

# Stockbridge

Where Community Connects

## STOCKBRIDGE CITY COUNCIL

Mayor Jayden L. Williams  
At-Large

Mayor Pro Tem Elton Alexander  
Council District 5

Councilmember LaKeisha Gantt  
Council District 1

Councilmember Antwan Cloud  
Council District 2

Councilmember Kyle D. Berry, Sr.  
Council District 3

Councilmember Yolanda Barber  
Council District 4

### CITY MANAGER

Shawn Edmondson

### INTERIM CITY CLERK

Cassandra Lester

### CITY TREASURER

Frank Milazi

### CITY ATTORNEY

Quinton G. Washington

Megan McCulloch

## Council Meeting Agenda March 9, 2026 6:00 PM



### STOCKBRIDGE CITY HALL

4640 NORTH HENRY BLVD.

STOCKBRIDGE, GA 30281

Website: [www.stockbridgega.org](http://www.stockbridgega.org)

Phone: 770-389-7900

Fax: 770-389-7912

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# AGENDA COUNCIL MEETING CITY OF STOCKBRIDGE

MONDAY, MARCH 9, 2026 6:00 PM

## CALL TO ORDER

## INVOCATION

## PLEDGE OF ALLEGIANCE

## ROLL CALL

## ADOPTION OF THE AGENDA

## ADOPTION OF THE MINUTES

- 1 Adoption of the February 24th 2026 Work Session Meeting Minutes

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

## CEREMONIAL

- 2 Presentation of the Adopt-a-Road sign and proclamation for the Zeta Mu Nu Chapter of Omega Psi Phi Fraternity, Inc.

## CONSENT AGENDA

- 3 Confirmation of the Economic Development Director
- 4 Confirmation of the Chief of Police

## OLD BUSINESS

- 5 Council consideration to approve the Norfolk Southern Lease Agreement.  
- Presented by: Megan McCulloch, Shawn Edmondson

## PUBLIC HEARING

- 6 **CAPITAL IMPROVEMENTS ELEMENT (C.I.E.) FOR 2026. (Citywide)**  
 Consideration of a resolution to adopt the updated Capital Improvement Elements for 2026 in support of the City's required submittal to the Georgia Department of Community Affairs (DCA), ensuring continued compliance with state impact fee and comprehensive planning requirements. This adoption is presented as a standalone City of Stockbridge Capital Improvement Element, separate from the Henry County CIE, to accurately reflect the City's independent service delivery, capital project needs, and growth projections.  
 - Presented by: Ryan Anderson
- 7 **STREET NAME CHANGES FOR NORTH LEE STREET AND SOUTH LEE STREET. (Council District 4)**  
 Consideration of a resolution to change the names of both North Lee Street and South Lee Street to Martin Luther King, Jr. Way. This action is intended to honor the legacy of Dr. Martin Luther King, Jr. while aligning the corridor with a name that reflects the community's historical and cultural values. Applicant: City of Stockbridge. - Presented by: Ryan Anderson

### **NEW BUSINESS**

- 8 **DE-ANNEXATION CASE #DX-2026-01 FOR THE MANDERLEY SUBDIVISION, PHASE 9. (Council District 1)**  
 Consideration of an Ordinance to de-annex from the Stockbridge City Limits two parcels within the Manderley Subdivision, representing Phase 9. The request was made by the owners of the two parcels. The Henry County Board of Commissioners adopted a resolution on January 20, 2026 to consent to the de-annexation and allow the parcels to become a part of unincorporated Henry County. - Presented by: Ryan Anderson
- 9 **DE-ANNEXATION CASE #DX-2026-02 FOR THE MANDERLEY SUBDIVISION, PHASE 10. (Council District 1)**  
 Consideration of an Ordinance to de-annex from the Stockbridge City Limits six (6) parcels within the Manderley Subdivision, representing Phase 10. The request was made by the owners of the six parcels. The Henry County Board of Commissioners adopted a resolution on January 20, 2026 to consent to the de-annexation and allow the parcels to become a part of unincorporated Henry County. - Presented by: Ryan Anderson

### **MAYOR'S COMMENTS (Mayor Jayden L. Williams)**

### **EXECUTIVE SESSION (Exemptions to the Georgia Open Meetings Acts)**

#### ANNOUNCEMENTS OF UPCOMING MEETINGS & EVENTS

**Council meetings will be held in the City Council Chamber, while some Board and Committee meetings will take place via Zoom. Meeting dates and times may change, so please check the city's website at [www.stockbridgega.org](http://www.stockbridgega.org) or contact City Hall at 770-389-7900 for updates. The City of Stockbridge complies with the Americans with Disabilities Act (ADA) and does not**

**discriminate based on disability. Individuals requiring auxiliary services for meeting participation should contact City Hall at 770-389-7900 in advance.**

**ADJOURNMENT**



Where Community Connects

## CITY COUNCIL WORK SESSION MEETING SUMMARY MINUTES

TUESDAY, FEBRUARY 24, 2026 6:00 P.M.

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### Mayor & City Council

Mayor Jayden L. Williams At-Large  
Mayor Pro Tem Elton Alexander – Council District 5  
Councilmember LaKeisha Gantt – Council District 1  
Councilmember Antwan Cloud – Council District 2  
Councilmember Kyle D. Berry, Sr. – Council District 3  
Councilmember Yolanda Barber – Council District 4

### Administration

Shawn Edmondson – City Manager  
Frank Milazi – City Treasurer  
Cassandra Lester – Interim City Clerk  
Quinton Washington – City Attorney  
Megan McCullough – Associate 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 Williams at 6:00 p.m.

Invocation was led by Councilmember Berry.

The Pledge of Allegiance was recited by all in attendance.

Interim City Clerk Lester conducted the roll call. A quorum was established. Councilmember LaKeisha Gantt arrived during Executive Session at 7:04 p.m.

Motion to adopt the agenda with the amendment of item number two regarding the Norfolk Southern Lease Agreement be tabled until the March 9th meeting was made by Councilmember Berry; Seconded by Councilmember Barber. The motion passed unanimously 4-0.

Mayor Williams noted that the city attorney had requested the amendment to allow more time for review.

Mayor Pro Tem Alexander motioned to amend the agenda to add the Lee Street name change as a voting item but withdrew his motion after Community Development Director Ryan Anderson clarified that the item was scheduled for March 9th due to required public hearing notification procedures. Mr. Anderson explained that notifications had been sent to

16 affected property owners and advertisements placed in the Henry Herald with the required 15-day waiting period.

Motion to approve the February 9, 2026 City Council Summary Minutes was made by Mayor Pro Tem Alexander; Seconded by Councilmember Berry. The motion passed unanimously 4-0.

There were three public comments. Residents from Duval Drive addressed concerns about the Rock Quarry Road Extension project.

Jack Pope Jr. of 115 Duval stated that he had received materials on his mailbox showing a proposed route through his street, noting that Duval had been a dead-end street for over 50 years. He expressed concern that this was the first time residents had seen or heard of such a plan.

Donna Barge of 122 Duval Drive questioned whether the Rock Quarry extension would come down Duval Drive, expressing confusion about the project plans and seeking clarification on what was being proposed.

Mark Dobbs of 119 Duval Drive, a 50-year resident, emphasized that Duval Drive is a narrow street where the double yellow line doesn't extend the full length. He expressed concerns about quality of life impacts and noted that over the 25 years the Rock Quarry Road extension had been discussed, it was always planned to go past city property to meet Valley Hill Road, not through Duval Drive. Dobbs questioned why residents received only two hours' notice before the meeting and worried about impacts on small children in the neighborhood and property transactions in progress.

Councilmember Barber assured the residents that their concerns would be addressed during the Rock Quarry Road Extension agenda item later in the meeting.

### **EXECUTIVE SESSION**

Motion to enter executive session for real estate, personnel, cyber security, and litigation was made by Councilmember Berry, seconded by Mayor Pro Tem Alexander.

Discussion: Councilmember Barber pointed out that executive session is usually held at the end of the meeting. Since several homeowners on Duval Drive have spoken about the notification they received, she proposed moving the executive session back to the end of the agenda to address their concerns.

Councilmember Berry rescinded his motion to adjourn into executive session.

Discussion: Mayor Pro Tem Alexander asked clarification as to why executive session was moved to the top of the meeting. Clarification was given by City Attorney Washington that it was to meet with the real estate attorney.

Motion to move executive session to right above mayor's comments after new business was made by Councilmember Berry; seconded by Councilmember Barber. The motion passed unanimously 4-0.

### **NEW BUSINESS**

#### **Council consideration to approve the Norfolk Southern Lease Agreement.**

This item was tabled until the March 9th meeting as noted in the agenda adoption.

## **Council consideration to approve Task Order No. 2025.16 with Falcon — Preliminary Design – Rock Quarry Road Extension.**

Public Works Director Decius Aaron introduced the item, stating that previously when they discussed the Rock Quarry Road extension, there were several options, but city council was adamant about not disrupting any families or homes. Mr. Aaron confirmed that "the preferred route is from North Henry Boulevard terminating at Old Conyers Road. That is the route that council agreed on and that's the route that we will be pursuing. It will not go down Duval Drive. It would go to Old Conyers Road."

Alexander asked several times as to how this item made it on the agenda prior to the Planning Retreat. Mayor Pro Tem Alexander also expressed concern that someone had put out misinformation but clarified that no one from the city put anything on citizens' doors.

Mr. Aaron explained that this was one of the TSPLOST projects with existing funding, describing it as "low hanging fruit" to create a shovel-ready project for future federal, state, and other funding opportunities. He also clarified that Mr. Price was asked to return to present the routes and concepts discussed in a previous meeting.

Alexander further asked does the city have the money to complete the project citing that it's going to cost between \$40 to \$50 million dollars. To which Mr. Aaron stated although we do not have the money for the project now, this item is for the preliminary plans and design which will allow for any future projects to secure funding in which to build the road.

Councilmember Berry commented that during a city council meeting in November or December 2025, they tasked Falcon Design with coming back to present certain information within 60 to 90 days. He assumes that this is the follow-up to that request. He clarified that the city council is not making a decision or allocating funding; rather, they are looking for a concept of the layout or plan that outlines potential routes they could take.

Adam Price managing partner with Falcon Design presented the preliminary engineering proposal, explaining that they were showing only the route to Old Conyers Road, because the Duval route had been eliminated after council said they did not want that route. Price described crossing a creek (unidentified) with a large floodplain, noting "there's a potential that we might have to do a bridge to cross this. And of course that can be very expensive, but I don't know that until I get through preliminary engineering."

Mr. Price then showed the proposed route on screen, explaining, "Just to share with the Duval residents. That route was eliminated. Council said they did not want to go that route. So from what you see here is just a route to Old Conyers." Price emphasized that the Duval option had been completely eliminated: "The Duvall option is not on the table and not going to be analyzed. Just so everybody knows."

Price outlined the engineering challenges, particularly focusing on the creek crossing. He mentioned that a proposal is needed to advance to preliminary engineering in order to gain a clearer understanding of potential costs. "As I noted several months ago, crossing this creek—indicated by my arrow—presents a significant challenge due to the large floodplain surrounding it. The dark lines mark the floodplain, and the stream is visible as well. It is possible that we may need to construct a bridge to span this creek, which could be quite expensive. However, I won't have a definitive cost estimate until we complete the preliminary engineering phase."

He explained that the preliminary engineering phase would provide better cost estimates: "And at that point, this is what this proposal does. It gets you to the point where, hey, I got a really good idea of what this is going to cost now. And then if the council at that point says, hey, okay, we want finished shovel ready plans that I can take it to final engineering and be done."

Councilmember Alexander asked about preliminary cost estimates, and Price acknowledged they had been "spitballing" previously with figures around \$40 million, but noted: "when you're talking about a bridge, that's millions of dollars right there. If you don't have to do a bridge, it can save you millions."

Alexander expressed his view on timing and property acquisition. Price confirmed that is part of the preliminary engineering stage.

Alexander then discussed potential phased implementation, mentioning the new Tim Hortons development and asking about building the first section to provide access to the amphitheater and mixed-use development. Community Development Director Ryan Anderson confirmed there was an approved plan for 33 units of townhomes and single family residences behind the Tim Hortons location.

Alexander emphasized that the Duval Drive route has never been a preferred route and clarified that the project's objective is to provide a bypass to alleviate traffic on East Atlanta Road.

Regarding timeline, Price estimated that even with funding available immediately, "you probably wouldn't be able to start construction on this probably for upwards of 2 years. And that's in a perfect scenario."

Alexander wanted clarification that no city staff had distributed information to residents, asking city staff, "Did anybody from the city put anything on these folks' doors? Anybody from the city?" Both Ryan Anderson and Decius Aaron confirmed no city personnel had done so.

Councilmember Barber then spoke extensively in support of the project. "I've been advocating for this project to move forward for at least 3 years." She explained, "It's in the district that I represent. These homeowners hold me accountable for their quality of life."

Barber detailed the impact of the amphitheater, citing that it brings thousands of people to the downtown area, and the homeowners are affected by it. stating "So, absolutely, I support anything that's going to provide some relief, traffic relief to homeowners who live in the area."

Barber expressed strong support for moving forward: "I know this task order before us is for the design phase of \$167,900. I absolutely support moving forward with the final design." She asked about the timeline and requested that Aaron and Price bring a completion timeline if the task order was approved to the city's planning retreat.

Price clarified the scope and cost, stating, "This estimate is only for the preliminary design, which will help us determine the overall cost. The final design will include the bridge and other elements. I opted not to include the final design in this estimate because we want to first assess whether a bridge is necessary."

Our goal is to design without a bridge, but if needed, we will include it. The total cost should not exceed 25 percent of your budget and will be well below \$2 million."

Barber concluded by noting the potential for federal and state funding if the designs are completed.

Councilmember Berry emphasized the need for a phased implementation of the project: "This project needs to be carried out in phases. It won't be an overnight situation." He mentioned that this plan was created based on the original agreement everyone reached. However, we also need to take a step back and recognize that we can approach it in phases. We can tackle sections of the project as we secure funding, but it's essential to plan for these phases first."

Alexander reiterated his support for the project, noting he had worked with former City Manager Knighton to put this project in the T-SPLOST. However, he preferred discussing it thoroughly at the upcoming retreat where they would have hours to talk about it in detail rather than the limited time that evening.

Motion to approve Task Order Number 2025.16 for Falcon Design for the preliminary design of Rock Quarry Road Extension in the amount of \$167,900 was made by Councilmember Barber; seconded by Mayor Pro Tem Alexander.

Discussion: Mayor Pro Tem Alexander stated that there is \$2 million dollars set aside and hopefully some of the funding can be used for other projects such as improving a street section at Ceresa Drive.

The motion passed unanimously 4-0.

### **Council consideration authorizing the City Treasurer/CFO to make arrangements to reimburse Henry County in reference to TSPLOST.**

City Treasurer/CFO Frank Milazi explained that in 2021, following the TSPLOST passage, the City of Stockbridge committed through Resolution 21-233 to contribute \$4 million toward Rock Quarry Road widening construction costs. Henry County had begun construction and requested fulfillment of this obligation.

Milazi recommended a payment schedule of \$2 million in 2026, \$1 million in 2027, and the final \$1 million at project completion in 2028. This timeline aligned with the county's projected 2.5-year construction schedule.

Councilmember Barber clarified that this **Rock Quarry Road Widening** project, which terminates at North Henry Boulevard, is different from the **Rock Quarry Road Extension** project that was just previously discussed in the meeting.

Mayor Pro Tem Alexander explained that voter approval of the one-cent sales tax enabled the Rock Quarry Road widening project. He clarified that Stockbridge's \$4 million contribution combined with Henry County's \$30 million investment and GDOT funding would create a four-lane road from Eagles Landing Parkway to North Henry Boulevard. The project would include a 10-foot multi-use path on one side, a 5-foot sidewalk on the other, beautification, and new street lighting and further compared the multi-use path to the Atlanta Beltline.

Alexander emphasized that the current TSPLOST would expire at year's end, with voters deciding whether to approve continuation. He noted that future transportation improvements, including projects like Duval Drive paving, would depend on TSPLOST renewal approval.

Mayor Williams mentioned that he, Councilmember Cloud, and Mayor Pro Tem Alexander had recently toured GDOT projects with staff, and the Rock Quarry expansion would be a prime example displayed across the state.

Motion to approve authorization of the City Treasurer/CFO to make arrangements to reimburse Henry County in reference to the TSPLOST project for the Rock Quarry Road widening in the amounts of \$2 million in 2026, \$1 million in 2027, and the last million at the conclusion of the project in 2028 was made by Councilmember Berry; seconded by Councilmember Cloud. The motion passed unanimously 4-0

### **EXECUTIVE SESSION**

Motion to enter executive session for real estate, personnel, cyber security, and litigation was made by Mayor Pro Tem Alexander, seconded by Councilmember Berry. The motion passed unanimously 4-0.

Motion to end executive session and return to regular scheduled work session was made by Mayor Pro Tem Alexander, seconded by Councilmember Berry. The motion passed unanimously 5-0.

There was no announcement from executive session.

### **MAYOR'S COMMENTS (Mayor Jayden L. Williams)**

Mayor Williams announced upcoming events, including the Women's History Month event on Sunday at Merle Manders Conference Center, and directed residents to follow the city's social media and website for updates.

### **ANNOUNCEMENTS OF UPCOMING MEETINGS & EVENTS**

Councilmember Berry announced a Clergy Roundtable meeting for Monday, March 2nd at 6:30 PM in the Levi Room at City Hall.

### **ADJOURNMENT**

Motion to adjourn the meeting at 8:14 p.m. was made by Mayor Williams, seconded by Councilmember Berry. The motion passed unanimously 5-0

Respectfully submitted by:

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Cassandra Lester, Interim City Clerk

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Jayden L. Williams, Mayor



# City of Stockbridge

## AGENDA ITEM

### MEETING DATE

March 9, 2026

### 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
- GRANT FUNDING
- TRAFFIC CAMERA FUNDING
- PARTNER/SPONSOR
- DEPARTMENT FUND BALANCE
- BOND

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Decius T. Aaron

DEPARTMENT: Public Works

### ITEM/PROJECT/EVENT:

The Zeta Mu Nu Chapter of the Omega Psi Phi Fraternity, Inc. has adopted Martin Luther King, Sr. Heritage Trail and have completed the program requirements.

### BACKGROUND INFORMATION:

The Adopt-A-Road Program was established for the City of Stockbridge community and civic organizations, citizens, and private businesses to contribute toward the effort of maintaining cleaner and more beautiful roads. The organization commits to pick up litter and remove illegal signs once per quarter (4 times a year or more if necessary) along its section of roadway and promote a better environment in the community.

### SIGNATURES:

CITY MANAGER \_\_\_\_\_

CITY TREASURER \_\_\_\_\_

CITY ATTORNEY \_\_\_\_\_

FINANCIAL IMPACT  N/A

AMOUNT:

\$0

ATTACHMENTS:

ITEM/PROJECT/EVENT:

The Adopt-A-Road Program was established for the City of Stockbridge community and civic organizations, citizens, and private businesses to contribute toward the effort of maintaining cleaner and more beautiful roads. The organization commits to pick up litter and remove illegal signs once per quarter (4 times a year or more if necessary) along its section of roadway and promote a better environment in the community.

STAFF RECOMMENDATION:

Public Works recommend approval.

eSigned via GovOS.com  
*Decius T. Aaron*  
Key: 7cb6a9e3-7863-4556-a458-502734485a99

STATE OF GEORGIA  
COUNTY OF HENRY  
CITY OF STOCKBRIDGE

**RESOLUTION NO. R26-\_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE, GEORGIA APPROVING A LEASE AGREEMENT WITH NORFOLK SOUTHERN FOR A PARKING LOT PROJECT; AND FOR OTHER PURPOSES.**

**WHEREAS**, the City of Stockbridge ("City") is a municipal corporation duly organized and existing under the laws of the State of Georgia and is charged with being fiscally responsible concerning the use and expenditure of all public funds; and

**WHEREAS**, the City finds a need for additional parking in the downtown area of the Main Street District for existing and future merchants, overflow parking for the Stockbridge Amphitheater, related City events, and to help further beautify the physical attributes of downtown Stockbridge; and

**WHEREAS**, the Economic Development Department seeks Council approval to enter a ten (10) year lease agreement with Norfolk Southern for a parking lot, as detailed in Exhibit A in the amount of \$15,000 annually; and

**WHEREAS**, Mayor and City Council find that approval of the Lease Agreement for the use of the property as a public parking lot will enhance public access, support economic activity, and serve the public interest.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF STOCKBRIDGE, GEORGIA AS FOLLOWS:**

**SECTION 1. APPROVAL OF RENEWAL OF LEASE AGREEMENT.**

Council hereby approves the lease agreement with Norfolk Southern, as detailed in the attached Exhibit A, for use of a parking lot near the intersection of Martin Luther King Sr. Heritage Trail and Love Street for a period of ten (10) years at the annual cost of \$15,000.

The Mayor is hereby authorized to execute said lease agreement with Norfolk Southern.

**SECTION 2. ADMINISTRATIVE IMPLEMENTATION.**

The City Manager is hereby authorized and directed to execute all necessary actions consistent with this Resolution.

**SECTION 3. SEVERABILITY.**

If any part of this resolution is adjudged invalid, such judgment shall not affect the remainder of this resolution.

**SECTION 4. REPEAL OF CONFLICTING PROVISIONS.**

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 5. CITY ATTORNEY'S AUTHORITY.**

Pursuant to the City's charter and with explicit consent of the City Council, the City Attorney is duly authorized to make requisite amendments to all contracts, ordinances, resolutions, and documents, as may be necessary, in order to secure conformity with the express intent of the City Council and to ensure adherence to all pertinent laws and ordinances of the City.

**SECTION 6. EFFECTIVE DATE.**

This Resolution shall be effective immediately upon adoption.

**RESOLVED this 24th day of February, 2026.**

\_\_\_\_\_  
Jayden Williams, Mayor

ATTEST:

\_\_\_\_\_  
Cassandra Lester, Interim City Clerk

APPROVED AS TO FORM:



\_\_\_\_\_  
Quinton G. Washington, City Attorney





# City of Stockbridge

## AGENDA ITEM

### MEETING DATE

MARCH 9, 2026

### 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
- GRANT FUNDING
- TRAFFIC CAMERA FUNDING
- PARTNER/SPONSOR
- DEPARTMENT FUND BALANCE
- BOND

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Ryan Anderson

DEPARTMENT: Community Development

### ITEM/PROJECT/EVENT:

CAPITAL IMPROVEMENTS ELEMENT (C.I.E.) FOR 2026. Consideration of a resolution to adopt the updated Capital Improvement Element (CIE) for 2026 in support of the City's required submittal to the Georgia Department of Community Affairs (DCA), ensuring continued compliance with state impact fee and comprehensive planning requirements. This adoption is presented as a standalone CIE, separate from the Henry County CIE, to accurately reflect the City's independent service delivery, capital project needs, and growth projections.

### BACKGROUND INFORMATION:

The Capital Improvement Element (CIE) is a required component of the Comprehensive Plan that identifies the City's long term capital facility needs, including transportation, public safety, parks, utilities, and cultural facilities and provides a multi-year schedule of improvements needed to maintain adopted levels of service as growth occurs.

### SIGNATURES:

CITY MANAGER

*Frank S. Milazi*  
eSigned via GovOS.com  
Key: 3268d159-4d63-438f-940b-014ea0428880

CITY TREASURER

*Quinton Washington*  
eSigned via GovOS.com  
Key: 9ff76c0b-1628-4926-950b-2bf013c5f7b9

CITY ATTORNEY

FINANCIAL IMPACT  N/A

AMOUNT:

\$0.00

ATTACHMENTS:

ITEM/PROJECT/EVENT:

CAPITAL IMPROVEMENTS ELEMENT (C.I.E.) FOR 2026

STAFF RECOMMENDATION:

Approval and Adoption.

eSigned via GovOS.com

*R. Ryan Anderson*

Key: 7cb6a9e3-7863-4556-a458-502734485a99

STATE OF GEORGIA  
HENRY COUNTY  
CITY OF STOCKBRIDGE

RESOLUTION NO. 2026-\_\_\_

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF STOCKBRIDGE, GEORGIA, REQUESTING AND APPROVING THE ADOPTION OF AN AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN TO ESTABLISH A CAPITAL IMPROVEMENTS ELEMENT (CIE) SPECIFICALLY FOR THE CITY OF STOCKBRIDGE; PROVIDING THAT SUCH CITY CIE SHALL SUPERSEDE PRIOR RELIANCE ON THE HENRY COUNTY CAPITAL IMPROVEMENTS ELEMENT; AUTHORIZING TRANSMITTAL TO THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS AND THE ATLANTA REGIONAL COMMISSION; AND FOR OTHER PURPOSES.

WHEREAS, the City Council of the City of Stockbridge desires to facilitate responsible community growth and economic vitality to meet the needs of residents; and

WHEREAS, Article IX, Section II, Paragraph IV of the Georgia Constitution empowers the governing authority of each county and of each municipality to adopt plans and exercise the power of zoning; and

WHEREAS, the City of Stockbridge is a municipal corporation duly organized and existing under the laws of the State of Georgia; and

WHEREAS, the Georgia Development Impact Fee Act ("DIFA"), O.C.G.A. § 36-71-1 et seq., authorizes municipalities to plan for and finance system improvements serving new development and provides that a local government may impose development impact fees only pursuant to, and consistent with, a duly adopted Capital Improvements Element within its comprehensive plan; and

WHEREAS, the Georgia Department of Community Affairs ("DCA") has adopted rules titled "Development Impact Fee Compliance Requirements," Ga. Comp. R. & Regs. 110-12-2, which specify that a local government intending to implement or maintain an impact fee program must adopt a CIE and keep it current through annual updates that include a five-year schedule of system improvements and the annual financial report required by DIFA; and

WHEREAS, DCA's Minimum Standards and Procedures for Local Comprehensive Planning (Ga. Comp. R. & Regs. 110-12-1) establish the framework for preparing and amending local comprehensive plans, including elements and updates that ensure consistency and Qualified Local Government (QLG) status; and

WHEREAS, the City of Stockbridge has adopted and maintains a Comprehensive Plan and periodically updates it to remain in compliance with state planning requirements and to guide local growth, investment, and capital planning; and

WHEREAS, the City has historically coordinated capital planning in the context of countywide planning frameworks and now desires to deviate from the historic Henry County capital improvements framework and establish a City-specific CIE that reflects Stockbridge's service areas, levels of service, capital priorities, and anticipated funding sources within the municipal limits;

WHEREAS, adopting a City-specific CIE will improve transparency and accountability for capital facilities needed to serve Stockbridge residents and businesses and will align impact fee-eligible system improvements with the City's established service levels, project schedules, and funding strategy as required under DIFA and DCA rules; and

WHEREAS, the City recognizes that, prior to final adoption, a CIE (and any amendment to the Comprehensive Plan to establish or replace a CIE) must be transmitted to the appropriate Regional Commission and to DCA for review, and that public hearing(s) and a transmittal resolution are standard parts of this process under DIFA/DCA procedures;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF STOCKBRIDGE, GEORGIA, AS FOLLOWS:

SECTION 1. Adoption of City-Specific CIE (Policy Direction). The Mayor and Council hereby declare the policy intent to adopt an amendment to the City of Stockbridge Comprehensive Plan to establish a Capital Improvements Element (CIE) specific to the City of Stockbridge. Upon final adoption, this City CIE shall supersede any prior reliance by the City on Henry County's Capital Improvements Element for purposes of municipal capital planning and impact fee compliance within the City limits.

SECTION 2. Scope and Content of the City CIE. The City CIE shall (a) identify projected needs for system improvements during the planning horizon, (b) include a schedule of capital improvements to meet those needs, and (c) describe anticipated funding sources (including, as applicable, development impact fees) for each required improvement, consistent with DIFA and DCA rules.

SECTION 3. Public Hearing and Transmittal. City staff is authorized and directed to (a) notice and conduct the required public hearing(s) on the draft City CIE, and (b) transmit the draft City CIE and accompanying materials to the Atlanta Regional Commission and to DCA for review, in accordance with DIFA and the DCA Development Impact Fee Compliance Requirements.

SECTION 4. Final Adoption. Following completion of regional and state review, and after consideration of any review comments, the Mayor and Council shall place the City CIE for final adoption at a duly noticed public meeting by resolution/ordinance, and, upon adoption, the City shall maintain the CIE through annual updates that include a current five-year schedule of improvements and the annual financial report on impact fees as required by law.

SECTION 5. Administrative Implementation. The City Manager (or designee) is authorized to take all actions necessary to implement this Resolution, including coordination with consultants, preparation of the draft CIE content (service areas, levels of service, project lists, schedules, and funding plans), and preparation of related impact fee documentation consistent with DIFA and DCA guidance

SECTION 4. Severability. In the event that any section, subsection, sentence, clause, or phrase of this Ordinance is declared or adjudged to be invalid or unconstitutional, such adjudication shall in no manner affect the remaining portions of this Ordinance, which shall remain in full force and effect as if the invalid or unconstitutional section, subsection, sentence, clause, or phrase was not originally a part of this Ordinance.

SECTION 5. Approval of Execution. The Mayor is hereby authorized to sign all documents necessary to effectuate this Ordinance.

SECTION 6. Attestation. The City Clerk is authorized to execute, attest to, and seal any documents which may be necessary to effectuate this ordinance, subject to approval as to form by the City Attorney.

SECTION 7. Repeal of Conflicting Provision. Except as otherwise provided herein, all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 8. Authority to Amend. The City Attorney is granted the authority to amend or correct this ordinance, with the express consent of the City Council, to reflect the intent of the Council and to ensure compliance with applicable laws.

SECTION 6. Effective Date. This Resolution shall be effective upon adoption.

RESOLVED this 9th day of March, 2026.

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Jayden Williams, MAYOR

ATTEST:

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Cassandra Lester, INTERIM CITY CLERK

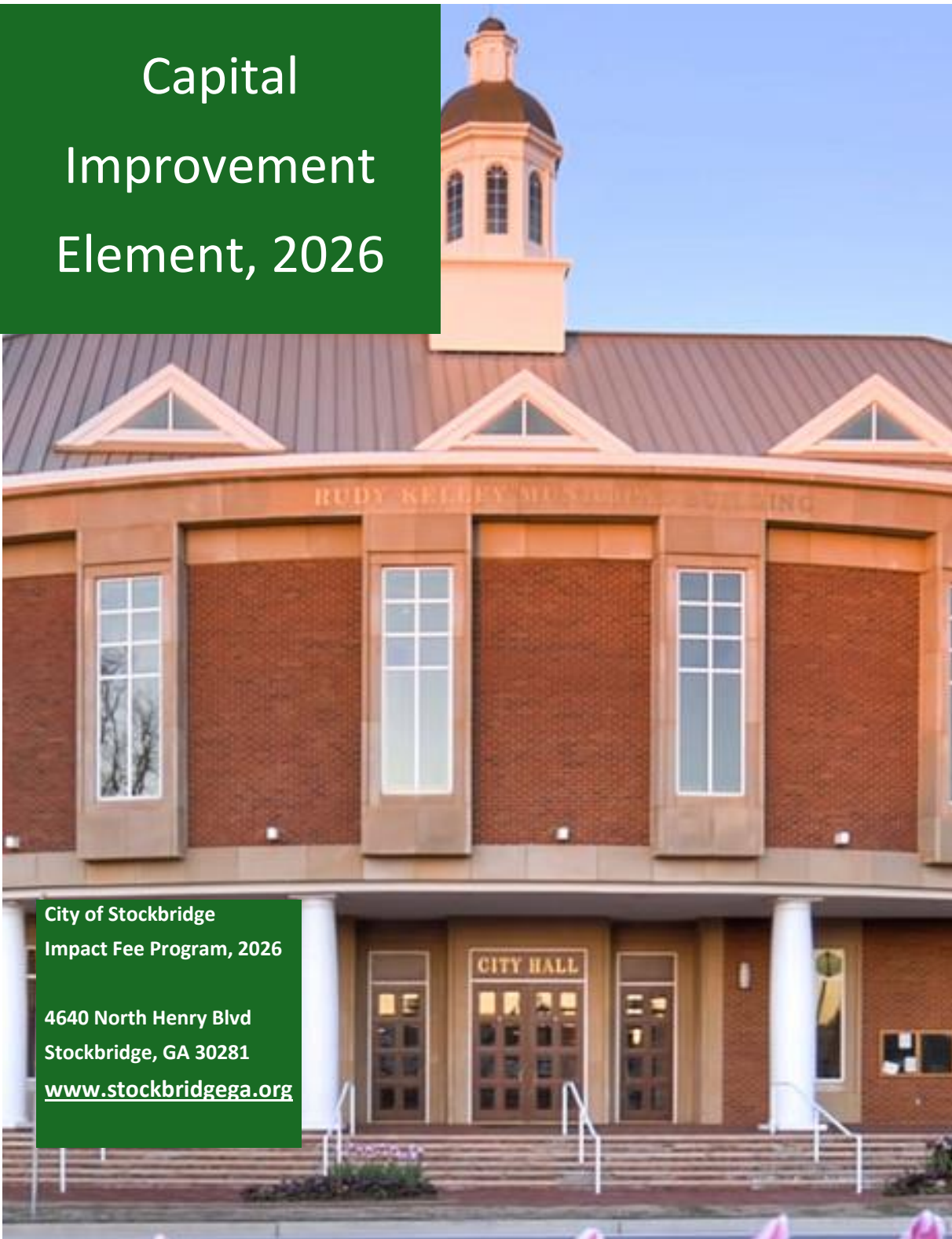
APPROVED AS TO FORM:

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Quinton Washington, CITY ATTORNEY

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# Capital Improvement Element, 2026



City of Stockbridge  
Impact Fee Program, 2026

4640 North Henry Blvd  
Stockbridge, GA 30281  
[www.stockbridgega.org](http://www.stockbridgega.org)

# CAPITAL IMPROVEMENT ELEMENT, 2026

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## EXECUTIVE SUMMARY

The City of Stockbridge Capital Improvement Element (CIE) serves as a strategic framework for planning, funding, and implementing priority capital projects that sustain quality of life and support long-term growth. This report integrates comprehensive planning with fiscal responsibility through two key mechanisms: the Capital Improvements Element and Development Impact Fees.

### Purpose and Scope

The CIE translates the City's vision into a multi-year schedule of improvements for public facilities, transportation, water and sewer systems, parks, public safety, and cultural amenities. It ensures that infrastructure investments keep pace with growth while maintaining adopted service levels. Development impact fees complement this process by allocating a fair share of costs to new development, protecting existing residents from subsidizing growth-related needs.

### Key Components

- **Capital Improvements Element:** Provides a transparent, data-driven basis for capital budgeting, interdepartmental coordination, and accountability.
- **Impact Fee Program:** Authorized under Georgia's Development Impact Fee Act (O.C.G.A. §36-71-1 et seq.), ensuring lawful, proportionate cost recovery for growth-related infrastructure.
- **Eligible Facilities:** Public safety, parks and recreation, transportation, water and sewer systems, and cultural facilities.

### Growth Forecasts and Service Levels

Population is projected to increase by **53.9%** (to 56,647 residents) by 2050, with housing units growing **54.8%** and employment rising **63.7%**. These trends drive demand for expanded infrastructure:

- **Parks & Recreation:** Current inventory (63.99 acres) exceeds LOS standard; future needs focus on facility enhancements, not land acquisition.
- **Trail System:** Significant shortfall; 33.5 additional miles required to meet LOS standard of 0.65 miles per 1,000 residents.

- **Water System:** Growth will add 1.74 MGD of demand, requiring capacity-expanding improvements.
- **Public Safety:** Additional 10,407 sq. ft. of facility space and one specialized vehicle needed to maintain service levels.

#### **Capital Projects and Costs**

The report identifies growth-related projects across all service categories, including new trail construction, park enhancements, water system upgrades, and public safety facilities. Impact fee eligibility is calculated based on proportionality and LOS standards, ensuring compliance with state law.

#### **Fiscal Sustainability and Accountability**

By linking planning, finance, and growth management, the CIE and impact fee program provide a disciplined approach to capital investment. Annual updates and financial reporting maintain transparency and ensure alignment with development trends and fiscal conditions.

## INTRODUCTION

The City's long-term prosperity and quality of life depend on dependable public facilities, transportation networks, water and sewer systems, parks, public safety facilities, and cultural and recreational venues that keep pace with growth and evolving community needs. This report sets out the purpose, scope, and policy framework for the Capital Improvements Element (CIE) and development impact fees, two essential tools that link comprehensive planning to responsible investment.

### **Capital Improvements Element (CIE).**

The CIE is the City's strategic plan for funding and delivering priority capital projects over a defined multi-year horizon. It translates the community vision and goals of the Comprehensive Plan into a fiscally constrained schedule of improvements, identifying projects, estimated costs, funding sources, implementation timelines, and levels of service to be maintained. By aligning needs, resources, and timing, the CIE provides:

- A transparent, data-driven basis for capital budgeting and annual work programs.
- A framework to coordinate interdepartmental priorities and leverage grants and partnerships.
- A mechanism to maintain adopted levels of service and address system deficiencies, growth-driven demands, and lifecycle asset renewal.
- Accountability to residents through public reporting on planned and completed improvements.

### **Development Impact Fees**

Development impact fees are a growth management and financing tool that allow the City to equitably recover a proportionate share of the capital costs of expanding public facilities necessitated by new development. When calculated and administered according to statutory and professional standards, impact fees:

- Allocate costs fairly so that new growth contributes its share of capacity expansions.
- Protect existing residents from subsidizing growth-related capital needs.
- Support concurrency and level-of-service commitments by ensuring funding is available when capacity is needed.

- Enhance fiscal sustainability by diversifying revenue sources for eligible capital improvements.

### **The CIE–Impact Fee Connection**

The CIE is the backbone of the City’s impact fee program. It documents the eligible facilities, project lists, cost estimates, and implementation schedules that underpin impact fee calculations and ensure fees are nexus-based and proportionate. Together, the CIE and impact fees create a closed loop: the CIE establishes needs and timing; impact fees provide a lawful, transparent mechanism to fund the growth-related portion of those needs; and annual updates keep both aligned with actual development trends, project delivery, and fiscal conditions.

### **Impact Fees Authorization**

Development impact fees in Georgia are authorized under O.C.G.A. § 36-71-1 et seq., known as the Georgia Development Impact Fee Act (DIFA). The program is administered by the Georgia Department of Community Affairs (DCA) in accordance with Chapter 110-12-2, Development Impact Fee Compliance Requirements, of the Georgia Administrative Code.

Under DIFA, local governments may impose impact fees on new development to recover its proportionate share of the cost of providing public facilities necessary to serve growth. This statutory authority ensures that infrastructure investments keep pace with development while maintaining fiscal responsibility and protecting existing residents from subsidizing growth-related costs. To remain in compliance with DIFA and DCA regulations, the City must adopt and maintain an updated Capital Improvements Element as part of its Comprehensive Plan, calculate impact fees using approved methodologies that establish a clear nexus between development and facility needs and provide annual reporting and updates to ensure accuracy and transparency.

Under the Georgia Development Impact Fee Act (DIFA), local governments may assess impact fees on new development to recover its proportionate share of the cost of providing public facilities needed to serve growth. This authority ensures that infrastructure investments keep pace with development while maintaining fiscal responsibility and preventing existing residents from subsidizing growth-related costs.



Local Governments

**AUTHORIZED TO COLLECT  
DEVELOPMENT IMPACT FEES**

 Pursuant to the Development Impact Fee Act,  
O.C.G.A. § 36-71-1, et seq. as of April 17, 2025.

Government	Type	Region
Acworth	City of	ARC
Alpharetta	City of	ARC
Atlanta	City of	ARC
Ball Ground	City of	ARC
Bloomington	City of	CG
Braselton	City of	NEG
Brooks	Town of	ARC
Bryan	County	CG
Butts	County	TR
Camden	County	CG
Canton	City of	ARC
Cartersville	City of	NWG
Cherokee	County	ARC
Covington	City of	NEG
Cumming	City of	GM
Dawson	County	GM
East Ellijay	City of	NWG
Effingham	County	CG
Ellijay	City of	NWG
Fayette	County	ARC
Fayetteville	City of	ARC
Flemington	City of	CG
Forsyth	County	GM
Gainesville	City of	GM
Gilmer	County	NWG
Hall	County	GM
Hampton	City of	ARC
Harris	County	RV
Henry	County	ARC

Government	Type	Region
Hoschton	City	NEG
Jasper	County	NEG
Jackson	County	NEG
Jefferson	City of	NEG
Jones	County	MG
Kennesaw	City of	ARC
Lee	County	SWG
Locust Grove	City of	ARC
Long	County	CG
McDonough	City of	ARC
Milton	City of	ARC
Newnan	City of	TR
Newton	County	NEG
Orchard Hill	City of	TR
Peachtree City	City of	ARC
Pike	County	TR
Powder Springs	City of	ARC
Rockdale	County	ARC
Roswell	City of	ARC
Sandy Springs	City of	ARC
Savannah	City of	CG
Senoia	City of	TR
Spalding	County	TR
Stockbridge	City of	ARC
Thomas	County	SWG
Troup	County	TR
Tyrone	Town of	ARC
Walton	County	NEG
Woodstock	City of	ARC

\*This information is accurate at the time of its production. Please contact DCA to determine if any governments have been subsequently authorized or de-authorized.

\*Please contact the Office of Planning to verify for which public facility each community collects impact fees\*

(Figure 1)

## Purpose of Impact Fees

Impact fees are designed to allocate the cost of growth fairly and equitably. They provide a mechanism for new development to contribute to the expansion of public facilities required to maintain adopted levels of service. Impact fees complement other revenue sources, such as property and sales taxes, by ensuring that growth pays for growth. This approach reduces the financial burden on existing residents and businesses while supporting sustainable development. Eligible facilities include:

- **Public Safety Facilities** – Police, fire, and emergency services
- **Parks and Recreation Facilities** – Community parks, trails, and recreational amenities
- **Transportation Infrastructure** – Roads, intersections, and related improvements
- **Water and Sewer Systems** – Treatment plants, distribution, and collection systems
- **Other Related Capital Improvements** – Facilities necessary to support community growth

## Focus of this Report

1. **Define the policy basis** for the Capital Improvements Element and development impact fees.
2. **Summarize existing levels of service**, facility conditions, growth forecasts, and capital needs.
3. **Present the multi-year capital improvement schedule** with project descriptions, costs, and funding sources.
4. **Explain impact fee methodologies**, including land use assumptions, service areas, cost allocations, and credits.
5. **Outline governance and compliance**, including annual update procedures, financial reporting, and public engagement.
6. **Identify near-term actions** to implement the capital program, maintain concurrency, and ensure equitable cost sharing.

By integrating planning, finance, and growth management, the City advances a disciplined, transparent approach to capital investment—one that supports economic vitality, protects levels of service, and delivers high-value facilities for residents, businesses, and visitors

## Categories for Assessment of Impact Fees

The Georgia Development Impact Fee Act (O.C.G.A. §36-71-1 et seq.) authorizes local governments to assess impact fees for specific public facilities that provide system-wide benefits and are necessary to maintain adopted levels of service as growth occurs. These facilities must be identified in the Capital Improvements Element (CIE) and comply with the Georgia Department of Community Affairs' Development Impact Fee Compliance Requirements.

Table 1 presented lists the facility categories eligible for impact fee funding under Georgia law and considered in this report. These categories include:

Each category aligns with statutory requirements and is evaluated in this report for planning, compliance, and financial analysis. By documenting these eligible facilities, the City ensures that impact fee revenues are allocated transparently and exclusively for capital improvements that expand capacity to serve growth, consistent with adopted Level of Service standards.

**Table 1 - Overview of Impact Fees - Facilities**

	Water & Sewer	Roads	Cultural Facilities	Parks & Recreation	Public Safety
<b>Eligible Facilities</b>	Treatment plants, distribution systems, and storage, Collection systems, disposal systems	Streets, intersections, bridges, and related improvements	Cultural Facilities, emergency communication facilities	Parks, trails, playgrounds, recreational amenities	Police stations, fire stations, emergency medical services, and 911 centers
<b>Service Area</b>	Citywide	Citywide	Citywide	Citywide	Citywide
<b>Level of Service</b>	Total Facility Capacity / Total Demand Units	Traffic Volume/Roadway Capacity	Square feet per capita or number of volumes per resident	Acres of parkland per 1,000 residents or square feet of recreation space per capita.	Response time standards or facility coverage per population
<b>Historic Funding Source</b>	Impact Fees and General Fund	Impact Fees and General Fund	Impact Fees and General Fund	Impact Fees and General Fund	Impact Fees and General Fund

## Forecasts

To accurately quantify and estimate the prospective demand for services within the City of Stockbridge, demographic and socioeconomic growth must be considered in future projections. Such projections consider past and prospective trends in a community’s population, housing options, and employment opportunities over the next 25 years to 2050. Amalgamated together for a given year, these projected figures constitute a “day-night population,” a figure that demonstrates an accurate snapshot of the number of people that depend on municipal 24-hour services like fire protection. Calculating the difference of the day-night population from 2025 to 2050 provides the City of Stockbridge with a quantifiable estimate that predicts foreseeable needs and potential expansion opportunities for public safety facilities and resources through the provision of the proposed impact fee program.

## Population

As a community grows, existing infrastructural resources—such as transportation networks, public safety facilities, and parks—become increasingly strained across various spatiotemporal distributions that disparage some subregions over others. Population growth trends supply local governments with quantifiable evidence that projected demand within their jurisdiction will exceed current capacity, thereby necessitating new or expanded capital facilities that enhance the equity and quality of municipal services collectively.

Table 2 reveals a transition from steady population growth to temporary stagnation, followed by rapid expansion and then stabilized higher growth.

**Table 2 - Stockbridge Population Growth Trends (2015-2025)**

Year	Population Estimate	Total Change	Percent Change
2015	27,461	352	1.30%
2016	27,918	457	1.66%
2017	28,276	358	1.28%
2018	28,617	341	1.21%
2019	28,819	202	0.71%
2020	28,961	142	0.49%
2021	29,103	142	0.49%
2022	29,245	142	0.49%
2023	34,613	5,368	18.36%
2024	35,893	1,280	3.70%
2025	36,807	914	2.55%

Commented [VG1]: Include information about the 2022 annexation  
@Brennan Reilly

Between 2015 and 2018, population growth was consistent and modest, averaging roughly 1.2–1.6% annually. In 2019, population growth began to slow significantly, with annual increases falling to 0.49% between 2020 and 2022. In 2022, the City of Stockbridge experienced a dramatic population increase of 5,368 residents, representing a 18.36% uptick since the previous year. This substantial share of total population growth was largely due to a major annexation that occurred in 2023, as illustrated in Map 1.

**Map 1 - Stockbridge City Limit Expansion  
(2021-2023)**

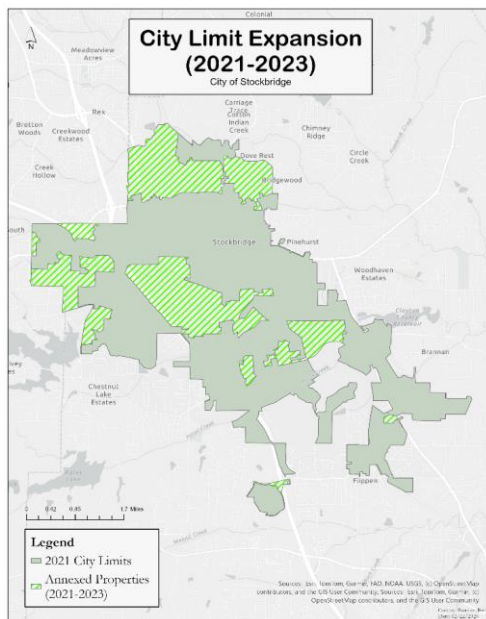


Table 3 demonstrates the sustainable, consistent growth that the City of Stockbridge expects to experience from 2025-2050. Each year, the expected population growth is positive, with annual growth rates ranging from roughly 1.4% to 2.2%. Henry County exhibits similar trends, spanning from approximately 0.9% to 1.2%. Thus, the population of the City of Stockbridge expects to grow faster than that of Henry County. Notably, the city's population will occupy a larger percentage of the county's population with each passing year, with a 2.53% uptick over 25 years. This can be largely attributed to the rapid urbanization that the city has experienced over the past five years,

leading to an expansion of economic and residential opportunities for emerging business professionals.

**Table 3 - Population Growth Projections (2025-2050)**

Year	Stockbridge		Henry County		
	Population Estimate (S)	Percent Change (S)	Population Estimate (H)	Percent Change (H)	Population Proportion (S-H)
2025	36,807		267,152		13.78%
2026	37,601	2.16%	270,322	1.19%	13.91%
2027	38,395	2.11%	273,492	1.17%	14.04%
2028	39,188	2.07%	276,661	1.16%	14.16%
2029	39,982	2.03%	279,831	1.15%	14.29%
2030	40,775	1.98%	283,000	1.13%	14.41%
2031	41,569	1.95%	286,170	1.12%	14.53%
2032	42,363	1.91%	289,340	1.11%	14.64%
2033	43,156	1.87%	292,509	1.10%	14.75%
2034	43,950	1.84%	295,679	1.08%	14.86%
2035	44,743	1.81%	298,848	1.07%	14.97%
2036	45,537	1.77%	302,018	1.06%	15.08%
2037	46,331	1.74%	305,188	1.05%	15.18%
2038	47,124	1.71%	308,357	1.04%	15.28%
2039	47,918	1.68%	311,527	1.03%	15.38%
2040	48,711	1.66%	314,696	1.02%	15.48%
2041	49,505	1.63%	317,866	1.01%	15.57%
2042	50,299	1.60%	321,036	1.00%	15.67%
2043	51,092	1.58%	324,205	0.99%	15.76%
2044	51,886	1.55%	327,375	0.98%	15.85%
2045	52,679	1.53%	330,544	0.97%	15.94%
2046	53,473	1.51%	333,714	0.96%	16.02%
2047	54,267	1.48%	336,884	0.95%	16.11%
2048	55,060	1.46%	340,053	0.94%	16.19%
2049	55,854	1.44%	343,223	0.93%	16.27%
2050	56,647	1.42%	346,392	0.92%	16.31%
Total Change	19,840	53.90%	79,240	29.66%	2.53%

## Housing and Employment

The City of Stockbridge's housing inventory continues to expand in response to continuous population growth, increasing employment opportunities, and development. As shown in Table 4, housing units are projected to grow from approximately 15,296 units in 2025 to 23,675 units by 2050, representing a 54.78 percent increase over the 25-year planning horizon. This sustained residential growth reflects strong market demand, regional economic expansion, and the City's active development pipeline, which includes a diverse mix of single-family detached homes, townhomes, multifamily apartment communities, and mixed-use developments located along key transportation corridors.

This growth pattern indicates a gradual transition from primarily suburban development to a more compact and mixed housing supply that supports walkability, efficient service delivery, and proximity to employment centers. As new residential units are added, demand increases not only for neighborhood-level infrastructure, but also for citywide systems such as transportation networks, water and wastewater treatment and distribution facilities, parks and recreation amenities, and public safety services. Maintaining adopted levels of service across these systems requires coordinated capital investment that aligns with the pace, location, and intensity of new development.

### Stockbridge Job Growth Projections (2025–2050)

Employment in the City of Stockbridge is projected to grow steadily over the 25-year planning horizon, increasing from approximately 24,325 jobs in 2025 to more than 39,800 jobs by 2050, a 63.67 percent increase. The most significant growth occurs early in the projection period, with an 8.64 percent increase between 2025 and 2026, reflecting near-term commercial and employment development currently in the pipeline. Following the initial surge, annual job growth stabilizes, gradually declining from just over 2 percent in the late 2020s to approximately 1.42 percent by 2050.

This pattern reflects a maturing local economy in which long-term employment growth remains consistent but less volatile as available land decreases, and redevelopment becomes a more prominent driver of job creation. Continued employment expansion will place increasing demands on transportation infrastructure, water and wastewater systems, and public safety services—particularly during peak daytime hours—reinforcing the importance of incorporating employment forecasts into capital improvement planning. These projections support the use of development impact fees as a mechanism to ensure that growth-related infrastructure needed

to serve the City's expanding workforce is funded proportionately and in coordination with adopted levels of service.

**Table 4 - Stockbridge Housing Growth Projections (2025-2050)**

Year	Number of Housing Units	Percent Change
2025	15,296	
2026	15,715	2.74%
2027	16,047	2.11%
2028	16,378	2.06%
2029	16,710	2.03%
2030	17,042	1.99%
2031	17,373	1.94%
2032	17,705	1.91%
2033	18,037	1.88%
2034	18,368	1.84%
2035	18,700	1.81%
2036	19,032	1.78%
2037	19,364	1.74%
2038	19,695	1.71%
2039	20,027	1.69%
2040	20,358	1.65%
2041	20,690	1.63%
2042	21,022	1.60%
2043	21,353	1.57%
2044	21,685	1.55%
2045	22,017	1.53%
2046	22,348	1.50%
2047	22,680	1.49%
2048	23,012	1.46%
2049	23,344	1.44%
2050	23,675	1.42%
<b>Total Change</b>	<b>8,379</b>	<b>54.78%</b>

**Table 5- Stockbridge Job Growth Projections (2025-2050)**

Year	Number of Jobs	Percent Change
2025	24,325	
2026	26,426	8.64%
2027	26,984	2.11%
2028	27,541	2.07%
2029	28,099	2.03%
2030	28,657	1.98%
2031	29,215	1.95%
2032	29,773	1.91%
2033	30,330	1.87%
2034	30,888	1.84%
2035	31,445	1.80%
2036	32,003	1.77%
2037	32,561	1.74%
2038	33,119	1.71%
2039	33,677	1.68%
2040	34,234	1.65%
2041	34,792	1.63%
2042	35,350	1.60%
2043	35,907	1.58%
2044	36,465	1.55%
2045	37,023	1.53%
2046	37,581	1.51%
2047	38,139	1.48%
2048	38,696	1.46%
2049	39,254	1.44%
2050	39,812	1.42%
<b>Total Change</b>	<b>15,487</b>	<b>63.67%</b>

Table 4 illustrates Stockbridge’s projected housing unit growth from 2025 through 2050, based on a compounded annual growth model calibrated using recent Census ACS estimates, local permit activity, and the City’s development pipeline. The projections indicate an increase from 15,296 housing units in 2025 to 23,675 units by 2050 — an addition of 8,379 units, or a 54.78% increase over the 25-year period. Annual growth rates gradually taper from 2.74% in 2026 to 1.42% by 2050, reflecting a long-term stabilization of the residential market as available land decreases and redevelopment becomes the dominant source of new housing. These projections are critical for forecasting future demands on transportation infrastructure, water and wastewater capacity, public safety services, and parks and recreation facilities.

**Table 6- Stockbridge Day-Night Population Change  
(2025-2050)**

### Day-Night Population

The day-night population reflects the maturity, development, and expansion of the City of Stockbridge, as expressed in the summation of the total number of people, housing units, and jobs available within the jurisdiction for a given year. Between 2025 and 2050, the city expects the total difference in day-night population to be roughly 43,706. The total accounts for a sharp uptick in the number of jobs that the city expects into 2026, equating to an approximate 4.34% change. From there, the yearly increase in day-night population steadily declines by roughly 0.02%-0.03% over time, lowering to 1.42% by 2050. The resulting figures will greatly aid the city forecasting prospective demand for public safety operations.

Year	Population Estimate	Number of Housing Units	Number of Jobs	Day-Night Population	Percent Change
2025	36,807	15,296	24,325	76,428	
2026	37,601	15,715	26,426	79,742	4.34%
2027	38,395	16,047	26,985	81,427	2.11%
2028	39,188	16,378	27,542	83,108	2.06%
2029	39,982	16,710	28,100	84,792	2.03%
2030	40,775	17,042	28,657	86,474	1.98%
2031	41,569	17,373	29,215	88,157	1.95%
2032	42,363	17,705	29,773	89,841	1.91%
2033	43,156	18,037	30,331	91,524	1.87%
2034	43,950	18,368	30,889	93,207	1.84%
2035	44,743	18,700	31,446	94,889	1.80%
2036	45,537	19,032	32,004	96,573	1.77%
2037	46,331	19,364	32,562	98,257	1.74%
2038	47,124	19,695	33,119	99,938	1.71%
2039	47,918	20,027	33,677	101,622	1.69%
2040	48,711	20,358	34,235	103,304	1.66%
2041	49,505	20,690	34,793	104,988	1.63%
2042	50,299	21,022	35,351	106,672	1.60%
2043	51,092	21,353	35,908	108,353	1.58%
2044	51,886	21,685	36,466	110,037	1.55%
2045	52,679	22,017	37,023	111,719	1.53%
2046	53,473	22,348	37,581	113,402	1.51%
2047	54,267	22,680	38,139	115,086	1.48%
2048	55,060	23,012	38,697	116,769	1.46%
2049	55,854	23,344	39,255	118,453	1.44%
2050	56,647	23,675	39,812	120,134	1.42%
<b>Total Changes</b>	<b>19,840</b>	<b>8,379</b>	<b>15,487</b>	<b>43,706</b>	<b>57.19%</b>

# PARKS & RECREATION

## Parks

The City of Stockbridge's parks and recreation system is composed of a combination of active and passive park facilities designed to serve residents of all ages and activity levels. These components support organized recreation, informal leisure activities, and community gathering opportunities, and collectively contribute to the quality of life for City residents.

Park and recreation components include parkland acreage as well as specific recreational amenities such as athletic fields, courts, playgrounds, trails, and supporting facilities. These components are evaluated collectively to establish the City's Level of Service (LOS) and to determine future capital needs attributable to population growth.

### Introduction

The City of Stockbridge provides parks and recreation facilities that support the health, wellness, and quality of life of its residents. Public parks and recreational amenities are an essential component of the City's infrastructure system, offering opportunities for active recreation, passive enjoyment, and community gathering. Demand for these facilities is driven primarily by the City's residential population, as parks and recreation facilities are used predominantly by residents rather than by employees or visitors.

The City's parks and recreation system consists of a combination of community parks, neighborhood parks, open space, and recreational amenities that collectively serve residents citywide. These facilities accommodate a variety of activities, including organized sports, informal recreation, walking and exercise, and family-oriented uses. While some facilities may also be used by nonresidents, such use is incidental and does not materially affect overall demand for parks and recreation services.

As the City continues to experience population growth, additional parkland and recreational facilities will be required to maintain an acceptable level of service for residents. The purpose of this section of the Capital Improvements Element is to document the City's existing parks and recreation inventory, establish adopted levels of service, and identify future capital needs associated with growth. These analyses provide the basis for long-range capital planning and for the calculation of development impact fees attributable to new residential development.

### Service Area

The City of Stockbridge's parks and recreation facilities operate as a citywide system. Park facilities and recreational amenities are available to all residents regardless of location, and use is not restricted to specific neighborhoods or geographic service districts. Access to parks and recreation services is based on facility availability and programming rather than proximity to individual residences.

Because parks and recreation facilities are intended to serve the City's population as a whole, the entire City of Stockbridge is considered a single service area for the provision of parks and recreation services. All existing and future park facilities are planned, evaluated, and funded on a citywide basis.

### Level of Service

The Level of Service (LOS) for parks and recreation in the City of Stockbridge is measured by the number of publicly accessible park acres provided per 1,000 residents. This LOS standard represents the relationship between the City's available parkland and the demand generated by its residential population. Expressing service levels in terms of acreage per population is a commonly accepted planning practice and provides a consistent, measurable basis for evaluating existing conditions, forecasting future needs, and planning capital improvements.

The City's adopted LOS is based on an inventory of City-owned and maintained park facilities that provide recreational opportunities to residents citywide. Park acreage includes community parks, neighborhood parks, athletic parks, and specialty parks that contribute to the overall parks and recreation system. Linear facilities such as trails are evaluated separately due to their distinct function and service characteristics and are addressed independently within this Capital Improvements Element.

As of 2025, the City of Stockbridge maintains approximately 63.99 acres of parkland, serving a population of 36,807 residents. This results in an existing Level of Service of approximately 1.74 acres of parkland per 1,000 residents, which exceeds the City's adopted LOS standard of 1.10 acres per 1,000 residents. The adopted LOS represents the minimum standard the City seeks to maintain over time, while the existing LOS reflects current service delivery conditions.

The adopted LOS of 1.10 acres per 1,000 residents is used as the benchmark for evaluating future park needs associated with population growth. Because the City's existing park inventory exceeds the acreage required to maintain this standard through the planning horizon, no additional parkland acreage is required solely to accommodate projected population growth. The LOS

standard nonetheless remains an important planning tool for evaluating future improvements, prioritizing investments, and determining the appropriate use of parks and recreation impact fees for eligible facilities and amenities attributable to new development.

#### *Level of Service Calculation Methodology*

The Level of Service (LOS) for parks and recreation is calculated using a standard and widely accepted planning methodology that expresses publicly accessible park acreage relative to population. The LOS is determined by dividing the total amount of existing park acreage by the current population and multiplying the result by 1,000 to express the service level in terms of acres per 1,000 residents. This approach provides a consistent and measurable basis for evaluating existing service delivery conditions and forecasting future park needs.

Applying this methodology to existing conditions in the City of Stockbridge, the City's current inventory of 63.99 acres of parkland and a 2025 population of 36,807 residents results in the following calculation:

- $(63.99 \div 36,807) \times 1,000 = \mathbf{1.74 \text{ acres per 1,000 residents}}$

This calculated value represents the City's existing parks and recreation Level of Service. The City has adopted a LOS standard of 1.10 acres per 1,000 residents, which serves as the minimum benchmark for evaluating future park needs associated with population growth. The adopted LOS is used for long-range planning and impact fee analysis, while the existing LOS reflects current park system capacity and service delivery conditions.

**Table 7 - Existing Parks and Recreation Level of Service**

Item	Value
Service Area	Citywide
Existing Park Acreage	63.99 acres
2025 Population	36,807
Existing LOS	1.74 acres per 1,000 residents
Adopted LOS Standard	1.10 acres per 1,000 residents

#### **Service Area Forecasts**

Future park demand in the City of Stockbridge is projected based on anticipated population growth within the established citywide service area. Because parks and recreation facilities are intended to serve all residents regardless of location, the City is treated as a single, citywide service area for purposes of Level of Service (LOS) forecasting.

Population projections indicate that Stockbridge's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing an increase of 19,840 residents over the planning horizon. The City's adopted Level of Service standard for parks and recreation is 1.10 acres of parkland per 1,000 residents, which serves as the minimum benchmark for long-range planning and impact fee analysis.

