



2023-2027 Update

CITY OF PENDERGRASS

Comprehensive Plan

As Adopted on September 27, 2022



Prepared by the Northeast Georgia Regional Commission,
Planning & Government Services Division



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CHAPTER 1

Introduction

A Comprehensive Plan is a community's guide for growth and improvement to public services, community resources, local policies, and the built environment. The Plan represents the preferred vision for the community's future and provides a tangible list of actions that the community is committed to undertaking to achieve that vision. It is intended to provide guidance to local elected officials on land use patterns, the existing needs of facilities and services, and the protection and enhancement of quality of life within the community.

The Plan seeks to establish the ground rules for how the community will develop and invest by asking three questions:

- Where are we now?
- Where do we want to be?
- How do we get there?

By considering current needs and existing opportunities, the plan provides a foundation for decision-making in support of achieving short- and long-term goals.

Background

The City of Pendergrass is located just northeast of Metro Atlanta, in Jackson County, Georgia, situated between Interstates 85 and 985 (Figure 1). The primary land uses include residences and warehousing. Development has occurred rapidly in recent years, and this rapid growth is expected to continue in the short-term as a number of in-progress residential, warehouse, and downtown development projects are built-out.

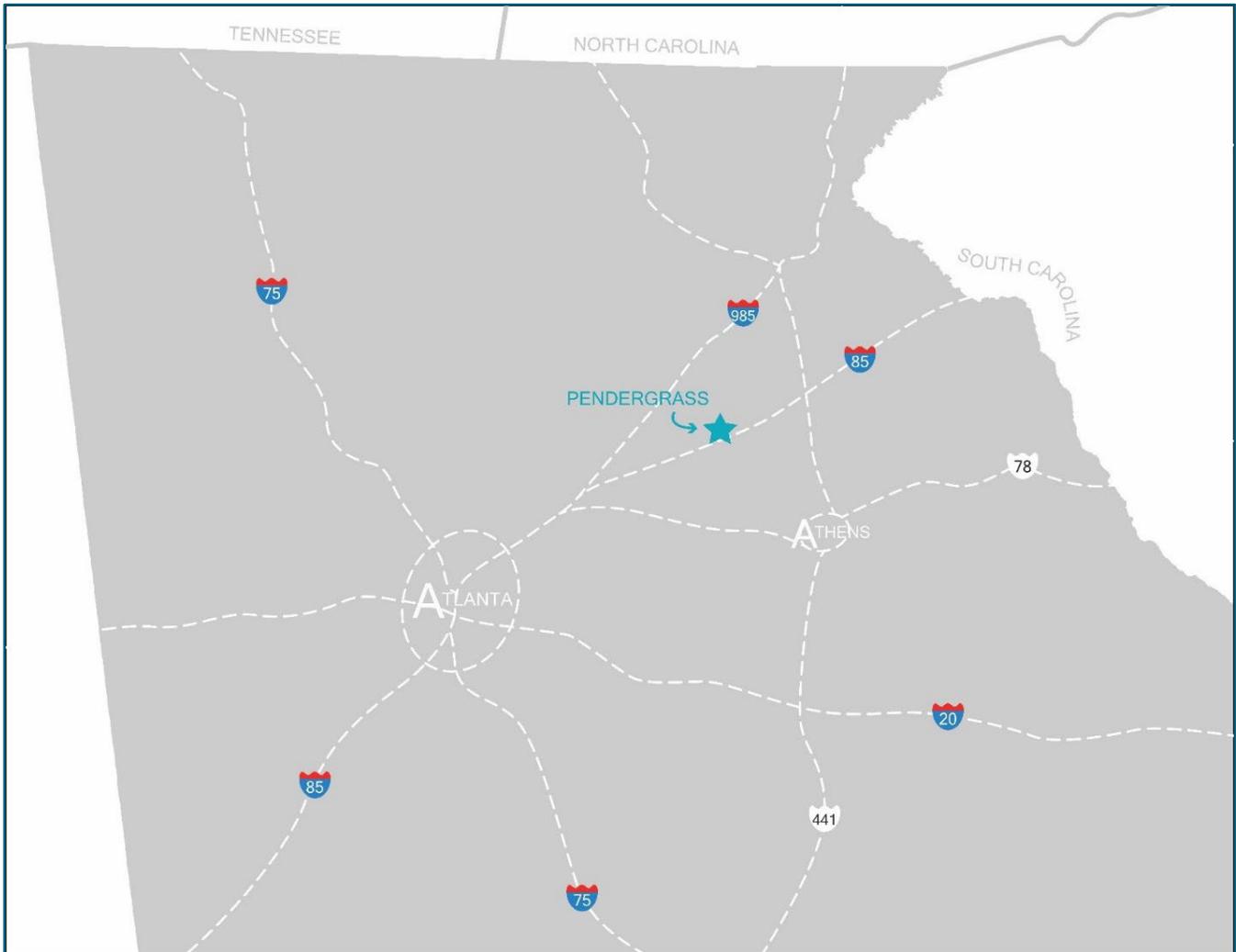


Figure 1. Pendergrass is located northeast of Metro Atlanta, between Interstates 85 and 985.

Process Overview

The Comprehensive Plan process follows the Rules of the Georgia Department of Community Affairs (“DCA”), O.C.G.A. Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, effective October 1, 2018.

The DCA rules require that the Comprehensive Plan of Pendergrass consist of the following elements:

<p>Needs & Opportunities</p>	<p>An analysis of the community’s needs and opportunities helps to determine local conditions. Public engagement was used to identify existing issues, and opportunities on which the City can capitalize to address those issues.</p>
<p>Community Vision & Goals</p>	<p>Through public and steering committee engagement, the City’s vision, goals, and policies are developed to determine the community’s future direction. As a part of this component, policies are identified to assist in making decisions that are consistent with community goals.</p>

<p>Future Land Use</p>	<p>This section is required for any community that has a local zoning ordinance and assigns future land use categories by parcel. The map and narrative in this section will guide local elected officials on zoning and land use policy decisions. The intention is to influence growth and development throughout the community in consideration of existing development patterns, access to utilities and services, and community needs and goals.</p>
<p>Broadband Services</p>	<p>All communities require a broadband element to analyze available services and identify potential improvements. This element is an action plan with steps for promoting reasonable and cost-effective access to broadband.</p>
<p>Community Work Program</p>	<p>The final element of the comprehensive plan, the Community Work Program, outlines steps and strategies for achieving the community’s goals and implementing its plans. The Work Program will include a Report of Accomplishments from a previous list of projects and a Short-Term Work Program that identifies priority projects, timelines for implementation, responsible parties, and funding strategies for the next five years.</p>

Public Involvement

Public Input & Steering Committee

The Comprehensive Plan update incorporated public involvement throughout. The planning process began with a public hearing and community input session on April 12, 2022, where the public was invited to discuss the assets and challenges found in the city and their hopes for its future. Following the initial public meeting, two publicly available work sessions were held with a Steering Committee, a group of citizens representing various communities and interests throughout the city. This Committee completed a SWOT analysis (page 41); provided valuable feedback, guidance, and recommendations; and served an integral role in developing a plan representative of the community’s vision. In addition, an online public survey was available from May 5-June 6, 2022. The online survey allowed the local government to receive a wider range of input than otherwise would have been possible. Responses were received from 41 residents of Pendergrass and 12 people who live outside city limits; these responses are provided in the Appendix.

A final public hearing was held on August 25, 2022, before submittal of the plan to the DCA for review.

NEGRC’s Role

The Northeast Georgia Regional Commission (NEGRC) Planning & Government Services Division oversaw the development of this plan, including facilitating public involvement and input meetings.

Review Process

According to the DCA's rules for comprehensive planning, effective October 1, 2018, the City must transmit the plan to the NEGRC when all required components are complete. The transmittal must also include the community's certification that it has considered both the Regional Water Plan and the Rules for Environmental Planning Criteria. Once it completes its review, the NEGRC will forward the plan to the DCA for review. Once the plan has been found by the DCA to be in compliance with Minimum Standards and Procedures, the approved Plan must be adopted in order to maintain Qualified Local Government status.

Data, Analyses, and Disclaimer

The facts, figures, and statistics used to develop the Plan were generated from data compiled throughout the planning process. The data and analyses were used to identify general trends and provide a reliable quantitative context to describe existing conditions and assist in informing the recommendations and policies.

Unless otherwise noted, all data used in this plan are sourced from Esri's Business Analyst reports that are based on U.S. Census data and the U.S. Census's 2015-2019 American Community Survey (ACS). Pendergrass has changed considerably since the 2015-2019 ACS data were collected. Population and household growth have outpaced projections. Rapid development of both housing and industry has occurred in recent years, and much of the older, low-cost housing in the city has been replaced with newer, higher-cost developments. Corresponding with these changes in housing availability and employment opportunities, community demographics have shifted toward higher affluence and educational attainment. In addition, the 2015-2019 surveys preceded several national and international events that have substantially affected the cost of living in 2020-2022, such as the COVID-19 pandemic and high inflation, including significant recent increases in home values, rents, and gasoline prices (Bureau of Labor Statistics). For these reasons, the 2015-2019 ACS data (including the 2021 and 2026 projections based on these data) may be only somewhat representative of Pendergrass today.



CHAPTER 2

Vision, Goals, and Policies

The plan’s vision, goals, and policies look to the future. The vision paints a picture of what the community wants to be in 20 years. Goals and policies articulate ideals toward which the community is working and provide guidance and direction for achieving those ideals.

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.

Goals and 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 that takes advantage of available technology, 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).
- Have clean, well-maintained streets and leading-edge traffic control devices.
- Establish a connected and well-maintained sidewalk system.
- Support a quiet downtown with offices, civic services, small-scale businesses, and family-friendly public spaces.



CHAPTER 3

Needs & Opportunities

The following list of needs and opportunities were identified by the Steering Committee and the public during a series of input meetings, a SWOT analysis, and an online survey, as well as through a professional analysis of relevant data. The list is intended to capture the most prescient needs that the community will have over the next five to ten years, in order to establish a set of goals the community can work toward achieving.

Items are categorized into the following topics:



These data and additional community statistics used in the local analysis to determine needs and opportunities and guide discussions during public input meetings can be found in the Appendix.

Population, Community, & Governance

Pendergrass, population 1,692 as of the 2020 U.S. Census, is a growing community in western Jackson County. Located near the expanding fringe of Metro Atlanta, the population grew by 300% from 2010 to 2020 (U.S. Census, Figure 2). Esri projects a 2.2% annual growth rate for Pendergrass from 2021 to 2026, which is higher than the projected growth rates for Jackson County, the 12-county Northeast Georgia Region, and the state of Georgia. However, the City’s own estimate, based on current housing units and occupancy rates, place Pendergrass’s 2022 population at around 3,000 people. This estimate is nearly double the 2020 Census count, suggesting that the city’s population has grown far more quickly than past trends would predict. Rapid population growth is expected to continue for the next several years as a number of in-progress housing projects are built out; however, as available space for future housing expansion is very limited, most of the expected population increases will occur within the next five to ten years. The city’s growing population will present challenges, such as the need for additional housing, services, and infrastructure.

The median age of the community is projected to have increased from 34.7 in 2010 to 39.9 in 2021, and to rise to 41.3 by 2026 (Figure 3). Both the median age and the rate of increase in the median age are higher than those of the county, region, and state. An aging population can present challenges for a community, including ensuring adequate housing, transportation, and social opportunities for seniors. General strategies for addressing these challenges include permitting a wider variety of housing types, building walkable neighborhoods, offering senior transit options, and providing attractive places for people to gather.

However, the projections indicating an aging population are based on trends from the late 2010s, and the Steering Committee indicated that this pattern is likely changing, observing that most of the individuals and families that have moved into recent housing developments are younger. If these observations that the proportions of young adults and families are increasing are accurate, then facilities to meet the needs of younger populations are also needed. In particular, many survey responses emphasized that schools in the area are overcrowded and that there is a shortage of parks and recreation facilities. Schools are managed by the Jackson County School System, which is working to build new elementary, middle, and high schools to accommodate the area’s growing population. However, as noted by some survey respondents, it is also difficult to find other types of childcare in the area, such as daycares, summer day camps, and after-school programs. As Pendergrass’s residential population continues to grow, additional childcare facilities will be needed. Parks and recreation facilities are addressed in a later section of the Needs and Opportunities chapter.

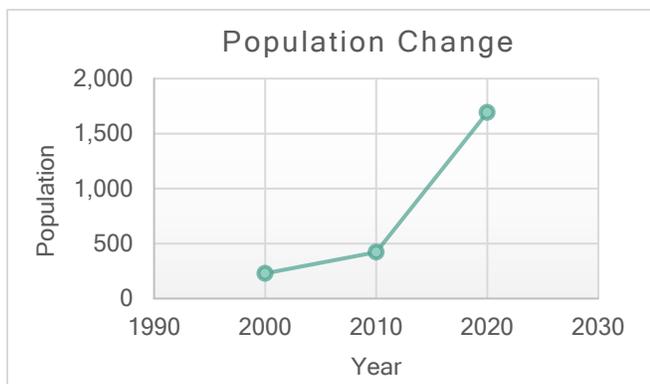


Figure 2. Pendergrass population over time, U.S. Census.

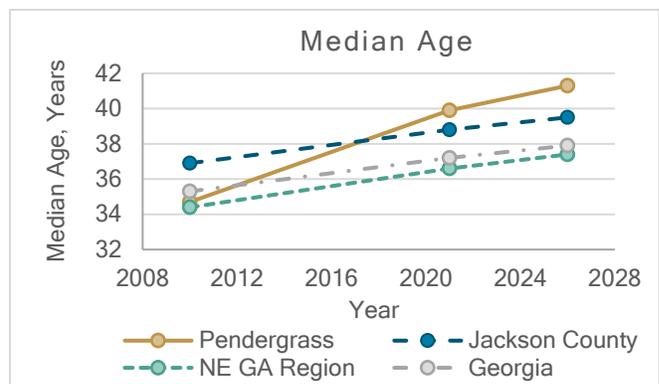


Figure 3. Median age of Pendergrass residents over time, compared with Jackson County, the Northeast Georgia Region, and the state, U.S. Census (2010) and projected (2021 and 2026).

Racial diversity in Pendergrass increased significantly from 2010 to 2020. Pendergrass’s population is approximately 60% White, 15% Black, and 7% Asian, with the remaining population identifying as multiracial or another race (Figure 4). Ethnic diversity has also increased, with 17% of the population identifying as Hispanic or Latino in 2020, up from 4% in 2010 (U.S. Census). It is important for the City to ensure that the voices of its growing minority populations are heard and that resources are accessible for all demographics.

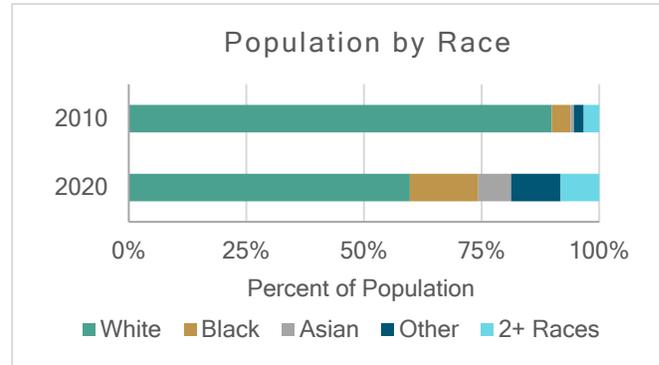


Figure 4. Population of Pendergrass by racial percentage, U.S. Census.

The 2021 median household income of \$61,543 for Pendergrass is lower than Jackson County’s median income, similar to Georgia’s, and higher than the region’s (Figure 5). As of 2018, 11% of households in Jackson County lived below the Federal Poverty Level, and an additional 32% of households were ALICE (“Asset Limited, Income Constrained, Employed”), meaning that they earned above the Federal Poverty Level and less than the county’s cost of living (United For ALICE). Inflation is a concern nationwide, with the Consumer Price Index rising 8.6% in the 12-month period ending in May 2022 (Bureau of Labor Statistics).

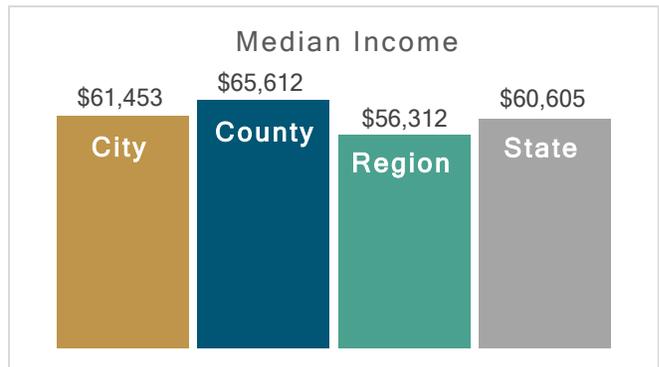


Figure 5. 2021 median income of Pendergrass, compared with Jackson County, the Northeast Georgia Region, and the state of Georgia (projected).

A mayor and a six-member City Council govern Pendergrass. Agendas and minutes for the Council’s meetings are posted to the City’s website. Pendergrass also operates its own police department and public library. During discussion of the SWOT analysis, Steering Committee members noted the police department, environmental department, and library as strengths, as well as that the Mayor and Council work well together and are working toward a great future for the city.

NEEDS

POPULATION, COMMUNITY, & GOVERNANCE

Rapid population growth will continue to place increased demands on infrastructure and city services.

As there are indications that the numbers of both seniors and young families are increasing, the need for amenities and services related to the unique needs of these demographics is also likely to increase.

Latinos are now nearly one-fifth of the city’s population, according to the 2020 Census. City leadership and staff should consider how best to engage with and communicate important information to those members of the Latino community whose primary language is Spanish.

In recent years, community demand for financial support programs, such as the summer lunch program, has been very low; however, if current trends in housing costs and inflation continue, demand for such programs is likely to increase.

OPPORTUNITIES

POPULATION, COMMUNITY, & GOVERNANCE

The city's rapid expansion presents opportunities in terms of a growing tax base, work force, and customer base for businesses. Because most of the population growth is expected to occur within the next decade, now is a crucial time for the community to shape the future of Pendergrass.

Pendergrass is much more diverse now than it was a decade ago. The City could collaborate with the city's minority communities to explore ways to incorporate their cultural history and traditions into event programming.

Leadership should review local policies for community engagement and address any changes needed to reach the city's rapidly growing and increasingly diverse population.

It is currently difficult for the public to find information about zoning, building codes, and other regulations, as most ordinances are not currently available online. Adding ordinances to the City's website would increase transparency and make it easier for residents and developers to access this important information.

Economic Development

Incorporated in 1891, 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 20th Century. The city has remained relatively quiet until recent years, when the expansion of Metro Atlanta and the connectivity provided by Interstate 85, Interstate 965, U.S. Highway 129 (US-129), and the CSX rail line began to drive new economic activity in and around Pendergrass. Pendergrass has recently experienced a high level of development of both new residences and warehouses and expects this development rate to continue over the next several years as many in-progress projects are built out.

One of the in-progress developments is a mixed-use project along Glenn Abby Lane that is expected to create a new town center, expanding the city's downtown to include retail, restaurants, office space, and additional residences. Retail and restaurants envisioned for the new town center include small, local establishments. Designs for the project also include an amphitheater and park, which would be deeded to the City, and which the City plans to use for community and cultural event programming. Several respondents to the online survey mentioned building a town center as a priority for the community. Others listed priorities such as bringing in retail, restaurants, entertainment, park space, and community events, which are functions a town center development could help fulfill. The new town center is expected to generate an economic boost, provide in-town amenities to residents, and draw visitors from out-of-town.



Figure 6. Developer's site rendering for the town center project. In addition to apartments and townhomes, the project is expected to bring retail and restaurants to downtown, as well as an amphitheater and park.

As downtown grows into a retail and entertainment destination, there is also potential for the development of a commercial corridor stretching northeast of downtown along Glenn Abby Lane. While there are only a few commercial establishments in this location now, the potential customer base provided by rapid population growth and the corridor's connectivity with the upcoming downtown expansion present opportunities for future commercial development there.

As of 2021, the top industries in which Pendergrass residents worked include Services (37%), Manufacturing (16%), Construction (14%), and Retail Trade (13%; Figure 7). Residents were primarily occupied in jobs classified as Transportation/Material Moving (20%), Services (17%), Professional (15%), Administrative Support (13%), and Management/Business/Financial (10%; Figure 8).

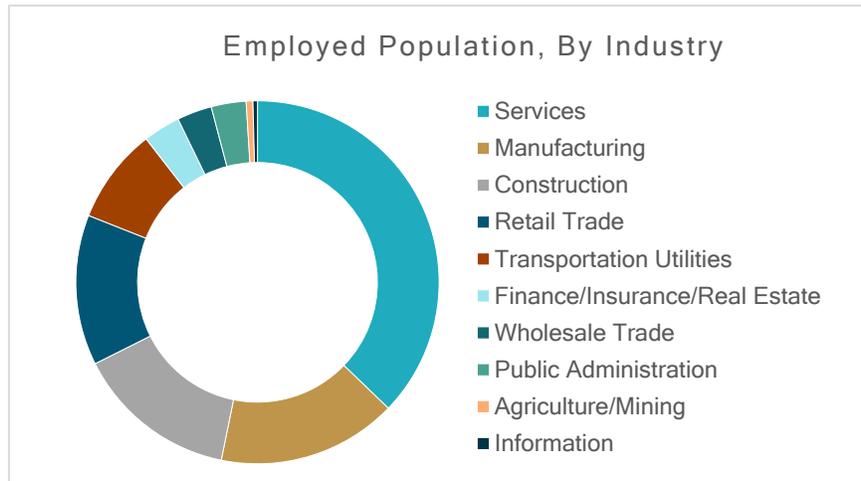


Figure 7. Pendergrass's 2021 population, ages 16+, by industry (projected).

