

STOCKBRIDGE CITY COUNCIL

Mayor Anthony S. Ford
At-Large

Mayor Pro Tem Kyle D. Berry, Sr.
Council District 3

Councilmember Elton Alexander
Council District 5

Councilmember Yolanda Barber
Council District 4

Councilmember LaKeisha Gantt
Council District 1

Councilmember Alphonso Thomas
Council District 2

CITY MANAGER

Frederick Gardiner

CITY CLERK

Vanessa Holiday

CITY TREASURER

Vacant

CITY ATTORNEY

Quinton G. Washington

Samantha Embry

Council Meeting Agenda May 13, 2024 6:00 PM



STOCKBRIDGE CITY HALL

4640 NORTH HENRY BLVD.

STOCKBRIDGE, GA 30281

Website: www.stockbridgega.org

Phone: 770-389-7900

Fax: 770-389-7912

Translation and Interpretation Services are available with (7) days prior notice. Please contact the City's HR Manager at 770-389-7908 for assistance.



AGENDA COUNCIL MEETING CITY OF STOCKBRIDGE

MONDAY, MAY 13, 2024 6:00 PM

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

ADOPTION OF THE AGENDA

ADOPTION OF THE MINUTES

- 1 Adoption of the April 08, 2024 Council Meeting Minutes
Adoption of the April 25, 2024 Special Called Meeting Minutes
Adoption of the April 30, 2024 Work Session Meeting Minutes
Adoption of the April 13, 2024 Joint Council, DDA, Main Street Meeting Minutes

PUBLIC COMMENTS - All persons wishing to speak for public comment must sign in with the City Clerk prior to the beginning of the meeting. You must sign your name, address, and phone number. You will be able to address the Mayor and Council for three (3) minutes. Speakers must respect all members of the elected body, officials, and staff. Defamation, unruliness and/or swearing will not be tolerated while meetings are in session.

CEREMONIAL

- 2 Review of: Proclamation for National Cities, Towns and Villages Month, Georgia Professional Municipal Clerks Week, Public Service Recognition Week, National Public Works Week, Asian American Pacific Islander Heritage Month, and Mental Health Awareness Month

UNFINISHED BUSINESS

- 3 Council consideration to approve the City of Stockbridge 2024-2028 Short-Term Work Program and Capital Improvements Element (STWP/CIE) amendment required due to a State DCA-mandated revision.

- Presented by: Ryan Anderson

PUBLIC HEARING

- 4 TEXT AMENDMENT CASE #TX-2024-02. Council consideration of a Text Amendment to amend Title 12 of the Stockbridge Unified Development Code (UDC) to amend Section 9.3.4, which contains regulations for mailed notices. The purpose is to propose changes include: 1) requiring mailed notices to be sent to owners of properties within 500 feet of the subject property instead of just sending them to owners of the adjacent properties; and 2) requiring mailed notices to be mailed at least 30 days prior to a public hearing instead of 15 days. - Presented by: Ryan Anderson
- 5 TEXT AMENDMENT CASE #TX-2024-03. Consideration of a text amendment to amend Title 12 (Unified Development Code) of the Stockbridge Code of Ordinances for the purpose of providing various changes to Section 2.5.2, which contains the regulations for the Parkway Mixed-Use (PMU) Overlay District. - Presented by: Ryan Anderson
- 6 COMPREHENSIVE PLAN AMENDMENT CASE #CP-2023-04. (Council District 2) Consideration of a request for a Comprehensive Plan Amendment to change the future land use designation of three parcels on Davidson Parkway and Walter Way from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential' to allow for a mixed residential development. The applicant is D. R. Horton, Atlanta East, represented by Tiffany D. Hogan. The property contains three parcels, as are listed below, in Land Lot 57 of District 12, with 79.16 +/- total acres. Planning Commission recommendation on 9/28/23--Denial. Council action on 12/11/23--Deferral, upon the applicant's request. The applicant wanted to try to include a commercial use. Needed action for 5/13/24--None, since the property now has the correct land use designation of Low-Density Mixed-Use due to the adoption of the City's new Comprehensive Plan. Parcel #030-01009000 – Contains 73.859 +/- acres; Parcel #030-01009005 – Contains 3.636 +/- acres; Parcel #030-01009006 – Contains 1.369 +/- acres. - Presented by: Ryan Anderson
- 7 REZONING CASE #RZ-2023-05. (Council District 2). Consideration of a request to rezone three parcels on Davidson Parkway and Walter Way from 'C-3' (Heavy Commercial) to 'PUD' (Planned Unit Development) to allow for a mixed residential development. The applicant is D. R. Horton, Atlanta East, represented by Tiffany D. Hogan. The property contains three parcels, as are listed below, in Land Lot 57 of District 12, with 79.16 +/- total acres. Planning Commission recommendation on 9/28/23--Denial. Council action on 12/11/23--Deferral, upon the applicant's request. The applicant wanted to try to include a commercial use. Council action on 04/08-24--Deferral. Staff recommendation for 05/13/24--Denial, since no new plans with a commercial use have been submitted.
 - Parcel #030-01009000 – Contains 73.859 +/- acres.
 - Parcel #030-01009005 – Contains 3.636 +/- acres.
 - Parcel #030-01009006 – Contains 1.369 +/- acres.

- Presented by: Ryan Anderson

NEW BUSINESS

- 8 Council consideration to approve the 2024 -2025 Liability Insurance Policy in the amount of \$718,088.00 - Presented by: Renee Wheeler, Matt Simmons
- 9 Council consideration to approve Georgia Power Lighting Agreement for streetlight enhancement for (59) Lights for Walt Stephens Rd. in the amount of \$24,214.00/yr., (46) Lights for Valley Hill Rd. in the amount of \$18,878.00/yr., (25) Lights for Jodeco Rd. in the amount of \$18,855/yr.(wooden poles) or (25) Lights for Jodeco Rd. in the amount of \$35,400/yr. (Black Aluminum Poles); and (22) Lights for Davis Rd. in the amount of \$9,338.00/yr., and (19) Lights for Shields Rd. in the amount of \$8,892/yr., for a total of \$79,927.00 or \$96,772.00 annually. Funding source from FY2024 department budget.
- Presented by: Decius Aaron
- 10 Council consideration to fill a vacancy and appoint a member to the Citywide Authority Board to serve an unexpired term. - Presented by: Frederick Gardiner

ANNOUNCEMENTS OF UPCOMING MEETINGS & EVENTS

Council meetings will be held in the City Council Chamber. Meeting dates, locations and times are subject to change or contact City Hall offices at 770-389-7900 or visit the website www.stockbridgega.org for updates.

- **Citywide Development Authority Meeting, 2nd Tuesday of each month, 6:00 p.m.- City Hall Levi Meeting Room (May 14)**
- **Planning Commission Meeting, 3rd Thursday of each month, 6:30 p.m. - City Hall Council Chamber - (May 16)**
- **Downtown Development Authority Meeting, 3rd Tuesday of each month Welcome Center 130 M L King, Sr. Heritage Trail (May 21)**
- **Youth Council Advisory Committee Meeting, 6:30 p.m.-3rd Tuesday of each month Levi Meeting Room - City Hall (May 21)**
- **City Council Work Session Meeting, last Tuesday of each month at 6:00 p.m. - City Hall Council Chamber (May 28)**
- **Stockbridge Citizens-Police Advisory Council meeting 1st Thursday of each month at 6:00 p.m. at the Stockbridge Police Community Room 4545 N. Henry Blvd. (Jun 6)**
- **City Council Meeting, 2nd Monday of each month at 6:00 p.m. - City Hall Council Chamber (Jun 10)**
- **Youth Council Meeting 2nd Monday of each month at 6:30 p.m. - City Hall Levi Meeting Room (Jun 10)**
- **The Main Street Advisory Board Meeting 2nd Friday of each month at 9am – Location is the Downtown Connection Center 130 M L King Sr. Heritage Trail. (Jun 14)**

UPCOMING CITY EVENTS/INITIATIVES

- Food Truck Tast Tuesday is back! Join us at Clark Community Park at 111 Davis Rd. Stockbridge on Tuesdays from 5:30pm – 8:00 pm for live music, great food, and a host of free games and activities for the kids.
- Join Councilman Alphonso Thomas for the monthly *Senior Bingo Bash* on *Wednesday, May 15th* from 10am - 12pm at the Merle Manders Conference Center, 111 Davis Rd. for raffles, prizes, games, snacks and fun!
- Join Councilwoman LaKeisha Gantt in partnership with Atlanta Food Truck Park for Night Market at the Stockbridge Amphitheater Parking Lot from 6pm – 9:30pm each 3rd Thursday beginning May 16 – August 15th. There will be 40+ vendors, Food Trucks, Activities, Games, Music, and Vibes. Contact Tan Bowers at tan@atlantafoodtruckpark.com for registration and additional information.
- Join Mayor Anthony Ford for the monthly *Meet the Mayor* on Monday, May 20th from 10am – noon at Stockbridge City Hall.
- Join the City of Stockbridge for the Annual Memorial March on Monday, May 27th at the Merle Manders Conference Center as we remember those who gave the ultimate sacrifice. Stay tuned to the city's website and social media platforms for more information to participate or contact the Events Team at 770-389-5982.
- Please mark your calendars for the Main Street Movie Night at Clark Park, Friday, June 14th with FREE games and activities starting at 6pm and the featured movie: MIGRATION and begin around dusk.
- Save the dates! Councilwoman Yolanda Barber is again partnering with Kicks4Kids to collect shoes on Saturday, July 6th, and July 7th at Stockbridge First United Methodist Church. Please plan to donate what you can to this life changing initiative.
- Join Councilman Thomas for the *Don't Trash Stockbridge* initiative centered around education highlighting the causes and effects of Littering and Illegal Dumping. More information to follow.
- Councilman Thomas is honoring Veterans with a Continuous Salute all year long. Please send your pictures of Veterans with their name, branch, rank, and years of service.

Please contact Rosalynd Rawls to schedule an appointment for *Meet the Mayor* and for more information on Council Initiatives and events at 678-833-3348 or via email: rrawls@stockbridgega.org

2024 STOCKBRIDGE AMPHITHEATER CONCERT SERIES

- 1. Saturday, May 25th – Funk Party featuring Zapp, Evelyn “Champagne” King, Rose Royce, and Rick James’ Stone City Band**
- 2. Saturday, June 8th – TLC Celebrating the 30th Anniversary of the “CrazySexyCool” Album, with Special Guest Brownstone**
- 3. Saturday, July 13th and Sunday, July 14th – A Night with Kem, and Special Guest Leela James**
- 4. Saturday, July 20th – Ladies Night Out featuring Jodeci, Johnny Gill, and Silk**
- 5. Saturday, July 27th – 70’s Soul Jam featuring the Chi-Lites, the Mannhattans, The Legendary Blue Notes, Bloodstone and Peaches & Herb**

MAYOR'S COMMENTS (Mayor Anthony Ford)

EXECUTIVE SESSION (Exemptions to the Georgia Open Meetings Acts)

ADJOURNMENT



CITY COUNCIL MEETING SUMMARY MINUTES

MONDAY, APRIL 8, 2024 6:00 P.M.

Mayor & City Council

Mayor Anthony S. Ford At-Large
Mayor Pro Tem Kyle Berry – Council District 3
Councilmember Elton Alexander – Council District 5
Councilmember Yolanda Barber – Council District 4
Councilmember LaKeisha Gantt – Council District 1
Councilmember Alphonso Thomas – Council District 2

Administration

Frederick Gardiner – City Manager
Vanessa Holiday – City Clerk
Cassandra Lester – Deputy City Clerk
Vacant – City Treasurer
Quinton Washington – City Attorney
Samantha Embry – City Attorney

Mission: To provide visionary leadership and superior municipal services that enhance the quality of life for citizens while creating a welcoming business atmosphere focused on sustainability and expansion of tourism and cultural events.

The meeting was called to order by Mayor Ford at 6:00 p.m.

Invocation by Mayor Pro Tem Berry

The Pledge of Allegiance was recited by all in attendance.

City Clerk, Vanessa Holiday was asked to proceed with a verbal roll call. All members were present except.

Motion to amend the Agenda to remove Public Hearing Item#4 and Item #5 at the Applicant's Request was made by Councilmember Gantt; seconded by Councilmember Thomas. The motion passed unanimously 5-0.

Motion to amend the Agenda to add Discussion Item #7 – Amphitheater Marketing Budget was made by Mayor Pro Tem Berry; seconded by Councilmember Alexander. The motion passed unanimously 5-0.

Motion to amend the Agenda to add Discussion Item #8 – Amphitheater Parking was made by Councilmember Barber; seconded by Mayor Pro Tem Berry. The motion passed unanimously 5-0.

Motion to adopt the Agenda as amended was made by Councilmember Gantt; seconded by Mayor Pro Tem Berry. The motion passed unanimously 5-0.

Motion to approve the Minutes for the following meetings was made by Councilmember Alexander; seconded by Councilmember Gantt. The motion passed unanimously 5-0.

1. Council Meeting Minutes March 4, 2024
2. Work Session Meeting Minutes March 26, 2024

PUBLIC COMMENTS

There were no public comments.

CEREMONIAL REVIEW

2. Mayor Ford reviewed the Proclamations for Child Abuse Awareness Month presented to Dr. Renee Gourdine, World Water Day presented to Melissa Ellis and World Autism Awareness Month presented to Alicia Boyd; and referenced the Swearing In of Ms. Valerie Richmond-Reese and Kaitlynn Nash (former Youth Council Member) to the Youth Council Advisory Committee.

Motion to remove Item C and D from the Consent Agenda was made by Councilmember Alexander; seconded by Councilmember Barber. The motion passed unanimously 5-0.

CONSENT AGENDA

3. A. Council consideration to fill a vacancy and appoint a member to a two-year term on the Youth Council Advisory Committee. Dr. Samuel Valme

B. Council consideration to fill a vacancy and appoint a member to fill an unexpired term on the Planning Commission - District 5. Matthew Thomas.

Motion to approve the Consent Agenda was made by Councilmember Alexander; seconded by Councilmember Barber. The motion passed unanimously 5-0.

C. Council consideration to approve the renewal of Request For Proposal RFP Number 2022-0006, On Call General Engineering Services, for the City of Stockbridge with Carter & Sloope, Inc.

Presented by: Decius Aaron, Public Works Director

Mr. Aaron noted Carter & Sloope is one of the city's two on-call engineering firms noting there are operating under a one year contract with four one-year options to renew, and the firm is currently working on twenty (20) projects for the city.

Motion to approve renewal of RFP No. 2022-0006 for Carter & Sloope On-Call General Engineering Services was made by Councilmember Alexander; seconded by Councilmember Barber. The motion passed unanimously0

D. Council consideration to approve the renewal of the term contract No. 2019-00022P, Facility Maintenance Solutions/Grounds Keeper Landscape, between CGL Facilities Management, LLC in the amount of \$400,000.00. Funding source is from Public Works Department budgeted funds. Presented by: Decius Aaron, Public Works Director

Mr. Aaron noted the Council's request for roadway maintenance for the city's major thoroughfares throughout the city, and the newly annexed areas are now also included in the contract.

Councilmember Alexander commended the Public Works staff for the improvements, noting the difference is visible.

Mr. Al Barnes, Public Works Operations Manager, noted outside of CGL, the General Maintenance staff is maintaining the grounds and facilities for the city and is looking to hire more staff to increase the mowing frequency.

Mr. Aaron confirmed the city has two street sweepers in operation with every street being swept at least once per quarter and agreed to furnish a copy of the Street Sweeper schedule to Councilmember Thomas.

Motion to approve renewal of RFP No. 2022-0006 for Carter & Sloope On-Call General Engineering Services was made by Councilmember Alexander; seconded by Councilmember Barber. The motion passed unanimously 5-0.

PUBLIC HEARING

4. Comprehensive Plan Amendment Case #CP-2023-04. (Council District 2)
The City of Stockbridge Mayor and City Council will hold a public hearing on Monday, December 11, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request for a Comprehensive Plan Amendment to change the future land use designation of three parcels on Davidson Parkway and Walter Way from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential' to allow for a mixed residential development. The applicant is D. R. Horton, Atlanta East, represented by Tiffany D. Hogan. The property contains three parcels, as are listed below, in Land Lot 57 of District 12, with 79.16 +/- total acres. Original Staff Recommendation--Denial. Planning Commission's Recommendation--Denial. City Council Action on December 11, 2023--Deferral, upon the applicant's request. Current Staff Recommendation--No Action, due to the recent update of the City's Comprehensive Plan and Future Land Use Map, whereby the property now has the correct future land use designation of Low-Density Mixed-Use.
Parcel #030-01009000 – Contains 73.859 +/- acres.
Parcel #030-01009005 – Contains 3.636 +/- acres.
Parcel #030-01009006 – Contains 1.369 +/- acres.
Presented by: Ryan Anderson – Chief Planner
Item removed from the Agenda – Deferral Request made by the Applicant to be heard at a future date.
5. REZONING CASE #RZ-2023-05. The City of Stockbridge Mayor and City Council will held a public hearing on Monday, December 11, 2023 at 6:00 p.m., in the Stockbridge City Hall, located at 4640 North Henry Boulevard in Stockbridge, Georgia, to consider a request to rezone three parcels on

Davidson Parkway and Walter Way from 'C-3' (Heavy Commercial) to 'PUD' (Planned Unit Development) to allow for a mixed residential development. The applicant is D. R. Horton, Atlanta East, represented by Tiffany D. Hogan. The property contains three parcels, as are listed below, in Land Lot 57 of District 12, with 79.16 +/- total acres. Original Staff Recommendation--Denial. Planning Commission Recommendation--Denial. City Council Action on December 11, 2023--Deferral, upon the applicant's request. Current Staff Recommendation--Denial.
Parcel #030-01009000 – Contains 73.859 +/- acres.
Parcel #030-01009005 – Contains 3.636 +/- acres.
Parcel #030-01009006 – Contains 1.369 +/- acres.
Presented by: Ryan Anderson, Chief Planner
Item removed from the Agenda – Deferral Request made by the Applicant to be heard at a future date.

NEW BUSINESS

6. Council consideration to approve Change Order No. 2 for the 2024 LMIG Paving Project with East Coast Grading to include the resurfacing of Old Conyers Road from East Atlanta Road to Mays Road (City Limits) in the amount of \$451,796.50. Funding Source: GDOT Supplemental LMIG Funds \$373,698.20; SPLOST V \$78,098.30

Presented by: Decius Aaron, Public Works Director

Mr. Aaron noted the request to amend the 2024 LMIG resurfacing to include Old Conyers Rd from East Atlanta Rd. to Mays Rd., noting there have been a number of complaints about the condition of the roads that are heavily travelled near Stockbridge Middle and High schools.

Mayor Pro Tem Berry noted Flippen Road has received equal complaints and is also a major roadway in the city.

Mr. Aaron noted Flippen Rd. would be a major financial undertaking to resurface, whereas the additional \$300,000+ will not resolve the issues on Flippen Rd.

Councilmember Alexander noted that the roads were annexed into the city of Stockbridge in sub-standard condition from the County, and the County should not be let off the hook for neglecting these former County roads for decades.

Mr. Aaron noted the City of Stockbridge, and the Henry County are working on a joint project to resurface portions of Valley Hill Road where the County has allotted \$110,000 and referenced the proposed grant funding via ARC for additional City/County road projects.

Councilmember Alexander recommended Mr. Aaron should speak with the County to partner with funding on the Old Conyers Rd. project.

Mr. Aaron noted he has been in talks with the County, and they have no intention of providing funding for Old Conyers Rd.

Councilmember Barber referenced the talks with Mr. Aaron, and the County Chair, Cheri Matthews, and District 2 Commissioner Robinson, noting only Valley Hill Rd. was addressed and believes the City should move forward with what has already been allocated.

Councilmember Alexander stressed the fact that the City can only do roadwork within the city limits, and that the schools are all in the County, noting the roads will remain unchanged unless the County commits to doing the additional roadwork.

Motion to approve Change Order No. 2 for the 2024 LMIG Paving Project with East Coast Grading as recommended by staff was made by Councilmember Barber; seconded by Councilmember Gantt. The motion passed unanimously 5-0.

DISCUSSION

7. Council discussion of Amphitheater Marketing Budget
Presented by: Decius Aaron, Public Works Director
Mayor Ford suggested the Council convene for Executive Session noting the discussion items includes real estate and the item will be heard following Executive Session.
8. Council discussion of Amphitheater Parking
Presented by: Decius Aaron, Public Works Director
Councilmember Barber requested a map for concert goers to locate the areas around the Amphitheater for free and paid parking.

Mr. Aaron confirmed that there are 91 newly paved parking spaces on North Lee Street.

Councilmember Alexander noted there is now a curb on East Atlanta Road in front of the lot across from city hall, and therefore cannot be accessed from East Atlanta Rd. due to the beautification of the area with new plantings and landscaping, and that there would need to be signage put in place directing concert goers to Harrell Street.

Councilmember Gantt noted the Amphitheater Consultant, Mr. Young should be in attendance to address questions and concerns regarding parking.

Councilmember Barber the downtown area is in Council District 4, and as the representative of the area, she has received a number of complaints from homeowners and businesses regarding parking issues around the Amphitheater, and noted there have been attendants in the area collecting parking fees for property that they did not own, and wants the issues addressed and remedied prior to the upcoming concert season to include a map of parking areas.

Councilmember Alexander noted the city cannot regulate privately owned businesses and agrees the improper charging for parking needs to cease.

Motion to task staff with revising the original map of designated parking and present a new map noting free and paid parking areas and show the Rideshare locations during the April 30, 2024 Work Session was made by Councilmember Barber; seconded by Councilmember Thomas. The motion passed unanimously 5-0.

UPCOMING MEETINGS & ANNOUNCEMENTS: Council meetings will be held in the City Council Chamber. Meeting dates, locations and times are subject to change or contact City Hall offices at 770-389-7900 or visit the website www.stockbridgega.org for updates.

- Citywide Development Authority Meeting, 2nd Tuesday of each month, 6:00 p.m.- City Hall Levi Meeting Room (Apr 9)
- The Main Street Advisory Board Meeting scheduled for Friday, April 12th has been canceled. The Board will meet on Saturday, April 13th at 9am for a Planning Retreat at the Merle Manders Conference Center (Apr 13)
- Downtown Development Authority Meeting, 3rd Tuesday of each month Welcome Center 130 M L King, Sr. Heritage Trail (Apr 16)
- Youth Council Advisory Committee Meeting, 6:30 p.m. -3rd Tuesday of each month Levi Meeting Room - City Hall (Apr 16)
- Planning Commission Meeting, 3rd Thursday of each month, 6:30 p.m. - City Hall Council Chamber - (Apr 18)
- City Council Work Session Meeting, last Tuesday of each month at 6:00 p.m. - City Hall Council Chamber (Apr 30)
- Stockbridge Citizens-Police Advisory Council meeting 1st Thursday of each month at 6:00 p.m. at the Stockbridge Police Community Room 4545 N. Henry Blvd. (May 2)
- City Council Meeting, 2nd Monday of each month at 6:00 p.m. - City Hall Council Chamber (May 13)
- Youth Council Meeting 2nd Monday of each month at 6:30 p.m. - City Hall Levi Meeting Room (May 13)

UPCOMING CITY EVENTS/INITIATIVES

- Join Mayor Anthony Ford for the monthly Meet the Mayor on Monday, April 15th from 10am – noon.
- Join Councilman Alphonso Thomas for the monthly Senior Bingo Bash on Wednesday, April 17th from 10am - 12pm at the Merle Manders Conference Center, 111 Davis Rd. for raffles, prizes, games, snacks and fun!
- Join Councilman Elton Alexander for the Campground Road Community Cleanup, Saturday, April 20th from 9am – noon. Please park at the Winslow @ Eagles Landing Pool Lot.
- Join Councilwoman Yolanda Barber in partnership with JJ Smiles for the 2024 Annual Cookout & Fundraiser for donations of Backpacks and School Supplies for K-12 students on April 20th at Clark Park from 2 – 6pm. This is a FREE Event.
- Join Councilwoman Yolanda Barber for the 2nd Annual Mother's Day Tea Brunch on Sunday, April 21st from 2pm to 5pm at the

Merle Manders Conference Center. This is a FREE event honoring mothers and the grace they carry.

- Join Mayor Anthony Ford for the Annual State of the City Address on Tuesday, April 23rd in the City Hall Council Chamber at 6:00 p.m.
- Join Mayor Pro Tem Kyle Berry for the Annual National Day of Prayer on Thursday, May 2nd in the City Hall Council Chamber at 6:30 p.m.
- Join Councilman Thomas for the Don't Trash Stockbridge initiative centered around education highlighting the causes and effects of Littering and Illegal Dumping. More information to follow.
- Councilman Thomas is honoring Veterans with a Continuous Salute all year long. Please send your pictures of Veterans with their name, branch, rank, and years of service.
- Join the City of Stockbridge for the Annual Memorial March on Monday, May 27th at the Merle Manders Conference Center as we remember those who gave the ultimate sacrifice. Stay tuned to the city's website and social media platforms for more information to participate or contact the Events Team at 770-389-5982.

Please contact Rosalynd Rawls to schedule an appointment for Meet the Mayor and for more information on Council Initiatives and events at 678-833-3348 or via email: rrawls@stockbridgega.org

MAYOR'S COMMENTS

Mayor Ford referenced the Solar Eclipse earlier in the day, and hoped everyone was able to view the event safely, noting the next event will take place 20 years from now; noted Spring is here, and encouraged everyone to remain healthy with annual checkups, and reminded everyone that COVID is still with us encouraged boosters and vaccinations.

Councilmember Alexander noted there will be a District 5 Community Cleanup event on Saturday, April 20th on Campground Rd. from 9am – noon.

EXECUTIVE SESSION

Motion to convene Executive Session for Personnel, Real Estate and Litigation was made by Councilmember Gantt; seconded by Alexander. The motion passed 4-1. (Councilmember Barber Opposed).

(Councilmember Gantt exited the meeting and was not present during the Executive Session)

Motion to adjourn Executive Session and sign and Affidavit was made by Councilmember Alexander; seconded by Mayor Pro Tem Berry. The motion passed unanimously 4-0. (Councilmember Gantt was not present for the vote).

Motion to reconvene the meeting was made by Councilmember Alexander; seconded by Councilmember Barber. The motion passed unanimously 4-0. (Councilmember Gantt was not present for the vote).

Motion to allocate the portion of the proceeds from the upcoming Citywide Development Authority (Confidential) sale of property for Amphitheater Marketing was made by Councilmember Alexander seconded by Mayor Pro Tem Berry. The motion passed unanimously 4-0. (Councilmember Gantt was not present for the vote).

Motion to adjourn the meeting at 7:40 p.m. was made by Councilmember Alexander; seconded by Mayor Pro Tem Berry. The motion passed unanimously 4-0. (Councilmember Gantt was not present for the vote).

Respectfully submitted by:

Vanessa Holiday, City Clerk

Anthony S. Ford, Mayor



Where Community Connects
CITY COUNCIL SPECIAL CALLED MEETING
SUMMARY MINUTES

THURSDAY, APRIL 25, 2024 6:00 P.M.

Mayor & City Council

Mayor Anthony S. Ford At-Large
Mayor Pro Tem Kyle Berry – Council District 3
Councilmember Elton Alexander – Council District 5
Councilmember Yolanda Barber – Council District 4
Councilmember LaKeisha Gantt – Council District 1
Councilmember Alphonso Thomas – Council District 2

Administration

Frederick Gardiner – City Manager
Vanessa Holiday – City Clerk
Cassandra Lester – Deputy City Clerk
Lakeisha Gaines – Interim City Treasurer
Quinton Washington – City Attorney
Samantha Embry – City Attorney

Mission: To provide visionary leadership and superior municipal services that enhance the quality of life for citizens while creating a welcoming business atmosphere focused on sustainability and expansion of tourism and cultural events.

The meeting was called to order by Mayor Ford at 6:0 p.m.

Invocation by Mayor Ford

The Pledge of Allegiance was recited by all in attendance.

City Clerk, Vanessa Holiday was asked to proceed with a verbal roll call. All members were present except Mayor Pro Tem Berry.

Motion to adopt the Agenda was made by Councilmember Alexander; seconded by Councilmember Gantt. The motion passed unanimously 4-0.

NEW BUSINESS

1. Council Consideration to approve an Ordinance to allow patrons to bring alcohol to the Amphitheater during the concerts.
Presented by Frederick Gardiner - City Manager, Quinton Washington, City Attorney and Harold Young, Amphitheater General Manager

Mr. Gardiner referenced the vote of the Council during the February 2024 Retreat to prohibit alcohol and food sales during the Amphitheater concerts and that when the action from the Ordinance was recently announced to the public, Mr. Young,

the Amphitheater Manager, received push back and negative feedback from the public, promoters, and members of Council.

Councilmember Barber noted the decision was made by the City Council in February at the Retreat and prior to the advertising of the first five shows, and that pushback should have been expected when making this announcement just a few weeks prior to the first concert; and questioned why directives from the Council are not carried out and followed through by staff.

Mr. Gardiner noted that the intention was to go live with the announcement after the vote in February, however, as Mr. Young began to receive pushback from the industry and discussions with members of Council, the idea was to see if there was a way to retract the action.

Councilmember Barber stated that she has not been included in any conversations regarding the pushback prohibiting alcohol or food at the Amphitheater and asked that the full Council be included in all conversations.

Mayor Ford noted his recollection was that he had spoken to members of the Council regarding food and alcohol and the negative comments and pushback.

Councilmember Barber stated that her conversation with Mayor Ford related to tickets, not food and alcohol.

Mayor Ford noted a Legal Opinion was still pending regarding tickets.

Councilmember Thomas stated the Agenda item being discussed relates to the Alcohol Ordinance, and noted the intent of the Amphitheater was to enhance the quality of life for the community, and that while the Amphitheater is still in its infancy stage and experiencing growing pains, he is sure that the city will get it right and the Council will make decisions to make the Amphitheater enjoyable and sustainable.

Councilmember Gantt agreed, noting she wants to make sure the city gets it right, and referenced other venues the city has to compete with and those venues are allowing food and alcohol, and that the decisions cannot be personal, noting this is a business decision where she would obviously prefer to see the Amphitheater full; and noted her vote at the Retreat in February was not in support of prohibiting alcohol at the Amphitheater.

Mayor Ford referenced the vote at the February Retreat to prohibit alcohol Passed 4-0-1 (Gantt Abstained); and the vote to prohibit food Passed Unanimously 5-0.

Councilmember Alexander stated the Alcohol policy has nothing to do with the ticket sales, noting the policy to prohibit alcohol was not announced until last week, however, the ticket sales are low, and there had been no mention of the increase in ticket prices, which would have affected his vote at the February Retreat.

Councilmember Thomas called for a Point of Order to limit the discussion to the Agenda Item relating to the Alcohol Ordinance.

Councilmember Alexander agreed, noting a Special Called Meeting such as this should have happened prior to the notice going out.

Mr. Young noted that he advised the Council during the February Retreat that vendors had complained about alcohol sales and that it is important for the City owns its product(s), and noted artists have stated they prefer the Stockbridge Amphitheater due to the Chick-Fil-A experience, and that the 2024 season will have a new alcohol vendor with no drink priced over \$14 and will have servers walking through the stands selling drinks.

Mayor Pro Tem Berry joined the meeting at 6:38 p.m.

Councilmember Gantt suggested the City revert to the previous policy to allow alcohol and food, and referenced other venues, noting the experience is not at the level that is experienced at the Stockbridge Amphitheater.

Councilmember Alexander noted 2021 food and alcohol was allowed; 2022 no food, alcohol or water was allowed, and in 2023 food, alcohol and water was allowed, noting there needs to be consistency.

Mr. Tony Starling, the Amphitheater Operations Manager, noted he has an extensive history of producing concerts, and there are a number of expenses incurred for each concert, and noted 325 commercial advertisements are running every week for the Stockbridge Amphitheater concerts.

Councilmember Barber inquired about municipalities managing the operations of their Amphitheater venues, and asked if Mable House was operated by the City of Mableton, the response was no; asked if Chastain was operated by the City of Atlanta, the response was no; asked if Wolf Creek was operated by the City of South Fulton, the response was yes and the venue is currently closed; and asked if the Macon Amphitheater was operated by the City of Macon/Bibb County, the response was no; and stated that she cannot support any action that will have a negative financial impact on the city.

Mr. Young stated that allowing alcohol will have a negative financial impact, noting the City receives 30% of alcohol sales, and reiterated the importance of the city seeking its own licenses for the 2025 year.

Motion to approve an Ordinance to allow patrons to bring alcohol to the Amphitheater concerts was made by Councilmember Gantt; seconded by Councilmember Thomas:

During the discussion, Mayor Pro Tem Berry requested the number of shows and gross alcohol sales for 2021, 2022 and 2023; and later asked that 2021 not be excluded noting there were only being two shows.

Councilmember Barber stated she has made multiple requests for the Amphitheater financial reports for 2022 and 2023.

During the discussion, Mayor Ford suspended the vote until Mr. Young could provide the requested financial data for alcohol, ticket, and concession sales for the 2022 and 2023 concerts.

Councilmember Gantt questioned why the City's Interim Treasurer, Lakeisha Gaines was not in attendance to respond to the financial inquiries for the city.

Mr. Young noted that concert reports have been submitted to the city for the two concerts in 2021, the 21 concerts in 2022 and the 23 concerts in 2023, and noted the city received more revenue when alcohol was prohibited.

Mayor Pro Tem Berry noted the overall goal is to manage the Amphitheater efficiently, and noted that it is not necessarily about math, but rather the analysis shows a correlation to the emotional satisfaction and a feel good anecdotal that you cannot quantify.

Mr. Young presented data for 2022 and 2023 concerts, and Mayor Ford called for the vote to approve an Ordinance to allow alcohol at the Amphitheater during the concerts. The motion Failed 2-0-3 (Gantt/Thomas In Favor); (Alexander/Barber/Berry/ Abstained); Councilwoman Barber cited the Abstention due to the lack of supporting financial documents and data.

Motion to revisit the consideration to approve an Ordinance to allow patrons to bring alcohol to the Amphitheater during the concerts with the required data of alcohol, concession, and ticket sales with documentation to include all manual and computer-generated reports to be presented at the April 30, 2024 Work Session meeting was made by Councilmember Alexander; seconded by Mayor Pro Tem Berry. The motion passed unanimously 5-0.

2. Council Consideration to approve a Resolution to allow patrons to bring food and beverages to the Amphitheater during the concerts.
Presented by Frederick Gardiner - City Manager, Quinton Washington, City Attorney and Harold Young, Amphitheater General Manager

Councilmember Alexander noted that he was okay with the food and service provider, however, there are concerns with the customer service experience due to complaints of long lines.

Councilmember Thomas agreed that the wait time needs improvement.

Mr. Young noted that the Amphitheater was constructed with only two concession areas, and that has presented a challenge, however, G. Garvin has a variety of quick items on the menu and is accustomed to server thousands of patrons at State Farm Arena; and noted there will be (4) four lines of service with a third portable station for concessions and is certain the wait times will be better, and provided a list of food choices scheduled to be served.

Councilmember Gantt noted the venue was constructed to include space for food trucks.

Mr. Gardiner noted the issues with food trucks in the Amphitheater include carbon monoxide emissions and grease and oil staining the concrete.

Mayor Ford asked Mr. Young to send the G. Garvin menu to the City Manager and City Clerk. Mr. Young confirmed.

Councilmember Thomas agreed Council needs to see the data and information for the prior years 2022 and 2023 and offered the opinion to allow alcohol to be brought in for concerts.

Councilmember Gantt agreed the financials for the prior years should be submitted to the Council and offered her support that alcohol should be allowed at the Amphitheater concerts.

Councilmember Barber noted that the Stockbridge Amphitheater cannot be compared to other venues where the operations and funding are not run by a municipality, and that it is the Council's responsibility to use taxpayer dollars appropriately, and the reporting will show the financial impact to the city, noting revenue both in and out should have been captured in the city's financial reporting for 2023 and likewise, the GRA reporting should be accounted for in the city's finances for revenue in and out for 2022.

Motion to approve a Resolution to allow patrons to bring food and non-alcoholic beverages to the Amphitheater during the concerts in a 12x12 cooler per patron and task staff with finding more food service options to be made available to concert patrons to be presented at the May 27, 2024 Work Session Meeting was made by Councilmember Alexander; seconded by Councilmember Gantt. The motion passed unanimously 5-0.

3. Council Discussion of Amphitheater Operations for the 2024 Concert Season.

Mr. Gardiner noted it is ill advised for councilmembers to engage in the day to day operations of the Amphitheater, but rather look for private partnerships; noted the way the Amphitheater is being run today is not sustainable and the City Council needs to look at an alternative, noting the three City Events – Juneteenth, July 4th and BridgeFest would continue to be free to the public; and allow a contractor/promoter to rent the facility, and bring in the artists, and foot the bill. Councilmember Alexander asked if there would be a city budget required.

Mr. Gardiner's responded, no.

Councilmember Barber noted the City needs to seek more sponsorships and a sponsor for naming rights; and asked that she be allowed to speak without interruption; Councilmember Barber stated that she has been constantly asking for financial information for the Amphitheater and supports an outside entity to complete Phase II of the Amphitheater concerts, but only through the competitive bidding process.

Mayor Ford referenced the city's Amphitheater Rental Policy and the city seeing Mr. Young's contract through.

Mr. Gardiner noted the Amphitheater Rental Policy would go away if a third-party entity were brought in to complete the second half of the concert season and recommended the city pivot.

Mr. Young cautioned the Council, noting that bringing in a third-party promoter would require the entity to be thoroughly and properly vetted.

Councilmember Barber noted those conversations regarding the operations of the Amphitheater should be had with the City Manager, who is over the operations, and Legal who will advise accordingly.

Councilmember Alexander noted his support of a third-party entity forward for Phase II of the concert series, have the entity vetted, have the entity front the funding to secure the artists and expenses, and takes the city off the hook financially.

Councilmember Thomas noted the Council moved too quickly, and too fast before and made mistakes, and needs to see a laid-out plan and documentation before proceeding with a third party for Phase II and does not support a change in the structure at this time without have the information provided to the full Council.

Mr. Young provided the Council with a Price Level report; and referenced big sponsorship opportunities that were lost; and referenced the different ticking pricing structures based on the artist, as recommended by Councilman Alexander. Councilmember Gantt wanted to clarify that the goal is to accomplish a process for Amphitheater operations.

Mr. Gardiner noted he has met with a long-standing Stockbridge family who is interested in naming rights for the Amphitheater.

Mr. Young presented the 2024 Concert Lineup, noting the concerts that are confirmed and those that are still pending.

Councilmember Thomas referenced the Amphitheater Rental Policy that has yet to be completed. Mr. Young noted there is currently no rental policy in place.

Ms. Madonna Baker, Amphitheater Staff, cautioned on micromanaging, and noted better communication is needed among the Council, noting perception can negatively influence sponsorship.

Mr. Young referenced a block of tickets purchased by McDonalds, a PBS special highlighting the Amphitheater, and potential sponsorship from Aflac.

Mr. Baker noted there are several advertisements on the radio, tv spots, and billboards.

Councilmember Barber noted the members of Council should not be micromanaging the Amphitheater, noting the Amphitheater General Manager should be working with the City Manager who will keep the full Council updated

and informed.

Councilmember Gantt asked how the City can help market the Amphitheater.

Mr. Young responded that all members of the Governing Body are Ambassadors who should always look to promote the Amphitheater, and offered an example of the Mayor of Macon, who personally solicited sponsors for the Macon Amphitheater.

Mr. Young stated that he is proud to represent the Stockbridge Amphitheater and provide the patrons with a picnic experience; noting Ticketmaster fees are huge at 18% of the base price, booked based on availability.

Councilmember Alexander asked Mr. Young if he was affiliated with any other Amphitheater. The response from Mr. Young was no, and advised he would follow up with the Interim Treasurer and submit the requested financial information to the Council.

EXECUTIVE SESSION

Motion to convene Executive Session for Personnel, Real Estate and Litigation was made by Mayor Pro Tem Berry; seconded by Councilmember Gantt. The motion passed unanimously 5-0.

Motion to adjourn Executive Session and sign an Affidavit with No Action was made by Councilmember Thomas; seconded by Mayor Pro Tem Berry. The motion passed unanimously 5-0.

Motion to reconvene the meeting was made by Councilmember Alexander; seconded by Councilmember Thomas. The motion passed unanimously 5-0.

Motion to adjourn the meeting was made by Mayor Pro Tem Berry; seconded by Councilmember Alexander. The motion passed unanimously 5-0 at 10:13 p.m.

Respectfully submitted by:

Vanessa Holiday, City Clerk

Anthony S. Ford, Mayor



WORK SESSION MEETING SUMMARY MINUTES

TUESDAY, APRIL 30, 2024 6:00 P.M.

Mayor & City Council

Mayor Anthony S. Ford At-Large
Mayor Pro Tem Kyle Berry – Council District 3
Councilmember Elton Alexander – Council District 5
Councilmember Yolanda Barber – Council District 4
Councilmember LaKeisha Gantt – Council District 1
Councilmember Alphonso Thomas – Council District 2

Administration

Frederick Gardiner – City Manager
Vanessa Holiday – City Clerk
Cassandra Lester – Deputy City Clerk
Lakeisha Gaines – Interim City Treasurer
Quinton Washington – City Attorney

Mission: To provide visionary leadership and superior municipal services that enhance the quality of life for citizens while creating a welcoming business atmosphere focused on sustainability and expansion of tourism and cultural events.

The meeting was called to order by Mayor Ford at 6:01 p.m.

Invocation by Mayor Pro Tem Berry

The Pledge of Allegiance was recited by all in attendance.

City Clerk, Vanessa Holiday was asked to proceed with a verbal roll call. All Members were present except Councilmember Gantt.

Councilmember Gantt joined the meeting at 6:04 p.m.

Motion to amend the Agenda to remove Item No. 5 at Staff's Request to be deferred to the May 13, 2024 Council meeting was made Mayor Pro Tem Berry; seconded by Councilmember Barber. The motion passed 4-0-1 (Alexander Abstained).

Motion to adopt the Agenda as amended made by Mayor Pro Tem Berry; seconded by Councilmember Thomas. The motion passed unanimously 5-0

Review of the April 8, 2024 Minutes – No Action.

QUARTERLY REPORTING

2. First Quarter Transportation Update – Eniel Gonzalez
Stockbridge Representative – Henry County Advisory Group

Mr. Gonzalez provided an update of the ongoing transportation projects in and around Stockbridge; was tasked with following up on tentative bus routing through the city with dates and times of bus operations; and was asked to inquire about an Amphitheater concert schedule.

PUBLIC COMMENTS

There were no public comments.

Councilmember Alexander requested Item A and Item B to be removed from the Consent Agenda.

CONSENT AGENDA

3. C) Request for use of the Council Chamber and Levi Meeting Room for the Annual Youth Council Senior Ceremony and Banquet. The Youth Council will select a date when both spaces are available.

Motion to approve the Consent Agenda was made by Councilmember Gantt; seconded by Councilmember Alexander.

The motion passed unanimously 5-0.

REMOVED FROM THE CONSENT AGENDA

A) Request for use of the Merle Manders Conference Center on Sunday, June 2, 2024 from 2pm - 5pm for a Father's Day Event hosted by Councilmember Yolanda Barber.

Presented by Councilmember Yolander Barber

Councilmember Barber noted the Council Initiative Calendar was approved by the Council and included June 8th for the Father's Day Initiative event, however, the Events Staff failed to confirm the scheduled date and has accepted another reservation for that date, and this request is to change the date of the Father's Day Initiative from Sunday, June 8th to Sunday, June 2nd.

Councilmember Alexander noted he supports use of the facilities, and asked Mr. Gardiner for the cost and impact for the free events, noting the transfer of funds annually for the conference center expenses.

Mr. Gardiner noted the impact of using the facility is minimal, noting municipal facilities operate at a loss; and that every event brings people to the facility and puts the venue on the map for potential rentals.

Mayor Ford referenced recent events held at the Merle Manders Conference Center including Town Halls, the First Readers Luncheon, and Piedmont Henry.

Motion to approve was made by Councilmember Thomas; seconded by Councilmember Barber. The motion passed unanimously 5-0.

B) Request for use of the Amphitheater Green Room on Wednesday, August 21, 2024 from 4pm - 9pm for a Broker's Open Event hosted by the Citywide Development Authority.

Presented by Councilmember LaKeisha Gantt

Councilmember Gantt noted the request is for the 2nd Broker's Open event where Real Estate Brokers and Developers come in to discuss real estate opportunities in the City.

Motion to approve was made by Councilmember Alexander; seconded by Councilmember Gantt. The motion passed unanimously 5-0.

UNFINISHED BUSINESS

4. Council consideration to approve the Amphitheater Parking Map for Free and Paid parking locations and Rideshare location(s).
Presented by: Frederick Gardiner, City Manager
Mr. Gardiner displayed the current Amphitheater Parking Map, noting the Municipal Court Building has been designated as the Rideshare location.

Councilmember Barber requested the 3-acre lot across from City Hall to be designated on the map as free parking with signage to access the area from Harrell St. and Ward St.

Mayor Ford noted there needs to be Quiet Zone signage, and agreed there should be specific signage indicating the free parking.

Mr. Gardiner confirmed, noting there will be no parking on the lot when rain is forecast, or the grass is wet.

Councilmember Alexander referenced the 91 additional free parking spaces on N. Lee St. and noted drivers will no longer be able to access the 3-acre lot from East Atlanta Road and will need signage directing entrance via Harrell St. to Ward Street.

Councilmember Thomas referenced the area along M L King, Sr. Heritage Trail and the storage previously used by the railroad for additional parking.

Mr. Gardiner noted staff has contacted the railroad to discuss leasing the space for parking similar to the fenced downtown area in Locust Grove.

Motion to approve the Amphitheater Parking Map with the following revisions:
1) Notate on the map the Municipal Court Building to be identified as the Rideshare - Uber/Lyft pickup and drop-off location, with signage. 2) Expand the blue boxes on the map to indicate free parking on the 3-acre site across from city hall 3) Install signage at all designated Free Parking areas was made by Councilmember Barber; seconded by Councilmember Thomas. The motion Passed unanimously 5-0.

NEW BUSINESS

5. Council consideration to approve Georgia Power Lighting Agreement for streetlight enhancement for (59) Lights for Walt Stephens Rd. in the amount of \$24,214.00/yr., (46) Lights for Valley Hill Rd. in the amount of \$18,878.00/yr., (25) Lights for Jodeco Rd. in the amount of \$18,855/yr., (22) Lights for Davis Rd. in the amount of \$9,338.00/yr., and (19) Lights for Shields Rd. in the amount of \$8,892/yr., for a total of \$79,927.00.

Funding source from FY2024 department budget.
Presented by Decius Aaron, Public Works Director
Item Deferred to the May 13, 2024 Council Meeting.

6. Council Consideration to approve Invitation To Bid (ITB) 2024-002, Walter Way, Pine View and Memorial Park Lift Station Rehabilitations to SOL Construction, LLC. Funding Source: SPLOST V \$1,000,000.00; Sewer Fund Balance \$1,404,086.87; Sewer Impact Fee \$300,000.00 for a total amount of \$2,704,086.87

Presented by: Decius Aaron, Public Works Director

Mr. Aaron noted the request is for upgrades to the Wastewater Treatment Collections System and will generate \$5.5 million dollars in Impact Fees.

Motion to approve was made by Councilmember Gantt; seconded by Councilmember Alexander. The motion passed unanimously 5-0.

7. Council consideration to approve the purchase of JCB Backhoe under Sourcewell contract number 020223-JCB with Westpro-JCB in the amount of \$130,748.83. Funding source is from Public Works Department budgeted funds.

Presented by: Al Barnes, Public Works Operations Manager

Mr. Barnes noted the Public Works Department is seeking funding to replace a 20-year-old backhoe.

Councilmember Barber noted Budget Worksheet indicates the item was requested in the 2023 Budget, and asked if there was a backhoe purchased in 2023, noting 2023 actuals have not been presented to the Council to compare. Mr. Barnes noted the purchase was not made in 2023.

Motion to approve was made by Councilmember Gantt; seconded by Councilmember Alexander. The motion passed unanimously 5-0.

8. Council consideration to approve the purchase of Kubota Utility Cab Tractor under Sourcewell contract number 031121-KBA with Mason Tractor & Equipment Co., Inc. in the amount of \$55,885.26. Funding source is from Public Works Department budgeted funds.

Presented by: Al Barnes, Public Works Operations Manager

Mr. Barnes noted the Bush Hog will be used to cut along the roadway primarily in the newly annexed areas and take the strain off of the zero turn mowers.

Mayor Pro Tem Berry asked if the equipment would be used along roadways with deep drop offs.

Mr. Barnes noted the crews will continue to use weed eaters along the embankments and the Bush Hog will be used along wide right away areas, with plans to purchase a Broom Mower in the 2025 budget.

Motion to approve was made by Councilmember Gantt; seconded by Mayor Pro Tem Berry. The motion passed unanimously 5-0.

9. Council consideration to piggyback on a contract with Galls Inc., as outlined in Henry County Resolution 23-268 and Bid Number 24.01 up to a maximum amount of \$100,000 for uniforms and equipment.

Presented by: Richard Godfrey, Police Major

Major Godfrey noted the request is to raise the threshold from \$50,000 to \$100,000 and piggyback on the County's contract, noting specialized equipment for K-9 unit, and a 2nd K-9 officer, the four newly hired Public Safety Officers and other uniforms and equipment; and noted the request does not include additional funding and the request is not for a budget amendment.

Councilmember Thomas noted the documents included in the Agenda Packet reference a Budget Amendment and note the funding source is General Fund, and the Council relies on the correct information to make informed decisions.

Major Godfrey apologized that the documentation in the packet was not correct.

Mayor Pro Tem Berry asked Major Godfrey if the uniform budget for Fiscal Year 2024 remains the same. Major Godfrey confirmed.

Motion to approve with express statement of no additional funding from general funds and no budget amendment was made by Councilmember Alexander; seconded by Councilmember Barber. The motion passed unanimously 5-0.

10. Council consideration to approve an Ordinance to Deannex from the Corporate Limits of the City of Stockbridge the following parcels located in the Manderlay Subdivision 013A01128005, 013A01132000, 013A01061000, 013A01051000, 013A01060000, 013A01059000, 013A01058000, 013A01057000, 013A1127000 and 013A0113800.

Presented by: Frederick Gardiner, City Manager

Mr. Gardiner noted the city had received a De-Annexation request Henry County relating to ten homeowners in the Manderlay subdivision; noted the application was in compliance within State code and meet the State law and recommends the Council approve the request.

Councilmember Alexander asked Mr. Gardiner to explain the law and questioned how ten parcels out of 74 can de-annex.

Mr. Gardiner noted the State Legislature have the right to the County with the new law, and noted the Annexation Referendum that passed was not 100%, and there are no thresholds to deny; and noted the Council should prepare for the next wave of ten.

Councilmember Gantt noted she was aware of a petition circulating to de-annex from the city, and will follow the law, noting there will be boundary issues relating to public safety, and city/county roads.

Motion to approve the de-annexation made by Councilmember Gantt; seconded by Mayor Pro Tem Berry. The motion passed unanimously 5-0.

11. Council consideration of the Ethics Re-Certification Ordinance

Presented by: Quinton Washington, City Attorney

Attorney Washington noted the City is required to submit a Resolution to recertify as a Georgia Municipal Association City of Ethics every four years, and submit any changes made; noting the Resolution to the policy regarding Censure and Reprimands will be submitted to GMA with the re-certification. Motion to approve was made by Councilmember Alexander; seconded by Mayor Pro Tem Berry. The motion passed unanimously 5-0.

Motion to amend the Agenda to add Item #12 to Discuss Amphitheater Operations, Ticketing, Ticket Pricing and Potential Ticketing Discounts was made by Councilmember Alexander; seconded by Councilmember Barber. The motion Passed 3-2 (Alexander/Barber/Berry in Favor); (Gantt/Thomas Opposed).

Motion to amend the Agenda to add Item #13 to Review Financial Reporting of Alcohol Sales at the Amphitheater was made by Mayor Pro Tem Berry; seconded by Councilmember Barber.

Mayor Ford read the Action Minutes from the April 25, 2025 Special Called Meeting related to the Alcohol Ordinance. Mayor Pro Tem Berry withdrew the motion.

COUNCIL DISCUSSION

12. Council discussion of Amphitheater Operations, Ticketing, Ticket Pricing and Potential Ticketing Discounts

The City Council reviewed the Fresh Tix Report for the tickets sold for the 2024 Concert Series.

During the discussion, Attorney Washington advised Council to reserve the discussion until after Executive Session due to potential litigation.

There was further discussion or action taken on this item following the Executive Session.

UPCOMING MEETINGS & ANNOUNCEMENTS

Council meetings will be held in the City Council Chamber. Meeting dates, locations and times are subject to change or contact City Hall offices at 770-389-7900 or visit the website www.stockbridgega.org for updates.

- Stockbridge Citizens-Police Advisory Council meeting 1st Thursday of each month at 6:00 p.m. at the Stockbridge Police Community Room 4545 N. Henry Blvd. (May 2)
- The Main Street Advisory Board Meeting 2nd Friday of each month at 9am – Location is the Downtown Connection Center 130 M L King Sr. Heritage Trail. (May 10)
- City Council Meeting, 2nd Monday of each month at 6:00 p.m. - City Hall Council Chamber (May 13)

- Youth Council Meeting 2nd Monday of each month at 6:30 p.m. - City Hall Levi Meeting Room (May 13)
- Citywide Development Authority Meeting, 2nd Tuesday of each month, 6:00 p.m.- City Hall Levi Meeting Room (May 14)
- Planning Commission Meeting, 3rd Thursday of each month, 6:30 p.m. - City Hall Council Chamber - (May 16)
- Downtown Development Authority Meeting, 3rd Tuesday of each month Welcome Center 130 M L King, Sr. Heritage Trail (May 21)
- Youth Council Advisory Committee Meeting, 6:30 p.m.-3rd Tuesday of each month Levi Meeting Room - City Hall (May 21)
- City Council Work Session Meeting, last Tuesday of each month at 6:00 p.m. - City Hall Council Chamber (May 28)

UPCOMING CITY EVENTS/INITIATIVES

- Join Mayor Pro Tem Kyle Berry for the Annual National Day of Prayer on Thursday, May 2nd in the City Hall Council Chamber at 6:30 p.m.
- Join Councilman Alphonso Thomas for the monthly Senior Bingo Bash on Wednesday, May 15th from 10am - 12pm at the Merle Manders Conference Center, 111 Davis Rd. for raffles, prizes, games, snacks and fun!
- Join Mayor Anthony Ford for the monthly Meet the Mayor on Monday, May 20th from 10am – noon at Stockbridge City Hall.
- Join the City of Stockbridge for the Annual Memorial March on Monday, May 27th at the Merle Manders Conference Center as we remember those who gave the ultimate sacrifice. Stay tuned to the city's website and social media platforms for more information to participate or contact the Events Team at 770-389-5982.
- Join Councilman Thomas for the Don't Trash Stockbridge initiative centered around education highlighting the causes and effects of Littering and Illegal Dumping. More information to follow.
- Councilman Thomas is honoring Veterans with a Continuous Salute all year long. Please send your pictures of Veterans with their name, branch, rank, and years of service.
- There will be a Henry County/City of Stockbridge Joint SPLOST VI Meeting to be conducted with the public to discuss potential projects and collaborations, on Thursday, May 9th at 6:00 p.m. at the Merle Manders Conference Center 111 Davis Rd. Stockbridge.
- Food Truck Tast Tuesday is back, beginning Tuesday, May 7th from 5:30 – 8:00 pm at Clark Community Park in Stockbridge. Join us for live music, great food, free games for the kids.

Please contact Rosalynd Rawls to schedule an appointment for Meet the Mayor and for more information on Council Initiatives and events at 678-833-3348 or via email: rrawls@stockbridgega.org

2024 STOCKBRIDGE AMPHITHEATER CONCERT SERIES

- Saturday, May 11th – Mother's Day Concert featuring Tyrese, Eric Benet, and Isiah Tatum
- Saturday, May 25th – Funk Party featuring Zapp, Evelyn "Champagne" King, Rose Royce, and Rick James' Stone City Band

- Saturday, June 8th – TLC Celebrating the 30th Anniversary of the “CrazySexyCool” Album, with Special Guest Brownstone
- Saturday, July 13th and Sunday, July 14th – A Night with Kem, and Special Guest Leela James
- Saturday, July 20th – Ladies Night Out featuring Jodeci, Johnny Gill, and Silk
- Saturday, July 27th – 70’s Soul Jam featuring the Chi-Lites, the Manhattans, The Legendary Blue Notes, Bloodstone and Peaches & Herb

MAYOR’S COMMENTS

Mayor Ford wished all the mothers a Happy Mother’s Day and invited everyone to participate in the city’s Memorial Day March on May 27th; noted the Mayor’s State of the City can be viewed on the city’s website.

Councilmember Thomas noted there is an announcement at every meeting requesting pictures of fallen service members to be submitted, and with Memorial Day approaching, the request is being amplified to highlight those who have perished.

Motion to adjourn the meeting at 7:45 p.m. was made by Mayor Pro Tem Berry; seconded by Councilmember Gantt. The motion passed 5-0.

EXECUTIVE SESSION

Motion to convene Executive Session for Personnel, Litigation and Real Estate made by Mayor Pro Tem Berry; seconded by Councilmember Gantt. The motion passed unanimously 5-0.

Councilmember Gantt recused herself from Executive Session at 8:21 p.m. and exited the meeting.

Motion to adjourn Executive Session and approve an Affidavit with No Action, was made by Councilmember Alexander; seconded by Mayor Pro Tem Berry. The motion Passed 4-0.

Motion to reconvene the meeting was made by Mayor Pro Tem Berry; seconded by Councilmember Alexander. The motion Passed unanimously 4-0.

Motion to adjourn the meeting at 10:00 p.m. was made by Councilmember Alexander; seconded by Councilmember Thomas. The motion passed unanimously 4-0.

Respectfully submitted by:

Vanessa Holiday, City Clerk

Anthony S. Ford, Mayor



**JOINT RETREAT
MAIN STREET ADVISORY BOARD
DOWNTOWN DEVELOPMENT AUTHORITY
CITY COUNCIL RETREAT
Merle Manders Conference Center
April 13, 2024 9:00 a.m.
Summary Minutes**

STOCKBRIDGE MAIN STREET ADVISORY BOARD

Willie Hopkins, Chair - Present	Shomari Furtch – Vice Chair - Present
Prayre Finley, Secretary – Not Present	Linda Jones - Present
Anika Potts – Present	Andrea Burnett – Present
Vanessa Gibson – Not Present	Camille Reynoso Mason – Present
Crystal Park - Present	Frangela Merritt - Present
Councilman Alphonso Thomas - Not Present	

Lisa Fareed, Interim Main Street Program Manager – Present
Kim Allonce, Economic Development Director – Present
Christine Chavis, Executive Assistant, Economic Development - Present
Terezy Ochoa, Administrative Assistant, Economic Development – Present

STOCKBRIDGE DOWNTOWN DEVELOPMENT AUTHORITY

Robert Anderson, Chair - Present	Warren Washington – Vice Chair – Not Present
Robert Swygert, Secretary – Not Present	Frangela Merritt - Present
Darrell Stamper – Present	
Councilman Elton Alexander - Present	

Kim Allonce, Economic Development Director – Present

STOCKBRIDGE CITY COUNCIL

Mayor Anthony S. Ford - Present	Mayor Pro Tem Kyle Berry - Present
Councilman Elton Alexander - Present	Councilwoman Yolanda Barber - Present
Councilwoman LaKeisha Gantt – Not Present	Councilman Alphonso Thomas – Not Present

Vanessa Holiday, City Clerk – Present

RETREAT FACILITATOR - Teri Smiley – Starfish Partnership LLC

The Main Street Advisory Board Chair, Willie Hopkins, called the meeting to order at 9:16 a.m. Chair Hopkins proceeded with the Roll Call. Members Hopkins, Gibson, Burnett, Jones, Mason, Park, and Potts were present. Member Furtch joined at 9:27 a.m. Councilman Thomas was not in attendance. There was a quorum.

The Downtown Development Authority Chair, Robert Anderson proceeded with the Roll Call. Members Anderson, Merritt, Stamper, and Councilman Alexander were present. Members Washington and Swygert were not in attendance. There was a quorum.

Mayor Ford proceeded with the Roll Call for the City Council. Mayor Ford, and Councilman Alexander were in attendance. Councilmembers Barber, Berry, Gantt, and Thomas were not present for roll call. There was no quorum. Mayor Pro Tem Berry and Councilwoman Barber joined the meeting at 9:39 a.m. There was a quorum.

Ms. Fareed gave an overview of the Retreat noting Main Street Program is required to hold an Annual Retreat per the Department of Community Affairs, and complete and submit the Main Street Work Plan annually. Ms. Fareed noted the Downtown Development Authority, and the City Council were invited as a collaborate effort as stakeholders and to all be on the same page as it relates to the development of downtown Stockbridge. Ms. Fareed read the Main Street Mission and Vision Statements, and introduced the Retreat Facilitator, Ms. Terri Smiley of Starship Partnership, LLC.

Ms. Smiley gave an overview of her background and experience, and referenced prior retreats for other municipalities and entities that she has done work for, and asked each attendee to introduce themselves, and state your “why” for choosing to be on the board, council, or committee they represent.

Invocation by Mayor Pro Tem Berry.

Pledge of Allegiance recited by all in attendance.

A Roadmap for Board of Excellence

Ms. Smiley presented a Self-Awareness and Reflection presentation where the attendees were able to identify social styles and interactions of other members, and having this knowledge would give the members insight on how to feed off each other’s strengths and weaknesses.

Ms. Smiley reviewed the importance of Governance, and noted the Bylaws for Main Street must be approved by the City Council. Ms. Smiley noted Board Members govern; and staff manages; noted the importance of Board Members serving and not just having a seat on a board, and that in reality, 20% of the members of a Board do 80% the work; noted the Board should have meeting rules in place, a Strategic Plan, Minutes adopted at each meeting; and noted committees within the Board are ongoing and that a Task Force is set up for specific matters.

Ms. Smiley noted there should be an annual review, a good strategic plan, and goal setting, as is being done here today, think about your “wow factor,” and always remember your “why.”

Ms. Smiley noted the main focus of the DDA is real estate; the main focus of Main Street is promotion of the City; and the main focus of the City Council is funding and support of the DDA and Main Street, with all entities on the same page with no silos.

Ms. Fareed stated the DDA builds it, Main Street dresses it up, and the Council gives guidance and support.

Ms. Smiley reviewed the Mission Statements for the City Council and the DDA; and noted the Main Street Program is a nationwide 501c.6 organization; and that the Stockbridge Main Street Program has been recognized nationally for their award-winning efforts.

Review Current Plans for Downtown Stockbridge; 2018 RSVP Plan, DDA-Draft Report of Downtown Master Plan, City of Stockbridge Economic Development Strategic Plan, 2024, 2023 Main Street Work Plan

Main Street Program Report

Chair Hopkins presented the Main Street Program report noting the focus continues to be the RSVP Plan where there was a lot of hard work that went into the plan as a collective body; noted the idea of the RSVP Plan is to get people to come to the downtown area and noted that during the process of putting the RSVP Plan together, citizens and business owners attended several meetings and gave their input on what they wanted to see in the downtown area. Chair Hopkins commended the work of the Stockbridge City Council on the efforts being done in the city and does not want the Council to forget the RSVP Plan as the wholistic plant that was generated from the citizens and include connectivity and walkable areas with patrons visiting businesses before and after concerts. Chair Hopkins noted the largest commercial business in the downtown area is Food Depot; noted downtown parking needs to be addressed and repaving of the closed street; noting the Main Street Advisory Board is the hardest working Board in the City, always showing up because they have a vested interest, and knows their role; and noted Main Street will continue to focus on the RSVP Plan, with a great interest on the low hanging fruit items in the plan in unison with the City, noting it is okay to disagree, with the mission being to move forward to make the City of Stockbridge better; referenced Main Street's assistance with the Quiet Zone, and noted former Main Street Manager, Kira Harris-Braggs played a major role with the RSVP, and that in her absence, the Main Street Program has not missed a beat as Ms. Lisa Fareed has stepped in to the role, and kept everything moving seamlessly.

Councilman Alexander noted the RSVP Book is an excellent marketing tool.

Vice-Chair Furtch noted the information from the RSVP Plan came from the residents and stakeholders of the City and read a portion of the hundreds of responses that are included in the book that came from the community.

Board Member Jones referenced the on-line surveys and in-person meetings that were attended by the community for several months to put the RSVP Plan together, noting that should not be overlooked.

Ms. Fareed, noted Main Street, led the RSVP Plan collaborating with the Carl Vinson Institute of Government where it was stated by the CVIOG staff that they had never seen such a great turnout and input from the community.

Councilman Alexander agreed the CVIOG Charrette was great and referenced the marketing analysis for housing to support the downtown businesses.

Mayor Ford noted the Quiet Zone was instrumental and referenced federal funding from Congressman Scott's office.

Councilman Alexander referenced additional funding for the feasibility study for the pedestrian bridge and TSPLOST projects.

Ms. Fareed noted the "Station" was no longer relevant to the RSVP Plan, as the building has been sold, and the Ted Strickland Community Center is now operating as the Stockbridge Downtown Connection Center housing the Economic Development, Main Street and DDA Office and Conference Room; and noted the Troll Village is no longer relevant, noting the downtown area has a need for more parking, however, there is a need for more art.

Downtown Development Authority Report

Chair Anderson stated he was unsure why the DDA added a Downtown Master Plan when the RSVP Plan was already in place, noting there are items within the plans that conflict with each other, with the DDA approving the Downtown Master Plan, and the City did not.

Councilman Alexander noted there is value in the data from the Downtown Master Plan.

Chair Anderson noted that based on the activity downtown, it appears as though the City is developing an Entertainment District, and that the restaurants are not family friendly.

Mayor Ford stated that the future developments will include more family-oriented facilities.

Ms. Fareed noted the Main Street Program has put on a number of family-friendly events, noting feedback from residents was that there were not adult activities in the city; and referenced the Funnel Cake business, the Lemonade Café, and Ice Cream business for families, and agrees there needs to be more balanced options.

Councilman Alexander referenced the Dance Studio and Peach Cobbler Café that are in the downtown district footprint, and not within the Main Street boundaries.

Ms. Smiley noted it is not necessary to adopt everything included in a feasibility study, noting these are recommendations.

Economic Development Report

Mr. Allonce noted that as part of the City's Strategic Plan, the Economic Development Department was directed to come up with a unified vision and create an Action Plan noting who will do what as it relates to the various boards; noted K B Advisory Group partnered with the City and met with each of the boards discussing the issues, and looked at all of the plans, noting the RSVP Plan was the more dominant plan, and had a conversation on how to move forward, noting there were five (5) overreaching goals, noting downtown is the priority, and needs private investment.

Goal 1 – Revitalize and Activate Downtown Stockbridge.

Goal 2 – Support and Expand the Medical Hub with Piedmont Henry Hospital as the Anchor (Citywide Development Authority will play a key role here).

Goal 3 – Retaining and Supporting the Small/Local Business utilizing the Economic Development BRICS Initiative.

Goal 4 – Developing a Workforce Training Program (Working with Goodwill Industries and Southern Crescent Community College).

Goal 5 – Improving Connectivity and Quality of Life.

Mr. Allonce referenced the Action Plan document and referenced the Objective, Responsible Board(s) and Timeframe, and reviewed the Implementation Strategies, noting the desired outcomes of the next five years, noted for each of the objectives, there are two strategies that are to be considered the “action Items” for the Economic Development Department and relevant stakeholders to implement; and noted for each strategy, the table outlines (1) the recommended stakeholder(s) to carry out each strategy and (2) the estimated timeframe to implement it; and referenced the Key (Stakeholder List) referencing the responsible party, and that collaboration is key for successful economic development, so many of the strategies have multiple stakeholders identified; and noted the stakeholder that is recommended to take the lead role in implementing the strategy is listed first.

Councilwoman Barber asked what role the boards play in attracting businesses to the downtown.

Mr. Allonce noted that if a board member receives information from a potential prospect, the lead(s) should be relayed to the City’s Economic Development Department.

Mr. Allonce noted the role of Main Street is to support the existing businesses in the downtown with programs and events that bring patrons, or foot traffic to the downtown area; noted the Downtown Development Authority (DDA) has tools and incentives to bring and retain businesses to the downtown area and is currently working on a project; and the Citywide Development Authority (CDA) has incentive tools and real estate with the hospital and healthcare being the major focus to make Stockbridge more attractive.

Mr. Allonce noted the City has approved a TAD (Tax Allocation District); however, the TAD needs approval of the Henry County Board of Commissioners (BOC) and the Henry County School Board (BOE), and that has not happened, and encouraged each member of the various boards to reach out to the BOC and BOE members to get their commitment on the TAD; noting the TAD revenues would allow for infrastructure and landscaping improvements in the downtown, noting Design Standards need to be implemented for Downtown.

Mr. Allonce recommended the Economic Development Round Table continue, noting each Board member Chair is invited to participate.

Board Member Furtch noted that there has been a great deal of information in the presentations given today, and offered an overview whereas we need more people to come to the downtown area; Main Street needs to offer more activities to bring people downtown; we need more investors to build more residential downtown to support the businesses; and we need more Council support and funding.

Chair Anderson stated as it relates to the DDA’s role, the Board may need to acquire property to complete the plan.

Mayor Ford exited the meeting; the City Council no longer has a quorum.

The Main Street Approach: The Four Pillars of Mainstreet Stockbridge Mainstreet Survey Results

Ms. Fareed presented the Main Street 2024 Movie Night Event (June 14th). Motion to approve made by Jones; seconded by Merritt. The motion passed unanimously 6-0.

Main Street 2023 Work Plan

Ms. Fareed referenced the 2023 Downtown Strategic Work Plan noting this is a 5-year project where due to the remnants of the pandemic progress has slowed; noting the report has a number of projects with a delayed status; and noted the area around Burke Street looks blighted and abandoned, and the Alleyway Project needs to be a priority for the City; and noted the utilities appear to be the remaining pending item to complete the Alleyway project.

Board Member Merritt offered her services for AT&T to assist in moving the project along.

Ms. Fareed reviewed the Work Plan Tasks, Responsible Person, Organization, Status and Project Budget, noting there has been ARPA funding allocated to Economic Development for Events, and for the Façade Grant Program.

Ms. Chavis noted the Business Assistance Program will work in partnership with the Downtown Development Authority on business facades and exterior features of the downtown businesses, special events in the downtown, seeking sponsorships, noting small business façade grants have been awarded to Frozen Smoke, Rico's, and Ruth's restaurants; and the Downtown Business Assistance grants have been issued to Frozen Smoke and the Eagles Landing Dance Studio in the Publix plaza on East Atlanta Rd.

Mr. Allonce suggested the City continue to fund the Economic Development BRICS Program.

Ms. Fareed noted developments are going up next to Rico's Restaurant, and the BRICS incentives and grants will help business owners with renovations and curb appeal that will spur and encourage more investments.

Ms. Fareed also noted parking continues to be a huge concern in the downtown area, with a battle amongst the businesses along M L King, Sr. Heritage Trail seeking parking for their patrons, noting Amphitheater parking is an additional problem with concert goers parking in parking spaces for their patrons during the concert with no parking enforcement from the police or code enforcement.

Board Member Furtch noted there are a number of individuals unjustly selling parking spaces during the Amphitheater concerts that do not own the parking areas.

Councilmember Barber agreed there are parking issues in the downtown area, and noted the City Council has been made aware of the issues; and recommended when there are violations, to please call the police if there are illegal attendants spotted, or as the Representative for the Downtown District 4, to also contact her and make her aware.

Ms. Fareed noted the downtown visitors do not always have a wonderful experience when visiting the downtown area due to the parking issues.

Councilmember Barber noted the Amphitheater Map for parking has been requested for City Council approval at the April 30th Work Session Meeting; and asked why the Boards are not presenting quarterly updates to the Council, suggesting the Board Chair do so quarterly, so that the Mayor & Council are aware of issues and actions taken by the Board.

Chair Anderson noted the DDA has submitted their First Quarter Report to the Mayor & Council.

Ms. Smiley noted the S.W.O.T. Analysis has basically been covered in the RSVP Plan and the Economic Development Plan and referenced the (4) Four Pillars of Main Street: Economic Vitality, Design (with an emphasis on historic values, murals, and statues), Promotion and Organization.

Ms. Fareed noted the importance of Recreation, Leisure, Dining, and Retail in the Main Street District is to create a Sense of Place.

Ms. Smiley referenced the award-winning Main Street Program and the Small Business Blitz that is typically on the Saturday following Thanksgiving, and noted the Stockbridge Program promotes the Small Business Blitz throughout the entire month of November; and noted the Board needs to keep the 2 Strategic Goals of implement Arts and Beautification of the downtown area in focus.

Board member Potts noted that with so many pending items, Main Street needs to focus and address the items under Main Street's control.

Chair Hopkins agreed, noting the items that are currently noted incomplete, need to be addressed and completed where possible and feasible.

Group 1 was tasked with creating a Strategy for implementing the Arts and Beautification projects in the Main Street/Downtown area.

Group 1 recommended (6) six Goals to promote the Downtown:

1. Offer financial incentives such as the Façade Grant, and work in collaboration with the City and Business Owners to allow pop-up shops and pop-up markets.
2. Promote Shop Small throughout the entire year to help generate new customers; highlight businesses on the city's webpage, highlighting a "business spotlight of the month."
3. Collaborate with the City's Social Media platforms and promoting events.
4. Encourage businesses to bring out samples with the focus on homemade and hand-made samples.
5. Promote Stockbridge Businesses using a QR Code.
6. Co-market by promoting each other's businesses.

Group 2 was tasked with identifying Arts and Beautification projects for the Main Street/Downtown area.

Group 2 suggested creating a Task Force to research a small amphitheater stage for smaller events to be located on the city's green space adjacent to city hall; explore donations; seek local artists, musicians, and arts & craft vendors; and install a digital board with announcements; suggested

expanding the white lights to be decorated around the trees along East Atlanta Road, M L King, Sr. Heritage Trail, N. Henry Blvd. from Burke Street to Municipal Park adjacent to the Police Station, and along Love Street to identify the downtown area; add seating along M L King, Sr. Heritage Trail; review a Special Façade Grant for Food Depot; remove the brick wall along M L King, Sr. Heritage to open up the sidewalk; city to clean and maintain the entrance to the Arts Center entrance along Burke Street; identify a location near the Amphitheater to install a STOCKBRIDGE Statue with the “I” space empty to be filled in by a person as a tourist attraction; make improvements in the Love Street crosswalk, install and create a “You are Here” QR Code and creating a group to identify the downtown anchors, COS Wayfinding and using the 30281 Zip Code Mural; and have a local Taste of Stockbridge.

The consensus of all members in attendance was that the cleanup and completion of the Alleyway should be priority, and to follow the RSVP Plan, starting with the low hanging fruit.

Ms. Smiley and Ms. Fareed thanked everyone for their participation in today’s Retreat.

Ms. Smiley noted an overall report would be prepared and distributed to Ms. Fareed in the upcoming weeks.

Respectfully submitted by:

Vanessa Holiday, City Clerk

Anthony S. Ford, Mayor



City of Stockbridge

AGENDA ITEM

MEETING DATE

MAY 13, 2024

- ☐ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☒ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

FUNDING SOURCE

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST IV
- ☐ TSPLOST
- ☐ CDBG
- ☐ GRANT FUNDING
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☒ IMPACT FEES

ACCOUNT TRANSFER FROM: N/A

ACCOUNT TRANSFER TO: N/A

PRESENTER: RYAN ANDERSON, COMMUNITY DEVELOPMENT DIRECTOR

DEPARTMENT: COMMUNITY DEVELOPMENT

ITEM/PROJECT/EVENT:

Council consideration to adopt the City of Stockbridge 2024-2028 Short Term Work Program/Capital Improvements Element (STWP/CIE).

BACKGROUND INFORMATION:

This is a state mandated annual update to be heard as a Public Hearing for transmission to the GA Department of Community Affairs and the Atlanta Regional Commission. Both have reviewed and provided minor comments which have been updated in the document. The Community Development Department requests City Council adoption of the 2024-2028 Short Term Work Program/Capital Improvements Element (STWP/CIE) to remain in compliance with state minimum standards.

SIGNATURES:

CITY ATTORNEY _____

CITY TREASURER _____ N/A

CITY MANAGER _____

FINANCIAL IMPACT: N/A

AMOUNT: N/A



City of Stockbridge

AGENDA ITEM

MEETING DATE

AUGUST 24, 2023

- ☐ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☒ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

FUNDING SOURCE

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- ☒ TSPLOST
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- ☒ GRANT FUNDING
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☒ BONDING

ACCOUNT TRANSFER FROM: N/A

ACCOUNT TRANSFER TO: N/A

PRESENTER: RYAN ANDERSON, COMMUNITY DEVELOPMENT DIRECTOR

DEPARTMENT: COMMUNITY DEVELOPMENT

ITEM/PROJECT/EVENT:

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SIGNATURES:

CITY ATTORNEY _____

CITY TREASURER _____ N/A

CITY MANAGER _____

FINANCIAL IMPACT: N/A

AMOUNT: N/A

RESOLUTION NO.

**A RESOLUTION APPROVING THE CITY OF STOCKBRIDGE
2024-2028 SHORT-TERM WORK PROGRAM AND CAPITAL
IMPROVEMENTS ELEMENT (CIE).**

WHEREAS, The City of Stockbridge ("City") is a municipal corporation duly organized and existing under the laws of the State of Georgia and is charged with providing public services to residents located within the corporate limits of the City; and,

WHEREAS, there are certain minimum standards for the Short Term Work Program/Capital Improvement Element plan; and;

WHEREAS, the City is required to hold a public hearing on such a plan; and

WHEREAS, the City would like to transmit its 2024-2028 Short-Term Work Program/Capital Improvement plan to the Georgia Department of Community Affairs and Atlanta Regional Commission; and

WHEREAS, the Department of Community Affairs and Atlanta Regional Commission will review such plan within the next 30 days and provide feedback to the City on the plan.

THEREFORE, IT IS NOW RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE GEORGIA AS FOLLOWS:

SECTION 1. Approval of Transmittal - The City Council approves the 2024-2028 Short-Term Work Program/Capital Improvement plan and approves the transmittal of the plan to the Georgia Department of Community Affairs and Atlanta Regional Commission as described in Exhibit A

SECTION 2. Severability - To the extent any portion of this Resolution is declared to be invalid, unenforceable, or non-binding, that shall not affect the remaining portions of this Resolution.

SECTION 3. Repeal of Conflicting Provisions - All City Resolutions inconsistent with this Resolution are hereby repealed.

SECTION 4. Effective Date. This resolution shall become effective immediately upon its adoption by the City Council of the City of Stockbridge as provided in the City Charter.

SECTION 5. Attorney Authorization. The City Attorney, backed by the City's charter and with the explicit endorsement of the City Council, is authorized to make necessary amendments to contracts, ordinances, resolutions, and documents to align them with the intent of the City Council and ensure compliance with all pertinent city laws and regulations.

SO RESOLVED this _____ day of _____ 2023

ANTHONY S. FORD, Mayor

ATTEST:

_____(SEAL)
VANESSA HOLIDAY, City Clerk

APPROVED AS TO FORM:

QUINTON WASHINGTON, City Attorney

STATE OF GEORGIA
HENRY COUNTY
CITY OF STOCKBRIDGE

RESOLUTION NO. R23-1629

A RESOLUTION APPROVING THE TRANSMITTAL OF THE CITY OF STOCKBRIDGE 2024-2028 SHORT TERM WORK PROGRAM AND CAPITAL IMPROVEMENTS ELEMENT (CIE).

WHEREAS, The City of Stockbridge ("City") is a municipal corporation duly organized and existing under the laws of the State of Georgia and is charged with providing public services to residents located within the corporate limits of the City; and,

WHEREAS, there are certain minimum standards for the Short-Term Work Program/Capital Improvement Element plan; and;

WHEREAS, the City is mandated to conduct a public hearing on such a plan, a public hearing was duly held on November 13, 2023, ensuring compliance with this requirement; and,

WHEREAS, the City is eager to forward its 2024-2028 Short-Term Work Program and Capital Improvement Plan, a strategic framework for urban and community development, to the Georgia Department of Community Affairs and the Atlanta Regional Commission for their review and collaboration; and,

WHEREAS, the Department of Community Affairs and Atlanta Regional Commission will review such plan within the next 30 days and provide feedback to the City on the plan.

THEREFORE, IT IS NOW RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE GEORGIA AS FOLLOWS:

SECTION 1. Approval of Transmittal - The City Council has formally ratified the 2024-2028 Short-Term Work Program and Capital Improvement Plan. This comprehensive plan has been meticulously structured and is now sanctioned for submission to both the Georgia Department of Community Affairs and the Atlanta Regional Commission. Detailed in *Exhibit "A"*, which is attached hereto and incorporated herein by reference, the plan outlines the strategic initiatives and capital investment projects slated for the next five years, reflecting the City of Stockbridge's commitment to sustainable growth and community development.

SECTION 2. Severability- To the extent any portion of this Resolution is declared to be invalid, unenforceable, or non-binding, that shall not affect the remaining portions of this Resolution.

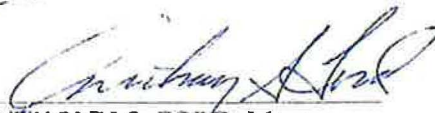
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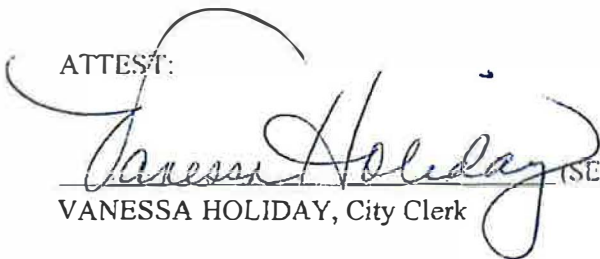
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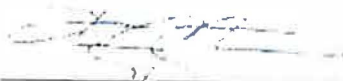
SO RESOLVED this 13th day of November 2023


ANTHONY S. FORD, Mayor

ATTEST:

 (SEAL.)
VANESSA HOLIDAY, City Clerk

APPROVED AS TO FORM:


QUINTON G. WASHINGTON, City Attorney



City of Stockbridge

4640 North Henry Blvd. • Stockbridge, GA 30281

City Hall: (770) 389-7900 • Fax: (770) 389-7912

November 13, 2023

Mr. Andrew Smith, Principal Planner
Atlanta Regional Commission
229 Peachtree St. NE STE 100
Atlanta, GA 30303

RE: Transmittal of City of Stockbridge 2024-2028 Short Term Work Program & Capital Improvement Element Update to the Atlanta Regional Commission & Dept. of Community Affairs

Dear Mr. Smith,

The City of Stockbridge has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that the appropriate staff and decision-makers have reviewed both the Regional Water Plan covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Ryan Anderson, Chief Planner at 678-833-3340 and randerson@cityofstockbridge-ga.gov.

Best regards,

Mayor Anthony Ford
Stockbridge City Council
aford@cityofstockbridge-ga.gov

cc: Frederick Gardiner, City Manager
Vanessa Holiday, City Clerk
Ryan Anderson Chief Planner-Community Development



Where Community Connects

Short-Term Work Program & CIE Update 2024-2028 CITY OF STOCKBRIDGE, GEORGIA

Contents

SHORT TERM WORK PROGRAM ANNUAL UPDATE.....	Pages 2-5
CAPITAL IMPROVEMENT ELEMENT	Pages 6-8



Community Facilities						
Item	Activity	Years	Responsible Party	Cost Estimate	Funding Source	Status
	Splash Pad/Park Design-Construction	2015-2026	Community Development	\$1,300,000	General Fund	In Progress
2	Stockbridge Electric Vehicle Station @ Amphitheater	2022-2024	Community Development	\$75,000	GA Power General Fund	In Progress
3	Monument Sign (City Hall Fountain)	2018-2026	Community Development	\$152,000	General Fund	Concept Plan Process
4	Multi-Purpose Facility (Youth/Senior)	2018-2026	Community Development	\$8,000,000	General Fund/Bond Financing	Concept Plan Process
5	Cultural Arts Center	2018-2026	Community Development	\$18,000,000	Bond Financing/SPLOST V	Concept & Development Plan Process
6	Water supply source development	2015-2025	Public Works	\$102,900	SPLOST 111, IV	2 wells drilled, did not supply sufficient water, and were abandoned.
7	GIS - Infrastructure inventory and detailed map	2016-2025	Public Works	\$50,000	SPLOST IV	In Progress
8	Sewer - infiltration and inflow study	2016-2026	Public Works	\$1,500,000	SPLOST IV	In Progress
Subtotal				\$29,179,900		



Economic Development						
Item	Activity	Years	Responsible Party	Cost Estimate	Funding Source	Status
1	Create a Citywide Marketing Plan (Rebranding)	2016-2026	Economic Development	\$75,000	Hotel/ Motel	On-going
2	Establish Stockbridge Assoc. of Businesses	2017-2026	Economic Development	\$20,000	General Fund	In Progress
3	Create Economic Development Marketing Plan	2017-2026	Economic Development	\$100,000	Hotel/ Motel	In Progress
4	Opportunity Zone Designation Study	2017-2026	Economic Development	\$25,000	General Fund	In Progress
Subtotal				\$220,000		

Land Use						
Item	Activity	Years	Responsible Party	Cost Estimate	Funding Source	Status
1	Trail Study Implementation	2016-2025	Community Development	\$1,000,000	Bond Financing/ SPLOSTV	In Progress
2	Comprehensive Plan 5-Year Update	2022-2025	Community Development	\$100,000	General Fund	In Progress
3	Overlay District Designation	2018-2025	Community Development	\$75,000	General Fund	Complete
4	LCI Implementation & Update - Supplemental Study	2018-2025	Community Development	\$150,000	General Fund	Scope Development
5	Park Plan Development (passive, active, pocket) city-wide (south, west, east, north)	2018-2025	Community Development	\$100,000	SPLOSTV	Scope Development
6	Update of Sign Ordinance	2019-2025	Community Development	\$100,000	General Fund	Complete
Subtotal				\$1,525,000		



Transportation						
Item	Activity	Years	Responsible Party	Cost Estimate	Funding Source	Status
1	Roadway Construction Projects/Engineering and ROW Acquisition	2016-2026	Public Works	\$3,000,000	SPLOST IV	In Progress
2	Sidewalk - repair and reconstruction	2015-2026	Public Works	\$500,000	SPLOST IV	On-going
3	Road Improvements for City Project and streets	2018-2026	Public Works	\$5,000,000	SPLOSTV	Concept Plan Process
4	Infrastructure Improvements for city projects	2018-2026	Public Works	\$7,000,000	SPLOSTV	Concept Plan Process
6	Downtown Pedestrian & Bicycle Connectivity Concept Study	2022-2023	Community Development	\$125,000	ARC Grant & General Funds	RFP process underway
Subtotal				\$15,625,000		

The City has projects planned beyond the 5-year time horizon if none are scheduled during the annual reporting period.



Completed Projects						
Item	Activity	Years	Responsible Party	Cost Estimate	Funding Source	Status
1	Update City Unified Development Codes	2018-2025	Community Development	\$100,000	General Fund	Complete
2	Update of Sign Ordinance	2019-2025	Community Development	\$100,000	General Fund	Complete
3	Public Works Facility	2018-2026	Public Works	\$3,000,000	SPLOST IV	Complete
4	Amphitheater	2018-2026	Community Development	\$23,085,254	Fund Balance/Bond Financing/SPLOST IV	Complete
5	Overlay District Designation	2018-2025	Community Development	\$75,000	General Fund	Complete
6	Wastewater Heads Work, Phase 2	2018-2025	Public Works	\$3,232,367.00	SPLOST III/Sewer Fund/ Impact Fees	Complete
7	SCADA Replacement	2018-2025	Public Works	\$721,977.00	SPLOST III	Complete
8	Waste Water Treatment Plant Upgrade	2018-2025	Public Works	\$1,414,000	SPLOST IV	Complete
9	Wastewater Treatment Plant Upgrade Plans/Engineering	2015-2025	Public Works	\$5,858,344	SPLOST 111, IV	Complete
10	Sewer reconstruction & Pump Station replacement	2015-2025	Public Works	\$1,350,000	SPLOST IV	Complete
11	Water main and service line replacement	2016-2024	Public Works	\$276,000	Water Fund/ Impact Fees/ SPLOST IV	Complete
12	Wastewater Treatment Plant Upgrade Plans/Engineering	2015-2025	Public Works	\$5,858,344	SPLOST 111, IV	Complete
13	Davis Road from Shields Road to Highway 42 (Sidewalks and Streetscape)	2015-2024	Public Works	\$605,725	SPLOST, TE General Fund	Complete
Subtotal				\$45,677,011		

The City has projects planned beyond the 5-year time horizon if none are scheduled during the annual reporting period.



