

# City of Pendergrass Comprehensive Plan

2018-2022 Update



Developed by the Northeast Georgia Regional Commission (NEGRC),  
Planning & Government Services Division



# Acknowledgements

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# Introduction

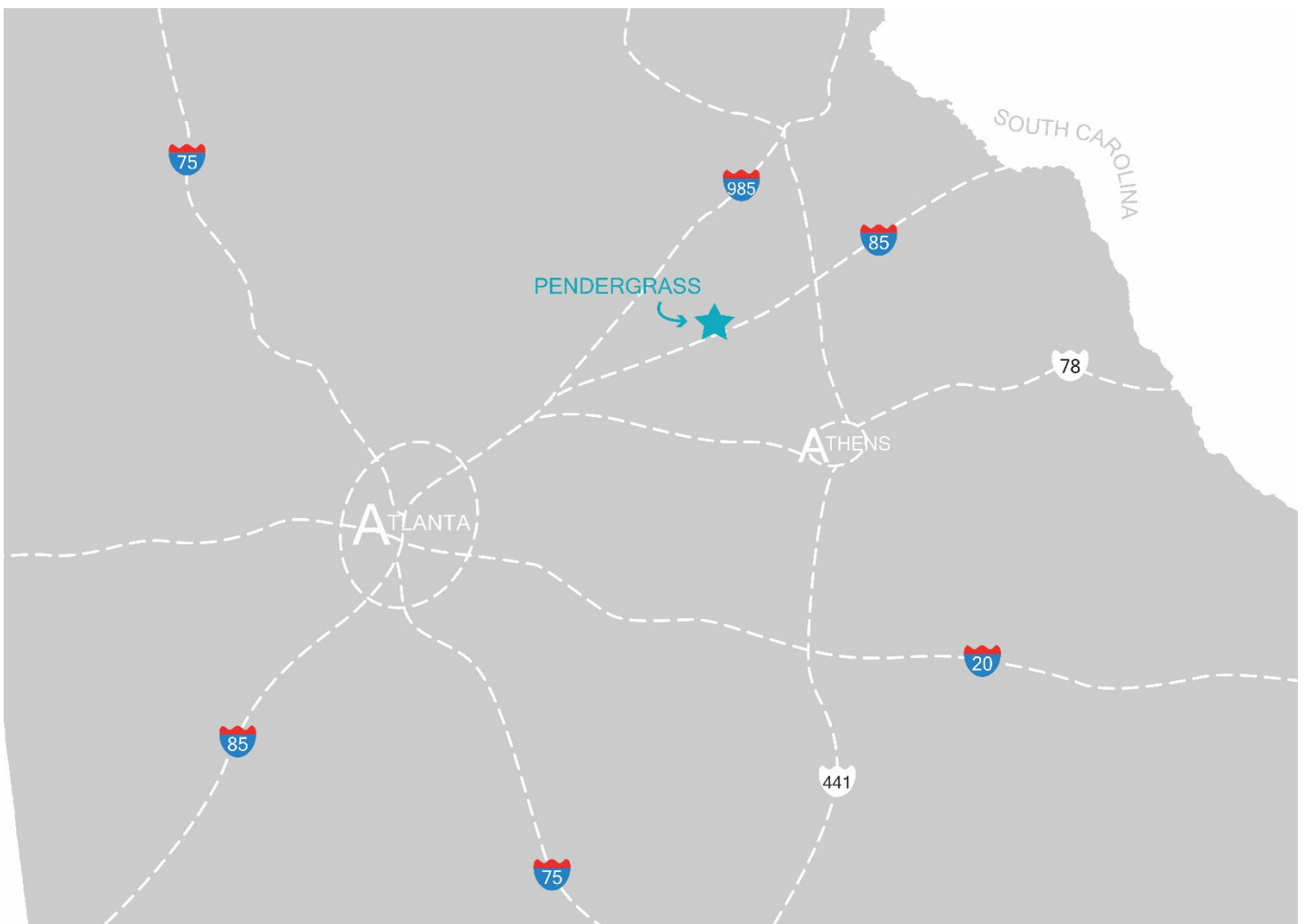
## Purpose

This document was developed by the Pendergrass community through public input; a steering committee provided additional insight and assisted in fine-tuning the goals, land use practices, and initiatives included herein. The City of Pendergrass Comprehensive Plan is intended as a decision-making guide for future development, land use decisions, economic and community initiatives, and in-depth plan documents.

The Comprehensive Plan is a living document; Pendergrass must update the plan every five years to maintain Qualified Local Government status and eligibility for State and Federal funding opportunities.

## Background

The City of Pendergrass is located just northeast of Metro Atlanta, in Jackson County, Georgia, situated between Interstates 85 and 985. The primary land uses include agriculture and residential, with industrial and warehousing development occurring within and around the northeastern perimeter of the city.



