

STOCKBRIDGE CITY COUNCIL

Mayor At-Large

Anthony S. Ford

Mayor Pro Tem LaKeisha Gantt

Council District 1

Councilmember Elton Alexander

Council District 5

Councilmember Yolanda Barber

Council District 4

Councilmember Kyle D. Berry, Sr.

Council District 3

Councilmember Alphonso Thomas

Council District 2

CITY MANAGER

Vacant

CITY CLERK

Vanessa Holiday

CITY TREASURER

Frank Milazi

CITY ATTORNEY

Quinton G. Washington

Work Session Meeting Agenda February 25, 2025 6:00 PM



Stockbridge City Hall

4640 N. 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 WORK SESSION MEETING CITY OF STOCKBRIDGE

TUESDAY, FEBRUARY 25, 2025 6:00 PM

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

ADOPTION OF THE AGENDA

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.

REVIEW OF THE MINUTES

- 1 Review of the Council Meeting Minutes of February 10, 2025

PRESENTATION

- 2 Transportation Advisory Group Update - Presented by: Eniel Gonzalez

CONSENT AGENDA

- 3 Council Consideration to fill a vacancy and appoint a member to the Citywide Development Authority Board for a four-year term through December 31, 2028.
- Presented by:

OLD BUSINESS

- 4 Council approval of PATH Foundation's Strategic Implementation & Master Plan for Trails

- Presented by: Decius Aaron, Eric Ganther/PATH Foundation

- 5 Council consideration for approval to replace the grassed seating area at the amphitheater with FBI Flexi Pave in the amount of \$165,000.00. Yellowstone Landscape \$58,953.00 and KBI Industries, Inc. \$98,095.00. Funding source is from SPLOST. - Presented by: Decius Aaron

NEW BUSINESS

- 6 Council Consideration to approve Right-of-Way Abandonment Policy.
- Presented by: Decius Aaron, Quinton Washington
- 7 Council Consideration to adopt an Ordinance for Finance Department Policies and Procedures - Presented by: Frank Milazi

ANNOUNCEMENTS OF UPCOMING MEETINGS & EVENTS

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.

- City Council Meeting, Special Meeting Date - Monday March 3rd at 6:00 p.m. - City Hall Council Chamber (Mar 3 – SPECIAL MEETING DATE)
- Youth Council Meeting 1st Monday of each month at 6:30 p.m. - City Hall Levi Meeting Room (Mar 3)
- Stockbridge Citizens-Police Advisory Council meeting 1st Thursday of each month at 6:30 p.m. at the Stockbridge Police Community Room 4545 N. Henry Blvd. – (Mar 6)
- Citywide Development Authority Meeting 2nd Tuesday of each month at City Hall in the Levi Meeting Room at 6pm (Mar 11).
- Community Zoning and Information Meeting: Thursday, March 12th from 6:00 p.m. – 7:00 p.m. at City Hall in the Council Chamber (Mar 12)
- The Main Street Advisory Board Meeting on the 2nd Friday of each month at 9am – Location is the Downtown Connection Center 130 M L King Sr. Heritage Trail. (Mar 14)
- Downtown Development Authority Meeting, 3rd Tuesday of each month at the Downtown Connection Center 130 M L King, Sr. Heritage Trail (Mar 18)
- Youth Council Advisory Committee Meeting, 6:30 p.m.- 3rd Tuesday of each month Levi Meeting Room - City Hall (Mar 18)
- City Council Retreat March 19, March 20 & March 21, 2025 - City Hall Council Chamber (Mar 25)
- Planning Commission Meeting, 3rd Thursday of each month, 6:30 p.m. - City Hall Council Chamber - (Mar 20)
- City Council Work Session Meeting held on the last Tuesday of the month at 6:00 p.m. - City Hall Council Chamber (Mar 25)

UPCOMING CITY EVENTS/INITIATIVES

- Join Councilman Alexander for 10th Annual Women's History Month Celebration, Sunday, March 2nd from 3pm – 5pm at the Merle Manders Conference Center in Stockbridge.
- Join Councilman Thomas for the Inaugural Honors Program taking place on Thursday, March 22nd at the Merle Manders Conference Center.
- Join Mayor Ford for the monthly *Meet the Mayor* on Monday, March 24th from 10am – noon at City Hall. Meetings are by appointment.
- Join Councilman Thomas & Councilman Berry for the monthly Bingo Bash on Wednesday, March 26th from 10am – noon at the Merle Manders Conference Center. Lots of fun to be had by all.
- Join the Stockbridge Youth Council for the 2nd Annual Youth Entrepreneur Expo at Clark Park on Saturday, March 29th from noon to 4 PM. Enjoy an egg hunt, food trucks, and games while supporting local youth entrepreneurs. Bring your friends and family for a day of community fun!
- 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 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.

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

2025 CONCERT SEASON SCHEDULE

- Saturday, May 3rd – My Girls Night featuring Xscape.
- Saturday, May 10th – Mother's Day Weekend Show featuring 112, Dru Hill, Silk and Carl Thomas
- Saturday, May 24th – Memorial Day Weekend – Dirty South Yeek Crunk Fest featuring Pastor Troy, MC Shy'D, D J Raheem the Dream, Mook B Trillville, Eastside Boyz
- Saturday, June 14th – Ladies of the 80' - featuring Regina Belle, Karen White, Deniece Williams, Evelyn "Champagne" King, Shanice and Beverly Crawford with Special Guest Appearance by: The Silver Fox Squad
- Saturday, June 28th - Ledisi

MAYOR'S COMMENTS (Mayor Anthony Ford)

EXECUTIVE SESSION (Exemptions to the Georgia Open Meetings Acts)

ADJOURNMENT



COUNCIL MEETING SUMMARY MINUTES

February 10, 2025 6:00 P.M.

Mayor & City Council

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

Administration

Frederick Gardiner – City Manager
Vanessa Holiday – City Clerk
Cassandra Lester – Deputy City Clerk
Frank Milazi - 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 6:00 p.m.

Invocation by: Councilmember 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 Thomas.

AMENDMENT OF THE AGENDA

Motion to amend the Agenda to convene Executive Session for Litigation, Personnel and Real Estate following the Consent Agenda was made by Councilmember Alexander; seconded by Mayor Pro Tem Gantt. The motion passed unanimously 4-0.

AMENDMENT OF THE AGENDA

Motion to amend the Agenda to add a Discussion Item: Code Cares was made by Councilmember Barber; seconded by Councilmember Berry. The motion failed 2-3 (Barber/Berry Approved) (Alexander/Gantt Opposed) Mayor Ford voted to Oppose.

Councilmember Barber request the item to be placed on the February 25, 2025 Work Session Agenda for Discussion.

ADOPTION OF THE AGENDA

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

CEREMONIAL REVIEW

Mayor Ford reviewed the Proclamation Review – Black History Month;
Swearing In of Stockbridge Youth Council Advisory Committee Members – Ayesha Gambles, Candis Jones and Georgia McIntyre.

PUBLIC COMMENS

There were no public comments.

ADOPTION OF THE MINUTES

1. Adoption of the January 8, 2025 Council Retreat Minutes
Adoption of the January 13, 2025 Council Meeting Minutes
Adoption of the January 28, 2025 Work Session Meeting Minutes

Councilmember Barber requested the Minutes be approved separately, noting she was not in attendance of the January 8, 2025 Retreat meeting.

Mayor Pro Tem Gantt noted that per her GMA training, members can vote on the Minutes if they were not in attendance of the meeting and agree with the Minutes as presented.

Motion to approve the January 8, 2025 Council Retreat Minutes was made by Councilmember Berry; seconded by Councilmember Alexander. The motion passed (3-0-1) Alexander/Berry/Gantt Approved.
Barber/Abstained.

Motion to approve the January 13, 2025 Council Meeting Minutes was made by Councilmember Alexander; seconded by Councilmember Berry. The motion passed unanimously 4-0.

Motion to approve the January 28, 2025 Council Work Session Meeting Minutes was made by Mayor Pro Tem Gantt; seconded by Councilmember Alexander. The motion passed unanimously 4-0.

CONSENT AGENDA

2. Council Consideration to approve the Consent Agenda.
Council Consideration to appoint Dr. Elyssa Green to the Stockbridge Youth Council Advisory Committee for a two-year term through 12/31/2026.
Council Consideration to appoint Toseika Thomas to the Stockbridge Public Facilities Authority Board for a four-year term through 12/31/2028
Motion to approve the Consent Agenda was made by Mayor Pro Tem Gantt; seconded by Councilmember Berry. The motion passed unanimously 4-0.

EXECUTIVE SESSION

Motion to convene Executive Session for Real Estate, Personnel and Litigation was made by Mayor Pro Tem Gantt; seconded by Councilmember Alexander. The motion passed unanimously 4-0.

Motion to adjourn Executive Session and sign an Affidavit was made by Mayor Pro Tem Gantt; seconded by Councilmember Barber. The motion passed 3-0. (Councilmember Alexander was not present for the vote).

Motion to reconvene the meeting with no action was made by Mayor Pro Tem Gantt; seconded by Councilmember Barber. The motion passed 3-0. (Councilmember Alexander was not present for the vote).

OLD BUSINESS

3. SPECIAL USE PERMIT CASE #SP-2024-02. (To be located in Council District 4.) NOTE: To be considered for a Board vote only since the public hearing was already held on November 12, 2024. Council Consideration of a Special Use Permit Request to allow a liquor store on property at 106 Rock Quarry Road. Applicant: GRP, LLC. Agent: Girishkumar Patel. The property is located in Land Lot 62 of District 12, and it contains 0.89 +/- acres.

Presented by Ryan Anderson, Community Development Director
Attorney Lisa Morchower spoke on behalf of the applicant noting the city's Code mandates the addition of two additional liquor store licenses based on population, and referenced a Constitutional Objection into the record, along with documents received on behalf of her client via an Open Records Request. Attorney Morchower requested that all documents that were submitted to the City Clerk to be added to the record.

Motion to deny SP-2024-02 was made by Councilmember Alexander; seconded by Councilmember Berry. The motion passed unanimously 4-0.

PUBLIC HEARING – Mayor Ford Read the Public Hearing Rules and Procedures

4. ADOPTION OF THE 2025 OFFICIAL ZONING AND LAND USE MAPS. (Citywide.)

Consideration of the adoption of the 2025 Official Zoning Map and 2025 Future Land Use Map, to be in compliance with the Unified Development Code (UDC), which includes the City's Zoning Ordinance.

Presented by: Ryan Anderson, Community Development Director
Mr. Anderson presented Official Zoning and Land Use Maps, noting the maps include all rezonings, and annexations as approved by the City Council; and that the Planning Commission and Staff recommend approval.

Public Hearing Opened

No Speakers In Favor

Speaker Opposed: Ms. Jocelyne Williams

Public Hearing Closed

Motion to approve the Official Zoning and Land Use Map was made by Councilmember Alexander; seconded by Councilmember Berry. The motion passed unanimously 4-0.

5. ANNEXATION CASE #AX-2024-02 for 1778 & 1872 Highway 42 North. (To be located in Council District 5.)

Consideration of an annexation request for two parcels at 1778 & 1872 Highway 42 North to allow for the construction of a mixed-use development, which would contain single-family detached homes, townhomes, bungalows, and commercial uses. Owner: Rowan Properties, LP. Applicant: Meritage Homes, c/o Clay Kirkley. Agent: Hayley Todd, PEC+. The property is located in Land Lot 35 in District 7, and it contains 48.59 +/- total acres.

Presented by: Ryan Anderson, Community Development Director
Mr. Anderson presented Annexation Case #AX-2024-02, Comprehensive Plan Amendment Case #CP-2024-09, and Rezoning Case #RZ-2024-10 citing the Case Facts for a proposed Mixed-Use Development of 168 units consisting of 15 Bungalows, 82 Townhomes and 71 Single-Family homes both Ranch and 2-Story styles and will include commercial components for retail, restaurant and office spaces, and a small grocer, all neighborhood scale, and the rezoning to PUD is similar to the county's current zoning; 10' sidewalks on exterior roads and 8' sidewalks on interior roads.

Mr. Kenneth Wood, Professional Engineer/CEO of PEC presented the development on behalf of the applicant, noting agreement with the Staff Recommendations, and made reference to #2 regarding 3-sided brick and #7 regarding a grocer.

Mr. Wood presented the 48-acre site plan with 10-acres of commercial space; noting the plan as presented is for medium density, opposed to the county's zoning of high density.

Mr. Wood requested a use of mixed brick and stone on the units, and agreed with Councilman Alexander's condition of the front façade being mixed and that 3-sided brick would be placed on the units that would be visible from the right-of-way, and the 10' path along Campground Road and Hwy. 42, connecting to the Winding Creek Townhomes, along with Tree Barriers along the entrance way.

Public Hearing Opened

Speakers in Favor – None

Speakers Opposed – Ms. Jocelyn Williams and Mr. Willie Carter

Public Hearing Closed

Staff confirmed Flock Cameras and Black Pole Lighting would be required for the development.

Councilmember Barber asked for a reduction of units.

Mr. Wood noted the plan has been reduced by 121 units and cannot reduce any further.

Mr. Wood agreed with Staff Conditions and with added Conditions to include a 10% Rental Cap, Homeowners Association, and a Club House to accommodate 40-50 people.

Motion to approve ANNEXATION CASE #AX-2024-02 was made by Councilmember Alexander; seconded by Mayor Pro Tem Gantt. The motion passed unanimously 4-0.

6. COMPREHENSIVE PLAN AMENDMENT CASE #CP-2024-09 for 1778 & 1872 Highway 42 North. (To be located in Council District 5.)
Consideration of a Comprehensive Plan Amendment request to assign the future land use designation of Medium-Density Mixed-Use to two parcels at 1778 & 1872 Highway 42 North, after their annexation into the City of Stockbridge from unincorporated Henry County, to allow for the construction of a mixed residential development, which would contain single-family detached homes, townhomes, bungalows, and commercial uses. Owner: Rowan Properties, LP. Applicant: Meritage Homes, c/o Clay Kirkley. Agent: Hayley Todd, PEC+. The property is located in Land Lot 35 in District 7, and it contains 48.59 +/- total acres.
Presented by: Ryan Anderson, Community Development Director
Motion to approve COMPREHENSIVE PLAN AMENDMENT CASE #CP-2024-09 was made by Councilmember Alexander; seconded by Councilmember Berry. The motion passed 3-0-1 (Barber Abstained).
7. REZONING CASE #RZ-2024-10 for two parcels at 1778 & 1872 Highway 42 North. (To be located in Council District 5.)
Consideration of a rezoning request to assign the zoning districts of 'PUD' (Planned Unit Development) and 'PMU' (Parkway Mixed-Use Overlay District) to two parcels at 1778 & 1872 Highway 42 North, after their annexation into the City of Stockbridge from unincorporated Henry County, to allow for the construction of a mixed residential development, which would contain single-family detached homes, townhomes, bungalows, and commercial uses. Owner: Rowan Properties, LP. Applicant: Meritage Homes, c/o Clay Kirkley. Agent: Hayley Todd, PEC+. The property is located in Land Lot 35 in District 7, and it contains 48.59 +/- total acres.
Presented by: Ryan Anderson, Community Development Director
Motion to approve REZONING CASE #RZ-2024-10 with Staff Recommended Conditions and 10% Rental Cap; HOA. Black Decorative Poles, and Club House was made by Councilmember Alexander; seconded by Councilmember Berry. The motion passed 3-0-1 (Barber Abstained citing density concerns).
8. TEXT AMENDMENT CASE #TX-2024-06 FOR GAS STATION DISTANCE REQUIREMENT. (Citywide.)
Consideration of an ordinance for a text amendment to amend Title 12, Unified Development Code, Chapter 3, Use Regulations, Section 3.2.14

(C), and Add Sections 3.2.14 E, F, G, H, I, J, K, L, M, N, O and P, relating to gasoline service stations, so as to amend the gas station distance requirement from 4,500 feet to 800 feet and to add additional requirements; to provide for severability; to repeal conflicting ordinances; to provide an effective date, and for other purposes.

Presented by: Ryan Anderson, Community Development Director

Mr. Anderson noted the ordinance to amend the Code would still require a Special Use Permit for Council approval; noted the Planning Commission and Staff recommend approval.

Public Hearing Opened

Speakers in Favor – None

Speakers Opposed – None

Public Hearing Closed

Motion to approve TEXT AMENDMENT CASE #TX-2024-06 was made by Mayor Pro Tem Gantt; seconded by Councilmember Barber. The motion passed unanimously 4-0.

NEW BUSINESS

9. Council consideration to approve the annual contract (RFP 2020-0026) with Site Engineering, Inc. for on-call water & sewer emergency & operational repair/maintenance and construction services in the amount of \$400,000.00 as approved in the FY2025 budget. This is the fourth (4th) and final renewal and the on-call utility contractor service will be bid out.

Presented by: Decius Aaron, Public Works Director

Mr. Aaron requested renewal of the contract for Site Engineering, noting the contractor has performed services for the city for 7-8 years, specifically stormwater and infrastructure repairs for on-call repairs & emergencies.

Councilmember Alexander questioned why the contract for services was not placed out for bid, noting his concern for contracts extending 4-5 years.

Mr. Aaron noted the annual renewal of the contract allows for better pricing, and confirmed this is the final renewal.

Councilmember Barber requested contract copies for the prior renewals.

Motion to approve final renewal for Site Engineering not to exceed \$400,000.00 was made by Councilmember Barber; seconded by Mayor Pro Tem Gantt. The motion passed unanimously 4-0.

10. Council consideration for approval to replace the grassed seating area at the amphitheater with FBI Flexi Pave in the amount of \$165,000.00. Yellowstone Landscape \$58,953.00 and KBI Industries, Inc. \$98,095.00. Funding source is from SPLOST VI.

Presented by: Decius Aaron, Public Works Director and Al Barnes, Public Works Operations Manager

Mr. Al Barnes noted the Public Works Department is requesting approval for the resurfacing of the grassy area of the Amphitheater with Flex Pavers, noting the area was originally intended for lawn chairs to be placed in the area instead of the chairs.

Mayor Ford noted he agrees with resurfacing the area, noting the labor cost involved with removing and replacing the chairs for grass cutting during the concert season.

Mr. Harold Young, the city's Amphitheater Consultant, noted the weight placed on the chairs in the grass has caused a sinking effect, and a solid surface would be best suited, noting the chairs are moved at minimum twelve times per year, with a cost of around \$20,000.

Councilmember Alexander noted there also needs to be a remedy to cool down the Pit area and lower the temperature for patrons.

Mayor Ford noted Phase I would be to resurface the grassy area, and Phase II would be to seek a remedy for the Pit area.

Mr. Aaron distributed samples of the proposed materials for the grassy area.

Councilmember Barber asked if the project to resurface the grassy area was budgeted.

Mr. Aaron confirmed the project was not budgeted, and that the funding source would be General Fund to be reimbursed by SPLOST VI once funds are received and would piggyback on a State Sourcewell contract.

Councilmember Barber noted the resurfacing has been talked about during the retreats and should have been properly planned and budgeted and noted that it would have been more cost effective to receive quotes for both areas.

Mayor Pro Tem Gantt suggested an outdoor carpet with drainage for the Pit area to create an ambience in the VIP area.

Motion to approve green resurfacing materials of Amphitheater grassy area, piggybacking State Sourcewell Contract, not to exceed \$165,000 to be reimbursed via SPLOST VI funding was made by Councilmember Barber; seconded by Mayor Pro Tem Gantt. The motion passed unanimously 4-0.

Councilmember Barber requested a copy of the Sourcewell Contract.

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 at City Hall in the Levi Meeting Room at 6pm (Feb 11).
- Community Zoning and Information Meeting: Thursday, January 2nd from 6:00 p.m. – 7:00 p.m. at City Hall in the Council Chamber (Feb 12)
- The Main Street Advisory Board Meeting on the 2nd Friday of each month at 9am – Location is the Downtown Connection Center 130 M L King Sr. Heritage Trail. (Feb 14)
- Downtown Development Authority Meeting, 3rd Tuesday of each month at the Downtown Connection Center 130 M L King, Sr. Heritage Trail (Feb 18)
- Youth Council Advisory Committee Meeting, 6:30 p.m.- 3rd Tuesday of each month Levi Meeting Room - City Hall (Feb 18)
- Planning Commission Meeting, 3rd Thursday of each month, 6:30 p.m. - City Hall Council Chamber - (Feb 20)
- City Council Work Session Meeting held on the last Tuesday of the month at 6:00 p.m. - City Hall Council Chamber (Feb 25)
- City Council Meeting, 2nd Monday of each month at 6:00 p.m. - City Hall Council Chamber (Mar 3 – **SPECIAL MEETING DATE**)
- Youth Council Meeting 1st Monday of each month at 6:30 p.m. - City Hall Levi Meeting Room (Mar 3)
- Stockbridge Citizens-Police Advisory Council meeting 1st Thursday of each month at 6:30 p.m. at the Stockbridge Police Community Room 4545 N. Henry Blvd. – (Mar 6)

UPCOMING CITY EVENTS/INITIATIVES

- Join Councilwoman Barber for the Annual Prom Dress Collection and Giveaway at the Merle Manders Conference Center. Accepting donations of new and gently used prom dresses on Sunday, February 16th, and the FREE Giveaway of dresses to local teens on Sunday, February 23rd at the Merle Manders Conference Center, lower level.
- Join Councilman Thomas for the monthly Bingo Bash on Wednesday, February 19th from 10am – noon at the Merle Manders Conference Center. Lots of fun to be had by all.
- Join Councilman Alexander for a Quarterly Town Hall on Thursday, February 20th at 7PM at J W Suites.
- Join Councilman Thomas for the Annual African American Celebration throughout the month of February. The program will stream from 5pm – 7pm on the city's Facebook page.
- Join Mayor Ford for the monthly *Meet the Mayor* on Monday, February 24th from 10am – noon at City Hall. Meetings are by appointment.
- 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 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.

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

MAYOR'S COMMENTS

Mayor Ford wished everyone a Happy Valentine's Day; congratulated the Philadelphia Eagles, winners of the 2025 Superbowl; reminded everyone of COVID 19 and recommended everyone get vaccinated, boosters, and flu shots; noted this past Saturday was the city's Police Department 2nd Annual Gala Awards event, and noted Dr. Thomas Smith, Chair of the Citizens Police Advisory Council awarded staff members Vanessa Holiday and Rosalynd Rawls with the Volunteer Service Awards, and awarded Youth Council member Taylor Raines with the Youth Volunteer of the Year award.

Motion to adjourn the meeting at 9:09 p.m. was made by Councilmember Barber; seconded by Councilmember Berry. The motion passed unanimously 4-0.

Respectfully submitted by:

Vanessa Holiday, City Clerk

Anthony S. Ford, Mayor

Henry County Transportation Advisory Group (TAG)

Quarterly Update

February 25, 2025



2025 Quarterly Update

- ◆ Henry County Road Projects Update - SPLOST and TSPLOST
- ◆ Henry County Transit Service Update
- ◆ Henry County Transportation Planning Update

2025 Quarterly Update

- ◆ Henry County Road Projects - SPLOST and TSPLOST
 - ◆ Major Road Projects Underway
 - ◆ **North Henry Blvd Pedestrian Bridge (TSPLOST):** Scoping in progress.
 - ◆ **Rock Quarry Road (TSPLOST & GDOT):** In Bid advertisement process. Potential March 2025 Letting.
 - ◆ **Western Parallel Conn (GDOT):** Under construction. Utility relocation in progress. Completion 2026.
 - ◆ **New Interchange on I-75 at Bethlehem Road (GDOT):** Design finalized. ROW acquisition in 2025. Construction 2025.

2025 Quarterly Update

- ◆ Henry County Road Projects - SPLOST and TSPLOST
 - ◆ Major Road Projects Underway
 - ◆ **US 23/State Route 42 Widening (GDOT):** Widening project from SR 138/North Henry Boulevard in Henry County to I-675 in Clayton County. Under construction. Completion 2027.
 - ◆ **US 23/State Route 42 Widening (GDOT):** Widening from downtown McDonough to SR 138/North Henry Boulevard in Stockbridge. In Preliminary Phase. ROW acquisition 2027-2028. Construction 2030.

2025 Quarterly Update

- ◆ Henry County Road Projects - SPLOST and TSPLOST
 - ◆ Transportation Grants
 - ◆ Henry County solicited and has been awarded the following federal transportation grants in FY 2025:
 - ◆ \$4 million for Jonesboro Road resurfacing
 - ◆ \$1.5 million for engineering and design of Camp Creek Greenway
 - ◆ \$750,000 for SR 42 widening scoping study
 - ◆ \$850,000 for East Atlanta Road resurfacing
 - ◆ \$7.1 million total year-to-date

2025 Quarterly Update

- ◆ Henry County Transit Service Update
 - ◆ New fixed-route local bus service to start in the spring of 2025 between McDonough and Stockbridge. A new bus has been purchased. A bus route, bus stop locations, and four bus shelters have been designed.
 - ◆ The Bus Stops Creative Placemaking Plan to be presented before the Henry County BOC in March 2025.
 - ◆ Microtransit or on-demand service has been available in the City of McDonough since January 2024.

2025 Quarterly Update

◆ Henry County Transit Service Update

◆ Funding Sources

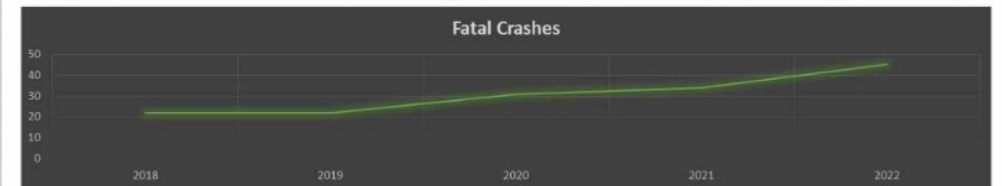
- ◆ Henry County awarded Congestion Mitigation & Air Quality (CMAQ) funding
- ◆ \$2 million per year, local match is \$400,000 per year
- ◆ Supports initial three years of operations
- ◆ Funding cannot be transferred to other projects
- ◆ Federal Formula Funds
- ◆ County General Fund
- ◆ Fares

2025 Quarterly Update

- ◆ Henry County Transportation Planning
 - ◆ Henry County Crash Trend upwards
 - ◆ Vision Zero - Zero Deaths & Zero Accidents
- ◆ Henry County executed agreement with USDOT to receive \$200K of SS4A grant for Comprehensive Safety Action Plan
- ◆ Transportation Safety Action Plan

Henry County Crash Trend 2018-2022

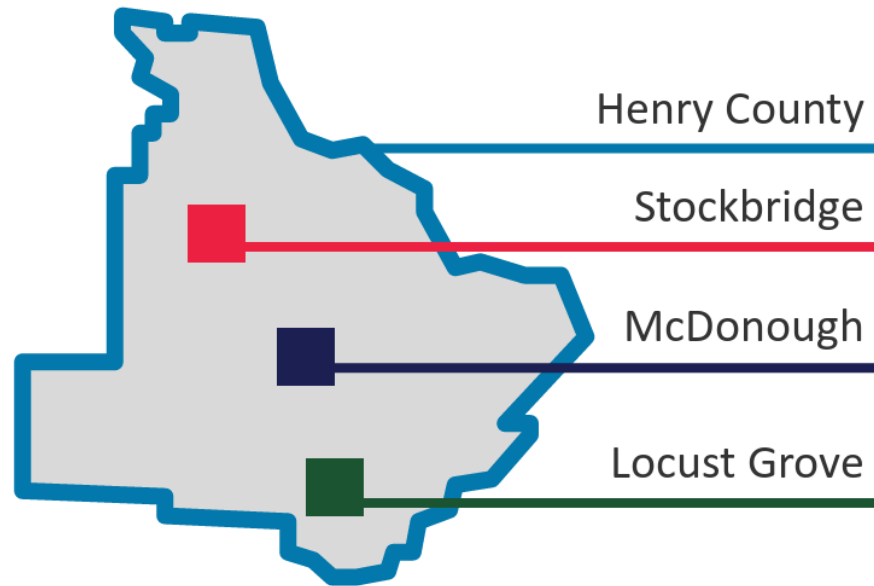
	2018	2019	2020	2021	2022
Total Crashes	12,290	12,548	10,938	13,595	13,172
Injury Crashes	2,495	2,647	2,336	2,917	2,874
Total Injured	3,668	4,075	3,446	4,342	4,300
Fatal Crashes	22	22	31	34	45
Total Fatalities	25	28	133	37	48
Commercial Vehicle Crashes	789	789	682	835	847
Property Damage Crashes	9,773	9,879	8,571	10,644	10,253
Private Property Crashes	2,471	2,380	2,182	2,505	2,333
Work Zone Crashes	301	393	197	253	191
Hit and Run	1,690	1,653	1,604	2,062	1,833



Source: Georgia Electronic Accident Reporting System (GEARS)

2025 Quarterly Update

- ◆ Henry County Transportation Planning
 - ◆ Transportation Safety Action Plan

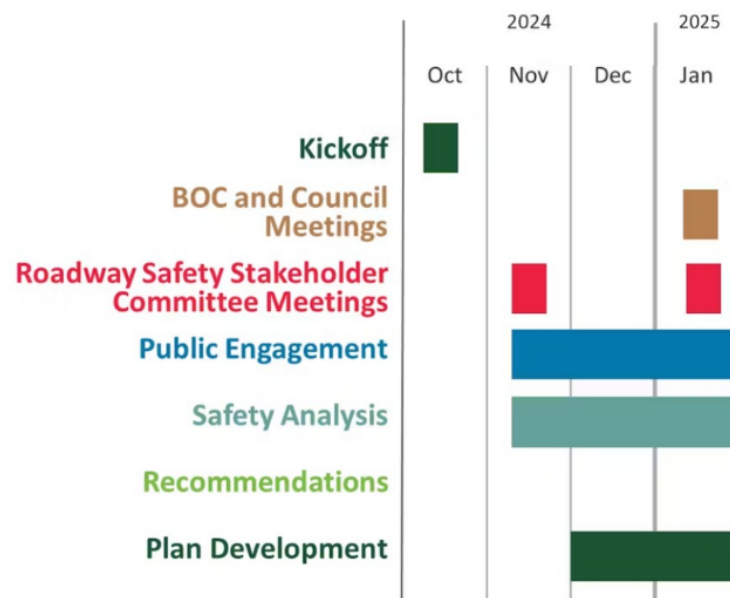


Representation Includes

- **Project Management Team**
- **Roadway Safety Stakeholder Committee**
- **Plan logo and branding**
- **Public Outreach**
- **Safety Analysis** *(in development)*
- **Recommendations** *(in development)*

2025 Quarterly Update

- ◆ Henry County Transportation Planning
 - ◆ Transportation Safety Action Plan
 - ◆ Roadway Safety Stakeholder



Accomplishments So Far



Desktop crash analysis and High-Injury Network



Engaged **150+** community members in-person

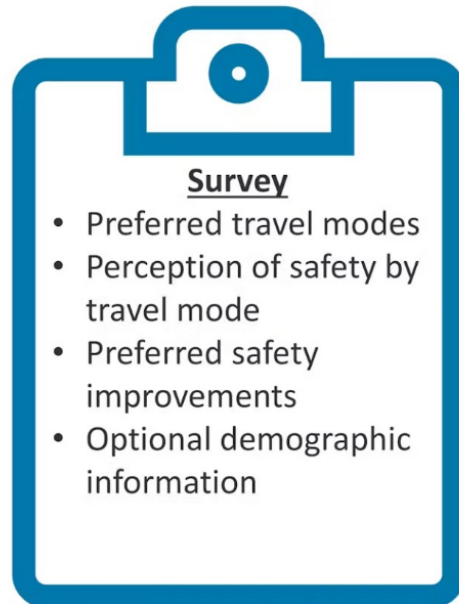


Received **350+** responses to the online survey and comment map

2025 Quarterly Update

- ◆ Henry County Transportation Planning
 - ◆ Transportation Safety Action Plan

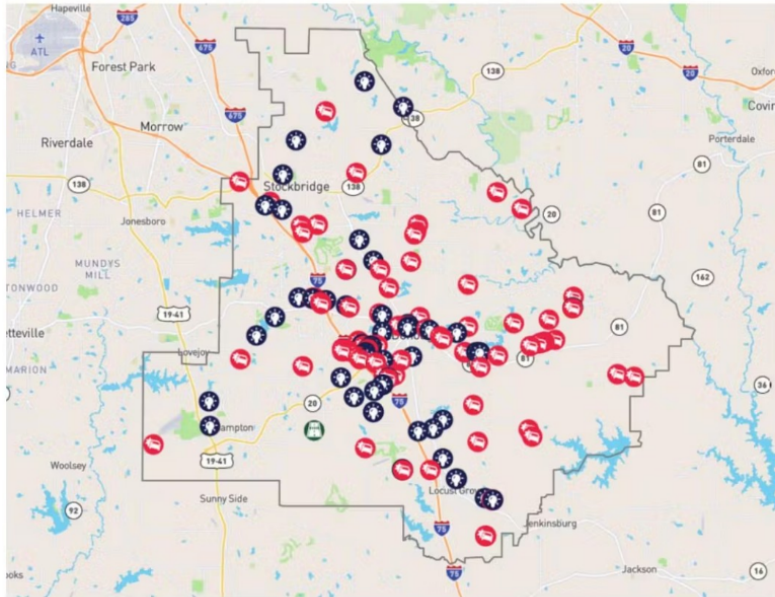
Survey and Comment Map



2025 Quarterly Update

- ◆ Henry County Transportation Planning
- ◆ Transportation Safety Action Plan

Comment Map Progress



Approximately 155 responses

- 93 safety-related
 - 2 safe
 - 91 unsafe
- 62 improvements suggestions

Scan this QR code to add comments to the comment map.



Legend

Public Input Comments

- Location where I feel unsafe
- Example of a roadway where I feel especially safe
- Improvement suggestion

10

2025 Quarterly Update

- ◆ Henry County Transportation Planning
- ◆ Transportation Safety Action Plan

Public Engagement Events

Engagement Highlights

- Two in-person events in December 2024
- Delivered flyers to Locust Grove, McDonough, and Stockbridge libraries and engaged librarians
- Face-to-face engagement with over 150 members of the community, including elected officials
- Used innovative strategies to engage with children and adults

Across both events, community members were concerned about:



Truck traffic impacts of **warehouse growth**



Driver education about **roundabouts**



Alternatives to **driving** like biking and walking



Accessible **infrastructure** for vulnerable road users

2025 Quarterly Update

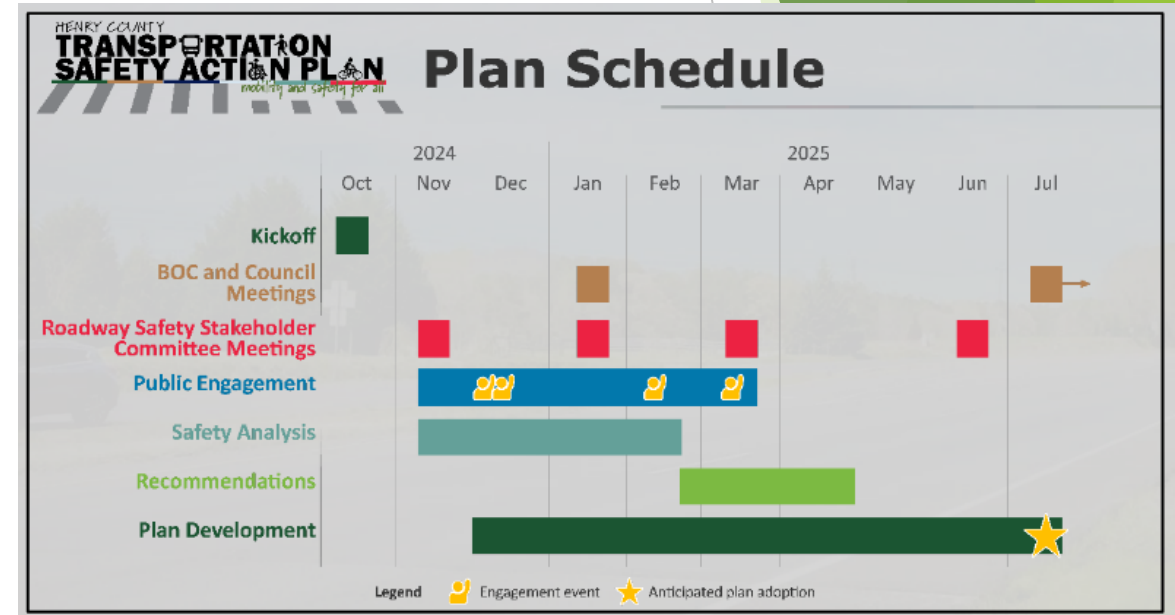
- ◆ Henry County Transportation Planning
 - ◆ Transportation Safety Action Plan

Public Engagement Timeline



2025 Quarterly Update

- ◆ Henry County Transportation Planning
 - ◆ Transportation Safety Action Plan
 - ◆ Plan development underway
 - ◆ Committee Meetings
 - ◆ Next April 10th
- ◆ <https://www.henrycountyga.gov/>
 - ◆ Departments
 - ◆ Transportation Planning
 - ◆ Other Studies



2025 Quarterly Update

◆ Henry County Transportation Planning

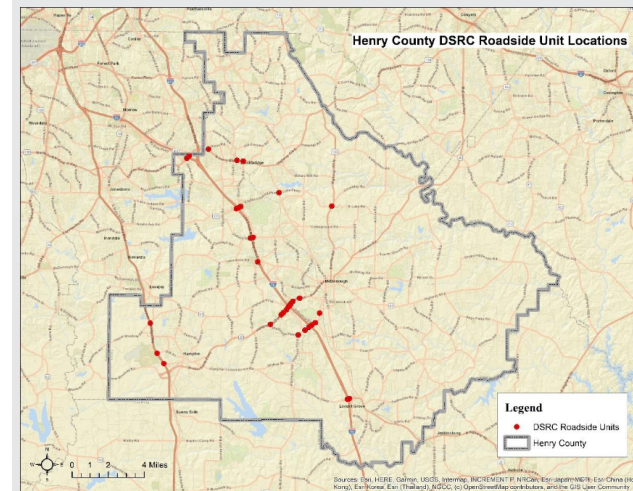
◆ Connected Vehicle Technology Deployment

◆ All 32 RSUs and 45 OBUs have been deployed

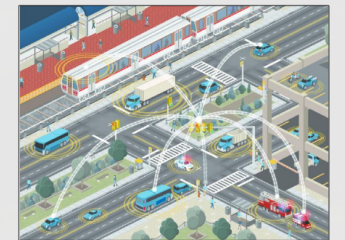
◆ Monitor before/after deployment

◆ Deployed in Marietta, GA – saved on average 2 minutes

Connected Vehicle Technology Deployment

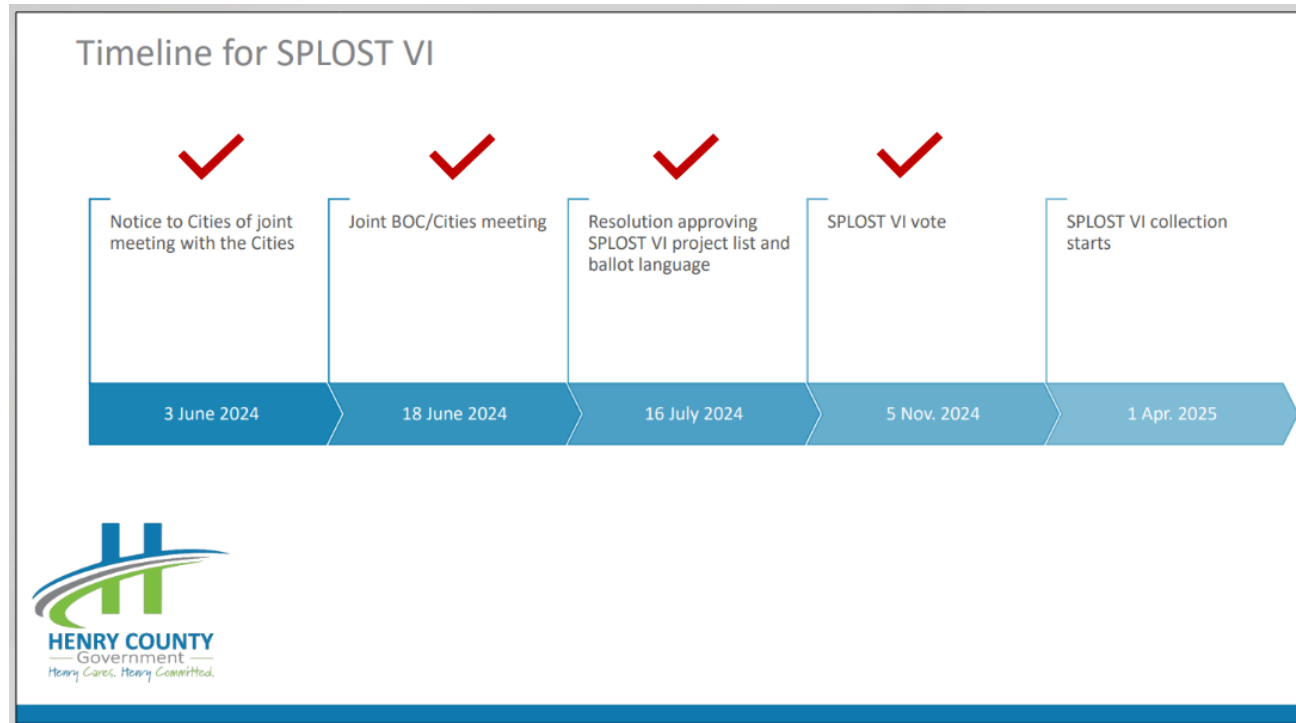


- 32 roadside units deployed to date
- 45 onboard units installed in Henry County Fire Department vehicles
- Applied for SMART grant



2025 Quarterly Update

◆ Henry County Transportation Planning



2025 Quarterly Update

- ◆ For More Information:

- ◆ Visit the Henry County website at:
<https://www.henrycountyga.gov/>.