CIP EXPENDITURES SUMMARY BY PROJECT

FUND - 353

	Estimated Project Cost	Amount Anticipated To Be Used In	Balance To Be Carried Over To		
	FY2023	FY2023	FY2024	FY2024	FY2025
<u>Projects:</u>					
Water Project Improvements	\$ 503,820	\$ 211,320	\$ 292,500	\$ 292,500	\$ -
Sewer Project Improvements	\$ 1,500,000	\$ 385,350	\$ 1,114,650	\$ 1,114,650	\$ -
Storm Water Project Improvements	\$ -	\$ -	\$ 2,000,000	\$ 400,000	\$ 400,000
Alleyway Project	\$ 350,000	\$ -	\$ 350,000	\$ 175,000	\$ 175,000
Court Renovation	\$ 94,736	\$ -	\$ 94,736	\$ 94,736	\$ -
Cultural Art Center	\$ 34,000,000	\$ -	\$ 32,000,000	\$ 5,400,000	\$ 6,575,000
Multi-Purpose Facility/Senior and Youth Center	\$ 10,000,000	\$ -	\$ 10,000,000	\$ 1,252,608	\$ 2,130,598
TSCC Renovation Project	\$ 31,340	\$ 31,340	\$ -	\$ -	\$ -
Park and Trail Projects	\$ 2,000,000	\$ 218,166	\$ 1,781,834	\$ 356,367	\$ 356,367
Wayfinding Project	\$ 573,104	\$ 22,000	\$ 551,104	\$ 551,104	\$ -
Road Improvement	\$ 4,500,000	\$ 599,793	\$ 3,900,207	\$ 780,041	\$ 780,041
Infrastructure Improvement	\$ 3,500,000	\$ 553,500	\$ 2,946,500	\$ 589,300	\$ 589,300
Total Proposed Expenditures	\$ 57,053,000	\$ 2,021,469	\$ 55,031,531	\$ 11,006,306	\$ 11,006,306

	Final Adopted	Amount Anticipated To Be Used In	Balance To Be Carried Over To		
Funding Type	FY2023	FY2023	FY2024	FY2024	FY2025
General Fund	\$ 3,320,511	\$ 100,000	\$ 2,220,511	\$ 444,102	\$ 444,102
CIP Bond	\$ 30,629,523	\$ 1,000,000	\$ 29,629,523	\$ 5,925,905	\$ 5,925,905
Future SPLOST	\$ 20,434,912	\$ 500,000	\$ 19,934,912	\$ 3,986,982	\$ 3,986,982
SPLOST IV	\$ 2,668,054	\$ 421,469	\$ 2,246,585	\$ 449,317	\$ 449,317
Grants	\$ -	\$ -	\$ 1,000,000	\$ 200,000	\$ 200,000
Sale of Land	\$ -	\$ -	\$ -	\$ -	\$ -
Total Proposed Funding Sources	\$ 57,053,000	\$ 2,021,469	\$ 55,031,531	\$ 11,006,306	\$ 11,006,306
Surplus (Deficit)	0	0	(0)	(0)	0



Projected Five Year				
FY2026	FY2027	FY2028	Total	Funding Source
\$ -	\$ -	\$ -	\$ 292,500	SPLOST/Grants
\$ -	\$ -	\$ -	\$ 1,114,650	SPLOST/Grants
\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,000,000	SPLOST
\$ -	\$ -	\$ -	\$ 350,000	Fund Balance/SPLOST V
			\$ 94,736	General Fund
\$ 6,675,000	\$ 6,675,000	\$ 6,675,000	\$ 32,000,000	Bonds/SPLOST
\$ 2,205,598	\$ 2,205,598	\$ 2,205,598	\$ 10,000,000	Bonds/SPLOST
			\$ -	General Fund/Hotel Motel
\$ 356,367	\$ 356,367	\$ 356,367	\$ 1,781,835	SPLOST/SPLOST
			\$ 551,104	ARPA
\$ 780,041	\$ 780,041	\$ 780,041	\$ 3,900,205	TSPLIST
\$ 589,300	\$ 589,300	\$ 589,300	\$ 2,946,500	SPLOST/SPLOST
\$ 11,006,306	\$ 11,006,306	\$ 11,006,306	\$ 55,031,530	

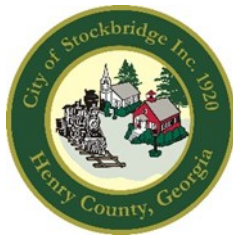
Projected Five Year				
FY2026	FY2027	FY2028	Total	
\$ 444,102	\$ 444,102	\$ 444,102	\$ 2,220,510	
\$ 5,925,905	\$ 5,925,905	\$ 5,925,905	\$ 29,629,525	
\$ 3,986,982	\$ 3,986,982	\$ 3,986,982	\$ 19,934,910	
\$ 449,317	\$ 449,317	\$ 449,317	\$ 2,246,585	
\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	
\$ -	\$ -	\$ -	\$ -	
\$ 11,006,306	\$ 11,006,306	\$ 11,006,306	\$ 55,031,530	
0	0	0	(0)	



ANNUAL FINANCIAL REPORT FOR 2024
City of Stockbridge

2023 Item #	Public Facility Type	Water Supply	Wastewater	TOTAL
1	Service Area	City-Wide	City-Wide	City-Wide
2	Beginning Impact Fee Fund Balance	\$211,491	\$283,396	\$494,887
3	Impact Fees Collected	\$60,000	\$68,000	\$128,000
4	Accrued Interest	\$0	\$0	\$0
5	Project Expenditures	0	0	\$0
6	Administrative Costs	0	0	\$0
7	Impact Fee Refunds	0	0	\$0
8	Ending Impact Fee Fund Balance	\$271,491	\$351,396	\$622,887
9	Impact Fees Encumbered	\$271,491	\$351,396	\$622,887

Note: Impact fees for the City of Stockbridge are maintained in a separate non-interest bearing account.



City of Stockbridge

AGENDA ITEM

MEETING DATE

MAY 13, 2024

FUNDING SOURCE

- ☐ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☒ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST or TSPLOST
- ☐ ARPA
- ☐ GRANT
- ☐ HOTEL/MOTEL TOURISM
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER:

Community Development Staff

DEPARTMENT:

Community Development

ITEM/PROJECT/EVENT:

TEXT AMENDMENT CASE #TX-2024-02. To consider a text amendment to Section 9.3.4 of the UDC to expand the distance requirement for "mailed notices", which applicants for zoning cases are required to send within 30 days of a Council meeting. Currently, applicants only need to send notices to owners of properties which are located adjacent to, or across the street from, the subject property. The Planning Commission recommended the approval of TX-2024-02 at its April 18, 2024 meeting.

BACKGROUND INFORMATION:

The Planning and Zoning Staff contacted several other cities and counties in Georgia, and found that their distance requirements ranged from 200 feet to a quarter mile, with 500 feet being the most common and median distance.

APPROVALS: CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

GRANTS ADMIN. _____

☐ FINANCIAL IMPACT ☐ N/A

AMOUNT \$

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

TEXT AMENDMENT CASE #TX-2024-02

BACKGROUND INFORMATION:

STAFF RECOMMENDATION:

APPROVAL.

Staff Signature_____

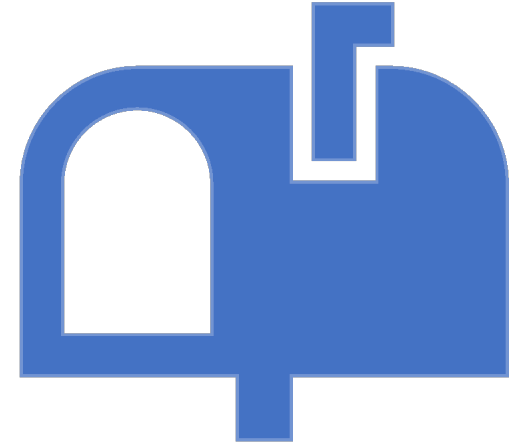
Presentation on the “Mailed Notice Requirement” Text Amendment to the UDC

Planning Commission—04/18/24

Council Meeting—05/13/24

Ryan Anderson, Director

Community Development Department



**“Mailed Notice
Requirement”
From Section
9.3.4 of the
Stockbridge
Unified
Development
Code (UDC)**

- **Mailed notice shall be provided to all adjacent properties that share a boundary line at least fifteen (15) but not more than forty-five (45) calendar days prior to the date of the hearing for all variances, conditional uses, modifications, and amendments to the official zoning map (rezoning). The applicant shall mail these notices and provide the community development director proof of mailing a minimum of seven (7) days prior to the scheduled public hearing.**

Proposed “Mailed Notice” UDC Amendment (Slide #1)

- Amend Section 9.3.4 of the City of Stockbridge’s Unified Development Code Mailed Notice Requirement from “adjacent property owners” to a mailed notice requirement of 500 feet for public meetings or hearings concerning:
 1. Amendment of the Official Zoning Map;
 2. Special Use permits;
 3. Amendment of the Unified Development Code
 4. Major Modification of Zoning Conditions and/or master development plans; and
 5. Variances
- Notices shall include the following information:
 1. Time of the public meeting or public hearing;
 2. Place of the public meeting or public hearing;
 3. Purpose of the requested action; and
 4. For requests to amend the official zoning map, the notice shall include the current and proposed zoning action.

Proposed “Mailed Notice” UDC Amendment (Slide #2)

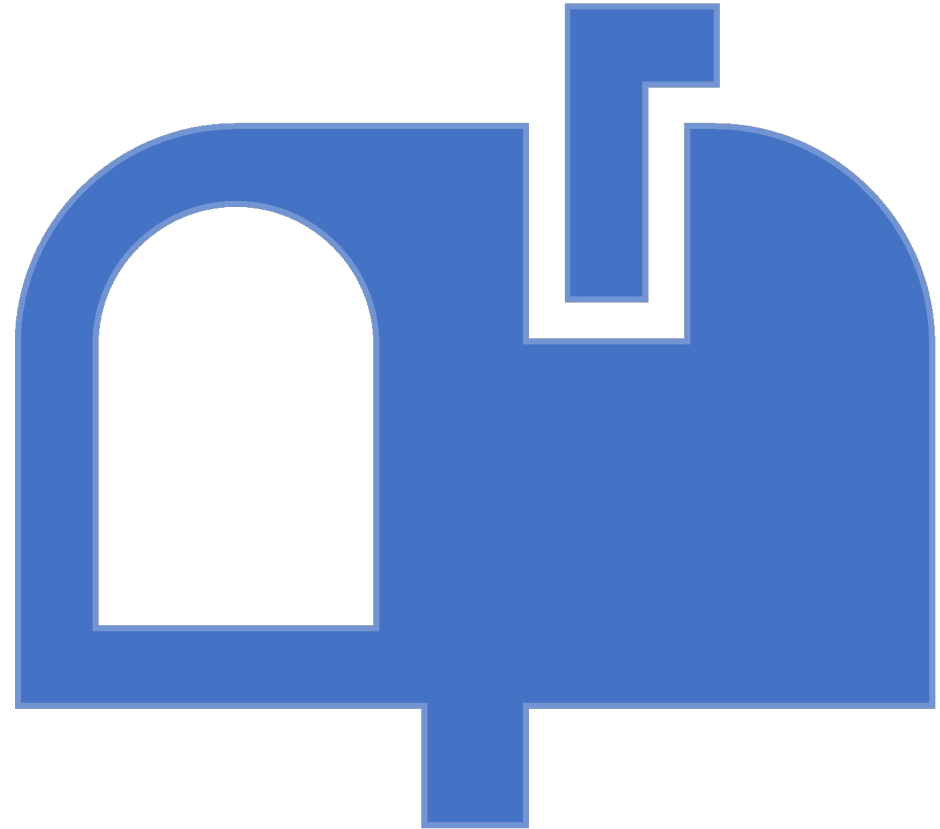
- Amend Section 9.3.4 of the City of Stockbridge’s Unified Development Code (UDC) “Mailed Notice Requirement” to also state:
- “Mailed notice shall be provided to the owners of all properties which are located within five hundred (500) feet, at least **thirty (30) calendar days** prior to the date of the hearing, for all variances, special uses, modifications, and amendments to the official zoning map (rezoning). The applicant shall mail these notices and provide the Community Development Director or designee proof of such mailing a minimum of seven (7) days prior to the scheduled public hearing.”

Number	City/County	Distance Requirement of Adjacent/Nearby Property Owners	Code Section/Document
1	East Point	500 feet for residential development; 1,000 feet for industrial development	Rezoning or Special Use Application Packet
2	Cherokee County	1,000 feet	Cherokee County Zoning Ordinance
3	Forsyth County	500 feet	Forsyth County
4	Powder Springs	200 feet	Powder Springs (Article 13 Zoning Amendment And Procedures)
5	South Fulton	Quarter mile of property	South Fulton
6	Alpharetta	500 feet	Alpharetta
7	Savannah	300 feet	Savannah Zoning Ordinance
8	Newnan	250 feet	Article 10 – Procedures and Permits
9	Morrow	500 feet	Morrow, Georgia - Code of Ordinances
10	Hall County	500 feet	Hall County
11	Riverdale	300 feet	Sec. 13.4. - Public notice of public hearings.
12	Thomaston	300 feet	Sec. 98-14.4. - Public notice of public hearings.
13	Clarkston	300 feet	City of Clarkston Zoning Ordinance
14	Stockbridge	Adjacent property owners	Section 9.3.4

Staff Recommendation

Based on its research, the Community Development Staff is recommending that the City amend its “mailed notice” requirement” as follows:

1. From requiring a distance of only the “adjacent property owners” to 500 feet from the subject property.
2. From requiring that mailed notices be mailed at least 15 days prior to a scheduled public hearing to 30 days prior to a public hearing, in compliance with the new State Zoning Procedures Law (ZPL).



Mailed Public Notice To Adjacent and Nearby Property Owners (Distance Requirements)

Number	City/County	Distance Requirement of Adjacent and Nearby Property Owners	Code Section/Document
1	East Point	500 feet for residential development); 1,000 feet for industrial development	Rezoning or Special Use Application Packet
2	Cherokee County	1,000 feet	Cherokee County Zoning Ordinance
3	Forsyth County	500 feet	Forsyth County
4	Powder Springs	200 feet	Powder Springs (Article 13 Zoning Amendment And Procedures)
5	South Fulton	Quarter mile of property	South Fulton
6	Alpharetta	500 feet	Alpharetta
7	Savannah	300 feet	Savannah Zoning Ordinance
8	Newnan	250 feet	Article 10 – Procedures and Permits
9	Morrow	500 feet	Morrow, Georgia - Code of Ordinances
10	Hall County	500 feet	Hall County
11	Riverdale	300 feet	Sec. 13.4. - Public notice of public hearings.
12	Thomaston	300 feet	Sec. 98-14.4. - Public notice of public hearings.
13	Clarkston	300 feet	City of Clarkston Zoning Ordinance
14	Stockbridge	Adjacent property owners	Section 9.3.4

Staff Recommendation: Based on the research done by Community

Development, staff is recommending the City extend its mail notice requirement from adjacent property owners only to 500 feet.

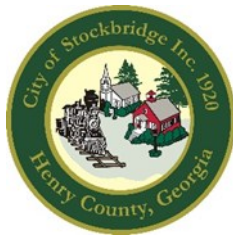
UDC Amendment: Amend Section 9.3.4 of the City of Stockbridge's Unified Development Code Mailed Notice Requirement from adjacent property owners to a mailed notice requirement of 500 feet for public meetings or hearings concerning:

- 1. Amendment of the Official Zoning Map;**
- 2. Special Use permits;**

- 3. Amendment of the Unified Development Code**
- 4. Major Modification of Zoning Conditions and/or master development plans; and**
- 5. Variances**

Notices shall include the following information:

- 1. Time of the public meeting or public hearing;**
- 2. Place of the public meeting or public hearing;**
- 3. Purpose of the requested action; and**
- 4. For requests to amend the official zoning map, the notice shall include the current and proposed zoning action.**



City of Stockbridge

AGENDA ITEM

MEETING DATE

MAY 13, 2024

FUNDING SOURCE

- ☐ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☒ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST or TSPLOST
- ☐ ARPA
- ☐ GRANT
- ☐ HOTEL/MOTEL TOURISM
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER:

Community Development Staff

DEPARTMENT:

Community Development

ITEM/PROJECT/EVENT:

TEXT AMENDMENT CASE #TX-2024-03. Consideration of a text amendment to amend Title 12 (Unified Development Code) of the Stockbridge Code of Ordinances to provide various changes to Section 2.5.2, which contains the regulations for the Parkway Mixed-Use (PMU) Overlay District. TX-2024-03 was approved by the Planning Commission at its April 18, 2024 meeting.

BACKGROUND INFORMATION:

The purpose of this text amendment is to remove certain uses from the list of prohibited uses within the PMU Overlay District and allow them to now be permitted uses, provided that certain requirements are met. These special uses include gas stations, minor automotive service/repair/maintenance centers, car washes, convenience stores, and other associated uses; restaurants with drive-through facilities or windows; and other uses. All special uses must be located on collector or arterial streets, and buildings must have brick on all sides. Gas stations must have an equal number of electric charging stations as gas pumps.

APPROVALS: CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

GRANTS ADMIN. _____

☐ FINANCIAL IMPACT ☐ N/A

AMOUNT \$

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

TEXT AMENDMENT CASE #TX-2024-03.

BACKGROUND INFORMATION:

STAFF RECOMMENDATION:

Approval.

Staff Signature_____

STATE OF GEORGIA
HENRY COUNTY
CITY OF STOCKBRIDGE

ORDINANCE NO. TX-2024-03

AN ORDINANCE TO AMEND TITLE 12 (UNIFIED DEVELOPMENT CODE), SECTION 2.5.2(C) AND SECTION 2.5.2(D), OF THE CODE OF ORDINANCES, CITY OF STOCKBRIDGE, GEORGIA RELATING TO THE PARKWAY MIXED-USE (P.M.U.) OVERLAY DISTRICT, SO AS TO REMOVE CERTAIN USES FROM THE LIST OF PROHIBITED USES AND ALLOW THEM TO NOW BE PERMITTED USES, PROVIDED THAT CERTAIN REQUIREMENTS ARE MET; TO PROVIDE FOR SEVERABILITY; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

SECTION 1. Ordinance. That Title 12, Section 2.5.2(C) and Section 2.5.2(D) of the current Stockbridge Code be deleted, and that new Title 12, Section 2.5.2(C) and Section 2.5.2(D) be added to the Code of Ordinances, City of Stockbridge, Georgia, so as to read as follows:

C. Permitted Uses. Any combination of uses permitted in C1, C2, OI, CCR, and MFR are permitted in the Parkway Mixed-Use (PMU) Overlay District, provided that they are not among the Prohibited Uses in Section 2.5.2(D) below, and provided that they meet the stated Requirements for the Select Uses that are listed in Section 2.5.2(C)(1) and Section 2.5.2(C)(2) below.

1. List of Select Uses

- a. Gasoline Stations, Minor Automotive Service/Repair/Maintenance Centers, Car Washes, Convenience Stores, and Other Associated Uses.
- b. Restaurants with Drive-Through (a.k.a. “drive-thru”) Facilities or Windows.
- c. Other special uses, to be determined by the Community Development Director.

2. Requirements for Select Uses

- a. A Select Use must be located on a property which has frontage on either a collector or an arterial road, as is classified by the Georgia Department of Transportation or the Henry County Department of Transportation.
- b. The property must have a base zoning district which allows such uses.
- c. All property design standards of the base zoning district must be met.
- d. Any existing non-conforming structures may not be enlarged.
- e. Building facades for both primary and accessory structures must be constructed of brick on all sides.
- f. At gasoline stations, an equal number of electric charging stations as gas pumps must be provided on the site, and covered canopies must be provided over gas pumps and electric charging stations.

- g. An acceptable means of access and internal circulation must be provided, to be determined by the Fire Marshal.
- h. The required number of parking spaces must be provided.
- i. The required buffers must be provided.
- j. Other special requirements, to be determined by the Community Development Director.

D. Prohibited Uses.

- 1. Adult entertainment establishments.
- 2. Ambulance service.
- 3. Automobile broker (no vehicle storage), except for office uses.
- 4. Automobile rental and leasing facilities.
- 5. Automotive service repair and maintenance facilities – major.
- 6. Building and lumber supply establishments, providing that there is no outside storage of materials or equipment.
- 7. Daycare centers.
- 8. Funeral home, mortuaries, and crematoriums.
- 9. Greenhouses and nurseries including landscape service.
- 10. Pawnshop, loan brokers, check cashing, and other than mortgage loan brokers.
- 11. Retail warehouses/ wholesalers providing sales of merchandise with no outdoor storage.
- 12. Rooming and boarding houses.
- 13. Self-service storage, mini-warehouses, or warehousing and storage.
- 14. Tattoo and piercing parlors.
- 15. Trade shops, including electrical plumbing, heating/ cooling, and roofing siding, having no outside storage.
- 16. Truck terminals, truck trailer storage lots, truck parking lots, and truck repair.
- 17. Industrial uses, warehouses, and business distribution centers.
- 18. Vape stores.
- 19. Veterinary clinic.

SECTION 2. Repeal. The existing Title 12, Section 2.5.2(C) and Section 2.5.2(D) are hereby repealed. From the Code of Ordinances, City of Stockbridge, Georgia. All ordinances in conflict with this Ordinance are repealed, except as otherwise provided herein.

SECTION 3. Intention of the Governing Body. It is the intention of the governing body, and it is hereby ordained that the provisions of this Ordinance shall be come and be made

a part of the Code of Ordinances, City of Stockbridge, Georgia, and the sections of the ordinance may be renumbered to accomplish such intention.

SECTION 4. Approval of Execution. The Mayor is hereby authorized to sign all documents necessary to enact this Ordinance.

SECTION 5. Attestation. The City Clerk is authorized to execute, attest to, and seal any documents which may be necessary to effectuate this ordinance, subject to approval as to form by the City Attorney.

SECTION 6. Authority to Amend. The City Attorney is granted authority to amend or correct this Ordinance, with the express consent of the City Council, to reflect the intent of the Council and ensure compliance with applicable laws.

SECTION 7. Effective Date. This ordinance becomes effective immediately upon adoption and recording by the City Clerk.

ANTHONY S. FORD, Mayor

SO ORDAINED this ____ day of _____, 2024.

ATTEST:

VANESSA HOLIDAY, City Clerk

(SEAL)

APPROVED AS TO FORM:



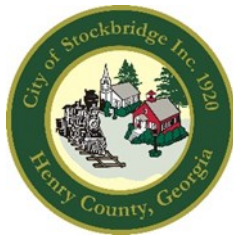
QUINTON G. WASHINGTON, City Attorney

[PARKWAY MIXED-USE OVERLAY DISTRICT]

C. Permitted Uses. Any combination of uses permitted in C1, C2, OI, CCR, and MFR are permitted in the overlay district.

D. Prohibited Uses.

1. Adult entertainment establishments
2. Ambulance service
3. Automobile broker (No vehicle storage)
4. Automobile wash/ wax centers
5. Automobile rental and leasing facilities
6. Automotive service repair and maintenance facilities (minor or major)
7. Building and lumber supply establishments, providing that there is not outside storage of materials or equipment
8. Daycare centers
9. Funeral home, mortuaries, and crematoriums
10. Gasoline service stations
11. Greenhouses and nurseries including landscape service
12. Hookah bars/lounges and cigar bars/lounges
13. Pawnshop, loan brokers, check cashing, and other than mortgage loan brokers
14. Restaurants with drive through facilities and/ or windows
15. Retail warehouses/ wholesalers providing sales of merchandise with no outdoor storage
16. Rooming and boarding houses
17. Self-service storage, mini-warehouses, or warehousing and storage
18. Tattoo and piercing parlors
19. Trade shops, including electrical plumbing, heating/ cooling, and roofing siding, having no outside storage
20. Truck terminals, truck trailer storage lots, truck repair, and all industrial uses.
21. Vape stores
22. Veterinary clinic



City of Stockbridge

AGENDA ITEM

MEETING DATE

April 8, 2024

FUNDING SOURCE

- ☐ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☒ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST or TSPLOST
- ☐ ARPA
- ☐ GRANT
- ☐ HOTEL/MOTEL TOURISM
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER:

Community Development Staff

DEPARTMENT:

Community Development

ITEM/PROJECT/EVENT:

COMPREHENSIVE PLAN AMENDMENT CASE #CP-2023-04. To consider a request to change the future land use designation of three parcels with 79.16 +/- acres on Davidson Parkway and Walter Way from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential' to allow for a mixed residential development. with 311 units. The applicant is D. R. Horton, Atlanta East, represented by Tiffany D. Hogan. The applicant has also applied for Rezoning Case #RZ-2023-05.

BACKGROUND INFORMATION:

Original Staff recommendation--Denial, since previous approved City plans and rezonings called for the development of this property with commercial uses due to its large size and strategic location. Planning Commission recommendation on 9/28/23--Denial. Council action on 12/11/23--Deferral, upon the applicant's request. The applicant wanted to try to include a commercial use. Needed action for 5/13/24--None, since the property now has the correct land use designation of Low-Density Mixed-Use due to the adoption of the City's new Comprehensive Plan.

APPROVALS: CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

GRANTS ADMIN. _____

☐ FINANCIAL IMPACT ☐ N/A

AMOUNT \$

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

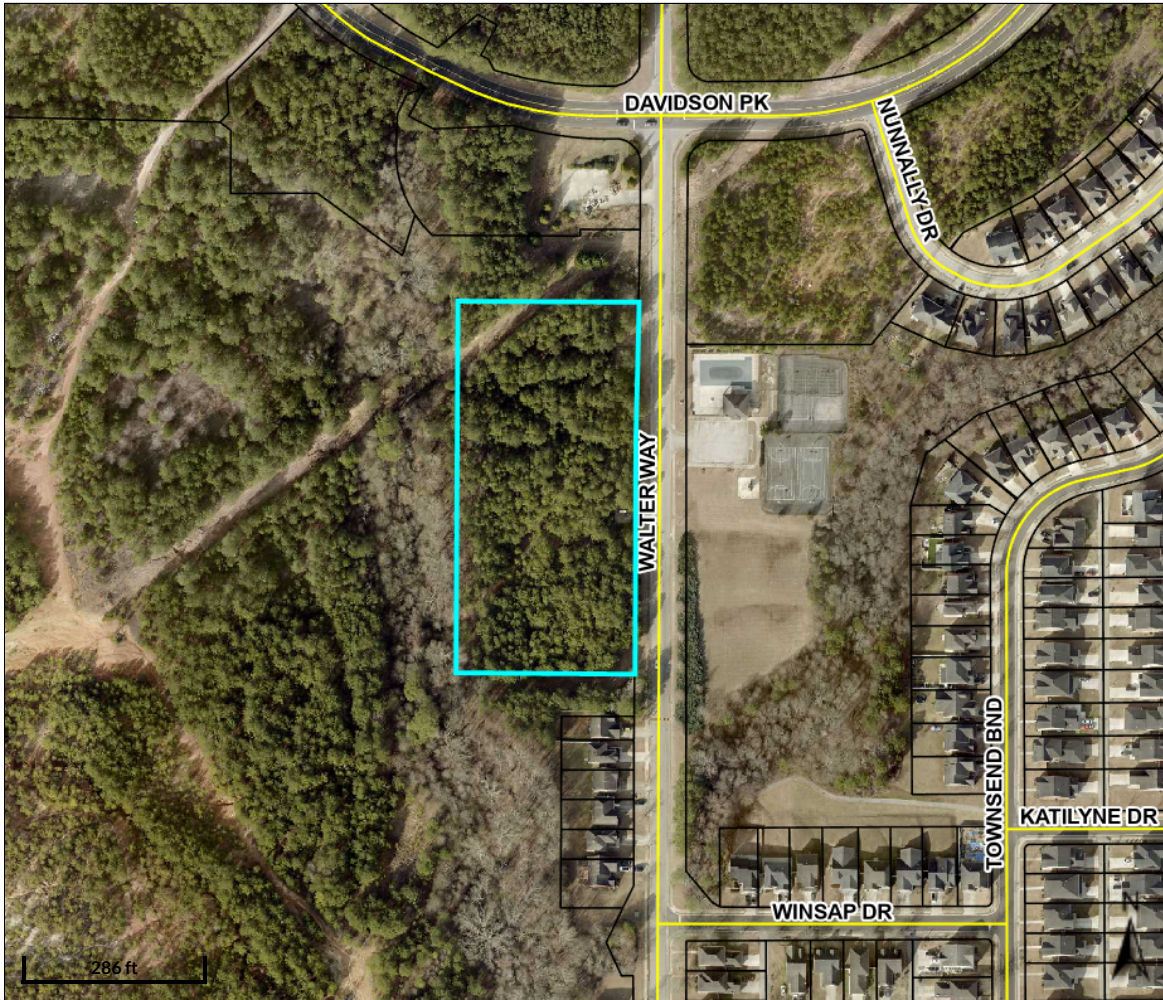
COMPREHENSIVE PLAN AMENDMENT CASE #CP-2023-04.

BACKGROUND INFORMATION:

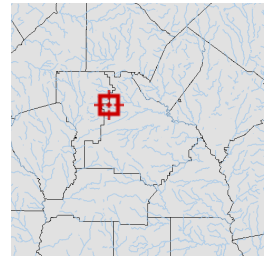
STAFF RECOMMENDATION:

No action needed.

Staff Signature_____



Overview



Legend

- Parcels
- Roads

Parcel ID	030-01009005	Class	C	Owner	GDCI GA 6 LP	Land	\$108900				
Property		Acreage	3.63	Address	5755 DUPREE DR	Value:					
Address					STE 130	Building	\$0				
District	City/Stockbridge				ATLANTA GA	Value:					
					30327	Misc	\$0				
						Value:					
						Total	\$108900				
						Value:					

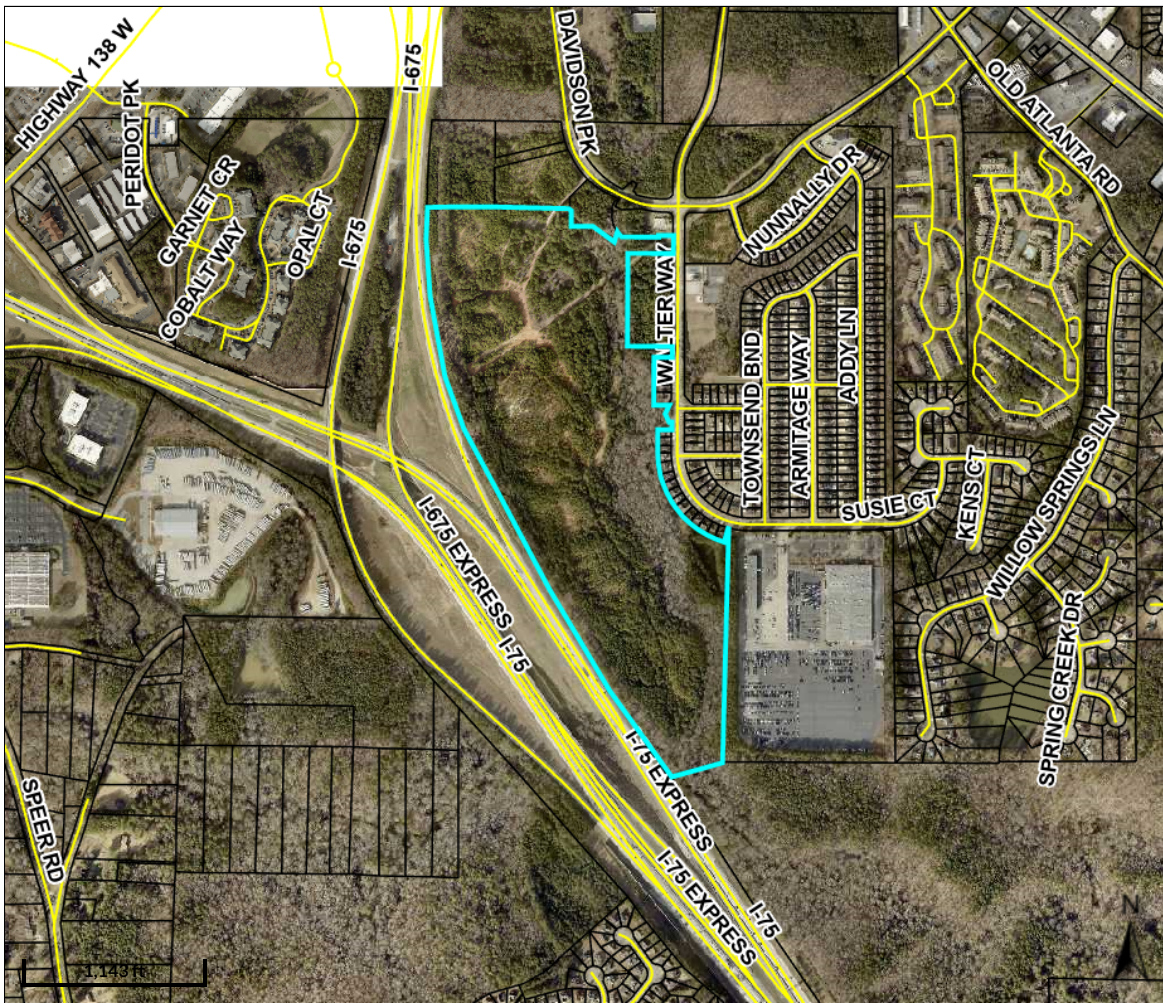
Last 2 Sales				
Date	Price	Reason	Qual	
2/26/2018	\$1,126,655	OTHER	U	
4/23/2014	\$0	CORPORATE	U	

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

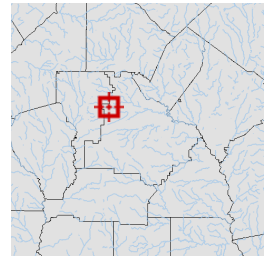
Date created: 9/5/2023

Last Data Uploaded: 9/5/2023 1:24:23 AM

Developed by  **Schneider**
GEOSPATIAL



Overview



Legend

- Parcels
- Roads

Parcel ID	030-01009000	Class	C	Owner	GDCI GA 6 LP	Land	\$1.9172e+006			
Property		Acreage	73.88	Address	5755 DUPREE DR	Value:		Last 2 Sales		
Address					STE 130	Building	\$0	Date	Price	Reason Qual
District	City/Stockbridge				ATLANTA GA 30327	Value:		2/26/2018	\$1,126,655	OTHER U
						Misc	\$0	4/1/2014	\$2,500,000	DUND U
						Value:				POWR
						Total	\$1917200			
						Value:				

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

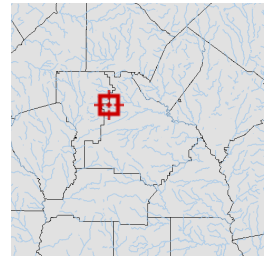
Date created: 9/5/2023

Last Data Uploaded: 9/5/2023 1:24:23 AM

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Overview



Legend

- Parcels
- Roads

Parcel ID	030-01009006	Class	C	Owner	GDCI GA 6 LP	Land	\$72300				
Property		Acreage	1.66	Address	5755 DUPREE DR	Value:					
Address					STE 130	Building	\$0				
District	City/Stockbridge				ATLANTA GA	Value:					
					30327	Misc	\$0				
						Value:					
						Total	\$72300				
						Value:					
								Last 2 Sales			
								Date	Price	Reason	Qual
								2/26/2018	\$1,126,655	OTHER	U
								4/23/2014	\$0	CORPORATE	U

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

Date created: 9/5/2023

Last Data Uploaded: 9/5/2023 1:24:23 AM

Developed by  **Schneider**
GEOSPATIAL

Amendment to the Comprehensive Plan Application



THANK YOU FOR YOUR INTEREST IN THE CITY OF STOCKBRIDGE, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS THAT ARE NEEDED FOR APPLYING FOR AN AMENDMENT TO THE STOCKBRIDGE COMPREHENSIVE PLAN.

APPLICATION REVIEW PROCESS. COMPREHENSIVE PLAN AMENDMENT APPLICATIONS ARE FIRST REVIEWED BY THE PLANNING AND ZONING STAFF, WHO MAKE RECOMMENDATIONS TO THE PLANNING COMMISSION. THE PLANNING COMMISSION THEN HOLDS A PUBLIC HEARING DURING ONE OF THEIR REGULARLY-SCHEDULED MEETINGS AND MAKES RECOMMENDATIONS TO THE MAYOR AND CITY COUNCIL. FINALLY, THE CASE GOES TO THE STOCKBRIDGE MAYOR AND CITY COUNCIL, WHO HOLD A PUBLIC HEARING DURING ONE OF THEIR REGULARLY-SCHEDULED MEETINGS. THEY MAKE THE FINAL DECISION ON THE APPLICATION.

PLEASE NOTE: ALL FEES ARE NON-REFUNDABLE. THERE ARE NO EXCEPTIONS.

REQUIRED PRE-APPLICATION MEETING—BEFORE SUBMITTING YOUR APPLICATION, PLEASE CONTACT THE PLANNING AND ZONING DIVISION OFFICE TO SCHEDULE A PRE-APPLICATION MEETING. THIS MEETING MUST BE HELD AT LEAST ONE WEEK BEFORE YOU SUBMIT YOUR APPLICATION.

NO PRE-APPLICATION MEETING WILL BE CONDUCTED WITHOUT AN APPOINTMENT.

FOR ASSISTANCE, YOU MAY CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY, AT (678) 833-3344.

ALL PUBLIC HEARINGS TAKE PLACE IN THE COUNCIL CHAMBER AT THE STOCKBRIDGE CITY HALL AT 4640 NORTH HENRY BOULEVARD IN STOCKBRIDGE, GEORGIA, 30281, UNLESS THEY ARE HELD VIRTUALLY VIA ZOOM.

A pre-application meeting with one of the staff planners before submission of any application is required. A scheduled appointment is required. *(No opinions or guidance can be given over the phone).* Staff will review the request and discuss all necessary code requirements that affect the request. Staff may also need to consult other City departments before accepting the application. The request will then be advertised in the *Henry Daily Herald* and a sign will be posted at least 15 days prior to the scheduled public meeting date.

The City of Stockbridge Planning Commission meets on the 4th Thursday of each month (except for holidays) to hear requests. Please contact the Planning and Zoning Office to obtain a copy of the schedule.

Contacts

Henry County Board of Education
33 North Zach Hinton Parkway
McDonough, GA 30253
tel. (770) 957-6601

CITY OF STOCKBRIDGE Planning and Zoning Division
Application Checklist for Requesting an Amendment to the Comprehensive Plan

APPLICANT/AGENT, PLEASE ENSURE THAT YOU HAVE SUBMITTED ALL OF THE REQUIRED ITEMS THAT ARE LISTED BELOW. AFTER YOU SUBMIT YOUR APPLICATION, THE STAFF WILL UTILIZE THE LAST COLUMN TO CHECK OFF EACH REQUIRED ITEM TO DETERMINE THE COMPLETENESS OF YOUR APPLICATION. PLEASE INCLUDE THE CHECKLIST WITH YOUR APPLICATION.

ALL DOCUMENTS ARE REQUIRED IN ORDER TO ACCEPT AN APPLICATION.

REQUIRED ITEMS	COPIES	PROCEDURE	CHECK / INITIAL
Pre-Application Review Form (Meeting Notes)	1	To be completed by a Staff planner during a Pre-Application Meeting, at least one week before you submit your application.	
Application Form	1	Signed and notarized by property owner. Or, in lieu of owner's signature, applicant has signed and notarized a copy of a "Contract", "Power of Attorney" or "Lease."	
Applicant Disclosure Form	1	Required for all property owners, applicants, and agents who are parties to this application. The Form must be notarized .	
Letter of Ownership	1	Letter stating that the owner is aware of the amendment being requested and owns the subject property.	
Letter of Intent	1	Must clearly state the proposed amendment to the Comprehensive Plan.	
Site Plans (11 x 17)	1 2	Must show minimum details: Buildings, setbacks, buffers, road frontage, correct scale, North arrow, present zoning classification, topographic information to show elevation and drainage, location and extent of required buffers, and proposed lot layout.	
Survey Plat-- Sheet size must be Size 8-1/2" x 11" or 11" x 17".	1	Of the subject property. Must be prepared and sealed <i>within the last five years</i> by a professional engineer, landscape architect, or land surveyor who is registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include a notation as to whether or not any portion of the subject property is within the boundaries of the 100-year floodplain; and 3) include a notation as to the total acreage or square footage of the subject property.	



APPLICATION CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

**ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING.
NO INCOMPLETE APPLICATION WILL BE ACCEPTED.**

ITEM #	REQUIRED ITEM	NUMBER OF COPIES	CHECK ✓
1.	PRE-APPLICATION REVIEW FORM	1 Digital, 1 Hard Copy	
2.	APPLICATION FORM	1 Digital, 1 Hard Copy	
3.	LEGAL DESCRIPTIONS	1 Digital, 1 Hard Copy	
4.	SITE PLAN & SURVEY	1 Digital Copy – 4 hard Copies	
5.	DEVELOPMENT RENDERINGS AND ELEVATIONS	1 Digital Copy – 1 Hard Copy	
6.	LETTERS OF INTENT	1 Digital, 1 Hard Copy	
7.	ADJACENT PROPERTY OWNERS/NEIGHBORHOOD ASSOCIATION LETTERS	1 Digital, 1 Hard Copy	
8.	DEPARTMENTAL SIGN-OFF LETTERS	1 Digital, 1 Hard Copy	
9.	DISCLOSURE FORM	1 Digital, 1 Hard Copy	

City of Stockbridge Planning and Zoning Division
Application for an Amendment to the Comprehensive Plan

Name of Applicant D.R. Horton, Inc. Atlanta East Phone: 678-780-8526 Date: 8/7/2023

Address of Applicant: 1371 Dogwood Drive, SW Cell # 678-780-8526

City: Conyers State: GA Zip: 30012 E-mail: tdhogan@drhorton.com

Name of Agent Tiffany D. Hogan Phone: 678-780-8526 Date: 8/7/2023

Address of Agent: 1371 Dogwood Drive, SW Cell # 678-780-8526

City: Conyers State: GA Zip: 30012 E-mail: tdhogan@drhorton.com

THE PERSONS NAMED ABOVE AFFIRM THAT THEY ARE THE OWNER OR AGENT OF THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS THAT THE FOLLOWING AMENDMENT TO THE COMPREHENSIVE PLAN BE GRANTED:

The property will be POSTED with a City of Stockbridge Planning and Zoning Sign. The sign must remain on the subject property for no less than fifteen days prior to the Planning Commission and Mayor/City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason.

(Signature) (Acknowledgement)

FROM: Medium Density Residential

TO: High Density Residential

Property Address: Davidson Parkway and Walter Way

Nearest intersection to the property: Davidson Parkway and Walter Way

Size of Tract: 79.02 acre(s). Land Lot Number(s): 39, 40, 57, 58. District(s): 12

Property Tax Parcel Number(s):
030-01009000, 030-01009005, 030-01009006 (Required)

Witness' Signature

Signature of Applicant

Sarah Haughton

Tiffany D. Hogan

Printed Name of Witness

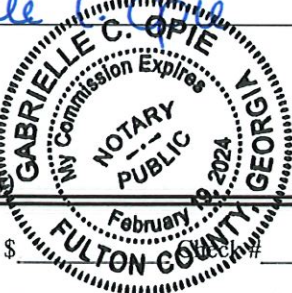
Printed Name of Applicant

Notary

Signature of Agent

Notary Seal:

(For Office Use Only)



Total Amount Paid \$ _____ Credit Card # _____ (FEES ARE NON-REFUNDABLE)

Application checked by: _____ Date: _____

Pre-application meeting: _____ Date: _____

Planning Commission Decision: _____

Mayor/City Council Decision: _____

Planning Director's Signature: _____ Date: _____

TITLE EXCEPTIONS FROM OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 2-42635, EFFECTIVE DATE: MAY 24, 2023.

- (g) EASEMENT FROM C. B. BRIDGES TO AMERICAN TELEPHONE AND TELEGRAPH COMPANY OF GEORGIA, DATED MARCH 5, 1941, RECORDED MARCH 21, 1942, RECORDED IN DEED BOOK 33, PAGE 365, RECORDS OF HENRY COUNTY, GEORGIA; AS ASSIGNED BY THAT CERTAIN ASSIGNMENT FROM AMERICAN TELEPHONE AND TELEGRAPH COMPANY, A NEW YORK CORPORATION TO SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY, A NEW YORK CORPORATION, DATED OCTOBER 14, 1976, FILED FOR RECORD JANUARY 24, 1977 AT 11:42 A.M., RECORDED IN DEED BOOK 289, PAGE 187, AFORESAID RECORDS.
(UNABLE TO PLOT DUE TO VAGUE DESCRIPTION)
- (h) EASEMENT FROM C. B. BRIDGES TO GEORGIA POWER COMPANY, DATED MAY 15, 1947, RECORDED OCTOBER 10, 1947, RECORDED IN DEED BOOK 38, PAGE 532 (BOTTOM), AFORESAID RECORDS.
(UNABLE TO PLOT DUE TO VAGUE DESCRIPTION, BLANKET IN NATURE)
- (i) EASEMENT FROM C. B. BRIDGES TO GEORGIA POWER COMPANY, DATED AUGUST 12, 1948, RECORDED AUGUST 19, 1948, RECORDED IN DEED BOOK 69, PAGE 522 (TOP), AFORESAID RECORDS.
(UNABLE TO PLOT DUE TO VAGUE DESCRIPTION, BLANKET IN NATURE)
- (j) EASEMENT FROM H. A. FRESSE TO GEORGIA POWER COMPANY, DATED OCTOBER 25, 1961, RECORDED NOVEMBER 29, 1961, RECORDED IN DEED BOOK 69, PAGE 522 (TOP), AFORESAID RECORDS.
(UNABLE TO PLOT DUE TO VAGUE DESCRIPTION, BLANKET IN NATURE)
- (k) EASEMENT FROM JESSE L. DUFFEY TO GEORGIA POWER COMPANY, DATED MARCH 21, 1963, RECORDED JUNE 21, 1963, RECORDED IN DEED BOOK 76, PAGE 403 (TOP), AFORESAID RECORDS.
(UNABLE TO PLOT DUE TO VAGUE DESCRIPTION, BLANKET IN NATURE)
- (l) EASEMENT FROM E. L. HANES TO GEORGIA POWER COMPANY, DATED APRIL 12, 1963, RECORDED JUNE 21, 1963, RECORDED IN DEED BOOK 76, PAGE 404 (BOTTOM), AFORESAID RECORDS.
(UNABLE TO PLOT DUE TO VAGUE DESCRIPTION, BLANKET IN NATURE)
- (m) RIGHT OF WAY DEED (LIMITED ACCESS) FROM JESSE L. DUFFEY TO DEPARTMENT OF TRANSPORTATION, DATED AUGUST 18, 1981, FILED FOR RECORD AUGUST 21, 1981 AT 2:06 p.m., RECORDED IN DEED BOOK 460, PAGE 50, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTY (PARCEL 1), SHOWN AS RIGHT OF WAY OF INTERSTATE 675)
- (n) SIGN EASEMENT FROM JAMES D. WINDHAM TO FRANKLIN J. NOBLIN, KENNETH NORTHROP, ET AL., DATED AS OF DECEMBER 19, 1986, FILED FOR RECORD DECEMBER 29, 1986 AT 3:20 p.m., RECORDED IN DEED BOOK 779, PAGE 255, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTY (PARCEL 1), AS SHOWN ON SURVEY)
- (o) ROAD AND UTILITY EASEMENT AGREEMENT FROM GAMA DEVELOPMENT, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY TO FIRST SECURITY BANK, NATIONAL ASSOCIATION, A NATIONAL BANKING ASSOCIATION, NOT INDIVIDUALLY, BUT SOLELY AS OWNER TRUSTEE UNDER AUTONATION TRUST 1996-1, DATED JUNE 18, 1997, FILED FOR RECORD JUNE 25, 1997 AT 9:51 A.M., RECORDED IN DEED BOOK 2605, PAGE 63, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTIES (PARCELS 1, 3, 4 & 5), NOT PLOTTABLE)
- (p) DRAINAGE EASEMENT AGREEMENT AND DETENTION BASIN CONSTRUCTION AGREEMENT FROM GAMA DEVELOPMENT, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY TO FIRST SECURITY BANK, NATIONAL ASSOCIATION, A NATIONAL BANKING ASSOCIATION, NOT INDIVIDUALLY, BUT SOLELY AS OWNER TRUSTEE UNDER AUTONATION TRUST 1996-1, DATED JUNE 18, 1997, FILED FOR RECORD JUNE 25, 1997 AT 9:51 A.M., RECORDED IN DEED BOOK 2605, PAGE 91, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTY (PARCEL 1), AS SHOWN ON SURVEY)
- (q) EASEMENT FROM TRIPLE HORSESHOE HOLDINGS LLC TO GEORGIA POWER COMPANY, DATED NOVEMBER 8, 2000, FILED FOR RECORD APRIL 2, 2001 AT 3:29 P.M., RECORDED IN DEED BOOK 4102, PAGE 187, AFORESAID RECORDS.
(DOES NOT AFFECT SUBJECT PROPERTIES)
- (r) GENERAL EASEMENT FROM TRIPLE HORSESHOE HOLDINGS, LLC TO CITY OF STOCKBRIDGE, DATED MAY 30, 2001, FILED FOR RECORD JULY 20, 2001 AT 3:39 P.M., RECORDED IN DEED BOOK 4339, PAGE 39, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTY (PARCEL 1), AS SHOWN ON SURVEY)
- (s) RIGHTS OF PUBLIC OR QUASI-PUBLIC UTILITIES IN AND TO THAT PORTION OF SUBJECT PROPERTY DESCRIBED IN OR CONVEYED BY THAT CERTAIN QUILTAM DEED FROM THE CITY OF STOCKBRIDGE, A POLITICAL SUBDIVISION OF THE STATE OF GEORGIA TO TRIPLE HORSESHOE HOLDINGS, L.L.C., DATED MARCH 2002, FILED FOR RECORD APRIL 25, 2002 AT 8:18 A.M., RECORDED IN DEED BOOK 4949, PAGE 235, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTIES (PARCELS 1, 3, 4 & 5), AS SHOWN ON SURVEY)

- (t) NOTICE OF EXECUTION OF DEVELOPMENT AGREEMENT BY CITY OF STOCKBRIDGE, GEORGIA, DATED MAY 15, 2003, FILED FOR RECORD MAY 28, 2003 AT 10:48 A.M., RECORDED IN DEED BOOK 6902, PAGE 29, AFORESAID RECORDS; AS AFFECTED BY THAT CERTAIN NOTICE OF EXECUTION OF AMENDMENT TO DEVELOPMENT AGREEMENT BY CITY OF STOCKBRIDGE, GEORGIA, DATED APRIL 21, 2004, FILED FOR RECORD MAY 6, 2004 AT 2:03 P.M., RECORDED IN DEED BOOK 7063, PAGE 261, AFORESAID RECORDS; AS FURTHER AFFECTED BY THAT CERTAIN NOTICE OF EXECUTION OF SECOND AMENDMENT TO DEVELOPMENT AGREEMENT BY CITY OF STOCKBRIDGE, GEORGIA, DATED APRIL 22, 2005, FILED FOR RECORD APRIL 28, 2005 AT 9:41 A.M., RECORDED IN DEED BOOK 8047, PAGE 243, AFORESAID RECORDS; AS FURTHER AFFECTED BY THAT CERTAIN NOTICE OF EXECUTION OF THIRD AMENDMENT TO DEVELOPMENT AGREEMENT BY CITY OF STOCKBRIDGE, GEORGIA, FILED FOR RECORD DECEMBER 20, 2007 AT 9:50 A.M., RECORDED IN DEED BOOK 10638, PAGE 309, AFORESAID RECORDS; AS FURTHER AFFECTED BY THAT CERTAIN NOTICE OF EXECUTION OF FOURTH AMENDMENT TO DEVELOPMENT AGREEMENT BY CITY OF STOCKBRIDGE, GEORGIA, FILED FOR RECORD JUNE 8, 2010 AT 10:40 A.M., RECORDED IN DEED BOOK 11763, PAGE 147, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTIES (PARCELS 1, 3, 4 & 5), NOT PLOTTABLE)
- (u) EASEMENT FROM DRA DEVELOPMENT, INC. TO BELLSOUTH TELECOMMUNICATIONS, INC., A GEORGIA CORPORATION, DATED JANUARY 7, 2004, FILED FOR RECORD JANUARY 22, 2004 AT 3:27 P.M., RECORDED IN DEED BOOK 6787, PAGE 50, AFORESAID RECORDS.
(DOES AFFECT SUBJECT PROPERTY (PARCEL 2), AS SHOWN ON SURVEY)
- (v) ALL THOSE MATTERS AS DISCLOSED BY THAT CERTAIN PLAT RECORDED IN PLAT BOOK 36, PAGE 135 THROUGH AND INCLUDING 140, AFORESAID RECORDS.
(USED AS REFERENCE, AS SHOWN ON SURVEY)
- (w) ALL THOSE MATTERS AS DISCLOSED BY THAT CERTAIN PLAT RECORDED IN PLAT BOOK 40, PAGES 60 AND 61, AFORESAID RECORDS.
(USED AS REFERENCE, AS SHOWN ON SURVEY)
- (x) ALL THOSE MATTERS AS DISCLOSED BY THAT CERTAIN PLAT RECORDED IN PLAT BOOK 51, PAGE 165, AFORESAID RECORDS.
(USED AS REFERENCE, AS SHOWN ON SURVEY)
- (y) ALL MATTERS AS SHOWN ON THAT CERTAIN ALTA/NSPS LAND TITLE SURVEY FOR GDOI GA 6, L.P., RES-GA ELEVEN LLC AND FIRST AMERICAN TITLE INSURANCE COMPANY, NORTHRIDGE CROSSING, TRACT B-1, DATED JANUARY 24, 2018, LAST REVISED FEBRUARY 20, 2018, PREPARED BY FALCON DESIGN CONSULTANTS, LLC, CONTAINING THE SEAL OF JOHNATHAN E. DOUGLAS, GEORGIA REGISTERED LAND SURVEYOR NO. 3212.
(USED AS REFERENCE, AS SHOWN ON SURVEY)

This plat and permitted reproductions, in whole or in part, are instruments of service and are the sole property of Bowman Consulting Group, Ltd. unless otherwise agreed to, they shall not be reproduced or conveyed in any manner nor are they to be used for any projects other than specifically indicated herein without written authorization from and due compensation to Bowman Consulting Group Ltd.

This plat was prepared for the exclusive use of the person, persons, or entity named herein. This plat does not extend to any unnamed person, persons, or entity without the express recertification of the surveyor naming such person, persons, or entity.

Legal Description

PARCEL 1

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lots 39, 40, 57 and 58, 12th District, City of Stockbridge, Henry County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the southwestern intersection of the right of way of Davidson Parkway (right of way varies) and the right of way of Walter Way (80 feet right of way); thence southerly along the right of way of Walter Way a distance of 129.57 feet to a point, that is the **POINT OF BEGINNING**; thence continuing along said right of way South 00°14'18" West a distance of 118.55 feet to a point; thence leaving said right of way North 89°39'24" West a distance of 220.77 feet to a point; thence North 89°43'32" West a distance of 61.20 feet to a point; thence South 00°14'42" West a distance of 51.24 feet to a point; thence South 00°18'27" West a distance of 510.87 feet to a point; thence South 89°57'03" East a distance of 172.39 feet to a point; thence South 00°11'22" West a distance of 290.04 feet to a point; thence North 89°48'43" East a distance of 94.00 feet to a point located on the western right of way of Walter Way; thence along said right of way the following courses and distances: South 26°18'47" West a distance of 57.73 feet to a point; thence South 24°34'40" East a distance of 55.94 feet to a point; thence South 89°46'10" East a distance of 17.62 feet to a point; thence South 00°13'37" West a distance of 45.17 feet to a point; thence leaving said right of way North 89°53'28" West a distance of 85.15 feet to a point; thence South 00°04'27" West a distance of 145.84 feet to a point; thence South 03°10'43" East a distance of 57.65 feet to a point; thence South 09°20'51" East a distance of 74.83 feet to a point; thence South 18°02'02" East a distance of 54.51 feet to a point; thence South 22°22'22" East a distance of 56.40 feet to a point; thence South 28°13'31" East a distance of 56.91 feet to a point; thence South 33°35'08" East a distance of 47.45 feet to a point; thence South 38°44'18" East a distance of 73.93 feet to a point; thence South 47°07'35" East a distance of 58.33 feet to a point; thence South 52°18'48" East a distance of 56.89 feet to a point; thence South 58°24'34" East a distance of 64.85 feet to a point; thence South 64°27'09" East a distance of 55.21 feet to a point; thence South 69°56'00" West a distance of 56.73 feet to a point; thence North 15°49'08" East a distance of 84.98 feet to a point located on the southerly right of way of Walter Way; thence along said right of way 146.61 feet along a curve to the left, said curve having a chord of South 81°28'46" East 146.04 feet and a radius of 480.82 feet to a point; thence leaving said right of way North 89°50'19" West a distance of 131.81 feet to a point; thence South 00°02'41" East a distance of 1362.78 feet to a point located on the line common to City of Stockbridge and Henry County; thence along said line North 88°11'09" West a distance of 344.95 feet to a point located on the eastern right of way of Interstate 75; thence leaving said line common to City of Stockbridge and Henry County along the right of way of Interstate 75 the following courses and distances: North 40°13'41" West a distance of 325.95 feet to a point; thence North 33°31'39" West a distance of 399.70 feet to a point; thence North 27°51'53" West a distance of 301.05 feet to a point; thence North 30°47'42" West a distance of 300.86 feet to a point where the right of way of Interstate 75 becomes the right of way of Interstate 675; thence along said right of way North 34°50'11" West a distance of 202.25 feet to a point; thence North 27°45'34" West a distance of 542.97 feet to a point; thence North 19°17'56" West a distance of 289.92 feet to a point; thence North 27°25'15" West a distance of 195.89 feet to a point; thence North 15°33'35" West a distance of 193.86 feet to a point; thence North 11°49'58" West a distance of 389.10 feet to a point; thence North 06°09'18" West a distance of 250.08 feet to a point; thence South 72°32'59" East a distance of 42.41 feet to a point; thence 304.75 feet along a curve to the right, said curve having a chord of North 02°00'22" West 304.67 feet and a radius of 3819.72 feet to a point; thence leaving said right of way North 89°02'02" East a distance of 112.14 feet to a point; thence South 89°50'04" East a distance of 241.19 feet to a point; thence South 89°51'08" East a distance of 399.30 feet to a point; thence South 47°55'12" West a distance of 3.12 feet to a point; thence South 53°48'44" East a distance of 20.58 feet to a point; thence South 00°12'32" West a distance of 95.67 feet to a point; thence North 89°46'54" East a distance of 131.26 feet to a point; thence South 53°46'09" East a distance of 159.83 feet to a point; thence North 17°05'45" East a distance of 64.82 feet to a point; thence 100.26 feet along a curve to the left, said curve having a chord of South 29°39'29" East 98.89 feet and a radius of 175.00 feet to a point; thence South 89°45'49" East a distance of 223.37 feet to a point; thence North 00°41'16" West a distance of 9.83 feet to a point; thence South 89°43'52" East a distance of 0.96 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 73.859 Acres.

The property described above is the same property that is covered by Old Republic National Title Insurance Company, Commitment No. 2-42635, Commitment date: May 24, 2023.

Legal Description

PARCEL 2

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lots 57 and 58, 12th District, City of Stockbridge, Henry County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the southwestern intersection of the right of way of Davidson Parkway (right of way varies) and the right of way of Walter Way (80 feet right of way); thence southerly along the right of way of Walter Way a distance of 248.12 feet to a point, that is the **POINT OF BEGINNING**; thence continuing along said right of way South 00°15'34" West a distance of 560.28 feet to a point; thence leaving said right of way South 89°48'33" West a distance of 110.00 feet to a point; thence North 89°57'03" West a distance of 172.39 feet to a point; thence North 00°18'27" East a distance of 510.87 feet to a point; thence North 00°14'42" East a distance of 51.24 feet to a point; thence South 89°43'32" East a distance of 61.20 feet to a point; thence South 89°39'24" East a distance of 220.77 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 3.636 Acres.

The property described above is the same property that is covered by Old Republic National Title Insurance Company, Commitment No. 2-42635, Commitment date: May 24, 2023.

Legal Description

PARCEL 3

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lot 57, 12th District, City of Stockbridge, Henry County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the southwestern intersection of the right of way of Davidson Parkway (right of way varies) and the right of way of Walter Way (80 feet right of way); thence northwesterly along the right of way of Davidson Parkway a distance of 419.38 feet to a point, that is the **POINT OF BEGINNING**; thence leaving said right of way South 66°10'13" West a distance of 30.00 feet to a point; thence South 25°50'59" West a distance of 31.91 feet to a point; thence 50.93 feet along a curve to the left, said curve having a chord of South 14°10'42" West 50.58 feet and a radius of 125.00 feet to a point; thence South 02°30'24" West a distance of 46.00 feet to a point; thence 48.12 feet along a curve to the left, said curve having a chord of South 05°22'15" East 47.97 feet and a radius of 175.00 feet to a point; thence South 17°05'45" West a distance of 64.82 feet to a point; thence North 53°46'09" West a distance of 159.83 feet to a point; thence North 53°41'49" West a distance of 162.44 feet to a point; thence North 53°48'44" West a distance of 20.58 feet to a point; thence North 47°55'12" East a distance of 64.82 feet to a point; thence North 44°52'15" East a distance of 19.12 feet to a point; thence North 44°49'10" East a distance of 175.02 feet to a point; thence 37.03 feet along a curve to the right, said curve having a chord of North 87°02'18" East 33.74 feet and a radius of 25.00 feet to a point located on the southwesterly right of way of Davidson Parkway; thence along said right of way 111.77 feet along a curve to the left, said curve having a chord of South 57°24'59" East 111.51 feet and a radius of 475.50 feet to a point; thence continuing along said right of way South 64°09'01" East a distance of 88.82 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 3.636 Acres.

The property described above is the same property that is covered by Old Republic National Title Insurance Company, Commitment No. 2-42635, Commitment date: May 24, 2023.

Legal Description

PARCEL 4

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lot 57, 12th District, City of Stockbridge, Henry County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the southwestern intersection of the right of way of Davidson Parkway (right of way varies) and the right of way of Walter Way (80 feet right of way); thence northwesterly along the right of way of Davidson Parkway a distance of 419.38 feet to a point; thence leaving said right of way South 66°10'13" West a distance of 30.00 feet to a point; thence South 25°50'59" West a distance of 31.91 feet to a point; thence 50.93 feet along a curve to the left, said curve having a chord of South 14°10'42" West 50.58 feet and a radius of 125.00 feet to a point; thence South 02°30'24" West a distance of 46.00 feet to a point; thence 48.12 feet along a curve to the left, said curve having a chord of South 05°22'15" East 47.97 feet and a radius of 175.00 feet to a point; thence South 17°05'45" West a distance of 64.82 feet to a point; thence North 53°46'09" West a distance of 159.83 feet to a point; thence North 53°41'49" West a distance of 162.44 feet to a point; thence North 53°48'44" West a distance of 20.58 feet to a point; thence North 47°55'12" East a distance of 64.82 feet to a point; thence North 44°52'15" East a distance of 19.12 feet to a point; thence North 44°49'10" East a distance of 175.02 feet to a point; thence 37.03 feet along a curve to the right, said curve having a chord of North 87°02'18" East 33.74 feet and a radius of 25.00 feet to a point located on the southwesterly right of way of Davidson Parkway; thence along said right of way 111.77 feet along a curve to the left, said curve having a chord of South 57°24'59" East 111.51 feet and a radius of 475.50 feet to a point; thence continuing along said right of way South 64°09'01" East a distance of 88.82 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 0.154 Acres.

The property described above is the same property that is covered by Old Republic National Title Insurance Company, Commitment No. 2-42635, Commitment date: May 24, 2023.

Legal Description

PARCEL 5

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lot 57, 12th District, City of Stockbridge, Henry County, Georgia, being more particularly described as follows:

TO FIND THE POINT OF BEGINNING commence at the southwestern intersection of the right of way of Davidson Parkway (right of way varies) and the right of way of Walter Way (80 feet right of way); thence northwesterly along the right of way of Davidson Parkway a distance of 419.38 feet to a point, that is the **POINT OF BEGINNING**; thence leaving said right of way 37.03 feet along a curve to the left, said curve having a chord of South 87°02'18" West 33.74 feet and a radius of 25.00 feet to a point; thence South 44°49'10" West a distance of 175.02 feet to a point; thence North 03°31'19" West a distance of 51.07 feet to a point; thence North 46°10'12" East a distance of 164.06 feet to a point located on the southwestern right of way of Davidson Parkway; thence along said right of way 57.03 feet along a curve to the left, said curve having a chord of South 47°14'20" East 56.99 feet and a radius of 475.50 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 0.154 Acres.

The property described above is the same property that is covered by Old Republic National Title Insurance Company, Commitment No. 2-42635, Commitment date: May 24, 2023.

Legal Description

OVERALL

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lots 39, 40, 57 and 58, 12th District, City of Stockbridge, Henry County, Georgia, being more particularly described as follows:

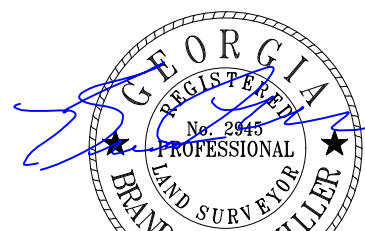
TO FIND THE POINT OF BEGINNING commence at the southwestern intersection of the right of way of Davidson Parkway (right of way varies) and the right of way of Walter Way (80 feet right of way); thence southerly along the right of way of Walter Way a distance of 129.57 feet to a point, that is the **POINT OF BEGINNING**; thence continuing along said right of way the following courses and distances South 00°14'18" West a distance of 118.55 feet to a point; South 00°14'18" West a distance of 118.55 feet to a point; thence South 00°15'34" West a distance of 560.28 feet to a point; thence leaving said right of way South 89°48'33" West a distance of 110.00 feet to a point; thence South 00°11'22" West a distance of 290.04 feet to a point; thence North 89°48'43" East a distance of 94.00 feet to a point located on the western right of way of Walter Way; thence along said right of way the following courses and distances: South 26°18'47" West a distance of 57.73 feet to a point; thence South 24°34'40" East a distance of 55.94 feet to a point; thence South 89°46'10" East a distance of 17.62 feet to a point; thence South 00°13'37" West a distance of 45.17 feet to a point; thence leaving said right of way North 89°53'28" West a distance of 85.15 feet to a point; thence South 00°04'27" West a distance of 145.84 feet to a point; thence South 03°10'43" East a distance of 57.65 feet to a point; thence South 09°20'51" East a distance of 74.83 feet to a point; thence South 18°02'02" East a distance of 54.51 feet to a point; thence South 22°22'22" East a distance of 56.40 feet to a point; thence South 28°13'31" East a distance of 56.91 feet to a point; thence South 33°35'08" East a distance of 47.45 feet to a point; thence South 38°44'18" East a distance of 73.93 feet to a point; thence South 47°07'35" East a distance of 58.33 feet to a point; thence South 52°18'48" East a distance of 56.89 feet to a point; thence South 58°24'34" East a distance of 64.85 feet to a point; thence South 64°27'09" East a distance of 55.21 feet to a point; thence South 69°56'00" West a distance of 56.73 feet to a point; thence North 15°49'08" East a distance of 84.98 feet to a point located on the southern right of way of Walter Way; thence along said right of way 146.61 feet along a curve to the left, said curve having a chord of South 81°28'46" East 146.04 feet and a radius of 480.82 feet to a point; thence leaving said right of way South 89°50'19" West a distance of 131.81 feet to a point; thence South 00°02'41" East a distance of 1362.78 feet to a point located on the line common to City of Stockbridge and Henry County; thence along said line North 88°11'09" West a distance of 344.95 feet to a point located on the eastern right of way of Interstate 75; thence leaving said line common to City of Stockbridge and Henry County along the right of way of Interstate 75 the following courses and distances: North 40°13'41" West a distance of 325.95 feet to a point; thence North 33°31'39" West a distance of 399.70 feet to a point; thence North 27°51'53" West a distance of 301.05 feet to a point; thence North 30°47'42" West a distance of 300.86 feet to a point where the right of way of Interstate 75 becomes the right of way of Interstate 675; thence along said right of way North 34°50'11" West a distance of 202.35 feet to a point; thence North 27°45'34" West a distance of 542.97 feet to a point; thence North 19°17'56" West a distance of 289.92 feet to a point; thence North 27°25'15" West a distance of 195.89 feet to a point; thence North 11°49'58" West a distance of 389.10 feet to a point; thence North 06°09'18" West a distance of 250.08 feet to a point; thence South 72°32'59" East a distance of 42.41 feet to a point; thence 304.75 feet along a curve to the right, said curve having a chord of North 02°00'22" West 304.67 feet and a radius of 3819.72 feet to a point; thence leaving said right of way North 89°02'02" East a distance of 112.14 feet to a point; thence South 89°50'04" East a distance of 241.19 feet to a point; thence South 89°51'08" East a distance of 399.30 feet to a point; thence North 44°52'15" East a distance of 19.12 feet to a point; thence North 03°31'19" West a distance of 51.07 feet to a point; thence North 46°10'12" East a distance of 164.06 feet to a point located on the southwesterly right of way of Davidson Parkway; thence long said right of way the following courses and distances: 57.03 feet along a curve to the left, said curve having a chord of South 47°14'20" East 56.99 feet and a radius of 475.50 feet to a point; thence 111.77 feet along a curve to the left, said curve having a chord of South 57°24'59" East 111.51 feet and a radius of 475.50 feet to a point; thence South 64°09'01" East a distance of 88.82 feet to a point; thence leaving said right of way South 66°10'13" West a distance of 30.00 feet to a point; thence South 25°50'59" West a distance of 31.91 feet to a point; thence 50.93 feet along a curve to the left, said curve having a chord of South 14°10'42" West 50.58 feet and a radius of 125.00 feet to a point; thence South 02°30'24" West a distance of 46.00 feet to a point; thence 48.12 feet along a curve to the left, said curve having a chord of South 05°22'15" East 47.97 feet and a radius of 175.00 feet to a point; thence 100.26 feet along a curve to the left, said curve having a chord of South 29°39'29" East 98.89 feet and a radius of 175.00 feet to a point; thence South 89°45'49" East a distance of 223.37 feet to a point; thence North 00°41'16" West a distance of 9.83 feet to a point; thence South 89°49'56" East a distance of 90.16 feet to a point, being the **POINT OF BEGINNING**. Said tract contains 79.162 Acres.

ALTANS/SPS LAND TITLE FOR:

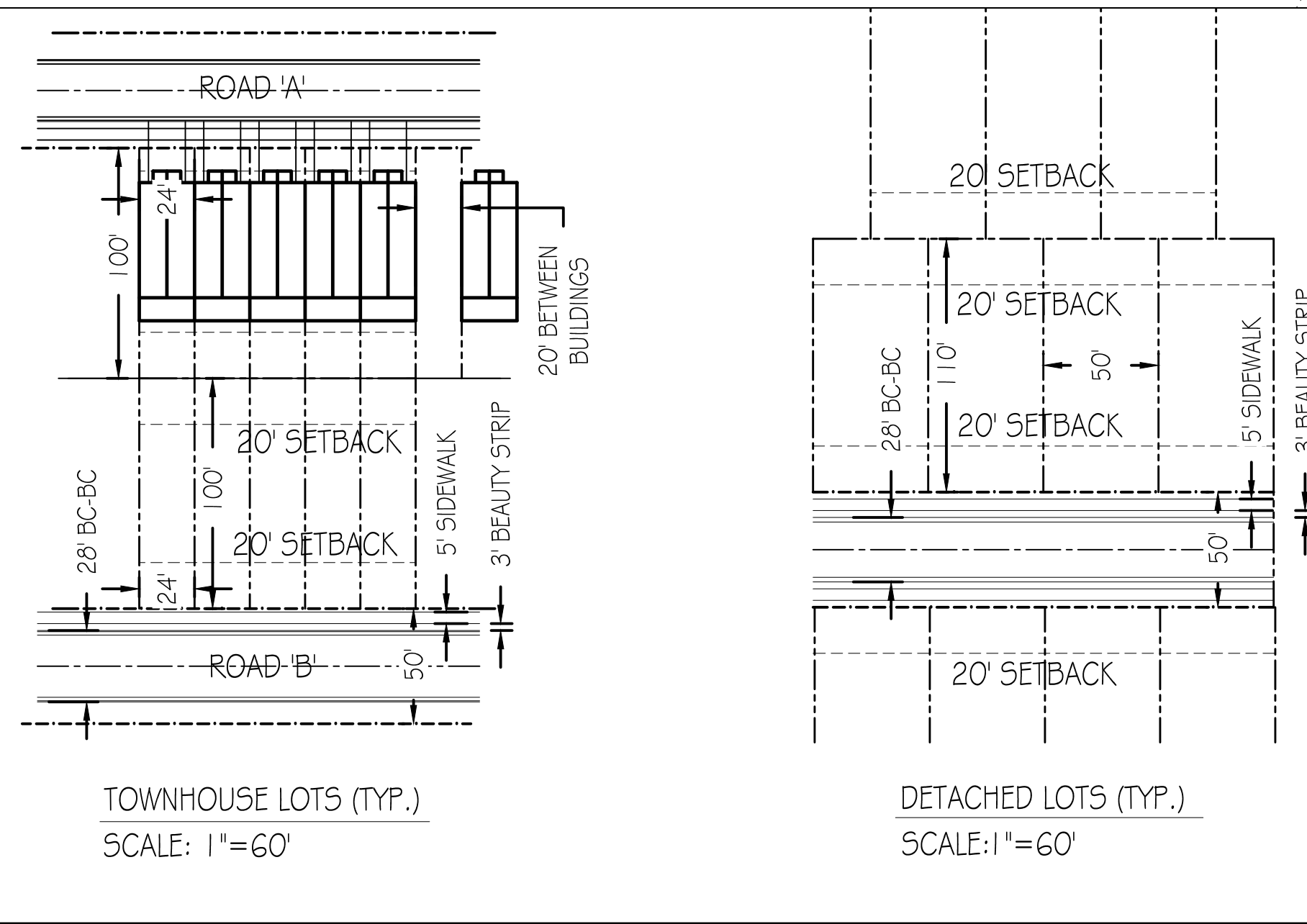
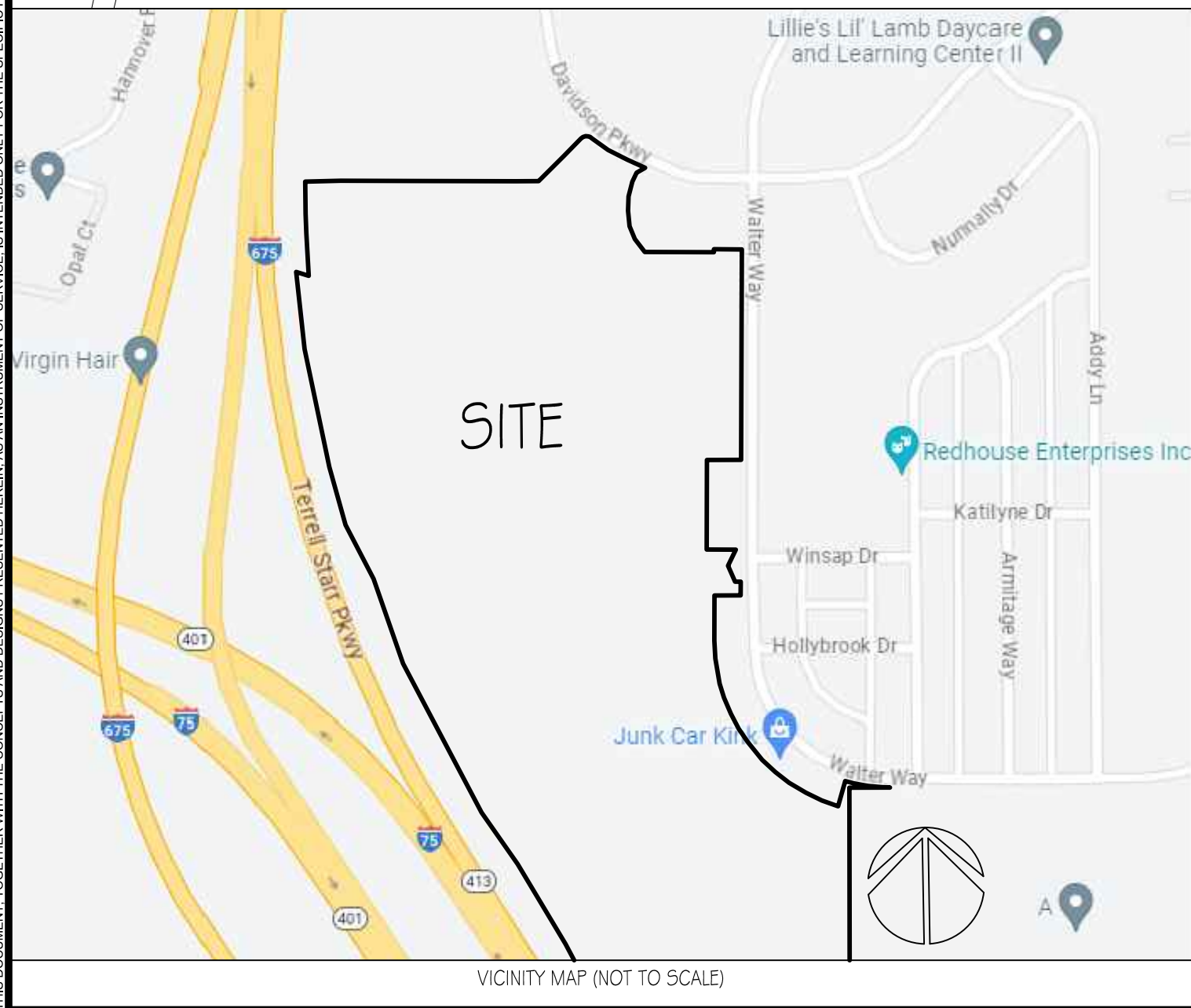
D.R. HORTON, INC., DELAWARE CORPORATION & OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY (NORTHRIDGE CROSSING SUBDIVISION)

LOCATED IN: LAND LOTS 39, 40, 57 & 58, 12TH DISTRICT CITY OF STOCKBRIDGE HENRY COUNTY, GEORGIA DATE: AUGUST 7, 2023

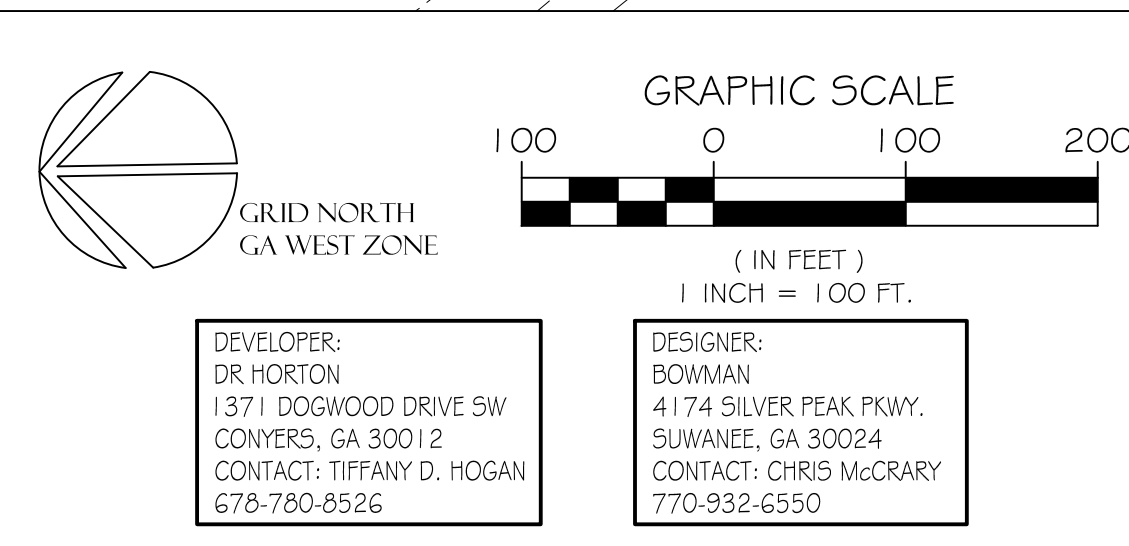
REVISION	
Bowman Consulting Group, Ltd. Phone: (770) 932-6550 474 Silver Peak Parkway Fax: (770) 932-6561 Dunwoody, GA 30015 www.bowmanconsulting.com	
Bowman Consulting Group, Ltd.	
DWG: P-2023-0504 Northridge Crossing P2/SURVEY/SURVEY (CADD)/23-0504-ALTA-08-07-23	BY: CDMF CHK: PM GC:
BOG PROJECT NO: 202461-01-001	TASK: 0001 SURVEY DATE: JULY 28, 2023 SHEET: 3 OF 3



8-7-2023



- AMENITY NOTES:
- PER REGULATIONS:
 - SUBDIVISIONS WITH OVER THREE HUNDRED (300) LOTS MUST INCLUDE A POOL FACILITY, CLUBHOUSE, POCKET PARK OF AT LEAST TWO THOUSAND (2,000) SQUARE FEET, AND AT LEAST TWO (2) OF THE FOLLOWING:
 - PLAYGROUND.
 - DOG PARK.
 - TENNIS COURT.
 - BASKETBALL COURT.
 - WALKING TRAIL.
 - FITNESS CENTER.
 - PICNIC AREA WITH GRILL AND COVERED PAVILION.
 - COMMUNITY GARDEN AND REFLECTION AREA.
 - FIRE PIT AND GATHERING AREA.
 - ANY OTHER AMENITY APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT.
 - PROVIDED AMENITIES: CLUBHOUSE, POOL, PLAYGROUND, PICKLE BALL COURTS AND POCKET PARKS WITH AN AREA GREATER THAN 2,000 SQFT.



SITE DATA	
SITE AREA	79.02 ACRES
ZONING	C-3
EXISTING ZONING	C-3
PROPOSED ZONING	PUD
ZONING JURISDICTION	STOCKBRIDGE
USE CALCULATIONS	
LOTS	311 TOTAL
TOWNHOME LOTS	128
DETACHED LOTS	183
ALLOWABLE DENSITY	PER CONCEPT PLAN
PROPOSED DENSITY	3.94 LOTS/ACRE
OPEN SPACE CALCULATIONS	
REQUIRED OPEN SPACE	20% (15.80 ACRES)
PROPOSED OPEN SPACE	42.6% (33.63 ACRES)
SETBACK REQUIREMENTS	
FRONT SETBACK	20 FEET
SIDE SETBACK	5 FEET
REAR SETBACK	20 FEET
CORNER SIDE	5 FEET
TYPICAL LOT	
TOWNHOMES	24' WIDE BY 100' DEEP
DETACHED LOTS	50' WIDE BY 110' DEEP
PARKING CALCULATIONS TOWNHOMES	
REQUIRED	2.25 SPACES/UNIT = 288 SPACES
PROPOSED (2 IN GARAGE + GUEST)	128(2) + 47 = 303 SPACES
PARKING CALCULATIONS DETACHED LOTS	
REQUIRED	2 SPACES/UNIT = 368 SPACES
PROPOSED (2 IN GARAGE + 2 IN DRIVE)	183 (4) = 732 SPACES
ADDITIONAL PARKING AT AMENITY + GUEST	= 44 SPACES

PRELIMINARY
NOT FOR CONSTRUCTION

DATE	DESCRIPTION
CW	-
DESIGN	CM
SCALE	1" = 100'
JOB No.	23-0504
DATE :	7-27-2023
FILE No.	23-0504

CONCEPT PLAN
NORTHRIDGE PHASE 2
CITY OF STOCKBRIDGE
HENRY COUNTY, GEORGIA

D.R. HORTON
America's Builder

Bowman
Bowman Consulting Group Ltd
4174 Silver Peak Parkway, Suwanee, GA 30024
Phone: (770) 932-6550
WWW.BOWMAN.COM
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SURVEYOR'S CERTIFICATION

This plat is a representation of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.



Brandon T. Miller
8-7-2023

SUPERIOR COURT RECORD INFORMATION

CLOSURE

- THE SURVEY SHOWN HEREON WAS PERFORMED WITH A COMBINATION OF GLOBAL NAVIGATION SATELLITE SYSTEMS (GNSS) UTILIZING TRIMBLE R12I MULTI-FREQUENCY GNSS RECEIVERS INCLUDING REAL-TIME KINEMATIC (RTK) METHODOLOGY AND NETWORK ADJUSTED RTK DATA SUPPLEMENTED WITH CONVENTIONAL SURVEY METHODS USING A TRIMBLE S-SERIES ROBOTIC TOTAL STATION. THE RELATIVE ACCURACY OF THE GNSS AND CONVENTIONAL SURVEY WORK COMPLETED IS 0.04 FOOT OR BETTER AT THE 95% CONFIDENCE INTERVAL BASED UPON THE RESULTS OF A LEAST SQUARES ADJUSTMENT AND ANALYSIS OF THE MEASURED SURVEY DATA.
- THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 862,585 FEET.
- ELEVATIONS DETERMINED BY A TRIMBLE MODEL R12I GPS.
- THE HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983 (2011) GEORGIA STATE PLANE COORDINATE SYSTEM, WEST ZONE. DISTANCES SHOWN HEREON ARE GROUND DISTANCES. THE VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (GEOID 16).
- FIELD DATA WAS OBTAINED ON 07-28-2023.

REFERENCES:

1. DEED BOOK 15716, PAGE 100
2. DEED BOOK 15718, PAGE 107
3. DEED BOOK 15718, PAGE 119
4. PLAT BOOK 36, PAGE 135
5. PLAT BOOK 40, PAGE 60
6. PLAT BOOK 40, PAGE 170
7. PLAT BOOK 51, PAGE 165

LEGEND

- INDEX CONTOUR
- INTERMEDIATE CONTOUR
- EDGE OF PAVEMENT
- CURB AND GUTTER
- PROPERTY LINE
- ROAD RIGHT OF WAY
- ADJOINER PROPERTY LINE (NOT SURVEYED)
- FENCE LINE
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND WATER LINE
- UNDERGROUND COMMUNICATION SERVICE
- UNDERGROUND GAS SERVICE
- UNDERGROUND ELECTRIC SERVICE
- OVERHEAD ELECTRIC
- GUARD RAIL
- TREE LINE
- BUILDING
- CONCRETE
- IRON PIN FOUND (SIZE/TYPE NOTED)
- CONCRETE MONUMENT FOUND (CMF)
- CALCULATED POINT (NO MONUMENT SET)
- BENCHMARK
- BOLLARD / POST
- FLAG POLE (FP)
- ROOF DRAIN (RD)
- SIGN
- HANDICAP SYMBOL
- GAS METER (GM)
- GAS REGULATOR (GR)
- GAS VALVE (GV)
- POWER / UTILITY POLE (PP/UP)
- GUY ANCHOR WIRE
- LIGHT POLE (LP)
- GROUND LIGHT (GL)
- DRAIN INLET (DI)
- CURB DRAIN INLET (CDI)
- STORM DRAIN MANHOLE (JIB)
- SINGLE WING CATCH BASIN (SWCB)
- DOUBLE WING CATCH BASIN (DWCB)
- HEADWALL (HW)
- END SECTIONS (IES)
- SANITARY SEWER MANHOLE (SSMH)
- SANITARY SEWER CLEAN-OUT (CO)
- WATER VALVE (WV)
- WATER METER (WM)
- FIRE HYDRANT (FH)
- FIRE DEPARTMENT CONNECTION (FDC)
- WATER MANHOLE (WMH)
- TREE SIZE & TYPE

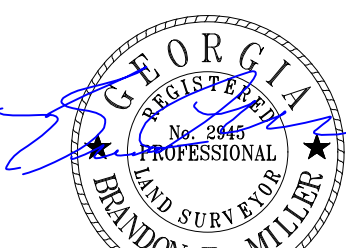
ABBREVIATIONS

- INV INVERT ELEVATION
- CMP CORRUGATED METAL PIPE
- RCP REINFORCED CONCRETE PIPE
- HDPE HIGH DENSITY POLYETHYLENE
- DIP DUCTILE IRON PIPE
- FPE FINISHED FLOOR ELEVATION
- TBM TEMPORARY BENCHMARK
- UGCM UNDERGROUND CABLE MARKER
- GLM GAS LINE MARKER
- PV POST INDICATOR VALVE
- ICV IRRIGATION CONTROL VALVE
- WLM WATER LINE MARKER
- CT COOLING TOWER
- CB COMMUNICATIONS BOX
- UB UTILITY BOX
- PB PLAT BOOK
- DB DEED BOOK
- N/F NOW OR FORMERLY
- G.M.D. GEORGIA MILITIA DISTRICT
- QTMH GREASE TRAP MANHOLE
- PI PEDESTAL INLET
- TP TELEPHONE PEDESTAL
- CWP CROSSWALK POLE
- SB SWITCH BOX
- PM POWER METER
- TSB TRAFFIC SIGNAL BOX
- TSP TRAFFIC SIGNAL POLE
- B.S.L. BUILDING SETBACK LINE
- D.E. DRAINAGE EASEMENT
- S.S.E. SANITARY SEWER EASEMENT
- OTP OPEN TOP PIPE
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT

TO: D.R. HORTON, INC., A DELAWARE CORPORATION & OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 8, 9, 10, 13, 16 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 28, 2023.