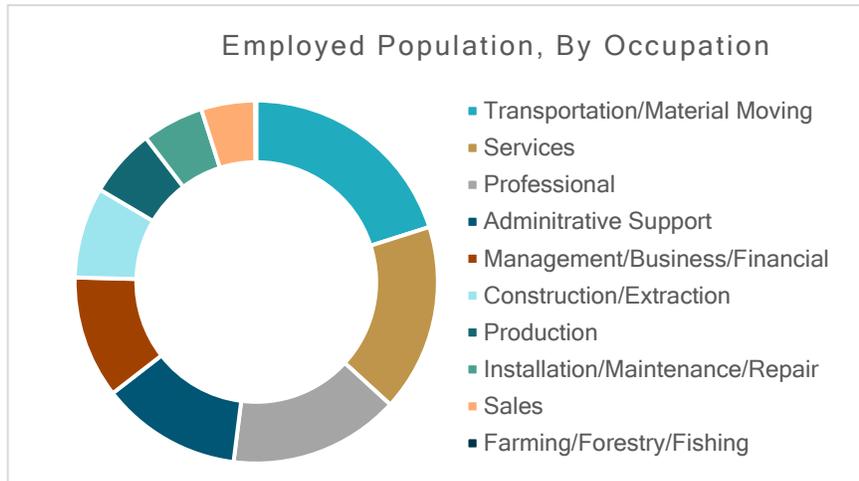


Figure 8. Pendergrass's 2021 population, ages 16+, by occupation (projected).

Pendergrass’s estimated 2021 unemployment rate is 3.4%, which is lower than the unemployment rates of the county, region, and state for the same period (Figure 9). In addition, there are many employment opportunities for residents in and near the city. For example, in 2015-2019, over a third of Pendergrass residents commuted less than 15 minutes to their jobs (Figure 10). The U.S. Census Bureau’s OnTheMap application estimated that in 2019, nearly all residents left the city for work, nearly all employees who worked within city limits commuted from outside, and almost no one both lived and worked in the city. However, as many residences and job sites within city limits have been constructed recently or are under construction now, Steering Committee members indicated that the number of people who both live and work in the city has increased and is likely to continue to increase as additional projects are completed. The city’s first multi-family residential neighborhood is currently under construction, which is expected to add to the range of housing options available for the city’s many blue-collar and service workers (Figure 11).

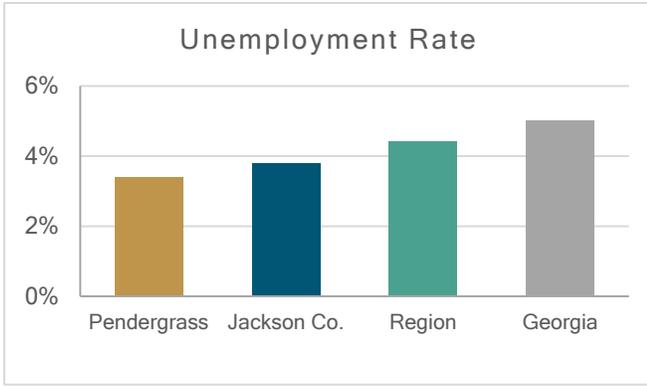


Figure 9. Unemployment rates for 2021 civilian population ages 16+ in Pendergrass, Jackson County, the Northeast Georgia Region, and the state of Georgia (projected).

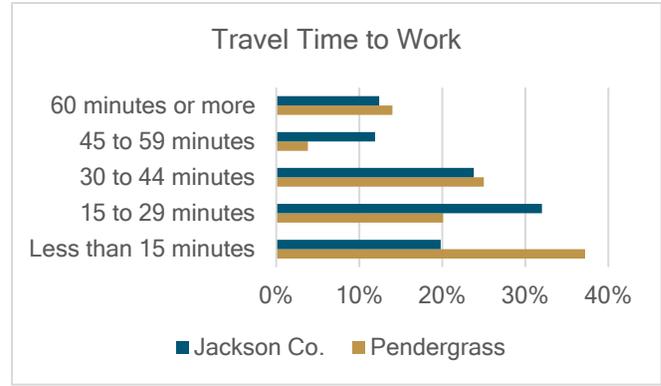


Figure 10. Travel time to work for workers age 16+ who did not work from home, 2015-2019.



Figure 11. Construction is currently underway on several industrial and residential developments, including warehouses, single-family residential neighborhoods (not pictured), and Pendergrass’s first multi-family housing complex.

NEEDS

ECONOMIC DEVELOPMENT

Downtown Pendergrass is primarily occupied by civic structures and a few residential areas. Survey responses and the SWOT analysis both indicated the need for shopping, entertainment, and dining options. Currently residents must drive to neighboring communities to access these amenities.

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, along the east side of Glenn Abby Lane, and in downtown Pendergrass. Construction is currently underway or pending in residential and industrial areas and in downtown; once current projects are built out, most remaining opportunities for infill and revitalization will be in the commercial corridor along Glenn Abby Lane.

OPPORTUNITIES

ECONOMIC DEVELOPMENT

In proximity 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.

The large amount of current residential development is seen as a positive for ongoing and future commercial and industrial development, in terms of an expanded customer base and potential housing for employees.

A downtown business association would help establish, support, and retain a business community in the new town center and other downtown locations.

Planning, Land Use, & Housing



Figure 12. One of several new single-family residential neighborhoods in Pendergrass.

Light industrial and commercial development are attracting new residents to fill the growing job market, and the growing residential population has attracted commercial development interest downtown. According to the U.S. Census, the population was less than 500 in 2010 and nearly 1,700 in 2020, and the City estimates the 2022 population at around 3,000 people. There are more than 1,100 occupied homes in Pendergrass now, compared with 154 households in 2010. An additional 1,212 housing units are under

construction and scheduled to be completed in late 2022 or 2023. As indicated in the survey results, many residents are apprehensive about growth rate, and the Steering Committee members noted that public appetite for continued residential expansion appears to have reached its limit. Due to the presence of neighboring cities, wetlands, and a large agricultural operation nearby, Pendergrass has also neared its limits on outward annexation. Therefore, very little residential development is expected after current projects are built out.

One concern raised by some online survey respondents is that this high rate of new residential development is occurring during a time when local schools are already overcrowded. This issue is expected to be temporary, as the Jackson County School System has purchased land near the city for construction of a new elementary school, middle school, and high school to be completed within the next decade. Steering Committee members expressed confidence in the school system's expansion plan for the area.

It is important to have a mix of housing that caters to a variety of income levels and life stages. As noted under "Population, Community, & Governance," available projections based on past data suggest that Pendergrass's median age is high and that its senior population is growing, but Steering Committee members have observed that many of the people who have moved into the new residential communities are young adults or families with children. This observed rapid influx of young residents might indicate that the new neighborhoods have made new housing options available to address previously unmet housing demands for this demographic, but it is also important to continue to add attractive housing options for retirees.

In the 2018 Comprehensive Plan update, it was noted as a strength that there was a mixture of single-family detached housing available for a variety of income levels. Some new, higher price points are also being added, as one of the neighborhoods being built features luxury homes. Except for a few mobile

homes, all current homes are single-family detached houses, most of which have two stories. The types of homes available are becoming more diverse, as Pendergrass’s first multi-family housing project is currently under development, and the proposal for the town center project includes townhomes and apartments. However, it was noted during input meetings that much of the previously existing low-income housing has since been replaced with newer development. Historically, the majority of homes in Pendergrass have been owner-occupied, but the proportion of rental homes is increasing, and will increase further after the city’s first apartment buildings are completed.

In addition to concerns about rapid housing development, many survey participants also voiced concerns about the high rate of industrial warehouse development and the proximity of warehouses to residential neighborhoods and schools. Some respondents also noted the importance of maintaining the city’s existing small-town charm by buffering industrial development from other development types and by ensuring there is sufficient residential development, commercial development, and greenspace to balance the amount of industrial development. Like with residential development, Pendergrass is also nearing its capacity for new industrial development. Existing parcels with the capacity for light industry either already have warehouses on them, or development on them is in-progress.

The high rate of development will bring increased pressure on infrastructure and community amenities, including roads, sidewalks, sewer, water, and parks. It will also necessitate increased provision of services, such as policing and code enforcement. These topics are addressed in other sections of the Needs & Opportunities chapter.

NEEDS

PLANNING, LAND USE, & HOUSING

Many survey respondents voiced concern about the number of new warehouses being developed, and to the proximity of some of them to housing and to a school. It is important that industrial sites be well-screened from less-intense land uses using vegetated buffers or other screening techniques, and that their construction be balanced with residential and commercial development in other parts of the city.

Agricultural and undeveloped lands still surround residential portions of the city; however, in the face of rapid growth, active protection and incorporation of connected greenspaces into new development is necessary to retain the character of the area.

The city needs some lower-maintenance, reduced square-footage housing options. Such options would be ideal for many seniors and would help replace the older low-income housing that has been torn down. The currently planned and under-construction multi-family housing projects may help meet this need to some extent; however, as one of these developments is described as “luxury apartments” and the other will be located downtown, their price points will likely not be affordable for low-income residents.

OPPORTUNITIES

PLANNING, LAND USE, & HOUSING

US-129 runs through Pendergrass, clearly separating the city into two sections. By taking advantage of this separation to concentrate industrial development on the northeast side of US-129 and residential and commercial development on the southwest side, Pendergrass can build two distinct identities that are both consistent with its vision statement: as a charming, primarily residential community with a livable, walkable downtown, and as an industrial corridor supporting the community.

As few opportunities for new housing development will exist once in-progress projects are completed, the focus of the City's future housing-related efforts should shift to quality-of-life improvements for existing residents, such as parks, trails, sidewalks, community event programming, childcare facilities, senior services, and other amenities.

It is beneficial that residential and warehouse development are occurring in parallel, balancing job growth with nearby housing for employees and their families, as long as a sufficient amount of the new housing will be available at price points that are affordable for the expected labor force.

Transportation

Pendergrass is located between the major I-95 and Interstate 985 transportation networks, with US-129 and an active CSX freight line running directly through the city (Figure 13). In addition, the city is in proximity to Atlanta and Hartsfield-Jackson Atlanta International Airport. This accessibility is attracting industries to the area; increases in truck and commuter traffic are anticipated.

Pendergrass's development pattern generally requires a vehicle for access to destinations, including to work and services. This is due to several factors: there are few retail, entertainment, or employment destinations located in town; most housing is in suburban, single-use neighborhoods; and non-vehicular connectivity is very limited. However, as of 2015-2019, many residents have been able to find employment close to the city, with 57% of workers driving less than 30 minutes to work and 37% driving less than 15 minutes. Commute times for Pendergrass residents were much shorter during that period in than for Jackson County as a whole, where only 20% of commuters drove less than 15 minutes to work (Figure 10).

As described in previous sections, Pendergrass is undergoing rapid expansion of both homes and job opportunities, both of which will significantly affect traffic volumes and commuting patterns. Increases in residents and jobs within city limits have the potential to further reduce commute distances, as long as the new homes are sized and priced to meet the needs of the new employees; however, if there is a mismatch between the housing needs of the expanded workforce and the housing options available in town, commute distances are likely to increase as workers find suitable housing further away.

Most traffic congestion that residents regularly experience today is outside of city limits, including most of the specific locations mentioned by survey respondents, like near the flea market and Interstate 85. While congestion within city limits is low now, traffic will likely increase as the population continues to grow and as new warehouses and downtown commercial destinations begin operations. Many survey



Figure 13. Aerial view of downtown facing south along Glenn Abby Lane, which runs parallel to the CSX rail line. Near the top of the image, US-129 is visible.

respondents expressed apprehension about potential traffic congestion and increases in truck traffic due to current and future development projects. Each new development is required to do a traffic study and include improvements to minimize its impact on the surrounding community, but when so many developments are constructed in a narrow timeframe, it is difficult to assess each development within the framework of cumulative impacts of other concurrent developments. The City should anticipate and budget for new areas of traffic congestion and increased wear-and-tear on roads that will need to be addressed in the coming years.

The Georgia Department of Transportation (GDOT) reports that from 2018-2021, 65 crashes occurred within Pendergrass city limits, only one of which resulted in fatality. As would be expected of a high-speed divided highway with at-grade intersections, about a third of these crashes occurred on US-129, with the highest concentration of those occurring at the intersection of US-129 and Wayne Poultry Road. Another potential area of concern is along Glenn Gee Road (State Route 332), from the intersection with John B. Brooks Drive to the curve south of the intersection with Gary Watson Road. Within downtown Pendergrass, almost all accidents occurred along the two-block stretch of Glenn Gee Road from Glenn Abby Lane to Church Street.

Road maintenance and other transportation-related improvements within Pendergrass are complicated by the fact that US-129 is a federal highway, State Route 332 (which includes Glenn Gee Road and most of Glenn Abby Lane/Old Gainesville Highway) is a state highway, and John B. Brooks Drive is under the jurisdiction of Jackson County. Furthermore, an active CSX rail line runs through town along Glenn Abby Lane/Old Gainesville Highway. These roads are all major connectors within the city. Any improvements within these rights-of-way must be done in collaboration with and under the rules of the federal, state, county, or rail company that controls it, and maintenance of these roads is the controlling entity's responsibility.

Walkability is a high priority for the community. A walkable downtown and a well-connected sidewalk system are part of the vision, goals, and priorities outlined in this plan. New developments are required to include sidewalks, but older neighborhoods and most of the main streets in town either do not have sidewalks, or the sidewalks that are there are in disrepair (Figure 14). The need for additional sidewalks, especially in downtown, was mentioned numerous times by survey respondents and during the SWOT analysis, and it was noted that pedestrians often walk or jog on busy roads due to the lack of sidewalks. Some survey respondents also pointed out locations where existing sidewalks need to be repaired and raised safety concerns about vegetation overgrowth blocking motorists' view.

Many also mentioned wanting walking trails, multi-use trails, bicycle lanes, and sidewalks wide enough for golf carts. Adding new sidewalks, bicycle lanes, and public trails is challenging in Pendergrass due to narrow streets in older parts of town, the lack of public or available land for trails, and limitations on what is allowed within state and county rights-of way. The city needs to prioritize sidewalk repairs, road crossing projects, and extensions where possible.

The Jackson County Transportation Plan, dated June 2019, includes one project that is partly within Pendergrass. The "Braselton to Pendergrass Connection Improvement" project includes widening



Figure 14. The sidewalk network is fragmented, with many older streets lacking sidewalks, including in downtown. Developing a well-connected sidewalk system and walkable downtown are priorities identified by the community.

portions of Glenn Gee Road, Glenn Abby Lane, and Wayne Poultry Road from two lanes to four lanes. This project is identified in the plan as a Tier 3 project, which is the plan’s lowest priority classification for road-widening projects, so it will likely be many years before this project begins. As Glenn Gee Road and Glenn Abby Lane are the main streets in downtown, widening the downtown portions of them to four lanes runs counter to Pendergrass’s objective of becoming a walkable city. However, this road widening project also presents an opportunity to work with the County and GDOT to incorporate non-vehicular transportation and safety facilities like sidewalks, crosswalks, and bike lanes into these rights-of-way during construction. Prior to the initiation of this widening project, Pendergrass should develop pedestrian, bicycle, and safety-related recommendations for this corridor to present to the County and GDOT.

Jackson County Transit operates an on-demand, shared-ride rural transportation service. For a fee, county residents can use the service for transport within Jackson County and to neighboring Athens-Clarke County. The City of Pendergrass is evaluating the possibility of purchasing a trolley to use as a shuttle for community events and senior transportation.

NEEDS

TRANSPORTATION

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 rights-of-way 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 Interstate 85 are significant obstacles to consider in planning and design.

OPPORTUNITIES

TRANSPORTATION

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.

There may be an opportunity to incorporate pedestrian, bicycle, and safety improvements along US-332 (Glenn Abby Lane and Glenn Gee Road) and Wayne Poultry Road into the County’s future road-widening project for this corridor. Pendergrass should include recommendations for this corridor in its complete streets and trails or sidewalk network plan.

The City should consider the feasibility of purchasing a trolley to use as an event shuttle and for other occasional transit services like senior transport.

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 the current Pendergrass City Limits. As Jackson County’s population grows beyond the threshold for rural transit funding, there may be future opportunities to incorporate local stops into county-wide fixed-route transit service.

Pendergrass currently has no public electric vehicle charging stations. Adding stations at the City Hall/Library and in the new town center would be beneficial to residents, employees, and visitors.

Natural & Cultural Resources

Pendergrass was incorporated in 1891 and developed around the rail station that now houses the Civic Center (Figure 15). Some survey respondents mentioned old homes, the Pendergrass Baptist Church, and the cemetery as historical structures downtown they would like to see preserved. No structures in Pendergrass are included in the National Register of Historic Places.

Christopher Lee Ruse Memorial Park is named after a Pendergrass police officer who was killed in the line of duty in 2004. The park is located next to City Hall and contains a monument honoring Officer Ruse (Figure 16).

Pendergrass is located near the upstream end of the Altamaha River watershed, within the Oconee River Basin. Jackson County is within Georgia's upper Oconee Water Planning Region and is included in the Upper Oconee Regional Water Plan, which was last updated in 2017. The plan is focused on water conservation, water supply, wastewater, and water quality, and it outlines near-term and long-term strategies to meet water needs through 2050. Strategic wastewater management in four fast-growing counties, including Jackson, is identified in the plan as a key water resource issue to be addressed by the Upper Oconee Regional Water Council. Streams that run through Pendergrass or along its borders include Mountain Creek, Walnut Creek, and Allen Creek. Mountain Creek is a tributary of Walnut Creek, and Walnut Creek and Allen Creek are tributaries of the Middle Oconee River. Wetlands surround these creeks on both the east and west sides the city, providing valuable ecosystem services to the community but also limiting development options in some areas. Reservoir Six is an impoundment of Mountain Creek on the west side of Pendergrass, created by the Middle Oconee-Walnut Creek Six Dam.



Figure 15. The historic train depot is now the Pendergrass Civic Center.



Figure 16. Christopher Lee Ruse Memorial Park.

NEEDS

NATURAL & CULTURAL RESOURCES

Public access to natural resources for recreational enjoyment is limited. The City should consider whether any remaining undeveloped or lightly-developed land would be suitable for passive parks or trails to provide access to natural resources like rivers, wetlands, and forests.

OPPORTUNITIES

NATURAL & CULTURAL RESOURCES

Pendergrass grew around the rail line and train depot. Adaptive reuse of this historic structure should continue. The City could explore incorporating the city's railroad town history into community event programming.

Community Facilities and Services

The City of Pendergrass provides police, planning, code enforcement, environmental services, and public works services, including parks and recreation, residential municipal waste, and stormwater management services. Code enforcement is currently handled by the police department, though as the city's population continues to grow, Pendergrass might consider creating a separate code enforcement position or department. The City is also in the process of developing a quality-of-life ordinance. Public facilities operated by the City of Pendergrass include the Pendergrass Civic Center, Pendergrass City Hall and Library, Christopher Lee Ruse Memorial Park, and Joyce Wilkerson Park.

Extending sewer and water services through agreements with developers has been a priority in recent years, and almost the entire city is now served by the public sewer and water systems. Sewer and water services are provided through an agreement with the Jackson County Water & Sewerage Authority. Other services provided through agreements with Jackson County include 911, emergency management, emergency medical services (EMS), and fire. The North Jackson Fire Department's Station #1 is in downtown Pendergrass. Pendergrass children attend schools in the Jackson County School System. Overall, schools in western Jackson County are currently very crowded because of fast population growth throughout the area, but the school system is building new elementary, middle, and high schools to accommodate the recent and expected future growth.

The community is very interested in expanding parks and recreation opportunities within Pendergrass. Existing parks have limited amenities, and survey responses suggest that many people are unaware that there are parks in Pendergrass, as some mentioned needing to travel to Talmo or Jefferson to access a park. The Christopher Lee Ruse Memorial Park is a small greenspace next to the City Hall/Library. The Joyce Wilkerson Park is larger and includes open space, trees, and a playground structure. Together, these two park spaces total less than two acres. In both the public survey and the SWOT analysis, parks and recreation emerged as major themes. Comments included requests for access to nature, playgrounds near residential centers, a splash pad, ball fields, sand volleyball courts, dog parks, recreational trails, walking paths, a greenspace for events, an indoor recreation center, and more benches in the downtown area. Some commenters also mentioned the need for bicycle and pedestrian connectivity between parks and residential areas. Due to space limitations and budget constraints, it is not feasible for the City to address all of these wishes in the short-term; nevertheless, it is clear from these comments that many members of the community would really like to have more parks and recreation facilities and options available within or near the city.



Figure 17. Community members awaiting the start of fireworks during the 2022 Freedom Block Party.



Figure 18. Developer's rendering of the amphitheater and park that are planned for the town center project.

In 2021 and 2022, Pendergrass has hosted a Freedom Block Party to celebrate Independence Day. The event has included bounce houses, live music, and fireworks, and it has been well-attended (Figure 17). Due to the success of this event, coupled with feedback from the community requesting additional events, the City would like to expand its event programming. The town center project is expected to include an amphitheater and park that will be deeded to the City, which plans to use it for community and cultural events (Figure 18). Initially, they plan to start with a small number of events each year, which would be run by existing staff. In the future, hiring an additional staff member to coordinate events would enable many more events to be held each year than what is feasible for existing staff.

NEEDS

COMMUNITY FACILITIES AND SERVICES

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 continue to 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.

The City of Pendergrass takes pride in being a safe and small community. With much of the remaining land in Pendergrass expected to be developed within the next few years, the City will likely need to employ additional public safety staff and expand public safety services. In addition, creating a new position focused on code enforcement would help to further stretch the capacity of the existing police force, since the police department currently bears responsibility for code enforcement.

Local schools are valuable assets 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.

OPPORTUNITIES

COMMUNITY FACILITIES AND SERVICES

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.

Adding parks and recreation facilities within or near Pendergrass is important to the community. As the budget allows, the City should add amenities to existing parks and seek out opportunities to build new parks and trails.

The planned new amphitheater and park in the town center will create new opportunities for expanded event programming.