- ◆ At the top-right corner on the home page, click
“Departments”.

- ◆ From the drop-down menu, select “Transportation
Planning”

- ◆ Locally-Funded Transportation Projects

- ◆ <https://www.henrycountyga.gov/SPLOST>



CDA

Where Community Connects

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 Commissions of the City of Stockbridge. The members of the Boards and Commissions make decisions and help recommend and review policies for the City of Stockbridge and its Mayor and Council. This questionnaire will assist the Mayor and Council in the review process and in determining applicant eligibility requirements and qualifications for Board or Commission 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: Scott A. Hughes

Occupation: Director of Organizational Employer: Atlanta Mission

Home Address: [REDACTED] City: Stockbridge Zip: 30281

Home Phone: [REDACTED] Home E-Mail: [REDACTED]

Work Phone: [REDACTED] Work E-Mail: [REDACTED]

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)

N/A

City of Stockbridge

BOARD, COMMITTEE OR COMMISSION APPLICATION

- a) Which Board(s) or Commission(s) do you wish to be appointed to? Downtown 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? 3 Years 7 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:

City of Stockbridge

BOARD, COMMITTEE OR COMMISSION APPLICATION

- i) Please briefly explain your reasons for wishing to serve on the Board or Commission you select:

I am interested in intelligently advancing the development of Stockbridge's downtown, while maintaining its quaint / friendly atmosphere.

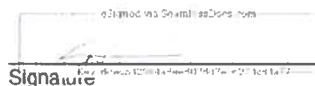
- j) Are you willing to be considered for appointment to any of the other Boards or Commissions of the City if a position is not available on the Board or Commission of your first choice? ☐ Yes ☐ No If yes, please list the Boards or Commissions for which you would like to be considered (in order of interest):

Board of Ethics
Main Street Advisory Board
City Council

- 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.


Signature

Scott A. Hughes
Printed Name

08-02-2024
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



Stockbridge Strategic Implementation & Master Plan for Trails



FEBRUARY 10, 2025

Stockbridge Strategic & Master Plan for Trails

February 10, 2025

Prepared for :



Prepared by :



ACKNOWLEDGMENTS

Mayor Anthony Ford

City Council Members

LaKeisha Gantt	District 1
Alphonso Thomas	District 2
Kyle Berry	District 3
Yolanda Barber	District 4
Elton Alexander	District 5

Working Group Members

Frederick Gardiner	City Manager
Decius Aaron	Public Works Director
Kim Allonce	Economic Development Director
Jamayca Cole	Management Analyst
Shana Thorton	Public Information Officer
Jordyn Bucholtz	Community Development GIS Analyst
Rosalynd Rawls	Executive Assistant

Henry County

Carlotta Herrell	Chairwoman, Board of Commissioners
Neat Robinson	Commissioner District 2
Sam Baker	Director of Transportation Planning
Chalanda Smith	Chief of Staff
Jonathan Penn	Director - Cluster Lead, Leisure & Public Services

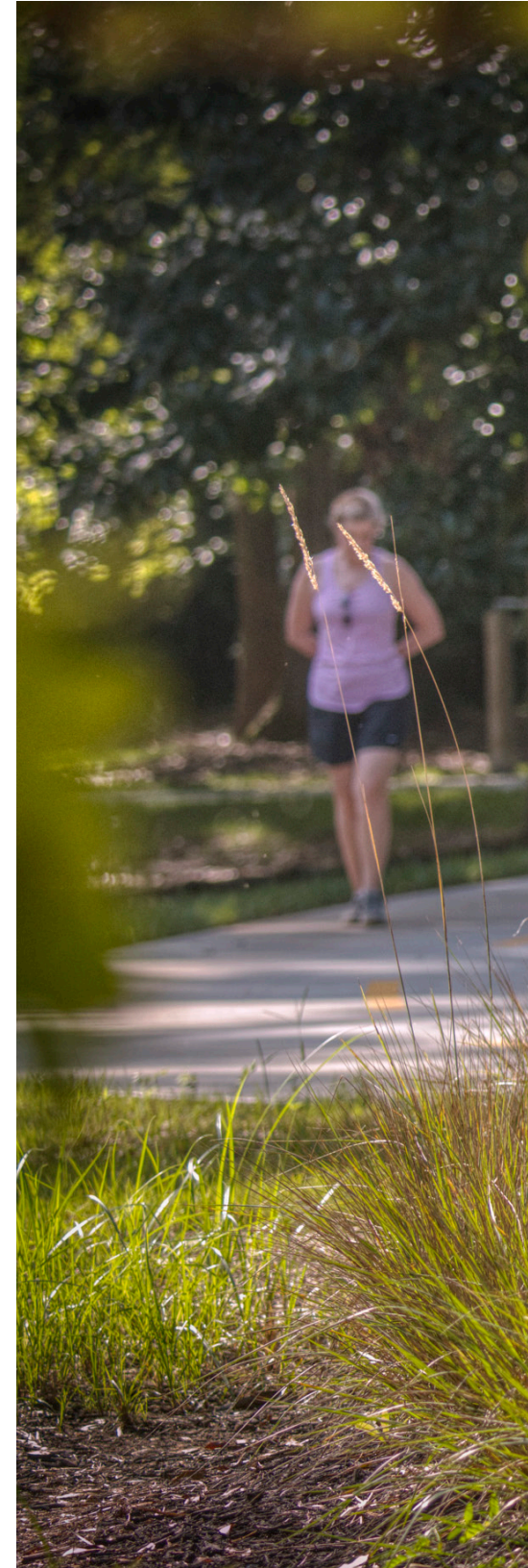
Consultant Team

PATH Foundation

Greta deMayo	Executive Director
Eric Ganther	Trail Planner
Pete Pellegrini	Trail Construction Advisor

KAIZEN Collaborative

Nico Shen	Associate Principal, PLA
Devanshi Pandya	Landscape Architect
Macy Khamsa	Landscape Architect
Andie Eller	Landscape Architect





EXECUTIVE SUMMARY

Plan Rationale

In 2022, Stockbridge residents approved a TSPLOST with a list of projects including street repaving, sidewalk construction, and trails. Budgets for the projects had been set in 2019, before COVID and before resulting inflation throughout the economy including the primary inputs for trails. In 2024, the City of Stockbridge hired the PATH Foundation to create the *Stockbridge Strategic and Master Plan for Trails* to provide a guide to constructing the approved trails, propose a trail network to provide context for the approved trails and to propose a phased construction timeline to enable Stockbridge to deliver the TSPLOST projects in a timely manner given budgetary constraints.

Why trails?

Trails provide many benefits for improved physical and mental health, greener commutes, and places for families to come together. When planned and designed carefully, trails can bridge divides between communities and strengthen bonds within them. Trails require the support of local governments and their public and private funding partners—an important step in this direction is the creation of a strategic trail master plan.

Stockbridge Today

Stockbridge has many charming neighborhoods—some made up of single-family homes, others focused on townhome and apartment communities, both also containing shopping and dining districts. For many decades a small rural town, Stockbridge has recently mushroomed into a bustling suburban community with more than 35,000 residents.¹ As is the case with most recent development in suburban Atlanta, the growth has been dominated by high-speed arterial roadways and residential cul-de-sacs that make the simple enjoyments of biking and walking challenging if not impossible for the average resident.

Trail Vision

The Stockbridge Strategic and Master Plan for Trails proposes a vision where residents also gain access to their favorite Stockbridge destinations via a network of people-oriented trails anchored by greenways. This network, to be called the Stockbridge Trail Network, was laid out by the PATH Foundation under the direction of City staff and elected officials and vetted with key stakeholders and the public through a public meeting and survey. The resulting Plan identifies 10 trails as the core of the trail network that will begin with the TSPLOST funded projects approved by voters in 2022.

Greenways form the backbone of the trail network because they provide the safety and enjoyment necessary to entice Stockbridge residents outside and away from the noise and pollution of vehicle traffic. Greenways are linear parks that reach into and help preserve green spaces in the city. Where greenways are not possible, the Plan recommends street trails in the form of sidepaths and calm streets. Sidepaths do their best to recreate the greenway experience next to a roadway – they are typically 10-12' wide and have handsome landscape buffers that are at least 5' wide – sufficient to plant shade trees and ornamental shrubs. Calm streets are neighborhood streets with low traffic volumes/speeds where families feel comfortable riding bikes and walking. Calm streets typically require minor infrastructure investments relying primarily on existing pavement supplemented by traffic calming such as speed tables and signage encouraging prudent driving.

¹ <https://www.census.gov/quickfacts/fact/table/stockbridgecitygeorgia/INC110223>

Trail Network Implementation

Implementation of the Plan is envisioned in a two-phase program of projects taking more than 10 years to complete. The first phase supplements TSPLOST and other City-funded street projects with trails focused on Brush Creek and key downtown destinations as well as beginning the connection west towards International Park in Clayton County. The Plan is action-oriented—immediately upon adoption by City Council, it recommends convening an implementation committee to begin work on the model project -- the Brush Creek Trail, Segment 1, from Club Place to Clark Community Park following a sewer easement.

The second phase expands trails from the downtown core with a focus on greenways along Reeves Creek and completion of the Stockbridge portion of the Red Oak Trail. Projects in these Phase 1 are estimated to cost \$37.4M (excluding acquisition costs). In 2033, PATH recommends that Stockbridge conduct a Strategic Plan Update to measure progress, make necessary alignment adjustments and update the estimated costs.

25-Mile Trail Network

7 Mile Programmed Trails

5 Mile Proposed Phase 1 Trails

10 Mile Proposed Phase 2 Trails

3.3 Mile Existing Trails

Connecting:

5 Parks

5 Schools

7 Commercial Areas

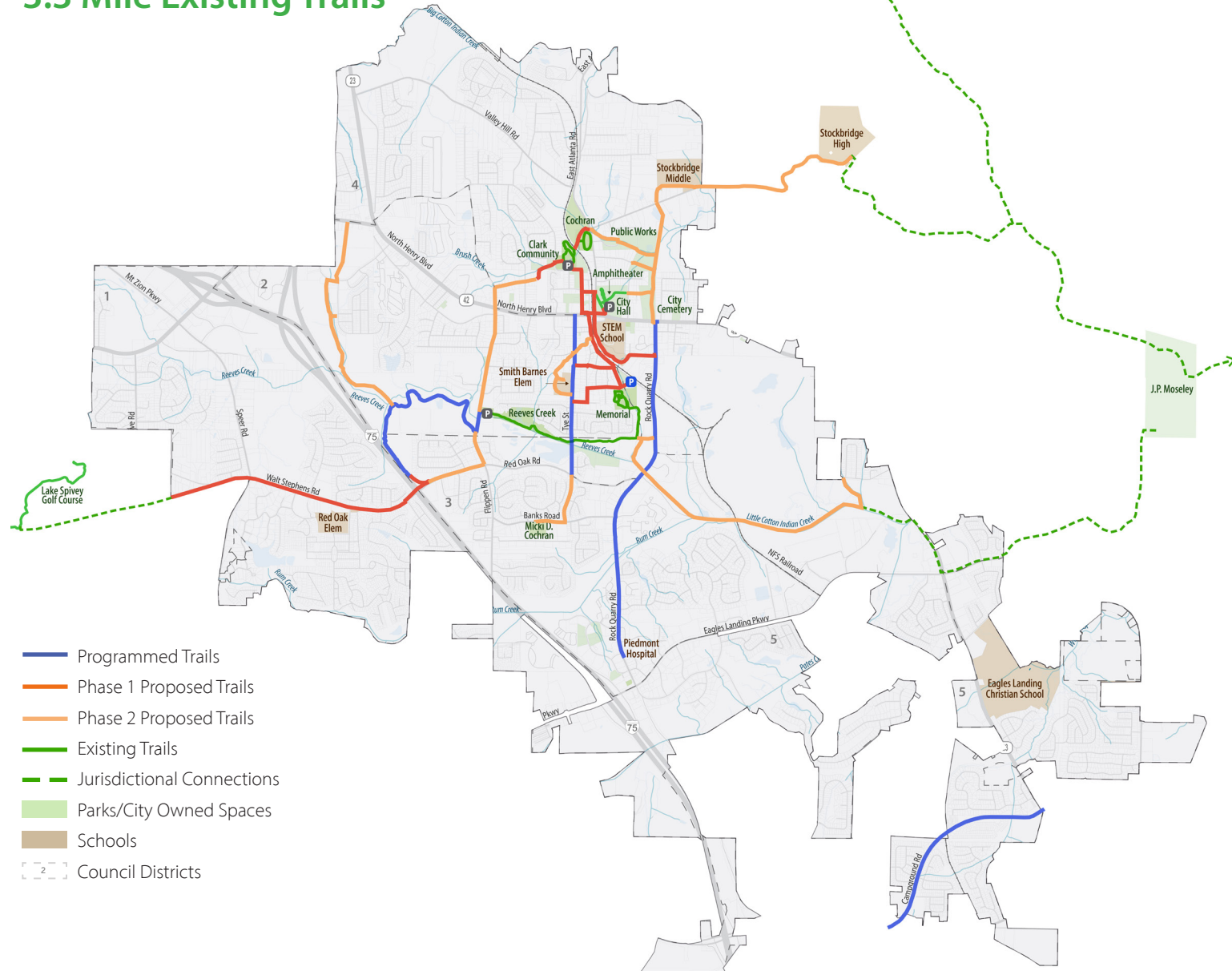


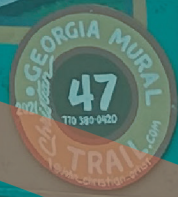
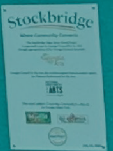
TABLE OF CONTENTS

Executive Summary

01	Introduction	9			
	Plan Rationale and Goal	10			
	Stockbridge Today – The Raw Material	11			
	Stockbridge Tomorrow – Trail Network Complete	12			
	Life of a Trail – An Iterative Process	12			
02	Strategic and Master Planning Process	13			
	Overview of Planning Process	14			
	Working Group	15			
	Data Collection and Fieldwork	15			
	Previous Trail Planning and Implementation	16			
	Establishing Planning Goals	18			
	Proposed Trail Types	19			
	Public Outreach	22			
	Summary of Master Plan Development	24			
03	Stockbridge Trails Network	25			
	Overview	26			
	Stockbridge Trails	28			
	1 Brush Creek Greenway	28			
	2 Heritage Trail	31			
	3 Amphitheater Trail	34			
	4 Bridgeway Trail	38			
	5 Reeves Greenway	41			
	6 Smith Barnes Greenway & Second Trail	45			
	7 Red Oak Trail	47			
	8 Rock Conyers Trail	54			
	9 Tye Trail	56			
04	Implementation Strategy	58			
	Overview	59			
	Conveyor Belt	59			
	Currently Programmed Projects	59			
	Phase 1: 10-Year Plan Criteria and Recommendations	60			
	Phase 2: Long Range Plan	60			
	Cost Summary	63			
	Funding Sources	64			
	Implementation Committee	65			
	Implementation Milestones	65			
05	Design Standards	66			
	Logo	67			
	Signage Standards	68			
	Amenities	70			
	Construction Standards	72-83			



01 INTRODUCTION



Cities across the Atlanta Region are awakening to the value of trails. Trails have many benefits including promoting health, improving the environment, encouraging high-quality economic development, and providing alternatives to driving on increasingly congested roads. To focus their efforts in building out a trail network, the City of Stockbridge hired the PATH Foundation to create the Stockbridge Strategic and Master Plan for Trails and embark on a ten-year initiative to connect residents, businesses, and visitors to a safe and inviting trail network.

The Stockbridge Trail Master Plan is action oriented. The enthusiasm for trails built up during the seven-month planning effort should be followed immediately by the implementation of previously programmed trail projects and construction of the model project – the Brush Creek Trail, Segment 1, described below in Chapters 3 and 4. These projects will help Stockbridge residents experience firsthand the promise of trails in their community and build the momentum necessary for completing the Stockbridge Trail Network.



Stockbridge Amphitheater Park - Elton Alexander, YouTube, 2021

Plan Rationale and Goal

The City of Stockbridge, although built on a core of pre-automobile street alignments has largely come of age in the automobile-centric planning era of the last 50 years. The automobile provided people the opportunity to live suburban lifestyles with large comfortable homes on spacious lots with grass and trees – perfect for raising families. Suburban homes were typically built on cul-de-sacs and non-linear streets that meandered through neighborhoods without sidewalks. This meant that travel of any kind nearly always happened in automobiles. The neighborhoods were accessed by roads that had once been country lanes that were (and remain) relatively narrow and quickly become congested at commuting times of the day. When walking or biking did occur, it happened in the street and was confined to the immediate neighborhood. Today, most residents in Stockbridge do not walk or bike from their homes, instead they drive to walkable or bike-able destinations.

Stockbridge's typical late 20th-century building design sets desired destinations well back from the road fronted by large parking lots that are unpleasant to walk, bike or wheelchair across. The City has slowly added sidewalks along its main roads often as part of repaving, stormwater, or development projects. Older sidewalks are typically narrow and have little or no landscape buffer and therefore offer little respite from the roadway. Recently, Stockbridge has proposed and built wider sidepaths suitable for biking but with landscape

buffers insufficiently wide for planting shade trees – necessary to soften the visual landscape and make walking comfortable in the hot Georgia sun.

Compared to legacy sidewalks, trails are designed primarily for people walking, biking and/or using wheelchairs. They are necessary because the majority of Stockbridge residents and visitors will not consider walking, biking, or being in a wheelchair next to speeding traffic and exhaust fumes as is the case with typical sidewalks. A well-designed trail that is part of a legible network is appealing and increases the desire to travel outside on foot, by bike or in wheelchairs to reach nearby destinations. Evidence for this comes from a survey of Stockbridge residents conducted as part of the master planning process, which estimates that up to 80% of residents would use a trail at least once per week if a high-quality trail were within a 10-minute walk of their homes (See Chapter 2 for details). Survey data suggests that in Stockbridge there is a strong latent desire for trails.²

As determined through the strategic and master planning process described in this document, the goal is to -

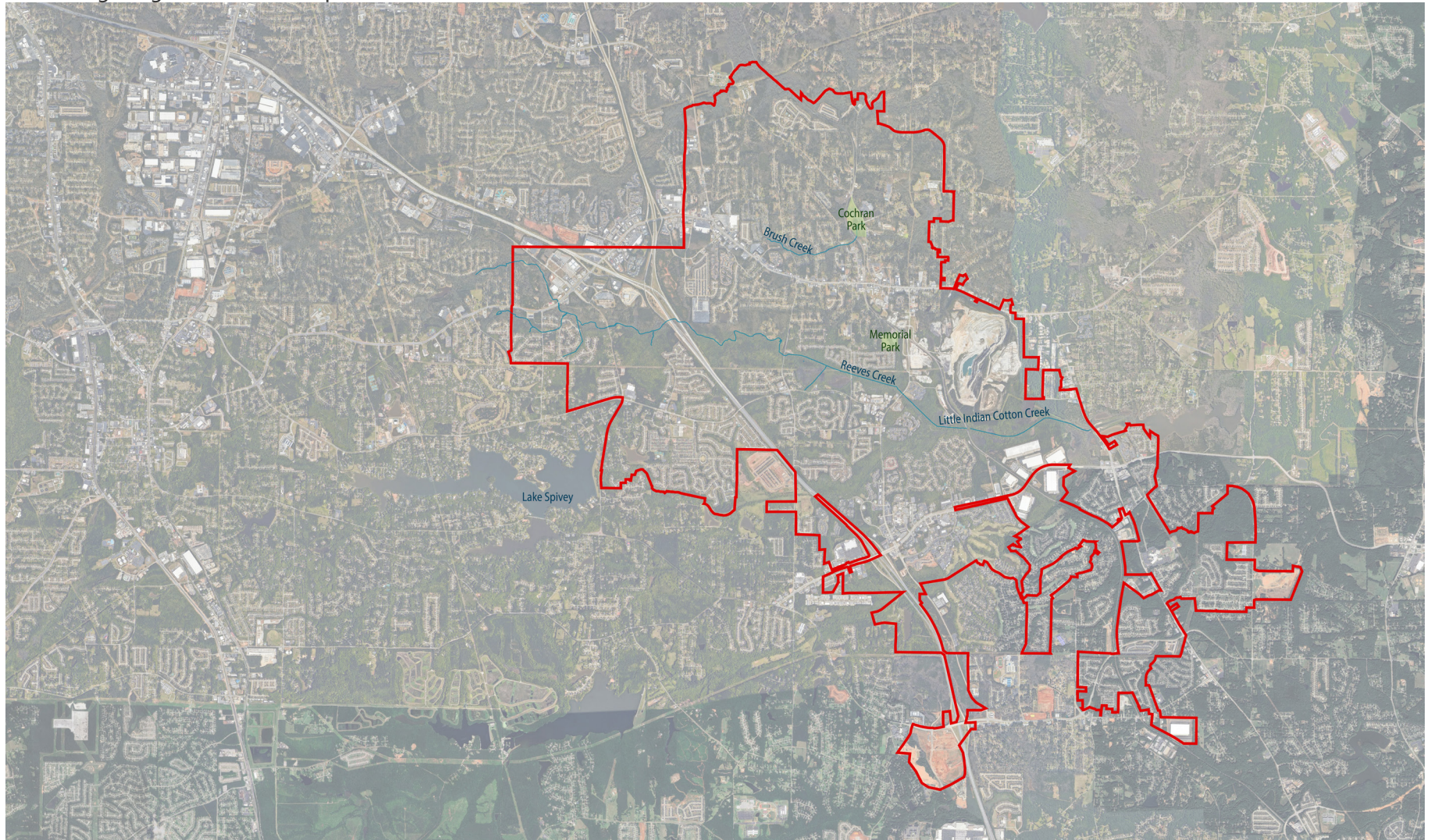
Plan Goal:
Plan trail implementation in Stockbridge that keeps the promise made with voters in 2020 and lays the groundwork for future trail network expansion

² The survey was conducted October 23 – December 4, 2024 and received 40 responses. It is not considered statistically valid but does point to a strong base of support for trails. The responses are in line with responses to similar surveys conducted in other cities in the Atlanta region over the last five years.

Stockbridge Today – The Raw Material

Compared to denser areas of the Atlanta Region, Stockbridge has large pockets of open space – much of which is dedicated to future development. To cherish the green spaces and to provide access to them for residents of the near-term and long-term future, City leaders need to identify and work to protect green corridors. This need not be in opposition to development, but rather to encourage development to appreciate and leverage Stockbridge's natural assets providing a benefit to all residents and augmenting the value of real estate as the city develops.

Stockbridge Regional Context Map



Stockbridge Tomorrow – The Trail Network Complete

This Plan proposes a safe and inviting trail network – the Stockbridge Trail Network - that connects residents to key destinations identified in public outreach and where 73% of residents have access to a trail within a 10-minute walk of their homes (see Chapter 2 for the methodology). The Stockbridge Trail Network expands greenway trails and supplements them with thoughtful and well-designed street trails. The Plan calls for a **25-mile** network comprised of existing trails, programmed trails (where funding has been identified), and **15 miles** of new trails (where funding will be identified). See Chapter 3 for details on trail identification including names, types and destinations served. It is important to note that this Plan is not intended to address all of the pedestrian and bicycle rider needs of Stockbridge. As many residents will live on non-trail network streets, City staff must continue to plan and build sidewalks and bike infrastructure to provide safe access to the Stockbridge Trail Network as well as a safe and inviting experience once on the network.

The Stockbridge Trail Network will require a multi-year implementation effort. It begins with a 10-year, two-phase program detailed in this Plan that focuses on providing trail access to destinations identified by Stockbridge stakeholders and residents during the planning process. The 10-year program aligns estimated costs and funding opportunities and lays out high-level scopes of work tied to a 10-year budget projection (see Chapter 4). While the *Stockbridge Strategic and Master Plan* for Trails plots a large portion of the future Stockbridge Trail Network, the 10-year program does not complete the network. The remaining “Phase 3” calls for a strategic plan update that is recommended to be undertaken in 2033 to evaluate progress and plan a subsequent implementation program.

The *Stockbridge Strategic and Master Plan* for Trails is presented in five sections, and after this introduction, includes the methodology for placing trails (Chapter 2); a description of 10 trails within the city (Chapter 3); an implementation strategy describing phasing, organizational structures and funding strategies (Chapter 4); and branding and design standards that will make all of Stockbridge’s trails readable together as a cohesive network (Chapter 5).

Life of a Trail – An Iterative Process

It is important to note that incorporation of a trail into the Stockbridge Trail Network is only the beginning of a project implementation process that provides several opportunities for community participation. Specific aspects, such as final trail alignment, trail amenities, tree selection, etc., are all identified during the design phase.

When a project moves into the design phase, City Council approves funding as part of the budgeting process. A design consultant presents concept design alternatives at a public meeting for community input and council approval. Only after a concept design is approved, does the project move into the preliminary and final design stages of implementation. Unlike greenfield sites, construction in Stockbridge must consider the existing built environment. The acquisition of right-of-way, where necessary, and utility relocation needs are informed by the final design and can take significant time.

Once all design work is complete, the City Council approves funding for trail construction at a public meeting as part of the budgeting process. City staff then requests bids from contractors and selects a candidate based on qualifications and the cost proposal. The council then approves the construction contract in a public meeting. As each trail segment moves through design and construction processes, the community will be kept informed as to progress.



Existing Reeves Creek Greenway



02 STRATEGIC AND MASTER PLANNING PROCESS

Overview of Planning Process

The City of Stockbridge intends to develop a shared-use trail network connecting Stockbridge neighborhoods to key destinations within city limits and beyond. Stockbridge citizens passed a TSPLOST in 2022 that included a number of trail and sidewalk projects.³ To help coordinate the trail component, City staff hired the PATH Foundation to work with Stockbridge leaders, citizens and stakeholders to create a strategic trail master plan with a 10-year program to support implementation. This Plan builds from data gathered in the field and feedback from the public to lay out and confirm the future Stockbridge Trail Network. The Stockbridge Trail Network is the key deliverable of the *Stockbridge Strategic and Master Plan for Trails*, which is to be adopted by City Council in early 2025. Once adopted, the Plan will guide City policy and inform community members about the intentions of the City of Stockbridge to complete the Stockbridge Trail Network.

The planning process kicked off in February 2024. Data was collected by the PATH team while City staff formed the Stockbridge Trail Planning Working Group to guide the PATH design team and to help actualize the City's vision. The PATH team reviewed numerous trail-related planning and research documents developed in recent years by the City of Stockbridge, Henry County and others. PATH conducted extensive field research to validate potential alignments that would connect Stockbridge neighborhoods and bolster efforts to develop the downtown area. The preliminary findings of PATH's field work and data gathering were vetted with the Working Group, City Council, key stakeholders, and the general public.

The initial data gathering phase was followed by the public engagement phase, where feedback from the community was sought at a public meeting and via public survey. Preliminary findings and a high-level trail layout were presented at the public meeting held on October 23. Public feedback was received and incorporated in a draft trail alignment that PATH presented to City staff and key stakeholders in December 2024.

In working group meetings and public engagement events, PATH introduced the different trail types determined to be the best fit for Stockbridge and then collaborated with attendees on establishing the planning goals and network layout.

The *Stockbridge Strategic and Master Plan for Trails* is the blueprint for the Stockbridge Trail Network that is intended to generate the momentum necessary to build approximately **8.3 miles** of new trails **in the next ten years**. In 2035, Stockbridge should be well on its way to building a trail network that connects 73% of Stockbridge residents to safe, healthy, and enjoyable ways to traverse the city by bike, on foot, or using a mobility device.



³ Brush Creek and Reeves Creek greenways plus sidepath trails and sidewalks. See Appendix B for details.

Working Group

The Stockbridge Trail Plan Working Group met five times between February 2024 and January 2025. The Working Group included representatives from various City departments including:

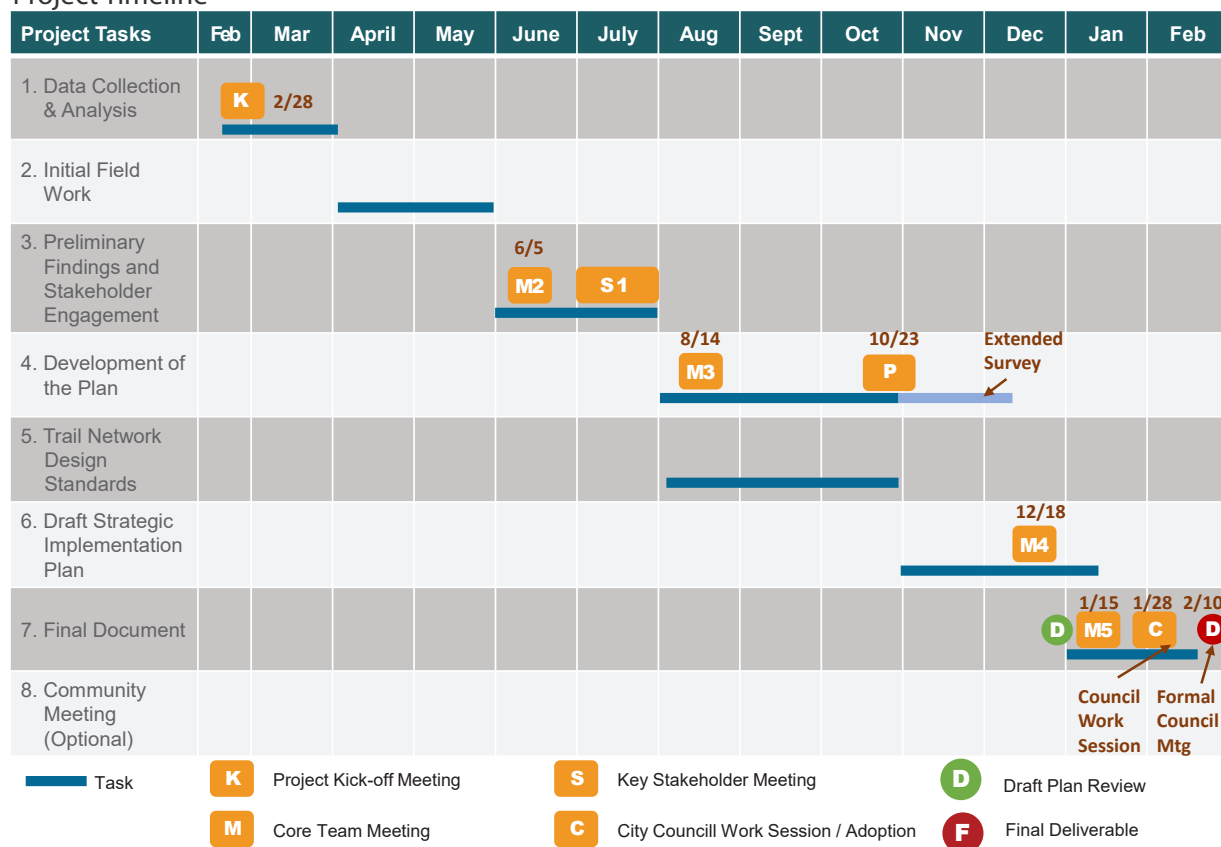
- City Community Development Department
- City Public Works Department
- City Communications Department
- City Manager's Office

The Working Group's role was to guide and shape the development of the *Stockbridge Strategic and*

Master Plan for Trails and to ensure that it adhered to the City's broader goals for neighborhood protection, traveler safety, and economic development. The Working Group reviewed and approved the Plan's goal and provided key input into desired destinations, route characteristics, development plans, correlated street and storm water projects, and neighborhood needs.

The PATH Foundation collaborated with City staff, City leadership and the general public on a scope of work and timeline defined in the following chart:

Project Timeline



Data Collection and Fieldwork

Previous planning and development documents and future development plans were assessed by the PATH team. The PATH team relied heavily on extensive field work supported by GIS data provided by the City of Stockbridge, Henry County, and commercial mapping applications. Parcel data was key to determining ownership boundaries and was leveraged to predict the likelihood of support for trail infrastructure. City and County-owned parcels, including parks and other open spaces, were the first to be identified. Parcels and destinations were then overlaid with creeks, flood plains, utilities, and the roadway network to identify trail alignment concepts to further vet in the field.

Field work involved walking and/or biking along various routes to gain a deeper understanding of potential issues facing trail users including interaction with vehicular traffic, distance from travel lanes, existence (or lack) of shade trees, topography and grade challenges, utility conflicts, and overall accessibility to key destinations.

Previously proposed trails and newly identified trail opportunities, were further vetted by focusing on the following criteria:

- Feasibility for construction
- Cost of construction in relation to amounts budgeted in TSPLOST
- Appeal to the broadest group of users
- Trail user safety
- Connection to desirable destinations
- Connection to existing trails

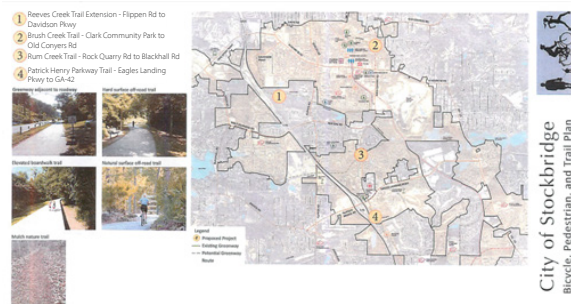
Using these criteria, PATH comprehensively analyzed the data it had collected as well as iterative field explorations to identify potential trail opportunities within Stockbridge. The planning team's findings were recorded on field maps, ArcGIS and Google Earth Pro, and presented to the Working Group for guidance over the course of the planning process.

Previous Trail Planning and Implementation

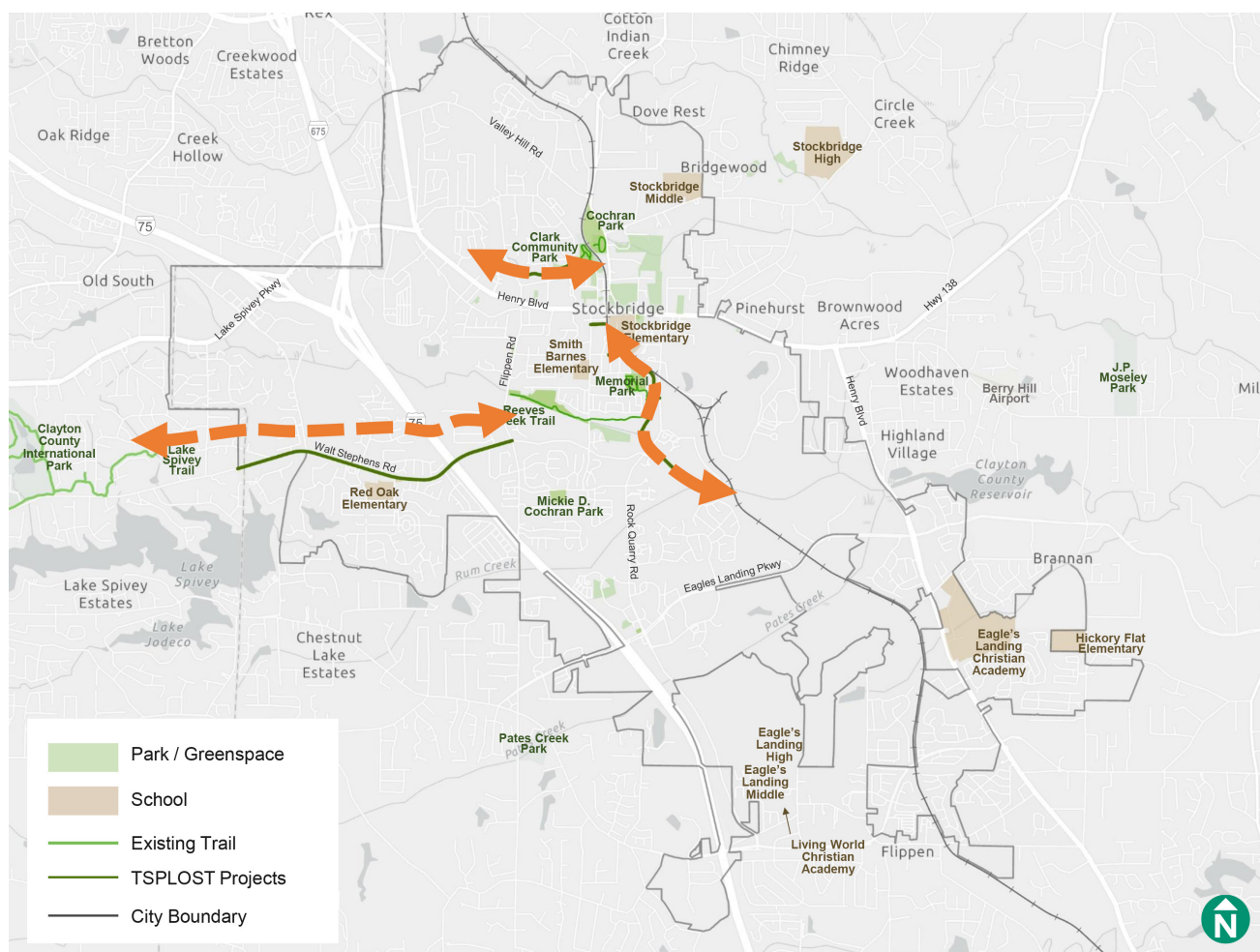
Prior to hiring PATH, the City of Stockbridge had worked on planning and building trails. The Reeves Creek Trail extending from Memorial Park to Flippen Road is an excellent showcase for what makes an attractive greenway that is much appreciated by city residents and visitors. Sidepaths have been included in several recent development projects. While an important first step, PATH strongly encourages the City of Stockbridge to amend its Zoning Code and Development Plan to require 10' sidepaths with 5' landscape buffers suitable for the planting of shade trees – critical to usability in Georgia.

The *Downtown Stockbridge Development Plan* calls for sidewalks and safe walking conditions on some of the same streets proposed for trails in this plan. Burke Street, Love Street, and Jim Clark Drive are all proposed for improvements. PATH staff interviewed staff from TSW, creators of the downtown plan for insights. This Plan reflects their input.

The 2017 *The City of Stockbridge Bicycle, Pedestrian and Trail Plan* was an extensive evaluation of the city's networks that yielded recommendations for sidepaths and greenways largely in line with this Plan's recommendations. Sidepaths on Tye Street, Rock Quarry Road, Walt Stephens Road, Old Conyers Road and Burke Street are all reflected in this Plan. Greenways along Brush Creek and Reeves Creek are also reflected if altered to consider recent developments. The Rum Creek Greenway and Patrick Henry Parkway Trail should be considered in the 2033 strategic plan update – this Plan does not preclude their consideration.



Proposed Greenway Routes



Left : Proposed Greenways in City of Stockbridge Bicycle, Pedestrian and Trail Plan (2017)

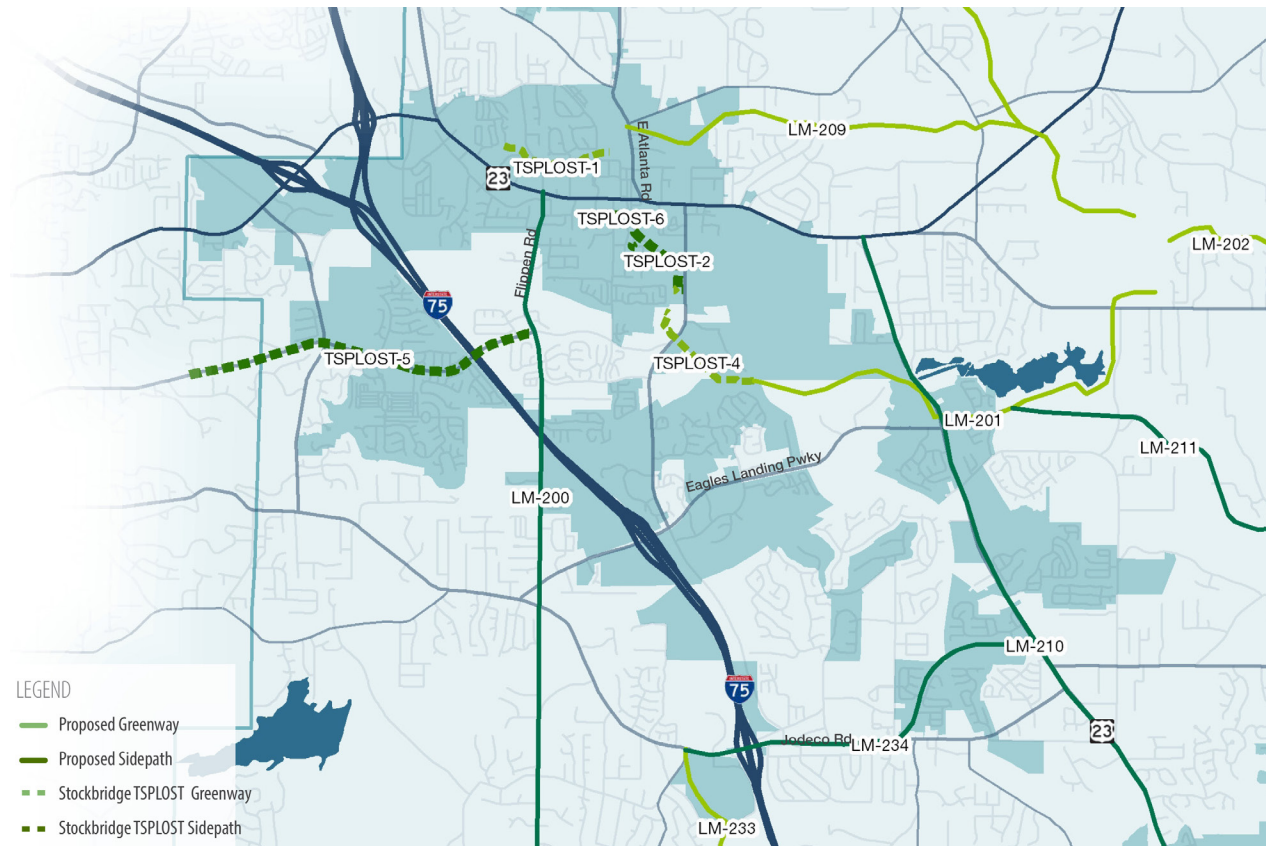
Below : Initial connectivity goals established by the working group

Previous Trail Planning and Implementation (cont'd)

Trails in Stockbridge were envisioned in the Henry County Trail Plan approved by the Board of Commissioners in 2021. The County plan called for two trail projects coming in to Stockbridge from the west in unincorporated Henry County – Brush Creek Trail (LM-209) and Little Cotton Indian Creek Trail (LM-201; this trail is referred to as Reeves Trail in this Plan).