DATE: 8-7-2023
BRANDON T. MILLER
REGISTRATION NUMBER: 2945



THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67, AUTHORITY O.C.G.A. SECS. 15-6-67, 43-15-4, 43-15-6, 43-15-19, 43-15-22

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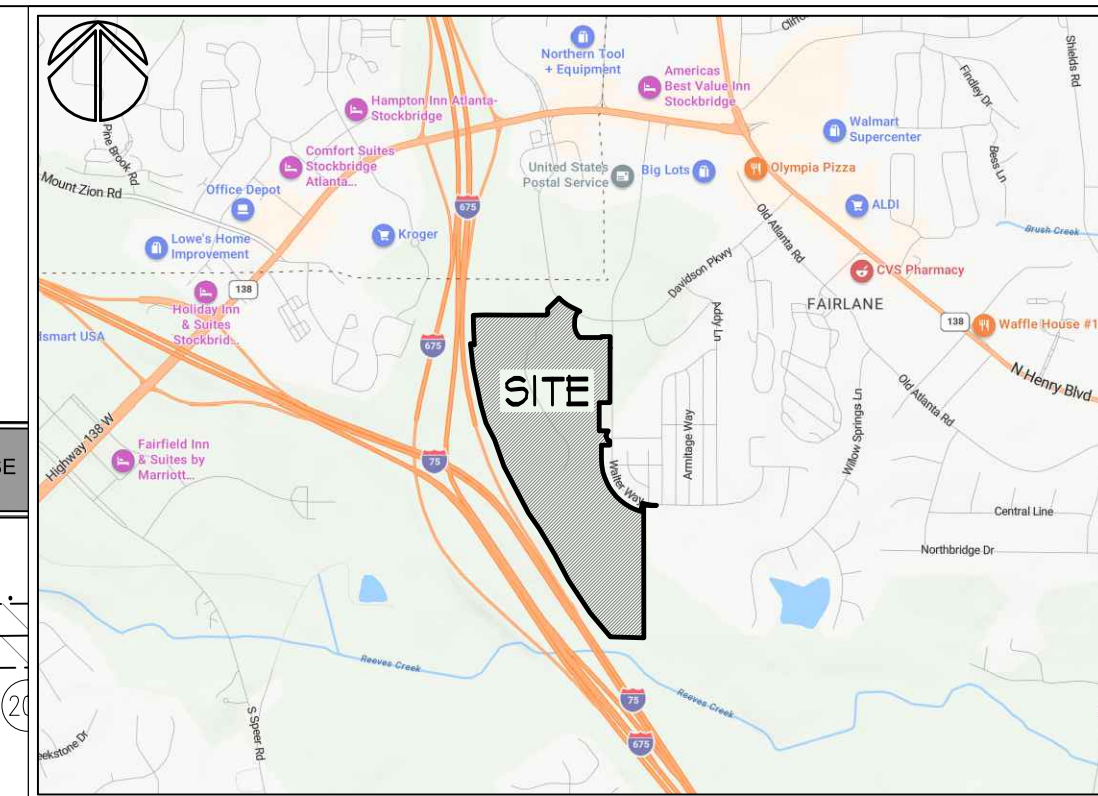
This plat was prepared for the exclusive use of the person, persons, or entity named hereon. This plat does not extend to any unnamed person, persons, or entity without the express recertification of the surveyor naming such person, persons, or entity.

FLOOD HAZARD NOTE:

FIRM MAP NUMBER 13151C0067D, EFFECTIVE 10-06-2016, INDICATES THAT A PORTION OF THIS TRACT LIES IN AN AREA DESIGNATED AS HAVING FLOOD HAZARD

WALTER WAY
(80' R/W)
PER PB 34, PG 71

SUBDIVIDED AS:
NORTHBRIDGE CROSSING
PHASE 1-A
PB 40, PG 170



LOCATION MAP
N.T.S.

DAVIDSON PARKWAY
(R/W VARIES)

PARCEL 3:
1.369 AC.

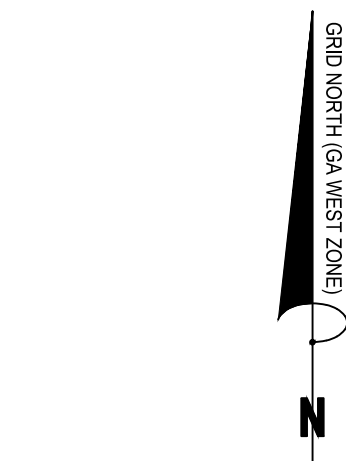
PARCEL 4:
0.144 AC.

PARCEL 5:
0.154 AC.

PARCEL 1:
73.859 AC.

PARCEL 1: 73.859 AC.
PARCEL 2: 3.636 AC.
PARCEL 3: 1.369 AC.
PARCEL 4: 0.144 AC.
PARCEL 5: 0.154 AC.

TOTAL: 79.162 AC.



A- 129.69'
R- 3819.72'
C- 129.68'
N 01°04'30" E

N/F
DHO STOCKBRIDGE LLC
DB 14954, PG 71
PB 51, PG 165

N/F
DHO STOCKBRIDGE LLC
DB 14954, PG 71
PB 51, PG 165

N/F
DHO STOCKBRIDGE LLC
DB 14954, PG 71
PB 51, PG 165

N/F
DHO STOCKBRIDGE LLC
DB 14954, PG 71
PB 51, PG 165

N/F
DHO STOCKBRIDGE LLC
DB 14954, PG 71
PB 51, PG 165

N/F
DHO STOCKBRIDGE LLC
DB 14954, PG 71
PB 51, PG 165

N/F
DHO STOCKBRIDGE LLC
DB 14954, PG 71
PB 51, PG 165

AREA OF ABANDONED RIGHT
OF WAY PER EXCEPTION (S)
(DB 4949, PG 235 & PB 36, PG 135-140)

AREA OF ABANDONED RIGHT
OF WAY PER EXCEPTION (S)
(DB 4949, PG 235 & PB 36, PG 135-140)

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OF WAY PER EXCEPTION (S)
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AREA OF ABANDONED RIGHT
OF WAY PER EXCEPTION (S)
(DB 4949, PG 235 & PB 36, PG 135-140)

AREA OF ABANDONED RIGHT
OF WAY PER EXCEPTION (S)
(DB 4949, PG 235 & PB 36, PG 135-140)

INTERSTATE 675
LIMITED ACCESS HIGHWAY
(R/W SHOWN)

MATCH LINE

SIGN 5 EASEMENT
PER EXCEPTION (N)
(DB 400, PG 20)

ALTA/NSPS LAND TITLE FOR:
D.R. HORTON, INC., DELAWARE CORPORATION & OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
(NORTHBRIDGE CROSSING SUBDIVISION)

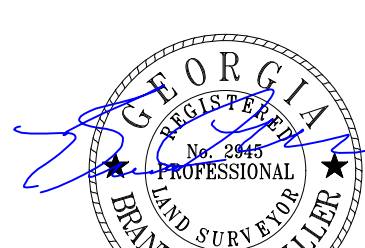
LOCATED IN:
LAND LOTS 39, 40, 57 & 58, 12TH DISTRICT
CITY OF STOCKBRIDGE
HENRY COUNTY, GEORGIA

SCALE: 1" = 60'

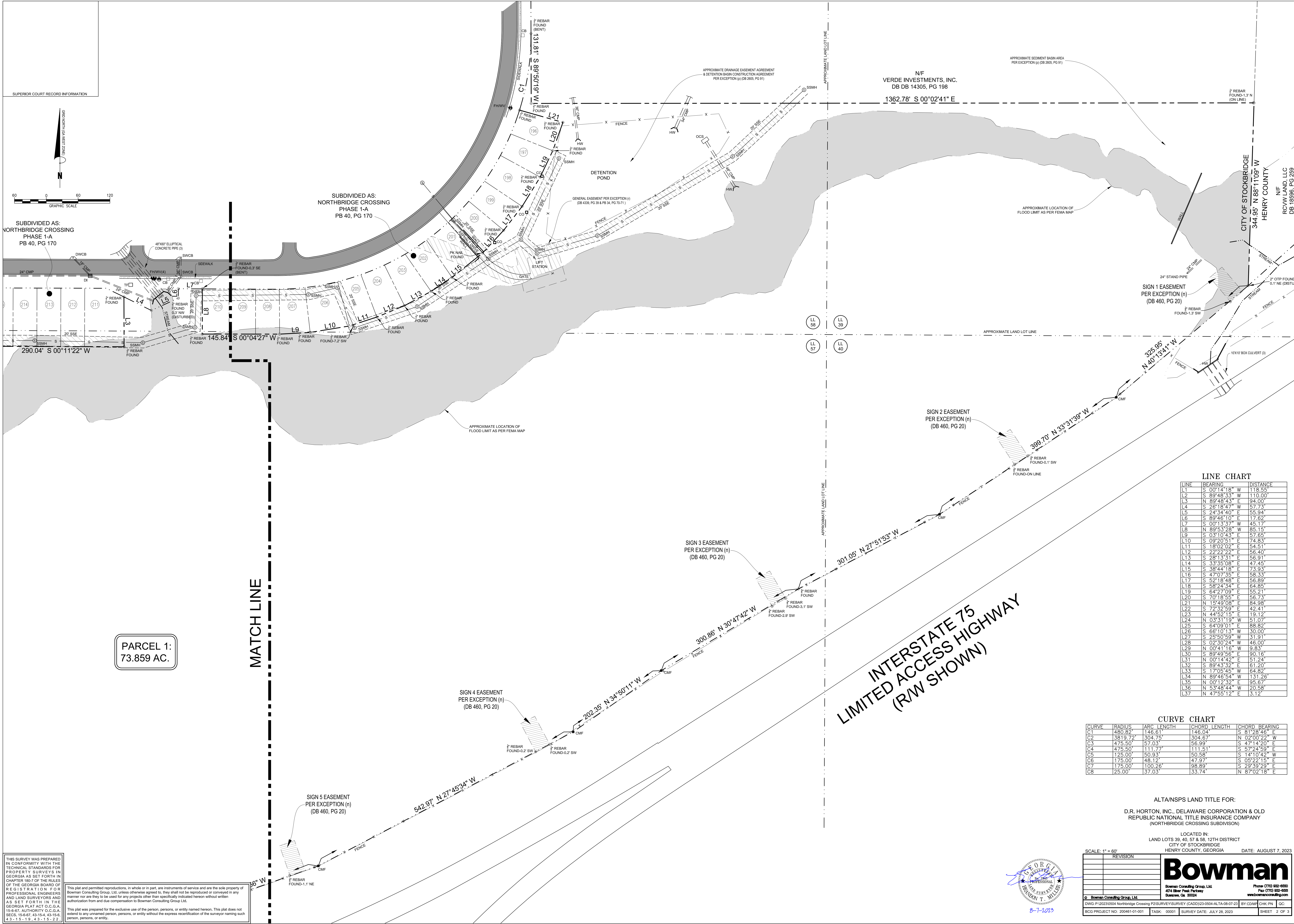
REVISION	

Bowman
Bowman Consulting Group, Ltd.
474 Silver Peak Parkway
Dunwoody, GA 30024
Phone (770) 932-6550
Fax (770) 932-6581
www.bowmanconsulting.com

BCG PROJECT NO: 200461-01-001 TASK: 00001 SURVEY DATE: JULY 28, 2023 SHEET: 1 OF 3



8-7-2023



THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. SECS. 15-6-67, 15-6-67, 43-15-4, 43-15-6, 43-15-19, 43-15-22

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CURVE CHART				
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	480.82'	146.61'	146.04'	S 81°28'46" E
C2	3619.72'	304.73'	304.67'	N 02°00'22" W
C3	475.50'	57.03'	56.99'	S 47°14'20" E
C4	475.50'	111.77'	111.51'	S 57°24'59" E
C5	125.00'	50.93'	50.58'	S 14°10'42" W
C6	175.00'	48.12'	47.97'	S 05°22'15" E
C7	175.00'	100.26'	98.89'	S 29°39'29" E
C8	25.00'	37.03'	33.74'	N 87°02'18" E

LINE CHART		
LINE	BEARING	DISTANCE
L1	S 00°14'18" W	118.55'
L2	S 89°48'33" W	110.00'
L3	N 89°48'43" E	94.00'
L4	S 26°18'47" W	57.73'
L5	S 24°34'40" E	55.94'
L6	S 89°46'10" E	17.62'
L7	S 00°13'37" W	45.17'
L8	N 89°53'28" W	85.15'
L9	S 03°10'43" E	57.65'
L10	S 09°20'51" E	74.83'
L11	S 18°02'02" E	54.51'
L12	S 22°22'22" E	56.40'
L13	S 28°13'51" E	56.91'
L14	S 33°35'08" E	47.45'
L15	S 38°44'18" E	73.93'
L16	S 47°07'35" E	58.33'
L17	S 52°18'48" E	56.89'
L18	S 58°24'34" E	64.85'
L19	S 64°27'09" E	55.21'
L20	S 70°18'55" E	56.73'
L21	N 15°49'08" E	84.98'
L22	S 72°32'59" E	42.41'
L23	N 44°52'15" E	19.12'
L24	N 03°35'19" W	51.07'
L25	S 64°09'01" E	88.82'
L26	S 66°10'13" W	30.00'
L27	S 25°50'59" W	31.91'
L28	S 02°30'24" W	46.00'
L29	N 00°41'16" W	9.83'
L30	S 89°49'56" E	90.16'
L31	N 00°14'42" E	51.24'
L32	S 89°43'32" E	61.20'
L33	S 17°05'45" W	64.82'
L34	N 89°46'54" W	131.26'
L35	N 00°12'32" E	95.67'
L36	N 53°48'44" W	20.58'
L37	N 47°55'12" E	3.12'

ALTA/NSPS LAND TITLE FOR:
D.R. HORTON, INC., DELAWARE CORPORATION & OLD
REPUBLIC NATIONAL TITLE INSURANCE COMPANY
(NORTHBRIDGE CROSSING SUBDIVISION)

LOCATED IN:
LAND LOTS 39, 40, 57 & 58, 12TH DISTRICT
CITY OF STOCKBRIDGE
HENRY COUNTY, GEORGIA

DATE: AUGUST 7, 2023

SCALE: 1" = 60'

REVISION	DATE	BY	CHK	QC

Bowman
Bowman Consulting Group, Ltd.
474 Silver Peak Parkway
Dunwoody, Ga 30004
Phone (770) 932-6550
Fax (770) 932-6581
www.bowmanconsulting.com

DWG: P-20230504 Northridge Crossing P2/SURVEY/SURVEY (CADD)/23-0504-ALTA-08-07-23
BCG PROJECT NO: 200461-01-001
TASK: 00001
SURVEY DATE: JULY 28, 2023
SHEET: 2 OF 3



August 6, 2023

City Council and Planning Commission
Stockbridge City Hall
4602 North Henry Blvd.
Stockbridge, GA 30281

RE: Rezoning and Comprehensive Plan Amendment Application for Northbridge Crossing Phase II

Dear Mayor, Members of City Council and Planning Commission,

D.R. Horton, Inc. seeks to rezone property located at Davidson Parkway and Walter Way., Stockbridge, GA, Parcel ID numbers 030-01009000, 030-01009005, 030-01009006. The property is approximately 79.02 acres. D.R. Horton seeks to rezone the subject property as a Planned Unit Development to include 311 total homes. The development will consist of 128 townhome units and 183 single family detached homes.

The community will include multiple amenities and open space areas. Developer is also exploring the feasibility of connectivity to a future city park. Amenities will include a pool, clubhouse, mail kiosk, playground, pickle ball courts, and multiple pocket parks.

Applicant intends to offer other features within the community such as:

- Approximately 91 Guest parking spaces
- 2 car garages on all townhome units
- 2 car garages on all single family detached homes
- A Mandatory Homeowners Association
- Multiple access points into the community

The zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. The adjacent and nearby properties are owned by multiple, individual residents that are utilizing the property as a single family home. Northbridge Crossing Phase I is a single family community located across the street from the subject property. Several years ago, the subject property was planned as a continuation of the existing single family community.

An adjacent property is also owned by the City of Stockbridge and will be utilized as a city park. D.R. Horton, Inc. intends to explore the possibility of connectivity to this city amenity for residents. This all creates a unique and cohesive flow from the development to a city park.

The zoning proposal will not adversely affect the existing use or usability of adjacent or nearby property. Although the property has some interstate frontage, the access points and the visibility

do not make the site ideal for a commercial use. Additionally, allowing any use other than residential at this site would generate more daily trips from vehicular traffic as well as heavy equipment and trucks on a road that has an existing residential use across the street as well as a planned residential use and city park adjacent to the subject site. Allowing the rezoning for a PUD, residential use, on the subject site would result in less light pollution, noise pollution, air pollution, and traffic for neighboring residents than any other use including a use under the current property zoning as C3.

The subject property is encumbered by a creek and buffer areas near the access points from Davidson and Walter Way. While it may be difficult for other uses to develop around such encumbrances, as planned the PUD residential development is able to utilize the buffer areas as green space that will create an aesthetically beautiful development for residents.

While the zoning sought is not compliant with the current Comprehensive Land Use, applicant simultaneously seeks an amendment to the Comprehensive Land Use. There is precedent set by nearby communities for an amendment to high density residential. Additionally, the proposed site plan proposes 3.96 units per acre. The Stockbridge Comprehensive Plan currently shows medium density residential up and to 3.6 units per acre. High density Residential, per the current Comprehensive Plan, begins at 6 units per acre. Therefore there is currently a gap in the Comprehensive Plan that does not truly contemplate the proposed density of 3.96 units per acre, therefore requiring an application to High Density Residential.

The City of Stockbridge continues to grow and attract new employers that are bringing more professional talent to the city. There is a demand for quality, affordable housing in the area as evidenced by the development pattern of the area. The planned City park that is adjacent to the site is evidence that the city recognizes the area as one for families and residences. This development as Northbridge Crossing Phase II will not only provide additional single family homes for Stockbridge residents, but will also create a community atmosphere.

D.R. Horton, Inc. respectfully requests approval of the rezoning from C3 to Planned Unit Development and a Comprehensive Land Map Amendment from Medium Density Residential to High Density Residential.

Thank you for your consideration and your time.

Sincerely,



Tiffany D. Hogan
Forward Planning Manager

tdhogan@drhorton.com

678-780-8520

CITY OF STOCKBRIDGE

4640 NORTH HENRY BOULEVARD
STOCKBRIDGE, GEORGIA 30281
PHONE (770) 389-7900
FAX (770) 389-7912

August 2, 2023

Ms. Tamiesha Lester
Land Assistant
1371 Dogwood Dr SW
Conyers, GA 30012

RE: Proposed (119 Single-Family Lots & 144 Townhome
Lots)

Ms. Tamiesha,

The city has reviewed your request for water and sewer services for the proposed (119 Single-Family Lots & Townhome Lots) at Parcel ID #s 030-01009000, 030-01009005, 030-01009006 & 030-01009003. Water and sewer services are available; however, the following are required:

- If any property is not in the City Limits, it will need to be annexed into the City before water and sewer services are granted.
- All costs associated with connecting to the water and sewer systems are the developer's responsibility.
- The developer must adhere to the City's Minimum Development Standards.

The city will extend the reservation for capacity for one year from the date of this letter. Construction plans will need to be submitted before the six-month date or the reservation for capacity will expire.

Should you need additional information, please do not hesitate to contact me at (404) 862-3743.

Sincerely,



Brad Holtsinger
Sewer Superintendent

Cc: Decius T. Aaron, Public Works Director
Adam Daniel, Chief Collections Operator

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If Yes, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 7th day of August, 2023

Tiffany D. Hogan

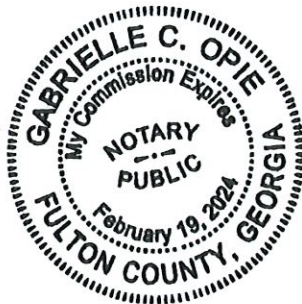
Applicant's Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 7th day of August, 2023



Gabrielle C. Opie
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If **Yes**, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____,

GDCI GA 6, L.P.
 Applicant's Name - Printed
Owner

BT: Pacific Land, LLC, AS ITS G.P.
BY: [Signature]
 Signature of Applicant/Property Owner/Agent
Raymond W. Curran, AS ITS ASST. MGR

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 3 day of August, 2023.

[Signature]
 Notary Public
 GERILYNN KELLY
 NOTARY
 EXPIRES
 GEORGIA
 DECEMBER 17, 2023
 PUBLIC
 FULTON COUNTY, GA

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Presentation For CP-2023-04:

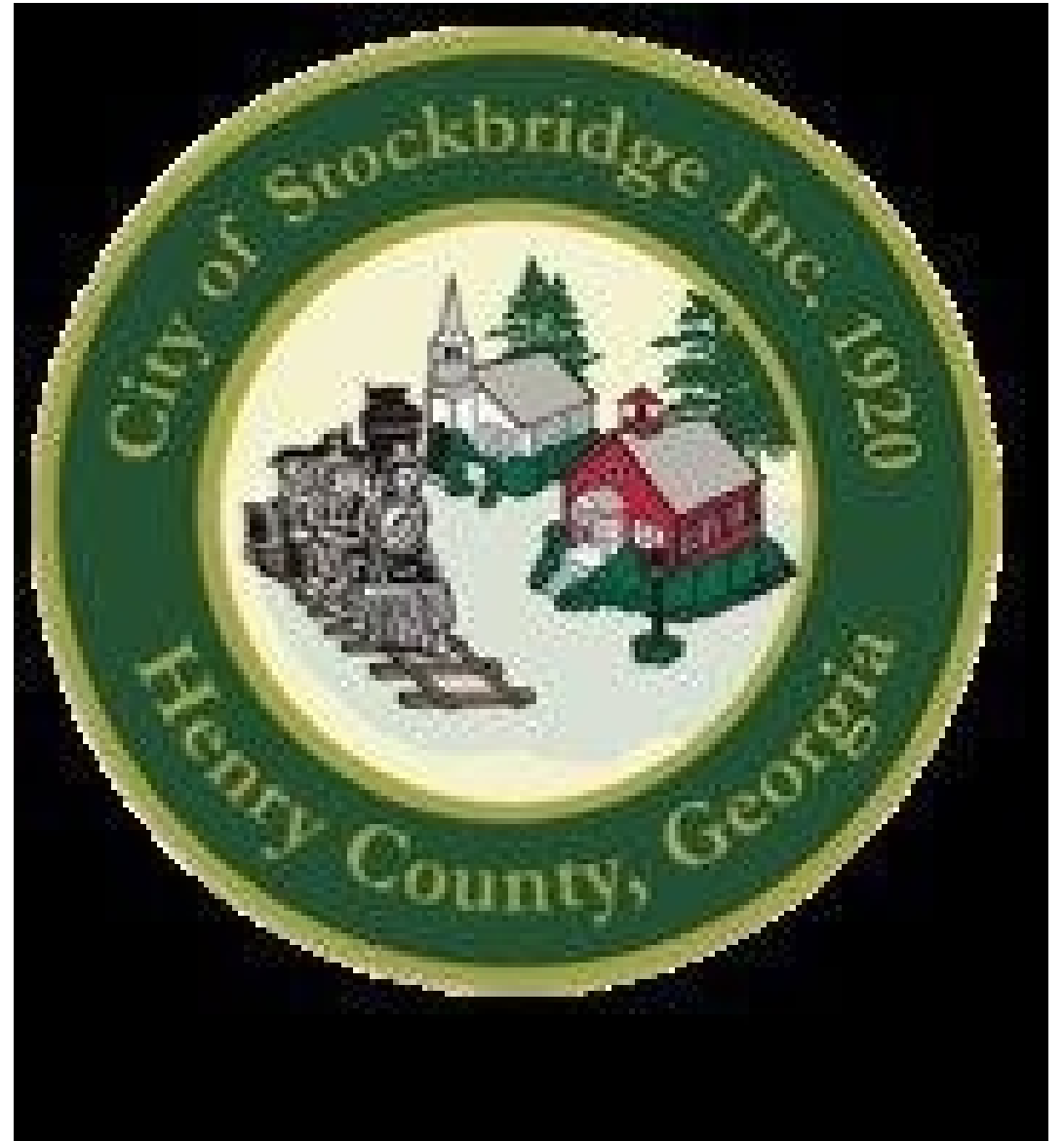
Comprehensive Plan Amendment
For the Proposed “Northbridge
Crossing II” Mixed Residential
Development on Three Parcels at
Davidson Parkway
And Walter Way

Presented To:

Planning Commission – Sept. 28, 2023
City Council –
Dec. 11, 2023 & May 13, 2024

By:

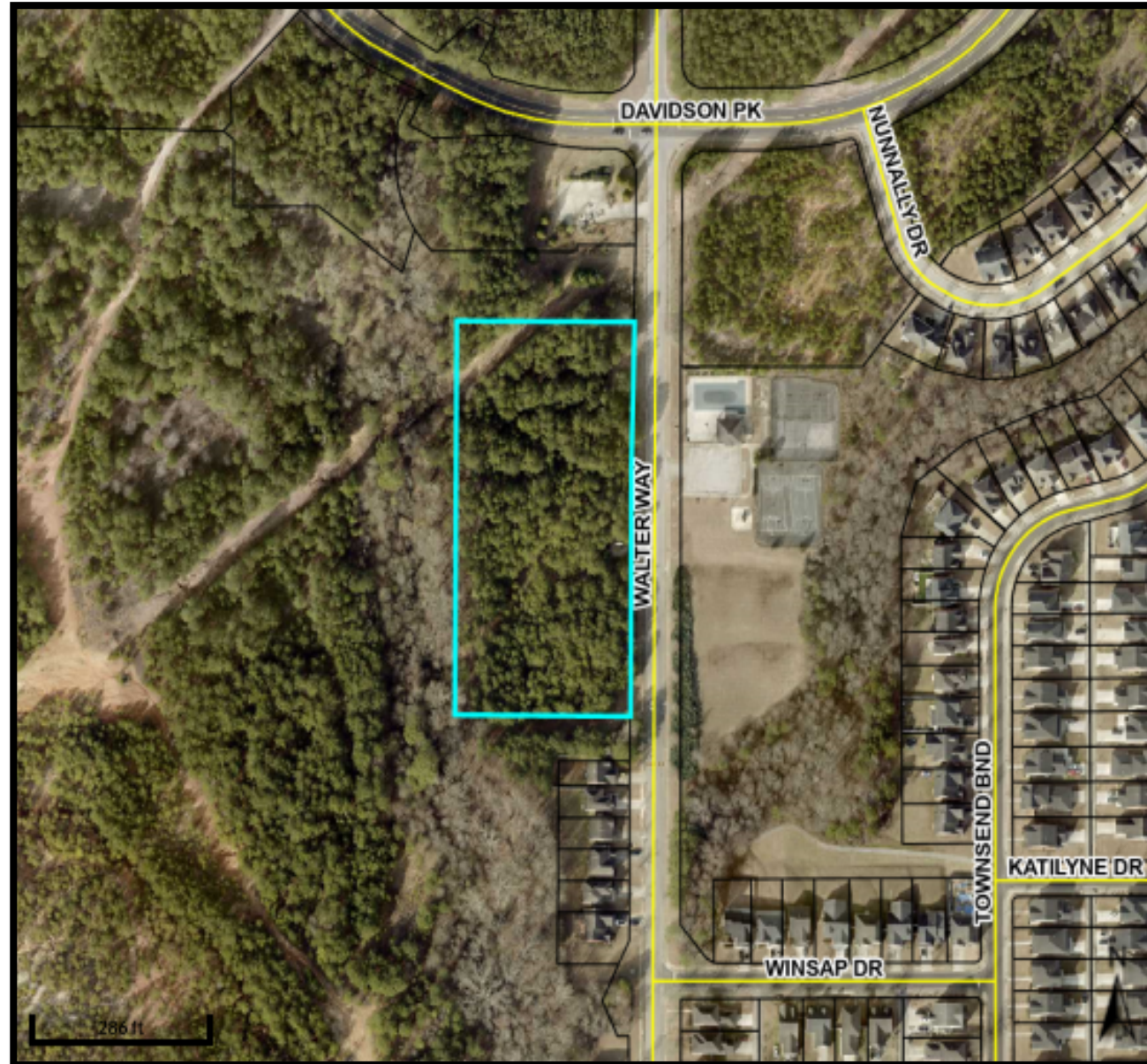
City of Stockbridge Community
Development Department –
Linda Logan, Senior Planner



**AERIAL PHOTO #1: LARGE PARCEL ON WALTER WAY
(Parcel #030-01009000 with 73.859 +/- Acres)**



AERIAL PHOTO #2: SMALL PARCEL ON WALTER WAY
(Parcel #030-01009005 WITH 3.636 +/- Acres)



AERIAL PHOTO #3: SMALL PARCEL ON DAVIDSON PARKWAY
(Parcel #030-01009006 with 1.369 +/- Acres)

6



CASE FACTS (Slide #1)

Proposed Development:	Mixed residential development with 312 total units (184 single-family detached dwellings and 128 townhomes).
Applicant:	D. R. Horton, Inc., represented by Tiffany Hogan.
Site Address:	Three parcels at Davidson Parkway and Walter Way, with 79.16 +/- total acres.
Parcel ID and Acreage:	~ <u>Large Parcel on Walter Way</u>—Parcel #030-01009000 with 73.859 +/- acres. ~ <u>Small Parcel on Walter Way</u>—Parcel #030-3.636 with 3.636 +/- acres. ~ <u>Small Parcel on Davidson Parkway</u>—Parcel # 030-01009006 with 1.369 +/- acres.
District and Land Lot:	District 12, Land Lot 57.
Owner:	GDCI GA 6LP
Property Location:	In Council District 2, on the south side of Davidson Road and the west side of Walter Way.
Current Use:	Vacant, except for a City-owned lift station..

CASE FACTS (Slide #2)

Surrounding Uses:	~ <u>North</u>—Vacant land. ~ <u>Northwest</u>—Clayton County. ~ <u>South</u>—Vacant land, recently approved by the City (via CP-2022-04, RZ-2022-05, and DRI #3799) for a major mixed-use development off Flippen Road. ~ <u>Southeast</u>—Automobile refurbishing business (Drivetime). ~ <u>East</u>—Northbridge Crossing I Subdivision. ~ <u>West</u>—Interstates 75 and 675.
Existing & Proposed Zoning:	From 'C-3' (Heavy Commercial) to 'PUD' (Planned Unit Development). The property also lies within the Parkway Mixed-Use Overlay District.
Surrounding Zoning:	~ <u>North</u>—LI (Light Industrial), RR (Rural Residential), SR (Suburban Residential), and C-3 (Heavy Commercial). ~ <u>South</u>—SR (Suburban Residential) and DT (Downtown) ~ <u>East</u>—DT (Downtown District), C-1 (Neighborhood Commercial), C-2 (General Commercial), C-3 (Heavy Commercial), and MFR (Multiple Family Residential). ~ <u>West</u>—SR (Suburban Residential).

CASE FACTS (Slide #3)

Existing and Proposed Future Land Use Designation:	From 'Low-Density Vertical Mixed-Use' to 'High-Density Residential'.
Property Conditions:	The large parcel has roughly three-fourths of a mile of frontage along Interstates 75 and 675. It contains Reeves Creek near the eastern boundary; about 10.5 acres of "Restricted Use Commercial"; and a lift station which is owned by the City of Stockbridge, with an easement access off Walter Way. The property is mostly level and wooded. Due to its lack of access from the south and west, it is viewed as being landlocked.

PURPOSE

Applicant's Request -- Consider a Comprehensive Plan Amendment application (#CP-2023-04) by D. R. Horton, Inc. (represented by Tiffany Hogan, JD) to change the future land use designation of three parcels at the southwest corner of Davidson Parkway and Walter Way from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential' to allow for the construction of a mixed residential development.

Applicant's Proposal (per the most recent site plan, received on 12/08/23) – Construction of 296 total units, including 168 single-family detached dwellings and 128 townhomes.

Companion Applications:

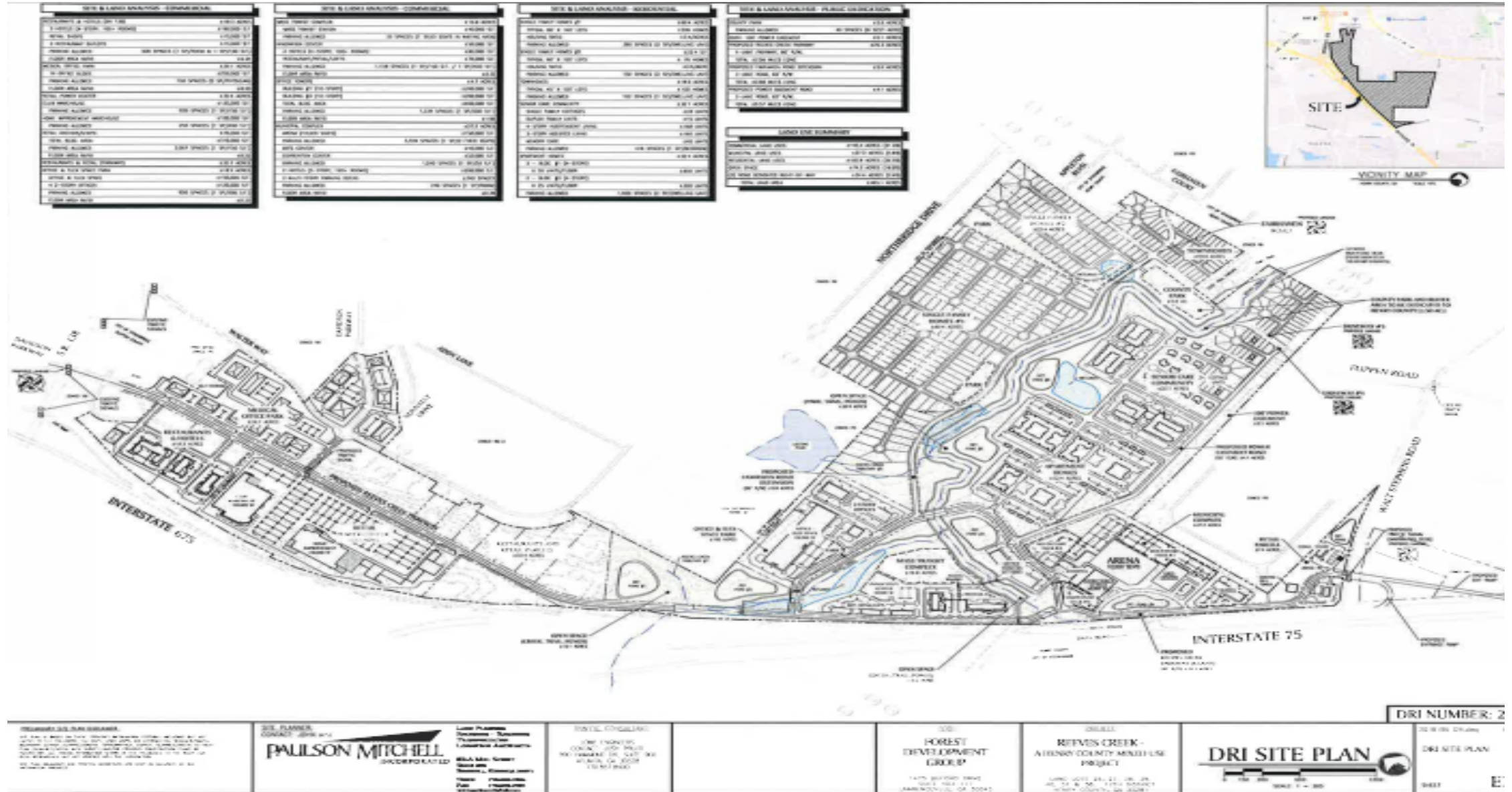
- 1. Rezoning Case #RZ-2023-05)** – The applicant requests to rezone the property from 'C-2' (Heavy Commercial) to 'PUD' (Planned Unit Development).
- 2. A Recombination Case --** The applicant would also need to apply for a recombination of the three parcels into one parcel if and after the requested rezoning is approved as part of the land disturbance permit approval process.

ZONING HISTORY (Slide #1)

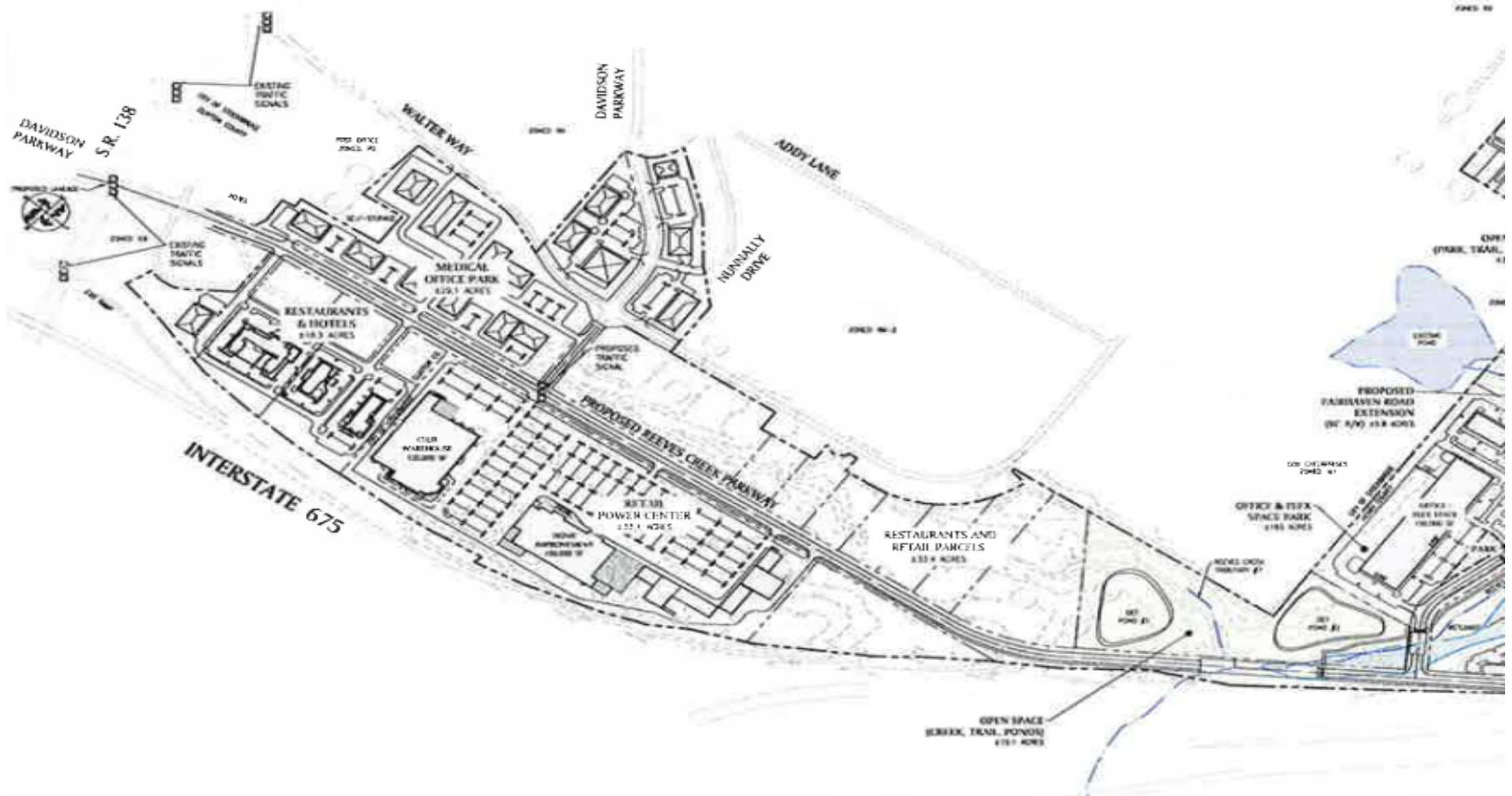
Multiple Rezoning Cases for Subject Property and Adjacent Properties to the East and South:

- 1. Multiple rezonings for Northbridge Crossing Development –** A portion of the subject property was rezoned in 2003 to ‘RM-3’ for a condominium development. Applicant: DRA Development.
- 2. Northbridge Crossing DRI #284 review –** Was approved for residential, office, and commercial uses. Led to the development of the existing Northbridge Crossing Subdivision.
- 3. Development Agreement for Northbridge Crossing --** Was prepared in 2003 and had four amendments.
- 4. Rezoning Case #RZ-09-12-S --** Rezoned the subject property to C-3 for commercial, retail, and office uses. The applicant was DRA Development, Inc.
- 5. Reeves Creek I DRI #2996 review –** The subject property plus acreage in Henry County and Clayton County was rezoned in 2019 for a major mixed-use development.
 - a. Subject Property –** Was to contain a retail power center, a club warehouse, restaurants, and retail establishments.
 - b. Properties to the Northeast –** Were to be developed with a medical office complex.
 - c. Henry County Acreage to the South –** Larger uses were to be developed, including a mass transit complex, an arena, a convention center, a municipal complex, retail and office uses, a county park, a senior care community, and an apartment community.
 - d. Clayton County Acreage to the North –** Was to include hotels and restaurants.
 - e. New Roadway --** A new roadway, “Reeves Creek Parkway”, was to be constructed through the center of the site, providing north/south access from Davidson Parkway to Walt Stephens Road.

REEVES CREEK | DRI REZONING— APPROVED SITE PLAN



REEVES CREEK I DRI REZONING— SITE PLAN ENLARGEMENT



ZONING HISTORY (Slide #2)

(Multiple Zoning Cases, Continued)

- 6. Davidson Parkway DRI #3309 –** In 2021, EastGroup Properties, LP proposed to develop a “business distribution center” on the subject property, to contain five buildings with multiple office/warehouse uses. The City Council voted to deny CP-2021-01 and RZ-2021-01 on the grounds that the proposed industrial uses were incompatible with the surrounding land uses, and that the excessive amount of truck traffic would be unacceptable for this neighborhood.
- 7. Reeves Creek II DRI #3799 –** On July 10, 2023, the Stockbridge City Council approved a request by Vista Realty Partners for a major rezoning (via CP-2022-04 and RZ-2022-05) for 276.91 acres of land located immediately south of the subject property (annexed into the City last year) for a PUD development to contain 1,347 housing units plus some small commercial uses.

FUTURE DEVELOPMENT PLANS

1. COMPREHENSIVE PLAN (2018-2038):

- a. Current land use designation -- “Low-Density Vertical Mixed-Use”, which is intended for commercial / retail areas along various corridors and intersections to mainly serve the residents of the surrounding residential neighborhoods, but which should maintain a community orientation.
- b. Incompatibility of Proposed Use – The proposed mixed residential project would not be compatible with this designation since its uses would be very different and they would be internally-focused rather than community-focused.
- c. Need for a Comprehensive Plan Amendment – This is required to assign a more suitable land use designation to the subject property. Due to the proposed density of the proposed development, the new land use designation would need to be High-Density Residential, which is the subject of the applicant’s request via CP-2023-04.

2. LIVABLE CENTERS INITIATIVE (LCI STUDY) – This was a study of the City’s future growth potentials.

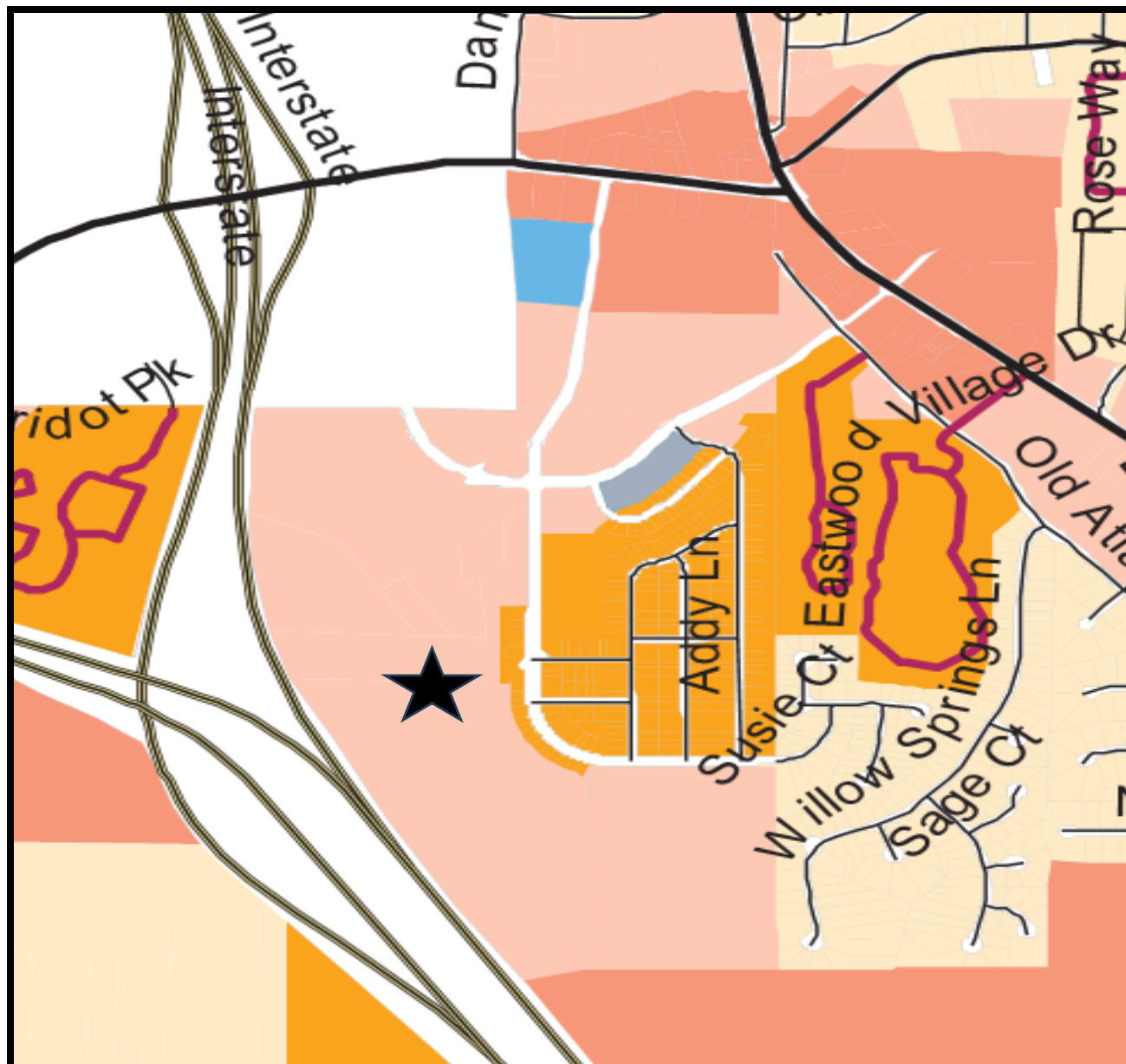
- a. “I-75 Activity Center” – Was to include the subject property as the focus of a major employment center with mixed uses, including Class A office space, hotels, retail uses, high-quality multifamily, senior housing, and park space.
- b. New North / South Roadway – Was to be constructed through the subject property to connect with Flippen Road, with non-residential uses being located on the western side, adjacent to I-75 and I 675, and high-quality multi-family and senior housing uses being located on the eastern side.

CITY OF STOCKBRIDGE 2023 FUTURE LAND USE MAP

(Subject property is shown with a star.)

KEY:

Peach—Low-Density Vertical Mixed-Use
Salmon—Medium-Density Vertical Mixed-Use
Orange—High-Density Residential
Beige—Medium-Density Residential
Slate—Light Industrial
Blue—Office-Institutional



CITY OF STOCKBRIDGE 2023 ZONING MAP

(Subject property is shown with a star.)

KEY:

Red—C-3 (Heavy Commercial)

Salmon – C-2 (General Commercial)

Pink – C-1 (Neighborhood Commercial)

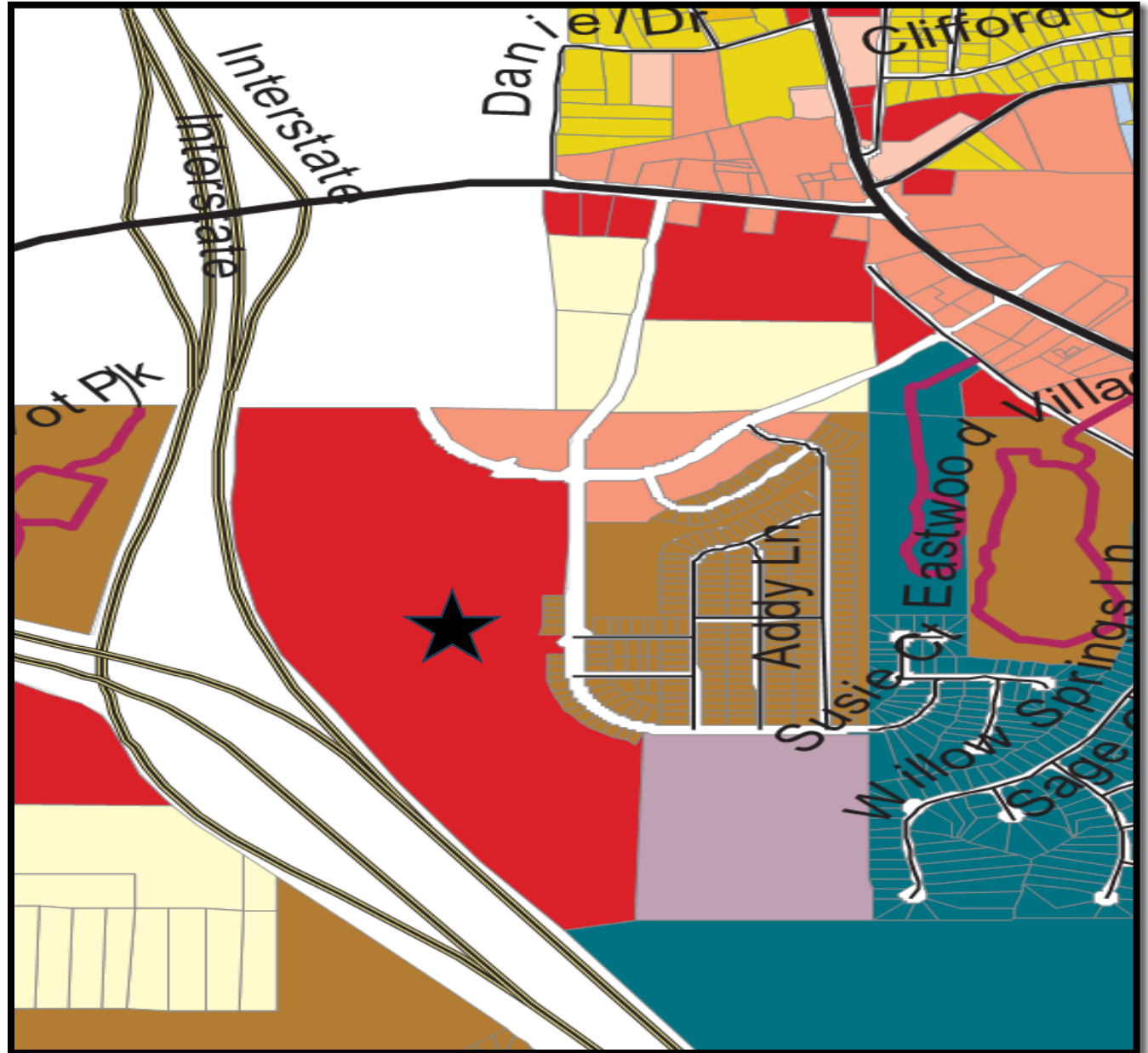
Lavender—LI (Light Industrial)

Pale Yellow—RR (Rural Residential)

Gold—SR (Suburban Residential)

Brown--MFR (Multiple Family Residential)

Teal—PUD (Planned Unit Development)



LCI STUDY: STOCKBRIDGE GROWTH CENTERS

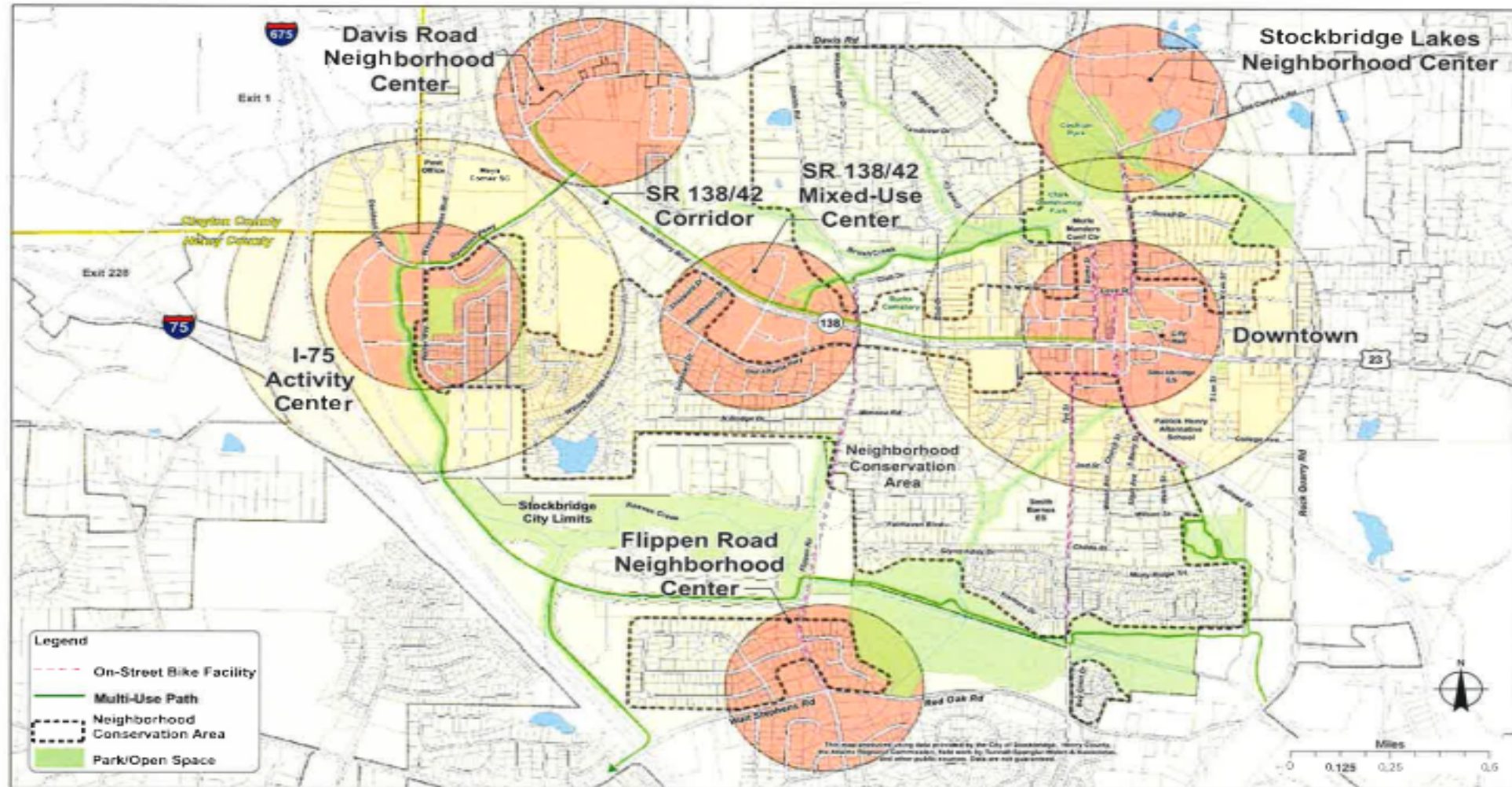


Figure 4.1:
Growth Centers

July 9, 2012

LCI STUDY—SUBJECT PROPERTY AREA



LCI STUDY—I-75 ACTIVITY CENTER LAND USES

The LCI Study envisioned the I-75 Activity Center as becoming a major employer center for the City of Stockbridge and North Henry County. This could occur with the development of the following land uses:

Blue --1.0-1.5 million square feet of Class A office space adjacent to a new north / south roadway connecting to Flippen Road.

Purple — 2 full-service hotels.

Red — 250,000 – 300,000 square feet of retail space adjacent to I-75.

Yellow — 750-1,000 units of high-quality multifamily.

Turquoise — 300-500 units of senior housing or assisted living.

Yellow and Brown — 1,500 housing units.

Green — 20-25 acres of parks.

White — Long-term parking decks along I-75.

PROPOSED DEVELOPMENT

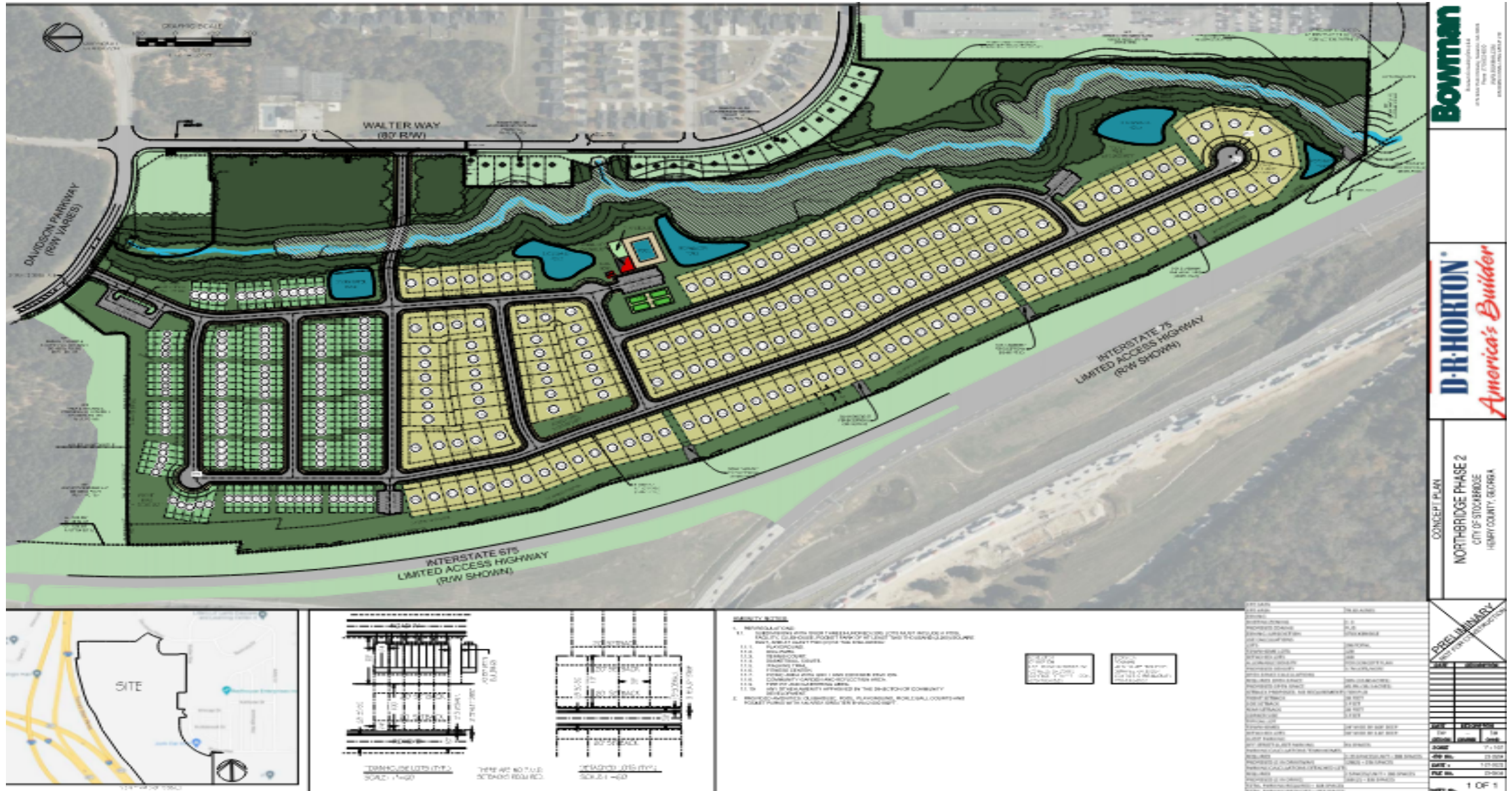
A. Project Description:

- ~ Land Uses (per latest site plan, received on 12/08/23) -- 296 residential units, with 168 single-family detached homes and 128 townhomes.
- ~ Density -- 3.74 units per acre on 79.16 +/- total acres.
- ~ Property -- Contains three parcels (a large parcel and two very small parcels), which would need to be combined into one parcel.
- ~ Homeowners' Association -- Would be established.

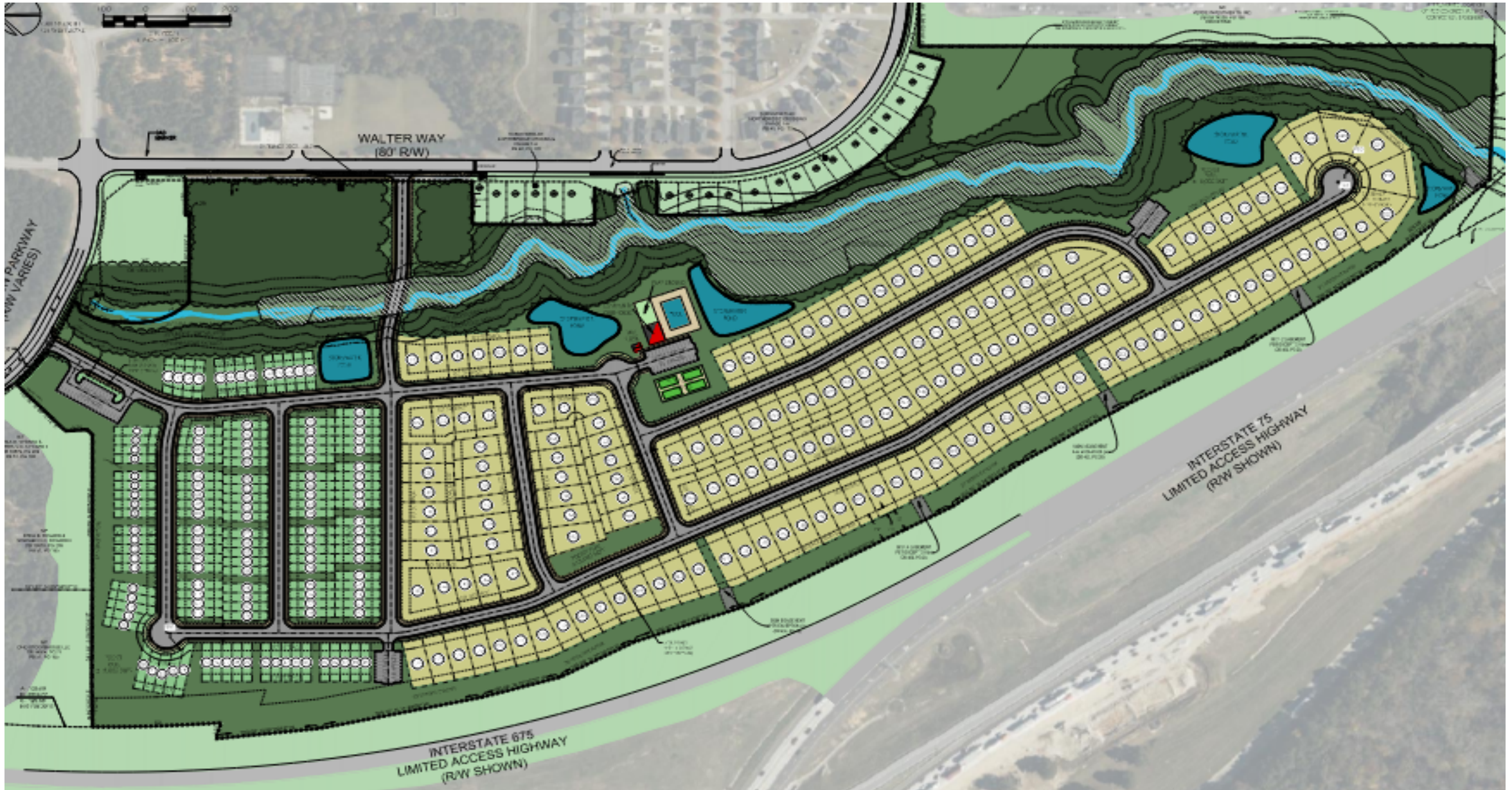
B. Site Plan Design:

- ~ Site Plan -- Entitled "Concept Plan: Northbridge 2", prepared by Bowman Consulting Group, Ltd. on July 27, 2023.
- ~ Access -- The main access street would be off Davidson Parkway, a secondary access street would be off Walter Way, and a future third access could be provided through an easement from the southeast corner of the property.
- ~ Component Locations -- A few single-family detached units would be located along Walter Way, and the remainder would be located between Reeves Creek and Interstates 75 & 675. The townhomes would be located in the northern area of the development site, to be accessed from Davidson Parkway. Amenities would be located near the center of the site.
- ~ Parking -- All residential units would have two-car garages, and guest parking would also be provided.
- ~ Further details are provided within the staff report for Rezoning Case #RZ-2023-05.

CONCEPTUAL SITE PLAN—TOTAL AREA (12/08/23)



CONCEPTUAL SITE PLAN—ENLARGED (12/08/23)



ANALYSIS OF REQUEST– Page One

A. Compatibility with the Current Comprehensive Plan and Future Land Use Map:

- ~ Current Future Land Use Designation: Low-Density Vertical Mixed-Use. This designation is intended for commercial / retail areas along various corridors and intersections. These areas mainly serve the residents of the surrounding residential neighborhoods. Future development should maintain the community-oriented feel of these areas, focusing on creating small mixed-use areas, locally-owned retail uses, low-intensity office uses, and apartment / condo/ loft uses in two-story buildings.
- ~ Requested Future Land Use Designation: High-Density Residential. This designation is intended primarily for multi-story condominiums and planned town developments. Small commercial or service businesses may be permitted for the convenience of their residents and visitors only. Allows densities exceeding 3.6 units per acre, and the applicant plans to have a density of 3.96 units per acre.
- ~ Incompatibility of Proposed Development -- The proposed development is therefore not compatible with the property's current future land use designation since it would feature very different land uses, including a large single-family detached subdivision and multiple townhome buildings. Therefore, a Comprehensive Plan Amendment is required.

B. Incompatibility with Zoning – The property's current C-3 zoning is not listed as a compatible zoning district for the property's current Low-Density Vertical Mixed-Use designation, nor is the proposed PUD district (although the former MUND district is listed). The former PTD district, though, is listed, which is similar to the PUD district.

ANALYSIS OF REQUEST – Page Two

C. Incompatibility with Surrounding Land Uses:

- ~ The proposed single-family detached homes would be compatible with the existing single-family detached homes to the east within the original Northbridge Crossing I development.
- ~ Although the properties along Walter Way and the adjacent streets are zoned ‘MFR’ (Multiple Family Residential), no multiple family uses have been built there.
- ~ The proposed townhome uses would therefore introduce a multifamily component to the area which does not currently exist.

D. Incompatibility with Adopted Plans:

1. **Comprehensive Plan** – One of its community policies (from Page 39) is as follows: “Encourage development of a rational network of commercial nodes to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.”
2. **LCI Study** – Encouraged the development of commercial nodes. It included a map of “growth centers” for City and an “I-75 Activity Center Concept Plan” focusing on the subject property and the surrounding area as having the potential to become a “major employment center” for the City. It recognized the unique, strategic location of the subject property adjacent to I-75 and I-675, as well as its proximity to the main artery serving the City—Highway 138. This location enables the subject property to be a gateway into the City, and due to its large size, it can be a prime location for unique community-serving commercial and specialty uses.

ANALYSIS OF REQUEST – Page Three

3. **Reeves Creek I DRI** – Called for the development of a retail power center, a club warehouse, restaurants, and retail establishments on the subject property portion of the development site. Other major commercial, community-serving uses were to be developed on the Henry County and Clayton County portions of the site. A new roadway, to be called “Reeves Creek Parkway”, was to have been constructed as an extension of the existing curve of Davidson Parkway, through the subject property, and southward to connect to a new I-75 interchange at Walt Stephens Road. Thus, the subject property would have had major roles as part of the overall DRI development master plan.
4. **Compatibility with Previous Council Actions** -- Through the years, various rezonings and plans have recommended that commercial uses be located on the subject property.
 - a. **Original Northbridge Crossing Development**—The approved rezonings in 2003 and 2010 called for commercial and office uses in addition to residential uses, but they were not built.
 - b. **Reeves Creek II DRI** – The rezoning approval called for major commercial and office uses to be built on the subject property, but the development did not take place.
 - c. **Proposed Industrial Development in 2021** – In denying this development (via #CP-2021-01 and #RZ-2021-01, Staff members believed that commercial uses would be more appropriate for commercial development.
 - d. **Reeves Creek II DRI** -- Such preferences were again expressed recently during the public hearings for CP-2022-04 and RZ-2022-05 for property to the south. Although those cases did not include the subject property, their site plan showed the creation of a roadway connection to the subject property, the discussion included hopes that the subject property could be used for major commercial uses with the establishment of that connection.

STAFF CONCLUSIONS

- 1. Property Usage --** Although the proposed mixed-residential development would not be incompatible with the adjacent residential development to the east (the original North-bridge Crossing development), from a community-wide perspective, this would not be the best use for the subject property.
- 2. Lost Opportunity --** To devote the subject property to purely residential uses would prevent major commercial, community-serving facilities from ever being developed there, and it would cause the City of Stockbridge to lose the opportunity to take advantage of the subject property's unique, strategic location for building specialty facilities to serve the general public.
- 3. Incompatibility with Adopted Plans –** The applicant's request to change the subject property's future land use designation from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential' via CP-2023-04 to allow for the proposed mixed-residential development would not be compatible with the Comprehensive Plan, the UDC, nor the LCI Study.

STAFF RECOMMENDATIONS

In view of the preceding findings and analysis, the Planning and Zoning Staff recommends the **DENIAL** of CP-2023-04 to change the subject property's future land use designation from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential.

However, if the Stockbridge City Council decides to approve CP-2023-04, such approval should be contingent upon the following **conditions**:

- 1.** The approval of Rezoning Case #RZ-2023-05.
- 2.** No permits shall be issued by the City of Stockbridge until the developer provides to the Planning and Zoning Office a copy of the recorded plat for the recombination of the three parcels comprising the subject property.



TO: Stockbridge Mayor and City Council
Stockbridge Planning Commission

FROM: Linda M. Logan, Senior Planner, Planning and Zoning Division

CC: Ryan Anderson, Chief Planner

DATE: September 28, 2023

SUBJECT: **Staff Report for Comprehensive Plan Amendment Case #CP-2023-04 for Three Parcels at Davidson Parkway and Walter Way (Parcel #0303-01009000, Parcel #030-01009005, and Parcel #030-01009006). Council District: 2.**

I. PURPOSE

Consider a Comprehensive Plan Amendment application (#CP-2023-04) by D. R. Horton, Inc. (represented by Tiffany Hogan, JD) to change the future land use designation three parcels at the southwest corner of Davidson Parkway and Walter Way from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential' to allow for the construction of a mixed residential development. The applicant proposes to build 312 total units, including 184 single-family detached dwellings and 128 townhomes. To allow for the proposed development, the applicant also simultaneously submitted an application for a Rezoning (Rezoning Case #RZ-2023-05) to rezone the property from 'C-2' (Heavy Commercial) to 'PUD' (Planned Unit Development). The applicant would also need to apply for a recombination of the three parcels into one parcel if and after the requested rezoning is approved.

II. EXISTING CONDITIONS

A. Property Location. The subject property is located in the northwestern area of the City of Stockbridge, near the Clayton County line; about half a mile south of Highway 138 / Lake Spivey Parkway and about half a mile west of North Henry Boulevard. It is bordered by Davidson Parkway to the north, Walter Way to the east, and Interstates 75 and 675 to the south and west. One of the three parcels comprising the subject property is located on the curve of Davidson Parkway, south of the Clayton County line. The main project access to the development site would occur from this curve.

B. Property Characteristics. The subject property is comprised of three parcels, including a large parcel on Walter Way with 73.859 +/- acres, a small parcel on Walter Way with 3.636 +/- acres, and a small parcel on Davidson Parkway with 1.369 +/- acres. These parcels are shown on the three aerial photographs below. The large parcel has roughly three-fourths of a mile of frontage along Interstates 75 and 675. Reeves Creek is located near the eastern boundary of the development site, with required buffers. The large parcel contains approximately 10.5 acres of “Restricted Use Commercial”, thus only the remaining 63.35 +/- acres is developable. The property is mostly level and wooded. The City of Stockbridge owns a lift station near the south end of the large parcel, which is accessed from a driveway through an easement off Walter Way. Due to the lack of access to the property from the south and west, the subject property is viewed as being landlocked.

C. Surrounding Land Use and Zoning. The subject property is surrounded by a mixture of land uses and zoning districts, as is indicated by Table 1 below. To the north, along Davidson Parkway within Clayton County, are several commercial uses, including motels, a gas station, a fast food restaurant, a fitness center, and an automotive repair center. To the northeast is some vacant land along Davidson Parkway and Walter Way, which is zoned ‘C-2’ (General Commercial). To the west and southwest, the subject property is bordered by Interstate 675. To the east is the Northbridge Crossing Subdivision (whose property is zoned ‘RM-2’ for Multifamily/Townhomes). The subdivision is the predominant land use in the vicinity. Its clubhouse and pool are located directly across Walter Way from the proposed development site. Bordering the site to the southeast is the Drivetime Automotive Reconditioning Center off Walter Way, which was established in 1997 and whose property is zoned ‘LI’ (Light Industrial).

III. CASE FACTS

Proposed Development:	Mixed residential development with 312 total units (184 single-family detached dwellings and 128 townhomes).
Applicant:	D. R. Horton, Inc., represented by Tiffany Hogan.
Site Address:	Three parcels at Davidson Parkway and Walter Way, with 79.16 +/- total acres.
Parcel ID and Acreage:	~ <u>Large Parcel on Walter Way</u> —Parcel #030-01009000 with 73.859 +/- acres. ~ <u>Small Parcel on Walter Way</u> —Parcel #030-3.636 with 3.636 +/- acres. ~ <u>Small Parcel on Davidson Parkway</u> —Parcel #030-01009006 with 1.369 +/- acres.
District and Land Lot:	District 12, Land Lot 57.
Owner:	GDCI GA 6LP
Property Location:	In Council District 2, on the south side of Davidson

	Road and the west side of Walter Way.
Current Use:	Vacant.
Surrounding Uses:	~ <u>North</u>—Vacant land. ~ <u>Northwest</u>—Clayton County. ~ <u>South</u>—Vacant land, recently approved by the City (via CP-2022-04, RZ-2022-05, and DRI #3799) for a major mixed-use development off Flippen Road. ~ <u>Southeast</u>—Automobile refurbishing business (Drivetime). ~ <u>East</u>—Northbridge Crossing I Subdivision. ~ <u>West</u>—Interstates 75 and 675.
Existing & Proposed Zoning:	From 'C-3' (Heavy Commercial) to 'PUD' (Planned Unit Development). The property also lies within the Parkway Mixed-Use Overlay District.
Surrounding Zoning:	~ <u>North</u>—LI (Light Industrial), RR (Rural Residential), SR (Suburban Residential), and C-3 (Heavy Commercial). ~ <u>South</u>—SR (Suburban Residential) and DT (Downtown) ~ <u>East</u>—DT (Downtown District), C-1 (Neighborhood Commercial), C-2 (General Commercial), C-3 (Heavy Commercial), and MFR (Multiple Family Residential). ~ <u>West</u>—SR (Suburban Residential).
Existing and Proposed Future Land Use Designation:	From 'Low-Density Vertical Mixed-Use' to 'High-Density Residential'.
Property Conditions:	The large parcel has roughly three-fourths of a mile of frontage along Interstates 75 and 675. It contains Reeves Creek near the eastern boundary; about 10.5 acres of "Restricted Use Commercial"; and a lift station which is owned by the City of Stockbridge, with an easement access off Walter Way. The property is mostly level and wooded. Due to its lack of access from the south and west, it is viewed as being landlocked.

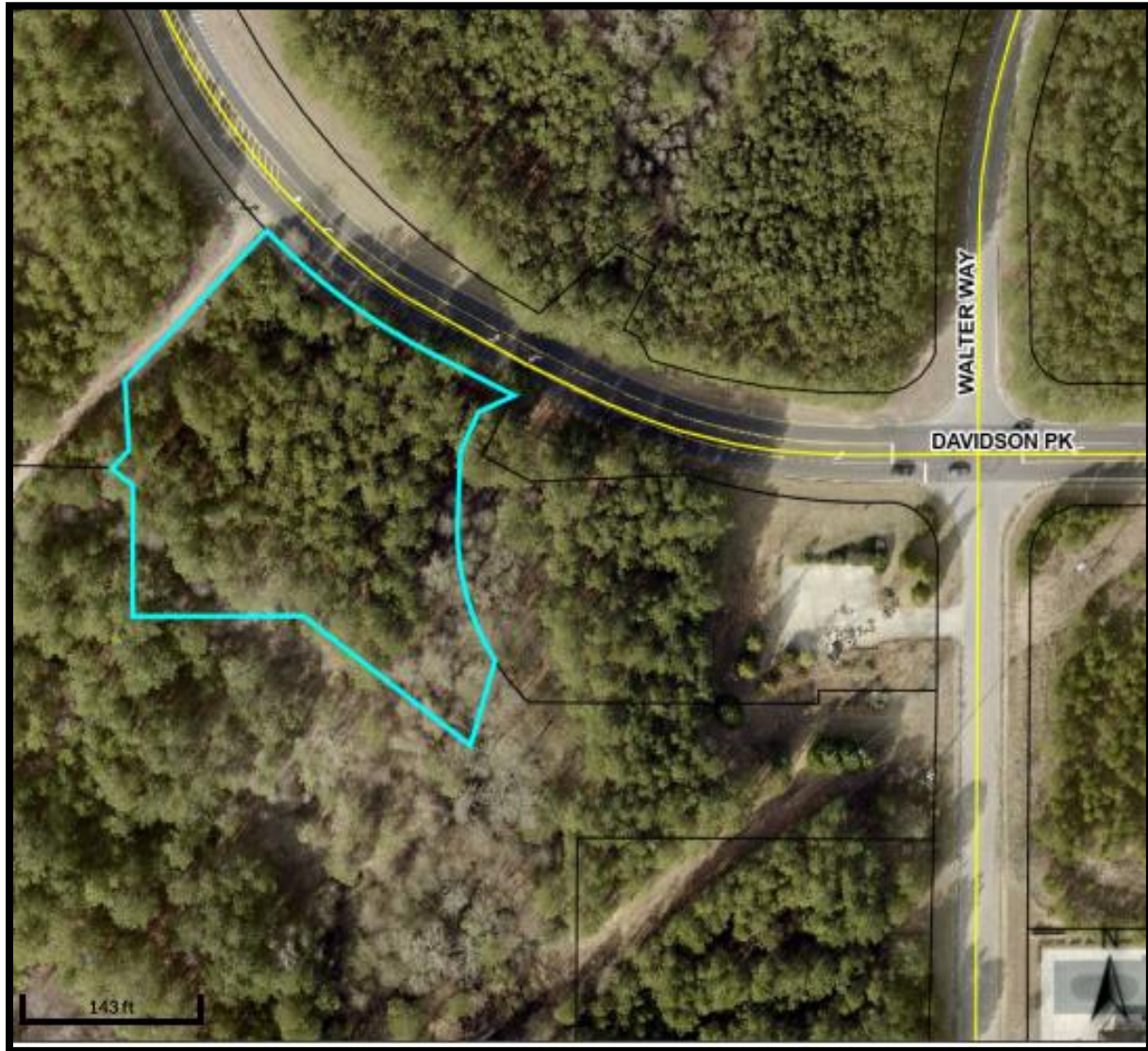
**AERIAL PHOTOGRAPH:
Large Parcel on Walter Way
(Parcel #030-01009000 with 73.859 +/- Acres)**



**AERIAL PHOTOGRAPH:
Small Parcel on Walter Way
(Parcel #030-01009005 with 3.636 +/- Acres)**



**AERIAL PHOTOGRAPH:
Small Parcel on Davidson Parkway
(Parcel #030-01009006 with 1.369 +/- Acres)**



IV. ZONING HISTORY

Over the years, parts of the subject property and the adjacent properties to the east and south have had a very active zoning history, having been rezoned and being the subject of four Development of Regional Impact (DRI) reviews by the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA). Although the existing Northbridge Crossing subdivision was developed as a result of the approval of the Northbridge Crossing I DRI #284, no development has yet occurred on the subject property. A description of each zoning action is provided below.

- Multiple rezonings for Northbridge Crossing Development
- Northbridge Crossing DRI #284 review
- Development Agreement for Northbridge Crossing
- Rezoning Case #RZ-09-12-S
- Reeves Creek I DRI #2996 review
- Davidson Parkway Commerce Center DRI #3309 review
- Reeves Creek II DRI Review #3799

A. Multiple Rezonings for Northbridge Crossing Development. In 2003, DRA Development requested the rezoning of about 49 acres around the intersection of Davidson Parkway and Walter Way, as part of the “Northbridge Crossing Development”, from ‘RA’ (Residential-Agricultural), ‘C-3’ (Heavy Commercial), and ‘M-1’ (Light Manufacturing) to ‘RM-3’ (Multifamily Residential for Condominiums) to allow for condominium development. The rezoning was approved with conditions via Ordinance No. 03-148. Then Henry County Planning and Zoning completed a staff report for Rezoning Case #RZ-02-71-S for a 7.24-acre tract adjacent to the current DriveTime Automotive Conditioning establishment. The report stated that a portion of the tract was previously rezoned from ‘RA’ to ‘M-1’ with a ‘PD’ (Planned Development) district on September 8, 1996.

B. Northbridge Crossing DRI #284 Review. In conjunction with the multiple rezoning requests for Northbridge Crossing, the Atlanta Regional Commission (ARC) completed a Final Report for a Development of Regional Impact (DRI) Review on November 15, 2002, representing DRI #284. The proposed project was to have mixed uses, including residential, office, and commercial. The Georgia Regional Transportation Authority (GRTA) approved the project with the conditions that additional turn lanes be constructed along Davidson Parkway; that the intersection of Davidson Parkway and Walter Way be reconstructed; and that sidewalks be installed.

C. Development Agreement for Northbridge Crossing. A Development Agreement was prepared for Northbridge Crossing (formerly known as “Stockbridge Station”) on May 15, 2003 between the City of Stockbridge and DRA Development, Inc. It pertained to the rezoning of a 143.72-acre site and it included multiple zoning conditions for different types of uses to be included within the development plan. Four amendments were later made through 2007. Among the zoning conditions were the requirements that residential units

not have rear alleyways; that any new roadway have four lanes with a raised median; and that any connections to the existing streets at Flippen Road and Davidson Parkway should be coordinated with the Henry County DOT.

D. Rezoning Case #RZ-09-12-S. On April 12, 2010, the Stockbridge City Council approved Rezoning Case #RZ-09-12-S to rezone fourteen tracts of land (including the subject property) at the southwest corner of Davidson Parkway and Walter Way from C-2, RM-2, and RM-3 to the subject property's current zoning of C-3. The applicant was DRA Development, Inc. and the rezoning comprised 83.26 acres of land which constituted a portion of the original 143.72 +/- acres. Ordinance #10-185 was prepared to document the rezoning approval. The proposed development was to be a mixture of commercial, retail, and office uses. One of the nine zoning conditions was the requirement that the Development Agreement for Northbridge Crossing, which was adopted on May 15, 2003, be updated to reflect this rezoning of the property to C-3.

E. Reeves Creek I DRI #2996. In 2019, Forest Development Group proposed the construction of a major mixed-use development of regional scale on a portion of the subject property, as well as other property to the south within unincorporated Henry County. The development site included portions of Henry County (the submitting jurisdiction), the City of Stockbridge, and Clayton County. ARC completed its "Regional Review Finding" for DRI #2996 on October 3, 2019 for the proposed "Reeves Creek" development. The DRI request was made by Henry County Government since the majority of the land within the project boundaries was located in unincorporated Henry County. The DRI was found to be "within the best interest of the State." ARC's Decision recommended the construction of a new road through the area, to be named "Reeves Creek Parkway", the possible installation of a traffic signal at the intersection of Reeves Creek Parkway and Davidson Parkway, and the installation of additional turn lanes at the intersection of Davidson Parkway and Highway 138 West.

The approved site plan shows that the main access was to begin from Davidson Parkway off Highway 138, then a new four-lane roadway to be called "Reeves Creek Parkway" was to extend through the middle of the subject property and run southward along the right-of-way of Interstates 75 and 675 to Walt Stephens Road, where a proposed new interstate exit would be created. The portion of the development site which would have comprised the subject property was to be developed with a retail power center, a club warehouse, restaurants, and retail establishments. A medical complex was to be located on the north side of Davidson Parkway, while hotels and restaurants were to be located within the Clayton County portion of the site. To the south, in the Henry County portion of the site, larger uses were to be developed, including a mass transit complex, an arena, a convention center, a municipal complex, retail and office uses, a county park, a senior care community, and an apartment community.

F. Davidson Parkway DRI #3309. In 2021, EastGroup Properties, L.P., the developer/applicant, proposed the development of a “business distribution center”, to be named “Davidson Parkway Commerce Center”, on the subject property. It was to be comprised of five buildings serving multiple tenants with various office and warehouse uses, having a total building space of 695,860 square feet. Battle Law, P.C. represented the developer. The applicant applied for Comprehensive Plan Amendment Case #CP-2021-01 and Rezoning Case #RZ-2021-01. Although the DRI decisions by ARC and GRTA were for approval with conditions, the Stockbridge Planning and Zoning Staff and the Planning Commission both recommended the denial of the proposed project due to their belief that industrial uses were inappropriate for the subject property. The City Council agreed, denying Comprehensive Plan Amendment Case #CP-2021-01 and Rezoning Case #RZ-2021-01 due to the incompatibility of land uses and the excessive amount of truck traffic which the proposed project would have generated.

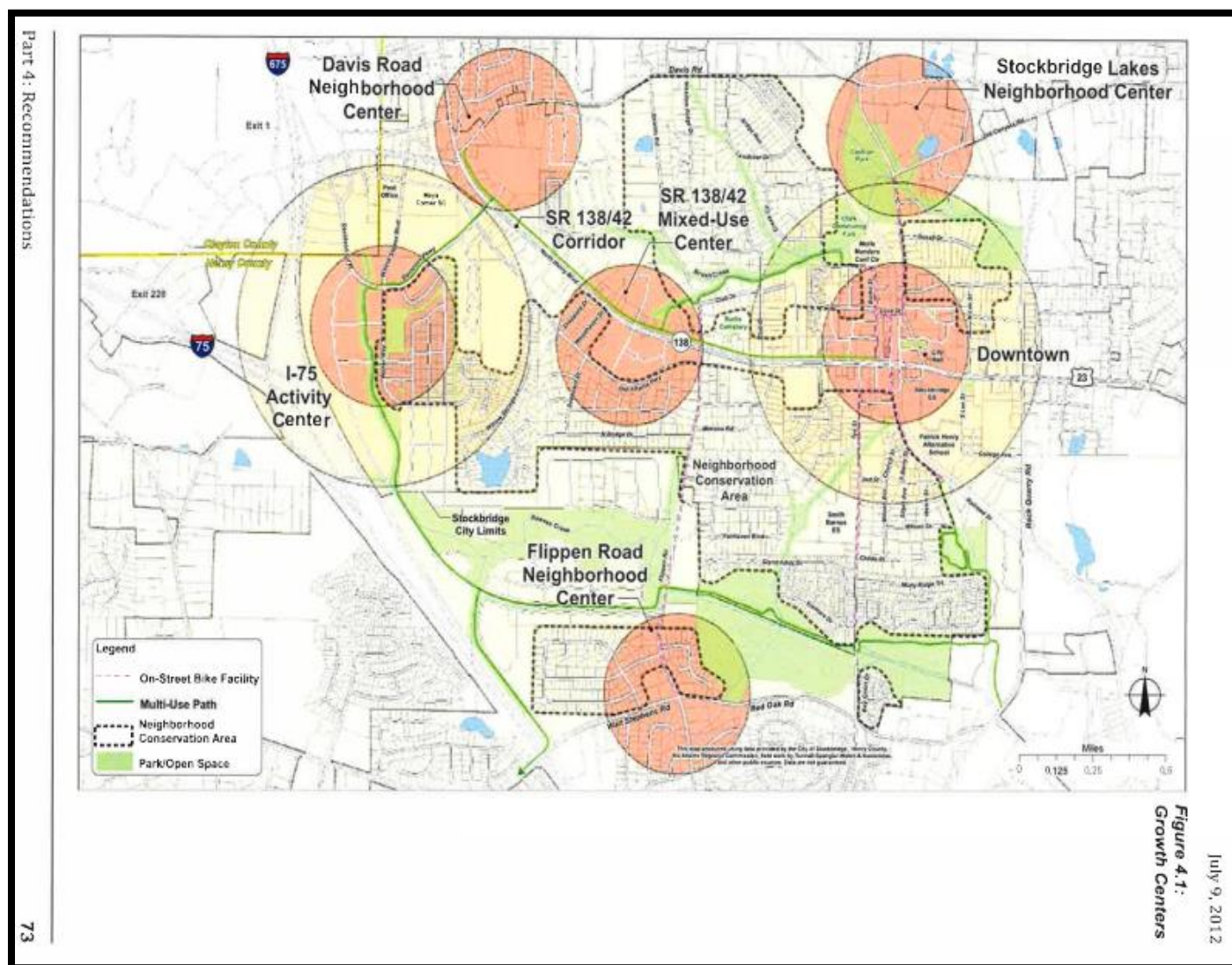
G. Reeves Creek II DRI #3799. In 2022, Vista Realty Partners applied for Comprehensive Plan Amendment Case #CP-2022-04 and Rezoning Case #2022-05 for property at 384 and 630 Flippen Road, plus a third small parcel off Flippen Road. The property includes 276.91 acres of land. It is located directly south of the subject property, and a portion of it also comprised the Reeves Creek I DRI Case #2996. The Stockbridge City Council approved the rezoning by assigning the ‘PUD’ zoning district to the property, which was previously zoned ‘RA’ (Residential-Agricultural) by Henry County prior to its annexation. The proposed master planned, mixed-use development will include detached single-family homes, townhomes, multifamily housing, senior living homes, office and retail. Besides having three full access driveways off Flippen Road, the approved development will have a full access driveway stubbed for future connection to the subject property and Davidson Parkway to the north.

