix of retail, office, services, and employment to serve the greater area. Both vertical and horizontal mixed use should be encouraged. Residential development should reinforce 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. New development







should reflect Jefferson’s historic residential and commercial architecture. Design should be pedestrian-oriented, with walkable connections between different uses. Road edges should be clearly defined by locating buildings at the sidewalk with parking in the rear. Enhance the pedestrian-friendly environment by creating trail/bike routes linking downtown to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial clusters, parks, and schools.

The City of Jefferson created the *Master Plan for Downtown Jefferson* in October 2003. The goals and visions for the *Downtown Master Plan* are consistent with this Comprehensive Plan. Jefferson’s *Better Hometown Program* is implementing the recommendations of the *Master Plan*. The list below summarizes the recommendations.

- *Entrances to Downtown:* Utilize design elements that contribute to the local identity of the community. Create a transition into the historic downtown district with gateway features and other streetscape elements.
- *Traffic/Circulation:* Add bump-outs, crosswalks, and medians and narrow traffic lanes as traffic calming elements. Replace the existing signal poles with more historically accurate mast arm signals.
- *Sidewalks:* Replace sidewalks as indicated through downtown and improve/correct grade and access problems. Use streetscape materials to complement historic architecture. Replace hexagonal pavers around Jackson County Courthouse.
- *Street Trees:* Develop a consistent approach to planting locations for trees. Native hardwoods are recommended as the most appropriate and easiest to maintain. Use trees grates or lawn panels in appropriate areas.
- *Street Furnishings:* Add benches, trash receptacles, and light fixtures that are compatible with the historic downtown to enhance the pedestrian experience.
- *Lighting:* Replace existing light poles and fixtures with more historically accurate lighting standards. Consider reproduction of the historic light fixture used downtown in the early twentieth century. This standard has been documented in historic photographs and would be appropriate for the downtown area. Lighting design should illuminate both the roadway and pedestrian areas. Monuments should be illuminated with uplights, while avoiding light pollution, for visual impact after dark.

In addition to working toward implementing the Downtown Master Plan, the city has already implemented several strategies recommended in the State Planning Recommendations such as mixed use zoning and tree protection. Additional strategies the City is considering are listed on the following page. The strategies that will be implemented in the next five years are included in the Short Term Work Program.



*Jefferson is working together with Jackson County on a plan for the historic Jackson County Courthouse*



- ✓ Creating Network of Trails and Greenways to connect downtown to other areas
- ✓ Creating more Onstreet Parking
- ✓ Creating a Downtown Urban Design Plan
- ✓ Developing a Pattern Book/Development Guidebook
- ✓ Flexible Parking Standards
- ✓ Stronger Historic Preservation Standards
- ✓ Incentive Zoning
- ✓ Infill Development Program
- ✓ Bicycle Facility Specifications
- ✓ Adaptive Use

The Central Business District is the specific zoning district to be allowed in the Historic Downtown.

### *Historic Districts*

The historic districts are Jefferson’s most prized resource. It is the goal of the City to safeguard the heritage of Jefferson by preserving the city’s historic and architecturally worthy properties, areas, buildings, structures, monuments, steetscapes, squares, landscapes, archaeology, and neighborhoods. There are six historic districts located in and around the downtown area. The six districts are Downtown, Martin-Cooley, Oak Avenue, Paradise Cemetery, Washington-Lawrenceville and Woodbine Cemetery.



*The Historic Districts serve as a gateway to downtown.*

Historic properties should be protected from demolition and rehabilitation should be encouraged with appropriate incentives.

Protection should be extended to the entire National Register District in Jefferson as well as to outlying historic resources. Historic properties should be maintained, rehabilitated, and restored and new development in the area should be of scale and architectural design to fit well into the historic fabric of that area. Pedestrian access and parks should be provided to enhance citizen enjoyment of the area.

The City has implemented several strategies to maintain and protect the Historic Districts. The City has an active Historic Preservation Commission, Historic District Overlay Ordinance, and Historic District Design Guidelines. Existing ordinances should be strictly adhered to and upheld by the City.



*Restoration of historic structures is an important part of maintaining the character of the Historic Districts.*

In collaboration with the Historic Preservation Commission and Better Hometown Jefferson, the City should develop a design matrix of the various architectural forms and details and landscape features to be found in each local historic district to (1) serve as a valuable addition to the Design Guidelines (2) to provide direction to property owners, JHPC and the City during the Certificate of Appropriateness (COA) application process and (3) to serve as the basis for a Pattern Book of desired community development which will be used not only as a guide for additions and infill within and adjacent to the particular historic district, but also as a model for homebuilders, planners

and developers of the kind of development that the City wishes to promote throughout Jefferson.

“Demolition by neglect”, the destruction of a building through abandonment or lack of maintenance, has been identified as a problem in Jefferson. There are a number of scenarios that contribute to the neglect of historic properties. These include impoverished owners, difficulties arising from unsettled estates, absentee landlords or simply an uncaring attitude on the part of an owner. An additional scenario is an owner's intentional use of "demolition by neglect" to circumvent legislation aimed at protecting historic properties. The Historic Commission has the power to require property owners to maintain their property. However, this has proven to be very difficult to enforce throughout the State of Georgia.

One solution to the problem of neglect by impoverished and/or elderly homeowners would be the formation of an assistance program similar to that of “Hands On Athens” where community volunteers provide free maintenance and repairs to homeowners of dilapidated historic properties who are unable to take care of these themselves. Community grant programs and/or appropriate incentives might also prove effective.

Further, the Historic Preservation Commission and the City could also embark on a vigorous and comprehensive education program targeted to realtors, homeowners, the home builders association, Chamber of Commerce and business associations, planners and elected officials about the value of historic preservation, about grant possibilities and tax benefits, about the boundaries of the local historic districts and the difference between being listed on the National Register and being in a local historic district, about the Design Guidelines and rehabilitation standards, about the COA application and appeal process, and about what does and doesn't require a COA.

The City is working on several implementation strategies to preserve this character area.





The measures that the city will implement in the next five years are included in the Short Term Work Program.

- ✓ Developing Historic Preservation Educational Materials
- ✓ Restoration of the Historic Crawford W. Long Museum
- ✓ Applying for Grant to Inventory Historic Resources
- ✓ Investigate Solutions to “Demolition by Neglect” Problem

The following are some additional measures and strategies the City should consider in the future:

- ✓ Design Matrix and Pattern Book
- ✓ Detailed Inventory of Outlying and Newly Eligible Historic Resources
- ✓ Enhanced Design Guidelines and Preservation Standards
- ✓ Extensive Education and Outreach Programs
- ✓ Homeowner Assistance Programs and Incentives
- ✓ Local Protection of entire National Register District
- ✓ Street Tree Plan and Replacement Program

The specific zoning districts to be allowed in the Historic Districts include R-1 and R-2.

### ***I-85 Commercial Area***

This Character Area is located at the intersection of I-85 and Hwy 129. This is an emerging commercial area with significant truck and automobile traffic. It is the intention of the City that this character area include a relatively high-density mix of retail, office, services, and employment to serve the northeast Georgia regional market.

Design should be pedestrian-oriented, with walkable connections between different uses and include direct connections to nearby networks of greenspace or trails, available to pedestrians and bicyclists for tourism, recreation, and mobility purposes. Compatible architecture styles that maintain the regional character should be encouraged.

“Franchise” or “corporate” architecture should be discouraged. “Big Box” retail should be limited to these areas and should be designed with articulated facades and detailing that pays homage to Jefferson’s historic commercial architecture, and to fit into mixed use planned development with limited parking that is shared with surrounding uses.

Specific Implementation measures that the City is considering for this character area are listed below. The City has added strategies to the Short Term Work Program that it will implement within the next five years.

- ✓ Alternatives to or Reuse of Big Boxes
- ✓ Access Control Measures
- ✓ Cluster Development



- ✓ Creating a Network of Trails and Greenways
- ✓ Alternative Street and Pedestrian System Standards
- ✓ Development Regulations for Highway Interchange Areas
- ✓ Flexible Parking Standards
- ✓ Landscaping and Buffers, including street trees
- ✓ Mixed Use Zoning
- ✓ Sidewalk and Pedestrian Network

The specific zoning districts to be allowed in the I-85 Commercial Area are C-1, C-2, and O-I.

### *Airport Area*

The Airport Area is in the north eastern part of the city. It is a small light industrial area that is oriented toward activities at the Jackson County Airport.

The following should be incorporated in this character area:

- ✓ Airport related industrial and commercial developments
- ✓ Landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
- ✓ Signage and lighting guidelines to enhance quality of development
- ✓ Limited impervious surfaces to protect water resources.

The specific zoning districts to be allowed in the Airport Area are L-I.

### *Industrial Areas*

The Industrial areas of Jefferson are limited to the northernmost part of the city adjacent to I-85 and the southernmost areas of the city where there are already several industrial employers.

The City should develop or, where possible, retrofit industrial developments as part of a planned industrial park. Each industrial park must have adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out. Landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc. should be required. Quality development should be encouraged with design, signage, and lighting guidelines. A greater mix of uses, such as retail and services to serve industry employees, should be encouraged to reduce automobile reliance/use on site.



It is important that industrial development be limited within the water supply watershed. Additional industrial development in this area should be discouraged in order to limit impervious surfaces to protect water resources. Also, many residents are concerned about the Industrial Character Area’s impact on nearby residential areas. Wide vegetated buffers with four-season screening should be required to protect residential neighborhoods from the noise, vibration, and other negative impacts of industrial development.

The following implementation measures are being considered by the city for the Industrial Character Area.