Intergovernmental Coordination

Pendergrass currently maintains positive working relationships with its neighboring jurisdictions—Jackson County, Jefferson, and Talmo. As noted under “Community Facilities and Services,” Pendergrass relies on Jackson County for many public services, including drinking water, wastewater, 911, emergency management, emergency medical services (EMS), fire, and public schools, and there might also be opportunities to collaborate with the County on future Parks and Recreation projects. Jackson County also supports the City through geographic information system (GIS) data maintenance and services.

NEEDS

INTERGOVERNMENTAL COORDINATION

Pendergrass should continue its existing service agreements with Jackson County.

OPPORTUNITIES

INTERGOVERNMENTAL COORDINATION

Both Pendergrass and Jackson County have identified expansion of parks and recreation as a priority, so Pendergrass might be able to partner with Jackson County on the purchase of land and development of a new park, especially if the park land is adjacent to areas Jackson County has designated as part of its “Conservation” Character Area.

In considering options for trails or bike lanes, it would be beneficial to consider opportunities for connectivity to destinations beyond city limits and collaboration with adjacent cities and Jackson County.



CHAPTER 4

Broadband Services

Expansion of broadband is a top priority region wide. The Northeast Georgia Comprehensive Economic Development Strategy (CEDS) 2017-2021 update, crafted through key stakeholder input from the entire Northeast Georgia Region (including economic development professionals, educators, business leaders, and elected officials), prioritizes broadband expansion through specific tasks in its Action Plan (Strategy 2.a). Additionally, in 2018 the Georgia Department of Community Affairs launched the Georgia Broadband Deployment Initiative (GDBI) to coordinate and establish broadband programs to increase economic, educational, and social opportunities for Georgia citizens and businesses. The initiative provides for the expansion of broadband infrastructure and services through new state and local broadband planning policies.

Existing Services

The Georgia Department of Community Affairs (DCA) considers Pendergrass to be “served” by broadband except for two locations (Figure 19). One of the existing “unserved” locations shown on DCA’s map is part of a residential development on the south end of town, and broadband access has been recently expanded to include that neighborhood. The only remaining “unserved” location includes two parcels on the northern end of the city, and most of this area is wooded, with only one small commercial building on one of the parcels.

The DCA defines “served” as a download speed of 25 Mbps and an upload speed of 3 Mbps. While this speed may be sufficient for certain kinds of digital needs, it may not meet the speeds necessary for higher demands like streaming content or virtual learning.

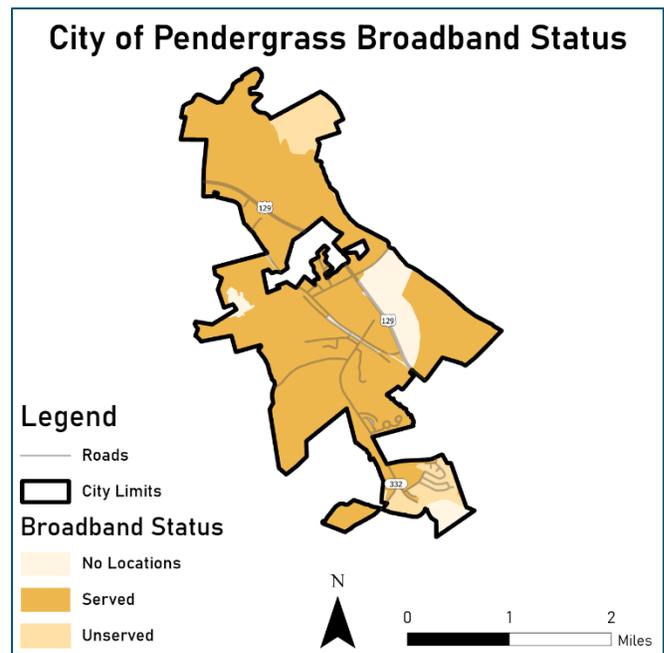


Figure 19. 2021 broadband availability for Pendergrass, according to the Georgia Department of Community Affairs.

Currently, the City offers free Wi-Fi at the Pendergrass Library, though this site is not currently shown on DCA’s map of free public Wi-Fi locations (<https://broadband.georgia.gov/free-public-wifi>). Current plans for the town center project include that the developer will provide Wi-Fi access in that part of downtown.

NEEDS

BROADBAND SERVICES

If either of the two remaining unserved parcels are developed in the future, it will be important for the City and developer to work with service providers to expand broadband access to that location

OPPORTUNITIES

BROADBAND SERVICES

The city should explore options for upgrading broadband service and expanding free Wi-Fi locations, as needed, and should work with DCA to add its free public Wi-Fi location to DCA’s map.



CHAPTER 5

Land Use

The Land Use chapter includes a description of future development categories with synchronized zoning designations and a Character Areas Map. The “character areas” methodology was chosen for the format of land use planning in lieu of the “future land use” methodology. The character areas method involves assigning groupings of parcels an array of applicable zoning categories. This provides the community with flexibility in land use decision within each character area.

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,
- Has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation, or
- Requires special attention due to unique development issues.

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 city limits.

Pendergrass Character Areas

The character areas selected by Pendergrass are summarized in the map on the next page (Figure 20) and the table on the following page. A narrative description and implementation measures for each character area follows on the pages indicated in the table.

Character Areas Map

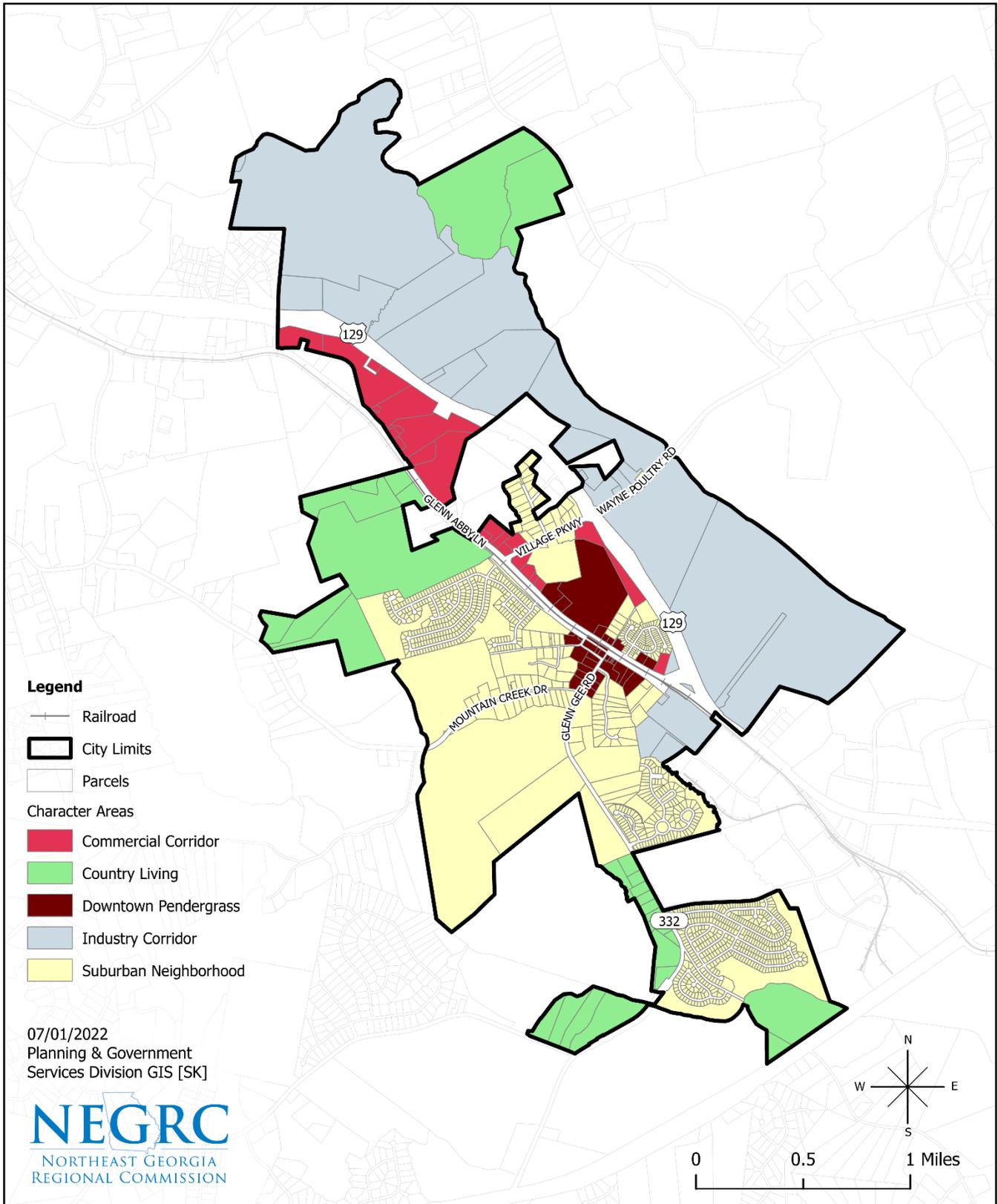


Figure 20. Locations of Pendergrass Character Areas, which are described beginning on page 28.

Character Areas Compatibility Index and Defining Narratives

CHARACTER AREA	DESCRIPTION	ZONING COMPATIBILITY*	APPROPRIATE LAND USES*	PAGE(S)
Commercial Corridor	Primarily commercial and office development along the Glen Abby Lane/ SR-332 corridor	C-1, C-2, O-I, LI	Commercial, Office, Mixed Use	29
Country Living	Undeveloped, actively farmed, and/or low-density residential areas	AG, AG-R, R-1	Agriculture, Residential, Recreation	30
Downtown Pendergrass	Focal area for civic/public spaces, neighborhood-scale businesses, and traditional residential development	R-1, R-2, R-3, R-4, MFR, TC, CBD, O-I, C-1	Public, Commercial, Recreation, Mixed Use, Office	31
Industry Corridor	Technology, industry, warehousing, and larger-scale commercial along the US-129 corridor	C-2, O-I, LI	Commercial, Office, Industry	31
Suburban Neighborhood	Planned, primarily residential neighborhoods	R-1, R-2, R-3, R-4, MFR, O-I, C-1	Residential, Recreation, Public, Mixed Use	33

**Note: suitable zoning and land use classifications may vary within a character area and should be evaluated on a case-by-case basis. For a description of each zoning code, see Pendergrass's Unified Development Code. The zoning classifications listed above are abbreviations for the following:*

<i>AG: Agricultural</i>	<i>R-4: Medium-High Density Residential</i>	<i>CBD: Central Business District</i>
<i>AG-R: Agricultural Residential</i>	<i>MFR: Multi-Family Residential</i>	<i>TC: Town Center Mixed-Use</i>
<i>R-1: Single Family Residential</i>	<i>O-I: Office-Institutional</i>	<i>LI: Light Industrial</i>
<i>R-2: Medium Density Residential</i>	<i>C-1: Neighborhood Commercial</i>	
<i>R-3: Two-Family Residential</i>	<i>C-2: Highway Commercial</i>	

Note that Pendergrass currently has two overlay districts: the US-129 Overlay, which includes any property touching US-129, and the Old Gainesville Highway (Glenn Abby Lane) Overlay, which includes any property touching Glenn Abby Lane. Review of development proposals within these or any future overlay districts should consider compatibility with both the Character Area narrative and the requirements of the overlay district.

Commercial Corridor

Primarily commercial and office development along the Glen Abby Lane/SR-332 corridor



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 rights-of-way. The area is auto-focused, but sidewalks and bicycle facilities should be provided along rights-of-way. 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.

ZONING COMPATIBILITY APPROPRIATE LAND USES

C-1, C-2, O-I, LI

Commercial, Office,
Mixed Use

Suitable zoning and land use classifications may vary within a Character Area and should be evaluated on a case-by-case basis.

IMPLEMENTATION MEASURES

Require sidewalks and streetscaping along rights-of-way; require within developments where logical

Encourage bicycle facilities along rights-of-way

Require monument signage and landscaping

Protect riparian areas and existing ecosystems through enforcement of 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 rights-of-way 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

Country Living

Undeveloped, actively farmed, and/or low density residential areas



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.

ZONING COMPATIBILITY	APPROPRIATE LAND USES
AG, AG-R, R-1	Agriculture, Residential, Recreation

Suitable zoning and land use classifications may vary within a Character Area and should be evaluated on a case-by-case basis.

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

Downtown Pendergrass

Focal area for civic/public spaces, neighborhood-scale businesses, and traditional residential development



ZONING COMPATIBILITY

R-1, R-2, R-3, R-4, MFR,
 TC, CBD, O-I, C-1

APPROPRIATE LAND USES

Public, Commercial,
 Recreation, Mixed Use,
 Office

Suitable zoning and land use classifications may vary within a Character Area and should be evaluated on a case-by-case basis.

IMPLEMENTATION MEASURES

- Require sidewalks and streetscaping along rights-of-way
- 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, setbacks, 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, on-street parking options, and other design techniques
- Development within this character area must be served by local water and sewer

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.

Industry Corridor

Technology, industry, warehousing, and larger-scale commercial along the US-129 corridor



The Industry Corridor Character Area runs along the major US-129 transportation network, offering connectivity to Interstate 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 automobile-focused, but sidewalks and bicycle facilities should be provided along rights-of-way. 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 rights-of-way. 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.

ZONING COMPATIBILITY

C-2, O-I, LI

APPROPRIATE LAND USES

Commercial, Office, Industry

Suitable zoning and land use classifications may vary within a Character Area and should be evaluated on a case-by-case basis.

IMPLEMENTATION MEASURES

Require sidewalks and streetscaping along rights-of-way; require within developments where logical

Encourage bicycle facilities along rights-of-way

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 rights-of-way 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 (such as permeable pavements, bioretention, or other green infrastructure tools) to manage stormwater locally and limit impacts on local stormwater infrastructure

Explore grants and other incentives to attract businesses to the area

Suburban Neighborhood
Planned, primarily-residential neighborhoods



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 are encouraged within planned developments. Examples of shared spaces include playgrounds, dog parks, or other gathering spaces that offer recreational opportunities while continuing Pendergrass’s rural character. 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

ZONING COMPATIBILITY	APPROPRIATE LAND USES
R-1, R-2, R-3, R-4, MFR, O-I, C-1	Residential, Recreation, Public, Mixed Use

Suitable zoning and land use classifications may vary within a Character Area and should be evaluated on a case-by-case basis.

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, on-street 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 childcare 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

features to calm traffic and facilitate pedestrian activity are encouraged, such as landscaped medians, on-street parking, and rear-loaded garages.

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



CHAPTER 6

Community Work Program

The Report of Accomplishments, below, provides a status report of the 2018-2022 Short-Term Work Program. Subsequently, beginning on page 36, the Short-Term Work Program is updated to reflect a new, tangible list of projects to complete over the following five years (2023-2027). The list identifies priority projects, timelines for implementation, responsible parties, and funding strategies.

Report of Accomplishments, 2018-2022

**Entries with an asterisk represent items carried over to the next Short-Term Work Program.*

#	ACTIVITY	STATUS	NOTES
1	*Striping Mountain Creek Dr and Glen Abbey Ln	Ongoing	Glenn Abby Lane in progress—estimated completion in 2022; Mountain Creek Drive on hold for construction—estimated completion by the end of 2025. Item revised and carried over to STWP item #7.
2	Develop and maintain a road resurfacing plan	Cancelled	Plan not needed because the city only has one road that needs to be resurfaced: Mountain Creek Drive. Estimated completion by the end of 2025. Resurfacing Mountain Creek Drive is included in STWP item #7.
3	*Park Street and Glen Gee Rd widening and resurfacing	Ongoing	Park Street being engineered in 2022. Glenn Gee is a State Street, so not the City’s responsibility to widen or resurface. Item revised and carried over to STWP item #3.
4	Stormwater system maintenance and regulation updates	Complete	
5	Explore grant, marketing, and incentive opportunities to attract small business to the downtown area	Complete	Working with private entities to market downtown.
6	Develop a plan/programming for the old City Hall Property	Complete	Rented for a local business.
7	Improvements to the Police Department building	Complete	Improved by moving the Police Department to a new headquarters building on Glenn Abby Lane.

#	ACTIVITY	STATUS	NOTES
8	*Hire additional police staff (increasing need due to residential development)	Ongoing	Up to 6 officers now - need to continue to grow. Item revised and carried over to STWP #11.
9	*Develop sidewalk network plan (prioritize maintenance and extension projects to improve overall sidewalk network) and consider a Complete Streets Plan and policies	Ongoing	Each developer is adding sidewalks to the system. Item revised and carried over to STWP #5.
10	Create checklist for plan review process	Complete	
11	Evaluate housing needs based on revised population projections and public involvement	Complete	The City has approved housing developments on all properties zoned residential within city limits; there is no additional residential property available to be developed.
12	Require installation of underground utilities in new development	Complete	In Ordinance.
13	Reassess buffer, screening, and other requirements to mitigate effects of development on residential areas	Complete	Done - in development conditions with each developer.
14	Examine existing higher-density housing regulations to ensure they allow for the type, character, and densities desired within and nearby downtown Pendergrass	Complete	
15	Examine existing curb, gutter, and pavement standards requirements with respect to heavily-trafficked developments	Complete	Negotiated with each project.
16	Update economic development policies and strategies	Cancelled	Always updating and planning for the future. Removed from STWP because this is an ongoing responsibility completed on an as-needed basis.

Short-Term Work Program, 2023-2027

**Entries with an asterisk represent carryover items from the previous Short-Term Work Program.*

#	ACTIVITY	TARGET YEAR OF COMPLETION	RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE
ECONOMIC DEVELOPMENT					
1	Assist in the creation of a downtown business association	2023	City	Staff time	General Fund
2	Work with the developer to design and install an information and wayfinding kiosk in the new town center	2024	City	Staff time	General Fund
PLANNING, LAND USE, & HOUSING					
3	Evaluate the potential need and feasibility of building a parking garage downtown, considering growth projections and expected downtown development	2025	City	Staff time	General Fund
4	Develop and adopt a quality-of-life ordinance	2023	City	Staff time	General Fund
TRANSPORTATION					
5	*Develop a sidewalk network plan or a complete streets and trails plan, prioritizing maintenance and extension projects to improve the overall transportation network	2023	City	Staff time	General Fund
6	Repair existing sidewalks and install new sidewalks, focusing on projects identified in the sidewalk network plan or complete streets and trails plan (STWP #5) as priorities for 2023-2027	2027	City	\$450,000	Grants, SPLOST, General Fund
7	*Resurfacing and striping Mountain Creek Drive	2025	City	\$250,000	SPLOST
8	*Park Street widening and resurfacing	2025	City	\$50,000	SPLOST
9	Purchase and operate a trolley to use as a shuttle for community events and senior transportation	2025	City	\$50,000	Grants, General Fund
10	Install two Level 2 Electric Vehicle (EV) Charging Stations: one at City Hall and one in the new town center	2025	City	~\$13,000-\$18,000 per station	Grants, General Fund, Georgia Power
COMMUNITY FACILITIES & SERVICES					
11	*At least once per year, evaluate whether there is an increased need for police staff due to residential development; if so, hire additional police staff	2023-2027	City	\$75,000 annually, per officer hired	General Fund

#	ACTIVITY	TARGET YEAR OF COMPLETION	RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE
12	Hire a part-time Parks and Recreation Coordinator	2025	City	\$35,000 annually	General Fund
13	With support from Jackson County, identify and purchase land for a new park	2025	City	To be determined	Grants, SPLOST, General Fund
14	Following completion of the town center project, host at least four cultural programs or other community events per year in the amphitheater/park	2024-2027	City	\$10,000	General Fund
BROADBAND SERVICES					
15	With DCA, add Pendergrass Library (City Hall) location to the “Free Public Wi-Fi” map on https://broadband.georgia.gov	2023	City	Staff time	General Fund



Appendix

The following section provides documentation of public meetings, public involvement, and data collection associated with the development of the Comprehensive Plan.

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Public Hearings

Public Hearing #1 Documentation



NOTICE OF PUBLIC HEARING

The City of Pendergrass announces a Public Hearing for the beginning of its comprehensive planning process at the Pendergrass Public Library, located at 65 Smith Bridges Street, Pendergrass, Georgia 30567, on April 12th, 2022, at 6:00 p.m. The purpose of the Public Hearing is to brief the community on the planning process and opportunities for public participation therein.

Mayor Melvin Tolbert
City of Pendergrass

		City of Pendergrass: Comprehensive Plan Update Public Hearing #1: April 12, 2022 – 6:00 p.m. 65 Smith Bridges Street, Pendergrass, Georgia 30567	
NAME	TITLE	ADDRESS	EMAIL
Trey Emory	Admin. Assist		
Ab Rwell	City Administrator		
Nathan Hacker			
Laura Prince			
Carol Flaute	Community Planner		
Jon McBrayer	GIS Planner		

Public Hearing #2 Documentation

WEDNESDAY, AUGUST 10, 2022 THE JACKSON HERALD PAGE 5A

NOTICE OF PUBLIC HEARING

The City of Pendergrass will conduct a Public Hearing on **August 25, 2022, at 6:00 p.m.** at the Pendergrass Public Library, located at 65 Smith Bridges Street, Pendergrass, Georgia 30567.

**Comprehensive Plan Update
City of Pendergrass**

The purpose of the public hearing is to brief the community on the contents of the plan, provide an opportunity for final suggestions, and notify the public of the submittal and adoption schedule. All interested parties are encouraged to attend. If you are unable to attend and wish to receive information regarding the hearing, please contact Pendergrass City Hall at 706-693-2494. A draft of the plan can be found on the City of Pendergrass website at <https://cityofpendergrass.net/>.