V. FUTURE DEVELOPMENT PLANS

A. Comprehensive Plan / Future Land Use Designation. The City of Stockbridge 2018-2038 Comprehensive Plan contains a Future Land Use Map, which is updated annually to reflect recent City Council actions. The 2023 Future Land Use Map shows that the subject property has a future land use designation of “Low-Density Vertical Mixed-Use. This designation is intended for commercial/retail areas along various corridors and intersections; should mainly serve the residents of the surrounding residential neighborhoods; and should maintain a community orientation. But the proposed mixed residential project would not be compatible with this designation since its uses would be very different and they would be internally-focused rather than community-focused. A Comprehensive Plan Amendment would therefore be required to assign a more suitable land use designation to the subject property. Due to the proposed density of the proposed development, the new land use designation would need to be High-Density Residential, which is the subject of the applicant’s request via CP-2023-04.

B. Livable Centers Initiative. The City of Stockbridge Livable Centers Initiative (“LCI Study”) 10-Year Update from 2012 contains a map of Stockbridge “growth centers”, and the subject property is shown as part of an “I-75 Activity Center.” Further, an “I-75 Activity Center Concept Plan” was prepared, showing the subject property as being a part of a projected major employment center with mixed uses. Such uses were envisioned to include Class A office space, hotels, retail uses, high-quality multifamily, senior housing, and park space. A new north/south roadway would be constructed through the subject property to connect with Flippen Road, with non-residential uses being located on the western side, adjacent to I-75 and I-675, and high-quality multi-family and senior housing uses being located on the eastern side.

LCI STUDY: STOCKBRIDGE GROWTH CENTERS



LCI STUDY: I-75 ACTIVITY CENTER / AREA DESCRIPTION

I-75 Activity Center Concept Plan

The I-75 Activity Center has the potential to become a major employment center for the City of Stockbridge and North Henry County. This concept plan shows how that might occur in a way that is consistent with the vision of this plan.

The images at right and below show one option for how the area could accommodate the following long-term development program:

- 1.0-1.5 million sf of Class A office (blue)
- 2 full-service hotels (purple)
- 250,000 - 300,000 sf of retail (red)
- 750-1,000 units of high-quality multifamily (yellow)
- 300-500 units of senior housing or assisted living (turquoise)
- 1,500 housing units (yellow and brown)
- 20-25 acres of park space (green)
- Potential long-term parking decks (white)

Of these uses, big box retail and parking could front I-75, with mixed-uses and offices lining a new north-south roadway connecting to Flippen Road. Housing could occur to the east, where proposed parks and multi-use paths would create a quality residential address. Nearby, the former Manheim Drive Center could become a college.



LCI STUDY: I-75 ACTIVITY CENTER / SITE ENLARGEMENT

KEY:

- Purple—Two Full-Service Hotels
- Red—Big-Box Retail Space
- Yellow—High-Quality Multi-Family
- White—Long-Term Parking Decks
- Blue—Class 'A' Office Space
- Turquoise—Senior Housing or Assisted Living

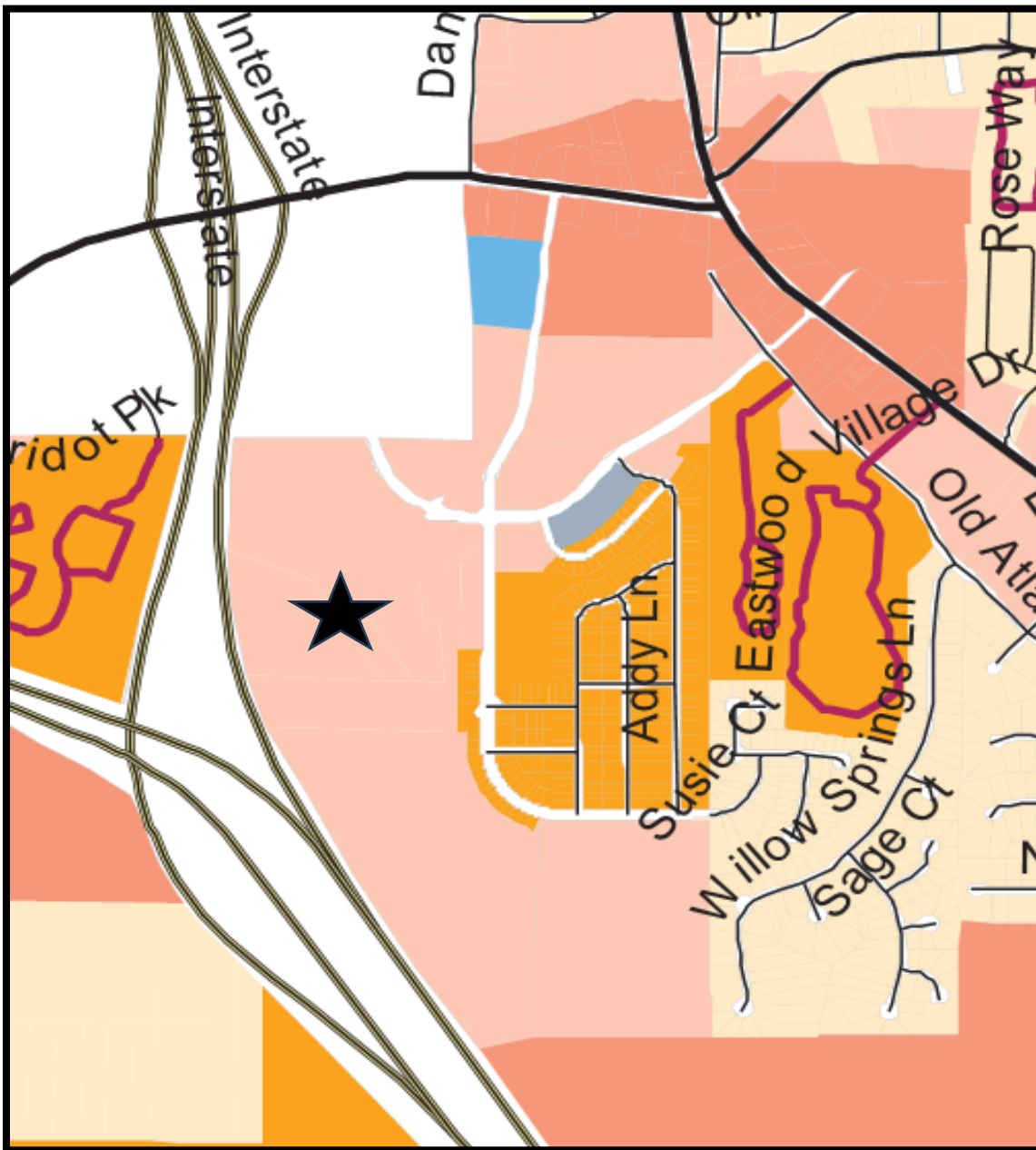


CITY OF STOCKBRIDGE 2023 FUTURE LAND USE MAP

(Subject property is shown with a star.)

KEY:

- Peach—Low-Density Vertical Mixed-Use
- Salmon—Medium-Density Vertical Mixed-Use
- Orange—High-Density Residential
- Beige—Medium-Density Residential
- Slate—Light Industrial
- Blue—Office-Institutional

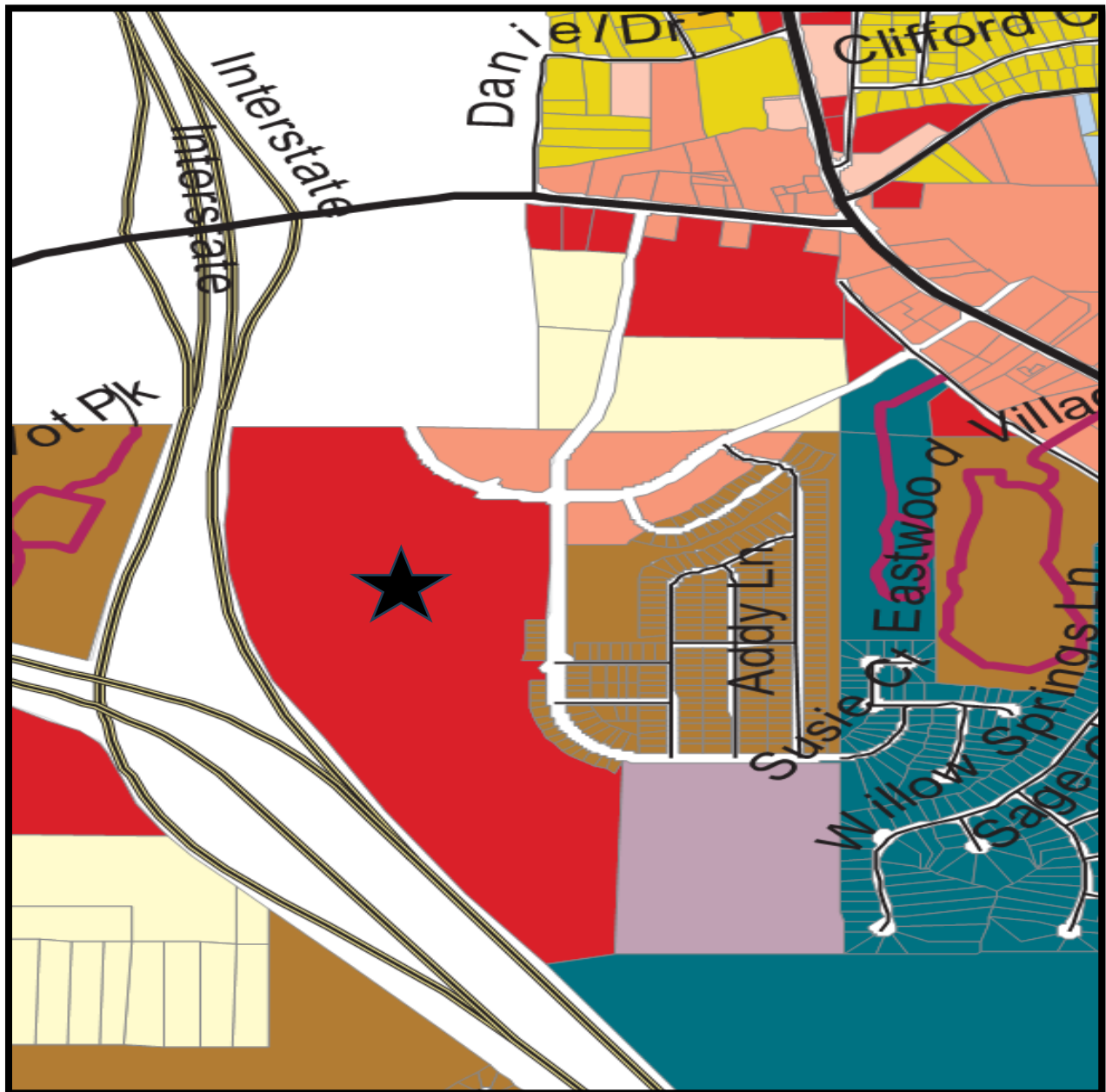


CITY OF STOCKBRIDGE 2023 ZONING MAP

(Subject property is shown with a star.)

KEY:

- Red—C-3 (Heavy Commercial)
- Salmon—C-2 (General Commercial)
- Pink—C-1 (Neighborhood Commercial)
- Lavender—LI (Light Industrial)
- Pale Yellow—RR (Rural Residential)
- Gold—SR (Suburban Residential)
- Brown—MFR (Multiple Family Residential)
- Teal—PUD (Planned Unit Development)

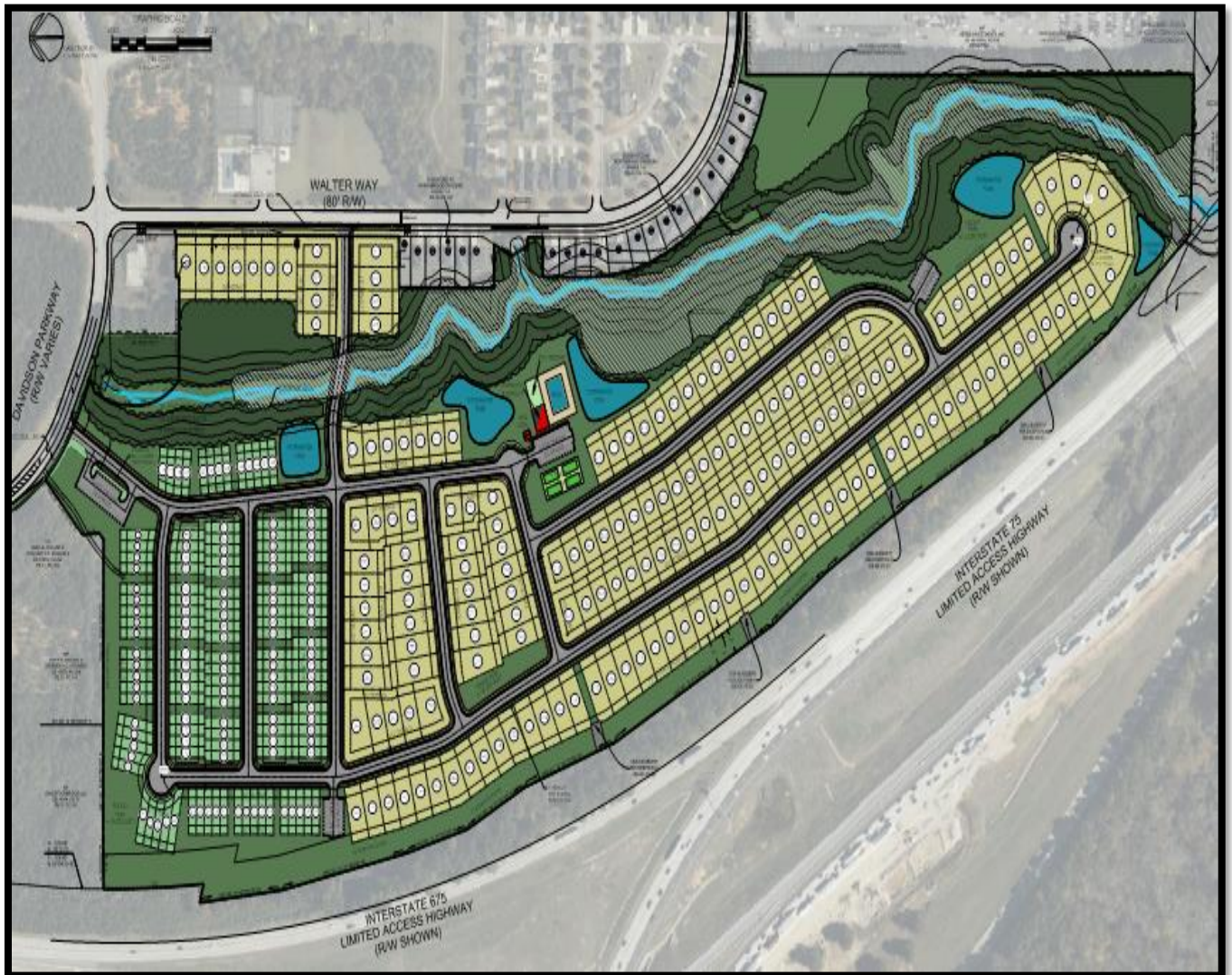


VI. PROPOSED DEVELOPMENT

A. Project Description. The applicant, D.R. Horton, Inc., proposes to build 312 residential units on the subject property, including 184 single-family detached homes and 128 townhomes, at a density of 3.95 units per acre on 79.16 +/- total acres. Currently, the property contains three parcels (a large parcel and two very small parcels), which would need to be combined into one parcel. The project site would have several points of access, and the developer would also seek to create a roadway connection with the property to the south. Multiple amenities and open space areas would be provided. All residential units would have two-car garages, and guest parking would also be provided. A mandatory homeowners' association would be established. No traffic impact study has been submitted.

B. Site Plan Design. The submitted site plan is titled "Concept Plan: Northbridge 2", and it was prepared by Bowman Consulting Group, Ltd. on July 27, 2023. It shows that the main access street would be off Davidson Parkway, a secondary access street would be off Walter Way, and a future third access could be provided through an easement from the southeast corner of the property. A few single-family detached units would be located along Walter Way, and the remainder would be located between Reeves Creek and Interstates 75 & 675. The townhomes would be located in the northern area of the development site, to be accessed from Davidson Parkway. Amenities would be located near the center of the site. Further details are provided within the staff report for Rezoning Case #RZ-2023-05.

CONCEPTUAL SITE PLAN—ENLARGED



VI. ANALYSIS OF REQUEST

A. Compatibility with the Current Comprehensive Plan and Future Land Use Map.

The City of Stockbridge adopted the City of Stockbridge Comprehensive Plan 2018-2038 as a guide for the future development of the City, and its Land Use Element provides a vision for the development or redevelopment of land in the City over the 20-year period. Further, the Future Land Use Map provides a “future land use designation” for every parcel of land within the City. The subject property has a future land use designation of “Low-Density Vertical Mixed-Use.” The Comprehensive Plan provides the description below for this designation.

[Low-Density Vertical Mixed-Use]

This designation is intended for commercial/retail areas along various corridors and intersections located throughout the City. These areas mainly serve the residents of the surrounding residential neighborhoods. Future development and redevelopment should maintain the community-oriented feel of these areas, with a focus on creating small mixed-use areas combining locally owned retail, low intensity office uses, and apartment/condo/loft uses in two story buildings in a pedestrian friendly environment, allowing nearby residents to safely walk to and within them.

[High-Density Residential Designation]

This designation is intended primarily for residential land uses which include multi-story condominiums and planned town developments. Small commercial or service businesses may be permitted within these developments for the convenience of their residents and visitors only. High Density Residential is an appropriate transition between mixed-use and industrial projects, and low or medium density residential areas.

From these descriptions, the proposed development would not be compatible with the future land use designation of the property since it would feature very different land uses, including a large single-family detached subdivision and multiple townhome buildings. Therefore, a Comprehensive Plan Amendment is required to change the land use designation of the property to ‘High-Density Residential’, which allows densities of 3.6 units per acre or higher. The applicant’s proposed density of 3.96 units per acre is above the lower end of the allowable density range for the subject property.

B. Compatibility with Zoning. The existing ‘C-3’ zoning of the property is not a listed compatible zoning district for the subject property’s existing Low-Density Vertical Mixed-Use future land use designation, nor is the proposed ‘PUD’ zoning district, although a former similar district, ‘MUND’ (Mixed-Use Neighborhood Development), was compatible. The Comprehensive Plan lists the former ‘PTD’ (Planned Town Development) district as being compatible with the applicant’s requested High-Density Residential designation, which is similar to the current PUD district.

C. Compatibility with Surrounding Land Uses.

D. Compatibility with Adopted Plans. The City of Stockbridge Comprehensive Plan for 2018-2023 sets forth several community goals and policies. Among them is the following community policy on Page 39:

Encourage development of a rational network of commercial nodes to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.

This policy of encouraging the development of commercial nodes was recommended by the City of Stockbridge Livable Centers Initiative (the LCI Study). It included a general map of “growth centers” for the City of Stockbridge, as well as a specific “I-75 Activity Center Concept Plan” which identified the subject property and the surrounding area as having the potential to become a “major employment center” for the City of Stockbridge. The Study recognized the unique, strategic location of the subject property adjacent to I-75 and I-675, as well as its proximity to the main artery serving the City—Highway 138. This location enables the subject property to be a gateway into the City, and due to its large size, it can be a prime location for unique community-serving commercial and specialty uses.

In the Reeves Creek I DRI project, the portion of the development site which would have comprised the subject property was to be developed with a retail power center, a club warehouse, restaurants, and retail establishments. A medical complex was to be located on the north side of Davidson Parkway, while hotels and restaurants were to be located within the Clayton County portion of the site. To the south, in the Henry County portion of the site, larger uses were to be developed, including a mass transit complex, an arena, a convention center, a municipal complex, retail and office uses, a county park, a senior care community, and an apartment community. A new roadway, to be called “Reeves Creek Parkway”, was to have been constructed as an extension of the existing curve of Davidson Parkway, through the subject property, and southward to connect to a new I-75 interchange at Walt Stephens Road. The DRI development project was to have included major commercial, community-serving facilities, of which the subject property and its portion of Reeves Creek Parkway were to have served major roles.

E. Compatibility with Previous Council Actions. Through the years, the City of Stockbridge has recommended the inclusion of commercial uses for the subject property. This was shown by the 2003 and 2010 rezoning approvals for the original Northbridge Crossing development, which was to include commercial and office uses in addition to residential uses. But the commercial and office components have yet to be built.

In addition, sentiments were expressed regarding Comprehensive Plan Amendment Case #CP-2021-01 and Rezoning Case #RZ-2021-01 for a proposed industrial development that the subject property would be better used for commercial purposes.

The use of the subject property for commercial purposes was again mentioned regarding CP-2022-04 and RZ-2022-05 for the Reeves Creek II development to the south, in the hopes that a roadway connection between the two properties could be built. Although those cases did not include the subject property per se, their site plan showed the creation of a roadway connection to the subject property.

VII. STAFF CONCLUSION

Although the proposed mixed-residential development would not be incompatible with the adjacent residential development to the east (the original Northbridge Crossing development), from a community-wide perspective, this would not be the best use for the subject property. To devote the subject property to purely residential uses would prevent major commercial, community-serving facilities from ever being developed there, and it would cause the City of Stockbridge to lose the opportunity to take advantage of the subject property's unique, strategic location for building specialty facilities to serve the general public.

As a result of the foregoing analysis, the Planning and Zoning Staff therefore concludes that the applicant's request to change the subject property's future land use designation from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential' via CP-2023-04 to allow for the proposed mixed-residential development would not be compatible with the City's Comprehensive Plan, the UDC, nor the recommendations of the LCI Study, and that CP-2023-04 should be denied.

VIII. STAFF RECOMMENDATIONS

In view of the preceding findings and analysis, the Planning and Zoning Staff recommends the **DENIAL** of CP-2023-04 to change the subject property's future land use designation from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential'.

However, if the Stockbridge City Council decides to approve CP-2023-04, such approval should be contingent upon the following:

1. The approval of Rezoning Case #RZ-2023-05.
2. No permits shall be issued by the City of Stockbridge until the developer provides to the Planning and Zoning Office a copy of the recorded plat for the recombination of the three parcels comprising the subject property.

CITY OF STOCKBRIDGE

4640 NORTH HENRY BOULEVARD
STOCKBRIDGE, GEORGIA 30281
PHONE (770) 389-7900
FAX (770) 389-7912

August 2, 2023

Ms. Tamiesha Lester
Land Assistant
1371 Dogwood Dr SW
Conyers, GA 30012

RE: Proposed (119 Single-Family Lots & 144 Townhome
Lots)

Ms. Tamiesha,

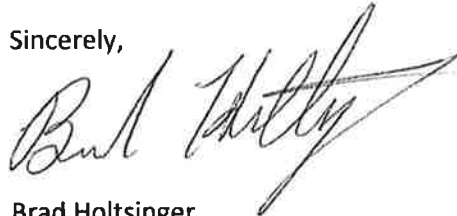
The city has reviewed your request for water and sewer services for the proposed (119 Single-Family Lots & Townhome Lots) at Parcel ID #s 030-01009000, 030-01009005, 030-01009006 & 030-01009003. Water and sewer services are available; however, the following are required:

- If any property is not in the City Limits, it will need to be annexed into the City before water and sewer services are granted.
- All costs associated with connecting to the water and sewer systems are the developer's responsibility.
- The developer must adhere to the City's Minimum Development Standards.

The city will extend the reservation for capacity for one year from the date of this letter. Construction plans will need to be submitted before the six-month date or the reservation for capacity will expire.

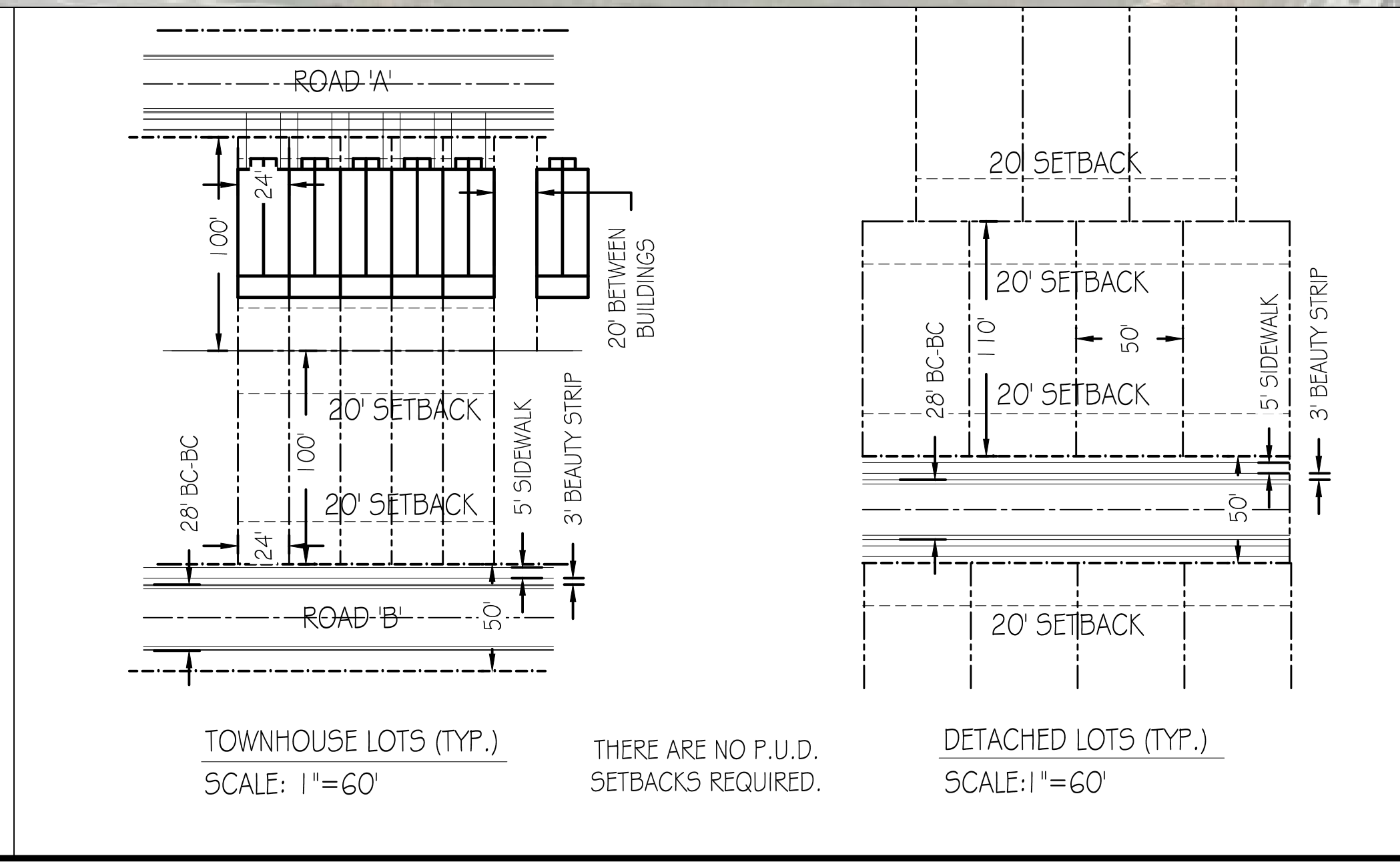
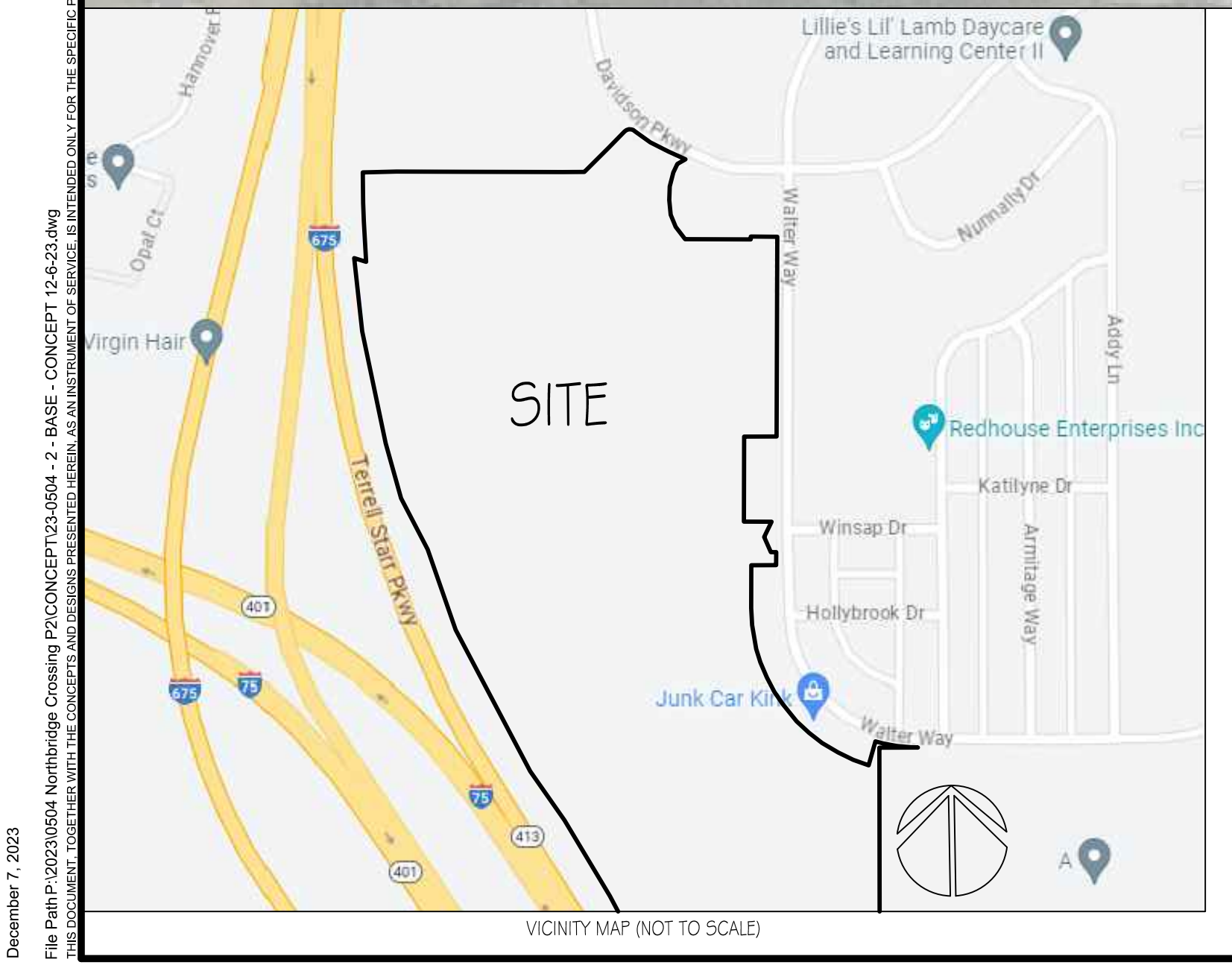
Should you need additional information, please do not hesitate to contact me at (404) 862-3743.

Sincerely,



Brad Holtsinger
Sewer Superintendent

Cc: Decius T. Aaron, Public Works Director
Adam Daniel, Chief Collections Operator



- AMENITY NOTES:
- PER REGULATIONS:
 - SUBDIVISIONS WITH OVER THREE HUNDRED (300) LOTS MUST INCLUDE A POOL FACILITY, CLUBHOUSE, POCKET PARK OF AT LEAST TWO THOUSAND (2,000) SQUARE FEET, AND AT LEAST TWO (2) OF THE FOLLOWING:
 - PLAYGROUND.
 - DOG PARK.
 - TENNIS COURT.
 - BASKETBALL COURT.
 - WALKING TRAIL.
 - FITNESS CENTER.
 - PICNIC AREA WITH GRILL AND COVERED PAVILION.
 - COMMUNITY GARDEN AND REFLECTION AREA.
 - FIRE PIT AND GATHERING AREA.
 - ANY OTHER AMENITY APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT.
 - PROVIDED AMENITIES: CLUBHOUSE, POOL, PLAYGROUND, PICKLE BALL COURTS AND POCKET PARKS WITH AN AREA GREATER THAN 2,000 SQFT.

DEVELOPER: DR. HORTON 1371 DOGWOOD DRIVE SW CONOVERS, GA 30012 CONTACT: TIFFANY D. HOGAN 678-780-8526		DESIGNER: BOWMAN 4174 SILVER PEAK PKWY. SUWANEE, GA 30024 CONTACT: CHRIS MCCRARY 770-932-6550	
DATE		DATE	
DESCRIPTION		DESCRIPTION	
SCALE		SCALE	
JOB No.		JOB No.	
DATE		DATE	
FILE No.		FILE No.	
SHEET No.		SHEET No.	

Northbridge Crossing TRAFFIC IMPACT STUDY

Walter Way/Davidson Parkway
Stockbridge, Georgia

Keck & Wood Project No.
230304.00

November 16, 2023

Prepared by:



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1. INTRODUCTION

A residential development is proposed for a site along Walter Way in Stockbridge, Georgia. A Traffic Impact Study was performed to determine the amount of new traffic that would be generated by the proposed development and how the new traffic would impact the existing roadway network.

1.1. STUDY AREA

The study area is located on the southwest corner of the intersection of Walter Way and Davidson Parkway. The study area includes two intersections along Walter Way and one intersection located on Davidson Parkway. The study intersections are listed below, with existing intersections indicated in bold.

1. **Walter Way at Davidson Parkway**
2. Davidson Parkway at Site Driveway #2
3. Walter Way at Site Driveway #1

An aerial view of the study area is presented in Figure 1.

1.2. PROPOSED DEVELOPMENT

The proposed development is a residential neighborhood which will consist of 311 single-family residences, including 183 detached houses and 128 attached townhomes. Additionally, a 2,000-square-foot clubhouse will be located on the east side of the development that includes a playground, pool, and four pickleball courts. Access to the site would be provided by two full-access driveways, the first of which will be located on the north side of the development on Davidson Road and the second will be on the east side on Walter Way. The proposed site layout is provided in **Appendix A**.

1.3. PLANNED TRANSPORTATION IMPROVEMENTS

A search for planned Georgia Department of Transportation (GDOT) projects revealed no transportation improvement projects in or near the study area. The search was performed using the GDOT GeoPI web application (<http://www.dot.ga.gov/DS/Maps/geopi#>).



Figure 1 – Aerial View of Study Area

2. EXISTING CONDITIONS

2.1. ROADWAYS

Walter Way is a two-lane roadway that traverses north-south through the study area. It is classified as an urban local roadway and has a posted speed limit of 35 mph. Adjacent land uses within the study area include primarily undeveloped land with some commercial and residential developments.

Davidson Parkway is a two-lane roadway that traverses east-west through the study area. It is classified as an urban local roadway and has a posted speed limit of 35 mph. Adjacent land uses within the study area include primarily undeveloped land with some commercial and residential developments.

2.2. INTERSECTIONS

The following intersections were identified to be studied (existing intersections are in bold):

1. **Walter Way at Davidson Parkway**
2. Davidson Parkway at Site Driveway #2
3. Walter Way at Site Driveway #1

The existing and proposed lane geometries and intersection control types are presented in Figure 2.

2.3. EXISTING TRAFFIC FLOW PATTERNS

Traffic counts for the study area were collected on Wednesday, September 27, 2023, while school was in session. The following traffic counts were collected:

- 12-Hour TMCs
 - Davidson Parkway at Walter Way
- 24-Hour Bi-Directional Counts with Vehicle Classification
 - Davidson Parkway just west of Walter Way
 - Walter Way just south of Davidson Parkway

The count data is included in **Appendix B** and the existing peak hour volumes are shown in Figure 3.

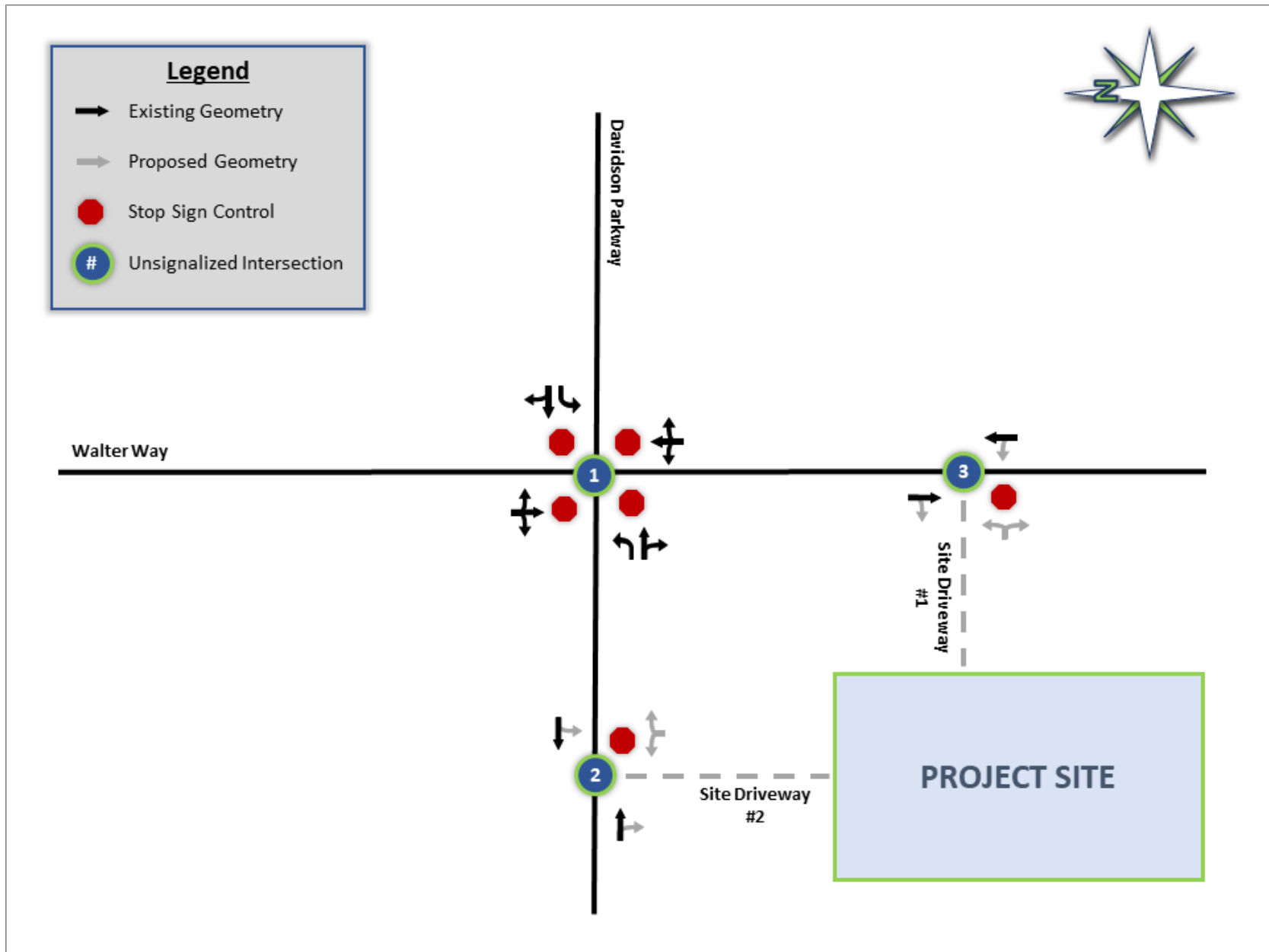


Figure 2 – Existing and Proposed Intersection Geometries

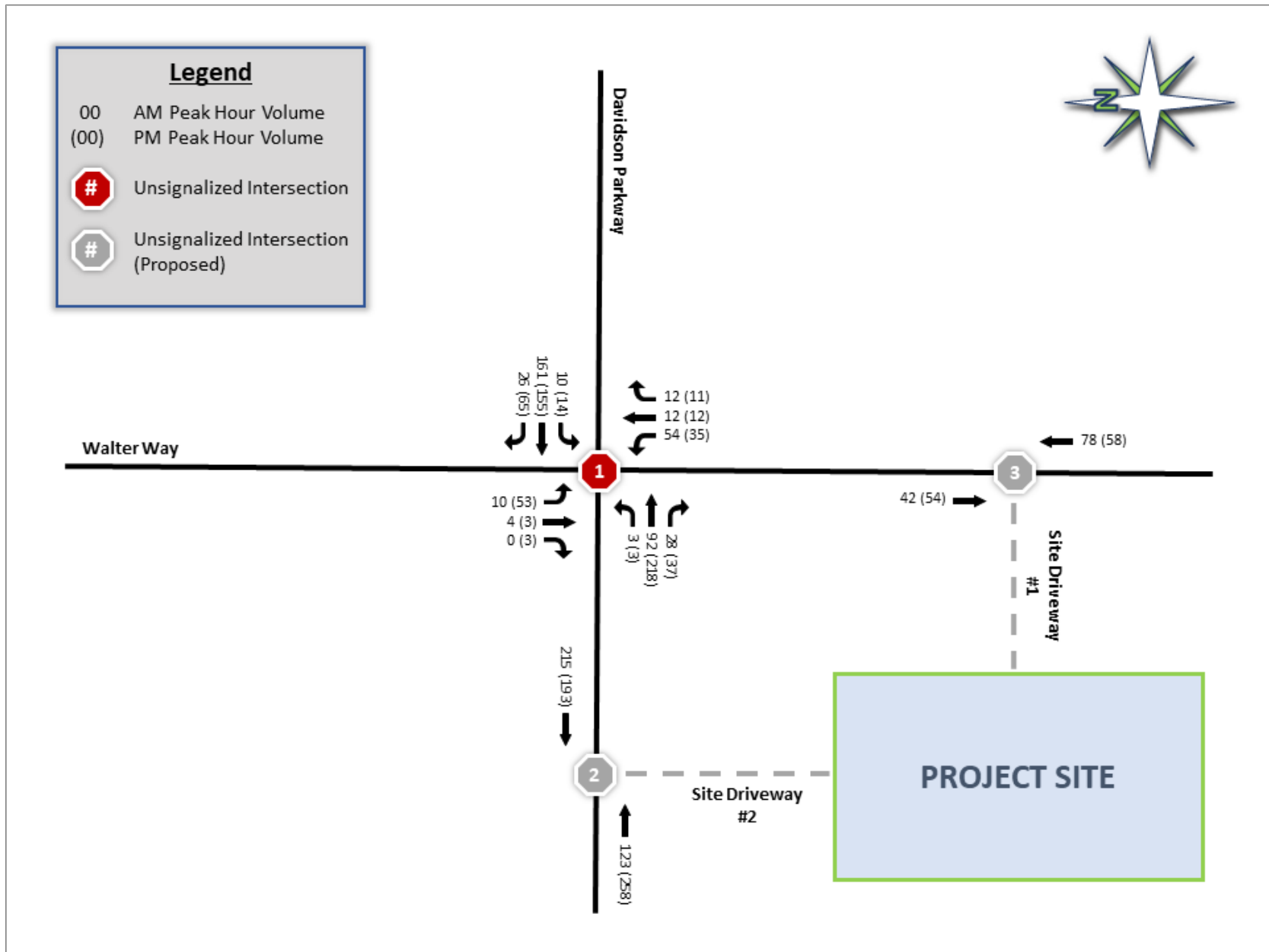


Figure 3 – Existing Year 2023 Peak Hour Traffic

3. TRAFFIC PROJECTIONS

3.1. FUTURE BACKGROUND TRAFFIC

A build-out year of 2025 was established for the project. An average annual growth rate was determined based on historic Average Annual Daily Traffic (AADT) counts recorded for nearby GDOT Count Stations. AADTs for the following count stations were obtained from GDOT's Traffic Analysis and Data Application (TADA) website (<https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>):

- 0151-0256: N Henry Boulevard east of I-675 at Walter Way
- 0151-0363: N Henry Boulevard east of I-675 and north of Ryans Drive
- 0151-0365: N Henry Boulevard east of I-675 and south of Velley Hill Road
- 0151-0354: Gen Ray Davis Medal of Honor Highway south of N Henry Boulevard
- 063-0054: Macon Highway east of I-675

Both the 5-year and 15-year growth rates were calculated at each of the historical traffic count locations. The 5-year growth rate averaged 0.06 percent while the 15-year growth rate averaged 1.33 percent. Overall, an average annual growth rate of 0.70 percent was used in this project. The growth rate calculations can be found in **Appendix C**. The 0.70 percent growth rate was applied to the Existing 2023 peak hour traffic for a period of two years to establish the 2025 Background Traffic, as shown in Figure 4.

3.2. TRIP GENERATION

The traffic that would be generated by the proposed development was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (TGM) 11th Edition. The number of trips expected to be generated by this development were determined using ITE Land Use Codes 210 – Single-Family Detached Housing and 215 – Single-Family Attached Housing. The total number of project-generated trips was estimated for the typical weekday and the morning and evening peak hours. No adjustments were made for pass-by or internal capture trips as the project is not expected to generate either of these types of trips. The trip generation results are shown in Table 1.

Table 1 – Trip Generation Results

ITE Trip Generation Land Use Code		Weekday			AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
210 - Single-Family Detached Housing	184 units	1768	884	884	130	32	98	176	111	65
215 - Single-Family Attached Housing	128 units	925	462	463	61	15	46	73	43	30
Total Trips Generated		2693	1346	1347	191	47	144	249	154	95

3.3. DISTRIBUTION AND ASSIGNMENT OF PROJECT-GENERATED TRIPS

The project-generated trips were distributed to the roadway network based on the distribution of existing traffic in each peak hour. New trips were distributed to all four cardinal directions via Walter Way and Davidson Parkway. The new trip distribution is shown in Figure 5.

The number of new trips were assigned to the roadway network based on the trip distribution determined for the study area. The inbound trips were allocated based on the existing traffic patterns entering the study area. The outbound trips were then assigned to the site driveways and distributed based on the route vehicles would have taken if the site were not built. The trips entering/exiting the site from/to the south were assigned to Site Driveway #1 along Walter Way, while those entering from/exiting to the west

were assigned to Site Driveway #2 along Davidson Parkway. The trips entering the site from the north were assigned to Site Driveway #2 based on the assumption that drivers would prefer turning right at the all-way stop controlled intersection versus continuing through to the next driveway. The trips entering the site from the east and those exiting to continue north were split evenly between the two site driveways. The total trips exiting to the east were divided between the driveways with 75 percent of the trips assigned to Site Driveway #1 on Walter Way and the remaining 25 percent assigned to Site Driveway #2 on Davidson Parkway. This was based on the proximity of the residential neighborhood to the driveway on Walter Way as well as the assumption that drivers would generally prefer to complete a right turn at the all-way stop controlled intersection versus a through movement. It was assumed that there would not be any trips entering from the south due to the Walter Way having no outlet and the land use along the rest of the road being primarily residential past the project site. The project-generated traffic was then superimposed with the Opening Year 2025 Background traffic to provide an estimate of the traffic expected to be present after the proposed development is complete. The assignment of project-generated traffic is shown in Figure 6 and the Opening Year 2025 With Project peak hour traffic is presented in Figure 7.

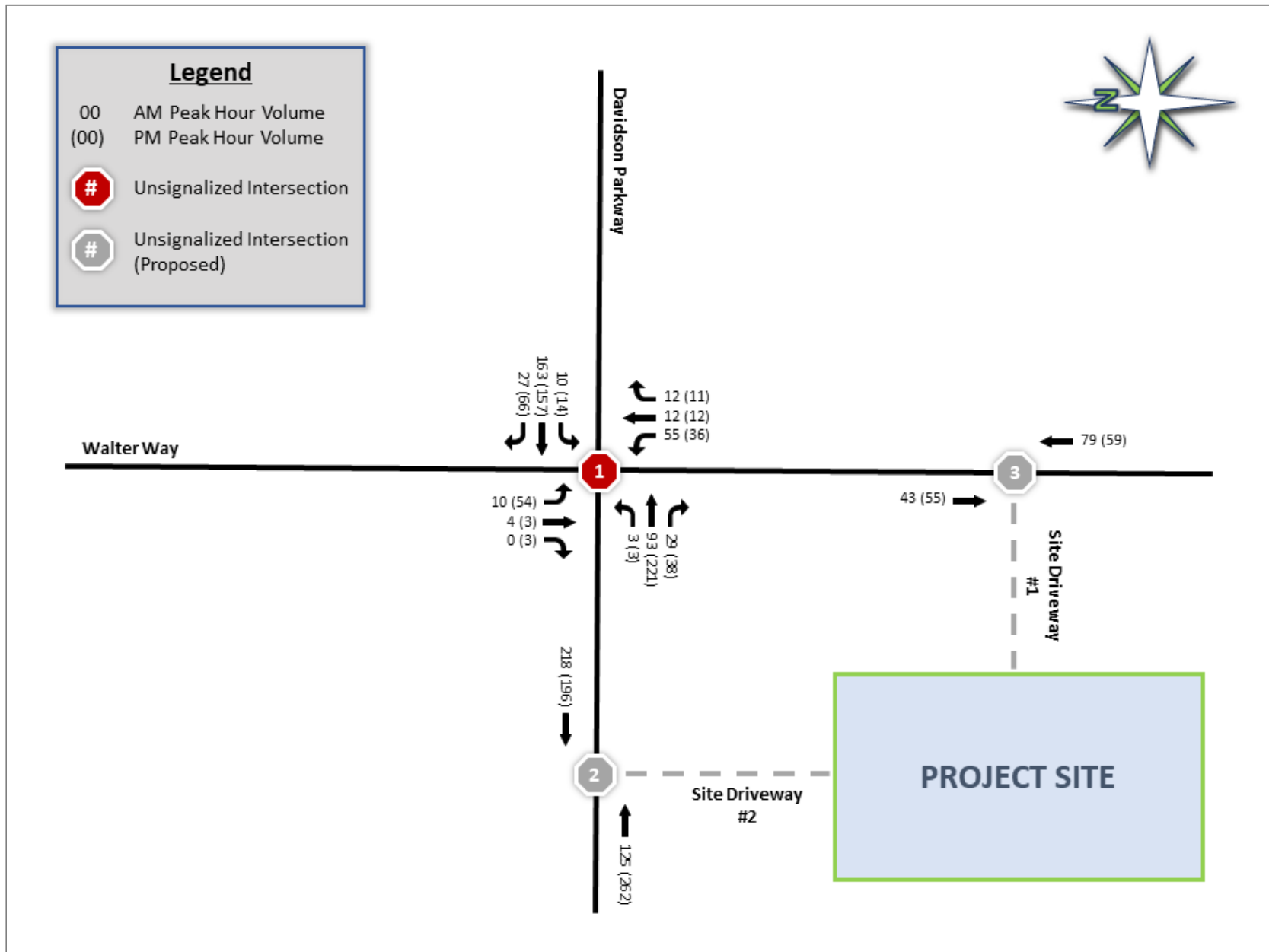


Figure 4 – Opening Year 2025 Background Peak Hour Traffic

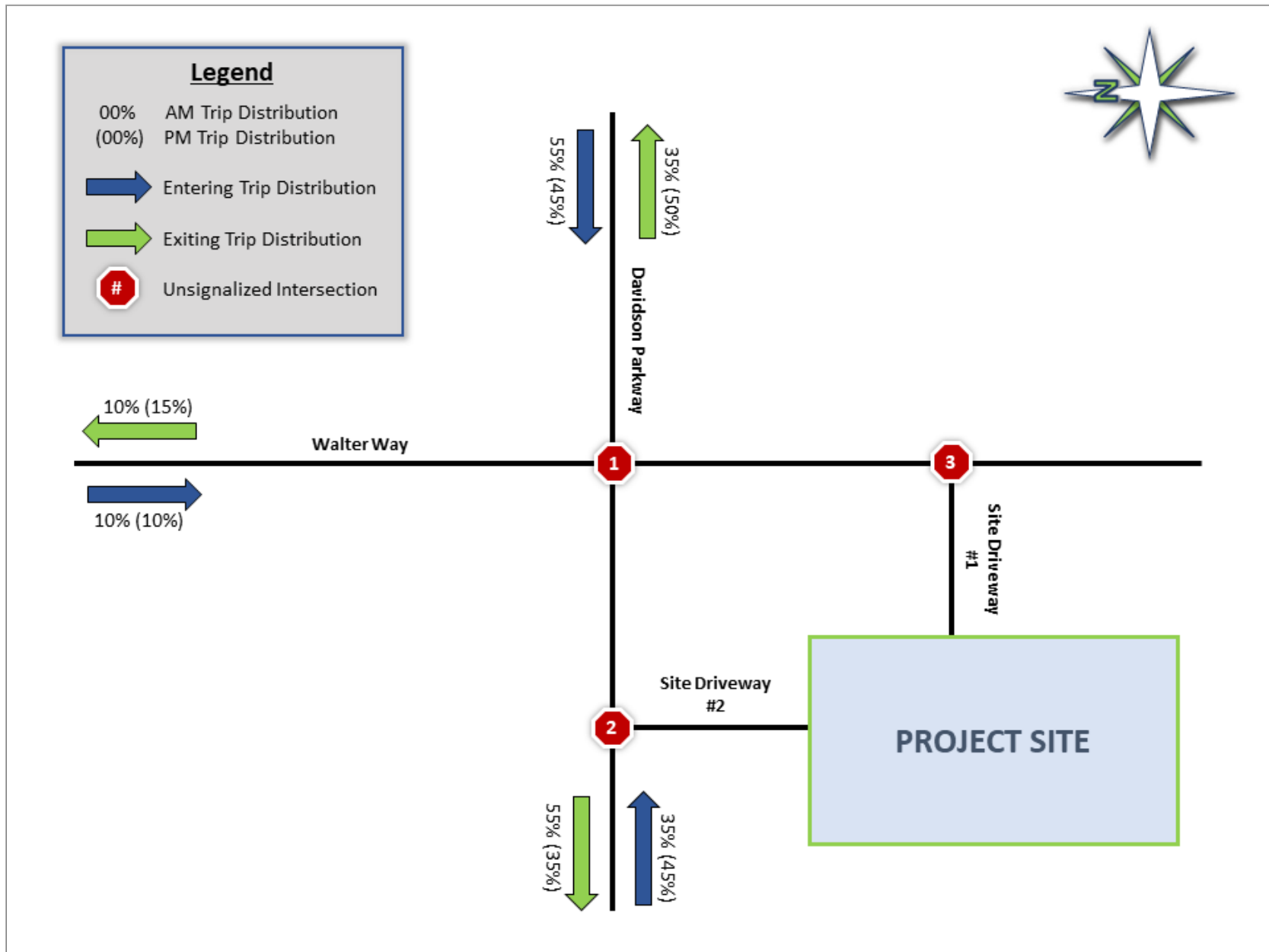


Figure 5 – New Trip Distribution

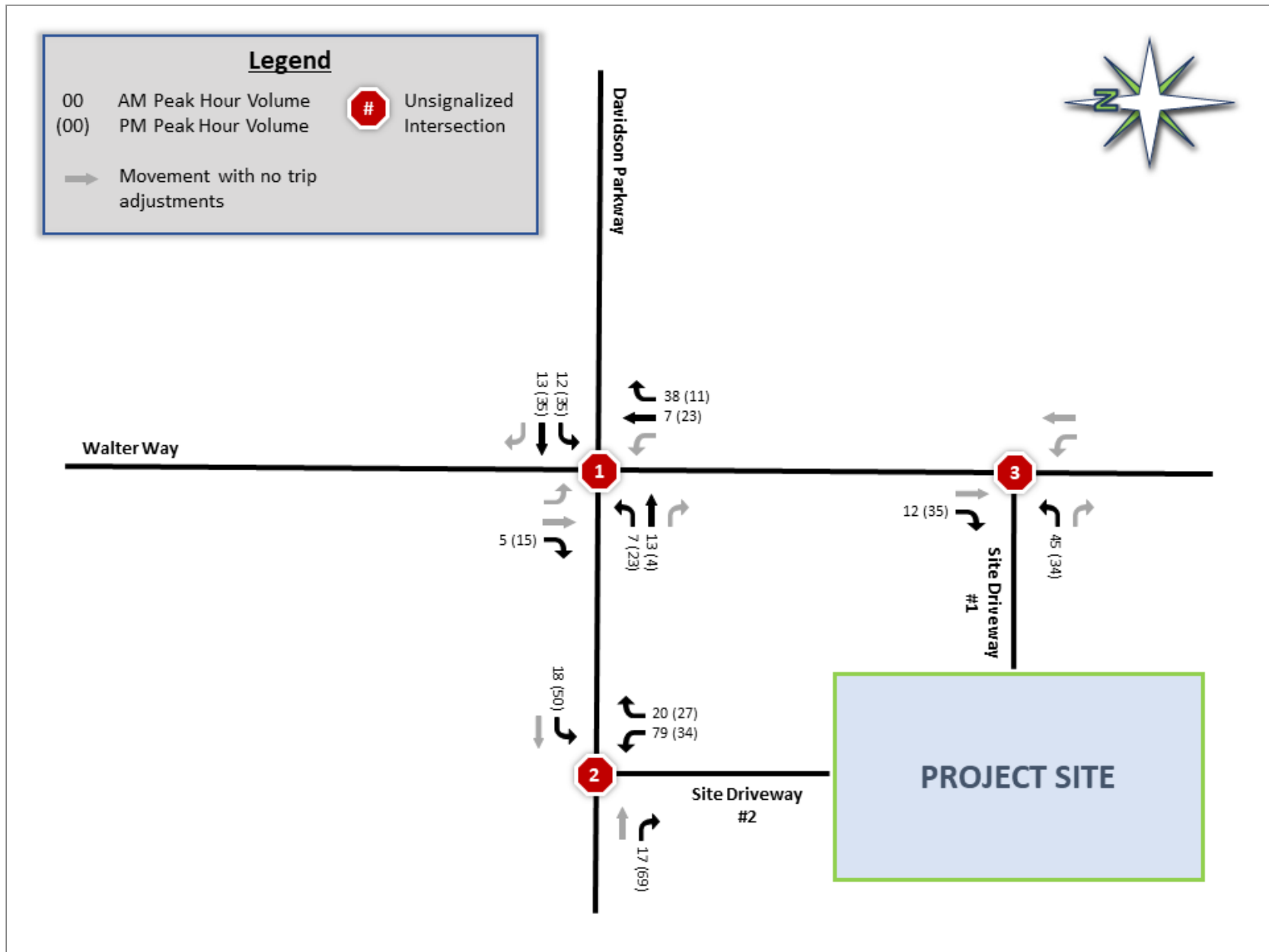


Figure 6 – Peak Hour Project Trip Adjustments

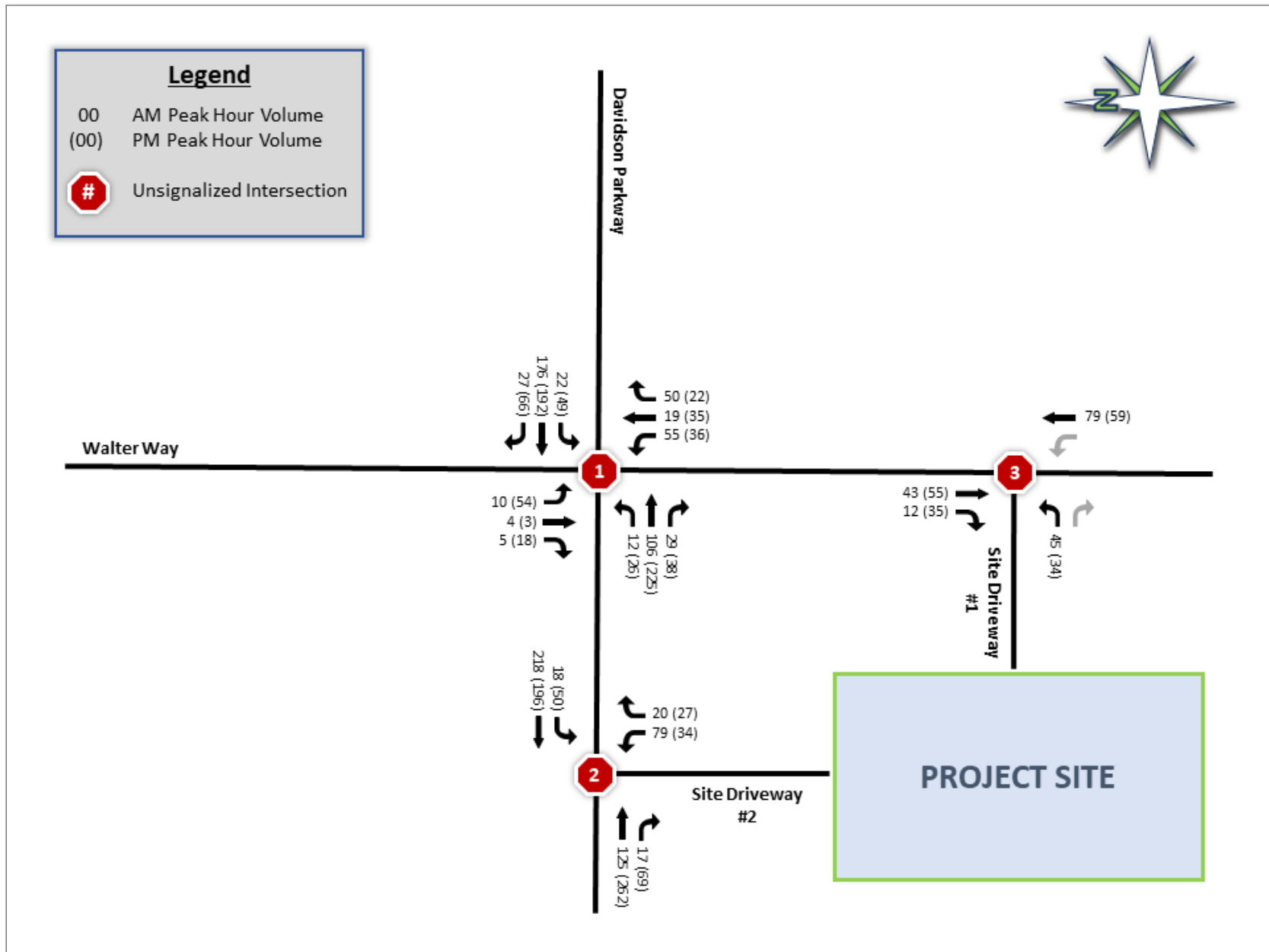


Figure 7 – Opening Year 2025 With Project Peak Hour Traffic

4. CAPACITY ANALYSIS

In order to quantify the impacts of additional traffic and to determine any needed roadway and/or operational improvements, a capacity analysis was performed for the Future Background and the Future With Project peak hour conditions based on the methodology outlined in the Highway Capacity Manual (HCM). Various computer programs are available which implement the HCM methodology. For this project, Synchro 11 was used to analyze the intersections.

The HCM defines level of service (LOS) in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS categories range from A to F, with different thresholds specified according to the type of stop control at the intersection. The LOS criteria for unsignalized intersections are listed in Table 2.

Table 2 – Level of Service Criteria

Level of Service (LOS)	Unsignalized Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Rural, sparsely developed areas have a minimum LOS requirement of C based on rural residents' expectation for relatively uncongested conditions in combination with design flexibility associated with lower right of way costs. The minimum LOS for urban areas is D, reflecting the greater acceptance of delay and congestion by urban residents. Additionally, the increased density of developments makes right of way costs much higher in urban areas. The study area is located within the city limits of Stockbridge; therefore, a minimum LOS D is assumed for the study intersections.

4.1. EXISTING INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed for the Existing 2023 conditions using the current intersection geometries. The results are listed in Table 3 and the Synchro reports are included in **Appendix D**.

Table 3 – Existing Year 2023 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Existing 2023			
				AM Peak		PM Peak	
				LOS	sec/veh	LOS	sec/veh
1	Walter Way at Davidson Parkway	All-Way Stop	Overall	A	8.8	B	10.2
			Northbound	A	8.5	A	8.9
			Southbound	A	8.2	A	9.1
			Eastbound	A	8.5	B	10.9
			Westbound	A	9.2	A	9.9

No inadequate operations were observed for the Existing Year 2023 conditions.

4.2. OPENING YEAR INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was performed for the morning and evening peak hours in the Future Background and the Future With Project conditions. The With Project analysis scenario assumed the same roadway network and lane assignments as in the Background scenario with the addition of the two proposed driveways. The results are listed in Table 4 and the Synchro reports are included in **Appendix D**.

Table 4 – Opening Year 2025 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Background 2025 AM		With Project 2025 AM		Background 2025 PM		With Project 2025 PM	
				LOS	sec/veh	LOS	sec/veh	LOS	sec/veh	LOS	sec/veh
1	Walter Way at Davidson Parkway	All-Way Stop	Overall	A	8.9	A	9.3	B	10.3	B	10.7
			Northbound	A	8.5	A	8.9	A	9.0	A	9.6
			Southbound	A	8.2	A	8.2	A	9.2	A	9.4
			Eastbound	A	8.6	A	9.0	B	11.0	B	11.4
			Westbound	A	9.2	A	9.7	A	10.0	B	10.7
2	Davidson Parkway at Site Driveway #2	Side Street Stop	Northbound	-	-	B	11.8	-	-	B	12.6
			WB Left	-	-	A	7.6	-	-	A	8.1
3	Walter Way at Site Driveway #1	Side Street Stop	Eastbound	-	-	A	9.4	-	-	A	9.3

No inadequate operations were observed for the Opening Year 2025 conditions.

4.3. BACK OF QUEUE ANALYSIS

A Back of Queue (BOQ) analysis was used to determine the storage needs for the turn lanes in the Opening Year 2025 conditions. The 95th percentile queue is the maximum distance to the back of the queue that would be expected 95 percent of the time. The BOQ results were taken from the capacity analysis reports output by Synchro for each study intersection. Table 5 lists the BOQ lengths for each peak hour for the Opening Year 2025 Background and With Project conditions.

Table 5 – Opening Year 2025 Back of Queue Results

No.	Intersection	Intersection Control	Movement	Existing Storage	95 th Percentile Back of Queue (feet)			
					Background 2025		With Project 2025	
					AM Peak	PM Peak	AM Peak	PM Peak
1	Walter Way at Davidson Parkway	All-Way Stop	NB	N/A	10	8	15	13
			SB	N/A	3	8	3	10
			EBT+R	N/A	0	0	3	3
			EBL	50 ft	15	48	18	50
			WBT+R	N/A	0	3	3	8
			WBL	80 ft	28	38	30	43
2	Davidson Parkway at Site Driveway #2	Side Street Stop	NB	N/A	-	-	15	10
			SBL	160 ft *	-	-	0	3
3	Walter Way at Site Driveway #1	Side Street Stop	EB	N/A	-	-	5	3

N/A - No dedicated storage lane

* Existing storage refers to the storage lane length shown in the site layout for the proposed development.

The BOQ analysis results indicate that all of the study intersections have sufficient storage to accommodate the expected project-generated traffic. The eastbound left turn BOQ for the evening peak at intersection #1 matches the available storage; however, there is a 525-foot-long two-way left turn lane (TWLTL) on this approach which can accommodate excess queueing.

5. CONCLUSIONS

A residential development is proposed for a site along Walter Way in Stockbridge, Georgia. The proposed development is a residential neighborhood which will consist of 311 single-family residences, including 183 detached houses and 128 attached townhomes. Additionally, a 2,000-square-foot clubhouse will be located on the east side of the development that includes a playground, pool, and four pickleball courts. Access to the site would be provided by two full-access driveways, the first of which will be located on the north side of the development on Davidson Road and the second will be on the east side on Walter Way.

The proposed project is expected to generate a total of 2,693 trips on a typical weekday. A total of 191 new trips would be generated during the morning peak hour and 249 new trips would be generated during the evening peak hour.

For the Existing Year 2023 capacity analysis, the existing study intersection is currently operating with an acceptable LOS for the overall intersection as well as each approach during both the morning and evening peak periods.

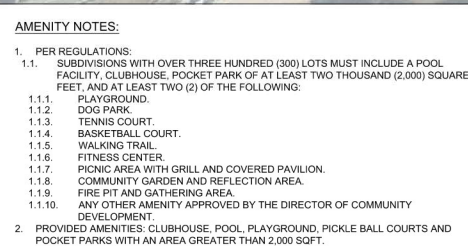
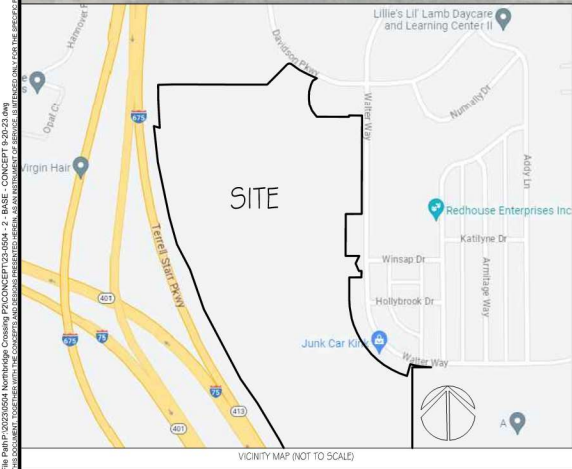
Based on the Opening Year 2025 capacity analysis results, all of the study intersections and each of their approaches would be expected to operate acceptably at LOS B or better during both peak hours in the Background and With Project conditions. Additionally, the BOQ analysis results indicate that the available turn lane storage at each of the study intersections is expected to be sufficient to accommodate the project-generated traffic.

Overall, the analysis completed for this project indicates that the proposed development is not expected to significantly impact the roadway network surrounding the development.

6. REFERENCES

1. Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington DC, 2021.
2. Synchro, Version 11, Trafficware Ltd., Sugar Land, TX, 2019.
3. Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington DC, 2016.

APPENDIX A – SITE LAYOUT



DESIGNER:
BOWMAN
4174 SILVER PEAK PKWY.
SUWANEE, GA 30024
CONTACT: CHRIS McCRARY
770-932-6550

SITE DATA	
SITE AREA	79.02 ACRES
ZONING	
EXISTING ZONING	C-3
PROPOSED ZONING	PUD
ZONING JURISDICTION	STOCKBRIDGE
USE CALCULATIONS	
LOTS	312 TOTAL
TOWNHOME LOTS	128
DETACHED LOTS	184
ALLOWABLE DENSITY	PER CONCEPT PLAN
DENSITY	3.95 LOTS/ACRE
OPEN SPACE CALCULATIONS	
REQUIRED OPEN SPACE	20% (15.80 ACRES)
PROPOSED OPEN SPACE	42.6% (33.63 ACRES)
SETBACK PROPOSED, NO REQUIREMENTS FOR PUD	
FRONT SETBACK	20 FEET
SIDE SETBACK	5 FEET
REAR SETBACK	20 FEET
CORNER SIDE	5 FEET
TYPICAL LOT	
TOWNHOMES	24' WIDE BY 100' DEEP
DETACHED LOTS	50' WIDE BY 110' DEEP
GUEST PARKING	
OFF STREET GUEST PARKING	
PARKING CALCULATIONS TOWNHOMES	91 SPACES
REQUIRED	2.25 SPACES/UNIT = 288 SPACES
PROPOSED (2 IN DRIVEWAY)	1.28(2) = 256 SPACES
PARKING CALCULATIONS DETACHED LOTS	
REQUIRED	2 SPACES/UNIT = 368 SPACES
PROPOSED (2 IN DRIVE)	1.84 (2) = 368 SPACES
TOTAL PARKING PROVIDED = 656 SPACES	
TOTAL PARKING PROVIDED = 715 SPACES	

DATE		DESCRIPTION	
DATE	DESCRIPTION		
CW DESIGN	-- DRAWN	CM CHKD	
SCALE	1" = 100'		
JOB No.	23-0504		
DATE :	7-27-2023		
FILE No.	23-0504		
1 OF 1			
SHEET No.			

APPENDIX B – TRAFFIC COUNT DATA



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

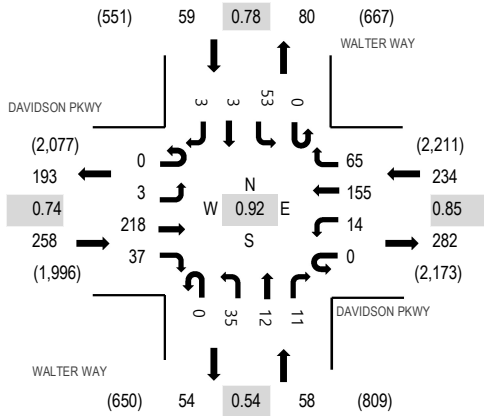
Location: 1 WALTER WAY & DAVIDSON PKWY AM

Date: Wednesday, September 27, 2023

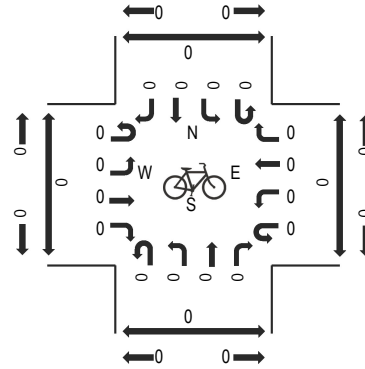
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

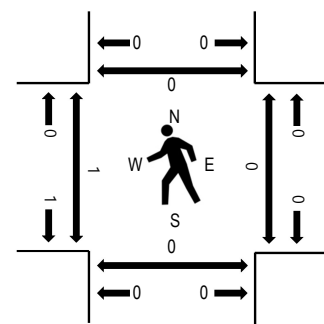
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAVIDSON PKWY Eastbound				DAVIDSON PKWY Westbound				WALTER WAY Northbound				WALTER WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	14	9	0	1	41	2	0	7	1	1	0	1	0	0	77	329	0	0	0	0
6:45 AM	0	0	11	9	0	2	35	2	0	15	1	4	0	2	3	0	84	351	0	0	0	0
7:00 AM	0	0	10	2	0	2	40	0	0	10	5	2	0	0	0	0	71	377	0	0	0	0
7:15 AM	2	0	17	6	0	5	38	3	0	12	3	6	0	2	3	0	97	404	0	0	0	0
7:30 AM	0	0	23	5	0	5	45	2	0	12	2	3	0	1	1	0	99	412	0	0	0	0
7:45 AM	0	0	22	14	0	2	41	6	0	12	4	5	0	3	1	0	110	412	0	0	0	0
8:00 AM	0	0	22	5	0	2	42	6	0	11	2	4	0	2	2	0	98	379	0	0	0	0
8:15 AM	0	3	25	4	0	1	33	12	0	19	4	0	0	4	0	0	105	365	0	0	0	0
8:30 AM	0	1	23	13	0	6	32	10	0	4	1	3	0	3	1	2	99	338	0	0	0	0
8:45 AM	0	0	12	3	0	2	23	14	0	12	6	2	0	2	1	0	77	311	0	0	0	0
9:00 AM	0	0	15	13	0	4	14	9	0	14	8	1	0	5	0	1	84	331	0	0	0	0
9:15 AM	0	0	15	9	0	2	26	7	0	6	0	1	0	10	2	0	78	321	0	0	1	0
9:30 AM	0	0	17	3	0	2	21	5	0	10	0	5	0	6	3	0	72	341	0	0	0	0
9:45 AM	0	1	24	8	0	4	32	10	0	5	1	2	0	8	1	1	97	364	0	0	0	0
10:00 AM	0	0	22	4	0	1	24	6	0	8	4	2	0	2	0	1	74	384	0	0	0	0
10:15 AM	0	2	24	9	0	0	26	8	0	10	3	5	0	8	2	1	98	427	0	0	0	0
10:30 AM	0	0	13	8	0	3	27	8	0	10	3	2	0	20	0	1	95	458	0	0	0	0
10:45 AM	1	0	25	11	0	7	25	12	0	8	8	6	0	11	3	0	117	490	0	0	0	1
11:00 AM	0	0	22	6	0	6	17	11	0	20	10	11	0	12	2	0	117	494	0	0	0	0
11:15 AM	0	2	33	16	1	9	24	5	0	8	2	6	0	15	7	1	129	491	0	0	0	0
11:30 AM	0	0	41	10	0	2	30	12	0	5	4	2	0	13	4	4	127	488	0	0	0	0
11:45 AM	0	2	36	7	0	5	34	14	0	8	2	4	0	8	1	0	121	458	0	0	0	0
12:00 PM	0	2	33	6	1	6	23	11	0	7	3	5	0	15	1	1	114	446	0	0	0	0
12:15 PM	0	0	31	8	0	6	37	15	0	4	5	3	0	14	1	2	126	428	0	0	0	0
12:30 PM	0	1	24	8	0	0	23	10	0	4	3	2	0	15	5	2	97	409	0	0	0	0
12:45 PM	0	1	31	6	0	4	27	10	0	13	2	5	0	7	3	0	109	457	0	0	0	0
1:00 PM	0	2	24	5	0	1	31	13	0	5	2	3	0	9	1	0	96	486	0	0	0	0
1:15 PM	0	1	26	6	0	0	26	11	0	8	6	6	0	13	3	1	107	505	0	0	0	0
1:30 PM	0	1	37	11	0	5	40	18	0	11	2	4	0	11	3	2	145	519	0	0	0	0
1:45 PM	0	1	35	14	0	8	39	8	0	13	4	3	0	12	0	1	138	536	0	0	3	0
2:00 PM	0	3	34	6	1	5	27	13	0	7	2	5	0	10	0	2	115	542	0	0	0	0
2:15 PM	0	1	29	11	0	7	32	15	0	9	2	5	0	8	1	1	121	550	0	0	0	0
2:30 PM	0	0	37	8	0	1	33	19	0	42	2	8	0	7	2	3	162	558	0	0	0	0
2:45 PM	0	5	32	15	0	4	36	15	0	14	2	6	0	13	2	0	144	544	0	0	0	0

3:00 PM	0	0	30	11	0	1	36	12	0	14	1	3	0	14	0	1	123	549	0	0	2	0
3:15 PM	0	0	43	6	0	8	26	11	0	10	4	6	0	13	1	1	129	558	0	0	0	1
3:30 PM	0	1	35	17	1	6	42	15	0	6	2	6	0	13	0	4	148	591	0	0	0	0
3:45 PM	0	0	56	8	0	3	31	14	0	8	2	6	0	17	2	2	149	592	0	1	0	0
4:00 PM	0	0	51	8	0	3	29	18	0	9	2	4	0	7	1	0	132	609	0	0	0	0
4:15 PM	0	1	54	8	0	3	43	23	0	9	2	3	0	15	1	0	162	592	0	0	0	0
4:30 PM	0	2	55	13	0	4	35	10	0	11	3	2	0	12	1	1	149	555	1	0	0	0
4:45 PM	0	0	58	8	0	4	48	14	0	6	5	2	0	19	0	2	166	559	0	0	0	0
5:00 PM	0	0	43	7	0	2	39	4	0	7	1	4	0	5	2	1	115	554	0	0	0	0
5:15 PM	0	0	48	11	0	1	33	10	0	9	3	3	0	5	2	0	125	565	0	0	0	0
5:30 PM	0	1	56	10	0	4	46	10	0	10	3	3	0	7	1	2	153	569	0	0	0	0
5:45 PM	0	1	85	9	0	3	27	7	0	6	2	3	0	17	1	0	161		0	0	0	0
6:00 PM	0	0	53	7	0	4	33	10	0	6	1	3	0	7	1	1	126		0	0	0	0
6:15 PM	0	0	41	10	0	1	37	11	0	9	1	5	0	14	0	0	129		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
Lights	0	3	216	34	0	12	153	65	0	32	10	10	0	53	3	3	594
Mediums	0	0	2	1	0	2	2	0	0	1	2	1	0	0	0	0	11
Total	0	3	218	37	0	14	155	65	0	35	12	11	0	53	3	3	609

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.9%				1.7%				10.3%				0.0%				2.5%
Heavy Vehicle %	0.0%	0.0%	0.9%	8.1%	0.0%	14.3%	1.3%	0.0%	0.0%	8.6%	16.7%	9.1%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor	0.74				0.85				0.54				0.78				0.92
Peak Hour Factor	0.25	0.45	0.71	0.72	0.50	0.69	0.86	0.76	0.00	0.48	0.60	0.57	0.00	0.73	0.57	0.50	0.92



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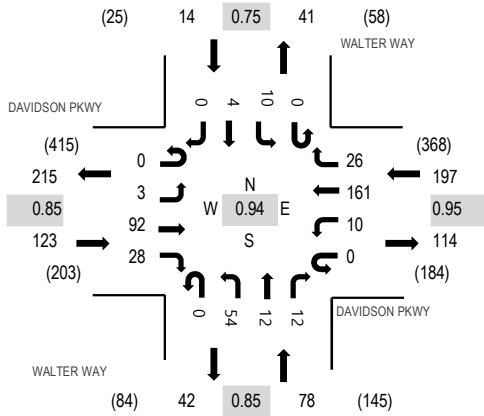
Location: 1 WALTER WAY & DAVIDSON PKWY AM

Date: Wednesday, September 27, 2023

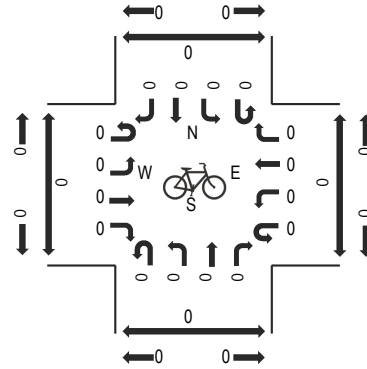
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

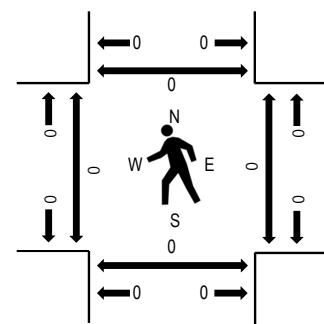
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAVIDSON PKWY Eastbound				DAVIDSON PKWY Westbound				WALTER WAY Northbound				WALTER WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	14	9	0	1	41	2	0	7	1	1	0	1	0	0	77	329	0	0	0	0
6:45 AM	0	0	11	9	0	2	35	2	0	15	1	4	0	2	3	0	84	351	0	0	0	0
7:00 AM	0	0	10	2	0	2	40	0	0	10	5	2	0	0	0	0	71	377	0	0	0	0
7:15 AM	2	0	17	6	0	5	38	3	0	12	3	6	0	2	3	0	97	404	0	0	0	0
7:30 AM	0	0	23	5	0	5	45	2	0	12	2	3	0	1	1	0	99	412	0	0	0	0
7:45 AM	0	0	22	14	0	2	41	6	0	12	4	5	0	3	1	0	110		0	0	0	0
8:00 AM	0	0	22	5	0	2	42	6	0	11	2	4	0	2	2	0	98		0	0	0	0
8:15 AM	0	3	25	4	0	1	33	12	0	19	4	0	0	4	0	0	105		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	88	27	0	9	159	26	0	52	11	9	0	10	3	0	397
Mediums	0	0	4	1	0	1	2	0	0	2	1	3	0	0	1	0	15
Total	0	3	92	28	0	10	161	26	0	54	12	12	0	10	4	0	412

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.1%				1.5%				7.7%				7.1%			3.6%
Heavy Vehicle %	0.0%	0.0%	4.3%	3.6%	0.0%	10.0%	1.2%	0.0%	0.0%	3.7%	8.3%	25.0%	0.0%	0.0%	25.0%	0.0%	3.6%
Peak Hour Factor		0.85				0.95				0.85				0.75			0.94
Peak Hour Factor	0.25	0.25	0.92	0.54	0.00	0.70	0.92	0.54	0.00	0.71	0.70	0.75	0.00	0.63	0.58	0.00	0.94



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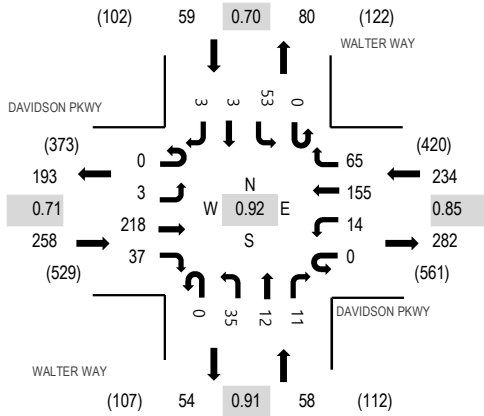
Location: 1 WALTER WAY & DAVIDSON PKWY PM

Date: Wednesday, September 27, 2023

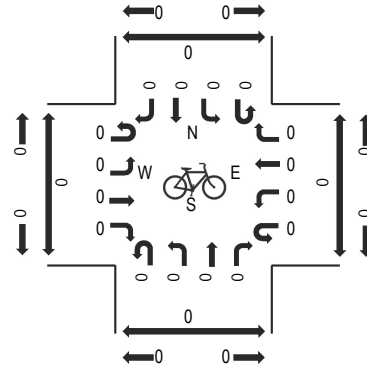
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

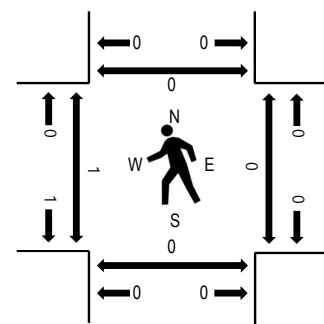
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAVIDSON PKWY Eastbound				DAVIDSON PKWY Westbound				WALTER WAY Northbound				WALTER WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	51	8	0	3	29	18	0	9	2	4	0	7	1	0	132	609	0	0	0	0
4:15 PM	0	1	54	8	0	3	43	23	0	9	2	3	0	15	1	0	162	592	0	0	0	0
4:30 PM	0	2	55	13	0	4	35	10	0	11	3	2	0	12	1	1	149	555	1	0	0	0
4:45 PM	0	0	58	8	0	4	48	14	0	6	5	2	0	19	0	2	166	559	0	0	0	0
5:00 PM	0	0	43	7	0	2	39	4	0	7	1	4	0	5	2	1	115	554	0	0	0	0
5:15 PM	0	0	48	11	0	1	33	10	0	9	3	3	0	5	2	0	125		0	0	0	0
5:30 PM	0	1	56	10	0	4	46	10	0	10	3	3	0	7	1	2	153		0	0	0	0
5:45 PM	0	1	85	9	0	3	27	7	0	6	2	3	0	17	1	0	161		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
Lights	0	3	216	34	0	12	153	65	0	32	10	10	0	53	3	3	594
Mediums	0	0	2	1	0	2	2	0	0	1	2	1	0	0	0	0	11
Total	0	3	218	37	0	14	155	65	0	35	12	11	0	53	3	3	609

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.9%				1.7%				10.3%				0.0%			2.5%
Heavy Vehicle %	0.0%	0.0%	0.9%	8.1%	0.0%	14.3%	1.3%	0.0%	0.0%	8.6%	16.7%	9.1%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor		0.71				0.85				0.91				0.70			0.92
Peak Hour Factor	0.00	0.38	0.68	0.75	0.00	0.88	0.86	0.71	0.00	0.80	0.60	0.81	0.00	0.70	0.75	0.63	0.92