Applying the adopted LOS standard to the projected 2050 population indicates that approximately 62.31 acres of parkland would be required to maintain the adopted level of service. Because the City's existing park inventory totals approximately 63.99 acres, the City already meets and slightly exceeds the park acreage necessary to maintain the adopted LOS through the planning horizon. As a result, no additional parkland acquisition is required solely to accommodate projected population growth through 2050.

#### *Level of Service Forecast Calculation Methodology*

The projected 2050 park acreage requirement is calculated by applying the City's adopted Level of Service (LOS) standard to the projected population. The adopted LOS for parks and recreation is 1.10 acres of parkland per 1,000 residents, which represents the minimum level of service the City seeks to maintain over time.

Applying this methodology to the projected 2050 population yields the following calculation:

- $(56,647 \div 1,000) \times 1.10 = 62.31$  acres required

The City's existing park inventory totals approximately 63.99 acres, which exceeds the amount of parkland required to maintain the adopted LOS through the planning horizon. As a result, no additional park acreage is required to accommodate projected population growth through 2050.

This forecast confirms that the City's current park system capacity is sufficient to meet future demand based on the adopted LOS standard. Accordingly, growth-related park needs may be addressed through facility improvements, amenities, or enhancements within the existing park system, rather than through additional land acquisition.

#### **Relationship to Capital Improvements and Impact Fees**

Based on the updated Level of Service (LOS) analysis, the City of Stockbridge's existing inventory of parkland is sufficient to maintain the adopted parks and recreation Level of Service through the 2050 planning horizon. As a result, no additional parkland acquisition is required to accommodate projected population growth.

While additional park acreage is not needed, future development will continue to generate demand for improvements, enhancements, and amenities within the City's existing parks system, including but not limited to athletic fields, playgrounds, courts, support facilities, and site improvements. Accordingly, eligible parks and recreation capital improvements identified in the Capital Improvements Element are limited to facility development and improvement costs, rather than land acquisition. This approach ensures that new development contributes its proportionate share toward growth-related capital improvements needed to maintain acceptable access to parks and recreational opportunities, while preserving existing service levels for current residents and avoiding the use of impact fees to fund deficiencies or excess capacity.

#### **Scheduling Individual Costs**

Improvements identified to address future parks and recreation needs cannot be scheduled on an annual basis over the planning horizon with complete certainty. Accordingly, and consistent with accepted capital planning practice, the City assigns an average year of implementation for each project for purposes of forecasting costs, calculating impact fee eligibility, and determining net present value where applicable.

The parks and recreation capital improvements identified in this Capital Improvements Element are intended to maintain the City's adopted Level of Service as population growth occurs through 2050. While specific improvement projects may be constructed earlier or later than anticipated based on funding availability, policy direction, or implementation timing, all projects are assumed to occur within the planning horizon and are evaluated for their relationship to future growth.

Consistent with the Level of Service analysis, the City's existing park acreage is sufficient to meet projected population growth through the planning horizon. Accordingly, parks and recreation capital improvements are limited to facility development, enhancements, and support infrastructure within the existing park system, more so than land acquisition. These improvements address increased usage and demand generated by new development and are therefore attributable, in part, to growth.

Projects identified to meet growth-related parks and recreation demand may be funded through a combination of impact fees, general fund revenues, grants, donations, or other lawful funding sources. The proportionate share of each project attributable to new development is determined based on the Level of Service analysis and service area forecasts presented in the preceding sections.

Cost estimates for future parks and recreation improvements are informed by the City's adopted and proposed five-year capital improvement programming, including the FY 2026 budget. These programming documents identify planned park acquisitions, facility improvements, and supporting infrastructure funded through SPLOST and other lawful revenue sources. While many of these projects address existing conditions or are fully funded outside the impact fee program, they provide a benchmark for evaluating reasonable project costs, implementation timing, and order-of-magnitude estimates for long-range capital planning.

### Parks and Recreation Capital Projects and Costs

Based on the Level of Service (LOS) analysis and service area forecasts presented above, the City has identified a set of parks and recreation capital projects necessary to maintain acceptable service levels as population growth occurs. Consistent with the LOS analysis, these projects represent growth-related improvements necessary to maintain acceptable access and capacity within the City's existing park system.

These projects focus on facility development, enhancements, and support infrastructure within existing parks rather than land acquisition. The table below summarizes estimated project costs and identifies the portion of each project eligible for impact fee funding.

**Table 8 - Parks & Recreation Capital Projects Cost Table**

Project	Description	Estimated Cost	% Impact Fee Eligible	Growth-Related Cost	Net Present Value (NPV)
Candler Road Dog Park Improvements	Fencing, surfacing, seating, lighting, signage, minor grading	\$450,000	100%	\$450,000	\$501,711.27
Soccer Field Park Development	Two soccer fields, grading, irrigation, goals, parking, lighting	\$3,200,000	100%	\$3,200,000	\$3,567,724.59
Athletic Field Enhancements	Lighting upgrades, turf improvements, drainage at existing parks	\$1,500,000	60%	\$900,000	\$1,003,422.54
Playground & Court Improvements	New playground equipment and basketball/multi-use courts	\$1,200,000	60%	\$720,000	\$802,738.03
Park Support Facilities	Restrooms, pavilions, parking expansion, internal circulation	\$1,800,000	50%	\$900,000	\$1,003,422.54
<b>TOTAL</b>		<b>\$8,150,000</b>		<b>\$6,170,000</b>	<b>\$6,879,018.98</b>

(Table 8)

The percentage of each parks and recreation capital project eligible for impact fee funding is based on the relationship between the improvement and projected population growth, consistent with the Level of Service analysis presented in this Capital Improvements Element. Furthermore, the Net Present Value (NPV) considers foreseeable cost increases due to inflation, as defined by annual percent increases in the Engineering News-Record's (ENR) average Building Cost Index (BCI) and Construction Cost Index (CCI) through 2035.

Projects that add new recreational capacity within the City's existing park system and are required to accommodate future population growth are considered 100 percent impact fee eligible. These include new athletic fields and specialty park facilities that would not be constructed but for anticipated growth.

Projects that expand or enhance existing facilities and provide benefit to both current and future residents are assigned partial impact fee eligibility. In these cases, the eligible percentage reflects the portion of the improvement reasonably attributable to increased usage generated by new development. The remaining cost is attributed to existing residents and is funded through other lawful revenue sources, such as SPLOST, grants, or the General Fund.

Routine maintenance, general park upkeep, and replacement of existing assets that do not increase system capacity are excluded from impact fee eligibility and are not included in the cost table.

### **Relationship to Impact Fee Schedule**

The growth-related costs identified in the Parks and Recreation Capital Projects Cost Table represent the portion of capital improvements attributable to new development based on the City's adopted Level of Service standard. These costs form the basis for calculating the parks and recreation component of the City of Stockbridge's impact fee schedule and ensure that future development contributes its proportionate share toward maintaining acceptable access to parks and recreational facilities, while avoiding the use of impact fees to fund existing deficiencies or excess system capacity.

### **Trail System**

The Stockbridge Trail System is a vital component of the City's parks, recreation, and mobility infrastructure, designed to provide safe, accessible opportunities for walking, jogging, bicycling, and other non-motorized activities. Beyond recreation, the trail network enhances connectivity between neighborhoods, parks, schools, commercial centers, and regional destinations,

supporting active transportation and reducing reliance on automobiles. This dual role promotes public health, environmental sustainability, and overall quality of life.

The Capital Improvement Element (CIE) seeks to establish and maintain an adopted Level of Service (LOS) for the trail system to ensure that infrastructure keeps pace with growth. By defining LOS standards, the CIE provides a measurable benchmark for planning, funding, and implementing trail improvements that meet community needs.

### **Introduction**

The City of Stockbridge's trail system is a key component of the City's parks, recreation, and mobility infrastructure. The trail network provides residents with opportunities for walking, jogging, bicycling, and other non-motorized activities, while also enhancing connectivity between neighborhoods, parks, schools, commercial areas, and regional destinations.

Unlike traditional park facilities that primarily serve localized areas, trail facilities function as linear, citywide infrastructure designed to serve residents throughout the City. Trails support both recreational use and active transportation, contributing to public health, environmental sustainability, and overall quality of life.

Demand for trail facilities is driven primarily by the City's residential population and increases as population growth occurs. As Stockbridge continues to grow, the trail system plays an increasingly important role in accommodating recreational demand, improving access to parks and community destinations, and providing safe alternatives to vehicular travel.

The purpose of this section of the Capital Improvements Element is to document the City's trail system, establish the applicable service area and Level of Service framework, and identify future capital improvements necessary to maintain acceptable service levels as population growth occurs. These analyses provide the basis for long-range trail planning and for determining the proportionate share of trail improvements attributable to new development for impact fee purposes.

### **Service Area**

The City of Stockbridge's trail system operates as a citywide network intended to serve residents throughout the entire City, rather than discrete neighborhoods or localized service districts. Trail facilities are designed to provide continuous linear connectivity, linking residential areas to parks, schools, commercial centers, employment areas, and regional trail corridors.

Because trail facilities are intended to serve the City's population as a whole, the entire City of Stockbridge is considered a single, citywide service area for purposes of planning, Level of Service evaluation, and capital improvements analysis. Access to trail facilities is based on network connectivity and corridor availability rather than proximity to individual residences.

Existing and planned trail facilities are evaluated, programmed, and funded on a citywide basis. Improvements to the trail system are intended to enhance overall system continuity, safety, and capacity, and to accommodate increased usage associated with future population growth. As a result, trail capital improvements identified in this Capital Improvements Element are attributable, in whole or in part, to new development occurring within the City.

Establishing a citywide service area for the trail system provides a consistent framework for forecasting future demand, identifying growth-related capital needs, and determining the proportionate share of trail improvements eligible for impact fee funding.

#### *Level of Service Calculation Methodology*

The Level of Service (LOS) for the trail system in the City of Stockbridge is evaluated using a linear facilities planning methodology that reflects the unique function and service characteristics of multi-use trails. Unlike parks, which are measured by acreage, trail facilities are measured by linear mileage and network connectivity, which more accurately represent system capacity, user demand, and access.

Trail LOS is expressed in terms of miles of publicly accessible multi-use trails per 1,000 residents. This methodology is consistent with accepted planning practice for bicycle and pedestrian infrastructure and allows the City to evaluate existing trail system capacity, forecast future needs, and identify growth-related capital improvements attributable to new development.

The City's adopted trail LOS is informed by its adopted planning documents, including the Stockbridge Trails Plan, regional bicycle and pedestrian plans, and long-range transportation and mobility studies. These plans identify priority trail corridors, network gaps, and desired levels of connectivity needed to serve current and future residents.

Because the City's trail system functions as an interconnected, citywide network, LOS evaluation focuses on overall system completeness and capacity rather than minimum distance thresholds or neighborhood-based service radii. Improvements that extend trail mileage, close system gaps, enhance connectivity between destinations, or improve safety and accessibility increase overall system capacity and are therefore evaluated for their relationship to future population growth.

This LOS methodology provides the basis for determining which trail capital projects are attributable, in whole or in part, to growth and are eligible for impact fee funding, as distinguished from routine maintenance, rehabilitation, or non-capacity-expanding improvements.

**Table 9 - Existing Trail System Level of Service**

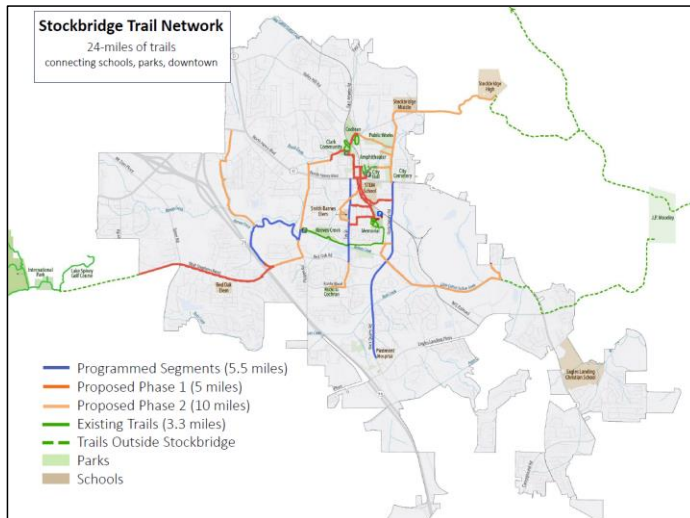
Item	Value
Service Area	Citywide
Existing Trail Mileage	3.3 miles
2025 Population	36,807
Existing Trail LOS	0.09 miles per 1,000 residents
<b>Adopted Trail LOS Standard</b>	<b>0.65 miles per 1,000 residents</b>

The City of Stockbridge has adopted a Level of Service (LOS) standard for its trail system expressed as miles of publicly accessible multi-use trails per 1,000 residents. This approach reflects the linear nature of trail facilities and is consistent with accepted planning practice for evaluating pedestrian and bicycle infrastructure.

Based on the City's adopted trail plans and long-range vision for a connected, citywide network linking parks, schools, neighborhoods, downtown, and regional trail corridors, the City has established an adopted trail LOS standard of 0.65 miles of trail per 1,000 residents. This standard represents the minimum level of service the City seeks to maintain as population growth occurs and provides a consistent benchmark for evaluating existing conditions, forecasting future trail needs, and identifying growth-related capital improvements.

The adopted LOS is used for long-range planning and impact fee analysis, while the existing trail LOS reflects current system capacity. Because the City's existing trail mileage is below the adopted LOS standard, future trail projects identified in this Capital Improvements Element are necessary to accommodate growth-related demand and achieve the City's planned trail network.

Map 2 - Stockbridge Trail Network



## Level of Service and Forecasts

### *Level of Service*

Future trail demand in the City of Stockbridge is projected based on anticipated population growth within the established citywide service area. Because the trail system functions as an interconnected, citywide network serving residents regardless of location, the City is treated as a single service area for purposes of trail Level of Service (LOS) forecasting. Population projections indicate that Stockbridge's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing an increase of 19,840 residents over the planning horizon. As population increases, demand for pedestrian and bicycle connectivity, recreational trail access, and non-vehicular transportation options is expected to increase proportionally.

The City has adopted a trail LOS standard of 0.65 miles of publicly accessible multi-use trails per 1,000 residents, representing the minimum level of service necessary to support a connected and functional trail network. Based on existing conditions, the City currently maintains approximately 3.3 miles of publicly accessible trails, equating to an existing LOS of approximately 0.09 miles per 1,000 residents, which is below the adopted LOS standard.

## Forecasts

Applying the adopted LOS standard to the projected 2050 population establishes the total trail mileage required to serve future residents and provides the basis for identifying growth-related trail capital improvements necessary to expand system capacity, improve connectivity, and maintain acceptable levels of service as population growth occurs.

### *Trail Level of Service Forecast Calculation Methodology*

The projected 2050 trail mileage requirement for the City of Stockbridge is calculated by applying the City's adopted trail Level of Service (LOS) standard to the projected population within the citywide service area. The adopted trail LOS is 0.65 miles of publicly accessible multi-use trails per 1,000 residents, which represents the minimum level of service the City seeks to maintain over time.

Applying this methodology to the projected 2050 population yields the following calculation:

- $(56,647 \div 1,000) \times 0.65 = \mathbf{36.82 \text{ miles of trail required}}$

The City's existing trail system consists of approximately 3.3 miles of publicly accessible trails, resulting in a significant shortfall relative to the adopted LOS standard. The difference between the projected trail mileage requirement and the existing system represents the amount of additional trail mileage necessary to accommodate future population growth and achieve the City's planned trail network:

- $36.82 \text{ miles required} - 3.3 \text{ existing miles} = \mathbf{33.52 \text{ additional miles needed}}$

This forecast quantifies the growth-related expansion of the trail system necessary to maintain the City's adopted Level of Service through the 2050 planning horizon. The identified trail mileage deficit forms the basis for evaluating future trail capital improvements and determining the proportionate share of trail projects attributable to new development as part of the City's impact fee program.

### **Relationship to Capital Improvements and Impact Fees – Trail System**

Based on the Level of Service (LOS) analysis and service area forecasts presented above, the City of Stockbridge's existing trail system does not meet the adopted LOS standard of 0.65 miles of publicly accessible multi-use trails per 1,000 residents. As population growth occurs through the 2050 planning horizon, additional trail mileage and supporting infrastructure will be required to expand system capacity, improve connectivity, and accommodate increased demand generated by new development. Trail capital improvements identified in this Capital Improvements

Element—including new trail construction, extensions, gap closures, trailheads, and supporting amenities—are considered capacity-expanding improvements and are eligible, in whole or in part, for impact fee funding based on their relationship to population growth and system expansion.

Trail projects that add new mileage, extend the trail network, improve system connectivity, or create new access points within the City’s planned trail system are considered capacity-expanding improvements and are eligible for impact fee funding to the extent that they are required to serve future residents. These improvements would not be constructed, or would be deferred, absent anticipated population growth and increased usage of the trail system.

Projects that enhance or upgrade existing trail facilities, such as safety improvements, lighting, signage, surface upgrades, or rehabilitation, may provide benefit to both existing and future residents. In these cases, only the portion of the improvement reasonably attributable to increased usage generated by new development is considered impact fee eligible. The remaining costs are attributed to existing residents and are funded through other lawful revenue sources, including SPLOST, grants, or the General Fund.

Routine maintenance, repair, or non-capacity-expanding improvements that do not increase trail mileage, connectivity, or system capacity are excluded from impact fee eligibility and are not included in the trail capital projects used to calculate impact fees. This approach ensures that future development contributes its proportionate share toward the expansion and improvement of the City’s trail system, while preserving existing service levels for current residents and avoiding the use of impact fees to fund existing deficiencies or general maintenance obligations.

The trail capital projects identified below represent capacity-expanding improvements necessary to meet the City of Stockbridge’s adopted trail Level of Service and to accommodate projected population growth through the 2050 planning horizon. Projects that add new trail mileage, extend the trail network, close system gaps, or create new access points are considered 100 percent impact fee eligible, as these improvements would not be constructed but for anticipated growth. For these projects, a Net Present Value (NPV) is calculated to account for foreseeable cost increases due to inflation, as defined by annual percent increases in ENR’s average Construction Cost Index (CCI) through 2035. Projects that provide both system expansion and shared benefit to existing residents—such as trailheads and wayfinding—are assigned partial impact fee eligibility based on the portion of the improvement reasonably attributable to increased usage generated by new development. Routine maintenance, rehabilitation, or non-

capacity-expanding improvements are excluded from impact fee eligibility and are not included in this table.

The growth-related costs identified herein form the basis for calculating the trail component of the City of Stockbridge's impact fee schedule and ensure that future development contributes its proportionate share toward expansion of the City's trail system, without funding existing deficiencies or ongoing maintenance obligations.

**Table 10- Trail Capital Projects Cost Table**

Project	Description	Estimated Cost	% Impact Fee Eligible	Growth-Related Cost	Net Present Value (NPV)
Walt Stephens Road Trail	New multi-use trail construction along Walt Stephens Road	\$3,500,000	100%	\$3,500,000	\$3,902,199.36
Reeves Creek Trail Extension (2 miles)	Extension of Reeves Creek Trail to expand network connectivity	\$2,800,000	100%	\$2,800,000	\$3,121,759.02
Brush Creek Trail (2.5 miles)	New multi-use trail corridor providing regional connectivity	\$2,400,000	100%	\$2,400,000	\$2,675,793.44
MLK, Sr. Heritage Trail – Spur to Floyd Chapel Baptist Church (0.25 miles)	New spur trail improving neighborhood and institutional access	\$425,000	100%	\$425,000	\$473,838.42
MLK, Sr. Heritage Trail – Spur to Green Front Café (0.25 miles)	New spur trail connecting downtown destinations	\$355,000	100%	\$355,000	\$395,794.45
Continuation of MLK, Sr. Heritage Trail (0.75 miles)	Extension of existing trail corridor to close system gaps	\$625,000	100%	\$625,000	\$696,821.21
Potential Trailhead at Reeves Creek / MLK Sr. Heritage Trail	Trailhead, parking, signage, and access improvements	\$500,000	75%	\$375,000	\$418,092.73
Wayfinding & Trail Signage (Digital & DeNyse Signage)	System-wide signage, wayfinding, and user information	\$160,000	50%	\$80,000	\$89,193.11

### **Scheduling Individual Costs – Trail System**

Improvements identified to address future trail system needs cannot be scheduled on an annual basis over the planning horizon with complete certainty. Accordingly, and consistent with accepted capital planning practice, the City assigns an average year of implementation for each trail project for purposes of forecasting costs, calculating impact fee eligibility, and determining net present value where applicable. The trail capital improvements identified in this Capital Improvements Element are intended to expand system capacity, improve network connectivity, and maintain the City's adopted Level of Service as population growth occurs through the 2050 planning horizon. While specific trail projects may be constructed earlier or later than anticipated based on funding availability, coordination with regional partners, right-of-way constraints, or implementation timing, all identified improvements are assumed to occur within the planning horizon and are evaluated for their relationship to future growth.

Consistent with the Level of Service analysis, the City's existing trail system does not currently meet the adopted trail Level of Service standard. Accordingly, trail capital improvements identified in this Capital Improvements Element include new trail construction, extensions, gap closures, trailheads, and supporting infrastructure necessary to accommodate increased usage generated by new residential and mixed-use development. These improvements are attributable, in whole or in part, to growth. Projects identified to meet growth-related trail demand may be funded through a combination of impact fees, SPLOST revenues, grants, partnerships, or other lawful funding sources. The proportionate share of each project attributable to new development is determined based on the Level of Service analysis and service area forecasts presented in the preceding sections.

Routine maintenance, repair, rehabilitation, or non-capacity-expanding improvements that do not increase trail mileage, connectivity, or overall system capacity are excluded from growth-related cost calculations and are not eligible for impact fee funding.

### **Future Costs**

Future costs for the City of Stockbridge's trail system are driven by the need to expand trail mileage, improve network connectivity, and provide supporting infrastructure necessary to accommodate projected population growth through the 2050 planning horizon. Based on the Level of Service (LOS) analysis and service area forecasts presented above, the City has identified a series of trail capital improvements required to move toward the adopted trail LOS standard and implement the City's planned trail network. Trail-related future costs include expenses

associated with new trail construction, trail extensions, gap closures, spur connections, trailheads, wayfinding and signage, lighting, bridges or boardwalks, and related engineering and design services. These improvements are necessary to increase system capacity, enhance safety, improve connectivity between destinations, and ensure that the trail network can serve both existing and future residents.

Cost estimates for future trail improvements are derived from adopted planning documents, including the Stockbridge Trails Plan, regional bicycle and pedestrian plans, and conceptual engineering estimates prepared for specific trail corridors. These estimates reflect current construction costs and include allowances for engineering, design, and contingency where applicable. Because the City's trail system functions as an interconnected, citywide network, future trail costs are evaluated on a system-wide basis rather than by individual neighborhood service areas. Improvements that add trail mileage, extend the trail network, close critical gaps, or significantly enhance connectivity are considered capacity-expanding and are directly related to accommodating future population growth. These projects form the basis for evaluating growth-related capital costs and determining the portion of trail improvements eligible for impact fee funding.

Not all trail-related costs are attributable to growth. Routine maintenance, repair, rehabilitation, or non-capacity-expanding improvements that do not increase trail mileage, connectivity, or overall system capacity are excluded from growth-related cost calculations and are not eligible for impact fee funding. Only those costs associated with expanding or enhancing the trail system to serve additional users are included in the Capital Improvements Element for impact fee purposes. The future trail costs identified in this Capital Improvements Element establish the basis for evaluating growth-related capital improvements, assigning impact fee eligibility, and calculating the trail component of the City of Stockbridge's impact fee schedule. This approach ensures that future development contributes its proportionate share toward expansion and improvement of the City's trail system, while preserving existing service levels for current residents and avoiding the use of impact fees to fund existing deficiencies or ongoing maintenance obligations.

#### *Trail Impact Fee Calculation Methodology*

The trail impact fee is calculated using a growth-based methodology that allocates the cost of capacity-expanding trail improvements proportionately to new development, consistent with the City of Stockbridge's adopted Level of Service (LOS) standard and projected population growth through the 2050 planning horizon. The calculation is based on the total growth-related cost of

trail capital improvements identified in the Trail Capital Projects Cost Table. These projects include new trail construction, extensions, gap closures, trailheads, and supporting amenities that expand system capacity and connectivity. Routine maintenance, repair, and non-capacity-expanding improvements are excluded.

Population projections indicate that Stockbridge's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing a growth of 19,840 residents. The total growth-related trail capital cost of \$10,560,000 is divided by the projected population growth to determine a per-resident cost of approximately \$532 per resident. To express the impact fee on a per-unit basis, the per-resident cost is multiplied by the City's assumed average household size of 2.5 persons per dwelling unit, resulting in a trail impact fee of approximately \$1,331 per dwelling unit.

This methodology ensures that new development contributes its proportionate share toward trail system expansion necessary to serve future residents, consistent with the principles of rational nexus, proportionality, and benefit.

#### Trail Impact Fee Calculation Formula

##### Per-Resident Trail Cost

$$\begin{aligned} \text{Per-Resident Cost} &= \frac{\text{Total Growth-Related Trail Capital Cost}}{\text{Projected Population Growth}} \\ &= \frac{\$10,560,000}{19,840} \approx \mathbf{\$532 \text{ per resident}} \end{aligned}$$

##### Per-Dwelling Unit Trail Impact Fee

$$\begin{aligned} \text{Trail Impact Fee (per dwelling unit)} &= \text{Per-Resident Cost} \times \text{Average Household Size} \\ &= \$532 \times 2.5 = \mathbf{\$1,331 \text{ per dwelling unit}} \end{aligned}$$

#### *Relationship to Impact Fee Schedule – Trail System*

The growth-related costs identified for the Trail System represent the portion of trail capital improvements necessary to expand system capacity and connectivity in order to accommodate projected population growth through the 2050 planning horizon. These costs are derived from the City's adopted trail Level of Service (LOS) standard and the capital projects identified in this Capital Improvements Element.

The eligible share of trail improvement costs forms the basis for calculating the trail component of the City of Stockbridge’s impact fee schedule. By allocating only those costs attributable to new development, the impact fee program ensures that future growth contributes its proportionate share toward the expansion of the trail network, while avoiding the use of impact fees to fund existing deficiencies, routine maintenance, or improvements that primarily benefit existing residents.

Based on the growth-related trail capital costs identified in this Capital Improvements Element and projected population growth through 2050, the trail impact fee is calculated at approximately \$1,331 per dwelling unit, representing the proportionate share of trail system expansion attributable to new residential development.

#### *Maximum Impact Fee Schedule – Parks & Recreation*

The table below summarizes the maximum road improvement impact fees that may be assessed in Stockbridge based on the analyses presented in this chapter. These fees are either (1) derived by multiplying the relevant calculated impact fee for non-residential land uses by the number of persons (“Employees”) per unit of measure for a given land use or (2) directly established for residential land uses based on the calculated impact fee for dwelling units.

#### **Non-Residential Impact Fee:**

= Number of Employees per Unit of Measure × Calculated Impact Fee per Resident

= Number of Employees per Unit of Measure × \$532

#### **Residential Impact Fee:**

= Calculated Impact Fee per Dwelling Unit = \$1,331

# WATER

## Water

The City of Stockbridge's water system is a critical public utility that supports residential, commercial, institutional, and industrial development throughout the City. The system provides a reliable supply of potable water for domestic consumption, sanitation, fire protection, and economic activity, while also supporting public health, safety, and overall quality of life for residents, businesses, and visitors. The water system consists of interconnected treatment, transmission, storage, and distribution facilities that operate as an integrated, citywide network. These components are designed to meet daily water demands, accommodate peak usage conditions, and provide adequate pressure and flow for emergency response and fire suppression. Because water infrastructure must function continuously and reliably, long-range planning and capital investment are essential to maintaining system performance as development and population growth occur.

### Introduction

As the City continues to grow, increased residential density, commercial activity, and institutional development place additional demand on the water system. Growth-related demand requires ongoing investment in water supply capacity, storage facilities, transmission mains, and distribution infrastructure to ensure that service levels remain consistent with adopted standards and regulatory requirements. Failure to plan for these needs could result in capacity constraints, reduced system reliability, or the need for emergency infrastructure upgrades.

The purpose of this section of the Capital Improvements Element is to document the City's water service framework, define the applicable service area and Level of Service (LOS), and evaluate future system demands based on projected population growth. This analysis identifies the capital improvements necessary to maintain acceptable water service levels through the 2050 planning horizon and distinguishes between improvements needed to serve existing users and those attributable to new development.

This section also establishes the technical and policy foundation for calculating water system impact fees. By linking projected growth, system capacity, and capital improvement needs, the City ensures that new development contributes its proportionate share toward water

infrastructure expansion, while avoiding the use of impact fees to address existing deficiencies or routine system maintenance. This approach supports fiscal sustainability, equitable cost allocation, and compliance with state impact fee requirements.

### **Service Area**

The City of Stockbridge's water system is designed and operated as a unified, citywide service network. Water facilities provide service to all developed properties within the City limits and are intended to support future growth in accordance with adopted land use policies and development patterns. Because water infrastructure functions as an interconnected system of supply, treatment, storage, transmission, and distribution components, the entire City is treated as a single service area for purposes of planning, Level of Service (LOS) analysis, and capital improvements evaluation. Water service is provided through a combination of source water supply, treatment capacity, elevated and ground storage facilities, transmission mains, and local distribution lines that collectively serve residential neighborhoods, commercial corridors, employment centers, institutional uses, and public facilities throughout Stockbridge. These facilities are planned to ensure adequate water pressure, volume, and redundancy under both average daily demand and peak usage conditions, including fire flow requirements.

The citywide service area approach reflects the operational realities of the water system, as individual system components do not serve isolated geographic subareas but instead function collectively to meet overall system demand. Improvements to water supply, storage, or transmission infrastructure typically benefit users throughout the City rather than a specific development or neighborhood. For purposes of long-range planning and impact fee analysis, future water demand generated by population and development growth is evaluated on a citywide basis. Capital improvements identified to maintain or expand water system capacity are therefore allocated across the entire service area, and the costs attributable to growth are assessed proportionately to new development regardless of location within the City.

This service area designation ensures consistency with accepted utility planning practices and provides a clear framework for evaluating growth-related capital needs, scheduling improvements, and establishing water impact fees that equitably distribute costs among future system users.

## Level of Service and Forecasts

### *Level of Service*

The Level of Service (LOS) for the City of Stockbridge's water system is measured in terms of average potable water demand relative to population served, consistent with accepted utility planning practice. Water system LOS reflects the ability of the City's treatment, storage, transmission, and distribution infrastructure to meet average and peak demands, maintain adequate pressure, and provide reliable service to residents and businesses throughout the City. Per-capita water demand is used as the basis for evaluating system capacity because it reflects actual utilization patterns and allows the City to project future water needs associated with growth. Based on historical usage data and projected conservation trends, the City has adopted a planning per-capita demand rate of approximately 87.9 gallons per capita per day (GPCD) for long-range planning and impact fee analysis. This rate is derived from the City of Stockbridge Water Conservation Plan (2019), which analyzed historical potable water use and projected future efficiency gains due to conservation practices, plumbing code improvements, and water efficiency measures.

### *Forecasts*

Population projections indicate that the City's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing an increase of 19,840 residents over the planning horizon. Applying the adopted per-capita demand rate of 87.9 GPCD produces the following growth-related average water demand increase:

- $19,840 \text{ residents} \times 87.9 \text{ GPCD} = 1,744,536 \text{ GPD} \approx 1.74 \text{ MGD}$

### **Future Costs**

Future costs for the City of Stockbridge's water system are driven by the need to accommodate projected growth-related increases in potable water demand while maintaining acceptable levels of service for existing users. As population increases, additional demand is placed on the City's water treatment, storage, transmission, and distribution infrastructure. Growth-related capital improvements are therefore necessary to ensure that adequate system capacity, pressure, redundancy, and fire protection capabilities are maintained throughout the planning horizon. Based on the Level of Service (LOS) analysis presented above, future water demand is projected using a per-capita demand methodology consistent with accepted utility planning practice. The City's adopted planning demand rate of 87.9 gallons per capita per day (GPCD) is derived from

the City of Stockbridge Water Conservation Plan (2019) and reflects historical water usage trends, conservation measures, plumbing code requirements, and anticipated efficiency gains.

Population projections indicate that the City's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing a projected growth of 19,840 residents over the planning horizon. Applying the adopted per-capita demand rate to this population increase yields the following projected growth-related water demand:

**Projected Growth-Related Water Demand Formula:**

- Projected Population Growth × Per-Capita Water Demand = **Additional Average Daily Demand**

**Calculation:**

- 19,840 residents × 87.9 GPCD = **1,744,536 gallons per day**

This equates to approximately 1.74 million gallons per day (MGD) of additional average water demand attributable to future population growth through 2050.

While the City's existing water system currently provides adequate capacity to meet near-term demands, continued population growth will ultimately require capacity-expanding capital improvements to serve additional users. These future improvements may include expansion of water treatment capacity, construction of additional finished water storage, and upgrades to transmission and distribution infrastructure necessary to maintain adequate pressure, system reliability, redundancy, and fire flow standards. Because the City does not currently have a comprehensive water master plan identifying specific capacity expansion projects and associated costs, future water system improvements are evaluated on a system-wide basis using projected demand growth rather than individual facility thresholds. Only capital improvements that expand overall system capacity to serve new development are considered eligible for impact fee funding. Routine maintenance, asset replacement, regulatory compliance projects, and improvements required solely to serve existing users are excluded from impact fee eligibility.

The projected growth-related increase in water demand provides the basis for evaluating future capacity needs, identifying impact-fee-eligible capital improvements, and establishing the proportional share of water system expansion costs attributable to new development within the City of Stockbridge.

### Future Costs and Impact Fee Framework – Water System

Future costs for the City of Stockbridge's water system are driven by the need to accommodate projected growth-related increases in potable water demand while maintaining the adopted Level of Service (LOS) for both existing and future users. As population and development increase, additional demand is placed on the City's interconnected water treatment, storage, transmission, and distribution infrastructure. Capital improvements that expand overall system capacity are therefore necessary to ensure adequate water supply, pressure, redundancy, and fire protection throughout the 2050 planning horizon. Based on the Level of Service (LOS) analysis and population forecasts presented above, future water system needs are evaluated using a demand-based planning methodology consistent with accepted utility planning practice. Rather than relying solely on individual facility capacity thresholds, system adequacy is assessed on a citywide basis using projected population growth and adopted per-capita water demand rates. This approach reflects the integrated nature of the City's water system, in which treatment, storage, transmission, and distribution components function collectively to meet overall demand rather than serving isolated geographic subareas.

The City's adopted planning demand rate of 87.9 gallons per capita per day (GPCD), derived from the 2019 Water Conservation Plan, incorporates historical usage patterns, conservation measures, and anticipated efficiency gains. Applying this demand rate to projected population growth provides a reasonable and defensible estimate of additional system capacity required to serve future residents. This demand-based methodology establishes the technical basis for identifying growth-related capital needs and evaluating the proportional share of water system expansion attributable to new development. Because the City does not currently have a comprehensive water master plan that identifies specific capacity-expansion projects, locations, and costs, future water system improvements are evaluated at the system level rather than tied to individual facilities. Potential growth-related capital improvements may include, but are not limited to, expansion of water treatment capacity, construction of additional finished water storage, upsizing or extension of transmission mains, and distribution system improvements necessary to maintain system pressure, reliability, redundancy, and fire flow standards as demand increases.

Only those capital improvements that expand overall system capacity to serve additional users are considered eligible for impact fee funding. Routine maintenance, asset replacement, rehabilitation of aging infrastructure, regulatory compliance projects, and improvements required solely to address existing deficiencies or serve current users are excluded from impact

fee eligibility. This distinction ensures that impact fees are used exclusively to fund capacity-expanding improvements necessitated by growth, consistent with state impact fee requirements and the principles of rational nexus and proportionality.

The projected growth-related increase in water demand identified in the Level of Service analysis provides the basis for evaluating future capacity needs, establishing an impact-fee-eligible cost framework, and calculating the proportionate share of water system expansion costs attributable to new development. This framework allows the City to update specific project scopes and cost estimates over time—such as through future master planning efforts or capital budgeting—without altering the underlying methodology used to allocate costs between existing and future system users.

#### *Growth-Related Water Demand Calculation*

To evaluate future water system needs and establish a defensible basis for long-range planning and impact fee analysis, the City of Stockbridge estimates growth-related potable water demand using a per-capita demand methodology consistent with accepted utility planning practices. This approach links projected population growth to anticipated increases in average daily water demand and provides a measurable framework for assessing future system capacity requirements.

The City has adopted a long-range planning per-capita demand rate of 87.9 gallons per capita per day (GPCD). This demand rate is derived from historical water consumption data and future efficiency projections contained in the City of Stockbridge Water Conservation Plan (2019). The adopted GPCD reflects existing usage patterns, anticipated reductions associated with water conservation measures, plumbing code standards, fixture efficiency improvements, and ongoing public education efforts. As such, it represents a reasonable and conservative estimate of future average daily potable water demand attributable to residential population growth.

Population projections indicate that the City's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing a projected growth of 19,840 residents over the planning horizon. This projected increase in population forms the basis for estimating additional water system demand associated with future development.

### Calculation Methodology

Projected growth-related water demand is calculated using the following formula:

- Projected Population Growth × Per-Capita Water Demand = **Additional Average Daily Water Demand**

#### **Calculation:**

- 19,840 residents × 87.9 gallons per capita per day = **1,744,536 gallons per day**

This calculation results in an estimated 1,744,536 gallons per day, or approximately 1.74 million gallons per day (MGD), of additional average daily potable water demand attributable to population growth through the 2050 planning horizon.

#### **Planning Implications**

This projected increase in average daily demand represents the incremental water system capacity that must be accommodated to maintain acceptable levels of service for both existing and future users. While peak day demands, fire flow requirements, and operational redundancy are addressed through system design and operational standards, average daily demand provides a consistent and widely accepted basis for long-range capacity planning and impact fee analysis.

The estimated 1.74 MGD of growth-related demand establishes the quantitative foundation for evaluating future water system improvements, identifying capacity-expanding capital projects, and allocating the proportional share of water infrastructure costs attributable to new development. This demand-based approach ensures that future growth contributes equitably to the expansion of the City's water system, while avoiding the use of impact fees to fund existing deficiencies or routine system maintenance.

#### *Water Impact Fee Calculation Methodology*

The water impact fee is calculated using a growth-based methodology that allocates the cost of capacity-expanding water system improvements proportionately to new development, consistent with the City of Stockbridge's adopted Level of Service (LOS) standard and projected population growth through the 2050 planning horizon. The calculation is based on the total estimated cost of water system capacity expansion required to accommodate projected growth-related increases in potable water demand. Capacity needs are measured using a per-capita

demand methodology derived from the City's adopted planning demand rate of 87.9 gallons per capita per day (GPCD) and projected population growth.

Population projections indicate that Stockbridge's population is expected to increase by 19,840 residents between 2025 and 2050. Applying the adopted per-capita demand rate results in an estimated 1.74 million gallons per day (MGD) of additional average daily water demand attributable to future development. In the absence of a comprehensive water master plan identifying specific capacity expansion projects and costs, the City evaluates future water system improvements on a systemwide basis. A planning-level unit cost of \$4.5 million per MGD is applied to the projected growth-related demand to estimate the total capital cost necessary to expand water system capacity.

#### **Calculation**

- Projected Growth Demand × Cost per MGD = **Growth-Related Capital Cost**
- 1.74 MGD × \$4,500,000 per MGD = **\$7,830,000**

The resulting \$7.83 million represents the estimated growth-related share of future water system capital improvements required to maintain acceptable service levels through the planning horizon.

To express the water impact fee on a per-unit basis, the total growth-related cost is divided by projected population growth and converted to a per-dwelling-unit cost using the City's assumed average household size of 2.5 persons per dwelling unit.

#### **Per-Resident Cost**

- \$7,830,000 ÷ 19,840 residents ≈ **\$395 per resident**

#### **Per-Dwelling Unit Cost**

- \$395 × 2.5 persons per unit ≈ **\$988 per dwelling unit**

Accordingly, the water impact fee is calculated at approximately \$990 per dwelling unit, representing the proportionate share of water system capacity expansion attributable to new residential development.

This methodology ensures compliance with rational nexus, proportionality, and benefit principles by allocating only those costs associated with serving future growth, while excluding routine maintenance, asset replacement, and improvements required solely to serve existing users.

### Future Costs and Impact Fee Framework – Water System

Future costs for the City of Stockbridge’s water system are driven by the need to accommodate projected growth-related increases in potable water demand while maintaining the adopted Level of Service (LOS) for both existing and future users. As population and development increase, additional demand is placed on the City’s interconnected water treatment, storage, transmission, and distribution infrastructure. Capital improvements that expand overall system capacity are therefore necessary to ensure adequate water supply, pressure, redundancy, and fire protection throughout the 2050 planning horizon.

Based on the Level of Service (LOS) analysis and population forecasts presented above, future water system needs are evaluated using a demand-based planning methodology consistent with accepted utility planning practices. System adequacy is assessed on a citywide basis using projected population growth and adopted per-capita water demand rates, reflecting the integrated nature of the City’s water system in which individual components function collectively to meet overall demand.

The City’s adopted planning demand rate of 87.9 gallons per capita per day (GPCD) is derived from the City of Stockbridge Water Conservation Plan (2019) and reflects historical water usage patterns, conservation measures, plumbing code requirements, and anticipated efficiency gains. Applying this demand rate to projected population growth provides a reasonable and measurable estimate of additional system capacity required to serve future residents and establishes the technical basis for identifying growth-related capital needs.

Future growth-related water system improvements may include, but are not limited to, expansion of treatment capacity, construction of additional finished water storage, and upgrades to transmission and distribution infrastructure necessary to maintain adequate pressure, system reliability, redundancy, and fire flow standards as demand increases. These improvements benefit the water system as a whole and support service delivery to future development throughout the City.

Only capital improvements that expand overall system capacity to serve new development are considered eligible for impact fee funding. Routine maintenance, asset replacement, rehabilitation of aging infrastructure, regulatory compliance projects, and improvements required solely to serve existing users are excluded from impact fee eligibility. This distinction ensures that impact fees are used exclusively to fund capacity-expanding improvements

necessitated by growth, consistent with state impact fee requirements and the principles of rational nexus and proportionality.

The projected growth-related increase in water demand identified in the Level of Service analysis provides the basis for evaluating future capacity needs, establishing an impact-fee-eligible cost framework, and calculating the proportional share of water system expansion costs attributable to new development. This framework allows future refinement of specific project scopes and cost estimates through ongoing planning and budgeting processes without altering the underlying methodology used to allocate costs between existing and future system users.

#### **Water System Capital Improvement Categories and Impact Fee Eligibility**

For purposes of long-range planning and impact fee analysis, future water system capital improvements are categorized based on whether they expand overall system capacity to serve new development or address existing system needs. This classification reflects the integrated nature of the City's water system, in which treatment, storage, transmission, and distribution components function collectively to meet citywide demand.

Only capital improvements that increase system capacity to accommodate projected growth are considered eligible for impact fee funding. Routine maintenance, asset replacement, rehabilitation of aging infrastructure, and regulatory compliance projects that do not expand system capacity are excluded from impact fee eligibility.

**Table 11 - Water System Capital Improvement Categories**

<b>Improvement Category</b>	<b>Description</b>	<b>Impact Fee Eligibility</b>
<b>Water Treatment Capacity</b>	Expansion of potable water treatment capacity necessary to serve increased average daily and peak demands	Eligible
<b>Finished Water Storage</b>	Additional elevated or ground storage required to maintain pressure, redundancy, and fire protection as demand increases	Eligible
<b>Transmission Mains</b>	Upsizing or extension of major mains required to convey increased systemwide water demand	Eligible
<b>Distribution Capacity</b>	Distribution system improvements that increase hydraulic capacity to serve new development	Eligible
<b>System Rehabilitation &amp; Maintenance</b>	Pipe replacement, leak repair, asset rehabilitation, and regulatory compliance improvements	<b>Not Eligible</b>

The growth-related costs identified for the Water System represent the portion of water system capital improvements necessary to expand overall system capacity to accommodate projected

population growth through the 2050 planning horizon. These costs are derived from the City's adopted Level of Service standard, projected growth-related water demand, and a systemwide capacity-based planning framework.

The eligible share of water system improvement costs forms the basis for calculating the water component of the City of Stockbridge's impact fee schedule. By allocating only those costs attributable to new development, the impact fee program ensures that future growth contributes its proportionate share toward water system expansion, while avoiding the use of impact fees to fund existing deficiencies, routine maintenance, or regulatory compliance improvements that primarily benefit existing users.

#### **Water Impact Fee Summary (Planning Horizon: 2025–2050)**

- **Projected Population Growth:** 19,840 residents
- **Adopted LOS Metric:** 87.9 gallons per capita per day (GPCD)
- **Estimated Growth-Related Demand:** 1.74 MGD
- **Planning-Level Unit Cost:** \$4.5 million per MGD
- **Total Growth-Related Capital Cost:** \$7.83 million

#### **Calculated Impact Fee**

- **Per Resident:** ~\$395
- **Per Dwelling Unit (2.5 persons/unit):** ~\$990

#### **Maximum Impact Fee Schedule – Water**

The table below summarizes the maximum road improvement impact fees that may be assessed in Stockbridge based on the analyses presented in this chapter. These fees are either (1) derived by multiplying the relevant calculated impact fee for non-residential land uses by the number of persons ("Employees") per unit of measure for a given land use or (2) directly established for residential land uses based on the calculated impact fee for dwelling units.

#### **Non-Residential Impact Fee:**

= Number of Employees per Unit of Measure × Calculated Impact Fee per Resident

= Number of Employees per Unit of Measure × \$395

#### **Residential Impact Fee:**

= Calculated Impact Fee per Dwelling Unit = \$990

## **Sewer**

The City of Stockbridge's sanitary sewer system is a critical public utility that supports residential, commercial, institutional, and industrial development throughout the City. The sewer system provides for the safe collection, conveyance, treatment, and disposal of wastewater, protecting public health, surface and groundwater quality, and the natural environment. Reliable sewer service is essential to maintaining sanitary conditions, supporting economic activity, and complying with state and federal environmental regulations.

The sewer system consists of interconnected gravity collection mains, lift stations, force mains, and downstream treatment capacity that operate together as an integrated, citywide network. These components are designed to accommodate average daily wastewater flows, peak wet-weather conditions, and system redundancy needs while preventing overflows, backups, and treatment capacity exceedances. Because sewer infrastructure must operate continuously and is subject to stringent regulatory requirements, long-range planning and coordinated capital investment are essential to maintaining system performance over time.

As the City continues to grow, increased residential density, commercial development, and institutional uses generate additional wastewater flows that place increased demand on the sewer system. Growth-related demand requires capacity-expanding investments in collection, conveyance, pumping, and treatment infrastructure to ensure that service levels remain consistent with adopted standards and regulatory requirements. Without proactive planning, population growth could result in system bottlenecks, surcharging, increased inflow and infiltration impacts, or the need for emergency infrastructure upgrades.

The purpose of this section of the Capital Improvements Element is to document the City's sewer service framework, define the applicable service area and Level of Service (LOS), evaluate future system demands based on projected population growth, and establish the technical and policy foundation for calculating sewer system impact fees. This analysis identifies the capital improvements necessary to maintain acceptable sewer service levels through the 2050 planning horizon and distinguishes between improvements needed to serve existing users and those attributable to new development.

## Service Area

The City of Stockbridge's sanitary sewer system is designed and operated as a unified, citywide service network. Sewer facilities provide service to developed properties within the City limits and are intended to support future growth in accordance with adopted land use policies and development patterns. Because sewer infrastructure functions as an interconnected system of collection, conveyance, pumping, and treatment components, the entire City is treated as a single service area for purposes of planning, Level of Service (LOS) analysis, and capital improvements evaluation.

Individual sewer system components do not serve isolated geographic subareas but instead function collectively to meet overall system demand. Improvements to trunk mains, lift stations, force mains, or treatment capacity typically benefit users throughout the City rather than a specific development or neighborhood. Accordingly, for long-range planning and impact fee analysis, future wastewater demand generated by population and development growth is evaluated on a citywide basis. Capital improvements identified to maintain or expand sewer system capacity are therefore allocated across the entire service area, and the costs attributable to growth are assessed proportionately to new development regardless of location within the City. This service area designation reflects accepted utility planning practice and provides a clear and defensible framework for evaluating growth-related capital needs and allocating sewer impact fees equitably among future system users.

## Level of Service

The Level of Service (LOS) for the City of Stockbridge's sanitary sewer system is measured in terms of average wastewater flow relative to the population served, consistent with accepted wastewater planning practices. Sewer system LOS reflects the ability of the City's collection, conveyance, pumping, and treatment infrastructure to safely and reliably manage average daily and peak wet-weather flows without system surcharging, overflows, or treatment capacity exceedances.

Per-capita wastewater generation is used as the basis for evaluating sewer system capacity because it provides a consistent measure of demand and allows the City to project future wastewater flows associated with population growth. For long-range planning and impact fee analysis, wastewater generation is assumed to closely correspond to potable water usage. Accordingly, the City applies the same per-capita demand rate used for water system planning—87.9 gallons per capita per day (GPCD)—as a conservative proxy for average wastewater flow.

### Forecasts

Population projections indicate that the City's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing a projected increase of 19,840 residents over the planning horizon.

Applying the adopted per-capita wastewater generation rate produces the following growth-related increase in average daily sewer flow:

- $19,840 \text{ residents} \times 87.9 \text{ GPCD} = 1,744,536 \text{ gallons per day} \approx \underline{\mathbf{1.74 \text{ MGD}}}$

This projected increase represents the additional average daily wastewater flow attributable to future population growth through the 2050 planning horizon and establishes the quantitative basis for evaluating future sewer system capacity needs.

### Future Costs and Impact Fee Framework – Sewer System

Future costs for the City of Stockbridge's sewer system are driven by the need to accommodate projected growth-related increases in wastewater flows while maintaining acceptable levels of service for both existing and future users. As population and development increase, additional demand is placed on the City's interconnected sewer collection, conveyance, pumping, and treatment infrastructure.

Growth-related capital improvements are therefore necessary to ensure adequate system capacity, reliability, and regulatory compliance throughout the planning horizon. These improvements may include, but are not limited to, expansion of treatment capacity, upsizing or extension of trunk sewer mains, upgrades to lift stations, and improvements to force mains required to convey increased systemwide wastewater flows.

Because the City does not currently have a comprehensive sewer master plan identifying specific capacity-expansion projects, locations, and costs, future sewer system improvements are evaluated using a systemwide, demand-based planning framework rather than individual facility thresholds. This approach reflects the integrated nature of the sewer system and provides a reasonable and defensible basis for identifying growth-related capital needs.

Only capital improvements that expand overall system capacity to serve new development are considered eligible for impact fee funding. Routine maintenance, rehabilitation of aging infrastructure, inflow and infiltration reduction projects, regulatory compliance improvements, and upgrades required solely to address existing deficiencies are excluded from impact fee

eligibility. This distinction ensures compliance with state impact fee requirements and the principles of rational nexus, proportionality, and benefit.

#### *Sewer System Capital Improvement Categories and Impact Fee Eligibility*

For purposes of long-range planning and impact fee analysis, future sanitary sewer system capital improvements are categorized based on whether they expand overall system capacity to serve new development or address existing system needs. This classification reflects the integrated nature of the City’s sewer system, in which collection, conveyance, pumping, and treatment components function collectively to manage citywide wastewater flows.

Only capital improvements that increase system capacity to accommodate projected growth are considered eligible for impact fee funding. Routine maintenance, rehabilitation of aging infrastructure, inflow and infiltration reduction, regulatory compliance projects, and improvements required solely to serve existing users are excluded from impact fee eligibility.

**Table 12- Sewer System Capital Improvement Categories**

Improvement Category	Description	Impact Fee Eligibility
<b>Wastewater Treatment Capacity</b>	Expansion of wastewater treatment capacity necessary to serve increased average daily and peak flows generated by future development	Eligible
<b>Trunk Sewer Mains</b>	Upsizing or extension of major gravity sewer mains required to convey increased systemwide wastewater flows	Eligible
<b>Lift Stations &amp; Force Mains</b>	New or expanded lift stations and force mains required to serve increased wastewater demand from new development	Eligible
<b>Collection System Capacity</b>	Sewer system improvements that increase hydraulic capacity to serve new development	Eligible
<b>System Rehabilitation &amp; Maintenance</b>	Pipe replacement, inflow and infiltration reduction, asset rehabilitation, and regulatory compliance improvements	Not Eligible

The growth-related costs identified for the Sewer System represent the portion of sewer system capital improvements necessary to expand overall system capacity to accommodate projected population growth through the 2050 planning horizon. These costs are derived from the City’s adopted Level of Service standard, projected growth-related wastewater demand, and a systemwide capacity-based planning framework.

#### **Sewer Impact Fee Summary (Planning Horizon: 2025–2050)**

- **Projected Population Growth:** 19,840 residents
- **Estimated Growth-Related Sewer Demand:** 1.74 MGD (water demand) × 90% return factor = **1.57 MGD**

- **Planning-Level Unit Cost:** \$7.0 million per MGD
- **Estimated Growth-Related Capital Cost:** ~\$11.0 million

**Calculated Impact Fee:**

- **Per Resident:** ~\$554
- **Per Dwelling Unit (2.5 persons/unit):** ~\$1,385

**Maximum Impact Fee Schedule – Sewer**

The table below summarizes the maximum road improvement impact fees that may be assessed in Stockbridge based on the analyses presented in this chapter. These fees are either (1) derived by multiplying the relevant calculated impact fee for non-residential land uses by the number of persons (“Employees”) per unit of measure for a given land use or (2) directly established for residential land uses based on the calculated impact fee for dwelling units.

**Non-Residential Impact Fee:**

= Number of Employees per Unit of Measure × Calculated Impact Fee per Resident

= Number of Employees per Unit of Measure × \$554

**Residential Impact Fee:**

= Calculated Impact Fee per Dwelling Unit = \$1,385

**Stormwater**

The City of Stockbridge’s stormwater system is a critical public infrastructure network that protects public safety, property, and environmental resources by managing the collection, conveyance, treatment, and discharge of stormwater runoff. The system reduces flooding risks, minimizes erosion, and protects water quality in receiving streams and watersheds throughout the City. Stormwater infrastructure supports residential, commercial, institutional, and industrial development by safely accommodating runoff generated by impervious surfaces such as rooftops, roadways, parking areas, and sidewalks. The stormwater system consists of interconnected components including pipes, culverts, open channels, detention and retention facilities, outfalls, and water quality structures. These components operate as an integrated, citywide network designed to manage runoff under both frequent rainfall events and larger storm conditions. Because stormwater facilities must function reliably to protect life and property, long-range planning and capital investment are essential as development and impervious surface coverage increase over time.

## Introduction

As the City continues to grow, new development increases impervious surfaces and runoff volumes, placing additional demand on the stormwater system. Growth-related demand requires capital investment in stormwater conveyance capacity, regional detention facilities, and drainage infrastructure to maintain acceptable service levels and reduce flooding impacts. Failure to plan for these needs may result in localized flooding, infrastructure failures, or increased maintenance and emergency response costs. The purpose of this section of the Capital Improvements Element is to document the City's stormwater service framework, define the applicable service area and Level of Service (LOS), evaluate future system demands based on projected growth, and establish a defensible basis for identifying growth-related capital improvements and calculating stormwater impact fees.

### *Service Area*

The City of Stockbridge's stormwater system is planned and operated as a unified, citywide service network. Stormwater facilities provide drainage service to all developed properties within the City limits and are intended to support future growth in accordance with adopted land use policies and development patterns. Because stormwater runoff does not conform to parcel boundaries and is influenced by watershed conditions, drainage patterns, and interconnected conveyance systems, the entire City is treated as a single service area for purposes of planning, Level of Service (LOS) analysis, and capital improvements evaluation. Improvements to major stormwater conveyance infrastructure, detention facilities, and flood control systems typically benefit multiple drainage areas and properties throughout the City rather than isolated locations.

For purposes of long-range planning and impact fee analysis, future stormwater demand generated by population growth and increased impervious surface coverage is evaluated on a citywide basis. Capital improvements necessary to manage growth-related runoff are therefore allocated across the entire service area, and the costs attributable to growth are assessed proportionately to new development regardless of location within the City.

### **Level of Service**

The Level of Service (LOS) for the City of Stockbridge's stormwater system is measured in terms of the system's ability to safely convey and manage stormwater runoff generated by existing and future development while minimizing flooding, erosion, and water quality impacts. Stormwater LOS reflects the capacity of conveyance infrastructure, detention facilities, and drainage systems to accommodate runoff associated with increasing impervious surfaces.

For planning and impact fee purposes, stormwater demand is directly related to development intensity and impervious surface coverage rather than population alone. As development occurs, increased impervious area results in higher runoff volumes and peak flows, necessitating capacity-expanding stormwater infrastructure improvements to maintain acceptable service levels.

### **Forecasts**

Population projections indicate that the City's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing growth of 19,840 residents. This growth is expected to be accompanied by increased residential, commercial, and institutional development, resulting in additional impervious surface coverage and increased stormwater runoff volumes throughout the City. The projected increase in impervious area associated with future development forms the basis for evaluating growth-related stormwater system needs and identifying capacity-expanding capital improvements necessary to maintain acceptable levels of service through the planning horizon.

### **Future Costs**

Future costs for the City of Stockbridge's stormwater system are driven by the need to accommodate increased runoff volumes generated by new development while maintaining acceptable drainage performance and minimizing flooding risks. As impervious surface coverage increases, additional capacity is required within the stormwater conveyance and detention system to safely manage peak flows and protect downstream properties and infrastructure. Based on the Level of Service analysis and growth forecasts presented above, future stormwater system needs are evaluated using a systemwide, capacity-based planning approach. Rather than relying solely on site-specific drainage improvements, the City evaluates stormwater adequacy on a citywide basis, recognizing that major conveyance facilities, regional detention systems, and drainage improvements often serve multiple developments and drainage areas.

Growth-related stormwater capital improvements may include, but are not limited to, expansion of regional detention or retention facilities, upsizing or extension of major stormwater conveyance infrastructure, construction of flood control facilities, and drainage system improvements necessary to manage increased runoff volumes associated with future development. Only capital improvements that expand overall stormwater system capacity to serve new development are considered eligible for impact fee funding. Routine maintenance,

erosion repair, pipe rehabilitation, regulatory compliance projects, and improvements required solely to address existing drainage deficiencies are excluded from impact fee eligibility.

### Stormwater Capital Improvement Categories and Impact Fee Eligibility

For purposes of long-range planning and impact fee analysis, future stormwater system capital improvements are categorized based on whether they expand overall system capacity to manage increased runoff generated by new development or address existing maintenance and system needs.

**Table 13- Stormwater System Capital Improvement Categories**

Improvement Category	Description	Impact Fee Eligibility
Regional Stormwater Facilities	Construction or expansion of regional detention, retention, or flood control facilities required to manage increased runoff from new development	Eligible
Major Conveyance Capacity	Upsizing or extension of primary stormwater conveyance infrastructure required to accommodate increased runoff volumes	Eligible
Drainage System Capacity Improvements	Stormwater system improvements that increase hydraulic capacity to serve new development	Eligible
Water Quality Facilities (Growth-Related)	Stormwater treatment facilities required to address water quality impacts generated by new development	Eligible
System Rehabilitation & Maintenance	Pipe replacement, ditch maintenance, culvert repair, erosion repair, and regulatory compliance projects	Not Eligible

### Relationship to Impact Fee Schedule – Stormwater System

The growth-related costs identified for the Stormwater System represent the portion of stormwater capital improvements necessary to expand overall system capacity to manage runoff generated by projected population and development growth through the 2050 planning horizon. These costs are derived from the City's adopted Level of Service framework and a systemwide capacity-based planning approach.

The eligible share of stormwater system improvement costs forms the basis for calculating the stormwater component of the City of Stockbridge's impact fee schedule. By allocating only those costs attributable to new development, the impact fee program ensures that future growth contributes its proportionate share toward stormwater system expansion, while avoiding the use of impact fees to fund existing deficiencies, routine maintenance, or regulatory compliance obligations.

### *Stormwater Impact Fee Calculation Methodology*

The stormwater impact fee is calculated using a growth-based methodology that allocates the cost of capacity-expanding stormwater system improvements proportionately to new development, consistent with the City of Stockbridge's adopted Level of Service (LOS) framework and projected growth through the 2050 planning horizon. The methodology is designed to ensure a rational nexus between new development, increased stormwater runoff, and the capital improvements required to manage that runoff.

Stormwater demand is directly related to development intensity and impervious surface coverage rather than population alone. As new development occurs, additional impervious surfaces generate increased runoff volumes and peak flows, requiring expansion of stormwater conveyance capacity, regional detention facilities, and drainage infrastructure to maintain acceptable levels of service and minimize flooding impacts.

Because the City does not currently have a comprehensive stormwater master plan identifying specific capacity expansion projects and costs, future stormwater system improvements are evaluated on a systemwide basis. Growth-related capital needs are estimated using a planning-level cost framework that reflects typical stormwater infrastructure investments necessary to accommodate increased runoff associated with future development.

### **Methodology Framework**

The stormwater impact fee calculation follows these steps:

- 1. Identify Growth Driver**

Stormwater demand is driven by new development and increased impervious surface coverage associated with population and employment growth.

- 2. Estimate Growth-Related Capital Costs**

Planning-level stormwater capital costs are identified for capacity-expanding improvements such as:

- Regional detention and retention facilities
- Major conveyance system expansions
- Drainage system capacity upgrades

Routine maintenance, rehabilitation, erosion repair, and regulatory compliance projects are excluded.

**3. Allocate Costs to New Development**

Only the portion of stormwater capital improvements required to serve future development is included in the impact fee calculation.

**4. Convert Costs to a Per-Unit Fee**

Total growth-related stormwater costs are allocated across projected development to establish an impact fee on a per-dwelling-unit or per-square-foot basis, depending on land use type.

**Conceptual Calculation Formula**

For planning and documentation purposes, the stormwater impact fee is calculated using the following framework:

- Growth-Related Stormwater Capital Cost ÷ Projected Growth Units = **Stormwater Impact Fee Rate**

This approach ensures that the stormwater impact fee reflects only the proportional share of capacity expansion costs attributable to new development and complies with the principles of rational nexus, proportionality, and benefit.

The resulting stormwater impact fee is incorporated into the City's impact fee schedule alongside water and sewer fees, ensuring coordinated infrastructure funding while maintaining fiscal equity between existing and future users.