		City of Pendergrass: Comprehensive Plan Update Public Hearing #2: August 25, 2022 – 6:00 p.m. 65 Smith Bridges Street, Pendergrass, Georgia 30567	
NAME	TITLE/	EMAIL	
Carol Flaute	Community Planner, NEGRC		
Trey Emory	Administrative Assistant		
NICK GEIMAN	Council member		

Public Input

Input Meeting #1

		City of Pendergrass: Comprehensive Plan Update Input Meeting #1: May 25, 2022 – 6:30 p.m. 65 Smith Bridges Street, Pendergrass, Georgia 30567	
NAME	TITLE	ADDRESS	EMAIL
John Briscoe	Police Chief		
Rob Russell	City Administrator		
Billy Hendrix	Citizen		
Nathan Hurtt	City Council		

		City of Pendergrass: Comprehensive Plan Update Input Meeting #1: May 25, 2022 – 6:30 p.m. 65 Smith Bridges Street, Pendergrass, Georgia 30567	
NAME	TITLE	ADDRESS	EMAIL
Trey Emory	Admin. Assist.		
NICHOLAS GERMAN	Council member		
Meredith Davison	Business Owner/citizen		
Carol Flaute	NEGRC		
Jon McBrayer	NEGRC		

Input Meeting #2

		City of Pendergrass: Comprehensive Plan Update Input Meeting #2: June 13, 2022 – 6:30 p.m. 65 Smith Bridges Street, Pendergrass, Georgia 30567	
NAME	TITLE/	ADDRESS	EMAIL
Trey Emory	Assistant to City Admin.		
Rob Russell	City Administrator		
Carol Flaute	Community Planner, NEGRC		
NICK GERMAN	Council member		
Phillip Jones	Community Planner, NEGRC		
Muel [unclear]	City Council		
Nate Hacker	Citizen		
John Briscoe	Chief of Police		

SWOT Analysis

Before the first input meeting, the Steering Committee completed a SWOT Analysis questionnaire. The results were used to help guide discussion of needs and opportunities throughout both input meetings.

STRENGTHS

My community has these advantages:

- Population and job growth
- Local job opportunities; being able to work close to home
- Location to access major Atlanta Metro arteries and cities
- Central location
- Quality of life
- Sense of community
- Diverse community
- City police department (2)
- Well run city services department (Police and Environmental most notably)
- Full time Street and Works Department
- Public Library (2)
- Defined residential, commercial, and industrial strengths
- Mayor and Council work together

OPPORTUNITIES

My community has the potential to:

- Develop larger-scale parks for citizens to enjoy
- Develop public parks
- Diverse and multicultural programs to encourage a greater participation within the city
- To have community events
- Be the entertainment hub of the area
- We are building a downtown area
- Be a great community for families
- Continue to prosper
- Detailed Unified Development Codes
- Public influence on building and development
- Developable land
- Smart traffic solutions
- Infrastructure development (water/sewage throughout the downtown district, sidewalks, road widening)
- Be involved with the local government
- Become a larger stakeholder in the county

WEAKNESSES

My community struggles with:

- Parks
- A bigger park would be nice
- Recreation
- Too many people walking & jogging by main roads because of too few sidewalks
- Sidewalks
- Lack of sidewalks
- More and better sidewalks
- Welcoming signs in the community
- Lack of high paying jobs
- Roads
- Road conditions
- Need new roads
- Narrow roads
- Services
- No community storm shelter
- No recycling service
- City digital resources for residents to have online portals
- Poor parking in public spaces and neighborhoods
- Lack of night life / entertainment
- Lack of retail options

THREATS

My community is vulnerable to:

- Reliant on county water and sewage
- Lack of public transportation
- Outdated emergency services equipment (cameras, computers, etc.)
- Not having a serviced and staffed dedicated Fire Department
- Overcrowded schools
- Neighborhood parking challenges
- Housing affordability
- Single-family home rental upkeep and screening
- Traffic control
- Traffic issues
- Crime
- Rising crime rate
- Drug activity on US-129 bypass
- Drug distribution (typically from outside of city influence)
- Political discontent between local and state government
- Resource constraints (transit and agriculture)

Online Public Survey and Story Map

The City advertised the story map (Figure 21) and online public survey on its website and on two social media pages (Figure 22). Responses to the survey are included in this Appendix beginning on page 43.



Figure 21. A story map and public input survey about the plan update were available from May 5 to June 6, 2022.

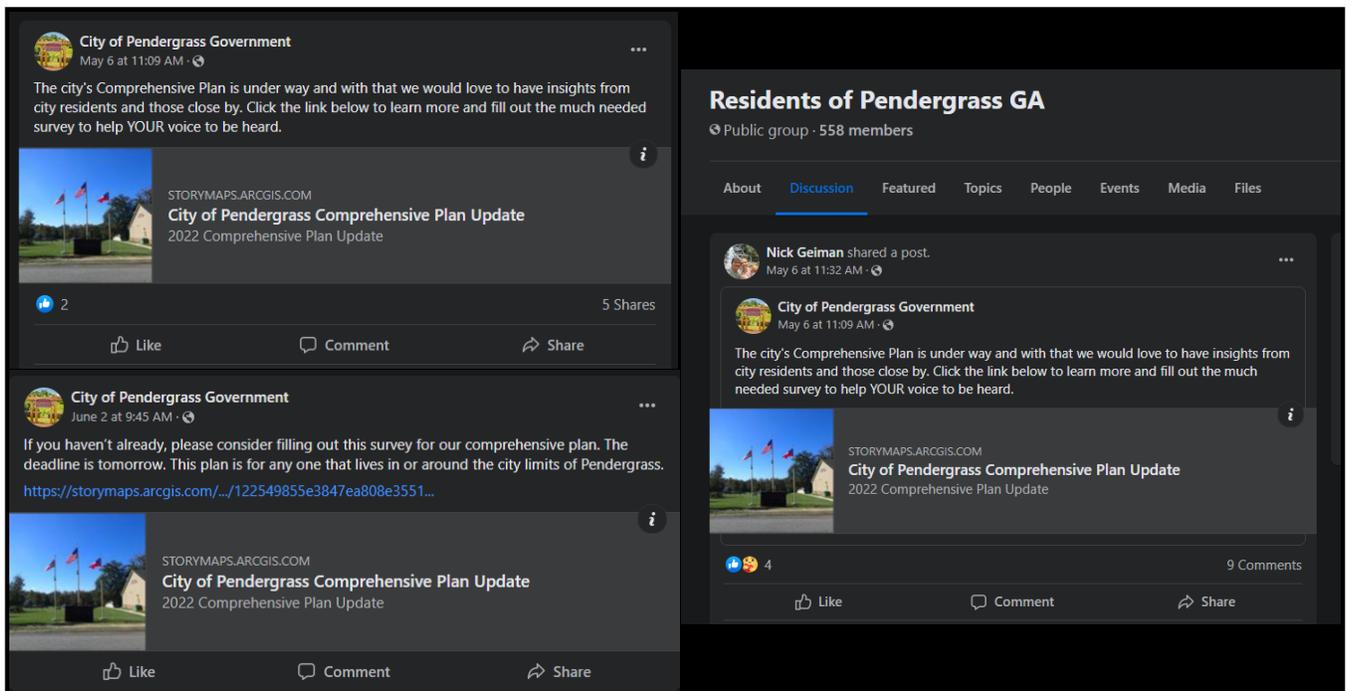


Figure 22. Social media announcements about the survey.

Online Public Survey Responses

1. **Which area of the community are you a resident of? Please choose one:**
 - a. City of Pendergrass (41)
 - b. Outside City Limits (12)

2. **Do you feel that the local government manages land use and zoning appropriately in your community? If not, explain what changes you would like to see:**
 - a. **City of Pendergrass (30)**
 - i. Yes (6)
 - ii. Yes! I love the direction we are heading. Would like to see more development to the downtown area. Maybe some shops and a brewery?
 - iii. Yes, however I would like to see the city improve our parks and update our playground equipment with something similar to Talmo's.
 - iv. Yes, It is a fast growing area , but I feel proper steps have been taken to insure the quality of life in Pendergrass has been improved not harmed.
 - v. Absolutely not
 - vi. "Absolutely not!! STOP building warehouses within 1 mile of our schools. 2500+ traffic increase is not ok. The enviromental impact and the cotamination is not something im ok with.
 - vii. Why not build a park instead or walking trail.
 - viii. We as a community deserve to feel safe in an enviroment where we don't live i. Constant fear that our children are exposed to not these toxins but the increased traffic that would come with it. I realize growth is inevitable so at the same time I understand that having realistic epectations is crucial to future growth. I would propose a bigger buffer between the residential communities and the proposed warehouses. I think a walking trail would alleviate concerns of the community with regards to children and safety. I would also propose repositioning the building entrance to Wayne Poultry rd where it would be further away from the existing communities and local school located less then a mile away. We would like better lighting in our street."
 - ix. I am for growth but would like to see a little more care in the pace of it. By approving it so quickly, you are putting a strain on the resources we have such as schools and roads.
 - x. I feel like it is slightly antiquated
 - xi. I feel most of the land is getting assigned to industries and there is less for the resedential and shopping areas. I would like to see more shopping and dining areas in pendergrass.
 - xii. I would like for them to slow down on residential property growth. I'm all for growing our "not so small anymore city", but I think it needs to be planned out better. The roads are not ready to handle the additional traffic. The schools are beyond full. So much growth is happening so quickly the community services can't keep up. We also need to take a break from building warehouses. I understand they bring jobs, but so do retail and corporate spaces. There are several warehouses in the area currently unused. Let's work on filling those spaces before building additional ones. Let's focus on bringing additional retail and corporate spaces to the area. Then we can look at additional residential and commercial units.

- xiii. I would like to see a playground and park in the area that is walking, biking or skating distance from the communities. We should also have more restaurants or bars in this area.
 - xiv. I would NOT like to see an increase in warehouses. I understand they increase jobs, but the increase of semi trucks/tractor trailer traffic is getting to be too much. It causes delays on our interstate exit and on ramps and increased accidents as well. Also, our roads are small and narrow in the city (which I love) but dangerous to drive with semi trucks.
 - xv. I'm excited for the square! Should bring some restaurants
 - xvi. I'm my opinion there are too many warehouses in the area. Hopefully pendergrass won't bring anymore warehouses, as the ones already built aren't all being used.
 - xvii. It is changing dramatically and putting a burden on surrounding schools. Whether it is good or bad, I do not know.
 - xviii. No
 - xix. No Apartments & cluster/large development subdivisions are highly inappropriate for our city, school systems, roads, sewer systems Sewer systems are being tied into inappropriately causing severe off gassing & odor
 - xx. No more large subdivisions
 - xxi. No they put up apartments right near downtown Pendergrass where was this survey before they put them up the schools can't handle this influx of people
 - xxii. No, the community is growing but the schools are overwhelmed and needs to be larger to house the growing community. The need for more things to do is also needed as now you have to drive a good distance to get to things as well. There is also no childcare in the area for this community and finding one in the surrounding areas is a hassle. If you want to keep a community feel you need more things geared towards that and less warehouses.
 - xxiii. No, they are impacting the emergency services- police, fire, EMS, and dispatch without proof of studies to accommodate for quality of growth.
 - xxiv. No, too much housing being built for the roads/schools. Too many warehouses as well.
 - xxv. No. Building too many houses and apartments. Will be overcrowded soon.
 - xxvi. No. Too many pop up houses/neighborhoods with small lots. If you let them build make them build on lots bigger than .2 acres.
 - xxvii. Too Many Cluster Subdivisions & Apartments for road and school structures
 - xxviii. No response (30)
- b. Outside City Limits (11)**
- i. I feel that the amount of growth happening currently and in the past 5 years is disproportionate to the amount of services being provided by the county and city. I do not feel that the government of Pendergrass is doing a good job in managing the city. I wholeheartedly disagree with the push for an industrial mecca as a county. It is grossly disrespectful to the citizens who have invested their lives in this region. I believe that I speak for most citizens when I say that we wish to see a small community of families mixed in with the agricultural roots that Jackson county was once known for. We all aspire to be what Talmo is currently working toward, a quaint community of historical values with emphasis on small town fellowship.
 - ii. I feel that the City of Pendergrass has every intention of turning this area into the south side of Atlanta with empty warehouses and rampant crime.

- iii. More industrial growth for jobs. Jobs bring people who need a place to live in our communities. Allow townhomes and apartments for affordable housing
- iv. No i do not. Would like to see more restaurants and shops rather than so much industrialization. Would like to see more planning for community recreational areas.
- v. No! I'd love to see more communal areas, parks trails or things for the actual community. Currently it looks like we add nothing but warehouses everywhere.
- vi. No, land use is disorganized, overcrowded and not in keeping with this area. Pendergrass plans to annex land directly behind neighborhood of over 65 homes to place 4 huge industrial buildings, little buffer to residential properties. This is highly inappropriate, size of INDUSTRIAL buildings compared to homes is overwhelming. Not to mention the proximity of elementary school. Quality of life decrease in the future if allowed. The wonderful feel of a charming town in the country will be lost due to imbalance of industrial/distribution centers compared to green space and residential property. I am not against progress but feel it should be done in an organized manner, respectful of the people and nature that are here now. Progress can be handled in a beautiful way or it can be as it appears to be going now. I beg Pendergrass to consider green space and the quality of life for their citizens and near by neighbors. You can't go wrong when you love your neighbors as yourself.
- vii. No, these people are too concerned with expansion of the warehouses all around the area. The people here are not interested in lining the pockets of the city with tax dollars, we want what we moved here for, no traffic, no noise, and darn sure no warehouses.
- viii. No, too many warehouses are being built. There need to be a stop to the industrialization and how close they are to established residential communities.
- ix. So far I see the local government making efforts to keep up with our growing community.
- x. To many large commercial structures are approved. Some right next to neighborhoods
- xi. Yes
- xii. No response (1)

3. Are there any activities you would like to do in your community but cannot? Explain:

a. City of Pendergrass (23)

- i. A Community Center would be beneficial to many in the area. A well maintained park, maybe a splash pad or pool. Programs for kids and families throughout the year.
- ii. Can't go out to eat. Can't play hockey. Can't go to a playground. We have 1 restaurant in the area and fast food with nobody working.
- iii. Childcare, restaurant, shopping, tanning salon, parks, the boys scouts to open back up
- iv. Dog parks, splash pads, restaurants, and sidewalks
- v. Have a city park to walk around and socialize
- vi. Have a park/playground for kids, more side walks to walk around the city on
- vii. I cannot think of any at this time.
- viii. I wish there was a place or places to walk or jog, we have had many new residents move into the area and you see a lot more people walking and jogging on the main roads. Would be nice if they had areas to do this besides on city streets.

- ix. I would like to see more parks and recreation areas in pendergrass city.
- x. Id like for more walking trails, or simply more sidewalks to connect downtown.
- xi. More activities for kids ball parks or soccer fields and playgrounds
- xii. Need sidewalks to town.
- xiii. No (5)
- xiv. Parks
- xv. Restaurants would be nice. Local boutiques would be nice. Farmers market to help support our local farmers would be a great way to build our community. Sidewalks large enough to use golf carts would help with short distance traffic flow as well as give a safe space for pedestrians to walk. Large chains are not something we would care to have in our small community.
- xvi. Walk in the city center
- xvii. Walking on sidewalks and trails. Parks and rec.
- xviii. Would love community green spaces and parks. Some locally owned restaurants, coffee shops and tap house downtown
- xix. Yes multiple. The city is not diversified enough
- xx. No response (18)

b. Outside City Limits (9)

- i. Dining and shops
- ii. I would like to enjoy the nature with as small of an amount of disturbance as possible. I personally am comfortable with traveling for any necessities at the price of keeping rural forest intact.
- iii. I would like to safely cross 129 but with all the trucks it's virtually impossible.
- iv. I'd love to see a green space for families and events. Something similar to downtown Braselton. Would love to see the tax dollars from all the apartments and neighborhoods recently built out back into the community and used for making space for families to enjoy.
- v. I'd love to see us be able to do community movie nights or tastes of Pendergrass. Our area is becoming more and more diverse. It would be awesome to implement things that would bring the communities together from time to time.
- vi. Parks with trees, trails and fields for sports. Sand volleyball courts! Would love to be able to walk to a series of nice restaurants then go to the park and do some shopping in some specialty stores. Would love to be able to grocery shop near by. Dog parks. Mountain bike trails. Ice cream shops!! See Downtown Norcross for example...this is what it could be.
- vii. Walking, shopping, dining, hang outs
- viii. Would love more parks
- ix. yes more parks and indoor Rec centers . More benches throughout the downtown area
- x. No response (3)

4. Are the streets and sidewalks adequately maintained?

a. City of Pendergrass (41)

- i. Yes (23)
- ii. No (13)
- iii. I Don't Know (5)

b. Outside City Limits (12)

- i. Yes (6)
- ii. No (4)
- iii. I Don't Know (2)

5. If no, where are the streets or sidewalks in most need of repair?

a. City of Pendergrass (15)

- i. A wooden stop sign pole was removed at the corner of cottage loop, and replaced with a smaller metal one, however the city did not fill the large 4x4 hole that the old sign left behind causing a big liability for families and pets that walk that area. I put some garden soil in it to help prevent someone's leg from going in it, but it is not properly filled.
- ii. Additional sidewalks need to be added beyond the newer neighborhoods. With so many new people in the area, attention should be paid to visibility for drivers coming up to sidewalks as well. Bushes and trees need to be cut back far enough so that drivers can see the sidewalk before they are pulled up to them.
- iii. All throughout
- iv. Allen bridge rd community
- v. Downtown area
- vi. Downtown Pendergrass needs to be redone
- vii. I don't think there are any sidewalks in the area.
- viii. Limb trimming is needed throughout especially near the fire station and Blackberry Lane. Sidewalks in Brooks Village have heaving spots where they didn't put adequate space between blocks and they move upwards in heat and cause tripping issue. Lanier Road should be paved. The time and money put into scraping and gravel that road must be crazy.
- ix. Main Street headed towards the school and we really need sidewalks downtown
- x. most of the streets in pendergrass
- xi. No sidewalks on the 2 main arteries in/out of Pendergrass. The only sidewalks known are those inside the existing subdivisions.
- xii. Not enough sidewalks to complain about the condition
- xiii. Sidewalks are not in great shape around the city center
- xiv. Sidewalks buckling in subdivisions
- xv. Some in Brooks Village. It'd be cool to get golf cart sidewalks like Braselton has
- xvi. No response (26)

b. Outside City Limits (4)

- i. Everywhere. No exceptions.
- ii. Mountain creek dr, brooks rd, curve on 332 by seasons of Pendergrass
- iii. Near the tracks
- iv. Streets are maintained well in my opinion. The medians are growing way out of control and it's becoming hazardous to enter the road or travel 129 at night. Especially with lack of vision on deer.
- v. No response (8)

6. Is the community safe, comfortable, and inviting for people to walk or bike to activities, jobs, shopping, dining, services, etc.?

a. City of Pendergrass (40)

- i. Yes (15)
- ii. No (25)
- iii. No response (1)

b. Outside City Limits (12)

- i. Yes (3)
- ii. No (9)

7. If not, what are some improvements you would recommend?

a. City of Pendergrass (25)

- i. Area is not set up for walking/biking to areas mentioned above, AND citizens who have lived here several years and entire lives don't want it to be. It's designed as a small town with agriculture base, leave it that way.
- ii. I have to run or walk on the road everywhere I go.
- iii. If the police come out nothing is done. There is no room to bike, walk or skate. And if you do it's definitely not safe.
- iv. maybe more side walks in areas where there are more people
- v. More sidewalks,
- vi. My neighborhood is patrolled and kept safe as well as community events. I fear as it rapidly grows, it might get more difficult. I hope law enforcement numbers stay in line with population numbers.
- vii. Need a sidewalk in most areas of town, a wide one capable of maintaining pedestrian and bicycle traffic would be ideal but at least a regular one that would maintain pedestrian traffic would be useful.
- viii. Need maintenance and repairs
- ix. No current services provided for people to walk to.
- x. Not a ton of activities or dining options within the city area would be great to get more things
- xi. Not many places close enough to safely walk to
- xii. Not really any safe bike trails. Nor any place to eat, shop, etc.
- xiii. On 332 there isn't much of a shoulder - it would be risky especially how people speed and with the curves. Maybe put sidewalks going towards downtown? A light would be helping at 129 and Glenn Abby bc turning left is scary with the divided highway.
- xiv. Our streets are pitch black at night and with over 100 homes in our neighborhood the lighting is less than mediocre. Allen bridge rd has 1 light in the main entrance.
- xv. Same as earlier comment. Sidewalks need to be visible to cars before they are pulled all the way up to them.
- xvi. Shops, restaurants, side walls
- xvii. sidewalks off the city streets would be nice , especially off Glenn Abby Lane where the new Town Center is being built.
- xviii. Sidewalks. But otherwise it is safe.
- xix. Stop housing development
- xx. There are no nearby shopping centers in pendergrass. Very few good dining and less public parks.
- xxi. There is no shopping at the moment in Pendergrass, and no dining
- xxii. There is nothing to really do. Thankfully there is the talmo park and library where everyone loves to go. It would be wonderful if there was things like that in Pendergrass
- xxiii. There's no dining or shopping within walking or biking
- xxiv. Walking near city center is not great. Weird road orientation
- xxv. Wide sidewalks for golf carts, bikes, pedestrians would be wonderful.
- xxvi. No response (16)

b. Outside City Limits (8)

- i. At it's current state, the community is slowly decreasing in each of these categories. We are not a community that wishes to shop dine or work in close proximity to our homes. We are community that wishes to feel separated from

industry and commerce. Again, I most value preserving our forests and agricultural land.