## The Update Process

The comprehensive plan process follows the rules of the Georgia Department of Community Affairs (DCA), Minimum Standards and Procedures for Local Comprehensive Planning, effective March 1<sup>st</sup>, 2014.



## PUBLIC INVOLVEMENT

The planning process began with a public hearing and was followed by a series of community input sessions during which the public and a local steering committee were invited to discuss local trends and aspirations. The availability of steering committee members to take questions and comments throughout the process provided additional feedback opportunities (as presented at the first public hearing). A final public hearing was held before submittal of the plan to the DCA for review.

The Northeast Georgia Regional Commission's Planning & Government Services Division oversaw the development of this plan, including facilitating public and steering committee meetings.

# Needs & Opportunities

The needs and opportunities described in the following section were identified during a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, conducted by the public and steering committee members, and through professional analysis of relevant data. This section outlines the local factors necessitating the initiatives included in the Short-Term Work Plan (STWP). Needs and opportunities directly correlating to STWP items are **highlighted**. *High priority items are italicized*.

## Economic Development

Incorporated in 1891, the City of Pendergrass developed as an agriculture-driven rail town. Downtown Pendergrass boasted a variety of office, retail, civic, and service industries throughout the early 1900s. Like many other communities in Georgia, Pendergrass was affected by the decline of cotton and other agricultural industries during the second half of the 20<sup>th</sup> Century. The city has remained relatively quiet until recent years; the expansion of Metro Atlanta and the connectivity provided by I-85, I-985, and the CSX rail line are currently driving economic activity in and around Pendergrass.

### NEEDS & OPPORTUNITIES

- Adjacent to Atlanta, Athens, and major transportation corridors, the City of Pendergrass is in a prime location to attract industrial, commercial, and residential development. New development drives the expansion of services such as sewer, water, and stormwater. Design of new infrastructure to optimize public benefit should be encouraged.
- *Industrial and commercial growth brings jobs, tax revenue, and other benefits to the area; however, Pendergrass must ensure this development does not encroach on residential areas or negatively affect the city's rural charm or natural resources.*
- Continued commercial, office, and industrial infill and revitalization is needed along the US 129 corridor and downtown Pendergrass. Needs for residential revitalization have significantly decreased since the previous plan update; stalled neighborhoods in Pendergrass are currently being built-out.
- *Downtown Pendergrass is primarily occupied by civic structures and a few residential areas. Businesses offering small-scale local services (for example, a coffee shop, bank, or general store) would benefit local residents and create more synergy within the downtown parks and community spaces. The old City Hall property offers a potential opportunity to create space for small businesses or other entrepreneurial pursuits. The City should develop a plan for the old City Hall property and explore incentive options to attract small businesses to downtown.*
- Pendergrass's rural character and small-town charm are important, but there is a need to balance this "bedroom community" character in order to avoid appearing too small or quiet to prospective businesses and residents. Establishment of industry and commercial activity along the US 129 and Glen Abbey Lane/SR-332 corridors would help create that balance. **The City should explore incentive options to attract businesses to this area.**
- Improved high-speed internet and cellular service will help attract new businesses to the area and allow residents to work from home.

## Housing

Industrial, warehousing, and commercial development is attracting new residents to fill the growing job market. Pendergrass is currently a small city with an estimated population of 456 people and 215 total housing units (Esri Business Analyst Online (BAO), 2017). The city has a projected 2.66% annual population growth from 2017 to 2022. However, the over 400 new homes currently proposed within the city limits indicate a higher rate of growth over the next five years.

Stakeholders noted that the city's current housing mix caters to a variety of income levels and saw this as an asset. Existing housing options in Pendergrass are primarily single-family detached units with approximately 70% of the local housing units owner-occupied.

Median age is currently 38.8 years old, up from the 34.7 median age reported in the 2010 Census (BAO, 2017). Despite projections of a continued increase in median age, the recent influx of younger workers and families suggests a steady or slightly decreasing median age in Pendergrass. Nevertheless, attractive housing options for retirees and older members of the community should be considered.

### NEEDS & OPPORTUNITIES

- *Pendergrass currently offers a mixture of single-family detached housing for a variety of income levels. This is seen as an asset to attract workforce, families, white-collar workers, and retirees to Pendergrass. The median home value is \$212,500, about \$50,000 higher than that of the county. With some higher price points expected within proposed neighborhoods, the City should monitor the balance of housing options as development continues, examine demographic projections from the 2020 Census, and provide opportunity for public involvement to evaluate the city's future housing needs.*
- The city is in need of some lower-maintenance, reduced square-footage housing options. Higher-density (such as attached single-family) housing units, consistent with the size, scale, and character of surrounding development and logically located near downtown Pendergrass and other activity areas, are desired.
- Agricultural and undeveloped lands still surround the residential portions of the city. However, in the face of rapid growth, active protection and incorporation of connective greenspaces into new development is necessary to retain the character of the area.
- *Pendergrass takes pride in its quiet neighborhoods. The growing number of residential units within the city limits will likely increase demand on public safety and code enforcement. The City should plan for an increase in police staff and improvements to the existing Police Department building.*

## Connectivity

Pendergrass is located between the major I-85 and I-985 transportation networks, with US 129 and an active CSX freight rail line running directly through the city. In addition, the city is in proximity to Atlanta and Hartsfield-Jackson Atlanta International Airport. This accessibility is attracting industries to the area; increasing truck and commuter traffic is anticipated.