**Stormwater Impact Fee Summary (Planning Horizon: 2025–2050)**

- **Projected Population Growth:** 19,840 residents
- **Estimated New Dwelling Units:**  $19,840 \div 2.5 \text{ persons/unit} = 7,936 \text{ dwelling unit}$
- **Estimated Impervious Surface Increase:**  $7,936 \text{ units} \times 0.30 \text{ acres/unit} = 2,381 \text{ impervious acres}$
- **Planning-Level Unit Cost:** \$35,000 per impervious acre
- **Estimated Total Stormwater Capital Cost:**  $2,381 \text{ acres} \times \$35,000 \approx \$83.3 \text{ million}$
- **Impact-Fee-Eligible Share (60%):**  $\approx \$50.0 \text{ million}$

**Calculated Impact Fee**

- **Per Impervious Acre:**  $\approx \$21,000$
- **Per Dwelling Unit (0.30 impervious acres/unit):**  $\approx \$6,300$

**Table 14 - Utility Impact Fee Summary**

Category	Water System	Sewer System	Stormwater System
<b>Planning Horizon</b>	2025–2050	2025–2050	2025–2050
<b>Projected Population Growth</b>	19,840 residents	19,840 residents	19,840 residents
<b>Primary Growth Driver</b>	Potable water demand	Wastewater return flow	Impervious surface runoff
<b>LOS / Planning Metric</b>	Gallons per capita per day (GPCD)	Return flow factor	Impervious acres
<b>Adopted Planning Rate</b>	87.9 GPCD	90% of water demand	0.30 impervious acres per dwelling unit
<b>Estimated Growth-Related Demand</b>	1.74 MGD	1.57 MGD	2,381 impervious acres
<b>Planning-Level Unit Cost</b>	\$4.5 million per MGD	\$7.0 million per MGD	\$35,000 per impervious acre
<b>Estimated Growth-Related Capital Cost</b>	~\$7.83 million	~\$11.0 million	~\$83.3 million
<b>Impact-Fee-Eligible Share</b>	100% (capacity expansion)	100% (capacity expansion)	60% (growth-related share)
<b>Eligible Capital Cost</b>	~\$7.83 million	~\$11.0 million	~\$50.0 million

**Table 15 -Fee Structure**

Fee Basis	Water	Sewer	Stormwater
<b>Per Resident</b>	~\$395	~\$554	~\$2,520
<b>Assumed Household Size</b>	2.5 persons/unit	2.5 persons/unit	2.5 persons/unit
<b>Per Dwelling Unit</b>	<b>~\$990</b>	<b>~\$1,385</b>	<b>~\$6,300</b>

The Utility Impact Fee Summary Table presents a consolidated overview of projected growth-related infrastructure needs for the City of Stockbridge’s water, sewer, and stormwater systems over the 2025–2050 planning horizon. The analysis is based on a projected population increase of 19,840 residents and applies consistent, demand-based methodologies to ensure proportional and defensible allocation of infrastructure costs to new development.

For the water system, future demand is estimated using the City’s adopted planning rate of 87.9 gallons per capita per day (GPCD), resulting in an additional average daily demand of approximately 1.74 million gallons per day (MGD). Applying a planning-level unit cost of \$4.5

million per MGD yields an estimated growth-related capital cost of approximately \$7.83 million. This cost represents capacity-expanding improvements necessary to maintain adequate supply, pressure, storage, and fire protection as development occurs.

For the sewer system, growth-related demand is calculated by applying a 90 percent return flow factor to projected water demand, resulting in an estimated 1.57 MGD of additional wastewater flow attributable to future development. Using a planning-level unit cost of \$7.0 million per MGD, the estimated growth-related sewer capital cost is approximately \$11.0 million. These costs reflect capacity-expanding improvements needed to accommodate increased wastewater flows while maintaining system performance and regulatory compliance.

For the stormwater system, growth-related demand is driven by increases in impervious surface area associated with new development. Based on projected residential growth and an estimated impervious area generation rate of 0.30 impervious acres per dwelling unit, future development is expected to add approximately 2,381 impervious acres citywide. Applying a planning-level unit cost of \$35,000 per impervious acre and assigning a conservative 60 percent growth-related eligibility factor results in an estimated impact-fee-eligible stormwater capital cost of approximately \$50.0 million. This reflects the portion of stormwater improvements necessary to manage runoff generated by new development, excluding costs attributable to existing conditions or regulatory compliance.

When expressed on a per-unit basis using an assumed household size of 2.5 persons per dwelling unit, the resulting impact fees are approximately \$990 per dwelling unit for water, \$1,385 per dwelling unit for sewer, and \$6,300 per dwelling unit for stormwater. Collectively, these fees ensure that new development contributes its proportionate share toward the expansion of utility infrastructure needed to serve future growth, while avoiding the use of impact fees to address existing deficiencies or routine maintenance.

This unified framework provides the City with a transparent, defensible, and flexible methodology for calculating utility impact fees that can be refined over time as more detailed master planning, project scoping, or cost estimates become available.

#### **Maximum Impact Fee Schedule – Stormwater**

The table below summarizes the maximum road improvement impact fees that may be assessed in Stockbridge based on the analyses presented in this chapter. These fees are either (1) derived by multiplying the relevant calculated impact fee for non-residential land uses by the number of

persons (“Employees”) per unit of measure for a given land use or (2) directly established for residential land uses based on the calculated impact fee for dwelling units.

**Non-Residential Impact Fee:**

= Number of Employees per Unit of Measure × Calculated Impact Fee per Impervious Acre

= Number of Employees per Unit of Measure × \$21,000

**Residential Impact Fee:**

= Calculated Impact Fee per Dwelling Unit = \$6,300

## CULTURAL FACILITIES

Cultural facilities are essential public assets that support civic life, cultural expression, education, and community engagement throughout the City of Stockbridge. These facilities provide spaces for public meetings, arts and cultural programming, recreational and educational activities, and community services that enhance quality of life for residents and contribute to the City's social and economic vitality. Cultural facilities also support tourism, historic preservation, and intergenerational interaction, strengthening the City's sense of place and community identity. As Stockbridge continues to grow, increased population and development place additional demand on cultural facilities, including meeting space, multi-purpose community facilities, arts and cultural venues, and related public amenities. Growth-related demand requires planned investment in facilities that expand public-use capacity to serve future residents while maintaining acceptable levels of service for existing users. Long-range planning and capital investment are therefore essential to ensure that cultural facilities remain accessible, functional, and responsive to community needs as the City grows.

The purpose of this section of the Capital Improvements Element is to document the City's cultural facilities service framework, define the applicable service area and Level of Service (LOS), and evaluate future facility needs based on projected population growth through the 2050 planning horizon. This analysis identifies capital improvements necessary to maintain acceptable service levels and distinguishes between improvements attributable to new development and those intended to serve existing users. This section also establishes the technical and policy foundation for calculating cultural facilities impact fees. By linking projected growth, facility capacity, and capital improvement needs, the City ensures that new development contributes its proportionate share toward cultural facility expansion, while avoiding the use of impact fees to fund existing deficiencies, routine maintenance, or operational costs.

### Service Area

Cultural facilities in the City of Stockbridge are planned and operated as a unified, citywide service system. These facilities provide services and programming that benefit residents throughout the City, regardless of neighborhood or development location. Because cultural facilities function as centralized or shared community assets—such as conference centers, multi-purpose facilities, cultural and arts centers, and community meeting spaces—the entire City is treated as a single service area for purposes of planning, Level of Service (LOS) analysis, and capital improvements evaluation.

The citywide service area approach reflects the operational realities of cultural facilities, which are designed to serve broad community needs rather than localized service areas. Improvements to cultural facilities typically benefit current and future residents across the City and are not tied to specific developments or geographic subareas. For purposes of long-range planning and impact fee analysis, demand for cultural facilities generated by population growth is evaluated on a citywide basis, and growth-related capital costs are allocated proportionately to new development throughout the City.

This service area designation ensures consistency with accepted impact fee planning practices and provides a clear framework for evaluating growth-related capital needs, scheduling improvements, and establishing cultural facilities impact fees that equitably distribute costs among future system users.

#### **Level of Service**

The Level of Service (LOS) for cultural facilities is measured in terms of the City's ability to provide adequate public-use space, programming capacity, and facility access relative to the population served. Cultural facilities LOS reflects the availability and functional capacity of public meeting spaces, community centers, arts and cultural venues, and multi-purpose facilities to accommodate community demand as population increases. Because cultural facility usage is closely tied to population size, demographic composition, and community participation rather than daily consumption rates, LOS is evaluated using a population-based planning approach. This approach assesses whether existing and planned facilities provide sufficient capacity to serve both current residents and future population growth while maintaining acceptable access, functionality, and programming opportunities.

#### **Forecasts**

Population projections indicate that the City of Stockbridge's population is expected to increase from approximately 36,807 residents in 2025 to 56,647 residents by 2050, representing an increase of 19,840 residents over the planning horizon. This projected growth is expected to increase demand for cultural facilities, including community meeting space, conference facilities, arts and cultural programming, and multi-purpose civic facilities. As population increases, additional public-use facility capacity will be required to maintain acceptable levels of service. These growth-related demands form the basis for identifying future capital improvements necessary to expand cultural facilities capacity and for determining the portion of capital costs attributable to new development.

## Future Costs

Future costs for the City of Stockbridge’s cultural facilities are driven by the need to accommodate increased demand for public-use spaces and cultural programming associated with population growth. Growth-related capital improvements are necessary to expand facility capacity, enhance functionality, and ensure that cultural facilities can continue to serve both existing and future residents at acceptable levels of service. Future cultural facility improvements may include, but are not limited to, construction or expansion of multi-purpose community facilities, conference, and meeting centers, cultural and arts facilities, and associated support spaces that increase public-use capacity. Because cultural facilities often serve multiple functions—including civic, educational, and cultural uses—only the portion of capital improvements that expands public-use capacity attributable to new development is considered eligible for impact fee funding.

Routine maintenance, operational costs, administrative functions, asset replacement, and improvements required solely to address existing deficiencies or serve current users are excluded from impact fee eligibility. This distinction ensures that impact fees are used exclusively to fund capacity-expanding improvements necessitated by growth, consistent with state impact fee requirements and the principles of rational nexus and proportionality.

### *Cultural Facilities Capital Improvement Categories and Impact Fee Eligibility*

For purposes of long-range planning and impact fee analysis, cultural facilities capital improvements are categorized based on whether they expand public-use capacity to serve new development or address existing operational or maintenance needs. This classification reflects the shared, citywide nature of cultural facilities and provides a clear framework for determining impact fee eligibility.

**Table 16 - Impact Fee Eligibility**

Improvement Category	Description	Impact Fee Eligibility
<b>Multi-Purpose Community Facilities</b>	Facilities providing public meeting space, community programming, and shared civic uses that expand capacity for future residents	Eligible (Partial)
<b>Conference &amp; Meeting Facilities</b>	Public-access conference and meeting facilities serving community events, educational uses, and civic functions	Eligible (Partial)
<b>Cultural &amp; Arts Facilities</b>	Facilities supporting arts, cultural programming, exhibitions, and performances for public benefit	Eligible (Partial)
<b>Support &amp; Administrative Spaces</b>	Back-of-house, administrative, or operational areas not directly serving public-use capacity	Not Eligible
<b>Maintenance &amp; Operations</b>	Routine maintenance, repairs, equipment replacement, and operational costs	Not Eligible

#### *Cultural Facilities Impact Fee Calculation Methodology*

The cultural facilities impact fee is calculated using a growth-based methodology that allocates the cost of capacity-expanding cultural facility improvements proportionately to new development, consistent with the City of Stockbridge’s adopted Level of Service (LOS) framework and projected population growth through the 2050 planning horizon. The methodology is designed to ensure a clear rational nexus, proportionality, and benefit relationship between new development and the capital improvements funded through impact fees. Only the portion of capital costs attributable to expanding public-use facility capacity to serve future residents is included in the impact fee calculation.

Because cultural facilities serve the community at large and function as shared civic assets, future demand for cultural facilities is evaluated on a citywide basis using projected population growth rather than parcel-specific thresholds.

#### **Methodology Framework**

The cultural facilities impact fee calculation follows these steps:

- 1. Identify Growth Driver**  
Demand for cultural facilities is driven primarily by population growth and increased participation in civic, cultural, and community activities.
- 2. Identify Growth-Related Capital Improvements**  
Capital improvements that expand public-use capacity—such as conference centers, multi-purpose facilities, and cultural and arts centers—are identified as growth-related.

**3. Determine Impact Fee Eligibility Percentage**

Because many cultural facilities serve both existing and future residents, only the portion of each project attributable to growth is included in the impact fee calculation.

**4. Allocate Costs to New Development**

The growth-related share of eligible capital costs is allocated proportionately to projected population growth.

**5. Convert to Per-Unit Fee**

Growth-related costs are converted to a per-resident and per-dwelling-unit impact fee using the City's assumed average household size of 2.5 persons per dwelling unit.

**Impact Fee Eligibility – Selected Cultural Facility Projects**

Based on the eligibility criteria established above, the following projects are appropriate for inclusion in the Cultural Facilities Capital Projects Cost Table.

**Table 17 - Cultural Facilities Capital Projects Cost**

Item	Project	Total Estimated Cost	Impact Fee Eligibility	Growth-Related Cost
25	Merle Manders Conference Center	\$2,000,000	50%	\$1,000,000
29	Multi-Purpose Facility (Youth/Senior)	\$10,000,000	60%	\$6,000,000
30	Cultural Arts Center	\$34,000,000	50%	\$17,000,000

*Eligibility Rationale for Cultural Facilities*

The Merle Manders Conference Center provides public meeting space, civic programming, and community event capacity that serves both existing residents and future population growth. Because the facility accommodates general public use and supports expanded civic activity associated with new development, a portion of its capital cost is reasonably attributable to growth. However, because the facility also serves the existing population, only a partial share of the total project cost is considered eligible for impact fee funding, reflecting the shared benefit between current and future residents.

The proposed Multi-Purpose Facility intended to serve youth, seniors, and the general public represents a capacity-expanding investment directly related to anticipated population growth. As the City's population increases, demand for community programming, recreational activities, educational services, and public gathering space will similarly increase. This facility is designed to expand public-use capacity beyond existing levels and is therefore substantially attributable to

growth. A majority portion of the project cost is considered impact fee eligible, with the remaining share allocated to existing residents who will also benefit from the facility.

The proposed Cultural Arts Center is intended to function as a major civic and cultural amenity serving residents citywide and, potentially, the broader region. While future population growth will increase demand for cultural programming, arts education, and public events, the facility will also provide immediate benefit to the existing population. As a result, only a portion of the project's capital cost is attributed to growth-related demand. The assigned impact fee eligibility percentage reflects the shared nature of the benefit while recognizing the role of future development in driving the need for expanded cultural facility capacity.

### **Cultural Facilities Impact Fee Summary**

(Planning Horizon: 2025–2050)

#### **Projected Population Growth:**

- 19,840 residents

#### **Total Estimated Eligible Cultural Facilities Capital Cost:**

- \$24,000,000

#### **Calculated Impact Fee**

- **Per Resident:**

$\$24,000,000 \div 19,840 \text{ residents} \approx \$1,210 \text{ per resident}$

- **Per Dwelling Unit (2.5 persons/unit):**

$\$1,210 \times 2.5 \approx \$3,025 \text{ per dwelling unit}$

#### **Resulting Cultural Facilities Impact Fee:**

**Approximately \$3,025 per dwelling unit**

Based on projected population growth of 19,840 residents between 2025 and 2050, the City of Stockbridge has identified approximately \$24.0 million in growth-related capital improvements for cultural facilities that are eligible for impact fee funding. These costs reflect the portion of cultural facility investments attributable to new development and necessary to maintain acceptable levels of civic, cultural, and community service capacity as the population increases. Dividing the total eligible capital cost by projected population growth results in an estimated cost of approximately \$1,210 per resident. Applying the City's assumed average household size of 2.5 persons per dwelling unit yields a calculated cultural facilities impact fee of approximately \$3,025

per dwelling unit. This impact fee ensures that future development contributes its proportionate share toward the expansion of cultural facilities needed to serve growth, while avoiding the use of impact fees to fund facilities or capacity that primarily benefit existing residents.

#### **Relationship to Impact Fee Schedule – Cultural Facilities**

The growth-related costs identified for Cultural Facilities represent the portion of capital improvements necessary to expand public-use facility capacity to accommodate projected population growth through the 2050 planning horizon. These costs are derived from the City's adopted Level of Service framework, projected population growth, and a citywide capacity-based planning approach.

The eligible share of cultural facility improvement costs forms the basis for calculating the cultural facilities component of the City of Stockbridge's impact fee schedule. By allocating only those costs attributable to new development, the impact fee program ensures that future growth contributes its proportionate share toward cultural facility expansion, while avoiding the use of impact fees to fund existing deficiencies, routine maintenance, or operational costs that primarily benefit existing residents.

#### *Cultural Facilities Capital Projects and Costs*

Based on the Level of Service (LOS) analysis and projected population growth through the 2050 planning horizon, the City of Stockbridge has identified a set of cultural facilities capital improvements necessary to maintain acceptable service levels as growth occurs. Cultural facilities include civic, cultural, educational, and community-oriented facilities that provide public access to cultural programming, historical preservation, recreation, learning, and civic engagement.

Consistent with impact fee requirements, only those capital improvements that expand facility capacity or accessibility to serve future residents are considered eligible for impact fee funding. Improvements that primarily address maintenance, rehabilitation, or operational needs of existing facilities are excluded.

Table 18 - Cultural Facilities Capital Projects Cost Table

Facility / Project	Description	Estimated Capital Cost	Impact Fee Eligibility
Burke Cemetery Expansion	Expansion of burial capacity, circulation improvements, and supporting infrastructure to serve future population growth	\$2,500,000	Eligible
Police Department Facilities (Growth Share)	Expansion of police facilities to accommodate additional staffing, training, and public service space necessitated by population growth	\$6,000,000	Eligible (Growth Share Only)
Recreation Facilities (Civic Use Share)	Community-oriented recreation facilities providing multipurpose civic and cultural programming	\$5,000,000	Eligible (Partial)
Public Library Expansion	Expansion of library space, collections, and public access areas to maintain service levels as population increases	\$4,000,000	Eligible
Museums / Cultural Exhibits	Development or expansion of public museum or cultural exhibit space serving citywide residents	\$2,000,000	Eligible
Multipurpose Community Center	Construction or expansion of a multipurpose facility supporting cultural events, meetings, and community programs	\$4,500,000	Eligible
Cultural & Arts Center	Development of a centralized cultural and arts facility providing exhibition, performance, and educational space	\$6,000,000	Eligible
<b>Total Growth-Related Capital Cost</b>		<b>\$24,000,000</b>	

#### Impact Fee Eligibility Rationale

Projects included in the Cultural Facilities Capital Projects Cost Table meet the following criteria for impact fee eligibility:

- The improvements **expand facility capacity** or public access to serve future population growth
- The facilities provide **citywide benefit**, consistent with a citywide service area
- The improvements are **not required to remedy existing deficiencies**
- Routine maintenance, rehabilitation, or operational costs are excluded
- Where facilities serve both existing and future residents, only the **growth-related share** is included

#### Relationship to Impact Fee Calculation

The total growth-related cultural facilities capital cost of approximately \$24.0 million represents the portion of capital investment attributable to projected population growth through 2050. This

cost forms the basis for calculating the cultural facilities component of the City's impact fee schedule and ensures compliance with the principles of rational nexus, proportionality, and benefit.

#### *Cultural Facilities Impact Fee Calculation Methodology*

The cultural facilities impact fee is calculated using a growth-based methodology that allocates the cost of capacity-expanding cultural facility improvements proportionately to new development, consistent with the City of Stockbridge's adopted Level of Service (LOS) framework and projected population growth through the 2050 planning horizon. The calculation is based on the total cost of growth-related cultural facilities capital projects identified in the Capital Improvements Element.

Cultural facilities included in this analysis consist of public facilities that provide cultural, educational, civic, and community-oriented services, including libraries, multipurpose community centers, cultural and arts facilities, museums, civic recreation facilities, and other publicly accessible cultural amenities. Only capital improvements that expand facility capacity or accessibility to serve future residents are included. Routine maintenance, rehabilitation, and operational costs are excluded from impact fee eligibility.

#### **Growth Basis**

Population projections indicate that the City of Stockbridge's population is expected to increase from 36,807 residents in 2025 to 56,647 residents by 2050, representing a projected growth of 19,840 residents over the planning horizon. This projected increase in population forms the basis for allocating the cost of growth-related cultural facilities.

#### **Total Growth-Related Capital Cost**

Based on the Cultural Facilities Capital Projects Cost Table, the total estimated cost of growth-related cultural facilities improvements is:

- **Total Growth-Related Capital Cost: \$24,000,000**

#### **Per-Resident Cost Calculation**

The per-resident cost of cultural facilities expansion is calculated by dividing the total growth-related capital cost by the projected population increase:

**Formula:**

- Total Growth-Related Capital Cost ÷ Projected Population Growth = Cost per Resident

**Calculation:**

- \$24,000,000 ÷ 19,840 residents ≈ **\$1,210 per resident**

**Per-Dwelling Unit Impact Fee Calculation**

To express the cultural facilities impact fee on a per-dwelling-unit basis, the per-resident cost is multiplied by the City's assumed average household size of **2.5 persons per dwelling unit**, consistent with other impact fee calculations in this Capital Improvements Element.

**Formula:**

- Cost per Resident × Average Household Size = Cost per Dwelling Unit

**Calculation:**

- \$1,210 × 2.5 persons per unit ≈ **\$3,025 per dwelling unit**

**Calculated Cultural Facilities Impact Fee**

Based on the methodology above, the cultural facilities impact fee is calculated at approximately:

- **\$1,210 per resident**, or
- **\$3,025 per dwelling unit**

**Methodology Summary and Compliance**

This methodology ensures that:

- Only **growth-related, capacity-expanding** cultural facilities are funded through impact fees
- Costs are allocated in proportion to **projected population growth**
- Existing residents are not charged for facilities needed to serve new development
- The impact fee complies with the principles of **rational nexus, proportionality, and benefit**, as required by state impact fee law

The cultural facilities impact fee provides a fair and predictable mechanism for ensuring that future development contributes its proportionate share toward maintaining access to cultural, civic, and community facilities as the City of Stockbridge grows through 2050.

**Maximum Impact Fee Schedule – Cultural Facilities**

The table below summarizes the maximum road improvement impact fees that may be assessed in Stockbridge based on the analyses presented in this chapter. These fees are either (1) derived by multiplying the relevant calculated impact fee for non-residential land uses by the number of persons (“Employees”) per unit of measure for a given land use or (2) directly established for residential land uses based on the calculated impact fee for dwelling units.

**Non-Residential Impact Fee:**

= Number of Employees per Unit of Measure × Calculated Impact Fee per Impervious Acre

= Number of Employees per Unit of Measure × \$1,210

**Residential Impact Fee:**

= Calculated Impact Fee per Dwelling Unit = \$3,02

# ROADS

The Capital Improvement Element (CIE) is intended to set and uphold an adopted Level of Service (LOS) for the City's roadway network, ensuring that transportation facilities are adequate to serve current and future growth. Establishing LOS standards creates a clear, objective framework for evaluating system performance and guiding the prioritization, funding, and delivery of roadway improvements that promote safety, efficiency, and community mobility.

## Introduction

The road network in the City of Stockbridge plays a central role in supporting economic vitality, quality of life, and long-term growth. Well-connected and well-maintained streets enable residents to access jobs, schools, healthcare, and recreational amenities, while also facilitating the movement of goods and services that sustain local businesses. The road system shapes development patterns by influencing where housing, commercial activity, and civic uses locate, thereby affecting land values and redevelopment potential. In Stockbridge, where local corridors also serve regional travel demands, roadway capacity, safety, and multimodal accommodations are critical to balancing neighborhood livability with economic competitiveness. Strategic investment in the transportation network therefore supports not only mobility, but also equitable access, public safety, and the City's broader goals for sustainable and resilient community development.

## Service Area

The service area for these road projects encompasses the entire city, as the projects function as components of the citywide system of principal streets and thoroughfares that provide primary access to properties throughout the community. All new developments rely on this interconnected network for mobility and access. Accordingly, improvements made to any segment of the system to address congestion or increase capacity will enhance overall system performance and benefit development citywide.

## Level of Service Calculation Methodology

Roadway improvement projects benefit both existing and future users by reducing congestion and correcting capacity deficiencies, thereby improving overall traffic operations. Because development anticipated through 2050 will account for a measurable share of total traffic in

that horizon year, new growth is appropriately assigned a proportionate share of the costs associated with these roadway improvements.

The impacts of traffic not generated within Stockbridge but traveling through the city are partially offset by state and federal transportation funding. Consequently, the portion of project costs funded by the City of Stockbridge reasonably corresponds—and is roughly proportional—to the roadway impacts created by Stockbridge residents, commuters traveling into the city for employment, and visitors accessing the city for commercial, business, or recreational purposes.

On this basis, the roadway impact fee is derived by allocating Stockbridge’s share of roadway improvement costs across the total volume of traffic generated within the city in 2045, including both existing development and future growth, to establish a per-trip cost. This per-trip cost is then applied exclusively to trips generated by new development. At the time a building permit is issued, the fee for an individual land use is calculated by applying the per-trip cost to the estimated number of trips generated by the proposed development, ensuring that new growth pays only its fair and proportionate share of roadway improvements from which it benefits.

The standard for Level of Service (LOS) for roadways and intersections is based on a letter-grade system that rates a given road within the range of service from “A” to “F.” Each letter in the system is defined in the official *Highway Capacity Manual* (Transportation Research Board, 1985) and represents a category of quality of service, as described below:

- A: free-flow conditions, excellent mobility, a high degree of driver freedom, and a superior level of comfort
- B: stable traffic flow with a slight reduction in maneuvering freedom; desired travel speeds are largely unaffected.
- C: stable flow; marks the onset of noticeable interactions among users; more constrained speed selection and maneuverability; declining overall comfort
- D: high traffic density with stable flow; travel speeds and maneuvering freedom are significantly restricted, resulting in reduced comfort; greater potential for operational deficiencies
- E: operating conditions at or near roadway capacity; low, relatively uniform speeds; extremely limited maneuverability; poor comfort; high driver frustration; unstable traffic operations

- **E**: forced or breakdown flow conditions; traffic demand exceeds roadway capacity; formation of queue; increased frequency of stop-and-go traffic; arrival flows that exceed discharge capacity

Factors contributing to the traffic volume that impacts the Level of Service include roadway access, topography, size, type, and signalization.

Roadway capacity is highly correlated with the Level of Service that a given roadway provides. The following table presents the LOS standard applicable to each of the road improvement projects that are eligible for the impact fee program, along with some other relevant project details. It is important to note that while the City of Stockbridge has several other transportational projects, only those that directly increase roadway capacity and reduce congestion are included in the following table, according to the standards as provided by the Georgia Department of Community Affairs.

**Table 19 - Roadway Capacity Data**

Project Description	Roadway Classification	Existing Facility Type	Build Facility Type	LOS Standard	Existing Year	Build Year	Existing Capacity	At Build Capacity
Country Club Dr - Traffic and Safety Enhancements	Local	4 lanes (undivided)	3 lanes (undivided)	E	2025	2026	1,200	1,000
Rock Quarry Rd - Extension	Minor Arterial	N/A	2 lanes (undivided)	N/A	2025	2027	0	7,152
Rock Quarry Rd - Widening	Minor Arterial	2 lanes (undivided)	4 lanes (divided)	D	2025	2026	12,130	25,630

For impact fee purposes, the City has established its Level of Service (LOS) for road improvements at LOS "D" or LOS "E." Road improvement projects provide proportional benefits to both current and future traffic, as relieving over-capacity conditions improves mobility for all users. For example, projected growth through 2050 will represent a defined share of total traffic, and new development is responsible for covering that portion of road improvement costs.

The cost impact of traffic originating outside Stockbridge is partially offset by state and federal funding. Therefore, the net cost of road projects attributable to Stockbridge reflects, in approximate proportion, the travel impact of local residents, commuters, and visitors traveling to the city for work, shopping, business, or recreation.

Accordingly, the road impact fee is calculated by dividing Stockbridge's share of improvement costs by total traffic generated within the city in 2050, resulting in a cost-per-trip rate. This rate is then applied to the trips generated by new development. For individual land uses, the cost-per-trip is multiplied by the expected number of trips associated with the development at the

time of building permit issuance, ensuring that new growth pays its fair share of the road improvements that serve it.

### **Level of Service**

Future demand for road improvement projects is projected using the anticipated growth in the City's day-night population from 2025-2050. Since the City's road network is equally available to all members of the day-night population regardless of location, the City is the single service area for forecasting the Level of Service (LOS) for road improvement projects. As population increases, demand for roadway capacity, traffic circulation, and overall transportation system performance is expected to rise proportionally. The City has established roadway LOS to define the minimum acceptable operating conditions necessary to maintain a safe and efficient transportation network. Based on existing conditions, portions of the roadway system currently operate below the adopted LOS standards, indicating capacity constraints under present traffic volumes. Applying the adopted LOS standards to the projected 2050 population provides a basis for estimating future transportation demand and identifying growth-related roadway capital improvements needed to increase capacity, enhance connectivity, and maintain acceptable levels of service as population growth occurs.

#### *Level of Service Forecast Calculation Methodology*

This section outlines the Level of Service (LOS) Forecast Calculation Methodology used to evaluate roadway conditions and identify future transportation needs within the Capital Improvements Element (CIE) Plan. The methodology provides a consistent, data-driven approach for assessing existing and projected traffic conditions, accounting for anticipated growth, travel demand, and roadway capacity. By establishing how LOS is measured and forecast over the planning horizon, this framework supports transparent decision-making and helps ensure that proposed road improvement projects are appropriately timed, prioritized, and scaled to maintain adopted service standards as development occurs.

The City of Stockbridge forecasted its expected Level of Service for 2050 by estimating the increase in the number of primary trip ends generated by new residential and non-residential developments. Transportation engineers quantitatively recognize increased traffic added to a network in terms of "trips," a route with an origin and a destination, respectively known as "trip ends." The term "primary trip" is distinguished from two other trip types: pass-by trips and diverted trips, whose descriptions are included below:

- **Primary Trip:** A route whereby a vehicle travels from its original beginning to its intended destination. Driving from home to work is a common example of a primary trip.
- **Pass-By Trip:** A route whereby a vehicle travels from its original beginning to its intended destination and stops at an intermediate location during its journey. Driving from home to work while stopping for gas along the way is a common example of a pass-by trip.
- **Diverted Trip:** An alternative route to the usual, primary route that a vehicle travels between its origin and destination. The vehicle also stops at an intermediate location along the alternative route.

It is important to note that only primary trip ends add vehicles to the road network. The other trip types describe the same set of vehicles travelling from their original beginning to their intended destination. As such, these trip types result in different trips that are irrelevant for predicting future traffic congestion. For instance, a trip consisting of stops at home, a daycare facility, and work has two primary trip ends—i.e., from home to work—and two pass-by or diverted trip ends— i.e., the daycare facility as an intermediary location between home and work, respectively. In this case, counting the primary trip alongside the latter trips as an estimate for traffic congestion inflates the aggregate trip count, since the latter trips consider the same vehicle and its primary trip ends.

Estimating the increase in the number of primary trip ends generated by new developments necessitates the further categorization of trip types—that is, residential trips and non-residential trips. Residential trips have either its original beginning or the intended destination as a residential location, whereas non-residential trips have a non-residential location as either. This dichotomy allows the City of Stockbridge to forecast the amount of traffic generated by future increases in the number of housing units—i.e., generated residential trips—and the number of employees—i.e., generated non-residential trips. Collectively, these generated trips facilitate the estimation of the total number of trips generated from new development.

#### ***Residential Trip Generation***

The Institute of Transportation Engineers (ITE) calculates average trip generation rates that differentiate between “single-family detached housing” and “apartments.” The categories of housing that the City of Stockbridge records broadly include “single-family units” and “multi-family units,” which are shown in the table below:

**Table 20- Residential Units by Type (2025-2050)**

	Total Number of Units (2025)	Percent	Total Increase (2025-2050)	Total Number of Units (2050)
Single-Family	9,756	63.78%	5,344	15,100
Multi-Family	5,540	36.22%	3,035	8,575
<b>Total</b>	<b>15,296</b>	<b>1</b>	<b>8,379</b>	<b>23,675</b>

(Table X)

The 2025 breakdown of housing unit types by category are drawn from a recent intradepartmental survey of housing units, dated as of December 2025. All other figures were generated as either (1) proportions of other figures in the table or (2) figures from past tables. The table reveals that the City of Stockbridge will experience an increase of 8,379 housing units, with many new units classified as “single-family”.

The table below shows that amount of traffic generated by the city’s current housing options, along with the amount of growth that will be generated in 2050.

**Table 21- Residential Trip Generation (2025-2050)**

	ADT Trip Ends	2025 Units	2025 ADT Trip Ends	2050 Units	2050 ADT Trip Ends	Increase (2025-2050)	% New Growth Trip Ends
Single-Family	9.52	9,756	92,878	15,100	143,752	50,874	
Multi-Family	6.65	5,540	36,841	8,575	57,024	20,183	
<b>Total</b>		<b>15,296</b>	<b>129,719</b>	<b>23,675</b>	<b>200,776</b>	<b>71,057</b>	<b>54.78%</b>

The Average Daily Trip (ADT) includes total trips to and from work on a normal weekday and is based on data gathered from the ITE across multiple traffic studies, 350 for single-family and 86 for apartments. The term “trip end” refers to traffic leaving from and coming to a housing unit. By 2050, the City of Stockbridge expects that the future increase in trip ends will represent 54.78% of all residential trips generated in the city.

#### ***Non-Residential Trip Generation***

Since detailed information on business types within the city is not readily available, estimating traffic generated by businesses in Stockbridge is more complex than for residential trips. Additionally, while employment forecasts exist, data on floor area by specific use is limited.

An alternative method for calculating non-residential trips is to use the average trips generated per employee. These trips include not only those made by employees but also trips by customers and other individuals who visit, support, or are served by the business in some capacity. Like the former method, relevant data, and other associated resources—such as ITE data for individual uses that relate to the total number of trips generated per employee—are limited. However, other planning teams from other municipalities that have a heavy mixed-use developmental emphasis, such as the City of Atlanta and the City of Savannah, have already performed similar computations, and thus, the City of Stockbridge has adopted the ITE trips per employee figures and subsequent average ADT values for the non-residential categories of “Commercial & Services” and “Industrial,” respectively, from the City of Savannah.

The table below highlights this adoption, displaying average ADT values of 23.95 for trips involving commercial use and 4.21 for trips involving industrial use. From these totals, trips generated by city residents commuting to and from work are subtracted, as these have already been accounted for in the residential trip generation calculations. The table also demonstrates with the growth of the number of employees from 2025 to 2050 and its subsequent growth in trip ends.

**Table 22 - Non-Residential Trip Generation (2025-2050)**

	Average ADT	2025 Employees	2025 Trip Ends	2050 Employees	2050 Trip Ends	Increase (2025-2050)	% New Growth
Commercial & Services	23.95	21,406	512,674	35,035	839,078	326,404	
Industrial	4.21	2,919	12,289	4,777	20,114	7,825	
<b>Total</b>		<b>24,325</b>	<b>524,963</b>	<b>39,812</b>	<b>859,192</b>	<b>334,229</b>	
Less: Internal Commutes at 40.06%			-33,894		-48,702	-11,829	
<b>Net Non-Residential Ends</b>			<b>491,069</b>		<b>810,490</b>	<b>322,400</b>	<b>65.65%</b>

#### **Summary Tables**

Amalgamating both the residential and non-residential trips generated from 2025 to 2050 yields the following figures that represent all trips by land use, which includes pass-by and diverted trips.

**Table 23 - Average Daily Trip Ends (2025-2050)**

	2025	2050	Increase	% New Growth Trip Ends
Residential Trips	129,719	200,776	71,057	
Non-Residential Trips	491,069	859,192	491,069	
Less: Internal Commutes	-33,894	-48,702	-14,808	
<b>Net Trip Ends</b>	<b>586,894</b>	<b>1,011,266</b>	<b>547,318</b>	<b>93.26%</b>

Removing pass-by and diverted trips yields the following figures, which represent primary trip ends generated by existing and future traffic. It is important to note that the percentage of each use type that is considered “primary” has been adopted from former, similar analyses conducted by the City of Savannah due to the unavailability of relevant data and the identity of the respective urban planning emphases of the Cities of Savannah and Stockbridge.

**Table 24 - Primary Daily Trip Ends (2025-2050)**

	% Primary Trip Ends	Primary Trip Ends			% New Growth Primary Trip Ends
		2025	2050	Increase	
Residential Trips	100%	129,719	200,776	71,057	
Commercial & Services	51%	261,464	427,930	166,466	
Industrial	92%	11,306	18,505	7,199	
Less: Internal Communities		-33,894	-48,702	-14,808	
<b>Net New Primary Trip Ends</b>		<b>368,595</b>	<b>598,509</b>	<b>229,914</b>	<b>62.38%</b>

Overall, new residents and business within the City of Stockbridge will generate 62.38% of all vehicles on the city’s roads. Therefore, the equitable cost to the City for providing road improvements to meet the current and prospective traffic demand cannot exceed this percentage.

#### *Relationship to Capital Improvements and Impact Fees*

The following table outlines the costs of roadway improvement projects, including the respective portions of costs that will be covered by impact fee funds. The percentage featured under the “% Impact Fee Eligible” column is the percentage of prospective traffic congestion that is attributable to new growth from 2025 to 2050. The total city cost of the projects are dated as of 2025 and are in the City of Stockbridge’s approved FY2026 budget. The Net Present Value (NPV) of the project is determined by considering the cumulative inflationary costs, as defined by the Engineering News-Record (ENR) Construction Cost Index (CCI), from 2025 to the

expected year of completion. The “New Cost Growth” is the dollar amount of the NPV that is eligible for impact fees for a given project. In total, approximately \$4,427,852.70 worth of prospective road improvement projects is eligible for impact fees.

**Table 25 - Stockbridge Road Improvement Projects with Eligible Cost**

Project Description	Total City Cost	Year of Completion	Net Present Value (NPV)	% Impact Fee Eligible	New Growth Cost
Country Club Dr - Traffic and Safety Enhancements	\$ 1,000,000.00	2026	\$ 1,010,937.11	62.38%	\$ 630,579.89
Rock Quarry Rd - Extension	\$ 2,000,000.00	2027	\$ 2,043,987.70	62.38%	\$ 1,274,953.23
Rock Quarry Rd - Widening	\$ 4,000,000.00	2026	\$ 4,043,748.46	62.38%	\$ 2,522,319.57
<b>Total</b>	<b>\$ 7,000,000.00</b>		<b>\$ 7,098,673.27</b>		<b>\$ 4,427,852.70</b>

#### Scheduling Individual Costs

The total estimated cost of each project in the table will be covered during the same year as its year of completion. Thus, the widening of Rock Quarry Road and the installation of traffic and safety enhancements along Country Club Drive will receive impact fee funds during 2026, and the extension of Rock Quarry Road will receive its designated funds during 2027.

#### Future Costs

##### Credit Calculation

A credit is calculated for this category of public facilities. The calculation assumes that the City will fund its share of non-eligible road improvement costs through General Fund revenues. As a result, the credit is based on the future property tax contributions to the General Fund attributable to new development. For purposes of calculating this credit, the total non-eligible project costs are presented in the year in which the expenditures are expected to be incurred.

**Table 26 -Table Tax Credit (Road Improvements)**

Year	Ineligible Funding Required (NPV)	Property Tax Credit	Contribution from New Growth
2025		7.58%	
2026	\$ 1,901,786.11	10.86%	\$ 206,560.82
2027	\$ 769,034.46	14.58%	\$ 112,128.73
2028		16.05%	
2029		17.47%	
2030		18.84%	
2031		20.16%	
2032		21.45%	
2033		22.69%	
2034		23.90%	
2035		25.06%	
2036		26.19%	
2037		27.29%	
2038		28.36%	
2039		29.39%	
2040		30.40%	
2041		31.38%	
2042		32.33%	
2043		33.25%	
2044		34.15%	
2045		35.03%	
2046		35.88%	
2047		36.71%	
2048		37.52%	
2049		38.31%	
2050		39.08%	
<b>Total New Growth Contribution</b>			<b>\$ 318,689.55</b>

It is important to note that the figures in the “Property Tax Credit” column represent the percentage of property tax revenue that the City expects to be generated from new growth and development. These figures account for the fact that some projects included in the impact fee schedule are not 100% impact fee eligible—which occurs because certain projects will also serve existing development, requiring alternative revenue sources, such as property taxes, to fund the portion of project costs attributable to that development. Under typical circumstances, revenues generated by existing development would be used to pay its proportionate share of these costs. However, as new growth and development come to the City of Stockbridge, it will also generate tax revenue. To the extent that new development contributes tax revenues toward non-eligible portions of impact fee projects, a credit must be applied to reflect this allocation and to ensure that new growth does not pay more than its proportionate share of total project costs.

The table below shows the estimated tax base projections for the City of Stockbridge, according to the prospective total value added by impact fee eligible new growth and development through 2050. Homestead and other exemptions, along with employment increases in job types that are not subjected to impact fees, are not considered in the following figures.

**Table 27- New Growth Added Value (City of Stockbridge)**

Year	Residential			Non-Residential			Total Annual Added Assessed Value
	Total Housing Units	New Housing Units	Added Assessed Value	Total Employees	New Employees	Added Assessed Value	
2024	15,143	153	\$ 8,362,827.00	22,224	2,101	\$ 74,116,727.18	\$ 82,479,554.18
2025	15,296	153	\$ 8,362,827.00	24,325	2,101	\$ 74,116,727.18	\$ 82,479,554.18
2026	15,715	419	\$ 22,902,121.00	26,426	2,101	\$ 74,116,727.18	\$ 97,018,848.18
2027	16,047	332	\$ 18,146,788.00	26,985	559	\$ 19,719,776.53	\$ 37,866,564.53
2028	16,378	331	\$ 18,092,129.00	27,542	557	\$ 19,649,222.77	\$ 37,741,351.77
2029	16,710	332	\$ 18,146,788.00	28,100	558	\$ 19,684,499.65	\$ 37,831,287.65
2030	17,042	332	\$ 18,146,788.00	28,657	557	\$ 19,649,222.77	\$ 37,796,010.77
2031	17,373	331	\$ 18,092,129.00	29,215	558	\$ 19,684,499.65	\$ 37,776,628.65
2032	17,705	332	\$ 18,146,788.00	29,773	558	\$ 19,684,499.65	\$ 37,831,287.65
2033	18,037	332	\$ 18,146,788.00	30,331	558	\$ 19,684,499.65	\$ 37,831,287.65
2034	18,368	331	\$ 18,092,129.00	30,889	558	\$ 19,684,499.65	\$ 37,776,628.65
2035	18,700	332	\$ 18,146,788.00	31,446	557	\$ 19,649,222.77	\$ 37,796,010.77
2036	19,032	332	\$ 18,146,788.00	32,004	558	\$ 19,684,499.65	\$ 37,831,287.65
2037	19,364	332	\$ 18,146,788.00	32,562	558	\$ 19,684,499.65	\$ 37,831,287.65
2038	19,695	331	\$ 18,092,129.00	33,119	557	\$ 19,649,222.77	\$ 37,741,351.77
2039	20,027	332	\$ 18,146,788.00	33,677	558	\$ 19,684,499.65	\$ 37,831,287.65
2040	20,358	331	\$ 18,092,129.00	34,235	558	\$ 19,684,499.65	\$ 37,776,628.65
2041	20,690	332	\$ 18,146,788.00	34,793	558	\$ 19,684,499.65	\$ 37,831,287.65
2042	21,022	332	\$ 18,146,788.00	35,351	558	\$ 19,684,499.65	\$ 37,831,287.65
2043	21,353	331	\$ 18,092,129.00	35,908	557	\$ 19,649,222.77	\$ 37,741,351.77
2044	21,685	332	\$ 18,146,788.00	36,466	558	\$ 19,684,499.65	\$ 37,831,287.65
2045	22,017	332	\$ 18,146,788.00	37,023	557	\$ 19,649,222.77	\$ 37,796,010.77
2046	22,348	331	\$ 18,092,129.00	37,581	558	\$ 19,684,499.65	\$ 37,776,628.65
2047	22,680	332	\$ 18,146,788.00	38,139	558	\$ 19,684,499.65	\$ 37,831,287.65
2048	23,012	332	\$ 18,146,788.00	38,697	558	\$ 19,684,499.65	\$ 37,831,287.65
2049	23,344	332	\$ 18,146,788.00	39,255	558	\$ 19,684,499.65	\$ 37,831,287.65
2050	23,675	331	\$ 18,092,129.00	39,812	557	\$ 19,649,222.77	\$ 37,741,351.77

The values in the "Added Assessed Value" columns for both residential and non-residential properties were estimated using assessed values per housing unit and per employee, respectively. The table below summarizes these values; the assessed value per housing unit is \$54,659.00, and the assessed value per employee is \$35,276.88.

**Table 28 -Residential and Non-Residential Assessed Values per Unit**

<b>New Housing Value: Assessed Value per Housing Unit</b>	\$ 54,659.00
<b>Non-Residential Value: Assessed Value per Employee</b>	\$ 35,276.88

The first figure considers both single-family and multi-family residential units. An inventory of 19 houses in the City of Stockbridge was sold in the past year according to qPublic, generating a total investment of \$6,186,200 and an investment-per-unit total of \$325,589, as shown in the following formula:

- Investment per Single-Family Unit [Stockbridge]  
= Total Investment (2024-2025) ÷ Number of Houses Sold (2024-2025)  
= \$6,186,200 ÷ 19 houses  
= **\$325,589 per Single-Family Unit [Stockbridge]**

In addition, the average growth in the number of total units between 2024-2025 (1,097 units) was multiplied by the estimated proportion of these units that are multi-family (78.91%) to yield an approximate total of 829 multi-family units in the City of Stockbridge. The average investment per multifamily unit was estimated by computing a ratio between the current population of the City of Stockbridge and that of a city with a comparable residential emphasis in mixed-use developments and balanced neighborhoods—i.e., City of Savannah—and applying it to the latter’s average investment per multi-family unit. The key assumption of this formulation is that the average investment per multi-family unit within a given municipality is directly proportional to its population scale. Below is the formula that illustrates this mathematical workflow:

- Investment per Multi-Family Unit [Stockbridge]  
= Investment per Multi-Family Unit [Standard] × (Population [Stockbridge] ÷ Population [Standard])  
= \$186,173 per Multi-Family Unit × (38,607 residents ÷ 148,808 residents)  
= **\$48,301.04 per Multi-Family Unit [Stockbridge]**

Collectively, the total investment produced an average per-unit tax assessment value of \$54,659.00 at 40% across both single-family and multi-family units.

Non-residential value is calculated as the assessed value of all commercial, industrial, and utility property in the 2025 City Digest, per employee. Given the city's approximate 24,000 jobs, strong commercial presence, significant daily in-commuting, moderate total population, and heavy emphasis on mixed use developments; the City reasons that roughly 45% of the total assessed value of all parcels in the City are non-residential. This percentage is applied to the City's 2025 budgeted property tax revenue (\$7,189,056) to generate an estimate for non-residential tax revenue received in 2025. The following equation uses this value, along with city millage (3.77) and the number of employees in 2025 (24,325) to produce the assessed value per employee, which totaled \$35,276.88 per employee.

- **Assessed Value per Employee**
  - = (2025 Nonresidential Tax Revenue × 1,000 ÷ Millage) ÷ (2025 Number of Employees)
  - = ((2025 Tax Revenue × Non-Residential Percent of Total Assessed Value) × 1,000 ÷ Millage) ÷ (2025 Number of Employees)
  - = ((\$7,189,056 × 0.45) × 1,000 ÷ 3.77) ÷ (24,325)
  - = **\$35,276.88 per employee**

The value added is expressed as assessed value, which, as noted above, equals 40 percent of market value. Property tax millage rates are applied to assessed value rather than appraised value, and the assessed values are applied to new growth to calculate the annual increases in assessed value attributable to growth.

The table below projects the City's overall property tax base through 2045 by combining the base-year tax digest with the annual increases in assessed property value generated by new growth and development. The values in the table are expressed in current dollars and do not reflect future reassessments or the effects of inflation on subsequent property sales.

Table 29 -Stockbridge Tax Base Growth

Year	Total City Tax Base (Net 2025 M&O Digest)	Total Annual Assessed Value Added	Net City Tax Digest (40%)	Total Tax Base Generated by New Growth	Percent Generated by New Growth
2024	\$ 1,623,971,430.30				
2025	\$ 1,694,174,196.63	\$ 70,202,766.33	\$ 1,973,846,260.63	\$ 149,687,369.76	7.58%
2026		\$ 70,202,766.33	\$ 2,044,049,026.95	\$ 219,890,136.08	10.76%
2027		\$ 82,577,938.20	\$ 2,126,626,965.16	\$ 302,468,074.29	14.22%
2028		\$ 32,230,261.28	\$ 2,158,857,226.44	\$ 334,698,335.57	15.50%
2029		\$ 32,123,685.99	\$ 2,190,980,912.43	\$ 366,822,021.56	16.74%
2030		\$ 32,200,235.24	\$ 2,223,181,147.67	\$ 399,022,256.80	17.95%
2031		\$ 32,170,209.19	\$ 2,255,351,356.86	\$ 431,192,465.99	19.12%
2032		\$ 32,153,712.03	\$ 2,287,505,068.90	\$ 463,346,178.03	20.26%
2033		\$ 32,200,235.24	\$ 2,319,705,304.13	\$ 495,546,413.26	21.36%
2034		\$ 32,200,235.24	\$ 2,351,905,539.37	\$ 527,746,648.50	22.44%
2035		\$ 32,153,712.03	\$ 2,384,059,251.41	\$ 559,900,360.54	23.49%
2036		\$ 32,170,209.19	\$ 2,416,229,460.60	\$ 592,070,569.73	24.50%
2037		\$ 32,200,235.24	\$ 2,448,429,695.84	\$ 624,270,804.97	25.50%
2038		\$ 32,200,235.24	\$ 2,480,629,931.07	\$ 656,471,040.20	26.46%
2039		\$ 32,123,685.99	\$ 2,512,753,617.07	\$ 688,594,726.20	27.40%
2040		\$ 32,200,235.24	\$ 2,544,953,852.30	\$ 720,794,961.43	28.32%
2041		\$ 32,153,712.03	\$ 2,577,107,564.34	\$ 752,948,673.47	29.22%
2042		\$ 32,200,235.24	\$ 2,609,307,799.58	\$ 785,148,908.70	30.09%
2043		\$ 32,200,235.24	\$ 2,641,508,034.81	\$ 817,349,143.94	30.94%
2044		\$ 32,123,685.99	\$ 2,673,631,720.80	\$ 849,472,829.93	31.77%
2045		\$ 32,200,235.24	\$ 2,705,831,956.04	\$ 881,673,065.17	32.58%
2046		\$ 32,170,209.19	\$ 2,738,002,165.24	\$ 913,843,274.36	33.38%
2047		\$ 32,153,712.03	\$ 2,770,155,877.27	\$ 945,996,986.40	34.15%
2048		\$ 32,200,235.24	\$ 2,802,356,112.51	\$ 978,197,221.64	34.91%
2049		\$ 32,200,235.24	\$ 2,834,556,347.74	\$ 1,010,397,456.87	35.65%
2050		\$ 32,200,235.24	\$ 2,866,756,582.98	\$ 1,042,597,692.11	36.37%

The final two columns of the table also identify the portion of the total tax base attributable solely to new growth and development. The annual contribution of new growth to the tax base is used to calculate the credit for property taxes paid by new development toward portions of impact fee projects that are not eligible for impact fee funding. These percentages are applied to projects categorized under public safety and roadway service, as impact fees for these facility categories are assessed on both residential and nonresidential development.

Because parks and recreation impact fees are assessed exclusively on residential uses, it becomes necessary to consider the net increase in taxable value attributable to residential properties only. Below is a table demonstrating these increases.

Table 30 -Residential Tax Base Growth

Year	Total City Tax Base	Total Annual Assessed Value Added	Net City Tax Digest (40%)	Total Tax Base Generated by New Growth	Percent Generated by New Growth
2024	\$ 539,586,750.28				
2025	\$ 562,912,580.92	\$ 23,325,830.64	\$ 655,837,454.68	\$ 49,735,678.78	7.58%
2026		\$ 23,325,830.64	\$ 679,163,285.32	\$ 73,061,509.42	10.76%
2027		\$ 27,437,650.99	\$ 706,600,936.31	\$ 100,499,160.41	14.22%
2028		\$ 10,708,945.75	\$ 717,309,882.06	\$ 111,208,106.16	15.50%
2029		\$ 10,673,534.65	\$ 727,983,416.71	\$ 121,881,640.80	16.74%
2030		\$ 10,698,969.18	\$ 738,682,385.89	\$ 132,580,609.99	17.95%
2031		\$ 10,688,992.62	\$ 749,371,378.51	\$ 143,269,602.61	19.12%
2032		\$ 10,683,511.21	\$ 760,054,889.73	\$ 153,953,113.82	20.26%
2033		\$ 10,698,969.18	\$ 770,753,858.91	\$ 164,652,083.01	21.36%
2034		\$ 10,698,969.18	\$ 781,452,828.10	\$ 175,351,052.19	22.44%
2035		\$ 10,683,511.21	\$ 792,136,339.31	\$ 186,034,563.41	23.49%
2036		\$ 10,688,992.62	\$ 802,825,331.93	\$ 196,723,556.03	24.50%
2037		\$ 10,698,969.18	\$ 813,524,301.12	\$ 207,422,525.21	25.50%
2038		\$ 10,698,969.18	\$ 824,223,270.30	\$ 218,121,494.40	26.46%
2039		\$ 10,673,534.65	\$ 834,896,804.95	\$ 228,795,029.05	27.40%
2040		\$ 10,698,969.18	\$ 845,595,774.14	\$ 239,493,998.23	28.32%
2041		\$ 10,683,511.21	\$ 856,279,285.35	\$ 250,177,509.45	29.22%
2042		\$ 10,698,969.18	\$ 866,978,254.53	\$ 260,876,478.63	30.09%
2043		\$ 10,698,969.18	\$ 877,677,223.72	\$ 271,575,447.82	30.94%
2044		\$ 10,673,534.65	\$ 888,350,758.37	\$ 282,248,982.47	31.77%
2045		\$ 10,698,969.18	\$ 899,049,727.55	\$ 292,947,951.65	32.58%
2046		\$ 10,688,992.62	\$ 909,738,720.17	\$ 303,636,944.27	33.38%
2047		\$ 10,683,511.21	\$ 920,422,231.39	\$ 314,320,455.49	34.15%
2048		\$ 10,698,969.18	\$ 931,121,200.57	\$ 325,019,424.67	34.91%
2049		\$ 10,698,969.18	\$ 941,820,169.76	\$ 335,718,393.86	35.65%
2050		\$ 10,698,969.18	\$ 952,519,138.94	\$ 346,417,363.04	36.37%

### Impact Cost Calculation

The table below presents the calculation of the net impact cost per primary trip end. To determine this cost, the credit for anticipated future property tax revenues is subtracted from the total cost eligible for impact fees, yielding a “net eligible road project cost.” Dividing this net cost by the projected increase in primary trip ends from new growth and development produces the “net impact cost per trip end.” An administrative fee of three percent is added to this net impact cost, resulting in the maximum impact cost per trip end. This value serves as the basis for calculating impact fees across all land use categories.

**Table 31 - Net Cost to Serve New Growth**

Description	Total
Eligible Cost of Road Projects	\$ 4,427,852.70
- Credit for Property Tax Contributions	\$ (318,689.55)
= Net Eligible Road Project Cost	\$ 4,109,163.15
÷ New Growth Primary Trip Ends	229,914
= Net Impact Cost per Trip End	\$ 17.87
+ 3% Administration Fee	\$ 0.54
<b>= Average Cost per Trip End</b>	<b>\$ 18.41</b>

**Maximum Impact Fee Schedule – Roads**

The table below summarizes the maximum road improvement impact fees that may be assessed in Stockbridge based on the analyses presented in this chapter. These fees are calculated by multiplying the average number of trip ends by land use, as defined in the *Trip Generation* manual from the Institute of Transportation Engineers (ITE), by the average cost per trip end, i.e., \$18.41.

# PUBLIC SAFETY

## Introduction

Public safety services within the City of Stockbridge are provided through the Stockbridge Police Department (SPD). The SPD has only one precinct subdivided into four zones: Zones 1901, 1902, 1903, and 1904. The department also has a headquarters located near the city's downtown region and a new substation that is expected to open in December 2025.

## Service Area

The City of Stockbridge is the sole service area that provides public safety services. All residents and workers in the city have equal access to such services; thus, one service area suffices.

## Level of Service

The "Level of Service" (LOS) is a quantitative measure that defines the relationship between current service capacity and service demands and projects future infrastructural needs for the future population of relevant geographical area. The LOS for public safety in the City of Stockbridge is determined by inventorying the total square footage of all facilities used by SPD, along with the total number of the department's specialized vehicles that are used to serve the city's day-night population. The following table records the total inventory, and Table 32 shows the calculations used to determine the LOS.

**Table 32- SPD Current Inventory: Buildings and Specialized Vehicles (2025)**

Type	Description	Location	Square Footage	Number
Building	Police Headquarters	4545 North Henry Blvd	16800	
Building	Police Substation	1046 Chen Pkwy STE A	1400	
Patrol Vehicles	Patrol Vehicles			79
Specialized Vehicles	Enclosed Equipment Trailer			1

<b>Total Square Footage</b>	18,200
<b>Total Patrol Vehicles</b>	79
<b>Total Specialized Vehicles</b>	1

## Forecasts

Table 33 presents a simple methodology for forecasting prospective growth in the City of Stockbridge for SPD facilities and vehicles.

**Table 33- SPD Level of Service and New Growth Demand (2025-2050)**

Current Service		Level of Service	Service Area Growth	New Growth Demand
Facilities	Population			
Existing Square Feet	Day-Night Population	Square Foot of Floor Area per Person	Day-Night Population Increase to 2050	Square Foot of New Floor Area Completed
18,200	76,428	0.2381	43,706	10,407
Existing Patrol Vehicles	Day-Night Population	Vehicle per Person	Day-Night Population Increase to 2050	New Specialized Vehicles Needed
79	76,428	0.001034	43,706	45.177
Existing Specialized Vehicles	Day-Night Population	Vehicle per Person	Day-Night Population Increase to 2050	New Specialized Vehicles Needed
1	76,428	0.000013	43,706	0.572

The total square footage of all facilities used by the SPD is divided by the 2025 day-night population to generate an estimate for the number of square feet that “serves” each citizen within the city. Then, this ratio is projected into 2050 by multiplying the ratio by the difference of the prospective 2025 day-night population from the current one, thus yielding an estimated required growth of roughly 10,407 square feet across all PD facilities. An identical methodology is also applied to the number of existing patrol vehicles and specialized vehicles; a ratio relative to the current day-night population is calculated and then multiplied by the prospective increase in day-night population by 2050 to yield approximations of 45.18 more patrol vehicles and 0.57 more specialized vehicles. Since only whole vehicles can be purchased, the quantity is rounded up to demonstrate that the impact fees may cover the costs of purchasing 45 patrol vehicles, along with 17% of the cost of another patrol vehicle and 57% of the cost of a specialized vehicle.

The building area required to meet the growth of the city’s prospective day-night population—that is, 10,407—is 100% eligible for impact fees. The square footage may be allocated across future projects that increase building area, which includes the following: construction of a new building, expansion of an existing building, and replacement of an existing building. It is important to note that in the case of replacing an existing building, impact fees would only cover the difference in square footage between the former and new buildings. For instance, if SPD replaced its police headquarters with a building that is 20,00 square feet, then only the difference in square footage—1,800 square feet—is impact fee eligible.

### Future Costs

There are four categories of prospective costs: those for the development of an exterior car port and storage building for the police headquarters, those for additional building area, those for patrol vehicles, and those for specialized vehicles. The estimated cost for the first category in 2025 dollars is already outlined in the city’s proposed FY2026 budget, and the estimated cost of expanding existing buildings is based on average cost used by the City of Milton, Georgia, for the same category. Vehicle costs are based on prevailing rates for similar vehicles purchased by other Georgia municipalities like Savannah and Milton.

**Table 34 -Stockbridge Facility Costs to Meet Future Demand**

Descriptions	Square Footage	Number	Unit Cost	Total Cost	% Impact Fee Eligible	Total Impact Fee Eligible	Net Present Value
Exterior Car Port/Storage Building for Police Headquarters	2,080		\$ 57.69	\$ 120,000.00	100%	\$ 120,000.00	\$ 150,990.68
Future Building Expansion	8,327		\$ 694.00	\$ 5,778,938.00	100%	\$ 5,778,938.00	\$ 7,457,327.50
Patrol Vehicles		46	\$ 78,000.00	\$ 3,588,000.00	98.21%	\$ 3,523,791.96	\$ 4,599,543.14
Specialized Vehicle #1		1	\$ 125,000.00	\$ 125,000.00	57.19%	\$ 71,482.31	\$ 90,067.71
<b>Totals</b>				<b>\$ 9,611,938.00</b>		<b>\$ 9,494,212.27</b>	<b>\$ 12,297,929.02</b>

Commented [VG2]: 30% in budget since 2022. and forecast future years through 2030. reference the budget

The Net Present Value (NPV) of the growth-related share of future capital improvements—that is, the portion eligible for impact fee funding—is calculated using a standardized cost-adjustment approach. Because the exact timing of construction for the additional building area and the acquisition of vehicles needed to serve future demand has not been scheduled, an average implementation year of 2035 is assumed. This assumption reflects that some

improvements will occur earlier at lower cost, while others will occur later at higher cost, with the effects balancing over time. The NPV of impact-fee-eligible building costs is calculated by escalating current cost estimates to the average year of 2035 using the Engineering News-Record 10-year average Building Cost Inflation (BCI) rate and then discounting those projected costs back to present value using the net discount rate. The NPV of vehicle costs is calculated using the same methodology, except that current vehicle cost estimates are escalated using the Consumer Price Index (CPI) rather than BCI and then discounted to present value using the net discount rate.