- ii. I do not see Pendergrass as a place where I go to shop or walk. Hopefully in the future.
- iii. In my area, more and more warehouses are becoming developed. It's hard to desire to take the risk to bike along the road. Dining experiences are more in the Jefferson area, but I'd love to see some new restaurants in Pendergrass.
- iv. "More green space and family friendly developments. .
- v. Family moved to area 10 years ago, thinking that Pendergrass development would be in keeping with history and culture of a small town, attracting young professionals and corporate offices. We hoped area to be sought after for beautiful homes, restaurants, shopping, instead getting east Atlanta vibes without the convenience of being in Atlanta... concerned this area in 5 years will become a increasingly industrial/depressed area that people pass through and don't stop in addition to not being proud of."
- vi. People walking all the time but no accommodations made to do so safely, biking seems to be thriving here bc they're holding up traffic quite often, the only jobs seem to be warehouses, no shopping, no dining, no services
- vii. Shops and dining. New elementary school. We shouldn't be having to use trailers.
- viii. There are no sidewalks unless you are within a subdivision
- ix. We need bike paths and wider sidewalks wide enough for a golf cart everywhere connecting subdivisions, downtown areas and parks and lighting
- x. No response (4)

8. Does your community have any traffic issues?

a. City of Pendergrass (38)

- i. Yes (18)
- ii. No (19)
- iii. I don't know (1)
- iv. No response (3)

b. Outside City Limits (12)

- i. Yes (6)
- ii. No (6)

9. If yes, what are the specific traffic issues (check all that apply)

a. City of Pendergrass (23 responses)

- i. It always takes too long to get to places (6)
- ii. People sometimes get stuck in severe congestion (4)
- iii. Predictable peaks like rush hour (1)
- iv. Speed limits are too high (8)
- v. The experience of driving is unpleasant (2)
- vi. There aren't enough parking options (10)
- vii. Unpredictable gridlock (5)
- viii. Unsafe inconvenient to travel without a car (7)
- ix. No response (18)

b. Outside City Limits (7 responses)

- i. It always takes too long to get to places (4)
- ii. People sometimes get stuck in severe congestion (6)
- iii. Predictable peaks like rush hour (1)
- iv. Speed limits are too high (1)
- v. The experience of driving in unpleasant (2)
- vi. There aren't enough parking options (2)
- vii. Unpredictable gridlock (3)
- viii. Unsafe inconvenient to travel without a car (3)
- ix. No response (5)

10. In your opinion, is park space within or near your community easily accessible to all residents? If not, explain:

a. City of Pendergrass (25)

- i. Do we have park space??? Not being a jerk, just never seen it.
- ii. It would be nice to have a park space..
- iii. No
- iv. No you have to drive to it to get there can't walk or bike
- v. no, because there is none.
- vi. No. Builders built streets too narrow and driveways small. We can't park in the streets anymore, so maybe have some overflow parking in one of the 10 green spaces we have in brooks village.
- vii. No. Not handicap accessible
- viii. No. There is no parking for visitors in our neighborhood so they clog the street.
- ix. Not at all. There's no park near Walnut Grove
- x. Recently "No Parking Anytime" signs have been erected excessively in Brooks Village. It has a tacky look and the handful of people who park on the streets ignore them anyways. A single sign at the front would likely have the same impact and be less of an eyesore.
- xi. The one city park is easy to access.
- xii. The park in Talmo is accessible only if you have a car. The park in Pendergrass could use some additional equipment to draw more folks to it. The community should also know that it is a city park and not just a playground for the subdivision there. If there were sidewalks along Glenn Abbey/Old Gainesville Hwy/332 and Glenn Gee/332 I think it would make the parks more accessible for those on foot or bike. I know I wouldn't be comfortable or comfortable with my child traveling along those roads on foot or bike right now.
- xiii. The parks we do have are accessible but they are not adequate.

- xiv. There is absolutely zero parking. These communities have been thrown up and without thought to parking at all. The driveways are extremely too small and now with no parking in the street gives homeowners nowhere to have there visitors park
 - xv. We don't have parks
 - xvi. We have our own never seen pendergrass park
 - xvii. What park space?
 - xviii. Yes (5)
 - xix. Yes people need to use their own garages to store their cars and not their junk.
 - xx. Yes, but there's nothing to do once you're there.
 - xxi. Yes. Although the closest park is Talmo park or Jefferson City park. Would love to see a nice park in Pendergrass.
 - xxii. No response (16)
- b. Outside City Limits (10)**
- i. no need more sidewalks snd bike paths
 - ii. No. The only park in reasonable distance is Talmo. Which does not have restroom facilities on property. The park is very small and mostly gears to small children and is not suited for a community of more than 500 residents.
 - iii. No. Would love to see a park, walking trail or green space available.
 - iv. NO..There really isn't any park space. The property behind the neighborhood of 65 homes in Talmo that will be annexed to Pendergrass and rezoned to INDUSTRIAL would be an excellent place for a park and a new elementary school! It is about 250 acres. It is absolutely beautiful land!! I wish it could be sold and used as something PEOPLE could enjoy!!!
 - v. Park in Talmo is good but there's nothing here, so no.
 - vi. There's not enough
 - vii. We don't have any
 - viii. Yes
 - ix. Yes but one small park is not enough
 - x. Yes, parking in the shopping areas is adequate. Exiting those lots can be difficult.
 - xi. No response (2)

11. Are there any persistent public safety issues in your community (dangerous intersections, sanitation, crime, run-down properties, etc.)? If yes, please explain

a. City of Pendergrass (23)

- i. 129 and Glenn Abby - intersection McNeal and 60 - intersection Properties throughout Mountain creek church road can look a little rundown. I think some renters in communities allow yards to get out of control.
- ii. Consistent speeding through oir neighborhood. Numerous requests have been made to install speed bumps for the safety of our children
- iii. High risk for increased crime from apartment residents
- iv. I see people driving through houses and fences on that bend by seasons. They should put guardrails up.
- v. John B Brooks is a horrible intersection. People turning on to 332 fail to stop all the way, or yeild, depending on the direction turning. People coming from around the curve at the bridges go entirely too fast. People turning right onto John B Brooks fail to yeild to cars turning left. People FLY Coming Northwest on 332 towards the town of Pendergrass.
- vi. Neighbors who won't cut their grass on cedar drive, also too many cars speeding on cedar drive every single day

- vii. No (3)
 - viii. Not enough police to manage in the influx of populations.
 - ix. Not really
 - x. On the road parking is a big safety issue. The main entrance to SAP on John B Brooks 3 way stop sign is ignored by half its residents.
 - xi. Our neighborhood has a serious sewer smell issue.
 - xii. People fly in neighborhoods, and down the streets and police are hardly seen. For the police force to be growing like they said you would expect to see more of them.
 - xiii. Run down properties but those are being taken care of. Also some neighborhoods are in need of attention like a house that still has a hole in its side.
 - xiv. Speeding thru subdivisions and gold carts driven by little kids with no parental guidance they don't obey stop signs and think they should go first
 - xv. Still a handful of run down properties, but this has improved greatly and is not the issue it was just a few years ago.
 - xvi. The city has done a great job recently of ridding the community of run-down properties. Residents appreciate that. Please keep it up! The environmental services team has also done a great job of keeping the roads clean. Something does need to be done about all of the stacks of railroad beams that are just sitting there rotting away. They look awful!! And they block the view of some of the beautifully restored houses in the area. Unfortunately, crime is going to increase as the population in the area grows whether it's residents or employees. As long as our police department is able to keep up with demand and we continue to add officers as we grow, I think that's really all that is needed at this time.
 - xvii. The curve on 332 by the back of houses in season of Pendergrass need a guardrail. Those houses and fences keep getting demolished by reckless driving
 - xviii. There has been an increase of crime in the neighborhoods.
 - xix. Yes the mayor owns and does not maintain these properties
 - xx. Yes, I live in downtown and traffic flies thru there. The road is not wide enough for a car and a truck but doesn't stop trucks coming flying thru. When people turn to go south on 332 they thing the 45 at the speed limit change is a score to beat. While coming north speed drops from 55 to 35 but people don't. Traffic really gets bad when 85 is jammed up which seems to be a daily occurrence. I have asked the city and they said no to coming up with a solution or fix as it is highway. Or the say it's a hurricane route. Simple fix would a stop sign at mountain creek and 332 intersection. I have even suggested a time of speed hump to keep people slow.
 - xxi. Yes, people parking on side of the street in Walnut Grove and the first turn on the right is very dangerous. Blind entry
 - xxii. No response (18)
- b. Outside City Limits (7)**
- i. Flea market traffic set up is a death trap and we all know it. Seems like a hot bed for crack heads and pedophiles.
 - ii. houses need repair old and abandoned
 - iii. Not that I'm aware of.
 - iv. Not too bad now, but will be with the current types of development and rate of growth. Appears there is not enough now to handle growth if something is not done
 - v. Not yet.

- vi. The biggest safety issue in my community is the desire to build more for industrial. We are nearby the 129 route and because the area isn't kept up well, visibility of incoming traffic and potential wildlife at night is extremely lacking.
- vii. The government is slowly taking over our backyards and replacing our natural resources with unsightly industrial buildings that do not provide any value to the individual citizens. I feel that the continuous push to expand is detrimental to our community in every aspect mentioned here.
- viii. No response (5)

12. How would you rate the water & sewer services in your community:

- a. City of Pendergrass (41)**
 - i. Excellent (2)
 - ii. Very Good (10)
 - iii. Good (12)
 - iv. Average (11)
 - v. Poor (6)
- b. Outside City Limits (12)**
 - i. Excellent (0)
 - ii. Very Good (3)
 - iii. Good (3)
 - iv. Average (4)
 - v. Poor (2)

13. How would you rate the emergency response services in your community:

- a. City of Pendergrass (40)**
 - i. Excellent (3)
 - ii. Very Good (16)
 - iii. Good (11)
 - iv. Average (7)
 - v. Poor (3)
 - vi. No response (1)
- b. Outside City Limits (12)**
 - i. Excellent (0)
 - ii. Very Good (3)
 - iii. Good (2)
 - iv. Average (6)
 - v. Poor (1)

14. How would you rate the internet services in your community:

a. City of Pendergrass (40)

- i. Excellent (3)
- ii. Very Good (10)
- iii. Good (4)
- iv. Average (15)
- v. Poor (8)
- vi. No response (1)

b. Outside City Limits (12)

- i. Excellent (2)
- ii. Very Good (1)
- iii. Good (0)
- iv. Average (5)
- v. Poor (4)

15. How would you rate the leisure/recreation services in your community:

a. City of Pendergrass (41)

- i. Excellent (1)
- ii. Very Good (1)
- iii. Good (5)
- iv. Average (13)
- v. Poor (21)

b. Outside City Limits (12)

- i. Excellent (0)
- ii. Very Good (0)
- iii. Good (2)
- iv. Average (0)
- v. Poor (10)

16. Are there adequate housing options to meet the future needs of the community?

a. City of Pendergrass (41)

- i. Yes (25)
- ii. No (10)
- iii. I Don't Know (6)

b. Outside City Limits (12)

- i. Yes (5)
- ii. No (5)
- iii. I Don't Know (2)

17. What is the most immediate housing need within your community? Explain.

a. City of Pendergrass (25)

- i. A decrease in new homes being built, the school system is not prepared to take on more children. School growth needs to come before more housing growth.
- ii. All housing is either completed or is in the proceeds of being completed.
- iii. Better street lighting. Speed bumps
- iv. Bigger houses.
- v. First of all, we need to think about our schools because most on this side of the county are already at full capacity. E are building homes faster than schools. That's a problem!
- vi. Get rid of apartments!

- vii. Low cost options
 - viii. More development! Less cookie cutter, maybe some town homes downtown
 - ix. Need more near by shopping center so don't need to drive long.
 - x. No more houses needed, building more than the area can handle already.
 - xi. None
 - xii. None.
 - xiii. None... too many lower income high volume subdivisions
 - xiv. Not enough rental property space. Apartment.
 - xv. Playground or parking area.
 - xvi. playing area for children and basketball court
 - xvii. Schools
 - xviii. Sewer lines need to be extended to existing areas that are currently on septic systems. Wishful thinking on my part, I know! Xfinity is currently available where I live so my neighborhood is very fortunate. Better service options need to be made available in the area so that residents and businesses (especially those that will be incoming in the near future) have a better option than Windstream/Kinetic. Cellular coverage in the area also needs to be augmented. As more people come into the area (residents, patrons and employees) cellular networks are going to get bogged down quickly. Eventually, more residential units will be needed to support additional population growth, but I think other areas need to catch up to the current population growth we're experiencing first. As more units are added, we need to make sure we're attracting higher dollar purchasers. We need additional properties with larger lot sizes. We have enough densely populated neighborhoods right now!
 - xix. Stop additional housing development
 - xx. Stop building new ones.
 - xxi. There are plenty of homes. Honestly too may and not enough space to house children in the school.
 - xxii. There is a higher demand for housing than supply, but this is true in many communities unfortunately, and is also something that is improving with the coming apartment complex this Summer.
 - xxiii. To slow down building! Especially in this market where costs are so high a lot of people can't afford things. You'll end up with empty properties or foreclosures.
 - xxiv. Too many houses/apartments and not enough space in our schools.
 - xxv. We need more parking in general for guests, family
 - xxvi. No response (16)
- b. Outside City Limits (8)**
- i. AFFORDABLE housing!!!!
 - ii. I believe this area is continuing to grow. I'd like to see more things available for the citizens of pendergrass to do. Especially as the population continues to grow
 - iii. Less track homes...more custom look would be appealing and can be affordable. Currently there seem to be too many homes and not enough emergency services and elementary school is too small with not enough land to expand....
 - iv. No need. Plenty new builds available
 - v. Stop Bildungsroman warehouses
 - vi. Stop building warehouses and build communities.
 - vii. The most immediate need is to stop residential growth until we have the infrastructure to support the amount of people already living in the area. We need a new school and we need to put a stop to increasing the health hazards that come along with the pollutants from the growth that no citizen requested.

- viii. townhomes and affordable apartments
- ix. No response (4)

18. What cultural and natural resources does your community value?

a. City of Pendergrass (18)

- i. ??
- ii. ?????
- iii. A few historic areas such as the Pendergrass Train Depot and Pendergrass Baptist church and gravesite,
- iv. Electric
- v. Farm land, small town, local community
- vi. Green space (Joyce Wilkerson Park) and all remaining historic homes/structures that are still standing. I would like to see the city preserve and respect the few remaining buildings/homes that are original to our city.
- vii. Green space! Decent sized yards! I'd hate to see Pendergrass become a community of mostly packed together neighborhoods. There is a way to balance growth with keeping the small town charm that Pendergrass already has. The tree lined street (Glenn Abbey) running parallel to the railroad track was a great example of the small town charm. Turning off of 129 with all of the warehouses and industrial buildings onto Glenn Abbey with the Welcome to Pendergrass sign, the railroad track, beautiful restored houses, and tree lined streets is like taking a step into a different world. Being so close to I-85 and still having a small town country feel is one of the best yhings about Pendergrass. It's also what has drawn so many people here. Growth and change are inevitable but there are things that can be done to maintain the small town country culture we already have.
- viii. I can't think of any...
- ix. i like that pendergrass has lots of trees and not overcrowded so i hope it stays the same because it is the main reason why we moved here
- x. I prefer the preservation of history and rural living. The city cares for making the town a suburbs
- xi. Na
- xii. None (3)
- xiii. Parks
- xiv. Preserve our land
- xv. Small town laid back lifestyle
- xvi. We enjoy the fresh air and the safety of our children.
- xvii. No response (23)

b. Outside City Limits (7)

- i. Country living, family time, the quiet natural sounds of wildlife in our forests, farms with tractors and cattle, creeks and rivers preserved. Agriculture!! Not Industrial...there is plenty of room for that on Valentine INDUSTRIAL Parkway...keeping residential homes, schools, agricultural areas organized away from industrial and distribution properties. Opportunities for educational space.
- ii. Not aware of any
- iii. parks benches, sidewalks wide, flowers and trees with street lights
- iv. Rednecks
- v. The citizens value environmental and historical preservation. A small town "Mayberry" feel that cannot be found in many places as most governments have fallen to the same detriment that our local representatives are currently. If you

want to add value to our community, only work on restoring and maintaining the image that we once held.

- vi. The need to keep the community with rural space
- vii. We enjoy the ability to see nature in close proximity to our area. There is a creek, that brings all kinds of wild life nearby.
- viii. No response (5)

19. What is a defining characteristic of your community that you would like to see preserved?

a. City of Pendergrass (23)

- i. A small, local, self sufficient community
- ii. AGRICULTURE, HISTORY
- iii. Family oriented and business friendly
- iv. Green Land
- v. "Historic Cemetary and natural resources
- vi. Build Parks"
- vii. History
- viii. I don't. It's time for a restart
- ix. I hope some of this community remains the same and not developed. Green country is what makes Pendergrass so pretty.
- x. I know this won't be preserved for long but with everything being so grown up around it would be nice to save a "green space" or to keep that country living feel.
- xi. I like the downtown and I like more local businesses versus chains.
- xii. It being rural farm and agricultural like it used to be
- xiii. Land & small town community
- xiv. Land and small town feel
- xv. no tall buildings, lots of trees and plants, adequate spacing of houses, not much business establishments near resident areas
- xvi. None
- xvii. Our railroad town heritage. We were a once thriving railroad town and I'd like to see us build Pendergrass back to its former glory.
- xviii. Safe SMALL town
- xix. See previous answer.
- xx. Small population, country lifestyle
- xxi. The history behind Pendergrass, small town local feel-not a "closet" community.
- xxii. The small country town vibe when you're downtown. Not to say we don't need to grow but try to incorporate some of the old vibe into the new like the reflect mercantile did with their shop.
- xxiii. Train tracks and post office
- xxiv. Was the Tree
- xxv. No response (18)

b. Outside City Limits (10)

- i. ?
- ii. Beyond the natural resources, there's a burial site nearby of a revolutionary war hero. It would be awesome to do a little more with that.
- iii. I love the small town feel but would like to see more small businesses open
- iv. I would like to see our green spaces valued and respected. Farm land, forest, wildlife. COUNTRY LIVING...that is why most people move here.
- v. keep the hardwoods
- vi. Small town

- vii. Stop putting up so many warehouses. Would rather keep the small town feel.
- viii. The small town feel. I find that the 300% growth of the population in the last 10 years (according to the census) is the opposite of what we are supposed to be as a community. We were also once characterized by our beauty, which is slowly being eaten away at for momentary gain. I will HAPPILY pay more in tax dollars to preserve my community as such.
- ix. The woods behind allen creek estates.
- x. We are country. We don't want to be built up with warehouse trash and truck traffic. Leave us to what we came here for, peace and quiet and country living.
- xi. No response (2)

20. List three small actions your local government could take to improve the quality of life in your neighborhood/community:

a. City of Pendergrass (29)

- i. 1) A larger park area with a track and/or walking trails; 2) More sidewalks; 3) Recreation department
- ii. 1) add park and playground for children; 2) regular police rounds and visibility; 3) social activities for children "
- iii. 1) decrease volumes of homes being built; 2) if building homes increase quality, price and community... like golf community; 3) increase police force "
- iv. 1) Invest in building a better central space for everyone with shops, walking, park space; 2) require guest parking lots in neighborhoods; 3) lobby to get some stores nearby"
- v. 1) keep us small community; 2) 24 hour police dept; 3) more parks and walking paths dog parks "
- vi. 1) limit house rentals; 2) if you're going to put signs up in the neighborhoods it would be nice to see some enforcement. Otherwise all you've done is add signage that takes away from the aesthetic; 3) host more community events even if it's bring your own food/beverages. Make it fun to meet people. "
- vii. 1) Maintain a healthy police department; 2) Keep industrial zoning away from residential; 3) Maintain a clean and aesthetically pleasing city. "
- viii. 1) more shopping; 2) more public park; 3) more dining
- ix. 1) new school; 2) shopping and recreation; 3) police to be more active in watching speeders "
- x. 1) park and playground; 2) community center and recreation center; 3) regular police rounds and visibility"
- xi. 1) Police enforcement on Traffic Control; 2) Be more transparent on city government; 3) Remove Mayor and hold special election"
- xii. 1) Put a hold on warehouse development and densely populated neighborhoods; 2) Work on bringing in more high dollar purchasers, retail and office space; 3) Continue to add community events like the Freedom Festival and community areas like parks, pool, etc. as a way to bring residents together.
- xiii. 1) sidewalks; 2) parks with trails and large playgrounds; 3) staffed fire department
- xiv. 1) stop additional housing development; 2) fix sewer issues; horrid smells and odor coming from manholes and drains throughout communities; 3) STOP housing development
- xv. 1) stop building; 2) stop building; 3) stop building
- xvi. 1) use other forms of communications for the public; 2) city parks; 3) dining options
- xvii. 1) Parks; 2) Wide sidewalks; 3) parking

- xviii. 1) Big Park; 2) More sidewalks; 3) Shops
- xix. 1) build sidewalks everywhere; 2) create a large park instead of building more houses
- xx. 1) control downtown speed; 2) reroute trucks from coming downtown; 3) park for kids to play.
- xxi. 1) enforce speed limits; 2) enforce no parking on streets
- xxii. 1) make sure to keep a sense of community loved the Independence Day celebration; 2) keep law enforcement numbers up to meet the growing number of residents
- xxiii. 1) mini shopping center; 2) Walmart; 3) coffee shop
- xxiv. 1) more sidewalks; 2) park/splash pad; 3) cracking down on speeders in neighborhoods"
- xxv. 1) Parking
- xxvi. 1) parks; 2) playground; 3) restaurants
- xxvii. 1) preserve our land
- xxviii. 1) Redirect traffic flow and create better sound buffers between highways and residential communities; 2) Build Park buffers to create a natural environmental filter; 3) Adequate lighting or sidewalks in our community. It difficult for seniors to walk around or to jog in the mornings not to mention the safety concerns."
- xxix. 1) Take on the electricity/city lights for Brooks Village neighborhood
- xxx. No response (12)

b. Outside City Limits (11)

- i. 1) Allow more lenient zoning guidelines on density; 2) improve services for seniors with more sidewalks wider; 3) post officials contact info for transparent and open discussions and get a planning board in place "
- ii. 1) Anything for people to do; 2) walking; 3) family things
- iii. 1) more of a police presence in our community; 2) more festivals for small and local businesses to sell items; 3) better internet service/more of a variety of internet providers in our area available to choose from. "
- iv. 1) preserve green space; 2) prohibit industrial development near residential homes, keep land use organized; 3) make space for parks and sporting events"
- v. 1) reconsider industrializing so much land; 2) implement more community opportunities for fellowship and fun for Pendergrass residents; 3) spend some resources making the city more fun with more things to do
- vi. 1) stop developing with warehouses; 2) continue the current aspects as they stand; 3) let our people live in our current state.
- vii. 1) STOP INDUSTRIAL GROWTH; 2) Stop residential growth; 3) invest in the citizens that have given their lives to this community
- viii. 1) stop warehouses!
- ix. No response (1)
- x. 1) don't build warehouses next to neighborhoods; 2) don't build apartment buildings; 3) limit low income housing
- xi. 1) not build so many warehouses; 2) sidewalks; 3) better grocery stores
- xii. 1) stop building warehouses; 2) more money into the school; 3) stop building warehouses
- xiii. No response (1)