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

EB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	11	0	0	11
	9/27/2023 12:15:00 AM	11	0	0	11
	9/27/2023 12:30:00 AM	10	0	0	10
	9/27/2023 12:45:00 AM	8	0	0	8
	Hour	40	0	0	40
	9/27/2023 1:00:00 AM	7	0	0	7
	9/27/2023 1:15:00 AM	4	0	0	4
	9/27/2023 1:30:00 AM	5	0	0	5
	9/27/2023 1:45:00 AM	7	0	0	7
	Hour	23	0	0	23
	9/27/2023 2:00:00 AM	6	0	0	6
	9/27/2023 2:15:00 AM	6	1	0	7
	9/27/2023 2:30:00 AM	5	0	0	5
	9/27/2023 2:45:00 AM	7	0	0	7
	Hour	24	1	0	25
	9/27/2023 3:00:00 AM	2	0	0	2
	9/27/2023 3:15:00 AM	3	0	0	3
	9/27/2023 3:30:00 AM	2	0	0	2
	9/27/2023 3:45:00 AM	3	0	0	3
	Hour	10	0	0	10
	9/27/2023 4:00:00 AM	4	0	0	4
	9/27/2023 4:15:00 AM	4	0	0	4
	9/27/2023 4:30:00 AM	4	0	0	4
	9/27/2023 4:45:00 AM	3	0	0	3
	Hour	15	0	0	15
	9/27/2023 5:00:00 AM	6	0	0	6
	9/27/2023 5:15:00 AM	17	0	0	17
	9/27/2023 5:30:00 AM	18	0	0	18
	9/27/2023 5:45:00 AM	59	1	0	60
	Hour	100	1	0	101
	9/27/2023 6:00:00 AM	14	0	0	14
	9/27/2023 6:15:00 AM	5	0	0	5
	9/27/2023 6:30:00 AM	21	2	0	23
	9/27/2023 6:45:00 AM	20	0	0	20
	Hour	60	2	0	62
	9/27/2023 7:00:00 AM	12	0	0	12
	9/27/2023 7:15:00 AM	24	1	0	25
	9/27/2023 7:30:00 AM	27	1	0	28
	9/27/2023 7:45:00 AM	36	0	0	36
	Hour	99	2	0	101
	9/27/2023 8:00:00 AM	25	2	0	27
	9/27/2023 8:15:00 AM	30	2	0	32
	9/27/2023 8:30:00 AM	36	1	0	37
	9/27/2023 8:45:00 AM	14	0	1	15
	Hour	105	5	1	111
	9/27/2023 9:00:00 AM	27	1	0	28
	9/27/2023 9:15:00 AM	24	0	0	24
	9/27/2023 9:30:00 AM	19	1	0	20
	9/27/2023 9:45:00 AM	32	1	0	33
	Hour	102	3	0	105
	9/27/2023 10:00:00 AM	25	1	0	26
	9/27/2023 10:15:00 AM	32	2	1	35
	9/27/2023 10:30:00 AM	21	0	0	21
	9/27/2023 10:45:00 AM	37	0	0	37
	Hour	115	3	1	119
	9/27/2023 11:00:00 AM	27	1	0	28
	9/27/2023 11:15:00 AM	51	0	0	51
	9/27/2023 11:30:00 AM	51	0	0	51
	9/27/2023 11:45:00 AM	43	2	0	45
	Hour	172	3	0	175
	Total	865	20	2	887
	Percentage	97.5%	2.3%	0.2%	



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

EB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	41	0	0	41
	9/27/2023 12:15:00 PM	38	1	0	39
	9/27/2023 12:30:00 PM	33	0	0	33
	9/27/2023 12:45:00 PM	37	1	0	38
	Hour	149	2	0	151
	9/27/2023 1:00:00 PM	31	0	0	31
	9/27/2023 1:15:00 PM	32	1	0	33
	9/27/2023 1:30:00 PM	48	1	0	49
	9/27/2023 1:45:00 PM	49	1	0	50
	Hour	160	3	0	163
	9/27/2023 2:00:00 PM	43	0	0	43
	9/27/2023 2:15:00 PM	40	1	0	41
	9/27/2023 2:30:00 PM	45	0	0	45
	9/27/2023 2:45:00 PM	50	2	0	52
	Hour	178	3	0	181
	9/27/2023 3:00:00 PM	39	0	2	41
	9/27/2023 3:15:00 PM	47	2	0	49
	9/27/2023 3:30:00 PM	52	1	0	53
	9/27/2023 3:45:00 PM	60	4	0	64
	Hour	198	7	2	207
	9/27/2023 4:00:00 PM	57	0	2	59
	9/27/2023 4:15:00 PM	62	1	0	63
	9/27/2023 4:30:00 PM	69	1	0	70
	9/27/2023 4:45:00 PM	65	1	0	66
	Hour	253	3	2	258
	9/27/2023 5:00:00 PM	50	0	0	50
	9/27/2023 5:15:00 PM	59	0	0	59
	9/27/2023 5:30:00 PM	65	2	0	67
	9/27/2023 5:45:00 PM	95	0	0	95
	Hour	269	2	0	271
	9/27/2023 6:00:00 PM	60	0	0	60
	9/27/2023 6:15:00 PM	51	0	0	51
	9/27/2023 6:30:00 PM	61	0	0	61
	9/27/2023 6:45:00 PM	61	0	0	61
	Hour	233	0	0	233
	9/27/2023 7:00:00 PM	51	0	0	51
	9/27/2023 7:15:00 PM	41	0	0	41
	9/27/2023 7:30:00 PM	52	0	0	52
	9/27/2023 7:45:00 PM	32	0	0	32
	Hour	176	0	0	176
	9/27/2023 8:00:00 PM	45	0	0	45
	9/27/2023 8:15:00 PM	49	0	0	49
	9/27/2023 8:30:00 PM	40	0	0	40
	9/27/2023 8:45:00 PM	51	0	0	51
	Hour	185	0	0	185
	9/27/2023 9:00:00 PM	29	0	0	29
	9/27/2023 9:15:00 PM	32	0	0	32
	9/27/2023 9:30:00 PM	31	0	0	31
	9/27/2023 9:45:00 PM	31	0	0	31
	Hour	123	0	0	123
	9/27/2023 10:00:00 PM	24	1	0	25
	9/27/2023 10:15:00 PM	23	1	0	24
	9/27/2023 10:30:00 PM	26	0	0	26
	9/27/2023 10:45:00 PM	26	1	0	27
	Hour	99	3	0	102
	9/27/2023 11:00:00 PM	24	1	0	25
	9/27/2023 11:15:00 PM	13	0	0	13
	9/27/2023 11:30:00 PM	15	0	0	15
	9/27/2023 11:45:00 PM	16	0	0	16
	Hour	68	1	0	69
	Total	2,091	24	4	2,119
	Percentage	98.7%	1.1%	0.2%	
	Grand Total	2,956	44	6	3,006
	Percentage	98.3%	1.5%	0.2%	



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

WB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	3	0	0	3
	9/27/2023 12:15:00 AM	2	0	0	2
	9/27/2023 12:30:00 AM	5	0	0	5
	9/27/2023 12:45:00 AM	6	0	0	6
	Hour	16	0	0	16
	9/27/2023 1:00:00 AM	2	0	0	2
	9/27/2023 1:15:00 AM	2	0	0	2
	9/27/2023 1:30:00 AM	2	0	0	2
	9/27/2023 1:45:00 AM	2	0	0	2
	Hour	8	0	0	8
	9/27/2023 2:00:00 AM	2	0	0	2
	9/27/2023 2:15:00 AM	0	1	0	1
	9/27/2023 2:30:00 AM	1	0	0	1
	9/27/2023 2:45:00 AM	3	0	0	3
	Hour	6	1	0	7
	9/27/2023 3:00:00 AM	2	0	0	2
	9/27/2023 3:15:00 AM	2	0	0	2
	9/27/2023 3:30:00 AM	3	0	0	3
	9/27/2023 3:45:00 AM	2	0	0	2
	Hour	9	0	0	9
	9/27/2023 4:00:00 AM	5	0	0	5
	9/27/2023 4:15:00 AM	9	0	0	9
	9/27/2023 4:30:00 AM	4	0	0	4
	9/27/2023 4:45:00 AM	7	0	0	7
	Hour	25	0	0	25
	9/27/2023 5:00:00 AM	4	1	0	5
	9/27/2023 5:15:00 AM	15	0	0	15
	9/27/2023 5:30:00 AM	20	0	0	20
	9/27/2023 5:45:00 AM	14	1	0	15
	Hour	53	2	0	55
	9/27/2023 6:00:00 AM	31	0	0	31
	9/27/2023 6:15:00 AM	30	0	0	30
	9/27/2023 6:30:00 AM	48	0	0	48
	9/27/2023 6:45:00 AM	49	1	0	50
	Hour	158	1	0	159
	9/27/2023 7:00:00 AM	48	2	0	50
	9/27/2023 7:15:00 AM	52	0	0	52
	9/27/2023 7:30:00 AM	57	0	0	57
	9/27/2023 7:45:00 AM	53	0	0	53
	Hour	210	2	0	212
	9/27/2023 8:00:00 AM	51	2	0	53
	9/27/2023 8:15:00 AM	50	2	0	52
	9/27/2023 8:30:00 AM	37	1	0	38
	9/27/2023 8:45:00 AM	35	0	0	35
	Hour	173	5	0	178
	9/27/2023 9:00:00 AM	29	0	0	29
	9/27/2023 9:15:00 AM	31	0	1	32
	9/27/2023 9:30:00 AM	31	0	0	31
	9/27/2023 9:45:00 AM	35	3	0	38
	Hour	126	3	1	130
	9/27/2023 10:00:00 AM	31	2	0	33
	9/27/2023 10:15:00 AM	37	0	0	37
	9/27/2023 10:30:00 AM	38	0	0	38
	9/27/2023 10:45:00 AM	34	0	0	34
	Hour	140	2	0	142
	9/27/2023 11:00:00 AM	35	2	0	37
	9/27/2023 11:15:00 AM	33	0	0	33
	9/27/2023 11:30:00 AM	38	1	0	39
	9/27/2023 11:45:00 AM	42	0	0	42
	Hour	148	3	0	151
	Total	1,072	19	1	1,092
	Percentage	98.2%	1.7%	0.1%	



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

WB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	31	0	0	31
	9/27/2023 12:15:00 PM	43	0	0	43
	9/27/2023 12:30:00 PM	29	0	0	29
	9/27/2023 12:45:00 PM	40	0	0	40
	Hour	143	0	0	143
	9/27/2023 1:00:00 PM	36	0	0	36
	9/27/2023 1:15:00 PM	34	1	0	35
	9/27/2023 1:30:00 PM	52	1	0	53
	9/27/2023 1:45:00 PM	52	1	0	53
	Hour	174	3	0	177
	9/27/2023 2:00:00 PM	36	0	0	36
	9/27/2023 2:15:00 PM	41	0	1	42
	9/27/2023 2:30:00 PM	73	5	0	78
	9/27/2023 2:45:00 PM	50	0	0	50
	Hour	200	5	1	206
	9/27/2023 3:00:00 PM	51	0	0	51
	9/27/2023 3:15:00 PM	37	0	0	37
	9/27/2023 3:30:00 PM	50	2	0	52
	9/27/2023 3:45:00 PM	40	1	0	41
	Hour	178	3	0	181
	9/27/2023 4:00:00 PM	37	0	1	38
	9/27/2023 4:15:00 PM	50	1	1	52
	9/27/2023 4:30:00 PM	45	2	0	47
	9/27/2023 4:45:00 PM	56	0	0	56
	Hour	188	3	2	193
	9/27/2023 5:00:00 PM	47	0	0	47
	9/27/2023 5:15:00 PM	41	1	0	42
	9/27/2023 5:30:00 PM	57	1	0	58
	9/27/2023 5:45:00 PM	33	0	0	33
	Hour	178	2	0	180
	9/27/2023 6:00:00 PM	40	0	0	40
	9/27/2023 6:15:00 PM	46	0	0	46
	9/27/2023 6:30:00 PM	35	1	1	37
	9/27/2023 6:45:00 PM	32	1	0	33
	Hour	153	2	1	156
	9/27/2023 7:00:00 PM	38	0	0	38
	9/27/2023 7:15:00 PM	38	0	0	38
	9/27/2023 7:30:00 PM	34	0	0	34
	9/27/2023 7:45:00 PM	16	0	0	16
	Hour	126	0	0	126
	9/27/2023 8:00:00 PM	23	0	0	23
	9/27/2023 8:15:00 PM	28	0	0	28
	9/27/2023 8:30:00 PM	24	0	0	24
	9/27/2023 8:45:00 PM	22	0	0	22
	Hour	97	0	0	97
	9/27/2023 9:00:00 PM	30	0	0	30
	9/27/2023 9:15:00 PM	18	0	0	18
	9/27/2023 9:30:00 PM	19	0	0	19
	9/27/2023 9:45:00 PM	18	0	0	18
	Hour	85	0	0	85
	9/27/2023 10:00:00 PM	15	1	0	16
	9/27/2023 10:15:00 PM	16	0	0	16
	9/27/2023 10:30:00 PM	10	0	0	10
	9/27/2023 10:45:00 PM	13	1	0	14
	Hour	54	2	0	56
	9/27/2023 11:00:00 PM	11	1	0	12
	9/27/2023 11:15:00 PM	8	0	0	8
	9/27/2023 11:30:00 PM	7	0	0	7
	9/27/2023 11:45:00 PM	7	0	0	7
	Hour	33	1	0	34
	Total	1,609	21	4	1,634
	Percentage	98.5%	1.3%	0.2%	
	Grand Total	2,681	40	5	2,726
	Percentage	98.3%	1.5%	0.2%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

NB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	1	0	0	1
	9/27/2023 12:15:00 AM	1	0	0	1
	9/27/2023 12:30:00 AM	1	0	0	1
	9/27/2023 12:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	9/27/2023 1:00:00 AM	1	0	0	1
	9/27/2023 1:15:00 AM	1	0	0	1
	9/27/2023 1:30:00 AM	1	0	0	1
	9/27/2023 1:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	9/27/2023 2:00:00 AM	0	0	1	1
	9/27/2023 2:15:00 AM	0	1	0	1
	9/27/2023 2:30:00 AM	1	0	0	1
	9/27/2023 2:45:00 AM	0	0	0	0
	Hour	1	1	1	3
	9/27/2023 3:00:00 AM	1	0	0	1
	9/27/2023 3:15:00 AM	1	0	0	1
	9/27/2023 3:30:00 AM	0	0	0	0
	9/27/2023 3:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	9/27/2023 4:00:00 AM	1	0	0	1
	9/27/2023 4:15:00 AM	4	0	0	4
	9/27/2023 4:30:00 AM	3	0	0	3
	9/27/2023 4:45:00 AM	2	0	0	2
	Hour	10	0	0	10
	9/27/2023 5:00:00 AM	2	0	0	2
	9/27/2023 5:15:00 AM	5	0	0	5
	9/27/2023 5:30:00 AM	6	0	0	6
	9/27/2023 5:45:00 AM	5	0	0	5
	Hour	18	0	0	18
	9/27/2023 6:00:00 AM	12	0	0	12
	9/27/2023 6:15:00 AM	11	0	0	11
	9/27/2023 6:30:00 AM	9	0	0	9
	9/27/2023 6:45:00 AM	18	2	0	20
	Hour	50	2	0	52
	9/27/2023 7:00:00 AM	16	1	0	17
	9/27/2023 7:15:00 AM	21	0	0	21
	9/27/2023 7:30:00 AM	16	1	0	17
	9/27/2023 7:45:00 AM	21	0	0	21
	Hour	74	2	0	76
	9/27/2023 8:00:00 AM	13	4	0	17
	9/27/2023 8:15:00 AM	22	1	0	23
	9/27/2023 8:30:00 AM	8	0	0	8
	9/27/2023 8:45:00 AM	19	1	0	20
	Hour	62	6	0	68
	9/27/2023 9:00:00 AM	22	0	1	23
	9/27/2023 9:15:00 AM	7	0	0	7
	9/27/2023 9:30:00 AM	15	0	0	15
	9/27/2023 9:45:00 AM	6	2	0	8
	Hour	50	2	1	53
	9/27/2023 10:00:00 AM	11	2	1	14
	9/27/2023 10:15:00 AM	16	1	1	18
	9/27/2023 10:30:00 AM	15	0	0	15
	9/27/2023 10:45:00 AM	22	0	0	22
	Hour	64	3	2	69
	9/27/2023 11:00:00 AM	38	2	1	41
	9/27/2023 11:15:00 AM	14	2	0	16
	9/27/2023 11:30:00 AM	11	0	0	11
	9/27/2023 11:45:00 AM	14	0	0	14
	Hour	77	4	1	82
	Total	414	20	5	439
	Percentage	94.3%	4.6%	1.1%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

NB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	15	0	0	15
	9/27/2023 12:15:00 PM	11	1	0	12
	9/27/2023 12:30:00 PM	7	2	0	9
	9/27/2023 12:45:00 PM	20	0	0	20
	Hour	53	3	0	56
	9/27/2023 1:00:00 PM	10	0	0	10
	9/27/2023 1:15:00 PM	18	2	0	20
	9/27/2023 1:30:00 PM	17	0	0	17
	9/27/2023 1:45:00 PM	20	0	0	20
	Hour	65	2	0	67
	9/27/2023 2:00:00 PM	14	0	0	14
	9/27/2023 2:15:00 PM	14	1	1	16
	9/27/2023 2:30:00 PM	49	3	0	52
	9/27/2023 2:45:00 PM	21	1	0	22
	Hour	98	5	1	104
	9/27/2023 3:00:00 PM	18	0	0	18
	9/27/2023 3:15:00 PM	18	2	0	20
	9/27/2023 3:30:00 PM	13	1	0	14
	9/27/2023 3:45:00 PM	15	1	0	16
	Hour	64	4	0	68
	9/27/2023 4:00:00 PM	14	0	1	15
	9/27/2023 4:15:00 PM	13	0	1	14
	9/27/2023 4:30:00 PM	13	3	0	16
	9/27/2023 4:45:00 PM	12	1	0	13
	Hour	52	4	2	58
	9/27/2023 5:00:00 PM	12	0	0	12
	9/27/2023 5:15:00 PM	14	1	0	15
	9/27/2023 5:30:00 PM	15	0	1	16
	9/27/2023 5:45:00 PM	11	0	0	11
	Hour	52	1	1	54
	9/27/2023 6:00:00 PM	10	0	0	10
	9/27/2023 6:15:00 PM	15	0	0	15
	9/27/2023 6:30:00 PM	7	0	1	8
	9/27/2023 6:45:00 PM	10	0	0	10
	Hour	42	0	1	43
	9/27/2023 7:00:00 PM	10	0	0	10
	9/27/2023 7:15:00 PM	11	0	0	11
	9/27/2023 7:30:00 PM	11	0	0	11
	9/27/2023 7:45:00 PM	4	0	0	4
	Hour	36	0	0	36
	9/27/2023 8:00:00 PM	5	0	0	5
	9/27/2023 8:15:00 PM	7	0	0	7
	9/27/2023 8:30:00 PM	1	0	0	1
	9/27/2023 8:45:00 PM	5	0	0	5
	Hour	18	0	0	18
	9/27/2023 9:00:00 PM	7	0	0	7
	9/27/2023 9:15:00 PM	7	0	0	7
	9/27/2023 9:30:00 PM	3	0	0	3
	9/27/2023 9:45:00 PM	5	0	0	5
	Hour	22	0	0	22
	9/27/2023 10:00:00 PM	2	0	0	2
	9/27/2023 10:15:00 PM	2	0	0	2
	9/27/2023 10:30:00 PM	4	0	0	4
	9/27/2023 10:45:00 PM	2	1	0	3
	Hour	10	1	0	11
	9/27/2023 11:00:00 PM	3	0	0	3
	9/27/2023 11:15:00 PM	3	0	0	3
	9/27/2023 11:30:00 PM	2	0	0	2
	9/27/2023 11:45:00 PM	2	0	0	2
	Hour	10	0	0	10
	Total	522	20	5	547
	Percentage	95.4%	3.7%	0.9%	
	Grand Total	936	40	10	986
	Percentage	94.9%	4.1%	1.0%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

SB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	1	0	0	1
	9/27/2023 12:15:00 AM	3	0	0	3
	9/27/2023 12:30:00 AM	3	0	0	3
	9/27/2023 12:45:00 AM	1	0	0	1
	Hour	8	0	0	8
	9/27/2023 1:00:00 AM	1	0	0	1
	9/27/2023 1:15:00 AM	1	0	0	1
	9/27/2023 1:30:00 AM	0	0	0	0
	9/27/2023 1:45:00 AM	2	0	1	3
	Hour	4	0	1	5
	9/27/2023 2:00:00 AM	2	0	0	2
	9/27/2023 2:15:00 AM	3	1	0	4
	9/27/2023 2:30:00 AM	1	0	0	1
	9/27/2023 2:45:00 AM	1	0	0	1
	Hour	7	1	0	8
	9/27/2023 3:00:00 AM	2	0	0	2
	9/27/2023 3:15:00 AM	1	0	0	1
	9/27/2023 3:30:00 AM	0	0	0	0
	9/27/2023 3:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	9/27/2023 4:00:00 AM	0	0	0	0
	9/27/2023 4:15:00 AM	1	0	0	1
	9/27/2023 4:30:00 AM	0	0	0	0
	9/27/2023 4:45:00 AM	3	1	0	4
	Hour	4	1	0	5
	9/27/2023 5:00:00 AM	6	0	0	6
	9/27/2023 5:15:00 AM	11	0	0	11
	9/27/2023 5:30:00 AM	24	0	0	24
	9/27/2023 5:45:00 AM	59	1	0	60
	Hour	100	1	0	101
	9/27/2023 6:00:00 AM	2	0	0	2
	9/27/2023 6:15:00 AM	4	1	0	5
	9/27/2023 6:30:00 AM	9	1	0	10
	9/27/2023 6:45:00 AM	14	0	0	14
	Hour	29	2	0	31
	9/27/2023 7:00:00 AM	4	0	0	4
	9/27/2023 7:15:00 AM	12	2	0	14
	9/27/2023 7:30:00 AM	10	1	0	11
	9/27/2023 7:45:00 AM	16	1	0	17
	Hour	42	4	0	46
	9/27/2023 8:00:00 AM	8	1	0	9
	9/27/2023 8:15:00 AM	5	0	0	5
	9/27/2023 8:30:00 AM	19	1	0	20
	9/27/2023 8:45:00 AM	4	0	2	6
	Hour	36	2	2	40
	9/27/2023 9:00:00 AM	17	0	0	17
	9/27/2023 9:15:00 AM	12	1	0	13
	9/27/2023 9:30:00 AM	6	2	0	8
	9/27/2023 9:45:00 AM	11	1	1	13
	Hour	46	4	1	51
	9/27/2023 10:00:00 AM	4	1	0	5
	9/27/2023 10:15:00 AM	8	2	1	11
	9/27/2023 10:30:00 AM	11	0	0	11
	9/27/2023 10:45:00 AM	20	1	0	21
	Hour	43	4	1	48
	9/27/2023 11:00:00 AM	14	0	0	14
	9/27/2023 11:15:00 AM	31	1	0	32
	9/27/2023 11:30:00 AM	16	0	0	16
	9/27/2023 11:45:00 AM	11	2	0	13
	Hour	72	3	0	75
	Total	394	22	5	421
	Percentage	93.6%	5.2%	1.2%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

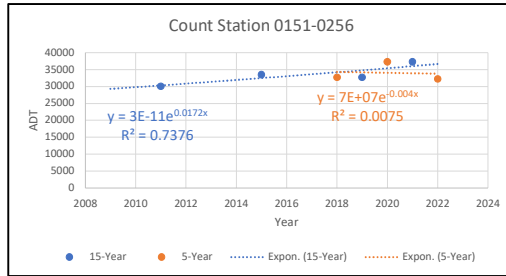
SB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	12	1	0	13
	9/27/2023 12:15:00 PM	15	0	0	15
	9/27/2023 12:30:00 PM	12	1	0	13
	9/27/2023 12:45:00 PM	13	0	0	13
	Hour	52	2	0	54
	9/27/2023 1:00:00 PM	7	0	0	7
	9/27/2023 1:15:00 PM	8	1	0	9
	9/27/2023 1:30:00 PM	17	1	1	19
	9/27/2023 1:45:00 PM	21	1	0	22
	Hour	53	3	1	57
	9/27/2023 2:00:00 PM	11	0	0	11
	9/27/2023 2:15:00 PM	18	1	0	19
	9/27/2023 2:30:00 PM	11	0	0	11
	9/27/2023 2:45:00 PM	20	1	0	21
	Hour	60	2	0	62
	9/27/2023 3:00:00 PM	9	1	2	12
	9/27/2023 3:15:00 PM	14	1	0	15
	9/27/2023 3:30:00 PM	22	1	0	23
	9/27/2023 3:45:00 PM	13	0	0	13
	Hour	58	3	2	63
	9/27/2023 4:00:00 PM	9	1	2	12
	9/27/2023 4:15:00 PM	12	0	0	12
	9/27/2023 4:30:00 PM	18	0	0	18
	9/27/2023 4:45:00 PM	10	2	0	12
	Hour	49	3	2	54
	9/27/2023 5:00:00 PM	11	0	0	11
	9/27/2023 5:15:00 PM	14	0	0	14
	9/27/2023 5:30:00 PM	14	1	0	15
	9/27/2023 5:45:00 PM	13	0	0	13
	Hour	52	1	0	53
	9/27/2023 6:00:00 PM	12	0	0	12
	9/27/2023 6:15:00 PM	11	0	0	11
	9/27/2023 6:30:00 PM	13	0	0	13
	9/27/2023 6:45:00 PM	14	0	0	14
	Hour	50	0	0	50
	9/27/2023 7:00:00 PM	18	0	0	18
	9/27/2023 7:15:00 PM	14	0	0	14
	9/27/2023 7:30:00 PM	17	0	0	17
	9/27/2023 7:45:00 PM	8	0	0	8
	Hour	57	0	0	57
	9/27/2023 8:00:00 PM	13	0	0	13
	9/27/2023 8:15:00 PM	11	0	0	11
	9/27/2023 8:30:00 PM	15	0	0	15
	9/27/2023 8:45:00 PM	11	0	0	11
	Hour	50	0	0	50
	9/27/2023 9:00:00 PM	12	0	0	12
	9/27/2023 9:15:00 PM	7	0	0	7
	9/27/2023 9:30:00 PM	7	0	0	7
	9/27/2023 9:45:00 PM	6	0	0	6
	Hour	32	0	0	32
	9/27/2023 10:00:00 PM	11	1	0	12
	9/27/2023 10:15:00 PM	7	1	0	8
	9/27/2023 10:30:00 PM	6	0	0	6
	9/27/2023 10:45:00 PM	8	0	0	8
	Hour	32	2	0	34
	9/27/2023 11:00:00 PM	3	0	0	3
	9/27/2023 11:15:00 PM	2	0	0	2
	9/27/2023 11:30:00 PM	4	0	0	4
	9/27/2023 11:45:00 PM	4	0	0	4
	Hour	13	0	0	13
	Total	558	16	5	579
	Percentage	96.4%	2.8%	0.9%	
	Grand Total	952	38	10	1,000
	Percentage	95.2%	3.8%	1.0%	

APPENDIX C – GROWTH RATE CALCULATIONS

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0256

Station: 0151-0256
Location: N Henry Blvd east of I-675
Class: 3U - Principal Arterial - Other (Urban)

Year	ADT
2009	
2010	
2011	30090
2012	
2013	
2014	33506
2015	
2016	
2017	
2018	
2019	32738
2020	
2021	37292
2022	
2023	32244

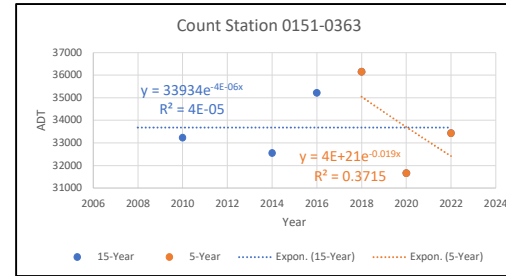


5-Yr Growth Rate = -0.40%
15-Yr Growth Rate = 1.72%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0363

Station: 0151-0363
Location: N Henry Blvd east of I-675
Class: 3U - Principal Arterial - Other (Urban)

Year	ADT
2008	
2009	
2010	33240
2011	
2012	
2013	
2014	32558
2015	
2016	35222
2017	
2018	36150
2019	
2020	31672
2021	
2022	33441

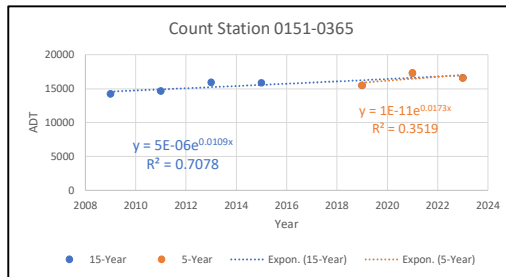


5-Yr Growth Rate = -1.90%
15-Yr Growth Rate = 0.00%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0365

Station: 0151-0365
Location: N Henry Blvd East of I-675
Class: 4U - Minor Arterial (Urban)

Year	ADT
2009	14258
2010	
2011	14676
2012	
2013	15942
2014	
2015	15866
2016	
2017	
2018	
2019	15504
2020	
2021	17340
2022	
2023	16616

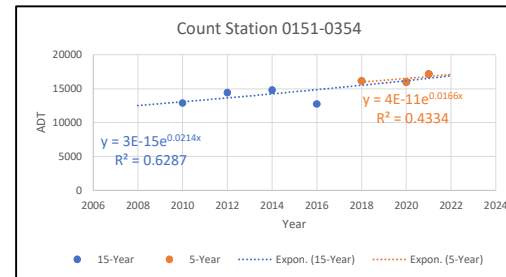


5-Yr Growth Rate = 1.73%
15-Yr Growth Rate = 1.09%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0354

Station: 0151-0354
Location: Gen Ray Davis Medal of Honor Hwy south of N Henry Blvd
Class: 4U - Minor Arterial (Urban)

Year	ADT
2008	
2009	
2010	12908
2011	
2012	14436
2013	
2014	14814
2015	
2016	12777
2017	
2018	16176
2019	
2020	15989
2021	17194
2022	

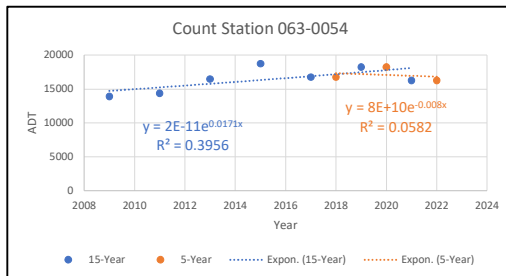


5-Yr Growth Rate = 1.66%
15-Yr Growth Rate = 2.14%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000063_0054

Station: 063-0054
Location: Macon Hwy east of I-675
Class: 5U - Major Collector (Urban)

Year	ADT
2009	
2010	13932
2011	
2012	14396
2013	
2014	16506
2015	
2016	18764
2017	
2018	16784
2019	
2020	18256
2021	
2022	16280
2023	



5-Yr Growth Rate = -0.80%
15-Yr Growth Rate = 1.71%

AVERAGE ANNUAL GROWTH RATE		
Station	5-Year Rate	15-Year Rate
0151-0256	-0.40%	1.72%
0151-0363	-1.90%	0.00%
0151-0365	1.73%	1.09%
0151-0354	1.66%	2.14%
063-0054	-0.80%	1.71%
Average	0.06%	1.33%
Overall	0.70%	
Applied	0.70%	

APPENDIX D – CAPACITY ANALYSIS REPORTS

- Existing Year 2023
- Opening Year 2025 Background
- Opening Year 2025 With Project

Existing Year 2023

HCM 2010 AWSC
1: Walter Way & Davidson Parkway

10/25/2023

Intersection

Intersection Delay, s/veh 8.8
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	92	28	10	161	26	54	12	12	10	4	0
Future Vol, veh/h	3	92	28	10	161	26	54	12	12	10	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	100	30	11	175	28	59	13	13	11	4	0
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	8.5	9.2	8.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	69%	100%	0%	100%	0%	71%
Vol Thru, %	15%	0%	77%	0%	86%	29%
Vol Right, %	15%	0%	23%	0%	14%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	3	120	10	187	14
LT Vol	54	3	0	10	0	10
Through Vol	12	0	92	0	161	4
RT Vol	12	0	28	0	26	0
Lane Flow Rate	85	3	130	11	203	15
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.114	0.005	0.174	0.016	0.271	0.021
Departure Headway (Hd)	4.831	5.464	4.798	5.397	4.797	5.024
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	743	657	749	665	750	713
Service Time	2.853	3.184	2.518	3.115	2.515	3.052
HCM Lane V/C Ratio	0.114	0.005	0.174	0.017	0.271	0.021
HCM Control Delay	8.5	8.2	8.5	8.2	9.3	8.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0	0.6	0	1.1	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	218	37	14	155	65	35	12	11	53	3	3
Future Vol, veh/h	3	218	37	14	155	65	35	12	11	53	3	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	237	40	15	168	71	38	13	12	58	3	3
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.9	9.9	8.9	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	60%	100%	0%	100%	0%	90%
Vol Thru, %	21%	0%	85%	0%	70%	5%
Vol Right, %	19%	0%	15%	0%	30%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	3	255	14	220	59
LT Vol	35	3	0	14	0	53
Through Vol	12	0	218	0	155	3
RT Vol	11	0	37	0	65	3
Lane Flow Rate	63	3	277	15	239	64
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.093	0.005	0.385	0.024	0.326	0.097
Departure Headway (Hd)	5.318	5.6	4.994	5.623	4.912	5.456
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	670	638	718	635	729	653
Service Time	3.381	3.345	2.739	3.37	2.658	3.52
HCM Lane V/C Ratio	0.094	0.005	0.386	0.024	0.328	0.098
HCM Control Delay	8.9	8.4	10.9	8.5	10	9.1
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0.3	0	1.8	0.1	1.4	0.3

Opening Year 2025 Background

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	93	29	10	163	27	55	12	12	10	4	0
Future Vol, veh/h	3	93	29	10	163	27	55	12	12	10	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	101	32	11	177	29	60	13	13	11	4	0
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	8.6	9.2	8.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	100%	0%	100%	0%	71%
Vol Thru, %	15%	0%	76%	0%	86%	29%
Vol Right, %	15%	0%	24%	0%	14%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	3	122	10	190	14
LT Vol	55	3	0	10	0	10
Through Vol	12	0	93	0	163	4
RT Vol	12	0	29	0	27	0
Lane Flow Rate	86	3	133	11	207	15
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.116	0.005	0.177	0.016	0.275	0.021
Departure Headway (Hd)	4.847	5.47	4.8	5.401	4.799	5.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	741	656	748	664	750	711
Service Time	2.867	3.191	2.522	3.121	2.519	3.067
HCM Lane V/C Ratio	0.116	0.005	0.178	0.017	0.276	0.021
HCM Control Delay	8.5	8.2	8.6	8.2	9.3	8.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0	0.6	0	1.1	0.1

HCM 2010 AWSC

1: Walter Way & Davidson Parkway

10/25/2023

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	221	38	14	157	66	36	12	11	54	3	3
Future Vol, veh/h	3	221	38	14	157	66	36	12	11	54	3	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	240	41	15	171	72	39	13	12	59	3	3
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11	10	9	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	61%	100%	0%	100%	0%	90%
Vol Thru, %	20%	0%	85%	0%	70%	5%
Vol Right, %	19%	0%	15%	0%	30%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	3	259	14	223	60
LT Vol	36	3	0	14	0	54
Through Vol	12	0	221	0	157	3
RT Vol	11	0	38	0	66	3
Lane Flow Rate	64	3	282	15	242	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.095	0.005	0.391	0.024	0.332	0.099
Departure Headway (Hd)	5.343	5.612	5.005	5.636	4.925	5.479
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	667	636	718	634	727	650
Service Time	3.408	3.358	2.751	3.383	2.671	3.544
HCM Lane V/C Ratio	0.096	0.005	0.393	0.024	0.333	0.1
HCM Control Delay	9	8.4	11	8.5	10.1	9.2
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.3	0	1.9	0.1	1.5	0.3

Opening Year 2025 With Project

HCM 2010 AWSC

1: Walter Way & Davidson Parkway

11/16/2023

Intersection

Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	106	29	22	176	27	55	19	50	10	4	5
Future Vol, veh/h	10	106	29	22	176	27	55	19	50	10	4	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	4	4	10	1	0	4	8	25	0	25	0
Mvmt Flow	11	113	31	23	187	29	59	20	53	11	4	5
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9	9.7	8.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	44%	100%	0%	100%	0%	53%
Vol Thru, %	15%	0%	79%	0%	87%	21%
Vol Right, %	40%	0%	21%	0%	13%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	10	135	22	203	19
LT Vol	55	10	0	22	0	10
Through Vol	19	0	106	0	176	4
RT Vol	50	0	29	0	27	5
Lane Flow Rate	132	11	144	23	216	20
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.176	0.017	0.2	0.037	0.296	0.028
Departure Headway (Hd)	4.794	5.596	5.01	5.688	4.938	4.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	748	639	715	629	728	716
Service Time	2.828	3.334	2.748	3.424	2.673	3.03
HCM Lane V/C Ratio	0.176	0.017	0.201	0.037	0.297	0.028
HCM Control Delay	8.9	8.4	9	8.6	9.8	8.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.7	0.1	1.2	0.1

HCM 2010 AWSC
1: Walter Way & Davidson Parkway

11/16/2023

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	225	38	49	192	49	36	35	22	54	3	18
Future Vol, veh/h	26	225	38	49	192	49	36	35	22	54	3	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	4	4	10	1	0	4	8	25	0	25	0
Mvmt Flow	28	239	40	52	204	52	38	37	23	57	3	19
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.4	10.7	9.6	9.4
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	39%	100%	0%	100%	0%	72%
Vol Thru, %	38%	0%	86%	0%	80%	4%
Vol Right, %	24%	0%	14%	0%	20%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	26	263	49	241	75
LT Vol	36	26	0	49	0	54
Through Vol	35	0	225	0	192	3
RT Vol	22	0	38	0	49	18
Lane Flow Rate	99	28	280	52	256	80
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.154	0.045	0.408	0.086	0.367	0.125
Departure Headway (Hd)	5.603	5.794	5.256	5.961	5.159	5.636
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	644	612	677	595	690	639
Service Time	3.603	3.585	3.047	3.754	2.952	3.64
HCM Lane V/C Ratio	0.154	0.046	0.414	0.087	0.371	0.125
HCM Control Delay	9.6	8.9	11.7	9.3	11	9.4
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.5	0.1	2	0.3	1.7	0.4

HCM 2010 TWSC
2: Site Driveway #2 & Davidson Parkway

11/16/2023

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	125	17	18	218	79	20
Future Vol, veh/h	125	17	18	218	79	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	18	20	237	86	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	154	0	413	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1426	-	595	913
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	587	913
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	759	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		11.8	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	633	-	-	1426	-	
HCM Lane V/C Ratio	0.17	-	-	0.014	-	
HCM Control Delay (s)	11.8	-	-	7.6	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

HCM 2010 TWSC
2: Site Driveway #2 & Davidson Parkway

11/16/2023

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	262	69	50	196	34	27
Future Vol, veh/h	262	69	50	196	34	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	285	75	54	213	37	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	360
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1199
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1199
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	1199	-
HCM Lane V/C Ratio	0.123	-	-	0.045	-
HCM Control Delay (s)	12.6	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 2010 TWSC
3: Walter Way & Site Driveway #1

11/16/2023

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	79	43	12
Future Vol, veh/h	45	0	0	79	43	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	86	47	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	133	47	60
Stage 1	47	-	-
Stage 2	86	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	861	1022	1544
Stage 1	975	-	-
Stage 2	937	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	861	1022	1544
Mov Cap-2 Maneuver	861	-	-
Stage 1	975	-	-
Stage 2	937	-	-

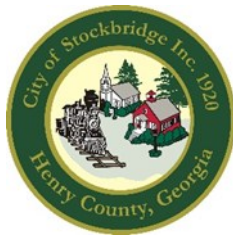
Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	861	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 2010 TWSC
3: Walter Way & Site Driveway #1

11/16/2023

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	0	0	59	55	35
Future Vol, veh/h	34	0	0	59	55	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	0	64	60	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	124	60	98	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	871	1005	1495	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	871	1005	1495	-	-	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1495	-	871	-	-	
HCM Lane V/C Ratio	-	-	0.042	-	-	
HCM Control Delay (s)	0	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	



City of Stockbridge

AGENDA ITEM

MEETING DATE

MAY 13, 2024

FUNDING SOURCE

- ☐ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☒ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST or TSPLOST
- ☐ ARPA
- ☐ GRANT
- ☐ HOTEL/MOTEL TOURISM
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER:

Community Development Staff

DEPARTMENT:

Community Development

ITEM/PROJECT/EVENT:

REZONING CASE #CP-2023-05. To consider a request to rezone three parcels with 79.16 +/- acres on Davidson Parkway and Walter Way from 'C-3' to 'PUD' to allow for a mixed residential development with 311 units. Applicant--D. R. Horton, Atlanta East, represented by Tiffany D. Hogan. The applicant has also applied for CP-2023-04.

BACKGROUND INFORMATION:

Original Staff recommendation--Denial, since previous approved City plans and rezonings called for this property to be developed with commercial uses due to its large size and its strategic location. Planning Commission recommendation on 9/28/23--Denial. Council action on 12/11/23--Deferral, upon the applicant's request. The applicant wanted to try to include a commercial use. Council action on 04/08-24--Deferral. Staff recommendation for 05/13/24--Denial, since no new plans with a commercial use have been submitted.

APPROVALS: CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

GRANTS ADMIN. _____

☐ FINANCIAL IMPACT ☐ N/A

AMOUNT \$

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

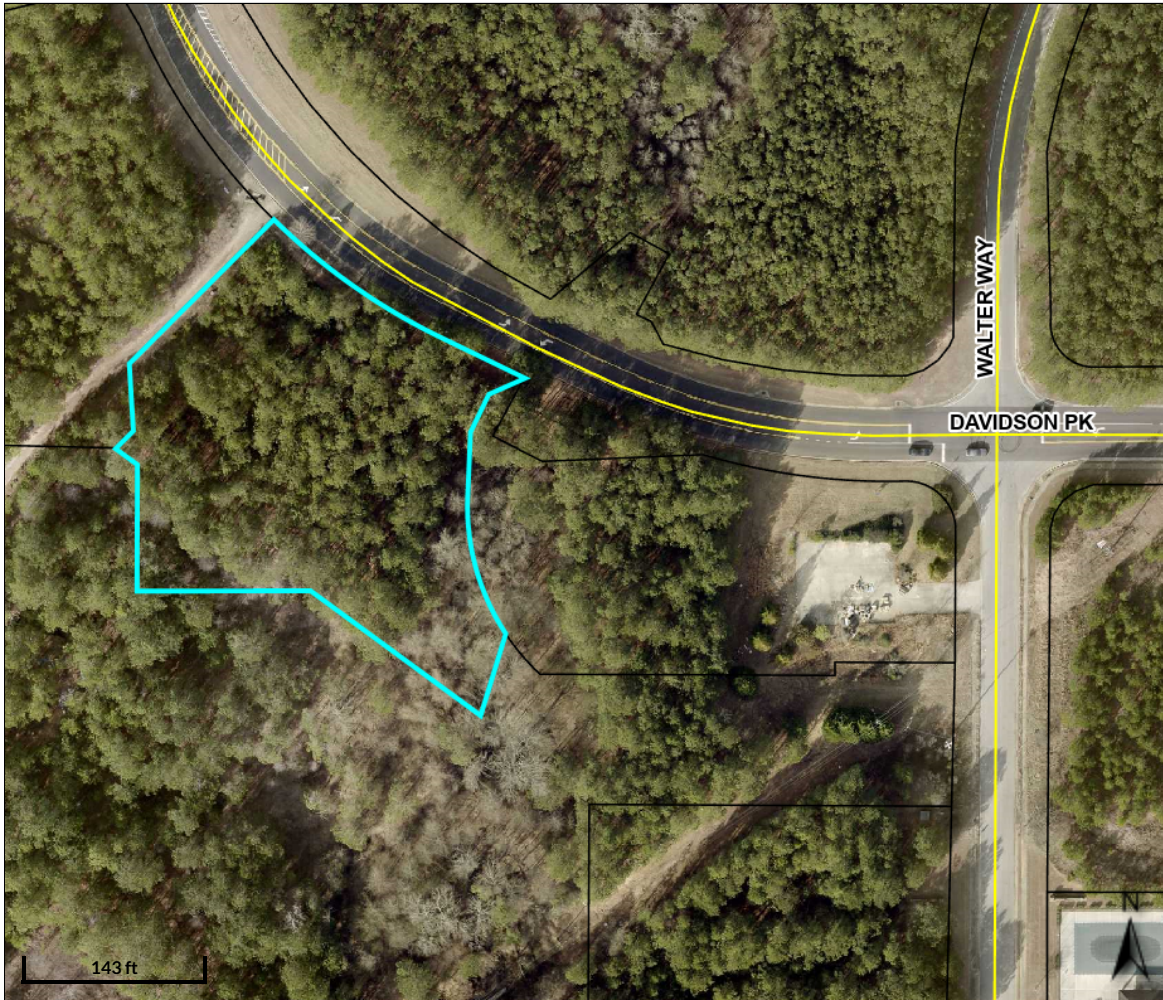
REZONING CASE #CP-2023-05.

BACKGROUND INFORMATION:

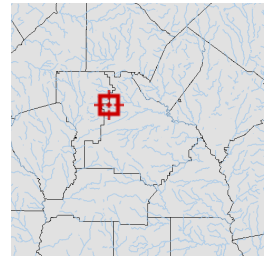
STAFF RECOMMENDATION:

DENIAL.

Staff Signature_____



Overview



Legend

- Parcels
- Roads

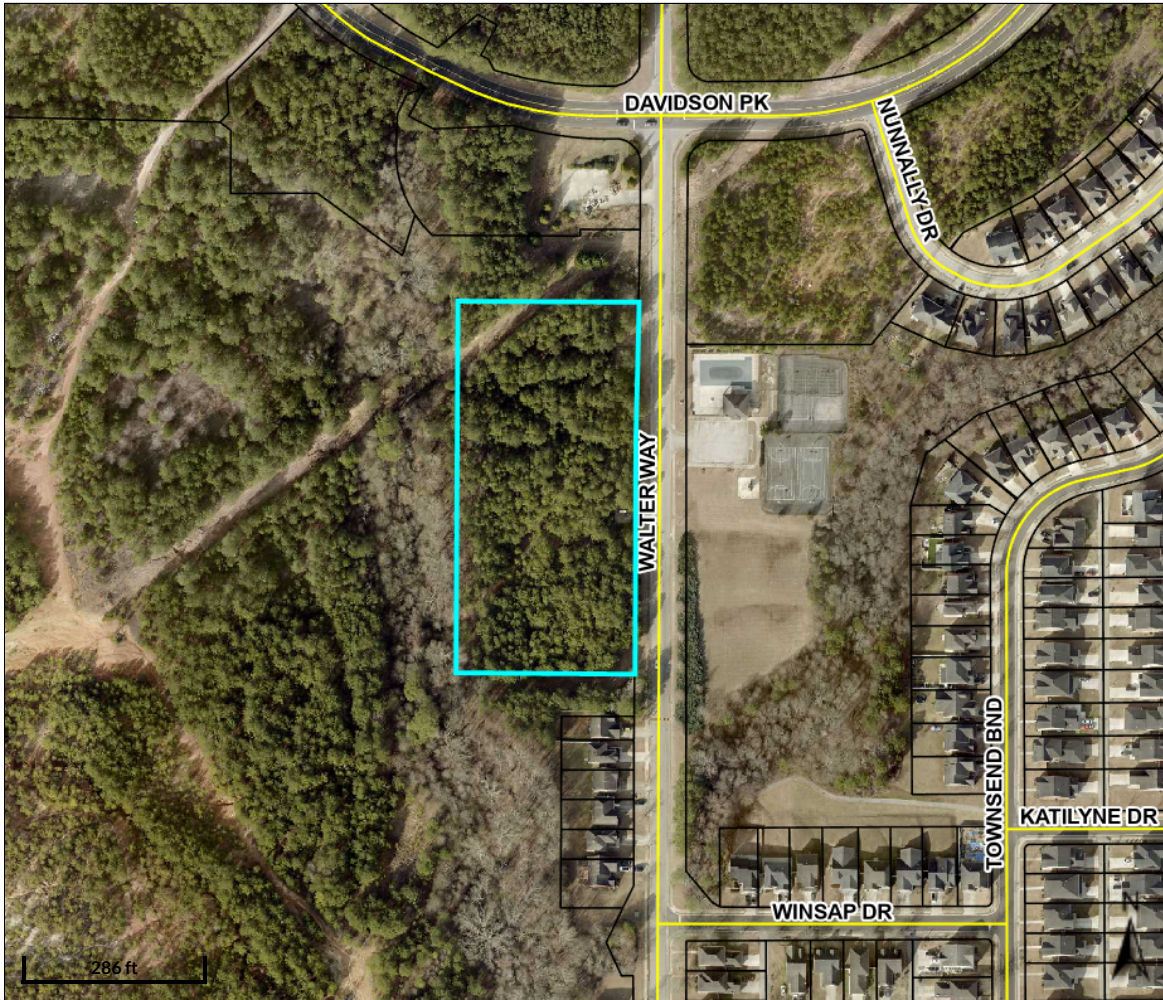
Parcel ID	030-01009006	Class	C	Owner	GDCI GA 6 LP	Land	\$72300				
Property		Acreage	1.66	Address	5755 DUPREE DR	Value:					
Address					STE 130	Building	\$0				
District	City/Stockbridge				ATLANTA GA	Value:					
					30327	Misc	\$0				
						Value:					
						Total	\$72300				
						Value:					
								Last 2 Sales			
								Date	Price	Reason	Qual
								2/26/2018	\$1,126,655	OTHER	U
								4/23/2014	\$0	CORPORATE	U

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

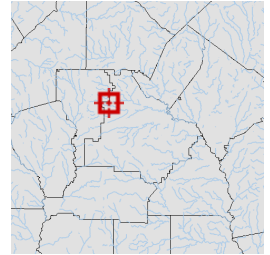
Date created: 9/5/2023

Last Data Uploaded: 9/5/2023 1:24:23 AM

Developed by  **Schneider**
GEOSPATIAL



Overview



Legend

- Parcels
- Roads

Parcel ID	030-01009005	Class	C	Owner	GDCI GA 6 LP	Land	\$108900				
Property		Acreage	3.63	Address	5755 DUPREE DR	Value:					
Address					STE 130	Building	\$0				
District	City/Stockbridge				ATLANTA GA	Value:					
					30327	Misc	\$0				
						Value:					
						Total	\$108900				
						Value:					

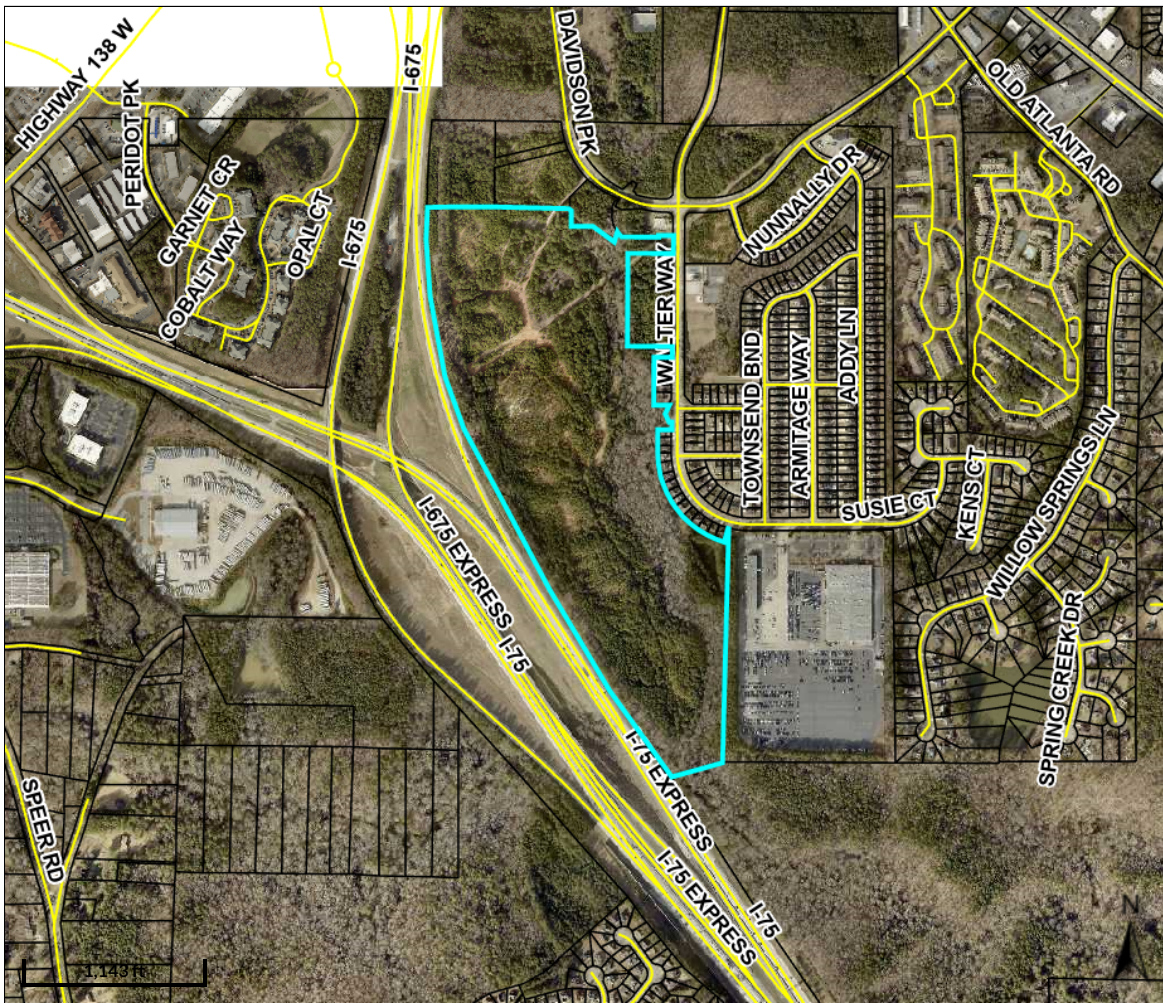
Last 2 Sales				
Date	Price	Reason	Qual	
2/26/2018	\$1,126,655	OTHER	U	
4/23/2014	\$0	CORPORATE	U	

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

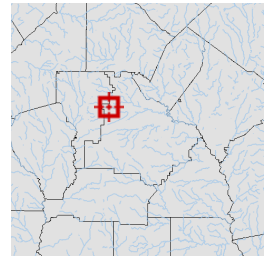
Date created: 9/5/2023

Last Data Uploaded: 9/5/2023 1:24:23 AM

Developed by  **Schneider**
GEOSPATIAL



Overview



Legend

- Parcels
- Roads

Parcel ID	030-01009000	Class	C	Owner	GDCI GA 6 LP	Land	\$1.9172e+006			
Property		Acreage	73.88	Address	5755 DUPREE DR	Value:		Last 2 Sales		
Address					STE 130	Building	\$0	Date	Price	Reason Qual
District	City/Stockbridge				ATLANTA GA 30327	Value:		2/26/2018	\$1,126,655	OTHER U
						Misc	\$0	4/1/2014	\$2,500,000	DUND U
						Value:				POWR
						Total	\$1917200			
						Value:				

Parcel lines depicted on the maps do not reflect a true and exact representation of property boundaries and should not be relied upon for said purpose. Property boundary lines are depicted on recorded plats available at the Henry County Courthouse or can be determined by employing the services of a licensed surveyor.

Date created: 9/5/2023

Last Data Uploaded: 9/5/2023 1:24:23 AM

Developed by  **Schneider**
GEOSPATIAL

Rezoning Application

City of Stockbridge, Georgia



THANK YOU FOR YOUR INTEREST IN THE CITY OF STOCKBRIDGE, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS THAT ARE NEEDED FOR REZONING APPLICATIONS TO BE HEARD BY THE CITY OF STOCKBRIDGE PLANNING COMMISSION.

PLEASE NOTE: ALL FEES ARE NON-REFUNDABLE. THERE ARE NO EXCEPTIONS.

ALL APPLICANTS ARE REQUIRED TO SCHEDULE AND ATTEND A PRE-APPLICATION MEETING WITH THE CITY OF STOCKBRIDGE PLANNING AND ZONING DIVISION OF THE COMMUNITY DEVELOPMENT DEPARTMENT. PLEASE CALL THE OFFICE AT (770) 389-7900 TO SCHEDULE AN APPOINTMENT.

NO PRE-APPLICATION MEETING WILL BE CONDUCTED WITHOUT AN APPOINTMENT.

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT THE PLANNING AND ZONING DIVISION OFFICE BETWEEN 8:00 AM AND 5:00 PM,
MONDAY THROUGH FRIDAY,
AT (770) 389-7900.

MEETING LOCATIONS—ALL PLANNING COMMISSION MEETINGS WILL BE HELD VIRTUALLY (BY ZOOM) UNTIL FURTHER NOTICE.

[Form revised on 1/19/22.]

Procedures

A pre-application meeting with one of the staff planners before submission of any application is required. A scheduled appointment is required, (*No opinions or guidance can be given over the phone*). Staff will review the request and discuss all necessary code requirements that affect the request. Staff may also need to consult other City departments before accepting the application. The request will then be advertised in the *Henry Daily Herald* and a sign will be posted at least 15 days prior to the scheduled public meeting date.

No application will be accepted unless all necessary documentation is complete and a pre-application meeting has been held (there will be no exceptions.)

The City of Stockbridge Planning Commission meets on the 4th Thursday of each month (except for holidays) to hear requests. Please contact the Planning and Zoning Office to obtain a copy of the schedule.

Notes

Contacts

City of Stockbridge Planning and Zoning Division
Community Development Department
4602 North Henry Boulevard
Stockbridge, GA 30281
tel. (770) 389-7900

City of Stockbridge Building Services
Municipal Court Building
4602 North Henry Boulevard
Stockbridge, GA 30281
tel. (678) 833-3314

City of Stockbridge Business Services Office
Stockbridge City Hall
4640 North Henry Boulevard
Stockbridge, GA 30281
Tel. (678) 833-3302

City of Stockbridge Code Enforcement Office
Municipal Court Building
4602 North Henry Boulevard
Stockbridge, GA 30281
tel. (678) 833-3321

City of Stockbridge Public Works Department >>>>>>>>>>Water Department tel.: (770) 474-1232
Stockbridge Public Works Building Sewer Department tel.: (678) 833-3301
321 Taylor Drive
Stockbridge, GA 30281

Henry County Water and Sewer Authority
1695 Highway 20 West
McDonough, GA 30253
tel. (770) 957-6659

Henry County Health Department
Environmental Health Section
137 Henry Parkway
McDonough, GA 30253
tel. (770) 954-2078

Henry County Fire Department
664 Industrial Boulevard
McDonough, GA 30253
tel. (770) 288-6600

Henry County Police Department
100 Henry Parkway
McDonough, GA 30253
tel. (770) 288-8200

Henry County Environmental Compliance
And Plan Review
140 Henry Parkway
McDonough, GA 30253
tel. (770) 288-6064

Henry County Board of Education
33 North Zach Hinton Parkway
McDonough, GA 30253
tel. (770) 957-6601

City of Stockbridge Planning and Zoning Division
Community Development Department

REZONING APPLICATION CHECKLIST

PLEASE COMPLETE THIS FORM WHEN ACCEPTING ALL REZONING APPLICATIONS.
ATTACH THE CHECKLIST TO THE APPLICATION AND SIGN.

ALL DOCUMENTS ARE REQUIRED IN ORDER TO ACCEPT APPLICATION.

REQUIRED ITEMS	COPIES	PROCEDURE	CHECK/INITIAL
Pre-Application Review Form (Meeting Notes)	1	Must be obtained from a current planner, prior to submitting your application. (by appointment only)	
Application Form	1	1. Signed and notarized by owner. Original signature 2. In lieu of owner's signature, applicant has signed and notarized a copy of a "Contract", "Power of Attorney" or "Lease."	
Applicant Disclosure Form	1	Required for all property owners, applicants, and agents filed with an application, and must be notarized.	
Letter of Ownership	as one for each owner	Letter stating that the owner is aware of the rezoning request and owns the property in question.	
Letter of Intent	1	Must clearly state the proposed use and development intent.	
Site Plans (24 x 36) and (11 x 17)	1 40	Must show minimum details: Buildings, setbacks, buffers, road frontage, correct scale, north arrow, present zoning classification, topographic information to show elevation and drainage, location and extent of required buffers, and the proposed lot layout.	
Survey Plat (8 1/2 x 11) Or (11 x 17)	1	Subject Property, prepared and sealed <i>within the last five years</i> by a professional engineer, landscape architect, or land surveyor who is registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) Include a notation as to whether or not any portion of the subject property is within the boundaries of the 100-year floodplain; and 3) include a notation as to the total acreage or square footage of the subject property.	
Water and sewer availability letter	1	This letter must accompany the application at the time of submittal. It should state that water and sewer are available to serve the property, or such services can be extended to the site. Please obtain the letter from the appropriate office which serves the property, such as Henry County Water Authority, City of Stockbridge Public Works Department, or a Clayton County office.	
Form from the Health Department	1	This letter must accompany the application at the time of submittal (<i>Only needed if property is not on sewer</i>).	

City of Stockbridge Planning and Zoning Division
Rezoning Application

Name of Applicant D.R. Horton, Inc. Atlanta East Phone: 678-780-8526 Date: 8/6/2023

Address Applicant: 1371 Dogwood Drive, SW Fax: _____ Cell # 678-780-8526

City: Conyers State: GA Zip: 30012 E-mail: tdhogan@drhorton.com

Name of Agent Tiffany D. Hogan Phone: 678-780-8526 Date: 8/6/2023

Address Agent: 1371 Dogwood Drive, SW Fax: _____ Cell # 678-780-8526

City: Conyers State: GA Zip: 30012 E-mail: tdhogan@drhorton.com

THE APPLICANT NAMED ABOVE AFFIRMS THAT HE OR SHE IS THE OWNER, OR AGENT OF THE OWNER, OF THE PROPERTY DESCRIBED BELOW, AND IS REQUESTING A REZONING OF THE PROPERTY.

79.16 Rezoning being requested Applicant seeks to rezone approximately 79.02 acres located at Davidson Parkway and Walter Way from C-3 to PUD for a 311 unit single family community to include 128 attached single family residences and 183 detached single family residences.

The property will be POSTED with a City of Stockbridge rezoning sign. The sign must remain on the subject property for no less than fifteen days prior to either Planning Commission or City Council meeting(s). The applicant or property owner shall not remove or alter the sign for any reason. TH Acknowledgement

Address of Property: Davidson Parkway and Walter Way

Nearest intersection to the property: Davidson Parkway and Walter Way

Size of Tract: 79.02 ^(Street Address) 79.16 acre(s), Land Lot Number(s): 39, 40, 57, 58, District(s): 12

Property Tax Parcel Number(s): 030-01009000, 030-01009005, 030-01009006 (Required)

Sarah Haughton
Witness' Signature

Sarah Haughton
Printed Name of Witness

Gabrielle C. Opie
Notary



Tiffany D. Hogan
Signature of Applicant

Tiffany D. Hogan
Printed Name of Applicant

Tiffany D. Hogan
Signature of Agent

Total Amount Paid \$ _____ Cash _____ Check # _____ Received by: _____ (FEES ARE NON-REFUNDABLE)

Application checked by: _____ Date: _____ Map Number(s): _____

Pre-application meeting: _____ Date: _____

Planning Commission Decision: _____

City Council Decision: _____

Community Development Director's Signature: _____ Date: _____

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If **Yes**, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this 7th day of August, 2023

Tiffany D. Hogan as agent of D.R. Horton, Inc. Atlanta East

Applicant's Name - Printed

Signature of Applicant/Property Owner/Agent

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 7th day of AUGUST, 2023



Gabrielle C. Opie
Notary Public

* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

Applicant Campaign Disclosure Form

(Must be completed by the applicant, the property owner, and the agent. Use as many forms as needed.)

Has the applicant made, within two (2) years immediately preceding the filing of this application for a rezoning, campaign contributions aggregating \$250 or more, or made gifts having in the aggregate a value of \$250 or more to a member of the City of Stockbridge Planning Commission or Stockbridge City Council who will consider the application?

Yes _____ No X

If **Yes**, the applicant and the attorney representing the applicant must file the following information with the City of Stockbridge Planning and Zoning Division within ten (10) days after this application is first filed:

Planning Commissioner and/or City Council Member Name	Dollar Amount of Campaign Contribution	Description of Gift \$250 or greater, which was given to Board Member

We certify that the foregoing information is true and correct, this _____ day of _____,

GDCI GA 6, L.P.

Applicant's Name - Printed
OWNER

By: PACIFIC LAGO, INC., AS ITS G.P.

By: [Signature]
Signature of Applicant/Property Owner/Agent

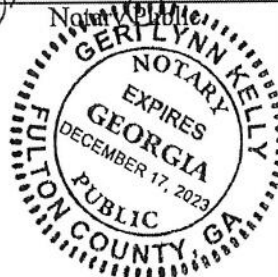
RAYMOND W. CURRIFFE, AS ITS ASST. MGR.

Applicant's Attorney, if applicable - Printed

Signature of Applicant's Attorney, if applicable

Sworn to and subscribed before me this 3 day of August, 2023.

[Signature]



* Applicant means any individual or business entity (corporation, partnership, limited partnership, firm enterprise, franchise, association, or trust) applying for a rezoning.

CITY OF STOCKBRIDGE

4640 NORTH HENRY BOULEVARD
STOCKBRIDGE, GEORGIA 30281
PHONE (770) 389-7900
FAX (770) 389-7912

August 2, 2023

Ms. Tamiesha Lester
Land Assistant
1371 Dogwood Dr SW
Conyers, GA 30012

RE: Proposed (119 Single-Family Lots & 144 Townhome
Lots)

Ms. Tamiesha,

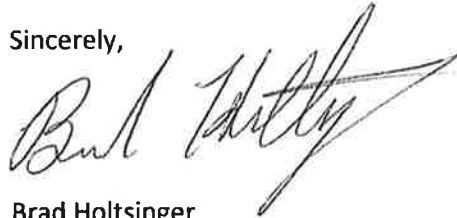
The city has reviewed your request for water and sewer services for the proposed (119 Single-Family Lots & Townhome Lots) at Parcel ID #s 030-01009000, 030-01009005, 030-01009006 & 030-01009003. Water and sewer services are available; however, the following are required:

- If any property is not in the City Limits, it will need to be annexed into the City before water and sewer services are granted.
- All costs associated with connecting to the water and sewer systems are the developer's responsibility.
- The developer must adhere to the City's Minimum Development Standards.

The city will extend the reservation for capacity for one year from the date of this letter. Construction plans will need to be submitted before the six-month date or the reservation for capacity will expire.

Should you need additional information, please do not hesitate to contact me at (404) 862-3743.

Sincerely,



Brad Holtsinger
Sewer Superintendent

Cc: Decius T. Aaron, Public Works Director
Adam Daniel, Chief Collections Operator



TO: Stockbridge Mayor and City Council
Stockbridge Planning Commission

FROM: Linda M. Logan, Senior Planner, Planning and Zoning Division

CC: Ryan Anderson, Chief Planner

DATE: September 28, 2023

SUBJECT: Staff Report for Rezoning Case #RZ-2023-05 for Three Parcels At Davidson Parkway and Walter Way (Parcel #0303-01009000, Parcel #030-01009005, and Parcel #030-01009006). Council District: 2.

I. PURPOSE

Consider a Rezoning application (#RZ-2023-05) by D. R. Horton, Inc. (represented by Tiffany Hogan, JD) to rezone the subject property on Davidson Parkway and Walter Way from the existing 'C-3' (Heavy Commercial) zoning district to the 'PUD' (Planned Unit Development) district to allow for the development of a mixed residential development. The applicant proposes to build 312 total units, including 184 single-family detached dwellings and 128 townhomes. To allow for the proposed development, the applicant also simultaneously submitted an application for a Comprehensive Plan amendment (Case #CP-2023-04) to change the property's future land use designation from 'Low Density Vertical Mixed-Use' to 'High-Density Residential'. The applicant would also need to apply for a recombination of the three parcels into one parcel if and after the requested rezoning is approved.

II. EXISTING CONDITIONS

A. Property Location. The subject property is located in the northwestern area of the City of Stockbridge, near the Clayton County line; about half a mile south of Highway 138 / Lake Spivey Parkway and about half a mile west of North Henry Boulevard. It is bordered by Davidson Parkway to the north, Walter Way to the east, and Interstates 75 and 675 to the south and west. One of the three parcels comprising the subject property

is located on the curve of Davidson Parkway, south of the Clayton County line. The main project access to the development site would occur from this curve.

B. Property Characteristics. The subject property is comprised of three parcels, including a large parcel on Walter Way with 73.859 +/- acres, a small parcel on Walter Way with 3.636 +/- acres, and a small parcel on Davidson Parkway with 1.369 +/- acres. These parcels are shown on the three aerial photographs below. The large parcel has roughly three-fourths of a mile of frontage along Interstates 75 and 675. Reeves Creek is located near the eastern boundary of the development site, with required buffers. The large parcel contains approximately 10.5 acres of "Restricted Use Commercial", thus only the remaining 63.35 +/- acres is developable. The property is mostly level and wooded. The City of Stockbridge owns a lift station near the south end of the large parcel, which is accessed from a driveway through an easement off Walter Way. Due to the lack of access to the property from the south and west, the subject property is viewed as being landlocked.

C. Surrounding Land Use and Zoning. The subject property is surrounded by a mixture of land uses and zoning districts, as is indicated by Table 1 below. To the north, along Davidson Parkway within Clayton County, are several commercial uses, including motels, a gas station, a fast food restaurant, a fitness center, and an automotive repair center. To the northeast is some vacant land along Davidson Parkway and Walter Way, which is zoned 'C-2' (General Commercial). To the west and southwest, the subject property is bordered by Interstate 675. To the east is the Northbridge Crossing Subdivision (whose property is zoned 'RM-2' for Multifamily/Townhomes). The subdivision is the predominant land use in the vicinity. Its clubhouse and pool are located directly across Walter Way from the proposed development site. Bordering the site to the southeast is the Drivetime Automotive Reconditioning Center off Walter Way, which was established in 1997 and whose property is zoned 'LI' (Light Industrial).

III. CASE FACTS

Proposed Development:	Mixed residential development with 312 total units (184 single-family detached dwellings and 128 townhomes).
Applicant:	D. R. Horton, Inc., represented by Tiffany Hogan.
Site Address:	Three parcels at Davidson Parkway and Walter Way.

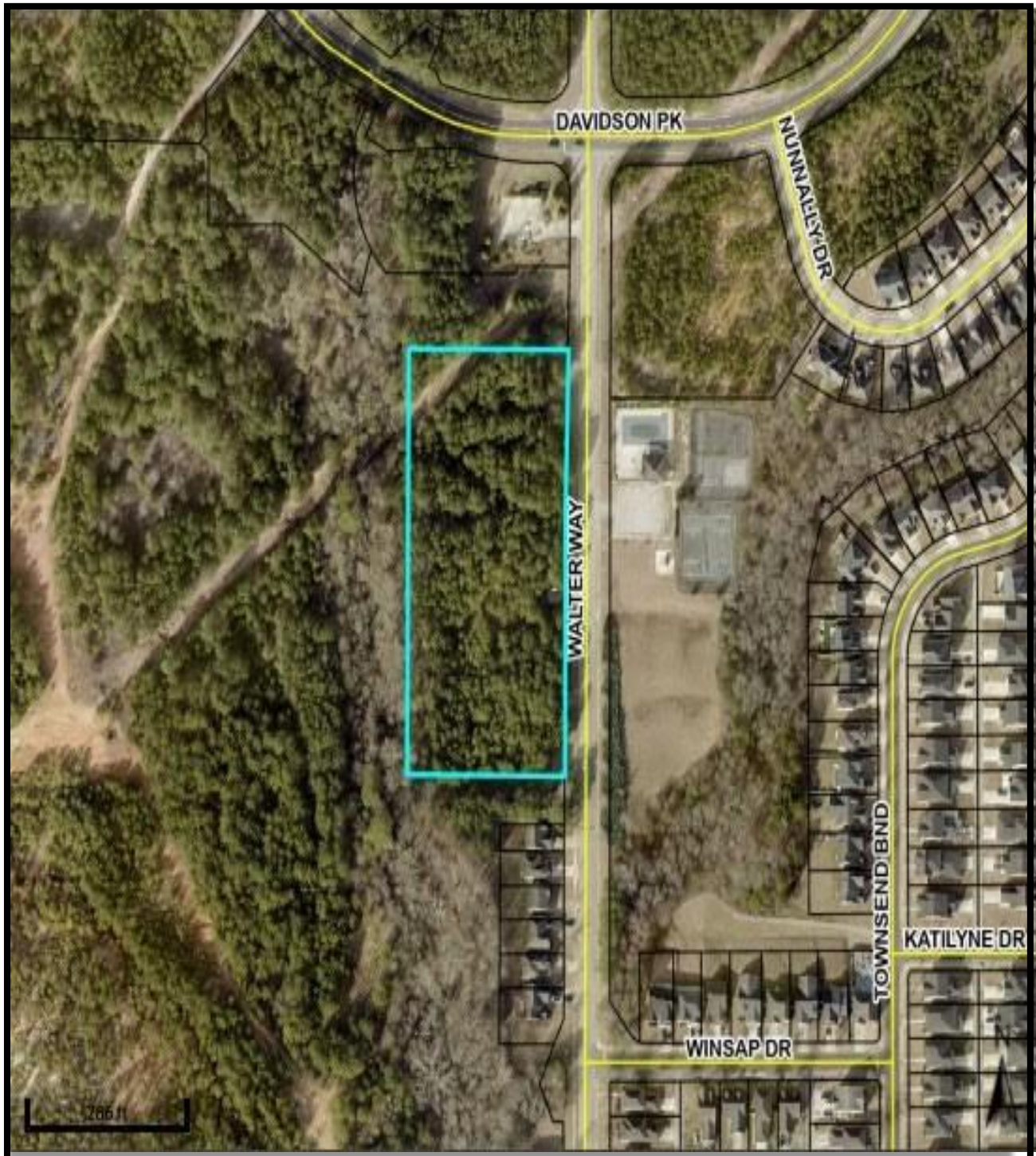
Parcel ID and Acreage:	~ <u>Large Parcel on Walter Way</u>—Parcel #03001009000 with 73.859 +/- acres. ~ <u>Small Parcel on Walter Way</u>—Parcel #030-3.636 with 3.636 +/- acres. ~ <u>Small Parcel on Davidson Parkway</u>—Parcel # 030-01009006 with 1.369 +/- acres.
District and Land Lot:	District 12, Land Lot 57.
Owner:	GDCI GA 6LP
Property Location:	In Council District 2, on the south side of Davidson Parkway and the west side of Walter Way.
Current Use:	Vacant.
Surrounding Uses:	~ <u>North</u>—Vacant land. ~ <u>Northwest</u>—Clayton County. ~ <u>South</u>—Vacant land, recently approved by the City (via CP-2022-04, RZ-2022-05, and DRI #3799) for a major mixed-use development off Flippen Road. ~ <u>Southeast</u>—Automobile refurbishing business (Drivetime). ~ <u>East</u>—Northbridge Crossing I Subdivision. ~ <u>West</u>—Interstates 75 and 675.
Existing & Proposed Zoning:	From 'C-3' (Heavy Commercial) to 'PUD' (Planned Unit Development). The property also lies within the Parkway Mixed-Use Overlay District.
Surrounding Zoning:	~ <u>North</u>—LI (Light Industrial), RR (Rural Residential), SR (Suburban Residential), and C-3 (Heavy Commercial). ~ <u>South</u>—SR (Suburban Residential) and DT (Downtown) ~ <u>East</u>—DT (Downtown District), C-1 (Neighborhood Commercial), C-2 (General Commercial), C-3 (Heavy Commercial), and MFR (Multiple Family Residential). ~ <u>West</u>—SR (Suburban Residential).
Existing and Proposed Future Land Use Designation:	From 'Low-Density Vertical Mixed-Use' to 'High-Density Residential'.

Property Conditions:	The large parcel has roughly three-fourths of a mile of frontage along Interstates 75 and 675. It contains Reeves Creek near the eastern boundary; about 10.5 acres of “Restricted Use Commercial”; and a lift station which is owned by the City of Stockbridge, with an easement access off Walter Way. The property is mostly level and wooded. Due to its lack of access from the south and west, it is viewed as being landlocked. A lift station which is owned by the City of Stockbridge is present near the southeast corner of the property, accessed from an easement off Walter Way.
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**AERIAL PHOTOGRAPH:
Large Parcel on Walter Way
(Parcel #030-01009000 with 73.859 +/- Acres)**



AERIAL PHOTOGRAPH:
Small Parcel on Walter Way
(Parcel #030-01009005 with 3.636 +/- Acres)



AERIAL PHOTOGRAPH:

**Small Parcel on Davidson Parkway
(Parcel #030-01009006 with 1.369 +/- Acres)**

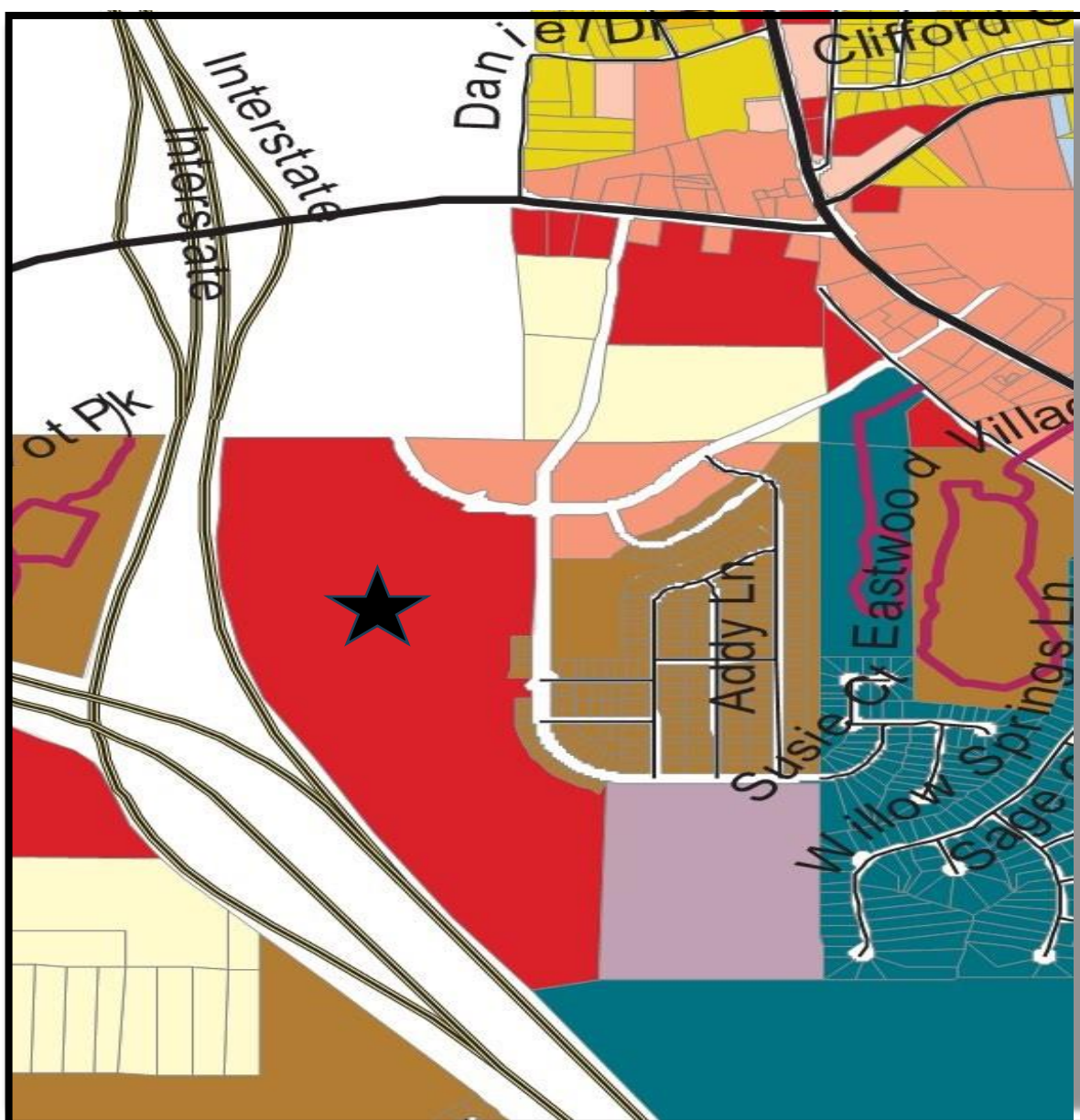


CITY OF STOCKBRIDGE 2023 ZONING MAP

(Subject property is shown with a star.)

KEY:

- Red—C-3 (Heavy Commercial)
- Salmon – C-2 (General Commercial)
- Pink – C-1 (Neighborhood Commercial)
- Lavender—LI (Light Industrial)
- Pale Yellow—RR (Rural Residential)
- Gold—SR (Suburban Residential)
- Brown—MFR (Multiple Family Residential)
- Teal—PUD (Planned Unit Development)

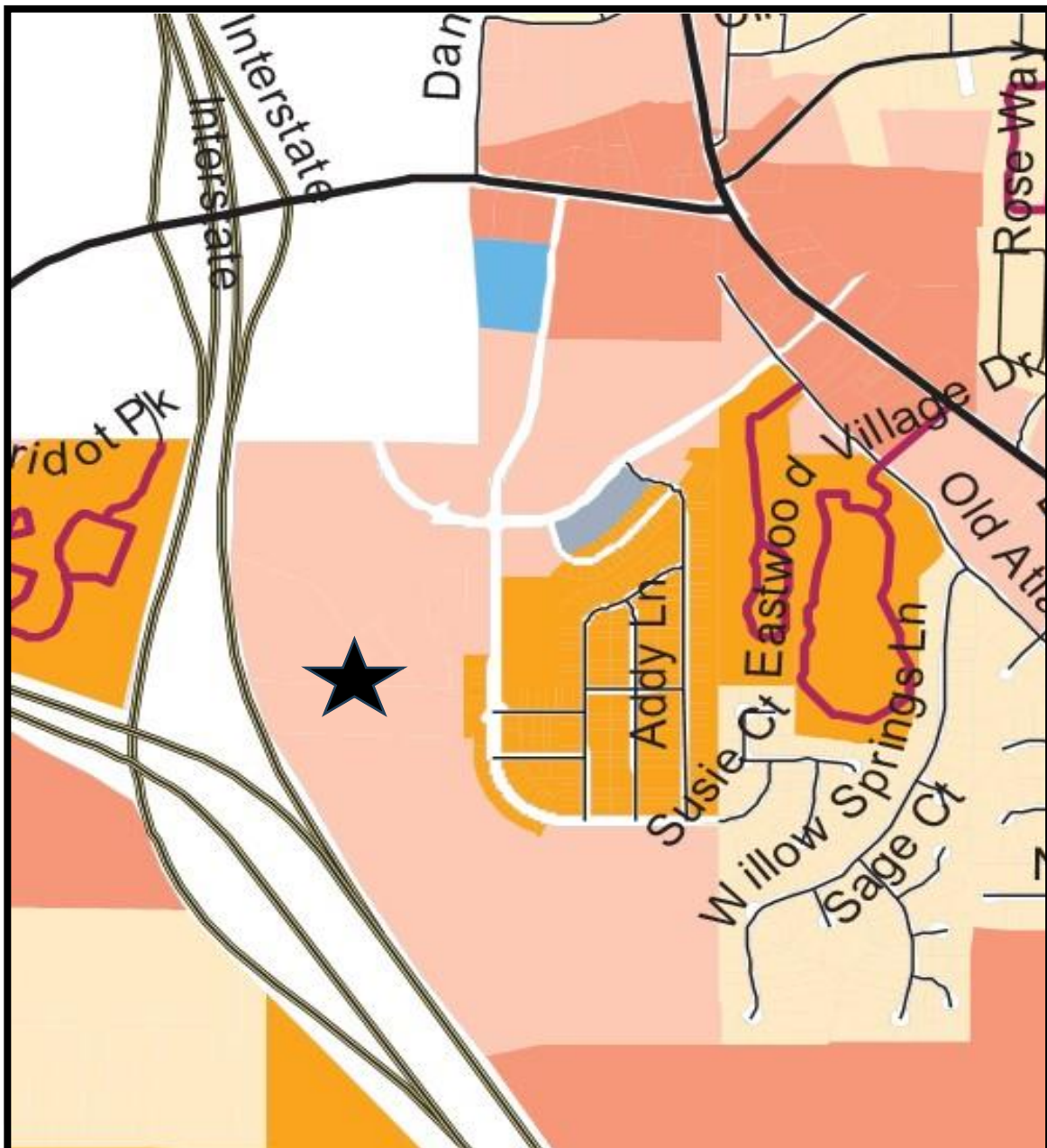


CITY OF STOCKBRIDGE 2023 FUTURE LAND USE MAP

(Subject property is shown with a star.)

KEY:

- Peach—Low-Density Vertical Mixed-Use
- Salmon—Medium-Density Vertical Mixed-Use
- Orange—High-Density Residential
- Beige—Medium-Density Residential
- Slate—Light Industrial
- Blue—Office-Institutional



IV. ZONING HISTORY

Over the years, parts of the subject property and the adjacent properties to the east and south have had a very active zoning history, having been rezoned and being the subject of four Development of Regional Impact (DRI) reviews by the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA). Although the existing Northbridge Crossing subdivision was developed as a result of the approval of the Northbridge Crossing I DRI #284, no development has yet occurred on the subject property. A description of each zoning action is provided below.

- Multiple rezonings for Northbridge Crossing Development
- Northbridge Crossing DRI #284 review
- Development Agreement for Northbridge Crossing
- Rezoning Case #RZ-09-12-S
- Reeves Creek DRI #2996 review
- Davidson Parkway Commerce Center DRI #3309 review
- Reeves Creek II DRI Review #3799

A. Multiple Rezonings for Northbridge Crossing Development. In 2003, DRA Development requested the rezoning of about 49 acres around the intersection of Davidson Parkway and Walter Way, as part of the “Northbridge Crossing Development”, from ‘RA’ (Residential-Agricultural), ‘C-3’ (Heavy Commercial), and ‘M-1’ (Light Manufacturing) to ‘RM-3’ (Multifamily Residential for Condominiums) to allow for condominium development. The rezoning was approved with conditions via Ordinance No. 03-148. Then Henry County Planning and Zoning completed a staff report for Rezoning Case #RZ-02-71-S for a 7.24-acre tract adjacent to the current Drive Time Automotive Conditioning establishment. The report stated that a portion of the tract was previously rezoned from ‘RA’ to ‘M-1’ with a ‘PD’ (Planned Development) district on September 8, 1996.

B. Northbridge Crossing DRI #284 Review. In conjunction with the multiple rezoning requests for Northbridge Crossing, the Atlanta Regional Commission (ARC) completed a Final Report for a Development of Regional Impact (DRI) Review on November 15, 2002, representing DRI #284. The proposed project was to have mixed uses, include residential, office, and commercial. The Georgia Regional Transportation Authority (GRTA) approved the project with the conditions that additional turn lanes be constructed along Davidson Parkway; that the intersection of Davidson Parkway and Walter Way be reconstructed; and that sidewalks be installed.

C. Development Agreement for Northbridge Crossing. A Development Agreement was prepared for Northbridge Crossing (formerly known as “Stockbridge Station”) on May 15, 2003 between the City of Stockbridge and DRA Development, Inc. It pertained to the rezoning of a 143.72-acre site and it included multiple zoning conditions for different types of uses to be included within the development plan. Four amendments were later made

through 2007. Among the zoning conditions were the requirements that residential units not have rear alleyways; that any new roadway have four lanes with a raised median; and that any connections to the existing streets at Flippen Road and Davidson Parkway should be coordinated with the Henry County DOT.