### **Scheduling Individual Capital Projects**

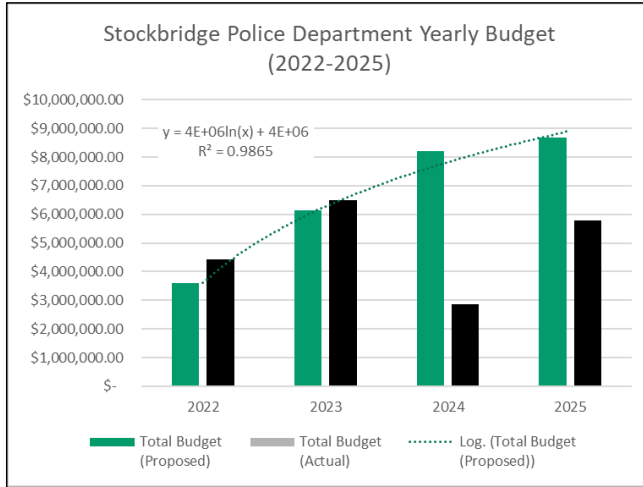
Though the exact project details, such as implementation years, cannot be identified with certainty over the next 25 years, the table below does provide a tentative plan of system improvements that draw from the previous table describing the eligibility of projects for impact fees. It is also important to note that the dates will be implemented as the City of Stockbridge adopts its budget each year. Furthermore, the number of facilities and the nature of facility expansions may vary from the figures shown in the following table. Notwithstanding, at least some of the additional building areas and vehicles are eligible for impact fees if they do not exceed their respective thresholds: 10,407 square feet for buildings, 46 patrol vehicles, and one specialized vehicle.

**Table 35 - Schedule of Police Department Capital Improvements**

Year	Day-Night Population		Facility			% Impact Fee Eligible
	Total	Cumulative Additions	Addition (sq ft)	Patrol Vehicles	Specialized Vehicles	
2025	76,428					
2026	79,742	3,314			1	57%
2027	81,427	1,685	2,080			
2028	83,108	1,681				
2029	84,792	1,684				
2030	86,474	1,682		10		100%
2031	88,157	1,683	2,081			100%
2032	89,841	1,684				
2033	91,524	1,683				
2034	93,207	1,683				
2035	94,889	1,682		9		100%
2036	96,573	1,684	2,081			100%
2037	98,257	1,684				
2038	99,938	1,681				
2039	101,622	1,684				
2040	103,304	1,682		8		100%
2041	104,988	1,684	2,081			100%
2042	106,672	1,684				
2043	108,353	1,681				
2044	110,037	1,684				
2045	111,719	1,682		9		100%
2046	113,402	1,683	2,081			100%
2047	115,086	1,684				
2048	116,769	1,683				
2049	118,453	1,684				
2050	120,134	1,681		10		91.77%
<b>Totals</b>			<b>10,404</b>	<b>46</b>	<b>1</b>	

It is important to note that the yearly budget for the Police Department has been steadily increasing since 2022, and the City anticipates the trend to continue through 2030. The chart below illustrates this trend, highlighting its sustainable logarithmic pattern:

**Figure 2 - Stockbridge Police Department Yearly Budget (2022-2025)**



Noting the logarithmic regression model’s strength, as indicated by the nearly perfect R-squared value, the City can reasonably estimate the budget of the Police Department through 2030. Below is a table showing such estimates:

**Table 36 - Stockbridge Police Department: Proposed and Projected Total Budget (2022-2030)**

Year (Absolute)	OBSERVATIONS AND ADJUSTED PREDICTIONS				LOGARITHMIC REGRESSION MODEL	
	Total Budget (Proposed)	Yearly Difference (Proposed)	Total Budget (Actual)	Yearly Difference (Actual)	Estimated Budget (Proposed)	Percent Error
2022	\$ 3,611,296.25		\$ 4,435,360.37		\$ 4,000,000.00	-10.76%
2023	\$ 6,139,881.31	\$ 2,528,585.06	\$ 6,490,406.49	\$ 2,055,046.12	\$ 6,772,588.72	-10.30%
2024	\$ 8,200,000.00	\$ 2,060,118.69	\$ 2,859,419.85	\$ (3,630,986.64)	\$ 8,394,449.15	-2.37%
2025	\$ 8,685,290.00	\$ 485,290.00	\$ 5,782,002.24	\$ 2,922,582.39	\$ 9,545,177.44	-9.90%
2026	\$ 10,182,808.25	\$ 1,497,518.25			\$ 10,437,751.65	-2.50%
2027	\$ 10,642,859.33	\$ 460,051.08			\$ 11,167,037.88	-4.93%
2028	\$ 11,230,518.84	\$ 587,659.51			\$ 11,783,640.60	-4.93%
2029	\$ 11,739,572.66	\$ 509,053.82			\$ 12,317,766.17	-4.93%
2030	\$ 12,188,589.95	\$ 449,017.29			\$ 12,788,898.31	-4.93%

<b>Logarithmic Coefficient</b>	4,000,000
<b>Constant</b>	4,000,000

To estimate the total proposed budgets for 2027-2030 respectively, such budgets are calculated for 2022-2030 using the logarithmic regression model. Then, percent error statistics are generated for each year from 2022-2026, as shown in the rightmost column of the table above. An unweighted average is calculated for the last three years, since these figures do not consider the low-end extreme percent error values from 2022 and 2023 and are, therefore, more

reliable for estimating the accuracy of the model for future predictions. The average, 4.93%, reveals that the model tends to overestimate the proposed budget by roughly 5%. This trend is subsequently extrapolated onto the future years, and the total proposed budgets for 2027-2030 are thus estimated. The resulting figures show that the Police Department has a broader financial bandwidth to pay off the cost of the portions of public safety projects that are ineligible to receive impact fee funds.

### Credit Calculation

Due to the presence of a specialized vehicle that is not fully eligible for impact fees, there must be a credit calculation conducted for the “public safety” category. Table 10 demonstrates the anticipated property tax contributions from new growth towards non-eligible costs.

**Table 37 - New Growth Contribution from Property Taxes**

Year	Ineligible Funding Required (NPV)	Property Tax Credit	Contribution from New Growth
2035	\$ 67,432.289	23.49%	\$ 15,836.59

In Table 10, the Net Present Value (NPV) is the amount paid from taxes to cover costs that are not eligible for impact fee funding. Due to the uncertainty of the implementation of the impact-fee-funded projects, 2035 is designated as the “average” year. It is also important to note that the City assumes that it will its financial obligations toward non-eligible project costs through general fund expenditures. As such, the credit is based on future property tax contributions into the general fund that will be produced by new growth and development.

### Impact Fee Calculation Cost

There are two types of impact fees that the City intends to charge to fund projects involving public safety: (1) the maximum impact fee per day-night person and (2) the average impact fee per housing unit. Table 11 calculates the first figure, based on the anticipated increase in day-night population from 2025 to 2050.

**Table 38 -Cost to Serve New Growth (per Person)**

Description	Total
Eligible Cost of Public Safety Projects	\$ 12,297,929.02
– Credit for Tax Contributions	\$ (15,836.59)
= Total Net Eligible Public Safety Project Costs	\$ 12,282,092.44
÷ Day-Night Pop Increase in Service Area (2025-2050)	43,706
= Net Cost per Person	\$ 281.02
+ 3% Administration Fee	\$ 8.43
<b>= Maximum Impact Fee per Day-Night Person</b>	<b>\$ 289.45</b>

It is important to note that a 3% administration fee supplements the net impact cost. This fee, added to the net impact cost, yields the maximum impact fee that could be charged per person. The resulting figure will be used to calculate impact fees for all non-residential land uses.

For residential uses, on the other hand, Table 12 demonstrates the method used to calculate the average impact fee per housing unit.

**Table 39 - Calculation of Housing Unit Fee**

Description	Total
Residential Population Increase (2025-2050)	19,840
÷ Day-Night Pop Increase in Service Area (2025-2050)	43,706
= Residential Increase as % of Total Increase	45.3942%
Total Net Project Costs	\$ 12,297,929.02
× Residential Increase =	\$ 5,582,549.58
÷ New Housing Units (2025-2050)	8,379
= Net Impact Fee per Housing Unit	\$ 666.25
+ 3% Administration Fee	\$ 19.99
<b>= Average Impact Fee per Housing Unit</b>	<b>\$ 686.24</b>

#### **Maximum Impact Fee Schedule – Public Safety**

The table below summarizes the maximum road improvement impact fees that may be assessed in Stockbridge based on the analyses presented in this chapter. These fees are either (1) derived by multiplying the relevant calculated impact fee for non-residential land uses by the number of persons (“Employees”) per unit of measure for a given land use or (2) directly established for residential land uses based on the calculated impact fee for dwelling units.

#### **Non-Residential Impact Fee:**

= Number of Employees per Unit of Measure × Calculated Impact Fee per Resident

= Number of Employees per Unit of Measure × \$289.45

**Residential Impact Fee:**

= Calculated Impact Fee per Dwelling Unit = \$686.24

## SHORT-TERM WORK PROGRAM

The Schedule of Improvements serves as a roadmap for all capital improvement projects to be funded, in whole or in part, by impact fees over the next five years, beginning with the current year. This schedule should reflect any updates to previously listed projects—such as revised cost estimates, changes in funding sources, adjustments to construction timelines, or modifications to project scope. In addition, it must include a new fifth-year projection of improvements to ensure comprehensive planning for projects supported by impact fees.

Schedule of Improvements

**Table 40 - Schedule of Eligible Improvements**

(1) Public Facility Type	Project	(2) Service Area	(3) Start Date	(4) Completion Date	(5) Estimated Project Cost	(6) % Eligible for Impact Fees	(7) Sources of Funds (& Share)	(8) Sponsor
<b>Public Safety</b>	Public Works Facilities	Citywide	2018	2026	\$2,704,087	100%	Impact Fees	Public Works
<b>Public Safety</b>	Vehicle Acquisition	Citywide	2026	2028	\$5,640,400	100%	Impact Fees	Police
<b>Roads</b>	LMIG-Sidewalk Resurface	Citywide	2024	2028	\$11,097,119	59%	Impact Fees	Public Works
<b>Roads</b>	Davis Rd Sidewalk Project	Davis Rd Area	2026	2026	\$2,500,000	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	Brush Creek Trail Enhancement	Brush Creek Area	2026	2026	\$2,500,000	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	MLK Sr Heritage Trail Spur	Downtown	2027	2027	\$425,000	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	MLK Sr Heritage Trail Enhancement	Downtown	2027	2027	\$355,000	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	Continuation of MLK Sr Trail	Downtown	2027	2027	\$625,000	100%	Impact Fees	Public Works

<b>Parks &amp; Recreation</b>	Trail Head Location MLK & Reeves Creek	Downtown	2027	2027	\$500,000	75%	Impact Fees	Public Works
<b>Roads</b>	Country Club Dr Traffic & Safety Enhancement	Country Club Dr Area	2026	2026	\$1,000,000	100%	Impact Fees	Public Works
<b>Roads</b>	Burke St Sidewalks	Burke St	2027	2027	\$500,000	100%	Impact Fees	Police
<b>Roads</b>	Love St Sidewalks	Love St	2027	2027	\$500,000	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	Walt Stephens Trail	Walt Stephens Rd	2028	2028	\$3,000,000	100%	Impact Fees	Public Works
<b>Roads</b>	Downtown Pedestrian Bridge	Downtown	2026	2026	\$800,000	100%	Impact Fees	Public Works
<b>Roads</b>	Campground Road Sidewalk	Campground Road Rd	2027	2027	\$500,000	100%	Impact Fees	Public Works
<b>Roads</b>	Rock Quarry Road Extension	Rock Quarry Rd	2027	2027	\$2,000,000	100%	Impact Fees	Public Works
<b>Roads</b>	Rock Quarry Road Widening	Rock Quarry Rd	2026	2026	\$4,000,000	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	Eagles Landing Park Land Acquisition	Eagles Landing Area	2027	2027	\$540,000	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	Clark Park Stream Restoration	Clark Park	2024	2026	\$789,685	78%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	N. Henry Blvd Park Land Acquisition	N Henry Blvd.	2028	2028	\$390,000	100%	Impact Fees	Public Works
<b>Water</b>	SR138SR42 Utility Relocation GDOT	SR138/SR42	2026	2026	\$735,000	100%	Impact Fees	Public Works

<b>Sewer</b>	Clay Pipe Replacement	Citywide	2024	2028	\$17,546,000	66%	Impact Fees	Public Works
<b>Sewer</b>	Northbridge Station Sanitary Sewer Rehabilitation	Northbridge	2027	2027	\$2,030,100	100%	Impact Fees	Public Works
<b>Parks &amp; Recreation</b>	Wayfinding (Digital & DeNyse Signage)	Citywide	2026	2030	\$1,600,000	50%	Impact Fees	Public Works
<b>Roads</b>	Alleway Project Downtown Utility Relocation	Downtown Area	2026	2030	\$4,000,000	100%	Impact Fees	Public Works
<b>Community Facilities</b>	IT Upgrades to Chamber	Downtown Area	2026	2030	\$1,500,000	100%	Impact Fees	Public Works
<b>Community Facilities</b>	Burke Cemetery Gate	Burke St	2026	2030	\$25,000	100%	Impact Fees	Public Works
<b>Community Facilities</b>	PD/City Hall Connection Center	Downtown Area	2026	2030	\$4,000,000	100%	Impact Fees	Public Works
<b>Roads</b>	Public Works Vehicles	Citywide	2026	2030	\$2,500,000	100%	Impact Fee	Public Works
<b>Parks &amp; Recreation</b>	Splash Pad/Park Design	Downtown Area	2026	2026	\$1,300,000	100%	Impact Fees	Public Works
<b>Community Facilities</b>	Multipurpose Center	Downtown Area	2026	2030	\$10,000,000	100%	Impact Fees	Public Works
<b>Community Facilities</b>	Cultural Arts Center	Downtown Area	2026	2030	\$34,000,000	100%	Impact Fees	Public Works

# ANNUAL FINANCIAL REPORT

The Annual Financial Report provides a transparent accounting of development impact fee activity for the preceding fiscal year, as required by the Development Impact Fee Act (DIFA), §36-71-8(c). Prepared as part of the municipality or county's annual audit process, this report ensures compliance with state regulations and supports informed decision-making for capital planning.

## Introduction

Prepared as part of the annual audit process, the Annual Financial Report provides a transparent summary of impact fee activity for the preceding fiscal year. It includes:

- Impact fee fund balance carried forward from the prior fiscal year.
- Total impact fees collected during the last completed fiscal year.
- Impact fees expended, itemized by category of public facility and service area.
- Interest earned on impact fee accounts.
- Impact fees encumbered under contracts for specific capital improvements.

## Annual Impact Fee Financial Report – Fiscal Year 2025

FY25	Public Facility Category						Administration	Total
	Parks & Recreation	Water	Wastewater	Roads	Public Safety	Cultural Facilities		
Impact Fee Fund Balance 2024	\$324,798	\$271,491	\$351,396	\$248,495	0	0	\$15,633	\$1,211,813
Impact Fees Collected	\$460,275	\$99,000	\$132,000	\$548,125	0	0	\$31,546	\$1,270,946
Sub-total	\$785,073	\$99,000	\$132,000	\$796,620	0	0	\$47,179	\$1,859,872
Accrued Interest	0	0	0	0	0	0	0	\$0
Impact Fee refunds	0	0	0	0	0	0	0	\$0
Expenditures	0	0	0	0	0	0	0	\$0
Impact Fee Balance 2025	\$785,073	\$370,491	\$483,396	\$796,620	0	0	\$47,179	\$2,482,759
Impact Fees Encumbers	\$785,073	\$370,491	\$483,396	\$796,620	0	0	\$47,179	\$2,482,759

*\*No funding from impact fees were expended for projects*

## GLOSSARY

<b>Annual Financial Report</b>	Provides an overview of impact fees collected, encumbered, and used by category of public facility and service area for the last completed fiscal year. The financial report does not include information for the current year
<b>Capital Improvements</b>	An improvement with a useful life of ten years or more, achieved through new construction or other actions, which increases the service capacity of a public facility.
<b>Capital Improvement Element (CIE)</b>	A component of the Comprehensive Plan that establishes a multi-year schedule of capital projects necessary to maintain adopted Levels of Service (LOS) as growth occurs.
<b>Development Impact Fee Act (DIFA)</b>	Georgia law (O.C.G.A. §36-71-1 et seq.) authorizing local governments to impose impact fees on new development to recover its proportionate share of the cost of providing public facilities necessary to serve growth.
<b>Impact Fees</b>	Charges assessed on new development to fund a proportionate share of capital improvements required to maintain adopted service levels.
<b>Level of Service (LOS)</b>	A measurable standard that defines the relationship between facility capacity and demand, expressed in units such as acres per 1,000 residents (parks), miles per 1,000 residents (trails), or gallons per capita per day (water).
<b>Service Area</b>	The geographic area within which a public facility provides system-wide benefits and for which impact fees are calculated. For

	Stockbridge, most facilities operate on a citywide service area basis.
<b>Rational Nexus</b>	A principle requiring a clear connection between new development, the need for additional public facilities, and the expenditure of impact fees on those facilities.
<b>Proportionality</b>	The requirement that impact fees reflect only the share of capital improvement costs attributable to new development, excluding costs for existing deficiencies or routine maintenance.
<b>Growth-Related Costs</b>	The portion of capital improvement costs necessary to expand system capacity to serve projected population and development growth, as distinguished from costs to remedy existing deficiencies.
<b>Net Present Value (NPV)</b>	A financial calculation used to adjust future capital costs to present-day dollars, accounting for inflation and discount rates. Applied in estimating long-range impact fee eligibility for projects with uncertain implementation timing.
<b>Trip Generation</b>	A transportation planning metric estimating the number of vehicle trips produced by a land use type, based on Institute of Transportation Engineers (ITE) data. Used to calculate roadway impact fees.
<b>Credits</b>	Financial offsets applied to impact fees to account for other contributions by new development toward non-eligible costs, such as property tax revenues or prior infrastructure investments.
<b>Concurrency</b>	A planning principle ensuring that public facilities are available at adopted service levels when development occurs, supported by impact fee funding for capacity-expanding improvements.

# **APPENDIX A:**

## **TRANSMITTAL RESOLUTION**

### **TRANSMITTAL RESOLUTION**

WHEREAS, the City of Stockbridge has prepared an annual update to a Capital Improvements Element; and

WHEREAS, the annual update of the Capital Improvements Element was prepared in accordance with the Development Impact Fee Compliance Requirements established by Georgia Department of Community Affairs, and a Public Hearing was held on Month, Date, 2026 at City Hall.

BE IT THEREFORE RESOLVED that the Mayor and the Council of the City of Stockbridge do hereby submit the annual update of the Capital Improvements Element covering the five-year period 2026 - 2030 to the Atlanta Regional Commission for review, as per the requirements of the Georgia Planning Act of 1989.

Adopted this 9th day of March, 2026.

**APPENDIX B:  
MAXIMUM IMPACT FEE SCHEDULE  
FOR 2026**

### Maximum Impact Fee Schedule for 2026

Amusement Park	per acre	0.002224	1.1832
Apartment	per dwelling	—	1331.0000
Apparel Store	per sq ft	0.000666	0.3543
Arena	per acre	0.001210311	0.6439
Athletic Club	per sq ft	0.00475	2.5270
Automobile Care Center	service stall	0.001451	0.7719
Automobile Parts Sales	per sq ft	0.00096	0.5107
Automobile Sales	per sq ft	0.002486	1.3226
Baby Superstore	per sq ft	0.005356	2.8494
Book Superstore	per sq ft	0.005356	2.8494
Bowling Alley	per sq ft	0.000362885	0.1931
Building Materials and Lumber Store	per sq ft	0.000688	0.3660
Business Park	per sq ft	0.003079	1.6380
Cemetery	per acre	0.104242	55.4567
Church/Synagogue	per sq ft	0.00038	0.2022
Clinic	per sq ft	0.002705	1.4391
Condominium/Townhouse	per dwelling	—	1331.0000
Congregate Care Facility	per dwelling	—	1331.0000
Convenience Market (24-Hour)	per sq ft	0.000653872	0.3479
Convenience Market (Regular Hours)	per sq ft	0.000653872	0.3479
Corporate Headquarters Building	per sq ft	0.003442	1.8311

Day Care Center	per sq ft	0.002227	1.1848
Department Store	per sq ft	0.002187	1.1635
Discount Club	per sq ft	0.001318	0.7012
Drinking Place	per sq ft	0.005042	2.6823
Drive-in Bank	per sq ft	0.003066	1.6311
Electronics Superstore	per sq ft	0.005356	2.8494
Elementary School	per sq ft	0.0225	11.9700
Factory Outlet Center	per sq ft	0.001318	0.7012
Fast-Food Restaurant w/ Drive Thru	per sq ft	0.0105	5.5860
Fast-Food Restaurant w/o Drive Thru	per sq ft	0.005042	2.6823
Free-Standing Discount Superstore	per sq ft	0.002187	1.1635
Furniture Store	per sq ft	0.000576	0.3064
Gas Station w/Convenience Market	per sq ft	0.000296506	0.1577
Gas Station w/Convenience Market and Car Wash	per pump	—	-44.3545
Gasoline/Service Station	per pump	—	44.6700
General Heavy Industrial	per sq ft	0.000664063	0.3533
General Light Industrial	per sq ft	0.001542	0.8203
General Medical Professional Office Buildings	per sq ft	0.004133	2.1988
Golf Course	per acre	0.089189878	47.4490
Golf Driving Range	per acre	0.089189878	47.4490
Hardware/Paint Store	per sq ft	0.000291	0.1548
Health/Fitness Center	per sq ft	0.00475	2.5270
High School	per sq ft	0.02225	11.8370
High-Cube Warehouse	per sq ft	0.000653	0.3474

High-Turnover (sit-down) Restaurant	per sq ft	0.005042	2.6823
Home Improvement Superstore	per sq ft	0.000688	0.3660
Hospital	per sq ft	0.002857	1.5199
Hotel	Per Room	0.557183	296.4214
Industrial Park	per sq ft	0.003079	1.6380
Junior/Community College	student	0.000486866	0.2590
Library	per sq ft	0.000486866	0.2590
Lodge/Fraternal Organization	per member	0.001	0.5320
Manufacturing	per sq ft	0.001892	1.0065
Medical-Dental Office Building	per sq ft	0.004133	2.1988
Middle School/Junior High School	student	0.02515	13.3798
Mini-Warehouse	per sq ft	0.000339	0.1803
Motel	Per Room	0.133095	70.8065
Movie Theater with Matinee	per sq ft	0.001417	0.7538
Multipurpose Recreational Facility	per acre	0.001058	0.5629
New Car Sales	per sq ft	0.002486	1.3226
Nursery (Garden Center)	per sq ft	0.00312	1.6598
Nursing Home	per sq ft	0.002039	1.0847
Office Park	per sq ft	0.003127	1.6636
Office Supply Superstore	per sq ft	0.005356	2.8494
Pet Supply Superstore	per sq ft	0.005356	2.8494
Pharmacy/Drugstore w/Drive Thru	per sq ft	0.00167	0.8884
Pharmacy/Drugstore w/o Drive Thru	per sq ft	0.001567	0.8336
Private School (K-12)	per sq ft	0.02225	11.8370
Quality Restaurant	per sq ft	0.005042	2.6823

Quick Lubrication Vehicle Shop	Per Stall	0.004348	2.3131
Racquet Club	per sq ft	0.00475	2.5270
Recreational Community Center	per sq ft	0.001058	0.5629
Research and Development Center	per sq ft	0.003288	1.7492
Self-Service Car Wash	per stall	—	55.8400
Shopping Center	per sq ft	0.002125	1.1305
Single Tenant Office Building	per sq ft	0.003395	1.8061
Single-Family Detached Housing	per dwelling	—	1331.0000
Specialty Retail Center	per sq ft	0.0721	38.3572
Sr. Adult Housing	per dwelling	—	1331.0000
Supermarket	per sq ft	0.00214	1.1385
Tennis Courts	per acre	0.000475	0.2527
Tire Store/Superstore	per sq ft	0.00128	0.6810
Toy/Children's Superstore	per sq ft	0.005356	2.8494
Truck Terminal	per acre	0.000520833	0.2771
Variety Store	per sq ft	0.000666	0.3543
Video Rental Store	per sq ft	0.000666	0.3543
Walk-in Bank	per sq ft	0.003066	1.6311
Warehousing	per sq ft	0.000339	0.1803
Wholesale Market	per sq ft	0.000189	0.1005
Wholesale Tire Shot	per sq ft	0.00128	0.6810



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**Ryan Anderson,**  
**MPPA, CPM**  
Director, Community  
Development  
City Council Meeting  
March 9, 2026

# Resolution to Adopt the Capital Improvements Element (CIE) Amendment

# CIE Amendment Adoption

## **Purpose of Meeting**

The meeting requests adoption of Stockbridge's Capital Improvements Element to guide infrastructure planning.

## **Strategic Infrastructure Planning**

CIE amendment adoption enables strategic budgeting and scheduling for future city infrastructure and service demands.

## **Local Government Compliance**

Adopting the CIE ensures compliance with state laws and maintains eligibility for state programs and grants.

## **Community Coordination**

The City-specific CIE supports coordinated planning across services like parks, safety, and utilities.

# Purpose of the Request

## **Request for Council Approval**

Seeking City Council authorization to adopt the Capital Improvements Element as part of the Comprehensive Plan amendment.

## **Transition to City-Specific CIE**

Moving from Henry County's plan to a tailored Stockbridge CIE reflecting local priorities and funding needs.

## **Impact Fees and Compliance**

Adoption of CIE enables lawful implementation of development impact fees supporting sustainable growth.

## **Regulatory Review and Status**

Approval includes transmitting CIE to state agencies to ensure compliance and maintain Qualified Local Government status.

# Background and Legal Framework

## **Legal Mandate for CIE**

Georgia law requires local governments to adopt a Capital Improvements Element for impact fee compliance and planning.

## **Role of Georgia DCA**

The Georgia Department of Community Affairs sets compliance standards to maintain Qualified Local Government status.

## **Local Planning Needs**

Stockbridge's expansion requires a city-specific CIE to address local infrastructure demands and funding priorities.

## **Protection and Transparency**

The legal framework ensures impact fees fund only growth-related projects and protect the city from legal risks.

# Why the City Requires a CIE Amendment

- ❑ The City's current CIE is still based on the **1993** version and no longer meets today's state planning standards for impact fee compliance.
- ❑ Georgia's Development Impact Fee Act (DIFA) requires every local government to maintain a **current, locally adopted CIE** within its Comprehensive Plan.
- ❑ A CIE must include **projected infrastructure needs, a five-year schedule of improvements, and defined funding sources**, which mandate updating or amending older CIEs.
- ❑ Creating a **standalone CIE** ensures Stockbridge's plan reflects city-specific service areas, growth patterns, and capital needs rather than outdated county-level assumptions.
- ❑ The **Atlanta Regional Commission (ARC)** and **Georgia DCA** must review and approve all CIE updates and amendments before adoption, reinforcing the need for an updated, compliant document.

# What is the Capital Improvements Element Amendment (CIE)?



The CIE is the City's long-range plan for building and funding major public facilities.



It identifies the infrastructure needed to support population and economic growth through 2050.



Required by Georgia's Development Impact Fee Act to implement and collect lawful impact fees.



Ensures the City maintains adopted service levels for parks, roads, water, sewer, stormwater, public safety, and cultural facilities

# The CIE Matters for Stockbridge

- **Prepares Stockbridge for rapid growth.** Our population is projected to increase by 53.9% by 2050, driving demand for roads, parks, utilities, police services, and cultural facilities. The CIE ensures we stay ahead of that growth instead of reacting to it.
- **Supports the 2022–2023 annexation impacts.** The annexation added 5,368 new residents and expanded our service area dramatically. The CIE provides the roadmap to serve these new neighborhoods with proportional infrastructure.
- **Ensures development pays its fair share.** Impact fees generated through an adopted CIE shift the cost of growth away from existing residents—protecting our taxpayers and preventing strain on the General Fund.
- **Improves roads and mobility citywide.** Growth will account for 62.38% of new traffic, making projects like Rock Quarry Road improvements essential. The CIE lets us fund these needs equitably through impact fees.
- **Strengthens public safety capacity.** With projected day-night population increases of 43,706, SPD will require expanded facilities and additional vehicles. The CIE identifies exactly what is needed and ensures growth contributes to these costs.
- **Expands trails, parks, and quality-of-life amenities.** The trail system alone needs 33.5 new miles to meet LOS standards. The CIE allows us to build these improvements using growth-generated revenue.
- **Maintains our State Qualified Local Government status.** Adoption keeps Stockbridge eligible for state grants, partnerships, and impact fee authority

# The CIE Benefits to Stockbridge

- **Protects the community from rising taxes.** Without an adopted CIE, Stockbridge would have to fund new growth entirely from property taxes, SPLOST, or debt. The CIE ensures new development pays its proportional share.
- **Delivers better services where residents need them most.** From parks to police response times to water reliability, the CIE directs investments that maintain our high service levels as the city grows.
- **Promotes fairness and transparency.** Every capital project is tied to a documented need, cost estimate, and funding source—building public trust in how we plan and spend.
- **Supports economic development and quality of life.** Well-planned infrastructure makes Stockbridge more competitive for new businesses, walkable neighborhoods, cultural amenities, and family-friendly community spaces.
- **Ensures orderly, responsible growth.** The CIE guides project timing so infrastructure is available before development causes strain—not after.



# 2022–2023 Annexation and Growth Impacts

## **Population Growth from Annexation**

Stockbridge's population rose by 5,368 residents in 2022, an 18.36% increase due to annexation expanding city limits and services.

## **Infrastructure and Service Demands**

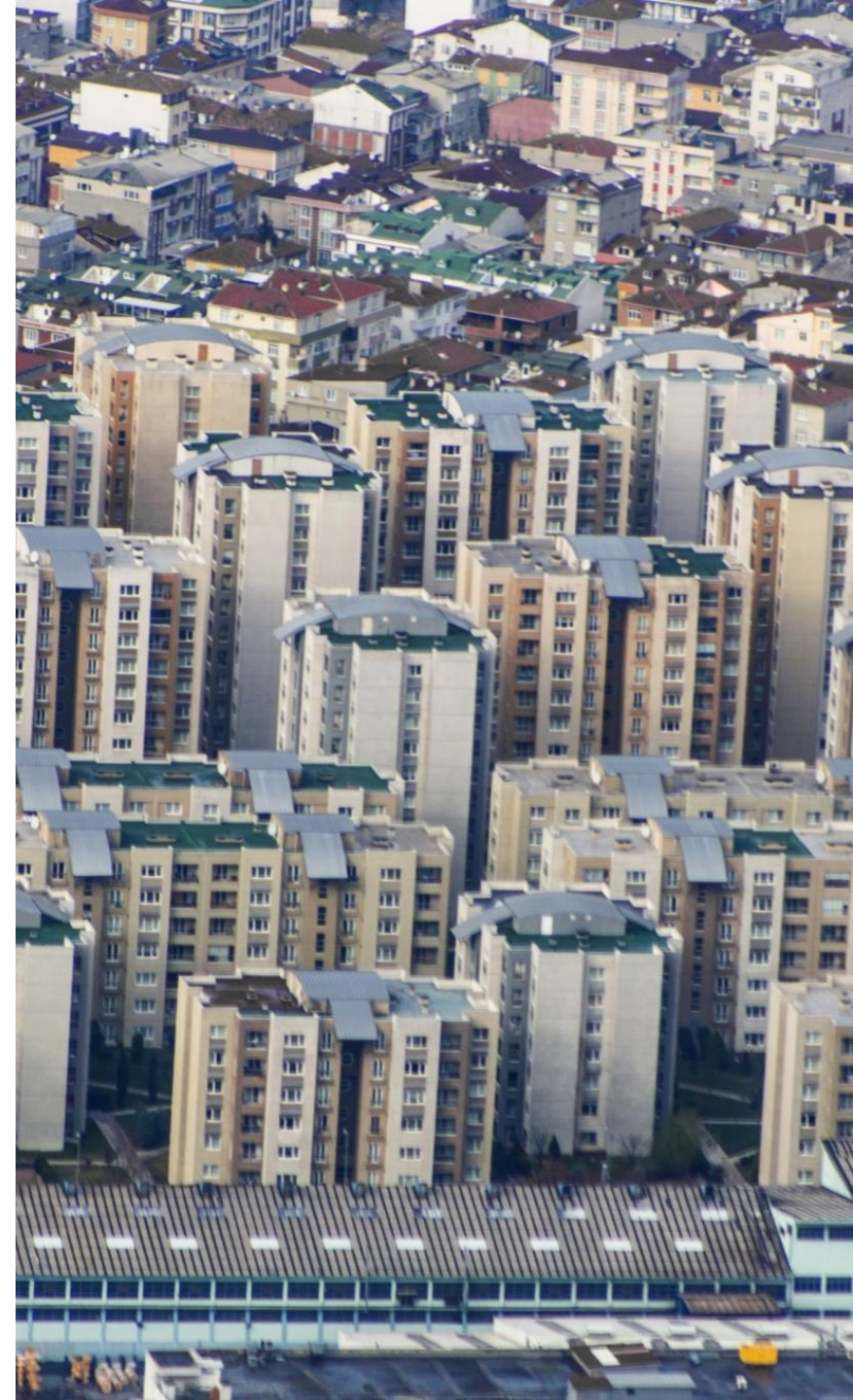
Rapid growth pressures parks, trails, roads, water, sewer, and public safety systems, requiring updated capital planning.

## **Capital Improvement Element (CIE) Importance**

Updated CIE is crucial to address capacity gaps, prioritize needs, and secure funding through impact fees amid annexation growth.

## **Future Population Projections**

By 2050, Stockbridge population is projected to reach approximately 56,647 residents, emphasizing long-term planning needs.



# CIE Highlights and Infrastructure Categories

## **Parks and Recreation Enhancements**

The CIE plans upgrades like athletic fields, trail expansions, and playground improvements to meet service standards and resident needs.

## **Trail Network Expansion**

Trail system needs over 33 miles of expansion by 2050, including projects like Walt Stephens and MLK Sr. Heritage Trail extensions.

## **Water and Sewer Capacity**

Projected system load increase demands water treatment and sewer upgrades to support population growth by 2050.

## **Roadway and Public Safety Improvements**

Road widening, pedestrian enhancements, and new public safety facilities address congestion and service demands through 2050.

# Why Adoption Is Needed Now

## **Legal Compliance and Funding**

Adoption ensures compliance with state requirements, maintaining Qualified Local Government status and eligibility for grants and loans.

## **Impact Fees and Fiscal Stability**

Timely adoption allows lawful collection of impact fees, preventing reliance on general funds and minimizing fiscal vulnerabilities.

## **Infrastructure and Growth Planning**

The CIE integrates demographic data and infrastructure needs into long-term planning, supporting growth management and service delivery.

## **Strategic Coordination and Budgeting**

Adoption supports interdepartmental coordination and aligns with capital budgeting cycles for effective project scheduling.

# Requested Council Action

## **Resolution Approval Request**

Council is asked to approve the resolution adopting the City of Stockbridge's Capital Improvements Element as part of the Comprehensive Plan.

## **Official Transmittal Authorization**

Authorization requested to send the adopted CIE and supporting documents to regional and state agencies for required review.

## **Administrative Implementation**

Approval enables staff to integrate CIE into planning, update schedules, and prepare for reporting and impact fee collection.

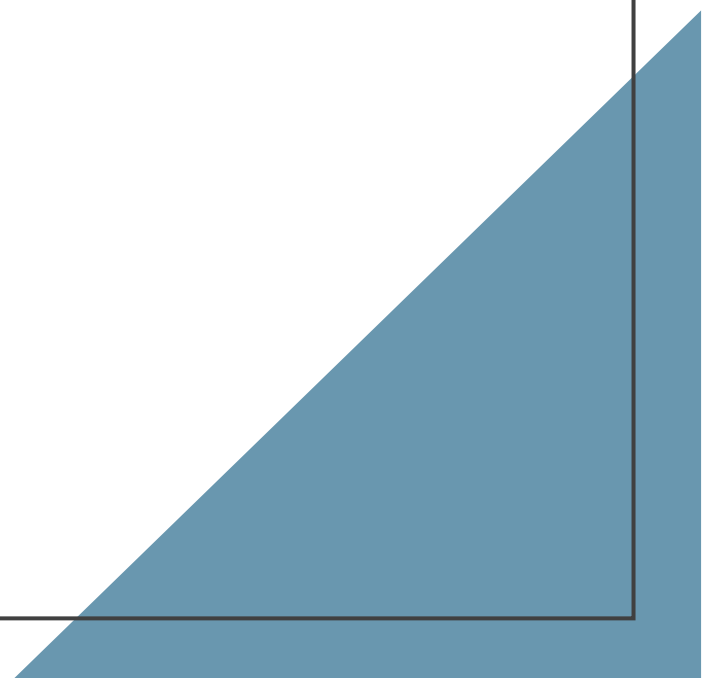
## **Ensuring Compliance and Growth**

Council action ensures compliance with state laws, supports funding for growth, and positions the city for future infrastructure projects.

# Thank You

Ryan Anderson MPPA, CPM

[Randerson@stockbridgega.org](mailto:Randerson@stockbridgega.org)



## **TRANSMITTAL RESOLUTION**

WHEREAS, the City of Stockbridge has prepared an annual update to a Capital Improvements Element; and

WHEREAS, the annual update of the Capital Improvements Element was prepared in accordance with the Development Impact Fee Compliance Requirements established by Georgia Department of Community Affairs, and a Public Hearing was held on Month, Date, 2026 at City Hall.

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Adopted this 9th day of March, 2026.



# City of Stockbridge

## AGENDA ITEM

### MEETING DATE

MARCH 9, 2026

### 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
- GRANT FUNDING
- TRAFFIC CAMERA FUNDING
- PARTNER/SPONSOR
- DEPARTMENT FUND BALANCE
- BOND

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Ryan Anderson

DEPARTMENT: Community Development

### ITEM/PROJECT/EVENT:

**STREET NAME CHANGES FOR NORTH LEE STREET AND SOUTH LEE STREET.**  
(Council District 4) Consideration of a resolution to change the names of both North Lee Street and South Lee Street to Martin Luther King, Jr. Way. This action is intended to honor the legacy of Dr. Martin Luther King, Jr. while aligning the corridor with a name that reflects the community's historical and cultural values. Applicant: City of Stockbridge.

### BACKGROUND INFORMATION:

North Lee Street and South Lee Street are bordered by some sixteen (16) parcels, consisting of residential properties, City owned properties, and various public facilities along the corridor. Renaming the streets would require property owners and residents to update their mailing addresses, records, and business materials, which may result in temporary administrative adjustments during the transition. The scheduled public hearing will allow residents and stakeholders to provide input before the Council makes a final determination.

### SIGNATURES:

CITY MANAGER

*Frank S. Milazi*

Key: Ted53636-d898-4ade-b417-932d73311167  
eSigned via GovOS.com

CITY TREASURER

*Quinton Washington*

Key: 9ff76c0b-1628-4926-950b-2b013c5f7b9  
eSigned via GovOS.com

CITY ATTORNEY

*Shawn Edmondson*

Key: 3268d159-4d63-438f-940b-014ea0428880  
eSigned via GovOS.com

FINANCIAL IMPACT  N/A

AMOUNT:

\$0.00

ATTACHMENTS:

ITEM/PROJECT/EVENT:

STREET NAME CHANGES FOR NORTH LEE STREET AND SOUTH LEE STREET

STAFF RECOMMENDATION:

APPROVAL

eSigned via GovOS.com

*R. Ryan Anderson*

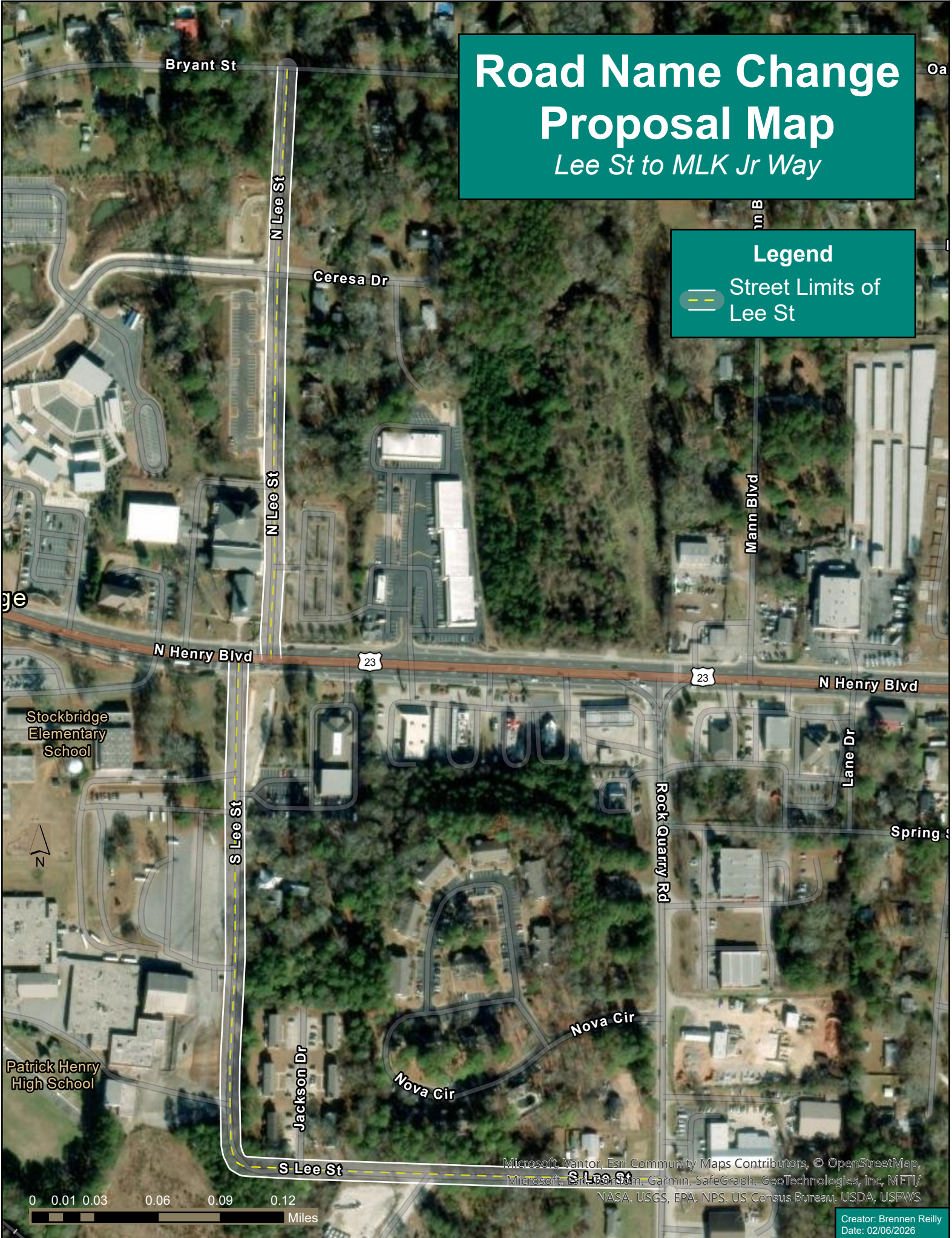
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# Road Name Change Proposal Map

Lee St to MLK Jr Way

## Legend

 Street Limits of Lee St



Microsoft, Vantor, Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, Garmin, SafeGraph, GeoTechnologies, Inc, METI/

NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Creator: Brennen Reilly  
Date: 02/06/2026

# Lee St Parcels Map

"Lee St" to "MLK Jr Way" Road Name Change  
City of Stockbridge, 2026



Parcel ID	Address	Owner Names
S26-01020000	109 N LEE ST	CARRABELLE REAL ESTATE LLC
S26-01021001	111 N LEE ST	DUNBAR COREY
S26-01022000	113 N LEE ST	DRILLOT KRISTIE BECK
S26-01023000	115 N LEE ST	GROCE MARVIN F
S26-01024000	117 N LEE ST	SANDERS JUNE T M
S26-02002000	110 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-02003000	112 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-02004000	114 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-02006000	118 N LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
S26-04007000	109 S LEE ST	STOCKBRIDGE ELEM SCHOOL HENRY COUNTY BD OF EDUCATION
S26-04009000	108 S LEE ST	DUBBS CHARLES L JR & LYNDAA
S26-04010000	106 S LEE ST	CITY OF STOCKBRIDGE
S26-04011000	0 S LEE ST	CITY OF STOCKBRIDGE
S26-04012000	102 S LEE ST	CITY OF STOCKBRIDGE
S27-01013000	0 S LEE ST	READY MIX USA LLC
S27-01014000	500 S LEE ST	READY MIX USA LLC

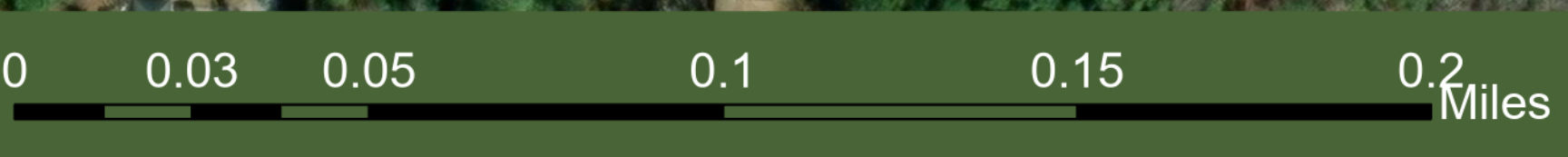
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#S26-02004000 #S26-01023000  
#S26-02003000 #S26-01022000  
#S26-02002000 #S26-01021001  
#S26-01020000

#S26-04012000  
#S26-04011000  
#S26-04010000  
#S26-04009000

#S27-01014000  
#S27-01013000

#S26-04007000

**Legend**  
 Parcels with "Lee St" Road Designation  
 Street of Interest (Lee St)



Parcel ID	Address
049-01007000	152 ROCK QUARRY RD
049-01007002	122 ROCK QUARRY RD
S25-01009000	0
S25-01010000	123 DUVALL DR
S25-01011000	121 DUVALL DR
S25-01012000	119 DUVALL DR
S25-01013000	117 DUVALL DR
S25-01013001	115 DUVALL DR
S25-01030000	106 BRYANT ST
S25-01031000	108 BRYANT ST
S25-01032000	110 BRYANT ST
S25-01033000	112 BRYANT ST
S25-01034000	114 BRYANT ST
S25-01035000	0 BRYANT ST
S25-01036000	122 BRYANT ST
S25-01037000	124 BRYANT ST
S25-01038000	126 BRYANT ST
S25-01039000	128 BRYANT ST
S25-01042000	127 BRYANT ST
S25-01043000	125 BRYANT ST
S25-01044000	123 BRYANT ST
S25-01045000	121 BRYANT ST
S25-01047000	0 BRYANT ST
S25-01048000	115 BRYANT ST
S25-01049000	113 BRYANT ST
S25-01050000	111 BRYANT ST
S25-01051000	109 BRYANT ST
S25-01052000	107 BRYANT ST
S25-01053000	105 BRYANT ST
S26-01014000	4482 NORTH HENRY BLVD
S26-01015000	4498 NORTH HENRY BLVD
S26-01016000	4518 NORTH HENRY BLVD
S26-01017001	4528 NORTH HENRY BLVD
S26-01018000	4534 NORTH HENRY BLVD
S26-01020000	109 NORTH LEE ST
S26-01021000	103 BRANNAN DR
S26-01021001	111 NORTH LEE ST
S26-01022000	113 NORTH LEE ST
S26-01023000	115 NORTH LEE ST
S26-01024000	117 NORTH LEE ST
S26-01025000	102 CERESSEA DR
S26-01026000	104 CERESSEA DR
S26-01027000	100 BRANNAN DR
S26-01030000	101 BRANNAN DR
S26-02001000	4566 NORTH HENRY BLVD

S26-02001001 0 NORTH HENRY BLVD  
S26-02002000 110 NORTH LEE ST  
S26-02003000 112 NORTH LEE ST  
S26-02004000 114 NORTH LEE ST  
S26-02006000 118 NORTH LEE ST  
S26-02023000 113 EAST ATLANTA RD  
S26-02027000 4640 NORTH HENRY BLVD  
S26-02027000 4650 NORTH HENRY BLVD  
S26-04007000 4617 NORTH HENRY BLVD  
S26-04007000 109 S LEE ST  
S26-04009000 108 S LEE ST  
S26-04010000 106 S LEE ST  
S26-04011000 0 S LEE ST  
S26-04012000 102 S LEE ST  
S26-04013000 4557 NORTH HENRY BLVD  
S26-04014000 4545 NORTH HENRY BLVD  
S26-04015000 0  
S26-04015001 4543 NORTH HENRY BLVD  
S26-04015002 4541 NORTH HENRY BLVD  
S27-01001000 117 JACKSON DR  
S27-01001000 119 JACKSON DR  
S27-01001000 121 JACKSON DR  
S27-01001000 123 JACKSON DR  
S27-01002000 109 JACKSON DR  
S27-01002000 115 JACKSON DR  
S27-01002000 111 JACKSON DR  
S27-01002000 113 JACKSON DR  
S27-01003000 101 JACKSON DR  
S27-01003000 107 JACKSON DR  
S27-01003000 103 JACKSON DR  
S27-01003000 105 JACKSON DR  
S27-01004000 116 JACKSON DR  
S27-01004000 122 JACKSON DR  
S27-01004000 118 JACKSON DR  
S27-01004000 120 JACKSON DR  
S27-01005000 108 JACKSON DR  
S27-01005000 114 JACKSON DR  
S27-01005000 110 JACKSON DR  
S27-01005000 112 JACKSON DR  
S27-01006000 100 JACKSON DR  
S27-01006000 102 JACKSON DR  
S27-01006000 104 JACKSON DR  
S27-01006000 106 JACKSON DR  
S27-01008000 115 ROCK QUARRY RD  
S27-01008000 102 NOVA CIR  
S27-01008000 114 NOVA CIR

S27-01008000	106	NOVA	CIR
S27-01008000	108	NOVA	CIR
S27-01008000	110	NOVA	CIR
S27-01008000	104	NOVA	CIR
S27-01008000	100	NOVA	CIR
S27-01008000	112	NOVA	CIR
S27-01008000	214	NOVA	CIR
S27-01008000	208	NOVA	CIR
S27-01008000	206	NOVA	CIR
S27-01008000	202	NOVA	CIR
S27-01008000	200	NOVA	CIR
S27-01008000	204	NOVA	CIR
S27-01008000	212	NOVA	CIR
S27-01008000	210	NOVA	CIR
S27-01008000	306	NOVA	CIR
S27-01008000	314	NOVA	CIR
S27-01008000	308	NOVA	CIR
S27-01008000	302	NOVA	CIR
S27-01008000	310	NOVA	CIR
S27-01008000	304	NOVA	CIR
S27-01008000	300	NOVA	CIR
S27-01008000	312	NOVA	CIR
S27-01008000	408	NOVA	CIR
S27-01008000	410	NOVA	CIR
S27-01008000	412	NOVA	CIR
S27-01008000	406	NOVA	CIR
S27-01008000	414	NOVA	CIR
S27-01008000	400	NOVA	CIR
S27-01008000	402	NOVA	CIR
S27-01008000	404	NOVA	CIR
S27-01008000	504	NOVA	CIR
S27-01008000	502	NOVA	CIR
S27-01008000	514	NOVA	CIR
S27-01008000	506	NOVA	CIR
S27-01008000	512	NOVA	CIR
S27-01008000	508	NOVA	CIR
S27-01008000	510	NOVA	CIR
S27-01008000	500	NOVA	CIR
S27-01008000	602	NOVA	CIR
S27-01008000	610	NOVA	CIR
S27-01008000	604	NOVA	CIR
S27-01008000	606	NOVA	CIR
S27-01008000	600	NOVA	CIR
S27-01008000	608	NOVA	CIR
S27-01008000	614	NOVA	CIR
S27-01008000	612	NOVA	CIR

S27-01008000	707 NOVA CIR
S27-01008000	705 NOVA CIR
S27-01008000	701 NOVA CIR
S27-01008000	713 NOVA CIR
S27-01008000	709 NOVA CIR
S27-01008000	703 NOVA CIR
S27-01008000	711 NOVA CIR
S27-01008000	715 NOVA CIR
S27-01008000	803 NOVA CIR
S27-01008000	807 NOVA CIR
S27-01008000	801 NOVA CIR
S27-01008000	811 NOVA CIR
S27-01008000	815 NOVA CIR
S27-01008000	813 NOVA CIR
S27-01008000	805 NOVA CIR
S27-01008000	809 NOVA CIR
S27-01008000	909 NOVA CIR
S27-01008000	911 NOVA CIR
S27-01008000	903 NOVA CIR
S27-01008000	901 NOVA CIR
S27-01008000	907 NOVA CIR
S27-01008000	915 NOVA CIR
S27-01008000	905 NOVA CIR
S27-01008000	913 NOVA CIR
S27-01008000	1004 NOVA CIR
S27-01008000	1006 NOVA CIR
S27-01008000	1002 NOVA CIR
S27-01008000	1008 NOVA CIR
S27-01008000	1010 NOVA CIR
S27-01008000	1012 NOVA CIR
S27-01008000	1000 NOVA CIR
S27-01008000	1014 NOVA CIR
S27-01008000	1114 NOVA CIR
S27-01008000	1110 NOVA CIR
S27-01008000	1112 NOVA CIR
S27-01008000	1100 NOVA CIR
S27-01008000	1104 NOVA CIR
S27-01008000	1108 NOVA CIR
S27-01008000	1106 NOVA CIR
S27-01008000	1102 NOVA CIR
S27-01009000	121 ROCK QUARRY RD
S27-01010000	119 ROCK QUARRY RD
S27-01011000	111 ROCK QUARRY RD
S27-01012000	123 ROCK QUARRY RD
S27-01013000	0 S LEE ST
S27-01014000	500 S LEE ST

S27-01015000	125 ROCK QUARRY RD
S27-01015001	127 ROCK QUARRY RD
S27-01016000	0 ROCK QUARRY RD
S27-01017000	0 ROCK QUARRY RD
S33-01011002	110 ROCK QUARRY RD
S33-01012000	114 ROCK QUARRY RD
S33-01013000	116 ROCK QUARRY RD
S33-01013001	118 ROCK QUARRY RD
S33-01014000	121 LAMBERT DR

**Owner Names**

VULCAN LANDS INC  
HENRY COUNTY  
CITY OF STOCKBRIDGE  
PEREZ FERNANDO & CABRERA MIGDALIA J  
CUSTIN ROGER B & HORTON GREGORY W  
DOBBS MARK R  
SANDERS ZACHARY  
BURNETT WILLIE M  
CHAMBERS CHARLES G  
CAPERS CORDELL  
WESSELINK COREY  
CHAVEZ EDITH  
SEALS WAYNE  
CITY OF STOCKBRIDGE  
GREGORY JOHN M  
DODGEN BONNIE R & TAYLOR LISA L  
HOWZE ERNEST L JR  
FKH SFR PROPCO H LP  
PERPALL BRUQUESHA T  
MCCONLEY LINDA J  
HAFLEY CHRISTY W & MICHAEL R  
OSORES-GONZAGA VICENTE  
GRIFFIN SHAWN P SR  
N/A  
FOSTER JEFFREY N  
RANDAZZO SUNNY & TYLER  
SHAWN HORACE LIVING TRUST  
LERMA RAQUEL & LILIANA  
DEAMUES JANE  
THE CITY OF STOCKBRIDGE  
THE CITY OF STOCKBRIDGE  
JHJ BRIDGE VILLAGE LLC  
BRIDGE VILLAGE II LLC  
BRIDGE VILLAGE II LLC  
CARRABELLE REAL ESTATE LLC  
HOLLOWAY IV CHARLES W & ANNA  
DUNBAR COREY  
DRILLOT KRISTIE BECK  
GROCE MARVIN F  
SANDERS JUNE T M  
CALLAWAY BRENDA  
HOLT WILLIAM Z  
DONNA EDGINGTON REALTY LLC  
ALAIMO PETER D & ANN FRANCIS  
FIRST BAPTIST CHURCH OF STOCKBRIDGE INC

STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
STOCKBRIDGE ELEM SCHOOL HENRY COUNTY BD OF EDUCATION  
STOCKBRIDGE ELEM SCHOOL HENRY COUNTY BD OF EDUCATION  
DUBBS CHARLES L JR & LYNDA A  
CITY OF STOCKBRIDGE  
CITY OF STOCKBRIDGE  
CITY OF STOCKBRIDGE  
CITY OF STOCKBRIDGE  
STOCKBRIDGE PUBLIC FACILITIES AUTHORITY  
QUARRY FORTY-TWO LP  
AUTOZONE INC  
SRI REAL ESTATE PROPERTIES LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
WILCOXSON LARRY D  
WILCOXSON LARRY D  
WILCOXSON LARRY D  
WILCOXSON LARRY D  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
JACKSON LANDING LLC  
ELDEN LLC  
ELDEN LLC  
ELDEN LLC  
ELDEN LLC  
TMF STOCKBRIDGE LLC & LATTA STOCKBRIDGE  
TMF STOCKBRIDGE LLC & LATTA STOCKBRIDGE  
TMF STOCKBRIDGE LLC & LATTA STOCKBRIDGE





AMBASSADORS FOR CHRIST MINISTRIES INC  
STRICKLAND JERRY C  
HUDDLESTON CONCRETE CO  
RAVEN JAMES S JR  
ESP2 PROPERTIES LLC  
EVANS LAWRENCE C JR & LAWRENCE C III  
NAYTAK CORPORATION  
MAH QUARRY HOLDINGS LLC & ET AL  
FOWLER DORTHY H

## PARCELS WI1

Parcel ID	Address
S26-01020000	109 NORTH LEE ST
S26-01021001	111 NORTH LEE ST
S26-01022000	113 NORTH LEE ST
S26-01023000	115 NORTH LEE ST
S26-01024000	117 NORTH LEE ST
S26-02002000	110 NORTH LEE ST
S26-02003000	112 NORTH LEE ST
S26-02004000	114 NORTH LEE ST
S26-02006000	118 NORTH LEE ST
S26-04007000	109 S LEE ST
S26-04009000	108 S LEE ST
S26-04010000	106 S LEE ST
S26-04011000	0 S LEE ST
S26-04012000	102 S LEE ST
S27-01013000	0 S LEE ST
S27-01014000	500 S LEE ST

TH ADDRESSES OF N LEE ST OR S LEE ST

**Owner Names**

CARRABELLE REAL ESTATE LLC

DUNBAR COREY

DRILLOT KRISTIE BECK

GROCE MARVIN F

SANDERS JUNE T M

STOCKBRIDGE PUBLIC FACILITIES AUTHORITY

STOCKBRIDGE PUBLIC FACILITIES AUTHORITY

STOCKBRIDGE PUBLIC FACILITIES AUTHORITY

STOCKBRIDGE PUBLIC FACILITIES AUTHORITY

STOCKBRIDGE ELEM SCHOOL HENRY COUNTY BD OF EDUCATION

DUBBS CHARLES L JR & LYNDA A

CITY OF STOCKBRIDGE

CITY OF STOCKBRIDGE

CITY OF STOCKBRIDGE

READY MIX USA LLC

READY MIX USA LLC



**NAMING OF MARTIN LUTHER KING, JR. WAY:**  
**STREET RENAMING**  
**OF NORTH LEE STREET AND SOUTH LEE STREET**

**Presented at the City Council Retreat**

**On March 2-4, 2026**

**By the Community Development Department**

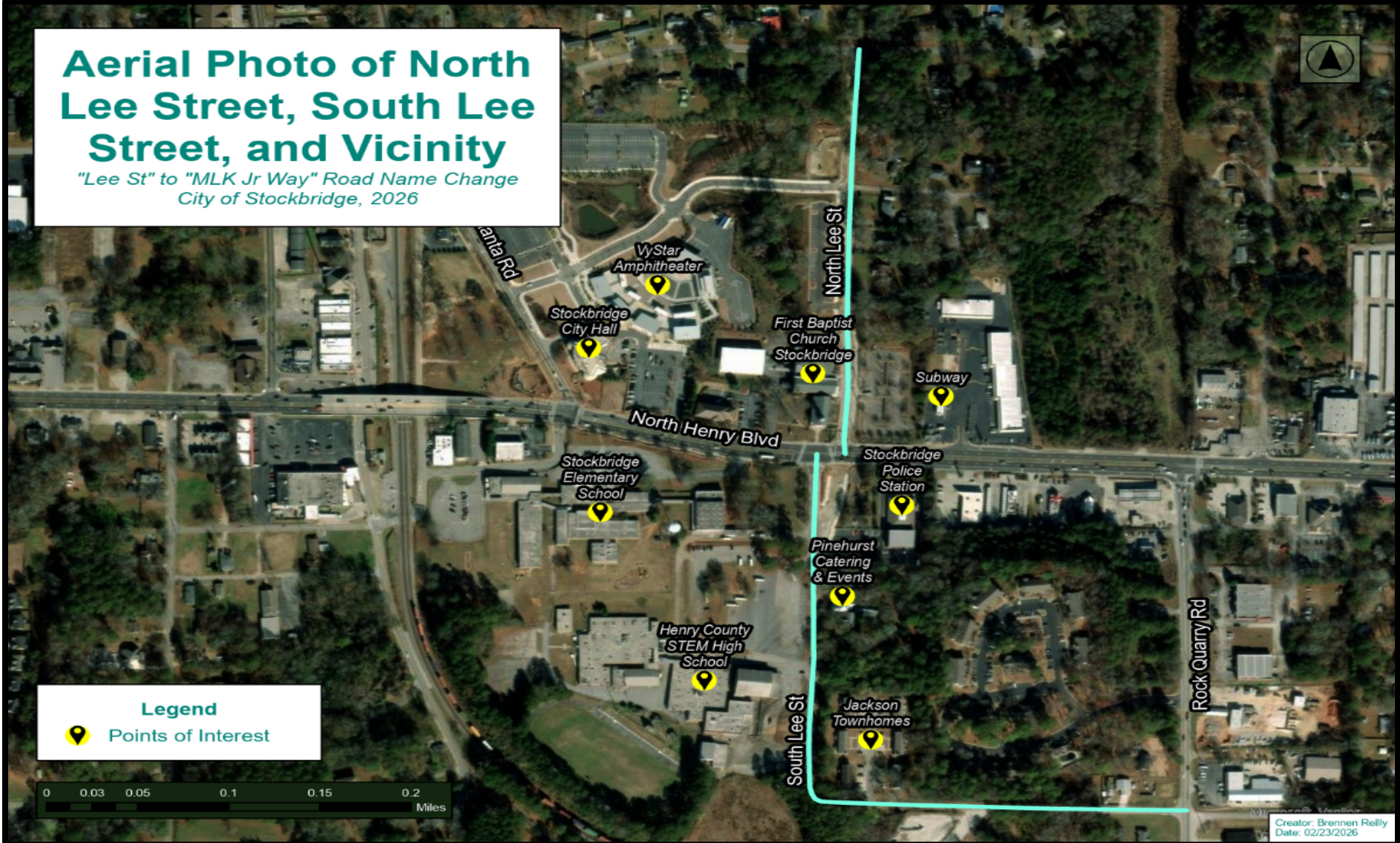
# PURPOSE AND REASONS

**PURPOSE**—The City of Stockbridge proposes to name a street within the Stockbridge City Limits to honor and commemorate the legacy of Martin Luther King, Jr. and his contributions to the heritage of the City.