21. What are the most important projects that the community should complete over the next five years?

a. City of Pendergrass (28)

- i. 1) add park and playground for children, 2) recreation/community center, 3) street lights for darker areas with more people around
- ii. 1. Focus on community areas and events for the influx of people already here, 2. Focus on developing retail, restaurant, and office space to catch up to the number of warehouses already here, 3. Infrastructure work - sidewalks, maintaining current roads, paving/adding/widening roads to support upcoming growth (town center, apartments, etc.), 4. THEN add additional residential units on larger lots.
- iii. 1. Towne center completion, 2. Downtown restoration/development, 3. Marketing campaign to attract commerce into our city limits.
- iv. Become a real city government functioning for the betterment of the citizens of this city.
- v. Better comercial center to buy food clothing etc
- vi. Bringing downtown back to life
- vii. City center
- viii. Consider wide sidewalks/bicycle paths such as used in Friendship Road area in Hall County or Peachtree city. This would keep bicycles out of traffic as well as providing a useful solution to many having golf carts.
- ix. Dog park!! Regular park? Sidewalks?
- x. Dog park/walking jogging paths
- xi. Don't grow too fast
- xii. Downtown development to connect housing to a center where the community can meet one another and enjoy our small town
- xiii. Expanding dining options, farmers markets, boutiques, improved city parks, improved public safety (around the clock). We dont need anymore housing and warehouses....
- xiv. Get the city expanded, building a new town center, build restaurants and stores within the city limit of Pendergrass
- xv. Larger elementary school. Pendergrass police to have night shift with the increase in population. There is too much wait time and confusion when Pendergrass PD and Jackson county sheriffs switch jurisdiction.
- xvi. maintain the pendergrass greenery, dont provide affordable housing, kids socialization
- xvii. More Parks to accomodate our growing community.
- xviii. Park with walking trails and playground.
- xix. Pendergrass Town Center
- xx. Playground
- xxi. Preserve the town and stop development
- xxii. SCHOOL, SCHOOL, SCHOOL
- xxiii. Schools, Sidewalks/crosswalks, Shops, Restaurants
- xxiv. Sidewalks and park
- xxv. Sidewalks and parks. We have plans for everything else.
- xxvi. Stop building.
- xxvii. The 3 mentioned above, plus continued oversight to insure the growing industrial part of Pendergrass doesn't hurt the quality of life for the residents of Pendergrass
- xxviii. The square and wide sidewalks

xxix. No response 13)

b. Outside City Limits (9)

- i. parks and trail development, identify projects that would be engaging to the community, create jobs, and return revenue back. ie.. an Pendergrass aquarium or zoo.
- ii. I highly recommend that you do not allow the county to influence your growth. Several land owners are not able to sell their land because of a residential moratorium and now they increased lot sizes to 1/2 ac. The children and grandchildren will be forced to pay rents over 2,000 a month because the homes will be so hard to purchase as the will be way greater than 400k and interest rates are almost 6% . The residential market will not survive. The joke is they want commercial and yet you cannot have it without homes .. . Moratoriums on industrial make no sense as they pay for that sewer expansion and bring jobs which will then spark residential growth and then comes commercial . Please do not allow other politicians to influence the growth of your city.
- iii. Adding more parks and green space for families to enjoy, expand area for development of a new North Jackson Elementary school or add a new school to handle growth. Make this area a wonderful place for people...make them want to not just move here but stay and raise generations.
- iv. Block the building of more warehouses.
- v. Expanding our schools due to overcrowding, create a better downtown area with a green space, create a park or walking trails, and/or more internet providers for us to choose from.
- vi. New elementary school sidewalk in Park Community outside area
- vii. NO MORE INDUSTRY. NO MORE POP-UP SUBDIVISIONS. NO MORE PUSHING TO BE SOMETHING WE ARE NOT. RESPECT AND VALUE THE VOICES OF YOUR CITIZENS.
- viii. Stop building warehouses and instead support the eme Lena try school. Maybe build a new one to accommodate the growing population
- ix. Town center, shopping, dining
- x. No response (3)

Community Data

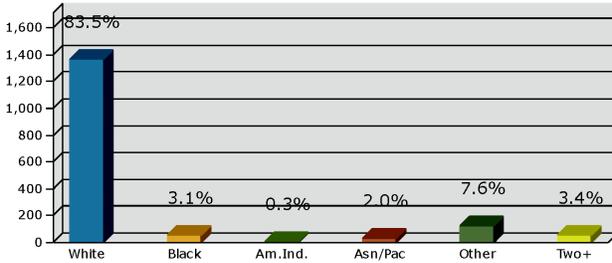


Graphic Profile

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

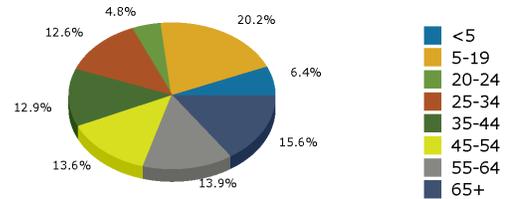
Prepared by Esri

2021 Population by Race

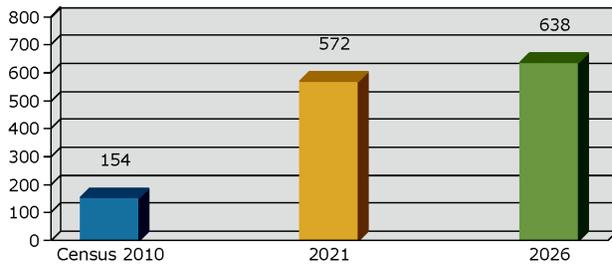


2021 Percent Hispanic Origin: 14.8%

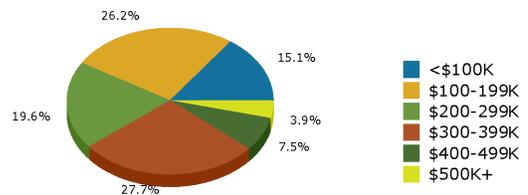
2021 Population by Age



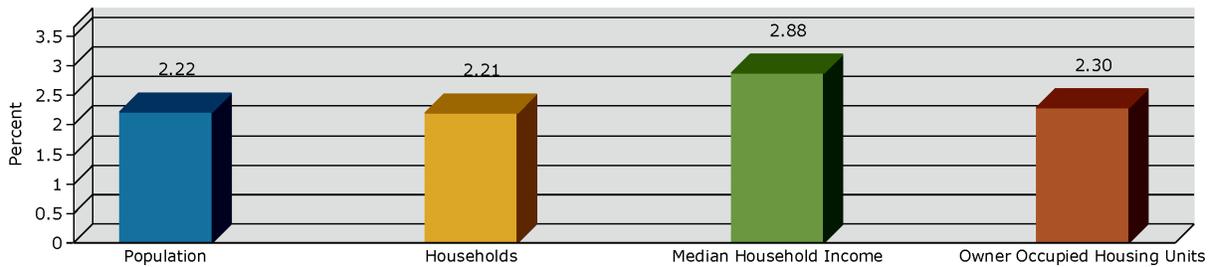
Households



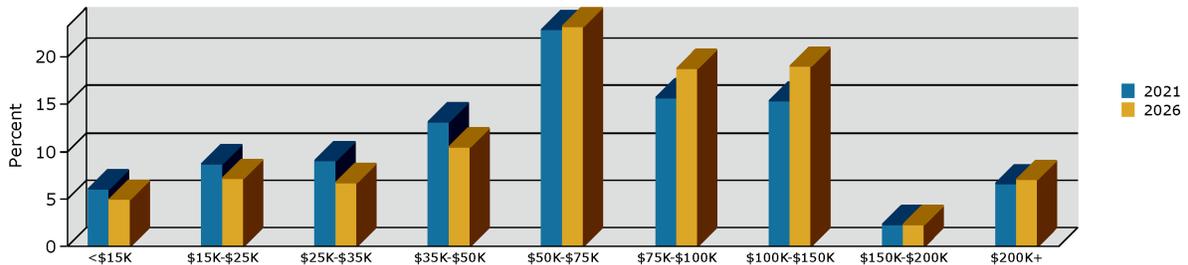
2021 Home Value



2021-2026 Annual Growth Rate



Household Income



Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026.

April 27, 2022



Community Profile

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	Pendergrass t...
Population Summary	
2000 Total Population	299
2010 Total Population	422
2021 Total Population	1,635
2021 Group Quarters	0
2026 Total Population	1,825
2021-2026 Annual Rate	2.22%
2021 Total Daytime Population	1,311
Workers	370
Residents	941
Household Summary	
2000 Households	109
2000 Average Household Size	2.74
2010 Households	154
2010 Average Household Size	2.74
2021 Households	572
2021 Average Household Size	2.86
2026 Households	638
2026 Average Household Size	2.86
2021-2026 Annual Rate	2.21%
2010 Families	116
2010 Average Family Size	3.05
2021 Families	458
2021 Average Family Size	3.16
2026 Families	507
2026 Average Family Size	3.17
2021-2026 Annual Rate	2.05%
Housing Unit Summary	
2000 Housing Units	121
Owner Occupied Housing Units	64.5%
Renter Occupied Housing Units	25.6%
Vacant Housing Units	9.9%
2010 Housing Units	180
Owner Occupied Housing Units	42.2%
Renter Occupied Housing Units	43.3%
Vacant Housing Units	14.4%
2021 Housing Units	631
Owner Occupied Housing Units	73.9%
Renter Occupied Housing Units	16.8%
Vacant Housing Units	9.4%
2026 Housing Units	707
Owner Occupied Housing Units	73.8%
Renter Occupied Housing Units	16.4%
Vacant Housing Units	9.8%
Median Household Income	
2021	\$61,453
2026	\$70,824
Median Home Value	
2021	\$249,390
2026	\$274,242
Per Capita Income	
2021	\$28,943
2026	\$32,267
Median Age	
2010	34.7
2021	39.9
2026	41.3

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

April 27, 2022



Community Profile

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	Pendergrass t...
2021 Households by Income	
Household Income Base	572
<\$15,000	6.1%
\$15,000 - \$24,999	8.7%
\$25,000 - \$34,999	9.1%
\$35,000 - \$49,999	13.1%
\$50,000 - \$74,999	22.9%
\$75,000 - \$99,999	15.7%
\$100,000 - \$149,999	15.4%
\$150,000 - \$199,999	2.3%
\$200,000+	6.6%
Average Household Income	\$83,214
2026 Households by Income	
Household Income Base	637
<\$15,000	5.0%
\$15,000 - \$24,999	7.2%
\$25,000 - \$34,999	6.8%
\$35,000 - \$49,999	10.5%
\$50,000 - \$74,999	23.2%
\$75,000 - \$99,999	18.8%
\$100,000 - \$149,999	19.0%
\$150,000 - \$199,999	2.4%
\$200,000+	7.1%
Average Household Income	\$92,986
2021 Owner Occupied Housing Units by Value	
Total	465
<\$50,000	6.2%
\$50,000 - \$99,999	8.8%
\$100,000 - \$149,999	13.5%
\$150,000 - \$199,999	12.7%
\$200,000 - \$249,999	8.8%
\$250,000 - \$299,999	10.8%
\$300,000 - \$399,999	27.7%
\$400,000 - \$499,999	7.5%
\$500,000 - \$749,999	1.5%
\$750,000 - \$999,999	2.2%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.2%
\$2,000,000 +	0.0%
Average Home Value	\$259,677
2026 Owner Occupied Housing Units by Value	
Total	522
<\$50,000	4.0%
\$50,000 - \$99,999	6.3%
\$100,000 - \$149,999	11.3%
\$150,000 - \$199,999	12.5%
\$200,000 - \$249,999	9.8%
\$250,000 - \$299,999	12.6%
\$300,000 - \$399,999	31.4%
\$400,000 - \$499,999	8.2%
\$500,000 - \$749,999	1.5%
\$750,000 - \$999,999	2.1%
\$1,000,000 - \$1,499,999	0.0%
\$1,500,000 - \$1,999,999	0.2%
\$2,000,000 +	0.0%
Average Home Value	\$276,820

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

April 27, 2022



Community Profile

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	Pendergrass t...
2010 Population by Age	
Total	422
0 - 4	6.9%
5 - 9	11.1%
10 - 14	4.0%
15 - 24	12.1%
25 - 34	16.4%
35 - 44	12.1%
45 - 54	9.7%
55 - 64	9.5%
65 - 74	10.2%
75 - 84	6.4%
85 +	1.7%
18 +	73.9%
2021 Population by Age	
Total	1,631
0 - 4	6.4%
5 - 9	6.9%
10 - 14	7.0%
15 - 24	11.2%
25 - 34	12.6%
35 - 44	12.9%
45 - 54	13.6%
55 - 64	13.9%
65 - 74	10.4%
75 - 84	4.2%
85 +	1.0%
18 +	75.7%
2026 Population by Age	
Total	1,826
0 - 4	6.2%
5 - 9	6.6%
10 - 14	7.2%
15 - 24	11.6%
25 - 34	10.2%
35 - 44	12.8%
45 - 54	13.6%
55 - 64	13.2%
65 - 74	11.4%
75 - 84	6.1%
85 +	1.2%
18 +	76.0%
2010 Population by Sex	
Males	204
Females	218
2021 Population by Sex	
Males	817
Females	814
2026 Population by Sex	
Males	913
Females	913

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

April 27, 2022



Community Profile

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	Pendergrass t...
2010 Population by Race/Ethnicity	
Total	422
White Alone	89.8%
Black Alone	4.0%
American Indian Alone	0.2%
Asian Alone	0.7%
Pacific Islander Alone	0.0%
Some Other Race Alone	1.9%
Two or More Races	3.3%
Hispanic Origin	3.8%
Diversity Index	25.1
2021 Population by Race/Ethnicity	
Total	1,636
White Alone	83.5%
Black Alone	3.1%
American Indian Alone	0.3%
Asian Alone	2.0%
Pacific Islander Alone	0.0%
Some Other Race Alone	7.6%
Two or More Races	3.4%
Hispanic Origin	14.8%
Diversity Index	47.7
2026 Population by Race/Ethnicity	
Total	1,825
White Alone	81.0%
Black Alone	3.3%
American Indian Alone	0.3%
Asian Alone	2.4%
Pacific Islander Alone	0.0%
Some Other Race Alone	9.0%
Two or More Races	3.9%
Hispanic Origin	16.7%
Diversity Index	52.4
2010 Population by Relationship and Household Type	
Total	422
In Households	100.0%
In Family Households	87.7%
Householder	27.5%
Spouse	20.1%
Child	33.2%
Other relative	3.1%
Nonrelative	3.8%
In Nonfamily Households	12.3%
In Group Quarters	0.0%
Institutionalized Population	0.0%
Noninstitutionalized Population	0.0%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

April 27, 2022



Community Profile

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	Pendergrass t...
2021 Population 25+ by Educational Attainment	
Total	1,123
Less than 9th Grade	9.6%
9th - 12th Grade, No Diploma	13.8%
High School Graduate	22.7%
GED/Alternative Credential	10.1%
Some College, No Degree	20.5%
Associate Degree	5.4%
Bachelor's Degree	15.9%
Graduate/Professional Degree	2.0%
2021 Population 15+ by Marital Status	
Total	1,304
Never Married	18.9%
Married	65.7%
Widowed	6.2%
Divorced	9.1%
2021 Civilian Population 16+ in Labor Force	
Civilian Population 16+	731
Population 16+ Employed	96.6%
Population 16+ Unemployment rate	3.4%
Population 16-24 Employed	10.2%
Population 16-24 Unemployment rate	0.0%
Population 25-54 Employed	66.4%
Population 25-54 Unemployment rate	5.1%
Population 55-64 Employed	19.1%
Population 55-64 Unemployment rate	0.0%
Population 65+ Employed	4.2%
Population 65+ Unemployment rate	0.0%
2021 Employed Population 16+ by Industry	
Total	706
Agriculture/Mining	0.6%
Construction	14.4%
Manufacturing	16.0%
Wholesale Trade	3.1%
Retail Trade	13.4%
Transportation/Utilities	8.5%
Information	0.4%
Finance/Insurance/Real Estate	3.3%
Services	37.2%
Public Administration	3.1%
2021 Employed Population 16+ by Occupation	
Total	706
White Collar	43.3%
Management/Business/Financial	10.9%
Professional	15.2%
Sales	4.8%
Administrative Support	12.5%
Services	16.7%
Blue Collar	39.9%
Farming/Forestry/Fishing	0.1%
Construction/Extraction	8.1%
Installation/Maintenance/Repair	5.5%
Production	6.1%
Transportation/Material Moving	20.1%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026 Esri converted Census 2000 data into 2010 geography.

April 27, 2022



ACS Population Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	624		154	High
Total Households	217		56	High
Total Housing Units	224		56	High
POPULATION AGE 3+ YEARS BY SCHOOL ENROLLMENT				
Total	596	100.0%	150	High
Enrolled in school	130	21.8%	43	High
Enrolled in nursery school, preschool	2	0.3%	4	Low
Public school	2	0.3%	4	Low
Private school	0	0.0%	13	
Enrolled in kindergarten	11	1.8%	11	Low
Public school	8	1.3%	9	Low
Private school	3	0.5%	5	Low
Enrolled in grade 1 to grade 4	24	4.0%	17	Low
Public school	24	4.0%	17	Low
Private school	0	0.0%	13	
Enrolled in grade 5 to grade 8	29	4.9%	13	High
Public school	29	4.9%	13	High
Private school	0	0.0%	13	
Enrolled in grade 9 to grade 12	37	6.2%	21	High
Public school	37	6.2%	21	High
Private school	0	0.0%	13	
Enrolled in college undergraduate years	20	3.4%	11	High
Public school	13	2.2%	11	Low
Private school	7	1.2%	7	Low
Enrolled in graduate or professional school	7	1.2%	7	Low
Public school	7	1.2%	7	Low
Private school	0	0.0%	13	
Not enrolled in school	466	78.2%	98	High
POPULATION AGE 65+ BY RELATIONSHIP AND HOUSEHOLD TYPE				
Total	87	100.0%	35	High
Living in Households	87	100.0%	35	High
Living in Family Households	59	67.8%	32	High
Householder	28	32.2%	16	High
Spouse	28	32.2%	17	High
Parent	3	3.4%	5	Low
Parent-in-law	0	0.0%	13	
Other Relative	0	0.0%	13	
Nonrelative	0	0.0%	13	
Living in Nonfamily Households	28	32.2%	17	High
Householder	27	31.0%	16	High
Nonrelative	1	1.1%	2	Low
Living in Group Quarters	0	0.0%	13	

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: High medium Low

April 27, 2022



ACS Population Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY PLACE OF WORK				
Total	353	100.0%	115	High
Worked in state and in county of residence	159	45.0%	67	High
Worked in state and outside county of residence	192	54.4%	69	High
Worked outside state of residence	2	0.6%	3	Low
SEX BY CLASS OF WORKER FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER				
Total:	355	100.0%	115	High
Male:	177	49.9%	61	High
Employee of private company	131	36.9%	55	High
Self-employed in own incorporated business	4	1.1%	5	Low
Private not-for-profit wage and salary workers	5	1.4%	5	Low
Local government workers	12	3.4%	13	Low
State government workers	2	0.6%	4	Low
Federal government workers	0	0.0%	13	Low
Self-employed in own not incorporated business workers	20	5.6%	18	Low
Unpaid family workers	3	0.8%	5	Low
Female:	178	50.1%	64	High
Employee of private company	116	32.7%	48	High
Self-employed in own incorporated business	4	1.1%	5	Low
Private not-for-profit wage and salary workers	26	7.3%	27	Low
Local government workers	15	4.2%	10	Low
State government workers	7	2.0%	9	Low
Federal government workers	5	1.4%	7	Low
Self-employed in own not incorporated business workers	5	1.4%	5	Low
Unpaid family workers	0	0.0%	13	Low
POPULATION IN HOUSEHOLDS AND PRESENCE OF A COMPUTER				
Total	624	100.0%	154	High
Population <18 in Households	146	23.4%	53	High
Have a Computer	146	23.4%	53	High
Have NO Computer	0	0.0%	13	Low
Population 18-64 in Households	391	62.7%	125	High
Have a Computer	364	58.3%	123	High
Have NO Computer	27	4.3%	26	Low
Population 65+ in Households	87	13.9%	35	High
Have a Computer	54	8.7%	24	High
Have NO Computer	33	5.3%	25	Low
HOUSEHOLDS AND INTERNET SUBSCRIPTIONS				
Total	217	100.0%	56	High
With an Internet Subscription	177	81.6%	51	High
Dial-Up Alone	0	0.0%	13	Low
Broadband	154	71.0%	48	High
Satellite Service	20	9.2%	15	Low
Other Service	2	0.9%	4	Low
Internet Access with no Subscription	2	0.9%	4	Low
With No Internet Access	38	17.5%	20	High

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: High medium Low

April 27, 2022



ACS Population Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK				
Total	353	100.0%	115	High
Drove alone	304	86.1%	106	High
Carpooled	34	9.6%	33	Low
Public transportation (excluding taxicab)	0	0.0%	13	
Bus or trolley bus	0	0.0%	13	
Light rail, streetcar or trolley	0	0.0%	13	
Subway or elevated	0	0.0%	13	
Long-distance/Commuter Train	0	0.0%	13	
Ferryboat	0	0.0%	13	
Taxicab	0	0.0%	13	
Motorcycle	0	0.0%	13	
Bicycle	3	0.8%	4	Low
Walked	0	0.0%	13	
Other means	3	0.8%	5	Low
Worked at home	9	2.5%	10	Low
WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK				
Total	344	100.0%	115	High
Less than 5 minutes	12	3.5%	13	Low
5 to 9 minutes	63	18.3%	44	Low
10 to 14 minutes	53	15.4%	34	High
15 to 19 minutes	23	6.7%	16	Low
20 to 24 minutes	21	6.1%	18	Low
25 to 29 minutes	25	7.3%	15	High
30 to 34 minutes	59	17.2%	33	High
35 to 39 minutes	6	1.7%	9	Low
40 to 44 minutes	21	6.1%	15	Low
45 to 59 minutes	13	3.8%	10	Low
60 to 89 minutes	36	10.5%	34	Low
90 or more minutes	12	3.5%	10	Low
Average Travel Time to Work (in minutes)	26.5		13.2	High
FEMALES AGE 20-64 YEARS BY AGE OF OWN CHILDREN AND EMPLOYMENT STATUS				
Total	204	100.0%	66	High
Own children under 6 years only	9	4.4%	6	Low
In labor force	6	2.9%	6	Low
Not in labor force	3	1.5%	5	Low
Own children under 6 years and 6 to 17 years	28	13.7%	17	High
In labor force	20	9.8%	16	Low
Not in labor force	8	3.9%	9	Low
Own children 6 to 17 years only	26	12.7%	15	High
In labor force	13	6.4%	9	Low
Not in labor force	13	6.4%	13	Low
No own children under 18 years	141	69.1%	59	High
In labor force	125	61.3%	58	High
Not in labor force	16	7.8%	10	High

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: High medium Low

April 27, 2022



ACS Population Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015 - 2019 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY OTHER INCOME				
Social Security Income	58	26.7%	23	■
No Social Security Income	159	73.3%	50	■
Retirement Income	52	24.0%	30	■
No Retirement Income	165	76.0%	46	■
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
<10% of Income	0	0.0%	13	
10-14.9% of Income	11	25.0%	8	■
15-19.9% of Income	10	22.7%	11	■
20-24.9% of Income	8	18.2%	7	■
25-29.9% of Income	0	0.0%	13	
30-34.9% of Income	0	0.0%	13	
35-39.9% of Income	2	4.5%	4	■
40-49.9% of Income	2	4.5%	3	■
50+% of Income	9	20.5%	12	■
Gross Rent % Inc Not Computed	2	4.5%	4	■
HOUSEHOLDS BY PUBLIC ASSISTANCE INCOME IN THE PAST 12 MONTHS				
Total	217	100.0%	56	■
With public assistance income	0	0.0%	13	
No public assistance income	217	100.0%	56	■
HOUSEHOLDS BY FOOD STAMPS/SNAP STATUS				
Total	217	100.0%	56	■
With Food Stamps/SNAP	27	12.4%	17	■
With No Food Stamps/SNAP	190	87.6%	52	■
HOUSEHOLDS BY DISABILITY STATUS				
Total	217	100.0%	56	■
With 1+ Persons w/Disability	48	22.1%	20	■
With No Person w/Disability	169	77.9%	49	■

Data Note: N/A means not available. Population by Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2017, adjusted for inflation.