Sidewalks run in and around much of downtown Pendergrass; however, more extensive pedestrian, bicycle, and other alternative transportation options remain fragmented.

### NEEDS & OPPORTUNITIES

- *Businesses and residents within the City of Pendergrass have easy access to major vehicular corridors and air transport options. Roadway congestion and upkeep are of concern, with an increasing residential population and truck traffic. Jackson County is experiencing this increasing demand on roadways throughout the county; as a result, available funds for road improvements and extensions are limited. The City should continue coordination with the County and pursue State and Federal funding for road projects. A regularly maintained, prioritized list of road improvement needs would further assist in coordination and management.*
- *Downtown Pendergrass has a network of sidewalks and sidewalk requirements are being implemented in new development. Unfortunately, the downtown sidewalks are in need of repair and much of the city remains without pedestrian infrastructure. Extensions and improvements are needed. Sidewalks should be installed along right-of-ways for all new development and within new residential developments. To aid budgeting and guide new development projects, the City should prioritize areas for sidewalk repair, extensions, and road crossing projects. Complete Streets planning and policies should be explored.*
- Greenways, multi-use trails, and other bicycle-friendly facilities are desired within the city limits, connecting to downtown Pendergrass and to neighboring communities. The railroad, US 129, and nearby I-85 are significant obstacles to consider in planning and design.
- Multi-modal transportation options, such as a commuter bus line or park-and-ride facility, may be a valuable asset for residents and the local workforce in the future. Ideal locations for physical facilities may exist outside of the current Pendergrass City Limits.

## Community Facilities & Services

The City of Pendergrass provides police, planning, code enforcement, and public works services to their residents and local businesses. The City also maintains public properties, located in downtown Pendergrass, including the Pendergrass Civic Center, Pendergrass City Hall and Library, and Christopher Lee Ruse Memorial Park.

### NEEDS & OPPORTUNITIES

- *Development within the city offers opportunities for public-private partnerships in extending water, sewer, and stormwater services. Reinforcement of roads, curbs, and other infrastructure should be required, based on the type of new development and predicted increase in truck traffic through the area.*
- Pendergrass is home to a growing number of families; there is a need for additional family-friendly destinations and activities (ex. playgrounds, trails, fishing ponds) within the city limits.
- Downtown Pendergrass currently offers well-maintained public spaces that are underutilized. Promotion of existing spaces or additional programming of those spaces would help attract residents, employees, and business owners to those spaces.
- *The City of Pendergrass takes pride in being a safe and small community. With much of the agricultural land in Pendergrass expected to be developed, the City will likely need to employ additional public safety staff and expand public safety services.*
- *Increasing local stormwater management requirements will necessitate improvements to the local stormwater system and regulations. This will also likely affect other municipal services including debris pickup and disposal. The City should make budgeting considerations and identify specific stormwater issues to be addressed before new Georgia Environmental Protection Division (EPD) requirements go into effect.*
- Pendergrass has a good relationship with Jackson County but there is room for increased coordination with neighboring municipalities to improve services, amenities, and guide future growth.
- Local schools are a valuable asset to Pendergrass; the Jackson County school system is highly rated, has excellent graduation rates, and offers a variety of unique training programs. North Jackson Elementary School is located just outside the Pendergrass City Limits, to the northwest of downtown. As residential growth increases in the area, demand on the public school system will need to be considered.



# *City of Pendergrass*

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THE BEST PLACE TO LIVE IN GEORGIA

## Goals & Policies

- Maintain a balanced housing supply (low, moderate, and high-income).
- Take advantage of protected and/or undevelopable areas and use for passive recreation (parks, trails).
- Attract high-end industrial and commercial businesses to locate along US 129.
- Possess a well-maintained infrastructure system, including the local transportation network.
- Meet the increasing demand for public services.
- Manage growth and mitigate the effects of growing industry on residential areas.
- Maintain visually appealing neighborhoods (including the upkeep of landscaping and structures).
- Clean, well-maintained streets and leading-edge traffic control devices.
- Establish and connected and well-maintained sidewalk system.
- A quiet downtown with offices, civic services, small-scale businesses, and family-friendly public spaces.
- Continue to encourage infill development and the completion of stalled neighborhoods.

### Vision:

A charming, primarily residential community connected, through passive parks, sidewalks, and trails, to a livable, walkable downtown, supported by a high-end industrial corridor.