## **REASONS:**

- 1. To recognize the contributions of Martin Luther King, Jr. to the City of Stockbridge, in addition to already recognizing and commemorating the contributions of Martin Luther King, Sr.**
- 2. To provide a more appropriate and more recently-relevant name to North Lee Street and South Lee Street, which were named after a Confederate General, Robert E. Lee.**
- 3. To provide a more familiar and unifying name to a street which has high visibility due to its location near City Hall and the Amphitheater.**

# AERIAL PHOTO OF THE LEE STREET VICINITY



# **BACKGROUND INFORMATION**

**Martin Luther King, Sr. was born and raised in Stockbridge, and he preached at the historic Floyd Chapel Baptist Church at 104 First Street, where a street plaque was erected in his honor. The City of Stockbridge also honored him by renaming several streets in Downtown Stockbridge, along the railroad tracks (North Berry Street, South Berry Street, and Railroad Street) to “Martin Luther King, Sr. Heritage Trail” on September 14, 2025. The City also placed a commemorative plaque on the exterior wall of City Hall.**

**The Downtown Development Authority has proposed locating a statue of Martin Luther King, Sr. in a City-owned park at 102 South Lee Street, adjacent to the Stockbridge police headquarters.**

**The City desires to further honor and commemorate the King family by naming a City street after Martin Luther King, Jr.**

# ABOUT NORTH LEE STREET AND SOUTH LEE STREET

- 1. Location--**North Lee Street and South Lee Street cross North Henry Boulevard in the center of the City, near the Stockbridge First Baptist Church and the Stockbridge Police Headquarters.
- 2. Extents--**North Lee Street is a two-lane road which extends from North Henry Boulevard northward to Ceressea Drive. South Lee Street is a two-lane road which extends from north Henry Boulevard southward and eastward to Rock Quarry Road.
- 4. No Changes--**With the proposed street renaming, no changes would be made to the configurations of North Lee Street or South Lee Street, or to the zoning of the adjacent properties.
- 5. Main Street Program--**North Lee Street and South Lee Street are located within the boundaries of the City's Main Street Program.
- 6. Component Parcels--**Sixteen (16) parcels have frontage on North Lee Street and South Lee Street, as are shown on the next two slides, which feature a map and a spreadsheet.

# PARCEL MAP FOR NORTH LEE STREET AND SOUTH LEE STREET



# PARCEL SPREADSHEET FOR NORTH LEE STREET AND SOUTH LEE STREET

	A	B	C
1	<b>PARCELS WITH ADDRESSES OF N LEE ST OR S LEE ST</b>		
3	<b>Parcel ID</b>	<b>Address</b>	<b>Owner Names</b>
4	S26-01020000	109 NORTH LEE ST	CARRABELLE REAL ESTATE LLC
5	S26-01021001	111 NORTH LEE ST	DUNBAR COREY
6	S26-01022000	113 NORTH LEE ST	DRILLOT KRISTIE BECK
7	S26-01023000	115 NORTH LEE ST	GROCE MARVIN F
8	S26-01024000	117 NORTH LEE ST	SANDERS JUNE T M
9	S26-02002000	110 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
10	S26-02003000	112 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
11	S26-02004000	114 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
12	S26-02006000	118 NORTH LEE ST	STOCKBRIDGE PUBLIC FACILITIES AUTHORITY
13	S26-04007000	109 S LEE ST	STOCKBRIDGE ELEM SCHOOL HENRY COUNTY BD OF EDUCATION
14	S26-04009000	108 S LEE ST	DUBBS CHARLES L JR & LYNDA A
15	S26-04010000	106 S LEE ST	CITY OF STOCKBRIDGE
16	S26-04011000	0 S LEE ST	CITY OF STOCKBRIDGE
17	S26-04012000	102 S LEE ST	CITY OF STOCKBRIDGE
18	S27-01013000	0 S LEE ST	READY MIX USA LLC
19	S27-01014000	500 S LEE ST	READY MIX USA LLC

# STAFF ANALYSIS

**STAFF ANALYSIS**—The proposed renaming of North Lee Street and South Lee Street to Martin Luther King, Jr. Way would be beneficial to the City of Stockbridge for the following reasons:

- 1. It would provide a more appropriate name for the streets, in recognition of the more recent legacy and contributions of the Martin Luther King family to the heritage of the City of Stockbridge.**
- 2. It would provide a similar recognition to Martin Luther King, Jr. as the existing street, Martin Luther King, Sr. Heritage Trail, does to Martin Luther King, Sr.**
- 3. It would provide a familiar name to highly visible street within the core of Downtown Stockbridge, City Hall, and the Amphitheater.**
- 4. It would provide a name recognition for a street that is located within the boundaries of the City's Main Street Program.**

# STAFF RECOMMENDATIONS

## STAFF RECOMMENDATIONS:

1. Adopt a resolution to rename both North Lee Street and South Lee Street to “Martin Luther King, Jr. Way.”
2. Notify the owners of the sixteen (16) owners of properties along North Lee Street and South Lee Street so that they can change their home and business addresses.

STATE OF GEORGIA  
HENRY COUNTY  
CITY OF STOCKBRIDGE

RESOLUTION NO. \_\_\_\_\_

**WHEREAS**, the City of Stockbridge is a duly-authorized municipal corporation as defined by the laws of the State of Georgia; and

**WHEREAS**, the City of Stockbridge wishes to recognize and commemorate its historical heritage; and

**WHEREAS**, Martin Luther King, Jr. had a significant role in the heritage of the City of Stockbridge;

**WHEREAS**, Martin Luther King, Sr., the father of Martin Luther King, Jr., who once preached at the historic Floyd Chapel Baptist Church at 104 First Street in Stockbridge, was previously honored with a commemorative plaque at the church, as well as within City Hall;

**WHEREAS**, the Stockbridge City Council adopted a resolution on September 14, 2015 to name a street, Martin Luther King, Sr. Heritage Trail, after Martin Luther King, Sr.;

**WHEREAS**, the City of Stockbridge wishes to further honor the Martin Luther King family, whose ancestral home was Stockbridge, by renaming a street after Martin Luther King, Jr.;

**WHEREAS**, the City Council has identified North Lee Street and South Lee Street, which cross North Henry Boulevard in the center of the City, as being the appropriate streets for renaming to honor Martin Luther King, Jr.;

**WHEREAS**, the Downtown Development Authority has also proposed locating a statue of Martin Luther King, Sr. in a City of Stockbridge-owned park at 102 South Lee Street, adjacent to the Stockbridge police headquarters;

**WHEREAS**, the City Council desires to rename both North Lee Street and South Lee Street to "Martin Luther King, Jr. Way";

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE  
HEREBY RESOLVES AS FOLLOWS:**

**SECTION 1. Approval.** The City of Stockbridge does hereby approve the renaming of both North Lee Street and South Lee Street to “Martin Luther King, Jr. Way.”

**SECTION 2. Public Record.** This document shall be maintained as a public record by the City Clerk and it shall be accessible to the public during all normal business hours of the City of Stockbridge.

**SECTION 3. Authorization of Execution.** The Mayor is hereby authorized to sign all documents that are necessary to effectuate this Resolution.

**SECTION 4. Attestation.** The City Clerk is authorized to execute, attest to, and seal any documents which may be necessary to effectuate this ordinance, subject to approval as to form by the City Attorney.

**SECTION 5. City Attorney Authority.** Pursuant to the City’s charter and with explicit consent of the City Counsel, the City Attorney is duly authorized to make requisite amendments to all contracts, ordinances, resolutions, and documents, as may be necessary, in order to secure conformity with the express intent of the City Council and to ensure adherence to all pertinent laws and ordinances of the City.

**SECTION 6. Effective Date.** This resolution shall become effective immediately upon its adoption by the Mayor and City Council of the City of Stockbridge as provided in the City Charter.

SO ORDAINED this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

---

JAYDEN L. WILLIAMS, MAYOR

ATTEST:

\_\_\_\_\_ (SEAL)

CASSANDRA LESTER, INTERIM CITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_

QUINTON G. WASHINGTON, City Attorney



**APPROVED MINUTES  
COUNCIL MEETING  
CITY OF STOCKBRIDGE**

**MONDAY, SEPTEMBER 14, 2015 6:00 PM**

Mayor & City Council

Tim L. Thompson, Mayor  
Alphonso Thomas, Councilman  
Robin Buschman, Councilwoman  
Anthony S. Ford, Councilman  
LaKeisha Gantt, Councilwoman  
Regina Lewis Ward, Councilwoman

Administration

Michael Harris, City Manager  
Vanessa Holiday, City Clerk  
Randi Rainey, Deputy City Clerk  
Michael Williams, City Attorney

The Council meeting was called to order by Mayor Tim L. Thompson at 6:00PM. City Clerk, Vanessa Holiday was asked to proceed with a verbal roll call. All members of Council were present and a quorum was confirmed. Councilman stated for the record Councilwoman Gantt will be absent.

Invocation was provided by Mayor Thompson.

Pledge of Allegiance was recited by all in attendance.

Mayor Thompson recognized former Councilmember Kathy Gilbert and former Mayor Lee Stuart in attendance.

Councilwoman Gantt motioned to amend the Agenda to include item #9 Council Discussion of the Charter update and Item #10 LMIG Paving project update; second by Councilman Ford. The motion passed 5-0.

Mayor Thompson inquired as to when the Council received the Charter update book and was informed by Councilwoman Gantt that books were received this week and Council wanted to open up the discussion.

Mayor Thompson stated the reason he removed the Charter update from the Agenda was because historically, council meetings have been voting meetings and discussions are held at Work Session meetings, and his personally opinion is that the Charter update should be moved to the Work Session, however, that's Council's prerogative.

Councilwoman Gantt stated that Council has actually had discussion items on the Agenda in the past outside of Work Session meetings and considers the Charter amendment to be a very important item. Councilwoman Gantt further stated that she has brought the Charter amendment item up for discussion at the June 9, 2014 council meeting and distributed to the Council a copy of the GMA Model Charter; and noted that the City's Charter has not been amended since 1991 and stated the discussion needs to start.

Mayor Thompson stated he did receive the Charter document on Friday morning and noted that he had a call in to the City Attorney and has yet to return his phone call. Mayor Thompson expressed he finds it astonishing the Mayor would have a completely new Charter, the eve of the meeting and expects a discussion. Mayor Thompson informed the audience that the proposed Charter book is 180 ° shift in their form of Government; the document as written will take powers away from the taxpayers. Mayor Thompson stated he has not received one phone call suggesting to create a brand new Charter. Mr. Thompson agrees the Charter should be tweaked, but not a brand new Charter. Mayor Thompson expressed he has received calls about street paving, sanitation, sewer, parking in the street, etc.; but has yet to receive a call from any citizens in reference to revising the Charter.

Mayor Thompson further stated that as the CEO of the City, he finds it interesting that he has yet to have any discussions with the City Attorney or anyone in Management with the City on the proposed Charter. Mayor Thompson stated he thinks this would be better dealt with in a public forum such as a town hall meeting, if that's the desire of this Council and prefers that format for the Body, especially if it's going to take power away from the citizens.

Councilwoman Gantt stated the proposed Charter will not take away any powers from the citizens at all, and in fact this is just for discussion. Councilwoman Gantt expressed there were more people in attendance tonight that has attended a meeting all year, and what better time to discuss the Charter. Councilwoman Gantt stated that the Charter has been talked about for two years, and during the debate when she ran for office, it was stated that the current Charter is one of the main reasons the City continues to end up in litigation.

Councilwoman Gantt further stated that she would ask Council if they would agree to a town hall meeting; and mentioned the proposed form of government that Mayor Thompson is discussing is a City Manager/Council form of government to include the Mayor and the City has been acting in this capacity for years and we would like the Charter to reflect the current operations of the City.

Councilwoman Gantt noted that with changes to the Charter, there will be some improvements and likewise there may be some disagreements, but the discussion needs to start.

Councilwoman Gantt noted that she understands the Mayor has removed the Charter Update discussion item from the Agenda; however, she has reviewed the Charter and the City's ordinances and cannot find where anyone has the authority to remove items from the Agenda, and that's exactly what the Mayor did.

Councilwoman Gantt further noted that the Charter states it is the City Council's meeting and anyone on Council should be able to place items on the Agenda. Councilwoman Gantt also mentioned she just does not know if anyone can remove items from the Agenda, and recommends that Council put a protocol together as soon as possible.

Councilwoman Gantt continued by stating the intent of placing the Charter Amendment item was only up for discussion tonight, as it is outdated.

Mayor Thompson stated for the public that he is in full cooperation with having the discussion; however, it has been the practice over the years that the Mayor sets the Agenda, and asked the City Attorney to offer his opinion.

City Attorney, Mike Williams stated that offered an opinion on this matter earlier today; however, if Council is alright with him revealing the opinion publically, he would be happy to oblige.

Mayor Thompson asked Council if they are in consensus with Mr. Williams releasing the opinion, and all the members of Council agreed.

Mr. Williams stated "the opinion that he gave this afternoon stated that under the current Charter, the Mayor has the duty and responsibility to prepare the Agenda and that once the Agenda is prepared, it is the Council's privilege to amend the Agenda as it sees fit".

Councilman Thomas stated the City Attorney made a point when he stated the Council has the authority to set policies and procedures on how meetings are conducted. Councilman Thomas also noted there have been instances where items have become before Council at the voting session meetings where there was no vote, Mr. Thomas stated it is clearly documented the conflict within the Charter on who has the power, the Mayor or City Manager.

Councilwoman Buschman inquired on how long the discussion should last. Mr. Williams replied he just thinks it should be about a 5 minute introduction, and seeking what Council would like to do next.

City Manager, Mr. Harris asked in reference to the LMIG item, if there could be a discussion followed by a vote from Council at tonight's meeting.

Councilwoman Gantt rescinded her original motion.

Councilwoman Gantt motioned to amend the Agenda to include a discussion on an updated Charter project; and to include a voting discussion on the LMIG paving project. Councilman Ford provided the second; the motion passed 5-0.

Councilman Ford motioned to approve the Minutes of July 13, 2015; Councilwoman Buschman provided the second; the motion passed 5-0.

Mayor Thompson presented a Proclamation to Mary Hancock of the Daughters of the American Revolution for Constitution Week.

Mayor Thompson attempted to present a proclamation to Dwight Helton of Action Ministries for Smart Lunch/Smart Kids Program, who unfortunately was not in attendance.

Mayor Thompson presented to Kim Moye, City of Stockbridge Payroll Clerk, and a proclamation for National Payroll Week.

### PUBLIC COMMENTS

Leonard Yancey spoke regarding the Noise Nuisance being abused.

Elton Alexander spoke regarding litigation costs and lawsuits.

Lee Stuart spoke about the budget, City's Charter and signage.

Chip Flannigan spoke about the Budget and City elections.

Response- Councilwoman Buschman - challenges anyone to find the video of her being accused of stating she is in charge now.

Kathryn Gilbert spoke about the Charter and meetings.

Response- Councilman Thomas - spoke in reference on the difference between a raise and compensation.

Response- Mayor Thompson- apologized to the citizens for hearing about all of the negativity; and asked everyone to look in the mirror and examine what they want in their community. Mayor Thompson urges all to demand to see the investigative report.

Response- Councilman Ford- stated all decisions made by Council are video tapped, audio recorded, and has minutes typed. All decision are on record and encourages all to look for themselves and the truth will set them free.

Councilman Thomas referenced the Resolution before the Council to amend and approve funding of the MLK, Sr. plaque.

Councilman Thomas motioned to amend the original Resolution to include the use of the remaining funds of \$479 to hold a banquet or celebration in recognition of the initiative; second by Councilman Ford. The motion passed 5-0.

#### PUBLIC HEARING:

Councilman Thomas stated back in January there was a Resolution offered to identify the City as the ancestral home of the King family and to commission a committee that would research and identify a street that would be named for the King family.

Councilman Thomas expressed he has had several meetings with the committee and they identified Berry Street as the chosen street. Councilman Thomas stated he felt that this street gives significates to the City in what the King legacy really means. Mr. Thomas also stated there was a meet and greet at the Merle Manders Conference Center to share with the citizens why that street was chosen and the significates of revitalizing the downtown area.

Councilman Thomas stated all across the country, the King family is recognized; and, the City of Stockbridge only recognizes the King family at Red Oak Elementary school.

Councilman Thomas expressed he received a letter from the King family stating how excited they were and are looking forward with coming to the city. Mr. Thomas also stated he has spoken with some of the business owners located on Berry Street, whom at first was for the name change. Since then, some of the business owners have changed their minds and created a petition to not have the street name changed. Councilman Thomas expressed he hopes everyone can see the benefits of naming the street and are trying to assist all the business that will be effected by the changes.

Councilman Thomas explained the streets that are included with the name change are N. Berry St., S. Berry St. and Railroad St.

**SPEAKERS IN FAVOR:** Marilyn Flynn, Mildred Reed, Melvin Fulton, Bishop Irvine Bryer, Sarah Billups, Rev. E.C. Cochran, Greg Horton, Lee Stuart, Kathryn Vallish, Elton Alexander, Renee Shaw and Neat Robinson.

**SPEAKERS OPPOSED:** Roger Custin.

Councilman Thomas motioned to approve the Resolution of the MLK Sr. Heritage Trail (Street Renaming); second by Councilman Ford. The motion passed 5-0.

Councilman Thomas thanked everyone for their support and pledged to maintain the street with pride. Mr. Thomas also thanked and recognized the members of the MLK Sr. Historical Preservation Committee in attendance.

#### PUBLIC HEARING:

Dale Hall, Administration and Community Services Director presented the following Variance Request: VR-15-10-S Location: Langley Oaks Residential Subdivision, Lots 23, 24, 25, 26 Land Lot 5 of the 12<sup>th</sup> District Parcel ID: 031S-01-023-000, 031S-01-024-000, 031S-01-025-000, 031S-01-026-000. Variance to reduce the minimum front and rear setbacks.

Mr. Hall, Administration and Community Services Director stated the applicant is requesting a variance from the front and rear yard setbacks on Lots 23-26 to allow the construction of single family residential on Dustin Court in the Langley Oaks subdivision. Mr. Hall stated the issues that were discussion at the last Work Session where with lots 23 and 24, in which part of the land had backed up into the Avian Forrest subdivision. Mr. Hall stated with reducing the rear yard setback, it would bring the building closer to the property line, and there is also an existing tree buffer.

Mr. Hall stated the applicant recently submitted a revision to the request to express their concerns in regards to lot 23 and 24. Lots 23 shows there is a setback of 27.5 ft.; instead of asking for an increase in the rear lot; it would be moving the building forward and increasing the setback in the front lot area. In regards to Lot 24, the building has been adjusted from the previous request, sliding forward to minimize the front setback and increasing the rear yard setback. Lot 25 is doing the same as Lot 24 and Lot 26 is the original request that was made on the application.

Mr. Hall stated if the building is moved forward and the front yard setbacks are decreased, the one main concern to consider is the actual size of a standard car. Mr. Hall explained if the front yard setback is minimized and the drive way length decreased, this would have the cars parked into the street. The applicant is asking for a reduction in the front and rear yard setbacks.

Councilwoman Gantt asked Mr. Hall what does staff recommends. Mr. Hall replied the recommendation from the Henry County Planning and Zoning Department was to deny. Mr. Hall mentioned at the last meeting, there was some discussion on what the recommendation was, and expressed concerns with the rear yard setback.

Councilwoman Gantt stated she understands Lot 23 may be a concern if the variance is approved; and inquired if the issues have been addressed with the other lots and approved by staff. Mr. Hall responded the issues would be the minimizing rear yard setbacks, however, the impacted area is an open space/ natural conservation area.

Councilwoman Lewis Ward stated at the last meeting there were seven (7) criteria's that was not met at that time, and inquired if any of the criteria's have been met. Mr. Hall replied they are the same request in which some have been met. According to the Georgia Planning Act, the planning staff recommendation has to be met on all criteria's. Councilwoman Lewis Ward stated and inquired if Council decides to accept the staff recommendation and not approve, does the builder have alternative building plans? Mr. Hall responded the alternative building plan presented tonight, are slight variations of the building that was presented.

Councilman Ford stated his concern is making sure there is enough driveway space in the Cul-de-sac.

Councilwoman Gantt stated she is uncomfortable at this moment voting for a variance if Council does not have all of the information.

Councilman Thomas made a motion to table this item until the next City Council Meeting; Councilwoman Gantt provided the second; the motion passed 5/0.

Kevin Walter, Public Works Director presented the new job description for Water System Chief Operator. Councilwoman Bushman made a motion to approve the Resolution; second by Councilman Ford. The motion passed 5-0.

Renee Wheeler, HR Manager presented Pay Classification Scale to include the Water System Chief Operator; Councilman Ford made a motion to approve the Resolution; second by Councilwoman Gantt. The motion passed 5-0.

Renee Wheeler, HR Manager presented the Organizational Chart to include the Water System Chief Operator; Councilwoman Bushman made a motion to approve the Resolution; second by Councilwoman Gantt. The motion passed 5-0.

An Ordinance for Budget Amendment 2015-004 in the amount of \$269,885 was presented by Treasurer, Linda Nabers. Ms. Nabers inquired if it was Council's wish to separate into roman numerals voting individually or vote together. Councilwoman Bushman stated due to litigation, she requested by email to separate by line item and vote on each item individually for transparency, if it is Council consensus. Councilman Ford concurred.

Ms. Nabers stated the following:

- I. Litigation is \$ 59,999

Councilwoman Gantt inquired if the budget amendment was for items that had already been paid, and if so, is this to amend the budget. Ms. Nabers confirmed and stated roman numerals I, III, IV and V have been paid out. III, IV and V were a part of the 2014 budget, however; the invoices were paid in 2015.

Councilwoman Bushman stated due to her prior vote against the litigation, which has already been paid for, she would like for her vote to stay consistent. Councilwoman Bushman asked City Attorney, Mike Williams if Council should vote on the items individually or make a motion for III, IV, and V. Mr. Williams responded the cleanest way would be to adopt the budget amendment as presented, then have each member explain their position and enter them in the Minutes for the record. Mr. Williams also mentioned there is a concern for Councilwoman Bushman and the DDA litigation and wants her to state for the record her position. Councilwoman Bushman wanted to clarify with Mr. Williams when it's time to vote, she should make her statement during the discussion. Mr. Williams responded yes and if Councilwoman Bushman has more to add, she can write a written statement to have added into the approved minutes.

Councilman Thomas stated his concern with not voting by line item. Mr. Williams stated the line items are clear and majority of the funds will come from the fund balance. Councilman Thomas stated he is favor of voting line item by line item and referenced a prior meeting where this issue was addressed.

Mr. Williams noted the prior item and stated that it was a personnel item and this was not the same type of concern.

Councilman Thomas stated that as long as the account numbers are referenced he would be in favor.

Councilwoman Buschman noted that the line items were lumped and she would be unable to vote on the item with it be noted this way.

Ms. Nabers noted that both she and the City Manager have been granted authority to transfer funds within departments.

Mayor Thompson made a statement about fuzzy math in government and reckless spending by the Council, in particular, legal fees outside of the budget in which some items have already been spent and paid. Mayor Thompson stated there was not enough money in the budget to pay those bills.

Mayor Thompson went on to say that this is his concern with the changing of the Charter and you leave these types of decisions up to the Council, there would be no checks and balances.

Mayor Thompson stated the Council approved legal and litigation fees and litigation that had not previously been budgeted, in particular, Mayor Thompson addressed the legal fees paid to former Mayor Lee Stuart in the amount of \$59,999 that the Council agreed to pay as their prerogative without reference to where the funds would come from. Mayor Thompson stated that citizens would pay for it and the City was upside down on the budget and if the City was going to spend money, you need to call for a budget amendment and think about these things.

Mayor Thompson then referenced Item #2 in the amount of \$125,001 for legal spending and brought forward City Attorney's contract in the amount of \$150,000 and spoke to the stipulation to Mr. Williams' contract and stipulations and noted that he was the highest paid in the City's history ever. Mayor Thompson then noted the salary of the Governor, Attorney General and then the salary of a Supreme Court Justice. Mayor Thompson noted that his objections to hire the City Attorney.

Mayor Thompson then referenced the Charter amendment being brought forward and that the City Attorney had not returned his call.

Councilman Thomas stated that the Mayor was out of order as the item being presented was the budget amendment and not the City Attorney's contract.

Deputy Clerk, Randi Rainey stepped away momentarily and the meeting was suspended until she returned.

Mayor Thompson noted that he had done an analysis of spending compared to the previous year and felt it would be beneficial to note where monies would come from before spending.

Councilman Thomas stated that for transparency purposes, don't overlook the fact that the litigation, the SDS for police services, the DDA litigation and the Buschman and Steinberg investigation, the charges for all were led by Mayor Thompson.

Councilwoman Gantt noted that the legal fees on Section 1 and 2 of the budget amendment have nothing to do with Mr. Williams' contract as that item has been budgeted and approved and that monies are budgeted each year, no different from any other year for the amount spent for legal counsel. Councilwoman Gantt has legal counsel if while the discussion of the settlement of the Lee Stuart case was held in Executive Session, could it be discussed in public as to who was in agreement with the settlement, and does not mind do so as the public needs to know what took place.

Councilman Ford stated that he didn't think that was necessary as the Council voted to settle back in May and has been paid to that individual, it's a done deal and this is an administrative action that needs to occur. The discussion was made publically and is available in the Minutes and on tape.

Councilwoman Gantt stated that while she understood that, her concern is not necessarily what was voted for, but rather making it known to the public who led the way and agreed to it. Ms. Gantt went on to say that yes, the Council votes, but did the Mayor agree as well.

Councilwoman Gantt further stated that the tables have turned tonight and does not understand where this is coming from; the litigation issues were all led by the Mayor and believes that this is being brought up by the Mayor because she brought forward the discussion of the City's Charter.

Councilwoman Gantt went on to say that there will be other opportunities to address the Charter and that Mr. Williams has been working on the draft of the Charter for months, has mentioned it over and over again, and it is including in the City Manager's report. And if the Mayor didn't know, then he has not been paying attention to what's been going on in the City because the report consistently said that the City Attorney has been working on, editing, revising and revamping the Charter. Ms. Gantt further stated that she believes this is all has to do with the Mayor not liking a change to the Charter. And the Charter needs to be changed.

Mayor Thompson stated that Councilwoman Gantt was making a presumption about the Mayor.

Councilwoman Gantt stated that the Mayor has been talking about the Charter and the item presented was to amend the budget and instead that the Mayor jumped on the City Attorney and none of this was about him; not one line item is about the City Attorney. But rather, it was about litigation, the DDA SDS and former Mayor Stuart's case that the City agreed to settle, and the Mayor was the head of and is now trying to figure out why the Mayor is bringing this about now and trying to make them look crazy when he in fact was a part of it.

Councilwoman Gantt asked for the politics to stop tonight. And that's why she asked for a revision of the Charter. Councilwoman Gantt stated that as a Council Member she also represents the Body and Stockbridge and her intent in bringing the Charter forward tonight was only to get the discussion going, and bring it back to a town hall meeting.

Councilwoman Gantt further noted that the change does not take away citizen's rights as the Mayor has stated and asked the Council to allow the memorandum that was prepared by the City Attorney be made public to the media to allow the public to see that while the City's history previously acted with a full-time Mayor, that changed, and a City Manager was hired, and that's the way the City is currently operating. Councilwoman Gantt asked that the games stop, things to be clear and concise and remove the gray areas, and that she wants to see buildings going up, jobs come to Stockbridge and the embracing of the City's diversity; but instead, games are being played and the Mayor is the head of it.

Councilman Thomas agreed with Councilwoman Gantt and further stated that he and everyone on the Council and including the Mayor, wanted to reemphasize that the Mayor led the charge against the DDA, that led the charge with the SDS Agreement, and that he led the charge with the Buschman and Steinberg litigation, and asked the Mayor not to sit there and pretend that it was the Council spending this money. Councilman Thomas stated that he was upset about this and that the Mayor and Council knows about all of this. Councilman Thomas then excused himself from the dais.

Mayor Thompson stated that there have been a lot of things said about him spearheading items and acknowledged that he spearheaded the DDA issue as there are some serious issues involving the Downtown Development Authority, and the money and properties that were transferred off of the City's books, and that this was not part of this discussion tonight.

Mayor Thompson stated that in terms of him spearheading the SDS Agreement, that was for police services and joint venture with the County on, and that's a required agreement with the County.

Mayor Thompson stated that since this was brought up since salaries, and noted that Councilwoman Gantt was correct, this was not about the City Attorney's contract, but he has made it about his contract because the City is asking taxpayers for more money in the amount of \$269,885.

Mayor Thompson stated that he doesn't have a vote, and while there has been talk of him spearheading things, check the record as he has never voted for anything.

Mayor Thompson apologized and corrected his statement and noted that he broke the tie to vote for selection of Mayor Pro Tem Thomas, and another time during the investigation of Councilwoman Buschman and those of the two times that he has voted.

Mayor Thompson then referenced a meeting regarding the SDS Agreement in the City of Atlanta where the City Manager asked the City Attorney to attend, and failed to appear.

Mayor Thompson stated that he has a base salary of \$10,400 annually, and doesn't have a big base salary and thought the City Attorney should have been in attendance.

Councilman Thomas returned to the dais.

Councilman Ford made a motion to approve Budget Amendment 2015-004 in the amount of \$269,885 in its entirety to balance the books; second by Councilwoman Gantt. Councilwoman Buschman made a statement that she is a strong advocate against litigation and noted that she supports the other items included in the budget amendment and excluding the Lee Stuart settlement and also the DDA litigation due to her recusal and would therefore not be voting on this item. Motion approved 4-0-1 (Councilwoman Buschman recused herself from the vote).

City Attorney, Michael Williams presented the Ethics Ordinance item to the Council and characterized the item as a housekeeping item as it removes the provisions in the existing ordinance as it relates to the Ethics Committee. Most of the provisions laying out alleged violations, or potential violations, in some ways conflict with the provisions or similar provisions in the Charter, and for those reasons there is concern that they are either duplicative or in outright conflict.

Mr. Williams further noted that the harshest punishment under that ordinance is either a public reprimand or a request for resignation, whereas the Charter allows for potential removal if violations are proven.

Mr. Williams stated that his recommendation is to propose that if the Charter is revised, under the GMA Model code, there is a provision for the City to appoint an impartial panel to hear these alleged violations (an ethics commission) to deal with the provisions laid out in the Charter as well as provisions that the revised Charter would be able to identify. Additionally, the committee has been dormant for a couple of years. Therefore, the suggestion is to lay it aside and come back at a later date to re-establish pursuant to the revised Charter and noted this is his recommendation to Council.

Mayor Thompson inquired as to whether or not this is in relationship to his investigation and presumed that this why this item was placed on the Agenda.

Mr. Williams stated to Mayor Thompson that he was free to speak, and did not know what he was intending to say, and could therefore not advise.

Mayor Thompson stating that and to protect his integrity, it would be a presumption on his part as to why he was going to be presumptuous about his comments as to why this item was placed on the Agenda.

The Mayor stated that the City has spent over \$56,000 investigating its peers, and that his investigation has cost an astounding amount of money and that taxpayers should be entitled to see the investigation, except the investigation is not finished yet, and that attorney is still on the clock.

Mayor Thompson noted that this Council can investigate and can disband the ethics board, the citizens' board for ethics that has been in effect for a long time; and considers it disingenuous. Mayor Thompson noted that disbanding the ethics board was one of the first action taken by the new Council in January 2014. Mayor Thompson stated that the City Attorney noted that it conflicts with the Charter.

Mayor Thompson went on to read the Charter Section 2.40.020 talks about the scope d read: the provisions of this

Mayor Thompson stated that he is not saying whether he is for or against it, but to be clear, the facts as presented, is the fact that it conflicts, there is the statement right there, it conflicts. Mayor Thompson then asked Attorney Williams for the other reason.

Attorney Williams' response was that the Board was lying dormant and the primary sanction was to reprimand and/or request removal or resignation.

Mayor Thompson stated that was fair to allow the citizens could ask for that or the Board; and in terms of the Board lying dormant, the reason the Board was lying dormant was because of the people that you are looking at, that's the reason it's lying dormant.

Councilwoman Gantt stated that Mayor Thompson agreed with disbanding the Board and discussed the matter with the City Council on several occasions when they were all getting along, and that although the Mayor doesn't have a vote; and the Council advised to act by the previous attorneys and legal counsel as well.

Councilwoman Gantt noted that she was aware of what the Ethics Board means, and happened to be the first Chair of the City's first Ethics Board, it is her opinion that the board was used as a tool, especially during the campaign times to hold hearings and bring up frivolous cases against the Mayor and Council and could foresee it happening that way again.

Councilwoman Gantt further stated that while the Mayor doesn't have a vote, as the Mayor, he lead the pack, and is now speaking out against it and that she understands and knows where this underlying anger is coming from; however, the thought is that based on new information received about the proposed amended Charter, the Council may want to consider a motion to table to Ethics Ordinance or vote for it; it's known to be used as a tool.

Councilwoman Gantt went on to say that it was uncomfortable for her as a member of Council to judge colleagues and said there were several things that need to be taken into consideration and doesn't believe there is an underlying tone in dealing with you, the Mayor, but basically the issues have been discussed tonight and they have come up, and items that have been discussed for more than a year; it's time to get things moving. And when the Council brings the issues forward and speaks up for themselves and asks that the political games stop, then they as a Council are attacked.

Mayor Thompson stated that he was not angry and stated to Councilwoman Gantt that she was a member of the duly elected board and has a vote and referred to her as the Honorable Councilwoman LaKeisha Gantt and can vote however she wants to vote, but prefers that she not state to the public that he is the leader of the pack.

Mayor Thompson went on to say that it was seen earlier tonight who the leader of the pack was with all of the Agenda items who is the leader of the this city.

Mayor Thompson stated that when it comes to voting, he does not have a vote.

Councilman Thomas stated that he resents the fact that Mayor Thompson

Mayor Thompson stated that he didn't say whether he agreed or not, but that the timing was ironic.

Councilwoman Gantt made a motion to table this item to be heard at the next Work Session; second by Councilman Ford. Motion approved 5-0.

City Manager, Michael Harris presented the item to amend Ordinance OR13-295 relating to Ancillary Wine Tasting Licenses and Ancillary Growler Malt Beverage Tasting Licenses. Mr. Harris noted that the owners had previously come before council to

Mr. Harris stated he had spoken with a few business owners in regards to the current Growler provisions; and how some business owners would like to expand their services. Mr. Harris expressed the challenge is making sure staff is thorough with research and evaluating; and would like to adopt an Ordinance similar to the City of Macon. The current Ordinance only allows for tasting of wine and malt beverage; no more than 2 oz. can be consumed in a 24hr period. Some business owners would like to expand to two 12 oz. pints per day.

Councilwoman Buschman asked how long has the Ordinance been looked at. Mr. Harris answered a few months back. Some of the business owners have had conversations with the Mayor and himself.

Councilwoman Buschman inquired if this particular Ordinance could be expedited for the business owners. Mr. Harris replied there is a current provision that states those that serve alcohol are required to maintain 51% in food sales. Mr. Harris expressed this would be a deviation if the Growler bar does not have to meet that provision; and wants to be careful on how the provision is crafted.

Councilwoman Buschman asked about the time frame and when this could be put into place. Mr. Williams responded that that provision is not in the zoning code. However, Council could amend the alcohol license by holding a meeting to determine what to include in the provisions.

Councilman Thomas asked Mr. Harris to have the additional information ready by the next Council meeting. Mr. Harris replied he would work in conjunction with the City Attorney.

City Attorney, Michael Williams reviewed the history of Constitution Week.

Michael Williams, City Attorney stated the Charter is the City's constitution with numerous issues that have been identified the previous and current firms. Mr. Williams noted that many of these conflicts have resulted in litigations. These issues have made it a difficult to manage the affairs of the City for the people of Stockbridge.

Mr. Williams stated he has suggested multiple times is to revisit the Charter and make it better and to make it a document that withstands the test of time.

Mr. Williams stated that as City Attorney, he represented the City and not any of the elected officials individually, and that his goal is to assist City and draft a Charter, not to address various balances of power or allegiances or whatever exists today among the Council, but rather to put in place a Charter for future Councils and future generations of Stockbridge that they can rely on for stability.

Mr. Williams noted an earlier comment as to whether or not the Mayor should preside over meetings. The Charter states that the Mayor presides over meetings and the Mayor Pro Tem likewise presides over meetings in the Mayor's absence. Mr. Williams noted that this process has been memorialized as such and if there was not a problem with Mayor Rudy Kelley or Mayor Lee Stuart presiding, there should not be a problem with Mayor Thompson presiding. And, if there is a problem, it needs to be addressed in the Charter.

Mr. Williams stated the most important conflict that he has expressed over and over again is the City Council is currently operating as a Council/Manager form of government. However, the Charter states having a Strong Mayor form of government, in which the Mayor has governed himself in that fashion.

Mayor Thompson expressed he disagreement in Mr. Williams' assessment and noted the Charter was clear in regards to the delegation of power.

Mayor Thompson stated that the code section for the City Manager appointment states that the Mayor selects the City Manager until it was amended in June of 2014 whereas Mr. Williams' draft copy is a conflict and instead of the Mayor having the power to fire the City Manager, the Mayor and/or 3 members of Council will have the power to do so. Mayor Thompson stated that Council members have reminded him of this section of the Charter.

Mayor Thompson noted that while the City Manager has been delegated powers and duties, he meets with the City Manager on a regular basis and he keeps him abreast and in the loop of the City's business and that he has not acquiesced to Council/Manager form of government.

Mayor Thompson stated to the public their right to vote and elect the Mayor and Council and this proposed form of government removes the Executive branch of government, and he had no input or consideration.

Mayor Thompson asked Attorney Williams if he drafted the document himself and suggested that he had been in consultation with members of Council.

Mr. Williams responded that he had not been in consultation to any member of the governing body and wanted to make that clear. Mr. Williams further stated that this document is based on the GMA Model Charter and that he has attempted to make modifications to that Charter to mirror as best that he could under the circumstances the way the City currently operates.

Mayor Thompson stated that Mr. Williams' statement was inaccurate and the drafted copy eliminates the Executive branch of the government and gave an example of government. Mayor Thompson further noted that he didn't agree with the City Attorney not discussing the document with the Mayor & Council or City Manager and essentially determined the form of government himself. Mayor Thompson then stated that he did not appreciate the comments included in the document.

Councilwoman Gantt noted that this item was brought forward in June 2014 and referenced an email that was sent to the Clerk at the time, Stephanie Tigner to put the Charter Amendment item on the Agenda.

Councilwoman Gantt went on to say that there is conflict with the Charter. Litigation of Ray Gibson and Lee Stuart both resulted out of the conflict with the Charter. Councilwoman Gantt noted that the City has ambiguous terms at all times, even with whether or not the Agenda could be amended; the Charter and ordinances have conflicting information.

Councilwoman Gantt stated that they all attend GMA training, and they have received recommendations from the GMA representatives to look into changing the Charter.

Councilwoman Gantt referenced the City is currently operating in a Council/City Manager form of government and the statement that the Mayor has made where the citizens would be losing power is incorrect. The Organizational Chart remains the same: Voters, Mayor & City Council and the City Manager, and then Department Heads. Nothing changes with Council/Manager form of government and noted this is a popular form of government, the City has been acting in this form of government as we have a City Manager.

Councilwoman Gantt noted that every attorney, and investigator has suggested a change to the Charter.

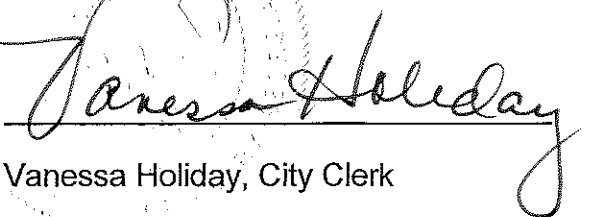
Mayor Thompson stated that he just wants to get the facts on the table regarding the form of government and didn't know who brought the item forward to be in the Charter update book.

Councilwoman Gantt stated that she brought the item forward on June 3, 2014 and referenced the email, and Mayor Thompson read the email sent to Stephanie Tigner.

The LMIG Paving project was not heard.

Councilman Thomas made a motion to adjourn; second by Councilwoman Buschman. The motion was approved 4-0-1 (Councilman Ford opposed).

Respectfully submitted by:



Vanessa Holiday, City Clerk



Timothy L. Thompson, Mayor



# City of Stockbridge

## AGENDA ITEM

### MEETING DATE

MARCH 9, 2026

### 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
- GRANT FUNDING
- TRAFFIC CAMERA FUNDING
- PARTNER/SPONSOR
- DEPARTMENT FUND BALANCE
- BOND

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Ryan Anderson

DEPARTMENT: Community Development

### ITEM/PROJECT/EVENT:

DE-ANNEXATION CASE #DX-2026-01 FOR THE MANDERLEY SUBDIVISION, PHASE 9. Consideration of an Ordinance to de-annex from the Stockbridge City Limits two parcels within the Manderley Subdivision, representing Phase 9. The request was made by the owners of the two parcels. The Henry County Board of Commissioners adopted a resolution on January 20, 2026 to consent to the de-annexation and allow the parcels to become a part of unincorporated Henry County.

### BACKGROUND INFORMATION:

The City Council previously approved eight (8) phases of de-annexation for the Manderley Subdivision (Cases DX-2024-01 through DX-2024-08). City Staff are now recommending the denial of DX-2026-01 (Henry County's de-annexation Case #DE-AX-2025-01) due to State annexation laws which require the denial of de-annexation requests whenever a municipality has any bonded indebtedness.

### SIGNATURES:

CITY MANAGER

*Frank S. Milazi*  
eSigned via GovOS.com  
Key: 3268d159-4d63-438f-940b-014ea0428880

CITY TREASURER

*Quinton Washington*  
eSigned via GovOS.com  
Key: 9ff76c0b-1628-4926-950b-2b013c5f7b9

CITY ATTORNEY

FINANCIAL IMPACT  N/A

AMOUNT:

\$0.00

ATTACHMENTS:

ITEM/PROJECT/EVENT:

DE-ANNEXATION CASE #DX-2026-01 FOR THE MANDERLEY SUBDIVISION, PHASE 9.

STAFF RECOMMENDATION:

DENIAL, in accordance with State de-annexation regulations.

eSigned via GovOS.com

*R. Ryan Anderson*

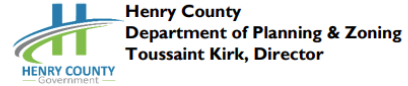
Key: 7cb6a9e3-7863-4556-a458-502734485a99

# De-Annexation Case

#DX-2026-01:  
Two Properties in the  
Manderley Subdivision

City Council: March 9th, 2026





January 22, 2026

Stockbridge City Hall  
4640 North Henry Blvd  
Stockbridge, GA 30281  
Attn: Shawn Edmondson, City Manager of the City of Stockbridge

**RE: Notification of Deannexation Request - Two Properties into Unincorporated Henry County:**

The Henry County Planning & Zoning Department has received an application for the deannexation (**DE-AX-25-01**) of two properties at 105 Jasper Drive and 220 DeWinter Court within the Manderley Subdivision, totaling 3.022 +/- acres in incorporated City of Stockbridge. The properties are as follows:

105 Jasper Drive,	013A01022000
220 DeWinter Court,	013A01021000

Enclosed for your review is a copy of the deannexation report prepared by Henry County Planning & Zoning Staff with application materials, the resolution of acceptance by the Henry County Board of Commissioners as a result of the January 20, 2026 Board of Commissioners meeting.

Please provide an official letter regarding the City of Stockbridge's agreement or non-agreement to this proposed deannexation. If you have any questions or need additional information, please contact the undersigned at 770-288-7526.

Best Regards,

Toussaint Kirk,  
Executive Director, Planning and Zoning

Cc: Cheri Hobson-Matthews, County Manager  
Kevin Johnson, Deputy County Manager  
Rachel Mack, County Attorney  
Ryan Anderson, Community Development Director

Enclosures

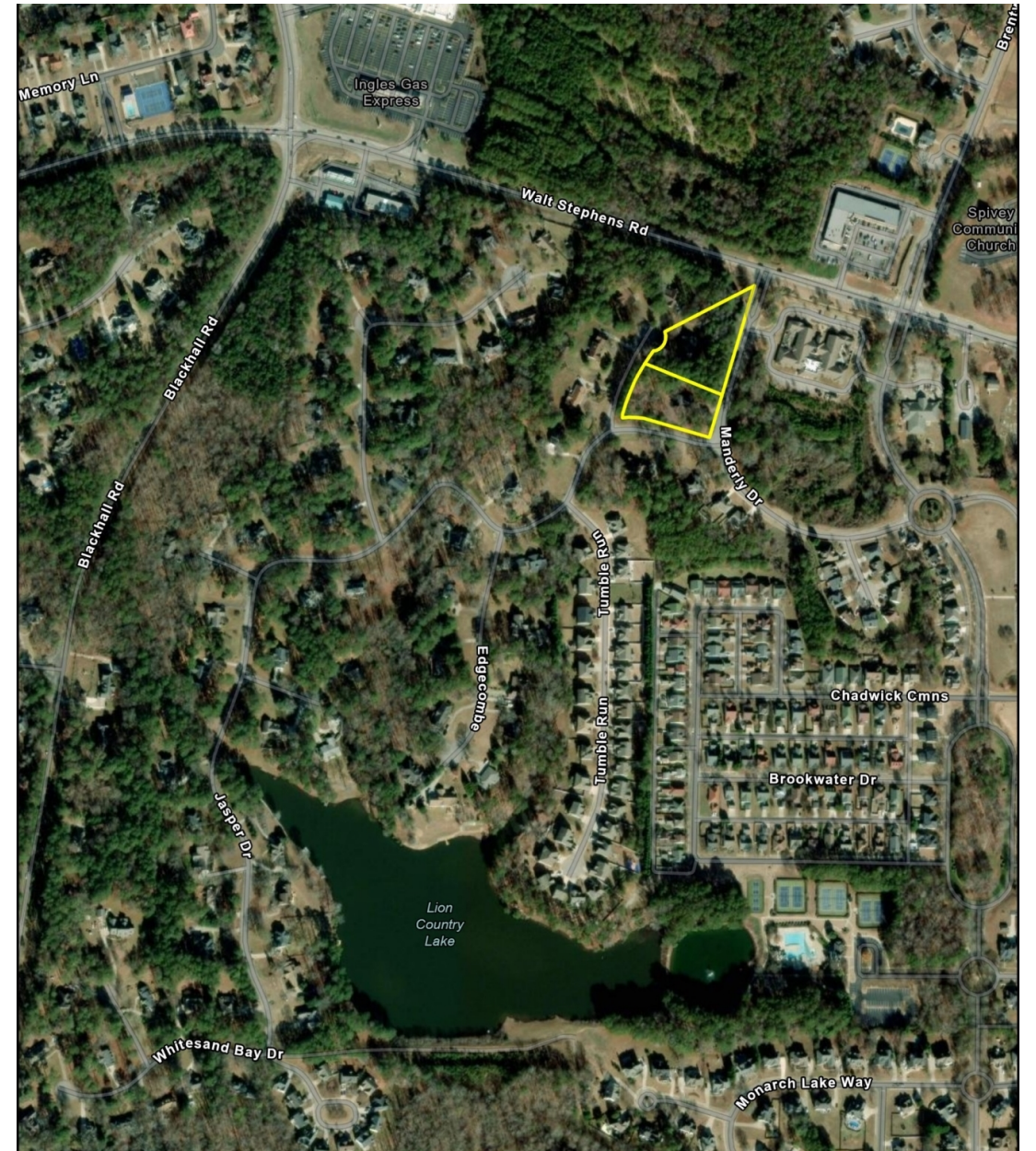
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140 Henry Parkway • McDonough, Georgia 30253  
MAIN: (770) 288-7526 • FAX: (770) 288-7550

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Cover Letter  
from Henry  
County Planning  
and Zoning  
Department on  
January 22, 2026

# Aerial Photo-Parcels to De-Annexed Highlighted in Yellow



**LEGEND:**

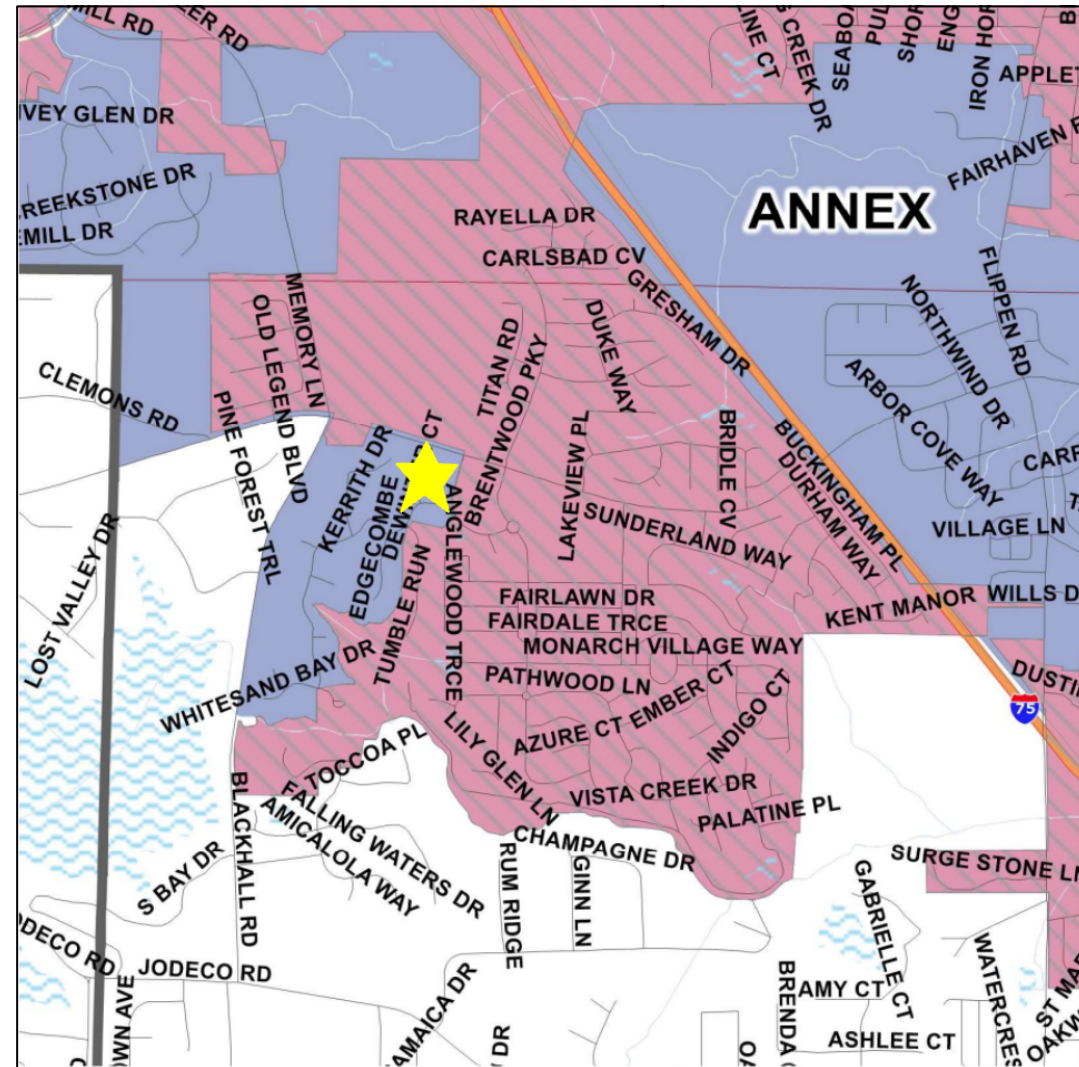
**Pink Striped Areas** – Were Already Part of the City of Stockbridge in 2022

**Blue Areas** – Were Annexed as Part of 2022 City of Stockbridge Annexation Referendum

**Blue Waves** – Spivey Lake

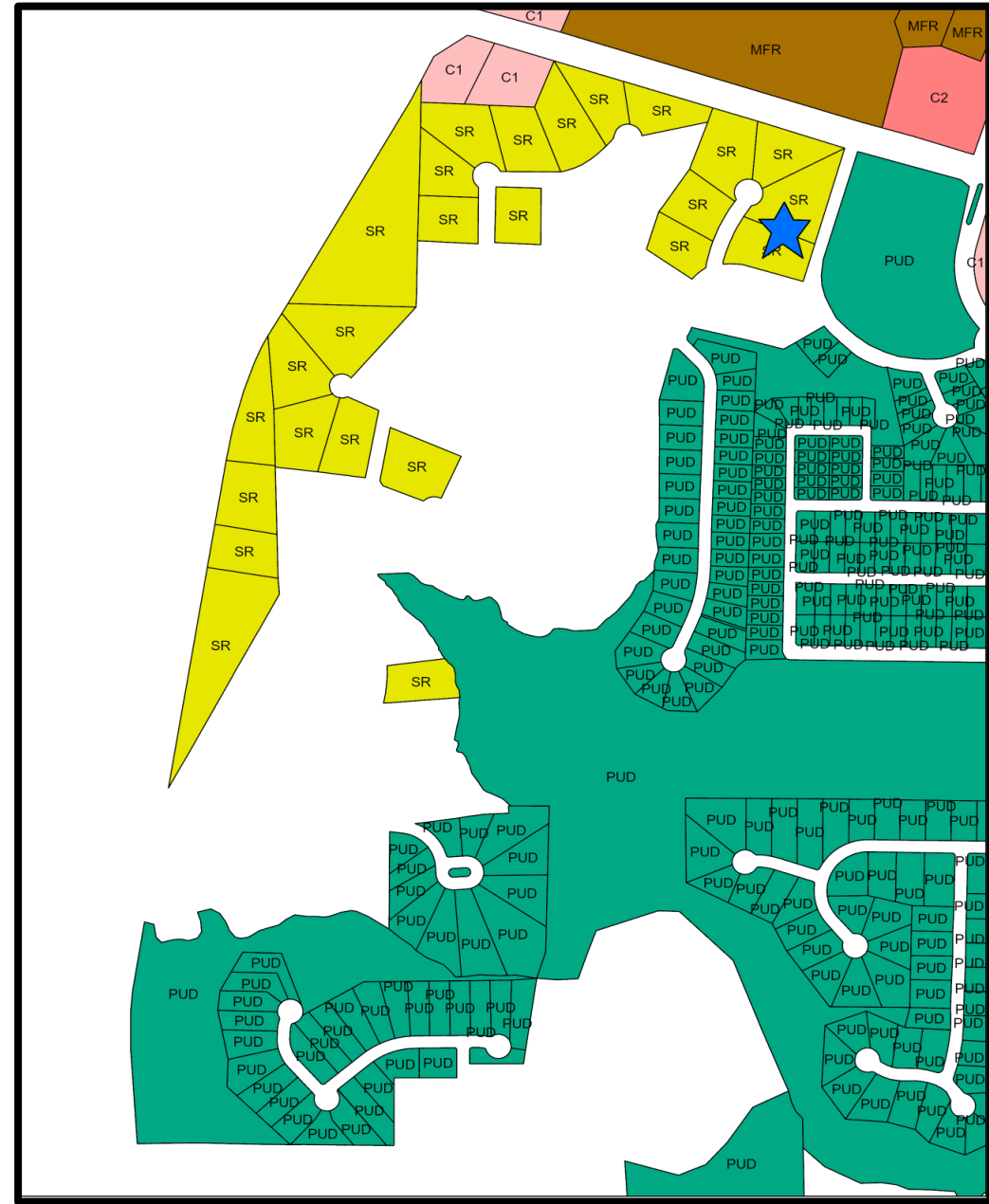
**★ Yellow Star**—Location of Proposed DX-2026-01 De-Annexation

Map of 2022  
City of  
Stockbridge  
Annexation  
Referendum  
with Proposed  
De-Annexation  
Area

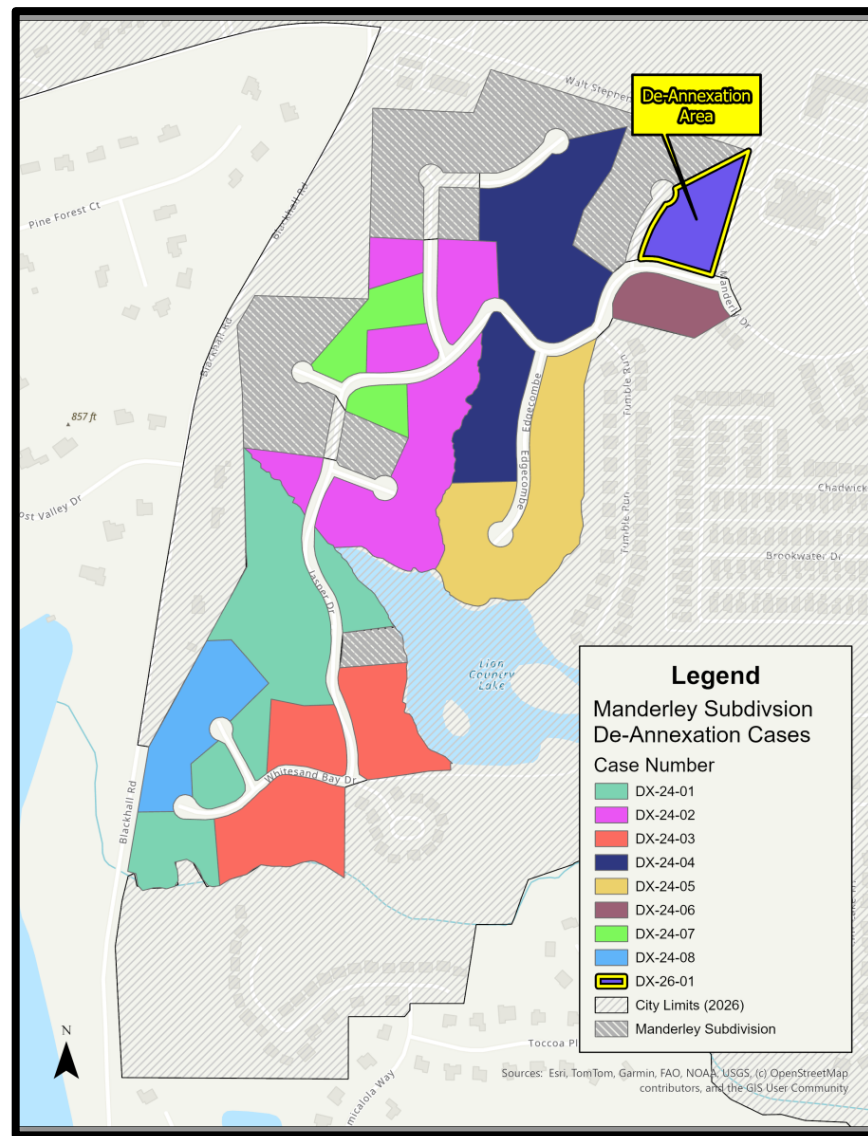


# Manderley Subdivision Zoning Map Excerpt

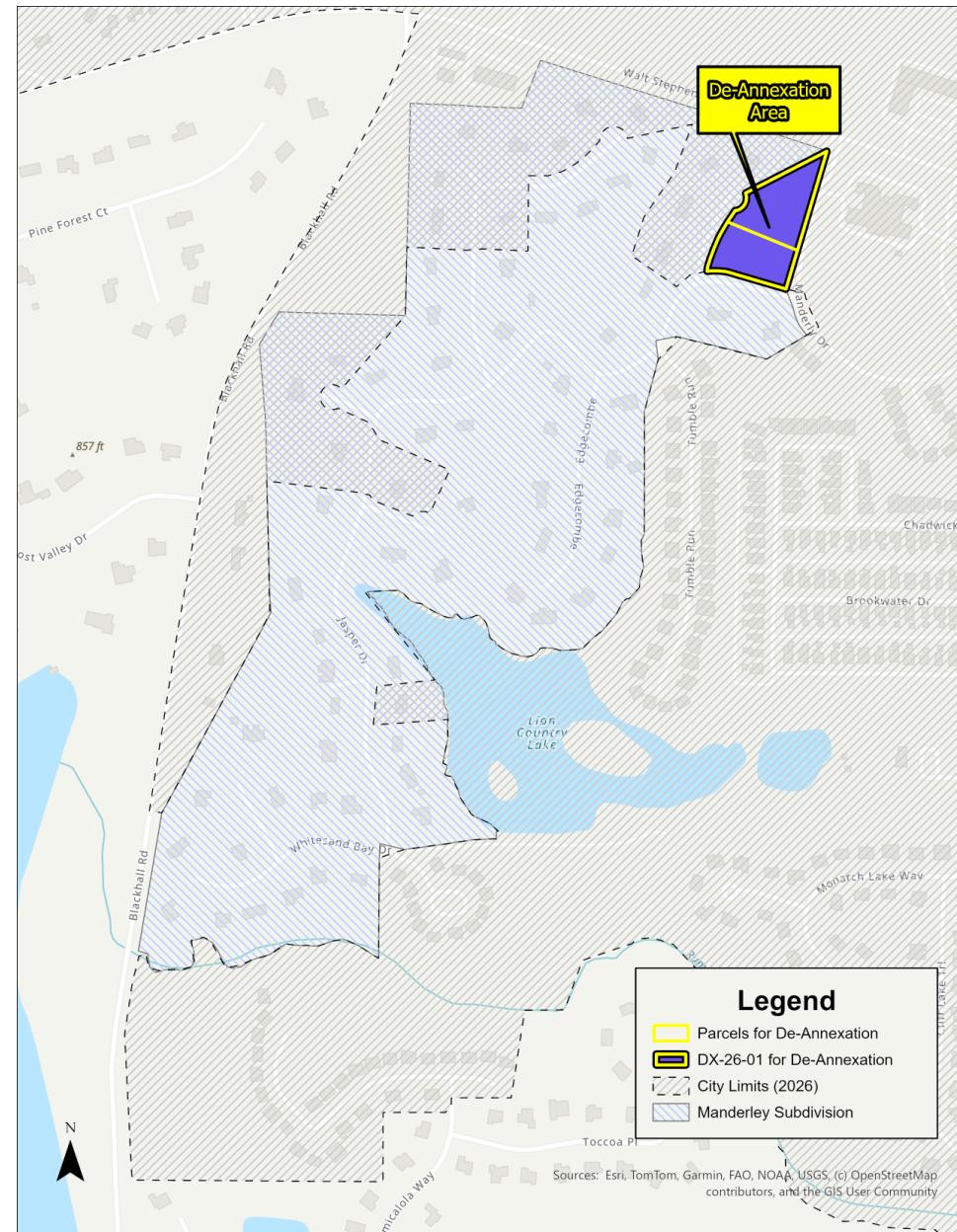
- **Yellow**— SR District (Suburban Residential) — Manderley Subdivision
- **Green**— PUD District (Planned Unit Development) — Monarch Village Subdivision
- **Black** — Unincorporated Henry County
- **Blue Star** — Area of Proposed De-Annexation



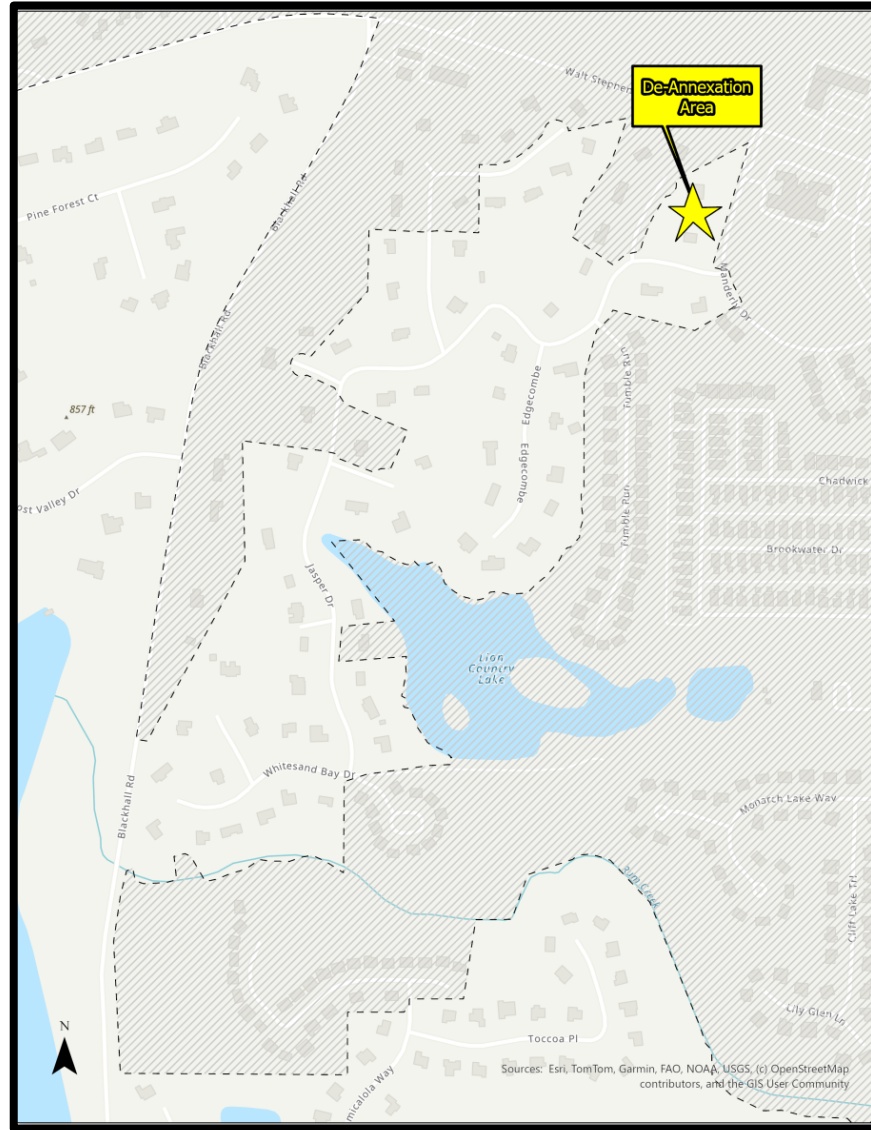
# Manderley Subdivision Vicinity Map



# Manderley Subdivision Parcel Map



# Resulting Map Showing New City Limits Boundaries Upon Approval of DX-2026-01



# Legal Requirements for De-Annexation

## 1. Administrative Requirements:

- a. A written, signed application by the owners of no more than ten parcels.
- b. Adoption of a signed resolution by the county in which the property is located, consenting to the de-annexation.
- c. Submittal of a copy of the application to the municipality.
- d. Confirmation by City staff that the procedural requirements for de-annexation have been met by the property owners.
- e. Verification by City staff that the geographic requirements have been met.
- f. Approval by the municipality, unless the geographic requirements have not been met.