D. Rezoning Case #RZ-09-12-S. On April 12, 2010, the Stockbridge City Council approved Rezoning Case #RZ-09-12-S to rezone fourteen tracts of land (including the subject property) at the southwest corner of Davidson Parkway and Walter Way from C2, RM-2, and RM-3 to the subject property's current zoning of C-3. The applicant was DRA Development, Inc. and the rezoning comprised 83.26 acres of land which constituted a portion of the original 143.72 +/- acres. Ordinance #10-185 was prepared to document the rezoning approval. The proposed development was to be a mixture of commercial, retail, and office uses. One of the nine zoning conditions was the requirement that the Development Agreement for Northbridge Crossing, which was adopted on May 15, 2003, be updated to reflect this rezoning of the property to C-3.

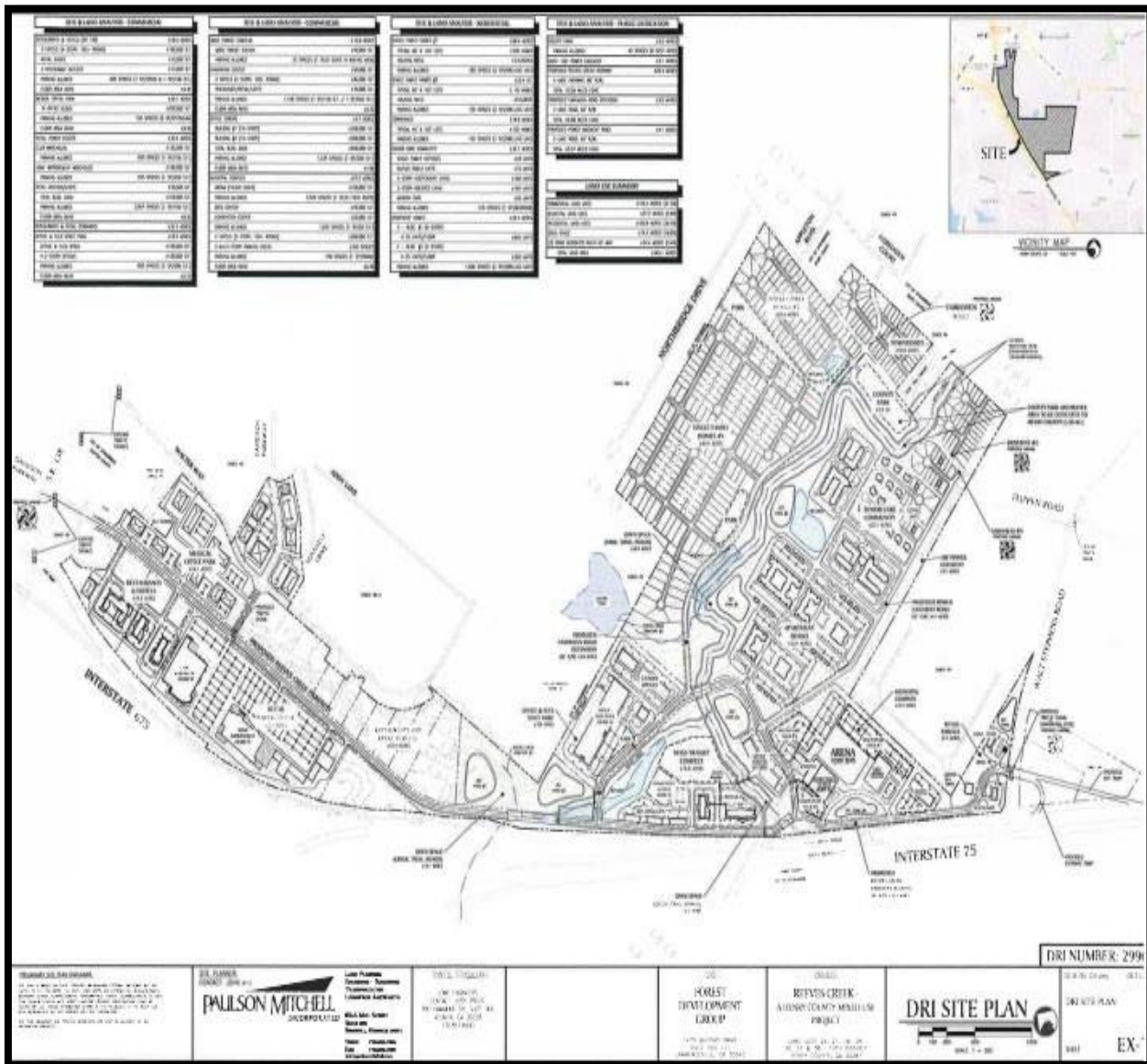
E. Reeves Creek I DRI #2996. In 2019, Forest Development Group proposed the construction of a major mixed-use development of regional scale on a portion of the subject property, as well as other property to the south within unincorporated Henry County. The development site included portions of Henry County (the submitting jurisdiction), the City of Stockbridge, and Clayton County. ARC completed its "Regional Review Finding" for DRI #2996 on October 3, 2019 for the proposed "Reeves Creek" development. The DRI request was made by Henry County Government since the majority of the land within the project boundaries was located in unincorporated Henry County. The DRI was found to be "within the best interest of the State." ARC's Decision recommended the construction of a new road through the area, to be named "Reeves Creek Parkway", the possible installation of a traffic signal at the intersection of Reeves Creek Parkway and Davidson Parkway, and the installation of additional turn lanes at the intersection of Davidson Parkway and Highway 138 West.

The approved site plan shows that the main access was to begin from Davidson Parkway off Highway 138, then a new four-lane roadway to be called "Reeves Creek Parkway" was to extend through the middle of the subject property and run southward along the right-of-way of Interstates 75 and 675 to Walt Stephens Road, where a proposed new interstate exit would be created. The portion of the development site which would have comprised the subject property was to be developed with a retail power center, a club warehouse, restaurants, and retail establishments. A medical complex was to be located on the north side of Davidson Parkway, while hotels and restaurants were to be located within the Clayton County portion of the site. To the south, in the Henry County portion of the site, larger uses were to be developed, including a mass transit complex, an arena, a convention center, a municipal complex, retail and office uses, a county park, a senior care community, and an apartment community.

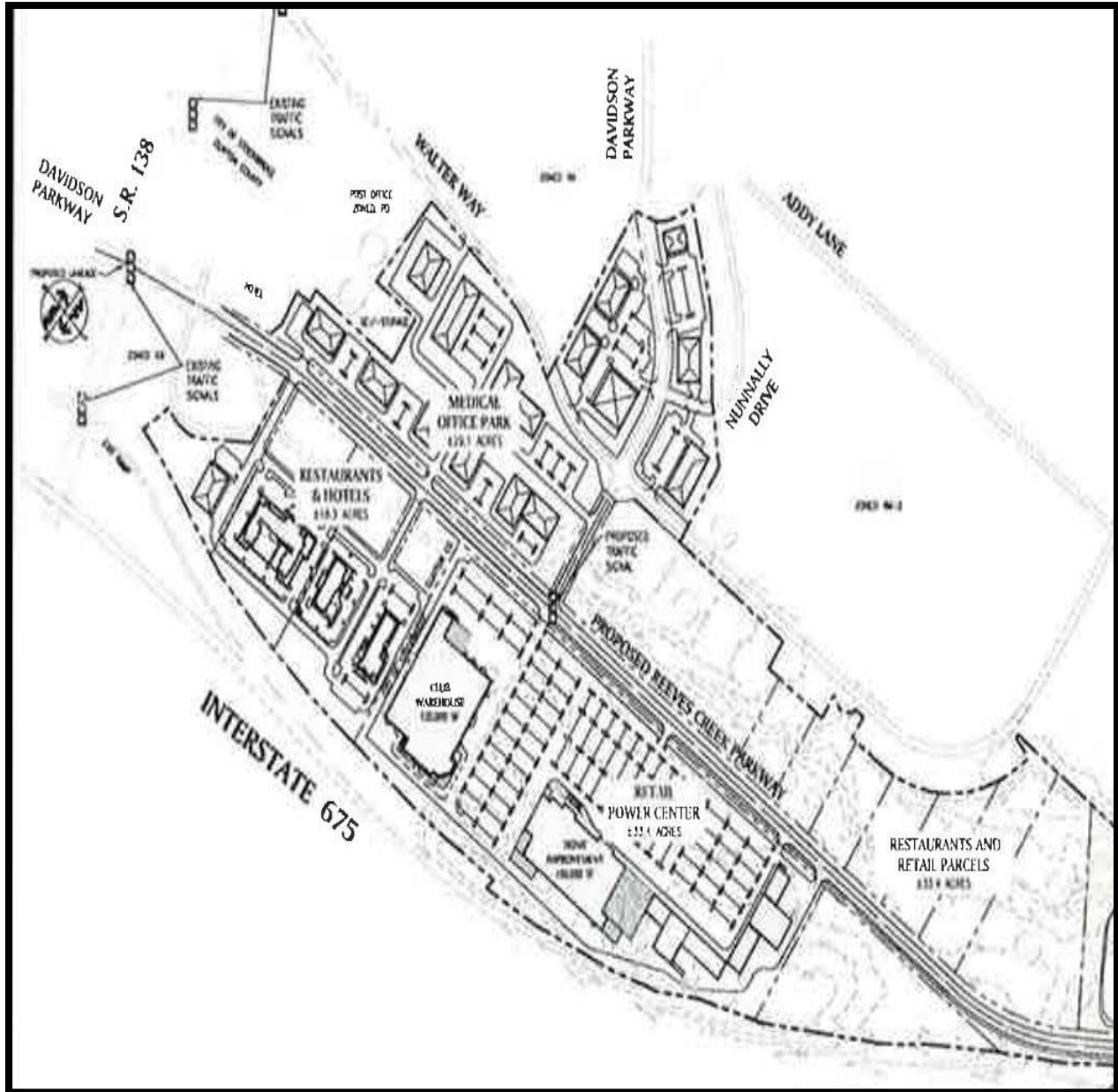
F. Davidson Parkway DRI #3309. In 2021, EastGroup Properties, L.P., the developer/applicant, proposed the development of a “business distribution center”, to be named “Davidson Parkway Commerce Center”, on the subject property. It was to be comprised of five buildings serving multiple tenants with various office and warehouse uses, having a total building space of 695,860 square feet. Battle Law, P.C. represented the developer. The applicant applied for Comprehensive Plan Amendment Case #CP2021-01 and Rezoning Case #RZ-2021-01. Although the DRI decisions by ARC and GRTA were for approval with conditions, the Stockbridge Planning and Zoning Staff and the Planning Commission both recommended the denial of the proposed project due to their belief that industrial uses were inappropriate for the subject property. The City Council agreed, denying Comprehensive Plan Amendment Case #CP-2021-01 and Rezoning Case #RZ-2021-01 due to the incompatibility of land uses and the excessive amount of truck traffic which the proposed project would have generated.

G. Reeves Creek II DRI #3799. In 2022, Vista Realty Partners applied for Comprehensive Plan Amendment Case #CP-2022-04 and Rezoning Case #2022-05 for property at 384 and 630 Flippen Road, plus a third small parcel off Flippen Road. The property includes 276.91 acres of land. It is located directly south of the subject property, and a portion of it also comprised the Reeves Creek I DRI Case #2996. The Stockbridge City Council approved the rezoning by assigning the ‘PUD’ zoning district to the property, which was previously zoned ‘RA’ (Residential-Agricultural) by Henry County prior to its annexation. The proposed master planned, mixed-use development will include detached single-family homes, townhomes, multifamily housing, senior living homes, office and retail. Besides having three full access driveways off Flippen Road, the approved development will have a full access driveway stubbed for future connection to the subject property and Davidson Parkway to the north.

REEVES CREEK I D.R.I.: APPROVED SITE PLAN



REEVES CREEK I D.R.I.: APPROVED SITE PLAN – ENLARGEMENT OF SUBJECT PROPERTY AREA

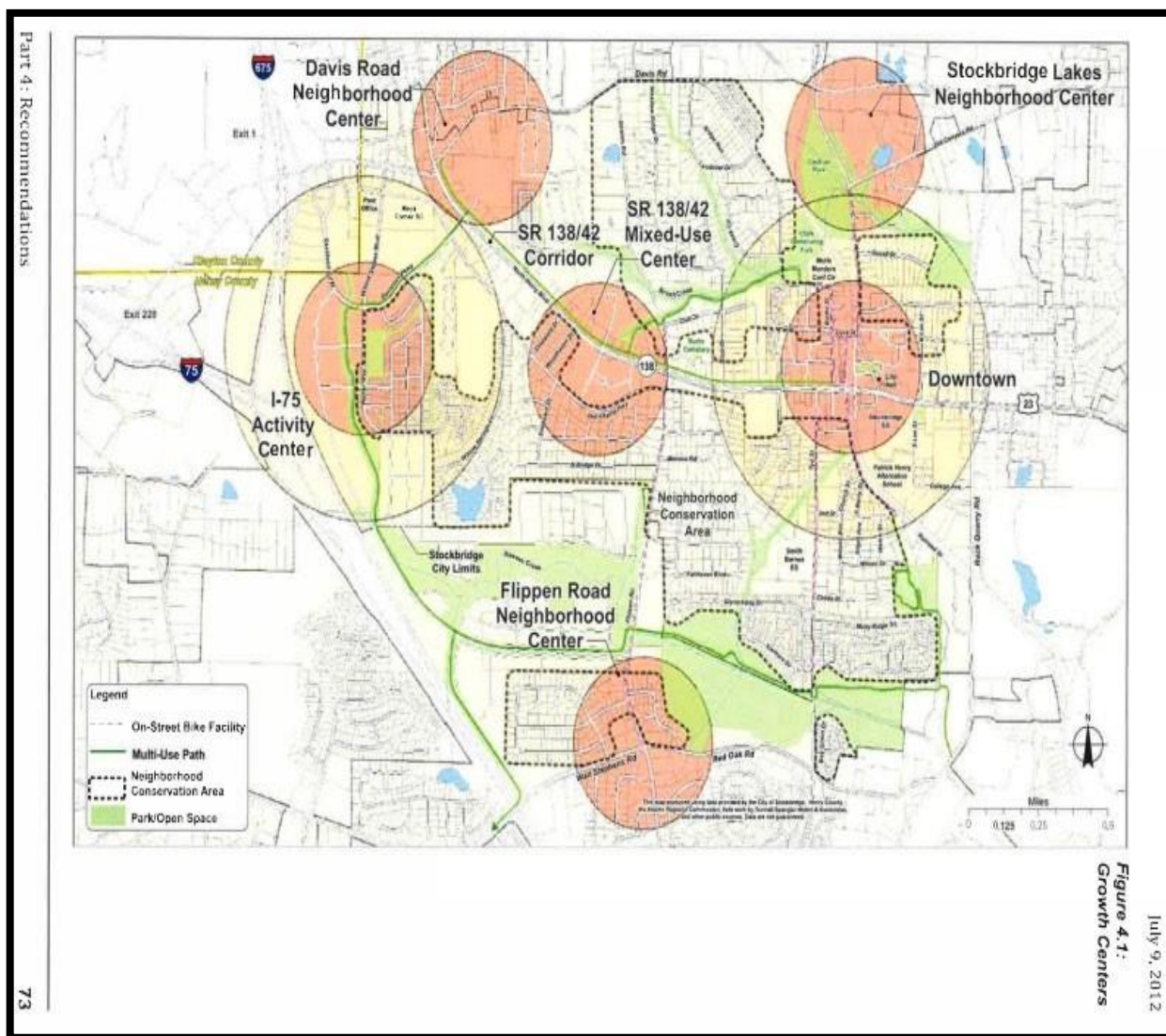


V. FUTURE DEVELOPMENT PLANS

A. Comprehensive Plan / Future Land Use Designation. The Stockbridge Future Land Use Map, which is a part of the City of Stockbridge 2018-2038 Comprehensive Plan, shows that the subject property has a future land use designation of “Low-Density Vertical Mixed-Use. This designation is intended for commercial/retail areas along various corridors and intersections; should mainly serve the residents of the surrounding residential neighborhoods; and should maintain a community orientation. But the proposed mixed residential project would not be compatible with this designation since its uses would be very different and they would be internally-focused rather than community-focused. A Comprehensive Plan Amendment would therefore be required to assign a more suitable land use designation to the subject property. Due to the proposed density of the proposed development, the new land use designation would need to be High-Density Residential, which is the subject of the applicant’s request via CP-2023-04.

B. Livable Centers Initiative. The City of Stockbridge Livable Centers Initiative (“LCI Study”) 10-Year Update from 2012 contains a map of Stockbridge “growth centers”, and the subject property is shown as part of an “I-75 Activity Center.” Further, an “I-75 Activity Center Concept Plan” was prepared, showing the subject property as being a part of a project major employment center with mixed uses. Such uses were envisioned to include Class A office space, hotels, retail uses, high-quality multifamily, senior housing, and park space. A new north/south roadway would be constructed through the subject property to connect with Flippen Road, with non-residential uses being located on the western side, adjacent to I-75 and I-675, and high-quality multi-family and senior housing uses being located on the eastern side.

LCI STUDY: STOCKBRIDGE GROWTH CENTERS



LCI STUDY: I-75 ACTIVITY CENTER -- AREA DESCRIPTION

I-75 Activity Center Concept Plan

The I-75 Activity Center has the potential to become a major employment center for the City of Stockbridge and North Henry County. This concept plan shows how that might occur in a way that is consistent with the vision of this plan.

The images at right and below show one option for how the area could accommodate the following long-term development program:

- 1.0-1.5 million sf of Class A office (blue)
- 2 full-service hotels (purple)
- 250,000 - 300,000 sf of retail (red)
- 750-1,000 units of high-quality multifamily (yellow)
- 300-500 units of senior housing or assisted living (turquoise)
- 1,500 housing units (yellow and brown)
- 20-25 acres of park space (green)
- Potential long-term parking decks (white)

Of these uses, big box retail and parking could front I-75, with mixed-uses and offices lining a new north-south roadway connecting to Flippen Road. Housing could occur to the east, where proposed parks and multi-use paths would create a quality residential address. Nearby, the former Manheim Drive Center could become a college.



LCI STUDY: I-75 ACTIVITY CENTER – SITE PLAN ENLARGEMENT

KEY:

- Purple—Two Full-Service Hotels
- Red—Big-Box Retail Space
- Yellow—High-Quality Multi-Family
- White—Long-Term Parking Decks
- Blue—Class ‘A’ Office Space
- Turquoise—Senior Housing or Assisted Living



VI. PROPOSED DEVELOPMENT

A. Project Description. The applicant, D.R. Horton, Inc., proposes to build 312 residential units on the subject property, including 184 single-family detached homes and 128 townhomes, at a density of 3.95 units per acre on 79.16 +/- total acres. Currently, the property contains three parcels (a large parcel and two very small parcels), which would need to be combined into one parcel. The proposed development would have its main off Davidson Parkway, a secondary access street off Walter Way, and a future third access street possibly being provided through an easement from the southeast corner of the property. Multiple amenities and open space areas would be provided. All residential units would have two-car garages, and guest parking would also be provided. A mandatory homeowners' association would be established. No traffic impact study has been submitted.

B. Site Plan Design. The submitted site plan is titled "Concept Plan: Northbridge 2", and it was prepared by Bowman Consulting Group, Ltd. on July 27, 2023. It shows that a few single-family detached units would be located along Walter Way, and that the remainder would be located between Reeves Creek and Interstates 75 & 675. The internal streets would have 5-foot sidewalks and 3-foot "beauty strips" (for landscaping) on both sides. The site plan also provides a separate box with diagrams of "Lot Specifications" which show this information. The townhomes would be located in the northern area of the development site, to be accessed from Davidson Parkway. Amenities would be located near the center of the site. These would include a clubhouse, a pool, a playground, and four pickleball courts. Several pocket parks would also be located throughout the site. A 55-foot Interstate buffer would be provided along the rights-of-way of Interstates 75 and 675, and the five billboard signs, plus their access easements, which are present within the Interstate rights-of-way would remain.

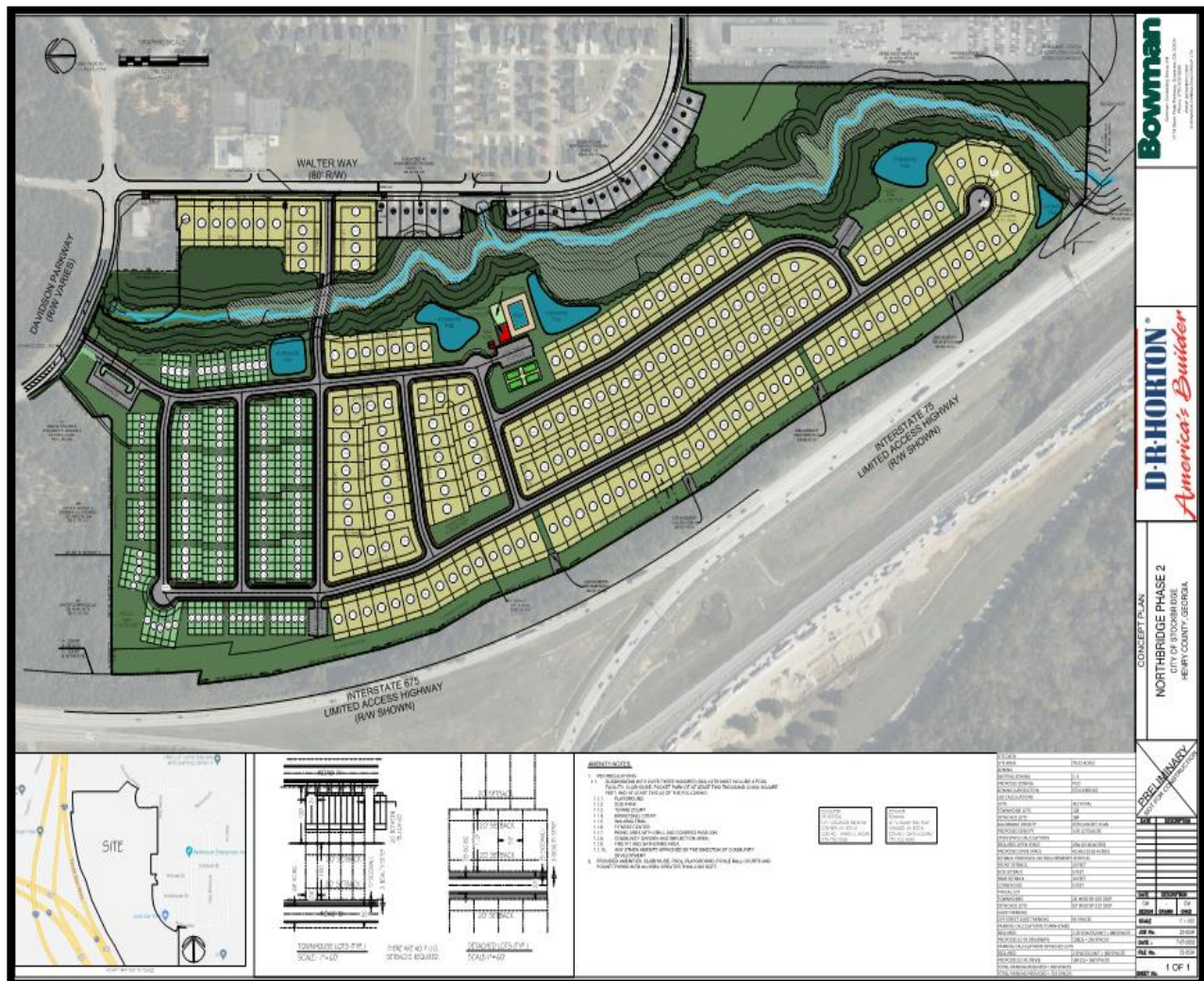
C. Open Space and Buffers. The developer would provide 33.63 acres (42.60 percent of the site) of open space, compared to the 15.80 acres (20 percent) which are required. No buffers are shown. A revised site plan showing a buffer of 25 feet on the western side of the property will need to be submitted to the Planning and Zoning Office.

D. Typical Lot Specifications. The "Site Data" table from the conceptual site plan states that the typical single-family detached lots would be 50 feet wide and 110 feet deep, while the typical townhome lots would be 24 feet wide and 100 feet deep. The setbacks to be provided would be 20 feet for the front yard setbacks, 5 feet for the side yard setbacks, 20 feet for the rear yard setbacks, and 5 feet for the corner side setbacks. This is shown in the "Lot Specifications" diagrams of the site plan.

E. Parking. Section 4.8.5 of the UDC provides a table of "Parking and Loading Space Standards." Multifamily developments having units with three bedrooms or more are required to have 2.25 parking spaces per unit. With 128 townhomes, 288 parking spaces

are required. Single-family detached homes are required to have 2.00 parking spaces per unit. Thus, 368 parking spaces are required for the 184 single-family detached homes. The applicant would provide these, as well as 91 guest and amenity parking spaces.

CONCEPTUAL SITE PLAN—TOTAL AREA



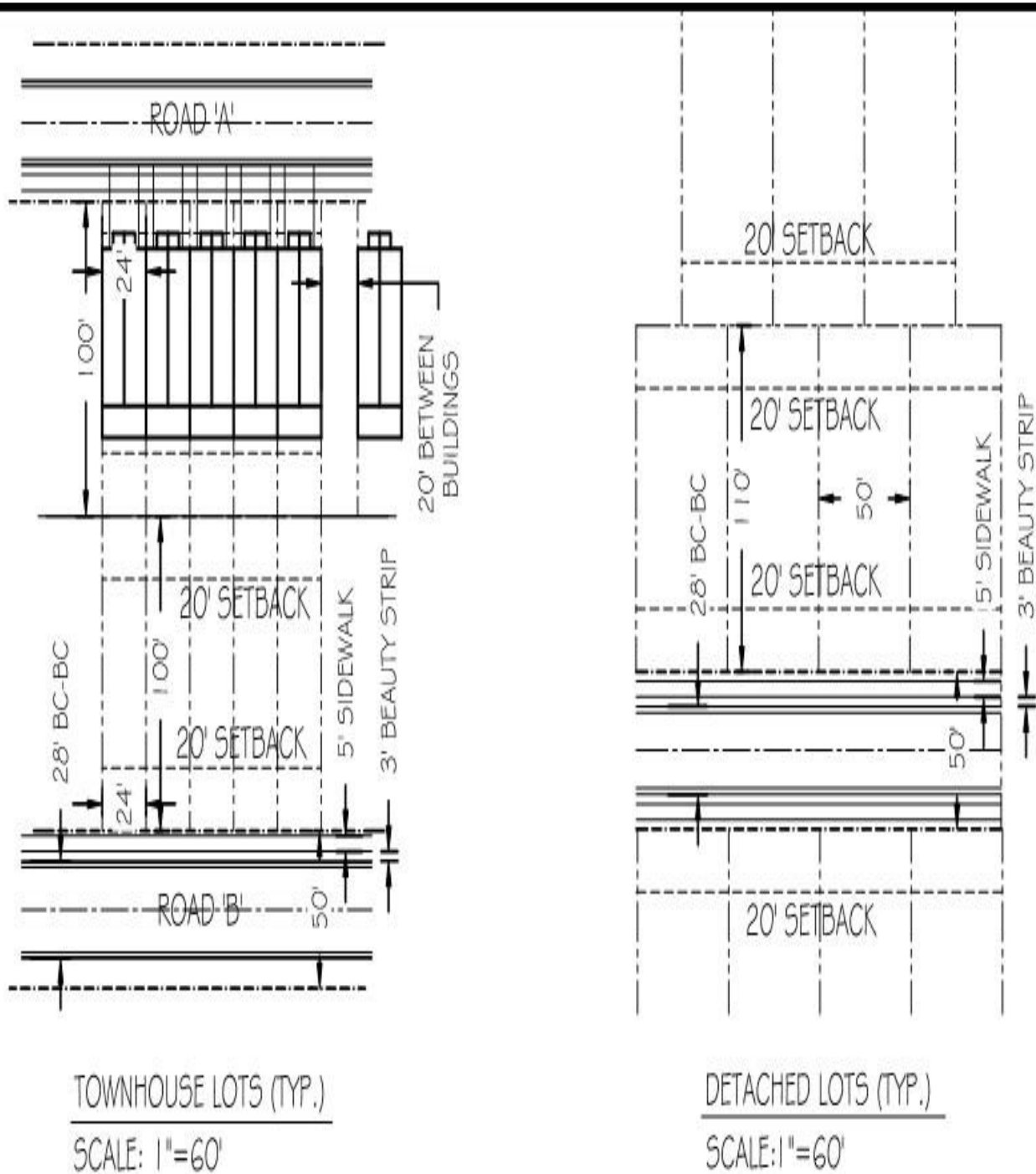
CONCEPTUAL SITE PLAN—ENLARGED



SITE DATA FROM CONCEPTUAL SITE PLAN

SITE DATA	
SITE AREA	79.02 ACRES
ZONING	
EXISTING ZONING	C-3
PROPOSED ZONING	PUD
ZONING JURISDICTION	STOCKBRIDGE
USE CALCULATIONS	
LOTS	312 TOTAL
TOWNHOME LOTS	128
DETACHED LOTS	184
ALLOWABLE DENSITY	PER CONCEPT PLAN
PROPOSED DENSITY	3.95 LOTS/ACRE
OPEN SPACE CALCULATIONS	
REQUIRED OPEN SPACE	20% (15.80 ACRES)
PROPOSED OPEN SPACE	42.6% (33.63 ACRES)
SETBACK PROPOSED. NO REQUIREMENTS FOR PUD	
FRONT SETBACK	20 FEET
SIDE SETBACK	5 FEET
REAR SETBACK	20 FEET
CORNER SIDE	5 FEET
TYPICAL LOT	
TOWNHOMES	24' WIDE BY 100' DEEP
DETACHED LOTS	50' WIDE BY 110' DEEP
GUEST PARKING	
OFF STREET GUEST PARKING	91 SPACES
PARKING CALCULATIONS TOWNHOMES	
REQUIRED	2.25 SPACES/UNIT = 288 SPACES
PROPOSED (2 IN DRIVEWAY)	128(2) = 256 SPACES
PARKING CALCULATIONS DETACHED LOTS	
REQUIRED	2 SPACES/UNIT = 368 SPACES
PROPOSED (2 IN DRIVE)	184 (2) = 368 SPACES
TOTAL PARKING REQUIRED = 656 SPACES	
TOTAL PARKING PROVIDED = 715 SPACES	

LOT SPECIFICATIONS PER CONCEPTUAL SITE PLAN



VII. ANALYSIS OF REQUEST

The applicant requests a **Rezoning** under Section 9.2.1(C) of the City of Stockbridge's Unified Development Code (UDC). The Planning Commission and the City Council shall consider the following nine (9) standards in considering any proposal that would result in a change to the text or map of the UDC, giving due weight or priority to those factors that are appropriate to the circumstances of each proposal.

STANDARD #1--Consistency with the Comprehensive Plan.

The applicant proposes the development of multiple-story townhomes as part of a planned development. However, these types of uses would not be consistent with the small, low-intensity types of community-oriented uses which the Low-Density Vertical Mixed-Use designation calls for. The applicant has therefore requested that the future land use designation of the subject property be changed to 'High-Density Residential', which permits the proposed uses. This request is the subject of the separate Comprehensive Plan Amendment Application #CP-2023-04.

The High-Density Residential designation allows 6 to 16 units per acre, yet the applicant is only proposing to provide a density of 3.94 units per acre, which falls well below this range. However, the applicant may not apply for the 'Medium-Density Residential' designation because it only allows a maximum of 3.6 units per acre, which is slightly less than the applicant's proposed density of 3.94 units per acre. Therefore, the High-Density Residential designation is the appropriate request. It would also be compatible with the adjacent High-Density Residential area to the east, where the existing Northbridge Crossing Subdivision off Walter Way is located.

STANDARD #2 -- The relation that the proposed rezoning amendment bears to the purpose of the overall zoning scheme with due consideration given to whether or not the proposed change will help carry out the purposes of the City of Stockbridge Unified Development Code (UDC).

The applicant proposes to rezone the subject property from its existing 'C-3' (Heavy Commercial) district to the 'PUD' (Planned Unit Development) District. The purposes/intents of the C-3 and PUD districts, according to the Stockbridge UDC, are provided below.

C-3 District Intent / Purpose (from Section 2.4.10 of the UDC):

The intent of the C-3 district is to provide distinct areas for commercial activities which provide products and services that require locations along major arterial roads, highway intersections, and freeway interchange areas, due to their generation of heavy traffic or their need to transport and display heavy bulk materials, and which provide services that would not be appropriately located in areas providing neighborhood or other commercial retail and service activities. Uses in this district shall be located on roads having a minimum classification of major arterial.

PUD District Intent / Purpose (from Section 2.4.13 of the UDC):

The intent of the Planned Unit Development district is to: 1) Allow the development of balanced neighborhoods containing physical, economic, and social assets which are difficult to achieve through the traditional separation of use and density zones; 2) Provide an appropriate district for mixed-use developments; and 3) Allow flexibility in design for environmentally challenged properties.

The property's current C-3 district classification does not allow for the proposed mixed residential uses, while the applicant's requested PUD district allows mixed-use developments and flexibility in design for properties such as the subject property which have creeks, wetlands, and other environmentally-challenged features. The flexibility in design which the PUD district offers also allows the applicant to protect the existing natural resources on the property.

Section 1.4 of the UDC lists several purposes and intents which the UDC aims to accomplish. Among them, the ones that are listed below are of particular relevance to this rezoning proposal.

- A. Promote the health, safety, aesthetics, convenience, order, prosperity, and general welfare of the present and future residents of the City of Stockbridge;
- F. Prevent the overcrowding of land, avoiding both undue concentration of population and urban sprawl;
- I. Encourage the most appropriate and best use of land, buildings, and other structures throughout the City;

Considering the first two UDC intents and purposes above, the proposed mixed residential development may not be the most appropriate use for the subject property. The construction of 183 more single-family detached dwellings in this area could be viewed as overpopulation and urban sprawl due to 1) the presence of the existing Northbridge Crossing Subdivision and other subdivisions immediately to the east; and 2) the fact that the City Council has just approved (on June 12, 2023) Rezoning Case #RZ-2022-05 for the rezoning of 276.91 +/- acres on the south side of the subject property for the development of 1,347 total units (including single-family detached, townhomes, and senior housing units). The latter will be a major residential development, and the need for even more housing in this area is questionable. The existing residents in this area might feel overwhelmed by the coming of so many more new residents. As such, their prosperity and general welfare might decline.

The proposed mixed residential development might also not be the best use of the subject property. There are few remaining large properties within the Stockbridge City Limits which could be used for major commercial uses, and the subject property has ideal visibility from Interstates 75 and 675 for any community- or regional-serving commercial uses which could currently locate there under the existing C-3 zoning. Such uses might

include hotels, shopping centers, arenas, public buildings, and office parks. Even though current market conditions might not be favorable for such uses, whenever market conditions become more conducive, large C-3-zoned properties must be available, or else the City of Stockbridge might lose the opportunity to attract major economic development uses to the City. These uses were called for by both the LCI Study and the Reeves Creek I DRI rezoning. The LCI Study even identified the subject property as being the focus of an “I-75 Activity Center”, to become a major employment center for the City.

For these reasons, the proposed rezoning and residential development of the subject property would not carry out the best intents and purposes of the UDC.

STANDARD #3 -- Potential positive effects of the rezoning amendment on the character of the proposed zoning district, a particular piece of property, neighborhood, a particular area, or community.

The requested rezoning of the subject property to allow for the proposed mixed-residential development may be beneficial to the area by allowing the continuation of further residential development rather than some other type of use, which the existing residents of Northbridge Crossing are likely to be in favor of. If additional housing is needed in this area, besides the existing subdivisions and the 1,347 residential units to the south which were just approved via RZ-2022-05, then the subject property and the proposed development offer the opportunity to provide it.

STANDARD #4 -- The physical conditions of the site relative to its capability to be developed as requested, including topography, drainage, access, and size and shape of the property.

The subject property is traversed by a creek and its adjoining stream buffer, undisturbed buffer, and impervious setback, which all limit the amount of buildable area on the site. The City of Stockbridge’s existing lift station is also present near the southeastern corner of the property. Although the applicant has designed the site such that the proposed residential uses would avoid those areas, no environmental impact study has been submitted to the City.

Due to the presence of Reeves Creek, the required buffers would need to be provided and maintained. The site plan should adequately label the locations of these buffers.

The submitted site plan shows that the proposed development would have its main access of Davidson Parkway, with a secondary access to be located off Walter Way. For such a large site, a third access is desirable and needed to connect with the property to the south. Such access should be located close to the Drive Time property, and a “stub-out” should be shown on the site plan for that purpose.

STANDARD #5 --The impact upon adjacent property owners should the request be granted.

The proposed single-family detached homes would be a continuation of the existing single-family detached subdivision along Walter Way and the adjacent streets, so it would not be an adverse type of land use. The proposed townhomes, though, would represent the introduction of a new type of land use to the area. They would be accessed directly from Davidson Parkway, however, so traffic from them would most likely not impact the adjacent residential streets.

STANDARD #6 -- The potential impact of the rezoning on City infrastructure including water and sewage system.

The applicant has submitted a letter from the City's Public Works Department, which was dated August 2, 2023. It states that water and sewer services are available to serve the proposed development, but that the City will extend the reservation for capacity for one year after that date. Moreover, construction plans must be submitted to Public Works before six months prior to that date, or else the reservation for capacity will expire.

STANDARD #7 -- The impact of the proposed amendment on adjacent thoroughfares and pedestrian and vehicular circulation and traffic volumes.

The applicant has not mentioned whether a traffic impact study is forthcoming, but it is highly desirable. The addition of a substantial volume of traffic from the proposed residential development may require the installation of a traffic light on Davidson Parkway, and some other improvements to Davidson Parkway itself.

The fact that the proposed development would not include a new roadway extension of Davidson Parkway through the subject property to connect with the property to the south is disappointing. Such an extension was planned by the Reeves Creek I DRI, which called for the creation of a "Reeves Creek Parkway" to go through the subject property, travel alongside Interstates 75 and 675, and ultimately connect with Walt Stephens Road, with possibly a new interstate interchange to be built there. To allow the proposed development would be the loss of that opportunity.

STANDARD #8 -- The merits of the requested change in zoning relative to any other guidelines and policies for development, which the Planning Commission and City Council may use in furthering the objective of the comprehensive plan.

As was previously mentioned, the Comprehensive Plan encourages the development of commercial nodes throughout the City, and the LCI Study in particular recommended the development of the subject property as the focus for a commercial node to serve as an employment center. The approved Reeves Creek DRI I then recommended specific types of major commercial uses to be located on the subject property. Such commercial uses

would be a much better use of the subject property in serving as an employment center, generating economic development revenues for the City, and providing valuable services to the general public. Thus, the City needs to be able to provide major commercial uses, and suitable sites for such uses must be available. The subject property represents a rare opportunity to meet those objectives.

STANDARD #9 -- The ability of the subject land to be developed as it is presently zoned.

The subject property can and should be developed according to its present zoning of C-3, in furtherance of the City's objectives of promoting economic development in general and providing for the development of major commercial uses in particular. The visibility of the property from Interstates 75 and 675 is ideal for major commercial uses. For passing motorists, the property could serve as a visual gateway into the City. The property also offers access from one of the City's major arteries, Highway 138, via Davidson Parkway, from which an improved Davidson Parkway could serve commercial development on the property.

VIII. STAFF CONCLUSIONS

As a result of the foregoing analysis, the Planning and Zoning Staff concludes that the applicant's request to rezone the subject property from 'C-3' (Heavy Commercial) to 'PUD' (Planned Unit Development) via RZ-2023-05 to allow for the proposed mixed residential development would not be in the best interests of the City of Stockbridge for the following reasons:

1. Rationale for Additional Residential Uses in the Vicinity--Although the Comprehensive Plan encourages the development of more housing, several large residential developments have already been approved by the City of Stockbridge over the last few years. In particular, the Reeves Creek II development was just approved on June 12, 2023 for a total of 1,347 new residential units to be built immediately south of the subject property. The need for the addition of even more residential uses on the subject property is questionable.
2. Inconsistency with Major Plan Recommendations --The proposed mixed residential development would not meet the recommendations of the Comprehensive Plan, the LCI Study, nor the Reeves Creek I DRI rezoning, which all called for the development of major commercial uses on the subject property in lieu of further strip commercial development elsewhere in the City.
3. Not the Best Use of the Property -- The proposed mixed-residential development would not be the best use for the subject property since it would deprive the City of the opportunity to use the property for much more community-serving major commercial uses. The subject property is one of the few remaining large tracts of land which exist in the City, and it represents a unique opportunity to provide major services and

facilities to benefit the general public, which may not be possible elsewhere in the City. Although current market conditions might not be favorable for the development of major commercial uses, the subject property should be available for commercial development for whenever market conditions improve.

4. Scarcity of Large Commercially-Zoned Tracts of Land -- Few large commercial developments have been approved by the City in recent years, and the subject property is one of the last remaining large tracts of land where large commercial uses could be located. The property is ideally located for visibility from Interstates 75 and 675. In addition, the subject property could be developed as a continuation of the motel and restaurant uses that are found along Davidson Parkway to the north, within Clayton County, where they could serve the traveling public off Highway 138.

For the reasons above, the applicant's rezoning request via RZ-2023-05 should be **denied**.

VI. STAFF RECOMMENDATIONS

In view of the aforementioned conclusions, the Planning and Zoning Staff recommends **DENIAL** for this rezoning case (RZ-2023-05). However, if the Stockbridge City Council decides to approve this case, such approval should be contingent upon the developer meeting the **ZONING CONDITIONS** that are listed below.

1. **Comprehensive Plan Amendment --** The rezoning shall not be approved unless the applicant's requested Comprehensive Plan Amendment, via CP-2023-04, to change the subject property's future land use designation from Low-Density Vertical Mixed-Use to High-Density Residential is approved before, or simultaneously with, the approval of RZ-2023-05.
2. **Parcel Recombination --** No permits shall be issued by the City of Stockbridge until the developer provides to the Planning and Zoning Office a copy of the recorded plat for the recombination of the three parcels comprising the subject property.
3. **Site Plan --** The proposed mixed-residential development shall be constructed according to a design which is similar to the one that is shown on the applicant's submitted site plan, entitled "Concept Plan: Northbridge 2", which was prepared by Bowman Consulting Group, Ltd. on July 27, 2023. Further, the revised site plan shall show a 25-foot buffer along the western side of the property.
4. **Water and Sewer Availability --** The developer shall submit construction plans to the Stockbridge Public Works Department by the six-month point prior to August 2, 2024 in order to take advantage of that office's reservation of water and sewer capacity to serve the proposed development.

5. **Transportation and Traffic Impacts** – The applicant shall submit a traffic impact study which provides satisfactory traffic and transportation data; and the applicant shall provide the appropriate needed transportation and traffic improvements, in conjunction with officials from the City of Stockbridge, Henry County DOT, and Georgia DOT.
6. **Environmental Impacts** – The developer shall submit an environmental impact study or hydrology / geology study which provides satisfactory environmental data; and the applicant shall take appropriate steps to preserve/protect the existing natural resources on the subject property and prevent the occurrence of any adverse environmental impacts.
7. **Landscape Design** -- The developer shall submit an acceptable landscape design plan for the proposed development during the plan review process for a land disturbance permit.
8. **Preservation of the City's Lift Station** – The developer shall take appropriate steps to preserve and protect the City's existing lift station on the subject property, such as providing appropriate buffering and ensuring the clear access to the lift station facilities.
9. **Architectural Design** – The architectural design of the single-family detached units which are to be located along and close to Walter Way shall be similar to the architectural design of the existing homes along Walter Way.
10. **Homeowners' Association** – The developer shall establish a homeowners' association or property management company, or separate ones for the single-family detached subdivision and the townhome community, to maintain the subject property, the streets, and the project amenities.

Presentation For RZ-2023-05:

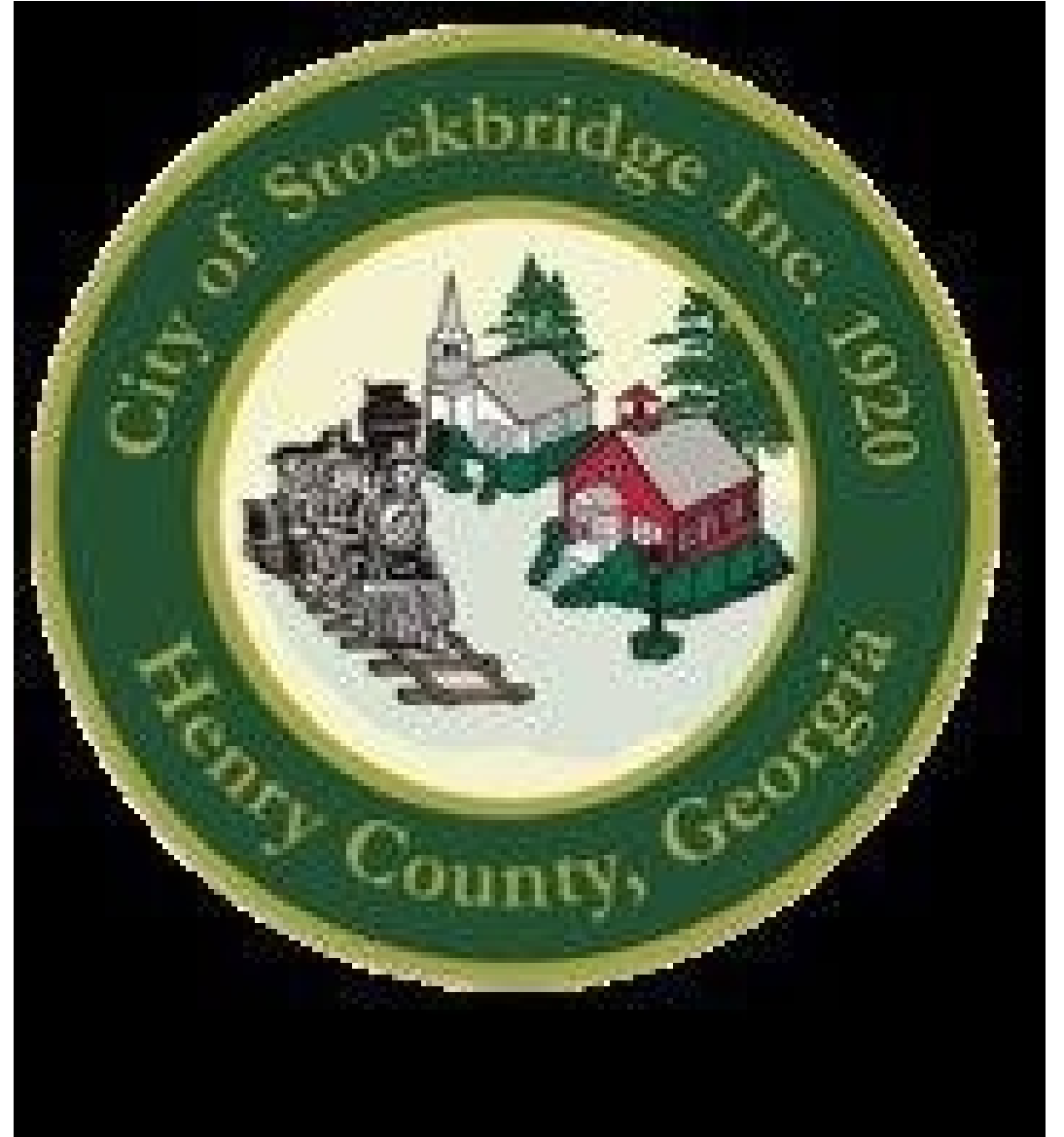
Comprehensive Plan Amendment
For the Proposed “Northbridge
Crossing II” Mixed Residential
Development on Three Parcels at
Davidson Parkway
And Walter Way

Presented To:

Planning Commission – Sept. 28, 2023
City Council --
Dec. 11, 2023 & May 13, 2024

By:

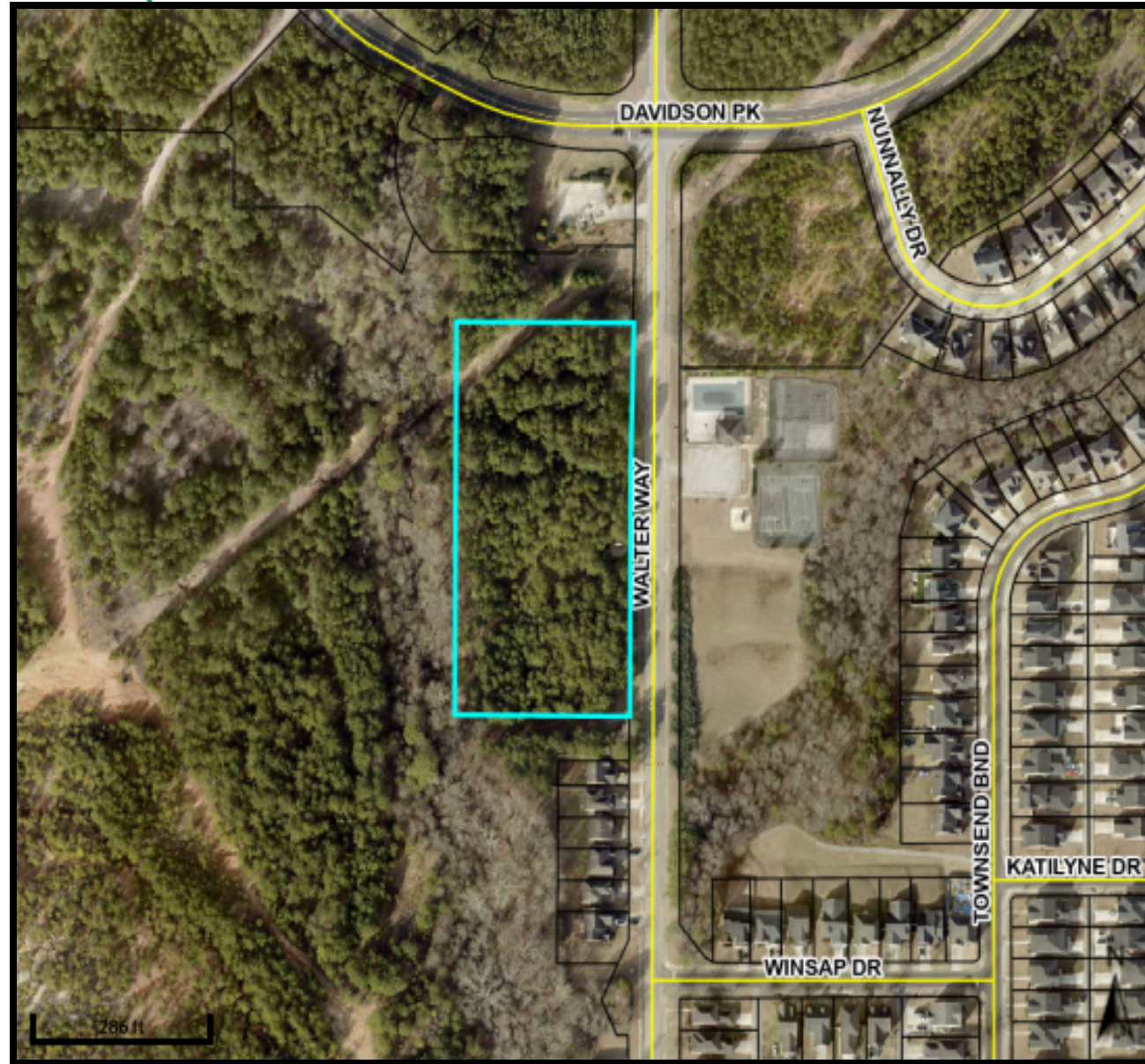
City of Stockbridge Community
Development Department –
Linda Logan, Senior Planner



**AERIAL PHOTO #1: LARGE PARCEL ON WALTER WAY
(Parcel #030-01009000 with 73.859 +/- Acres)**



AERIAL PHOTO #2: SMALL PARCEL ON WALTER WAY
(Parcel #030-01009005 WITH 3.636 +/- Acres)



AERIAL PHOTO #3: SMALL PARCEL ON DAVIDSON PARKWAY
(Parcel #030-01009006 with 1.369 +/- Acres)

6



CITY OF STOCKBRIDGE 2023 ZONING MAP

KEY:

Red—C-3 (Heavy Commercial)

Salmon – C-2 (General Commercial)

Pink – C-1 (Neighborhood Commercial)

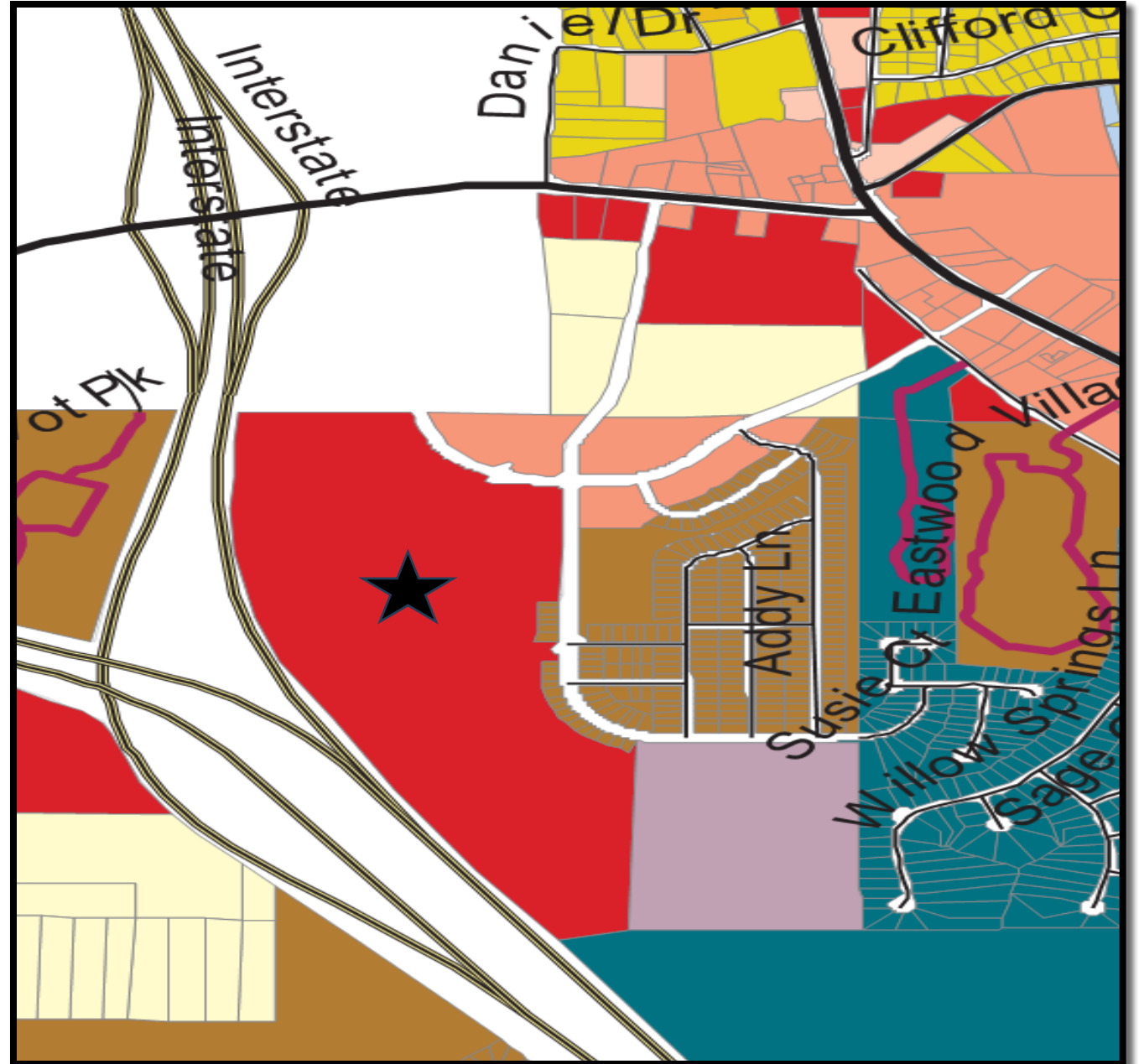
Lavender—LI (Light Industrial)

Pale Yellow—RR (Rural Residential)

Gold—SR (Suburban Residential)

Brown--MFR (Multiple Family Residential)

Teal—PUD (Planned Unit Development)



CITY OF STOCKBRIDGE 2023 FUTURE LAND USE MAP

(Subject property is shown with a star.)

KEY:

Peach—Low-Density Vertical Mixed-Use

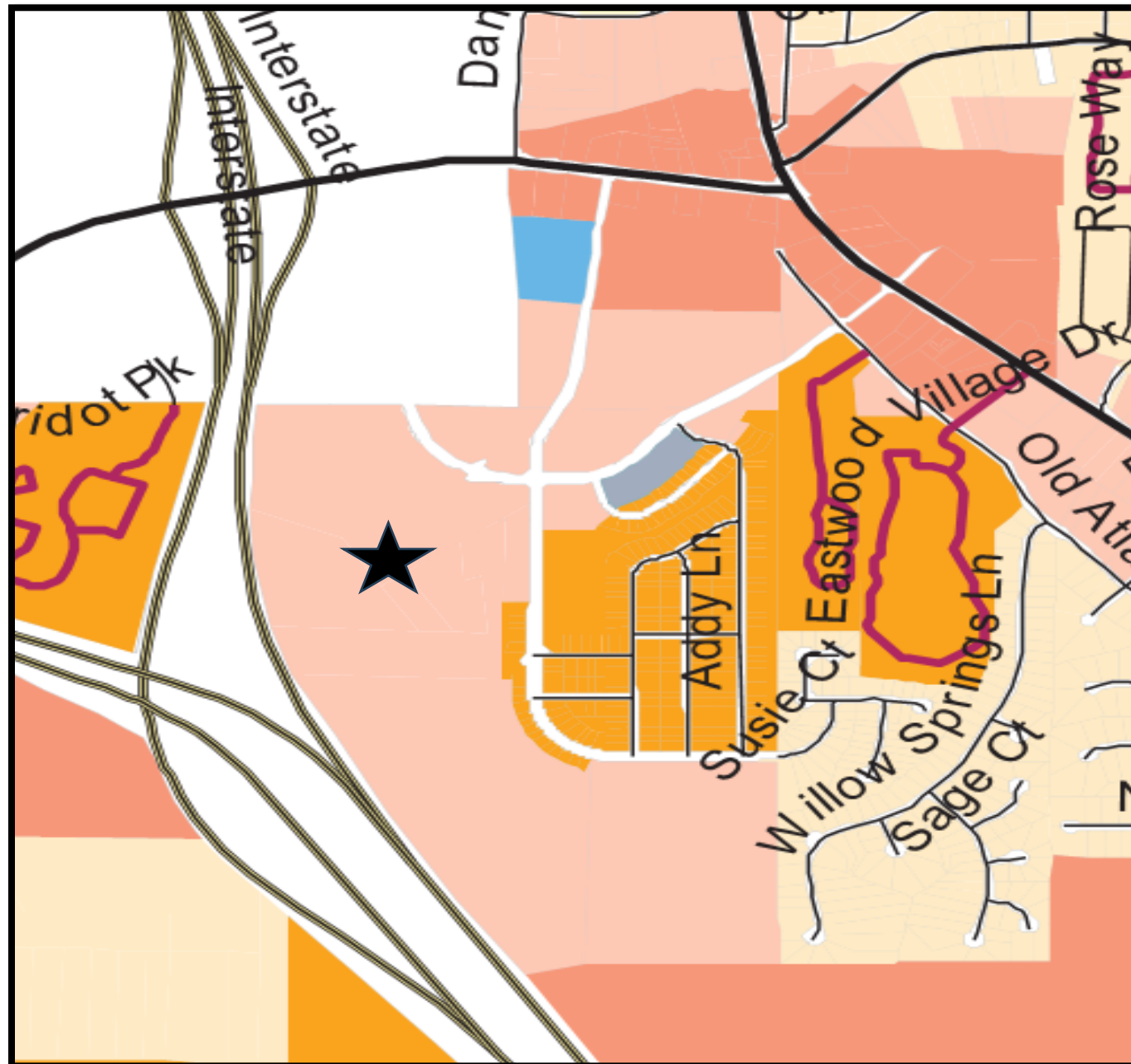
Salmon—Medium-Density Vertical Mixed-Use

Orange—High-Density Residential

Beige—Medium-Density Residential

Slate—Light Industrial

Blue—Office-Institutional



CASE FACTS (Slide #1)

Proposed Development:	Mixed residential development with 312 total units (184 single-family detached dwellings and 128 townhomes).
Applicant:	D. R. Horton, Inc., represented by Tiffany Hogan.
Site Address:	Three parcels at Davidson Parkway and Walter Way, with 79.16 +/- total acres.
Parcel ID and Acreage:	~ <u>Large Parcel on Walter Way</u>—Parcel #030-01009000 with 73.859 +/- acres. ~ <u>Small Parcel on Walter Way</u>—Parcel #030-3.636 with 3.636 +/- acres. ~ <u>Small Parcel on Davidson Parkway</u>—Parcel # 030-01009006 with 1.369 +/- acres.
District and Land Lot:	District 12, Land Lot 57.
Owner:	GDCI GA 6LP
Property Location:	In Council District 2, on the south side of Davidson Road and the west side of Walter Way.
Current Use:	Vacant, except for a City-owned lift station..

CASE FACTS (Slide #2)

Surrounding Uses:	~ <u>North</u>—Vacant land. ~ <u>Northwest</u>—Clayton County. ~ <u>South</u>—Vacant land, recently approved by the City (via CP-2022-04, RZ-2022-05, and DRI #3799) for a major mixed-use development off Flippen Road. ~ <u>Southeast</u>—Automobile refurbishing business (Drive Time). ~ <u>East</u>—Northbridge Crossing I Subdivision. ~ <u>West</u>—Interstates 75 and 675.
Existing & Proposed Zoning:	From 'C-3' (Heavy Commercial) to 'PUD' (Planned Unit Development). The property also lies within the Parkway Mixed-Use Overlay District.
Surrounding Zoning:	~ <u>North</u>—LI (Light Industrial), RR (Rural Residential), SR (Suburban Residential), and C-3 (Heavy Commercial). ~ <u>South</u>—SR (Suburban Residential) and DT (Downtown). ~ <u>East</u>—DT (Downtown District), C-1 (Neighborhood Commercial), C-2 (General Commercial), C-3 (Heavy Commercial), and MFR (Multiple Family Residential). ~ <u>West</u>—SR (Suburban Residential).

CASE FACTS (Slide #3)

Existing and Proposed Future Land Use Designation:	From 'Low-Density Vertical Mixed-Use' to 'High-Density Residential'.
Property Conditions:	The large parcel has roughly three-fourths of a mile of frontage along Interstates 75 and 675. It contains Reeves Creek near the eastern boundary; about 10.5 acres of "Restricted Use Commercial"; and a lift station which is owned by the City of Stockbridge, with an easement access off Walter Way. The property is mostly level and wooded. Due to its lack of access from the south and west, it is viewed as being landlocked.

PURPOSE

Applicant's Request -- Consider a Rezoning application (#RZ-2023-05) by D. R. Horton, Inc. (represented by Tiffany Hogan, JD) to rezone three parcels at the southwest corner of Davidson Parkway and Walter Way from C-3 (Heavy Commercial) to 'PUD' (Planned Unit Development) to allow for the construction of a mixed residential development.

Applicant's Proposal (per the most recent site plan, received on 12/08/23) -- Construction of 296 total units, including 168 single-family detached dwellings and 128 townhomes.

Companion Applications:

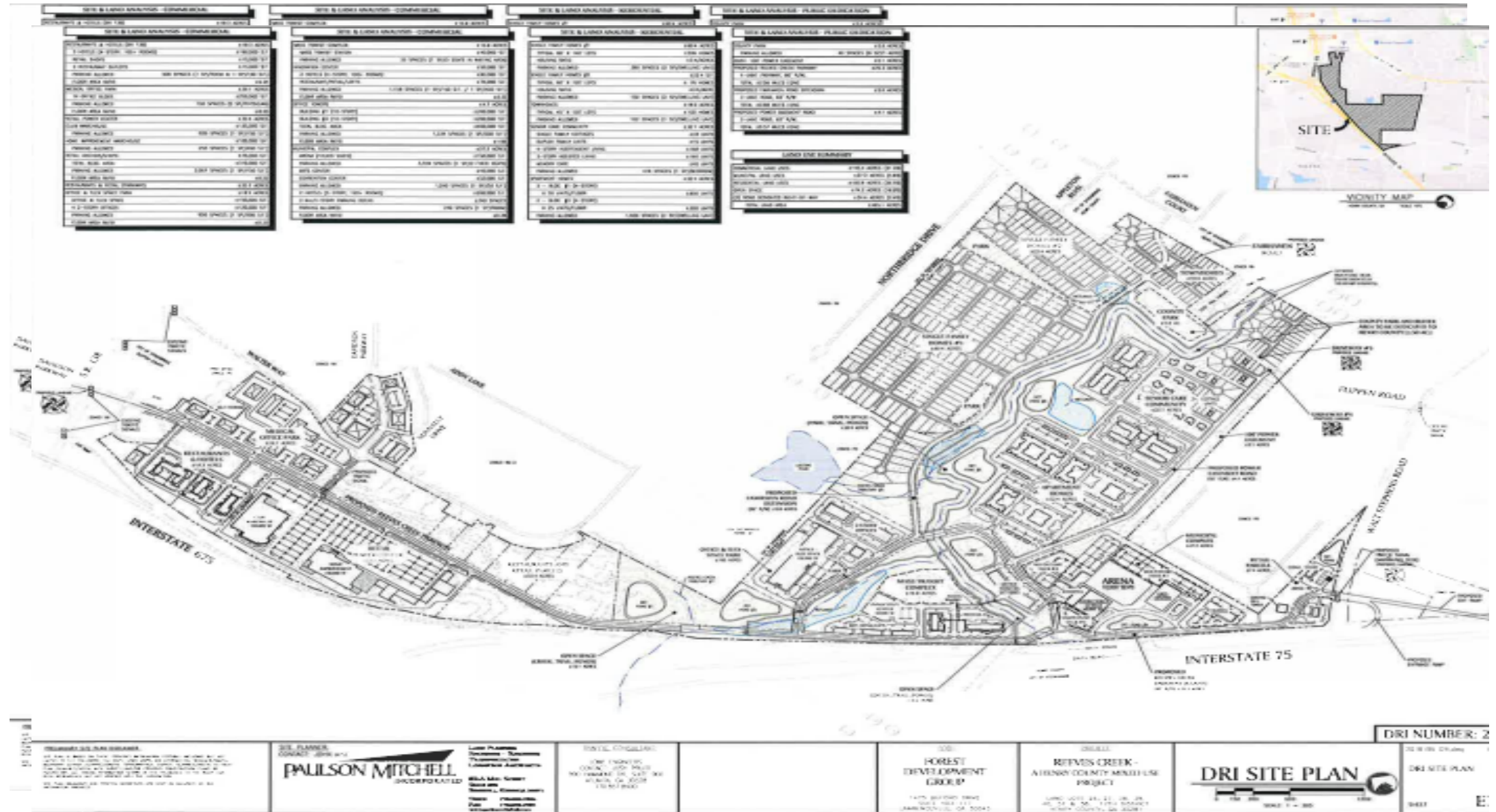
- 1. Comprehensive Plan Amendment Case #RZ-2023-04)** – The applicant requests that the property's current future land use designation be changed from 'Low-Density Vertical Mixed-Use' to 'High-Density Residential'.
- 2. A Recombination Case --** The applicant would also need to apply for a recombination of the three parcels into one parcel if and after the requested rezoning is approved as part of the land disturbance permit approval process.

ZONING HISTORY (Slide #1)

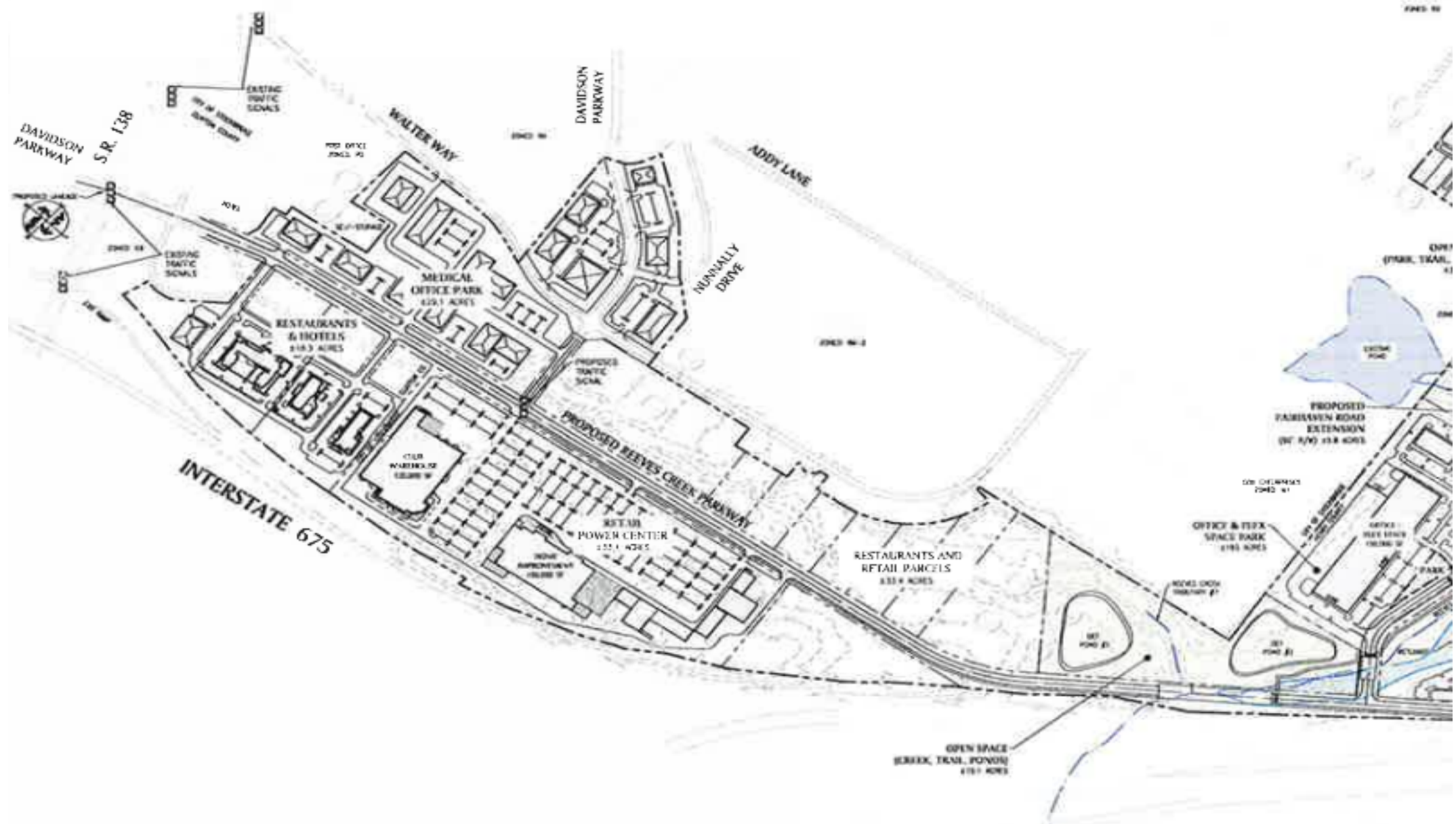
Multiple Rezoning Cases for Subject Property and Adjacent Properties to the East and South:

- 1. Multiple rezonings for Northbridge Crossing Development –** A portion of the subject property was rezoned in 2003 to ‘RM-3’ for a condominium development. Applicant: DRA Development.
- 2. Northbridge Crossing DRI #284 review –** Was approved for residential, office, and commercial uses. Led to the development of the existing Northbridge Crossing Subdivision.
- 3. Development Agreement for Northbridge Crossing --** Was prepared in 2003 and had four amendments.
- 4. Rezoning Case #RZ-09-12-S --** Rezoned the subject property to C-3 for commercial, retail, and office uses. The applicant was DRA Development, Inc.
- 5. Reeves Creek I DRI #2996 review –** The subject property plus acreage in Henry County and Clayton County was rezoned in 2019 for a major mixed-use development.
 - a. Subject Property –** Was to contain a retail power center, a club warehouse, restaurants, and retail establishments.
 - b. Properties to the Northeast –** Were to be developed with a medical office complex.
 - c. Henry County Acreage to the South –** Larger uses were to be developed, including a mass transit complex, an arena, a convention center, a municipal complex, retail and office uses, a county park, a senior care community, and an apartment community.
 - d. Clayton County Acreage to the North –** Was to include hotels and restaurants.
 - e. New Roadway --** A new roadway, “Reeves Creek Parkway”, was to be constructed through the center of the site, providing north/south access from Davidson Parkway to Walt Stephens Road.

REEVES CREEK | DRI REZONING—APPROVED SITE PLAN



REEVES CREEK I DRI REZONING—SITE PLAN ENLARGEMENT



ZONING HISTORY (Slide #2)

(Multiple Zoning Cases, Continued)

6. Davidson Parkway DRI #3309 – In 2021, EastGroup Properties, LP proposed to develop a “business distribution center” on the subject property, to contain five buildings with multiple office/warehouse uses. The City Council voted to deny CP-2021-01 and RZ-2021-01 on the grounds that the proposed industrial uses were incompatible with the surrounding land uses, and that the excessive amount of truck traffic would be unacceptable for this neighborhood.
7. Reeves Creek II DRI #3799 – On July 10, 2023, the Stockbridge City Council approved a request by Vista Realty Partners for a major rezoning (via CP-2022-04 and RZ-2022-05) for 276.91 acres of land located immediately south of the subject property (annexed into the City last year) for a PUD development to contain 1,347 housing units plus some small commercial uses.

FUTURE DEVELOPMENT PLANS

1. COMPREHENSIVE PLAN (2018-2038):

- a. Current Land Use Designation -- “Low-Density Vertical Mixed-Use”, which is intended for commercial / retail areas along various corridors and intersections to mainly serve the residents of the surrounding residential neighborhoods, but which should maintain a community orientation.
- b. Incompatibility of Proposed Use – The proposed mixed residential project would not be compatible with this designation since its uses would be very different and they would be internally-focused rather than community-focused.
- c. Need for a Comprehensive Plan Amendment – This is required to assign a more suitable land use designation to the subject property. Due to the proposed density of the proposed development, the new land use designation would need to be High-Density Residential, which is the subject of the applicant’s request via CP-2023-04.

2. LIVABLE CENTERS INITIATIVE (LCI STUDY) – This was a study of the City’s future growth potentials.

- a. “I-75 Activity Center” – Was to include the subject property as the focus of a major employment center with mixed uses, including Class A office space, hotels, retail uses, high-quality multifamily, senior housing, and park space.
- b. New North / South Roadway – Was to be constructed through the subject property to connect with Flippen Road, with non-residential uses being located on the western side, adjacent to I-75 and I 675, and high-quality multi-family and senior housing uses being located on the eastern side.

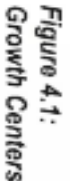


Figure 4.1:
Growth Centers

LCI STUDY—SUBJECT PROPERTY AREA



LCI STUDY—I-75 ACTIVITY CENTER LAND USES

The LCI Study envisioned the I-75 Activity Center as becoming a major employer center for the City of Stockbridge and North Henry County. This could occur with the development of the following land uses:

Blue --1.0-1.5 million square feet of Class A office space adjacent to a new north / south roadway connecting to Flippen Road.

Purple — 2 full-service hotels.

Red — 250,000 – 300,000 square feet of retail space adjacent to I-75.

Yellow — 750-1,000 units of high-quality multifamily.

Turquoise — 300-500 units of senior housing or assisted living.

Yellow and Brown — 1,500 housing units.

Green — 20-25 acres of parks.

White — Long-term parking decks along I-75.

PROPOSED DEVELOPMENT—Slide One

A. Project Description:

- ~ Land Uses (per the most recent site plan, received on 12/08/23) -- 296 residential units, with 168 single-family detached homes and 128 townhomes.
- ~ Density -- 3.95 units per acre on 79.16 +/- total acres.
- ~ Property -- Contains three parcels (a large parcel and two very small parcels), which would need to be combined into one parcel.
- ~ Homeowners' Association -- Would be established.

B. Site Plan Design:

- ~ Site Plan -- Entitled "Concept Plan: Northbridge 2", prepared by Bowman Consulting Group, Ltd. on July 27, 2023, received on 12/08/23.
- ~ Access -- The main access street would be off Davidson Parkway, a secondary access street would be off Walter Way, and a future third access could be provided through an easement from the southeast corner of the property.
- ~ Component Locations -- A few single-family detached units would be located along Walter Way, and the remainder would be located between Reeves Creek and Interstates 75 & 675. The townhomes would be located in the northern area of the development site, to be accessed from Davidson Parkway. Amenities would be located near the center of the site.
- ~ Parking -- All of the townhome units would have three bedrooms or more, and the UDC requires 2.25 parking spaces each for them. With 128 townhomes, 288 parking spaces are required. Single-family detached homes are required to have 2.00 parking spaces per unit. With 184 units, 368 parking spaces are required for them. The applicant would provide all of these spaces, plus 91 guest and amenity spaces. The parking requirements would thus be met.

PROPOSED DEVELOPMENT—Slide Two

(Site Plan Design, Continued)

- ~ **Streets** – Would have 50-foot sidewalks and 3-foot “beauty strips” (for landscaping) on both sides.
- ~ **Amenities** – Would be located near the center of the site. Would include a clubhouse, a pool, a playground, and four pickleball courts. Several pocket parks would also be located throughout the site.
- ~ **Open Space** – The site would contain 33.63 acres (42.60 percent of the site) of open space, compared to the 15.80 acres (20 percent) which are required, thus exceeding the requirement.
- ~ **Buffers** -- A 55-foot Interstate buffer would be provided along the rights-of-way of Interstates 75 and 675, and the five billboard signs, plus their access easements, which are present within the Interstate rights-of-way would remain. No other buffers are shown on the site plan. A 25-foot buffer needs to be provided on the western side of the property.
- ~ **Typical Lot Specifications** – Lots for single-family detached homes would be 50 feet wide and 110 feet deep, while lots for the townhomes would be 24 feet wide and 100 feet deep. The setbacks would be 20 feet for the front yard setbacks, 5 feet for the side yard setbacks, 20 feet for the rear yard setbacks, and 5 feet for the corner side setbacks. This is shown in the “Lot Specifications” diagrams of the site plan.

DAVIDSON PARKWAY (R/W VARIED)

WALTER WAY (80' R/W)

INTERSTATE 75 LIMITED ACCESS HIGHWAY (R/W SHOWN)

INTERSTATE 675 LIMITED ACCESS HIGHWAY (R/W SHOWN)

SCALE: 1"=100'

SITE

TOWNHOUSE LOTS (SHP 1)

SCALE: 1"=20'

DETACHED LOTS (SHP 1)

SCALE: 1"=40'

DETACHED LOTS (SHP 1)

SCALE: 1"=40'

DETACHED LOTS (SHP 1)

SCALE: 1"=40'

DETACHED LOTS (SHP 1)

SCALE: 1"=40'

DETACHED LOTS (SHP 1)

SCALE: 1"=40'

DETACHED LOTS (SHP 1)

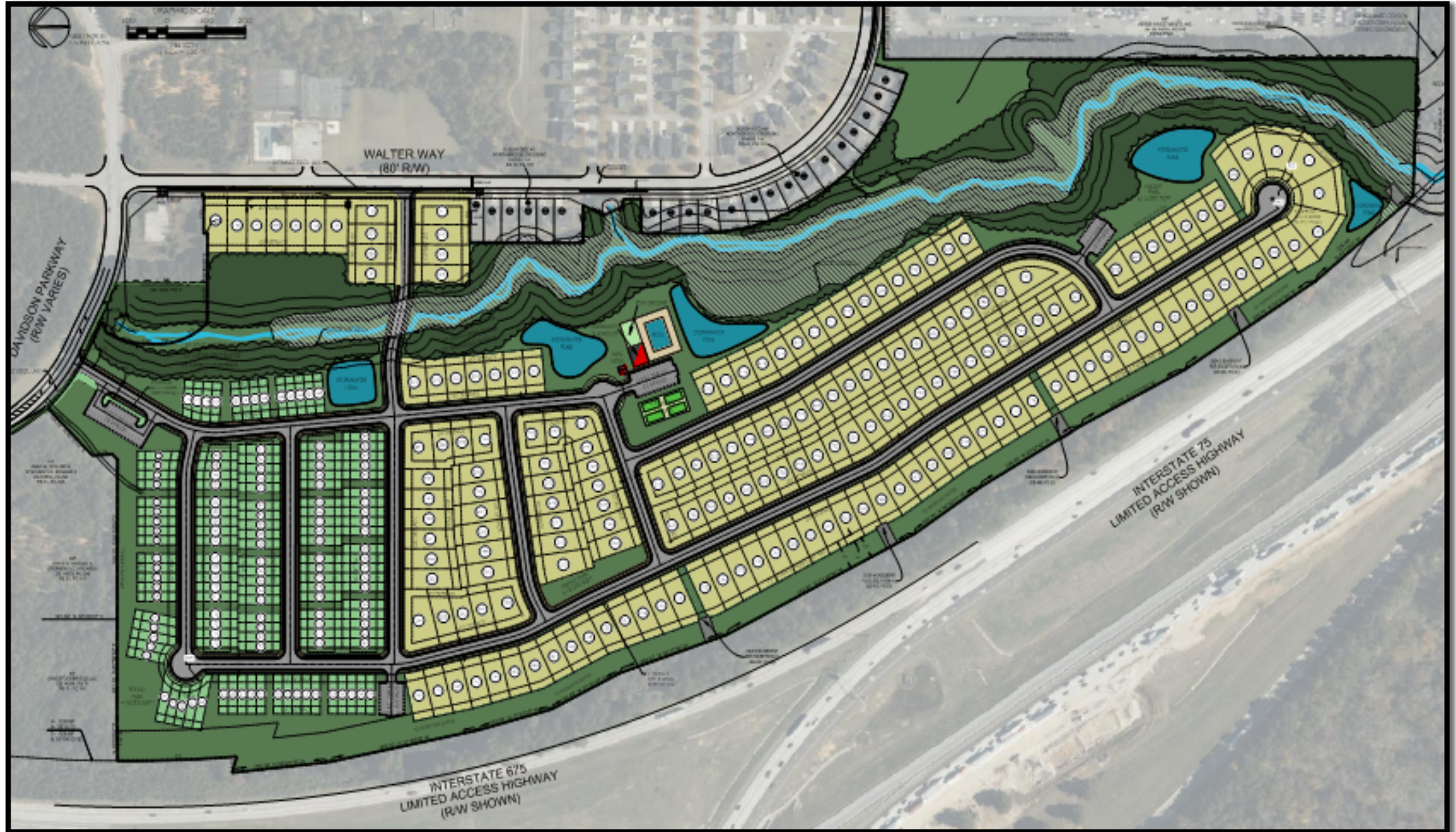
SCALE: 1"=40'

DETACHED LOTS (SHP 1)

SCALE: 1"=40'

NO.	DESCRIPTION	DATE	BY	CHECKED BY
1	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
2	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
3	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
4	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
5	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
6	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
7	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
8	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
9	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
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11	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
12	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
13	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
14	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
15	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
16	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
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49	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
50	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON
51	CONCEPT PLAN	10/1/2010	J. HORTON	J. HORTON

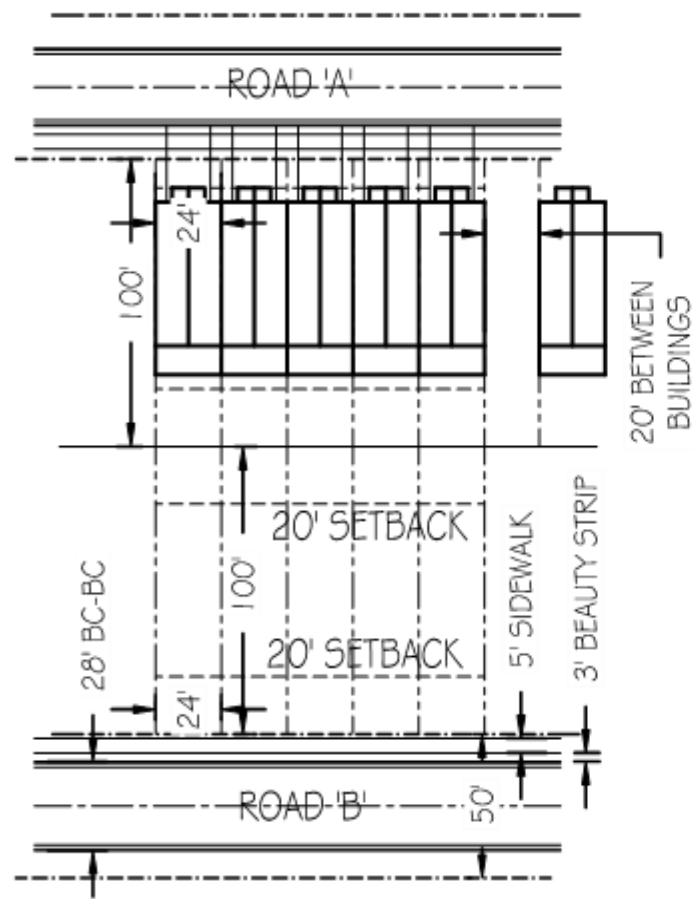
CONCEPTUAL SITE PLAN—ENLARGED (12/08/23)



SITE DATA FROM CONCEPTUAL SITE PLAN (12/08/23)

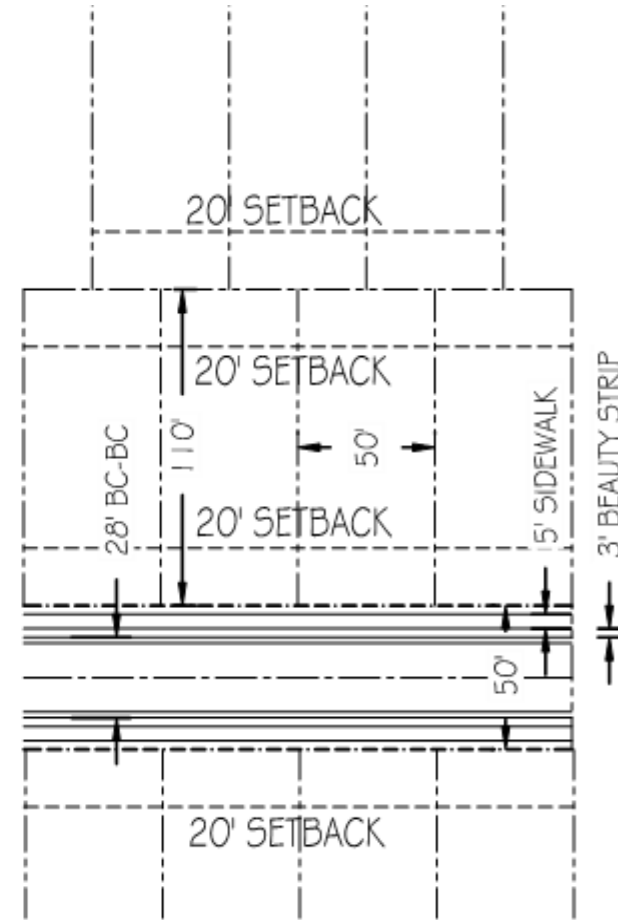
SITE DATA	
SITE AREA	79.02 ACRES
ZONING	
EXISTING ZONING	C-3
PROPOSED ZONING	PUD
ZONING JURISDICTION	STOCKBRIDGE
USE CALCULATIONS	
LOTS	296 TOTAL
TOWNHOME LOTS	128
DETACHED LOTS	168
ALLOWABLE DENSITY	PER CONCEPT PLAN
PROPOSED DENSITY	3.74 LOTS/ACRE
OPEN SPACE CALCULATIONS	
REQUIRED OPEN SPACE	20% (15.80 ACRES)
PROPOSED OPEN SPACE	45.9% (36.3 ACRES)
SETBACK PROPOSED. NO REQUIREMENTS FOR PUD	
FRONT SETBACK	20 FEET
SIDE SETBACK	5 FEET
REAR SETBACK	20 FEET
CORNER SIDE	5 FEET
TYPICAL LOT	
TOWNHOMES	24' WIDE BY 100' DEEP
DETACHED LOTS	50' WIDE BY 110' DEEP
GUEST PARKING	
OFF STREET GUEST PARKING	91 SPACES
PARKING CALCULATIONS TOWNHOMES	
REQUIRED	2.25 SPACES/UNIT = 288 SPACES
PROPOSED (2 IN DRIVEWAY)	128(2) = 256 SPACES
PARKING CALCULATIONS DETACHED LOTS	
REQUIRED	2 SPACES/UNIT = 336 SPACES
PROPOSED (2 IN DRIVE)	168 (2) = 336 SPACES
TOTAL PARKING REQUIRED = 624 SPACES	
TOTAL PARKING PROVIDED = 683 SPACES	

LOT SPECIFICATIONS FROM THE SITE PLAN



TOWNHOUSE LOTS (TYP.)
SCALE: 1"=60'

THERE ARE NO P.U.D.
SETBACKS REQUIRED.