# Land Use

## Character Areas, Defined

The DCA defines a character area as a specific district or section of the community that:

- Has unique or special characteristics to be preserved or enhanced (such as a downtown, a historic district, [an] arts district, a neighborhood, or a transportation corridor);
- Has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more attractive village development pattern); or
- Requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.)

Character areas typically provide greater flexibility than traditional future land use maps, in which each parcel is assigned a single category such as Residential or Commercial.

## Pendergrass Character Areas

The character area narratives, maps, and images included in this section should guide the character and type of development and initiatives for each area within the Pendergrass City Limits.

The table below is a quick-reference for each Pendergrass Character Area (includes a brief description, zoning compatibility, and appropriate land uses for each). Refer to the following pages for a detailed description of each character area.

CHARACTER AREA	DESCRIPTION	ZONING COMPATIBILITY	APPROPRIATE LAND USES*	PAGE(S)
Country Living	Undeveloped, actively farmed, and/or low-density residential areas	AG, AG-R, R-1	Agriculture, Residential, Recreation	10
Suburban Neighborhood	Planned, primarily-residential neighborhoods	R-1, C-1	Residential, Recreation, Public, Mixed Use	11-12
Downtown Pendergrass	Focal area for civic/public spaces, neighborhood-scale businesses, and traditional residential development	R-1, C-1	Public, Commercial, Recreation, Mixed Use, Office	13-14
Commercial Corridor	Primarily commercial and office development along the Glen Abby Lane/SR-332 corridor	C-1, C-2	Commercial, Office, Mixed Use	15-16
Industry Corridor	Technology, industry, warehousing, and larger-scale commercial along the US 129 corridor	C-2, LI	Commercial, Office, Industry	17-18

*\*Note: not all zoning and land use classifications will necessarily be appropriate in all locations within a character area.*

## Country Living



DESCRIPTION	ZONING COMPATIBILITY	APPROPRIATE LAND USES*
Undeveloped, actively farmed, and/or low-density residential areas	AG, AG-R, R-1	Agriculture, Residential, Recreation

*\*Note: not all zoning and land use classifications will necessarily be appropriate in all locations within a character area.*

The Country Living Character Area supports a mixture of low-density single family residential areas and open space for farming, recreation, and pastures. Connective greenspaces are encouraged throughout residential areas, maintaining the rural character and encouraging the use of alternative transportation such as walking or biking. Public spaces for active and passive recreation are also encouraged, particularly in master planned residential developments. This area will feature 1-2 acres per dwelling unit.

Environmentally critical areas and natural and cultural resources should be protected and celebrated within this character area. New development should preserve established tree canopies and protect or establish stream, wetland, and pond buffer areas, if applicable.

Limited, small-scale public, institutional, and home-office uses can be incorporated into this character area.

The intent is to provide a lower level of service to the area, in terms of transportation and infrastructure expansion, in order to reduce development pressures and retain the rural qualities of the area.

### IMPLEMENTATION MEASURES

- Require greenspace within planned developments
- Require sidewalks and streetscaping throughout new development
- Encourage traffic calming measures within new or improved roadways
- Protect riparian areas and existing ecosystems through enforcement of buffer and tree canopy requirements
- Consider materials, architectural variety, and other form-based concerns when reviewing new development
- Logically cluster development where public services and protection of natural resources can be optimized

## Suburban Neighborhood



DESCRIPTION	ZONING COMPATIBILITY	APPROPRIATE LAND USES*
Planned, primarily-residential neighborhoods	R-1, C-1	Residential, Recreation, Public, Mixed Use

*\*Note: not all zoning and land use classifications will necessarily be appropriate in all locations within a character area.*

The Suburban Neighborhood Character Area primarily consists of 0.25 - 1 acre per dwelling unit residential development. Higher density residential development may be appropriate, depending on available supportive infrastructure and proximity to downtown Pendergrass or other higher-intensity areas. Street trees, landscaping, and decorative lighting and signage are strongly encouraged throughout these areas to create a sense of place. Street and pedestrian-level lighting should be used to maximize safety.

Shared spaces, such as playgrounds, dog parks, or other gathering spaces that offer recreational opportunities while continuing Pendergrass' rural character, are encouraged within planned developments. Sidewalks should run throughout development in this character area, on both sides of streets. Bicycle facilities, such as bike lanes, should be incorporated, where appropriate. Sidewalks, bicycle facilities, and trails should be planned to connect to neighboring areas and to nearby activities (especially downtown Pendergrass). Design features to calm traffic and facilitate pedestrian activity are encouraged, such as landscaped medians, onstreet parking, and rear-loaded garages.

Public, education, health care, and other institutional uses can be incorporated into this character area, where appropriate.