- ✓ Enhanced design guidelines
- ✓ Environmental Impact Review
- ✓ Performance Standards for Offsite Impacts
- ✓ Tree Protection (strong enforcement of existing ordinance)
- ✓ Water Resources Management



*There is already significant industrial and warehousing development in the Industrial Character Area.*

The specific zoning districts to be allowed in the Industrial Character Area include C-2, O-I, L-I, and H-I.

### **Activity Centers**



*The Activity Center on Old Pendergrass Road is home to the State’s largest Kroger.*

The Activity Center Character Areas are located along the 129 bypass. They should serve as a focal point for several neighborhoods and should have a concentration of activities such as general retail, service commercial, professional office, and appropriate public open space.

The Activity Center should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Design for the Activity Center should be pedestrian-oriented, with walkable connections between different uses and include direct connections to greenspace and trail networks.

Facades should reflect Jefferson’s historic commercial architecture. Site design should be oriented around a central green, square, or plaza. The pedestrian-friendly environment





should be enhanced by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations. The Activity Center should also provide good vehicular connections with surrounding neighborhoods.

The City of Jefferson has implemented several strategies to guide development on the 129 bypass. These include basic Design Guidelines, access control measures, landscaping and buffers. Additional strategies the city is considering include the following. Strategies that the city has chosen to implement within five years are included in the Short Term Work Program.

- ✓ Create a network of trails and greenways to connect the Activity Center to other areas in Jefferson.
- ✓ Alternatives to Big Boxes
- ✓ Bicycle Facility Specifications
- ✓ Creative Design for Higher Density
- ✓ Flexible Parking Standards
- ✓ Mixed Use Zoning
- ✓ Enhanced Architectural and Design Guidelines
- ✓ Street Tree Plan

The specific zoning districts to be allowed in the Activity Center Character Area are C-1, C-2, O-I, and PCD.

### *Gateway Corridors*

The Gateway Corridors are significant transportation corridors leading into downtown. These corridors are important because they provide visitors with their first impression of Jefferson as a community. They include Jett Roberts Road, 129 Business, Athens Street, and Highways 11, 15, and 82. The purpose of the Gateway Corridor Character Area is to create a pleasant, welcoming atmosphere for people travelling toward downtown.

Providing attractive, well designed community gateways that evoke a strong sense of place, allows the city to leverage its most important asset: the intact, historic fabric of Jefferson's downtown square and surrounding neighborhoods. Gateway Corridors, working in concert with the city's Historic Core, allow Jefferson to "stand out from the herd" and create a powerful economic synergy that will attract tourism and new investment and aid in the recruitment of high quality business and industry. The following apply to all Gateway Corridors:

- ✓ Focus on appearance with appropriate signage, landscaping and other beautification measures.
- ✓ Manage access to keep traffic flowing; using directory signage to clustered developments.
- ✓ Retrofit or mask existing strip development or other unsightly features as necessary.



- ✓ New developments and redevelopments should reflect Jefferson’s historic commercial architecture.
- ✓ Provide pedestrian linkages to adjacent and nearby residential or commercial districts.
- ✓ Parking areas should be heavily landscaped and restricted to side or rear.

Not all of the Gateway Corridors have the same character. The following are the visions and additional implementation measures for each corridor:

**Jett Roberts Road and 129 Business:** These corridors should remain rural and scenic in character. Guidelines should be created to protect the characteristics deemed to have scenic/rural value such as open space and rock outcrops. Guidelines should be enacted for new development that enhances the rural value of the corridor and addresses landscaping and architectural design. Access should be managed to keep traffic flowing and directory signage should be used to guide travelers to clustered developments. The City should consider implementing a Scenic Corridor Overlay District for these two corridors.

**Athens Street, and Highways 11, 15, and 82:** The vision for these corridors is that they become attractive boulevards with signage guiding visitors to downtown and scenic areas around the community. The appearance of the corridors can immediately be improved through streetscaping enhancements (street lights, landscaping, etc.) Design guidelines for new development, including minimal building setback requirements from the street, sidewalks, street trees, and rear parking should be enacted to ensure that the corridors become more attractive as properties develop or redevelop. The corridors should include pedestrian and bicycle facilities. The City should consider implementing a Corridor Overlay District for these corridors.

All non-industrial zoning categories may be appropriate in the Gateway Corridors. Gateway Corridors should be treated more like an overlay district where additional standards of aesthetics apply.



*The Athens Highway Corridor as it enters downtown has many opportunities for aesthetic improvements.*

### ***Transitioning Neighborhood***

The Transitioning Neighborhood Character Area is in the southern part of Jefferson and is currently characterized by deteriorating housing conditions and a high level of poverty.



The vision for this area is for it to become two or more cohesive, walkable traditional neighborhoods with a mix of housing types and income levels.

Strategic public investments should be used to improve conditions. Scattered vacant sites should be the focus of appropriate infill. Homeownership and maintenance or upgrade of existing properties should be encouraged. Public assistance and investment should be focused where needed to ensure that the neighborhood becomes a more stable, mixed-income community with a larger percentage of owner-occupied housing.



Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing. The Transitioning Neighborhood Character Area should include a well-designed activity center at an appropriate location that provides a focal point for the neighborhood, while also providing a suitable location for a grocery store, hardware store, and similar appropriately-scaled retail establishments serving neighborhood residents. The Boys and Girls Club and existing commercial developments on Athens Street can serve as neighborhood focal points.

The City has already implemented several strategies that forward the goal of revitalizing this area. The city has several additional possible implementation strategies for revitalizing this area. They include:

- ✓ Creating an Opportunity Zone
- ✓ Adaptive Use
- ✓ Creating a Network of Trails and Greenways
- ✓ Creative Design for Higher Density
- ✓ Mixed Use Zoning
- ✓ Residential Infill Requirements
- ✓ Right of Way Improvements
- ✓ Sidewalk and Pedestrian Network Design
- ✓ Traffic Calming
- ✓ Accessory Housing Units
- ✓ Streetscape Enhancements and Tree Program

The specific zoning districts to be allowed in the Transitioning Neighborhood Character Area are R-2, R-3, PCD, MFR, and for those properties located along Athens Street C-1, C-2, and O-I.





## Conservation Areas

Conservation Areas are areas where open space follows natural and manmade linear features for recreation, transportation, and conservation purposes. The most significant Conservation Areas in Jefferson follow the Middle Oconee River and Curry Creek.



*A multi-use trail provides transportation alternatives and offers recreational opportunities.*

If properly designed, the greenway along Curry Creek and the Conservation Areas linking Middle Oconee River to Downtown can serve as an alternative transportation network, accommodating commuting to work or shopping as well as recreational biking, walking and jogging. Connecting greenspaces into a pleasant network of greenways can create linkages throughout the City. Land for pedestrian and bicycle connections between schools, churches, recreation areas, downtown, residential neighborhoods and commercial areas should be set aside for a trail system.

In addition to setting aside land the city should consider the following implementation measures.

- ✓ Bicycle Facility Specifications
- ✓ Conservation Easements
- ✓ Conservation Subdivisions
- ✓ Creating a Greenway and Trail System Master Plan
- ✓ Design Guidelines
- ✓ Incentive Zoning
- ✓ Purchase of Development Rights
- ✓ Increased Riparian Buffers

The specific zoning districts to be allowed in the Conservation Areas are PCD, AG, PCFD, and AG-R. In areas where the corridor is very narrow, it is a suggested place for a multi-use trail. The zoning there will be dependant on the land uses around it. The Greenway and Multi-Use Trail System Plan included in the Short Term Work Program will provide greater detail.

## Old Mill Village

The Old Mill Village is located off of Lee Street just west of downtown and is characterized by small lot single family homes and a mix of small and large businesses, anchored by Real Deals in the historic Old Jefferson Cotton Mill. The vision for the Old Mill Village is as a vibrant center for retail centered on the Old Mill with a cohesive mix of shops, restaurants, offices, lofts, and townhomes surrounded by a variety of housing



types and income levels. The design of new development, redevelopment, and revitalization should be consistent with the historic roots of the community.



*The Bottleworks in Athens is a mixed use development created from a Coca-Cola bottling plant.*

There are 4 main infill development / redevelopment opportunities in and adjacent to downtown Jefferson: Jefferson Mill, the hill next to and above Civic Center, the Jackson County Administrative Complex, and the Ford dealership/old Courthouse/train depot area. Of all these opportunities, the Old Mill may have the most potential. The Old Mill Village could be similar to the Bottleworks on Prince in Athens. It provides opportunities for redevelopment, new development, and creative design for a variety of reasons: the larger acreage and the presence of greenspace (old trees, the central green, and the woods and creek to the north of the “new” Mill

building and the grassy areas to its south and east), the footprint and height of the existing historic buildings, its proximity both to downtown and the bypass, and the potential for greenways and trails system connectivity.

**Housing:** Focus on reinforcing stability by encouraging more homeownership and maintaining or upgrading existing properties. Vacant properties in the neighborhood offer an opportunity for infill development of new, architecturally compatible housing.

**Commercial:** Retro-fit to be more aesthetically appealing and, therefore, more marketable to prospective tenants by upgrading the appearance of existing older commercial buildings with architectural elements that reflect the historic façade details of the original mill building. Reconfigure the parking lots and circulation routes for automobiles. Provide pedestrian and bicycling amenities, including covered walkways, benches, lighting and bike racks. Add landscaping and other appearance enhancements, as well as shade trees in parking lots to provide shade and help reduce storm water runoff.

**Access:** Connect to downtown streetscape plan and to Greenway and Trail System. Strong pedestrian and bicycle connections should also be provided to encourage these residents to



*The Old Mill provides an opportunity for mixed use redevelopment.*



walk/bike to work, shopping, or other destinations in the area. It may be possible to refurbish the old walking trail along the creek on the north side of the mill complex to provide an attractive greenway trail segment connecting downtown with Jefferson City Park.