Additionally, the City of Stockbridge in its 2022 TSPLOST budget has programmed funding for design and construction of a number of street repavings and sidewalks over the next several years. The projects to be funded and the amounts available are listed in the chart below and shown on the map below.

From PATH's recent experience, the amounts listed on the 2022 TSPLOST do not meet the cost of building trails in 2024/25 dollars. This funding shortfall, most likely the result of pre-COVID cost estimates that did not account for significant post-COVID inflation, will require a change in project scopes in order to appropriately set community expectations for project delivery. This will be evaluated further in Chapter 4 – Implementation.



Henry County unfunded trail proposals (labeled with "LM") and Stockbridge TSPLOST-funded trail projects as of January 2025.

Source	Line Item	Amount
TSPLOST	Wilson Ave etc. curb, gutter, widening sidewalks	\$2,500,000
TSPLOST	Davidson Parkway resurfacing + sidewalks	\$1,500,000
TSPLOST	Old Atlanta Road resurfacing + sidewalks	\$1,500,000
TSPLOST	Tye St sidewalks	\$2,200,000
TSPLOST	Davis Road (curb, gutter + sidewalks)	\$2,500,000
TSPLOST	Reeves Creek Trail Extension (2 mile)	\$2,800,000
TSPLOST	Brush Creek (1.5 mile)	\$2,400,000
TSPLOST	MLK Sr Heritage (Spur to Floyd Chapel)	\$425,000
TSPLOST	MLK Sr Heritage (Green Front Café)	\$355,000
TSPLOST	MLK Sr Heritage (Continuation)	\$625,000
TSPLOST	Reeves Creek Trailhead (at MLK Sr)	\$500,000
TSPLOST	Burke St sidewalks	\$500,000
TSPLOST	Love St sidewalks	\$500,000
TSPLOST	Walt Stephens Trail (1.75 miles)	\$3,000,000
TSPLOST	Rock Quarry Road Widening	\$4,000,000
TSPLOST	Rock Quarry Road Extension	\$2,000,000
TSPLOST	Downtown Ped Bridge	\$800,000
TSPLOST	Campground Rd sidewalks	\$500,000
TSPLOST	Peach Dr sidewalks	\$300,000
TSPLOST	Hudson Bridge/EL Pkwy resurface	\$490,000
TSPLOST VI	Parks Improvements	\$6,124,417

Establishing Planning Goals

PATH and the Working Group collaborated on establishing this vision statement for the Stockbridge Strategic and Master Plan for Trails:

Plan Goal:
Plan trail implementation in Stockbridge that keeps the promise made with voters in 2020 and lays the groundwork for future trail network expansion

When converting the vision statement into a list of plan objectives, PATH recommends providing a mix of quickly accomplishable objectives and longer-term aspirational goals with the caveat that all must be eventually achievable. The Working Group agreed with this approach and guided the PATH team as it fleshed out the objectives for the Plan, which are:

- Verify planned/proposed trail feasibility;
- Confirm desired destinations;
- Assess other trail opportunities in relation to an achievable network;
- Develop design standards and construction guidelines;
- Provide cost estimates; and
- Generate an implementation-focused strategic plan.

In addition to planning objectives, it is critical to keep in mind who we are planning for. Strategic plans are not academic exercises, nor are they project-specific design documents. Strategic plans blend an understanding of what makes trails appealing to people with an understanding of the

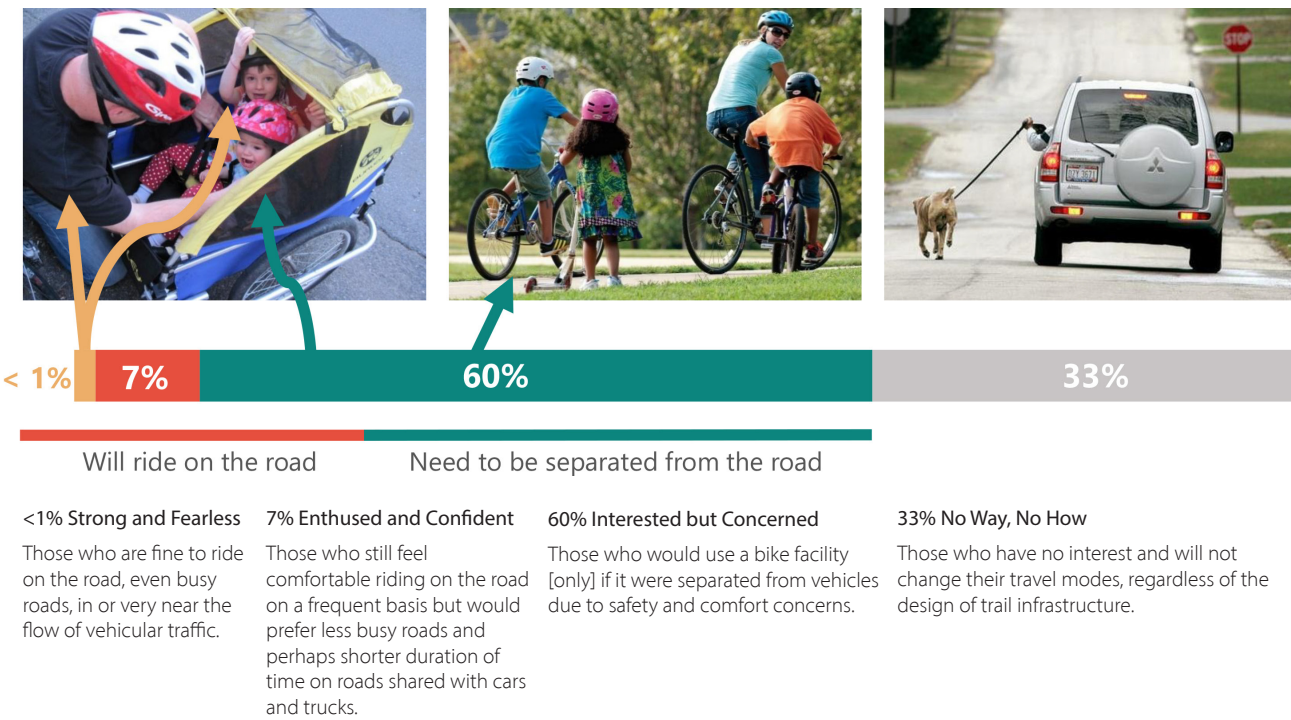
challenges and opportunities for building trails unique to Stockbridge. They then add existing designs from projects already in motion. But in the end, strategic plans directly lead to the creation of trails that people will use; trail users who are divided into two broad categories:

- Pedestrians** include walkers, runners, and wheelchair users.
- Bicycle riders** include bicycle riders, uni-cycle riders, scooter riders, and skateboarders. These conveyances may be human-powered or electric.

Pedestrians require safe and enjoyable walking experiences – this means being sufficiently far from vehicle travel lanes on smooth surfaces free of tripping hazards and preferably in the shade. Bicycle riders need these things too but need special

consideration that varies depending on their user profile (or how they interact with the road and trail network). A study from Portland, Oregon, referenced in the 2024 AASHTO *Guide for the Development of Bicycle Facilities*, categorized bicycle riders into four user profiles (see graphic below).

Today, most Stockbridge residents likely fit into the “interested but concerned” category. This Plan targets the “Interested but Concerned” population of Stockbridge, who are most likely to try riding bicycles (or who would ride their bikes more) if the trail network were able to accommodate their needs for safety and connect them to places they wanted to go. The *Stockbridge Strategic and Master Plan for Trails* therefore focuses on providing high-quality shared-use trails that are low stress and mostly well-separated from vehicular traffic.



Proposed Trail Types

There are many ways to design trails to accommodate various user profiles in various settings – from alleyway treatments where bicycle riders, pedestrians and vehicles share space to bicycle superhighways moving thousands of bikes a day on elevated structures. The PATH team identified three types of trail facilities during the planning process that seem most likely to ensure that the Plan meets the goal of implementing a safe, feasible and inviting trail network that benefits the largest number of Stockbridge residents, businesses, and visitors. The three types are shown in the graphic and described in the following section. The Stockbridge Strategic and Master Plan for Trails recommends where each of the three trail types should be used along specific trail alignment segments in Chapter 3.

Greenways

Shared-use greenways are the most desirable trail type as they are the most inviting – farthest away from vehicular traffic and typically in beautiful natural settings. Greenways are built in parks, along streams, or through undeveloped land. They are typically 12-ft wide, hard surfaced, and use design and construction specifications that follow regulations from the American Association of State Highway Transportation Officials (AASHTO) as well as the forthcoming Public Right of Way Accessibility Guidelines (PROWAG). (See the design standards in Chapter 5.)

Stockbridge is fortunate to have undeveloped greenspace and green spaces along streams where greenways are feasible. The recommended network is to be built around greenways.



Example of Greenways

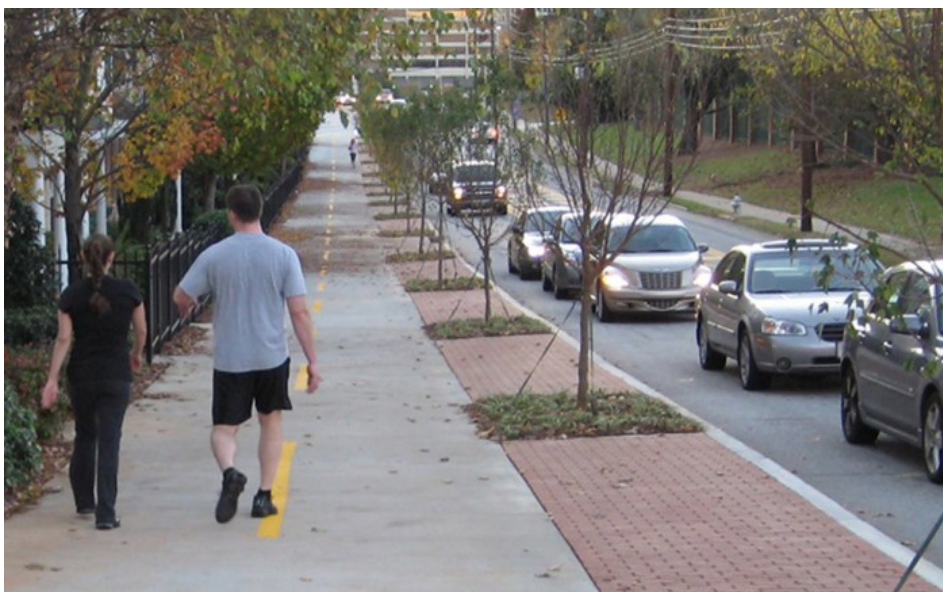
Sidepaths

Where greenways are not possible, sidepaths are the next best thing. Sidepaths are two-way shared-use trails built alongside roads in the public right-of-way. Sidepaths should have ample landscape buffers (minimum 5 ft from the back of the curb) and, where feasible, should not be built in a straight line as curvature lends itself to a more natural feel allowing the trail design to bob and weave through the urban environment. Sidepaths are typically 10 - 12-ft wide (8' allowed for short distances) and are designed as shared-use facilities where pedestrians and bicycle riders share the trail, often marked with a center lane to distinguish direction of travel.

A landscape buffered sidepath creates a significantly more pleasant walking and biking environment for trail users, but it also beautifies roadways and keeps them from becoming seas of monotonous linear asphalt and concrete. Sidepath design needs to carefully consider on-street traffic markings, driver-oriented signage, and illuminated warnings to alert motorists to the presence of trail users coming from two directions. The City of Stockbridge's land development regulations require developments over a certain size to include shared-use sidepaths along with other streetscape improvements in their designs if part of a City Council-approved plan.⁴



Example of a side path



Example of a side path in Stone Mountain Trail on Highland



Example of a side path as a linear park in Chastain Park in Atlanta

⁴ Stockbridge - Code of Ordinances, Title 12 - Unified Development Code, Chapter 4 - Development Standards, 4.5.2 - Sidewalks

Calm Streets

When greenways and sidepaths are not possible, as is often the case in single-family suburban neighborhoods and historic neighborhoods with ultra-narrow public rights of way, calm streets (also known as “Bicycle Boulevards”) offer some protection to trail users and provide valuable connections to the broader protected trail network. Calm streets only work where both traffic volumes and speeds are low; they are designed in collaboration with neighbors to give priority to pedestrians and bicycle riders. Key design components of calm streets include signage, pavement markings, speed cushions and other speed/volume management measures to discourage drivers from speeding.

All Stockbridge residents need to recognize their responsibility to take care when driving on their streets to protect their neighbors and their own family members. Where physical infrastructure cannot be modified to slow vehicles, psychological methods such as speed detection devices have proven effective.

Calm streets work best with existing sidewalks. While many local streets with low speeds and traffic volumes offer a basic level of safety for bicycle riders, safety can be elevated with design treatments tailored to existing conditions for pedestrians. Calm street design elements should be carefully considered and not simply assumed as a no-cost line on a map.

Assuming low traffic volumes, these are the primary calm street design elements relevant to Stockbridge:⁵

- Route Identification: a color-coded system and consistent trail naming and branding
- Signs and Pavement Markings: easy to see and sufficiently frequent to keep users on the trail



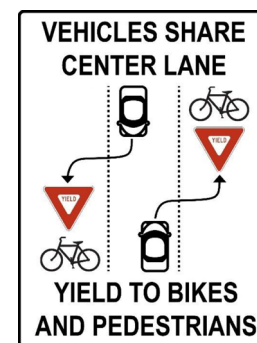
- Speed Management: speed cushions (or similar) to physically slow vehicles down
- Minor Street Crossings: focus more on stopping crossing vehicles than on requiring bicycles to stop
- Major Street Crossings : HAWK signals or rapid flashing beacons require strategic police enforcement
- Advisory Shoulders: dashed lines delineating space primarily for pedestrians and bicyclists that is also usable by motorists who the space to pass a vehicle coming from the opposite direction. This treatment has advanced in recent years but still requires an “exemption” from FHWA to proceed.



Neighborhood greenway signage



Advisory Shoulder in Bloomington, IN



Custom Sign (18"x24")

Advisory Shoulder Signage



Pavement markings can be customized to provide a branding opportunity for the Trails. Combining signage, striping, and physical street calming measures helps make Calm Streets safer and more inviting for pedestrians and bicycle riders.



⁵ For more detail, see AASHTO Guide for the Development of Bicycle Facilities, 5th Ed., Chapter 8. “Bicycle Boulevard Planning and Design”

Public Outreach

The PATH team with the guidance and support of the Working Group engaged with Stockbridge community members in one public meeting – primarily to confirm that the trail plan reflected the desires as expressed in the 2022 TSPLOST vote and related public outreach from that time. While not strictly necessary as the 2020-22 outreach had already specified the trails to be built, City leadership determined that further outreach would be valuable to confirm the updates to the trail alignments and phasing. These updates were the result of the 2024-25 estimated costs coming in significantly higher than the amounts voted on in the TSPLOST.

The public event held on October 23, was originally scheduled for September 25, but Hurricane Helene required the City to reschedule the meeting. The event included posters describing trail types and large maps with key destinations in Stockbridge and the TSPLOST trail alignments as well as the proposed updates, reconfigurations and additions. Attendees were given the opportunity to mark on maps where they saw opportunities and challenges. PATH staff were introduced by City Council members and the City Manager and gave a presentation explaining the plan rationale and proposed changes.

The PATH team launched a survey that was originally open from October 23 to November 20. As the survey was being promoted during a challenging election season, it had received only 5 responses by its close and was therefore extended to December 4. The survey was promoted on social media and the City's website by the City of Stockbridge Communications Department. In the end, the survey received 40 responses. The survey questions and responses are shown below:

- Where do you want to go on trails?
- What roadway or other obstacles keep you from walking or biking today?
- If there were a trail within a 10-minute walk of your house, how often would you use it?
- What is your overall opinion of the proposed trail network?



Community Meeting Flyer

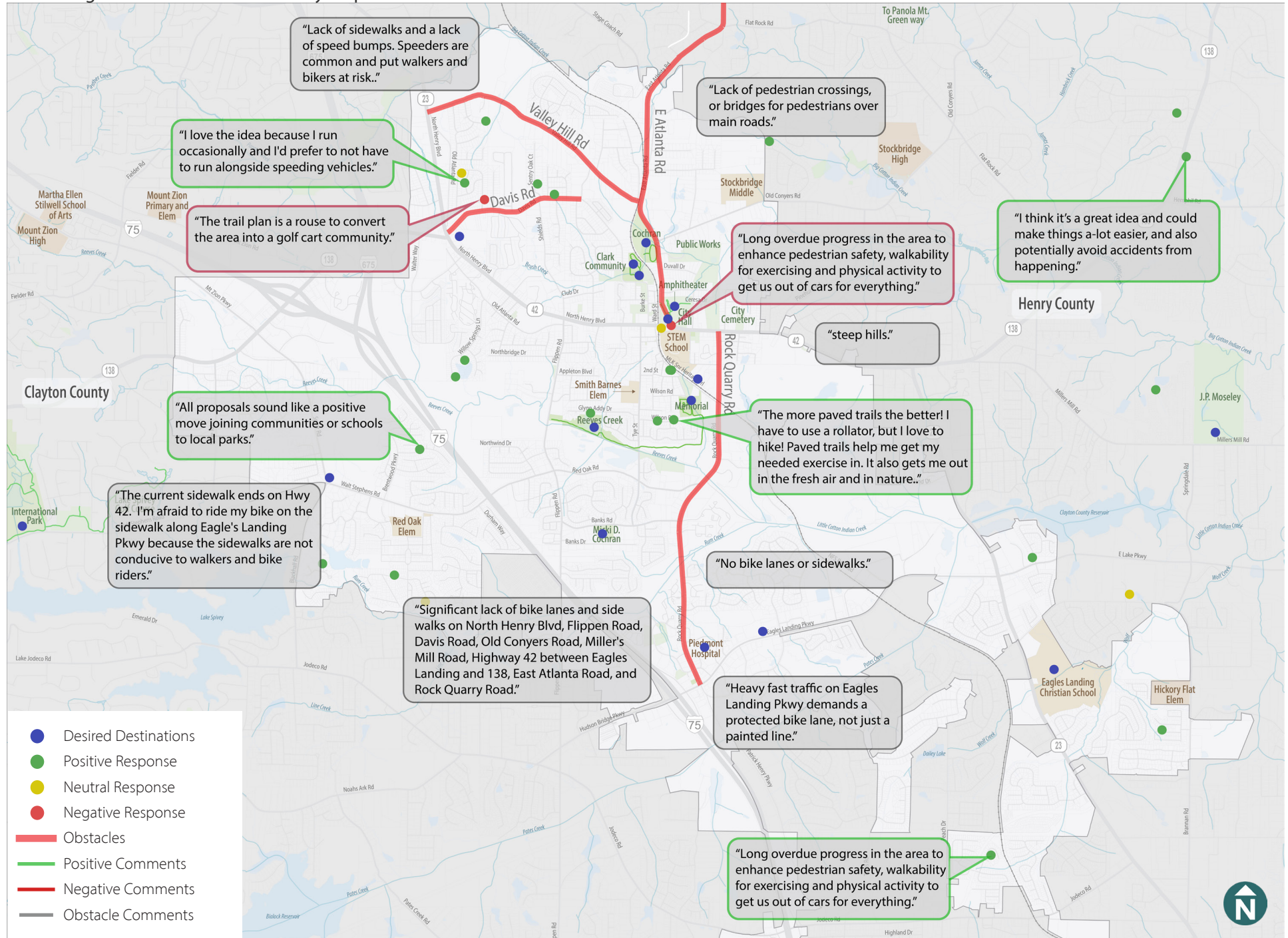
Public Meeting (Oct 23, 2024)
11 Attendees

Public Survey (Oct 23 - Dec 4)
40 Responses



Community Meeting held at Stockbridge Economic Development Department on Oct. 23, 2024

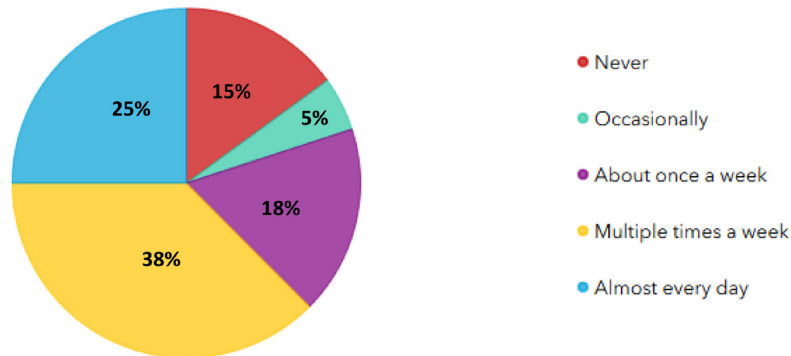
Stockbridge Public Feedback Summary Map



Public Outreach (cont'd)

- What segment of overall trail network do you want to see built first?
- The following had the most frequent mentions in the text entered without restriction:
 - Downtown (including Amphitheater)
 - Walt Stephens/ International Park
 - Eagles Landing
 - Shopping Generally
 - Reeves Creek
 - Parks Generally
 - None (doesn't want trails)

Public input was critical in forming the basis of the recommended network referenced below in Chapter 3.



If there were a trail within a 10-minute walk of your house, how often would you use it?

Summary of Master Plan Development

The first Working Group meeting in February 2024 kicked off the project, presented the objectives of the trail master plan and proposed trail types, proposed language for the master plan vision, and discussed the TSPLOST funded projects, results of the initial field work, and the preliminary layout of the proposed trail network.

Through ten months of fieldwork and iterative feedback from the Working Group, City leadership, and key stakeholders, the PATH team refined the proposed trail alignments (see Chapter 3) and created the trail design standards along with the trail signage and amenities (see Chapter 5).

After four working sessions with the Working Group one public meeting and a survey, the PATH team presented the Working Group with the draft strategic and master plan document including an implementation strategy, timeline, cost estimate, (see Chapter 4) and design standards (see Chapter 5). Feedback and comments were collected to further vet the draft report. The PATH team held review sessions with City leadership in January 2025 and then formally presented the plan to the Mayor and City Council in February. The City of Stockbridge scheduled to formally adopt the *Stockbridge Strategic and Master Plan for Trails* on February 10, 2025.

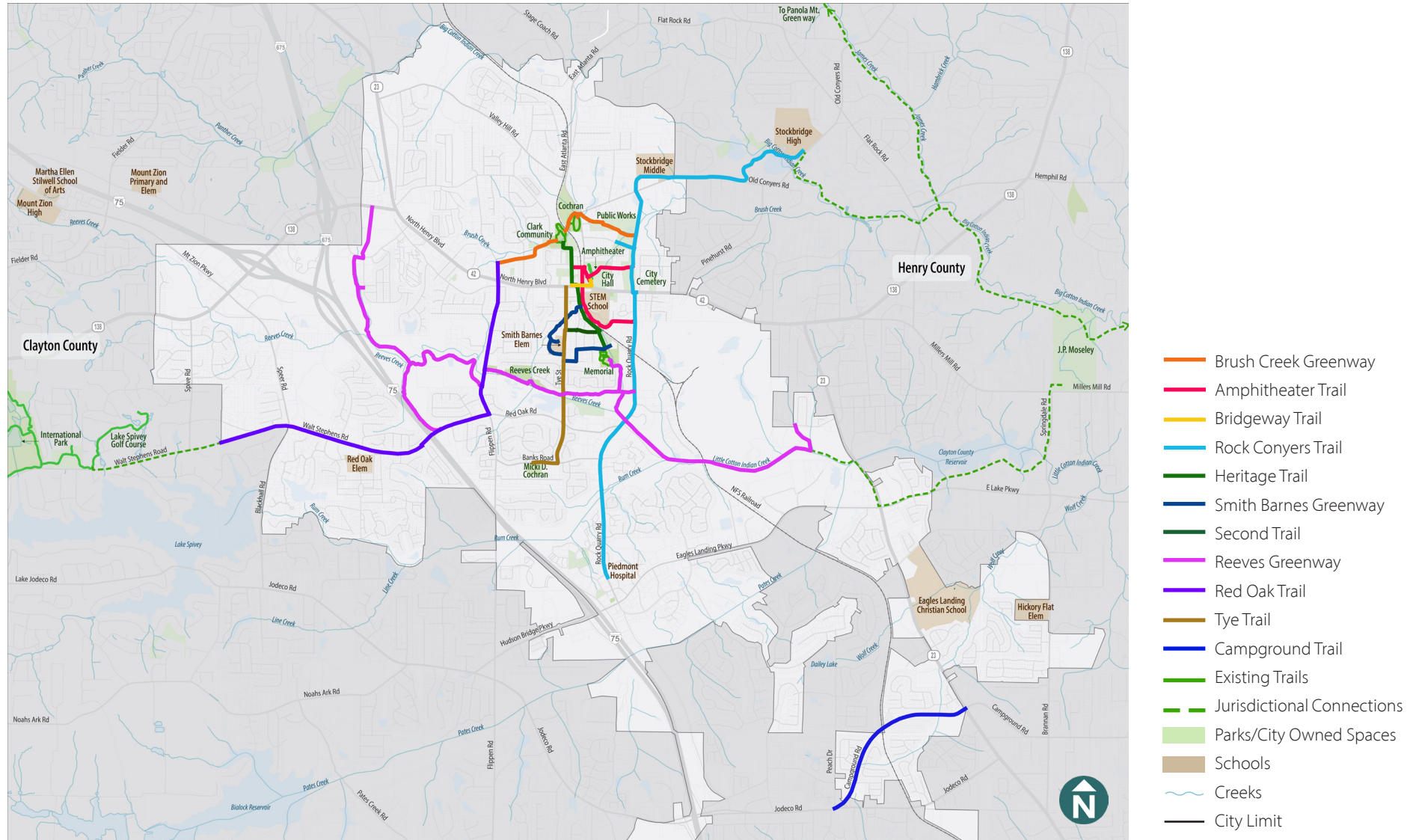


03 PROPOSED TRAIL NETWORK

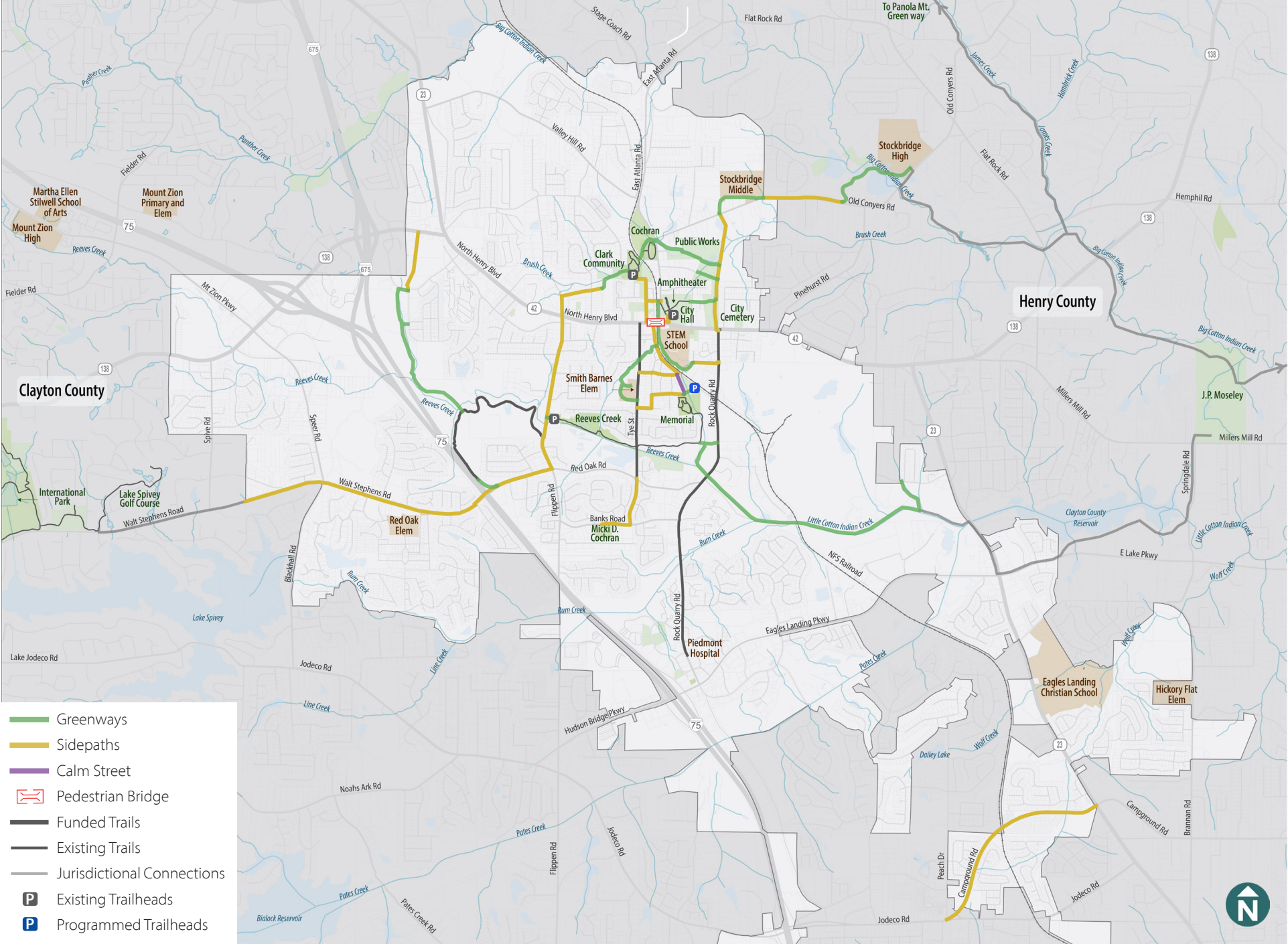
Overview

As described in Chapter 2 of the *Stockbridge Strategic and Master Plan for Trails*, the goal is to implement trails approved in the 2022 TSPLOST vote while providing context to the approved trails in the form of a trail network that provides safe and inviting access to key destinations such as schools, parks, and shopping and dining areas. With this goal in mind, and after conducting extensive field research, the PATH team identified **15 miles** of shared-use trails and neighborhood street connections in Stockbridge. The proposed network is shown in the map below and is described in detail in the following pages. Highlighted text within the descriptions showcases trail network connections.

Stockbridge Trail Network Map

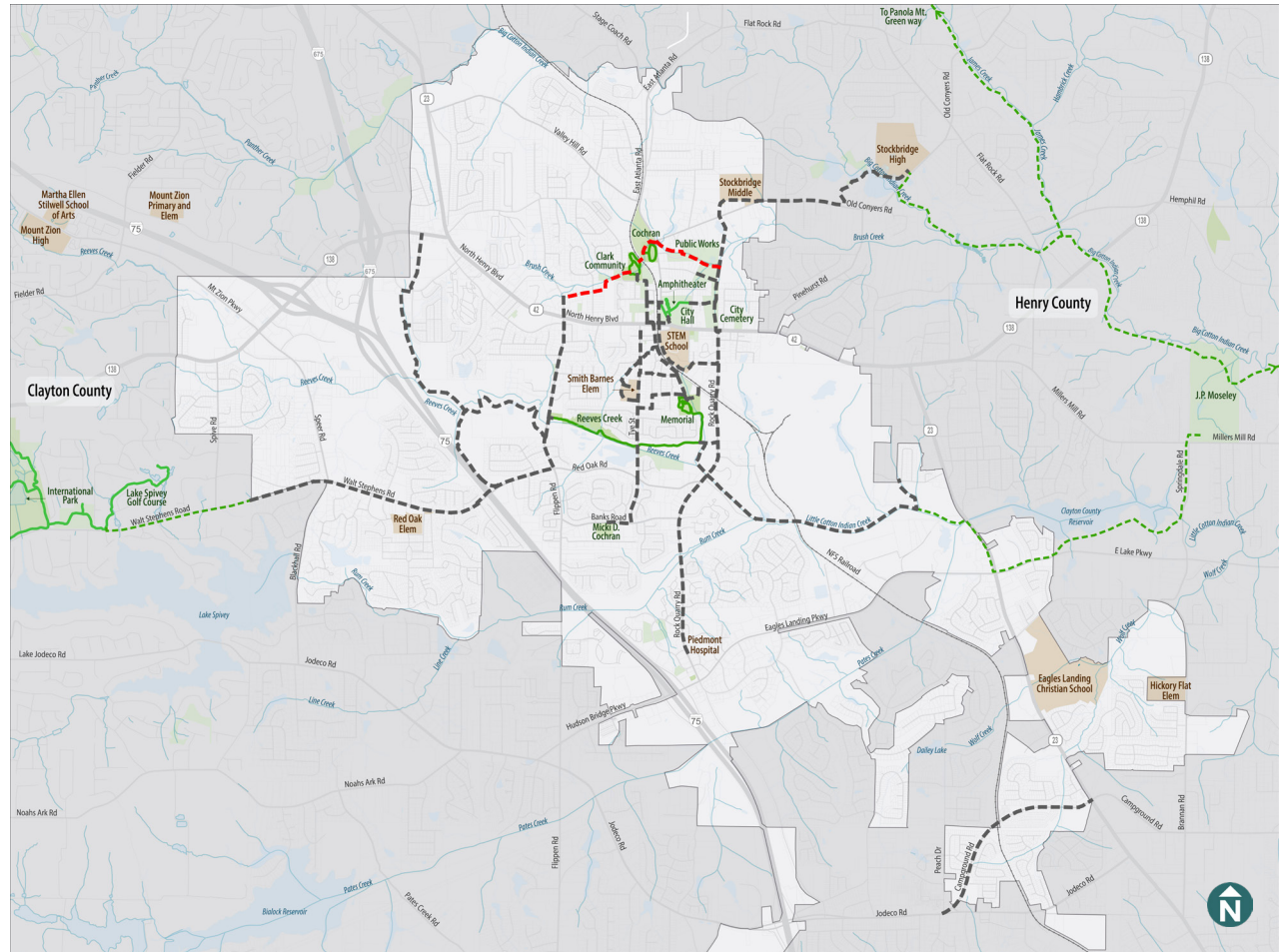


Stockbridge Trail Types Map



Brush Creek Greenway

The 0.9-mile-long Brush Creek Greenway is an east-west trail connecting from the Red Oak Trail in the west at Shields Road to the Rock Conyers trail in the east at the development corridor north of Rock Quarry Road. The Brush Creek Greenway is split into several segments to enable steady implementation progress. The first segment along Club Drive is anticipated to be a sidepath between Shields Road and Club Circle. From Club Circle to the east along Club Place (a cul-de-sac), the trail will function as a calm street before becoming a greenway using primarily publicly owned land following a sewer easement. The greenway uses a pedestrian activated crossing signal at Davis Road before entering Clark Community Park where it uses the existing park trail network for a short distance intersecting with the **Heritage Trail**. Working in collaboration with Norfolk Southern Railroad, the trail will use a tunnel under the railroad close to the Brush Creek culvert to provide pedestrian and bicyclist access for the first time between Clark and Cochran Parks. On the Cochran Park side, the trail continues toward the intersection of Old Conyers Road using the existing signalized crossing of East Atlanta Road modified for a shared-use path configuration. The trail then follows Brush Creek along primarily government owned parcels until it ends at the Rock Quarry development corridor. (See **Rock Conyers Trail** description below.)





Brush Creek Greenway — Clark Community Park Railroad

The image below illustrates the vision for a direct bored tunnel under the active Norfolk Southern rail road to connect the two parks.

This tunnel is estimated to be 120-foot long with headwalls on both sides and lighting through the middle. It presents opportunities for community inspired mural arts on the interior walls of the tunnel.

Key Map



Proposed Vision

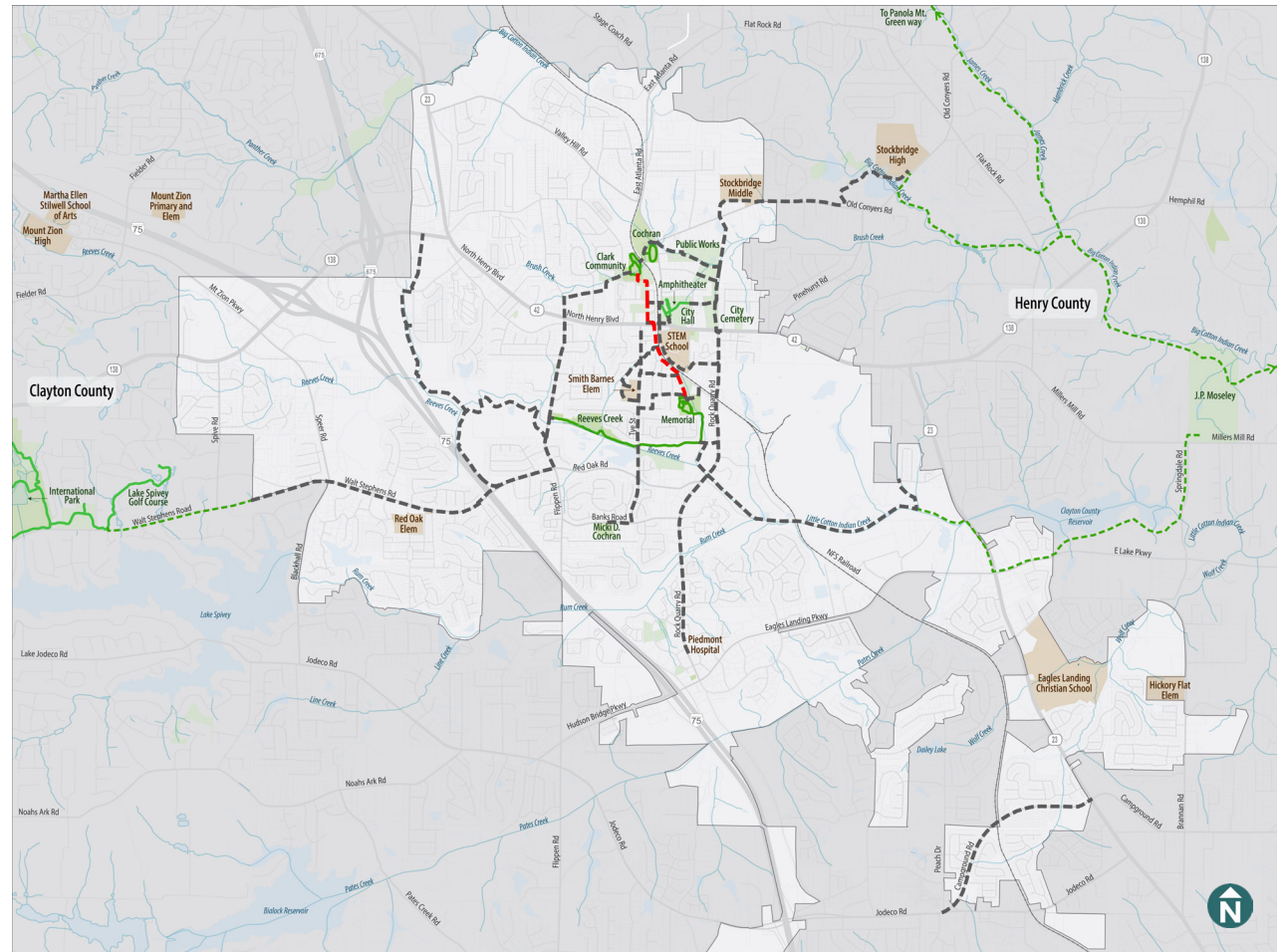


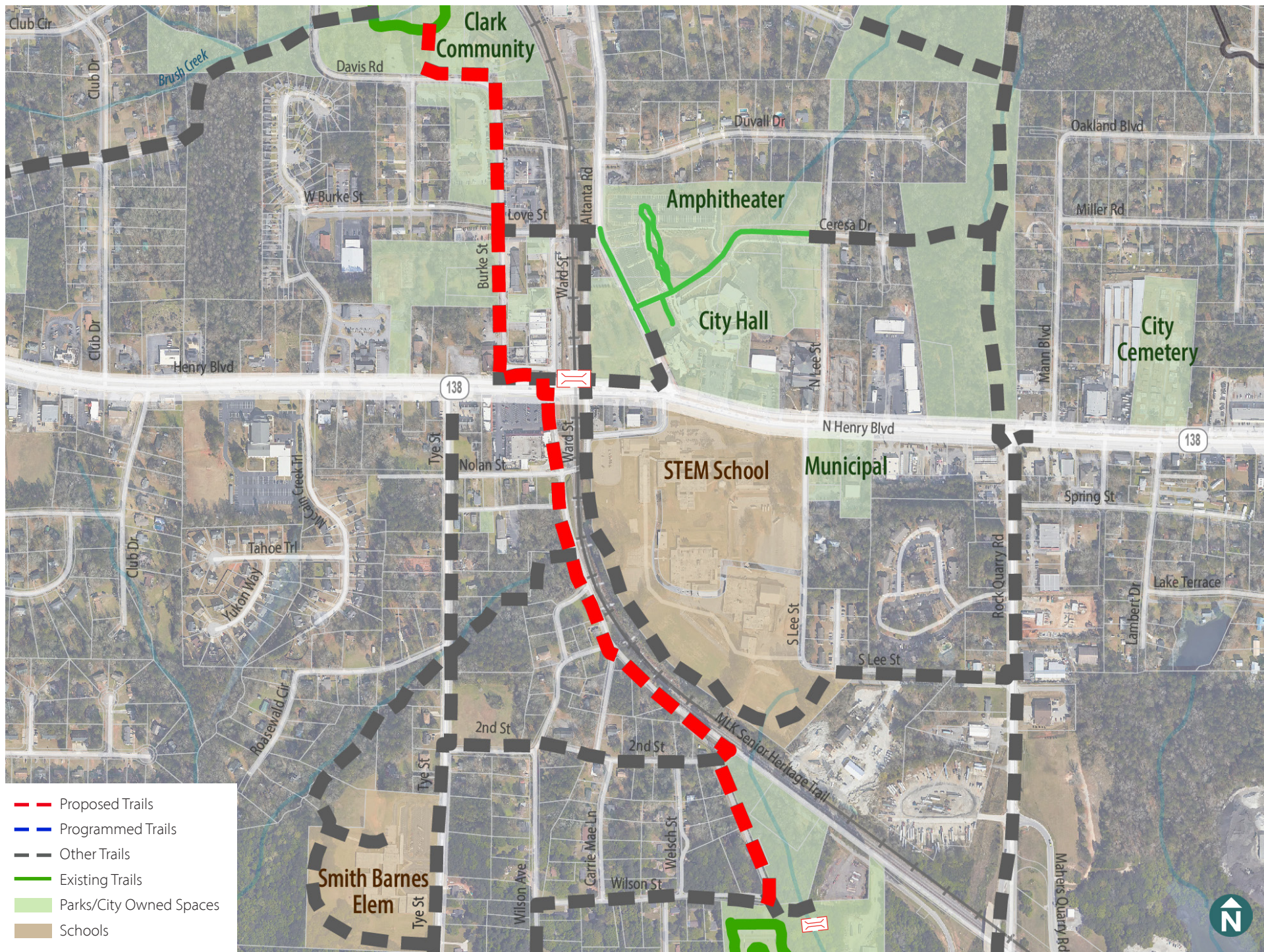
Existing Conditions



Heritage Trail

The 1.2-mile-long Heritage Trail begins in Clark Community Park at the intersection with **Brush Creek Trail**. It exits the park at Burke Street flowing as a sidepath on the north side of the street with a safe crossing at the existing stop-sign controlled intersection where Burke Street makes a 90 degree turn to the south. The trail then follows the west side of Burke Street as a sidepath with a connection to the **Amphitheater Trail** at Love Street. The trail turns eastbound at Jim Clark Drive where it intersects with the **Stock Bridge** railroad overpass to City Hall. Heritage Trail then turns south on MLK Sr Heritage Trail as a sidepath on the west side of the street where it continues until the intersection with 2nd Street and the **Second Trail**. Heritage Trail follows Jennings Way south to Memorial Park where it terminates at the intersection of the **Smith Barnes Greenway** and **Reeves Trail**. Jennings Way is recommended to be converted into a shared use path prohibiting non-emergency vehicle access.