## IMPLEMENTATION MEASURES

- Require greenspace within planned developments
- Require sidewalks and streetscaping throughout new development
- Encourage trails, greenways, and other multi-use paths that connect to neighboring areas and downtown Pendergrass
- Incorporate decorative lighting, signage, mailboxes, garage doors, and other elements to build local character
- Protect riparian areas and existing ecosystems through enforcement of buffer and tree canopy requirements
- Consider materials, architectural variety, and other form-based concerns when reviewing new development
- Encourage traffic calming measures within new or improved roadways
- Reduce obstructions caused by vehicles through residential driveway length requirements, side and rear-loading garages, onstreet parking options, and other design techniques
- Logically cluster development where public services and protection of natural resources can be optimized
- Encourage multiple access points to reduce traffic impacts and optimize interconnectivity
- Incorporate health care, education, and child care services, where appropriate
- Higher density development may be located within this character area if located adjacent to the Downtown Pendergrass Character Area and is served by local water and sewer

## Downtown Pendergrass



DESCRIPTION	ZONING COMPATIBILITY	APPROPRIATE LAND USES*
Focal area for civic/public spaces, neighborhood-scale businesses, and traditional residential development	R-1, C-1	Public, Commercial, Recreation, Mixed Use, Office

*\*Note: not all zoning and land use classifications will necessarily be appropriate in all locations within a character area.*

Civic, office, small-scale commercial, and residential uses make up the Downtown Pendergrass Character Area. The intent is to provide small-town activities and amenities to nearby residents in the form of community spaces, education, public parks, and limited restaurant, coffee shop, market, and retail spaces.

Residential development is appropriate at a higher density than the Suburban Neighborhood Character Area. Buildings providing a vertical mix of uses that are similar, in scale and intensity, to neighboring development, can be considered.

Sidewalks, decorative signage and lighting, landscaping, and street trees are encouraged throughout this character area. Bicycle facilities should be incorporated, where appropriate, to connect to nearby neighborhoods and employment centers.

## IMPLEMENTATION MEASURES

- Require sidewalks and streetscaping along right-of-ways
- Encourage trails, greenways, and other multi-use paths that connect to neighboring areas
- Continue to install consistent lighting and signage to maintain local character
- Enforce tree canopy and street tree requirements
- Consider materials, architectural variety, and other form-based concerns when reviewing new development
- Ensure the scale, set-backs, and massing of new construction is consistent with nearby development
- Encourage shared parking areas to service multiple destinations
- Encourage multiple access points to reduce traffic impacts and optimize interconnectivity
- Explore grants and other incentives to attract small businesses to the area
- Reduce obstructions caused by vehicles through residential driveway length requirements, side and rear-loading garages, onstreet parking options, and other design techniques
- Development within this character area must be served by local water and sewer

## Commercial Corridor



DESCRIPTION	ZONING COMPATIBILITY	APPROPRIATE LAND USES*
Primarily commercial and office development along the Glen Abby Lane/SR-332 corridor	C-1, C-2	Commercial, Office, Mixed Use

*\*Note: not all zoning and land use classifications will necessarily be appropriate in all locations within a character area.*

The Commercial Corridor Character Area logically follows the growing Glen Abby Lane/SR-332 vehicular corridor. The majority of the area is intended for commercial, office, and some light, low-impact industrial uses. Infill development is encouraged, as are reduced building setbacks along right-of-ways. The area is auto-focused, but sidewalks and bicycle facilities should be provided along right-of-ways. Larger parking areas should be located behind buildings and developments should have internal, interconnected transportation networks to facilitate vehicular movement within and around the area. Landscaped monument signage, articulated buildings, and landscaped parking areas are encouraged to promote flexible development that can support a variety of uses, depending on market demands.

Appropriate buffering to provide screening, reduce noise, and minimize light pollution should be provided in areas where Commercial Corridor areas abut residential or other less intense uses.

Public, education, health care, and other institutional uses can be incorporated into this character area, where appropriate.



## IMPLEMENTATION MEASURES

- Require sidewalks and streetscaping along right-of-ways and throughout planned developments
- Encourage bicycle facilities along right-of-ways
- Require monument signage and landscaping
- Protect riparian areas and existing ecosystems through enforcement of buffer and tree canopy requirements
- Consider materials, architectural variety, and other form-based concerns when reviewing new development
- Encourage flexible building design that allows for a variety of office and commercial uses, increasing market resilience
- Reduce building setbacks along right-of-ways and locate larger parking areas in the back
- Encourage shared parking areas to service multiple destinations
- Encourage multiple access points and internal, interconnected transportation networks to reduce traffic impacts and optimize interconnectivity
- Logically cluster development where public services and protection of natural resources can be optimized
- Development within this area must be served by local water and sewer
- Encourage Low Impact Design to limit impacts on local stormwater infrastructure
- Explore grants and other incentives to attract businesses to the area
- Enforce screening and buffer requirements along incompatible uses, including residential

## Industry Corridor



DESCRIPTION	ZONING COMPATIBILITY	APPROPRIATE LAND USES*
Technology, industry, warehousing, and larger-scale commercial along the US 129 corridor	C-2, LI	Commercial, Office, Industry