The specific zoning districts to be allowed in the Old Mill Village include R-2, R-3, R-4, PCD, MFR, C-1, C-2, and O-I.

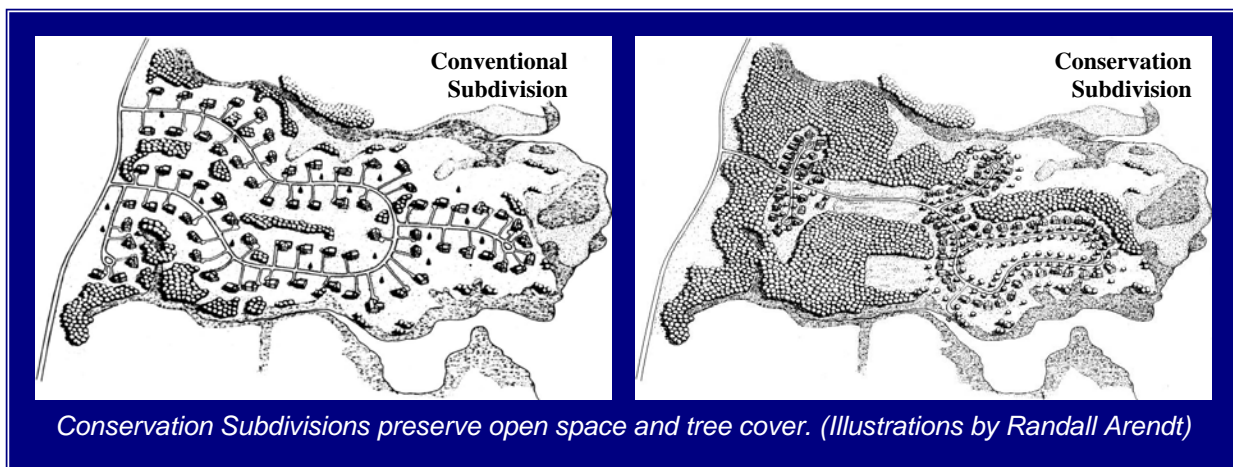
### ***Rural Residential Area***

The Rural Residential Area is the area in northeast Jefferson off Jett Roberts Road. This rural area is likely to face additional development pressure for lower density residential development. The vision for this character area is that it remain largely rural in character. Open space should dominate the landscape and any development should be of appropriate scale.

The rural atmosphere should be maintained and new development accommodated with the following development strategies.

- Require rural cluster or conservation subdivision design that incorporate significant amounts of open space.
- Encourage compatible architecture styles that maintain the regional rural character, and should not include “franchise” or “corporate” architecture.
- Wherever possible, connect to regional network of greenspace and trails, available to pedestrians and bicyclists for both tourism, recreational, and mobility purposes.
- New developments should be designed for greater pedestrian orientation and access with attractive clustering of buildings within the center, leaving open space surrounding the center.

Specific Implementation Measures that would help maintain the rural environment



include:





- ✓ Accessory Housing Units
- ✓ Cluster Development
- ✓ Conservation Easements
- ✓ Conservation Subdivisions
- ✓ Create a Network of Trails and Greenways
- ✓ Landscaping and Buffers
- ✓ Large Lot Zoning
- ✓ Sign Control for Rural Corridors

The specific zoning districts to be allowed in the Rural Residential Character Area are Ag-R, RR-1, R-2, RR-3, R-1, PCD, and AG.

### ***129 Bypass Corridor***

The Bypass Corridor is the currently undeveloped or underdeveloped area along the 129 corridor. The vision for the corridor is that it remain scenic and undeveloped between the nodes of development that are indicated as Activity Center Character Areas.

The city has an overlay district that covers the 129 Bypass Corridor. New developments should be required to strictly adhere to existing design guideline such as vegetated buffers, set-backs, access roads, shared driveways, etc. Additional implementation strategies that would help preserve the aesthetics and traffic flow of the corridor are listed below.

- ✓ Cluster Development
- ✓ Conservation Easements
- ✓ Encouraging Conservations Subdivisions
- ✓ Landscaping and Buffers
- ✓ Right of Way Improvements

The 129 Bypass Corridor is an overlay district. So, the specific zoning should be consistent with the adjacent land uses shown on the Future Land Use Map.

### ***In-Town Neighborhood***

The In-Town Neighborhood Character Area is located north of downtown and is anchored by the Jefferson City Schools campuses. It includes the commercial and residential areas adjacent to and near the schools. The Schools should provide a focal point for the area. In-Town Neighborhood should also include nodes of retail, office, and services, to serve neighborhood residents' day-to-day needs. The entire area should be pedestrian-oriented, with walkable connections between different uses and to the schools.



The City is actively working toward improving school related traffic congestion in the area. Recent access improvements have helped significantly. There are several implementation measures that the city could enact to create a more pedestrian oriented area which would offer more transportation choices to families. These and others are listed below.

- ✓ Accessory Housing Units
- ✓ Alternative Street and Pedestrian System Standards
- ✓ Bicycle Facility Specifications
- ✓ Conservation Subdivisions
- ✓ Create a Network of Trails and Greenways
- ✓ Creative Design for Higher Density
- ✓ Infill Development Program
- ✓ Landscaping and Buffers
- ✓ Mixed Use Zoning
- ✓ Sidewalk and Pedestrian Network Design
- ✓ Traditional Neighborhood Development Ordinance
- ✓ Street Tree Program



*The Jefferson Schools are the focal point of the In-Town Neighborhood Character Area.*

The specific zoning districts to be allowed in the In-Town Neighborhood Area are R-2, R-3, R-4, PCD, and in existing non-residential areas only, C-1, C-2, and O-I.

### ***County Courthouse Campus***

The County Courthouse is located off of Commerce Road. It includes the Jackson County Courthouse and areas adjacent to it that provide an opportunity for office and other service developments to serve the needs of the Courthouse. While Jackson County has no immediate plans for creating a larger government mega-complex, they are constructing a new jail and senior center in the area. The Courthouse Campus should serve as the focal point for office and professional activities relating to the Jackson County Courthouse. The vision for this area is a campus-like setting with pedestrian access to greenspace and restaurants and services.

In order to forward the goals of this Character Area, the City should implement the following:

- ✓ Bicycle Facility Specifications
- ✓ Create a Network of Trails and Greenways
- ✓ Design guidelines



- ✓ Landscaping and Buffers
- ✓ Area Specific Plan
- ✓ Joint City-County Planning
- ✓ Scenic Overlay along Darnell Road

The specific zoning districts to be allowed in the County Courthouse Character Area are C-1, C-2, O-I, and PCD.

### ***Conventional Suburban Residential***

Conventional Suburban Residential areas are where pressures for suburban residential subdivisions are the greatest. Although existing neighborhoods are currently characterized by low pedestrian orientation, residents would like to see their neighborhoods retrofitted to better conform to traditional neighborhood development principles. These include high pedestrian orientation, sidewalks, street trees, and neighborhood scale amenities.

**Existing Neighborhoods:** Neighborhood focal points such as schools, community centers, or well designed small commercial activity centers at suitable locations within walking distance of residences should be created. Walkability should be improved with traffic calming improvements, sidewalks, and increased street interconnections.

**New Developments:** Moderate density, traditional development (TND) style residential subdivisions should be promoted. New development should be master planned with mixed uses, blending residential development containing several housing types with schools, parks, and recreation linked in a compact pattern that encourages walking and minimizes the need for auto trips. Focus development away from important natural resources such as the Middle Oconee River, thereby protecting the resource and providing opportunities for passive recreation. There should be connectivity and continuity between master planned developments. There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.



*Examples of Traditional Neighborhoods.*





The following specific implementation measures are appropriate in this character area:

- ✓ Accessory Housing Units
- ✓ Adaptive Use
- ✓ Appropriate School Siting
- ✓ Conservation Subdivisions
- ✓ Create a Network of Trails and Greenways
- ✓ Mixed Use Zoning
- ✓ Sidewalk and Pedestrian Network Design
- ✓ Traditional Neighborhood Development – Floating Districts
- ✓ Landscaping and Buffers
- ✓ Street Tree Program
- ✓ Alternative Street and Pedestrian System Standards

The specific zoning districts to be allowed in the Traditional Neighborhood Character Areas include PCD, RR-2, RR-3, R-1, R-2, R-3, and MFR.

### ***Prioritizing Implementation Measures***

The highest priority implementation measures have been included in the Short Term Work Program. These include measures that are common to all or most of the Character Areas such as developing a Greenway and Trail System Master Plan and Street Tree Plan, and reviewing and updating the Land Use Management Code. Additional implementation measures that are included in the Short Term Work Program have high priorities because they are important to the sustainability and quality of life in the entire city. These include Water Resources Management and Implementing the Downtown Master Plan.



## **Future Land Use and Zoning Categories**

The intent of the future land use analysis is to provide a more detailed look at land use and zoning. The future land use map is a representation of the Comprehensive Plan's goals and policies and reflects current development patterns and trends, as well as current zoning approvals. The map designations indicate the predominant type of land use in the general areas identified.

The Future Land Use Map was developed to illustrate the most desirable pattern of land use in Jefferson. It was developed taking into consideration the land use patterns illustrated on the Existing Land Use and Zoning Maps, areas currently under development, the Future Policies Map, Areas Requiring Special Attention, availability of infrastructure, and needs demonstrated by residential and employment forecasts.