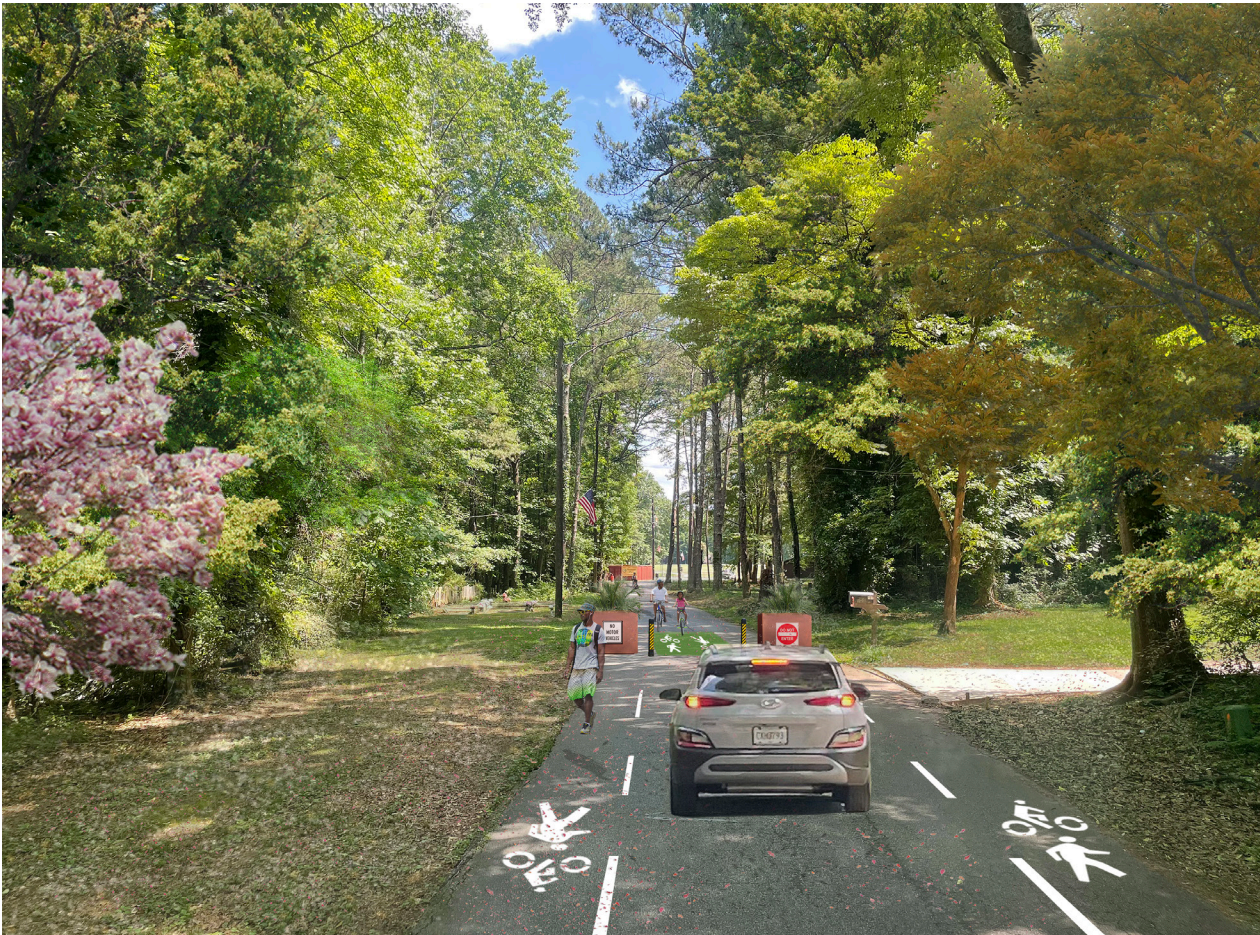




Heritage Trail — Calm Street

The image below illustrates the opportunity to incorporate advisory shoulder on Jennings Way as it transitions to a closed road from the last house to the entrance of Memorial Park. This opportunity was identified collaboratively with the working group and the City's on-call engineering team.

Proposed Vision



Key Map

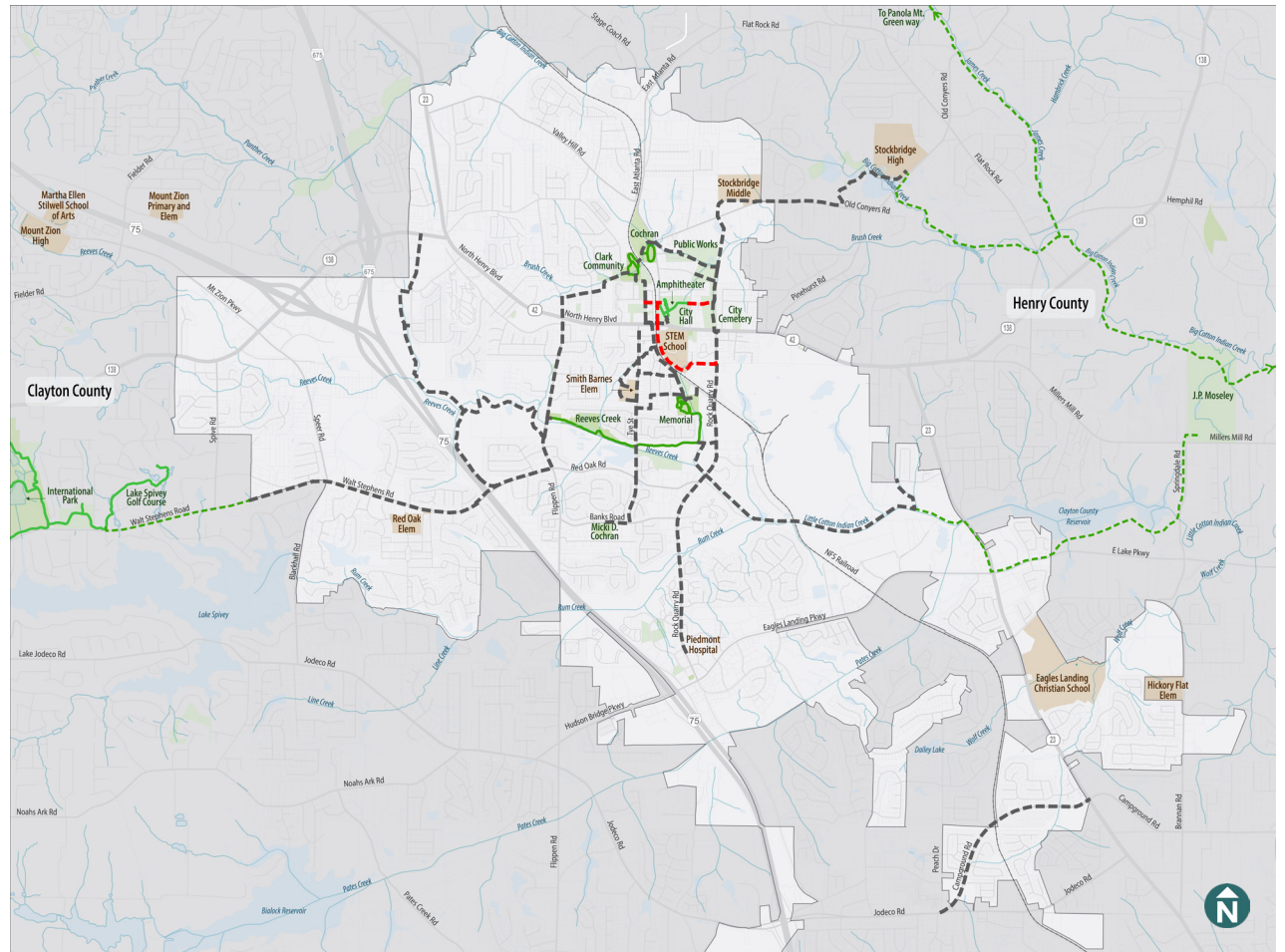


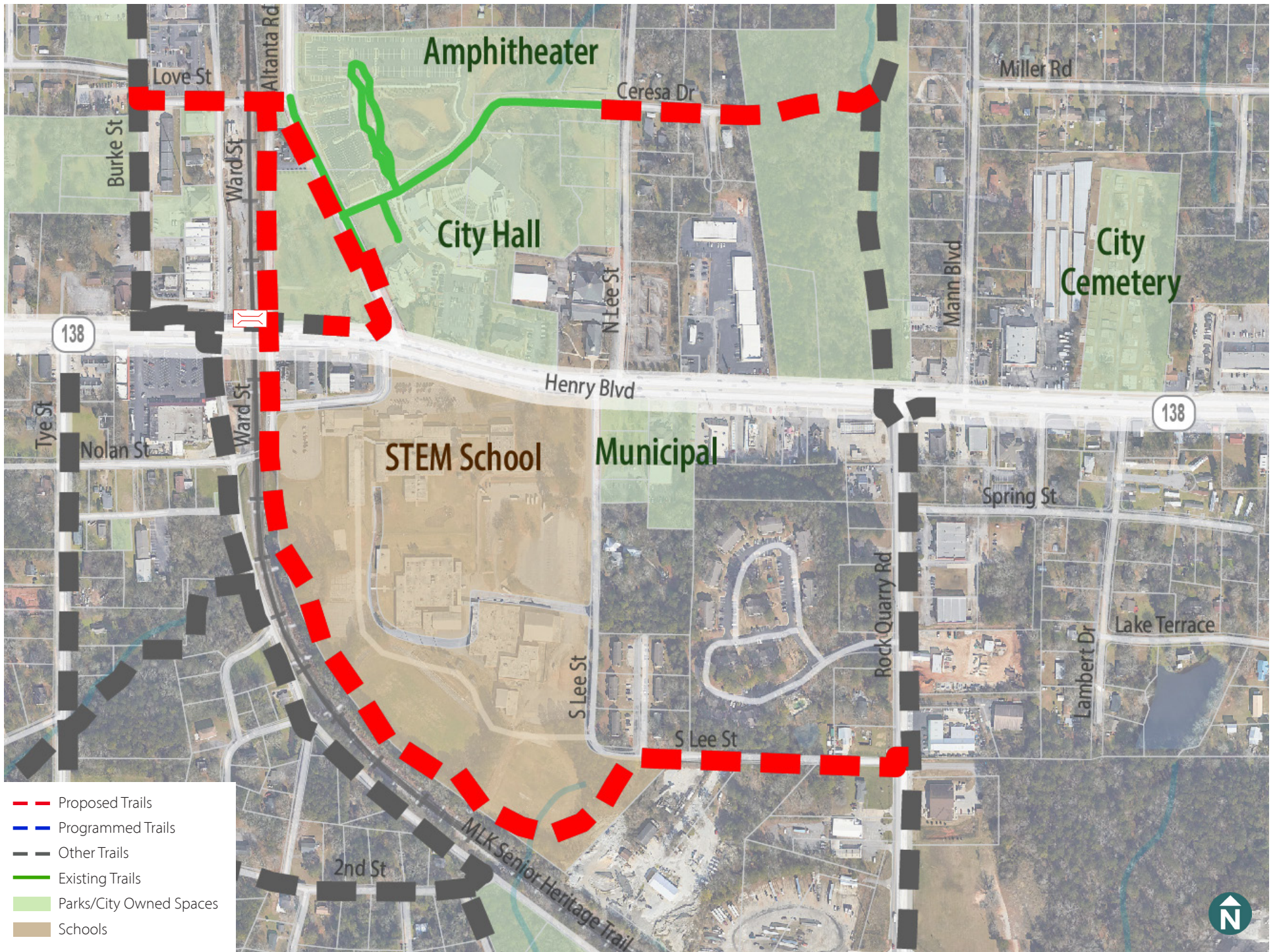
Existing Conditions



Amphitheater Trail

The **0.8-mile-long** Amphitheater Trail begins at the intersection with the **Rock Conyers Trail** on the Rock Quarry development corridor. It continues westbound as a sidepath on the south side of Ceresa Drive including an existing 8' segment entering the Amphitheater complex. After navigating the parking areas, the trail crosses East Atlanta Road at a future controlled intersection with Love Street. A spur of the trail continues along Love Street across the railroad tracks to Burke Street and an intersection with the Heritage Trail. The mainline trail continues south on Ward Street, which is recommended to be converted into a shared use path prohibiting non-emergency vehicle access. (This trail segment supports the proposed multi-family residential project intended for the intersection of East Atlanta Road and North Henry Boulevard providing access to the **Stock Bridge** railroad overpass to downtown.) The Amphitheater Trail proceeds south below the overpass to the end of Ward Street where it becomes a new greenway skirting the Henry County STEM School soon to be under construction. The trail briefly becomes a sidepath on the south side of S. Lee Street before ending at the intersection with the **Rock Conyers Trail** on Rock Quarry Road.

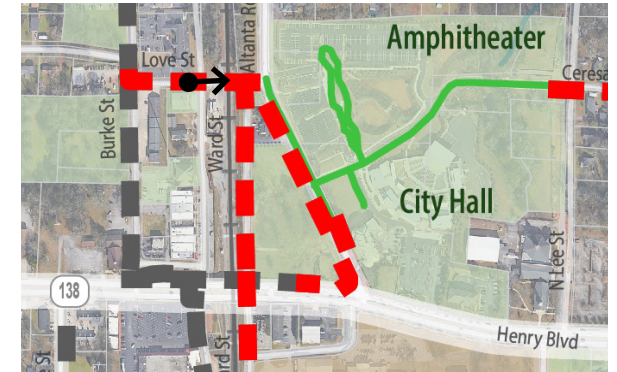




Amphitheater Trail — Love Street Railroad Crossing

The image below illustrates the proposed paved shoulder at the Love Street rail road crossing. Flexible bollards are an option to provide vertical separation and delineation of the multi-used zone from traffic lanes. This approach aims to bring minimum impact and encroachment within the railroad right-of-way.

Key Map



Proposed Vision



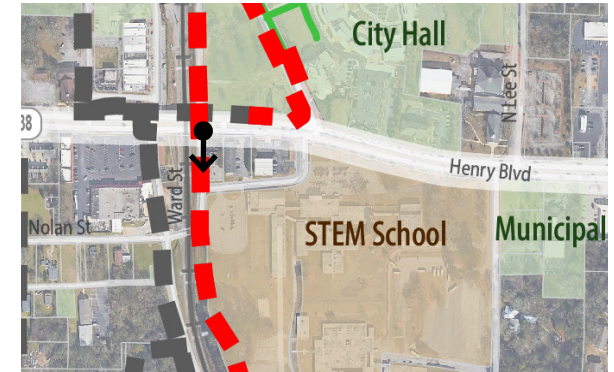
Existing Conditions



Amphitheater Trail — Ward St

The image below illustrates the proposed trail at the Ward Street rail road crossing. It uses existing road materials and then turns to a 12-foot wide concrete trail and opens a connection from the STEM school towards the trail for easy accessibility. This approach aims to bring minimum impact and encroachment within the railroad right-of-way.

Key Map



Proposed Vision

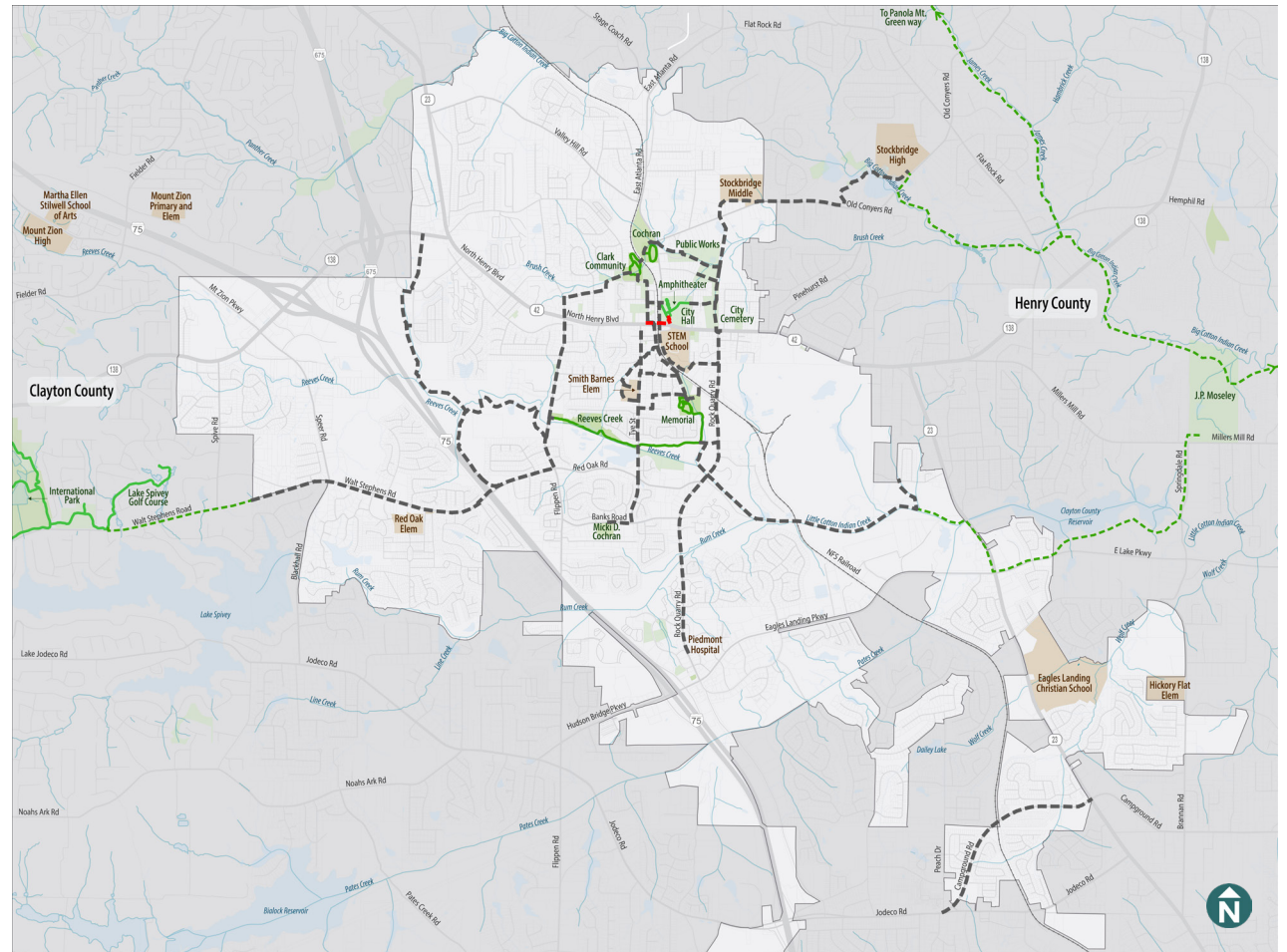


Existing Conditions



Bridgeway Trail

The Bridgeway Trail is a separate shared-use overpass of the Norfolk Southern Railroad that parallels North Henry Boulevard to the north of the existing roadway bridge. The shared-use overpass largely follows the height and angle of the main roadway bridge. On the east side, it begins at the intersection of East Atlanta Road and North Henry Boulevard where it provides access to the proposed multi-family residential project, City Hall and the Amphitheater Trail. On the west side the trail descends to Burke Street via switchback (a ramp with retaining walls) and a pocket park along Jim Clark Drive where it intersects the Heritage Trail.

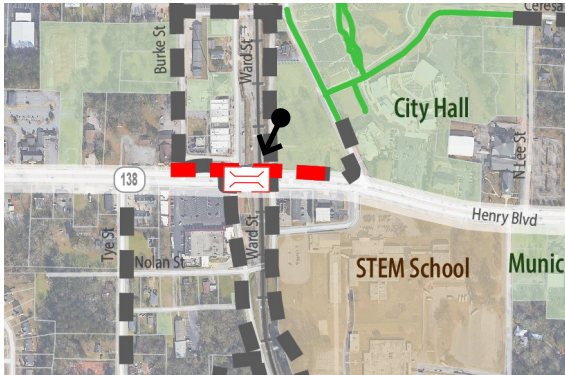


Bridgeway Trail



Bridgeway Trail

Key Map



Existing Conditions



Proposed Vision

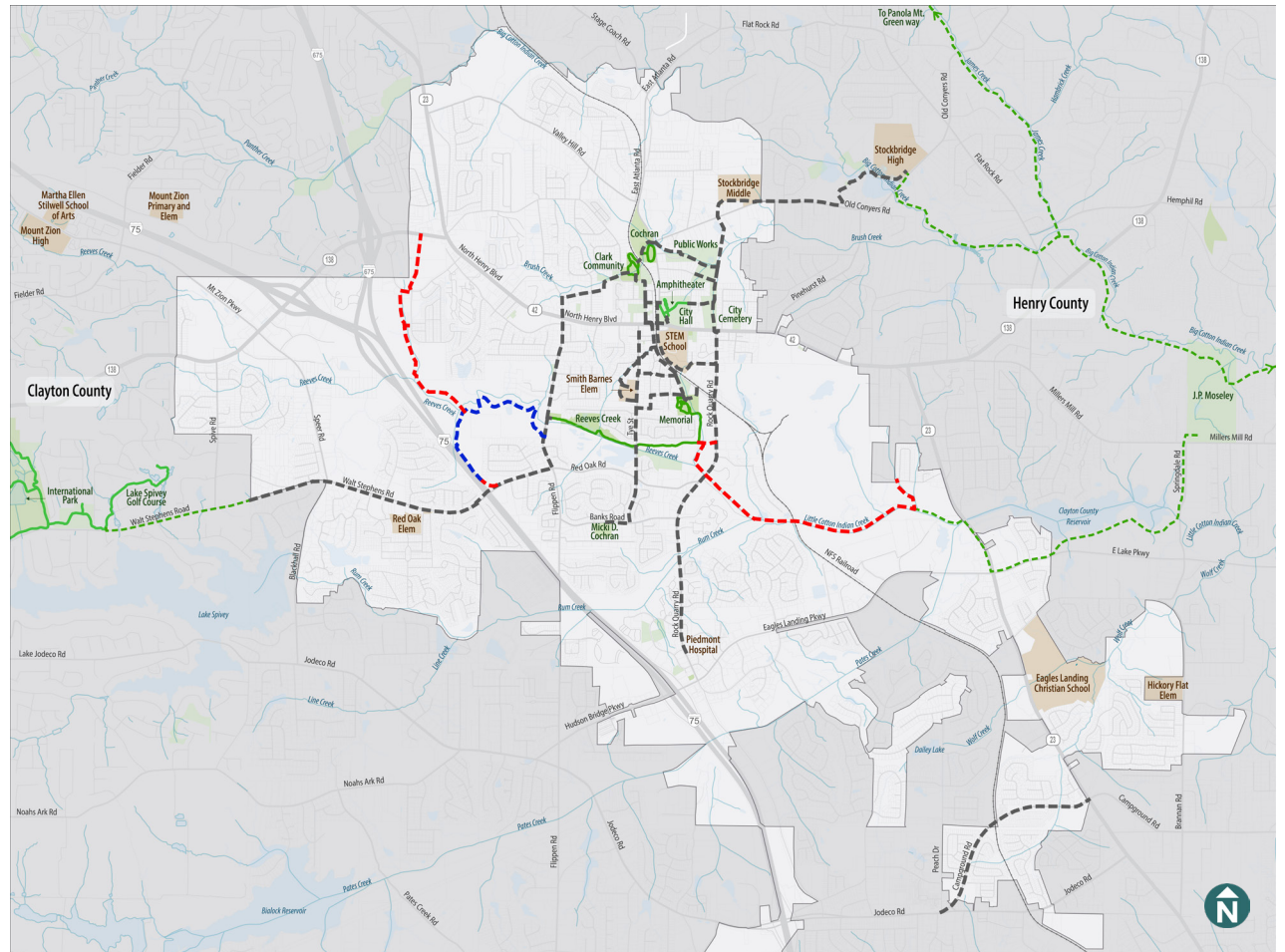


Reeves Greenway

The roughly 6-mile-long Reeves Greenway (programmed funded trail and proposed trails), formerly known as the Reeves Creek Greenway in Stockbridge and the Little Cotton Indian Trail in Henry County is proposed as one single trail that will provide Stockbridge residents a rewarding experience of nature in the middle of the city.

Extending the existing greenway to the west, the trail crosses Flippen Road at a protected crossing and continues as a greenway along Reeves Creek which is to be constructed by the Flippen Road development in an agreement with the City of Stockbridge. The proposed greenway splits off from the development-built greenway and continues up a branch of Reeves Creek with a spur to access Walter Way before ending at Davidson Parkway. At this point, the Reeves Greenway becomes a sidepath on the south side of Davidson and then a sidepath on the west side of Walter Way where it ends at the traffic signal-controlled intersection with North Henry Boulevard with sidewalk access to Walmart.

To the east, the Reeves greenway extends from Memorial Park with a spur to Rock Quarry Road and the **Rock Conyers Trail** before following Reeves Creek underneath Rock Quarry Road to the confluence with Little Cotton Indian Creek. The greenway follows the north side of the creek and passes under the railroad bridge. A spur trail provides access to Parkland Drive. The mainline trail meets North Henry Boulevard and continues south as a sidepath where it terminates at the intersection of Eagles Landing Parkway.

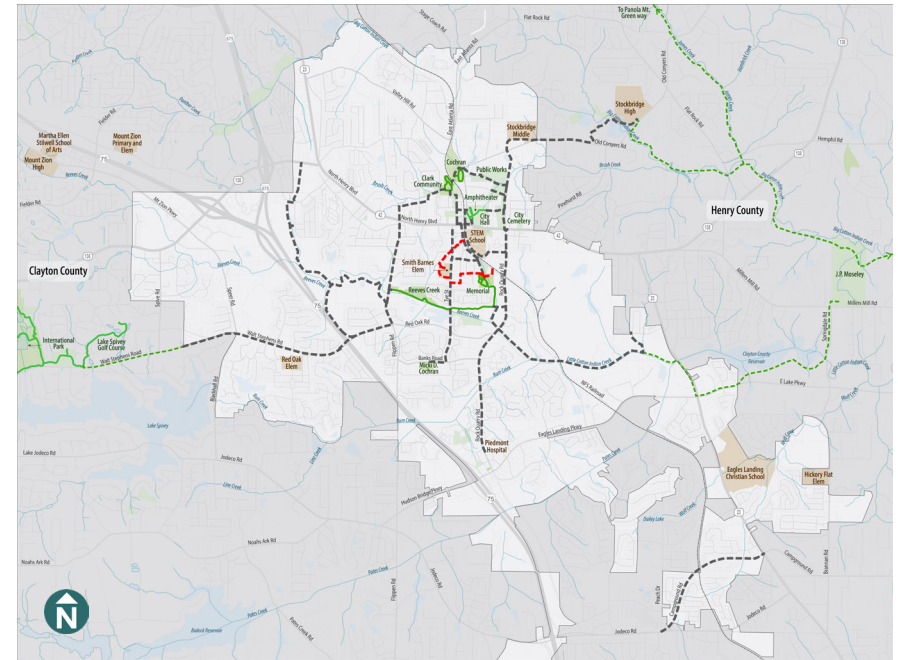






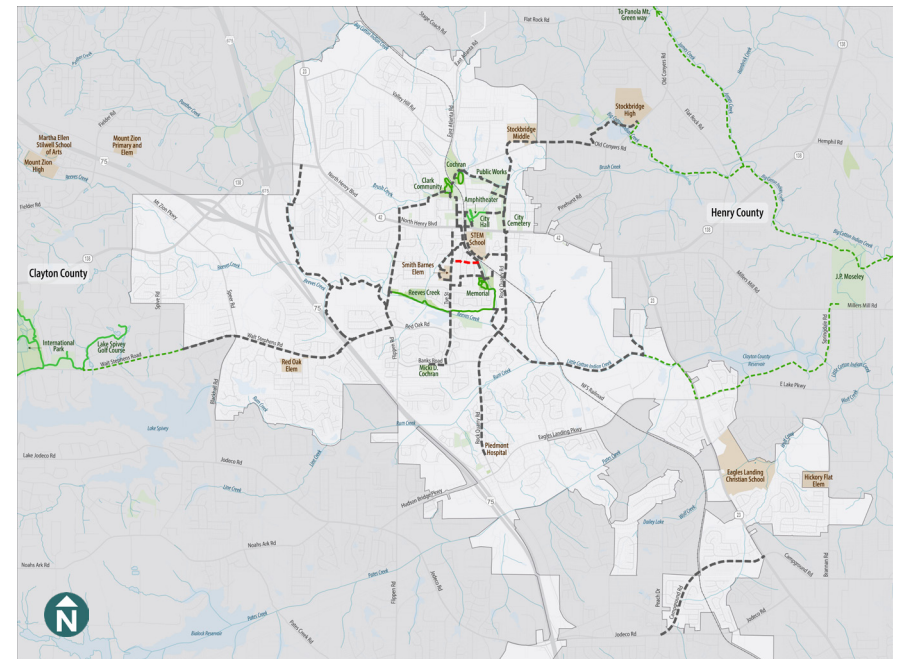
Smith Barnes Greenway

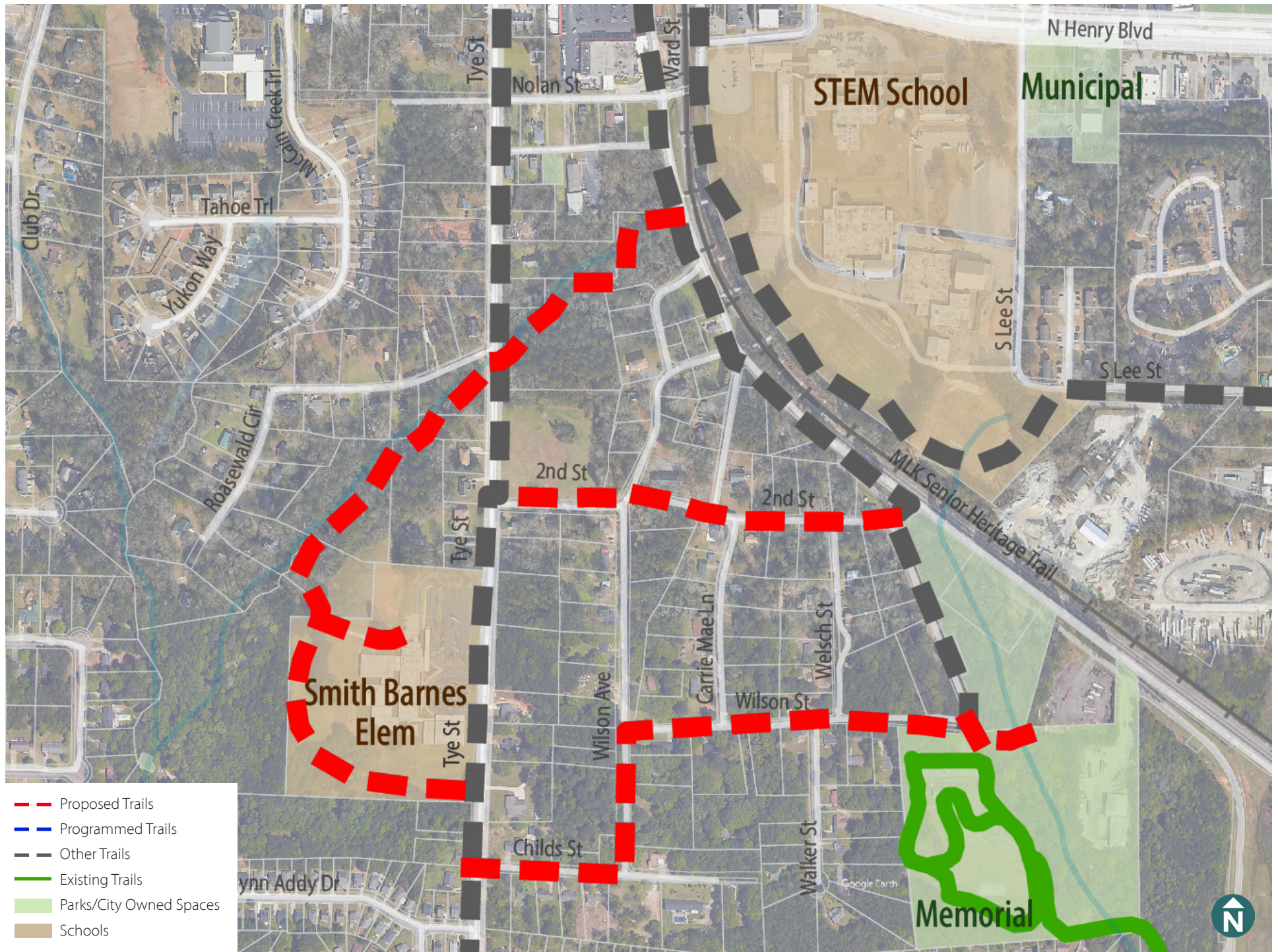
The 1-mile-long Smith Barnes Greenway begins at the intersection with the **Heritage Trail** on the west side of MLK Sr Heritage Trail and follows the floodplain to the southwest as a greenway. It intersects the **Tye Trail** at the intersection of Tye Street and Rosenwald Circle and crosses behind Smith Barnes Elementary School as a greenway with a spur to the north side of the school. The mainline trail continues to Tye Street where it joins the **Tye Trail** briefly before splitting off to the east along Childs Street, Wilson Avenue and Wilson Street as an 8' striped sidepath. The trail terminates at Memorial Park at the confluence of the **Heritage Trail** and the **Reeves Greenway**.



Second Trail

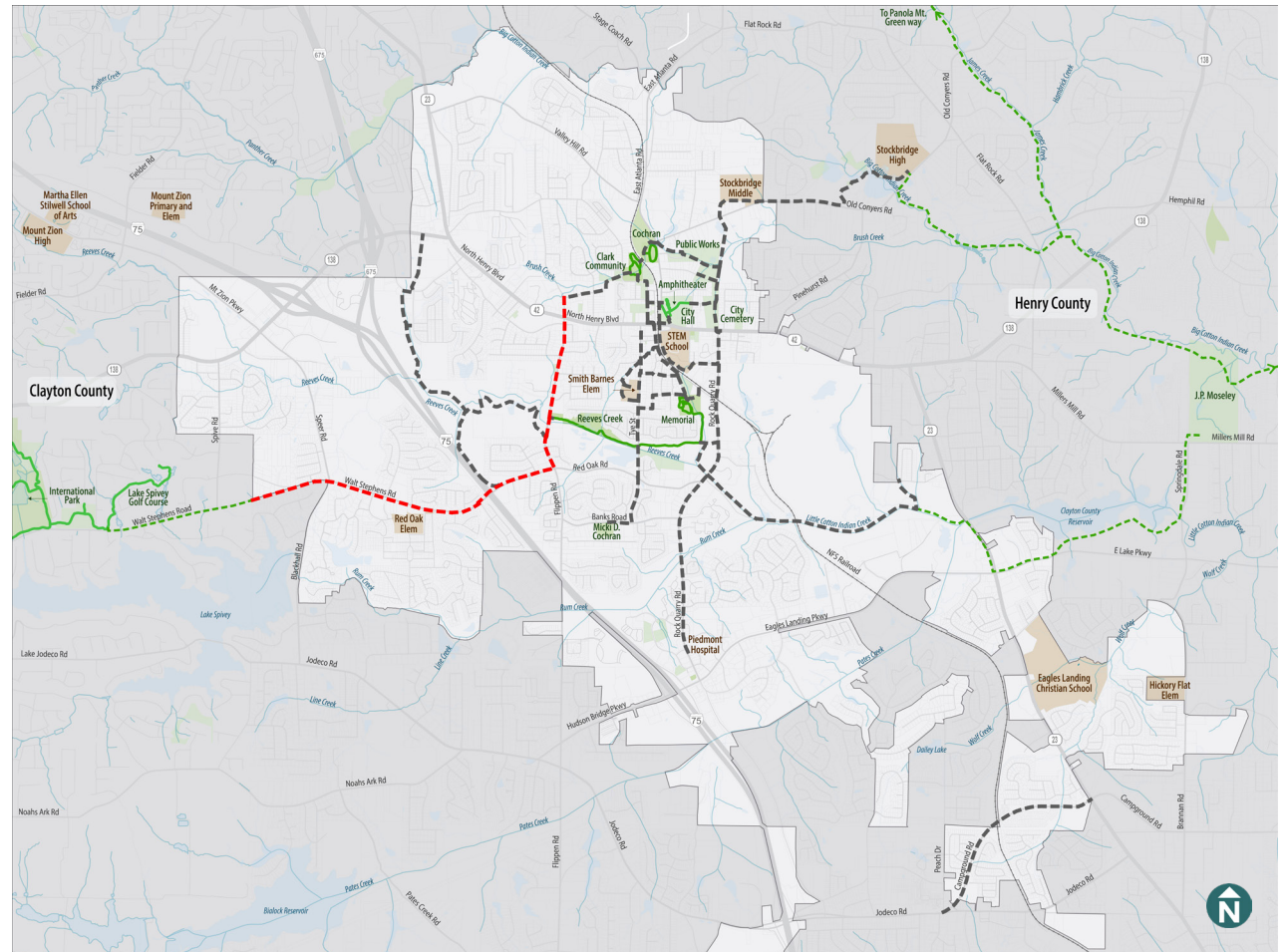
The 1/4-mile-long Second Trail provides access to the residential neighborhood north of Memorial Park which could be perceived as part of a larger “Eco District” in central Stockbridge. It begins at the **Tye Trail** on Tye Street and continues as a 10' sidepath on the north side of 2nd Street along the future youth and senior center development . It converts to a calm street at Wilson Avenue where it continues to the terminus at the **Heritage Trail** on Jennings Way.