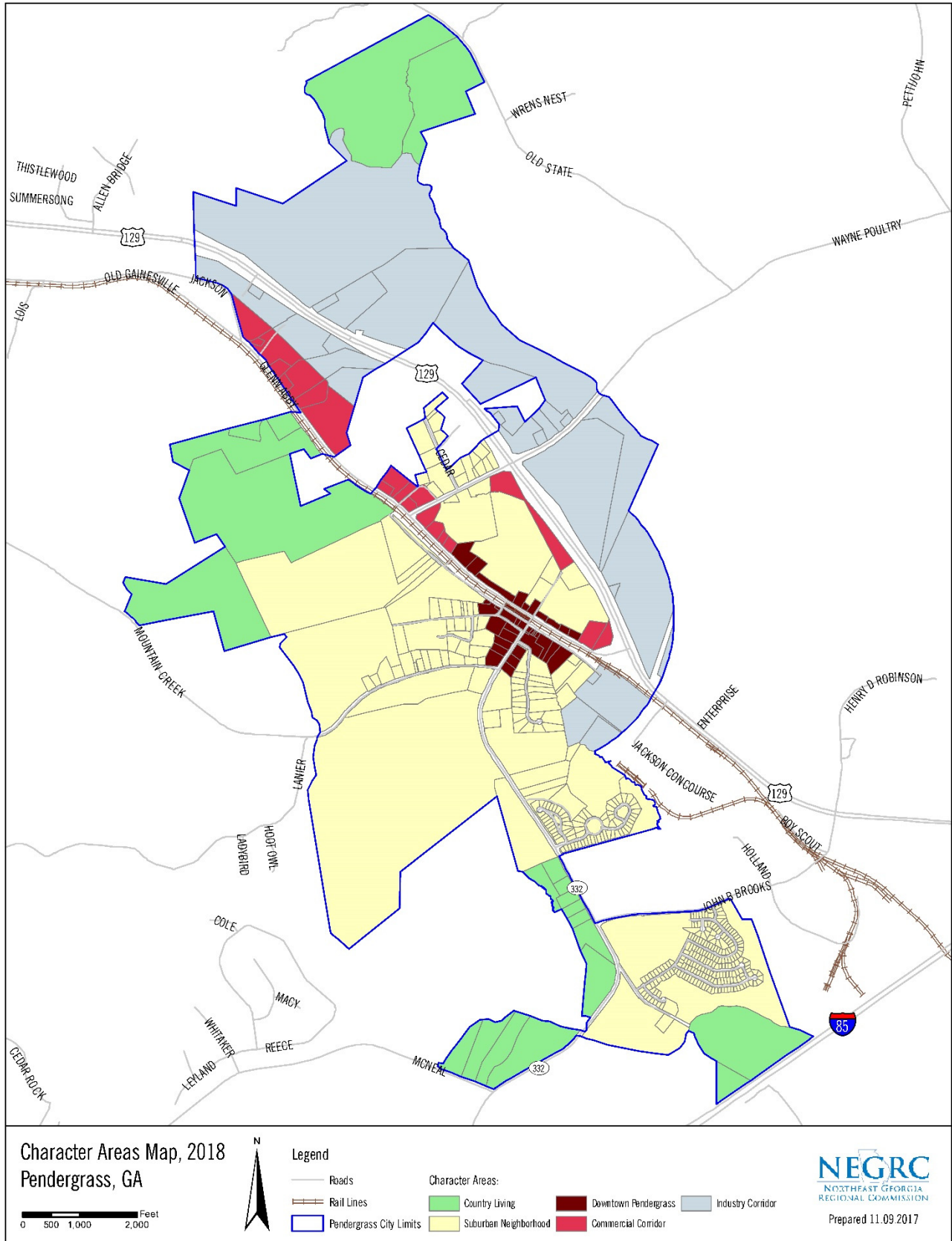
*\*Note: not all zoning and land use classifications will necessarily be appropriate in all locations within a character area.*

The Industry Corridor Character Area runs along the major US 129 transportation network, offering connectivity to I-85 and other transportation arteries. Proximity to Atlanta and Interstates 85 and 985 make this area ideal for development. It is intended as an employment center, attracting high-end industry. Industrial development is encouraged here, as is warehousing, offices, headquarters, and larger-scale commercial development, as can be supported by local infrastructure. Similar to the Commercial Corridor Character Area, this area is auto-focused, but sidewalks and bicycle facilities should be provided along right-of-ways. Developments should have internal, interconnected transportation networks to facilitate vehicular movement within and around the area and inter-parcel access should be promoted, eliminating the need for multiple access points. Landscaped monument signage, articulated buildings, and landscaped parking areas are encouraged to promote flexible development that can support a variety of uses, depending on market demands.