The following table presents the land use categories shown on the Future Land Use Map Areas and indicates the zoning districts that are most commonly compatible with the use designation. It is important to note that mixed uses are allowed in the PCD and CBD zoning districts. The Future Land Use Map follows the table.



**Table 1: Future Land Use Map Categories and Descriptions**

<b>Land Use Category</b>	<b>Uses Included</b>	<b>Compatible Zoning Districts</b>
Residential Estate	Personal agriculture uses such as farms and gardens, and single family detached lots that are 2 acres or greater in size	AG-R RR-1 PCD
Low Density Residential	Single family detached house on lots of .75 to 2 acres with development densities limited to a maximum of 1 to 2 dwellings per acre as appropriate to the surrounding area.	RR-2 RR-3 R-1 PCD
Medium Density Residential	Single family detached house on lots from .25 to .75 acres.	R-2 R-3 R-4 PCD
Multi-Family	Multi-family residential with up to 8 units per acre.	MFR PCD
Parks/Recreation/Conservation	Public or private active or passive recreation uses such as playgrounds, parks, nature preserves, golf courses, and recreation centers.	Special Use
Agriculture/Forest/Open Field	Profit-oriented agricultural uses such a crop production, general farming, and the raising of livestock. Also applies to unused land that is not forested.	AG-R AG PCFD
Industrial	Research and development businesses and office-warehouse developments where companies have administrative or sales space as will as an area for assembly or fabrication, product testing or refurbishment, or temporary storage.	LI HI
Retail Sales and Services	Shopping centers and individual business properties offering products, entertainment, transient lodging, or services to the general public.	C-1 C-2 O-I PCD
Government/Public Institutional	State, federal, or local government uses such as fire stations, libraries, post offices, Courthouse, City Hall, and schools; and institutions such as cemeteries and hospitals.	O-I

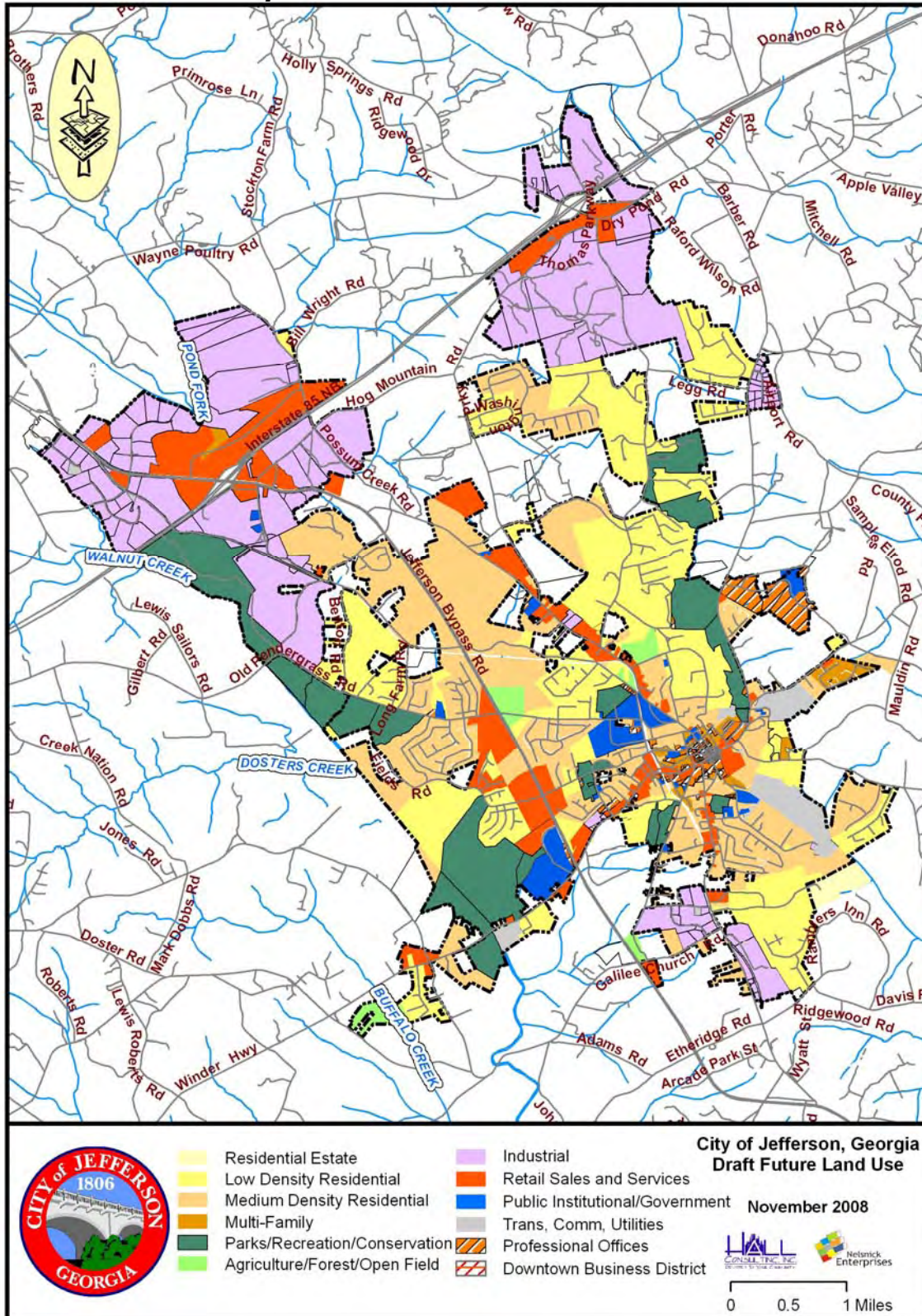




<b>Land Use Category</b>	<b>Uses Included</b>	<b>Compatible Zoning Districts</b>
Transportation, Communication, Utilities	Electric substations, radio/TV/cable broadcasting stations and towers, telephone switching stations, and similar uses	LI
Professional Offices	A planned development of office buildings in a campus environment with extensive landscaping and attention to such amenities. Commercial uses are ancillary to the office uses and should be oriented to serving the office employees and visitors.	O-I
Downtown Business District	A combination of shops, restaurants, shops, and other businesses offering products, entertainment or services to the general public in a traditional downtown setting.	CBD



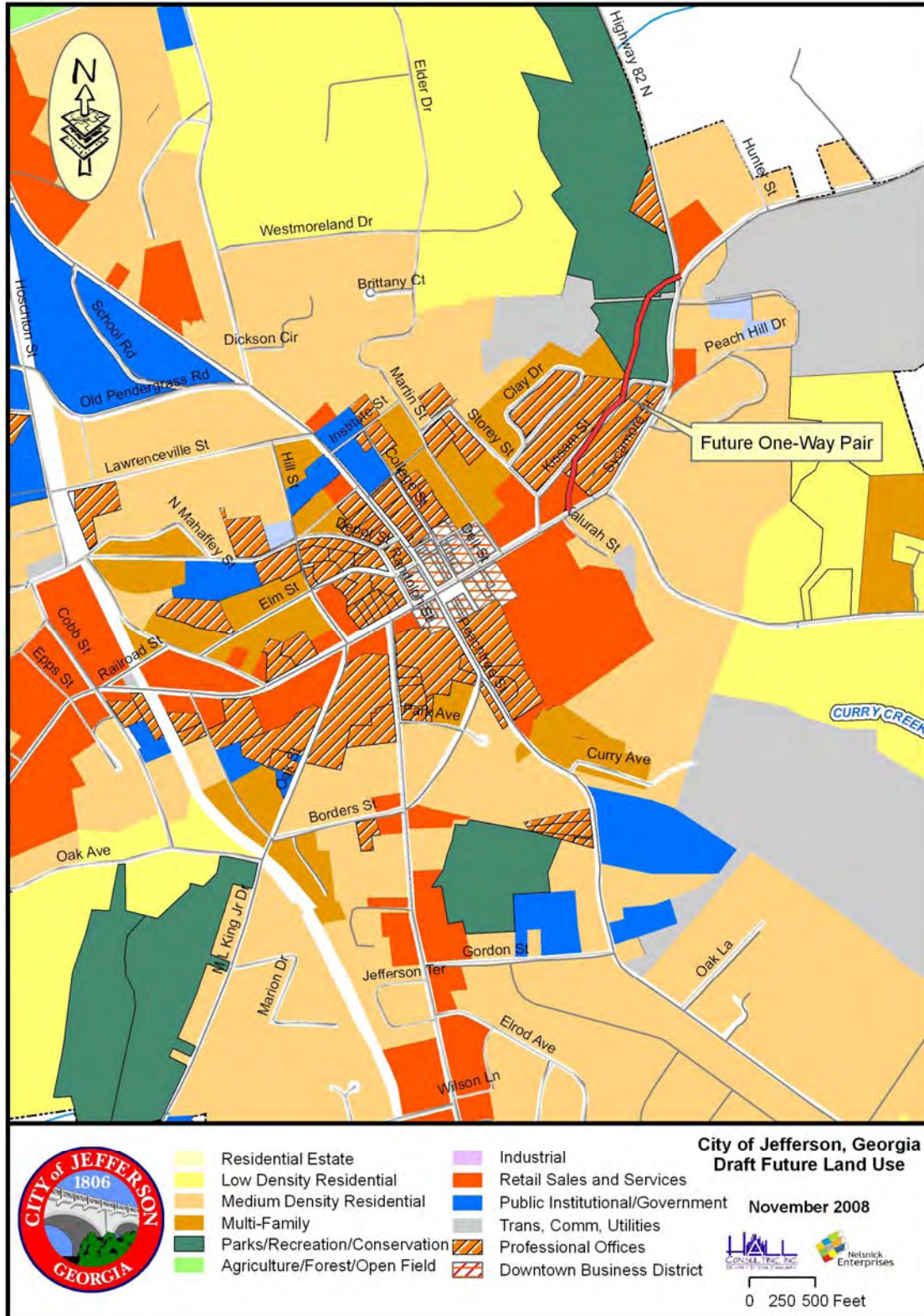
### Future Land Use Map







### Future Land Use Map – Downtown Jefferson







## Quality Community Objectives

DCA has established statewide goals and a number of Quality Community Objectives that further elaborate the state goals. These goals and objectives provide targets for local governments in developing and implementing their comprehensive plans. The Statewide Quality Community Objectives are as follows.