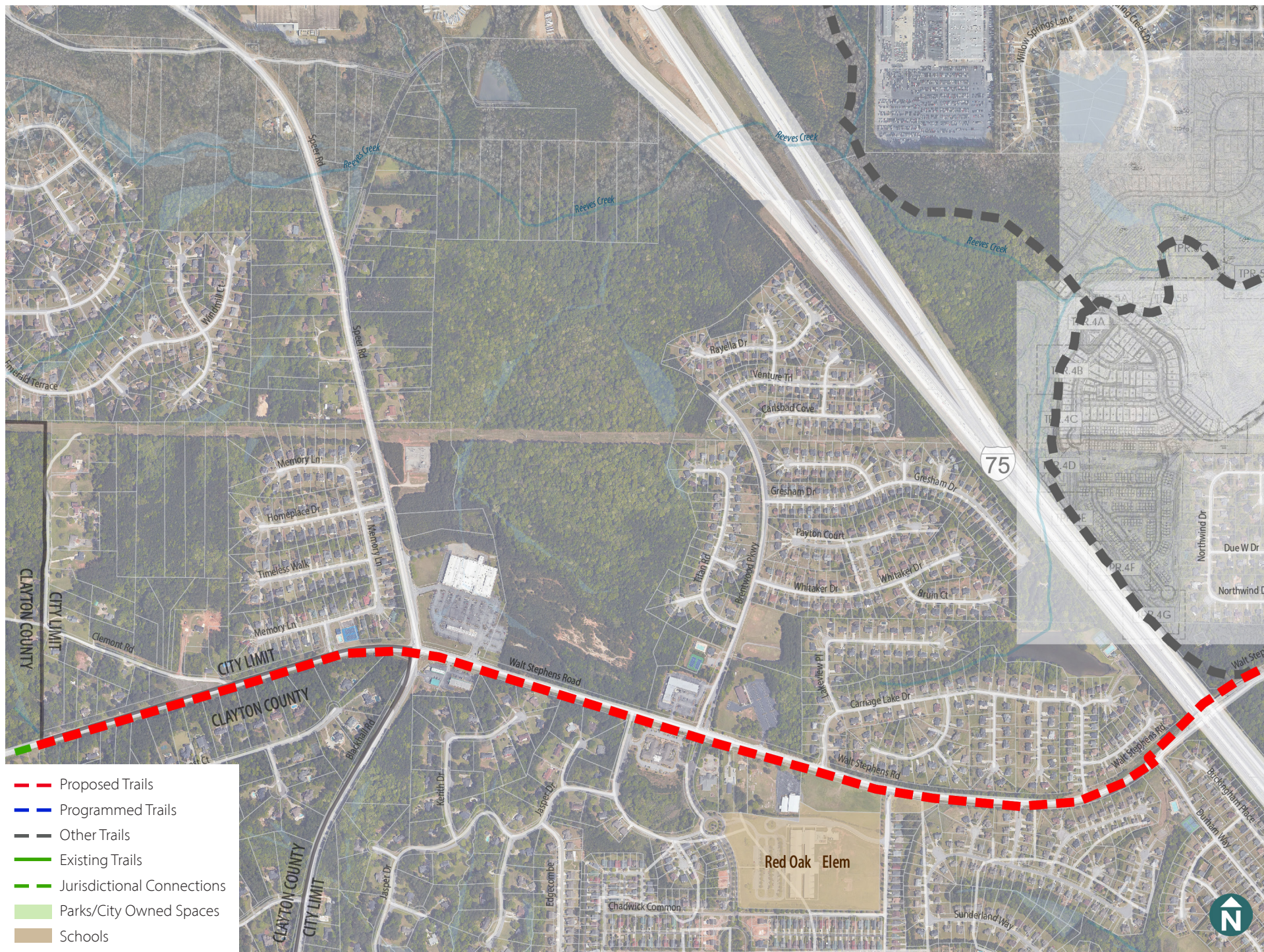




Red Oak Trail

The 3.9-mile-long Red Oak Trail begins at the intersection of the **Brush Creek Trail** at Shields Road and Club Drive. It continues south as a sidepath on the east side of Shields Road and Flippen Road with a traffic-signal modification for a shared use path at the intersection of North Henry Boulevard. The trail briefly shares an alignment with the **Reeves Trail** near the Flippen Road trailhead before proceeding south to the intersection with Walt Stephens Road, which it crosses at a modified traffic signal to the west. The Red Oak Trail continues as a sidepath on the north side of Walt Stephens with a greenway spur to the **Reeves Trail** to be constructed in part by the Flippen Road Development project. At the intersection of Durham Way, a new traffic signal is proposed to reduce existing crashes and to provide for a safe shared-use path crossing to the south side of Walt Stephens where the Red Oak Trail continues as a sidepath, past the Red Oak Elementary School with a modified traffic signal at Blackhall Road to the city limit.









Red Oak Trail — I-75 Bridge

The image below illustrates the proposed sidepath on Walt Stephens Road bridge with concrete barriers and bike safety railing. An anti-climb fencing elements are shown on the outside edge of the highway bridge to meet the requirement by the GDOT. The fence also provides an opportunity for city/trail branding and/or public arts.

Key Map

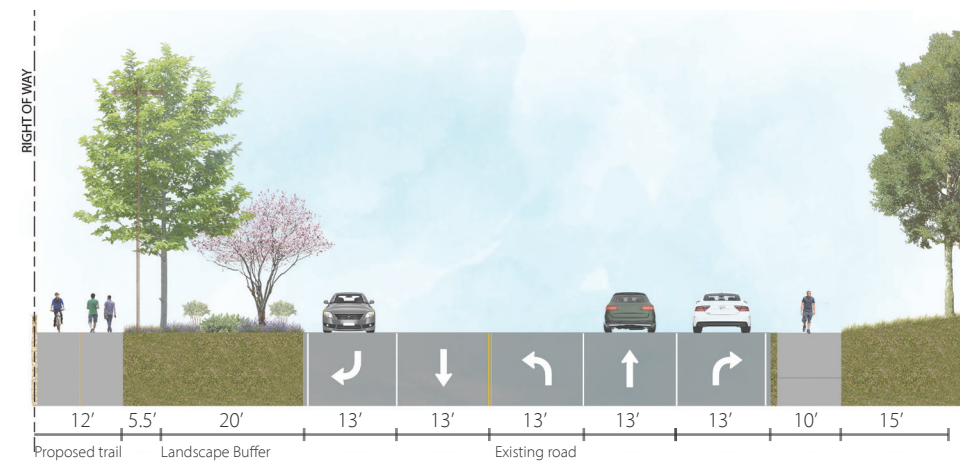
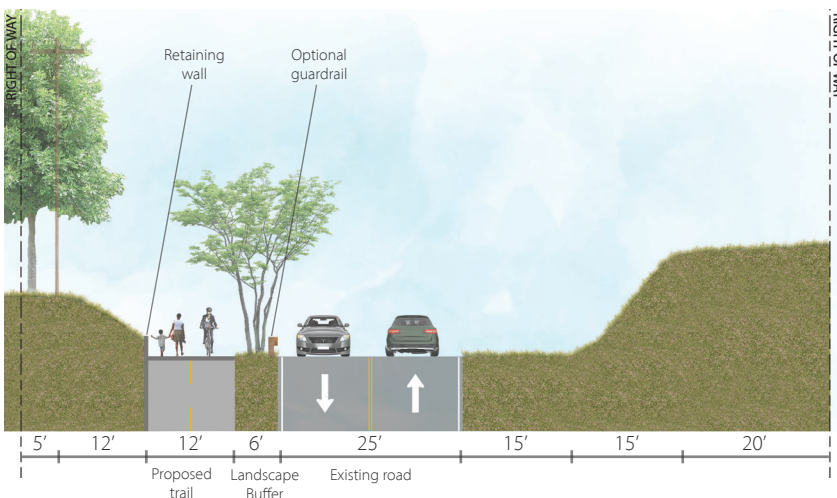
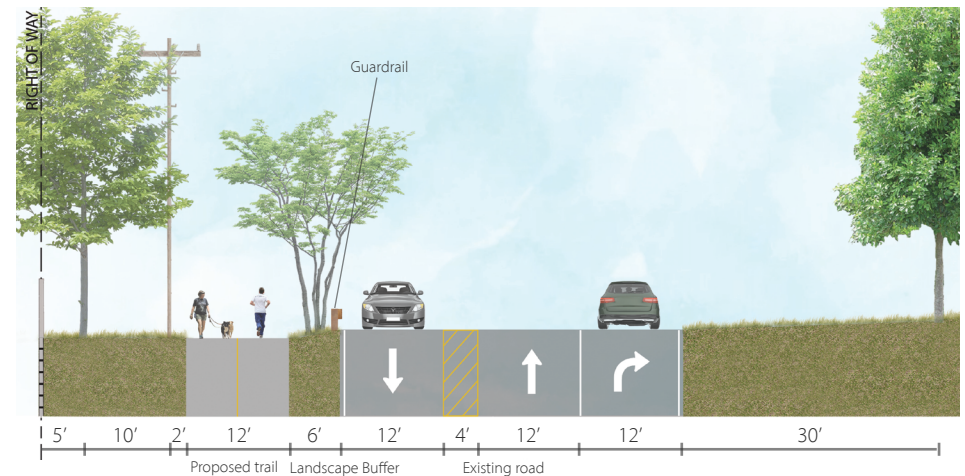
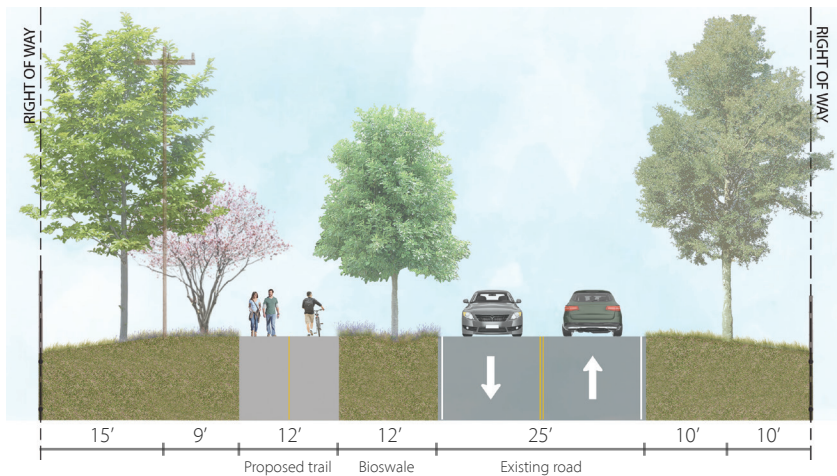
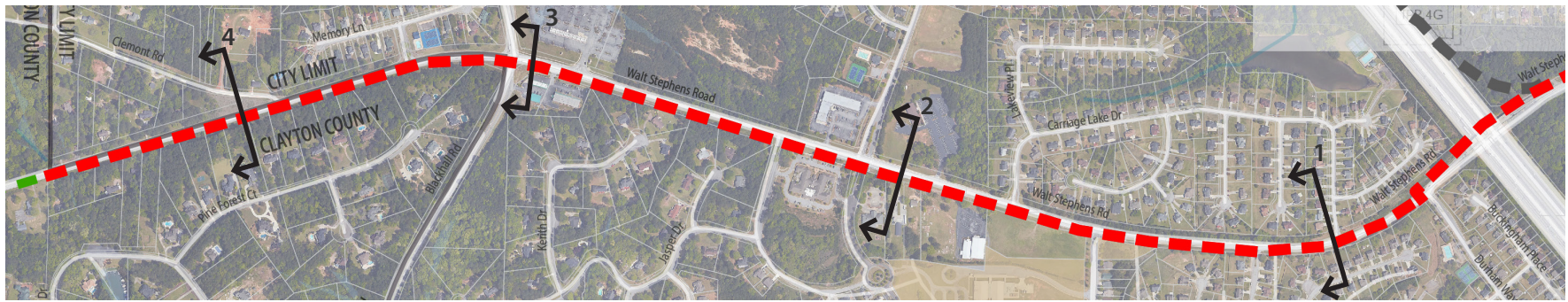


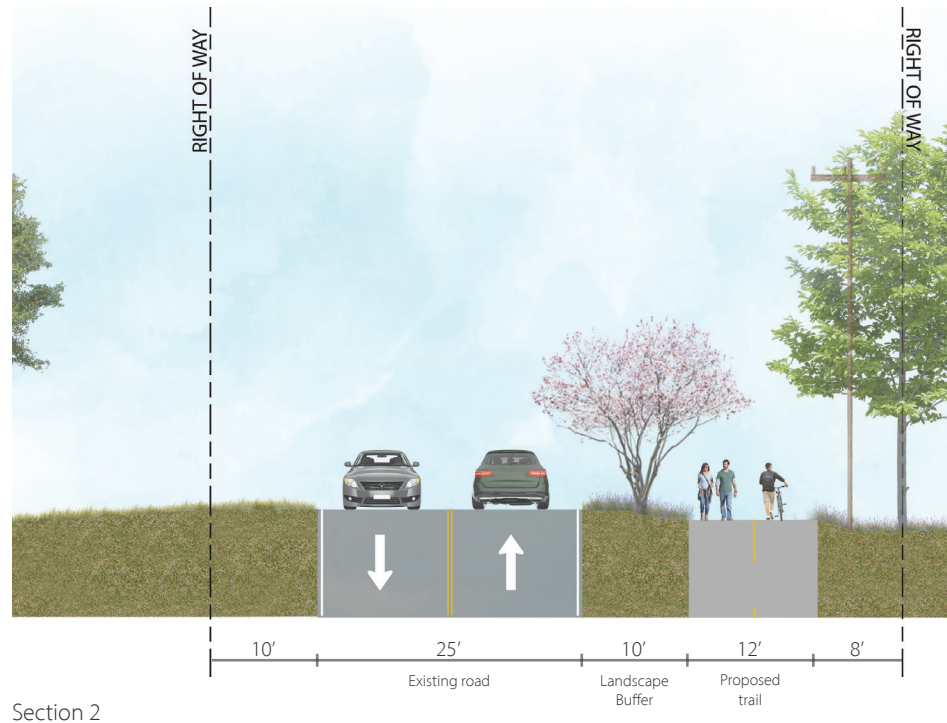
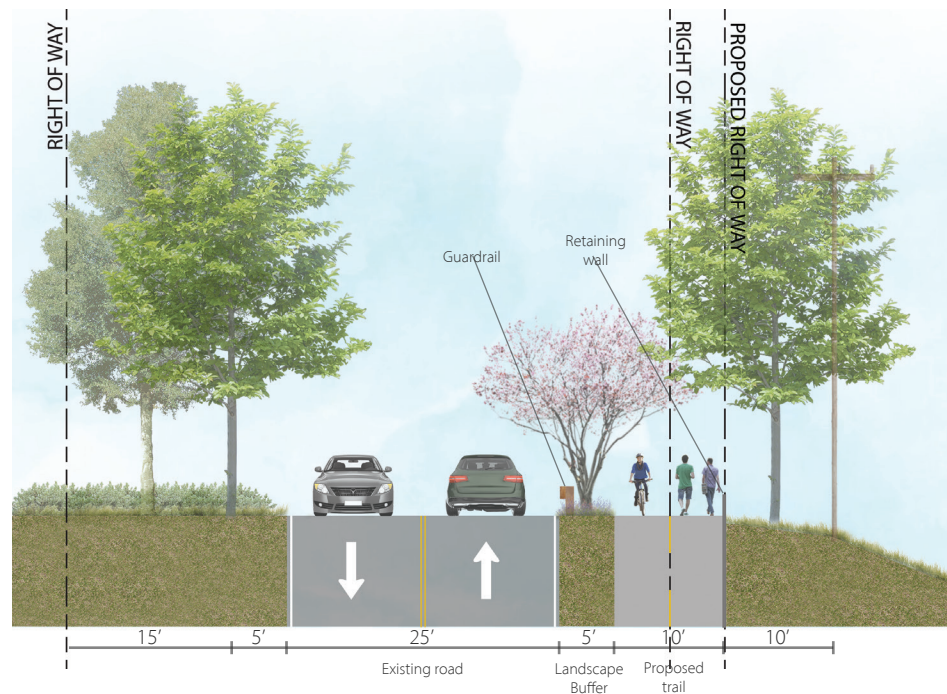
Proposed Vision



Existing Conditions







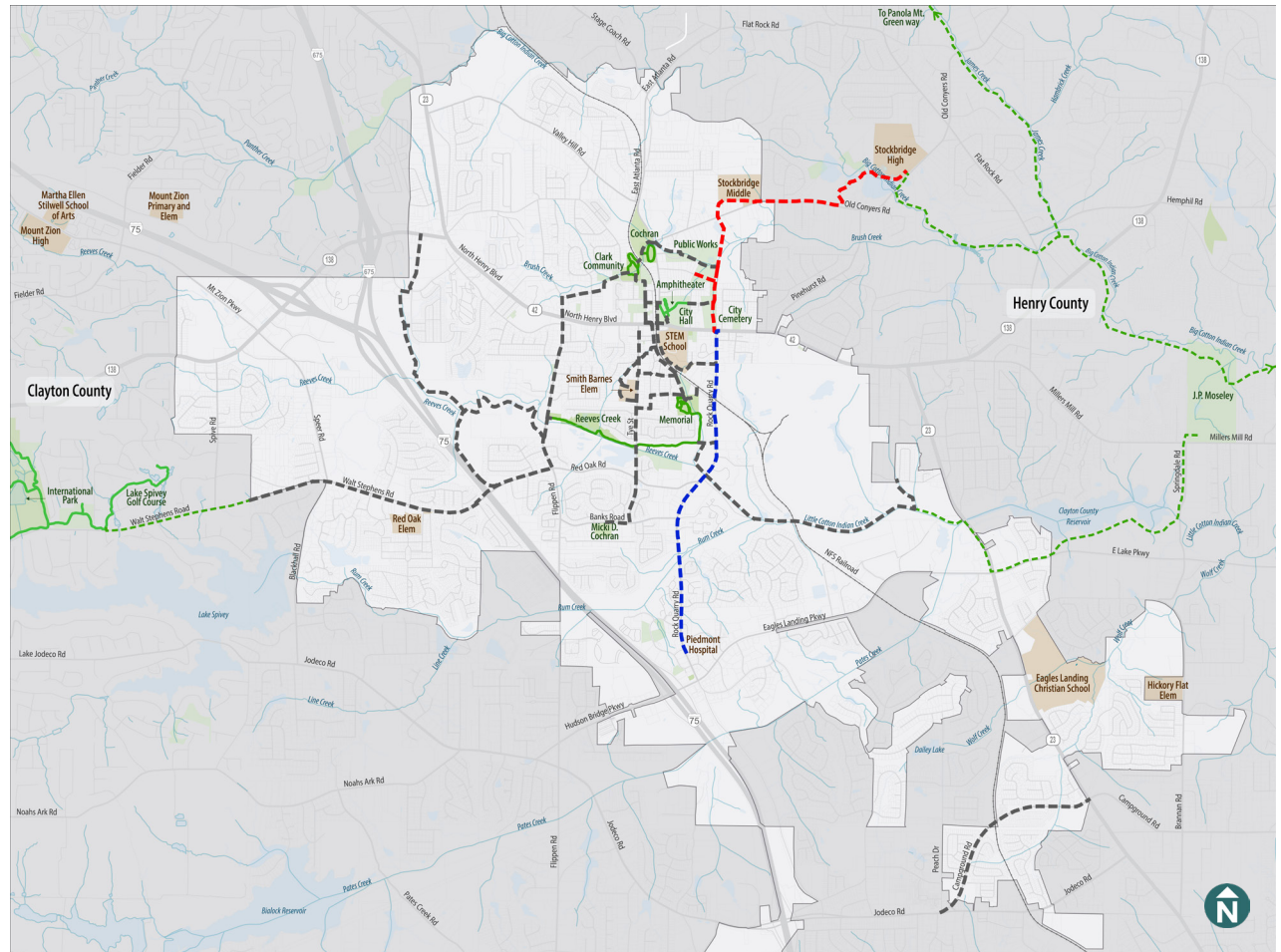
Rock Conyers Trail

The 2.3-mile-long Rock Conyers Trail is a sidepath along a busy arterial road. A central segment is to be constructed on the east side of the road as part of the reconfiguration of Rock Quarry Road from North Henry Boulevard south to Red Oak Road . At S. Lee Street, the Rock Conyers Trail intersects the **Amphitheater Trail** providing access to the STEM School and Downtown.

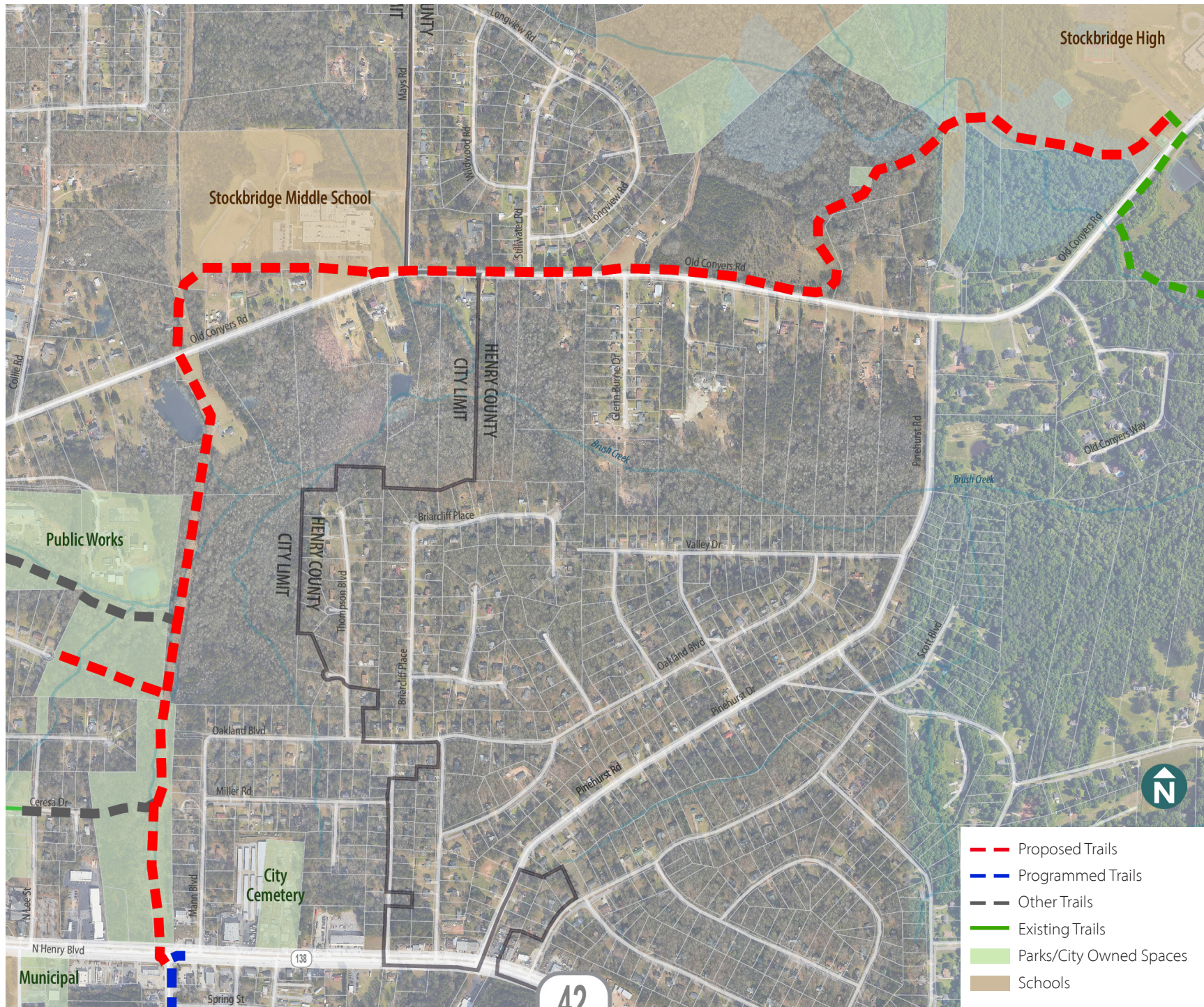
To the south, the Plan calls for extending the Rock Conyers Trail as a 10' wide sidepath on the east side of Rock Quarry Road to the intersection with Eagles Landing – providing access to the Piedmont Hospital complex. Careful attention must be paid to the landscape buffer which will be crucial to support use of this trail.

To the north, the Rock Conyers Trail is proposed as a greenway along the Rock Quarry Development Corridor. It intersects with the Amphitheater Trail again near Ceresa Drive, has a spur to the west to provide access to Duvall Street and possibly one to the east to provide access to Mann Boulevard or Oakland Boulevard.

Rock Quarry Development Corridor has previously been identified as a possible multi-lane roadway extension up to Old Conyers Road. PATH recommends that this instead be thought of as a “trail-oriented development” where new residential and commercial structures are focused on the beneficial experience of a greenway trail rather than another automobile-oriented subdivision with parking lots and cul-de-sacs. This corridor offers a unique opportunity to do things differently in Henry County. Plus, the cost of building the multi-lane

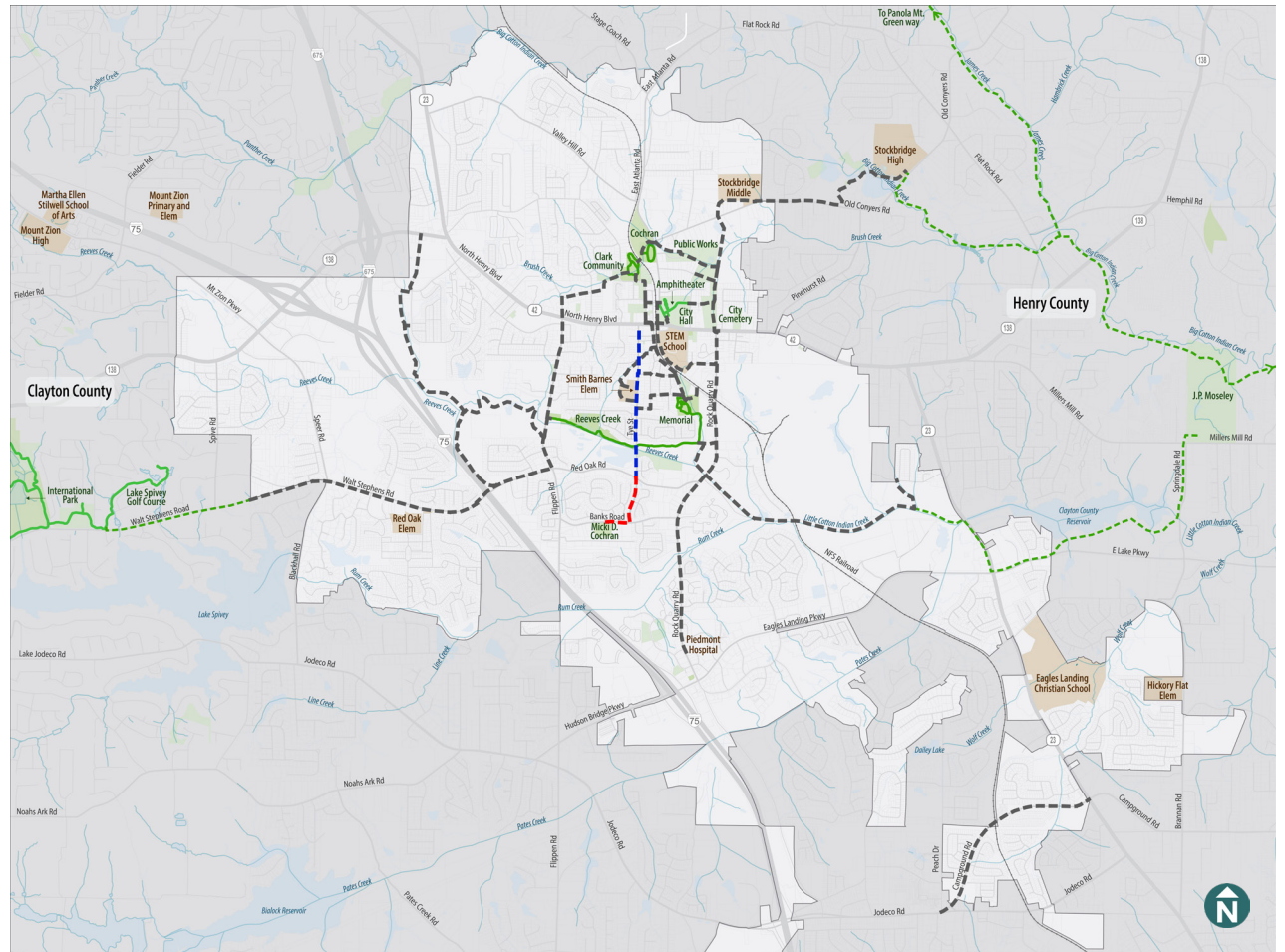


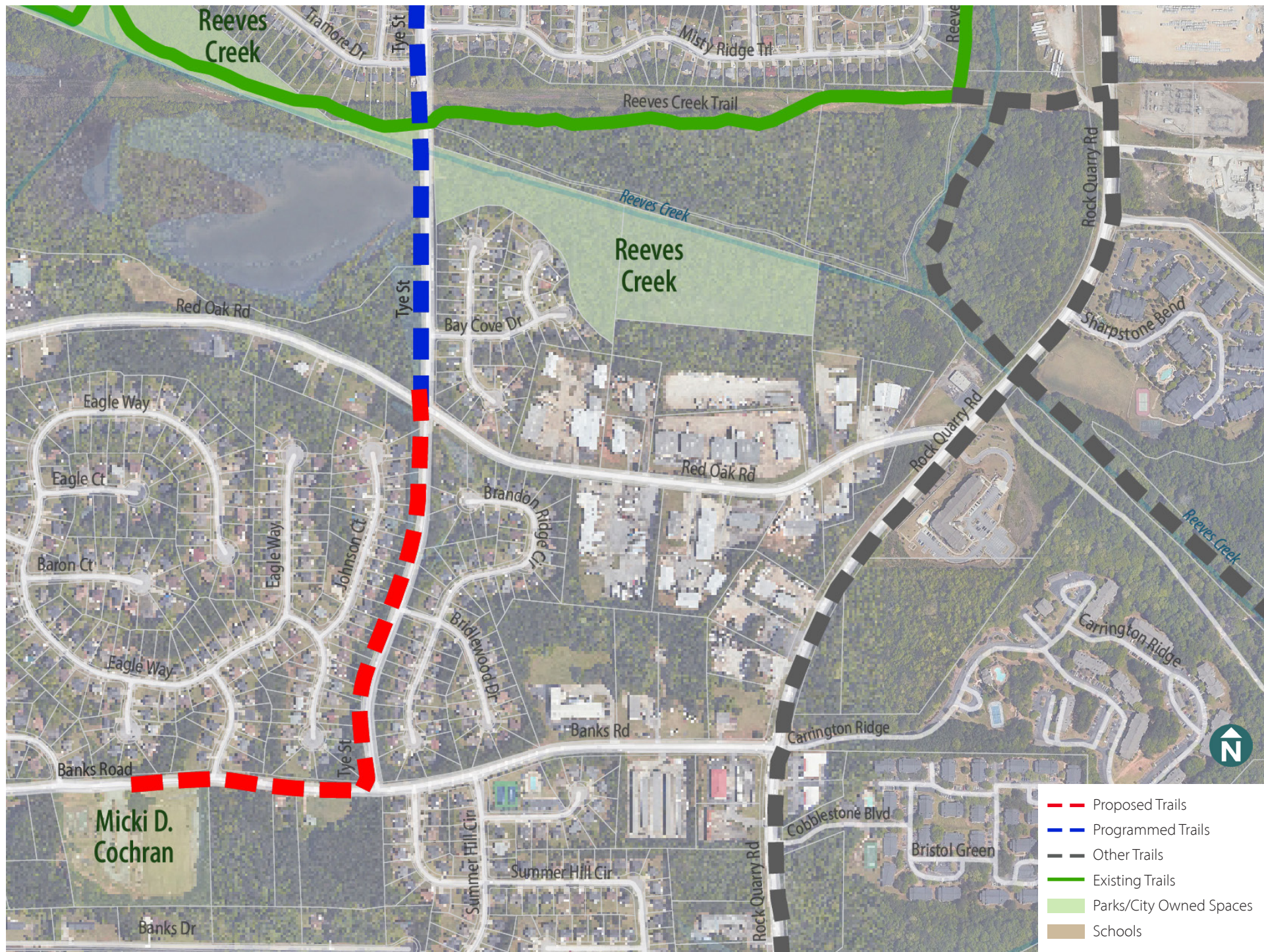
roadway extension would go a long way to funding the trails in this Plan. Stockbridge will need to decide whether to support continued suburban sprawl or alternatively to support a budding eco-district in the middle of the city.



Tye Trail

The 0.5-mile-long Tye Trail is a sidepath, a central segment of which is currently in design for near-term construction. Tye Trail begins at the intersection with the Heritage Trail as a sidepath on the north side of Nolan Street at MLK Sr Heritage Trail. It turns south on Tye Street as a sidepath on the right side of the street intersecting with the **Second Trail** and two connections to the **Smith Barnes Greenway**. It makes a safe mid-block crossing at Red Oak Rd and then proceeds as a sidepath to Banks Rd. The Plan calls for an extension of this sidepath project on the west side of Tye Street south to Banks Drive. It is then a sidepath on the north side of Banks Drive until it reaches a safe mid-block crossing to Micki D. Cochran Park where the trail terminates.







04 PLAN IMPLEMENTATION

Overview

With the previous chapter having defined the segments that comprise the Stockbridge Trail Network, this chapter presents strategies and specific steps that will ensure successful implementation. Strategic master planning efforts generate momentum that is the perfect fuel for launching implementation. It is vital that the City of Stockbridge immediately convert this interest and enthusiasm into action.

The expansion of the Stockbridge Trail Network as defined in this Plan is an ambitious undertaking and will not happen overnight. The projects constituting the Plan are split into three implementation phases: programmed projects (Phase 1), ten-year plan (Phase 2), and long-range plan (Phase 3).

This chapter is structured to describe the three phases in detail, estimate the budget necessary for each phase, and identify existing and potential funding sources that could be tapped to make each phase happen. The role and structure of the Stockbridge Trail Network Implementation Committee will be defined, and the chapter will end by plotting the milestones necessary to achieve full plan implementation.

Conveyor Belt

The subsequent phases of the Stockbridge Trail Network should ideally be designed and built in successive waves where there is one active project in each phase of the implementation process: design, permitting, and construction. In this way, as the ribbon cutting happens for the first project, a second project is coming out of permitting and ready for construction while simultaneously another project is finishing design and moving into permitting creating space for another project to enter design. This conveyor belt approach assures that trail implementation momentum is maintained, and that public enthusiasm is rewarded, while allowing existing City staff to ensure project standards are met.

Currently Programmed Projects

As the City of Stockbridge has several sidepath projects planned for construction at the time of City Council adoption in February 2025, the first phase of plan implementation encompasses currently programmed projects, listed below. The anticipated construction year of the Phase 1 programmed projects are labeled on the map on the following page.

Programmed project list:

	Trail Name	Relevant Project
A	Tye Trail	Tye St from Red Oak St to Nolan St from Tye St to MLK Jr.
B	Rock Conyers Trail	Rock Quarry Rd from Piedmont Hospital to N Henry Blvd
C	Reeves Greenway	Flippen Road Development
D	Second Trail	Second St from Tye St to MLK Jr.
E	Heritage Trail	MLK Jr from Berry St to 2nd St
F	Smith Barnes Greenway	Childs St, Wilson Ave, and Wilson St from Tye St to Memorial Park
G	Campground Trail	Along Campground Rd from HWY 42 to Peach Dr

Phase 1: 10-Year Plan Criteria and Recommendations

The network segments recommended by PATH in consultation with the Working Group are prioritized if they:

1. Establish a desirable community connection, where the segment
 - ✓ Connects to existing or previously planned trail segments,
 - ✓ Connects residents to established destinations such as parks, schools, public facilities, and shopping centers, and
 - ✓ Responds to community desires for trail connections.
2. Are easily built within the phase timeline, where the segment has
 - ✓ Straight-forward land acquisition,
 - ✓ Estimated costs within available local funding,
 - ✓ Realistic opportunities for additional funding, and
 - ✓ Manageable build complexity.

Phase 2: Long Range Plan

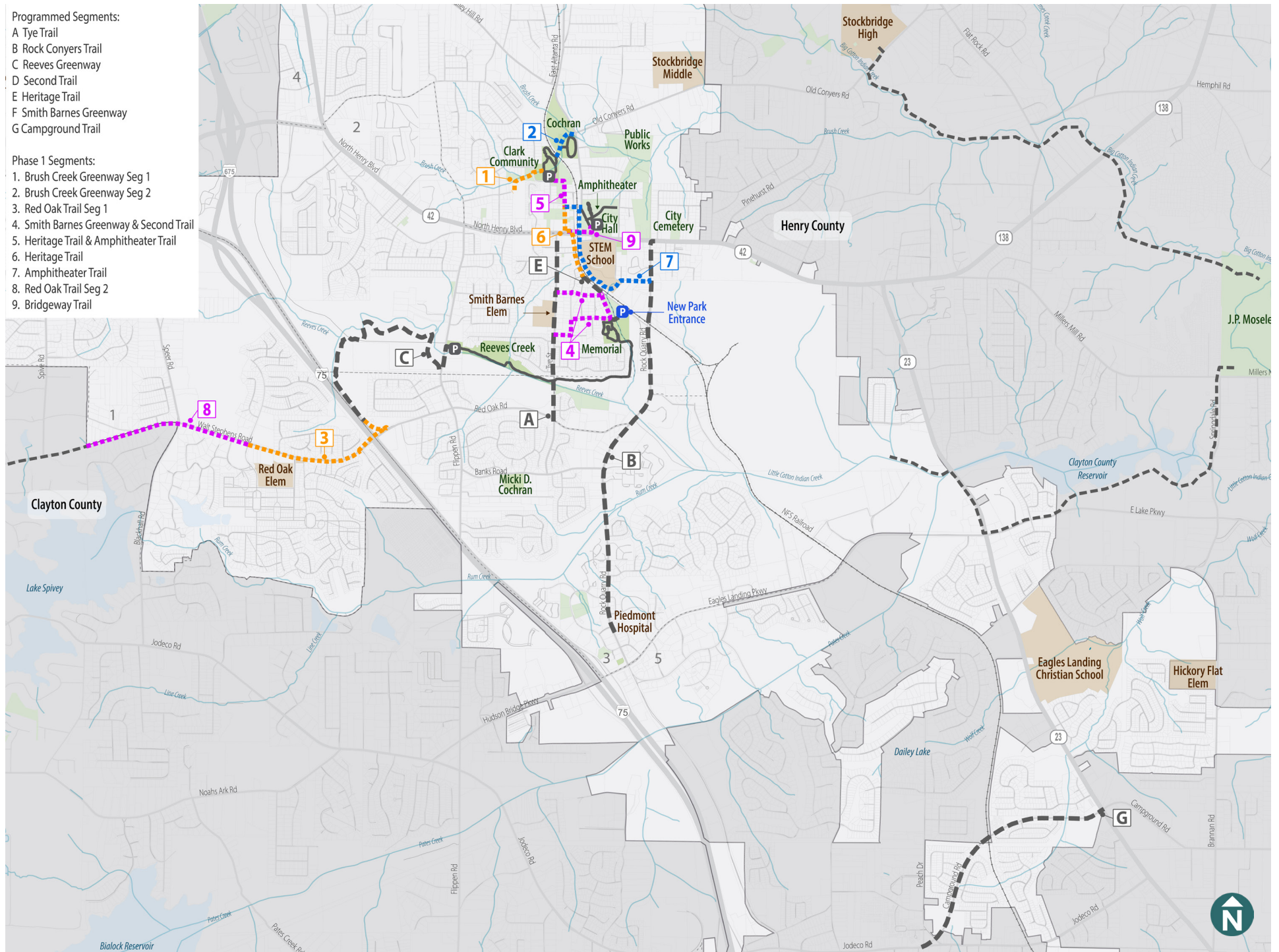
Phase 3 projects will require an update to the funding strategy beginning in Year 6 to prepare for implementation in Year 10 and beyond. Assuming successful implementation and public support, funding should be flowing, and Phase 3 projects can enter design beginning in Year 9 with construction beginning in Year 10 and so on until the plan is complete.