## 2. Geographic Requirements:

- a. At least one of the parcels must abut/be contiguous to the boundaries of the city limits (not separated from the city limits by unincorporated areas, a street, a creek or river, or a railroad).
- b. No prohibited unincorporated island would be created by the proposed de-annexation.
- c. No detrimental effects to the health, safety, and welfare of the property owners of the area to be de-annexed, or to the area remaining in the municipality (causing the de-annexed area to be cut off from receiving county services due to the lack of a reasonable access to the de-annexed area).

## 3. Financial Requirements:

- a. The parcels are not located in a municipality that has outstanding general-obligation bond or revenue-bond indebtedness.

# Summary of Analysis

## **1. Administrative Compliance**

- Signed de-annexation application submitted to Henry County (two parcels).
- County adopted resolution and transmitted application to the City of Stockbridge.
- Verified use of the 100% method of de-annexation.
- Application meets statutory procedural requirements.

## **2. Geographic Findings**

- Both parcels remain contiguous to City limits before and after de-annexation.
- No unincorporated “island” created.
- City boundary would shift eastward upon approval.
- No impacts to streets, access, or emergency/service vehicle operations.
- No identified health, safety, or welfare concerns.

# Summary of Analysis (continued)

## **3. Financial Considerations**

- No outstanding General Obligation (GO) bonds.
- Outstanding revenue bonds through blended component units:
  - Urban Redevelopment Agency (City Hall facility).
  - Public Facilities Authority (Amphitheater, Cultural Arts Center, public safety facilities).
- Bonds are primarily repaid from City revenues.
- Revenue-backed obligations may be relevant under Georgia de-annexation statutes.

# Financial Considerations: Details

## **1. Revenue Bonds Supporting City Hall (URA Bonds)**

The City's Annual Comprehensive Financial Reports indicate that the Urban Redevelopment Agency, a blended component unit, carries long-term revenue bonds issued for the acquisition, construction, and furnishing of the City Hall facility. These bonds are expressly stated to be repayable almost entirely from City resources.

- 2023 ACFR: URA revenue bonds outstanding: \$8,015,000 as of 12/31/2023
- 2024 ACFR: URA revenue bonds outstanding: \$7,160,000 as of 12/31/2024
- Notes to the Financial Statements describe the URA as a blended unit whose debt "is expected to be repaid almost entirely from the resources of the City."

## **2. Revenue Bonds Supporting the Amphitheater / Cultural Arts Center (PFA Bonds)**

The Public Facilities Authority (PFA), also a blended component unit, was created to issue bonds for the construction of the Amphitheater and Cultural Arts Center, among other public facilities. These obligations likewise rely on repayment from City funding sources.

- ACFR Notes: PFA debt is "expected to be repaid almost entirely from the resources of the City."

# Financial Considerations: Details (continued)

## **3. Revenue-Backed Obligations Associated With Police Department-Related Facilities or Equipment**

Both ACFRs show City-backed debt obligations covering public safety facilities and equipment, including those funded through the PFA or through City-wide capital project bonds.

- 2023 ACFR: lists revenue bonds and long-term liabilities supporting public safety investments.
- 2024 ACFR: debt schedule reflects revenue-backed financing of City facilities, including public safety structures and improvements.

## **4. General Obligation Bonds**

Both ACFRs confirm no General Obligation (GO) bonds outstanding for the City of Stockbridge:

- *“As of December 31, 2023, the City did not have any general obligation bonded debt outstanding.”*
- 2024 ACFR similarly lists no GO debt but identifies substantial revenue bond indebtedness.

Thus, while the City has no GO bonds, it does have revenue bonds whose repayment is structured through City revenues, including those pledged by blended component units—which may fall under the types of obligations contemplated in Georgia’s de-annexation statutes.

# Overall Impact

- 8 Phases
- 53 Total Parcels
- Total 3-Year City Tax Revenue: \$165,260
- Mix of Confirmed (Phases 1–3) and Calculated (Phases 4–8) totals

**Key Takeaway:** The cumulative 3-year city tax impact across all phases totals \$165,260, with later phases (4–8) accounting for approximately 68% of the total projected revenue loss.

# Confirmed vs. Calculated 3-Year Tax Revenue by Phase

## Confirmed Tax Bill Phases

- Phase 1 (DX-2024-01): \$18,681 (10 parcels)
- Phase 2 (DX-2024-02): \$17,770 (9 parcels)
- Phase 3 (DX-2024-03): \$16,141 (9 parcels)
- Subtotal (Confirmed): \$52,592

## Calculated Phases

- Phase 4 (DX-2024-04): \$39,055 (9 parcels)
- Phase 5 (DX-2024-05): \$39,183 (8 parcels)
- Phase 6 (DX-2024-06): \$8,452 (2 parcels)
- Phase 7 (DX-2024-07): \$12,249 (3 parcels)
- Phase 8 (DX-2024-08): \$13,729 (3 parcels)
- Subtotal (Calculated): \$112,668

# Recommendation

Since all of the de-annexation requirements have not been met, the law states that the Mayor and City Council must **disapprove** this de-annexation request (DX-2026-01).



**TO:** Mayor and City Council

**FROM:** Ryan C. Anderson, Community Development Director  
Brennen Reilly, GIS Analyst/Planner II

**CC:** Mayor Jayden L. Williams  
Shawn Edmonson, City Manager  
Valerie Ross, City Zoning Attorney

**DATE:** March 9<sup>th</sup>, 2026

**SUBJECT:** De-Annexation Case #DX-2026-01:  
**Two Properties in the Manderley Subdivision**

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**Introduction.** The owners of two properties within the Manderley Subdivision submitted a de-annexation application to Henry County Planning & Zoning to request that their properties be de-annexed from the City of Stockbridge. The Manderley Subdivision is located at the western edge of the Stockbridge City Limits, bounded by Walt Stephens Road to the north and Blackall Road to the west. The two properties for DX-2026-01 have 3.022 +/- total acres in Land Lot 25 of District 12. They comprise residential lots in the northeastern portion of the subdivision. Table 1 below provides a list of the two properties by address, parcel number, and owner/applicant.

**Table 1—Properties for Proposed De-Annexation**

<b>Property Address</b>	<b>Parcel Number</b>	<b>Property Owner(s) / Co-Applicant (s)</b>
105 Jasper Dr	013A01022000	Tami Parrish
220 Dewinter Court	013A01021000	Yuka Katsumori

**Henry County Government's Action.** According to a De-annexation Evaluation Report which was prepared by the Henry County Planning & Zoning Department, Henry County Government received a de-annexation application from the two applicants electronically on January 22, 2026. The applicants used the 100% method for the proposed de-annexation. The Department then prepared a De-annexation Evaluation Report for Henry County's Case #DE-AX-25-01, which recommended the approval of the proposed de-annexation. It stated that the subject property was previously zoned 'R-1' (Single-Family Residential) by Henry County prior to its 2022 annexation into the City of Stockbridge, and that the property would revert back to R-1 upon the successful de-annexation of the property from the City back into unincorporated Henry County. The property also had a previous Henry County future land use designation of Low-Density Residential, which allowed a density of up to 2.0 dwelling units per acre. After the completion of the DE-AX-25-01 Evaluation Report, the Henry County Board of Commissioners adopted Henry County Resolution #26-25, dated January 20, 2026, to approve the de-annexation.

**City of Stockbridge's Receipt of De-Annexation Application Package.** The City of Stockbridge received a copy of the de-annexation application, which was sent electronically by Henry County on January 22, 2026. There was no cover letter included in the package, but the Evaluation Report from Henry County Planning and Zoning did list the included property addresses and parcel numbers.

**Background on the Manderley Subdivision.** The Manderley Subdivision is established and well-developed. Table 2 below lists basic facts about it, and the Appendix contains several pertinent aerial photos and maps.

**Table 2—Facts About Manderley Subdivision**

<b>Descriptive Factors:</b>	<b>Findings:</b>
Current City of Stockbridge Zoning	SR (Suburban Residential)
Current City of Stockbridge Future Land Use Designation	Low-Density Residential.
Current Annexation Status	Annexed into City via 2022 Referendum.
Estimated Number of Subdivision Lots	79
Number of Subdivision Lots that have been Recently De-Annexed from the City	59
Name of Subdivider	Koppar Corporation.
Number of Development Phases	Three.
Years of Recorded Plat Approvals	1983, 1984, 1986, 1988, 1989.*
Status of Subdivision Lots	Nearly all are developed with SF homes.
Sizes of Subdivision Lots	Approximately one to two acres each.
Years of Home Construction	1985-1997, per Tax Assessors' records.

\*Includes separate sheets for Unit II, and revisions to Unit I & Unit II.

**Background on the Surrounding Area.** The surrounding area includes Ingle's Market and several neighborhood commercial uses flanking Walt Stephens Road; and several subdivisions to the south, southeast, and east. To the west are several individual City of Stockbridge Community Development; Stockbridge, Georgia (678) 389-7900

residential parcels outside of Manderley Subdivision, Blackhall Road, the City Limits Line, and Spivey Lake. The commercial uses are located in the C-1 (Neighborhood Commercial) zoning district. The subdivisions to the south, southeast, and east are located in the PUD (Planned Unit Development) district, while the outlying residential parcels to the west are zoned 'SR' (Suburban Residential). Properties west of Blackhall Road, in unincorporated Henry County, are zoned 'R-1' (Single-Family Residential for large lots) and 'RA' (Residential-Agricultural).

**Legal Requirements for De-Annexation.** The Official Code of Georgia (O.C.G.A.) provides legal requirements for de-annexation in O.C.G.A. Sections 36-131, 36-132, and 36-133. They are summarized in the list below.

1. **Administrative Requirements:**
  - a. A written, signed application by the owners of no more than ten parcels.
  - b. Adoption of a signed resolution by the county in which the property is located, consenting to the de-annexation.
  - c. Submittal of a copy of the application to the municipality.
  - d. Confirmation by City staff that the procedural requirements for de-annexation have been met by the property owners.
  - e. Verification by City staff that the geographic requirements have been met.
  - f. Approval by the municipality, unless the geographic requirements have not been met.
2. **Geographic Requirements:**
  - a. At least one of the parcels must abut/be contiguous to the boundaries of the city limits (not separated from the city limits by unincorporated areas, a street, a creek or river, or a railroad).
  - b. No prohibited unincorporated island would be created by the proposed de-annexation.
  - c. No detrimental effects to the health, safety, and welfare of the property owners of the area to be de-annexed, or to the area remaining in the municipality (causing the de-annexed area to be cut off from receiving county services due to the lack of a reasonable access to the de-annexed area).
3. **Financial Requirements:**
  - a. The parcels are not located in a municipality that has outstanding general-obligation bond or revenue-bond indebtedness.

**Analysis of De-Annexation Proposal:**

1. **Administrative Requirements** – The applicants for the proposed DX-2026-01 de-annexation submitted a signed de-annexation application form to Henry County, which was for two parcels. After the County's review, it adopted a signed resolution and sent a copy of the application to the City of Stockbridge. The Planning and Zoning Staff has verified that the acceptable 100 percent method of de-annexation has been used, and that the de-annexation proposal meets the geographic requirements, as are discussed below.
2. **Geographic Requirements** – From the maps appearing in the Appendix, it is apparent that all of the two parcels within the proposed de-annexation area abut and are contiguous to other parcels within the Stockbridge City Limits, and they would even

continue to do so if the de-annexation is approved. No prohibited unincorporated island would be created by the proposed de-annexation. Rather, the de-annexed area would be surrounded on one side by other parcels remaining within the City Limits. Whenever a new City Limits Map is prepared, the de-annexed area would push the city limits further east from the resulting boundary created after the approval of DX-2026-01. Further, there would be no alteration of the existing streets or access to them; thus, there do not appear to be any health, safety, or welfare issues in terms of providing needed transportation of County service vehicles or emergency vehicles in reaching the homes of the property owners within the de-annexed area.

3. Financial Requirements – The City’s Annual Comprehensive Financial Reports (ACFRs) indicate that the Urban Redevelopment Agency, a blended component unit, carries long-term revenue bonds issued for the acquisition, construction, and furnishing of the City Hall facility. These bonds are expressly stated to be repayable almost entirely from City resources. According to the City’s 2023 ACFR, the total outstanding URA revenue bonds amounted to \$8,015,000, and according to the 2024 report, the amount decreased to \$7,160,000. Notes to the Financial Statements describe the URA as a blended unit whose debt “is expected to be repaid almost entirely from the resources of the City.” Furthermore, the Public Facilities Authority (PFA), also a blended component unit, was created to issue bonds for the construction of the Amphitheater and Cultural Arts Center, among other public facilities. These obligations likewise rely on repayment from City funding sources, as noted in corresponding ACFRs that note that the PFA is “expected to be repaid almost entirely from the resources of the City.” Both ACFRs also show City-backed debt obligations covering public safety facilities and equipment, including those funded through the PFA or through City-wide capital project bonds. Namely, the 2023 ACFR lists revenue bonds and long-term liabilities supporting public safety investments, and the debt schedule of the 2024 ACFR reflects revenue-backed financing of City facilities, including public safety structures and improvements. Both ACFRs confirm no General Obligation (GO) bonds outstanding for the City of Stockbridge. Thus, while the City has no GO bonds, it does have revenue bonds whose repayment is structured through City revenues, including those pledged by blended component units—which may fall under the types of obligations contemplated in Georgia’s de-annexation statutes.

Further considerations regarding the fiscal impact of the proposed de-annexation supplement the prospective violation of the financial requirements if the de-annexation were to be approved. Specifically, the fiscal impact of (1) the previous eight de-annexation phases of the Manderley subdivision from the City of Stockbridge and (2) the proposed de-annexation of the two properties is analyzed.

1. Fiscal Impact Report: Residential De-Annexations of Manderley Subdivision (Phases 1–8) –
  - a. Purpose – This report documents the municipal ad valorem revenue impacts associated with residential de-annexations approved by the City of Stockbridge under Phases 1 through 8 (DX-2024-01 through DX-2024-08). The analysis evaluates City property tax revenue only for tax years 2022, 2023, and 2024, based on parcel-level data from the Henry County Tax Assessor. The purpose of this report is to provide:
    - A transparent fiscal impact analysis for de-annexation decisions

- Parcel-level documentation for Finance review
- A defensible record for Council and audit purposes

b. Methodology –

- Millage Rate Used: 3.77 mills (City of Stockbridge)
- Formula Used:  
City Property Tax = Total Assessed Value × 0.00377
- Confirmed Phases (1–3): Actual City tax amounts verified by year
- Calculated Phases (4–8): Assessed values multiplied by the adopted City millage rate
- Exclusions: County, school district, and special service district taxes
- Rounding: Nearest whole dollar

c. Phase-by-Phase Parcel Breakdown –

- i. **Phase 1 – DX-2024-01**  
Status: Confirmed City Tax Bills (2022–2024)  
Phase Total: \$18,681

Address	Parcel ID	2022	2023	2024	3-Year Total
10 Devon Ct	013-A01128005	\$597	\$613	\$652	\$1,862
11 Devon Ct	013-A01132000	\$571	\$593	\$620	\$1,784
200 Jasper Dr	013-A01051000	\$667	\$702	\$726	\$2,095
205 Jasper Dr	013-A01061000	\$632	\$659	\$689	\$1,980
215 Jasper Dr	013-A01060000	\$541	\$597	\$613	\$1,751
225 Jasper Dr	013-A01059000	\$720	\$742	\$756	\$2,218
235 Jasper Dr	013-A01058000	\$585	\$612	\$640	\$1,837
245 Jasper Dr	013-A01057000	\$552	\$581	\$610	\$1,743
201 Whitesand Bay Dr	013-A01127000	\$593	\$621	\$642	\$1,856
211 Whitesand Bay Dr	013-A01138000	\$501	\$517	\$537	\$1,555

- ii. **Phase 2 – DX-2024-02**  
Status: Confirmed City Tax Bills  
Phase Total: \$17,770

Address	Parcel ID	2022	2023	2024	3-Year Total
160 Jasper Dr	013A01023000	\$640	\$678	\$715	\$2,033
165 Jasper Dr	013A01024000	\$579	\$606	\$642	\$1,827
195 Jasper Dr	013A01050000	\$664	\$708	\$753	\$2,125
310 Kerrith Dr	013A01039000	\$754	\$803	\$843	\$2,400
320 Kerrith Dr	013A01038000	\$591	\$629	\$660	\$1,880
325 Kerrith Dr	013A01025000	\$674	\$715	\$754	\$2,143
510 Portloe Ct	013A01049000	\$658	\$690	\$727	\$2,075
515 Portloe Ct	013A01047000	\$641	\$671	\$706	\$2,018

520 Portloe Ct	013A01048000	\$399	\$424	\$446	\$1,269
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- iii. **Phase 3 – DX-2024-03**  
 Status: Confirmed City Tax Bills  
 Phase Total: \$16,141

Address	Parcel ID	2022	2023	2024	3-Year Total
220 Jasper Dr	013A01053000	\$666	\$704	\$741	\$2,111
230 Jasper Dr	013A01054000	\$687	\$720	\$754	\$2,161
240 Jasper Dr	013A01055000	\$678	\$705	\$743	\$2,126
255 Jasper Dr	013A01056000	\$646	\$685	\$721	\$2,052
221 Whitesand Bay Dr	013A01137000	\$629	\$666	\$706	\$2,001
230 Whitesand Bay Dr	013A01133000	\$625	\$655	\$693	\$1,973
231 Whitesand Bay Dr	013A01133000	\$621	\$654	\$691	\$1,966
241 Whitesand Bay Dr	013A01135000	\$710	\$735	\$769	\$2,214
251 Whitesand Bay Dr	013A01134000	\$626	\$658	\$681	\$1,965

- iv. **Phase 4 – DX-2024-04**  
 Status: Calculated  
 Phase Total: \$39,055

Address	Parcel ID	2022	2023	2024	3-Year Total
115 Jasper Dr	013A01016000	\$1,108	\$1,344	\$1,402	\$3,854
145 Jasper Dr	013A01015000	\$1,215	\$1,479	\$1,555	\$4,249
150 Jasper Dr	013A01014000	\$1,071	\$1,307	\$1,359	\$3,737
340 Kerrith Dr	013A01036000	\$1,235	\$1,509	\$1,584	\$4,328
350 Kerrith Dr	013A01035000	\$1,224	\$1,497	\$1,571	\$4,292
360 Kerrith Dr	013A01034000	\$1,203	\$1,469	\$1,544	\$4,216
370 Kerrith Dr	013A01033000	\$1,172	\$1,432	\$1,505	\$4,109
615 Edgecombe Dr	013A01013000	\$1,024	\$1,251	\$1,311	\$3,586
625 Edgecombe Dr	013A01012000	\$884	\$1,324	\$1,526	\$3,734

- v. **Phase 5 – DX-2024-05**  
 Status: Calculated  
 Phase Total: \$39,183

Address	Parcel ID	2022	2023	2024	3-Year Total
610 Edgecombe Dr	013A01004000	\$1,453	\$1,572	\$1,706	\$4,731
620 Edgecombe Dr	013A01005000	\$1,354	\$1,461	\$1,606	\$4,421
630 Edgecombe Dr	013A01006000	\$1,410	\$1,524	\$1,678	\$4,612
635 Edgecombe Dr	013A01011000	\$1,352	\$1,460	\$1,601	\$4,413
640 Edgecombe Dr	013A01007000	\$1,394	\$1,507	\$1,654	\$4,555
645 Edgecombe Dr	013A01010000	\$1,392	\$1,502	\$1,653	\$4,547
650 Edgecombe Dr	013A01008000	\$1,357	\$1,468	\$1,619	\$4,444
655 Edgecombe Dr	013A01009000	\$1,355	\$1,447	\$1,557	\$4,359

vi. **Phase 6 – DX-2024-06**

Status: Calculated

Phase Total: \$8,452

Address	Parcel ID	2022	2023	2024	3-Year Total
110 Jasper Dr	013A01002000	\$1,248	\$1,565	\$1,621	\$4,434
120 Jasper Dr	013A01003000	\$1,131	\$1,416	\$1,470	\$4,017

vii. **Phase 7 – DX-2024-07**

Status: Calculated

Phase Total: \$12,249

Address	Parcel ID	2022	2023	2024	3-Year Total
315 Kerrith Dr	013A01024001	\$1,147	\$1,425	\$1,479	\$4,052
170 Jasper Dr	013A01040000	\$1,313	\$1,648	\$1,707	\$4,669
175 Jasper Dr	013A01045000	\$1,014	\$1,255	\$1,259	\$3,528

viii. **Phase 8 – DX-2024-08**

Status: Calculated

Phase Total: \$13,729

Address	Parcel ID	2022	2023	2024	3-Year Total
20 Devon Ct	013A01129000	\$1,256	\$1,566	\$1,623	\$4,445
21 Devon Ct	013A01131000	\$1,442	\$1,802	\$1,842	\$5,086
200 Whitesand Bay Dr	013A01128000	\$1,203	\$1,470	\$1,525	\$4,198

d. Cumulative Fiscal Impact –

- Total Parcels: 53
- Total City Revenue Lost (2022–2024): \$165,259.55

e. Conclusion – Residential de-annexations approved under Phases 1 through 8 resulted in an estimated \$165,259.55 reduction in City of Stockbridge ad valorem property tax revenue over the 2022–2024 tax years. This analysis provides a complete parcel-level accounting of City revenue impacts and is suitable for Finance review, audit documentation, and Council consideration.

## 2. Fiscal Impact Report: Proposed De-Annexation of Two Properties from Manderley Subdivision –

- a. Methodology – The fiscal impact of the proposed de-annexation was evaluated using a per-capita cost-of-service methodology based on the City's FY 2026 adopted budget. Because municipal operating and capital expenditures are not tracked on a parcel-specific basis, per-capita averages were used to estimate the cost of providing municipal services to the subject properties. The request involves two (2) single-family residential properties. For fiscal analysis purposes, the properties are estimated to generate a population of approximately 5 residents, based on average household size assumptions commonly used for planning

analyses.

- i. Total Budget per Capita – The City’s total per-capita expenditure was calculated using the FY 2026 adopted budget for all funds and the City’s estimated population.

**Total Budget per Capita = Total FY 2026 Adopted Budget ÷ City Population**

Using the adopted figures:

- Total FY 2026 Adopted Budget: \$74,827,124
- City Population: 36,149

This results in a total per-capita expenditure of approximately \$2,070 per person.

- ii. Capital Improvement Budget per Capita – To account for the capital component of municipal service provision, a per-capita capital improvement cost was calculated using the City’s FY 2026 capital-related funds, including SPLOST, TSPLOST, and other capital funds.

**Capital Improvement Budget per Capita = FY 2026 Capital Improvement Budget ÷ City Population**

This calculation provides context for the City’s long-term infrastructure and facility investment obligations associated with continued service provision.

- iii. Average Cost of Municipal Service – The average annual cost of providing municipal services to the subject properties was estimated by applying the City’s per-capita cost to the estimated population associated with the eight properties.

**Average Cost of Municipal Service = Total Budget per Capita × Estimated Population**

Using the estimated value:

- \$2,070 per person × 5 residents ≈ \$10,350

For fiscal conservatism, and to reflect that not all capital expenditures scale proportionally to small residential areas, the estimated annual cost of municipal services attributable to the subject properties is approximately \$7,900.

- iv. Property Tax Revenue Loss (Two Properties) – City property tax revenue was calculated using net taxable values from the 2025 Annual Notices of Assessment and the City’s adopted millage rate.

**City Property Tax = (Net Taxable Value ÷ 1,000) × 3.77**

This calculation was applied individually to each of the two properties and then aggregated. Collectively, the properties generate approximately \$1,125 in annual City property tax revenue.

v. Summary –

- Average Cost of Municipal Services: approximately \$7,900
- City Property Tax Revenue: approximately \$1,125
- Net Fiscal Impact: Negative

- b. Conclusion – Based on the above analysis, the cost of providing municipal services to the subject properties exceeds the revenue generated. Thus, the de-annexation will generate a net negative fiscal impact.

**Conclusion.** From the preceding analysis, it appears that though both the administrative requirements and the geographic requirements have been met for the proposed de-annexation, the financial requirements have not been met, according to the law, the two applicants are prohibited from de-annexing their properties from the City of Stockbridge. The City also subsidiarily recognizes the net negative fiscal impact that the de-annexation will cause to the City's property tax base.

**Recommendation.** Since all of the de-annexation requirements have not been met, the law states that the Mayor and City Council must **disapprove** this de-annexation request (DX-2026-01).

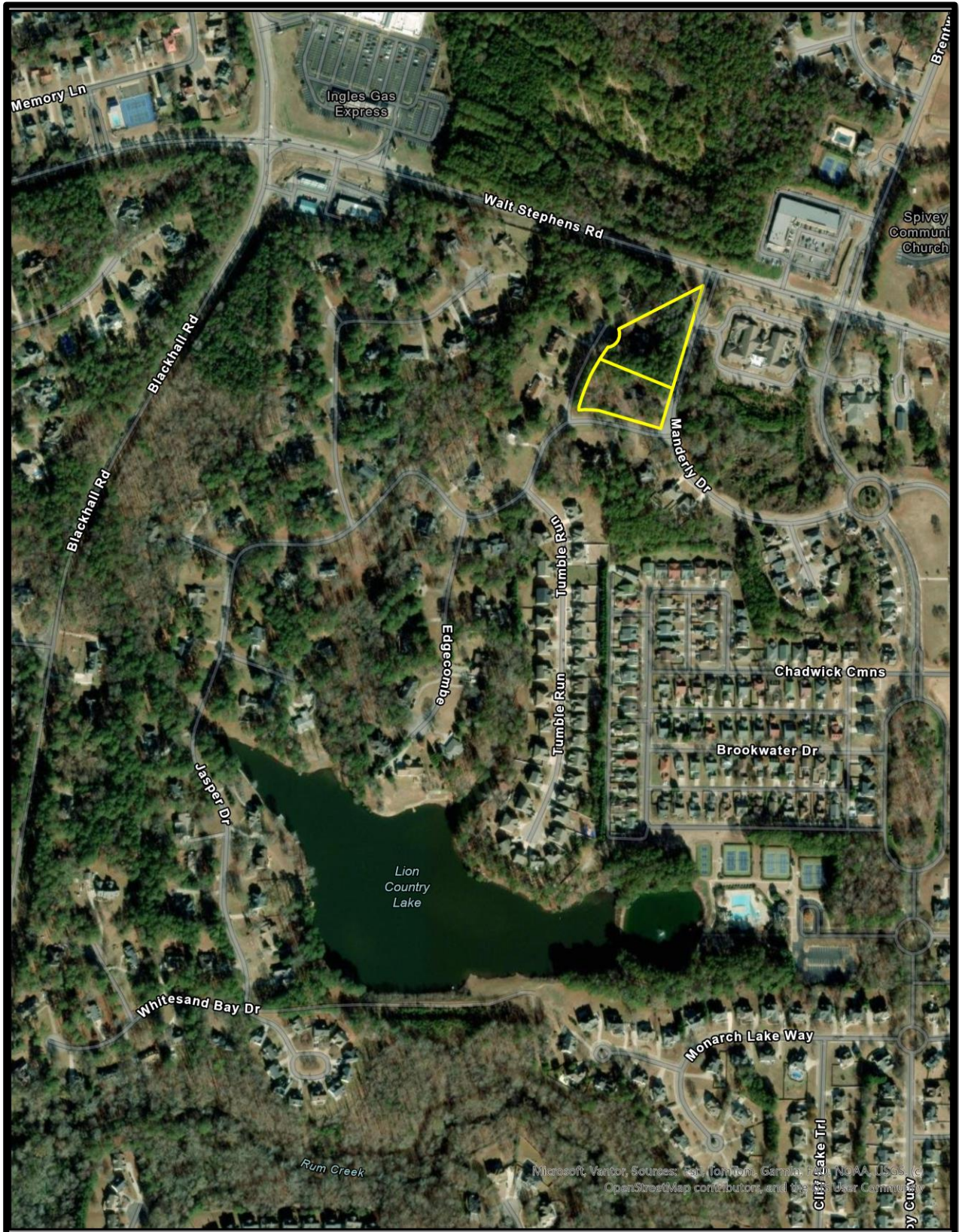
RCA/BTR

Appendix

## **APPENDIX:**

- 1. Aerial Photo Showing Two Parcels for De-Annexation**
- 2. Map of 2022 City of Stockbridge Annexation Referendum—  
Location of Proposed DX-2026-01 De-Annexation Area**
- 3. Manderley Subdivision Zoning Map**
- 4. Manderley Subdivision Vicinity Map**
- 5. Manderley Subdivision Parcel Map**
- 6. Resulting New City Limits Map Upon the Approval of DX-2026-01**

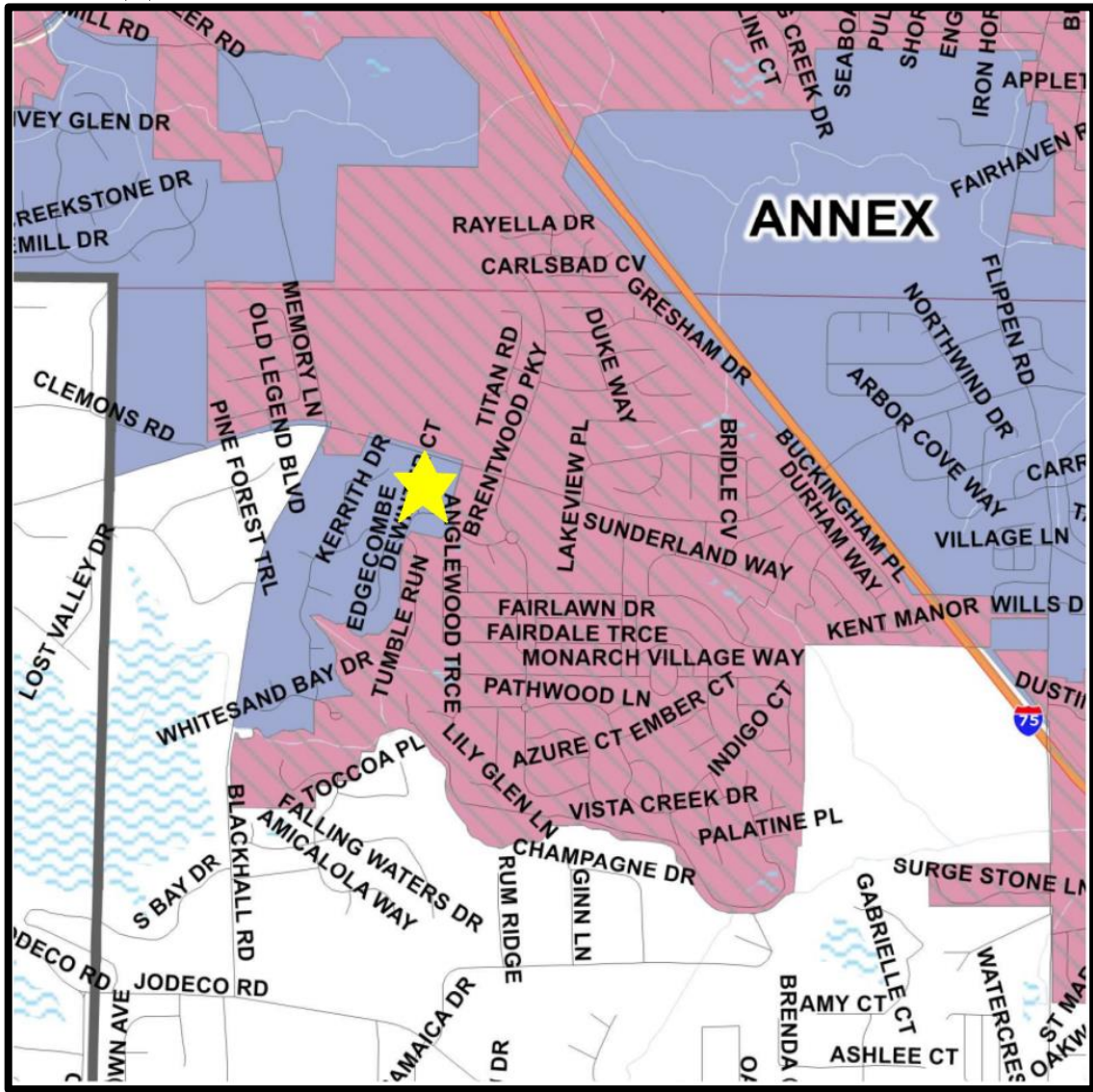
# 1. AERIAL PHOTO SHOWING TWO PARCELS FOR DE-ANNEXATION



## 2. MAP OF 2022 CITY OF STOCKBRIDGE ANNEXATION REFERENDUM: LOCATION OF PROPOSED DX-2026-01 DE-ANNEXATION AREA

### LEGEND:

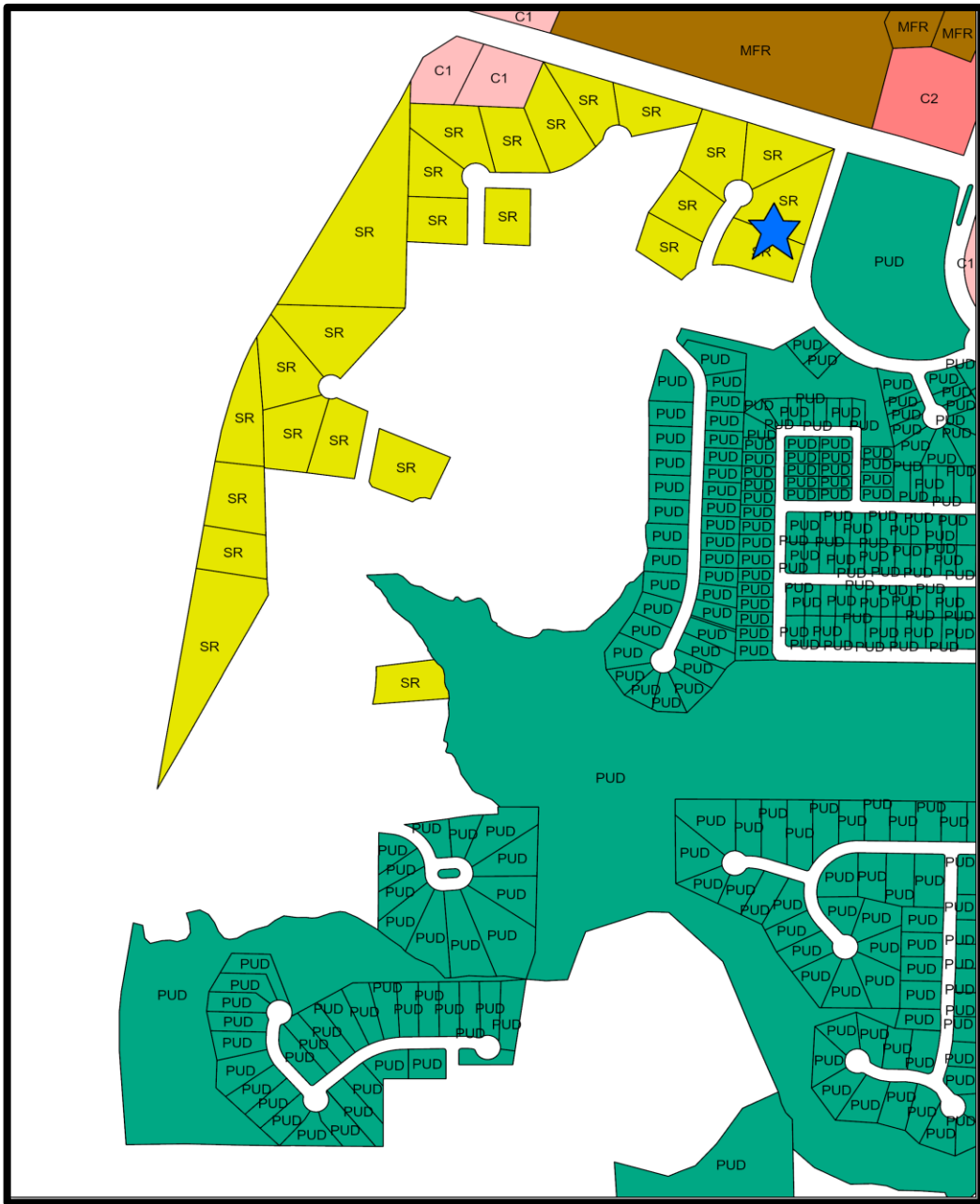
- Pink Striped Areas – Were Already Part of the City of Stockbridge in 2022
- Blue Areas – Were Annexed as Part of 2022 City of Stockbridge Annexation Referendum
- Blue Waves – Spivey Lake
- ★ Yellow Star—Location of Proposed DX-2026-01 De-Annexation



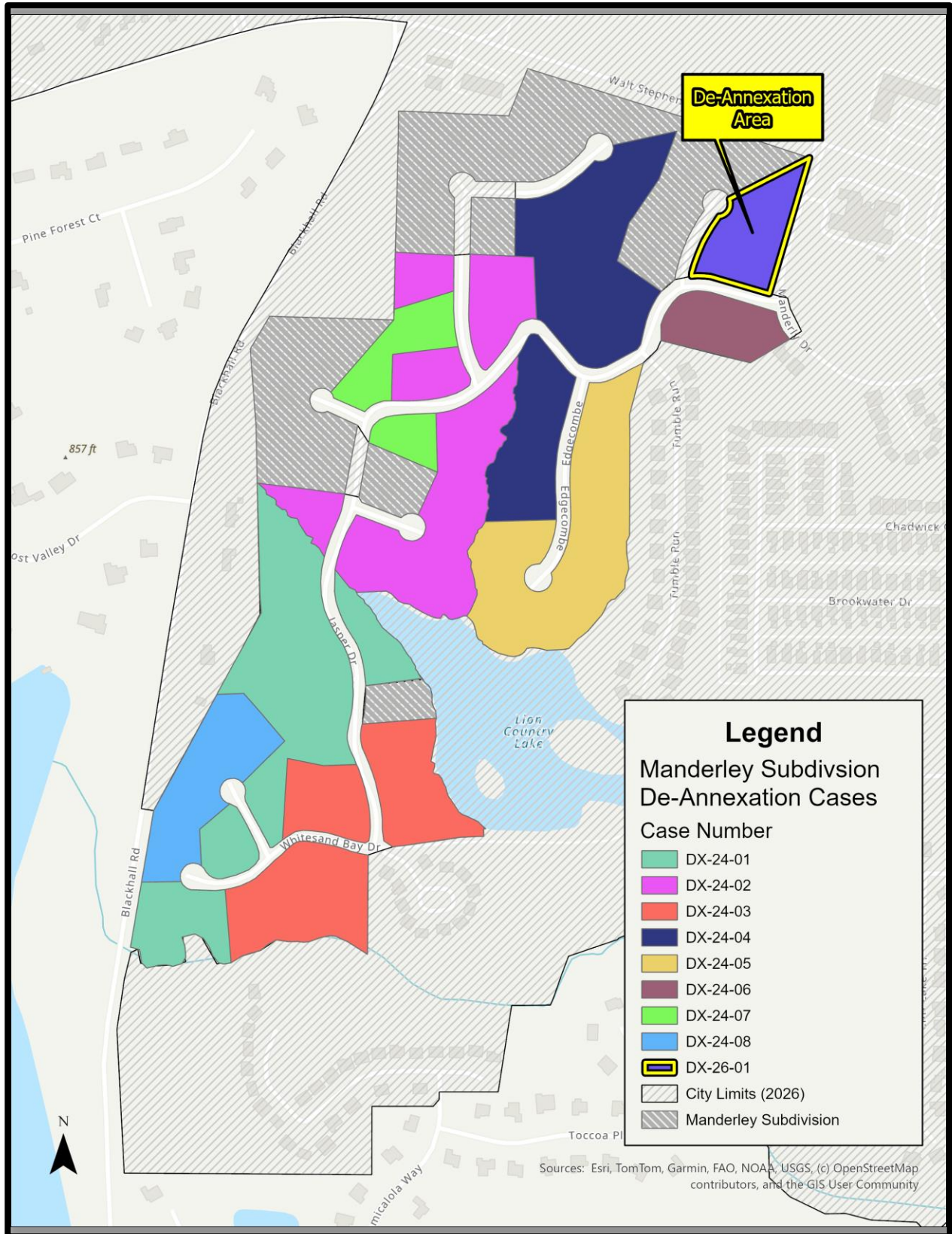
### 3. MANDERLEY SUBDIVISION ZONING MAP

**KEY:**

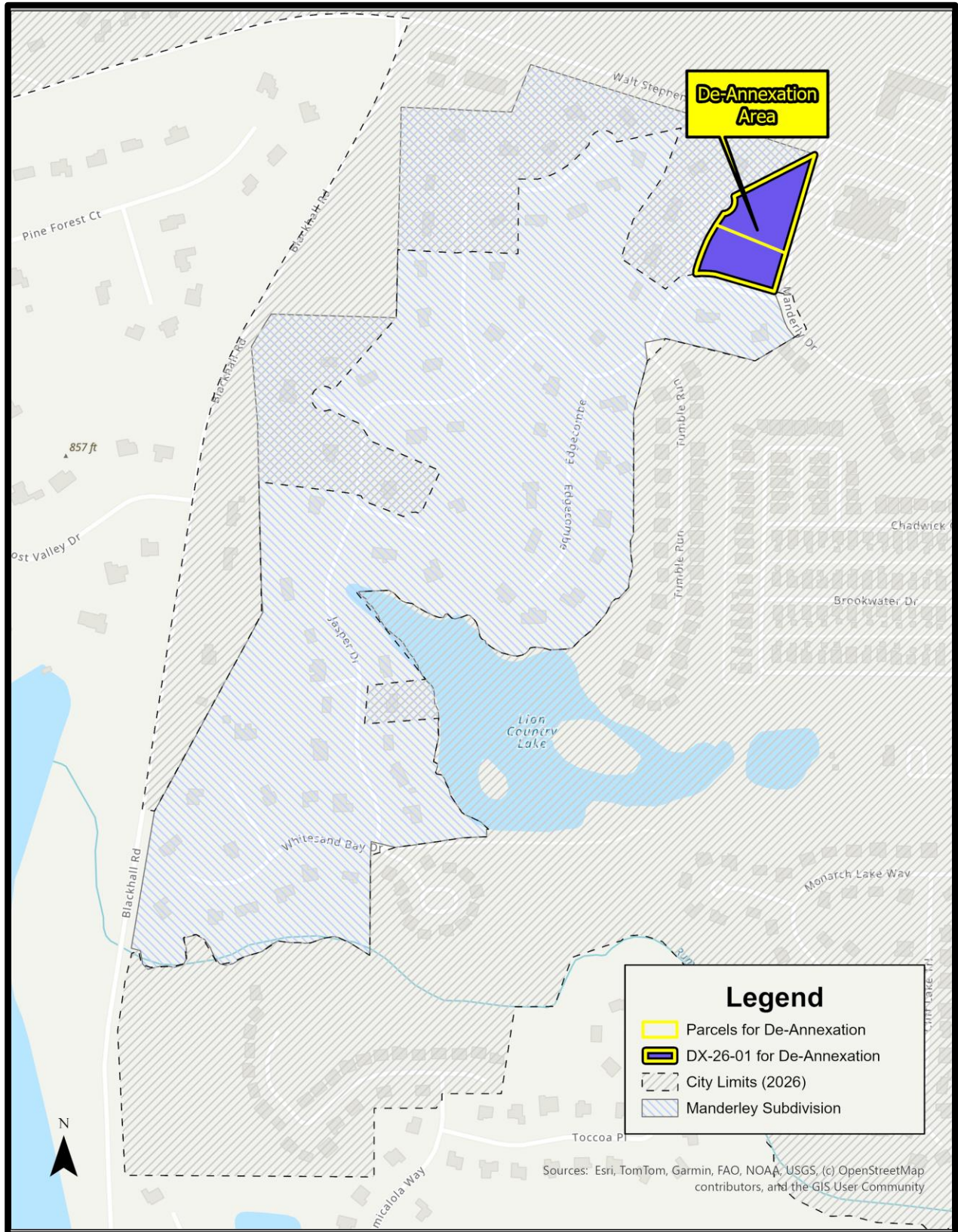
- Yellow**—SR District (Suburban Residential) — Manderley Subdivision
- Green**—PUD District (Planned Unit Development) — Monarch Village Subdivision
- Black** — Unincorporated Henry County
- ★** **Blue Star** — Area of Proposed De-Annexation



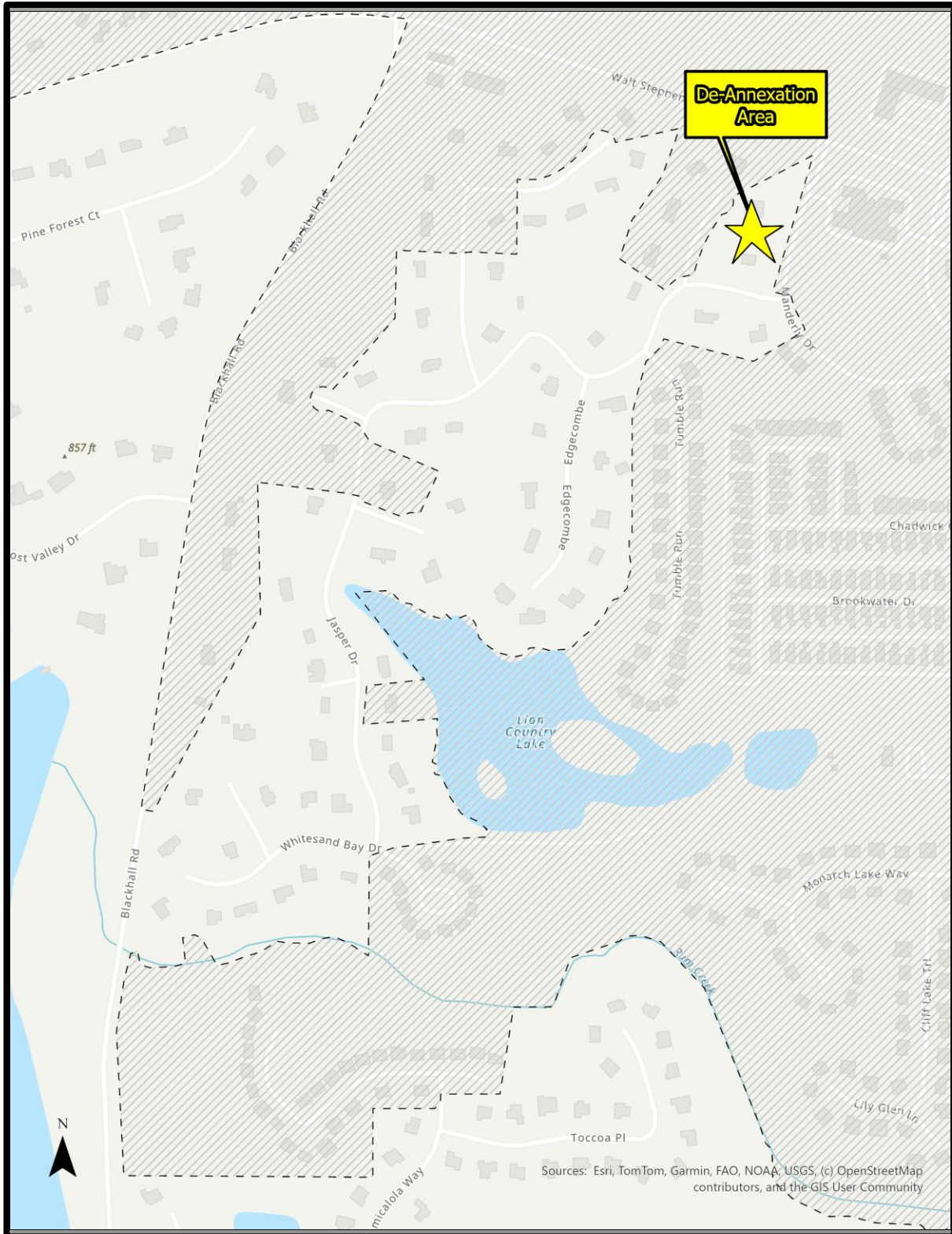
### 4. MANDERLEY SUBDIVISION VICINITY MAP



### 5. MANDERLEY SUBDIVISION PARCEL MAP



**6. RESULTING MAP SHOWING NEW CITY LIMITS BOUNDARIES  
UPON THE APPROVAL OF DX-2026-01  
★ Yellow Star – De-Annexed Area**





**Henry County**  
**Department of Planning & Zoning**  
**Toussaint Kirk, Director**

January 22, 2026

Stockbridge City Hall  
4640 North Henry Blvd  
Stockbridge, GA 30281  
Attn: Shawn Edmondson, City Manager of the City of Stockbridge

**RE: Notification of Deannexation Request - Two Properties into Unincorporated Henry County:**

---

The Henry County Planning & Zoning Department has received an application for the deannexation (**DE-AX-25-01**) of two properties at 105 Jasper Drive and 220 DeWinter Court within the Manderley Subdivision, totaling 3.022 +/- acres in incorporated City of Stockbridge. The properties are as follows:

105 Jasper Drive,	013A01022000
220 DeWinter Court,	013A01021000

Enclosed for your review is a copy of the deannexation report prepared by Henry County Planning & Zoning Staff with application materials, the resolution of acceptance by the Henry County Board of Commissioners as a result of the January 20, 2026 Board of Commissioners meeting.

Please provide an official letter regarding the City of Stockbridge's agreement or non-agreement to this proposed deannexation. If you have any questions or need additional information, please contact the undersigned at 770-288-7526.

Best Regards,

Toussaint Kirk,  
Executive Director, Planning and Zoning

Cc: Cheri Hobson-Matthews, County Manager  
Kevin Johnson, Deputy County Manager  
Rachel Mack, County Attorney  
Ryan Anderson, Community Development Director

Enclosures

**RESOLUTION #26-25**

**RESOLUTION ACCEPTING PROPOSED DEANNEXATION FROM THE CITY OF STOCKBRIDGE OF TWO (2) PARCEL OF LAND CONSISTING OF A COMBINED 3.022+/- ACRES IN LAND LOT 25 OF THE 12<sup>TH</sup> DISTRICT, HENRY COUNTY, GEORGIA**

**WHEREAS**, pursuant to *O.C.G.A. Article 8*, the Henry County Board of Commissioners have received application from property owners (“Applicants”) advising Henry County of their intent to deannex (DE-AX-25-01) two (2) properties consisting of a combined total of 3.022 +/- acres in Land Lot 25 of the 12<sup>th</sup> District from the municipal boundary of the City of Stockbridge, Henry County, Georgia, being **Parcels 013A01022000 and 013A01021000** (the” Property”) (*see*, Exhibit A, attached hereto); and

**WHEREAS**, in connection with, and immediately following, the annexation, the property owners seek to change the zoning for the Property from the City of Stockbridge SR (Suburban Residential) zoning district to the Henry County R-1 (Single-Family Residence) zoning district; and

**WHEREAS**, *O.C.G.A. § 36-36-131* grants the City of Stockbridge the authority to deannex an area or areas of the existing corporate limits upon the adoption of a resolution by the governing authority of the county in which such property is located consenting to such deannexation; and

**WHEREAS**, Henry County Board of Commissioners analyzed and whether the deannexation may be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality; and

**WHEREAS**, the Henry County Board of Commissioners has determined that the proposed deannexation of the Property into the County would not cause a material increase in the burden on Henry County; and

**WHEREAS**, the Henry County Board of Commissioners has determined that the proposed deannexation of the Property into the County would not result in an increase in density and infrastructure demands which would be detrimental to Henry County and to the health, safety, and welfare of Henry County and its citizens; and

**WHEREAS**, the Henry County Board of Commissioners has determined that the proposed deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality.

**NOW THEREFORE, BE IT RESOLVED** that, pursuant to the provisions of *O.C.G.A. § 36-36-131*, et seq, Henry County accepts the proposed deannexation (DE-AX-25-01) of the Property, as described in Exhibit A, from the municipal boundaries of the City of Stockbridge to the corporate boundary of Henry County, Georgia, on the grounds that the proposed the proposed deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality.

**BE IT FURTHER RESOLVED** that the County Manager and/or the County Attorney are authorized and directed to send such notice(s) as are required by law to the City of Stockbridge and/or the effected property owners.

**BE IS FURTHER RESOLVED** that the County Attorney is authorized to initiate such legal proceedings as are proper to enjoin the deannexation of the Property and/or initiate and/or engage in the arbitration proceedings authorized per *O.C.G.A. § 36-36-114*.

**BE IT FURTHER RESOLVED** that this Resolution shall be forwarded to the City, together with such supporting documentation as are reasonable and necessary to support the same.

**BE IT SO RESOLVED THIS 20<sup>th</sup> DAY OF JANUARY, 2026.**

**BOARD OF COMMISSIONERS  
OF HENRY COUNTY, GEORGIA**



Carlotta Harrell, Chair

ATTEST:



Stephanie Braun, County Clerk

## Deannexation Evaluation Report



Henry County Planning & Zoning

CITY OF STOCKBRIDGE  
DE-AX-25-01

**Commission District:** 2  
**Commissioner:** Neat Robinson  
**Report Prepared by:** Kenta Lanham, Planner III

**Property Owners:** Various Owners

**Location:** 105 Jasper Drive  
220 Dewinter Court

**Parcel ID(s):** 013A01022000  
013A01021000

**Request:** Deannexation

**BOC Meeting:** **January 20, 2026**

**Lot Size:** 3.022 +/- acres (total)

**Zoning History:** A review of zoning files indicates that a rezoning request from RA-200 to RM-75 (RZ-66-12) which included the subject property as part of a larger property was denied by the Henry County Board of Commissioners of Roads and Revenues on January 3, 1967.

A review of zoning files indicates that a rezoning request from RA-200 to RM-85 (RZ-67-01) which included the subject property as part of a larger property was withdrawn by the applicant on February 7, 1967, before consideration by the Henry County Board of Commissioners of Roads and Revenues.

A review of zoning files indicates that a rezoning request from RA-200 to RA-100 (RZ-67-02) which included the subject property as part of a larger property was approved by the Henry County Board of Commissioners of Roads and Revenues on March 7, 1967.

A review of zoning files indicates that a rezoning request from RA-200 and RA-100 to C-2 (RZ-71-07) which included the subject property as part of a larger property was approved by the Henry County Board of Commissioners on August 30, 1971.

A review of zoning files indicates that a rezoning request from RA-200 to RA-150A\* (RZ-82-08) which included the subject property as part of a larger property was approved by the Henry County Board of Commissioners on October 5, 1982.

**\* With the adoption of the ULDC in 2009, those properties zoned RA-150 or RA with one (1) acre lots were rezoned to R-1 (Single-Family Residence). As such, the current zoning of the Manderley subdivision is now R-1.**

Previous to annexation by the City of Stockbridge, the properties were zoned R-1 (Single-Family Residence) as illustrated on the Henry County Official Zoning

Map. which was adopted on November 19, 2013, by the Henry County Board of Commissioners.

The subject properties were annexed by the City of Stockbridge on January 1, 2023, per Georgia Senate Bill 612 (2021-2022).

Per the zoning map featured on the City's website and zoning correspondence received by Planning staff on October 19, 2023, from City of Stockbridge Community Development Department staff, the subject properties are zoned SR (Suburban Residential).

Adjacent properties are as follows:

*North:* City of Stockbridge

*South:* City of Stockbridge

*East:* City of Stockbridge

*West:* City of Stockbridge Unincorporated Henry County

**Current Land Use:** Single-Family Residences

**Future Land Use:** The City of Stockbridge 2024 Comprehensive Plan designates the subject property as Low Density Residential (up to 1-4 units per acre). Previous to annexation by the City of Stockbridge, the properties had a FLUM designation of Low Density Residential (up to 2.0 dwelling units per acre, net).

**Proposed Zoning:** As per the application materials, the residents of two (2) properties, consisting of a combined total of 3.022 +/- acres, within the Manderley subdivision propose to deannex the subject properties from the municipal boundaries of the City of Stockbridge to the unincorporated limits of Henry County. Upon deannexation, the properties would be zoned R-1 (Single-Family Residence), which is the previous zoning designation of the properties previous to annexation by the City of Stockbridge.

**Comments:** The owners of the subject property are requesting the 100% deannexation method into the City of Stockbridge. According to the Official Code Georgia Annotated, *O.C.G.A. § 36-36-131*, municipal corporations can deannex incorporated area or areas which directly abut the existing municipal boundary or would directly abut on the municipal boundary if it were not otherwise separated from the municipal boundary by lands owned by the municipal corporation or some other political subdivision, by lands owned by this state, or by the definite width of any street or street right of way; any creek or river; or any right of way of a railroad or other public service corporation.

The application packet, including the written and signed applications of all of the owners of all of the land proposed to be deannexed, and containing a complete description of the lands to be deannexed was submitted to Henry County via Sagesgov on December 30, 2025, in accordance with *O.C.G.A. § 36-36-113*.

As per the application materials, the residents of two (2) properties, consisting of a combined 3.022 +/- acres, within the Manderley subdivision propose to deannex the subject properties from the municipal boundaries of the City of Stockbridge to the unincorporated limits of Henry County. Upon deannexation, the properties

would be zoned R-1 (Single-Family Residence), which is the previous designation of the properties previous to annexation by the City of Stockbridge.

The City of Stockbridge 2024 Comprehensive Plan designates the subject property as Low Density Residential (up to 1-4 units per acre). Previous to annexation by the City of Stockbridge, the properties had a FLUM designation of Low Density Residential (up to 2.0 dwelling units per acre, net).

The Future Land Use Map (FLUM), as part of the Henry County 2045 Comprehensive Plan, designation of the surrounding unincorporated Henry County properties is Medium Density Residential, which is described in the Comprehensive Plan as areas consisting of single family homes on a single lot. New development in these areas should provide pedestrian facilities, including sidewalks and crosswalks, and have an appropriate streetscape. Walkable neighborhoods should be created with appropriate parks and open space. The Medium Density Residential FLUM designation supports developments with a density of up to 4.0 dwelling units per acre, net.

The subject property is located within an area designated as a Suburban Mix on the Henry County Development and Infrastructure Strategy Area Map. The vision for Suburban Mix areas is to accommodate a variety of types of residential neighborhoods that are predominantly single family, as well as some supporting areas of retail (shopping) and workplaces. A system of multi-use trails supports both transportation and recreational goals with sidewalks prioritized around schools, parks, and designed community centers.