<p><b>Regional Identity Objective:</b> Regions should promote and preserve an “identity,” defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.</p>
<p><b>Growth Preparedness Objective:</b> Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.</p>
<p><b>Appropriate Businesses Objective:</b> The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.</p>
<p><b>Employment Options Objective:</b> A range of job types should be provided in each community to meet the diverse needs of the local workforce.</p>
<p><b>Heritage Preservation Objective:</b> The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community’s character.</p>
<p><b>Open Space Preservation Objective:</b> New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.</p>
<p><b>Environmental Protection Objective:</b> Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.</p>
<p><b>Transportation Alternatives Objective:</b> Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.</p>



**Housing Opportunities Objective:** Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

**Traditional Neighborhood Objective:** Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

**Infill Development Objective:** Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

**Sense of Place Objective:** Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

The Quality Community Objectives to be pursued in each Character Area are listed in Table 2 on the following page.



**Table 2: Character Area Quality Community Objectives**

Character Area														Quality Community Objectives	
Historic Downtown and Square	Activity Center	Historic Districts	I-85 Commercial Area	Airport Area	Industrial	Gateway Corridors	Transitioning Neighborhood	Conservation Areas	Old Mill Village	Rural Residential	129 Bypass Corridor	In-Town Neighborhood	County Courthouse Campus		Traditional Neighborhood
✓	✓	✓	✓			✓		✓	✓	✓	✓		✓		Regional Identity Objective
✓	✓		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	Growth Preparedness Objective
✓	✓		✓	✓	✓		✓		✓		✓		✓		Appropriate Businesses Objective
✓	✓		✓	✓	✓		✓		✓		✓		✓		Employment Options Objective
✓		✓				✓		✓	✓	✓	✓			✓	Heritage Preservation Objective
✓	✓					✓		✓		✓					Open Space Preservation Objective
								✓		✓					Environmental Protection Objective
✓	✓			✓					✓			✓	✓		Transportation Alternatives Objective
	✓						✓		✓			✓		✓	Housing Opportunities Objective
✓							✓		✓					✓	Traditional Neighborhood Objective
✓		✓					✓		✓						Infill Development Objective
✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓		Sense of Place Objective



## Community Issues and Opportunities

The agreed upon, final list of issues and opportunities that the community intends to address are shown below. They are based on the Issues and Opportunities in the Community Assessment and have been refined and prioritized through the Community Participation Process. Each Issue and Opportunity is addressed in the implementation program presented in the following Section.

<b>Top Issues and Opportunities</b>	
1	Open Space - Developers should be encouraged to incorporate greenspace, parks, and/or other public spaces into their developments.
2	Non-Automobile Alternatives - Encouraging facilities such as sidewalks and bicycle and walking trails in Jefferson is important.
3	Open Space - The City should purchase or set aside land for future use as parks and open space.
4	Capital Improvements Planning - Jefferson should carefully plan to meet the service demands of population growth.
5	Job Opportunities - Jefferson serves as a bedroom community for other cities and counties. The city should balance residential growth with commercial growth and new jobs.
6	Economic Development - The City needs a vision for future economic development. A unified vision for downtown, the 129 bypass, and the types of businesses needs to be created.
7	Tree Loss - The city needs to do a better job protecting its trees and tree cover.
8	Historic and Natural Resources - The City's Historical and Natural resources may be threatened by rapid development. Jefferson should actively protect them.
9	Historic and Natural Resources - The City's Historical and Natural resources should serve as the foundation for an economic development strategy.





<b>Top Issues and Opportunities</b>	
10	Rural Residential Areas - Northern Jefferson should remain largely rural residential and rapid industrial development in this area should be limited.
11	Downtown Reinvestment - Revitalization of downtown should be encouraged and development on the bypass should be discouraged.
12	Gateways - Gateway signage, landscaping, and other measures are needed in our gateway corridors such as Business 129 and Athens Highway in order to welcome visitors and instill a sense of community.
13	Connectivity - New roads and existing communities should be connected to each other with through roads and/or pedestrian access.
14	Traffic Flow – Access roads should be provided and curb cuts limited along commercial corridors to improve traffic flow.



## **Implementation Program**

As required by DCA, this Agenda includes an Implementation Program with a Short Term Work Program and Policies. A Capital Improvements Element (CIE) that includes the Impact Fee Annual Report and an updated project list is included after the Implementation Program.<sup>2</sup> There are no CIE projects included on the updated Short Term Work Program because there are no impact fee funded capital projects planned during the five-year planning period.

### ***Short Term Work Program***

The Short Term Work Program identifies specific implementation actions the City intends to take during the first five-year time frame of the planning period. This includes any ordinances, administrative systems, community improvements or investments, financing arrangements, or other programs or initiatives to be put in place to implement the plan.

Each item in the Short Term Work Program includes a beginning and ending date, a responsible party, a cost estimate, and funding source. The Short Term Work Program for Jefferson is presented in the table on the following pages. The List of Accomplishments for the previous Short Term Work Program is included in Appendix II of this Partial Update to the Comprehensive Plan.

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<sup>2</sup> There are no additional projects on the CIE. Impact Fees are collected exclusively for repayment of the bond for the Jefferson Parks and Recreation Complex.



**Short Term Work Program**

Project Description	2008	2009	2010	2011	2012	Responsible Party	Estimated Total Cost	Funding Source	I&O Addressed
Natural and Historic Resources									
Produce and provide educational materials about historic preservation.	✓	✓	✓	✓	✓	City, Historic Preservation Commission, and Museum Board	\$300	Local	8, 9
Apply for Certified Local Government Grants	✓	✓	✓	✓	✓	City	\$500	Local	8, 9
Restore and market Crawford W. Long Museum	✓	✓	✓			City	\$200,000	Local, RDC	8, 9
Apply for survey grant to inventory historic resources	✓	✓	✓			City, Museum, Historic Preservation Commission	\$20,000	Local	8, 9
Apply for Urban & Community Forestry Grant for funding to keep a community forester or arborist on retainer		✓	✓			City, Heritage Tree Council	\$500	Private, Local, Grants	7



Project Description	2008	2009	2010	2011	2012	Responsible Party	Estimated Total Cost	Funding Source	I&O Addressed
Inventory trees and tree cover to establish baseline for tree protection.	✓					City, Heritage Tree Council	\$2,000	Grants, Local	7
Investigate Water Resources Management programs to protect Jefferson's water supply and water quality.		✓	✓			City	\$25,000	Grants, Local	3
Investigate solutions to "demolition by neglect" problem.	✓	✓				Historic Preservation Commission	\$300	Local	8

Economic Development

Participate in creating a strategy for county-wide public involvement in economic development matters	✓	✓	✓	✓	✓	City, Chamber of Commerce	\$1,000/year	Local	5, 9
Implementation of Downtown Revitalization Plan	✓	✓	✓	✓	✓	City, Better Hometown	\$400,000	Local, grants	2, 5, 11, 12
Apply for TEA grant to assist in funding Downtown Revitalization Plan	✓	✓	✓			City, Better Hometown	\$0	Local	2, 11
Complete the construction Downtown Revitalization Plans for Phase I.	✓	✓	✓			City, Better Hometown	\$2,100,000	Local	2, 5, 11





Project Description	2008	2009	2010	2011	2012	Responsible Party	Estimated Total Cost	Funding Source	I&O Addressed
Community Facilities									
Re-establish Friends of the Library and create a new library.	✓	✓	✓	✓	✓	City, Friends of the Library	\$4,000,000	Private, Grants, City	4
Construct civic center, phase II			✓	✓		City	\$3,000,000	Local	4
Locate public safety substation near I-85		✓				City	\$100,000	Private, Local	4
Improve and expand sidewalks downtown	✓	✓	✓	✓	✓	City	\$100,000	Grants, Local	2
Improve and expand water system and ensure the effectiveness of distribution systems and their ability to accommodate growth.	✓	✓	✓	✓	✓	City	\$5M	Local, SPLOST	4
Phase I - Expand I-85 wastewater treatment plant (minor expansion)	✓	✓				City	\$500,000	Local, SPLOST	
Phase II - Expand I-85 wastewater treatment plant (major expansion)			✓	✓	✓	City	5,000,000	GEFA, Local	
Develop an industrial pre-treatment strategy for I-85 Industrial/Commercial areas.	✓	✓				City	\$50,000	Local, grants, private	



Project Description	2008	2009	2010	2011	2012	Responsible Party	Estimated Total Cost	Funding Source	I&O Addressed
Develop Parks Creek Reservoir project			✓	✓		City	\$2,500,000	Local, grants, private	
Improve and expand water treatment facility.	✓	✓	✓			City	\$1,100,000	Local	
Replace under-sized water mains/Expand water mains throughout service area to ensure adequate flows and pressures	✓	✓	✓	✓	✓	City	\$800,000	Local, SPLOST	
Implement Streetscape recommendations from the Downtown Revitalization Plan.	✓	✓	✓			City, Better Hometown	Undetermined	Local	2
Review the land use plan to locate potential areas for high density housing and conservation subdivisions.	✓	✓				City, Quad Cities Planning Commission	\$3,000	Local	1, 10
Investigate potential annexations to the city limits and implement as appropriate.	✓	✓				City	\$0	Local	
<b>Road Improvements</b>									
Hog Mountain from US 129/SR 11 to Valentine Industrial Parkway.	✓	✓				City, County	\$1,219,174	Local, grants, private	