Landscaped buffers, berms, and other aesthetic screening techniques should be used along all public right-of-ways. Appropriate buffering to provide screening, reduce noise, and minimize light pollution should be provided in areas where Industry Corridor areas abut residential or other less intense uses.

## IMPLEMENTATION MEASURES

- Require sidewalks and streetscaping along right-of-ways; require within developments where logical
- Encourage bicycle facilities along right-of-ways
- Require monument signage and landscaping
- Protect riparian areas and existing ecosystems through enforcement of buffer and tree canopy requirements
- Consider materials, architectural variety, and other form-based concerns when reviewing new development
- Encourage flexible building design that allows for a logical variety of uses, increasing market resilience
- Require reinforced pavement and curbs and other necessary roadway improvements within and at all access points for new businesses with heavy truck-traffic
- Consider noise, light, odor, and other pollution concerns when reviewing a plan
- Enforce screening and buffer requirements along right-of-ways and incompatible uses, including residential
- Encourage multiple access points and internal, interconnected transportation networks to reduce traffic impacts and optimize interconnectivity
- Logically cluster development where public services and protection of natural resources can be optimized
- Development within this area must be served by local water and sewer
- Encourage Low Impact Design to limit impacts on local stormwater infrastructure
- Explore grants and other incentives to attract businesses to the area



# Community Work Program

The Short-Term Work Program (STWP), to be updated every five years, lists priority activities that the Pendergrass community intends to pursue between 2018 and 2022. The Report of Plan Accomplishments, located on the following page, reports the status of the previous Pendergrass STWP.

## Short-Term Work Program: 2018-2022

(\*entries with an asterisk represent carryover items from the previous STWP)

	Activity	Timeframe	Responsible Party	Cost Estimate	Funding Source
1	Striping Mountain Creek Dr and Glen Abbey Ln	FY2018	City	Gathering estimates	City Budget
2	Develop and maintain a road resurfacing plan	2018-2019	City	--	City Budget
3	Park Street and Glen Gee Rd widening and resurfacing	2020-2022	City	N/A	City Budget/ Private Funds
4	Stormwater system maintenance and regulation updates	2019	City	--	Salaried City Staff Time
5	Explore grant, marketing, and incentive opportunities to attract small business to the downtown area	2018-2020	City/NEGRC	--	City Budget
6	Develop a plan/programming for the old City Hall Property	2020	City	--	City Budget
7	Improvements to the Police Department building	2020	City	--	City Budget
8	Hire additional police staff (increasing need due to residential development)	2020	City	--	City Budget
9*	Develop sidewalk network plan (prioritize maintenance and extension projects to improve overall sidewalk network) and consider a Complete Streets Plan and policies	2020	City/NEGRC	--	City Budget
10*	Create checklist for plan review process	2018	City	--	Salaried City Staff Time
11*	Evaluate housing needs based on revised population projections and public involvement	2018	City	--	Salaried City Staff Time
12	Require installation of underground utilities in new development	2018-2020	City	--	Salaried City Staff Time
13	Reassess buffer, screening, and other requirements to mitigate effects of development on residential areas	2020	City	--	Salaried City Staff Time
14	Examine existing higher-density housing regulations to ensure they allow for the type, character, and densities desired within and nearby downtown Pendergrass	2020	City	--	Salaried City Staff Time
15	Examine existing curb, gutter, and pavement standards requirements with respect to heavily-trafficked developments	2018-2020	City	--	Salaried City Staff Time
16*	Update economic development policies and strategies	2019	City	--	Salaried City Staff Time

## Report of Plan Accomplishments, 2007-2017

Activity	Status	Notes
Update and revise policies and strategies concerning natural and historic resources as an important part of the full Comprehensive Plan Update	Completed	No such resources identified in the city
Update and revise policies and strategies concerning economic development as part of the full Comprehensive Plan Update	Postponed	Waiting to determine if warehousing will build along the US 129 corridor. Plan to complete by the end of 2019.
Participate in creating a strategy for county-wide public involvement in economic development matters	Ongoing	Rely on county chamber of commerce
Evaluate housing needs based on revised population projections and public involvement	Postponed	Underway with completion expected by the end of 2018
Investigate opportunities for financing sidewalks	Ongoing	Development regulations now require new developments install sidewalks; see STWP Activity #9 for current initiative
Create checklist for plan review process	Postponed	Underway with completion expected by the end of 2018
Fully update Comprehensive Plan at the advanced planning level	Final Stages	Scheduled to submit for DCA review and adopt Comprehensive Plan Update in 2018

# Appendix A

## Participation Records

### Public Hearing 1 (September 26, 2017)

**CITY OF PENDERGRASS  
NOTICE OF FIRST MEETING TO  
UPDATE COMPREHENSIVE  
LAND USE PLAN**

The City of Pendergrass announces the inaugural meeting of the Pendergrass Comprehensive Plan Update Committee. This meeting is open to the public and will be held on September 26, 2017 at 9:30 a.m. at 22 Smith Bridges Street at the Pendergrass Civic Center. The City of Pendergrass is currently engaged in a planning process to prepare a comprehensive plan in accordance with the Standards and Procedures for Local Comprehensive Planning. The Pendergrass Comprehensive Plan will be comprised of three components, the Community Assessment, Community Participation Plan, and Community Agenda, which together define major issues, policies and recommendations that serve as the basis for local government decision making regarding community facilities, future land use and development patterns, housing, economic development and other important resources for Pendergrass, its citizens, business owners and stakeholders. All citizens and stake holders are invited to attend.