DETACHED LOTS (TYP.)
SCALE: 1"=60'

ANALYSIS OF REQUEST – Page One

The UDC requires the evaluation of rezoning cases on the basis of nine (9) standards.

STANDARD #1--Consistency with the Comprehensive Plan.

Types of Uses -- The proposed multiple-story townhomes would not be consistent with the small, low-intensity types of community-oriented uses which the property's current Low-Density Vertical Mixed-Use designation calls for. The applicant has therefore requested the 'High-Density Residential' designation, which permits the proposed uses. This request is the subject of the separate Comprehensive Plan Amendment Application #CP-2023-04.

Density -- The applicant is only proposing to provide a density of 3.94 units per acre, which is slightly above the maximum density of 3.6 units per acre for the Medium-Density Residential designation. The applicant there must apply for High-Density Residential, which would be compatible with the adjacent High-Density Residential area to the east, which includes the existing Northbridge Crossing Subdivision off Walter Way.

STANDARD #2 -- The relation that the proposed rezoning amendment bears to the purpose of the overall zoning scheme with due consideration given to whether or not the proposed change will help carry out the purposes of the City of Stockbridge Unified Development Code (UDC).

Types of Uses and Site Design -- The property's current C-3 district classification does not allow for the proposed mixed residential uses, while the applicant's requested PUD district does, along with flexibility in design for the property's sensitive features, including Reeves Creek and its associated wetlands and buffers.

ANALYSIS OF REQUEST– Page Two

Compliance with UDC Purposes and Intent (from Section 1.4) – The proposed development would not comply with three of the stated UDC Purposes and Intent:

- A.** Promote the health, safety, aesthetics, convenience, order, prosperity, and general welfare of the present and future residents of the City of Stockbridge;
- F.** Prevent the overcrowding of land, avoiding both undue concentration of population and urban sprawl;
- I.** Encourage the most appropriate and best use of land, buildings, and other structures throughout the City;

Overpopulation and Sprawl – The applicant's proposed construction of 183 more single-family detached dwellings in this area could be viewed as overpopulation and urban sprawl. The need for even more housing in this area is questionable, and it could adversely affect the existing residents. This is due to:

- ~ The existing Northbridge Crossing Subdivision to the east.
- ~ The City Council's recent approval of RZ-2022-05 for the Reeves Creek II development to rezone about 277 acres to the south to allow 1,347 new residential units (including single-family detached, townhomes, and senior housing units).

ANALYSIS OF REQUEST – Page Three

Scarcity of Available Large Commercial Tracts – The proposed development might not be the best use for the subject property.

- ~ There are few remaining large properties within the City Limits which could be used for major commercial uses, and the subject property has ideal visibility from I-75 and I-675 for any community- or regional-serving commercial uses which could currently locate there under the existing C-3 zoning.
- ~ Such uses might include hotels, shopping centers, arenas, public buildings, and office parks.
- ~ Even though current market conditions might not be favorable for such uses, whenever market conditions become more conducive, large C-3-zoned properties must be available, or else the City of Stockbridge might lose the opportunity to attract major economic development uses to the City.
- ~ These uses were called for by both the LCI Study and the Reeves Creek I DRI rezoning. The LCI Study even identified the subject property as being the focus of an “I-75 Activity Center”, to become a major employment center for the City.

For these reasons, the proposed rezoning and residential development of the subject property would not carry out the best intents and purposes of the UDC.

ANALYSIS OF REQUEST – Page Four

STANDARD #3 -- Potential positive effects of the rezoning amendment on the character of the proposed zoning district, a particular piece of property, neighborhood, a particular area, or community.

- ~ It may be beneficial to the surrounding area by allowing the continuation of further residential development rather than some other type of use.
- ~ If additional housing is needed in this area (besides the existing subdivisions and the 1,347 residential units to the south which were just approved via RZ-2022-05), then the subject property and the proposed development offer the opportunity to provide it.

STANDARD #4 -- The physical conditions of the site relative to its capability to be developed as requested, including topography, drainage, access, and size and shape of the property.

Property's Environmental Features – These include Reeves Creek and its associated buffers, as well as the presence of the City's lift station. These all limit the amount of buildable area on the site. The applicant has designed the site to avoid those areas, but the buffers have not been labeled and no environmental impact study has been received.

Site Access – The main site access would be off Davidson Parkway, with a secondary access to be located off Walter Way. For such a large site, a third access is desirable and needed to connect with the property to the south. Such access should be located close to the Drive Time property, and a “stub-out” should be shown on the site plan for that purpose.

ANALYSIS OF REQUEST – Page Five

STANDARD #5 --The impact upon adjacent property owners should the request be granted.

- ~ **Proposed Single-Family Detached Homes** -- Would be a continuation of the same use as in the existing Northbridge Crossing Subdivision, thus is would not be an adverse type of land use.
- ~ **Proposed Townhomes** -- Would represent be a new type of land use to the area. But since They would be accessed directly from Davidson Parkway, traffic from them would most likely not impact the adjacent residential streets.

STANDARD #6 -- The potential impact of the rezoning on City infrastructure including water and sewage system. The applicant received a letter from the City's Public Works Department (8/02/23). It stated that:

- ~ Water and sewer services are available to serve the proposed development.
- ~ The City will extend the reservation for capacity for one year after that date.
- ~ Construction plans must be submitted to Public Works before six months prior to that date, or else the reservation for capacity will expire.

ANALYSIS OF REQUEST – Page Six

STANDARD #7 -- The impact of the proposed amendment on adjacent thoroughfares and pedestrian and vehicular circulation and traffic volumes.

- ~ **No Traffic Impact Study** – The applicant has not yet submitted one.
- ~ **Possible Traffic Improvements Needed** – Davidson Parkway might need a traffic light at Walter Way, and some other improvements.
- ~ **No “Reeves Creek Parkway”** – This was proposed as part of the Reeves Creek I DRI project to connect with the property to the south and Walt Stephens Road, with a possible new interchange at I-75. The proposed development would not include this parkway.

STANDARD #8 -- The merits of the requested change in zoning relative to any other guidelines and policies for development, which the Planning Commission and City Council may use in furthering the objective of the comprehensive plan.

- ~ **Previous Recommendations for Commercial Uses on the Property** – 1) The Comprehensive Plan encourages the development of commercial nodes throughout the City; 2) the LCI Study recommended that the subject property be the focus of a major employment center; and 3) the Reeves Creek DRI I recommended major commercial uses for the subject property.
- ~ **Commercial uses would enable the property:** To serve as an employment center; to generate economic development revenues for the City; and to provide valuable public services.
- ~ **The subject property represents a rare opportunity to meet these objectives.**

ANALYSIS OF REQUEST – Page Seven

STANDARD #9 -- The ability of the subject land to be developed as it is presently zoned.

- ~ The subject property can and should be developed according to its present zoning of C-3, to promote economic development in general and to provide for the development of major commercial uses in particular.
- ~ The visibility of the property from Interstates 75 and 675 is ideal for major commercial uses. For passing motorists, the property could serve as a visual gateway into the City.
- ~ The property also offers access from one of the City's major arteries, Highway 138, via Davidson Parkway, from which an improved Davidson Parkway could serve commercial development on the property.

STAFF CONCLUSIONS – Page One

Based on the foregoing analysis, the Planning and Zoning Staff concludes that the proposed rezoning of the property from C-3 to PUD to allow for the proposed mixed-residential development would not be in the best interests of the City.

- 1. Rationale for Additional Residential Uses in the Vicinity--**Although the Comprehensive Plan encourages the development of more housing, several large residential developments have already been approved by the City over the last few years. In particular, the Reeves Creek II development was just approved on June 12, 2023 for a total of 1,347 new residential units to be built immediately south of the subject property. The need for the addition of even more residential uses on the subject property is questionable.
- 2. Inconsistency with Major Plan Recommendations --** The proposed mixed residential development would not meet the recommendations of the Comprehensive Plan, the LCI Study, nor the Reeves Creek I DRI rezoning, which all called for the development of major commercial uses on the subject property in lieu of further strip commercial development elsewhere in the City.

STAFF CONCLUSIONS – Page Two

- 3. Not the Best Use of the Property --** The proposed development would deprive the City of the opportunity to use the property for much more community-serving major commercial uses.
- ~ The subject property is one of the few remaining large tracts of land which exist in the City, and it represents a unique opportunity to provide major services and facilities to benefit the general public, which may not be possible elsewhere in the City.
 - ~ Although current market conditions might not be favorable for the development of major commercial uses, the subject property should be available for commercial development for whenever market conditions improve.
- 4. Scarcity of Large Commercially-Zoned Tracts of Land --** Few large commercial developments have been approved by the City in recent years, and the subject property is one of the last remaining large tracts of land where large commercial uses could be located.
- ~ The property is ideally located for visibility from Interstates 75 and 675.
 - ~ The property could also be developed as a continuation of the motel and restaurant uses that are found along Davidson Parkway to the north, within Clayton County, where they could serve the traveling public off Highway 138.

For these reasons, the proposed rezoning of the property from C-3 to PUD should be **DENIED.**

STAFF RECOMMENDATIONS – Page One

In view of the conclusions above, the Planning and Zoning Staff recommends DENIAL for this rezoning case (RZ-2023-05). However, if the Stockbridge City Council decides to approve this case, such approval should be contingent upon the developer meeting the ZONING CONDITIONS that are listed below.

1. Comprehensive Plan Amendment – The rezoning shall not be approved unless the applicant's requested Comprehensive Plan Amendment, via CP-2023-04, to change the subject property's future land use designation from Low-Density Vertical Mixed-Use to High-Density Residential is approved before, or simultaneously with, the approval of RZ-2023-05.
2. Parcel Recombination -- No permits shall be issued by the City of Stockbridge until the developer provides to the Planning and Zoning Office a copy of the recorded plat for the recombination of the three parcels comprising the subject property.
3. Site Plan – The proposed mixed-residential development shall be constructed according to a design which is similar to the one that is shown on the applicant's submitted site plan, entitled "Concept Plan: Northbridge 2", which was prepared by Bowman Consulting Group, Ltd. on July 27, 2023. Further, the revised site plan shall show a 25-foot buffer along the western side of the property.
4. Water and Sewer Availability – The developer shall submit construction plans to the Stockbridge Public Works Department by the six-month point prior to August 2, 2024 in order to take advantage of that office's reservation of water and sewer capacity to serve the proposed development.

STAFF RECOMMENDATIONS – Page Two

5. Transportation and Traffic Impacts – The applicant shall submit a traffic impact study which provides satisfactory traffic and transportation data; and the applicant shall provide the appropriate needed transportation and traffic improvements, in conjunction with officials from the City of Stockbridge, Henry County DOT, and Georgia DOT.
6. Environmental Impacts – The developer shall submit an environmental impact study or hydrology / geology study which provides satisfactory environmental data; and the applicant shall take appropriate steps to preserve/protect the existing natural resources on the subject property and prevent the occurrence of any adverse environmental impacts.
7. Landscape Design -- The developer shall submit an acceptable landscape design plan for the proposed development during the plan review process for a land disturbance permit.
8. Preservation of the City's Lift Station – The developer shall take appropriate steps to preserve and protect the City's existing lift station on the subject property, such as providing appropriate buffering and ensuring the clear access to the lift station facilities.
9. Architectural Design – The architectural design of the single-family detached units which are to be located along and close to Walter Way shall be similar to the architectural design of the existing homes along Walter Way.
10. Homeowners' Association – The developer shall establish a homeowners' association or property management company, or separate ones for the single-family detached subdivision and the townhome community, to maintain the subject property.

Northbridge Crossing TRAFFIC IMPACT STUDY

Walter Way/Davidson Parkway
Stockbridge, Georgia

Keck & Wood Project No.
230304.00

November 16, 2023

Prepared by:



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1. INTRODUCTION

A residential development is proposed for a site along Walter Way in Stockbridge, Georgia. A Traffic Impact Study was performed to determine the amount of new traffic that would be generated by the proposed development and how the new traffic would impact the existing roadway network.

1.1. STUDY AREA

The study area is located on the southwest corner of the intersection of Walter Way and Davidson Parkway. The study area includes two intersections along Walter Way and one intersection located on Davidson Parkway. The study intersections are listed below, with existing intersections indicated in bold.

1. **Walter Way at Davidson Parkway**
2. Davidson Parkway at Site Driveway #2
3. Walter Way at Site Driveway #1

An aerial view of the study area is presented in Figure 1.

1.2. PROPOSED DEVELOPMENT

The proposed development is a residential neighborhood which will consist of 311 single-family residences, including 183 detached houses and 128 attached townhomes. Additionally, a 2,000-square-foot clubhouse will be located on the east side of the development that includes a playground, pool, and four pickleball courts. Access to the site would be provided by two full-access driveways, the first of which will be located on the north side of the development on Davidson Road and the second will be on the east side on Walter Way. The proposed site layout is provided in **Appendix A**.

1.3. PLANNED TRANSPORTATION IMPROVEMENTS

A search for planned Georgia Department of Transportation (GDOT) projects revealed no transportation improvement projects in or near the study area. The search was performed using the GDOT GeoPI web application (<http://www.dot.ga.gov/DS/Maps/geopi#>).



Figure 1 – Aerial View of Study Area

2. EXISTING CONDITIONS

2.1. ROADWAYS

Walter Way is a two-lane roadway that traverses north-south through the study area. It is classified as an urban local roadway and has a posted speed limit of 35 mph. Adjacent land uses within the study area include primarily undeveloped land with some commercial and residential developments.

Davidson Parkway is a two-lane roadway that traverses east-west through the study area. It is classified as an urban local roadway and has a posted speed limit of 35 mph. Adjacent land uses within the study area include primarily undeveloped land with some commercial and residential developments.

2.2. INTERSECTIONS

The following intersections were identified to be studied (existing intersections are in bold):

1. **Walter Way at Davidson Parkway**
2. Davidson Parkway at Site Driveway #2
3. Walter Way at Site Driveway #1

The existing and proposed lane geometries and intersection control types are presented in Figure 2.

2.3. EXISTING TRAFFIC FLOW PATTERNS

Traffic counts for the study area were collected on Wednesday, September 27, 2023, while school was in session. The following traffic counts were collected:

- 12-Hour TMCs
 - Davidson Parkway at Walter Way
- 24-Hour Bi-Directional Counts with Vehicle Classification
 - Davidson Parkway just west of Walter Way
 - Walter Way just south of Davidson Parkway

The count data is included in **Appendix B** and the existing peak hour volumes are shown in Figure 3.

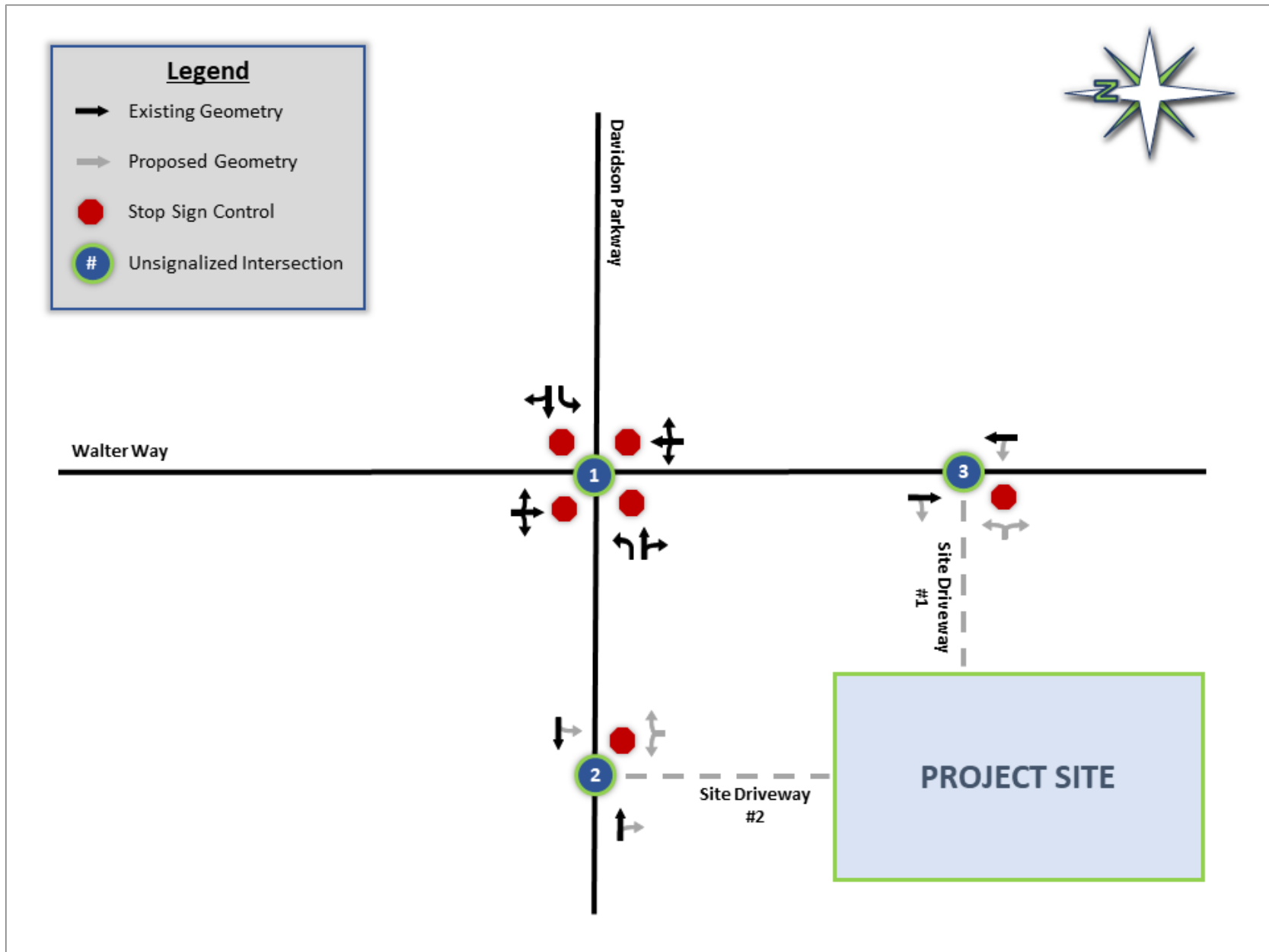


Figure 2 – Existing and Proposed Intersection Geometries

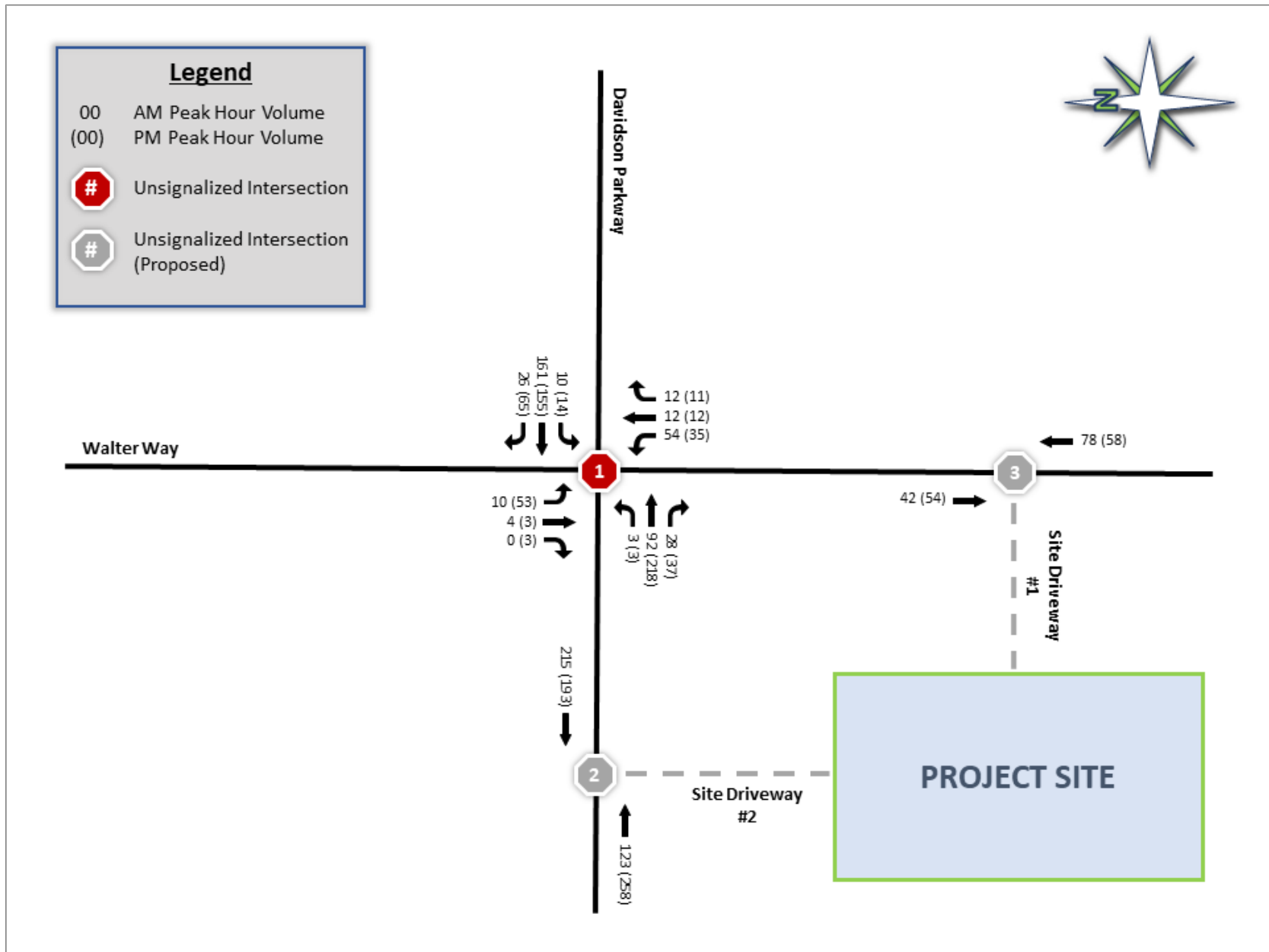


Figure 3 – Existing Year 2023 Peak Hour Traffic

3. TRAFFIC PROJECTIONS

3.1. FUTURE BACKGROUND TRAFFIC

A build-out year of 2025 was established for the project. An average annual growth rate was determined based on historic Average Annual Daily Traffic (AADT) counts recorded for nearby GDOT Count Stations. AADTs for the following count stations were obtained from GDOT's Traffic Analysis and Data Application (TADA) website (<https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>):

- 0151-0256: N Henry Boulevard east of I-675 at Walter Way
- 0151-0363: N Henry Boulevard east of I-675 and north of Ryans Drive
- 0151-0365: N Henry Boulevard east of I-675 and south of Velley Hill Road
- 0151-0354: Gen Ray Davis Medal of Honor Highway south of N Henry Boulevard
- 063-0054: Macon Highway east of I-675

Both the 5-year and 15-year growth rates were calculated at each of the historical traffic count locations. The 5-year growth rate averaged 0.06 percent while the 15-year growth rate averaged 1.33 percent. Overall, an average annual growth rate of 0.70 percent was used in this project. The growth rate calculations can be found in **Appendix C**. The 0.70 percent growth rate was applied to the Existing 2023 peak hour traffic for a period of two years to establish the 2025 Background Traffic, as shown in Figure 4.

3.2. TRIP GENERATION

The traffic that would be generated by the proposed development was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (TGM) 11th Edition. The number of trips expected to be generated by this development were determined using ITE Land Use Codes 210 – Single-Family Detached Housing and 215 – Single-Family Attached Housing. The total number of project-generated trips was estimated for the typical weekday and the morning and evening peak hours. No adjustments were made for pass-by or internal capture trips as the project is not expected to generate either of these types of trips. The trip generation results are shown in Table 1.

Table 1 – Trip Generation Results

ITE Trip Generation Land Use Code		Weekday			AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
210 - Single-Family Detached Housing	184 units	1768	884	884	130	32	98	176	111	65
215 - Single-Family Attached Housing	128 units	925	462	463	61	15	46	73	43	30
Total Trips Generated		2693	1346	1347	191	47	144	249	154	95

3.3. DISTRIBUTION AND ASSIGNMENT OF PROJECT-GENERATED TRIPS

The project-generated trips were distributed to the roadway network based on the distribution of existing traffic in each peak hour. New trips were distributed to all four cardinal directions via Walter Way and Davidson Parkway. The new trip distribution is shown in Figure 5.

The number of new trips were assigned to the roadway network based on the trip distribution determined for the study area. The inbound trips were allocated based on the existing traffic patterns entering the study area. The outbound trips were then assigned to the site driveways and distributed based on the route vehicles would have taken if the site were not built. The trips entering/exiting the site from/to the south were assigned to Site Driveway #1 along Walter Way, while those entering from/exiting to the west

were assigned to Site Driveway #2 along Davidson Parkway. The trips entering the site from the north were assigned to Site Driveway #2 based on the assumption that drivers would prefer turning right at the all-way stop controlled intersection versus continuing through to the next driveway. The trips entering the site from the east and those exiting to continue north were split evenly between the two site driveways. The total trips exiting to the east were divided between the driveways with 75 percent of the trips assigned to Site Driveway #1 on Walter Way and the remaining 25 percent assigned to Site Driveway #2 on Davidson Parkway. This was based on the proximity of the residential neighborhood to the driveway on Walter Way as well as the assumption that drivers would generally prefer to complete a right turn at the all-way stop controlled intersection versus a through movement. It was assumed that there would not be any trips entering from the south due to the Walter Way having no outlet and the land use along the rest of the road being primarily residential past the project site. The project-generated traffic was then superimposed with the Opening Year 2025 Background traffic to provide an estimate of the traffic expected to be present after the proposed development is complete. The assignment of project-generated traffic is shown in Figure 6 and the Opening Year 2025 With Project peak hour traffic is presented in Figure 7.

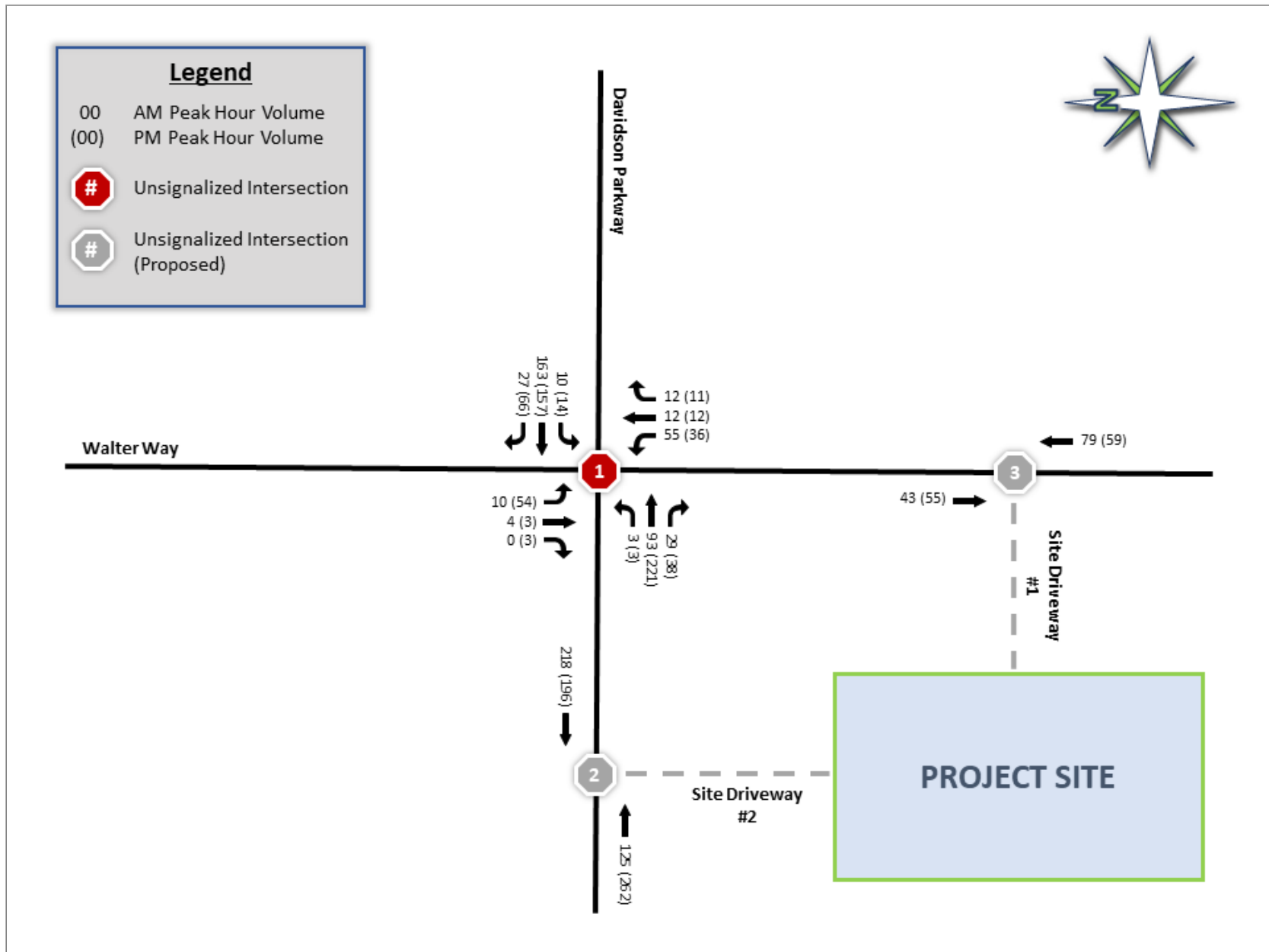


Figure 4 – Opening Year 2025 Background Peak Hour Traffic

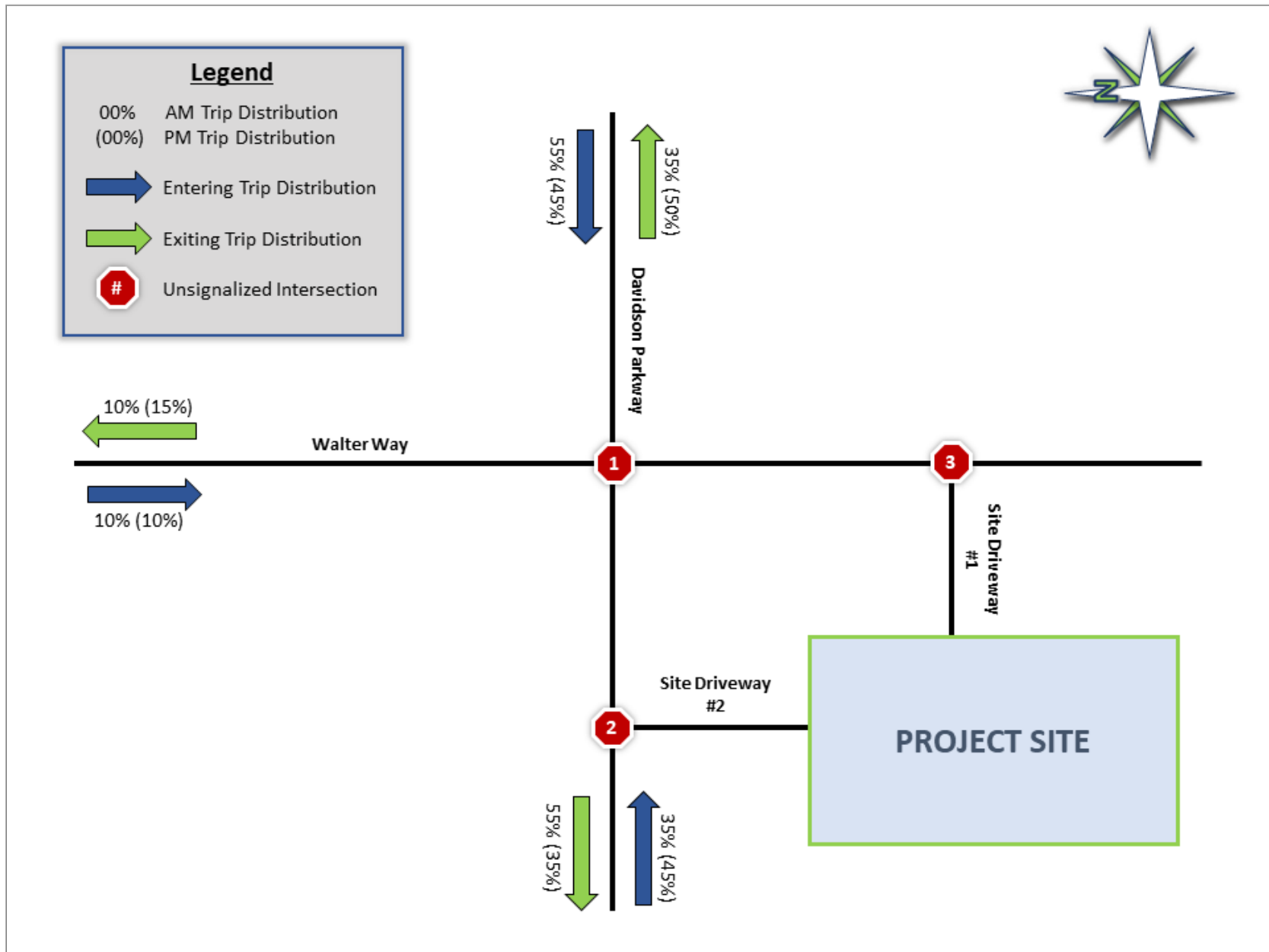


Figure 5 – New Trip Distribution

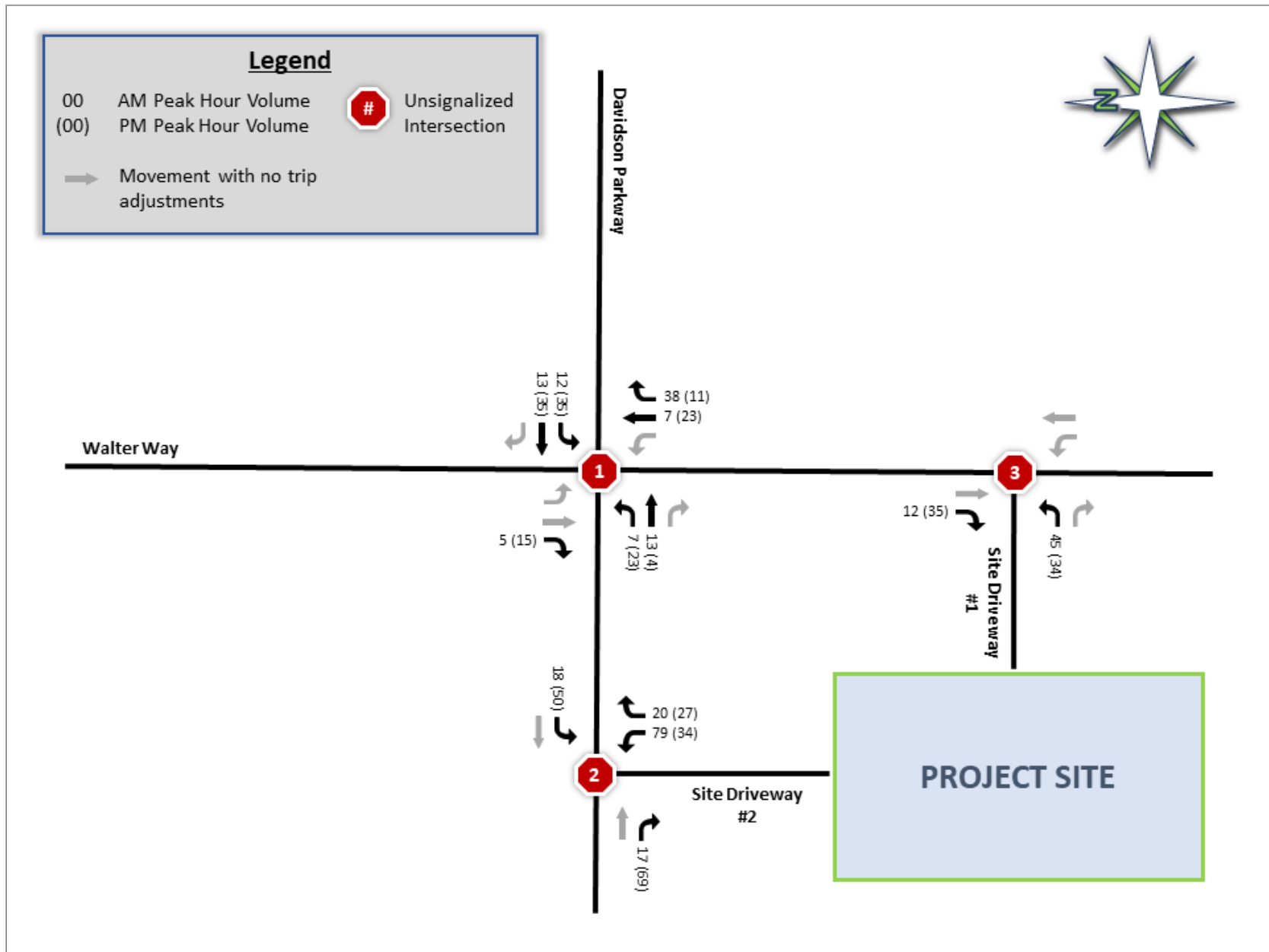


Figure 6 – Peak Hour Project Trip Adjustments

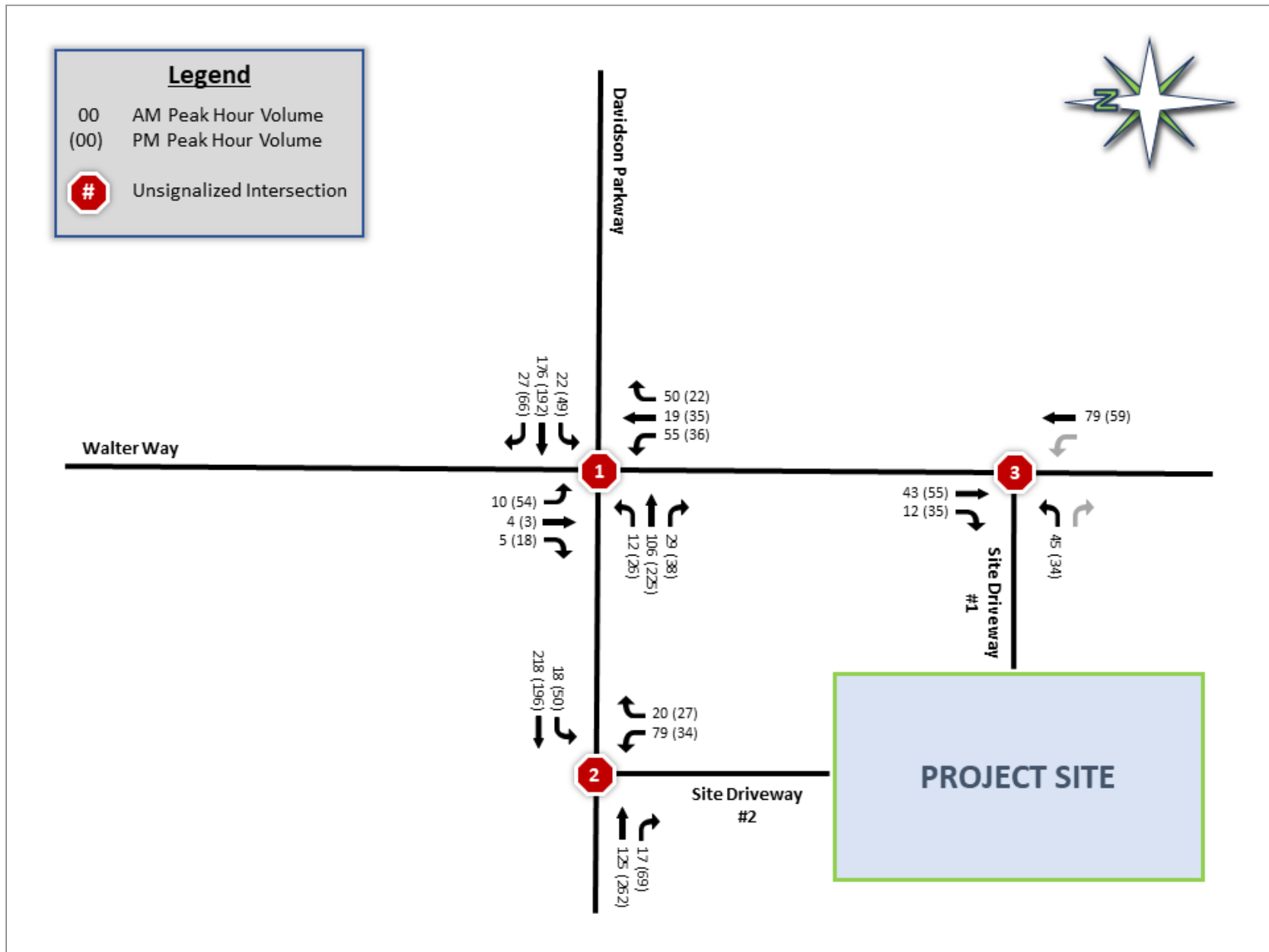


Figure 7 – Opening Year 2025 With Project Peak Hour Traffic

4. CAPACITY ANALYSIS

In order to quantify the impacts of additional traffic and to determine any needed roadway and/or operational improvements, a capacity analysis was performed for the Future Background and the Future With Project peak hour conditions based on the methodology outlined in the Highway Capacity Manual (HCM). Various computer programs are available which implement the HCM methodology. For this project, Synchro 11 was used to analyze the intersections.

The HCM defines level of service (LOS) in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS categories range from A to F, with different thresholds specified according to the type of stop control at the intersection. The LOS criteria for unsignalized intersections are listed in Table 2.

Table 2 – Level of Service Criteria

Level of Service (LOS)	Unsignalized Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Rural, sparsely developed areas have a minimum LOS requirement of C based on rural residents' expectation for relatively uncongested conditions in combination with design flexibility associated with lower right of way costs. The minimum LOS for urban areas is D, reflecting the greater acceptance of delay and congestion by urban residents. Additionally, the increased density of developments makes right of way costs much higher in urban areas. The study area is located within the city limits of Stockbridge; therefore, a minimum LOS D is assumed for the study intersections.

4.1. EXISTING INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed for the Existing 2023 conditions using the current intersection geometries. The results are listed in Table 3 and the Synchro reports are included in **Appendix D**.

Table 3 – Existing Year 2023 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Existing 2023			
				AM Peak		PM Peak	
				LOS	sec/veh	LOS	sec/veh
1	Walter Way at Davidson Parkway	All-Way Stop	Overall	A	8.8	B	10.2
			Northbound	A	8.5	A	8.9
			Southbound	A	8.2	A	9.1
			Eastbound	A	8.5	B	10.9
			Westbound	A	9.2	A	9.9

No inadequate operations were observed for the Existing Year 2023 conditions.

4.2. OPENING YEAR INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was performed for the morning and evening peak hours in the Future Background and the Future With Project conditions. The With Project analysis scenario assumed the same roadway network and lane assignments as in the Background scenario with the addition of the two proposed driveways. The results are listed in Table 4 and the Synchro reports are included in **Appendix D**.

Table 4 – Opening Year 2025 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Background 2025 AM		With Project 2025 AM		Background 2025 PM		With Project 2025 PM	
				LOS	sec/veh	LOS	sec/veh	LOS	sec/veh	LOS	sec/veh
1	Walter Way at Davidson Parkway	All-Way Stop	Overall	A	8.9	A	9.3	B	10.3	B	10.7
			Northbound	A	8.5	A	8.9	A	9.0	A	9.6
			Southbound	A	8.2	A	8.2	A	9.2	A	9.4
			Eastbound	A	8.6	A	9.0	B	11.0	B	11.4
			Westbound	A	9.2	A	9.7	A	10.0	B	10.7
2	Davidson Parkway at Site Driveway #2	Side Street Stop	Northbound	-	-	B	11.8	-	-	B	12.6
			WB Left	-	-	A	7.6	-	-	A	8.1
3	Walter Way at Site Driveway #1	Side Street Stop	Eastbound	-	-	A	9.4	-	-	A	9.3

No inadequate operations were observed for the Opening Year 2025 conditions.

4.3. BACK OF QUEUE ANALYSIS

A Back of Queue (BOQ) analysis was used to determine the storage needs for the turn lanes in the Opening Year 2025 conditions. The 95th percentile queue is the maximum distance to the back of the queue that would be expected 95 percent of the time. The BOQ results were taken from the capacity analysis reports output by Synchro for each study intersection. Table 5 lists the BOQ lengths for each peak hour for the Opening Year 2025 Background and With Project conditions.

Table 5 – Opening Year 2025 Back of Queue Results

No.	Intersection	Intersection Control	Movement	Existing Storage	95 th Percentile Back of Queue (feet)			
					Background 2025		With Project 2025	
					AM Peak	PM Peak	AM Peak	PM Peak
1	Walter Way at Davidson Parkway	All-Way Stop	NB	N/A	10	8	15	13
			SB	N/A	3	8	3	10
			EBT+R	N/A	0	0	3	3
			EBL	50 ft	15	48	18	50
			WBT+R	N/A	0	3	3	8
			WBL	80 ft	28	38	30	43
2	Davidson Parkway at Site Driveway #2	Side Street Stop	NB	N/A	-	-	15	10
			SBL	160 ft *	-	-	0	3
3	Walter Way at Site Driveway #1	Side Street Stop	EB	N/A	-	-	5	3

N/A - No dedicated storage lane

* Existing storage refers to the storage lane length shown in the site layout for the proposed development.

The BOQ analysis results indicate that all of the study intersections have sufficient storage to accommodate the expected project-generated traffic. The eastbound left turn BOQ for the evening peak at intersection #1 matches the available storage; however, there is a 525-foot-long two-way left turn lane (TWLTL) on this approach which can accommodate excess queueing.

5. CONCLUSIONS

A residential development is proposed for a site along Walter Way in Stockbridge, Georgia. The proposed development is a residential neighborhood which will consist of 311 single-family residences, including 183 detached houses and 128 attached townhomes. Additionally, a 2,000-square-foot clubhouse will be located on the east side of the development that includes a playground, pool, and four pickleball courts. Access to the site would be provided by two full-access driveways, the first of which will be located on the north side of the development on Davidson Road and the second will be on the east side on Walter Way.

The proposed project is expected to generate a total of 2,693 trips on a typical weekday. A total of 191 new trips would be generated during the morning peak hour and 249 new trips would be generated during the evening peak hour.

For the Existing Year 2023 capacity analysis, the existing study intersection is currently operating with an acceptable LOS for the overall intersection as well as each approach during both the morning and evening peak periods.

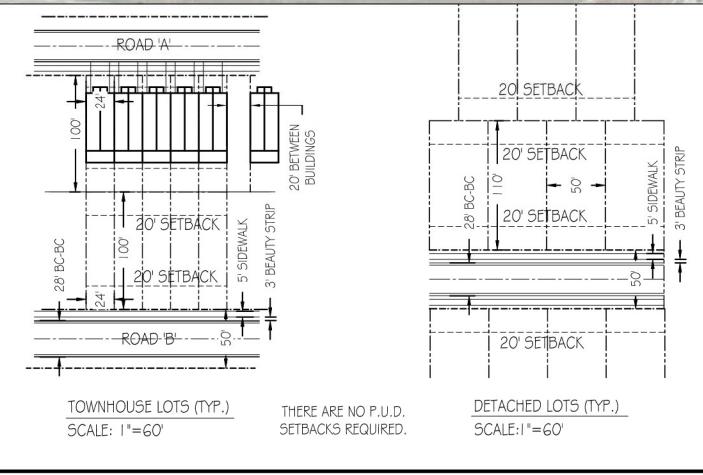
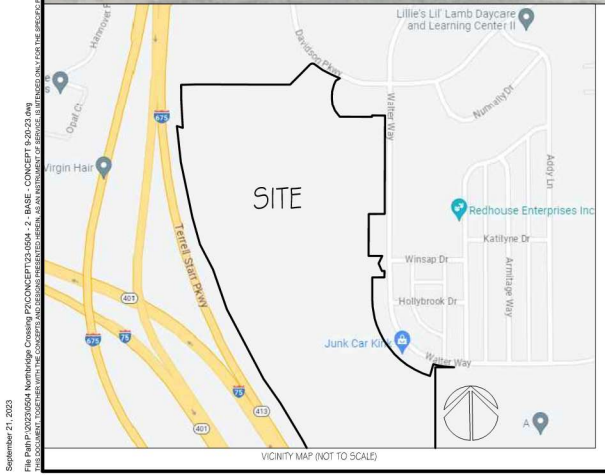
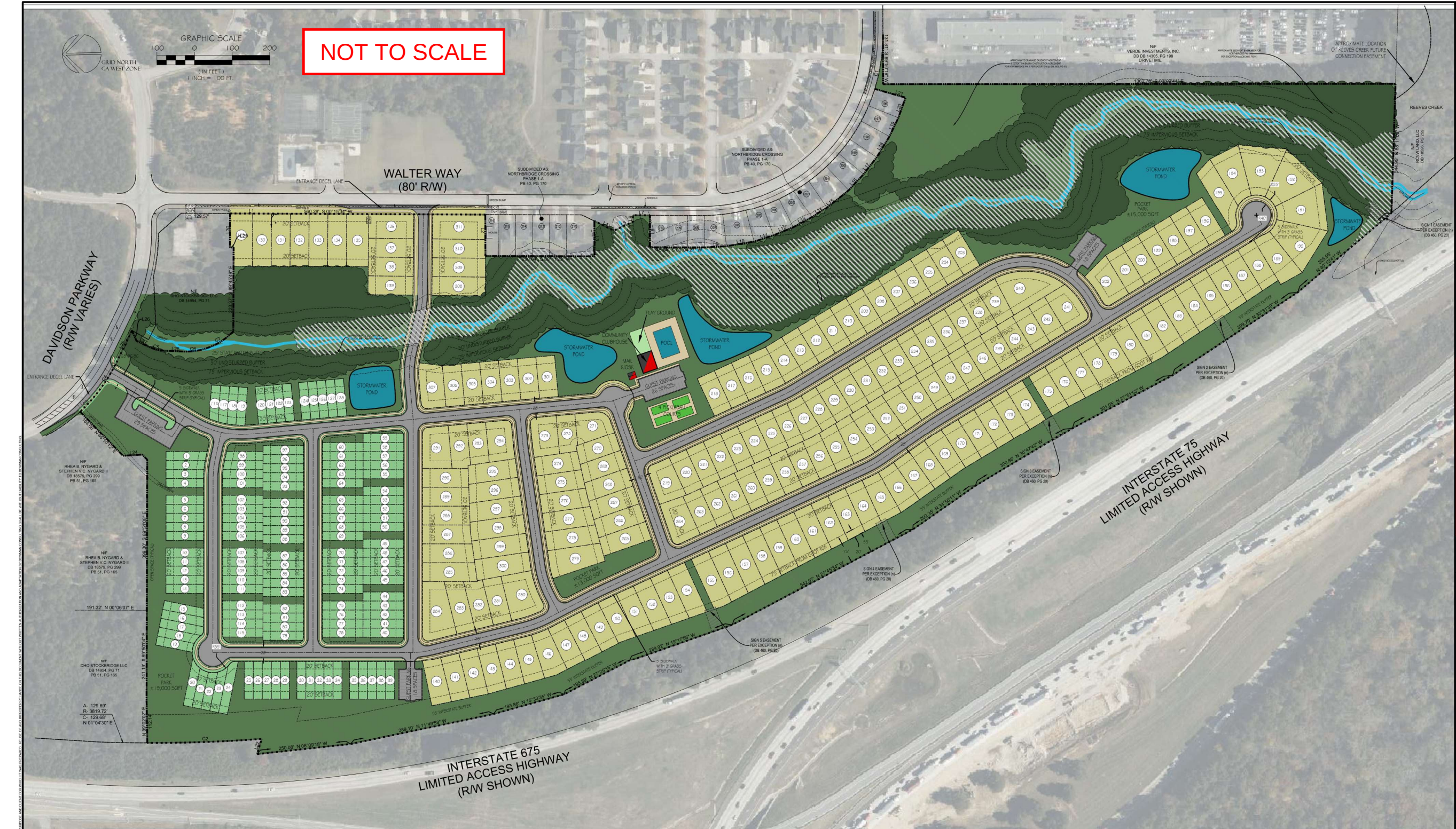
Based on the Opening Year 2025 capacity analysis results, all of the study intersections and each of their approaches would be expected to operate acceptably at LOS B or better during both peak hours in the Background and With Project conditions. Additionally, the BOQ analysis results indicate that the available turn lane storage at each of the study intersections is expected to be sufficient to accommodate the project-generated traffic.

Overall, the analysis completed for this project indicates that the proposed development is not expected to significantly impact the roadway network surrounding the development.

6. REFERENCES

1. Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington DC, 2021.
2. Synchro, Version 11, Trafficware Ltd., Sugar Land, TX, 2019.
3. Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington DC, 2016.

APPENDIX A – SITE LAYOUT



AMENITY NOTES:

- PER REGULATIONS:
 - SUBDIVISIONS WITH OVER THREE HUNDRED (300) LOTS MUST INCLUDE A POOL FACILITY, CLUBHOUSE, POCKET PARK OR AT LEAST TWO THOUSAND (2,000) SQUARE FEET, AND AT LEAST TWO (2) OF THE FOLLOWING:
 - PLAYGROUND.
 - DOG PARK.
 - TENNIS COURT.
 - BASKETBALL COURT.
 - WALKING TRAIL.
 - FITNESS CENTER.
 - PICNIC AREA WITH GRILL AND COVERED PAVILION.
 - COMMUNITY GARDEN AND REFLECTION AREA.
 - FIRE PIT AND GATHERING AREA.
 - ANY OTHER AMENITY APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT.
- PROVIDED AMENITIES: CLUBHOUSE, POOL, PLAYGROUND, PICKLE BALL COURTS AND POCKET PARKS WITH AN AREA GREATER THAN 2,000 SQFT.

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DESIGNER:
BOWMAN
4174 SILVER PEAK HWY.
SUWEE, GA 30024
CONTACT: CHRIS MCCRARY
770-932-6550

SITE DATA	
SITE AREA	79.02 ACRES
ZONING	C-3
EXISTING ZONING	PUD
PROPOSED ZONING	STOCKBRIDGE
ZONING JURISDICTION	
USE CALCULATIONS	
LOTS	312 TOTAL
TOWNHOME LOTS	128
DETACHED LOTS	184
ALLOWABLE DENSITY	PER CONCEPT PLAN
PROPOSED DENSITY	3.95 LOTS/ACRE
OPEN SPACE CALCULATIONS	
REQUIRED OPEN SPACE	20% (15.80 ACRES)
PROPOSED OPEN SPACE	42.6% (33.63 ACRES)
SETBACK PROPOSED: NO REQUIREMENTS FOR PUD	
FRONT SETBACK	20 FEET
SIDE SETBACK	5 FEET
REAR SETBACK	20 FEET
CORNER SIDE	5 FEET
TYPICAL LOT	
TOWNHOMES	34' WIDE BY 100' DEEP
DETACHED LOTS	50' WIDE BY 110' DEEP
GUEST PARKING	
OFF STREET GUEST PARKING	91 SPACES
PARKING CALCULATIONS TOWNHOMES	
REQUIRED	2.25 SPACES/UNIT = 288 SPACES
PROPOSED (2 IN DRIVEWAY)	128(2) = 256 SPACES
PARKING CALCULATIONS DETACHED LOTS	
REQUIRED	2 SPACES/UNIT = 368 SPACES
PROPOSED (2 IN DRIVE)	184 (2) = 368 SPACES
TOTAL PARKING REQUIRED	= 656 SPACES
TOTAL PARKING PROVIDED	= 715 SPACES

DATE DESCRIPTION

CW	DESIGN	CM	CHKD.
DATE	DATE	DATE	DATE
JOB No.	23-0504		
DATE	7-27-2023		
FILE No.	23-0504		
SHEET No.	1 OF 1		

APPENDIX B – TRAFFIC COUNT DATA



ALL TRAFFIC DATA SERVICES

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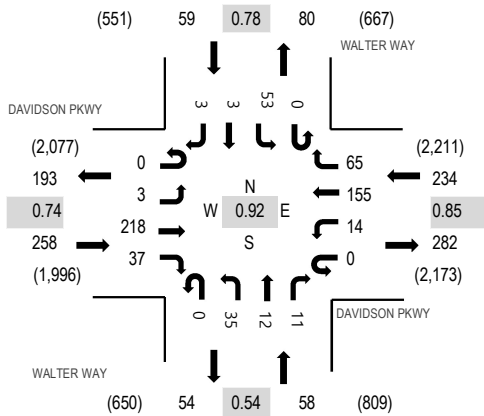
Location: 1 WALTER WAY & DAVIDSON PKWY AM

Date: Wednesday, September 27, 2023

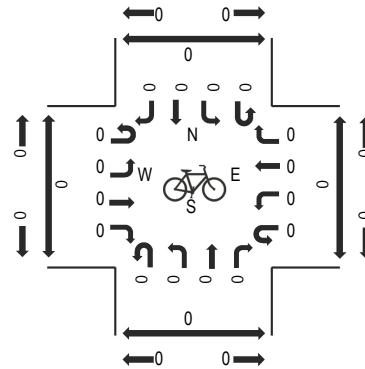
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

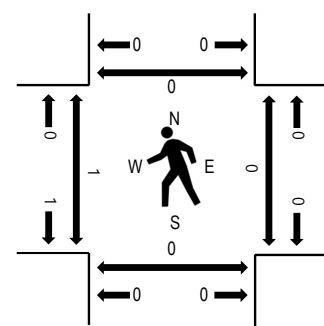
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAVIDSON PKWY Eastbound				DAVIDSON PKWY Westbound				WALTER WAY Northbound				WALTER WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	14	9	0	1	41	2	0	7	1	1	0	1	0	0	77	329	0	0	0	0
6:45 AM	0	0	11	9	0	2	35	2	0	15	1	4	0	2	3	0	84	351	0	0	0	0
7:00 AM	0	0	10	2	0	2	40	0	0	10	5	2	0	0	0	0	71	377	0	0	0	0
7:15 AM	2	0	17	6	0	5	38	3	0	12	3	6	0	2	3	0	97	404	0	0	0	0
7:30 AM	0	0	23	5	0	5	45	2	0	12	2	3	0	1	1	0	99	412	0	0	0	0
7:45 AM	0	0	22	14	0	2	41	6	0	12	4	5	0	3	1	0	110	412	0	0	0	0
8:00 AM	0	0	22	5	0	2	42	6	0	11	2	4	0	2	2	0	98	379	0	0	0	0
8:15 AM	0	3	25	4	0	1	33	12	0	19	4	0	0	4	0	0	105	365	0	0	0	0
8:30 AM	0	1	23	13	0	6	32	10	0	4	1	3	0	3	1	2	99	338	0	0	0	0
8:45 AM	0	0	12	3	0	2	23	14	0	12	6	2	0	2	1	0	77	311	0	0	0	0
9:00 AM	0	0	15	13	0	4	14	9	0	14	8	1	0	5	0	1	84	331	0	0	0	0
9:15 AM	0	0	15	9	0	2	26	7	0	6	0	1	0	10	2	0	78	321	0	0	1	0
9:30 AM	0	0	17	3	0	2	21	5	0	10	0	5	0	6	3	0	72	341	0	0	0	0
9:45 AM	0	1	24	8	0	4	32	10	0	5	1	2	0	8	1	1	97	364	0	0	0	0
10:00 AM	0	0	22	4	0	1	24	6	0	8	4	2	0	2	0	1	74	384	0	0	0	0
10:15 AM	0	2	24	9	0	0	26	8	0	10	3	5	0	8	2	1	98	427	0	0	0	0
10:30 AM	0	0	13	8	0	3	27	8	0	10	3	2	0	20	0	1	95	458	0	0	0	0
10:45 AM	1	0	25	11	0	7	25	12	0	8	8	6	0	11	3	0	117	490	0	0	0	1
11:00 AM	0	0	22	6	0	6	17	11	0	20	10	11	0	12	2	0	117	494	0	0	0	0
11:15 AM	0	2	33	16	1	9	24	5	0	8	2	6	0	15	7	1	129	491	0	0	0	0
11:30 AM	0	0	41	10	0	2	30	12	0	5	4	2	0	13	4	4	127	488	0	0	0	0
11:45 AM	0	2	36	7	0	5	34	14	0	8	2	4	0	8	1	0	121	458	0	0	0	0
12:00 PM	0	2	33	6	1	6	23	11	0	7	3	5	0	15	1	1	114	446	0	0	0	0
12:15 PM	0	0	31	8	0	6	37	15	0	4	5	3	0	14	1	2	126	428	0	0	0	0
12:30 PM	0	1	24	8	0	0	23	10	0	4	3	2	0	15	5	2	97	409	0	0	0	0
12:45 PM	0	1	31	6	0	4	27	10	0	13	2	5	0	7	3	0	109	457	0	0	0	0
1:00 PM	0	2	24	5	0	1	31	13	0	5	2	3	0	9	1	0	96	486	0	0	0	0
1:15 PM	0	1	26	6	0	0	26	11	0	8	6	6	0	13	3	1	107	505	0	0	0	0
1:30 PM	0	1	37	11	0	5	40	18	0	11	2	4	0	11	3	2	145	519	0	0	0	0
1:45 PM	0	1	35	14	0	8	39	8	0	13	4	3	0	12	0	1	138	536	0	0	3	0
2:00 PM	0	3	34	6	1	5	27	13	0	7	2	5	0	10	0	2	115	542	0	0	0	0
2:15 PM	0	1	29	11	0	7	32	15	0	9	2	5	0	8	1	1	121	550	0	0	0	0
2:30 PM	0	0	37	8	0	1	33	19	0	42	2	8	0	7	2	3	162	558	0	0	0	0
2:45 PM	0	5	32	15	0	4	36	15	0	14	2	6	0	13	2	0	144	544	0	0	0	0

3:00 PM	0	0	30	11	0	1	36	12	0	14	1	3	0	14	0	1	123	549	0	0	2	0
3:15 PM	0	0	43	6	0	8	26	11	0	10	4	6	0	13	1	1	129	558	0	0	0	1
3:30 PM	0	1	35	17	1	6	42	15	0	6	2	6	0	13	0	4	148	591	0	0	0	0
3:45 PM	0	0	56	8	0	3	31	14	0	8	2	6	0	17	2	2	149	592	0	1	0	0
4:00 PM	0	0	51	8	0	3	29	18	0	9	2	4	0	7	1	0	132	609	0	0	0	0
4:15 PM	0	1	54	8	0	3	43	23	0	9	2	3	0	15	1	0	162	592	0	0	0	0
4:30 PM	0	2	55	13	0	4	35	10	0	11	3	2	0	12	1	1	149	555	1	0	0	0
4:45 PM	0	0	58	8	0	4	48	14	0	6	5	2	0	19	0	2	166	559	0	0	0	0
5:00 PM	0	0	43	7	0	2	39	4	0	7	1	4	0	5	2	1	115	554	0	0	0	0
5:15 PM	0	0	48	11	0	1	33	10	0	9	3	3	0	5	2	0	125	565	0	0	0	0
5:30 PM	0	1	56	10	0	4	46	10	0	10	3	3	0	7	1	2	153	569	0	0	0	0
5:45 PM	0	1	85	9	0	3	27	7	0	6	2	3	0	17	1	0	161		0	0	0	0
6:00 PM	0	0	53	7	0	4	33	10	0	6	1	3	0	7	1	1	126		0	0	0	0
6:15 PM	0	0	41	10	0	1	37	11	0	9	1	5	0	14	0	0	129		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
Lights	0	3	216	34	0	12	153	65	0	32	10	10	0	53	3	3	594
Mediums	0	0	2	1	0	2	2	0	0	1	2	1	0	0	0	0	11
Total	0	3	218	37	0	14	155	65	0	35	12	11	0	53	3	3	609

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.9%				1.7%				10.3%				0.0%				2.5%
Heavy Vehicle %	0.0%	0.0%	0.9%	8.1%	0.0%	14.3%	1.3%	0.0%	0.0%	8.6%	16.7%	9.1%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor	0.74				0.85				0.54				0.78				0.92
Peak Hour Factor	0.25	0.45	0.71	0.72	0.50	0.69	0.86	0.76	0.00	0.48	0.60	0.57	0.00	0.73	0.57	0.50	0.92



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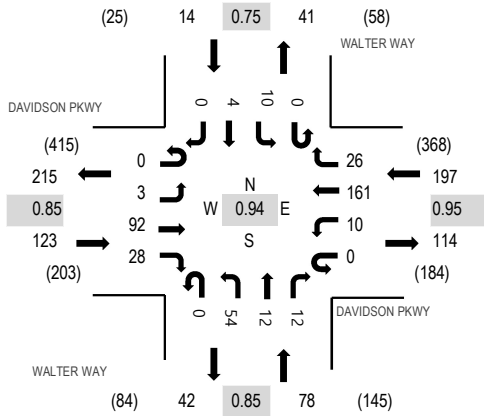
Location: 1 WALTER WAY & DAVIDSON PKWY AM

Date: Wednesday, September 27, 2023

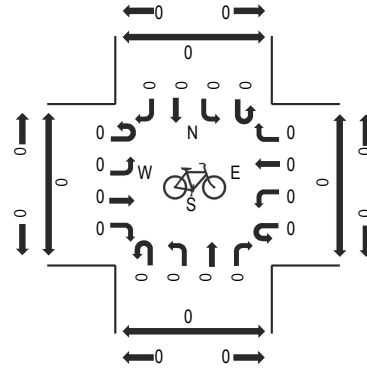
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

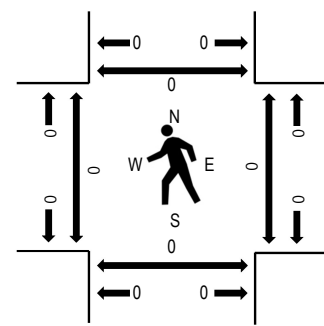
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAVIDSON PKWY Eastbound				DAVIDSON PKWY Westbound				WALTER WAY Northbound				WALTER WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	14	9	0	1	41	2	0	7	1	1	0	1	0	0	77	329	0	0	0	0
6:45 AM	0	0	11	9	0	2	35	2	0	15	1	4	0	2	3	0	84	351	0	0	0	0
7:00 AM	0	0	10	2	0	2	40	0	0	10	5	2	0	0	0	0	71	377	0	0	0	0
7:15 AM	2	0	17	6	0	5	38	3	0	12	3	6	0	2	3	0	97	404	0	0	0	0
7:30 AM	0	0	23	5	0	5	45	2	0	12	2	3	0	1	1	0	99	412	0	0	0	0
7:45 AM	0	0	22	14	0	2	41	6	0	12	4	5	0	3	1	0	110		0	0	0	0
8:00 AM	0	0	22	5	0	2	42	6	0	11	2	4	0	2	2	0	98		0	0	0	0
8:15 AM	0	3	25	4	0	1	33	12	0	19	4	0	0	4	0	0	105		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	88	27	0	9	159	26	0	52	11	9	0	10	3	0	397
Mediums	0	0	4	1	0	1	2	0	0	2	1	3	0	0	1	0	15
Total	0	3	92	28	0	10	161	26	0	54	12	12	0	10	4	0	412

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.1%				1.5%				7.7%				7.1%			3.6%
Heavy Vehicle %	0.0%	0.0%	4.3%	3.6%	0.0%	10.0%	1.2%	0.0%	0.0%	3.7%	8.3%	25.0%	0.0%	0.0%	25.0%	0.0%	3.6%
Peak Hour Factor		0.85				0.95				0.85				0.75			0.94
Peak Hour Factor	0.25	0.25	0.92	0.54	0.00	0.70	0.92	0.54	0.00	0.71	0.70	0.75	0.00	0.63	0.58	0.00	0.94



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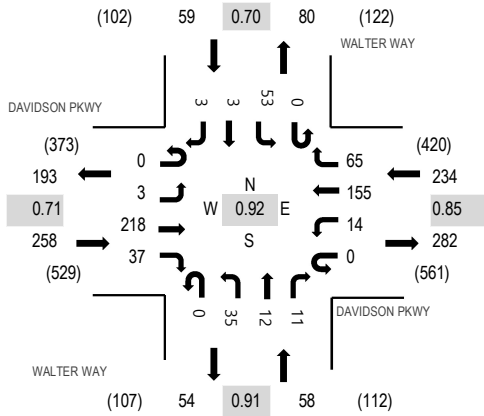
Location: 1 WALTER WAY & DAVIDSON PKWY PM

Date: Wednesday, September 27, 2023

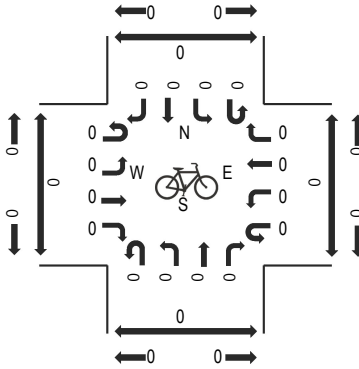
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

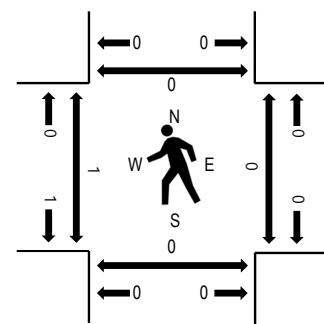
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAVIDSON PKWY Eastbound				DAVIDSON PKWY Westbound				WALTER WAY Northbound				WALTER WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	51	8	0	3	29	18	0	9	2	4	0	7	1	0	132	609	0	0	0	0
4:15 PM	0	1	54	8	0	3	43	23	0	9	2	3	0	15	1	0	162	592	0	0	0	0
4:30 PM	0	2	55	13	0	4	35	10	0	11	3	2	0	12	1	1	149	555	1	0	0	0
4:45 PM	0	0	58	8	0	4	48	14	0	6	5	2	0	19	0	2	166	559	0	0	0	0
5:00 PM	0	0	43	7	0	2	39	4	0	7	1	4	0	5	2	1	115	554	0	0	0	0
5:15 PM	0	0	48	11	0	1	33	10	0	9	3	3	0	5	2	0	125		0	0	0	0
5:30 PM	0	1	56	10	0	4	46	10	0	10	3	3	0	7	1	2	153		0	0	0	0
5:45 PM	0	1	85	9	0	3	27	7	0	6	2	3	0	17	1	0	161		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
Lights	0	3	216	34	0	12	153	65	0	32	10	10	0	53	3	3	594
Mediums	0	0	2	1	0	2	2	0	0	1	2	1	0	0	0	0	11
Total	0	3	218	37	0	14	155	65	0	35	12	11	0	53	3	3	609

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.9%				1.7%				10.3%				0.0%			2.5%
Heavy Vehicle %	0.0%	0.0%	0.9%	8.1%	0.0%	14.3%	1.3%	0.0%	0.0%	8.6%	16.7%	9.1%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor		0.71				0.85				0.91				0.70			0.92
Peak Hour Factor	0.00	0.38	0.68	0.75	0.00	0.88	0.86	0.71	0.00	0.80	0.60	0.81	0.00	0.70	0.75	0.63	0.92



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

EB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	11	0	0	11
	9/27/2023 12:15:00 AM	11	0	0	11
	9/27/2023 12:30:00 AM	10	0	0	10
	9/27/2023 12:45:00 AM	8	0	0	8
	Hour	40	0	0	40
	9/27/2023 1:00:00 AM	7	0	0	7
	9/27/2023 1:15:00 AM	4	0	0	4
	9/27/2023 1:30:00 AM	5	0	0	5
	9/27/2023 1:45:00 AM	7	0	0	7
	Hour	23	0	0	23
	9/27/2023 2:00:00 AM	6	0	0	6
	9/27/2023 2:15:00 AM	6	1	0	7
	9/27/2023 2:30:00 AM	5	0	0	5
	9/27/2023 2:45:00 AM	7	0	0	7
	Hour	24	1	0	25
	9/27/2023 3:00:00 AM	2	0	0	2
	9/27/2023 3:15:00 AM	3	0	0	3
	9/27/2023 3:30:00 AM	2	0	0	2
	9/27/2023 3:45:00 AM	3	0	0	3
	Hour	10	0	0	10
	9/27/2023 4:00:00 AM	4	0	0	4
	9/27/2023 4:15:00 AM	4	0	0	4
	9/27/2023 4:30:00 AM	4	0	0	4
	9/27/2023 4:45:00 AM	3	0	0	3
	Hour	15	0	0	15
	9/27/2023 5:00:00 AM	6	0	0	6
	9/27/2023 5:15:00 AM	17	0	0	17
	9/27/2023 5:30:00 AM	18	0	0	18
	9/27/2023 5:45:00 AM	59	1	0	60
	Hour	100	1	0	101
	9/27/2023 6:00:00 AM	14	0	0	14
	9/27/2023 6:15:00 AM	5	0	0	5
	9/27/2023 6:30:00 AM	21	2	0	23
	9/27/2023 6:45:00 AM	20	0	0	20
	Hour	60	2	0	62
	9/27/2023 7:00:00 AM	12	0	0	12
	9/27/2023 7:15:00 AM	24	1	0	25
	9/27/2023 7:30:00 AM	27	1	0	28
	9/27/2023 7:45:00 AM	36	0	0	36
	Hour	99	2	0	101
	9/27/2023 8:00:00 AM	25	2	0	27
	9/27/2023 8:15:00 AM	30	2	0	32
	9/27/2023 8:30:00 AM	36	1	0	37
	9/27/2023 8:45:00 AM	14	0	1	15
	Hour	105	5	1	111
	9/27/2023 9:00:00 AM	27	1	0	28
	9/27/2023 9:15:00 AM	24	0	0	24
	9/27/2023 9:30:00 AM	19	1	0	20
	9/27/2023 9:45:00 AM	32	1	0	33
	Hour	102	3	0	105
	9/27/2023 10:00:00 AM	25	1	0	26
	9/27/2023 10:15:00 AM	32	2	1	35
	9/27/2023 10:30:00 AM	21	0	0	21
	9/27/2023 10:45:00 AM	37	0	0	37
	Hour	115	3	1	119
	9/27/2023 11:00:00 AM	27	1	0	28
	9/27/2023 11:15:00 AM	51	0	0	51
	9/27/2023 11:30:00 AM	51	0	0	51
	9/27/2023 11:45:00 AM	43	2	0	45
	Hour	172	3	0	175
	Total	865	20	2	887
	Percentage	97.5%	2.3%	0.2%	



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

EB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	41	0	0	41
	9/27/2023 12:15:00 PM	38	1	0	39
	9/27/2023 12:30:00 PM	33	0	0	33
	9/27/2023 12:45:00 PM	37	1	0	38
	Hour	149	2	0	151
	9/27/2023 1:00:00 PM	31	0	0	31
	9/27/2023 1:15:00 PM	32	1	0	33
	9/27/2023 1:30:00 PM	48	1	0	49
	9/27/2023 1:45:00 PM	49	1	0	50
	Hour	160	3	0	163
	9/27/2023 2:00:00 PM	43	0	0	43
	9/27/2023 2:15:00 PM	40	1	0	41
	9/27/2023 2:30:00 PM	45	0	0	45
	9/27/2023 2:45:00 PM	50	2	0	52
	Hour	178	3	0	181
	9/27/2023 3:00:00 PM	39	0	2	41
	9/27/2023 3:15:00 PM	47	2	0	49
	9/27/2023 3:30:00 PM	52	1	0	53
	9/27/2023 3:45:00 PM	60	4	0	64
	Hour	198	7	2	207
	9/27/2023 4:00:00 PM	57	0	2	59
	9/27/2023 4:15:00 PM	62	1	0	63
	9/27/2023 4:30:00 PM	69	1	0	70
	9/27/2023 4:45:00 PM	65	1	0	66
	Hour	253	3	2	258
	9/27/2023 5:00:00 PM	50	0	0	50
	9/27/2023 5:15:00 PM	59	0	0	59
	9/27/2023 5:30:00 PM	65	2	0	67
	9/27/2023 5:45:00 PM	95	0	0	95
	Hour	269	2	0	271
	9/27/2023 6:00:00 PM	60	0	0	60
	9/27/2023 6:15:00 PM	51	0	0	51
	9/27/2023 6:30:00 PM	61	0	0	61
	9/27/2023 6:45:00 PM	61	0	0	61
	Hour	233	0	0	233
	9/27/2023 7:00:00 PM	51	0	0	51
	9/27/2023 7:15:00 PM	41	0	0	41
	9/27/2023 7:30:00 PM	52	0	0	52
	9/27/2023 7:45:00 PM	32	0	0	32
	Hour	176	0	0	176
	9/27/2023 8:00:00 PM	45	0	0	45
	9/27/2023 8:15:00 PM	49	0	0	49
	9/27/2023 8:30:00 PM	40	0	0	40
	9/27/2023 8:45:00 PM	51	0	0	51
	Hour	185	0	0	185
	9/27/2023 9:00:00 PM	29	0	0	29
	9/27/2023 9:15:00 PM	32	0	0	32
	9/27/2023 9:30:00 PM	31	0	0	31
	9/27/2023 9:45:00 PM	31	0	0	31
	Hour	123	0	0	123
	9/27/2023 10:00:00 PM	24	1	0	25
	9/27/2023 10:15:00 PM	23	1	0	24
	9/27/2023 10:30:00 PM	26	0	0	26
	9/27/2023 10:45:00 PM	26	1	0	27
	Hour	99	3	0	102
	9/27/2023 11:00:00 PM	24	1	0	25
	9/27/2023 11:15:00 PM	13	0	0	13
	9/27/2023 11:30:00 PM	15	0	0	15
	9/27/2023 11:45:00 PM	16	0	0	16
	Hour	68	1	0	69
	Total	2,091	24	4	2,119
	Percentage	98.7%	1.1%	0.2%	
	Grand Total	2,956	44	6	3,006
	Percentage	98.3%	1.5%	0.2%	



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

WB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	3	0	0	3
	9/27/2023 12:15:00 AM	2	0	0	2
	9/27/2023 12:30:00 AM	5	0	0	5
	9/27/2023 12:45:00 AM	6	0	0	6
	Hour	16	0	0	16
	9/27/2023 1:00:00 AM	2	0	0	2
	9/27/2023 1:15:00 AM	2	0	0	2
	9/27/2023 1:30:00 AM	2	0	0	2
	9/27/2023 1:45:00 AM	2	0	0	2
	Hour	8	0	0	8
	9/27/2023 2:00:00 AM	2	0	0	2
	9/27/2023 2:15:00 AM	0	1	0	1
	9/27/2023 2:30:00 AM	1	0	0	1
	9/27/2023 2:45:00 AM	3	0	0	3
	Hour	6	1	0	7
	9/27/2023 3:00:00 AM	2	0	0	2
	9/27/2023 3:15:00 AM	2	0	0	2
	9/27/2023 3:30:00 AM	3	0	0	3
	9/27/2023 3:45:00 AM	2	0	0	2
	Hour	9	0	0	9
	9/27/2023 4:00:00 AM	5	0	0	5
	9/27/2023 4:15:00 AM	9	0	0	9
	9/27/2023 4:30:00 AM	4	0	0	4
	9/27/2023 4:45:00 AM	7	0	0	7
	Hour	25	0	0	25
	9/27/2023 5:00:00 AM	4	1	0	5
	9/27/2023 5:15:00 AM	15	0	0	15
	9/27/2023 5:30:00 AM	20	0	0	20
	9/27/2023 5:45:00 AM	14	1	0	15
	Hour	53	2	0	55
	9/27/2023 6:00:00 AM	31	0	0	31
	9/27/2023 6:15:00 AM	30	0	0	30
	9/27/2023 6:30:00 AM	48	0	0	48
	9/27/2023 6:45:00 AM	49	1	0	50
	Hour	158	1	0	159
	9/27/2023 7:00:00 AM	48	2	0	50
	9/27/2023 7:15:00 AM	52	0	0	52
	9/27/2023 7:30:00 AM	57	0	0	57
	9/27/2023 7:45:00 AM	53	0	0	53
	Hour	210	2	0	212
	9/27/2023 8:00:00 AM	51	2	0	53
	9/27/2023 8:15:00 AM	50	2	0	52
	9/27/2023 8:30:00 AM	37	1	0	38
	9/27/2023 8:45:00 AM	35	0	0	35
	Hour	173	5	0	178
	9/27/2023 9:00:00 AM	29	0	0	29
	9/27/2023 9:15:00 AM	31	0	1	32
	9/27/2023 9:30:00 AM	31	0	0	31
	9/27/2023 9:45:00 AM	35	3	0	38
	Hour	126	3	1	130
	9/27/2023 10:00:00 AM	31	2	0	33
	9/27/2023 10:15:00 AM	37	0	0	37
	9/27/2023 10:30:00 AM	38	0	0	38
	9/27/2023 10:45:00 AM	34	0	0	34
	Hour	140	2	0	142
	9/27/2023 11:00:00 AM	35	2	0	37
	9/27/2023 11:15:00 AM	33	0	0	33
	9/27/2023 11:30:00 AM	38	1	0	39
	9/27/2023 11:45:00 AM	42	0	0	42
	Hour	148	3	0	151
	Total	1,072	19	1	1,092
	Percentage	98.2%	1.7%	0.1%	



All Traffic Data Services

1 - DAVIDSON PKWY WEST OF WALTER WAY

WB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	31	0	0	31
	9/27/2023 12:15:00 PM	43	0	0	43
	9/27/2023 12:30:00 PM	29	0	0	29
	9/27/2023 12:45:00 PM	40	0	0	40
	Hour	143	0	0	143
	9/27/2023 1:00:00 PM	36	0	0	36
	9/27/2023 1:15:00 PM	34	1	0	35
	9/27/2023 1:30:00 PM	52	1	0	53
	9/27/2023 1:45:00 PM	52	1	0	53
	Hour	174	3	0	177
	9/27/2023 2:00:00 PM	36	0	0	36
	9/27/2023 2:15:00 PM	41	0	1	42
	9/27/2023 2:30:00 PM	73	5	0	78
	9/27/2023 2:45:00 PM	50	0	0	50
	Hour	200	5	1	206
	9/27/2023 3:00:00 PM	51	0	0	51
	9/27/2023 3:15:00 PM	37	0	0	37
	9/27/2023 3:30:00 PM	50	2	0	52
	9/27/2023 3:45:00 PM	40	1	0	41
	Hour	178	3	0	181
	9/27/2023 4:00:00 PM	37	0	1	38
	9/27/2023 4:15:00 PM	50	1	1	52
	9/27/2023 4:30:00 PM	45	2	0	47
	9/27/2023 4:45:00 PM	56	0	0	56
	Hour	188	3	2	193
	9/27/2023 5:00:00 PM	47	0	0	47
	9/27/2023 5:15:00 PM	41	1	0	42
	9/27/2023 5:30:00 PM	57	1	0	58
	9/27/2023 5:45:00 PM	33	0	0	33
	Hour	178	2	0	180
	9/27/2023 6:00:00 PM	40	0	0	40
	9/27/2023 6:15:00 PM	46	0	0	46
	9/27/2023 6:30:00 PM	35	1	1	37
	9/27/2023 6:45:00 PM	32	1	0	33
	Hour	153	2	1	156
	9/27/2023 7:00:00 PM	38	0	0	38
	9/27/2023 7:15:00 PM	38	0	0	38
	9/27/2023 7:30:00 PM	34	0	0	34
	9/27/2023 7:45:00 PM	16	0	0	16
	Hour	126	0	0	126
	9/27/2023 8:00:00 PM	23	0	0	23
	9/27/2023 8:15:00 PM	28	0	0	28
	9/27/2023 8:30:00 PM	24	0	0	24
	9/27/2023 8:45:00 PM	22	0	0	22
	Hour	97	0	0	97
	9/27/2023 9:00:00 PM	30	0	0	30
	9/27/2023 9:15:00 PM	18	0	0	18
	9/27/2023 9:30:00 PM	19	0	0	19
	9/27/2023 9:45:00 PM	18	0	0	18
	Hour	85	0	0	85
	9/27/2023 10:00:00 PM	15	1	0	16
	9/27/2023 10:15:00 PM	16	0	0	16
	9/27/2023 10:30:00 PM	10	0	0	10
	9/27/2023 10:45:00 PM	13	1	0	14
	Hour	54	2	0	56
	9/27/2023 11:00:00 PM	11	1	0	12
	9/27/2023 11:15:00 PM	8	0	0	8
	9/27/2023 11:30:00 PM	7	0	0	7
	9/27/2023 11:45:00 PM	7	0	0	7
	Hour	33	1	0	34
	Total	1,609	21	4	1,634
	Percentage	98.5%	1.3%	0.2%	
	Grand Total	2,681	40	5	2,726
	Percentage	98.3%	1.5%	0.2%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

NB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	1	0	0	1
	9/27/2023 12:15:00 AM	1	0	0	1
	9/27/2023 12:30:00 AM	1	0	0	1
	9/27/2023 12:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	9/27/2023 1:00:00 AM	1	0	0	1
	9/27/2023 1:15:00 AM	1	0	0	1
	9/27/2023 1:30:00 AM	1	0	0	1
	9/27/2023 1:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	9/27/2023 2:00:00 AM	0	0	1	1
	9/27/2023 2:15:00 AM	0	1	0	1
	9/27/2023 2:30:00 AM	1	0	0	1
	9/27/2023 2:45:00 AM	0	0	0	0
	Hour	1	1	1	3
	9/27/2023 3:00:00 AM	1	0	0	1
	9/27/2023 3:15:00 AM	1	0	0	1
	9/27/2023 3:30:00 AM	0	0	0	0
	9/27/2023 3:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	9/27/2023 4:00:00 AM	1	0	0	1
	9/27/2023 4:15:00 AM	4	0	0	4
	9/27/2023 4:30:00 AM	3	0	0	3
	9/27/2023 4:45:00 AM	2	0	0	2
	Hour	10	0	0	10
	9/27/2023 5:00:00 AM	2	0	0	2
	9/27/2023 5:15:00 AM	5	0	0	5
	9/27/2023 5:30:00 AM	6	0	0	6
	9/27/2023 5:45:00 AM	5	0	0	5
	Hour	18	0	0	18
	9/27/2023 6:00:00 AM	12	0	0	12
	9/27/2023 6:15:00 AM	11	0	0	11
	9/27/2023 6:30:00 AM	9	0	0	9
	9/27/2023 6:45:00 AM	18	2	0	20
	Hour	50	2	0	52
	9/27/2023 7:00:00 AM	16	1	0	17
	9/27/2023 7:15:00 AM	21	0	0	21
	9/27/2023 7:30:00 AM	16	1	0	17
	9/27/2023 7:45:00 AM	21	0	0	21
	Hour	74	2	0	76
	9/27/2023 8:00:00 AM	13	4	0	17
	9/27/2023 8:15:00 AM	22	1	0	23
	9/27/2023 8:30:00 AM	8	0	0	8
	9/27/2023 8:45:00 AM	19	1	0	20
	Hour	62	6	0	68
	9/27/2023 9:00:00 AM	22	0	1	23
	9/27/2023 9:15:00 AM	7	0	0	7
	9/27/2023 9:30:00 AM	15	0	0	15
	9/27/2023 9:45:00 AM	6	2	0	8
	Hour	50	2	1	53
	9/27/2023 10:00:00 AM	11	2	1	14
	9/27/2023 10:15:00 AM	16	1	1	18
	9/27/2023 10:30:00 AM	15	0	0	15
	9/27/2023 10:45:00 AM	22	0	0	22
	Hour	64	3	2	69
	9/27/2023 11:00:00 AM	38	2	1	41
	9/27/2023 11:15:00 AM	14	2	0	16
	9/27/2023 11:30:00 AM	11	0	0	11
	9/27/2023 11:45:00 AM	14	0	0	14
	Hour	77	4	1	82
	Total	414	20	5	439
	Percentage	94.3%	4.6%	1.1%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