Project Description	2008	2009	2010	2011	2012	Responsible Party	Estimated Total Cost	Funding Source	I&O Addressed
John Brooks Road from US 129/SR 11 to State Route 332	✓					City, County	\$1,275,000	Local, grants, private	
MLK Drive Extension from MLK Avenue to Galilee Church Road	✓	✓				City	\$1,300,000	Local, grants, private	
Peachtree Road from Gordon Street to end cul-de-sac at WWTF	✓	✓				City	\$400,000	Local, grants, private	
Jett Roberts Road from New Internal Road to McClure Industrial Drive	✓	✓				City	\$1,408,340	Local, grants, private	

General Planning and Administration

Review and Update the Land Use Management Code	✓	✓	✓			City, Quad Cities Planning Commission	\$10,000	Local	1, 2, 7, 8, 10, 11, 12, 13
Investigate feasibility of Form Based Codes for historic districts.			✓			City, Quad Cities Planning Commission	\$5,000	Local	8
Develop a Trail and Greenway/Greenspace System Master Plan		✓	✓			City, Quad Cities Planning Commission	\$40,000	Local	1, 2, 3, 13



## ***Policies***

The policies below are designed to help the City of Jefferson in the decision-making process. They are based on the Georgia Department of Community Affairs State Planning Recommendations and address the issues and opportunities presented in this Community Agenda. The relevant Issues and Opportunities are shown in parenthesis for each policy. The policies should apply to areas within the existing town limits and areas to be annexed in the future.

Several of the policies do not correspond directly to specific high priority Issues and Opportunities. These policies address statewide Quality Community Objectives that are important to the quality of life and sustainability of the City of Jefferson.

### **Economic Development**

- We will support programs for retention, expansion and creation of businesses that enhance our economic well-being. (5,6)
- We will target reinvestment in declining, existing neighborhoods to further encourage private sector redevelopment and accommodate future growth. (5)
- We will encourage the development of downtown as a vibrant center for culture, government, dining, residential and retail diversity. (5, 6, 11)
- We will establish an atmosphere in which entrepreneurial enterprise is nurtured in our community. (5, 6)
- Our community will accommodate new development while enhancing existing local assets. (9, 11)

### **Natural and Cultural Resources**

- We will protect our water supply watershed by limiting impervious surfaces and by considering the impacts of all new developments.
- The protection and conservation of our community's natural, cultural, and historic resources will play an important role in the decision-making process. (1, 3, 8, 10, 12)
- Land and transportation networks will be developed and managed to ensure the quality of our air and water.
- We will incorporate the connection, maintenance and enhancement of greenspace in all new development. (1, 8)





- We will reduce the impact of development on the natural topography and existing vegetation through limiting land disturbance activities and clear cutting. (7)
- We will encourage more compact urban development and preservation of open space. (1,3)

### **Facilities and Services**

- We will coordinate public facilities and services with land use planning to promote more efficient urban development. (3, 4, 13, 14)
- We will maximize the use of existing facilities and services.
- We will invest in parks and open space to encourage private reinvestment in urban centers. (1, 3)
- The community will encourage a pattern of future development expansion in areas contiguous to developed areas with a utility extension policy that is sequential and phased. (13, 14)
- When new facilities are needed we will strategically locate them in walkable location with excellent connectivity where they can serve as a community focal point.
- We will limit the amount of urban development within our community to areas that can be reasonably served by public infrastructure.
- We will protect existing infrastructure investments (i.e. already paid for) by encouraging infill, redevelopment, and compact development.

### **Housing**

- We will eliminate substandard or dilapidated housing in our community.
- We will stimulate compatible infill housing development in existing neighborhoods. (11)
- We will create affordable housing opportunities to ensure that all those who work in the community have a viable option to live in the community. (5)
- Our neighborhoods will be interactive communities where people have easy access to schools, parks, residences and businesses through walkways, bike paths, and roads. (1, 2)



- Our growth strategies will provide resources that support revitalization of neighborhoods and effectively address the physical environment of the disadvantaged. (11)
- We will accommodate our diverse population by encouraging a harmonious mixture of housing types and uses.
- We will promote walkable, safe neighborhoods. (13, 2)
- We will provide pleasant, accessible public gathering places. (1, 3, 11)
- We will encourage parks and community facilities to be located as focal points in neighborhoods. (1, 11)

### Land Use

- We will promote efficient use of land by promoting well-designed, more pedestrian friendly, development patterns with a mix of uses and a creative use of land. (2, 3, 11)
- Recreation and greenspace will become an integral facet of our community's land use. Green space will be a major component within our neighborhoods, along our streets, parking lots and within commercial and industrial developments. (1, 3)
- We will develop a recognizable transition from the urban to the rural areas of our community. (12)
- We will avoid leapfrog development across undeveloped areas.
- We will encourage mixed-use development and Design Guidelines that are more human-oriented and less auto-oriented. (2, 13, 1)
- We will make as a priority the development of mixed uses, redevelopment and revitalization of existing underutilized commercial and industrial areas over development of new land for commercial purposes.
- We will support opportunities for residential and non-residential in-fill development that positively impacts the character of existing neighborhoods.
- We will promote increases in residential densities in areas that meet community Design Guidelines, environmental constraints and available infrastructure capacities.
- We will encourage the use of landscaping, lighting, signage, underground utilities and building design to add value to our community. (11)



- Our gateways and corridors will create a "sense of place" for our community. (11, 12)
- We will reduce the adverse visual impact of the automobile in both commercial and residential areas of our community.
- We will make neighborhoods and business areas more secure.
- Commercial nodes should contain business development sites of various sizes to accommodate a variety of businesses and should be located at the intersections of arterial streets.
- We will review land planning and development concepts that may be new to our area, but have been successful in other places.

### **Transportation**

- We will encourage transportation corridors that support multiple modes of transportation and enhance the aesthetics of the community. (13,2)
- We will address the location, vehicular/pedestrian/open space design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure and development pattern of the community.
- Transportation and greenway corridors will be supported by the community standards of aesthetics, urban design and environmental stewardship. (1, 3)
- We will ensure that vehicular traffic will not harm the residential nature of our neighborhoods.
- Our new and reconstructed roadways will fully accommodate multiple functions, including pedestrian movements, parking, alternate modes of transportation and local vehicular circulation. (13, 14, 2)
- We will ensure connectivity between road network and pedestrian/bike paths. (13)
- We will encourage walking, biking, car-pooling, and sustainable transportation choices. (2)

### **Intergovernmental Coordination**



- We will share services and information with other public entities within Jackson County.
- We will establish coordination mechanisms with adjacent local governments to provide for exchange of information.
- We will pursue joint processes for collaborative planning and decision-making.
- The long term prosperity of our community will be supported by the educational function of our parks and recreational services, public libraries, museums and other cultural amenities.
- We will promote the concept of neighborhood schools in future development, as well as, promote the same concept regarding the use of schools that are currently located near or in close proximity to existing neighborhoods.





## Capital Improvements Element

All Impact Fees collected in the City of Jefferson are used to make bond payments from the Jefferson Parks and Recreation Complex. As of this writing,<sup>3</sup> it is expected that all impact fees collected through 2013 will be used to pay off this bond.

City of Jefferson Annual Impact Fee Financial Report - FY 2007	
Public Facility	Parks and Recreation
Impact Fee Fund Balance Ending FY 2006	\$272,141.00
Impact Fees Collected in FY 2007	\$284,581.00
Impact Fee Interest Collected in FY 2007	\$7,631.00
Impact Fees Used in FY 2007	\$349,284.00
Encumbered in FY 2007	-
Impact Fee Fund Balance Ending FY 2007	\$215,069.00

<sup>3</sup> September 2008



## Appendix I: Implementation Measures Glossary

Implementation Measure	Description	Additional Resources
Access Control Measures	Access control measures seek to provide reasonable access to developments, while preserving the safe flow of traffic on an arterial or major collector, often a strip mall environment. Techniques like managing where and how approaches or signals are allowed, use of medians, creation of turn lanes, and supportive local ordinances improve the driving atmosphere. In some cases (medians, limits on curb cuts) they also make movement easier and safer for pedestrians and bicyclists.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=175">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=175</a>
Accessory Housing Units	Revising local development regulations to permit development of accessory housing units in key neighborhoods of the community. Accessory housing units are garage apartments, "granny flats," "in-law apartments," "carriage houses," or similar secondary housing units located on the same lot with a single family residence. Encouraging accessory housing units is one means to bring affordable housing into all neighborhoods of the community.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=60">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=60</a>
Adaptive Use	Adaptive use is the conversion of a disused building, usually abandoned and/or historic, into a functional building with a new use. This is often a better practice than demolishing buildings in order to build brand-new ones, but sometimes it needs to be encouraged by tax breaks, code changes, or other regulatory means. Adaptive use can be especially valuable for popular historic buildings, but it is also an important tool for regenerating deteriorating areas.	
Alternative Street and Pedestrian System Standards	Provides for alternative street specifications that will reduce construction costs to developers, including minimized right-of-way widths, pavement widths, turnaround dimensions, intersection curb radii, addition of bicycle lanes, etc.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=96">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=96</a>
Alternatives to or Reuse of Big Boxes	The impacts of Big Box commercial developments can be controlled by ordinance and design standards.	<a href="http://www.law.uga.edu/landuseclinic/research/bigbox3.pdf">http://www.law.uga.edu/landuseclinic/research/bigbox3.pdf</a>
Analyze financial impacts of growth	Using the financial impacts of development patterns on local revenues to determine types of development patterns desired and needed.	