Programmed Segments:

- A Tye Trail
- B Rock Conyers Trail
- C Reeves Greenway
- D Second Trail
- E Heritage Trail
- F Smith Barnes Greenway
- G Campground Trail

Phase 1 Segments:

- 1. Brush Creek Greenway Seg 1
- 2. Brush Creek Greenway Seg 2
- 3. Red Oak Trail Seg 1
- 4. Smith Barnes Greenway & Second Trail
- 5. Heritage Trail & Amphitheater Trail
- 6. Heritage Trail
- 7. Amphitheater Trail
- 8. Red Oak Trail Seg 2
- 9. Bridgeway Trail

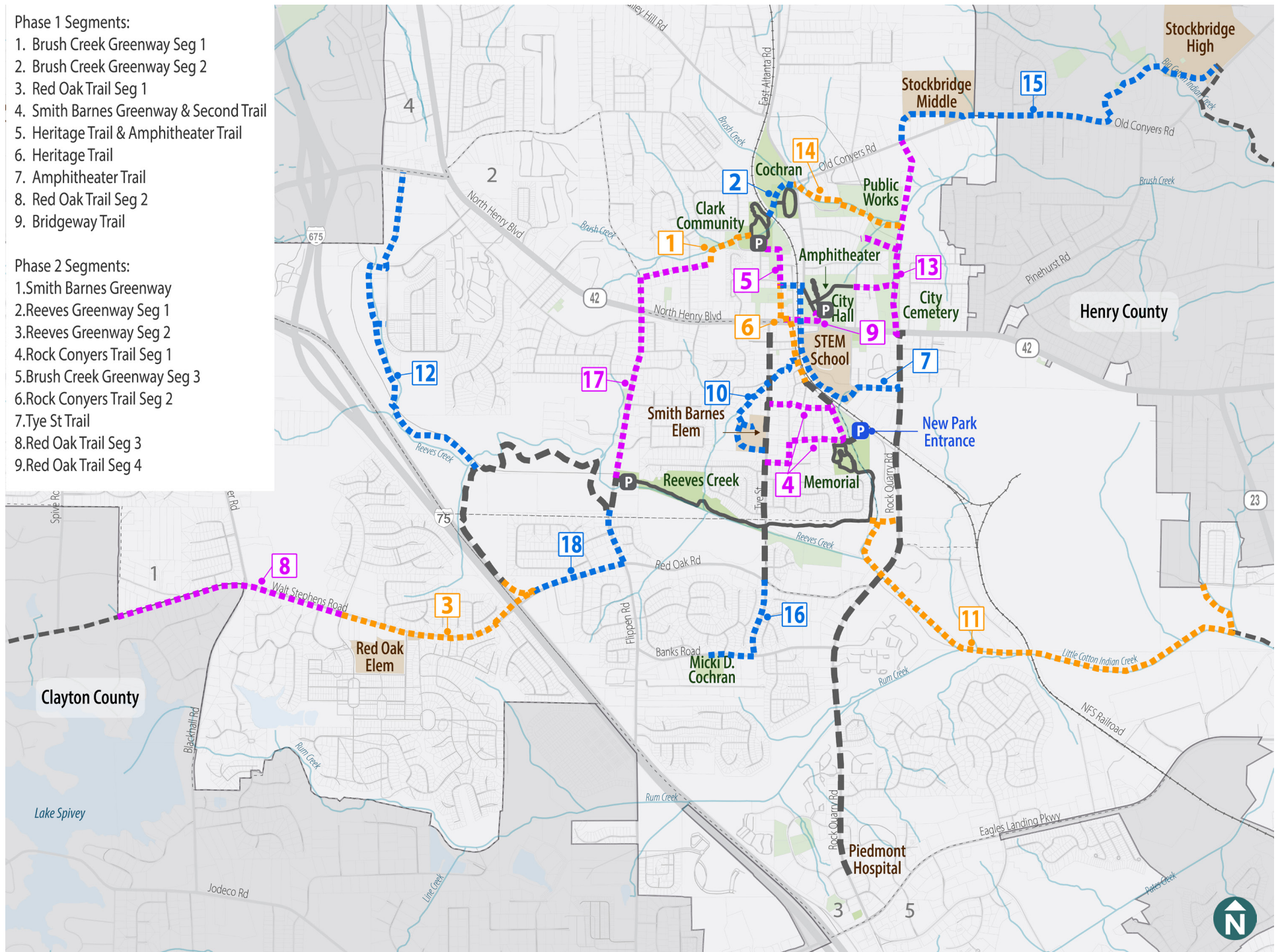


Phase 1 Segments:

1. Brush Creek Greenway Seg 1
2. Brush Creek Greenway Seg 2
3. Red Oak Trail Seg 1
4. Smith Barnes Greenway & Second Trail
5. Heritage Trail & Amphitheater Trail
6. Heritage Trail
7. Amphitheater Trail
8. Red Oak Trail Seg 2
9. Bridgeway Trail

Phase 2 Segments:

1. Smith Barnes Greenway
2. Reeves Greenway Seg 1
3. Reeves Greenway Seg 2
4. Rock Conyers Trail Seg 1
5. Brush Creek Greenway Seg 3
6. Rock Conyers Trail Seg 2
7. Tye St Trail
8. Red Oak Trail Seg 3
9. Red Oak Trail Seg 4



Cost Summary

The chart below summarizes the preliminary cost estimates for all segments identified in the Phase 1 (10-year) implementation of the Stockbridge Strategic and Master Plan for Trails. The preliminary cost estimates include pre-construction engineering as well as the construction cost for the segment in question.

Cost estimates come with the following considerations:

- The estimated costs for public right-of-way, easement and property acquisition are not included. PATH recommends the Stockbridge Trail Network Implementation Committee should assess acquisition cost several months prior to the beginning of each trail segment.

- Estimated Planning and Engineering (P&E) costs include surveying, design and engineering for construction, permitting, and bidding of the project.
- Estimated Construction Cost is based on material and labor pricing from December 2024 using the trail design standards, landscaping, trail amenities, and signage for the trail segments identified in this plan.
- Costs for lighting & security camera system are not included.

The charts below break down the mileage, P&E, and Construction costs for Phase 1 (a.k.a. the 10-Year Plan). Estimate for Phase 2 projects is excluded, as the time frame is too long for cost estimates to be valid. PATH recommends updating this strategic plan at Year 8 and updating for Phase 2 costs at that time.

Implementation Phase 1:					
Trail Name	Mileage	Design & Permitting	Construction Cost (Incl. Contingency)	Total	Current TSPLOST Funding
1. Brush Creek Gr Seg1	0.2	\$ 138,000	\$ 1,896,000	\$ 2,034,000	\$ 2,400,000
2. Brush Creek Gr Seg2	0.2	\$ 294,000	\$ 3,400,000	\$ 3,694,000	
3. Red Oak Tr Seg1	1.1	\$ 271,000	\$ 5,774,000	\$ 6,045,000	\$ 3,000,000
4. Smith Barnes Gr & 2nd St Tr	0.5	\$ 133,000	\$ 2,514,000	\$ 2,647,000	
5. Heritage Tr & Amphitheater Tr	0.6	\$ 176,000	\$ 2,808,000	\$ 2,984,000	
6. Heritage Tr	0.7	\$ 181,000	\$ 5,182,000	\$ 5,363,000	
7. Amphitheater Tr	0.6	\$ 163,000	\$ 3,572,000	\$ 3,735,000	
8. Red Oak Tr Seg2	0.9	\$ 224,000	\$ 7,227,000	\$ 7,451,000	
9. Bridgeway Trail	0.2	\$ 219,000	\$ 3,315,000	\$ 3,534,000	\$ 800,000
Phase 1 Subtotal	5.0	\$ 1,799,000	\$ 35,688,000	\$ 37,487,000	

Funding Sources

Local funding is strongly preferred for implementing all trail projects desired for completion within the first five years. Federal and state money is, of course, valuable for building out a trail network, but it needs to be programmed several years in advance. It is best used for later segments.

The PATH team recommends that the City of Stockbridge develop a multi-year grants strategy including back-up plans for those times when grant applications are not successful. Well-thought-out local funding and grant strategies are highly attractive to private donors and form the basis of a successful public-private partnership that can be leveraged to maintain momentum and keep the overall network plan on track.

Local Funding Sources

- Allocations within City/County budgets for parks, transportation, sewer and water
- Bond referenda
- Sales surtax funds
- Hotel-Motel taxes
- Development impact fees
- In-kind products and services
- Philanthropic grants
- Transportation Special Purpose Local Options Sales Tax (TPLOST)
- Community Improvement District (CID) partnership funding

State of Georgia Funding Sources

- Special project allocation
- Georgia Outdoor Stewardship Program (GOSP)
- DNR Recreational Trails Program (RTP)
- Land and Water Conservation Fund (LWCF)

Federal Funding Sources

The programs below are subject to change based on political decisions made in Washington, D.C.

- Metropolitan Planning Organization (MPO) prioritizes and distributes federal transportation funding through the Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program (RAISE)
- Federal Transit Administration Capital Funds (FTA)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Outdoor Recreation Legacy Partnership Program (ORLPP)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program) (TA)
- Transportation Improvement Program (TIP)
- Safe Routes to School
- Safe Streets and Roads for All

Implementation Committee

The strategic planning effort not only led to the creation of this document, it also brought together city staff, political leaders, interested members of the public, and trail advocates. PATH recommends maintaining trail momentum by creating a new Stockbridge Trail Network Implementation Committee to take immediate action on Phase 1 of this Plan.

In addition to Working Group members, the Implementation Committee should add politically savvy and/or well-connected individuals who can raise public and private funds for trails. It should also invite individuals with knowledge of the construction and/or project management processes to ensure implementation challenges are managed with an eye towards budget and schedule. This will help maintain and grow the respect and confidence of the Stockbridge residents who are ultimately paying for the projects.

As for roles, PATH recommends:

- Strategic Planning Working Group members (to ensure continuity)
- City of Stockbridge staff from appropriate departments
- Henry County staff from the Transportation Department
- Pro bono real estate or right-of-way specialists
- Pro bono attorney
- Fundraising Specialist/Foundation Representative
- Police/Fire representatives
- Design/construction team member

Implementation Milestones

The key milestones for implementing the Stockbridge Strategic and Master Plan for Trails are listed below. (The first item can already be scratched off the list!)

- Strategic Plan adoption by the Stockbridge City Council.
- Impanel the Stockbridge Trail Network Implementation Committee.
- Begin conversations with key property owners along Phase 2 project corridors.
- Allocate real estate acquisition, P&E, and construction funding for Phase 2.
- Acquire key parcels and/or easements.
- Put Phase 2 projects on the implementation conveyor belt (one in design, one in permitting and one in construction) to maintain trail program momentum.
- Annually review the priority segments in Phase 2 and adjust the order and schedule as new funding, property, and city project information becomes available.
- Conduct a strategic plan update in Year 8 to prepare for the implementation of Phase 3 projects.
- Observe smiling residents enjoying the expanded Stockbridge Trail Network and be proud of the role you played in making it happen.



05 DESIGN STANDARDS



Overview

The following section provides the Stockbridge Trail System with a variety of details, standards, and ideas to use when implementing the *Stockbridge Strategic and Master Plan for Trails*. These include:

- Trail System Naming and Logo
- Trail Signage Standards
- Trail Amenities and Furnishings
- Intersection Details
- At-Grade Crossing Standards
- Enhanced Crosswalks
- Pocket Park
- Tree Root Bridging and Tree Protection
- Bridges and Boardwalks
- Tunnels
- Wooden Fences and Handrails
- Structural Slab Crossing
- Infiltration Details

The proposed trails should be designed and constructed in accordance with guidelines developed by various governmental agencies. All standards proposed for the Stockbridge Trail Network are intended to meet or exceed the guidelines listed below:

- The Georgia Department of Transportation Standard Specifications and Supplemental Specifications (GDOT Design Manual), Current Edition.
- Public Right of Way Accessibility Guidelines (PROWAG), Forthcoming
- American Association of State Highway Transportation Officials (AASHTO), Guide to Development of Bicycle Facilities, 5th Edition, 2024
- US Department of Transportation, Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition, 2023
- National Association of County Transportation Officials (NACTO) Urban Bikeway Design Guide, 3rd Edition, 2025

Trail Network Naming and Logo

Utilizing the existing colors, fonts, and shapes seen in the Stockbridge logo is the key to keeping a recognizable brand across multiple counties. This chapter explains how elements in the existing logo are utilized in the branding and signage design. It also details the standards that all Stockbridge trail signage should follow.

Logos



Full Logo with Tagline



Logo Mark

Colors

	Aluminum finish
	#ffffff R:255 G:255 B:255
	#00857b R:0 G:133 B:123
	#e7503d R:255 G:255 B:255
	#faaa63 R:250 G:170 B:99

Trail Network Sign Standards

There are five types of signs proposed along the Stockbridge Trails: kiosk signs, wayfinding signs, regulatory signs, mile markers, and trailhead sign. The signs are made with direct printed aluminum panels mounted onto powder coated aluminum structures or posts using stainless steel hardware. Direct print aluminum panels provide opportunities to utilize the Stockbridge logo color scheme strengthening the branding across the entire length of the trail as well as echoing the new city civic wayfinding signage system. The use of these removable panels also allows for the signs to be easily replaced with a new panel without the need to replace the entire sign.

Kiosk Signs

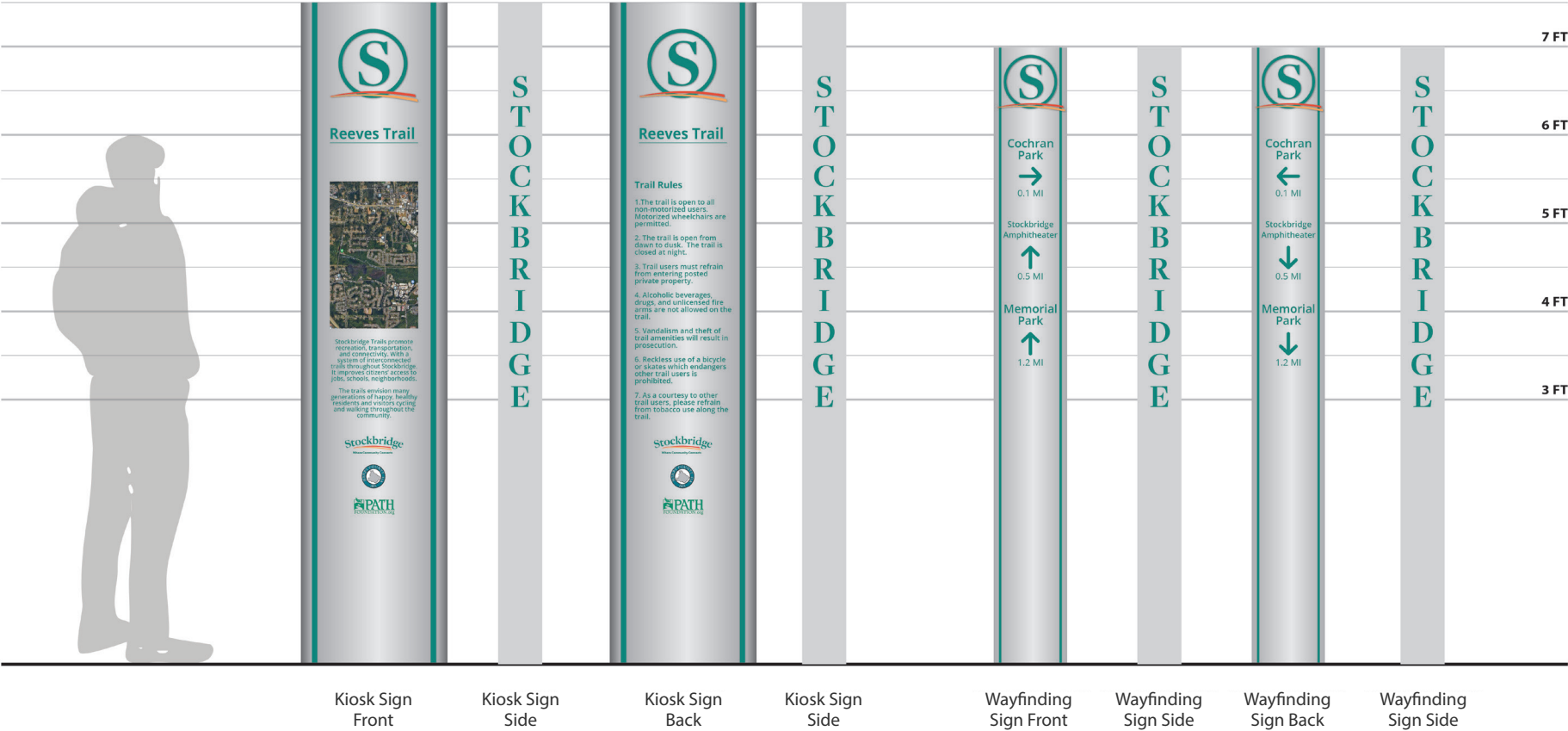
Kiosk signs are placed at trailheads and major access points. They are informational and provide maps, trail rules, and acknowledgments. Kiosk signs may also show amenities located at the destination they are located at.

Wayfinding Signs

Wayfinding signs are placed at major intersections and help guide trail users to major destinations. They include the direction and distances to the destinations shown on the sign.

Regulatory Signs

Regulatory signs are most frequently seen on the trail and provide information on how to safely navigate the trail. These signs provide branding opportunities and vary based on the location of each sign.



Kiosk Sign Front View

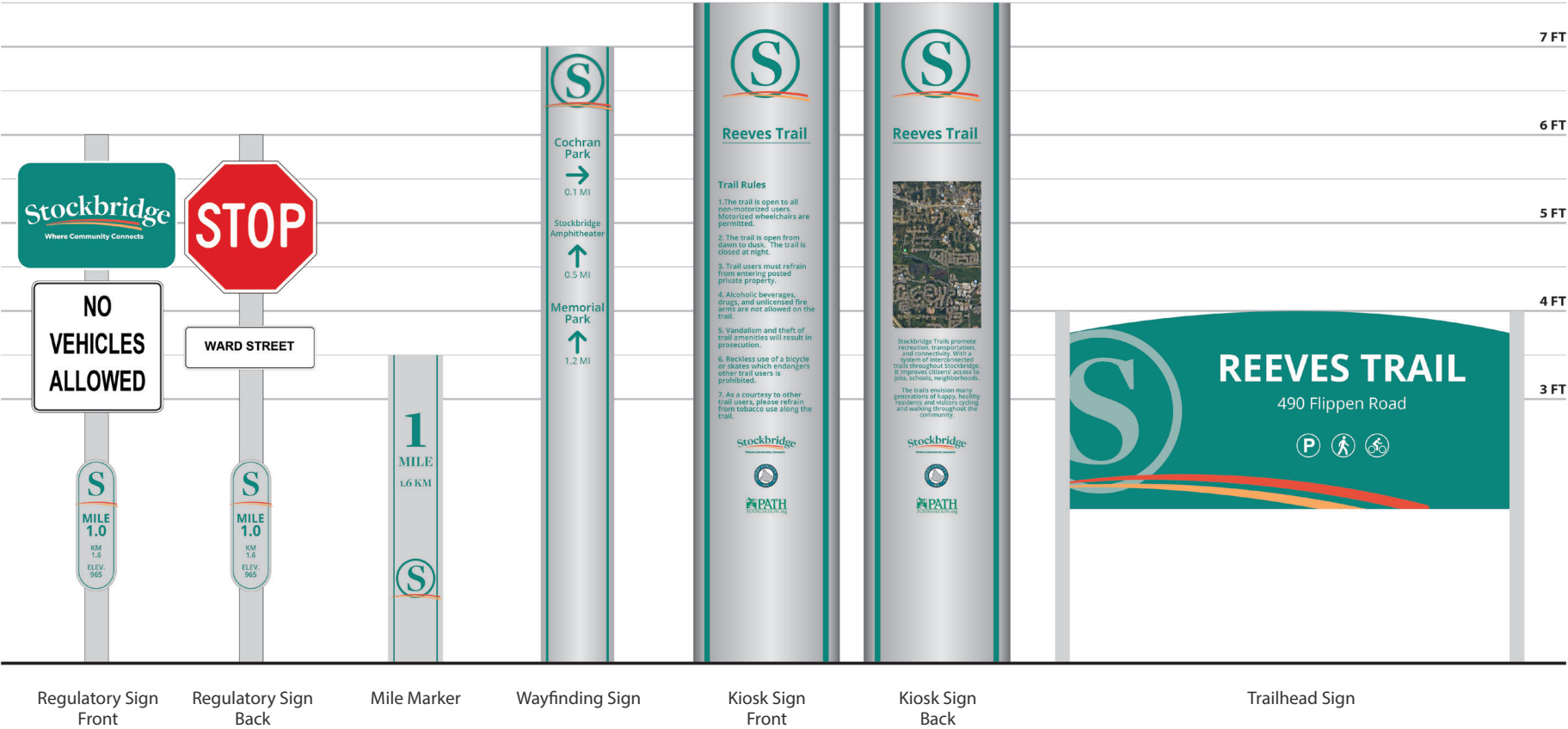
Trail Network Sign Standards (cont'd)

Mile Markers

Mile markers are placed at one-mile distances along the trail. They begin at mile 0 and show the distance in miles, kilometers, and the elevation of the trail.

Trailhead Signs

Trailhead signs are located at the entrance driveway of any trailhead parking lot. They should be located perpendicular to any main road with two sides panels showing the name of the trail and the address of the parking for ease of identification and navigation.



Trail Amenities & Furnishings

As a complement to Stockbridge's existing standards for packing amenities, the following trail amenities are recommended for the *Stockbridge Strategic and Master Plan for Trails*.

Bench



CS-138

by Victor Stanley

Description: 6 ft bench with steel frame, powder-coated black



FMS-214

By Victor Stanley

6 ft backless bench with steel frame, powder-coated black.

Trashcan



Ironsites Collection

by Victor Stanley

Description: 36-gallon side-door opening litter receptacles with vertical steel bars, powder coated black, attached dome lid (not shown in the graphic.)

Dog Station



Deluxe Single Pull Dog Station

by Jazzy

model #84

Description: single pull station holds up to 400 doggie waste bags; Commercial-grade aluminum, durable powder coated/UV protected finish in black.

Bike Rack



Cycle Sentry Collection

by Victory Stanley

Description: Standard u-shaped bike rack, in-ground mount, steel powder coated black.

Bike Repair Station



Fixit Service Station

by Dero

Description: Powder coated black; includes all tools necessary to perform basic bike repairs and maintenance with air pump kit 3.

Construction Standards

The Construction Guidelines provide guidelines for the construction of different trail types that will be seen along the Stockbridge Trails. These guidelines are strongly recommended and should not be broken for minor budgetary purposes. However, it is understood that under certain circumstances the provided guidelines may not be practical. In those instances, trail width, landscape buffers, and other major design elements can be adjusted to create a comfortable and appealing trail user experience.

Concrete

A concrete surface provides a long-term, low maintenance trail. A 2-foot minimum clear zone should be included on both sides. Additionally, there should be a 10-foot minimum vertical clearance from the trail surface. The entire length of the paved trail should include a 4" wide, alternating yellow centerline stripe and stop markings when approaching intersections.



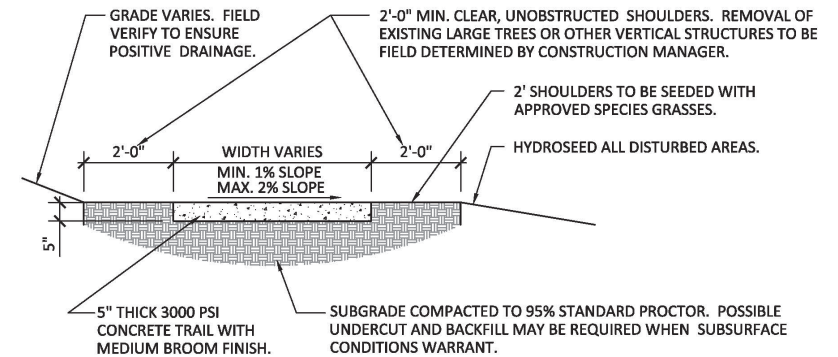
Concrete trail located in DeKalb County

NOTES:

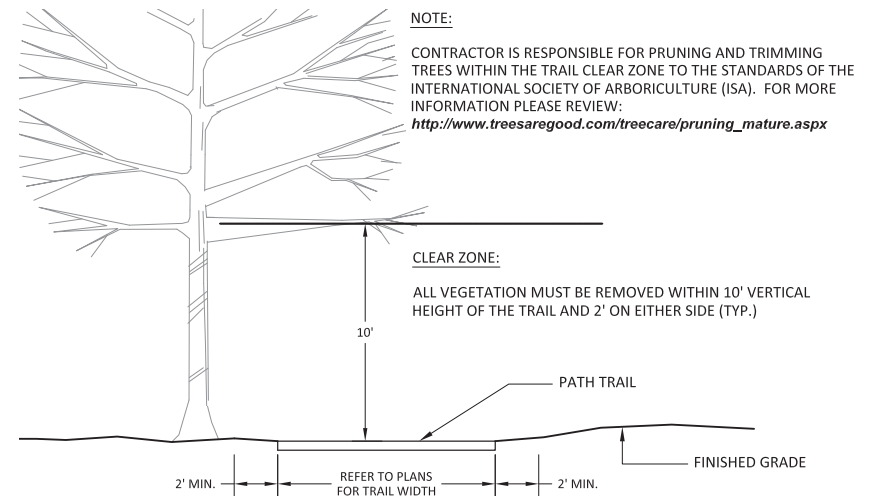
1) 4"x (TRAIL WIDTH) ALTERNATING YELLOW CENTERLINE STRIPING TO BE INSTALLED ALONG ENTIRE LENGTH OF TRAIL CENTERLINE.

2) CONTRACTOR TO SAW CUT CONTROL JOINT AT LEAST 1/4 DEPTH OF SLAB ACROSS ENTIRE WIDTH OF TRAIL. CONTROL JOINTS TO BE LOCATED THE SAME DISTANCE APART AS THE WIDTH OF TRAIL (I.E. 12' WIDE TRAIL TO HAVE CONTROL JOINTS EVERY 12' ALONG TRAIL). CONTRACTOR REQUIRED TO REMOVE SAW DUST AFTER CUTTING.

3) EXPANSION JOINTS TO BE LOCATED ALONG TRAIL MIN. EVERY 100' IN PLACE OF CONTROL JOINT.



Concrete Trail Cross Section



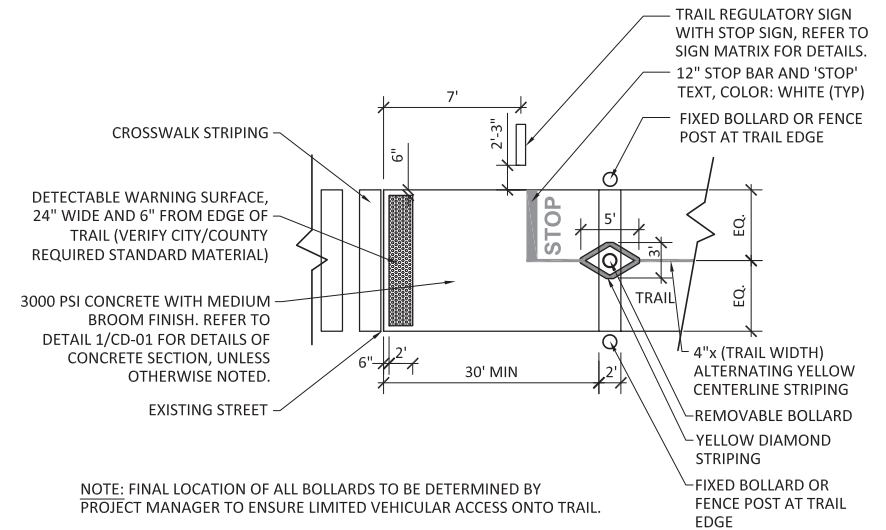
Clear Zone

Intersection Details

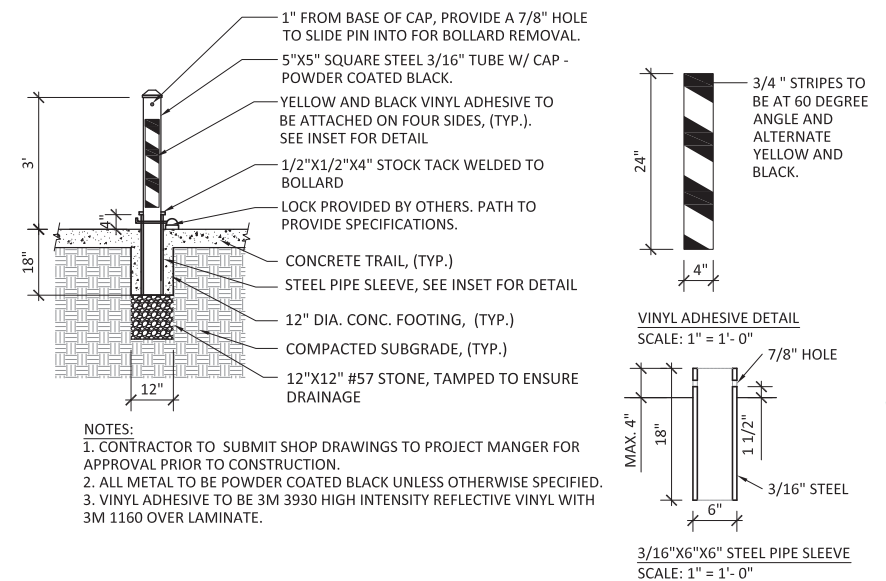
Typical trail intersection includes signage, bollards, and pavement striping.



An intersection example at Spanish Moss Trail, Beaufort, South Carolina



Standard intersection: Plan view



Removable Steel Bollard

At-Grade Crossing Standards

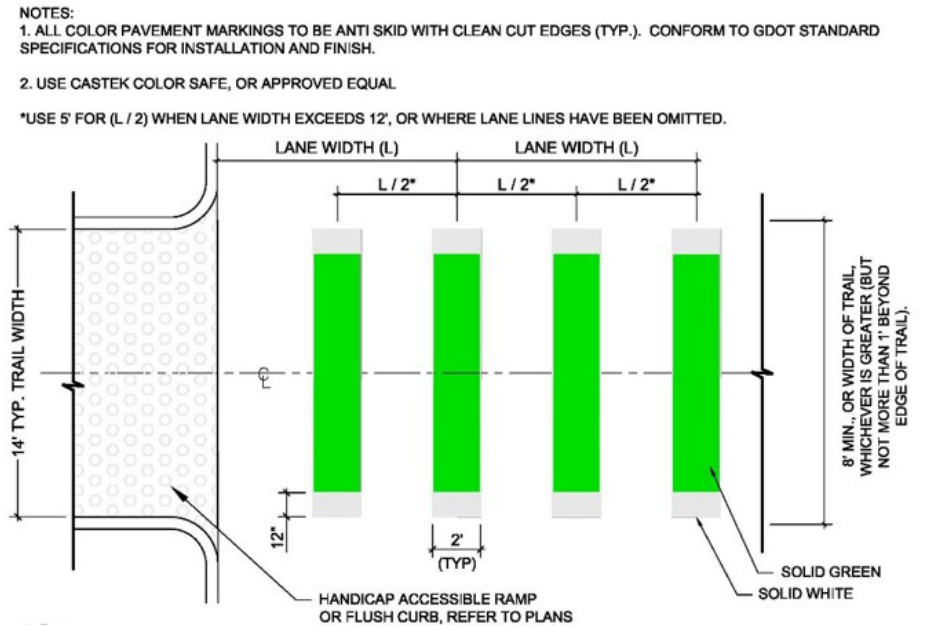
The U.S. Federal Highway Administration (FHWA) promotes a series of pedestrian safety countermeasures to improve pedestrian safety at roadway crossing locations. The treatments and programs included in this document are those that have been proven to be effective.¹

It is critical for the Stockbridge Trails to adopt these standards to ensure safe trail crossings.

Marked Crosswalks

Marked crosswalks are desirable at high pedestrian volume locations such as signalized intersections and other locations with appropriate levels of pedestrian and vehicle traffic. High-visibility crosswalks strengthen pedestrian safety by heightening motorist awareness of trail crossings – a need especially critical in areas where drivers may not be accustomed to seeing bicycle riders and pedestrians.

Additional safety enhancing treatments are needed for uncontrolled crossing locations, such as multi-lane roadway crossings where annual average daily traffic (AADT) exceeds 10,000 vehicles.



Trail Crosswalk Green Striping Detail



Example of green stripe trail crossing.

¹ Pedestrian Safety Guide and Countermeasure Selection System – PEDSAFE, Federal Highway Administration, www.pedbikesafe.org/PEDSAFE

Crossing Islands

A crossing island is a median with a refuge area to allow trail users to focus on one direction of traffic at a time as they cross a multi-lane road. Crossing islands should be considered for mid-block pedestrian crossings wherever possible, especially on roads with four or more travel lanes where speed limits are 35 mph or higher, and/or where AADT is 9,000 or higher.

The design for a trail crossing island should accommodate accessibility with a minimum of 8 feet width and of adequate length to allow queuing. The cut-through should include detectable warnings. Curb extensions may be built in conjunction with crossing islands where there is on-street parking.



A combination of long crossing distances and multiple lanes of oncoming traffic warrants the installation of a pedestrian refuge island.

Raised Crossings

Raised crosswalks or raised intersections are ramped speed tables spanning the entire width of the roadway or intersection. Raised crossings make the pedestrian more prominent in the driver's field of vision, reduce vehicle speeds, and improve motorist yielding. This countermeasure can reduce pedestrian crashes by 45%.² They are typically installed on roads with two or three lanes, speed limits of 30 mph or less, and AADT below 9,000.

The design of raised crossings typically includes a minimum 10-foot-wide tabletop for the crosswalk with 5% maximum running slope for both approaching ramps. Detectable warnings should be installed at the street edge. Raised crossing design should avoid negative impacts on the functioning of drainage and storm-water infrastructure.



Example of a raised crosswalk in Tucker, Georgia

Pedestrian Hybrid Beacons (PHB) and Rapid Flashing Beacons (RRFB)

PHBs are good treatment candidate for roads with three or more lanes that generally have AADT above 9,000. PHBs are highly recommended for roadways with speed limits greater than 40 mph.

RRFBs should be considered for all mid-block and intersection crossings where there is no existing traffic signal or no all-way stop condition for vehicular traffic at the crossing. RRFBs are particularly effective at multi-lane crossings with speed limits at or below 40 miles per hour. Accompanying trail crossing warning signs at and ahead of the crossing are required to alert drivers of the crossing.



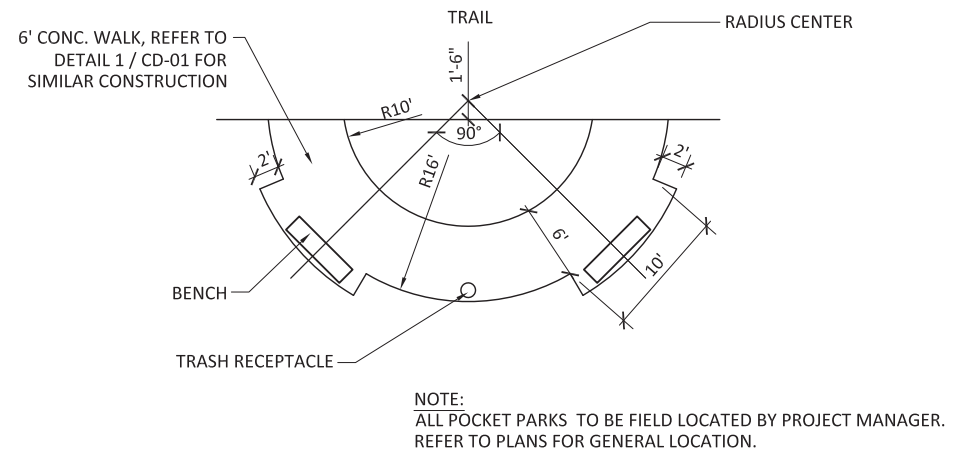
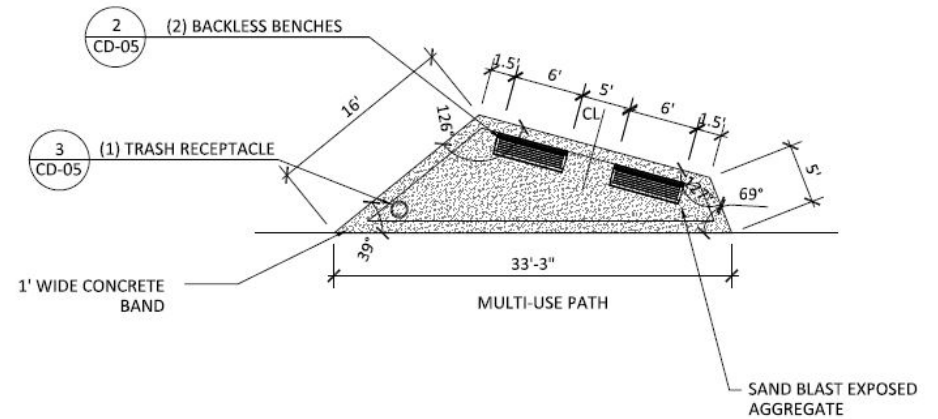
Example of a trail crossing with a pedestrian hybrid beacon (a.k.a. "HAWK" signal)



Example of crossing with a rapid flashing beacon.

Pocket Park

Pocket parks are a highly desirable amenity along trails. They offer trail users a designated space to sit and rest and socialize with friends and family. Standard furnishings and signage should be placed at all pocket parks to offer seating and information regarding the Stockbridge Trails. The examples shown on this page are of two different types of pocket park designs.

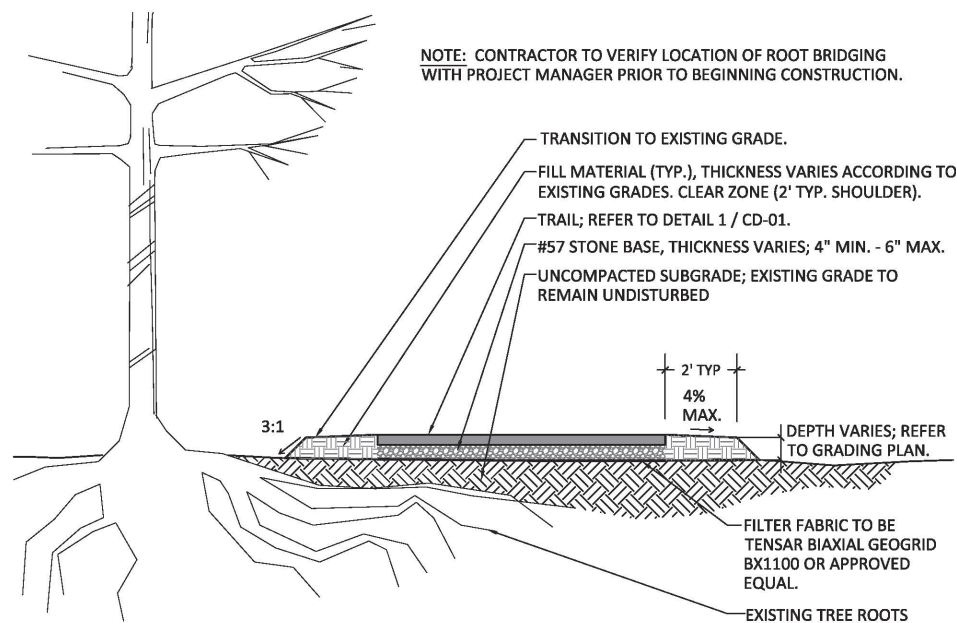


Pocket Park details

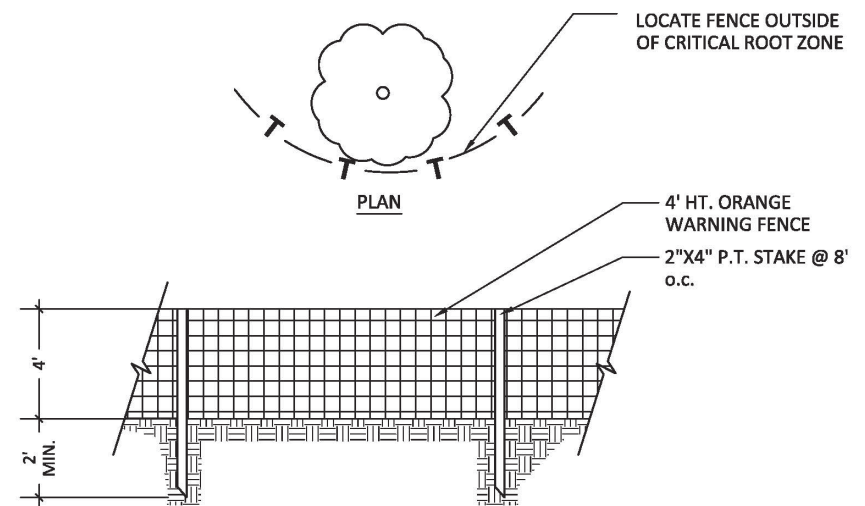
Pocket park examples.

Tree Root Bridging

Root bridging is a strategy to protect tree roots during the installation of a hard-surface trail. Protecting trees within the vicinity of the trail enables their survival and allows them to continue to contribute to a pleasant trail user experience. Another tree protection strategy is to install construction fencing prior to demolition to ensure that trees are not removed mistakenly.



Tree Root Bridging



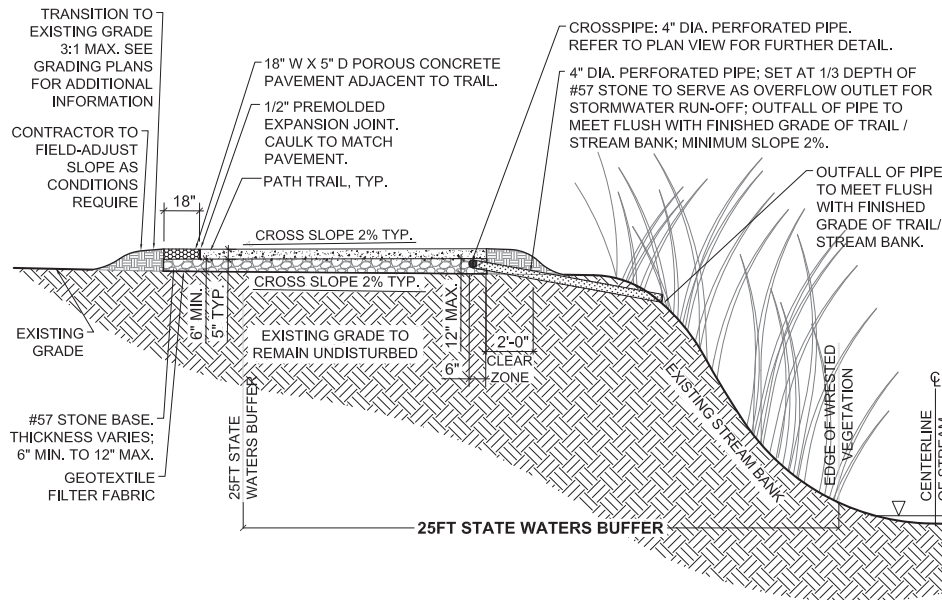
NOTE:

PROVIDE FENCE AS SHOWN ON PLAN. PROVIDE AT LEAST ONE FOOT OF DISTANCE FROM TREE TO FENCE FOR EACH INCH OF TREE DBH, WHERE DBH REFERS TO THE TREE DIAMETER MEASURED AT 4.5' ABOVE THE GROUND.

Tree Protection

Storm Water Infiltration

Infiltration systems facilitate the drainage of storm water away from a stream by directing it across the trail and into a gravel filtration drain. This system enables runoff to be filtered beneath the trail prior to reaching the stream. Although run-off from a multi-use trail is generally very low in pollutants, the volume of run-off is also slowed using this approach which is suitable in stream buffer zones.



Infiltration Detail



Tree root bridging allows the trail to come close to specimen trees without causing harm while a porous concrete edge aids infiltration.

Bridges

Bridges and boardwalks are utilized in areas where the trail needs to cross over a body of water or railroads. Using prefabricated bridges allows for a uniform look across multiple municipalities.