2015-2019 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2015-2019 ACS estimates, five-year period data collected monthly from January 1, 2015 through December 31, 2019. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■ high ■ medium ■ low

April 27, 2022



ACS Housing Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	624		154	High
Total Households	217		56	High
Total Housing Units	224		56	High
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	173	100.0%	52	High
Housing units with a mortgage/contract to purchase/similar debt	134	77.5%	49	High
Second mortgage only	0	0.0%	13	Low
Home equity loan only	2	1.2%	3	Low
Both second mortgage and home equity loan	0	0.0%	13	Low
No second mortgage and no home equity loan	132	76.3%	49	High
Housing units without a mortgage	39	22.5%	18	High
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	\$201,731		\$110,151	High
Housing units without a mortgage	\$249,744		\$192,605	Low
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS & SELECTED MONTHLY OWNER COSTS				
Total	173	100.0%	52	High
With a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	6	3.5%	6	Low
10.0 to 14.9 percent	12	6.9%	8	Low
15.0 to 19.9 percent	22	12.7%	16	Low
20.0 to 24.9 percent	49	28.3%	37	Low
25.0 to 29.9 percent	11	6.4%	11	Low
30.0 to 34.9 percent	10	5.8%	12	Low
35.0 to 39.9 percent	3	1.7%	6	Low
40.0 to 49.9 percent	5	2.9%	6	Low
50.0 percent or more	13	7.5%	11	Low
Not computed	3	1.7%	5	Low
Without a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	13	7.5%	10	Low
10.0 to 14.9 percent	11	6.4%	11	Low
15.0 to 19.9 percent	3	1.7%	5	Low
20.0 to 24.9 percent	7	4.0%	9	Low
25.0 to 29.9 percent	3	1.7%	5	Low
30.0 to 34.9 percent	0	0.0%	13	Low
35.0 to 39.9 percent	0	0.0%	13	Low
40.0 to 49.9 percent	1	0.6%	4	Low
50.0 percent or more	1	0.6%	4	Low
Not computed	0	0.0%	13	Low

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: High medium Low

April 27, 2022



ACS Housing Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT				
Total	44	100.0%	21	■ ■
With cash rent	42	95.5%	20	■ ■
Less than \$100	0	0.0%	13	
\$100 to \$149	0	0.0%	13	
\$150 to \$199	1	2.3%	3	■
\$200 to \$249	0	0.0%	13	
\$250 to \$299	0	0.0%	13	
\$300 to \$349	0	0.0%	13	
\$350 to \$399	0	0.0%	13	
\$400 to \$449	3	6.8%	5	■
\$450 to \$499	2	4.5%	3	■
\$500 to \$549	2	4.5%	3	■
\$550 to \$599	17	38.6%	16	■
\$600 to \$649	2	4.5%	3	■
\$650 to \$699	2	4.5%	4	■
\$700 to \$749	7	15.9%	7	■
\$750 to \$799	0	0.0%	13	
\$800 to \$899	0	0.0%	13	
\$900 to \$999	0	0.0%	13	
\$1,000 to \$1,249	2	4.5%	4	■
\$1,250 to \$1,499	2	4.5%	3	■
\$1,500 to \$1,999	2	4.5%	3	■
\$2,000 to \$2,499	0	0.0%	13	
\$2,500 to \$2,999	0	0.0%	13	
\$3,000 to \$3,499	0	0.0%	13	
\$3,500 or more	0	0.0%	13	
No cash rent	2	4.5%	4	■
Median Contract Rent	\$588		\$50	■ ■
Average Contract Rent	\$690		\$469	■
RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT				
Total	44	100.0%	21	■ ■
Pay extra for one or more utilities	44	100.0%	21	■ ■
No extra payment for any utilities	0	0.0%	13	

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■ ■ high ■ medium ■ low

April 27, 2022



ACS Housing Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY GROSS RENT				
Total:	44	100.0%	21	■
With cash rent:	42	95.5%	20	■
Less than \$100	0	0.0%	13	
\$100 to \$149	0	0.0%	13	
\$150 to \$199	0	0.0%	13	
\$200 to \$249	0	0.0%	13	
\$250 to \$299	1	2.3%	3	■
\$300 to \$349	0	0.0%	13	
\$350 to \$399	0	0.0%	13	
\$400 to \$449	0	0.0%	13	
\$450 to \$499	0	0.0%	13	
\$500 to \$549	0	0.0%	13	
\$550 to \$599	5	11.4%	6	■
\$600 to \$649	1	2.3%	4	■
\$650 to \$699	0	0.0%	13	
\$700 to \$749	0	0.0%	13	
\$750 to \$799	2	4.5%	3	■
\$800 to \$899	16	36.4%	15	■
\$900 to \$999	7	15.9%	7	■
\$1,000 to \$1,249	2	4.5%	4	■
\$1,250 to \$1,499	4	9.1%	5	■
\$1,500 to \$1,999	4	9.1%	5	■
\$2,000 to \$2,499	0	0.0%	13	
\$2,500 to \$2,999	0	0.0%	13	
\$3,000 to \$3,499	0	0.0%	13	
\$3,500 or more	0	0.0%	13	
No cash rent	2	4.5%	4	■
Median Gross Rent	\$875		\$56	■
Average Gross Rent	\$957		\$648	■

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■ high ■ medium ■ low

April 27, 2022



ACS Housing Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
HOUSING UNITS BY UNITS IN STRUCTURE				
Total	224	100.0%	56	High
1, detached	212	94.6%	54	High
1, attached	0	0.0%	13	Low
2	0	0.0%	13	Low
3 or 4	1	0.4%	4	Low
5 to 9	0	0.0%	13	Low
10 to 19	0	0.0%	13	Low
20 to 49	0	0.0%	13	Low
50 or more	0	0.0%	13	Low
Mobile home	11	4.9%	8	Low
Boat, RV, van, etc.	0	0.0%	13	Low
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	224	100.0%	56	High
Built 2014 or later	35	15.6%	28	Low
Built 2010 to 2013	0	0.0%	13	Low
Built 2000 to 2009	97	43.3%	35	High
Built 1990 to 1999	15	6.7%	11	Low
Built 1980 to 1989	9	4.0%	8	Low
Built 1970 to 1979	17	7.6%	13	Low
Built 1960 to 1969	22	9.8%	17	Low
Built 1950 to 1959	14	6.2%	12	Low
Built 1940 to 1949	5	2.2%	6	Low
Built 1939 or earlier	10	4.5%	7	Low
Median Year Structure Built	2002		3	High
OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT				
Total	217	100.0%	56	High
Owner occupied				
Moved in 2017 or later	17	7.8%	13	Low
Moved in 2015 to 2016	43	19.8%	37	Low
Moved in 2010 to 2014	37	17.1%	17	High
Moved in 2000 to 2009	38	17.5%	19	High
Moved in 1990 to 1999	19	8.8%	14	Low
Moved in 1989 or earlier	19	8.8%	13	Low
Renter occupied				
Moved in 2017 or later	0	0.0%	13	Low
Moved in 2015 to 2016	10	4.6%	9	Low
Moved in 2010 to 2014	21	9.7%	14	Low
Moved in 2000 to 2009	10	4.6%	10	Low
Moved in 1990 to 1999	2	0.9%	3	Low
Moved in 1989 or earlier	1	0.5%	3	Low
Median Year Householder Moved Into Unit	2012		3	High

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: High medium Low

April 27, 2022



ACS Housing Summary

Pendergrass Town, GA
Pendergrass Town, GA (1360032)
Geography: Place

Prepared by Esri

	2015-2019 ACS Estimate	Percent	MOE(±)	Reliability
OWNER-OCCUPIED HOUSING UNITS BY VALUE				
Total	173	100%	52	■ ■
Less than \$10,000	2	1.2%	4	■
\$10,000 to \$14,999	0	0.0%	13	
\$15,000 to \$19,999	0	0.0%	13	
\$20,000 to \$24,999	1	0.6%	4	■
\$25,000 to \$29,999	0	0.0%	13	
\$30,000 to \$34,999	0	0.0%	13	
\$35,000 to \$39,999	0	0.0%	13	
\$40,000 to \$49,999	0	0.0%	13	
\$50,000 to \$59,999	0	0.0%	13	
\$60,000 to \$69,999	0	0.0%	13	
\$70,000 to \$79,999	5	2.9%	8	■
\$80,000 to \$89,999	2	1.2%	4	■
\$90,000 to \$99,999	17	9.8%	16	■
\$100,000 to \$124,999	7	4.0%	7	■
\$125,000 to \$149,999	2	1.2%	3	■
\$150,000 to \$174,999	36	20.8%	29	■
\$175,000 to \$199,999	20	11.6%	13	■ ■
\$200,000 to \$249,999	49	28.3%	30	■ ■
\$250,000 to \$299,999	17	9.8%	11	■ ■
\$300,000 to \$399,999	9	5.2%	10	■
\$400,000 to \$499,999	0	0.0%	13	
\$500,000 to \$749,999	2	1.2%	3	■
\$750,000 to \$999,999	2	1.2%	4	■
\$1,000,000 to \$1,499,999	0	0.0%	13	
\$1,500,000 to \$1,999,999	2	1.2%	3	■
\$2,000,000 or more	0	0.0%	13	
Median Home Value	\$193,100		\$30,719	■ ■
Average Home Value	\$212,555		\$94,407	■ ■

Data Note: N/A means not available.

2015-2019 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2015-2019 ACS estimates, five-year period data collected monthly from January 1, 2015 through December 31, 2019. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- ■ High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2015-2019 American Community Survey

Reliability: ■ ■ high ■ medium ■ low

April 27, 2022

Table: DECENNIALPL2020.P1

RACE		
Note: The table shown may have been modified by user selections. Some information may be missing.		
DATA NOTES		
TABLE ID:	P1	
SURVEY/PROGRAM:	Decennial Census	
VINTAGE:	2020	
DATASET:	DECENNIALPL2020	
PRODUCT:	DEC Redistricting Data (PL 94-171)	
UNIVERSE:	Total population	
FTP URL:	https://www2.census.gov/programs-surveys/decennial/2020/data/	
API URL:	https://api.census.gov/data/2020/dec/pl	
USER SELECTIONS		
GEOS	Pendergrass town, Georgia	
VINTAGES	2020	
DATASETS	DEC Redistricting Data (PL 94-171)	
EXCLUDED COLUMNS	None	
APPLIED FILTERS	None	
APPLIED SORTS	None	
PIVOT & GROUPING	None	
WEB ADDRESS	https://data.census.gov/cedsci/table?g=1600000US1360032&y=2020&d=DEC%20Redistricting%20Data%20%28PL%2094-171%29&tid=DECENNIALPL2020.P1	
TABLE NOTES	<p>Note: For information on data collection, confidentiality protection, nonsampling error, and definitions, see 2020 Census Redistricting Data (Public Law 94-171) Summary File Technical Documentation.</p> <p>For information on the statistical methods used to protect confidentiality in these tables, see Disclosure Avoidance and the 2020 Census.</p> <p>Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171)</p>	
COLUMN NOTES	None	

Table: DECENNIALPL2020.P1

Label	Pendergrass town, Georgia
Total:	1,692
Population of one race:	1,553
White alone	1,011
Black or African American alone	246
American Indian and Alaska Native alone	11
Asian alone	118
Native Hawaiian and Other Pacific Islander alone	2
Some Other Race alone	165
Population of two or more races:	139
Population of two races:	136
White; Black or African American	32
White; American Indian and Alaska Native	16
White; Asian	11
White; Native Hawaiian and Other Pacific Islander	0
White; Some Other Race	70
Black or African American; American Indian and Alaska Native	0
Black or African American; Asian	0
Black or African American; Native Hawaiian and Other Pacific Islander	0
Black or African American; Some Other Race	5
American Indian and Alaska Native; Asian	0
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0
American Indian and Alaska Native; Some Other Race	2
Asian; Native Hawaiian and Other Pacific Islander	0
Asian; Some Other Race	0

Table: DECENNIALPL2020.P2

HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE		
Note: The table shown may have been modified by user selections. Some information may be missing.		
DATA NOTES		
TABLE ID:	P2	
SURVEY/PROGRAM:	Decennial Census	
VINTAGE:	2020	
DATASET:	DECENNIALPL2020	
PRODUCT:	DEC Redistricting Data (PL 94-171)	
UNIVERSE:	Total population	
FTP URL:	https://www2.census.gov/programs-surveys/decennial/2020/data/	
API URL:	https://api.census.gov/data/2020/dec/pl	
USER SELECTIONS		
VINTAGES	2020	
DATASETS	DEC Redistricting Data (PL 94-171)	
GEOS	Pendergrass town, Georgia	
EXCLUDED COLUMNS		
	None	
APPLIED FILTERS		
	None	
APPLIED SORTS		
	None	
PIVOT & GROUPING		
	None	
WEB ADDRESS		
	https://data.census.gov/cedsci/table?g=1600000US1360032&y=2020&d=DEC%20Redistricting%20Data%20%28PL%2094-171%29&tid=DECENNIALPL2020.P2	
TABLE NOTES		
	Note: For information on data collection, confidentiality protection, nonsampling error, and definitions, see 2020 Census Redistricting Data (Public Law 94-171) Summary File Technical Documentation.	
	For information on the statistical methods used to protect confidentiality in these tables, see Disclosure Avoidance and the 2020 Census.	
	Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171)	
COLUMN NOTES		
	None	

Table: DECENNIALPL2020.P2

Label	Pendergrass town, Georgia
Total:	1,692
Hispanic or Latino	287
Not Hispanic or Latino:	1,405
Population of one race:	1,338
White alone	971
Black or African American alone	232
American Indian and Alaska Native alone	5
Asian alone	118
Native Hawaiian and Other Pacific Islander alone	1
Some Other Race alone	11
Population of two or more races:	67
Population of two races:	67
White; Black or African American	32
White; American Indian and Alaska Native	12
White; Asian	11
White; Native Hawaiian and Other Pacific Islander	0
White; Some Other Race	11
Black or African American; American Indian and Alaska Native	0
Black or African American; Asian	0
Black or African American; Native Hawaiian and Other Pacific Islander	0
Black or African American; Some Other Race	1
American Indian and Alaska Native; Asian	0
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0
American Indian and Alaska Native; Some Other Race	0

Table: DECENNIALPL2020.H1

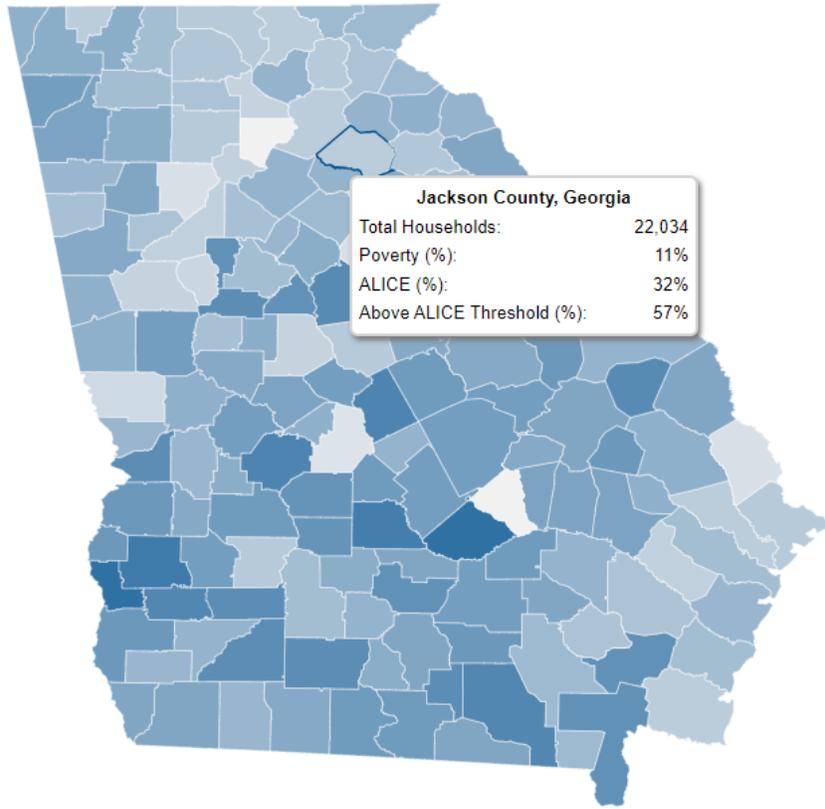
OCCUPANCY STATUS		
Note: The table shown may have been modified by user selections. Some information may be missing.		
DATA NOTES		
TABLE ID:	H1	
SURVEY/PROGRAM:	Decennial Census	
VINTAGE:	2020	
DATASET:	DECENNIALPL2020	
PRODUCT:	DEC Redistricting Data (PL 94-171)	
UNIVERSE:	Housing units	
FTP URL:	https://www2.census.gov/programs-surveys/decennial/2020/data/	
API URL:	https://api.census.gov/data/2020/dec/pl	
USER SELECTIONS		
VINTAGES	2020	
DATASETS	DEC Redistricting Data (PL 94-171)	
GEOS	Pendergrass town, Georgia	
EXCLUDED COLUMNS		
	None	
APPLIED FILTERS		
	None	
APPLIED SORTS		
	None	
PIVOT & GROUPING		
	None	
WEB ADDRESS		
	https://data.census.gov/cedsci/table?g=1600000US1360032&y=2020&d=DEC%20Redistricting%20Data%20%28PL%2094-171%29&tid=DECENNIALPL2020.H1	
TABLE NOTES		
	Note: For information on data collection, confidentiality protection, nonsampling error, and definitions, see 2020 Census Redistricting Data (Public Law 94-171) Summary File Technical Documentation.	
	For information on the statistical methods used to protect confidentiality in these tables, see Disclosure Avoidance and the 2020 Census.	
	Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171)	
COLUMN NOTES		
	None	

Table: DECENNIALPL2020.H1

Label	Pendergrass town, Georgia
Total:	559
Occupied	521
Vacant	38

County-Level Details, 2018

[CLICK FOR STATE OVERVIEW](#)



[View Source](#)

County-level ALICE (“Asset Limited, Income Constrained, Employed”) details for Jackson County, 2018 (United for ALICE).

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H+T Fact Sheets

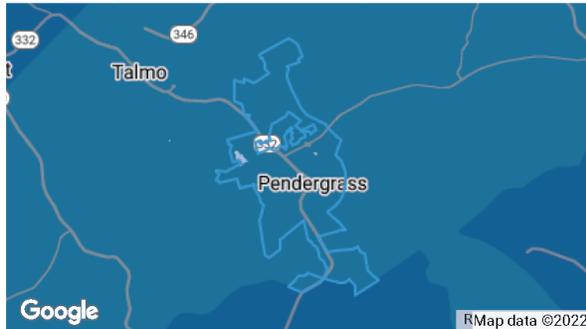


Municipality: Pendergrass, GA

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$53,379 Commuters: 1.17 Household Size: 2.88 (Jefferson, GA)

Map of Transportation Costs % Income



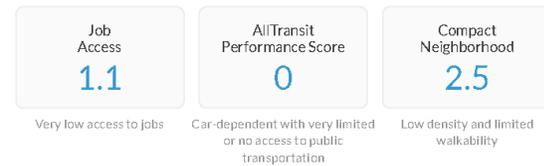
Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.