Implementation Measure	Description	Additional Resources
Bicycle Facility Specifications	Ensures safe, adequate and well-designed facilities are provided for bicyclists, including pavement markings, signage, and intersection crossings.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=97">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=97</a>
Cluster Development	Commercial, residential or mixed-use developments in which a significant portion of the site is set aside as undivided, permanently protected open space, while the buildings (houses, shops, etc.) are clustered on the remainder of the property.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=58">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=58</a>
Compact Development	Refers to the act of constructing buildings vertically rather than horizontally, and configuring them on a block or neighborhood scale that makes efficient use of land and resources, and is consistent with neighborhood character and scale.	
Conservation Easements	An arrangement where private landowners donate the development rights of their property to a qualified conservation organization or government agency, in exchange for tax savings. This permanently protects the property from development and thereby ensures that it remains as open space or farmland.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=35">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=35</a>
Conservation Subdivisions	Residential or mixed-use developments in which a significant portion of the site is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. A Conservation Subdivision Ordinance authorizes the development of new conservation subdivisions on sites proposed by a developer, provided the development plans meet certain criteria specified in the ordinance.	
Creating More Onstreet Parking	Identifying and taking advantage of opportunities to add on-street parking in areas where additional parking is most needed. This may include changing parallel parking to angle parking, converting underused medians, loading areas, turn lanes, or traffic lanes for parking, or narrowing wide sidewalks to add parking.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=18">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=18</a>
Creative Design For Higher Density	Encouraging the design of higher density developments to blend with the surrounding neighborhood, perhaps by masking the high-density aspects of the development through landscaping or architectural details. For example, multi-family housing can be designed to appear as a single family residence from the street, or heavy landscaping can be used to hide parts of the development.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=59">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=59</a>
Design Guidelines	Evaluates the appropriateness of buildings, properties, and land uses to create an architecturally and physically cohesive area of	



Implementation Measure	Description	Additional Resources
	specified character.	
Development Regulations for Highway Interchange Areas	A partial-zoning scheme to guide future development surrounding Highway Interchanges.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=121">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=121</a>
Environmental Impact Review	Allows local governmental agencies to consider the environmental consequences of projects via the preparation of a document called an environmental checklist.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=133">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=133</a>
Establish an Urban Redevelopment Area	The Urban Redevelopment Act gives cities and counties in Georgia specific powers to rehabilitate, conserve or redevelop any defined geographical area that is designated as a "slum area".	
Flexible Parking Standards	Revising land development regulations to remove rigid parking requirements that typically result in an oversupply of unnecessary parking spaces. Revisions may include reducing the number of required parking spaces, or allowing shared parking between adjacent facilities.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=17">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=17</a>
Flexible Street Design Standards	Revising street design requirements in local development regulations to tailor streets to the scale of the neighborhood and types of traffic they serve. Revisions may include reducing required street widths, requiring bicycle lanes, or adding on-street parking.	
Gathering Community Opinions on Economic Development	Input on types of businesses stakeholders support and want in the community.	
Historic Preservation Standards	Provides for protection and enhancement of places, districts, sites, buildings, structures, and works of art having a special historic, cultural, or aesthetic interest or value.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=118">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=118</a>
Incentive Zoning	Incentive zoning is the practice of granting developers extra elements they want (most often density increases) in exchange for the provision of amenities such as affordable housing units, public spaces, infrastructural improvements, or greenspace. When a density increase is allowed, this is often known as a "density bonus."	





Implementation Measure	Description	Additional Resources
Infill Development Program	A comprehensive strategy for encouraging infill development in particular areas of the community, while also regulating this development to ensure protection of quality of life in affected neighborhoods. An effective program will include both: a) development incentives, improvements to public facilities and services, and streamlined regulations to encourage infill development; b) guidelines for appropriate design, density and location of new infill projects.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=32">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=32</a>
Landscaping and Buffer Requirements	Require planting areas to mask unattractive land uses or to provide a visual and sound barrier between incompatible adjacent uses, increase aesthetic values, and protect water and quality of rivers and streams.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=106">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=106</a>
Large Lot Zoning	Establishes zoning districts with very large minimum lot size requirements (at least 10 acres, preferably 20 acres) in order to strictly limit development density in areas where preservation of rural character, agriculture and/or greenspace is desired.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=38">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=38</a>
Low Impact Development (LID)	Using various land planning and design practices and technologies to conserve and protect natural resource systems and reduce infrastructure costs.	
Mixed Use Zoning	In contrast to traditional zoning techniques, mixed-use zoning allows different types of uses (such as housing, commercial and office) to locate within the same area, provided the uses are reasonably compatible. This creates a more diverse and dynamic urban setting, and makes it easier for people to carry out some daily activities by walking. Mixed-use zoning is often accomplished through zoning overlays.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=40">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=40</a>
Opportunity Zone	Allows local government to abate or exempt property tax, occupation tax, license fees, building inspection fees, their local taxes and fees except sales tax to promote development. Local government may also waive ordinances to create further incentive for development in the zone.	<a href="http://www.dca.state.ga.us/economic/DevelopmentTools/publications/OpportunityZonesRevitalizationStrategies.pdf">http://www.dca.state.ga.us/economic/DevelopmentTools/publications/OpportunityZonesRevitalizationStrategies.pdf</a>
Overlay Districts	A mapped area where special regulations on development are applied. An overlay is typically superimposed over conventional zoning districts, but may also be used as stand-alone regulations to manage development in desired areas of the community.	
Performance Standards Regulation Offsite	Regulates land uses that generate noise, odor, smoke, glare from outdoor lighting, or similar nuisances in order to minimize the impacts on	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=99">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=99</a>



Implementation Measure	Description	Additional Resources
Impacts	neighboring land uses.	
Reducing Barriers to Affordable Housing	Revising local development regulations to make it easier to develop affordable housing.	
Residential Infill Requirements	Ensures that new infill development is compatible with its neighborhood, maintains harmony and character of existing residential areas, and that development occurs in an orderly and desirable manner.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=107">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=107</a>
Right of Way Improvements	Right-of-way improvements are any type of public improvement made in a roadway's "right-of-way," which is the strip of land that includes the road itself and the narrow band of publicly owned property on either side of the road where sidewalks, curbing, and utility lines are typically located.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=3">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=3</a>
Rural/Suburban Arterial Corridor Overlay	Establishes an amenity zone adjacent to arterial corridors to provide for sidewalks and other enhancements, and to manage development so as to avoid a strip commercial pattern.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=114">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=114</a>
Scenic Corridor Overlay District	Protects scenic views by requiring land uses to complement rather than detract from scenic experience.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=113">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=113</a>
Sign Control for Rural Corridors	Protect rural areas by regulating signage.	<a href="http://www.dca.state.ga.us/development/PlanningQualityGrowth/programs/downloads/resourceTeams/camdencounty/Sign%20Control%20on%20Rural%20Corridors.pdf">http://www.dca.state.ga.us/development/PlanningQualityGrowth/programs/downloads/resourceTeams/camdencounty/Sign%20Control%20on%20Rural%20Corridors.pdf</a>
Strategies for Reuse of Greyfields	Creatively redevelop abandoned strip malls and commercial sites.	
Surveying Business Needs	Gathering information on problems and need for local resources to support existing businesses.	
Sustainable building techniques	Creating environmentally-sound and resource-efficient buildings by using an integrated approach to design: promoting resource conservation, including energy efficiency, renewable energy, and water conservation features; reducing operation and maintenance costs; and addressing issues such as historic preservation, access to public transportation and other community infrastructure systems. The entire life-cycle of the building and its components is considered, as well as the economic and environmental impact and performance.	



Implementation Measure	Description	Additional Resources
Traditional Neighborhood Development - Floating District	Enables building of new TND developments at particular locations proposed by a developer, provided these locations meet certain criteria specified in the ordinance. TND's typically include small lot single-family homes, multi-family residences, and neighborhood commercial developments, all within easy walking distance of one another.	<a href="http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=9">http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=9</a>
Traffic Calming	Physical improvements designed to decrease traffic speed and increase the pedestrian-friendliness of roadways. Typical traffic-calming improvements include raised crosswalks, narrow traffic lanes, fewer lanes, on-street parking, bump-outs, pedestrian refuges, and landscaped medians.	
Transportation Enhancement Program	Providing grant funds for alternative transportation projects, such as sidewalks, bike trails, rail depot renovations, and streetscape improvements. A diverse array of projects are eligible for funding, including those related to cultural, natural, and scenic elements of the transportation network.	
Water resource management	Managing and protecting water supply, watersheds and coastal areas; providing safe drinking water and wastewater treatment services.	