Prefabricated steel bridge allows the trail to cross above existing highways or railroads. Bridge over I-285 Stone Mountain Trail



Prefabricated steel bridge trail crossing above existing roads and waterways.

Tunnels

This page shows examples of the multi-use trails going under roadway and railroad bridges.



A canopy protective structure over the trail is required when going beneath active railroads



Multi-use trail going under a roadway



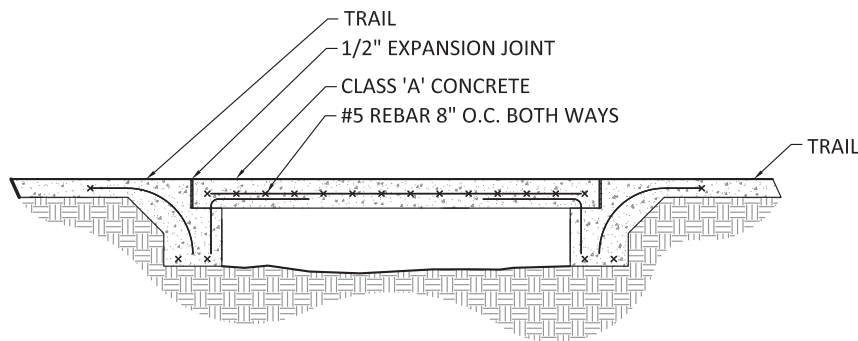
Kennesaw Railroad Tunnel - Example of tunnel under railroad
Railroad Forum Photo Gallery, 2010



Box culvert structure allows the trail to pass under a roadway

Structural Slab

Structural slabs provide an environmentally friendly method of creating a drainage swale underneath the trail. They can also be used to span over minor tributaries. The images below show the construction detail of a structural slab and how a slab can be utilized in a trail.



NOTES:

1. CONTRACTOR TO PROVIDE SHOP DRAWINGS COMPLETED BY A LICENSED STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION, FOR APPROVAL BY OWNER AND LANDSCAPE ARCHITECT.
2. TOTAL HEIGHT FROM TOP OF TRAIL SURFACE TO LOW POINT OF SWALE IS NOT TO EXCEED 30".

Structural Slab



Examples of the use of structural slabs in a trail.

Fencing and Railings

Wooden Fence and Cable Handrail

This page shows examples and details of a wooden fence, metal security fence, and a cable/post handrail. Two-panel wooden fences are typically installed at trail access point to delineate space between the trail and the street. The steel handrail post with galvanized cable can establish a semi-transparent look along the edge of trail.



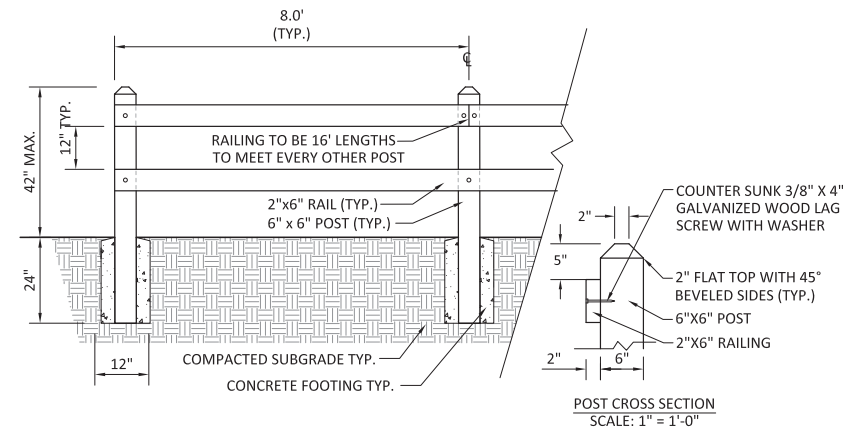
An example of the cable handrail with corten finish



Two-panel wooden fence provides separations between the trail and the parking lot driveway.



An example of metal security fence and gate



NOTES:

1. FENCE TO BE CONSTRUCTED WITH PRESSURE TREATED WOOD.
2. RAILING TO MEET FLUSH WITH OUTSIDE EDGE OF LAST POST.
3. REFER TO CONSTRUCTION PLANS FOR FENCE LOCATIONS.

Panel Wood Fence





City of Stockbridge

AGENDA ITEM

MEETING DATE

February 10, 2025

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 and Al Barnes

DEPARTMENT: Public Works

ITEM/PROJECT/EVENT:

Amphitheater grass surface.

BACKGROUND INFORMATION:

Public Works is asking for approval to replace the grassed seating area at the amphitheater with KBI Flexi Pave at a cost not to exceed **\$165,000.00**.

SIGNATURES:

CITY MANAGER *Donald Ponder* 1/31/25

CITY TREASURER *[Signature]* 1/31/25

CITY ATTORNEY _____

☒ FINANCIAL IMPACT ☐ N/A

AMOUNT **\$165,000.00**

ATTACHMENTS: ☒

Costs:

Yellowstone Landscape	\$58,953.00
KBI Industries, Inc.	\$98,095.00
Contingencies	\$7,952.00
Total	\$165,000.00



Proposal #: 487980

Date: 11/20/2024

From: Lynn Terry Jr.

Proposal for
City of Stockbridge

Decius Aaron
City of Stockbridge
4640 North Henry Boulevard
Stockbridge, GA 30281
daaron@cityofstockbridge-ga.gov

LOCATION OF PROPERTY

4640 North Henry Boulevard
Stockbridge, GA 30281

Stockbridge Amphitheater Excavating And Grading

DESCRIPTION	QTY
Sod Removal And Grading	
Prep/Removal/Grade/Clean Up/Disposal	1
Irrigation Labor	1
Waste Disposal: Dump Fee	1
(7 truck loads of dirt)	
Gravel	5
#57 stone	
Equipment Use Monthly	1
Compact Bobcat	
Welding	1

Scope Of Work-

- Location: Turf inside of the amphitheater
- Prep: Put down 38 boards of 4x8 plywood over pavers to remove dirt from inside of the theater and load on to dump truck
- Cut out and remove twelve rails in the middle section of the theater to build a ramp with gravel and create space for equipment to excavate dirt
- Rails will need to be reattached by welding (4" of pipe from rail will remain for reattaching)
- Use a loader to remove dirt, pipes, and old turf
- Removing 8,750 sqft of dirt at 6.25" depth (7 full size dump trucks of dirt and debris)
- Remove all sod and irrigation (sprinkler heads and pipe)
- Grade areas where sod will be removed down to a depth of 6.25"

- Haul away all turf and dirt to be properly disposed
- Disposal fee included in cost
- Haul away all debris as a result





Terms and Conditions: Signature below authorizes Yellowstone Landscape to perform work as described in this proposal and verifies that the prices and specifications are hereby accepted. This quote is firm for 30 days and change in plans or scope may result in a change of price. All overdue balances will be charged a 1.5% a month, 18% annual percentage rate.

Limited Warranty: Plant material is under a limited warranty for one year. Transplanted material and/or plant material that dies due to conditions out of Yellowstone Landscape's control (i.e., Act of God, vandalism, inadequate irrigation due to water restrictions, etc.) shall not be included in the warranty.

AUTHORIZATION TO PERFORM WORK:

By _____

Print Name/Title _____

Date _____

City of Stockbridge

Subtotal	\$58,953.00
Sales Tax	\$0.00
Proposal Total	\$58,953.00

THIS IS NOT AN INVOICE



Smarter Materials for Next
Generation Infrastructure

Flexi®-Pave

Case Study

KBI Flexi®-Pave Utilized To Improve Outdoor Stadium

K.B. Industries installs dozens of 16 inch wide strips of Flexi®-Pave in The Lost Colony Theater - Fort Raleigh - North Carolina.

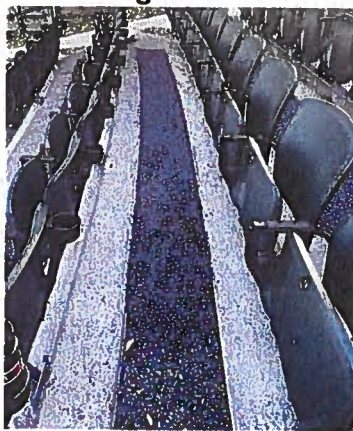
This popular stadium's many rows of seating have been at a disadvantage for guests following rainstorms that result in muddy, swampy pathways along its many seating rows. The National Parks Service sought out K.B. Industries to help improve the conditions by installing **Flexi®-Pave**. A solid, yet porous material that allows the water to drain through the **Flexi®-Pave** rapidly, eliminating puddles and muddy sections in front of spectator's seats.

AP&I/KBI's, Chairman/CEO - Mr. Kevin Bagnall stated: "This is not the first stadium where we have installed **Flexi®-Pave** and it certainly won't be the last. Our proprietary **Flexi®-Pave** is so ideal for spectator areas, no spectator wants their feet /shoes sitting in puddles of muddy water as they watch the events taking place in front of them. Concrete and other paving materials have many disadvantages, whereas **Flexi®-Pave** has only advantages that is also slip resistant. Every facility where **Flexi®-Pave** has been installed over the years, has been acclaimed for the enhanced appeal for the stadium. We know, 'The Lost Colony Theatre' <https://www.thelostcolony.org/> will benefit immensely from this porous **Flexi®-Pave** installation. We are grateful for this opportunity and look forward to becoming an ongoing supplier to The National Parks Service."

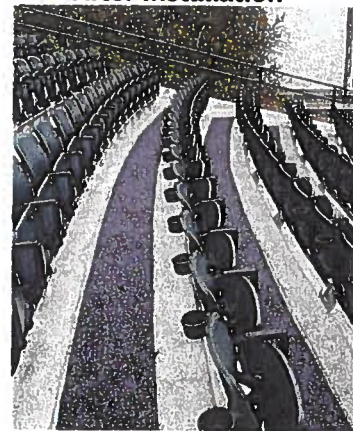
Before Installation



During Installation



After Installation



About Flexi®-Pave

Flexi®-Pave uses the natural, vulcanized strength of scrap tires, along with KBI's proprietary technology, and converts the "Recycled Tire Granules" into proven, sustainable infrastructure construction products. This massively porous but strong structural material can be used for a variety of infrastructure applications with demonstrated success. Applications include storm water management, water treatment and shoreline protection projects, including ship docks. **Flexi®-Pave** offers long and short-term permeability, flexibility, crack resistance (even freeze-thaw conditions) trip hazard resistance and slip resistance. Notable locations include **Yellowstone National Park; Arlington National Cemetery; Red Butte Gardens, Utah; Atlanta Georgia's Iconic Beltline; Kew Botanical Gardens, London England.**

About Atlantic Power & Infrastructure Corp.

Atlantic Power and Infrastructure Corp. provides environmental technologies including converting recycled tire material into proven, sustainable infrastructure products. Its flagship product **Flexi®-Pave's** resounding strength, flexibility and porous nature which protects from land erosion has led to its use in high profile shoreline break walls and other marine and infrastructure projects. The Company's water purification technology removes harmful algae blooms from freshwater rivers and lakes, and Red Tide algae blooms from salt water. The Company further plans to utilize its existing bi-products and relationships to produce waste to energy power generation.



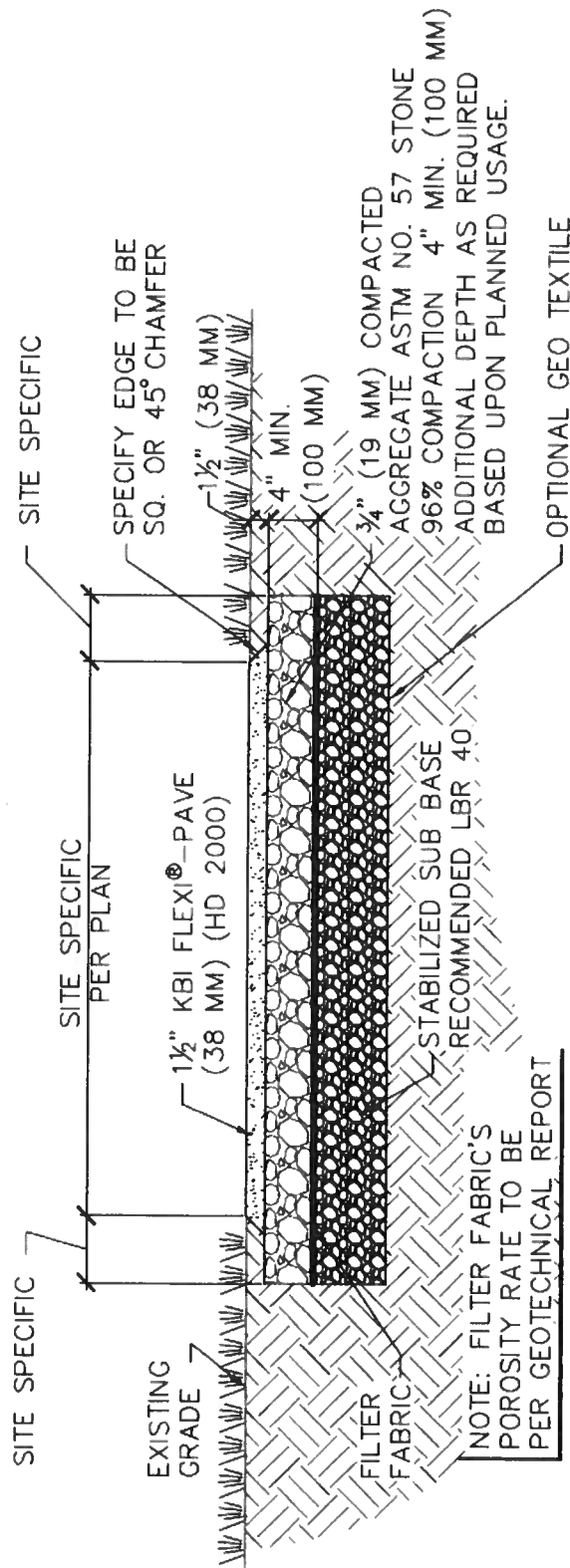
K.B. Industries, Inc.
4600 140th Ave N Ste 200, Clearwater, FL 33762
Phone: (727) 723-3300 Fax: (727) 723-3600 www.kbi.us.com
Revised Feb. 2023



KBI FLEXI®-PAVE

HD 2000 TYPICAL DETAIL

SCALE-3/4"=1'-0"



DUE TO VARIANCES IN LOCAL CODES, CONSTRUCTION PRACTICES AND REQUIREMENTS ALL DETAILS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUCH LOCAL CODES. CONSTRUCTION DETAILS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THIS DRAWING. KBI INDUSTRIES INC. RESERVES THE RIGHT TO MAKE SPECIFICATIONS WITHOUT NOTICE. ALL CHANGES TO SPECIFICATIONS CAN ONLY BE APPROVED BY KBI INDUSTRIES, INC.

© 2015 KB Industries

KB INDUSTRIES OWNS THE COPYRIGHT OF THIS DRAWING THAT IS SUPPLIED IN CONFIDENCE. IT MUST NOT BE USED FOR ANY PURPOSE OTHER THAN FOR WHICH IT IS SUPPLIED AND MUST NOT BE REPRODUCED, IN WHOLE OR IN PART, WITHOUT PRIOR PERMISSION, IN WRITING, FROM KB INDUSTRIES.

ANY WARRANTY GIVEN BY KB INDUSTRIES WILL APPLY ONLY TO THOSE ITEMS SUPPLIED BY IT. ACCORDINGLY KB INDUSTRIES CANNOT ACCEPT ANY RESPONSIBILITY FOR ANY STRUCTURE OR EQUIPMENT DESIGNED BY OTHERS. KB INDUSTRIES HAS A POLICY OF CONTINUOUS IMPROVEMENT AND RESERVE THE RIGHTS TO AMEND ITS PRODUCT SPECIFICATIONS AND DRAWINGS. KB INDUSTRIES CANNOT ACCEPT LIABILITY FOR THE PERFORMANCE OF ITS PRODUCTS IF THE INSTALLATION IS SUBJECT TO CONDITIONS OUTSIDE ITS DESIGN SPECIFICATIONS.



K.B. Industries, Inc.

4600 140th Ave N Suite 200 Clearwater, FL 33762

727-688-0085 - www.kbius.com

DRAWN BY: TJG
DRAWING
HD2000 15
DATE
01/16/15
SCALE
3/4"=1'-0"



FLEXI-Pave

Smarter Materials for Next Generation Infrastructure™



PROPOSAL

K.B. Industries, Inc.
4600 140th Ave. N., Ste 200
Clearwater, FL 33762
(T) 727.723.3300 (F) 727.723.3600
Website: www.kbius.com

Date: August 1, 2024
Proposal #: 24249
Install Date: TBD
KBI Contact: Andy Curbow
KBI Contact Number: (727) 723-3300

CLIENT/OWNER:	PROJECT:
Al Barnes Public Works Operations Manager City of Stockbridge, GA 4640 N. Henry Blvd. Stockbridge, GA 30281 abarnes@stockbridgega.org 678-225-9439	The Bridge Amphitheater Stockbridge, GA Budgetary

SCOPE OF WORK:

1. KBI to Supply and install 8,000sf of KBI Flexi®-Pave HD2000 @ 1 1/2" thick.
 2. All Ground prep including stone work and grading done by others before KBI arrival
 3. All MoT, barriers, permits, and site security by others
 4. Discount for Quantity= \$4,000
 5. Applicable to Flexi-Pave product only - recycled tire granule size may vary from samples and products submittals by as much as 1/8" in diameter.
 6. All base/sub-grade material and preparation to be provided and performed by others per KBI's specifications.
- KBI does not warranty any base/sub-grade work which is performed by others. This includes ADA grading.
Warranty is subject to KBI installation acceptance standards.

Line #	Square Feet	Product	Color	Description	Unit Price	Total
1	8,000	HD2000		KBI Flexi®-Pave Installation	\$ 4.00	\$ 32,000.00
2	8,000	HD2000		KBI Flexi®-Pave Material @ 1 1/2"	\$ 6.95	\$ 55,600.00
3	8,000			Discount	\$ (0.50)	\$ (4,000.00)
4	-	Freight*			\$ -	\$ 6,500.00
5	1	Corporate Mobilization			\$ -	\$ 7,995.00

Upon acceptance of this proposal with your signature below, it is acknowledged you have read the Product Specification Sheet for the KBI Flexi®-Process product quoted in this proposal.

Installation/Labor	\$ 32,000.00
Materials	\$ 51,600.00
Mobilization	\$ 7,995.00
Sub-Total	\$ 91,595.00
*Freight	\$ 6,500.00
Grand Total	\$ 98,095.00

Signature _____ Title _____

Printed Name: _____ Date: _____

Deposit Amount Due	\$ 66,095.00
Remaining Balance	\$ 32,000.00

PAYMENT TERMS & PROPOSAL NOTES

1. Payment Terms

STANDARD: 100% of the material, freight and mobilization is due upon placement of the order. Remaining balance due upon completion. Deposit is non-refundable once material order is placed into production. *To ensure timely delivery and adherence to predetermined job scheduling customer prefers that K.B. Industries, Inc. handles freight and associated logistics for customer's K.B. Industries,

2. Warranty

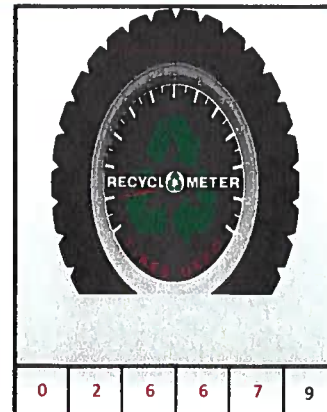
100% of Proposal/Contract MUST be PAID IN FULL prior to KBI issuing warranty. "KBI's porous paving products carry a 1 year material warranty. Extended warranties are available with the addition of a maintenance program. (see product specification for additional details)"

3. Ground Work/Base Prep

- a) If ground work is being performed or other materials are being supplied or installed by others prior to KBI's work, it is agreed between all parties that KBI reserves the right to charge an additional rate, up to a maximum of \$2,000/daily for KBI's down time, should the aforementioned is not satisfactory before the installation of KBI Flexi®-Process materials.
- b) All base/sub-grade material and preparation to be provided and performed by others per KBI's specifications. KBI does not warranty any base/sub-grade work which is performed by others. This includes ADA grading. Warranty is subject to KBI installation acceptance standards.
- c) It is understood that when Flexi-Pave is installed over a prepared base, it's grade will reflect the grade of the base. If the base prepared by others does not meet ADA grade then neither will the Flexi-Pave.

4. Proposal & Freight Rates

This Proposal is valid for 90-days (excluding freight rates, which are valid for 30-days and are subject to change) from the date of this Proposal.



The "USGBC Member Logo" is a trademark owned by the U.S. Green Building Council and is used by permission. The logo signifies only that K.B. Industries, Inc. is a USGBC member; USGBC does not review, certify, or endorse the products or services offered by its members

TERRACED SEATING OPTIONS

Original Proposal Approved at February 10, 2025 Council Meeting

Yellowstone Landscape (Prep Work Just Removing Sod and Dirt)	\$58,953.00
KBI Industries, Inc. (Flex Pave)	\$51,600.00
KBI Industries, Inc. (Flex Pave Installation)	\$32,000.00
KBI Industries, Inc. (Freight)	\$6,500.00
KBI Industries, Inc. (Mobilization)	\$7,995.00
Contingencies	\$7,952.00
Total	\$165,000.00

* Staff found out that KBI Industries, Inc. Is on the Georgia Procurement Registry as a supplier and is not on Sourcewell.

Option 1 Yellowstone Landscape (Turn Key) **\$229,694.00**

- Yellowstone will complete all phases of the demolition and installation.
- Yellowstone will also handle the purchasing, offloading, and staging of the Flexi-Pave material.

Option 2 Yellowstone Landscape **\$190,100.00**

Yellowstone Landscape (Prep Work)	\$77,500.00
Yellowstone Landscape (Flex Pave Installation)	\$52,000.00
KBI Industries, Inc. (Flex Pave) City Purchase	\$55,600.00
Contingencies	\$5,000.00
Total	\$190,100.00

Option 3

Put project out for bid.

Decius Aaron

From: Terry, Lynn <lterry@yellowstonelandscape.com>
Sent: Thursday, February 20, 2025 12:02 PM
To: Al Barnes
Cc: Decius Aaron
Subject: Proposal Options for Amphitheater Demolition & Flexi-Pave Installation
Attachments: Stockbridge Amphitheater Excavating, Grading, And Gravel Install.pdf; Stockbridge Amphitheater Flexi Pave Installation.pdf; Stockbridge Amphitheater Flexi Pave Installation Only (Flexi-Pave Material Not Included).pdf

Caution: This email originated from outside your organization.

Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mr. Barnes and Mr. Aaron,

I hope you're doing well.

I have revised the excavating and grading proposal to include the base construction.

Please find below the proposal options for the demolition and removal of irrigation infrastructure and turf inside the amphitheater, as well as excavation, grading, base construction, and Flexi-Pave installation.

Option One – Total Cost: \$229,694

For this option, please sign off on **Proposals 487980 and 519140** and return them to my office for scheduling.

- This option requires only your approval.
- Yellowstone will complete all phases of the demolition and installation.
- Yellowstone will also handle the purchasing, offloading, and staging of the Flexi-Pave material.

Option Two – Total Cost: \$129,500

For this option, please sign off on **Proposals 487980 and 520748** and return them to my office for scheduling.

- The City of Stockbridge would be responsible for purchasing the Flexi-Pave material, as well as handling its offloading, stationing, and storage.
- Yellowstone Landscape would be responsible for demolition, installation, and cleanup.

If any modifications or changes are required, please let me know. Also, please keep in mind that material procurement may take **3-4 weeks**, during which time the demolition phase would occur. The **Flexi-Pave installation will take an additional 10 days**, bringing the total project timeline to approximately **4-5 weeks from start to completion**.

Thank you for your time and consideration. Please feel free to reach out with any questions.

Best regards,

Lynn Terry | Account Manager

Yellowstone Landscape

4806 Wright Drive, Smyrna, GA 30082

Ph: 770.435.7476 | Cell: 404.640.2063 | www.yellowstonelandscape.com



Proposal #: 487980

Date: 2/20/2025

From: Lynn Terry Jr.

Proposal for
City of Stockbridge

Decius Aaron
City of Stockbridge
4640 North Henry Boulevard
Stockbridge, GA 30281
daaron@cityofstockbridge-ga.gov

LOCATION OF PROPERTY

4640 North Henry Boulevard
Stockbridge, GA 30281

**Stockbridge Amphitheater Excavating, Grading,
And Gravel Install**

DESCRIPTION	AMOUNT
Sod Removal And Grading	\$77,500.00

Scope of Work:

Project Location:

Turf area inside the amphitheater

Project Scope:

1. Preparation & Site Protection:

- Irrigation will need to be capped off before construction begins. Lay down 38 boards of 4x8 plywood over pavers to protect surfaces.
- Assist with removing dirt and debris from inside the theater.
- Section off a portion of the street as needed for demolition and installation.

2. Demolition & Removal:

- Cut and remove twelve rails in the middle section of the theater to create space for excavation and ramp installation.

- Leave 4" of pipe on removed rails for reattachment via welding.
- Use a loader to remove dirt, pipes, and old turf.
- Excavate and remove 8,750 sqft of dirt to a depth of 5.5" (approximately seven full-size dump truck loads).
- Remove all existing sod and irrigation, including sprinkler heads and piping.
- Grade the area to a depth of 5.5" where sod is removed.

3. **Installation:**

- Install three rolls of 12x300 ft porous landscape fabric over the excavated area before laying gravel.
- Install a compacted 4" base layer of #57 stone gravel over 8,750 sqft.
- Store materials in the amphitheater parking lot during demolition and installation.

4. **Cleanup & Disposal:**

- Haul away all removed turf, dirt, and debris for proper disposal.
- Disposal fees are included in the project cost.
- Clean the site thoroughly upon completion.
 - Will contact 811 dig before digging

Project Timeline:

- The removal process is expected to take approximately **2-3 weeks**.

Disclaimers:

- The timeline is an estimate and may be subject to change due to unforeseen circumstances such as weather or site conditions.
- Proper safety measures will be in place, but temporary access restrictions may be required during the project.
- Any additional work outside the outlined scope may result in additional costs, subject to prior approval.









Terms and Conditions: Signature below authorizes Yellowstone Landscape to perform work as described in this proposal and verifies that the prices and specifications are hereby accepted. This quote is firm for 30 days and change in plans or scope may result in a change of price. All overdue balances will be charged a 1.5% a month, 18% annual percentage rate.

Limited Warranty: Plant material is under a limited warranty for one year. Transplanted material and/or plant material that dies due to conditions out of Yellowstone Landscape's control (i.e., Act of God, vandalism, inadequate irrigation due to water restrictions, etc.) shall not be included in the warranty.

AUTHORIZATION TO PERFORM WORK:

By _____

Print Name/Title

Date _____

City of Stockbridge

Subtotal	\$77,500.00
Sales Tax	\$0.00
Proposal Total	\$77,500.00

THIS IS NOT AN INVOICE



Proposal #: 519040

Date: 2/20/2025

From: Lynn Terry Jr.

Proposal for
City of Stockbridge

Decius Aaron
City of Stockbridge
4640 North Henry Boulevard
Stockbridge, GA 30281
daaron@cityofstockbridge-ga.gov

LOCATION OF PROPERTY

4640 North Henry Boulevard
Stockbridge, GA 30281

Stockbridge Amphitheater Flexi Pave Installation

DESCRIPTION	AMOUNT
Stockbridge Amphitheater Flexi Pave Installation	\$152,194.00

Proposal for Flexi-Pave Installation

Project Location: Stockbridge Amphitheater

Scope of Work

Introduction to Flexi-Crete

Flexi-Crete is an advanced paving solution that combines recycled rubber, gravel aggregate, and a specialized binding agent to create a durable, permeable, and environmentally friendly surface. It offers numerous benefits, including:

- **Permeability:** Allows water to drain through, reducing runoff and improving drainage.
- **Durability:** Resistant to cracking, shifting, and weather-related damage.
- **Low Maintenance:** Requires minimal upkeep compared to traditional paving materials.
- **Safety:** Provides a slip-resistant and impact-absorbing surface.
- **Sustainability:** Made from recycled materials, making it an eco-friendly choice.

Installation Process

1. **Material Preparation & Staging:**
 - Station materials in the adjacent parking lot.
 - Set up a mixing station inside the theater for efficient material blending.
2. **Mixing & Application:**
 - Blend rubber material, gravel aggregate, and binding agent in a large concrete mixer to create the Flexi-Crete mixture.
 - Apply the mixture evenly to the prepped base areas of the amphitheater.
 - Level and smooth the surface to ensure a uniform finish.
3. **Curing Process:**
 - Allow the installed Flexi-Crete to cure for **72 hours** to achieve maximum strength and durability.
 - Restrict all foot traffic during the curing period to prevent damage.
4. **Final Cleanup & Site Restoration:**
 - Once cured, remove all materials, equipment, and debris related to the installation.

- Ensure the area is clean and ready for normal use.

Project Considerations

- The installation process requires **strict adherence to the 72-hour curing period** to ensure optimal performance.
- Temporary access restrictions will be in place to protect the newly installed surface.
- Any unforeseen conditions that impact installation may require adjustments to the project scope and timeline.

This proposal outlines the necessary steps for a successful Flexi-Pave installation, ensuring a long-lasting and high-performance surface at Stockbridge Amphitheater. Let us know if any modifications are needed.





Terms and Conditions: Signature below authorizes Yellowstone Landscape to perform work as described in this proposal and verifies that the prices and specifications are hereby accepted. This quote is firm for 30 days and change in plans or scope may result in a change of price. All overdue balances will be charged a 1.5% a month, 18% annual percentage rate.

Limited Warranty: Plant material is under a limited warranty for one year. Transplanted material and/or plant material that dies due to conditions out of Yellowstone Landscape's control (i.e., Act of God, vandalism, inadequate irrigation due to water restrictions, etc.) shall not be included in the warranty.

AUTHORIZATION TO PERFORM WORK:

By _____

Print Name/Title

Date _____

City of Stockbridge

Subtotal	\$152,194.00
Sales Tax	\$0.00
Proposal Total	\$152,194.00

THIS IS NOT AN INVOICE



Proposal #: 520748

Date: 2/20/2025

From: Lynn Terry Jr.

Proposal for
City of Stockbridge

Decius Aaron
City of Stockbridge
4640 North Henry Boulevard
Stockbridge, GA 30281
daaron@cityofstockbridge-ga.gov

LOCATION OF PROPERTY

4640 North Henry Boulevard
Stockbridge, GA 30281

**Stockbridge Amphitheater Flexi Pave Installation
Only (Flexi-Pave Material Not Included)**

DESCRIPTION	AMOUNT
Stockbridge Amphitheater Flexi Pave Installation	\$52,000.00

Proposal for Flexi-Pave Installation

- The city of Stockbridge would be responsible for supplying Flexi-Pave materials as well as offloading, stationing, and storage

Project Location: Stockbridge Amphitheater

Scope of Work

Introduction to Flexi-Crete

Flexi-Crete is an advanced paving solution that combines recycled rubber, gravel aggregate, and a specialized binding agent to create a durable, permeable, and environmentally friendly surface. It offers numerous benefits, including:

- **Permeability:** Allows water to drain through, reducing runoff and improving drainage.
- **Durability:** Resistant to cracking, shifting, and weather-related damage.
- **Low Maintenance:** Requires minimal upkeep compared to traditional paving materials.
- **Safety:** Provides a slip-resistant and impact-absorbing surface.
- **Sustainability:** Made from recycled materials, making it an eco-friendly choice.

Installation Process

1. **Material Preparation & Staging:**
 - Station materials in the adjacent parking lot.
 - Set up a mixing station inside the theater for efficient material blending.
2. **Mixing & Application:**
 - Blend rubber material, gravel aggregate, and binding agent in a large concrete mixer to create the Flexi-Crete mixture.
 - Apply the mixture evenly to the prepped base areas of the amphitheater.
 - Level and smooth the surface to ensure a uniform finish.
3. **Curing Process:**

- Allow the installed Flexi-Crete to cure for **72 hours** to achieve maximum strength and durability.
 - Restrict all foot traffic during the curing period to prevent damage.
4. **Final Cleanup & Site Restoration:**
- Once cured, remove all materials, equipment, and debris related to the installation.
 - Ensure the area is clean and ready for normal use.

Project Considerations

- The installation process requires **strict adherence to the 72-hour curing period** to ensure optimal performance.
- Temporary access restrictions will be in place to protect the newly installed surface.
- Any unforeseen conditions that impact installation may require adjustments to the project scope and timeline.

This proposal outlines the necessary steps for a successful Flexi-Pave installation, ensuring a long-lasting and high-performance surface at Stockbridge Amphitheater. Let us know if any modifications are needed.





Terms and Conditions: Signature below authorizes Yellowstone Landscape to perform work as described in this proposal and verifies that the prices and specifications are hereby accepted. This quote is firm for 30 days and change in plans or scope may result in a change of price. All overdue balances will be charged a 1.5% a month, 18% annual percentage rate.

Limited Warranty: Plant material is under a limited warranty for one year. Transplanted material and/or plant material that dies due to conditions out of Yellowstone Landscape's control (i.e., Act of God, vandalism, inadequate irrigation due to water restrictions, etc.) shall not be included in the warranty.

AUTHORIZATION TO PERFORM WORK:

By _____

Print Name/Title

Date _____

City of Stockbridge

Subtotal		\$52,000.00
Sales Tax		\$0.00
Proposal Total		\$52,000.00

THIS IS NOT AN INVOICE



City of Stockbridge

AGENDA ITEM

MEETING DATE

February 25, 2025

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 and Quinton Washington

DEPARTMENT: Public Works

ITEM/PROJECT/EVENT:

Right-of-Way Abandonment Policy

BACKGROUND INFORMATION:

The Mayor and Council finds and declares that within the City there are streets, alleys and rights-of-way that have not, do not or will not in the future serve any substantial public purpose; that exist only by means of appearance on plats or maps of sections of the City; that it would be in the best interest of the public to abandon and vacate such streets, alleys and rights-of-way, thereby absolving any actual or contingent City liability; and that would otherwise permit more appropriate land use within the City thereby promoting orderly development of the City.

SIGNATURES:

CITY MANAGER _____

CITY TREASURER _____ N/A

CITY ATTORNEY _____

☐ FINANCIAL IMPACT ☒ N/A

AMOUNT _____

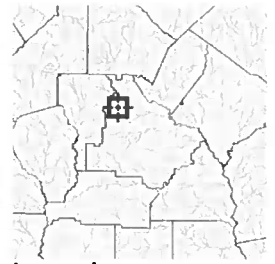
ATTACHMENTS: ☒



Henry County, GA



Overview



Legend

- Parcels
- Roads

Parcel ID	S19-02009000	Class	Commercial	Owner	ROUILLIER KAI M &	Land	\$88,800				
Property	107 NOLAN ST	Acreage	0.61	Address	SHONEL R	Value:					
Address					PO BOX 1984	Building	\$0	Last 2 Sales			
District	City/Stockbridge				MCDONOUGH, GA	Value:		Date	Price	Reason	Qual
					30252	Misc	\$0	10/7/2016	\$25,000	UW	U
						Value:		11/19/2009	\$0	UF	U
						Total	\$88,900				
						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: 2/7/2025

Last Data Uploaded: 2/7/2025 1:10:51 AM

Developed by  **SCHNEIDER**
GEOSPATIAL

Decius Aaron

From: Shaw, Cheryl V. <cherylshaw@parkerpoe.com>
Sent: Wednesday, February 5, 2025 1:16 PM
To: Decius Aaron; Robinson, Angela D.; Quinton Washington
Cc: Quinton Washington; Frederick Gardiner; Ari Essien
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

**Caution: This email originated from outside your organization.
Exercise caution when opening attachments or clicking links, especially from unknown senders.**

Excellent! Thank you and please let us know if we can further assist.

Best regards,

Cheryl Shaw

Partner



1075 Peachtree Street N.E. | Suite 1500 | Atlanta, Georgia 30309
Office: 470.240.3043 | Mobile: 404.644.1709 | Fax: 404.869.6972 | [map](#)
Email: cherylshaw@parkerpoe.com

Visit our website at
www.parkerpoe.com

From: Decius Aaron <DAaron@stockbridgega.org>
Sent: Wednesday, February 5, 2025 12:27 PM
To: Shaw, Cheryl V. <cherylshaw@parkerpoe.com>; Robinson, Angela D. <angelarobinson@parkerpoe.com>; Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlga.com>
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

*****Caution: External email*****

Cheryl/Angie,

I have reviewed the policy and the changes we discussed have been addressed. I will present it at the **February 25, 2025, Work Session** for adoption.

Thanks.



Decius T. Aaron
Public Works Director
Email: DAaron@stockbridgega.org
4640 North Henry Boulevard
Stockbridge, GA 30281

Office: (770) 474-1232
Cell: (678) 373-6765
cityofstockbridge.org



CONFIDENTIALITY NOTICE: Please note that Georgia has a very broad public records law. Most written communications to or from staff regarding City business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure. This e-mail message including any attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review use disclosure or distribution is prohibited. If you are not the intended recipient contact the sender by reply e-mail and destroy all copies of the original message.

From: Shaw, Cheryl V. <cherylshaw@parkerpoe.com>
Sent: Monday, February 3, 2025 2:49 PM
To: Robinson, Angela D. <angelarobinson@parkerpoe.com>; Decius Aaron <DAaron@stockbridgega.org>; Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlga.com>
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

Caution: This email originated from outside your organization.
Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Team,

Attached is a revised draft of the Right of Way Abandonment Policy, in marked and clean format. The revised draft incorporates the edits we discussed last week. Please review then let us know if you have questions or additional revisions. We are also happy to coordinate a TEAMS meeting to discuss if and as needed.

Best regards,

Cheryl Shaw
Partner



1075 Peachtree Street N.E. | Suite 1500 | Atlanta, Georgia 30309
Office: 470.240.3043 | Mobile: 404.644.1709 | Fax: 404.869.6972 | [map](#)
Email: cherylshaw@parkerpoe.com

Visit our website at
www.parkerpoe.com

From: Robinson, Angela D. <angelarobinson@parkerpoe.com>
Sent: Thursday, January 23, 2025 4:15 PM
To: Decius Aaron <DAaron@stockbridgega.org>; Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlgga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlgga.com>; Shaw, Cheryl V. <cherylshaw@parkerpoe.com>
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

Decius and Quinton,

Attached please find a redline draft of the Right of Way Abandonment Policy.

I am copying my colleague, Cheryl Shaw, who marked up this draft.

Let us know your availability to jump on a Teams meeting to discuss.

Best regards,

Angie Robinson

Angela Robinson
Counsel
404.665.1228

From: Robinson, Angela D.
Sent: Tuesday, December 17, 2024 2:22 PM
To: Decius Aaron <DAaron@stockbridgega.org>; Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlgga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlgga.com>; Shaw, Cheryl V. <cherylshaw@parkerpoe.com>
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

Hi Decius,

Thanks for the prompt response on this.

I'm adding my colleague, Cheryl Shaw, to this e-mail chain. Cheryl will get started on the redline draft as soon as possible.

Thanks!

Angie Robinson

From: Decius Aaron <DAaron@stockbridgega.org>
Sent: Tuesday, December 17, 2024 2:13 PM
To: Robinson, Angela D. <angelarobinson@parkerpoe.com>; Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlgga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlgga.com>
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

Caution: External email

Angie,

Yes, I would like for Parker Poe to provide a redline draft of the policy addressing these issues and any others that may identify during the drafting revisions process.



Decius T. Aaron
Public Works Director
Email: DAaron@stockbridgega.org
4640 North Henry Boulevard
Stockbridge, GA 30281

Office: (770) 474-1232
Cell: (678) 373-6765
cityofstockbridge.org



CONFIDENTIALITY NOTICE: Please note that Georgia has a very broad public records law. Most written communications to or from staff regarding City business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure. This e-mail message including any attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review use disclosure or distribution is prohibited. If you are not the intended recipient contact the sender by reply e-mail and destroy all copies of the original message.

From: Robinson, Angela D. <angelarobinson@parkerpoe.com>
Sent: Tuesday, December 17, 2024 9:16 AM
To: Decius Aaron <DAaron@stockbridgega.org>; Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlga.com>
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx
Importance: High

**Caution: This email originated from outside your organization.
Exercise caution when opening attachments or clicking links, especially from unknown senders.**

All,

I have reviewed the right of way policy, and here are my general/big picture comments:

- The City should include a requirement that abutting owners must pay the fair market value of their respective pro-rata share of the road, based on an appraisal obtained by the City. This is implied in the existing draft but needs explicit articulation.
 - Obtaining the real estate appraisal should be incorporated into the process after the staff/Director of Public Works determines the feasibility of abandonment but before placing the application on the City Council's agenda for authorization to begin advertising the proposed abandonment.

- The City of Atlanta requires the appraised fair market value to be posted with the City Clerk before considering an abandonment resolution, which the City of Stockbridge might also consider including in its policy.
- The non-refundable administrative fee of \$1,500.00 should be increased to at least \$2,500.00 to cover the costs of the appraisal and legal advertisement. Additionally, the City should include a reservation clause confirming that if the administrative fee does not fully cover the cost of the appraisal and legal advertisement, the petitioner must reimburse the City for any excess fees and expenses before submitting the abandonment ordinance to the City Council.
- The policy should clearly state that the Director of Public Works is responsible for reviewing the request for initial feasibility. If deemed feasible, the Director should request an appraisal, and the request will proceed through the review process accordingly.
- Utility issues need further clarification.
 - The bullet point concerning utilities coordination should specify that the applicant must provide for the removal or relocation of any utilities, at their own sole cost and expense, prior to the approval of the abandonment by staff/the Director.
 - It is assumed that the City does not expect the applicant to complete the removal/relocation before abandonment approval; however, this should be clarified. Perhaps a provision should be added for a memorandum of understanding between the applicant, the City, and potentially the utility providers, regarding the plan for relocation/removal of utilities post-abandonment?