NB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	15	0	0	15
	9/27/2023 12:15:00 PM	11	1	0	12
	9/27/2023 12:30:00 PM	7	2	0	9
	9/27/2023 12:45:00 PM	20	0	0	20
	Hour	53	3	0	56
	9/27/2023 1:00:00 PM	10	0	0	10
	9/27/2023 1:15:00 PM	18	2	0	20
	9/27/2023 1:30:00 PM	17	0	0	17
	9/27/2023 1:45:00 PM	20	0	0	20
	Hour	65	2	0	67
	9/27/2023 2:00:00 PM	14	0	0	14
	9/27/2023 2:15:00 PM	14	1	1	16
	9/27/2023 2:30:00 PM	49	3	0	52
	9/27/2023 2:45:00 PM	21	1	0	22
	Hour	98	5	1	104
	9/27/2023 3:00:00 PM	18	0	0	18
	9/27/2023 3:15:00 PM	18	2	0	20
	9/27/2023 3:30:00 PM	13	1	0	14
	9/27/2023 3:45:00 PM	15	1	0	16
	Hour	64	4	0	68
	9/27/2023 4:00:00 PM	14	0	1	15
	9/27/2023 4:15:00 PM	13	0	1	14
	9/27/2023 4:30:00 PM	13	3	0	16
	9/27/2023 4:45:00 PM	12	1	0	13
	Hour	52	4	2	58
	9/27/2023 5:00:00 PM	12	0	0	12
	9/27/2023 5:15:00 PM	14	1	0	15
	9/27/2023 5:30:00 PM	15	0	1	16
	9/27/2023 5:45:00 PM	11	0	0	11
	Hour	52	1	1	54
	9/27/2023 6:00:00 PM	10	0	0	10
	9/27/2023 6:15:00 PM	15	0	0	15
	9/27/2023 6:30:00 PM	7	0	1	8
	9/27/2023 6:45:00 PM	10	0	0	10
	Hour	42	0	1	43
	9/27/2023 7:00:00 PM	10	0	0	10
	9/27/2023 7:15:00 PM	11	0	0	11
	9/27/2023 7:30:00 PM	11	0	0	11
	9/27/2023 7:45:00 PM	4	0	0	4
	Hour	36	0	0	36
	9/27/2023 8:00:00 PM	5	0	0	5
	9/27/2023 8:15:00 PM	7	0	0	7
	9/27/2023 8:30:00 PM	1	0	0	1
	9/27/2023 8:45:00 PM	5	0	0	5
	Hour	18	0	0	18
	9/27/2023 9:00:00 PM	7	0	0	7
	9/27/2023 9:15:00 PM	7	0	0	7
	9/27/2023 9:30:00 PM	3	0	0	3
	9/27/2023 9:45:00 PM	5	0	0	5
	Hour	22	0	0	22
	9/27/2023 10:00:00 PM	2	0	0	2
	9/27/2023 10:15:00 PM	2	0	0	2
	9/27/2023 10:30:00 PM	4	0	0	4
	9/27/2023 10:45:00 PM	2	1	0	3
	Hour	10	1	0	11
	9/27/2023 11:00:00 PM	3	0	0	3
	9/27/2023 11:15:00 PM	3	0	0	3
	9/27/2023 11:30:00 PM	2	0	0	2
	9/27/2023 11:45:00 PM	2	0	0	2
	Hour	10	0	0	10
	Total	522	20	5	547
	Percentage	95.4%	3.7%	0.9%	
	Grand Total	936	40	10	986
	Percentage	94.9%	4.1%	1.0%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

SB	Time	Lights	Mediums	Trucks	Total
	9/27/2023	1	0	0	1
	9/27/2023 12:15:00 AM	3	0	0	3
	9/27/2023 12:30:00 AM	3	0	0	3
	9/27/2023 12:45:00 AM	1	0	0	1
	Hour	8	0	0	8
	9/27/2023 1:00:00 AM	1	0	0	1
	9/27/2023 1:15:00 AM	1	0	0	1
	9/27/2023 1:30:00 AM	0	0	0	0
	9/27/2023 1:45:00 AM	2	0	1	3
	Hour	4	0	1	5
	9/27/2023 2:00:00 AM	2	0	0	2
	9/27/2023 2:15:00 AM	3	1	0	4
	9/27/2023 2:30:00 AM	1	0	0	1
	9/27/2023 2:45:00 AM	1	0	0	1
	Hour	7	1	0	8
	9/27/2023 3:00:00 AM	2	0	0	2
	9/27/2023 3:15:00 AM	1	0	0	1
	9/27/2023 3:30:00 AM	0	0	0	0
	9/27/2023 3:45:00 AM	0	0	0	0
	Hour	3	0	0	3
	9/27/2023 4:00:00 AM	0	0	0	0
	9/27/2023 4:15:00 AM	1	0	0	1
	9/27/2023 4:30:00 AM	0	0	0	0
	9/27/2023 4:45:00 AM	3	1	0	4
	Hour	4	1	0	5
	9/27/2023 5:00:00 AM	6	0	0	6
	9/27/2023 5:15:00 AM	11	0	0	11
	9/27/2023 5:30:00 AM	24	0	0	24
	9/27/2023 5:45:00 AM	59	1	0	60
	Hour	100	1	0	101
	9/27/2023 6:00:00 AM	2	0	0	2
	9/27/2023 6:15:00 AM	4	1	0	5
	9/27/2023 6:30:00 AM	9	1	0	10
	9/27/2023 6:45:00 AM	14	0	0	14
	Hour	29	2	0	31
	9/27/2023 7:00:00 AM	4	0	0	4
	9/27/2023 7:15:00 AM	12	2	0	14
	9/27/2023 7:30:00 AM	10	1	0	11
	9/27/2023 7:45:00 AM	16	1	0	17
	Hour	42	4	0	46
	9/27/2023 8:00:00 AM	8	1	0	9
	9/27/2023 8:15:00 AM	5	0	0	5
	9/27/2023 8:30:00 AM	19	1	0	20
	9/27/2023 8:45:00 AM	4	0	2	6
	Hour	36	2	2	40
	9/27/2023 9:00:00 AM	17	0	0	17
	9/27/2023 9:15:00 AM	12	1	0	13
	9/27/2023 9:30:00 AM	6	2	0	8
	9/27/2023 9:45:00 AM	11	1	1	13
	Hour	46	4	1	51
	9/27/2023 10:00:00 AM	4	1	0	5
	9/27/2023 10:15:00 AM	8	2	1	11
	9/27/2023 10:30:00 AM	11	0	0	11
	9/27/2023 10:45:00 AM	20	1	0	21
	Hour	43	4	1	48
	9/27/2023 11:00:00 AM	14	0	0	14
	9/27/2023 11:15:00 AM	31	1	0	32
	9/27/2023 11:30:00 AM	16	0	0	16
	9/27/2023 11:45:00 AM	11	2	0	13
	Hour	72	3	0	75
	Total	394	22	5	421
	Percentage	93.6%	5.2%	1.2%	



All Traffic Data Services

2 - WALTER WAY SOUTH OF DAVIDSON PKWY

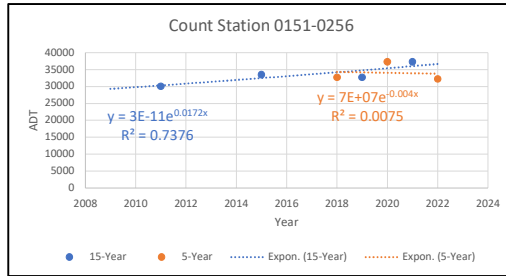
SB	Time	Lights	Mediums	Trucks	Total
	9/27/2023 12:00:00 PM	12	1	0	13
	9/27/2023 12:15:00 PM	15	0	0	15
	9/27/2023 12:30:00 PM	12	1	0	13
	9/27/2023 12:45:00 PM	13	0	0	13
	Hour	52	2	0	54
	9/27/2023 1:00:00 PM	7	0	0	7
	9/27/2023 1:15:00 PM	8	1	0	9
	9/27/2023 1:30:00 PM	17	1	1	19
	9/27/2023 1:45:00 PM	21	1	0	22
	Hour	53	3	1	57
	9/27/2023 2:00:00 PM	11	0	0	11
	9/27/2023 2:15:00 PM	18	1	0	19
	9/27/2023 2:30:00 PM	11	0	0	11
	9/27/2023 2:45:00 PM	20	1	0	21
	Hour	60	2	0	62
	9/27/2023 3:00:00 PM	9	1	2	12
	9/27/2023 3:15:00 PM	14	1	0	15
	9/27/2023 3:30:00 PM	22	1	0	23
	9/27/2023 3:45:00 PM	13	0	0	13
	Hour	58	3	2	63
	9/27/2023 4:00:00 PM	9	1	2	12
	9/27/2023 4:15:00 PM	12	0	0	12
	9/27/2023 4:30:00 PM	18	0	0	18
	9/27/2023 4:45:00 PM	10	2	0	12
	Hour	49	3	2	54
	9/27/2023 5:00:00 PM	11	0	0	11
	9/27/2023 5:15:00 PM	14	0	0	14
	9/27/2023 5:30:00 PM	14	1	0	15
	9/27/2023 5:45:00 PM	13	0	0	13
	Hour	52	1	0	53
	9/27/2023 6:00:00 PM	12	0	0	12
	9/27/2023 6:15:00 PM	11	0	0	11
	9/27/2023 6:30:00 PM	13	0	0	13
	9/27/2023 6:45:00 PM	14	0	0	14
	Hour	50	0	0	50
	9/27/2023 7:00:00 PM	18	0	0	18
	9/27/2023 7:15:00 PM	14	0	0	14
	9/27/2023 7:30:00 PM	17	0	0	17
	9/27/2023 7:45:00 PM	8	0	0	8
	Hour	57	0	0	57
	9/27/2023 8:00:00 PM	13	0	0	13
	9/27/2023 8:15:00 PM	11	0	0	11
	9/27/2023 8:30:00 PM	15	0	0	15
	9/27/2023 8:45:00 PM	11	0	0	11
	Hour	50	0	0	50
	9/27/2023 9:00:00 PM	12	0	0	12
	9/27/2023 9:15:00 PM	7	0	0	7
	9/27/2023 9:30:00 PM	7	0	0	7
	9/27/2023 9:45:00 PM	6	0	0	6
	Hour	32	0	0	32
	9/27/2023 10:00:00 PM	11	1	0	12
	9/27/2023 10:15:00 PM	7	1	0	8
	9/27/2023 10:30:00 PM	6	0	0	6
	9/27/2023 10:45:00 PM	8	0	0	8
	Hour	32	2	0	34
	9/27/2023 11:00:00 PM	3	0	0	3
	9/27/2023 11:15:00 PM	2	0	0	2
	9/27/2023 11:30:00 PM	4	0	0	4
	9/27/2023 11:45:00 PM	4	0	0	4
	Hour	13	0	0	13
	Total	558	16	5	579
	Percentage	96.4%	2.8%	0.9%	
	Grand Total	952	38	10	1,000
	Percentage	95.2%	3.8%	1.0%	

APPENDIX C – GROWTH RATE CALCULATIONS

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0256

Station: 0151-0256
Location: N Henry Blvd east of I-675
Class: 3U - Principal Arterial - Other (Urban)

Year	ADT
2009	
2010	
2011	30090
2012	
2013	
2014	33506
2015	
2016	
2017	
2018	
2019	32738
2020	
2021	37292
2022	
2023	32244

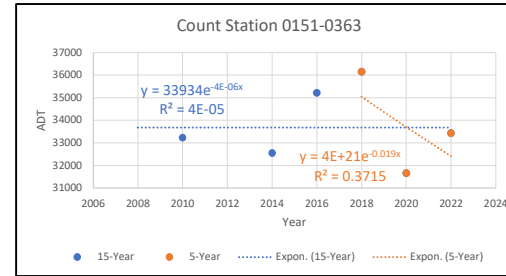


5-Yr Growth Rate = -0.40%
15-Yr Growth Rate = 1.72%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0363

Station: 0151-0363
Location: N Henry Blvd east of I-675
Class: 3U - Principal Arterial - Other (Urban)

Year	ADT
2008	
2009	
2010	33240
2011	
2012	
2013	
2014	32558
2015	
2016	35222
2017	
2018	36150
2019	
2020	31672
2021	
2022	33441

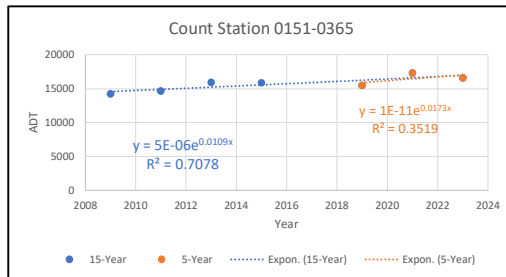


5-Yr Growth Rate = -1.90%
15-Yr Growth Rate = 0.00%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0365

Station: 0151-0365
Location: N Henry Blvd East of I-675
Class: 4U - Minor Arterial (Urban)

Year	ADT
2009	14258
2010	
2011	14676
2012	
2013	15942
2014	
2015	15866
2016	
2017	
2018	
2019	15504
2020	
2021	17340
2022	
2023	16616

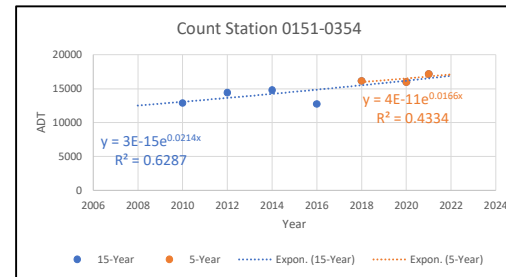


5-Yr Growth Rate = 1.73%
15-Yr Growth Rate = 1.09%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000151_0354

Station: 0151-0354
Location: Gen Ray Davis Medal of Honor Hwy south of N Henry Blvd
Class: 4U - Minor Arterial (Urban)

Year	ADT
2008	
2009	
2010	12908
2011	
2012	14436
2013	
2014	14814
2015	
2016	12777
2017	
2018	16176
2019	
2020	15989
2021	17194
2022	

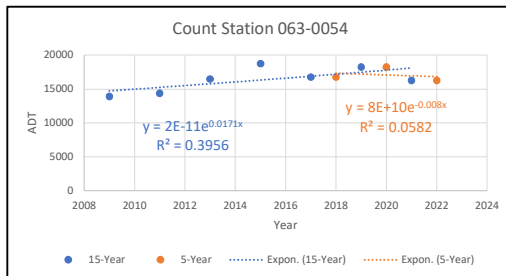


5-Yr Growth Rate = 1.66%
15-Yr Growth Rate = 2.14%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000063_0054

Station: 063-0054
Location: Macon Hwy east of I-675
Class: 5U - Major Collector (Urban)

Year	ADT
2009	
2010	13932
2011	
2012	14396
2013	
2014	16506
2015	
2016	18764
2017	
2018	16784
2019	
2020	18256
2021	
2022	16280
2023	



5-Yr Growth Rate = -0.80%
15-Yr Growth Rate = 1.71%

AVERAGE ANNUAL GROWTH RATE		
Station	5-Year Rate	15-Year Rate
0151-0256	-0.40%	1.72%
0151-0363	-1.90%	0.00%
0151-0365	1.73%	1.09%
0151-0354	1.66%	2.14%
063-0054	-0.80%	1.71%
Average	0.06%	1.33%
Overall	0.70%	
Applied	0.70%	

APPENDIX D – CAPACITY ANALYSIS REPORTS

- Existing Year 2023
- Opening Year 2025 Background
- Opening Year 2025 With Project

Existing Year 2023

HCM 2010 AWSC
1: Walter Way & Davidson Parkway

10/25/2023

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	92	28	10	161	26	54	12	12	10	4	0
Future Vol, veh/h	3	92	28	10	161	26	54	12	12	10	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	100	30	11	175	28	59	13	13	11	4	0
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	8.5	9.2	8.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	69%	100%	0%	100%	0%	71%
Vol Thru, %	15%	0%	77%	0%	86%	29%
Vol Right, %	15%	0%	23%	0%	14%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	3	120	10	187	14
LT Vol	54	3	0	10	0	10
Through Vol	12	0	92	0	161	4
RT Vol	12	0	28	0	26	0
Lane Flow Rate	85	3	130	11	203	15
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.114	0.005	0.174	0.016	0.271	0.021
Departure Headway (Hd)	4.831	5.464	4.798	5.397	4.797	5.024
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	743	657	749	665	750	713
Service Time	2.853	3.184	2.518	3.115	2.515	3.052
HCM Lane V/C Ratio	0.114	0.005	0.174	0.017	0.271	0.021
HCM Control Delay	8.5	8.2	8.5	8.2	9.3	8.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0	0.6	0	1.1	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	218	37	14	155	65	35	12	11	53	3	3
Future Vol, veh/h	3	218	37	14	155	65	35	12	11	53	3	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	237	40	15	168	71	38	13	12	58	3	3
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.9	9.9	8.9	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	60%	100%	0%	100%	0%	90%
Vol Thru, %	21%	0%	85%	0%	70%	5%
Vol Right, %	19%	0%	15%	0%	30%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	3	255	14	220	59
LT Vol	35	3	0	14	0	53
Through Vol	12	0	218	0	155	3
RT Vol	11	0	37	0	65	3
Lane Flow Rate	63	3	277	15	239	64
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.093	0.005	0.385	0.024	0.326	0.097
Departure Headway (Hd)	5.318	5.6	4.994	5.623	4.912	5.456
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	670	638	718	635	729	653
Service Time	3.381	3.345	2.739	3.37	2.658	3.52
HCM Lane V/C Ratio	0.094	0.005	0.386	0.024	0.328	0.098
HCM Control Delay	8.9	8.4	10.9	8.5	10	9.1
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0.3	0	1.8	0.1	1.4	0.3

Opening Year 2025 Background

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	93	29	10	163	27	55	12	12	10	4	0
Future Vol, veh/h	3	93	29	10	163	27	55	12	12	10	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	101	32	11	177	29	60	13	13	11	4	0
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	8.6	9.2	8.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	100%	0%	100%	0%	71%
Vol Thru, %	15%	0%	76%	0%	86%	29%
Vol Right, %	15%	0%	24%	0%	14%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	3	122	10	190	14
LT Vol	55	3	0	10	0	10
Through Vol	12	0	93	0	163	4
RT Vol	12	0	29	0	27	0
Lane Flow Rate	86	3	133	11	207	15
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.116	0.005	0.177	0.016	0.275	0.021
Departure Headway (Hd)	4.847	5.47	4.8	5.401	4.799	5.04
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	741	656	748	664	750	711
Service Time	2.867	3.191	2.522	3.121	2.519	3.067
HCM Lane V/C Ratio	0.116	0.005	0.178	0.017	0.276	0.021
HCM Control Delay	8.5	8.2	8.6	8.2	9.3	8.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0	0.6	0	1.1	0.1

HCM 2010 AWSC

1: Walter Way & Davidson Parkway

10/25/2023

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	221	38	14	157	66	36	12	11	54	3	3
Future Vol, veh/h	3	221	38	14	157	66	36	12	11	54	3	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	240	41	15	171	72	39	13	12	59	3	3
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11	10	9	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	61%	100%	0%	100%	0%	90%
Vol Thru, %	20%	0%	85%	0%	70%	5%
Vol Right, %	19%	0%	15%	0%	30%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	3	259	14	223	60
LT Vol	36	3	0	14	0	54
Through Vol	12	0	221	0	157	3
RT Vol	11	0	38	0	66	3
Lane Flow Rate	64	3	282	15	242	65
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.095	0.005	0.391	0.024	0.332	0.099
Departure Headway (Hd)	5.343	5.612	5.005	5.636	4.925	5.479
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	667	636	718	634	727	650
Service Time	3.408	3.358	2.751	3.383	2.671	3.544
HCM Lane V/C Ratio	0.096	0.005	0.393	0.024	0.333	0.1
HCM Control Delay	9	8.4	11	8.5	10.1	9.2
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.3	0	1.9	0.1	1.5	0.3

Opening Year 2025 With Project

HCM 2010 AWSC

1: Walter Way & Davidson Parkway

11/16/2023

Intersection

Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	106	29	22	176	27	55	19	50	10	4	5
Future Vol, veh/h	10	106	29	22	176	27	55	19	50	10	4	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	4	4	10	1	0	4	8	25	0	25	0
Mvmt Flow	11	113	31	23	187	29	59	20	53	11	4	5
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9	9.7	8.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	44%	100%	0%	100%	0%	53%
Vol Thru, %	15%	0%	79%	0%	87%	21%
Vol Right, %	40%	0%	21%	0%	13%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	10	135	22	203	19
LT Vol	55	10	0	22	0	10
Through Vol	19	0	106	0	176	4
RT Vol	50	0	29	0	27	5
Lane Flow Rate	132	11	144	23	216	20
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.176	0.017	0.2	0.037	0.296	0.028
Departure Headway (Hd)	4.794	5.596	5.01	5.688	4.938	4.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	748	639	715	629	728	716
Service Time	2.828	3.334	2.748	3.424	2.673	3.03
HCM Lane V/C Ratio	0.176	0.017	0.201	0.037	0.297	0.028
HCM Control Delay	8.9	8.4	9	8.6	9.8	8.2
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.7	0.1	1.2	0.1

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	225	38	49	192	49	36	35	22	54	3	18
Future Vol, veh/h	26	225	38	49	192	49	36	35	22	54	3	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	4	4	10	1	0	4	8	25	0	25	0
Mvmt Flow	28	239	40	52	204	52	38	37	23	57	3	19
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.4	10.7	9.6	9.4
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	39%	100%	0%	100%	0%	72%
Vol Thru, %	38%	0%	86%	0%	80%	4%
Vol Right, %	24%	0%	14%	0%	20%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	26	263	49	241	75
LT Vol	36	26	0	49	0	54
Through Vol	35	0	225	0	192	3
RT Vol	22	0	38	0	49	18
Lane Flow Rate	99	28	280	52	256	80
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.154	0.045	0.408	0.086	0.367	0.125
Departure Headway (Hd)	5.603	5.794	5.256	5.961	5.159	5.636
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	644	612	677	595	690	639
Service Time	3.603	3.585	3.047	3.754	2.952	3.64
HCM Lane V/C Ratio	0.154	0.046	0.414	0.087	0.371	0.125
HCM Control Delay	9.6	8.9	11.7	9.3	11	9.4
HCM Lane LOS	A	A	B	A	B	A
HCM 95th-tile Q	0.5	0.1	2	0.3	1.7	0.4

HCM 2010 TWSC
2: Site Driveway #2 & Davidson Parkway

11/16/2023

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	125	17	18	218	79	20
Future Vol, veh/h	125	17	18	218	79	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	18	20	237	86	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	154	0	413	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1426	-	595	913
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	587	913
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	759	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		11.8	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	633	-	-	1426	-	
HCM Lane V/C Ratio	0.17	-	-	0.014	-	
HCM Control Delay (s)	11.8	-	-	7.6	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

HCM 2010 TWSC
2: Site Driveway #2 & Davidson Parkway

11/16/2023

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	262	69	50	196	34	27
Future Vol, veh/h	262	69	50	196	34	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	285	75	54	213	37	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	360
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1199
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1199
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	1199	-
HCM Lane V/C Ratio	0.123	-	-	0.045	-
HCM Control Delay (s)	12.6	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 2010 TWSC
3: Walter Way & Site Driveway #1

11/16/2023

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	79	43	12
Future Vol, veh/h	45	0	0	79	43	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	0	0	86	47	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	133	47	60
Stage 1	47	-	-
Stage 2	86	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	861	1022	1544
Stage 1	975	-	-
Stage 2	937	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	861	1022	1544
Mov Cap-2 Maneuver	861	-	-
Stage 1	975	-	-
Stage 2	937	-	-

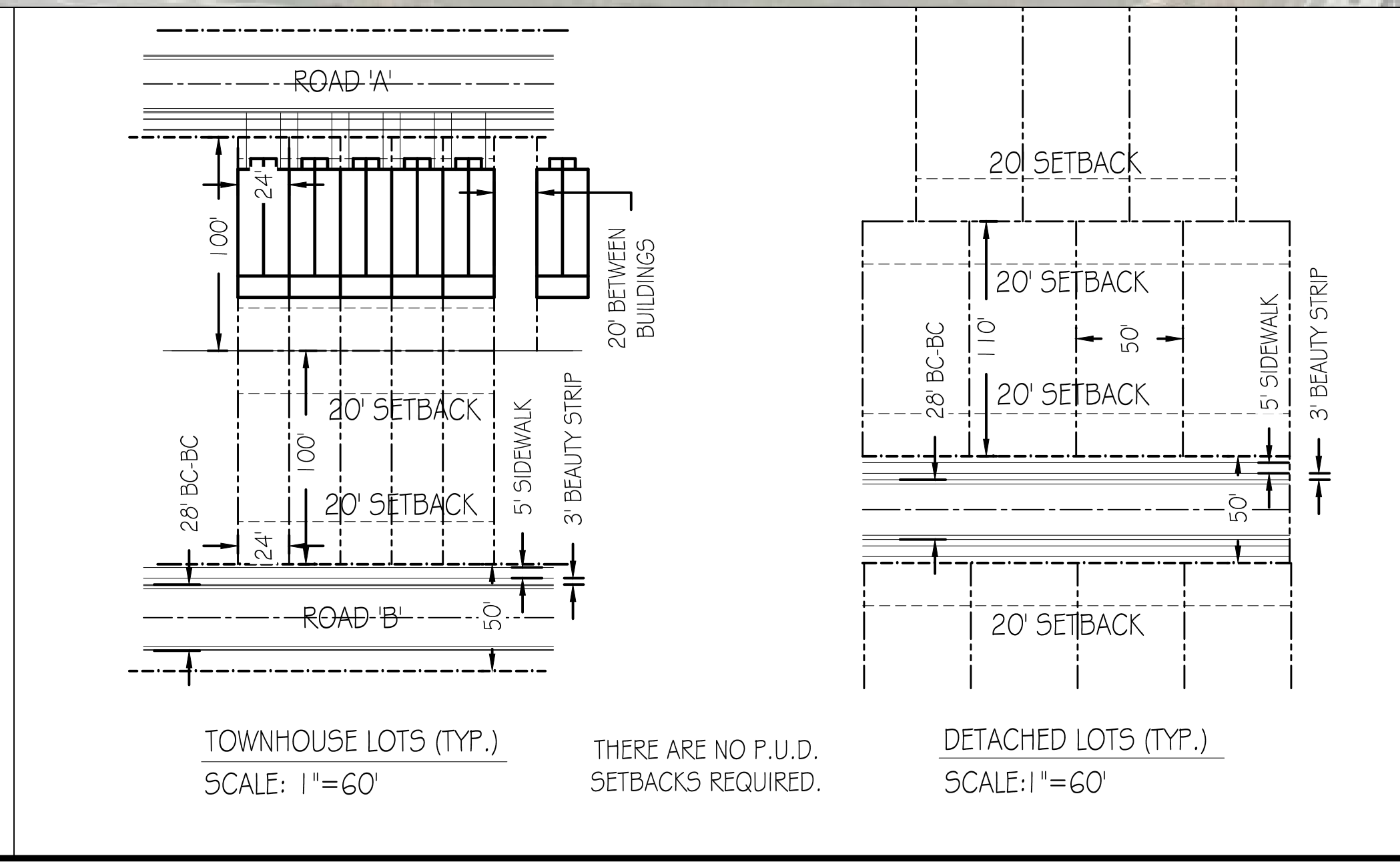
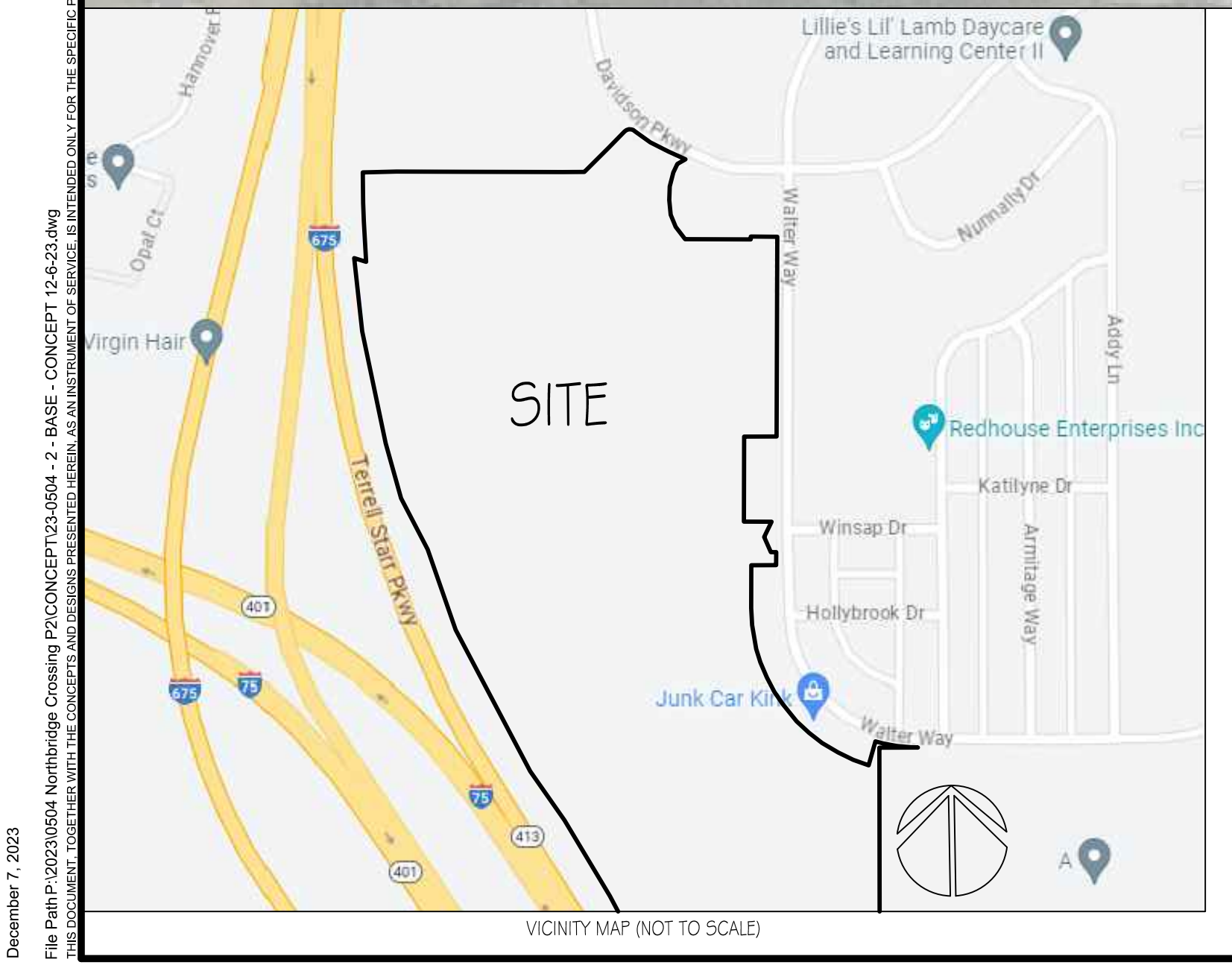
Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1544	-	861	-	-
HCM Lane V/C Ratio	-	-	0.057	-	-
HCM Control Delay (s)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 2010 TWSC
3: Walter Way & Site Driveway #1

11/16/2023

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	0	0	59	55	35
Future Vol, veh/h	34	0	0	59	55	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	0	64	60	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	124	60	98	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	871	1005	1495	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	871	1005	1495	-	-	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1495	-	871	-	-	
HCM Lane V/C Ratio	-	-	0.042	-	-	
HCM Control Delay (s)	0	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	



- AMENITY NOTES:
- PER REGULATIONS:
 - SUBDIVISIONS WITH OVER THREE HUNDRED (300) LOTS MUST INCLUDE A POOL FACILITY, CLUBHOUSE, POCKET PARK OF AT LEAST TWO THOUSAND (2,000) SQUARE FEET, AND AT LEAST TWO (2) OF THE FOLLOWING:
 - PLAYGROUND.
 - DOG PARK.
 - TENNIS COURT.
 - BASKETBALL COURT.
 - WALKING TRAIL.
 - FITNESS CENTER.
 - PICNIC AREA WITH GRILL AND COVERED PAVILION.
 - COMMUNITY GARDEN AND REFLECTION AREA.
 - FIRE PIT AND GATHERING AREA.
 - ANY OTHER AMENITY APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT.
 - PROVIDED AMENITIES: CLUBHOUSE, POOL, PLAYGROUND, PICKLE BALL COURTS AND POCKET PARKS WITH AN AREA GREATER THAN 2,000 SQFT.

DEVELOPER: DR. HORTON 1371 DOGWOOD DRIVE SW CONOVER, GA 30012 CONTACT: TIFFANY D. HOGAN 678-780-8526		DESIGNER: BOWMAN 4174 SILVER PEAK PKWY. SUWANEE, GA 30024 CONTACT: CHRIS MCGARRY 770-932-6550	
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Insurance | Risk Management | Consulting



City of Stockbridge

2024 Property & Casualty Insurance Executive Summary

Matt Simmons | Senior Director Public Sector Practice
Daniel Duhart | Public Sector Broker

May 2, 2024



Insurance | Risk Management | Consulting

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About Gallagher

Gallagher companies plan and administer a full array of insurance, risk management, self-insurance, claims management, and employee benefit products and services. Areas of industry specialization include higher education, healthcare and senior living, life sciences, construction, media and entertainment, public entity, and real estate.

1927

FOUNDING
YEAR

39,000+

EMPLOYEES
WORLDWIDE

850+

OFFICES IN
68 COUNTRIES

150

COUNTRIES SERVED

\$6.9B

REVENUE
(2021)

28+

INDUSTRY
PRACTICES

To support these market segments, we have developed coverage specialties that include Surety, Property, General Liability, Employee Benefits, Executive Lines, Workers' Compensation, Cyber Liability, Fine Arts, Aviation, Foreign Liability, Marine, and Owner- and Contractor-Controlled Insurance Programs, among others.

Gallagher is comprised of several divisions; all working in tangent to provide you with the best services possible depending on your unique needs. Our primary US divisions are:

RETAIL



Insurance | Risk Management | Consulting

REINSURANCE



CLAIMS



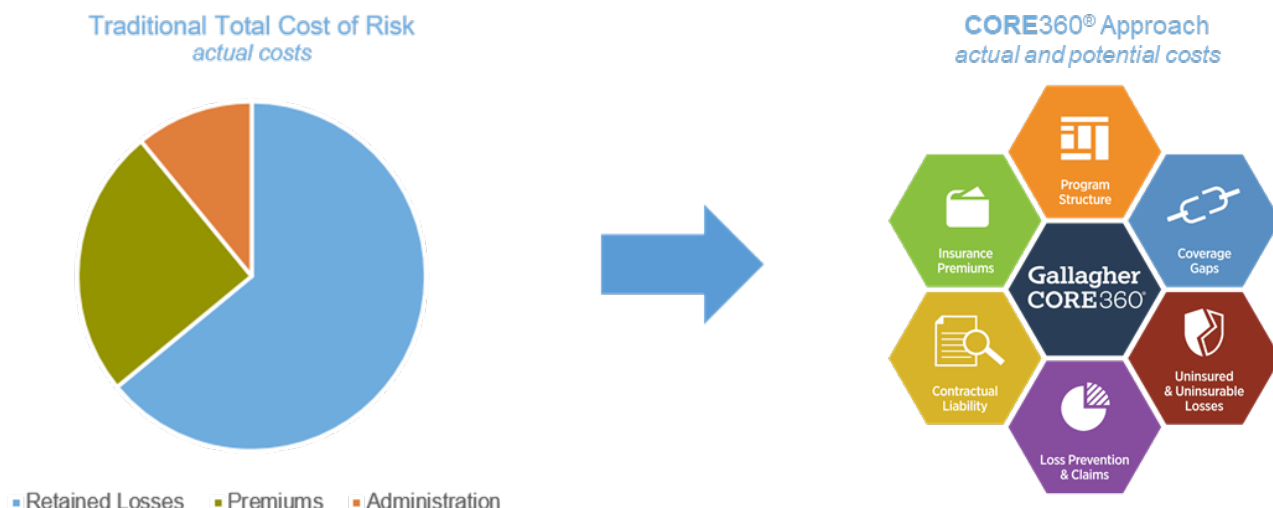
WHOLESALE



ALTERNATIVE RISK



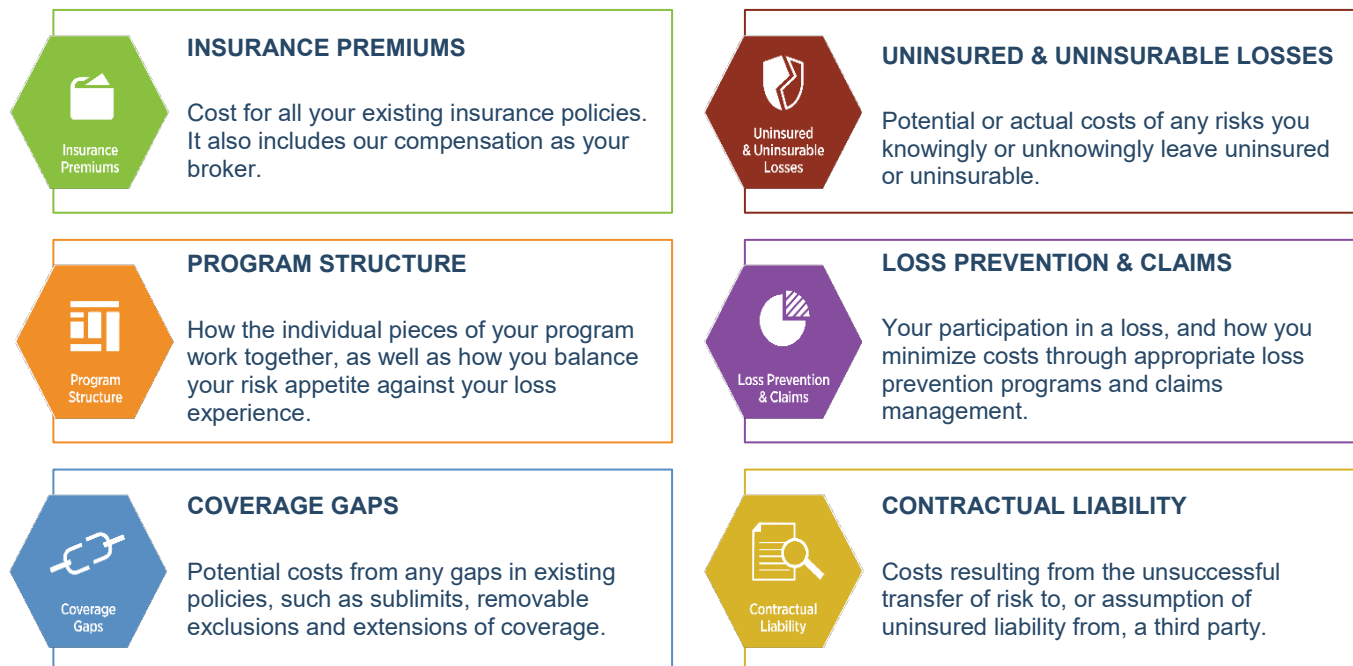
Gallagher's **CORE360®** Approach to Risk Management



The goal of our **CORE360®** approach is to optimize your total cost of risk.

We accomplish this goal by adhering to a comprehensive and well organized process, under which we discuss each **CORE360** cost driver, beginning with Insurance Premiums and ending with Contractual Liability.

The intended result is to drive value to each of your six cost drivers, which represent your total cost of risk.



Insurance Market Report – December 2023

Challenging Property Market Persists

As we progress through 2023, it is clear that challenges within the commercial property market are continuing. Premium rates hardened by an average of 18% in the second quarter and capacity for property catastrophe classes remains tight.

Several factors are driving the hard market, including reinsurance market pressures, the rise in non-modeled weather events & natural catastrophes, inflation and a larger concentration of values in major metropolitan areas.

There have been numerous natural catastrophe events over the course of the year to date, with severe thunderstorms in the US a major driver of insured losses during the first half of the year.ⁱ

Carriers continue to emphasize the importance of carrying out regular property valuations, and our more proactive clients typically benefit from more options at renewal.

At a Glance

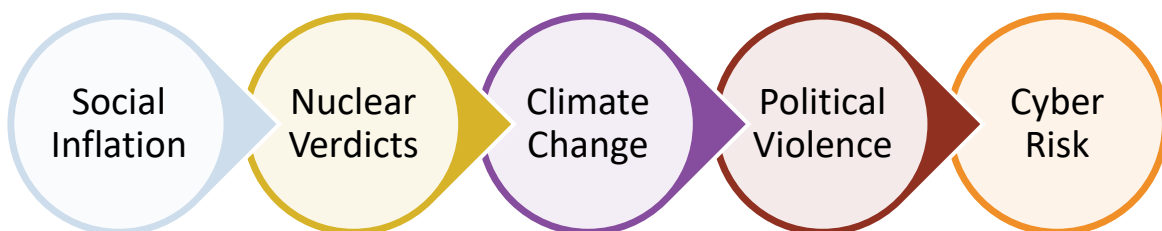
Property: Insurance buyers are becoming more creative to secure coverage in what continues to be an extremely challenging market, with those in the top quartile experiencing median rate rises of 41%.

Casualty: A more moderate market is emerging with median rate increases largely in line with growing exposures. Social inflation, nuclear verdicts and rising medical costs are, however, being closely monitored.

Cyber: Cyber claims activity picked up again in the second quarter. The MOVEit hack caused widespread ransomware losses.

D&O: Plentiful capacity continues to impact supply-demand dynamics, with 85% of public companies seeing rate discounts, albeit by lower margins in the second quarter.

What is Impacting Market Conditions?



Forecasted Premiums



City of Stockbridge							
Property & Casualty Insurance Costs							
Gallagher Forecasted Exposure Changes	3% Budget	5% Payroll	10% Assets				
Line of Business	Expiring Premium+	Exposure Change	Market Changes	Account Modifier	Forecasted Premium+	Premium Change	Overall Change
Property	\$111,239	10.0%	25.0%	0.0%	\$152,954	\$41,715	37.5%
Equipment Breakdown	\$0	10.0%	25.0%	0.0%	\$0	\$0	
Inland Marine	\$13,835	10.0%	0.0%	0.0%	\$15,219	\$1,384	10.0%
Terrorism (Stand Alone)	\$15,908	10.0%	25.0%	0.0%	\$21,874	\$5,966	37.5%
Automobile Liability	\$116,982	10.0%	50.0%	0.0%	\$193,020	\$76,038	65.0%
Auto Physical Damage	\$59,864	10.0%	25.0%	0.0%	\$82,313	\$22,449	37.5%
General Liability	\$45,604	3.0%	25.0%	0.0%	\$58,715	\$13,111	28.8%
Law Enforcement Liability	\$31,671	3.0%	50.0%	0.0%	\$48,932	\$17,261	54.5%
Employment Practices	\$0	3.0%	25.0%	0.0%	\$0	\$0	
Public Officials / E&O	\$45,542	3.0%	25.0%	0.0%	\$58,635	\$13,093	28.8%
Umbrella Liability	\$17,789	3.0%	25.0%	0.0%	\$22,903	\$5,114	28.8%
Excess - First Layer	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Excess - Second Layer	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Excess - Third Layer	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Primary Workers Comp	\$0		0.0%	0.0%	\$0	\$0	
Buffer Layer Workers Comp	\$0		5.0%	0.0%	\$0	\$0	
Excess Workers Comp	\$0		5.0%	0.0%	\$0	\$0	
Cyber - Primary	\$34,930	3.0%	25.0%	25.0%	\$56,215	\$21,285	60.9%
Cyber - Excess	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Crime - Primary	\$5,676	3.0%	25.0%	0.0%	\$7,308	\$1,632	28.8%
Crime - Excess	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Fiduciary Liability - Primary	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Fiduciary Liability - Excess	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Bonds	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Off-Duty Liability	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Municipal Workforce AD&D	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Pollution Liability	\$0	3.0%	0.0%	0.0%	\$0	\$0	
Total Premium+	\$499,040	7.5%			\$718,088	\$219,048	43.9%
Market Forecasted Rate Change ---->							33.9%

DISCLAIMER: Premium+ includes premiums and any surplus lines taxes and/or fees if applicable. This is a subjective premium+ forecast only and does not represent actual market conditions or available insurance products.

Insurance Marketing Results

Expected Challenges

We anticipated challenges at renewal due to the current status of the market and premium increases, specifically in the property and auto market. The continued increase in Georgia public sector claims is driving up rates across the state, so we executed a full marketing strategy to identify possible markets. Our Go-To-Market strategy that was outlined in our January's strategic review report was executed in the first quarter of the year.

Package Markets – Guaranteed Cost/Deductibles

Insurance Company		Underwriting Results
Travelers	1	Quoted
Liberty Mutual	2	Quoted Casualty Only
Tokio Marine(HCC)	3	Declination due to close proximity to Atlanta.
Trident	4	Declination due to loss history
Glatfelter	6	Declined. Carrier cannot meet quote deadline.



Renewal Results

Line of Business	Expiring Program			Proposed 2024-25			Analytics		
	Expiring Program	Retention	Premium	Proposed Program	Retention	Premium	Exposure Change	Premium Change	Net Rate Change
Primary Package	Travelers			Travelers					
Auto Liability*	\$1,000,000	\$0	\$116,982	\$1,000,000	\$0	\$177,870	-0.7%	52.0%	52.7%
Auto Physical Damage	Comp & Collision	\$1,000	\$59,864	Comp & Collision	\$1,000	\$108,579	-5.4%	81.4%	86.8%
General Liability	\$1,000,000	\$0	\$45,604	\$1,000,000	\$0	\$67,996	20.0%	49.1%	29.1%
Law Enforcement Liability	\$1,000,000	\$5,000	\$31,671	\$1,000,000	\$5,000	\$39,498	0.0%	24.7%	24.7%
PE Management Liability	\$1,000,000	\$5,000	\$15,956	\$1,000,000	\$5,000	\$18,680	20.0%	17.1%	-3.0%
Employment Practices Liability	\$1,000,000	\$10,000	\$29,586	\$1,000,000	\$10,000	\$38,462	0.0%	30.0%	30.0%
Umbrella (Excludes Auto)	\$5,000,000		\$17,789	\$5,000,000		\$15,278	20.0%	-14.1%	-34.2%
Property	Travelers		\$111,239			\$122,341	10.0%	10.0%	0.0%
All Risk / Blanket	\$68,382,483	\$5,000		\$75,227,037	\$5,000		0.0%		
Flood	\$1,000,000	\$50,000		\$1,000,000	\$50,000				
Earthquake	\$1,000,000	\$50,000		\$1,000,000	\$50,000				
Equipment Breakdown	\$68,382,483	\$5,000		\$75,227,037	\$5,000				
Inland Marine	Travelers		\$13,835	Travelers		\$19,345	-13.1%	39.8%	53.0%
Miscellaneous Scheduled Items	\$320,678	\$1,000		\$311,722	\$1,000				
Contractors Equipment	\$3,070,027	\$1,000		\$2,666,935	\$1,000				
Cyber Liability*	Beazley		\$34,930	Beazley		\$29,910	20.0%	-14.4%	-34.4%
Data Breach Response	\$2,000,000	\$25,000		\$2,000,000	\$25,000				
Security Liability	\$2,000,000	\$25,000		\$2,000,000	\$25,000				
Ransomware	\$100,000	\$25,000		\$2,000,000	\$25,000				
Crime	Travelers		\$5,676	Travelers		\$5,676	0.0%	0.0%	0.0%
Employee Dishonesty	\$500,000	\$1,000		\$500,000	\$1,000				
	Lloyd's Syndicate 33			Hiscox					
Terrorism & Sabotage	\$68,642,983	\$10,000	\$10,708	\$76,253,731	\$10,000	\$11,896	10.0%	11.1%	1.1%
Active Shooter	\$1,000,000	\$10,000	\$5,200	\$1,000,000	\$10,000	\$5,776		11.1%	
Grand Total			\$499,040			\$661,307	5.6%	32.5%	25.4%
Optional Coverage				Chubb					
Pollution - Premises				\$1,000,000	\$25,000	\$10,733			
				Beazley					
Cyber - \$3M Limit				\$3,000,000	\$25,000	\$5,803.20			
Grand Total			\$499,040			\$677,843	5.6%	35.8%	30.2%

DISCLAIMER: Premium+ includes any surplus lines taxes and fees if applicable. Broker Compensation is included unless specified as a broker fee. Risk management fees are for additional risk consulting services unrelated to the coverage placement. This summary is an outline of certain terms and conditions of the insurance proposed and does not include all of the terms, coverages, exclusions, and conditions of the actual policy language. We make no warranties with respect to policy limits, deductibles, or coverage considerations of the carrier.

Stewardship Report

Over the past year, we have been reviewing the current risk management posture of the City and developed strategies to develop a risk management program for the City of Stockbridge:

1. Met with each of the Department heads to complete a Safety Program survey to get a better idea of the current policies and procedures.
2. Working with the City to create and implement a Safety & Accident Review Committee. The city has never had a Safety committee and this will help with managing risk in a proactive manner.
3. Introduced the client to the GallagherStep training program for employee specific trainings
4. Working with the City to update the employee handbook.
5. Provided the City with a fleet safety policy template to implement to improve auto safety and loss experience.
6. The City recently added Law Enforcement. Working with the City to implement trainings, review policies and procedures and helping them establish a solid foundation for managing risk in that department.
7. The risk control team is doing a flood zone analysis to examine property exposures.
8. Public works was a concern for the city. We're working directly with that department to make sure the employees have the right training to perform their everyday duties.



Loss Prevention & Claims

MINIMIZING LOSSES

Risk Control Service Offerings

NATIONAL RISK CONTROL TEAM	
SITE RISK ASSESSMENT	Site risk assessment consists of reviewing operations, identifying potential risk/hazards, and recommending corrective actions. Some of the services Gallagher can provide include: - Assist in developing a gap analysis that allows your risk management department to compare existing programs to your internal standards/best practices - Providing technical support for the risk management team in areas of safety/risk concerns.
RISK & SAFETY EDUCATIONAL TRAINING	Develop/conduct safety educational training for managers, supervisors and employees. Some of the services Gallagher can provide include: - Working with your risk management team to determine where specific training may be required. - Assist in developing a safety training matrix or reviewing existing training matrix - Conducting risk/safety training through a virtual platform. - Providing access to Gallagher's proprietary Gallagher STEP Online Safety Training
PROGRAM CONSULTATION	Program evaluation, assessment, and recommendations to various operational risk. Some of the services Gallagher can provide include: - Assisting your safety team in enhancing the mission and scope of activities. - Reviewing existing safety and health procedures and provide recommendations to enhance these procedures. - Reviewing your fleet safety program and comparing the program to best standards of practice.
SPECIAL PROJECTS	Client requested services for emerging risk or concerns. Examples include: - Collaborate with insurance carrier risk control consultants - Participate with your risk management team on serious accident events.



Contractual Liability

Hidden Risk Transfers & Unknown Assumption of Liability

Gallagher provides a broad level of services to help our public entity clients ranging from educational services or specific products and guidelines.

Our key service offerings:

1. Contract Review

- Review insurance, hold-harmless, and indemnity provisions
- Verify limits and insurance coverages

2. Certificate of Insurance Issuance

- Our team provides normal 24 hour turnaround
- Can handle rush requests

3. Certificate of Insurance Management

- Outsourced service called Gallagher Verify
- Manages COI reviews, follow ups & tracking
- Call center with licensed experts
- Fee based service

4. Modern Contractual Insurance Requirements

- Comprehensive guidelines
- Designed for public entities

5. Education & Training Resources

- Onsite or virtual training
- Can be targeted to procurement staff, leadership, risk management staff

Thank You for Your Business

We have enjoyed our partnership and appreciate the continued time, support and confidence you have placed in us as your risk management team. This past year has been successful as evidenced by your scorecard. Your total cost of risk is being impacted favorably and our strategy for this upcoming renewal continues to focus on ways to improve this positive impact on your profitability. Thank you.



Legal Disclaimer

Gallagher provides insurance, risk management and consultation services for our clients in response to both known and unknown risk exposures. When providing analysis and recommendations regarding potential insurance coverage, potential claims and/or operational strategy in response to national emergencies (including health crises), we do so from an insurance/risk management perspective, and offer broad information about risk mitigation, loss control strategy and potential claim exposures. We have prepared this commentary and other news alerts for general informational purposes only and the material is not intended to be, nor should it be interpreted as, legal or client-specific risk management advice. General insurance descriptions contained herein do not include complete insurance policy definitions, terms and/or conditions, and should not be relied on for coverage interpretation. The information may not include current governmental or insurance developments, is provided without knowledge of the individual recipient's industry or specific business or coverage circumstances, and in no way reflects or promises to provide insurance coverage outcomes that only insurance carriers control. Gallagher publications may contain links to non-Gallagher websites that are created and controlled by other organizations. We claim no responsibility for the content of any linked website, or any link contained therein. The inclusion of any link does not imply endorsement by Gallagher, as we have no responsibility for information referenced in material owned and controlled by other parties. Gallagher strongly encourages you to review any separate terms of use and privacy policies governing use of these third party websites and resources. Insurance brokerage and related services to be provided by Arthur J. Gallagher Risk Management Services, LLC (License Nos. 0D69293 and/or 0726293). For Institutional Use Only. Not for Public Distribution. Consulting and insurance brokerage services to be provided by Gallagher Benefit Services, Inc. and/or its affiliate Gallagher Benefit Services (Canada) Group Inc. Gallagher Benefit Services, Inc., a non-investment firm and subsidiary of Arthur J. Gallagher & Co., is a licensed insurance agency that does business in California as "Gallagher Benefit Services of California Insurance Services" and in Massachusetts as "Gallagher Benefit Insurance Services." Investment advisory services and corresponding named fiduciary services may be offered through Gallagher Fiduciary Advisors, LLC (GFA), an SEC Registered Investment Adviser. GFA may pay referral fees or other remuneration to employees of AJG or its affiliates or to independent contractors; such payments do not change our fee. GFA is a limited liability company with Gallagher Benefit Services, Inc. as its single member. Securities may be offered through Triad Advisors, LLC (Triad), member FINRA/ SIPC. Certain appropriately licensed individuals of Arthur J. Gallagher & Co. subsidiaries or affiliates, excluding Gallagher Fiduciary Advisors, LLC, offer securities through Triad. Triad is separately owned and other entities and/or marketing names, products or services referenced here are independent of Triad. Neither Triad, Arthur J. Gallagher & Co., GFA, their affiliates nor representatives provide accounting, legal or tax advice. World's Most Ethical Companies® and "Ethisphere" names and marks are registered trademarks of Ethisphere LLC. Arthur J. Gallagher & Co. has been recognized as one of the World's Most Ethical Companies® in 2010, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022 and 2023.



City of Stockbridge

AGENDA ITEM

MEETING DATE

May 13, 2024

FUNDING SOURCE

- ☒ RESOLUTION
☐ ORDINANCE
☒ CONTRACT APPROVAL/RENEWAL
☐ PUBLIC HEARING
☐ PRESENTATION
☐ BID SELECTION/AWARD
☐ TASK ORDER
☐ CHANGE ORDER
☐ BUDGET AMENDMENT
☐ BUDGET TRANSFER
☐ PAYMENT APPROVAL
☐ OTHER

- ☒ GENERAL FUND
☐ FUND BALANCE
☐ SPLOST or TSPLOST
☐ ARPA
☐ GRANT
☐ HOTEL/MOTEL TOURISM
☐ COUNCIL INITIATIVE
☐ PARTNER/SPONSOR
☐ DEPARTMENT FUND BALANCE
☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER:

Renee Wheeler/Matt Simmons

DEPARTMENT:

Human Resources

ITEM/PROJECT/EVENT:

Council consideration to approve the city property/casualty insurance policy.

BACKGROUND INFORMATION:

We anticipated challenges at renewal due to the current status of the market and premium increases, specifically in the property and auto market. The continued increase in Georgia public sector claims is driving up rates across the state, so we executed a full marketing strategy to identify possible markets. In your packet you will see the insurance companies that quoted on the insurance for the city.

APPROVALS: CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

GRANTS ADMIN. _____

☒ FINANCIAL IMPACT ☐ N/A

AMOUNT \$

718,088

ATTACHMENTS:



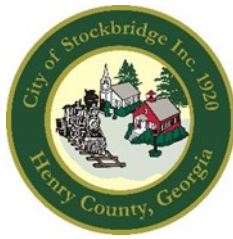
ITEM/PROJECT/EVENT:

City property/casualty insurance.

BACKGROUND INFORMATION:

STAFF RECOMMENDATION:

Staff Signature_____



City of Stockbridge

AGENDA ITEM

MEETING DATE

May 13, 2024

FUNDING SOURCE

- ☒ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☐ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST
- ☐ TSPLOST
- ☐ CDBG
- ☐ GRANT FUNDING
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☒ DEPARTMENT BUDGET
- ☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Decius T. Aaron

DEPARTMENT: Public Works.

ITEM/PROJECT/EVENT:

Lighting Proposal for GA Power

BACKGROUND INFORMATION:

Council consideration to approve Georgia Power Lighting Agreement for streetlight enhancement for (59) Lights for Walt Stephens Rd. in the amount of \$24,214.00/yr., (46) Lights for Valley Hill Rd. in the amount of \$18,878.00/yr., (25) Lights for Jodeco Rd. in the amount of \$18,855/yr. (wooden poles) or (25) Lights for Jodeco Rd. in the amount of \$35,400/yr. (Black Aluminum Poles); and (22) Lights for Davis Rd. in the amount of \$9,338.00/yr., and (19) Lights for Shields Rd. in the amount of \$8,892/yr., for a total of \$79,927.00 or \$96,772.00 annually. Funding source from FY2024 department budget.

SIGNATURES:

CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

☐ FINANCIAL IMPACT ☐ N/A

AMOUNT \$79,927.00 or \$96,773.00

ATTACHMENTS:

☐



City of Stockbridge

AGENDA ITEM

MEETING DATE

April 30, 2024

FUNDING SOURCE

- ☒ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☐ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
- ☐ BUDGET TRANSFER
- ☐ PAYMENT APPROVAL
- ☐ OTHER

- ☐ GENERAL FUND
- ☐ FUND BALANCE
- ☐ SPLOST
- ☐ TSPLOST
- ☐ CDBG
- ☐ GRANT FUNDING
- ☐ COUNCIL INITIATIVE
- ☐ PARTNER/SPONSOR
- ☒ DEPARTMENT BUDGET
- ☐ BONDING

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Decius T. Aaron

DEPARTMENT: Public Works.

ITEM/PROJECT/EVENT:

Lighting proposals from GA Power.

BACKGROUND INFORMATION:

The Public Works Department is requesting City Council's approval of GA Power lighting proposals for enhanced streetlights.

SIGNATURES:

CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

☒ FINANCIAL IMPACT ☐ N/A

AMOUNT \$79,927.00

ATTACHMENTS:

GA POWER LIGHTING PROPOSALS

2024

	A	B	C	D	E	F	G	H	I
	Location				Number of Lights		Wattage	Monthly Cost	Annual Cost
1									
2									
3	Walt Stephens Road				59		120	\$ 2,018	\$ 24,214
4	Valley Hill Road				46		120	\$ 1,573	\$ 18,878
5	Jodeco Road				25		250	\$ 1,546	\$ 18,555
6	Davis Road				22		120	\$ 782	\$ 9,388
7	Shields Road				19		120	\$ 741	\$ 8,892
8									
9	Total				171			\$ 6,661	\$ 79,927



City of Stockbridge
4640 N. Henry Blvd
Stockbridge, GA
RE: Shields Rd

April 19, 2024

Dear Sirs,

Thank you for allowing Georgia Power to serve your energy and site lighting needs. We greatly appreciate the opportunity to earn your business every day.

Georgia Power Company proposes the following solution for an LED lighting installation:

Shields Rd: Highway 42 to Davis

- Install twenty-two (19) new 120w Archeon LED fixtures
- Install eight (8) new 35' wooden poles
- Install approximately 2,960' of new overhead conductor
- Provide electricity required to operate the system at a reduced rate
- Provide all future required maintenance

Service Agreement:

Standard Service Agreement: 1-month initial term, automatically renews month to month after the initial term. Georgia Power retains ownership of the system/installed components.

Prepayment Required = \$0.00
Monthly service fee = \$741.28

Prepayment = \$35,118.00
Monthly Service Fee = \$414.20



Cooper Lighting Archeon Fixture



Please let me know if you have any questions and how you would like to proceed.
This proposal is valid for (30) days from the above date.

Sincerely,

Joe Cobb
Georgia Power Company
Lighting & Smart Services

770-550-2028
jocobb@southernco.com



City of Stockbridge
4640 N. Henry Blvd
Stockbridge, GA
RE: Valley Hill Road

March 8, 2024

Dear Sirs,

Thank you for allowing Georgia Power to serve your energy and site lighting needs. We greatly appreciate the opportunity to earn your business every day.

Georgia Power Company proposes the following solution for an LED lighting installation:

Valley Hill Rd: Highway 42 to E. Atlanta

- Install forty-six (46) new 120w Archeon LED fixtures
- Install approximately 3,920 of new overhead conductor
- Provide electricity required to operate the system at a reduced rate
- Provide all future required maintenance

Service Agreement:

Standard Service Agreement: 1-month initial term, automatically renews month to month after the initial term. Georgia Power retains ownership of the system/installed components.

Prepayment Required = \$0.00
Monthly service fee = \$1,573.20

Prepayment = \$63,536.00
Monthly Service Fee = \$1,002.80



Cooper Lighting Archeon Fixture



Please let me know if you have any questions and how you would like to proceed.
This proposal is valid for (30) days from the above date.

Sincerely,



Joe Cobb
Georgia Power Company
Lighting & Smart Services

770-550-2028
jocobb@southernco.com

Lighting Services Agreement



Project # LP91774

Customer Legal Name CITY OF STOCKBRIDGE DBA _____
Service Address 10 VALLEY HILL RD STOCKBRIDGE GA 30281 County Henry - GA
Mailing Address 4640 N HENRY BLVD STOCKBRIDGE GA 30281
Email daaron@cityofstockbridge-ga.gov Tel # 770-474-1232 Alt Tel # _____
Tax ID# 5620 Business Description MUNICIPALITY

Existing Customer Yes ☒ No ☐ If Yes (and if possible), does customer want the Service added to an existing account? Yes ☐ No ☒ If Yes, which Account Number? _____

Selected Components				
Action	Qty	Wattage	Type	Description
INS	46	120	LED	Area
Service Cost (\$)		Regulated Cost (\$)*	Monthly Cost (\$)*	
\$1,380.46		\$192.74	\$1,573.20	
			Term (Months)	1

* The actual Regulated Cost will be calculated using the tariffs approved by Georgia Public Service Commission at the time of billing. The estimate is based on Summer Rates in effect at the time of this proposal. Excludes applicable sales tax.

Project Notes:
Install 46 - 120 watt area fixtures along Valley Hill Rd from Highway 42 to F Atlanta

Customer agrees to this Lighting Services Agreement with Georgia Power Company under the attached terms and conditions and authorizes all actions noted on this agreement.

Customer also agrees to allow removal of existing lights. Yes ☐ N/A ☒

Type	Customer	Tariff	Content	Pre-Payment (\$)
NESC	Gov	EOL	NLC	\$0.00

Customer recognizes that the individual signing this Agreement on its behalf has authority to do so.

Customer Authorization		Georgia Power Authorization	
Signature:		Signature:	
Print Name:		Print Name:	Joe Cobb
Print Title:		Print Title:	Account Exec
Date:		Date:	



City of Stockbridge
4640 N. Henry Blvd
Stockbridge, GA
RE: Walt Stephens Rd

March 8, 2024

Dear Sirs,

Thank you for allowing Georgia Power to serve your energy and site lighting needs. We greatly appreciate the opportunity to earn your business every day.

Georgia Power Company proposes the following solution for an LED lighting installation:

Walt Stephens Rd: Blackhall to Flippen

- Install fifty-nine (59) new 120w Archeon LED fixtures
- Install approximately 5,640' of new overhead conductor
- Provide electricity required to operate the system at a reduced rate
- Provide all future required maintenance

Service Agreement:

Standard Service Agreement: 1-month initial term, automatically renews month to month after the initial term. Georgia Power retains ownership of the system/installed components.

Prepayment Required = \$0.00
Monthly service fee = \$2,017.80

Prepayment = \$81,442.00
Monthly Service Fee = \$1,286.20



Cooper Lighting Archeon Fixture



Please let me know if you have any questions and how you would like to proceed.
This proposal is valid for (30) days from the above date.

Sincerely,

Joe Cobb
Georgia Power Company
Lighting & Smart Services

770-550-2028
jocobb@southernco.com

Lighting Services Agreement



Project # LP92110

Customer Legal Name CITY OF STOCKBRIDGE DBA _____
Service Address 10 Walt Stephens Rd STOCKBRIDGE GA 30281 County Henry - GA
Mailing Address 4640 N HENRY BLVD STOCKBRIDGE GA 30281
Email daaron@cityofstockbridge-ga.gov Tel # 770-474-1232 Alt Tel # _____
Tax ID# 5620 Business Description MUNICIPALITY
Existing Customer Yes ☒ No ☐ If Yes (and if possible), does customer want the Service added to an existing account? Yes ☐ No ☒ If Yes, which Account Number? _____

Selected Components				
Action	Qty	Wattage	Type	Description
INS	59	120	LED	Area
Service Cost (\$)		Regulated Cost (\$)*	Monthly Cost (\$)*	
\$1,770.59		\$247.21	\$2,017.80	
			Term (Months)	1

* The actual Regulated Cost will be calculated using the tariffs approved by Georgia Public Service Commission at the time of billing. The estimate is based on Summer Rates in effect at the time of this proposal. Excludes applicable sales tax.

Project Notes:
Install 59 new 120 watt fixtures along Walt Stephens Rd.

Customer agrees to this Lighting Services Agreement with Georgia Power Company under the attached terms and conditions and authorizes all actions noted on this agreement.

Customer also agrees to allow removal of existing lights. Yes ☐ N/A ☒

Type	Customer	Tariff	Content	Pre-Payment (\$)
NESC	Gov	EOL	NLC	\$0.00

Customer recognizes that the individual signing this Agreement on its behalf has authority to do so.

Customer Authorization	Georgia Power Authorization
Signature:	Signature:
Print Name:	Print Name: Joe Cobb
Print Title:	Print Title: Account Exec
Date:	Date:



City of Stockbridge
4640 N. Henry Blvd
Stockbridge, GA
RE: Jodeco Rd: I-75 to Chambers Rd

March 8, 2024

Dear Sirs,

Thank you for allowing Georgia Power to serve your energy and site lighting needs. We greatly appreciate the opportunity to earn your business every day.

Georgia Power Company proposes the following solution for an LED lighting installation:

Jodeco Rd: I-75 to Chambers Rd

- Install 9 new 35' wood poles
- Install twenty-five (25) new 250w Archeon LED fixtures
- Install approximately 4,480' of new overhead conductor
- Provide electricity required to operate the system at a reduced rate
- Provide all future required maintenance

Service Agreement:

Standard Service Agreement: 1-month initial term, automatically renews month to month after the initial term. Georgia Power retains ownership of the system/installed components.

Prepayment Required = \$0.00
Monthly service fee = \$1,546.25

Prepayment = \$53,152.00
Monthly Service Fee = \$779.00



Cooper Lighting Archeon Fixture



Please let me know if you have any questions and how you would like to proceed.
This proposal is valid for (30) days from the above date.

Sincerely,

Joe Cobb
Georgia Power Company
Lighting & Smart Services

770-550-2028
jocobb@southernco.com

Lighting Services Agreement



Project # LP92109

Customer Legal Name Stockbridge City Of DBA _____
Service Address 2200 Jodeco Rd Stockbridge GA 30281 County Henry County
Mailing Address 4650 N. Henry Blvd Stockbridge GA 30281
Email daaron@cityofstockbridge-ga.gov Tel # _____ Alt Tel # _____
Tax ID# _____ Business Description Municipality

Existing Customer Yes ☒ No ☐ If Yes (and if possible), does customer want the Service added to an existing account? Yes ☐ No ☒ If Yes, which Account Number? _____

Selected Components				
Action	Qty	Wattage	Type	Description
INS	25	250	LED	Area
Service Cost (\$)		Regulated Cost (\$)*	Monthly Cost (\$)*	
\$1,327.25		\$219.00	\$1,546.25	
			Term (Months)	1

* The actual Regulated Cost will be calculated using the tariffs approved by Georgia Public Service Commission at the time of billing. The estimate is based on Summer Rates in effect at the time of this proposal. Excludes applicable sales tax.

Project Notes:
Install 25 new 250 watt led fixtures, as well as 9 new 35' wood poles with approximately 4,500' of new overhead conductor for the Jodeco Rd corridor from I-75 to Chambers Rd

Customer agrees to this Lighting Services Agreement with Georgia Power Company under the attached terms and conditions and authorizes all actions noted on this agreement.

Customer also agrees to allow removal of existing lights. Yes ☐ N/A ☒

Type	Customer	Tariff	Content	Pre-Payment (\$)
NESC	Gov	EOL	NLC	\$0.00

Customer recognizes that the individual signing this Agreement on its behalf has authority to do so.

Customer Authorization	Georgia Power Authorization
Signature:	Signature:
Print Name:	Print Name: Joe Cobb
Print Title:	Print Title: Account Exec
Date:	Date:



City of Stockbridge
4640 N. Henry Blvd
Stockbridge, GA
RE: Davis Rd

March 21, 2024

Dear Sirs,

Thank you for allowing Georgia Power to serve your energy and site lighting needs. We greatly appreciate the opportunity to earn your business every day.

Georgia Power Company proposes the following solution for an LED lighting installation:

Davis Rd: Highway 42 to Parkwood

- Install twenty-two (22) new 120w Archeon LED fixtures
- Install approximately 2,340 of new overhead conductor
- Provide electricity required to operate the system at a reduced rate
- Provide all future required maintenance

Service Agreement:

Standard Service Agreement: 1-month initial term, automatically renews month to month after the initial term. Georgia Power retains ownership of the system/installed components.

Prepayment Required = \$0.00
Monthly service fee = \$782.32

Prepayment = \$29,810.00
Monthly Service Fee = \$479.60



Cooper Lighting Archeon Fixture



Please let me know if you have any questions and how you would like to proceed.
This proposal is valid for (30) days from the above date.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe Cobb".

Joe Cobb
Georgia Power Company
Lighting & Smart Services

770-550-2028
jocobb@southernco.com

GA POWER LIGHTING PROPOSALS

2024

	A	B	C	D	E	F	G	H	I
1	Location				Number of Lights		Wattage	Monthly Cost	Annual Cost
2									
3	Walt Stephens Road				59		120	\$ 2,018	\$ 24,214
4	Valley Hill Road				46		120	\$ 1,573	\$ 18,878
5	Jodeco Road				25		250	\$ 1,546	\$ 18,555
6	Davis Road				22		120	\$ 782	\$ 9,388
7	Shields Road				19		120	\$ 741	\$ 8,892
8									
9	Total				171			\$ 6,661	\$ 79,927
10									
11									
12	Location				Number of Lights		Wattage	Monthly Cost	Annual Cost
13									
14	Jodeco Road (Wooden Poles)				25		250	\$ 1,546	\$ 18,555
15	Jodeco Road (Black Aluminum Poles)				23		180	\$ 2,950.00	\$ 35,400
16									
17	Cost Difference								\$ 16,845
18									
19	Yearly Cost With Wooden Poles on Jodeco Road				\$ 79,927				
20	Yearly Cost With Black Aluminum Poles on Jodeco Road				\$ 96,772				
21									
22	Cost Difference				\$ 16,845				



City of Stockbridge
4640 N. Henry Blvd
Stockbridge, GA
RE: Jodeco Rd: I-75 to Chambers Rd

May 4, 2024

Dear Sirs,

Thank you for allowing Georgia Power to serve your energy and site lighting needs. We greatly appreciate the opportunity to earn your business every day.

Georgia Power Company proposes the following **budget proposal** options for an LED lighting installation:

Jodeco Rd: I-75 to Chambers Rd

Wood poles with overhead conductor

- Install 9 new 35' wood poles
- Install twenty-three (23) new 250w Archeon LED fixtures
- Install approximately 4,480' of new overhead conductor
- Provide electricity required to operate the system at a reduced rate
- Provide all future required maintenance

Service Agreement:

Standard Service Agreement: 1-month initial term, automatically renews month to month after the initial term. Georgia Power retains ownership of the system/installed components.

Prepayment Required = \$0.00
Monthly service fee = \$1,546.25

Prepayment = \$53,152.00
Monthly Service Fee = \$779.00



Black aluminum poles with underground conductor

- Install 23 new 25' black, aluminum, direct bury poles
- Install twenty-three (23) new 180w Archeon LED fixtures
- Install approximately 4,200' of new underground conductor via directional bore and open trench
- Provide electricity required to operate the system at a reduced rate
- Provide all future required maintenance

Service Agreement:

Standard Service Agreement: 1-month initial term, automatically renews month to month after the initial term. Georgia Power retains ownership of the system/installed components.

Prepayment Required = \$0.00

Monthly service fee = \$2,949.52

Prepayment = \$148,314.00

Monthly Service Fee = \$848.93

Cooper Lighting Archeon Fixture



Please let me know if you have any questions and how you would like to proceed.
This proposal is valid for (30) days from the above date.

Sincerely,

Joe Cobb
Georgia Power Company

770-550-2028



4640 North Henry Blvd. Stockbridge, GA 30281

APPLICATION FOR BOARD, COMMITTEE OR COMMISSION APPOINTMENT

- Citizens provide a great insight and knowledge to City government. An avenue that the City of Stockbridge uses to get this insight is through the various Boards and Committees. The members of the Boards and Committees make decisions and submit recommendations to the City of Stockbridge Mayor and Council. Applicants complete a questionnaire that will assist the Mayor and Council in the review process in determining applicant eligibility requirements and qualifications for Board or Committee membership.

Questions to consider before applying for membership on a Board or Commission:

- Do I fully understand what this Board, Committee or Commission expects from me?
- Am I committed to the goals and mission of this Board, Committee or Commission?
- Can I afford the demands on my time, resources and energy?
- Will I attend meetings regularly, making them a priority for the duration of my appointment?
- Am I willing to perform a reasonable amount of work outside of regularly scheduled Board, Committee or Commission meetings and prepare for each meeting?
- Can I work effectively with the other members of the Board, Committee or Commission?
- Am I willing to participate in necessary Board, Committee or Commission training, education and development activities that will improve my effectiveness in my position?
- Am I willing to complete a Criminal Background Check upon selection?

APPLICANT INFORMATION

Applicant Name: Kim Mays

Occupation: Business Owner Employer: Kim Mays State Farm

Home Address: [REDACTED] City: McDonough Zip: 30253

Home Phone: () Home E-Mail:

Work Phone: () Work E-Mail: [REDACTED]

Cell Phone: () Preferred E-Mail: ☐ Home ☒ Work

Name and address of the business entity you own/operate, located within the city limits of Stockbridge (if applicable)

102 Vincent Avenue Stockbridge GA 30281

BOARD, COMMITTEE OR COMMISSION APPLICATION

- a) Which Board(s) or Commission(s) do you wish to be appointed to? Development Authority
- If applying for the Main Street Advisory Board, which position? _____
(See positions noted below)
- b) How long have you been a resident or business owner/operator in the City of Stockbridge? ⁴ ____ Years ⁸ ____ Months
- c) Are you current with all your financial obligations to the City of Stockbridge? ☒ Yes ☐ No
- d) Are you willing and available to attend training sessions on-site and/or off-site if provided by the city? ☒ Yes ☐ No
- e) Available Boards and Commissions and their terms and meeting schedules are listed at the end of this application.
Are you able to meet the attendance requirements of the position for which you are applying? ☒ Yes ☐ No
- f) Do you know of any circumstances that would result in you having to abstain from voting on any action before the Board or Commission? ☐ Yes ☒ No If yes, please explain:

- g) Do you or your employer, or your spouse, child, relative or their employers, do business with the City of Stockbridge
☐ Yes ☒ No If yes, please explain:

- h) Do you have any employment or contractual relationship with the City of Stockbridge that would create a continuing or frequently recurring conflict regarding your participation on a Board or Commission? ☐ Yes ☒ No
If yes, please explain:

BOARD, COMMITTEE OR COMMISSION APPLICATION

- i) Please briefly explain your reasons for wishing to serve on the Board or Commission you select:

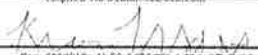
As a business owner, I am happy to support and serve a community that supports me. My credentials make me an excellent candidate to serve on the Development Authority and I am more than willing to give my time and knowledge to assist and premitte growth.

- j) Are you willing to be considered for appointment to any of the other Boards or Commissions of the City if a position is not available on the Board or Commission of your first choice? ☐ Yes ☒ No If yes, please list the Boards or Commissions for which you would like to be considered (in order of interest).

- k) **Please attach a Resume of Qualifications for the Board position for which you are applying.**

APPLICANT STATEMENT

I understand that I am applying for appointment to a Board, Committee or Commission office of the City of Stockbridge that the appointing authority may require an interview prior to consideration for appointment; that I will be required to take an oath of office to uphold the City's charter and ordinances; that I may be removed from office for any reason permitted by law or City charter; and that my application will remain on file for consideration for a period of six (6) months, after which time, I will need to file a new application. I always agree to comply with all requirements of the office for which I am applying and to which I may be appointed. All statements and information provided in this application are true to the best of my knowledge. I understand a Criminal Background Check will be completed if I am considered to go before the Mayor & Council prior to being appointed. Members who qualify for elected office shall be removed from the Board/Commission of which they serve.

eSigned via ScanSignaDocs.com

Exp: 24080118-1b50-4d75-83bd-4bda0c080a4
Signature

Kimberly Patrice
Mays

Printed Name

04-09-2024

Date

Please return signed application to:

City Clerk
City of Stockbridge
4640 North Henry Blvd.
Stockbridge, Georgia 30281

Fax: 770.389.7912
Email: cityclerk@cityofstockbridge-ga.gov



4640 North Henry Blvd. Stockbridge, GA 30281

APPLICATION FOR BOARD, COMMITTEE OR COMMISSION APPOINTMENT

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Questions to consider before applying for membership on a Board or Commission:

- Do I fully understand what this Board, Committee or Commission expects from me?
- Am I committed to the goals and mission of this Board, Committee or Commission?
- Can I afford the demands on my time, resources and energy?
- Will I attend meetings regularly, making them a priority for the duration of my appointment?
- Am I willing to perform a reasonable amount of work outside of regularly scheduled Board, Committee or Commission meetings and prepare for each meeting?
- Can I work effectively with the other members of the Board, Committee or Commission?
- Am I willing to participate in necessary Board, Committee or Commission training, education and development activities that will improve my effectiveness in my position?
- Am I willing to complete a Criminal Background Check upon selection?

APPLICANT INFORMATION

Applicant Name: Ivy D Sears

Occupation: Broker Employer: Ivy League Realty

Home Address: [REDACTED] City: Locust Grove Zip: 30248

Home Phone: () Home E-Mail: [REDACTED]

Work Phone: () Work E-Mail: _____

Cell Phone: [REDACTED] Preferred E-Mail: ☐ Home ☐ Work

Name and address of the business entity you own/operate, located within the city limits of Stockbridge (if applicable)

Ivy League Realty LLC

BOARD, COMMITTEE OR COMMISSION APPLICATION

- a) Which Board(s) or Commission(s) do you wish to be appointed to? Development Authority
If applying for the Main Street Advisory Board, which position? _____
(See positions noted below)
- b) How long have you been a resident or business owner/operator in the City of Stockbridge? ⁵ ____ Years ⁴ ____ Months
- c) Are you current with all your financial obligations to the City of Stockbridge? ☒ Yes ☐ No
- d) Are you willing and available to attend training sessions on-site and/or off-site if provided by the city? ☒ Yes ☐ No
- e) Available Boards and Commissions and their terms and meeting schedules are listed at the end of this application.
Are you able to meet the attendance requirements of the position for which you are applying? ☒ Yes ☐ No
- f) Do you know of any circumstances that would result in you having to abstain from voting on any action before the Board or Commission? ☐ Yes ☒ No If yes, please explain:

- g) Do you or your employer, or your spouse, child, relative or their employers, do business with the City of Stockbridge
☐ Yes ☒ No If yes, please explain:

- h) Do you have any employment or contractual relationship with the City of Stockbridge that would create a continuing or frequently recurring conflict regarding your participation on a Board or Commission? ☐ Yes ☒ No
If yes, please explain:

BOARD, COMMITTEE OR COMMISSION APPLICATION

- i) Please briefly explain your reasons for wishing to serve on the Board or Commission you select:

I have lived and worked in Henry county for over 20 years and have established a professional presence. Now I am ready to serve my community

- j) Are you willing to be considered for appointment to any of the other Boards or Commissions of the City if a position is not available on the Board or Commission of your first choice? ☐ Yes ☒ No If yes, please list the Boards or Commissions for which you would like to be considered (in order of interest).

- k) **Please attach a Resume of Qualifications for the Board position for which you are applying.**

APPLICANT STATEMENT

I understand that I am applying for appointment to a Board, Committee or Commission office of the City of Stockbridge that the appointing authority may require an interview prior to consideration for appointment; that I will be required to take an oath of office to uphold the City's charter and ordinances; that I may be removed from office for any reason permitted by law or City charter; and that my application will remain on file for consideration for a period of six (6) months, after which time, I will need to file a new application. I always agree to comply with all requirements of the office for which I am applying and to which I may be appointed. All statements and information provided in this application are true to the best of my knowledge. I understand a Criminal Background Check will be completed if I am considered to go before the Mayor & Council prior to being appointed. Members who qualify for elected office shall be removed from the Board/Commission of which they serve.

eSigned via SeamlessDocs.com

Signature

Ivy D Sears
Printed Name

04-09-2024
Date

Please return signed application to:

City Clerk
City of Stockbridge
4640 North Henry Blvd.
Stockbridge, Georgia 30281

Fax: 770.389.7912
Email: cityclerk@cityofstockbridge-ga.gov



4640 North Henry Blvd. Stockbridge, GA 30281

APPLICATION FOR BOARD, COMMITTEE OR COMMISSION APPOINTMENT

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- Am I committed to the goals and mission of this Board, Committee or Commission?
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- Am I willing to perform a reasonable amount of work outside of regularly scheduled Board, Committee or Commission meetings and prepare for each meeting?
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- Am I willing to participate in necessary Board, Committee or Commission training, education and development activities that will improve my effectiveness in my position?
- Am I willing to complete a Criminal Background Check upon selection?

APPLICANT INFORMATION

Applicant Name: Antonio Gordon

Occupation: Master barber Employer: Tony Black Barbershop

Home Address: 5285 yellow pine drive City: McDonough Zip: 30252

Home Phone: [REDACTED] Home E-Mail: [REDACTED]

Work Phone: 2288549470 Work E-Mail: Tonyblacksalon@gmail.com

Cell Phone: () Preferred E-Mail: ☐ Home ☒ Work

Name and address of the business entity you own/operate, located within the city limits of Stockbridge (if applicable)

1200 Music Management

1200 Music Management
5625 North Henry Blvd Stockbridge GA

BOARD, COMMITTEE OR COMMISSION APPLICATION

- a) Which Board(s) or Commission(s) do you wish to be appointed to? City
If applying for the Main Street Advisory Board, which position? _____
(See positions noted below)
- b) How long have you been a resident or business owner/operator in the City of Stockbridge? 4 Years 4 Months
- c) Are you current with all your financial obligations to the City of Stockbridge? ☒ Yes ☐ No
- d) Are you willing and available to attend training sessions on-site and/or off-site if provided by the city? ☒ Yes ☐ No
- e) Available Boards and Commissions and their terms and meeting schedules are listed at the end of this application.
Are you able to meet the attendance requirements of the position for which you are applying? ☒ Yes ☐ No
- f) Do you know of any circumstances that would result in you having to abstain from voting on any action before the Board or Commission? ☐ Yes ☒ No If yes, please explain:

- g) Do you or your employer, or your spouse, child, relative or their employers, do business with the City of Stockbridge
☐ Yes ☒ No If yes, please explain:

- h) Do you have any employment or contractual relationship with the City of Stockbridge that would create a continuing or frequently recurring conflict regarding your participation on a Board or Commission? ☐ Yes ☒ No
If yes, please explain:

BOARD, COMMITTEE OR COMMISSION APPLICATION

i) Please briefly explain your reasons for wishing to serve on the Board or Commission you select:

I am a team player and love to help and support by providing leadership.

j) Are you willing to be considered for appointment to any of the other Boards or Commissions of the City if a position is not available on the Board or Commission of your first choice? ☒ Yes ☐ No If yes, please list the Boards or Commissions for which you would like to be considered (in order of interest):

Any where I am needed

k) **Please attach a Resume of Qualifications for the Board position for which you are applying.**

APPLICANT STATEMENT

I understand that I am applying for appointment to a Board, Committee or Commission office of the City of Stockbridge that the appointing authority may require an interview prior to consideration for appointment; that I will be required to take an oath of office to uphold the City's charter and ordinances; that I may be removed from office for any reason permitted by law or City charter; and that my application will remain on file for consideration for a period of six (6) months, after which time, I will need to file a new application. I always agree to comply with all requirements of the office for which I am applying and to which I may be appointed. All statements and information provided in this application are true to the best of my knowledge. I understand a Criminal Background Check will be completed if I am considered to go before the Mayor & Council prior to being appointed. Members who qualify for elected office shall be removed from the Board/Commission of which they serve.


Key: 640d916a1b50-4d78-83b4-40da0f2c3c96
Signature

Antonio Gordon

04-13-2024

Printed Name

Date

Please return signed application to:

City Clerk
City of Stockbridge
4640 North Henry Blvd.
Stockbridge, Georgia 30281

Fax: 770.389.7912
Email: cityclerk@cityofstockbridge-ga.gov



4640 North Henry Blvd. Stockbridge, GA 30281

APPLICATION FOR BOARD, COMMITTEE OR COMMISSION APPOINTMENT

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- Am I willing to perform a reasonable amount of work outside of regularly scheduled Board, Committee or Commission meetings and prepare for each meeting?
- Can I work effectively with the other members of the Board, Committee or Commission?
- Am I willing to participate in necessary Board, Committee or Commission training, education and development activities that will improve my effectiveness in my position?
- Am I willing to complete a Criminal Background Check upon selection?

APPLICANT INFORMATION

Applicant Name: Antonio Gordon

Occupation: Barbershop Owner Employer: Tony Black Barbershop

Home Address: 5285 yellow pine drive City: McDonough Zip: 30252

Home Phone: (404) 574-7155 Home E-Mail: tonyblacksalon@gmail.com

Work Phone: [REDACTED] Work E-Mail: [REDACTED]

Cell Phone: (229) 854-9470 Preferred E-Mail: ☒ Home ☐ Work

Name and address of the business entity you own/operate, located within the city limits of Stockbridge (if applicable)

Tony Black Barbershop

BOARD, COMMITTEE OR COMMISSION APPLICATION

- a) Which Board(s) or Commission(s) do you wish to be appointed to? Board of Ethics
If applying for the Main Street Advisory Board, which position? _____
(See positions noted below)
- b) How long have you been a resident or business owner/operator in the City of Stockbridge? 3 Years 1 Months
- c) Are you current with all your financial obligations to the City of Stockbridge? ☒ Yes ☐ No
- d) Are you willing and available to attend training sessions on-site and/or off-site if provided by the city? ☒ Yes ☐ No
- e) Available Boards and Commissions and their terms and meeting schedules are listed at the end of this application.
Are you able to meet the attendance requirements of the position for which you are applying? ☒ Yes ☐ No
- f) Do you know of any circumstances that would result in you having to abstain from voting on any action before the Board or Commission? ☐ Yes ☒ No If yes, please explain:

- g) Do you or your employer, or your spouse, child, relative or their employers, do business with the City of Stockbridge
☐ Yes ☒ No If yes, please explain:

- h) Do you have any employment or contractual relationship with the City of Stockbridge that would create a continuing or frequently recurring conflict regarding your participation on a Board or Commission? ☐ Yes ☒ No
If yes, please explain:

BOARD, COMMITTEE OR COMMISSION APPLICATION

- i) Please briefly explain your reasons for wishing to serve on the Board or Commission you select:

I own a barbershop in the area, I work hard in my community giving back. I talk to so many people and business owners who want change. I totally understand the City of Stockbridge policy's and growth development. Working here in Stockbridge has been an honor. I will be a great addition to the team with great work ethic's and professionalism. I believe in giving back and my motto is Each one teach one. I love Stockbridge and want to see Stockbridge grow to ensure every resident is safe and happy to live here in Stockbridge. I would love to work under the directions of the mayor to learn and grow. I am a team leader and follow all rules and regulations to ensure my work is done efficiently. Thanks in advance for this opportunity

- j) Are you willing to be considered for appointment to any of the other Boards or Commissions of the City if a position is not available on the Board or Commission of your first choice? ☒ Yes ☐ No If yes, please list the Boards or Commissions for which you would like to be considered (in order of interest):

I willing to work any if available

- k) Please attach a Resume of Qualifications for the Board position for which you are applying.

APPLICANT STATEMENT

I understand that I am applying for appointment to a Board, Committee or Commission office of the City of Stockbridge that the appointing authority may require an interview prior to consideration for appointment; that I will be required to take an oath of office to uphold the City's charter and ordinances; that I may be removed from office for any reason permitted by law or City charter; and that my application will remain on file for consideration for a period of six (6) months, after which time, I will need to file a new application. I always agree to comply with all requirements of the office for which I am applying and to which I may be appointed. All statements and information provided in this application are true to the best of my knowledge. I understand a Criminal Background Check will be completed if I am considered to go before the Mayor & Council prior to being appointed. Members who qualify for elected office shall be removed from the Board/Commission of which they serve.


Signature

Antonio Bernard Gordon
Printed Name

03-22-2023
Date

Please return signed application to:

City Clerk
City of Stockbridge
4640 North Henry Blvd.
Stockbridge, Georgia 30281

Fax: 770.389.7912
Email: cityclerk@cityofstockbridge-ga.gov