Per *O.C.G.A. 36-36-134*, in the event of a deannexation, a municipality may, but is not required to, continue to provide any services to the property which it was providing immediately prior to the deannexation, provided that the county and municipality have agreed to terms and conditions for the municipality continuing to provide such services.

Per *O.C.G.A. 36-36-131*, a municipality is granted the authority to deannex an area or areas of the existing corporate limits upon the adoption of a resolution by the governing authority of the county in which such property is located consenting to such deannexation. If the governing authority of the county consents to the deannexation and the deannexation conforms with the requirements of *O.C.G.A. Article 8*, the governing authority of the municipal corporation shall approve such deannexation unless it finds that the deannexation would be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality.

**Recommendation:** It is Planning & Zoning staff's opinion that the deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the City of Stockbridge.

**Attachments:**

- RZ-82-08 October 5, 1982, Board of Commissioner meeting minutes
- Exhibit Maps
- Application Packet

STATE OF GEORGIA

COUNTY OF HENRY

October 5, 1982

The regular meeting of the Board of Commissioners of Henry County was held in the Administration Building on October 5, 1982 at 9:35 a.m.

Those present were:

Edward H. Whiddon, Sr., Chairman, presiding  
William M. Gardner, Vice Chairman  
James R. Brannan, Commissioner  
W. D. Patrick, Commissioner  
Marion Hall Simpson, Commissioner

Ron Rabun, County Administrator; Philip Keen, County Attorney; Beverly McLeod, Clerk; Tom Shedd, Zoning Administrator; Sherri DeCinque, Henry Herald; Pat Murdock, Henry Neighbor; Robert Clough, WZAL; Lewis Hurd; Mac Irvin; Phil Kelley; and several visitors.

The Reverend Lindsey Smith, Associate Pastor of Bear Creek Baptist Church, gave the invocation and the Chairman led in the pledge to the flag.

The Chairman explained to those present that the County Administrator would open the bids at this time and that the bids would be awarded later during the meeting after tabulation was complete.

Officer James L. Dunlap, a Deputy Jailer, was presented with a Letter of Commendation for the bravery exercised by him on September 11, 1982 when he rescued jail inmates during a fire. The Chairman expressed his appreciation to Officer Dunlap and Sheriff Chaffin who also was present.

Mr. Charles Shaw of Dailey Mill Road spoke to the Board regarding damage that had been done to the road by garbage trucks. Commissioner Patrick stated that he and Road Superintendent Dickey would go to the road and investigate the matter. Mr. Shaw expressed his thanks.

Mr. Robert Whitaker of Camp Fortson came before the Board to present a deed copy of a previously unnamed road (currently know as Russell Road). He wanted to verify that the road was a county road. The Chairman stated that if Mr. Whitaker could provide the County Attorney with a photostat of the 1903 deed that the matter would be investigated.

Mr. Lewis Hurd, who was representing J. P. Evans (a developer), presented copies of plats to the Board to assist them in reviewing Mr. Evans' rezoning request change from C-2 and RM-75 to R-150B on Highway 351, LL 22 & 43 of the 6th district. Change was requested for the future development of Windhaven Plantation Subdivision and the Planning Board recommended approval. Mr. Hurd explained that since part of the property was zoned C-2 and part RM-75, the desire was to zone both landlots residential. Commissioner Brannan made the motion to approve this rezoning request and Commissioner Patrick seconded. Motion passed with unanimous approval.

A preliminary plat approval for J. P. Evans, Windhaven Planation, Unit Two, was granted on a motion made by Commissioner Simpson with the stipulation that it pass soil and erosion and road specs. Commissioner Patrick seconded and motion passed unanimously.

The Zoning Administrator presented a rezoning request change of Zack's Properties from C-1 to C-4 on the corner of Hwy. 138 and Hwy. 155 for a convenience store (Nite Owl#13). C-4 was requested since Zack's Properties would like to sell beer and wine at the proposed location, LL 133 of the 11th district. The Planning Board recommended approval. Since a store had previously been at that location,

Page two

October 5, 1982

Commissioner Brannan inquired of the Zoning Administrator if this request would be grandfathered. The Zoning Administrator stated that the grandfather clause does not apply when there is a change of tenant, a considerable amount of expansion, or a change in use, Section 8-6, Page 68, of the Zoning Manual. Mr. Wayne Staples, Mrs. Davidson, Mrs. Crumbley, and Mrs. Louise Fitzgerald, concerned citizens who were present, opposed the request, stating that this was a dangerous intersection, believed the store would increase the number of DUIs on the Road if it sells beer and wine, and do not want the added litter that could possibly result. Commissioner Patrick inquired about the lot size and Zack Hinton informed the Board that the lot was approximately 270' x 270', the lot has been recurbed with underground drainage, there will be an access lane coming off of Hwy. 138 and 155, and that the request has been approved by State D.O.T. Commissioner Tom Moreland and the State Fire Marshall. Stating that since it was already zoned C-1, the Vice Chairman made a motion to rezone the lot C-4. Commissioner Patrick seconded and motion passed by quorem with Commissioners Brannan and Simpson opposing.

At this time, the Zoning Administrator presented a beer and wine application for Nite Owl #13 for the Board's approval. He advised the Board that the manager's check from the Police Department had not been received. Commissioner Patrick made the motion to table the request until 9:30 a.m., October 19, 1982. Commissioner Simpson seconded and all were in favor.

Mr. Richard Chatham of Koppar Corporation presented a rezoning request change from RA-200 to R-150A in LL 7, 8, and 26 of the 12th district (former "Lion Country Safari" property). The Planning Board had approved the request subject to the proper letter from the Water Authority; and also approved a variance of the required 30' sidelines. Mr. Chatham explained to the Commissioners that the Planning Board had not approved the request two years ago; subsequently, his corporation had upgraded the subdivision project which would include a community center, beach, pool, clubhouse, and tennis court with one-acre lots. Mr. Chatham stated that the R-150A zoning was requested because of needed flexibility to shift the houses if necessary and maintain the land mass and that his corporation would be willing to work with any restrictive covenants that the Board required. Commissioner Simpson inquired about the flood way of the Lake Spivey dam located in the area and stated that in the final approval, he would not vote for the project if the flood way is not indicated on the preliminary plat. Mr. Chatham stated that he was in receipt of a letter from the State indicating that the dam was safe. Commissioner Brannan made a motion to approve the rezoning request and the Vice Chairman seconded. All were in favor.

A preliminary plat approval of Unit 1 (66.92 acres) for the above project was presented. Commissioner Brannan made the motion to approve the preliminary plat subject to a soil and erosion plan, passing of restrictive covenants, approved by the Board of Commissioners, and an indication of how the community property (community center, beach, pool, etc.) will be divided. The Vice Chairman seconded and motion passed unanimously.

Robert E. Kordet, who was present, presented a conditional use request for additional greenhouses at LL 73 of the 8th district, containing 5.16 acres located on River Road. The Planning Board had approved the conditional use subject to a) a one-year review, b) shrubs be planted and all landscaping of property to be properly done prior to any building permits for requested additional greenhouses, and c) that Kordet build only three greenhouses in 1983 and three greenhouses in 1984. The Zoning Administrator explained to the Board that the above stipulations were placed on this request due to the public input obtained at the Planning Board's meeting. The Vice Chairman made the motion to approve the conditional use subject to the same aforementioned stipulations. Commissioner Brannan seconded and all were in favor.

Mike Clanton came before the Board to present a rezoning request change from M-1 to C-4 for a body repair shop at LL 155 of the 7th district located on the corner of Highway Barn Road and Hwy. 42 (formerly known as Holbrook Machinery, Inc.). The Planning Board had recommended approval with appropriate screening of the fenced areas. Commissioner Patrick made the motion to approve the rezoning request change to C-4 with appropriate screening installed and the Vice Chairman seconded. Motion passed unanimously.

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October 5, 1982

Mr. Ralph Keenan, who was present, requested a variance to convert single family dwelling into a duplex in LL 159 of the 7th district located on Weeping Willow Lane. Planning Board had denied on the basis that it was spot zoning. Mr. Ralph Painter, the adjacent landowner to the property in question, opposed the request since he feared a constant turnover of residents if duplexes were allowed. In view of the fact that this would possibly set a precedent for future requests, Commissioner Brannan made a motion to deny the request. Commissioner Patrick seconded and motion passed by quorem with the Vice Chairman and Commissioner Simpson opposing.

The Zoning Administrator presented a conditional exception for Richard's Paint and Body Shop to have an impound lot in LL 135 of the 7th district located on Highway 81 East. The property is currently zoned R-85 and is classified as a non-conforming use, but is allowed to operate as a non-conforming use under "grandfather" provisions. The Planning Board had earlier denied due to the fact that the impound lot would not be in the proper location. Mr. Richard Reece was present to answer questions. The Vice Chairman made the motion to table the request and Commissioner Patrick seconded. Motion passed by quorem with Commissioner Simpson opposing. The Chairman advised the public that the new zoning manual does not have a classification for an impound lot and that the Board will resolve the issue in the near future.

Senator Janice Horton requested that the Board proclaim October 17-23, 1982, as "National Business Women's Week." The proclamation was presented to the Board by Mrs. Hazel Gardner and the Vice Chairman read to those present. Commissioner Brannan made the motion to adopt the resolution affecting the request and Commissioner Simpson seconded. Motion passed unanimously.

Ken Belcher of Ken's Garage requested a conditional exception for a storage lot in LL 33 of the 12th district on N. Henry Blvd., at Highland Village. Property is presently zoned C-1. The Planning Board denied since the Board decided it was not the best use for the property. Commissioner Simpson, however, made the motion to approve the request with an automatic one-year review and for the lot not be used for an impound lot. Commissioner Patrick seconded and all were in favor.

Mr. Clarence Powell of Powell's Wrecker and Huskey Wrecker Services spoke to the Board regarding an impound lot for the county and regarding 1843 East Atlanta Road where he had been operating a business under a non-conforming use. His attorney, Mr. Tankersly, requested the Board to inform Mr. Powell of the conditions that he should meet before he can obtain a county license. Commissioner Simpson made the motion to authorize the Zoning Administrator to gather information for the Board's review of this matter. The Zoning Administrator stated that a permit would be issued to Mr. Powell when certain questions could be cleared up. Representatives from Wanda's Wrecker Service and another company were also present to support the request for county designated impound lots.

A one-year review was conducted on a conditional use for A. C. Aukerman for a mobile home for a night watchman for his business in Hampton. Property presently zoned M-1 and is LL 166 of the 6th district, located at 595 N. Steel Drive, Hampton. Planning Board recommended approval to continue one year. The Vice Chairman made the motion to grant the conditional use and Commissioner Brannan seconded. Motion passed by quorem with Commissioner Simpson opposing.

Ron Rabun, County Administrator, presented an employment contract for Sharon Williams of Cobb County, to be employed as a temporary part-time computer operator in the Commissioners' Office at a rate of \$10/hour beginning October 9, 1982 and ending November 19, 1982. Commissioner Brannan made the motion to authorize the Chairman to sign the contract and the Vice Chairman seconded. Motion passed unanimously.

The purchase of the following used equipment was read into the minutes:

Page four

October 5, 1982

a. Used fire vehicles:

<u>MODEL &amp; MAKE</u>	<u>SERIAL NUMBERS</u>	<u>COST</u>	<u>DATE OF PURCHASE</u>
Two (2) 1968 Pierch Fire Trucks on a Ford chassis, 1,000 gal. pumper, 500 gal. water tank, 176-inch wheel base, gasoline engine, air brakes, 5 speed transmission	C00LUF30438 C00LUD13253	\$ 7,750 7,750	10/4/82 10/4/82

On a motion made by Commissioner Brannan, the minutes for September 7, 20, 21, and 24, 1982 were approved, subject to one correction. The Vice Chairman seconded and all were in favor.

On a motion made by Commissioner Simpson and seconded by Commissioner Brannan, the following budget amendment was approved. Budget Amendment No. 4 which transfers \$735 from Sheriff-Office Equipment to Jail-Office Equipment (to purchase AIR PAK for Jail). All were in favor.

Two Water and Sewer Authority contracts were presented for the Board's approval. Contract No. 16, Indian Creek Water Supply Project, Dam, Spillway, and Access Roads. Contract No. 17, Indian Creek Water Supply Project, Raw Water Pump Station, and Raw Water Main. The County Attorney advised the Board that the contracts appear to be in order. Commissioner Brannan made the motion to allow the Chairman to sign both contracts and Commissioner Patrick seconded. Motion passed by quorum with Commissioner Simpson opposing on the grounds that he would not approve if it in any way restricted public access onto the public property of the proposed new reservoir.

At this time, the County Administrator declared for those present the bids for a new 1250 GPM Two Stage Centrifugal Pumper Truck for the Fire Department. They were: Harless, low bid, at \$137,783 with a finance rate of 10.94%, Maxim from Vitco Fire and Safety with no financing provided, American La France at \$155,450 at 9.25%, and FMC at \$160,594 at 8.5%. Mr. J. R. Roberts of Harless was present and explained to the Board that if Harless is awarded the bid, the interest rate would not accrue until approximately April, 1983 when the truck is delivered and accepted by the Fire Chief, and the first 20% downpayment would not be due until July, 1983. He also stated that the quoted interest rate would be firm. Mr. Roberts advised that the truck has a 24-foot ladder and that the Insurance Services Office (ISO) no longer sets a 15-year limit as long as the pumper can perform at the required rate. Commissioner Brannan made the motion to table the bids and Commissioner Patrick seconded. All were in favor.

On a motion made by Commissioner Brannan and seconded by Commissioner Patrick, the meeting was recessed for lunch at 1:00 p.m. Motion passed unanimously.

The meeting came back into session at 1:45 p.m. Those present were all Commissioners, Ron Rabun, Philip Keen, Beverly McLeod, Tom Shedd, Chief of Police Elkins, and several visitors.

As five beer and wine violation hearings had been scheduled for this time, the Chairman stated that the Board would hear all the evidence in all cases and then pass judgment at the end if there were no objections. Attorneys Richard Mylam and A. J. Welch stated they had no objections. The pertinent facts are listed below with each violation.

Brannan's Gas and Oil had its license suspended 21 September 1982 on an alleged sell of beer to a minor by a Mr. Horace Paul Brannan. Location of store is I-75 and SR 351 and date of alleged offense was September 17, 1982 at 7:15 p.m. Detective Tony Selph was sworn in and advised that he, Detective Sgt. Hill, and a 17-year old black juvenile, Johnny Glover, Jr. went to the location. Johnny Glover, Jr. was sent into the store with a marked \$5 bill, Serial # F93633161B, and came out with a sack which contained a six-pack of Schlitz malt

Page five

October 5, 1982

liquor. The stated \$5 bill was recovered from the cash register and Glover, according to Detective Selph, identified Horace P. Brannan as the one who sold him the beer. According to testimony, no ID had been solicited. A. L. Brannan, Sr. stated that Glover did not positively identify Horace Brannan as the seller, that he felt he had been "set up," and that the Police Department "was working against us."

Detective Glen Kettering was sworn in to give testimony on Lil- General Store who had its license suspended on September 24, 1982 for allegedly selling to a minor on September 3, 1982 at 10:00 p.m. Detective Kettering said he responded to a call that three juveniles had been observed buying beer, i.e., Joseph Bastarache, 12 years old, Jeffery Abernathy, 16 years old, and Daniel Peake, 15. Detective Kettering advised that upon questioning Kimberly L. Phelps she did admit to selling the beer. William E. Holliday, Division Manager of those stores in Georgia and owner of license, asked Mrs. Debbie Georgie and Mrs. Jerry Rogers, employees of the store who were present, to verify the allegation that Detective Kettering had stated that "If Miss Phelps is fired, you will lose your license."

Attorney A. J. Welch, who was representing Thomas A. Nash of Highway 81 Package Store, asked that the witnesses in this case be identified. They were: Detective Selph, Detective Sgt. Hill, Johnny Glover, Jr. The alleged violation occurred on or about 6:00 p.m., September 17, 1982 and license was suspended September 21, 1982. Detective Selph stated that this store was a spot check, that Glover was sent in with a \$5 bill, Serial #93633161D, and did buy a 1-quart bottle of Schlitz malt liquor. Glover identified Eugene Tschudy as the seller of the beer. Mr. Nash, owner of the license, was sworn in and answered several questions.

Detective Selph was again sworn in to give testimony on an alleged violation of selling beer to a minor at Red Ace Fuel Stop on Jonesboro Road at I-75. Detective Selph stated that Glover was sent in with a \$10 bill, Serial F29602115B, and returned with a six-pack of Schlitz malt liquor. Selph also stated that this was a spot check with no previous complaints. According to Detective Selph, Glover identified Nancy L. Howard as the seller of the beer, however, the \$10 bill was not recovered. Detective Hill was sworn in at approximately 3:10 p.m. Glover was sworn in and stated that he had purchased "Magnum" beer and not Schlitz beer.

At this point, the Board by unanimous vote, recessed at 3:30 p.m. and reconvened at 3:40 p.m. to continue discussion of the alleged violations at the Red Ace (Delta) Fuel Stop. Paul A. Melton, manager of Red Ace, was sworn in and stated that he instructs his employees on the selling beer to minors and/or on holidays, that he had hired Ms. Howard, and that she was paid an hourly wage and did not receive a sales commission. John W. Williams, owner of the license, was sworn in and stated that their corporation does not condone selling to minors since they believe it to be morally wrong and is not good business.

Detective Tony Selph was sworn in to testify for an alleged selling of beer to a minor by Lonnie O. Thurman at Love's Package Store, Hwy. 138 and 42 South, on or about 7:50 p.m., September 17, 1982. License was suspended September 21, 1982. Detective Selph stated that Glover, Jr. was again sent into the store with a \$5 bill, Serial #93633161B, and came back to the car with a six-pack of Schlitz malt liquor. Detective Selph stated that Thurman had stated to him that he had sold Glover the beer, and \$5 bill was recovered from Love's cash register, and the Police Department had responded to this store due to complaints.

After hearing from each of the attorneys for the license holders, a motion was made by Mr. Gardner and seconded by Mr. Patrick to adjourn into executive session to deliberate their findings.

The Board returned approximately 25 minutes later and issued their findings.

Page six

October 5, 1982

After some initial discussion and comments, a motion was made by Mr. Gardner and seconded by Mr. Patrick to suspend the licenses of all violators for a period of 30 days retroactive to the date of the original suspension. Commissioners Whiddon, Gardner, and Patrick voted for and Simpson and Brannan against.

Mr. Rabun, County Administrator, presented bids on various items at this time.

Antifreeze:	Interstate Ford Sales	\$1,581.10
	Downey Auto Store	1,185.00
	Mercer Truck & Tractor	1,161.50
	C & H Interprises	1,145.00
	Parker Brothers	1,098.00
	Beaudry Ford	1,083.50

Motion was made by Mr. Gardner to accept the bid of \$1,098 from Parker Brothers, their being a local vendor. The motion was seconded by Mr. Brannan. All were in favor with Mr. Simpson abstaining.

Gasoline:	Ward Oil Company	\$1.0165 per gallon
	May & Carter Oil Co.	1.01455 " "
	Anderson Oil Company	1.003125 " "
	Jones Petroleum	.9975 " "

This is an average price per gallon for the four types of fuel for which bids were solicited. Motion was made by Mr. Gardner and seconded by Mr. Patrick to award the bid to Jones Petroleum Company at an average price per gallon of \$.9975. Motion passed unanimously.

Uniforms		
Police Dept.	Burdon Uniform Company	\$18,759.40
	Martins' Service Uniforms	16,236.72

Motion was made by Mr. Gardner and seconded by Mr. Brannan to accept the low bid of \$16,236.72 from Martin's Service Uniforms. All were in favor.

Uniforms		
Sheriff's		
Dept.	Banner Uniform Company	\$ 7,676.25
	Burdon Uniform Company	6,360.00
	Martins' Service Uniforms	5,827.50

Motion was made by Mr. Gardner and seconded by Mr. Simpson to accept the low bid of \$5,827.50 from Martins' Service Uniforms. The vote was unanimous.

Two mobile		
radios	Motorola	\$ 2,986.00
	Custom Installation	2,924.00

Motion was made by Mr. Gardner and seconded by Mr. Simpson to award the bid to Custom Installation. All were in favor.


Two walkie		
talkies	Custom Installation	\$ 1,880.00
	Motorola	1,696.00

Motion was made by Mr. Brannan and seconded by Mr. Gardner to accept the low bid of \$1,696.00 from Motorola. The vote was unanimous.

Upon motion by Mr. Gardner and seconded by Mr. Simpson, the meeting adjourned at 6:15 p.m.

Page seven


October 5, 1982

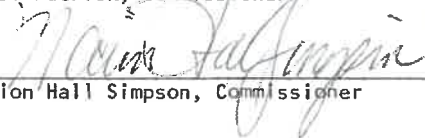
  
Beverly P. McLeod, Clerk

  
Edward H. Whiddon, Sr., Chairman

  
William M. Gardner, Vice Chairman

  
James R. Brannan, Commissioner

  
W. D. Patrick, Commissioner

  
Marion Hall Simpson, Commissioner



# Legend Request

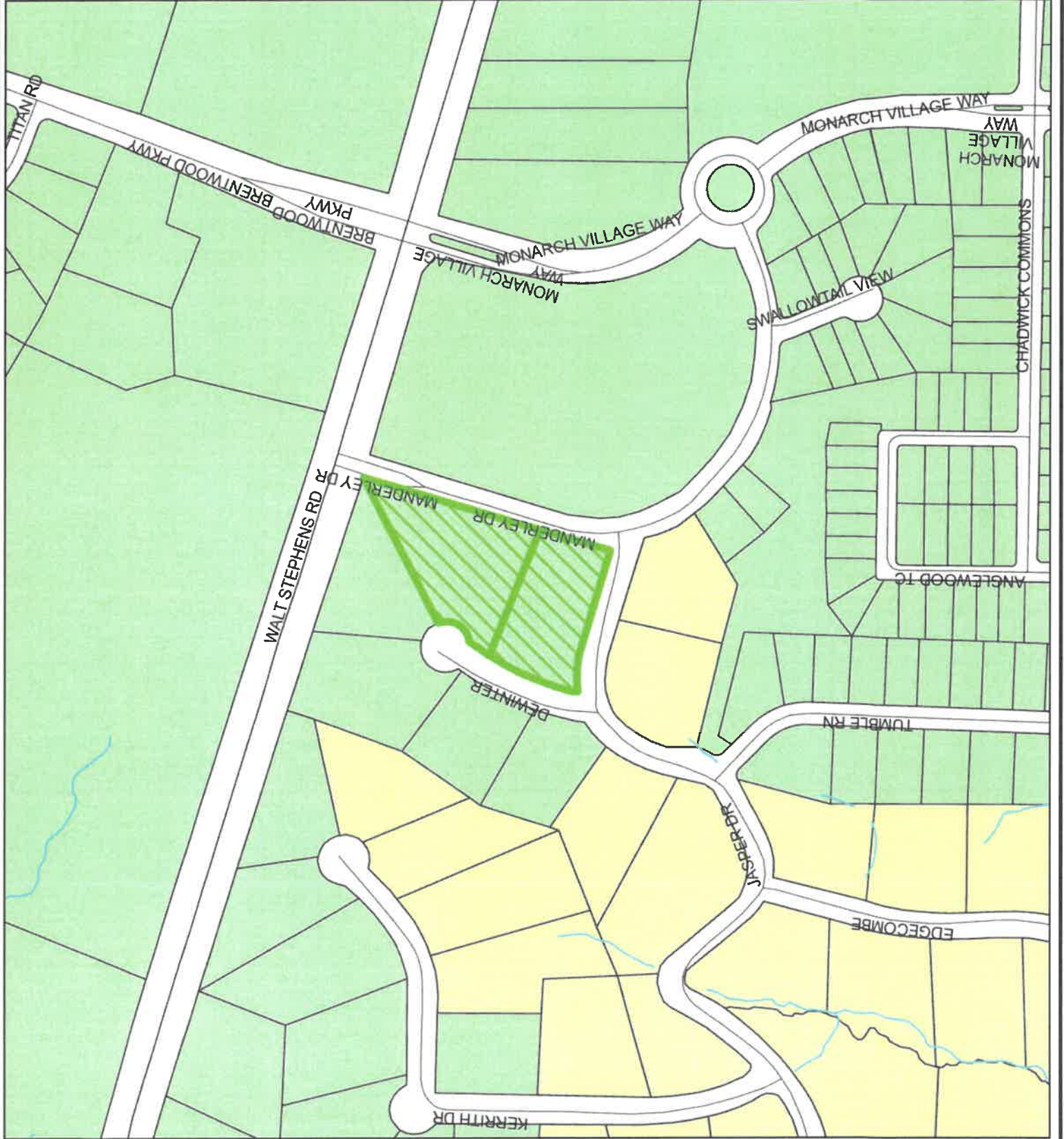
DE-AX-25-01

## ZONING

- RA
- RS
- R1
- R2
- R3
- R4
- R5
- RD
- RM
- RMH
- O1
- C1
- C2
- C3
- M1
- M2
- MU
- PD
- CITY



This map is for graphical representation only. It is not a legal document.



# Legend Request

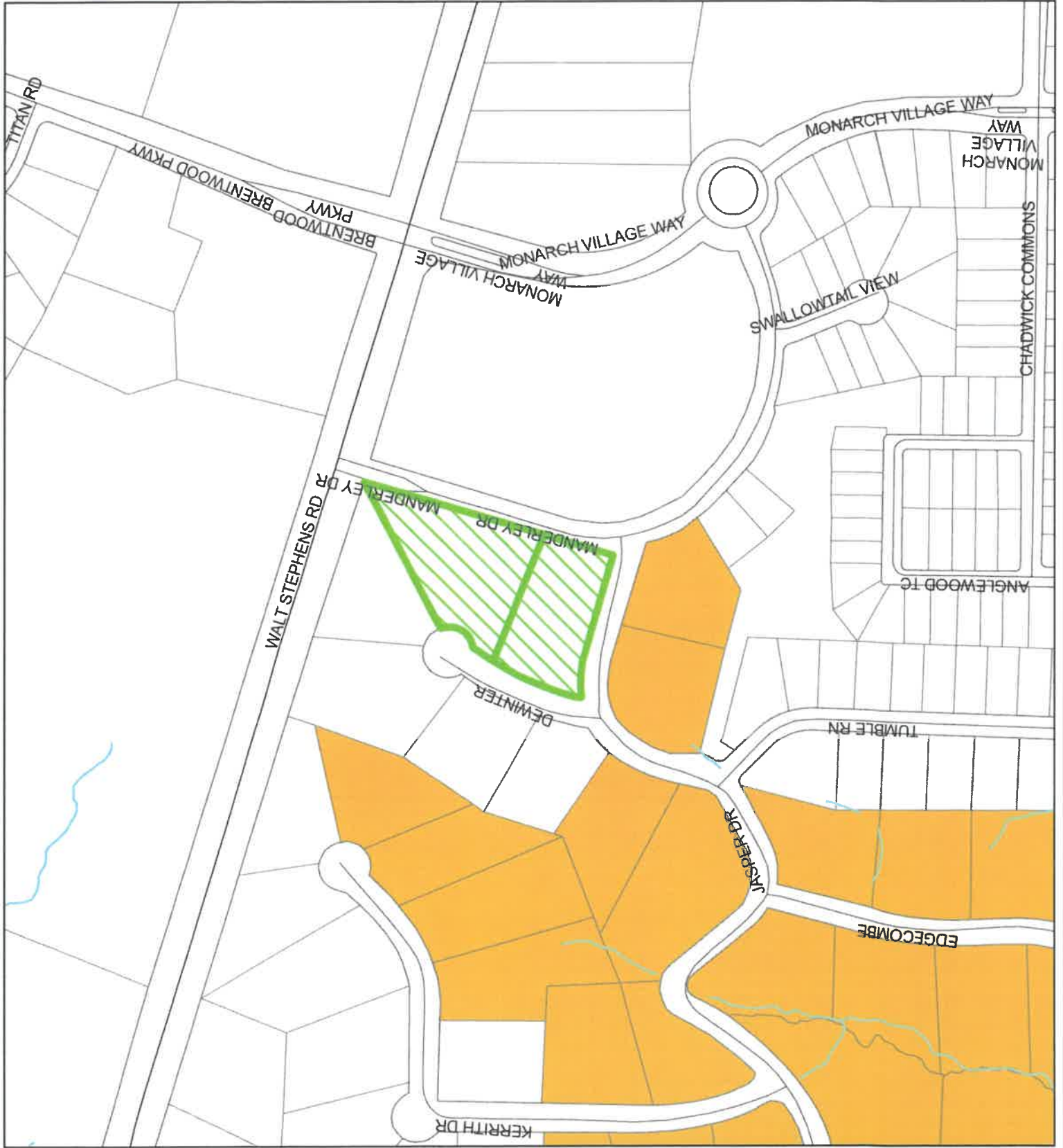
DE-AX-25-01

## Future Land Use

- COM
- GREEN
- HDMU
- HDS
- INDUS
- LDMU
- LDS
- MDS
- PI
- RR
- TBD
- UR
- UTI
- VC
- CITY



This map is for graphical representation only. It is not a legal document.



# Deannexation Application



THANK YOU FOR YOUR INTEREST IN HENRY COUNTY, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS NEEDED FOR DEANNEXATION REQUESTS TO BE HEARD BY THE HENRY COUNTY BOARD OF COMMISSIONERS.

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

A PRE-APPLICATION MEETING IS ADVISED, BUT NOT REQUIRED, FOR DEANNEXATION REQUESTS.

THE HENRY COUNTY PLANNING AND ZONING DEPARTMENT WILL ONLY CONDUCT PRE-APPLICATION MEETINGS ON TUESDAY, WEDNESDAY, AND THURSDAY OF EACH WEEK. PLEASE VISIT [HTTP://WWW.CO.HENRY.GA.US/DEPARTMENTS/M-R/PLANNING-ZONING](http://www.co.henry.ga.us/departments/m-r/planning-zoning) TO SCHEDULE A MEETING ONLINE.

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

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY

AT (770) 288-7526.

THE LOCATION OF ALL COUNTY RELATED BOARD MEETINGS IS:

140 HENRY PARKWAY  
MCDONOUGH, GEORGIA 30253



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Deannexation Application Checklist**

**ALL REQUIRED DOCUMENTS ARE REQUIRED TO CONSIDER APPLICATION COMPLETE.**

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED – NO EXCEPTIONS**

REQUIRED ITEMS	COPIES	PROCEDURE	STAFF INITIAL
Pre-Application Meeting Notes	1	Must be obtained from a current planner, signed, and dated within six (6) months prior to submitting your application. <b>(OPTIONAL)</b>	
Application Form	1	Signed by owner and <b>notarized</b> . In lieu of owner's signature, applicant has signed and <b>notarized</b> a copy of a "Contract" or "Power of Attorney".  Only owners and those listed as applicant or agent/attorney will be contacted with regards to a request. Only owners and those listed as applicant or agent/attorney have authorization to take action regarding a request.	
Ownership Verification	1	Required for <b>all</b> property owners filed with an application and must be <b>notarized</b> .	
Campaign Disclosure Form	1	Required for <b>all</b> property owners, applicants, agents, attorneys, etc. filed with an application and must be <b>notarized</b> .	
Letter of Intent	1	Must clearly state the request intent.	
Residential Declaration	1	Required for any deannexation request which includes any <b>residential property</b> .	
Deed of Ownership	1	Property deed showing all property owner(s) name(s) and legal description.	
As-built Survey (11 x 17)	1	Must be prepared and sealed <b>within the last five years</b> by a professional engineer, landscape architect, or land surveyor registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include measurements of all property lines; 3) include a notation as to the total acreage or square footage of the subject property; and 4) include all setbacks, road frontage, correct scale, north arrow, and present zoning classification.  Surveys and Final Plats older than five years at time of submission may be accepted per the discretion of the Planning and Zoning Department Director.	



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**APPLICATION FOR DEANNEXATION**

To the Board of Commissioners of Henry County, Georgia.

1. We, the undersigned, all of the owners of all real property of the territory described herein respectfully request that the Henry County Board of Commissioners accept the deannexation request of this territory from city boundaries, and extend the County services to include the same.
2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in *O.C.G.A Title 36, Chapter 36*. The description of such territory is attached hereto.

OWNER(S) NAME(S) TAMI PARRISH

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM  HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

LOCATION/ADDRESS 105 SASPER DRIVE STOCKBRIDGE, GA 30281

LAND LOT/DISTRICT 8, 9 & 25/12 ACERAGE 1.377

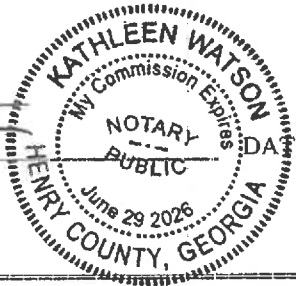
PARCEL ID NUMBER 013A01022000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) Jami Parrish DATE 12/5/25  
DATE \_\_\_\_\_

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

Kathleen Watson  
NOTARY SIGNATURE AND SEAL



DATE 12-5-2025

(Office use only)

Pre-application meeting: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Application checked by: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

BOC Meeting Date: \_\_\_\_\_ BOC Decision: \_\_\_\_\_ Date: \_\_\_\_\_

Planning Director's Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 105 JASPER DRIVE STOCKBRIDGE, GA 30281

Parcel ID Number 013A 01022000

Owner's name(s) TAMI PARRISH Percentage of interest: 100%

Percentage of interest: \_\_\_\_\_

We certify that the foregoing information is true and correct, this 5<sup>TH</sup> day of December, 2025

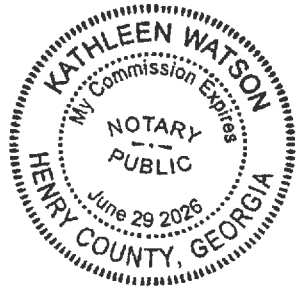
Tami Parrish  
Property Owner- Printed

Tami Parrish  
Signature of Property Owner

\_\_\_\_\_  
Property Owner- Printed

\_\_\_\_\_  
Signature of Property Owner

Sworn to and subscribed before me, this 5 day of December, 2025.



Kathleen Watson  
Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Residential Declaration**

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 105 JASPER DRIVE STOCKBRIDGE, GA 30281

Parcel ID Number 013A01022000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
Private Home

3. Total number of person(s) residing within each structure: 4 adults 1 child

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED	Age	Sex	Race
	<u>62</u>	<u>M</u>	<u>White</u>
	<u>56</u>	<u>F</u>	<u>White</u>
	<u>35</u>	<u>F</u>	<u>White</u>
	<u>35</u>	<u>M</u>	<u>White</u>
	<u>7</u>	<u>F</u>	<u>white</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

**CERTIFICATION AND AUTHORIZATION**

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature Jani Parrish Date 12/5/25



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.

CHECK ONE:  APPLICANT  PROPERTY OWNER  AGENT  ATTORNEY  OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If **Yes**, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

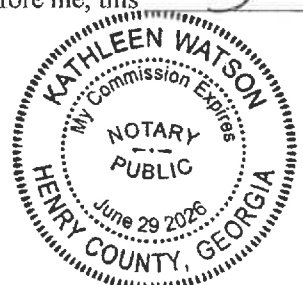
Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 5<sup>th</sup> day of December, 2025

Tami Parrish  
Applicant/Property Owner/Agent/Other Name - Printed

Tami Parrish  
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 5 day of December, 2025



Kathleen Watson  
Notary Public (Seal)

**LETTER OF INTENT**

Henry County Board of Commissioners:

As deannexation requests are not subject to public hearing requirements, please accept this written request for the deannexation of my property from the City of Stockbridge for the following reasons:

- 1) The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36.
- 2) I prefer to live in Unincorporated Henry County.
- 3) I prefer not to live within the city limits of Stockbridge.

Therefore, I respectfully ask for you to accept this request for the deannexation of my property from the City of Stockbridge, and to extend County services to include the same.

Additional comments:

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Jamie Parrish  
Signature

Jamie PARRISH  
Printed Name

12/5/25  
Date

# Deannexation Application



THANK YOU FOR YOUR INTEREST IN HENRY COUNTY, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS NEEDED FOR DEANNEXATION REQUESTS TO BE HEARD BY THE HENRY COUNTY BOARD OF COMMISSIONERS.

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AT (770) 288-7526.

THE LOCATION OF ALL COUNTY RELATED BOARD MEETINGS IS:

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MCDONOUGH, GEORGIA 30253



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

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Pre-Application Meeting Notes	1	Must be obtained from a current planner, signed, and dated within six (6) months prior to submitting your application. <b>(OPTIONAL)</b>	
Application Form	1	Signed by owner and <b>notarized</b> . In lieu of owner's signature, applicant has signed and <b>notarized</b> a copy of a "Contract" or "Power of Attorney".  Only owners and those listed as applicant or agent/attorney will be contacted with regards to a request. Only owners and those listed as applicant or agent/attorney have authorization to take action regarding a request.	
Ownership Verification	1	Required for <b>all</b> property owners filed with an application and must be <b>notarized</b> .	
Campaign Disclosure Form	1	Required for <b>all</b> property owners, applicants, agents, attorneys, etc. filed with an application and must be <b>notarized</b> .	
Letter of Intent	1	Must clearly state the request intent.	
Residential Declaration	1	Required for any deannexation request which includes any <b>residential property</b> .	
Deed of Ownership	1	Property deed showing all property owner(s) name(s) and legal description.	
As-built Survey (11 x 17)	1	Must be prepared and sealed <b>within the last five years</b> by a professional engineer, landscape architect, or land surveyor registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include measurements of all property lines; 3) include a notation as to the total acreage or square footage of the subject property; and 4) include all setbacks, road frontage, correct scale, north arrow, and present zoning classification.  Surveys and Final Plats older than five years at time of submission may be accepted per the discretion of the Planning and Zoning Department Director.	



# HENRY COUNTY DEPARTMENT OF PLANNING & ZONING

## APPLICATION FOR DEANNEXATION

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2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36. The description of such territory is attached hereto.

OWNER(S) NAME(S) YUKA KATSUMORI

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM  HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

LOCATION/ADDRESS 220 DEWINTER CT. STOCKBRIDGE, GA 30281

LAND LOT/DISTRICT 25/12 ACERAGE 1.648

PARCEL ID NUMBER 013A01021000 ZONING DISTRICT(S) SR

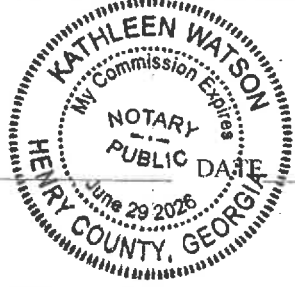
ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) YUKA K. DATE 12/16/2025

DATE \_\_\_\_\_

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

Kathleen Watson  
NOTARY SIGNATURE AND SEAL



12-16-2025

**(Office use only)**

Pre-application meeting: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Application checked by: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

BOC Meeting Date: \_\_\_\_\_ BOC Decision: \_\_\_\_\_ Date: \_\_\_\_\_

Planning Director's Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 220 De WINEA CT. STOCKBRIDGE, GA 30281  
 Parcel ID Number 013A01021000  
 Owner's name(s) YUKA KATSUMORI Percentage of interest: 100%  
 Percentage of interest: \_\_\_\_\_

We certify that the foregoing information is true and correct, this 16 day of December, 2025

YUKA KATSUMORI  
 Property Owner- Printed

Yuka K.  
 Signature of Property Owner

\_\_\_\_\_  
 Property Owner- Printed

\_\_\_\_\_  
 Signature of Property Owner

Sworn to and subscribed before me, this 16 day of December, 2025



Kathleen Watson  
 Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Residential Declaration**

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 220 DE WINTER CT STOCKBRIDGE, GA 30281  
 Parcel ID Number 013A01021000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
Private Home

3. Total number of person(s) residing within each structure: 1

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED	Age	Sex	Race
	<u>60</u>	<u>F</u>	<u>Japanese</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

**CERTIFICATION AND AUTHORIZATION**

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature [Signature] Date 12/16/2025



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.

CHECK ONE:  APPLICANT  PROPERTY OWNER  AGENT  ATTORNEY  OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If **Yes**, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 16 day of December, 2025

YUKA KATSUMORI

Applicant/Property Owner/Agent/Other Name - Printed

Yuka K.

Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 16 day of December, 2025.



Kathleen Watson

Notary Public (Seal)

## LETTER OF INTENT

Henry County Board of Commissioners:

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- 3) I prefer not to live within the city limits of Stockbridge.

Therefore, I respectfully ask for you to accept this request for the deannexation of my property from the City of Stockbridge, and to extend County services to include the same.

Additional comments:

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*Yuka K*

Signature

YUKA KATSUMORI

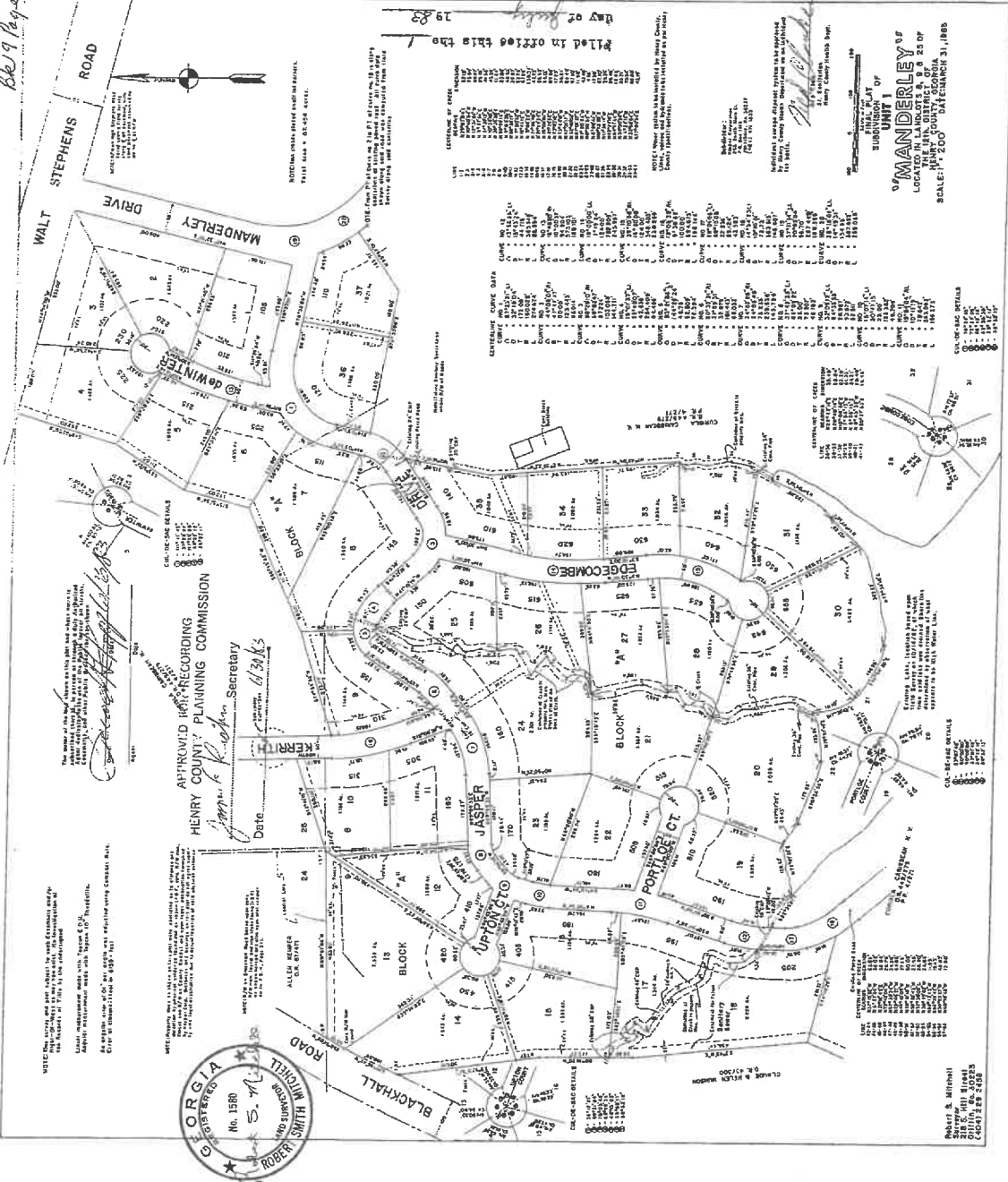
Printed Name

12/16/2025

Date

See Page 269

96-M-83



At 1:30 o'clock P.M.  
 Day of July 1983  
 Filed in office this the 1st  
 Day of July 1983  
 Clark Superior Court

96-M-83

# Henry County

## EXECUTIVE SUMMARY

### BOARD OF COMMISSIONERS MEETING

**Meeting Date:**

January 20, 2026

**Department Requesting Agenda Item:**

Planning & Zoning

**Action Type:**

Action requested by BOC

For informational purposes only

**Attachments/Exhibits for Agenda Item:**

1. Executive Summary
2. Resolution
3. Staff Report

**Presenter:**

Toussaint Kirk, Cluster Leader

**Agenda Item:**

Henry County has received a request for deannexation from the City of Stockbridge to Unincorporated Henry County for a total of two (2) properties located at 105 Jasper Drive and 220 DeWinter Court consisting of a combined 3.022 +/- acres in Land Lot 25 of the 12th District. **District 2**

**Applicant:** Various Owners

**Case Number:** DE-AX-25-01

**Commission District:** District 2

**Background/Summary:**

The owners of the subject property are requesting the 100% deannexation method from the municipal boundaries of the City of Stockbridge to the unincorporated limits of Henry County.

**Financial Implications/Considerations:** N/A

The project is budgeted.	Y	or	N
The project will require the use of Fund Balance.	Y	or	N
If yes, please state amount _____.			
The project will require no funds.	Y	or	N
The project is grant funded and will require a _____% match and those funds are/are not budgeted.	Y	or	N
Is this request a Capital Project and part of the Capital Project List?	Y	or	N

**Additional Comments / Recommendation:**

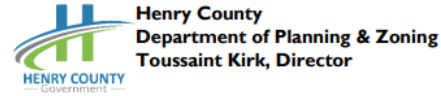
It is Planning & Zoning staff's opinion that the deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the City of Stockbridge.

# De-Annexation Case

#DX-2026-02:  
Six Properties in the  
Manderley Subdivision

City Council: March 9th, 2026





Henry County  
Department of Planning & Zoning  
Toussaint Kirk, Director

January 22, 2026

Stockbridge City Hall  
4640 North Henry Blvd  
Stockbridge, GA 30281  
Attn: Shawn Edmondson, City Manager of the City of Stockbridge

**RE: Notification of Deannexation Request - Six Properties into Unincorporated Henry County:**

The Henry County Planning & Zoning Department has received an application for the deannexation (**DE-AX-25-02**) of six properties located on Kerrith Drive within the Manderley Subdivision, totaling 7.068 +/- acres in incorporated City of Stockbridge. The properties are as follows:

330 Kerrith Drive,	013A01037000
335 Kerrith Drive,	013A01026000
345 Kerrith Drive,	013A01027000
355 Kerrith Drive,	013A01028000
365 Kerrith Drive,	013A01029000
375 Kerrith Drive,	013A01030000

Enclosed for your review is a copy of the deannexation report prepared by Henry County Planning & Zoning Staff with application materials, the resolution of acceptance by the Henry County Board of Commissioners as a result of the January 20, 2026 Board of Commissioners meeting.

Please provide an official letter regarding the City of Stockbridge's agreement or non-agreement to this proposed deannexation. If you have any questions or need additional information, please contact the undersigned at 770-288-7526.

Best Regards,

Toussaint Kirk,  
Executive Director, Planning and Zoning

Cc: Cheri Hobson-Matthews, County Manager  
Kevin Johnson, Deputy County Manager  
Rachel Mack, County Attorney  
Ryan Anderson, Community Development Director

Cover Letter  
from Henry  
County Planning  
and Zoning  
Department on  
January 22, 2026

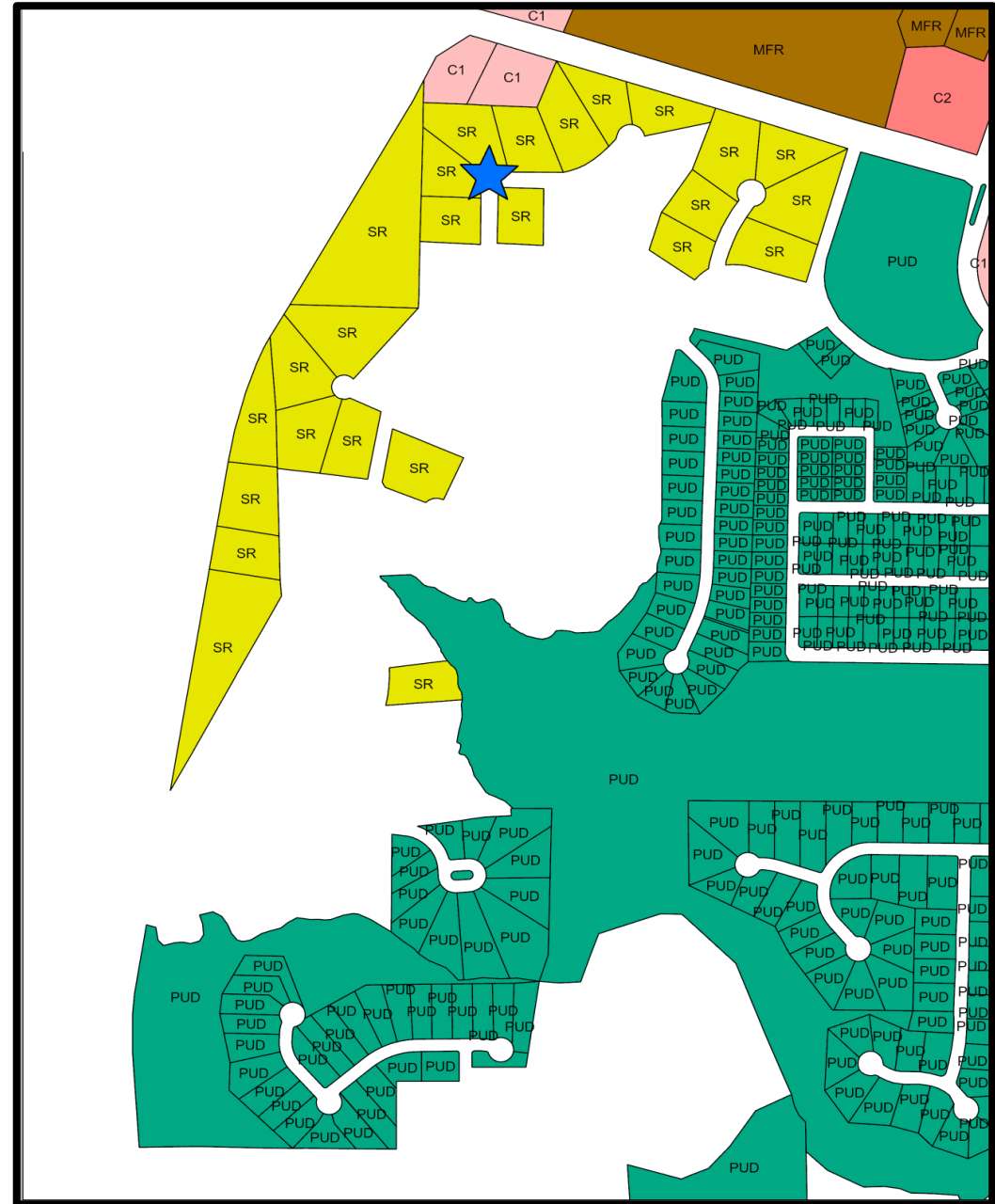
# Aerial Photo-Parcels to De-Annexed Highlighted in Yellow



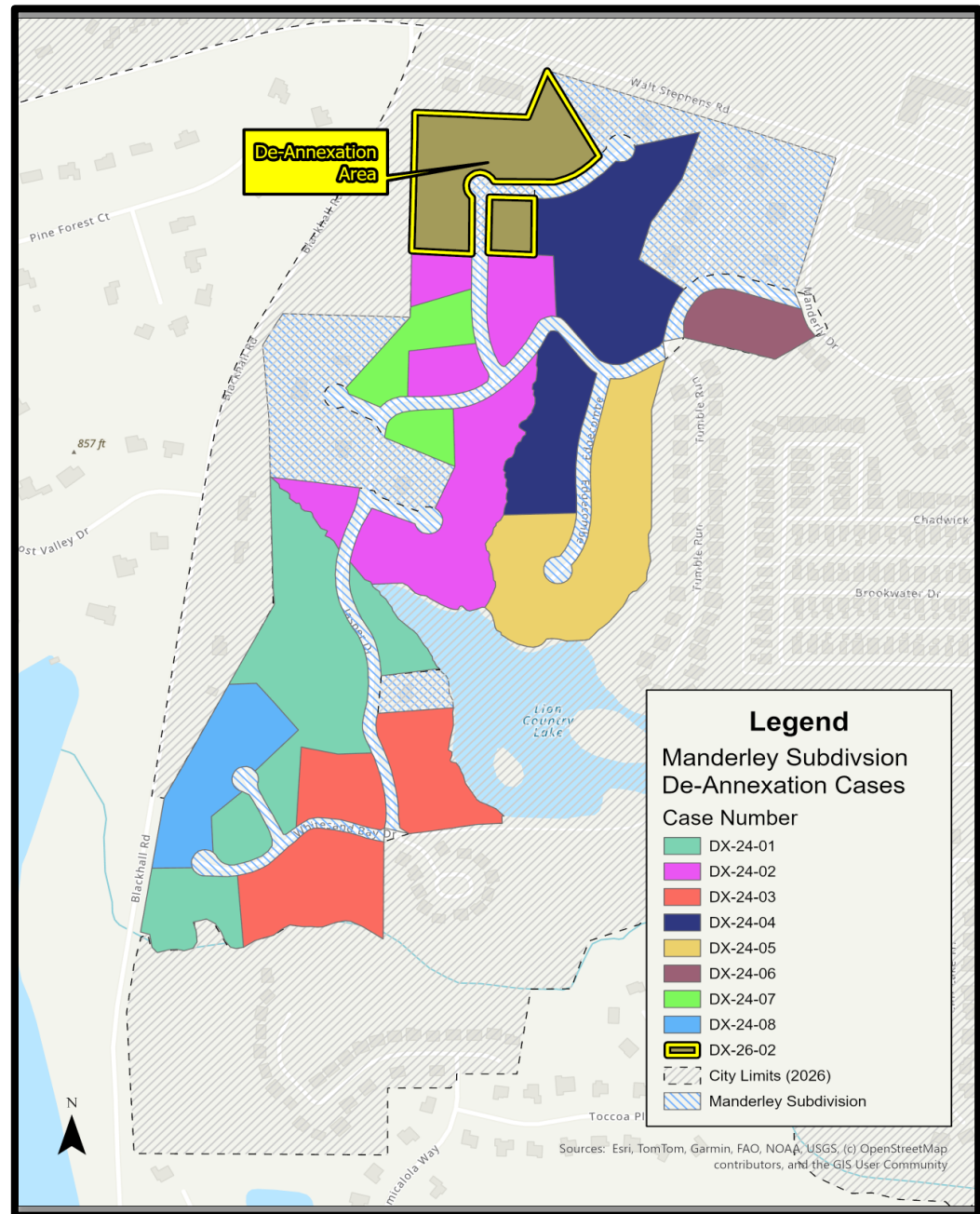


# Manderley Subdivision Zoning Map Excerpt

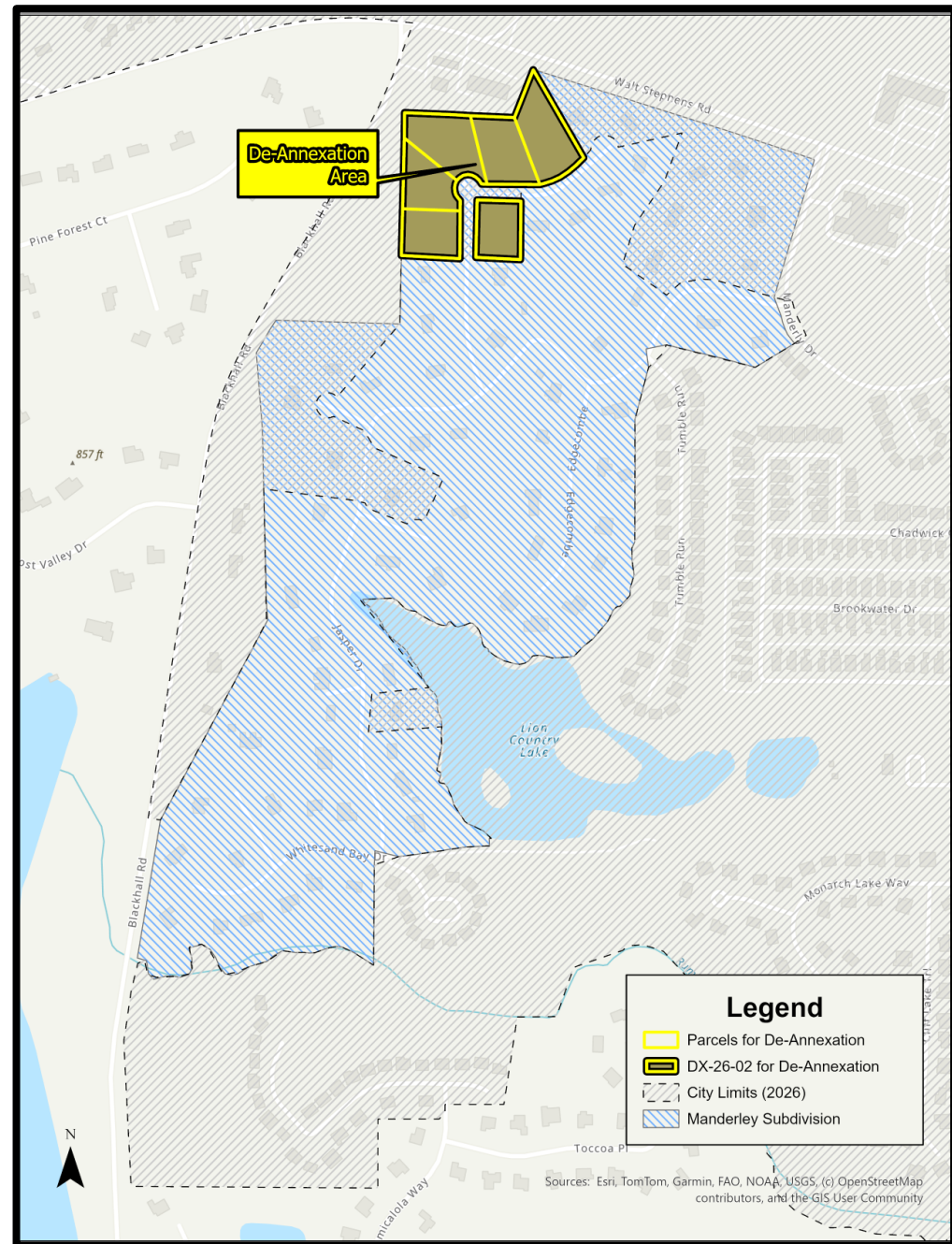
- **Yellow**— SR District (Suburban Residential) — Manderley Subdivision
- **Green**— PUD District (Planned Unit Development) — Monarch Village Subdivision
- **Black** — Unincorporated Henry County
- **Blue Star** — Area of Proposed De-Annexation



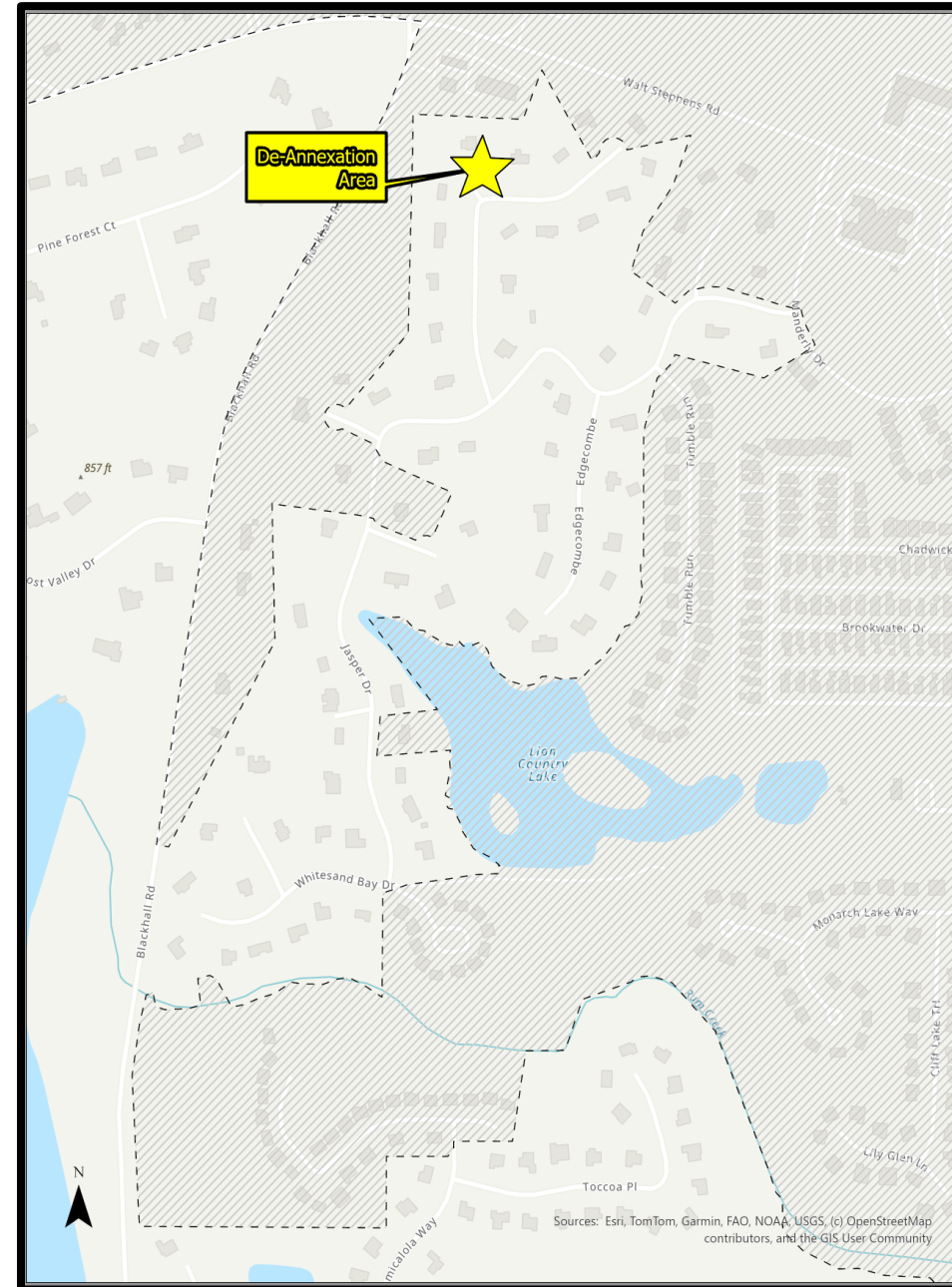
# Manderley Subdivision Vicinity Map



# Manderley Subdivision Parcel Map



# Resulting Map Showing New City Limits Boundaries Upon Approval of DX-2026-02



# Legal Requirements for De-Annexation

## 1. Administrative Requirements:

- a. A written, signed application by the owners of no more than ten parcels.
- b. Adoption of a signed resolution by the county in which the property is located, consenting to the de-annexation.
- c. Submittal of a copy of the application to the municipality.
- d. Confirmation by City staff that the procedural requirements for de-annexation have been met by the property owners.
- e. Verification by City staff that the geographic requirements have been met.
- f. Approval by the municipality, unless the geographic requirements have not been met.