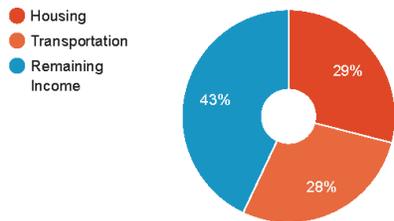
Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index



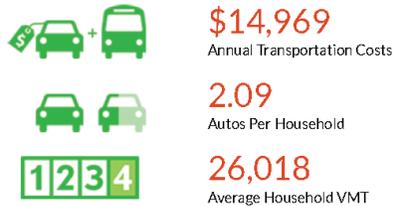
Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



0%

Transit Ridership % of Workers

0

Annual Transit Trips

10.69 Tonnes

Annual Greenhouse Gas per Household

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H+T Fact Sheets



H+T Metrics

Affordability

Housing + Transportation Costs % Income:	57%
Housing Costs % Income:	29%
Transportation Costs % Income:	28%

Demographics

Block Groups:	0
Households:	138
Population:	361

Household Transportation Model Outputs

Autos per Household:	2.09
Annual Vehicle Miles Traveled per Household :	26,018
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$14,969
Annual Auto Ownership Cost:	\$11,363
Annual VMT Cost:	\$3,605
Annual Transit Cost:	\$0
Annual Transit Trips:	0

Environmental Characteristics

Residential Density 2010:	0.29 HHs/Res. Acre
Gross Household Density:	0.07 HH/Acre
Regional Household Intensity:	3,127 HH/mile ²
Percent Single Family Detached Households:	77%
Employment Access Index:	3,707 Jobs/mi ²
Employment Mix Index (0-100):	85
Transit Connectivity Index (0-100):	0
Transit Access Shed:	0 km ²
Jobs Accessible in 30 Minute Transit Ride:	0
Available Transit Trips per Week:	0
Average Block Perimeter:	2,487 Meters
Average Block Size :	108 Acres
Intersection Density:	10 /mi ²

Housing Costs

Average Monthly Housing Cost:	\$1,273
Median Selected Monthly Owner Costs:	\$1,502
Median Gross Monthly Rent:	\$750
Percent Owner Occupied Housing Units:	70%
Percent Renter Occupied Housing Unit:	30%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	10.69 Tonnes
Annual GHG per Acre:	0.76 Tonnes

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2017 REGIONAL WATER PLAN

UPPER OCONEE REGION

BACKGROUND

The Upper Oconee Regional Water Plan was initially completed in 2011 and subsequently updated in 2017. The plan outlines near-term and long-term strategies to meet water needs through 2050. Major water resources include portions of the Oconee, Ocmulgee, Ogeechee, Savannah, and Altamaha river basins and includes various groundwater aquifer systems. The Upper Oconee Region encompasses several major population centers including Athens and Dublin.

OVERVIEW OF UPPER OCONEE REGION

The Upper Oconee Region encompasses 13 counties in the central-northeast portion of Georgia. Over the next 35 years, the population of the region is projected to increase from approximately 577,000 to 877,000 residents. The region's leading economic sectors include government, health care, services, manufacturing, retail and construction.

In 2015, the Upper Oconee Region withdrew approximately 166 million gallons per day (MGD) for water supply to meet municipal (44 percent), industrial (37 percent) and agricultural (18 percent) uses. Surface water and groundwater demand in the region are currently evenly split and projected to increase proportionally over the planning horizon.



KEY WATER RESOURCE ISSUES ADDRESSED BY THE COUNCIL

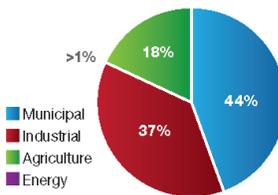
1. Efficient use of the water by all sectors, recognizing the diverse characteristics of the Upper Oconee.
2. Strategic wastewater management in fast growing counties (Barrow, Jackson, Oconee, and Walton Counties).
3. Potential limitations placed on future surface water supplies in existing impoundments.
4. Protecting the water quality of Lakes Oconee and Sinclair and the Oconee River by reducing both point and nonpoint source nutrient loads.
5. The natural capacity of the water bodies to process pollutants is exceeded in the middle (Morgan and Putnam Counties) and lower (Laurens and Wilkinson Counties) portion of the basin due to zones of low dissolved oxygen.



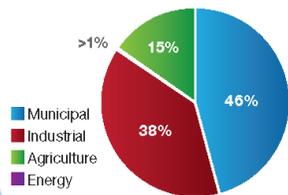
UPPER OCONEE WATER PLANNING REGION

FORECASTED REGIONAL WATER DEMANDS

2015 WATER DEMAND
TOTAL = 166 MGD



2050 WATER DEMAND
TOTAL = 226 MGD



Georgia's
State Water Plan
UPPER OCONEE REGION

www.georgiawaterplanning.org

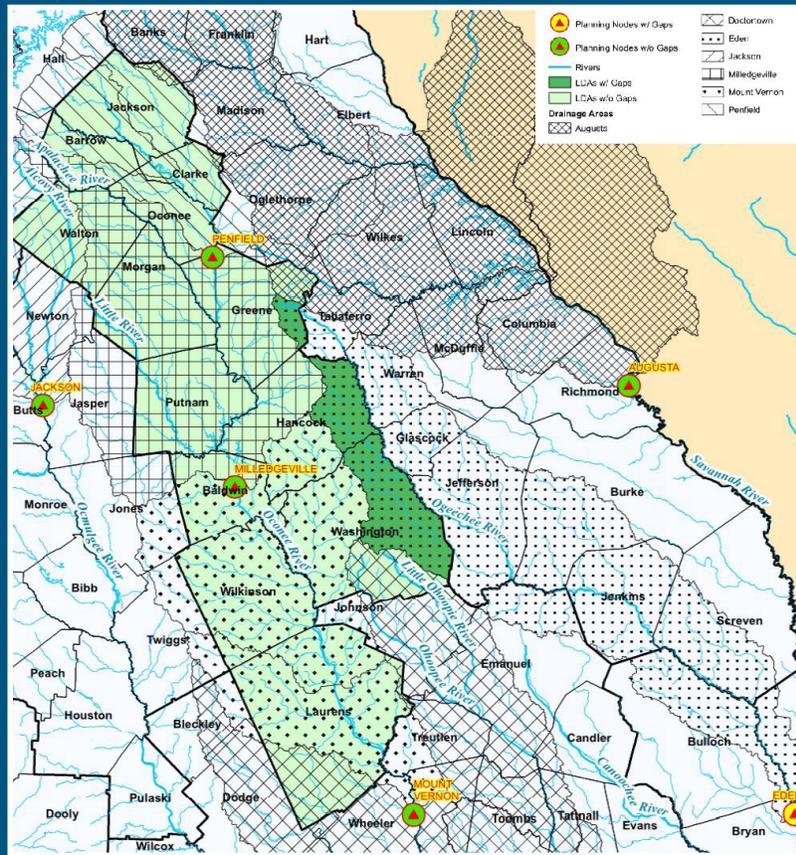
SUMMARY OF 2017 RESOURCE ASSESSMENT RESULTS

GROUNDWATER: At the regional level, there will be adequate supplies to meet the region's future groundwater supply needs over the planning horizon.

SURFACE WATER QUALITY: Water quality gaps were predicted to occur in Lakes Oconee and Sinclair due to excess nutrients in the future due to a combination of point source and nonpoint source pollutant loads from anticipated wastewater discharges and land use changes.

SURFACE WATER AVAILABILITY: Over the next 35 years, the modeling analysis indicates that forecasted surface water demand within the Upper Oconee Region is projected to cause stream flows in the Ogeechee River (at the Eden planning node) to fall below targets for support of instream uses (resulting in "potential gaps"). A map of the node locations, their drainage areas, and a summary of the potential gaps are provided below.

POTENTIAL 2050 SURFACE WATER GAPS IN THE UPPER OCONEE REGION



SUMMARY OF MODELED 2050 POTENTIAL SURFACE WATER GAPS

Node	Duration of Gap (% of total days*)	Avg. Flow Deficit (MGD)	Long-term Avg. Flow (MGD)
Eden	3	16	1,430

*Model simulation period is 1939 - 2013

UPPER OCONEE MANAGEMENT PRACTICES

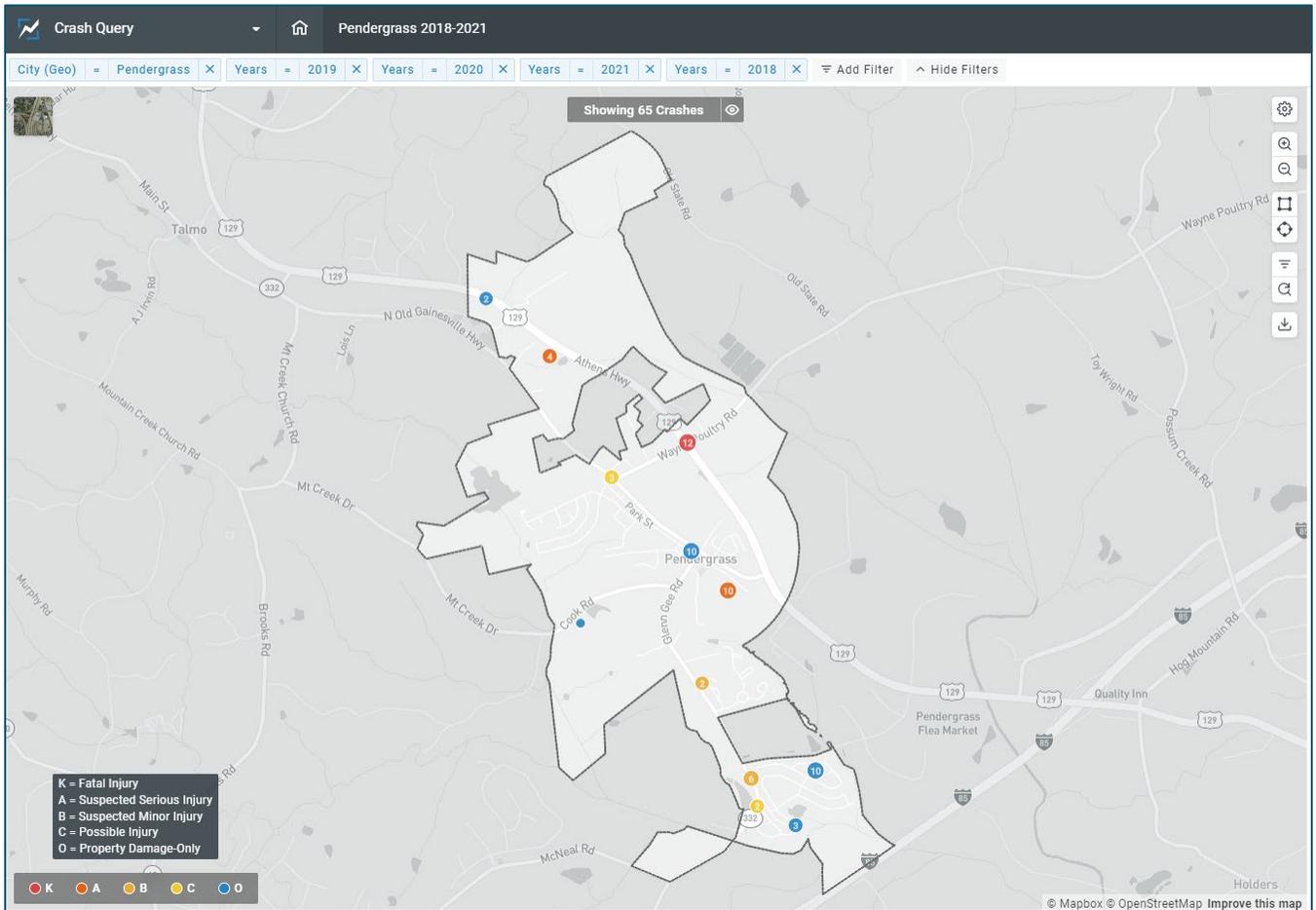
The Upper Oconee Plan describes 25 management practices targeted toward current and future needs. Actions for surface and groundwater are grouped and listed by the water use sectors that will implement them. The Plan also includes practices for resources shared with other regions. Representative practices are summarized here.

WATER CONSERVATION: To prevent potential shortages in meeting instream flow needs, the Upper Oconee Plan encourages conservation pricing and development of water conservation goals.

WATER SUPPLY: Practices include expansion of existing reservoirs and construction of new water supply reservoirs.

WASTEWATER & WATER QUALITY: The Upper Oconee Plan calls for implementation of centralized sewer in developing areas where density warrants and development of local wastewater master plans to evaluate wastewater treatment and disposal options to meet future demands. Comprehensive land use planning and local government participation in construction erosion and sediment control are also encouraged.

RECOMMENDATIONS TO STATE: Focus on incentives, collaboration and cooperation with state and local planning agencies, support plan implementers; fund water planning; focus funding and assistance on areas with shortfalls; continue monitoring to help conserve Georgia's natural, historic, and cultural resources.



GDOT recorded crashes in Pendergrass, 2018-2021. At this scale, each point location indicates the general vicinity of a group of crashes in proximity to one another, not the exact location of individual crashes (GDOT).

CRASH SUMMARY REPORT

Pendergrass 2018-2021

Created on July 6, 2022

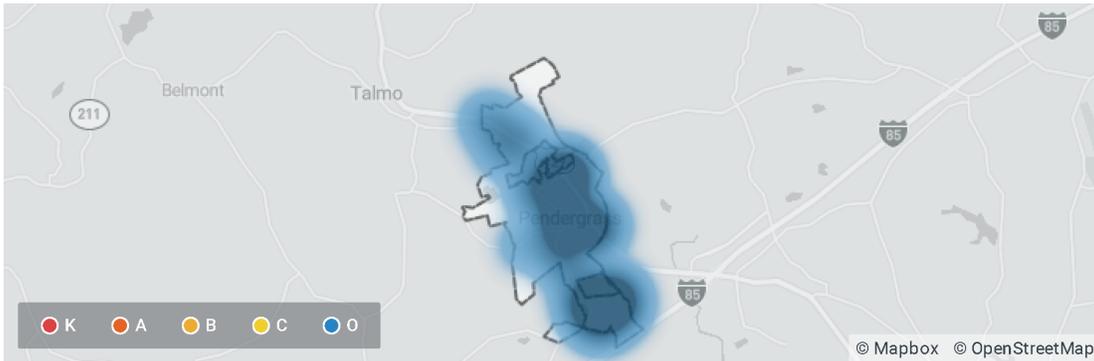
Created by Carol cflaute@negrc.org

Data extents: January 10, 2018 to November 29, 2021



Applied Filters

City (Geo) = Pendergrass Years = 2019 Years = 2020 Years = 2021 Years = 2018



Total Crashes	65	Fatal Crashes	1
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GDOT Summary	Collisions Dataset	
Total Crashes	65	100.00%
Intersection Related	35	53.85%
Distracted Driver (Suspected)	26	40.00%
Single Motor Vehicle Involved	21	32.31%
CMV Related	5	7.69%
Impaired (Suspected)	4	6.15%
Impaired Driving (Confirmed)	4	6.15%
Distracted Driver (Confirmed)	1	1.54%
+ 3 more	1	1.54%

Date and Time (Year)	Collisions Dataset	
2021	17	26.15%
2020	10	15.38%
2019	15	23.08%
2018	23	35.38%
2017	0	0.00%
2016		
2015		
2014		
2013		

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	3	4.62%
2 am - 4 am	1	1.54%
4 am - 6 am	4	6.15%
6 am - 8 am	8	12.31%
8 am - 10 am	7	10.77%
10 am - 12 pm	2	3.08%
12 pm - 2 pm	7	10.77%
2 pm - 4 pm	10	15.38%
+ 4 more	23	35.39%

Manner of Collision (Crash Level)	Collisions Dataset	
Not a Collision with Motor Vehicle	18	27.69%
Angle (Other)	17	26.15%
Rear End	13	20.00%
Sideswipe-Same Direction	7	10.77%
Left Angle Crash	4	6.15%
Sideswipe-Opposite Direction	3	4.62%
Head On	2	3.08%
Right Angle Crash	1	1.54%
(None)	0	0.00%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Non-Intersection	26	40.00%
On Roadway - Roadway Intersection	21	32.31%
Off Roadway	10	15.38%
On Roadway - Driveway Intersection	4	6.15%
On Shoulder	3	4.62%
Median	1	1.54%
+ 11 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	44	67.69%
Parked Motor Vehicle	10	15.38%
Utility Pole	4	6.15%
Other - Fixed Object	3	4.62%
Tree	3	4.62%
Deer	2	3.08%
Ditch	2	3.08%

Other Non-Collision	2	3.08%
+ 30 more	4	6.16%
Operator / Driver Contributing Factor Collisions Dataset		
(None)	33	50.77%
No Contributing Factors	22	33.85%
Failure to Yield	5	7.69%
Following Too Close	4	6.15%
Misjudged Clearance	4	6.15%
Changed Lanes Improperly	3	4.62%
Disregard Other Traffic Control	3	4.62%
Driver Lost Control	3	4.62%
+ 35 more	8	12.32%
Area: County Collisions Dataset		
Jackson	65	100.00%
+ 158 more	0	0%
Area: District (Crash Level) Collisions Dataset		
D1	65	100.00%
D2	0	0.00%
D3		
D4		
D5		
D6		
D7		
Safety Equipment (Crash Level) Collisions Dataset		
<i>This field contains no values</i>		
First Harmful Event Collisions Dataset		
Motor Vehicle in Motion	44	67.69%
Parked Motor Vehicle	7	10.77%
Utility Pole	4	6.15%
Other - Fixed Object	3	4.62%
Over Turn	3	4.62%
Deer	2	3.08%
Ditch	2	3.08%
Other Non-Collision	2	3.08%
+ 31 more	4	6.16%
# of Fatalities (Collision Table) Collisions Dataset		

0	64	98.46%
1	1	1.54%
+ 8 more	0	0%

Inflow/Outflow Report

Selection Area Labor Market Size (All Jobs)

	2019	
	Count	Share
Employed in the Selection Area	152	100.0%
Living in the Selection Area	254	167.1%
Net Job Inflow (+) or Outflow (-)	-102	-

In-Area Labor Force Efficiency (All Jobs)

	2019	
	Count	Share
Living in the Selection Area	254	100.0%
Living and Employed in the Selection Area	0	0.0%
Living in the Selection Area but Employed Outside	254	100.0%

In-Area Employment Efficiency (All Jobs)

	2019	
	Count	Share
Employed in the Selection Area	152	100.0%
Employed and Living in the Selection Area	0	0.0%
Employed in the Selection Area but Living Outside	152	100.0%

Outflow Job Characteristics (All Jobs)

	2019	
	Count	Share
External Jobs Filled by Residents	254	100.0%
Workers Aged 29 or younger	51	20.1%
Workers Aged 30 to 54	155	61.0%
Workers Aged 55 or older	48	18.9%
Workers Earning \$1,250 per month or less	39	15.4%
Workers Earning \$1,251 to \$3,333 per month	100	39.4%
Workers Earning More than \$3,333 per month	115	45.3%
Workers in the "Goods Producing" Industry Class	53	20.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	61	24.0%
Workers in the "All Other Services" Industry Class	140	55.1%

Inflow Job Characteristics (All Jobs)

	2019	
	Count	Share
Internal Jobs Filled by Outside Workers	152	100.0%
Workers Aged 29 or younger	27	17.8%
Workers Aged 30 to 54	86	56.6%
Workers Aged 55 or older	39	25.7%
Workers Earning \$1,250 per month or less	15	9.9%

Inflow Job Characteristics (All Jobs)

	2019	
	Count	Share
Workers Earning \$1,251 to \$3,333 per month	46	30.3%
Workers Earning More than \$3,333 per month	91	59.9%
Workers in the "Goods Producing" Industry Class	133	87.5%
Workers in the "Trade, Transportation, and Utilities" Industry Class	10	6.6%
Workers in the "All Other Services" Industry Class	9	5.9%

Interior Flow Job Characteristics (All Jobs)

	2019	
	Count	Share
Internal Jobs Filled by Residents	0	-
Workers Aged 29 or younger	0	-
Workers Aged 30 to 54	0	-
Workers Aged 55 or older	0	-
Workers Earning \$1,250 per month or less	0	-
Workers Earning \$1,251 to \$3,333 per month	0	-
Workers Earning More than \$3,333 per month	0	-
Workers in the "Goods Producing" Industry Class	0	-

Interior Flow Job Characteristics (All Jobs)

	2019	
	Count	Share
Workers in the "Trade, Transportation, and Utilities" Industry Class	0	-
Workers in the "All Other Services" Industry Class	0	-

Report Settings

Analysis Type	Inflow/Outflow
Selection area as	N/A
Year(s)	2019
Job Type	All Jobs
Selection Area	Pendergrass town, GA from Places (Cities, CDPs, etc.)
Selected Census Blocks	42
Analysis Generation Date	05/24/2022 12:47 - OnTheMap 6.8.1
Code Revision	f9358819d46a60bb89052036516a1c8fe8bbbeac
LODES Data Version	20211018_1647

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2019).

Notes:

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

 **U.S. Fish and Wildlife Service**
National Wetlands Inventory

Pendergrass, Georgia



July 8, 2022

Wetlands

-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond

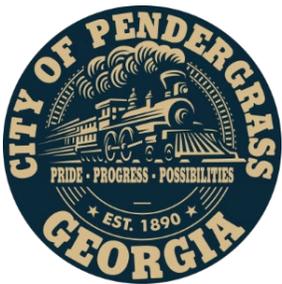
-  Lake
-  Other
-  Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
 This page was produced by the NWI mapper

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COMPREHENSIVE PLAN 2023-2027 Update