NEGRC		City of Pendergrass: Comprehensive Plan Update Public Hearing #1: September 26, 2017 - 9:00 a.m. Pendergrass Civic Center	
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### Public Hearing 2 (April 9, 2018)

**COMMUNITY MEETING**

The City of Pendergrass will hold a community meeting seeking public input on its 2018-2022 Comprehensive Plan Update on Monday, April 9, 2018, at the Pendergrass Civil Center, at 9:30 a.m.

The Civic Center is located at 29 Smith Bridges Road in Pendergrass.


This plan is used as the city's future planning document, guiding land use and development within the City limits of Pendergrass. A draft version of the updated plan is available for viewing and copying at the Pendergrass City Hall, located at 65 Smith Bridges Road, Pendergrass, Georgia.

At the conclusion of this public hearing, the Mayor and City Council will decide whether to formally submit the plan to the North East Georgia Regional Commission and Department of Community Affairs for their review. If the Department of Community Affairs approves the plan, the Mayor and City Council will then pass a resolution at a subsequent City Council meeting adopting this Comprehensive Plan.


JACKSON HERALD 03-21-18

NEGRC		City of Pendergrass: Comprehensive Plan Update Public Hearing #2: April 9th, 2018 - 9:30 am. Pendergrass Civic Center	
NORTHEAST GEORGIA REGIONAL COMMISSION			
NAME	TITLE	ADDRESS	EMAIL
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Melvin Tolbert	Mayor	P.O. Box 96 Pendergrass, Ga	villageofendergrass@windstream.net
Nemal	Citizen	P.O. Box 13 Pendergrass, Ga	venegate70@outlook.com
RT Kim	city administrator	P.O. Box 95 Pendergrass, GA 30567	kimwill@smithllc.com
Kristi Smallwood	Business owner	P.O. Box 458 Pendergrass	kt149ga@yahoo.com
Michael Dickson	grounds maintenance	P.O. Box 95 Pendergrass, GA 30567	none
Judy Stave	Citizen	414 Mt. Creek Pendergrass, GA	none

Input Meeting 1 (September 26, 2017)

 NORTH EAST GEORGIA REGIONAL COMMISSION		City of Pendergrass: Comprehensive Plan Update Steering Meeting #1: September 26, 2017 – 9:15 a.m. Pendergrass Civic Center	
NAME	TITLE	ADDRESS	EMAIL
Nathan Pruitt Kusti Smallwood			
ROBERT LaROCAUE			
Rob Nixon			
DAVE ROSSELLIE		259 BLEN BRIDGE RD. TALTO GA 30575	DAVE.ROSSELLIE@SMOHL.COM

Input Meeting 2 (October 25, 2017)

 NORTH EAST GEORGIA REGIONAL COMMISSION		City of Pendergrass: Comprehensive Plan Update Steering Meeting #2: October 25, 2017 – 9:00 a.m. Pendergrass Civic Center	
NAME	TITLE	ADDRESS	EMAIL
ROBERT LaROCAUE	MAJOR		
Kusti Smallwood			
Nathan Pruitt			



CITY OF PENDERGRASS

**RESOLUTION**

State of Georgia  
County of Jackson

A RESOLUTION TO ADOPT THE COMPREHENSIVE UPDATE PLAN FOR THE CITY OF PENDERGRASS

The Mayor and City Council of Pendergrass hereby ordains, while in a regularly scheduled session on the 29<sup>th</sup> day of May, 2018, as follows:

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 Comprehensive Plan Update for the City of Pendergrass, Georgia, was prepared in accordance with the Minimum Planning Standards and Procedures; and

NOW THEREFORE, BE IT RESOLVED by the City of Pendergrass that the Comprehensive Plan Update for the City of Pendergrass, Georgia, dated 2018, as approved by the Georgia Department Community Affairs is hereby adopted, and furthermore, that the Northeast Georgia Regional Commission shall be notified of said adoption within seven (7) days of the adoption of this resolution.

Adopted this 29 day of May, 2018.

*City of Pendergrass, Georgia*

Melvin H. Tolbert  
Melvin Tolbert, Mayor

Attested to by:

Renee Martinez  
Renee Martinez, Clerk

Approved as to form by:

Tom McCormack  
Tom McCormack, City Attorney

Pendergrass, Georgia

May 29, 2018