## Appendix II: List of Accomplishments

Project Description	Responsible Party	Estimated Total Cost	Funding Source	Year from 2007 STWP	Status	Explanation for Postponed or Not Accomplished Project or Activity
<b>Natural and Historic Resources</b>						
Produce and provide educational materials about historic preservation.	City, Historic Preservation Commission, and Museum Board	\$300	Local	2007-2011	Underway	
Apply for Certified Local Government Grants	City	\$500	Local	2007-2011	Underway	
Restore and market Crawford W. Long Museum	City	\$200,000	Local, RDC	2007-2009	Underway	
Apply for survey grant to inventory historic resources	City, Museum, Historic Preservation Commission	\$300	Local	2007-2010	Underway	
<b>Economic Development</b>						
Participate in creating a strategy for county-wide public involvement in economic development matters	City, Chamber of Commerce	\$1,000/year	Local	2007-2011	Underway	





Project Description	Responsible Party	Estimated Total Cost	Funding Source	Year from 2007 STWP	Status	Explanation for Postponed or Not Accomplished Project or Activity
Implementation of Downtown Revitalization Plan	City, Better Hometown	\$400,000	Local, grants	2007-2011	Underway	
Apply for TEA grant to assist in funding Downtown Revitalization Plan	City, Better Hometown	\$0	Local	2007-2009	Postponed	DOT Delays
Complete the construction Downtown Revitalization Plans for Phase I.	City, Better Hometown	\$2,100,000	Local	2007-2008	Postponed	Waiting on DOT for final design plans
<b>Community Facilities</b>						
Purchase police vehicles as needed	City	\$100,000	Local	2007	Complete	
Construct civic center, phase II	City	\$3,000,000	Local	2010-2011		
Locate public safety substation near I-85	City	\$100,000	Private, Local	2009		
Improve and expand sidewalks downtown	City	\$100,000	Grants, Local	2007-2010	Underway	
Improve and expand water system and ensure the effectiveness of distribution systems and their ability to accommodate growth.	City	As Needed	Local, SPLOST	2007-2011	Underway	



Project Description	Responsible Party	Estimated Total Cost	Funding Source	Year from 2007 STWP	Status	Explanation for Postponed or Not Accomplished Project or Activity
Acquire and construct additional parks and recreation facilities and increase and improve equipment to meet demands.	City	As Needed	Local, Greenspace Funds	2007-2011	Underway	
Expand sewerage system treatment capacity and service areas.	City	As Needed	Local, GEFA	2007-2010	Underway	
Extend sanitary sewer system on Hwy. 129 North to Storey Road	City	\$338,000	Local, Grants	2007	Complete	
Phase I - Expand I-85 wastewater treatment plant (minor expansion)	City	\$500,000	Local, SPLOST	2007-2008	Underway	
Phase II - Expand I-85 wastewater treatment plant (major expansion)	City	5,000,000	GEFA, Local	2010-2011		
Develop an industrial pre-treatment strategy for I-85 Industrial/Commercial areas.	City	\$50,000	Local, grants, private	2007-2008	Underway	
Complete sewer system mapping	City	\$15,000	Local	2007	Complete	



Project Description	Responsible Party	Estimated Total Cost	Funding Source	Year from 2007 STWP	Status	Explanation for Postponed or Not Accomplished Project or Activity
Develop Parks Creek Reservoir project	City	\$2,500,000	Local, grants, private	2011		
Improve and expand water treatment facility.	City	\$1,100,000	Local	2007-2010	Underway	
Replace under-sized water mains/Expand water mains throughout service area to ensure adequate flows and pressures	City	\$800,000	Local, SPLOST	2007-2011	Underway	
Investigate with adjoining cities, and implement as appropriate, additional sewer treatment capacity.	City	\$3,200,000	Local, grants	2007	Complete	
Implement Streetscape recommendations from the Downtown Revitalization Plan.	City, Better Hometown	Undetermined	Local	2007-2010	Underway	
Review the land use plan to review potential areas for high density housing and conservation subdivisions.	City, Quad Cities Planning Commission	\$3,000	Local	2008-2009	Underway	



Project Description	Responsible Party	Estimated Total Cost	Funding Source	Year from 2007 STWP	Status	Explanation for Postponed or Not Accomplished Project or Activity
Investigate potential annexations to the city limits and implement as appropriate.	City	\$0	Local	2007, 2009	Underway	
Create new Public Works Department with water, sewer, and roads	City	\$60,000	water and sewer enterprise fund	2007	Complete	
Develop City of Jefferson Radio Station	City	\$80,000	Local, SPLOST	2007-2008	Complete	
<b>Road Improvements</b>						
Hog Mountain from US 129/SR 11 to Valentine Industrial Parkway.	City, County	\$1,219,174	Local, grants, private	2007-2008	Underway	
John Brooks Road from US 129/SR 11 to State Route 332	City, County	\$1,275,000	Local, grants, private	2007-2008	Underway	
MLK Drive Extension from MLK Avenue to Galilee Church Road	City	\$1,300,000	Local, grants, private	2007-2008	Underway	
Old Pendergrass Road from Hoshton to Dragon Drive	City	\$275,000	Local, grants, private	2007-2008	Complete	





Project Description	Responsible Party	Estimated Total Cost	Funding Source	Year from 2007 STWP	Status	Explanation for Postponed or Not Accomplished Project or Activity
Peachtree Road from Gordon Street to end cul-de-sac at WWTF	City	\$400,000	Local, grants, private	2008-2009	Underway	
Jett Roberts Road from New Internal Road to McClure Industrial Drive	City	\$1,408,340	Local, grants, private	2008-2009	Underway	
<b>General Planning and Administration</b>						
Investigate local versus regional GIS programs and services	City	\$0	Local	2007-2008	Complete	
Review and update the Land Use Management Code to encourage downtown residential development such as lofts.	City	\$0	Local	2008	Complete	
Streamline development review process	Quad Cities Planning Commission	hourly fee to consultant	development fee based enterprise fund	2007-2008	Complete	
Overhaul budgeting system	City	\$10,000	Local	2007-2009	Complete	

COUNTY OF JACKSON  
STATE OF GEORGIA

**RESOLUTION NO: \_\_\_\_**

**A RESOLUTION OF THE  
CITY OF JEFFERSON CITY COUNCIL  
AUTHORIZING THE TRANSMITTAL OF  
THE COMMUNITY AGENDA  
TO THE REGIONAL DEVELOPMENT CENTER AND STATE  
FOR REVIEW AND COMMENT  
PURSUANT TO STATE OF GEORGIA  
LOCAL PLANNING REQUIREMENTS CHAPTER 110-12-1-.08**

**WHEREAS**, a comprehensive plan is required for municipalities and counties in Georgia in order to maintain their Qualified Local Government Status; and

**WHEREAS**, one of the steps in a comprehensive planning process under Rules of the Georgia Department of Community Affairs, Chapter 110-12-1, is to prepare a Community Agenda after completion of a Community Assessment and a Community Participation Program; and

**WHEREAS**, the City of Jefferson, Georgia, has prepared a Community Agenda; and

**WHEREAS**, Chapter 110-12-1-.08 of said rules requires that the Community Agenda be submitted for regional and state review; and

**WHEREAS**, to authorize such review, a resolution of the Governing Body is required; and

**WHEREAS**, the City Council held an advertised public hearing on November 10, 2008;

**NOW, THEREFORE, IT IS HEREBY RESOLVED** by the City Council of the City of Jefferson, Georgia, as follows:

1.

It is hereby authorized that the Community Agenda, dated October 2008, shall be submitted for regional and state review in accordance with Chapter 110-12-1-.08 of the Rules of the Georgia Department of Community Affairs.

2.

The City of Jefferson hereby submits the Community Agenda to the Northeast Georgia Regional Development Center in order for it to complete its review and a report of findings and recommendations, and respectfully requests its favorable determination.

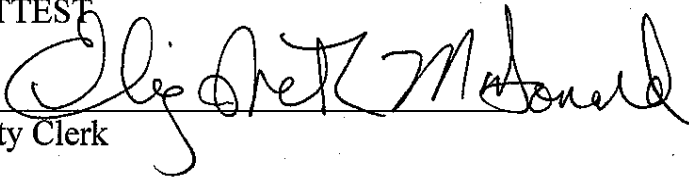
3.

The City of Jefferson respectfully requests that the Georgia Department of Community Affairs review the Community Agenda.

RESOLVED this 24<sup>th</sup> day of November, 2008.

  
\_\_\_\_\_  
Mayor

ATTEST

  
\_\_\_\_\_  
City Clerk

John A. Ward III  
City Manager

Jim Joiner  
Mayor

Amie Vaughan  
Finance Director



Council Members:  
Randall "Bosie" Griffith  
C.D. Kidd III  
Steve Kinney  
Roy W. Plott  
David S. Varnedoe, Jr.

Elizabeth Motes McDonald  
City Clerk

## RESOLUTION

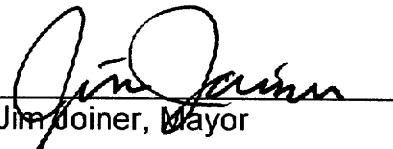
WHEREAS, the 1989 Georgia General Assembly enacted House Bill 215, the Georgia Planning Act, requiring all local governments to prepare a comprehensive plan in accordance with the Minimum Planning Standards and Procedures promulgated by the Georgia Department of Community Affairs; and

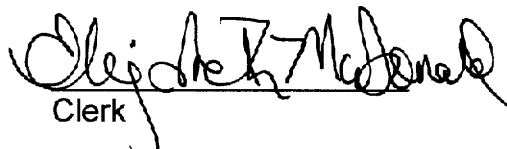
WHEREAS, the Community Agenda for the City of Jefferson's Comprehensive Plan, was prepared in accordance with the Minimum Planning Standards and Procedures; and

NOW THEREFORE, BE IT RESOLVED by the City of Jefferson that the Community Agenda for the City of Jefferson, Georgia dated December 2008, as approved by the Georgia Department Community Affairs is hereby adopted, and furthermore, that the Northeast Georgia Regional Development Center shall be notified of said adoption within seven (7) days of the adoption of this resolution.

Adopted this 23<sup>rd</sup> day of Feb., 2009.

City of Jefferson

  
Jim Joiner, Mayor

  
Clerk

City Hall  
147 Athens Street  
Jefferson, Georgia 30549



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