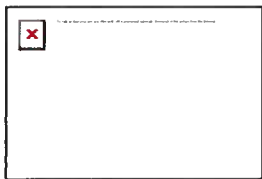
Would you like Parker Poe to provide a redline draft of the policy addressing these issues and any others we may identify during the drafting revisions process? If so, I will involve my colleague, Cheryl Shaw, to assist as my current workload is quite heavy. Cheryl is a partner at Parker Poe and charges the same hourly rate as I do. Given the expertise and experience needed for this task, it is not suitable for our associates.

Please let me know if you would like to schedule a call to discuss further.

Thanks,

Angie Robinson

Angela Robinson
Counsel



1075 Peachtree Street N.E. | Suite 1500 | Atlanta, Georgia 30309
Office: 404.665.1228 | Fax: 404.869.6972 | map
Email: angelarobinson@parkerpoe.com

Visit our website at
www.parkerpoe.com

From: Robinson, Angela D.
Sent: Thursday, December 5, 2024 9:37 AM
To: Decius Aaron <DAaron@stockbridgega.org>; Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien

<ari@wlgga.com>

Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

Received!

Thank you, Decius!

Angie

From: Decius Aaron <DAaron@stockbridgega.org>

Sent: Thursday, December 5, 2024 9:35 AM

To: Robinson, Angela D. <angelarobinson@parkerpoe.com>; Quinton Washington <quinton@washingtondreyer.com>

Cc: Quinton Washington <quinton@wlgga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlgga.com>

Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

Caution: External email

Angela,

Please see attached.

If additional information is needed, please advise.



Decius T. Aaron

Public Works Director

Email: DAaron@stockbridgega.org

4640 North Henry Boulevard

Stockbridge, GA 30281

Office: (770) 474-1232

Cell: (678) 373-6765

cityofstockbridge.org



CONFIDENTIALITY NOTICE: Please note that Georgia has a very broad public records law. Most written communications to or from staff regarding City business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure. This e-mail message including any attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review use disclosure or distribution is prohibited. If you are not the intended recipient contact the sender by reply e-mail and destroy all copies of the original message.

From: Robinson, Angela D. <angelarobinson@parkerpoe.com>

Sent: Thursday, December 5, 2024 9:18 AM

To: Decius Aaron <DAaron@stockbridgega.org>; Quinton Washington <quinton@washingtondreyer.com>

Cc: Quinton Washington <quinton@wlgga.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlgga.com>

Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

**Caution: This email originated from outside your organization.
Exercise caution when opening attachments or clicking links, especially from unknown senders.**

Good morning, everyone.

I'm following up on the e-mail chain below.

Is there a draft policy that the City would like me to review? If so, please forward to me via e-mail.

Happy to jump on a call to discuss as well.

Thanks,

Angie Robinson

Angela Robinson
Counsel



1075 Peachtree Street N.E. | Suite 1500 | Atlanta, Georgia 30309
Office: 404.665.1228 | Fax: 404.869.6972 | map
Email: angelarobinson@parkerpoe.com

Visit our website at
www.parkerpoe.com

From: Decius Aaron <DAaron@stockbridgega.org>
Sent: Monday, November 25, 2024 9:26 AM
To: Quinton Washington <quinton@washingtondreyer.com>
Cc: Quinton Washington <quinton@wlga.com>; Robinson, Angela D. <angelarobinson@parkerpoe.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlga.com>
Subject: RE: Right of Way Abandonment Policy November 21 2024.docx

Caution: External email

Thanks Quinton.



Decius T. Aaron
Public Works Director
Email: DAaron@stockbridgega.org
4640 North Henry Boulevard
Stockbridge, GA 30281

Office: (770) 474-1232
Cell: (678) 373-6765
cityofstockbridge.org



CONFIDENTIALITY NOTICE: Please note that Georgia has a very broad public records law. Most written communications to or from staff regarding City business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure. This e-mail message including any attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review use disclosure or distribution is prohibited. If you are not the intended recipient contact the sender by reply e-mail and destroy all copies of the original message.

From: Quinton Washington <quinton@washingtondreyer.com>

Sent: Monday, November 25, 2024 9:25 AM

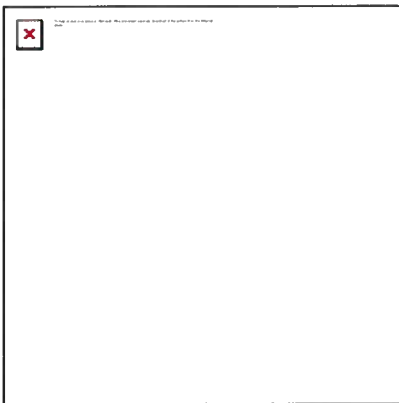
To: Decius Aaron <DAaron@stockbridgega.org>

Cc: Quinton Washington <quinton@wlga.com>; Robinson, Angela D. <angelarobinson@parkerpoe.com>; Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlga.com>

Subject: Re: Right of Way Abandonment Policy November 21 2024.docx

**Caution: This email originated from outside your organization.
Exercise caution when opening attachments or clicking links, especially from unknown senders.**

Great will calendar and get it back to you.



Quinton G. Washington Esq.
Founding Partner,
Washington, Dreyer & Associates LLC

 (404) 437-6641

 Quinton@washingtondreyer.com

 www.WashingtonDreyer.com

 260 Peachtree Street Suite 1600, Atlanta, GA 30303



IMPORTANT: The contents of this email and any attachments are confidential. They are intended for the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.

On Mon, Nov 25, 2024 at 9:17 AM Decius Aaron <DAaron@stockbridgega.org> wrote:

Quinton,

I need it in about two (2) weeks.

Thanks.



Decius T. Aaron

Public Works Director

Email: DAaron@stockbridgega.org

[4640 North Henry Boulevard](#)

[Stockbridge, GA 30281](#)

Office: (770) 474-
1232



Cell: (678) 373-6765

cityofstockbridge.org

CONFIDENTIALITY NOTICE: Please note that Georgia has a very broad public records law. Most written communications to or from staff regarding City business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure. This e-mail message including any attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review use disclosure or distribution is prohibited. If you are not the intended recipient contact the sender by reply e-mail and destroy all copies of the original message.

From: Quinton Washington <quinton@wlgga.com>

Sent: Monday, November 25, 2024 9:15 AM

To: Decius Aaron <DAaron@stockbridgega.org>; Robinson, Angela D. <angelarobinson@parkerpoe.com>; Quinton Washington <quinton@washingtondreyer.com>

Cc: Frederick Gardiner <fgardiner@stockbridgega.org>; Ari Essien <ari@wlgga.com>

Subject: Re: Right of Way Abandonment Policy November 21 2024.docx

Caution: This email originated from outside your organization.

Exercise caution when opening attachments or clicking links, especially from unknown senders.

Decius,

I have received this email. I am going to have Angela Robinson also help in the review of this document. When do you need it back?

Quinton



Quinton G. Washington Esq. Founding Partner

T: (404) 437 - 6641

e Quinton@wlgga.com

w www.wlgga.com

a: 260 Peachtree Street NE Suite 1600,
Atlanta, GA 30303



From: Decius Aaron <DAaron@stockbridgega.org>
Sent: Monday, November 25, 2024 9:11 AM
To: Quinton Washington <quinton@washingtondreyer.com>
Cc: Frederick Gardiner <fgardiner@stockbridgega.org>
Subject: Right of Way Abandonment Policy November 21 2024.docx

Quentin,

Would you review the attached proposed rights-of-way abandonment policy?

Thanks.



Decius T. Aaron

Public Works Director

Email: DAaron@stockbridgega.org

[4640 North Henry Boulevard](#)

[Stockbridge, GA 30281](#)

Office: (770) 474-
1232

Cell: (678) 373-6765

cityofstockbridge.org



CONFIDENTIALITY NOTICE: Please note that Georgia has a very broad public records law. Most written communications to or from staff regarding City business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure. This e-mail message including any attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review use disclosure or distribution is prohibited. If you are not the intended recipient contact the sender by reply e-mail and destroy all copies of the original message.



STEPS FOR RIGHT-OF-WAY ABANDONMENT/DISPOSITION OF DEDICATED STREETS, ALLEYWAYS, AND RIGHTS-OF-WAY

All requests for closing a street, alley or rights-of-way are handled through the City of Stockbridge Community Development Department located at 4602 North Henry Blvd., Stockbridge, Georgia 30281, Phone Number (678) 833-3314. The request shall include the name, address and telephone number of the person to be contacted if additional information is required.

Purpose and Intent

The Mayor and Council finds and declares that within the City there are streets, alleys and rights-of-way that have not, do not or will not in the future serve any substantial public purpose; that exist only by means of appearance on plats or maps of sections of the City; that it would be in the best interest of the public to abandon and vacate such streets, alleys and rights-of-way, thereby absolving any actual or contingent City liability; and that would otherwise permit more appropriate land use within the City thereby promoting orderly development of the City.

The purpose of this policy is to give guidance to citizens, staff, and elected officials regarding the closure and abandonment of streets, alleys, and rights-of-way. It is intended to form a basis of rationale and process for decisions on rights-of-way closure and abandonment requests.

Public rights-of-way are a public resource and an integral element in shaping the community. Rights-of-way contain roads and other public services, allow access to, and servicing of, individual properties along its frontage, and provide shape and form to our neighborhoods and to commercial and industrial areas. For these reasons, it is in the public's and the City of Stockbridge's interest to retain rights-of-way and to give due consideration to rights-of-way closure and abandonment.

It is the policy of the City to retain rights-of-way for public use and only to recommend the permanent closure and abandonment of rights-of-way when it is demonstrated that the public has no further need or interest to retain the rights-of-way or that its abandonment is necessary to achieve a public interest.

Rights-of-Way Classifications

Tier 1: The rights-of-way are dedicated for public use and maintained by the City. They are physically open and in use by the public or for public utilities. They include any elements of a normal road, which may include but are not limited to road pavement, sidewalks, curbs, stormwater management systems, sanitary sewer systems, water distribution systems, fire hydrants, utilities (electric, telephone, cable television, gas, etc.), provision for future utilities, streetlights, and trees.

Tier 2: These rights-of-way are dedicated for public use but are not maintained by the City. They are not physically open to the public or are only partially opened. These rights-of-way provide limited access to the abutting property owners or to utilities or are directly connected to a Tier 1 right-of-way.

Tier 3: These rights-of-way are dedicated for public use but are not maintained by the City. They are not physically open to the public and provide no access to the abutting property owners or to utilities.

Note: The primary focus of rights-of-way to be closed/abandoned will be the rights-of-way currently identified as "unopened" that fall in the Tier 2 or Tier 3 category.

Authority

The Mayor and Council, pursuant to the authority granted it by the Charter and the Official Code of Georgia, reserves the right to close, abandon, discontinue for public use any part or all of any street, alley, land, road or other designated travel way presently owned by or dedicated to the City.

No street, alley, or rights-of-way shall be abandoned unless the following conditions are met:

- No abandonment shall result in any parcel of land being left landlocked, nor shall any new unbuildable lot be created, and any new lot being created which does not comply with the current applicable zoning and building permitting requirements. All property boundaries resulting from the abandonment of any street or rights-of-way shall be as regular and reasonable as possible.
- No abandonment shall result in the creation of any dead-end street without the inclusion of an appropriate turn-around infrastructure to be installed by the petitioner at the petitioner's expense as defined in the Department of Public Works standard details. It shall be a condition of any abandonment that appropriate City standard infrastructure shall be constructed by the petitioner, including the appropriate dedication of any additional land area required by construction of a cul-de-sac.
- If public utilities are located on the street, alley or right-of-way then a utility easement must be provided or the utilities must be relocated with the agreement of the City before any abandonment may occur, all as determined by the City.

Request for Abandonment/Disposition Procedures (Reference O.C.G.A. §32-7-2 & 32-7-4)

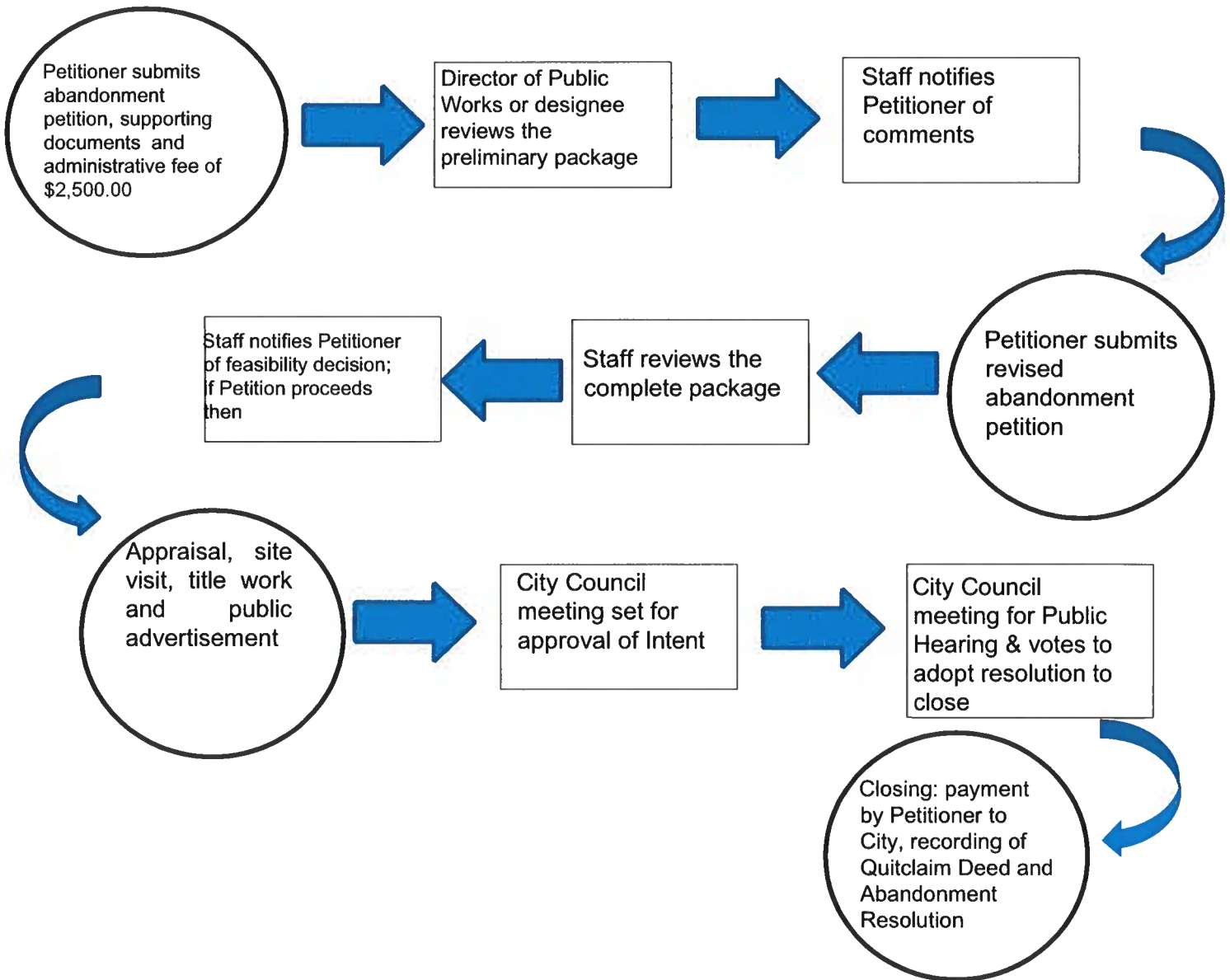
1. Owners of land that abut a street, alley or right-of-way may initiate a request for abandonment of all or a portion of the abutting street, alley or right-of-way. The following items will be required for consideration by the Mayor and Council:
 - The applicant must submit a petition letter to the Department of Community Development signed by all adjoining property owners stating:
 - the reason and intent for the abandonment;
 - the petitioner owns or is the agent of one who owns property that abuts the parcel under consideration.
 - the name and mailing address of each abutting property owner(s) and property tax identification numbers for each abutting property. If available, a title report, certificate of title and/or the deed book and page number of all recorded deeds and plats for each abutting property will also be provided. Proof of ownership of each property owner within the limit of the abandonment should be included with this letter. A non-refundable **\$2,500.00** administrative fee will be due prior to any official guidance or comments from the City.
 - A signed Right-of-Way Abandonment Agreement of Understanding (in form attached hereto) from the petitioner(s) and each abutting property owner that they intend to acquire title and compensate the City for the appraised fee simple fair market value of the pro-rated portion of the street, alley, or rights-of-way abutting their property, if abandoned, in exchange for the consideration of the petition and acknowledgment that if the property owner fails to acquire title and complete the transfer after the abandonment, the City may place a lien upon the property owner's abutting property in an amount equivalent to the fair market value.

- If a property owner is unwilling to acquire his pro-rata share of the street, alley, or rights-of-way to be abandoned, that property owner may agree that his share may be paid for and/or acquired by another abutting property owner as long as the street, alley, or rights-of-way in question is contiguous to the property to which it is to be joined.
- The City will also consider property owners which do not actually abut upon the street, alley, or rights-of-way to be considered for abandonment. These property owners are to be considered since they may own private easements in the portion of the street, alley, or rights-of-way considered for abandonment by virtue of having purchased their property with reference upon plats or maps showing such streets, alley, or rights-of-way.
- The petitioner should provide a brief description of why the abandonment is needed. What type of street, alley, or rights-of-way is sought to be abandoned and any known current or previous uses of the street, alley, or rights-of-way.
- A sketch or description of the area to be abandoned must be marked "Exhibit A" and attached to the application. This sketch or description must be sufficient enough of a description for staff review.
- A metes and bounds legal description prepared by a registered surveyor in a manner suitable for filing and reviewing showing the street, alley, or rights-of-way divided on a pro-rata basis among the abutting property owners should be submitted with the petition. The description of the proposed abandonment area must be signed and sealed prior to submittal to the City Council. The legal survey shall:
 - Describe the boundaries of the street, alley, or rights-of-way on the survey map.
 - Provide the source of the boundary information.
 - Clearly define the location of the road, alley, or rights-of-way subject to abandonment including hatching or shading the abandonment area.
 - Show the names of all abutting/adjoining property owners to the abandonment area.
 - Show the tax ids and/or addresses of all abutting/adjoining property owners to the abandonment area.
 - Show all existing underground and overhead utilities for the purpose of "declaration of retention of utility" easements. Note that the applicant will be required to make positive contact with each owner of the utilities to determine the nature and width of easement to be dedicated.
 - An original survey map.
- If this abandonment petition is affiliated with a proposed development project, the following information must be provided:
 - Development project name (if subdivision, provide subdivision approval date)
 - Type of project (single family, multi-family, commercial)
 - Rezoning petition number/Council approval
 - Site plan of the proposed development

- The tax parcel identification number for petitioner(s) property and for each abutting property is needed to ensure ownership and to verify the correct name or names to be used on the actual abandonment ordinance which is to be approved by the Mayor and Council and recorded in the County Official Public Records. If and to the extent available, please also provide the most recent property tax bill, copy of current recorded deed, title report and/or current certificate of title for each such property
- The petitioner is responsible for obtaining the written notarized waiver (in letter form) from any other adjoining property owner eligible for half of the proposed abandoned property.
- The petitioner is responsible for circulating the application to the utility companies and securing a responding letter from the utility companies indicating no objections to the request. These letters should be submitted to the City for review. If public utilities exist, then a public utility easement must be granted or the petitioner and City must enter into a binding agreement for their removal or relocation at applicant's sole cost and expense before the abandonment can be approved. The petitioner will need to contact the respective service or utility company(s) for their procedure to provide a utility easement or to remove or relocate the utility. Petitioner must submit the petitioner's proposal for the provision of a public utility easement or for removal or relocation of the utilities with the petition for review and approval by the City's Director of Public Works.
- The City's Director of Public Works will review the request for initial feasibility and the Director or designated staff will advise the petitioner on the feasibility of abandoning the street, alley, or rights-of-way. If the Director of Public Works determines the petition for abandonment is not feasible, then the Director or designated staff will advise the petitioner of the reasons for the infeasibility determination and potential resolutions, if any. If the City's Director of Public Works determines the request is feasible, then the petition can move forward through the review process.
- If the City's Director of Public Works determines the request is feasible and preliminarily approves the abandonment application then the petition will be placed on City Council's meeting agenda for authorization to begin the advertisement for the proposed abandonment and the City staff shall do the following prior to the meeting:
 - Review existing records, make a site visit and confirm title of abutting property owners.
 - Order and receive an appraisal of the abandonment property.
 - Post appropriate signage notifying the public of the proposed abandonment.
 - Evaluate the responses, documents, and findings from abutting property owner(s), affected person(s), and petitioner(s) and determine whether the street, alley, or rights-of-way in question is no longer necessary as a public rights-of-way and whether the petition for abandonment can be accommodated.
- If the abandonment is approved by the Mayor and Council for advertisement, the City Clerk will place the legal notice in the newspaper. Should the \$2,500 administrative fee be insufficient to pay the costs of the appraisal, title reports and legal advertisement, then the petitioner will be responsible for reimbursing the City for the unpaid costs up to an additional sum of \$5,000.
- After the ads run, if no objections have been received by the City regarding the abandonment, the official request for abandonment will be placed on the agenda for the City Council meeting. A public hearing must be held for this street, alley, or rights-of-way abandonment. The City will send notices to all directly abutting property owners for an opportunity to appear and speak at the public hearing. After the public hearing, the City Council will vote on the proposed abandonment.

- If abandonment is approved, then the transaction will proceed to closing. Upon City's receipt of payment of the appraised value of the property and the outstanding costs to be reimbursed, then City will execute and record applicable Quitclaim Deed(s) and the street, alley, or rights-of-way officially will thereby be abandoned by the City, and the rights of the public to use the street, alley, or rights-of-way shall be terminated.

Petition Process



Grounds for Disapproval

- If the street, alley or rights-of-way serves or is expected to serve any public purpose.
- If any person or property, not consenting to such vacation or abandonment, is found to suffer special damage.
- If the abandonment unreasonably impedes the flow of traffic.

Division of Abandoned Streets, Alleys, Rights-of-Way

Unless otherwise agreed by the owners of the property abutting thereon, the street, alley or rights-of-way shall be divided along the centerline, and each abutting property owner taking such portion thereof to the centerline.

Quitclaim Deed

The ordinance abandoning the street, alley or rights-of-way shall provide that the Mayor execute and deliver to the proper party a quitclaim deed for that portion of the street, alley or rights-of-way to go to such property owner. Any such quitclaim deed shall reserve all necessary water, sewer and other utility easements.

Rights-of-Way Exchange (Reference O.C.G.A. § 32-3-3(b))

- Rights-of-Way Exchanges require all the items listed above as well as a plat (or survey) and metes and bounds legal description of the property to be dedicated as rights-of-way, and an appraisal for each piece of property. The property acquired by the City must be of equal or greater value than the property previously belonging to the City, and no cash may be exchanged in the transaction. Within the six weeks prior to the closing of the exchange, a notice of the proposed exchange shall be published in the City's official organ once a week for four weeks.
- There are no public hearings for rights-of-way exchanges, only for abandonments.
- In the event that a road does not exist on the property to be acquired by the City, the City shall not execute a deed for the existing rights-of-way until such time as the new rights-of-way is constructed and open for use by the public.

STATE OF GEORGIA

COUNTY OF HENRY

PETITION

TO THE MEMBERS OF THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE

HENRY COUNTY, GEORGIA

_____ respectfully submit this petition and request
(Name of Petitioner)

that a portion or all of _____
(Name of street or location of alley or right-of-way)

lying (General description of location) _____

_____ as shown on the
map attached hereto and made a part hereof marked "Exhibit A", be closed and abandoned in
accordance with the provisions of O.C.G.A. §32-7-2 & 32-7-4.

In support of this petition, your petitioner respectfully alleges that:

1. (Reason for requesting closing)

2. The closing of the street is not contrary to the public interest.

3. No individual, partnership, or corporation owning property in the vicinity of _____
_____ street or in the subdivision in which it is located will be deprived of reasonable
means of ingress and egress to his or its property by virtue of the closing.

4. The street (or portion thereof) which petitioner requests be closed and abandoned is more
particularly described by interested bounds in "Exhibit B", attached hereto and made a part hereof.

5. The street (or portion thereof), requested to be closed and abandoned has not been previously
accepted by the Georgia Department of Transportation for maintenance.

Wherefore, petitioner respectfully requests the City Council of the City of Stockbridge
consider this Petition and set the time for public hearing upon this matter as required by law.

Respectfully submitted the _____ day of _____, _____

(Signature of Petitioner)

(Print name)

Address: _____

RIGHT-OF-WAY ABANDONMENT AGREEMENT OF UNDERSTANDING

The following property owners have parcels that adjoin the public rights-of-way of _____. They hereby indicate, by signature, that they are aware of the proposed abandonment of the right-of-way. They further understand that if the City Council approves the abandonment, that the rights-of-way will be divided evenly between the abutting owners in accordance with O.C.G.A. §§ 32-7-2 & 32-7-4 and each owner shall be obligated to pay City the appraised fair market value of the owner's portion of the rights-of-way. The owners will then be responsible for the maintenance and any additional property taxes that may result from the increase in size of their original parcel.

Please print and sign name as it appears on your tax bill.

1.	_____	
	Print Name (First, Last)	

	Address	

	Phone Number	E-mail Address
	_____	_____
	Signature	Parcel Number
	_____	_____
2.	_____	
	Print Name (First, Last)	

	Address	

	Phone Number	E-mail Address
	_____	_____
	Signature	Parcel Number
	_____	_____
3.	_____	
	Print Name (First, Last)	

	Address	

	Phone Number	E-mail Address
	_____	_____
	Signature	Parcel Number
	_____	_____

(Use additional sheets if necessary)

A RESOLUTION OF ROAD ABANDONMENT

BY THE CITY COUNCIL OF STOCKBRIDGE, GEORGIA

WHEREAS, [INSERT NAME OF APPLICANT], has requested that all of the existing rights-of-way located within _____ identified as _____ lying in Land Lot ____ of the ____ District, ____ Section of Henry County, Georgia, be abandoned pursuant to plans to be approved by the appropriate city officers; and

WHEREAS, said rights-of-way lies within property identified at Deed Book _____, pages _____, Henry County Records, and designated as Parcel Identification Number _____ by the Henry County Board of Tax Assessors; and

WHEREAS, a plat and a legal description of the above-referenced rights-of-way lying in Parcel Identification Number _____ have been tendered and are attached hereto as Exhibit "A" showing the location of the right of way within _____ which has been requested to be abandoned; and

WHEREAS, Section 32-7-2(b)(1) of the Official Code of Georgia Annotated authorizes a City to abandon a section of the City road system which has for any reason ceased to be used by the public to the extent that no substantial public purpose is served by it, or because its removal from the City road system is otherwise in the best public interest, after notice to property owners located thereon; and

WHEREAS said Section 32-7-2(b)(1) of the Official Code of Georgia Annotated provides that upon the certification by the City, recorded in its minutes, accompanied by a plat or sketch, after notice to property owners located thereon, the City may declare that section of road to no longer be a part of the City road system, and the rights of the public in and to the section of road as a public road shall cease; and

WHEREAS pursuant to Section 32-7-2(b)(1) of the Official Code of Georgia Annotated notice had been provided to the Owners; and

WHEREAS, notice of the public hearing for the abandonment of the proposed parcels were duly published within the County legal organ; and

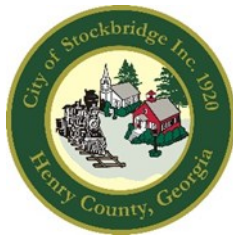
WHEREAS, a public hearing was held on _____, 202__ at the appointed time; and

WHEREAS, _____, the owner of property that abuts the referenced rights-of-way sought to be abandoned, has requested the action which is the subject of this Resolution in order to privatize the roads in _____ and, therefore, has actual notice of the proposed abandonment described herein, and no other legitimate objections thereto have been made.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council, and it is hereby resolved by the authority of the same, as follows:

1. It is certified that the removal of the rights-of-way within _____ as shown on the attached legal description and plat (**see Exhibit "A"**) from the City road system is in the best public interest.
2. That the abandonment of said rights-of-way herein described be and is approved.
3. That the best interest of Stockbridge would be served by the conveyance of said property to the abutting property owner so that it may be subject to taxation by the City of Stockbridge.
4. That a deed of abandonment be executed by the Mayor conveying interest in said rights-of-way within _____ in Land Lot _____ of the _____ District, _____ Section of Henry County, Georgia, as shown on the attached legal description and copy of plan to _____, its assigns, transferees and successors in interest.

THIS RESOLUTION is hereby adopted this _____ day of _____, 202__.



City of Stockbridge

AGENDA ITEM

MEETING DATE

February 7, 2025

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:

Frank S. Milazi

DEPARTMENT:

Finance

ITEM/PROJECT/EVENT:

Council to consider the adoption and implementation of Finance Administration Ordinance with: Financial Policy and Procedures, Fund Balance, Internal Controls and Standard Operating Procedures (Accounts Payable, Accounts Receivable, Cashiering), Procurement and Budget administration.

BACKGROUND INFORMATION:

The purpose of this Finance Administration Ordinance is to serve as a foundation for long and short-term range planning, facilitate decision making, and provide direction to the City Council and operational staff for handling the city day-to-day financial business.

APPROVALS: CITY MANAGER _____

CITY TREASURER _____

CITY ATTORNEY _____

GRANTS ADMIN. _____

☐ FINANCIAL IMPACT ☐ N/A

AMOUNT \$

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

BACKGROUND INFORMATION:

STAFF RECOMMENDATION:

Governing Body to adopt the Finance Ordinance under which are financial policies and procedures.

Staff Signature Frank S. Milazi

Fund Balance Policy in Accordance with GASB 54

SECTION I:

Purpose: The Mayor and Council of the City of Stockbridge have adopted the following policy in order to address the implications of the Governmental Accounting Standards Board (GASB) Statement No. 54, *Fund Balance Reporting and Governmental Fund Definitions*. The Mayor and Council of the City of Stockbridge recognize that the maintenance of a fund balance is essential to the preservation of the financial integrity of the City and is fiscally advantageous for both the City and its taxpayers. This policy establishes goals and provides guidance concerning the desired level of fund balance maintained by the City to mitigate financial risk that can occur from unforeseen revenue fluctuations, unanticipated expenditures, and similar circumstances. The City also seeks to maintain the highest possible credit ratings, which are dependent, in part, on the City's maintenance of an adequate fund balance. Fund balance is a measurement of available financial resources and is the difference between total assets and total liabilities in each fund.

SECTION II.

Fund Type Definitions: The following definitions will be used in reporting activity in governmental funds across the City. The City may or may not report all fund types in any given reporting period, based on actual circumstances and activity.

- *General Fund* – used to account for and report all financial resources not accounted for and reported in another fund.
- *Special Revenue Funds* – used to account and report the proceeds of specific revenue sources that are restricted or committed to expenditure for specific purposes other than debt services or capital projects.
- *Capital Projects Funds* – used to account for and report financial resources that are restricted, committed or assigned to expenditure for specific purposes other than debt services or capital projects.
- *Debt Service Funds* – used to account for all financial resources that are restricted, committed or assigned to expenditure for principal and interest.
- *Permanent Funds* – used to account for and report resources that are restricted to the extent that only earnings, and not principal, may be used for purposes that support the City's programs – that is, for the benefit of the City, or its citizenry.

SECTION III.

Fund Balance Reporting for Governmental Funds: These fund balances shall be reported in classifications as defined by GASB Statement No. 54 and are as follows:

- *Non-Spendable* – the balances that cannot be spent because they are in non-spendable forms (i.e. inventories, prepaid amounts, long-term loans, and notes receivable of property held for resale) or they are legally or contractually required to be maintained intact.

- *Restricted* – the balances constrained for specific purposes stipulated by the constitution or enabling legislation, externally imposed by creditors (as through debt covenants), grantors, contributors, laws or regulations of other governments. These balances may include monies from loans, grants, and donors, particularly in those governmental fund types normally other than the City’s General Fund.
- *Committed* – the balances constrained for specific purposes imposed by formal action (ordinance or resolution) of the Mayor and City Council and shall include all funds not designated as non-spendable, restricted, assigned, or unassigned. These funds will be for the specific purpose of establishing a revenue stabilization fund to provide resources to cover anticipated and unanticipated revenue shortfalls in subsequent years. If available, committed reserves shall **strive** to replenish the unassigned reserves to the **recommended** minimum ten percent (10%) of level should they fall below that level.
- *Assigned* – the balances to be set aside by the City management to fund a projected budgetary deficit in a subsequent year’s budget as adopted by the Mayor and City Council.
- *Unassigned* – the remaining amount that has not been classified as non-spendable, restricted, committed, or assigned that shall **strive to** remain equal to or greater than ten percent (10%) of the “Total Uses of Funds” amount appropriated in the General Fund Budget. These unassigned funds are intended for the following purposes:
 - ✓ Cash Flow – to maintain sufficient cash on hand to satisfy cash flow needs of the City.
 - ✓ Operating contingencies – to provide resources to pay for expenses that were not originally approved in the annual operating budget **and/or unexpected decrease in property tax digest or reduction to state funding**.
 - ✓ Loans – to provide funding to cover costs associated with purchases and construction of fixed assets and public safety vehicles.
 - ✓ Insurance – to provide funding for unanticipated costs associated with the repair and/or replacement of City property that is unexpectedly damaged or destroyed, and for other liabilities for claims against the City in excess of the amount recovered through claims filed against individuals, businesses or with the City’s insurance carriers, or other reimbursements such as State and /or Federal disaster assistance.
 - ✓ Grants – to provide funding to cover cost associated with grant projects when funds must be expended prior to submitting for grant reimbursement (i.e., DOT, CDBG, LARP, etc.).

The Unassigned Reserve Fund Balance shall be reviewed annually and any significant amounts over the **recommended** ten percent (10%) minimum shall be reclassified as committed, unless alternative use is agreed upon by the Council. Similarly, any available committed reserves shall be used to replenish the Unassigned Fund Balance should it fall below the **recommended** ten percent (10%) minimum. **If expenditures incurred exceed the amounts that have been restricted, committed, and assigned to a specific purpose and**

results in a negative residual amount for that specific purpose, amounts assigned to other purposes in that governmental fund are reduced to eliminate the deficit.

SECTION IV.

Implementation and Review: Upon adoption of this policy the Mayor and Council of the City of Stockbridge authorizes the Finance Department to establish any standards and procedures which may be necessary for its implementation. The Finance Department shall review this policy at least annually and make any recommendations for changes to the Mayor and Council to the City of Stockbridge.

**ORDINANCE ARTICLE 3
FINANCE ADMINISTRATION**

CITY OF STOCKBRIDGE

**FRANK S. MILAZI, CPFA, CPFIM, CPM
CITY TREASURER**





**“If you don't know where you are going,
you might wind up someplace else.”**

- Yogi Berra

Title 3 – FINANCE

Purpose

- ❖ The purpose of this statement of financial policy of the City is to serve as a foundation for long and short-term range planning, facilitate decision making, and provide direction to the City Council and operational staff for handling the city day-to-day financial business.

Title 3.04.010

Fiscal Year and Budget Calendar

- ❖ The fiscal year for the City shall commence on January 1 and end on December 31 of each following year. The budget ordinance shall be adopted by the start of the fiscal year.
- ❖ A budget message and a budget report, accompanied by a draft of the recommended appropriations ordinance,

Title 3.04.010

Fiscal Year and Budget Calendar Cont.

- ❖ in a form and manner as may be prescribed by ordinance, which shall provide for the appropriation of the funds necessary to operate all the various departments, and to meet the current expenses of the City for the next fiscal year.

Title 3.04.020

Municipal Budget Policy

- ❖ The City Council shall annually appropriate the funds necessary to operate all the various departments, and to meet the current expenses of the City for the next fiscal year. The City Council shall comply with all state laws applicable to budget hearings, public

Title 3.04.020

Municipal Budget Policy Cont.

- ❖ The City Council shall not appropriate funds for any given fiscal year, which, in aggregate, exceed a sum equal to the amount of unappropriated surplus funds expected to have accrued in the finance at the beginning of the fiscal year, together with an amount not greater than the total municipal receipts from existing revenue sources anticipated to be collected in the fiscal year, less refunds as estimated in the budget request and amendments.

Title 3.04.020

Budget Ordinances

- ❖ Each municipal appropriations ordinance, now in force or hereafter adopted with all amendments as are adopted from time to time, shall continue in force and effect for the next fiscal year after adoption and it shall then expire except for any mandatory appropriations required to meet contractual obligations or the continued appropriation and authorization of state

Title 3.04.020

Municipal fund balance.

- ❖ The city shall maintain a prudent level of financial resources to protect against financial disruptions of City and to provide services in the case of temporary revenue shortfalls, unpredicted one-time expenditures, natural disasters, or emergencies and
 - to maintain sufficient working capital and cash flow
 - to always meet current financial needs.

Title 3.04.020

Municipal fund balance Cont.

- ❖ The city's definition of fund balance for its governmental fund types will conform to generally accepted accounting principles (GAAP) as applicable to governments, including all relevant Government Accounting Standards Board (GASB). For the purposes of this Ordinance, and
in accordance with GASB 54, the following terms

Title 3.04.020

Municipal fund balance Cont.

- **Assigned** - financial resources whose use is restricted by management based on the intended use of those resources per the City Council of the City.
- **Committed** - financial resources whose use is restricted by action of the City Council which will remain binding unless removed in the same matter creating the restriction

Title 3.04.020

Municipal fund balance Cont.

- **Non spendable** - financial resources that will never convert to cash, that will not convert to cash soon enough to affect the current period, or that must be maintained intact pursuant to legal or contractual requirements.

Title 3.04.020

Municipal fund balance Cont.

- **Restricted** - financial resources that are subject to externally enforceable legal restrictions such as debt covenants, federal or state grant requirements, private donors/contributors, or other governmental entities.

Title 3.04.020

Municipal fund balance

~~Cont.~~

- **Unassigned** - any residual net resources available after consideration of designation of non spendable, restricted, committed or assigned fund balance.
- ✓ The City's general fund may maintain all components of fund balance.

Title 3.04.050

Accounting and auditing policy.

- ❖ All funds of the City will be audited in compliance with O.C.G.A. §§ 36-81-7, and 36-81-20, and Generally Accepted Audit Standards as issued by Auditing Standards Board of the American Institute of Certified Public Accountants and Government Auditing Standards as issued by the Comptroller General of the United States of America.

Title 3.04.050

Accounting and auditing policy

Cont.

- ❖ The City's annual financial report will be prepared in accordance with Generally Accepted Accounting Principles (GAAP) as issued by the Financial Accounting Standards Board of the America Institute of Certified Public Accountants and with generally accepted governmental accounting principles as issued by the Governmental Accounting Standards Board

Title 3.04.050

Accounting and auditing policy Cont.

- ❖ The City will maintain accurate records of all its assets to insure a high degree of stewardship for public property.
- ❖ The City shall maintain an ongoing system of financial reporting to meet the needs of the mayor and council, department directors, and the public. The reporting system will provide for budgetary control, for monitoring of the cost of providing services, and for

Title 3.04.040

Debt

- ❖ As mandated by Article 9, Sections, Paragraph 1 of the Constitution of the State of Georgia, the City's direct general obligation indebtedness does not exceed ten percent (10%) of assessed value of all taxable property within the City's limits.
- ❖ The City shall confine long-term indebtedness to capital improvements

Title 3.04.050

Investment policy and cash management.

- ❖ The City will maintain a conservative program of investing all funds under the direction of the City Council and the City Treasurer.
- ❖ The City investment program shall comply with all state and federal laws, rules,
and regulations for investing public funds and
with safekeeping/security requirements.

Title 3.04.050

Invest. policy & cash management ~~Cont.~~

- ❖ The City's investment program shall be operating based on these principles; provided, however, this section shall create no cause of action in any person:
 1. **Safety** - Principal is protected from loss with secure investment practices and collateralization.
 2. **Liquidity** - Investments are readily convertible to cash when needed without incurring principal losses.

Title 3.04.050

Invest. policy & cash management Cont.

Return of investment - Earning yields are maximized without diminishing the above principal.

The City shall ensure that all public funds are collateralized in accordance with state and federal law, thereby guaranteeing the safety of public deposits. The City will establish administrative procedures to maintain such pledged collateral and will utilize pooled collateral systems provided

3.040.050

Monetary Receipt Policy

- ❖ The policy of the City is that all liquid monetary assets are properly, completely, and timely accounted for daily. It is the duty of the City's elected officials, management, and employee to the citizens of the City to ensure that all monetary assets received by the City are recorded for occurrence and completeness, physically secured, and controlled, deposited timely, and allocated to City's general ledger accounts in a timely and efficient manner. Liquid monetary assets are defined as cash, checks, credit cards payment, electronic

Title 3.30

Contracting procedures.

❖ Other than contracts for employment, no contract with the City shall be binding on the City unless:

1. It is in writing
2. It is drawn or submitted to and reviewed by the city attorney, and as a matter of course, is signed by the city attorney and mayor to indicate such drafting or review; and

It is made or authorized by the mayor and council

Title 3.30

Purchasing Procedures.

- ❖ The City Council shall prescribe by ordinance the procedures for all purchases of real and personal property by the City. Prior to the making of purchases and contracts, the availability of adequate funds shall be certified as provided by ordinance.

Sales and Disposition of Property

- ❖ The City Council shall prescribe by ordinance the procedures for all sales and other disposition of real and personal property by the City.

Implementation and Review.

- ❖ Upon adoption of this ordinance the City Council authorizes the finance department to establish any Financial Policies, Standards and Operating Procedures necessary for implementation. When the need arises, the finance department shall make any necessary recommendation to the city council for changes to this Ordinance.