## 2. Geographic Requirements:

- a. At least one of the parcels must abut/be contiguous to the boundaries of the city limits (not separated from the city limits by unincorporated areas, a street, a creek or river, or a railroad).
- b. No prohibited unincorporated island would be created by the proposed de-annexation.
- c. No detrimental effects to the health, safety, and welfare of the property owners of the area to be de-annexed, or to the area remaining in the municipality (causing the de-annexed area to be cut off from receiving county services due to the lack of a reasonable access to the de-annexed area).

## 3. Financial Requirements:

- a. The parcels are not located in a municipality that has outstanding general-obligation bond or revenue-bond indebtedness.

# Summary of Analysis

## **1. Administrative Compliance**

- Signed de-annexation application submitted to Henry County (six parcels).
- County adopted resolution and transmitted application to the City of Stockbridge.
- Verified use of the 100% method of de-annexation.
- Application meets statutory procedural requirements.

## **2. Geographic Findings**

- Both parcels remain contiguous to City limits before and after de-annexation.
- No unincorporated “island” created.
- City boundary would shift eastward upon approval.
- No impacts to streets, access, or emergency/service vehicle operations.
- No identified health, safety, or welfare concerns.

# Summary of Analysis (continued)

## **3. Financial Considerations**

- No outstanding General Obligation (GO) bonds.
- Outstanding revenue bonds through blended component units:
  - Urban Redevelopment Agency (City Hall facility).
  - Public Facilities Authority (Amphitheater, Cultural Arts Center, public safety facilities).
- Bonds are primarily repaid from City revenues.
- Revenue-backed obligations may be relevant under Georgia de-annexation statutes.

# Financial Considerations: Details

## **1. Revenue Bonds Supporting City Hall (URA Bonds)**

The City's Annual Comprehensive Financial Reports indicate that the Urban Redevelopment Agency, a blended component unit, carries long-term revenue bonds issued for the acquisition, construction, and furnishing of the City Hall facility. These bonds are expressly stated to be repayable almost entirely from City resources.

- 2023 ACFR: URA revenue bonds outstanding: \$8,015,000 as of 12/31/2023
- 2024 ACFR: URA revenue bonds outstanding: \$7,160,000 as of 12/31/2024
- Notes to the Financial Statements describe the URA as a blended unit whose debt "is expected to be repaid almost entirely from the resources of the City."

## **2. Revenue Bonds Supporting the Amphitheater / Cultural Arts Center (PFA Bonds)**

The Public Facilities Authority (PFA), also a blended component unit, was created to issue bonds for the construction of the Amphitheater and Cultural Arts Center, among other public facilities. These obligations likewise rely on repayment from City funding sources.

- ACFR Notes: PFA debt is "expected to be repaid almost entirely from the resources of the City."

# Financial Considerations: Details (continued)

## **3. Revenue-Backed Obligations Associated With Police Department-Related Facilities or Equipment**

Both ACFRs show City-backed debt obligations covering public safety facilities and equipment, including those funded through the PFA or through City-wide capital project bonds.

- 2023 ACFR: lists revenue bonds and long-term liabilities supporting public safety investments.
- 2024 ACFR: debt schedule reflects revenue-backed financing of City facilities, including public safety structures and improvements.

## **4. General Obligation Bonds**

Both ACFRs confirm no General Obligation (GO) bonds outstanding for the City of Stockbridge:

- *“As of December 31, 2023, the City did not have any general obligation bonded debt outstanding.”*
- 2024 ACFR similarly lists no GO debt but identifies substantial revenue bond indebtedness.

Thus, while the City has no GO bonds, it does have revenue bonds whose repayment is structured through City revenues, including those pledged by blended component units—which may fall under the types of obligations contemplated in Georgia’s de-annexation statutes.

# Overall Impact

- 8 Phases
- 53 Total Parcels
- Total 3-Year City Tax Revenue: \$165,260
- Mix of Confirmed (Phases 1–3) and Calculated (Phases 4–8) totals

**Key Takeaway:** The cumulative 3-year city tax impact across all phases totals \$165,260, with later phases (4–8) accounting for approximately 68% of the total projected revenue loss.

# Confirmed vs. Calculated 3-Year Tax Revenue by Phase

## Confirmed Tax Bill Phases

- Phase 1 (DX-2024-01): \$18,681 (10 parcels)
- Phase 2 (DX-2024-02): \$17,770 (9 parcels)
- Phase 3 (DX-2024-03): \$16,141 (9 parcels)
- Subtotal (Confirmed): \$52,592

## Calculated Phases

- Phase 4 (DX-2024-04): \$39,055 (9 parcels)
- Phase 5 (DX-2024-05): \$39,183 (8 parcels)
- Phase 6 (DX-2024-06): \$8,452 (2 parcels)
- Phase 7 (DX-2024-07): \$12,249 (3 parcels)
- Phase 8 (DX-2024-08): \$13,729 (3 parcels)
- Subtotal (Calculated): \$112,668

# Recommendation

Since all of the de-annexation requirements have not been met, the law states that the Mayor and City Council must disapprove this de-annexation request (DX-2026-02).



**TO:** Mayor and City Council

**FROM:** Ryan C. Anderson, Community Development Director  
Brennen Reilly, GIS Analyst/Planner II

**CC:** Mayor Jayden L. Williams  
Shawn Edmonson, City Manager  
Valerie Ross, City Zoning Attorney

**DATE:** March 9<sup>th</sup>, 2026

**SUBJECT:** De-Annexation Case #DX-2026-02:  
**Six Properties in the Manderley Subdivision**

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**Introduction.** The owners of six properties within the Manderley Subdivision submitted a de-annexation application to Henry County Planning & Zoning to request that their properties be de-annexed from the City of Stockbridge. The Manderley Subdivision is located at the western edge of the Stockbridge City Limits, bounded by Walt Stephens Road to the north and Blackall Road to the west. The six properties for DX-2026-02 have 7.068 +/- total acres in Land Lot 25 of District 12. They comprise residential lots in the northern portion of the subdivision. Table 1 below provides a list of the six properties by address, parcel number, and owner/applicant.

**Table 1—Properties for Proposed De-Annexation**

<b>Property Address</b>	<b>Parcel Number</b>	<b>Property Owner(s) / Co-Applicant (s)</b>
330 Kerrith Drive	013A01037000	Darron Maxtion and Ryan Jones
335 Kerrith Drive	013A01026000	Leon Woods
345 Kerrith Drive	013A01027000	Akeem and Lexus Camellia Shotuyo
355 Kerrith Drive	013A01028000	Doris A. Trotter Marshall
365 Kerrith Drive	013A01029000	Lori Nichole Johnson
375 Kerrith Drive	013A01030000	Ann and James Jolley

**Henry County Government's Action.** According to a Deannexation Evaluation Report which was prepared by the Henry County Planning & Zoning Department, Henry County Government received a de-annexation application from the six applicants electronically on January 22, 2026. The applicants used the 100% method for the proposed de-annexation. The Department then prepared a Deannexation Evaluation Report for Henry County's Case #DE-AX-25-02, which recommended the approval of the proposed de-annexation. It stated that the subject property was previously zoned 'R-1' (Single-Family Residential) by Henry County prior to its 2022 annexation into the City of Stockbridge, and that the property would revert back to R-1 upon the successful de-annexation of the property from the City back into unincorporated Henry County. The property also had a previous Henry County future land use designation of Low-Density Residential, which allowed a density of up to 2.0 dwelling units per acre. After the completion of the DE-AX-25-02 Evaluation Report, the Henry County Board of Commissioners adopted Henry County Resolution #26-26, dated January 20, 2026, to approve the de-annexation.

**City of Stockbridge's Receipt of De-Annexation Application Package.** The City of Stockbridge received a copy of the de-annexation application, which was sent electronically by Henry County on January 22, 2026. There was no cover letter included in the package, but the Evaluation Report from Henry County Planning and Zoning did list the included property addresses and parcel numbers.

**Background on the Manderley Subdivision.** The Manderley Subdivision is established and well-developed. Table 2 below lists basic facts about it, and the Appendix contains several pertinent aerial photos and maps.

**Table 2—Facts About Manderley Subdivision**

<b>Descriptive Factors:</b>	<b>Findings:</b>
Current City of Stockbridge Zoning	SR (Suburban Residential)
Current City of Stockbridge Future Land Use Designation	Low-Density Residential.
Current Annexation Status	Annexed into City via 2022 Referendum.
Estimated Number of Subdivision Lots	79
Number of Subdivision Lots that have been Recently De-Annexed from the City	59
Name of Subdivider	Koppar Corporation.
Number of Development Phases	Three.
Years of Recorded Plat Approvals	1983, 1984, 1986, 1988, 1989.*
Status of Subdivision Lots	Nearly all are developed with SF homes.
Sizes of Subdivision Lots	Approximately one to two acres each.
Years of Home Construction	1985-1997, per Tax Assessors' records.

\*Includes separate sheets for Unit II, and revisions to Unit I & Unit II.

**Background on the Surrounding Area.** The surrounding area includes Ingle's Market and several neighborhood commercial uses flanking Walt Stephens Road; and several subdivisions to the south, southeast, and east. To the west are several individual

residential parcels outside of Manderley Subdivision, Blackhall Road, the City Limits Line, and Spivey Lake. The commercial uses are located in the C-1 (Neighborhood Commercial) zoning district. The subdivisions to the south, southeast, and east are located in the PUD (Planned Unit Development) district, while the outlying residential parcels to the west are zoned 'SR' (Suburban Residential). Properties west of Blackhall Road, in unincorporated Henry County, are zoned 'R-1' (Single-Family Residential for large lots) and 'RA' (Residential-Agricultural).

**Legal Requirements for De-Annexation.** The Official Code of Georgia (O.C.G.A.) provides legal requirements for de-annexation in O.C.G.A. Sections 36-131 and 36-132. They are summarized in the list below.

1. **Administrative Requirements:**
  - a. A written, signed application by the owners of no more than ten parcels.
  - b. Adoption of a signed resolution by the county in which the property is located, consenting to the de-annexation.
  - c. Submittal of a copy of the application to the municipality.
  - d. Confirmation by City staff that the procedural requirements for de-annexation have been met by the property owners.
  - e. Verification by City staff that the geographic requirements have been met.
  - f. Approval by the municipality, unless the geographic requirements have not been met.
2. **Geographic Requirements:**
  - a. At least one of the parcels must abut/be contiguous to the boundaries of the city limits (not separated from the city limits by unincorporated areas, a street, a creek or river, or a railroad).
  - b. No prohibited unincorporated island would be created by the proposed de-annexation.
  - c. No detrimental effects to the health, safety, and welfare of the property owners of the area to be de-annexed, or to the area remaining in the municipality (causing the de-annexed area to be cut off from receiving county services due to the lack of a reasonable access to the de-annexed area).
3. **Financial Requirements:**
  - a. The parcels are not located in a municipality that has outstanding general-obligation bond or revenue-bond indebtedness.

**Analysis of De-Annexation Proposal:**

1. **Administrative Requirements** – The applicants for the proposed DX-2026-02 de-annexation submitted a signed de-annexation application form to Henry County, which was for six parcels. After the County's review, it adopted a signed resolution and sent a copy of the application to the City of Stockbridge. The Planning and Zoning Staff has verified that the acceptable 100 percent method of de-annexation has been used, and that the de-annexation proposal meets the geographic requirements, as are discussed below.
2. **Geographic Requirements** – From the maps appearing in the Appendix, it is apparent that all of the six parcels within the proposed de-annexation area abut and are contiguous to other parcels within the Stockbridge City Limits, and they would even

continue to do so if the de-annexation is approved. No prohibited unincorporated island would be created by the proposed de-annexation. Rather, the de-annexed area would be surrounded on one side by other parcels remaining within the City Limits. Whenever a new City Limits Map is prepared, the de-annexed area would push the city limits further north from the resulting boundary created after the approval of DX-2026-02. Further, there would be no alteration of the existing streets or access to them; thus, there do not appear to be any health, safety, or welfare issues in terms of providing needed transportation of County service vehicles or emergency vehicles in reaching the homes of the property owners within the de-annexed area.

3. Financial Requirements – The City’s Annual Comprehensive Financial Reports (ACFRs) indicate that the Urban Redevelopment Agency, a blended component unit, carries long-term revenue bonds issued for the acquisition, construction, and furnishing of the City Hall facility. These bonds are expressly stated to be repayable almost entirely from City resources. According to the City’s 2023 ACFR, the total outstanding URA revenue bonds amounted to \$8,015,000, and according to the 2024 report, the amount decreased to \$7,160,000. Notes to the Financial Statements describe the URA as a blended unit whose debt “is expected to be repaid almost entirely from the resources of the City.” Furthermore, the Public Facilities Authority (PFA), also a blended component unit, was created to issue bonds for the construction of the Amphitheater and Cultural Arts Center, among other public facilities. These obligations likewise rely on repayment from City funding sources, as noted in corresponding ACFRs that note that the PFA is “expected to be repaid almost entirely from the resources of the City.” Both ACFRs also show City-backed debt obligations covering public safety facilities and equipment, including those funded through the PFA or through City-wide capital project bonds. Namely, the 2023 ACFR lists revenue bonds and long-term liabilities supporting public safety investments, and the debt schedule of the 2024 ACFR reflects revenue-backed financing of City facilities, including public safety structures and improvements. Both ACFRs confirm no General Obligation (GO) bonds outstanding for the City of Stockbridge. Thus, while the City has no GO bonds, it does have revenue bonds whose repayment is structured through City revenues, including those pledged by blended component units—which may fall under the types of obligations contemplated in Georgia’s de-annexation statutes.

Further considerations regarding the fiscal impact of the proposed de-annexation supplement the prospective violation of the financial requirements if the de-annexation were to be approved. Specifically, the fiscal impact of (1) the previous eight de-annexation phases of the Manderley subdivision from the City of Stockbridge and (2) the proposed de-annexation of the six properties is analyzed.

1. Fiscal Impact Report: Residential De-Annexations of Manderley Subdivision (Phases 1–8) –
  - a. Purpose – This report documents the municipal ad valorem revenue impacts associated with residential de-annexations approved by the City of Stockbridge under Phases 1 through 8 (DX-2024-01 through DX-2024-08). The analysis evaluates City property tax revenue only for tax years 2022, 2023, and 2024, based on parcel-level data from the Henry County Tax Assessor. The purpose

of this report is to provide:

- A transparent fiscal impact analysis for de-annexation decisions
- Parcel-level documentation for Finance review
- A defensible record for Council and audit purposes

b. Methodology –

- Millage Rate Used: 3.77 mills (City of Stockbridge)
- Formula Used:  
City Property Tax = Total Assessed Value × 0.00377
- Confirmed Phases (1–3): Actual City tax amounts verified by year
- Calculated Phases (4–8): Assessed values multiplied by the adopted City millage rate
- Exclusions: County, school district, and special service district taxes
- Rounding: Nearest whole dollar

c. Phase-by-Phase Parcel Breakdown –

- i. **Phase 1 – DX-2024-01**  
Status: Confirmed City Tax Bills (2022–2024)  
Phase Total: \$18,681

Address	Parcel ID	2022	2023	2024	3-Year Total
10 Devon Ct	013-A01128005	\$597	\$613	\$652	\$1,862
11 Devon Ct	013-A01132000	\$571	\$593	\$620	\$1,784
200 Jasper Dr	013-A01051000	\$667	\$702	\$726	\$2,095
205 Jasper Dr	013-A01061000	\$632	\$659	\$689	\$1,980
215 Jasper Dr	013-A01060000	\$541	\$597	\$613	\$1,751
225 Jasper Dr	013-A01059000	\$720	\$742	\$756	\$2,218
235 Jasper Dr	013-A01058000	\$585	\$612	\$640	\$1,837
245 Jasper Dr	013-A01057000	\$552	\$581	\$610	\$1,743
201 Whitesand Bay Dr	013-A01127000	\$593	\$621	\$642	\$1,856
211 Whitesand Bay Dr	013-A01138000	\$501	\$517	\$537	\$1,555

- ii. **Phase 2 – DX-2024-02**  
Status: Confirmed City Tax Bills  
Phase Total: \$17,770

Address	Parcel ID	2022	2023	2024	3-Year Total
160 Jasper Dr	013A01023000	\$640	\$678	\$715	\$2,033
165 Jasper Dr	013A01024000	\$579	\$606	\$642	\$1,827
195 Jasper Dr	013A01050000	\$664	\$708	\$753	\$2,125
310 Kerrith Dr	013A01039000	\$754	\$803	\$843	\$2,400
320 Kerrith Dr	013A01038000	\$591	\$629	\$660	\$1,880

325 Kerrith Dr	013A01025000	\$674	\$715	\$754	\$2,143
510 Portloe Ct	013A01049000	\$658	\$690	\$727	\$2,075
515 Portloe Ct	013A01047000	\$641	\$671	\$706	\$2,018
520 Portloe Ct	013A01048000	\$399	\$424	\$446	\$1,269

- iii. **Phase 3 – DX-2024-03**  
 Status: Confirmed City Tax Bills  
 Phase Total: \$16,141

Address	Parcel ID	2022	2023	2024	3-Year Total
220 Jasper Dr	013A01053000	\$666	\$704	\$741	\$2,111
230 Jasper Dr	013A01054000	\$687	\$720	\$754	\$2,161
240 Jasper Dr	013A01055000	\$678	\$705	\$743	\$2,126
255 Jasper Dr	013A01056000	\$646	\$685	\$721	\$2,052
221 Whitesand Bay Dr	013A01137000	\$629	\$666	\$706	\$2,001
230 Whitesand Bay Dr	013A01133000	\$625	\$655	\$693	\$1,973
231 Whitesand Bay Dr	013A01133000	\$621	\$654	\$691	\$1,966
241 Whitesand Bay Dr	013A01135000	\$710	\$735	\$769	\$2,214
251 Whitesand Bay Dr	013A01134000	\$626	\$658	\$681	\$1,965

- iv. **Phase 4 – DX-2024-04**  
 Status: Calculated  
 Phase Total: \$39,055

Address	Parcel ID	2022	2023	2024	3-Year Total
115 Jasper Dr	013A01016000	\$1,108	\$1,344	\$1,402	\$3,854
145 Jasper Dr	013A01015000	\$1,215	\$1,479	\$1,555	\$4,249
150 Jasper Dr	013A01014000	\$1,071	\$1,307	\$1,359	\$3,737
340 Kerrith Dr	013A01036000	\$1,235	\$1,509	\$1,584	\$4,328
350 Kerrith Dr	013A01035000	\$1,224	\$1,497	\$1,571	\$4,292
360 Kerrith Dr	013A01034000	\$1,203	\$1,469	\$1,544	\$4,216
370 Kerrith Dr	013A01033000	\$1,172	\$1,432	\$1,505	\$4,109
615 Edgecombe Dr	013A01013000	\$1,024	\$1,251	\$1,311	\$3,586
625 Edgecombe Dr	013A01012000	\$884	\$1,324	\$1,526	\$3,734

- v. **Phase 5 – DX-2024-05**  
 Status: Calculated  
 Phase Total: \$39,183

Address	Parcel ID	2022	2023	2024	3-Year Total
610 Edgecombe Dr	013A01004000	\$1,453	\$1,572	\$1,706	\$4,731
620 Edgecombe Dr	013A01005000	\$1,354	\$1,461	\$1,606	\$4,421
630 Edgecombe Dr	013A01006000	\$1,410	\$1,524	\$1,678	\$4,612
635 Edgecombe Dr	013A01011000	\$1,352	\$1,460	\$1,601	\$4,413
640 Edgecombe Dr	013A01007000	\$1,394	\$1,507	\$1,654	\$4,555
645 Edgecombe Dr	013A01010000	\$1,392	\$1,502	\$1,653	\$4,547

650 Edgecombe Dr	013A01008000	\$1,357	\$1,468	\$1,619	\$4,444
655 Edgecombe Dr	013A01009000	\$1,355	\$1,447	\$1,557	\$4,359

vi. **Phase 6 – DX-2024-06**

Status: Calculated

Phase Total: \$8,452

Address	Parcel ID	2022	2023	2024	3-Year Total
110 Jasper Dr	013A01002000	\$1,248	\$1,565	\$1,621	\$4,434
120 Jasper Dr	013A01003000	\$1,131	\$1,416	\$1,470	\$4,017

vii. **Phase 7 – DX-2024-07**

Status: Calculated

Phase Total: \$12,249

Address	Parcel ID	2022	2023	2024	3-Year Total
315 Kerrith Dr	013A01024001	\$1,147	\$1,425	\$1,479	\$4,052
170 Jasper Dr	013A01040000	\$1,313	\$1,648	\$1,707	\$4,669
175 Jasper Dr	013A01045000	\$1,014	\$1,255	\$1,259	\$3,528

viii. **Phase 8 – DX-2024-08**

Status: Calculated

Phase Total: \$13,729

Address	Parcel ID	2022	2023	2024	3-Year Total
20 Devon Ct	013A01129000	\$1,256	\$1,566	\$1,623	\$4,445
21 Devon Ct	013A01131000	\$1,442	\$1,802	\$1,842	\$5,086
200 Whitesand Bay Dr	013A01128000	\$1,203	\$1,470	\$1,525	\$4,198

d. Cumulative Fiscal Impact –

- Total Parcels: 53
- Total City Revenue Lost (2022–2024): \$165,259.55

e. Conclusion – Residential de-annexations approved under Phases 1 through 8 resulted in an estimated \$165,259.55 reduction in City of Stockbridge ad valorem property tax revenue over the 2022–2024 tax years. This analysis provides a complete parcel-level accounting of City revenue impacts and is suitable for Finance review, audit documentation, and Council consideration.

2. Fiscal Impact Report: Proposed De-Annexation of Six Properties from Manderley Subdivision –

- a. Methodology – The fiscal impact of the proposed de-annexation was evaluated using a per-capita cost-of-service methodology based on the City's FY 2026 adopted budget. Because municipal operating and capital expenditures are not tracked on a parcel-specific basis, per-capita averages were used to estimate the cost of providing municipal services

to the subject properties. The request involves six (6) single-family residential properties. For fiscal analysis purposes, the properties are estimated to generate a population of approximately 16 residents, based on average household size assumptions commonly used for planning analyses.

- i. Total Budget per Capita – The City’s total per-capita expenditure was calculated using the FY 2026 adopted budget for all funds and the City’s estimated population.

$$\text{Total Budget per Capita} = \text{Total FY 2026 Adopted Budget} \div \text{City Population}$$

Using the adopted figures:

- Total FY 2026 Adopted Budget: \$74,827,124
- City Population: 36,149

This results in a total per-capita expenditure of approximately \$2,070 per person.

- ii. Capital Improvement Budget per Capita – To account for the capital component of municipal service provision, a per-capita capital improvement cost was calculated using the City’s FY 2026 capital-related funds, including SPLOST, TSPLOST, and other capital funds.

$$\text{Capital Improvement Budget per Capita} = \text{FY 2026 Capital Improvement Budget} \div \text{City Population}$$

This calculation provides context for the City’s long-term infrastructure and facility investment obligations associated with continued service provision.

- iii. Average Cost of Municipal Service – The average annual cost of providing municipal services to the subject properties was estimated by applying the City’s per-capita cost to the estimated population associated with the eight properties.

$$\text{Average Cost of Municipal Service} = \text{Total Budget per Capita} \times \text{Estimated Population}$$

Using the estimated value:

- \$2,070 per person  $\times$  16 residents  $\approx$  \$33,120

For fiscal conservatism, and to reflect that not all capital expenditures scale proportionally to small residential areas, the estimated annual cost of municipal services attributable to the subject properties is approximately \$25,300.

- iv. Property Tax Revenue Loss (Six Properties) – City property tax revenue was calculated using net taxable values from the 2025

Annual Notices of Assessment and the City's adopted millage rate.

$$\text{City Property Tax} = (\text{Net Taxable Value} \div 1,000) \times 3.77$$

This calculation was applied individually to each of the six properties and then aggregated. Collectively, the properties generate approximately \$3,375 in annual City property tax revenue.

v. Summary –

- Average Cost of Municipal Services: approximately \$25,300
- City Property Tax Revenue: approximately \$3,375
- Net Fiscal Impact: Negative

- b. Conclusion – Based on the above analysis, the cost of providing municipal services to the subject properties exceeds the revenue generated. Thus, the de-annexation will generate a net negative fiscal impact.

**Conclusion.** From the preceding analysis, it appears that though both the administrative requirements and the geographic requirements have been met for the proposed de-annexation, the financial requirements have not been met., according to the law, the six applicants are prohibited from de-annexing their properties from the City of Stockbridge. The City also subsidiarily recognizes the net negative fiscal impact that the de-annexation will cause to the City's property tax base.

**Recommendation.** Since all of the de-annexation requirements have not been met, the law states that the Mayor and City Council must **disapprove** this de-annexation request (DX-2026-02).

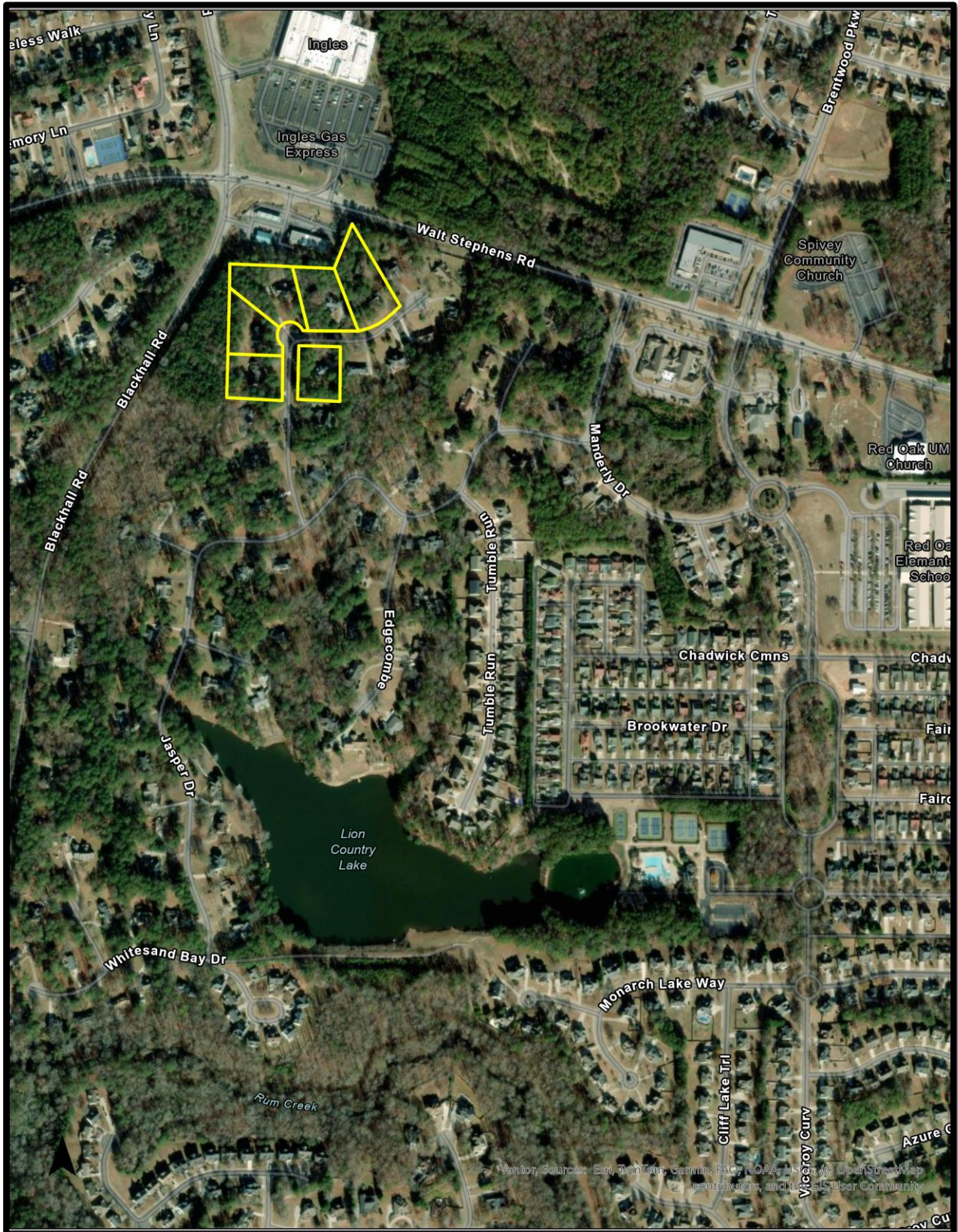
RCA/BTR

Appendix

## **APPENDIX:**

- 1. Aerial Photo Showing Six Parcels for De-Annexation**
- 2. Map of 2022 City of Stockbridge Annexation Referendum—  
Location of Proposed DX-2026-02 De-Annexation Area**
- 3. Manderley Subdivision Zoning Map**
- 4. Manderley Subdivision Vicinity Map**
- 5. Manderley Subdivision Parcel Map**
- 6. Resulting New City Limits Map Upon the Approval of DX-2026-02**

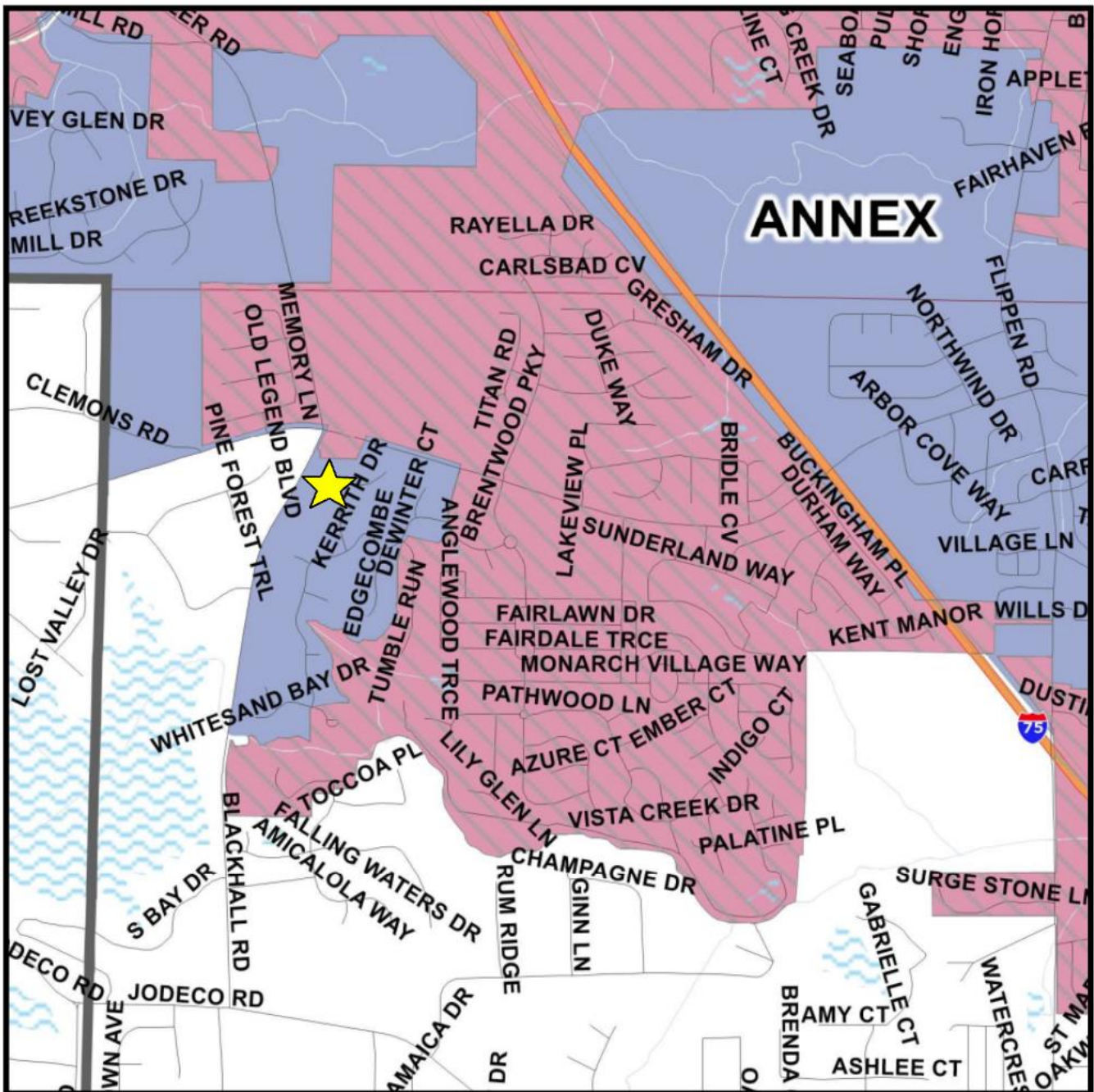
# 1. AERIAL PHOTO SHOWING SIX PARCELS FOR DE-ANNEXATION



## 2. MAP OF 2022 CITY OF STOCKBRIDGE ANNEXATION REFERENDUM: LOCATION OF PROPOSED DX-2026-02 DE-ANNEXATION AREA

### LEGEND:

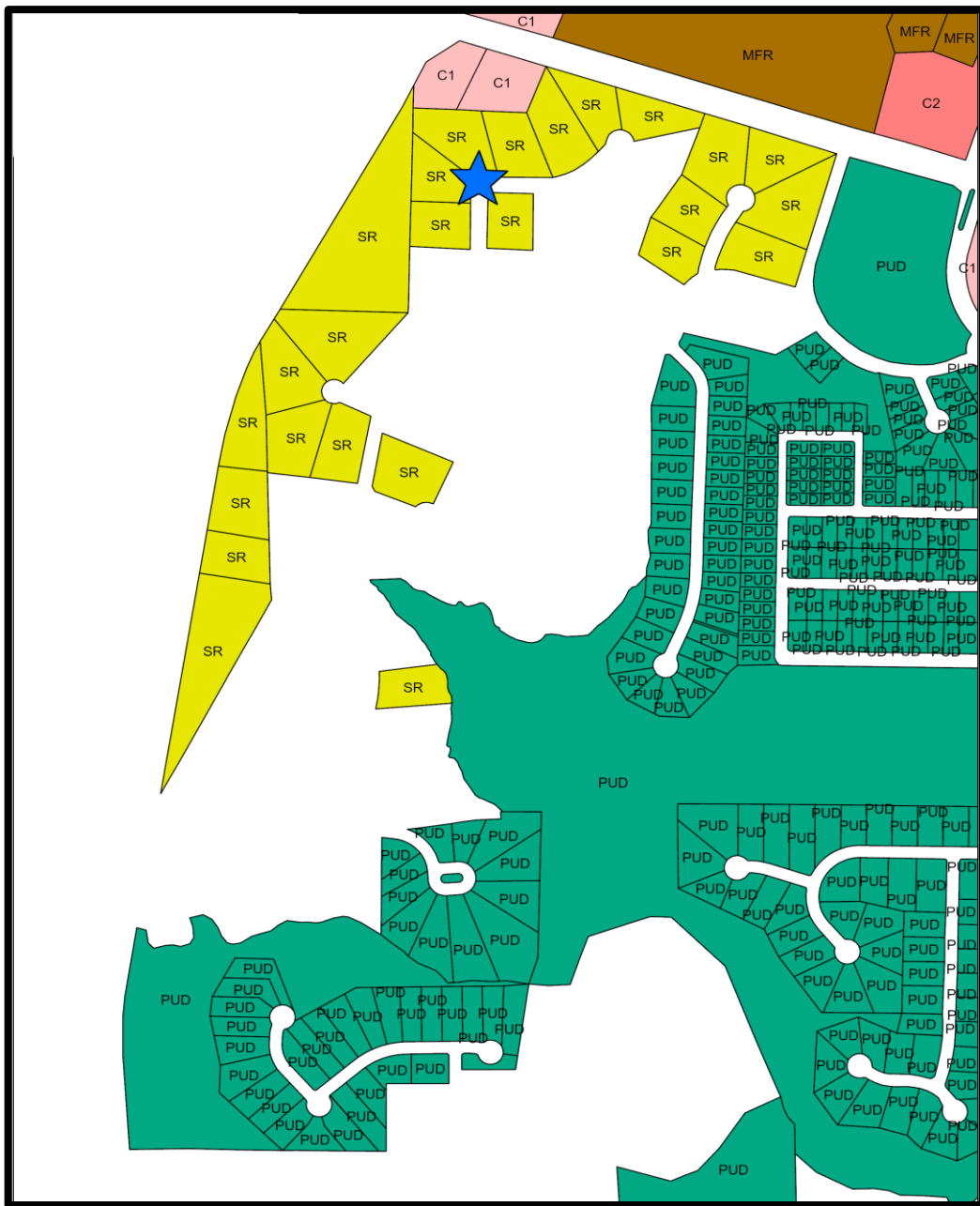
- Pink Striped Areas – Were Already Part of the City of Stockbridge in 2022
- Blue Areas – Were Annexed as Part of 2022 City of Stockbridge Annexation Referendum
- Blue Waves – Spivey Lake
- ★ Yellow Star—Location of Proposed DX-2026-02 De-Annexation



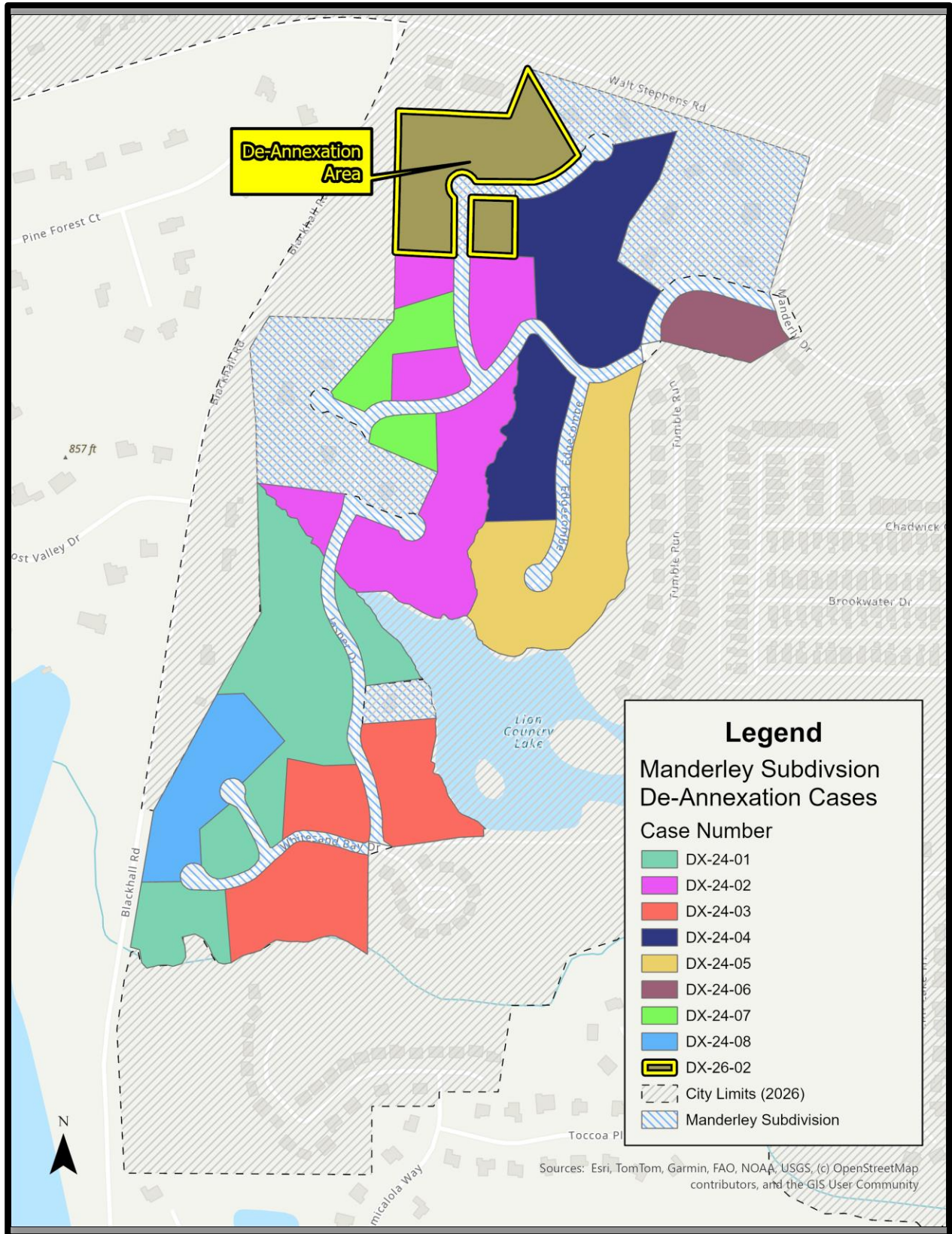
### 3. MANDERLEY SUBDIVISION ZONING MAP

**KEY:**

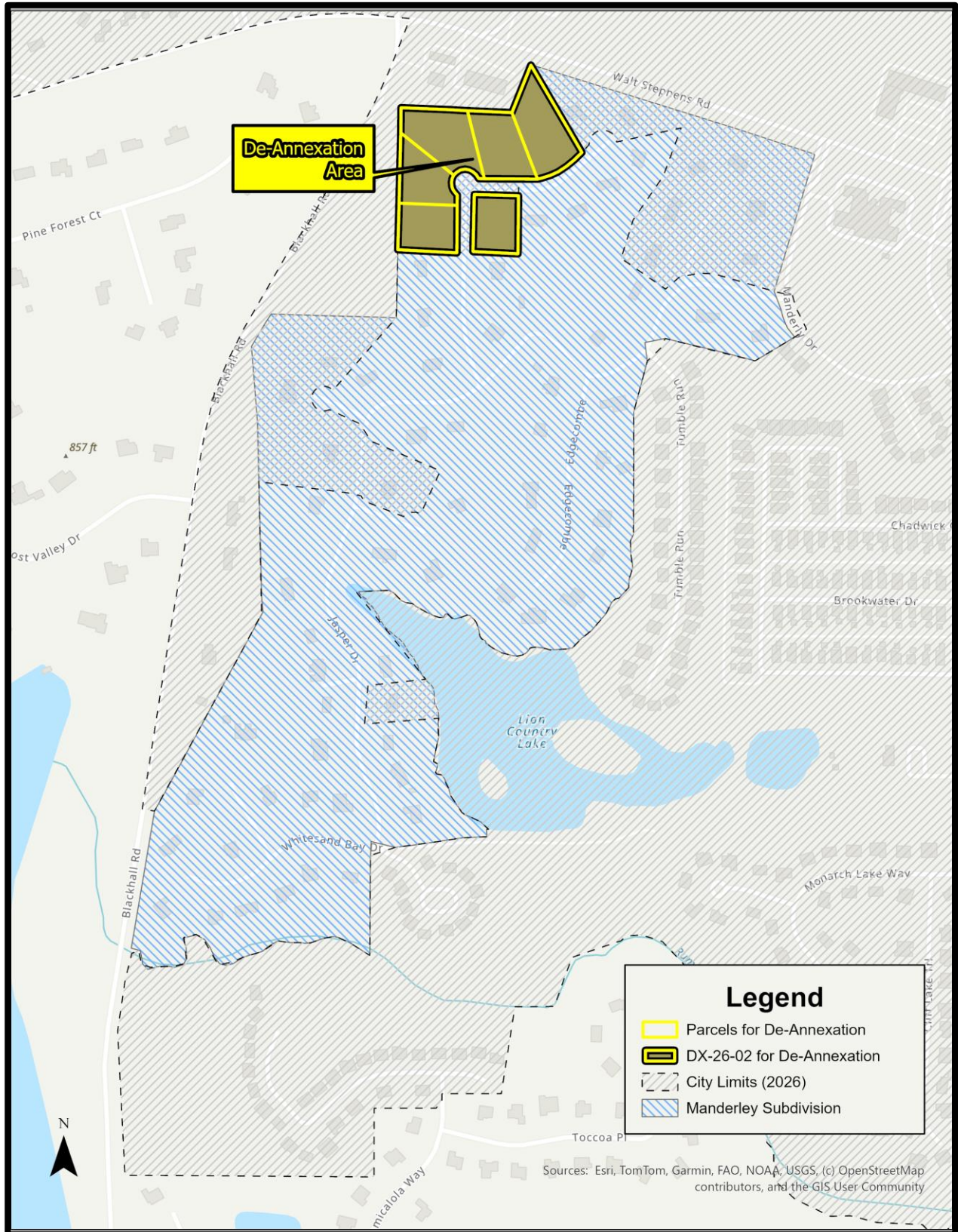
- Yellow—SR District (Suburban Residential) — Manderley Subdivision**
- Green—PUD District (Planned Unit Development) — Monarch Village Subdivision**
- Black — Unincorporated Henry County**
- ★ Blue Star — Area of Proposed De-Annexation**



### 4. MANDERLEY SUBDIVISION VICINITY MAP

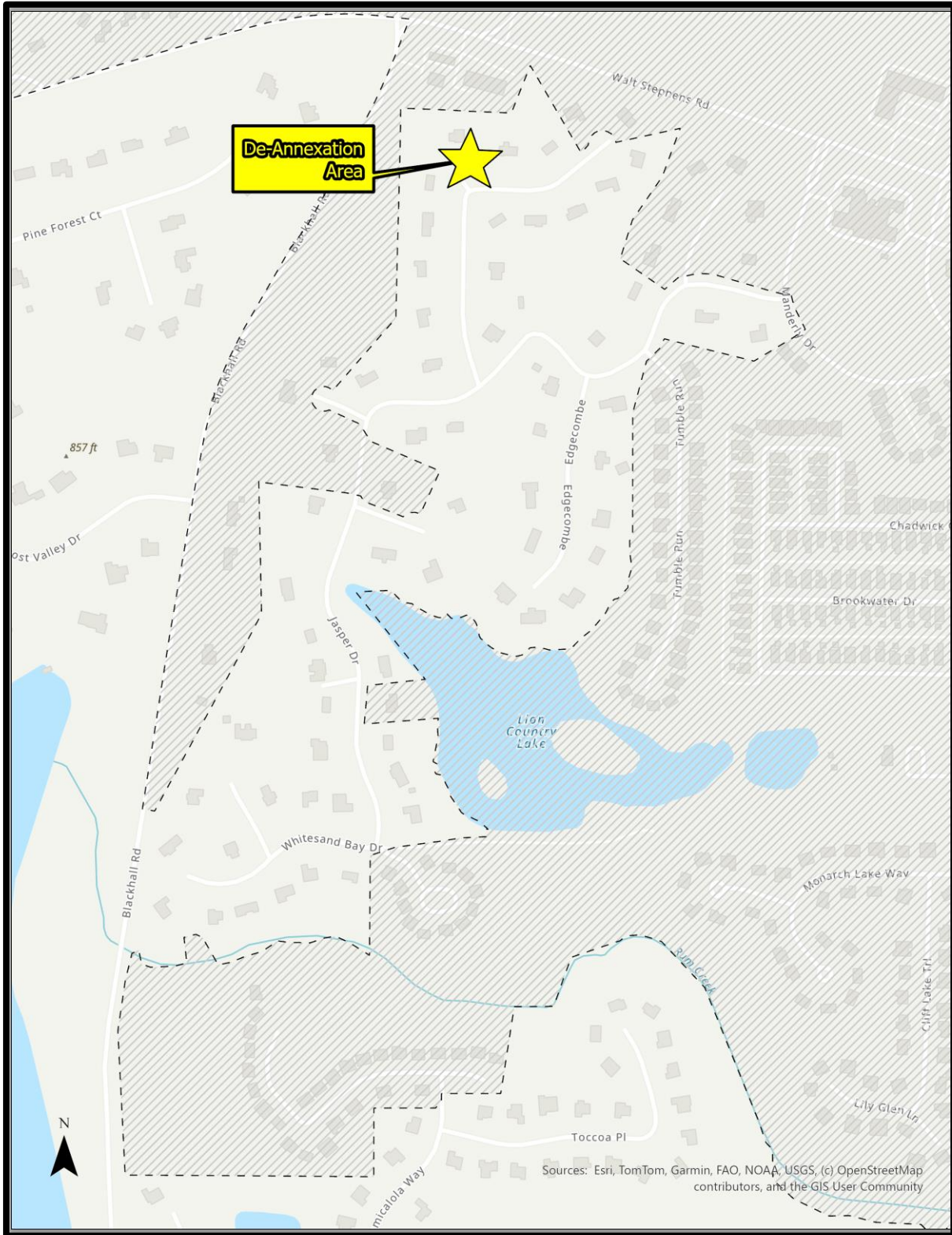


### 5. MANDERLEY SUBDIVISION PARCEL MAP



## 6. RESULTING MAP SHOWING NEW CITY LIMITS BOUNDARIES UPON THE APPROVAL OF DX-2026-02

★ Yellow Star – De-Annexed Area





**Henry County**  
**Department of Planning & Zoning**  
**Toussaint Kirk, Director**

January 22, 2026

Stockbridge City Hall  
4640 North Henry Blvd  
Stockbridge, GA 30281  
Attn: Shawn Edmondson, City Manager of the City of Stockbridge

**RE: Notification of Deannexation Request - Six Properties into Unincorporated Henry County:**

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The Henry County Planning & Zoning Department has received an application for the deannexation (**DE-AX-25-02**) of six properties located on Kerrith Drive within the Manderley Subdivision, totaling 7.068 +/- acres in incorporated City of Stockbridge. The properties are as follows:

330 Kerrith Drive,	013A01037000
335 Kerrith Drive,	013A01026000
345 Kerrith Drive,	013A01027000
355 Kerrith Drive,	013A01028000
365 Kerrith Drive,	013A01029000
375 Kerrith Drive,	013A01030000

Enclosed for your review is a copy of the deannexation report prepared by Henry County Planning & Zoning Staff with application materials, the resolution of acceptance by the Henry County Board of Commissioners as a result of the January 20, 2026 Board of Commissioners meeting.

Please provide an official letter regarding the City of Stockbridge's agreement or non-agreement to this proposed deannexation. If you have any questions or need additional information, please contact the undersigned at 770-288-7526.

Best Regards,

Toussaint Kirk,  
Executive Director, Planning and Zoning

Cc: Cheri Hobson-Matthews, County Manager  
Kevin Johnson, Deputy County Manager  
Rachel Mack, County Attorney  
Ryan Anderson, Community Development Director

Enclosures

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**140 Henry Parkway • McDonough, Georgia 30253**  
**MAIN: (770) 288-7526 • FAX: (770) 288-7550**

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**RESOLUTION #26-20**

**RESOLUTION ACCEPTING PROPOSED DEANNEXATION FROM THE CITY OF STOCKBRIDGE OF SIX (6) PARCEL OF LAND CONSISTING OF A COMBINED 7.068 +/- ACRES IN LAND LOT 25 OF THE 12<sup>TH</sup> DISTRICT, HENRY COUNTY, GEORGIA**

**WHEREAS**, pursuant to *O.C.G.A. Article 8*, the Henry County Board of Commissioners have received application from property owners (“Applicants”) advising Henry County of their intent to deannex (DE-AX-25-02) six (6) properties consisting of a combined total of 7.068 +/- acres in Land Lot 25 of the 12<sup>th</sup> District from the municipal boundary of the City of Stockbridge, Henry County, Georgia, being **Properties at 330, 335, 345, 355, 365, 375 Kerrith Drive, Parcels 013A01037000, 013A01026000, 013A01027000, 013A01027000, 013A01027000, & 013A01030000** (the” Property”) (*see*, Exhibit A, attached hereto); and

**WHEREAS**, in connection with, and immediately following, the annexation, the property owners seek to change the zoning for the Property from the City of Stockbridge SR (Suburban Residential) zoning district to the Henry County R-1 (Single-Family Residence) zoning district; and

**WHEREAS**, *O.C.G.A. § 36-36-131* grants the City of Stockbridge the authority to deannex an area or areas of the existing corporate limits upon the adoption of a resolution by the governing authority of the county in which such property is located consenting to such deannexation; and

**WHEREAS**, Henry County Board of Commissioners analyzed and whether the deannexation may be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality; and

**WHEREAS**, the Henry County Board of Commissioners has determined that the proposed deannexation of the Property into the County would not cause a material increase in the burden on Henry County; and

**WHEREAS**, the Henry County Board of Commissioners has determined that the proposed deannexation of the Property into the County would not result in an increase in density and infrastructure

demands which would be detrimental to Henry County and to the health, safety, and welfare of Henry County and its citizens; and

**WHEREAS**, the Henry County Board of Commissioners has determined that the proposed deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality.

**NOW THEREFORE, BE IT RESOLVED** that, pursuant to the provisions of *O.C.G.A. § 36-36-131*, et seq, Henry County accepts the proposed deannexation (DE-AX-25-02) of the Property, as described in Exhibit A, from the municipal boundaries of the City of Stockbridge to the corporate boundary of Henry County, Georgia, on the grounds that the proposed the proposed deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality.

**BE IT FURTHER RESOLVED** that the County Manager and/or the County Attorney are authorized and directed to send such notice(s) as are required by law to the City of Stockbridge and/or the effected property owners.

**BE IS FURTHER RESOLVED** that the County Attorney is authorized to initiate such legal proceedings as are proper to enjoin the deannexation of the Property and/or initiate and/or engage in the arbitration proceedings authorized per *O.C.G.A. § 36-36-114*.

**BE IT FURTHER RESOLVED** that this Resolution shall be forwarded to the City, together with such supporting documentation as are reasonable and necessary to support the same.

**BE IT SO RESOLVED THIS 20<sup>TH</sup> DAY OF JANUARY, 2026.**

**BOARD OF COMMISSIONERS  
OF HENRY COUNTY, GEORGIA**



Carlotta Harrell, Chair

ATTEST:



Stephanie Braun, County Clerk

## Deannexation Evaluation Report



Henry County Planning & Zoning

CITY OF STOCKBRIDGE  
DE-AX-25-02

**Commission District:** 2  
**Commissioner:** Neat Robinson  
**Report Prepared by:** Kenta Lanham, Planner III

**Property Owners:** Darron Maxtion and Ryan Jones  
Leon Woods  
Akeem and Lexus Camellia Shotuyo  
Doris A. Trotter Marshall  
Lori Nichole Johnson  
Ann and James Jolley

**Location:** 330 Kerrith Drive  
335 Kerrith Drive  
345 Kerrith Drive  
355 Kerrith Drive  
365 Kerrith Drive  
375 Kerrith Drive

**Parcel ID(s):** 013A01037000  
013A01026000  
013A01027000  
013A01027000  
013A01027000  
013A01030000

**Request:** Deannexation

**BOC Meeting:** **January 20, 2026**

**Lot Size:** 7.068 +/- acres (total)

**Zoning History:** A review of zoning files indicates that a rezoning request from RA-200 to RM-75 (RZ-66-12) which included the subject property as part of a larger property was denied by the Henry County Board of Commissioners of Roads and Revenues on January 3, 1967.

A review of zoning files indicates that a rezoning request from RA-200 to RM-85 (RZ-67-01) which included the subject property as part of a larger property was withdrawn by the applicant on February 7, 1967, before consideration by the Henry County Board of Commissioners of Roads and Revenues.

A review of zoning files indicates that a rezoning request from RA-200 to RA-100 (RZ-67-02) which included the subject property as part of a larger property was approved by the Henry County Board of Commissioners of Roads and Revenues on March 7, 1967.

A review of zoning files indicates that a rezoning request from RA-200 and RA-100 to C-2 (RZ-71-07) which included the subject property as part of a larger property was approved by the Henry County Board of Commissioners on August 30, 1971.

A review of zoning files indicates that a rezoning request from RA-200 to RA-150A\* (RZ-82-08) which included the subject property as part of a larger property was approved by the Henry County Board of Commissioners on October 5, 1982.

**\* With the adoption of the ULDC in 2009, those properties zoned RA-150 or RA with one (1) acre lots were rezoned to R-1 (Single-Family Residence). As such, the current zoning of the Manderley subdivision is now R-1.**

Previous to annexation by the City of Stockbridge, the properties were zoned R-1 (Single-Family Residence) as illustrated on the Henry County Official Zoning Map, which was adopted on November 19, 2013, by the Henry County Board of Commissioners.

The subject properties were annexed by the City of Stockbridge on January 1, 2023, per Georgia Senate Bill 612 (2021-2022).

Per the zoning map featured on the City's website and zoning correspondence received by Planning staff on October 19, 2023, from City of Stockbridge Community Development Department staff, the subject properties are zoned SR (Suburban Residential).

Adjacent properties are as follows:

*North:* City of Stockbridge

*South:* Unincorporated Henry County

*East:* City of Stockbridge and Unincorporated Henry County

*West:* City of Stockbridge

**Current Land Use:** Single-Family Residences

**Future Land Use:** The City of Stockbridge 2024 Comprehensive Plan designates the subject property as Low Density Residential (up to 1-4 units per acre). Previous to annexation by the City of Stockbridge, the properties had a FLUM designation of Low Density Residential (up to 2.0 dwelling units per acre, net).

**Proposed Zoning:** As per the application materials, the residents of six (6) properties, consisting of a combined total of 7.068 +/- acres, within the Manderley subdivision propose to deannex the subject properties from the municipal boundaries of the City of Stockbridge to the unincorporated limits of Henry County. Upon deannexation, the properties would be zoned R-1 (Single-Family Residence), which is the previous zoning designation of the properties previous to annexation by the City of Stockbridge.

**Comments:** The owners of the subject property are requesting the 100% deannexation method into the City of Stockbridge. According to the Official Code Georgia Annotated, *O.C.G.A § 36-36-131*, municipal corporations can deannex incorporated area or areas which directly abut the existing municipal boundary or would directly abut on the municipal boundary if it were not otherwise separated from the municipal boundary by lands owned by the municipal corporation or some other political

subdivision, by lands owned by this state, or by the definite width of any street or street right of way; any creek or river; or any right of way of a railroad or other public service corporation.

The application packet, including the written and signed applications of all of the owners of all of the land proposed to be deannexed, and containing a complete description of the lands to be deannexed was submitted to Henry County via application portal SagesGov on December 29, 2025, in accordance with *O.C.G.A. § 36-36-113*.

As per the application materials, the residents of six (6) properties, consisting of a combined 7.068 +/- acres, within the Manderley subdivision propose to deannex the subject properties from the municipal boundaries of the City of Stockbridge to the unincorporated limits of Henry County. Upon deannexation, the properties would be zoned R-1 (Single-Family Residence), which is the previous designation of the properties previous to annexation by the City of Stockbridge.

The City of Stockbridge 2024 Comprehensive Plan designates the subject property as Low Density Residential (up to 1-4 units per acre). Previous to annexation by the City of Stockbridge, the properties had a FLUM designation of Low Density Residential (up to 2.0 dwelling units per acre, net).

The Future Land Use Map (FLUM), as part of the Henry County 2045 Comprehensive Plan, designation of the surrounding unincorporated Henry County properties is Medium Density Residential, which is described in the Comprehensive Plan as areas consisting of single family homes on a single lot. New development in these areas should provide pedestrian facilities, including sidewalks and crosswalks, and have an appropriate streetscape. Walkable neighborhoods should be created with appropriate parks and open space. The Medium Density Residential FLUM designation supports developments with a density of up to 4.0 dwelling units per acre, net.

The subject property is located within an area designated as a Suburban Mix on the Henry County Development and Infrastructure Strategy Area Map. The vision for Suburban Mix areas is to accommodate a variety of types of residential neighborhoods that are predominantly single family, as well as some supporting areas of retail (shopping) and workplaces. A system of multi-use trails supports both transportation and recreational goals with sidewalks prioritized around schools, parks, and designed community centers.

Per *O.C.G.A. 36-36-134*, in the event of a deannexation, a municipality may, but is not required to, continue to provide any services to the property which it was providing immediately prior to the deannexation, provided that the county and municipality have agreed to terms and conditions for the municipality continuing to provide such services.

Per *O.C.G.A. 36-36-131*, a municipality is granted the authority to deannex an area or areas of the existing corporate limits upon the adoption of a resolution by the governing authority of the county in which such property is located consenting to such deannexation. If the governing authority of the county consents to the deannexation and the deannexation conforms with the requirements of *O.C.G.A. Article 8*, the governing authority of the municipal corporation shall approve such deannexation unless it finds that the deannexation would be detrimental to the

health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the municipality.

**Recommendation:** It is Planning & Zoning staff's opinion that the deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the City of Stockbridge.

**Attachments:**

- RZ-82-08 October 5, 1982, Board of Commissioner meeting minutes
- Exhibit Maps
- Application Packet

STATE OF GEORGIA

COUNTY OF HENRY

October 5, 1982

The regular meeting of the Board of Commissioners of Henry County was held in the Administration Building on October 5, 1982 at 9:35 a.m.

Those present were:

Edward H. Whiddon, Sr., Chairman, presiding  
William M. Gardner, Vice Chairman  
James R. Brannan, Commissioner  
W. D. Patrick, Commissioner  
Marion Hall Simpson, Commissioner

Ron Rabun, County Administrator; Philip Keen, County Attorney; Beverly McLeod, Clerk; Tom Shedd, Zoning Administrator; Sherri DeCinque, Henry Herald; Pat Murdock, Henry Neighbor; Robert Clough, WZAL; Lewis Hurd; Mac Irvin; Phil Kelley; and several visitors.

The Reverend Lindsey Smith, Associate Pastor of Bear Creek Baptist Church, gave the invocation and the Chairman led in the pledge to the flag.

The Chairman explained to those present that the County Administrator would open the bids at this time and that the bids would be awarded later during the meeting after tabulation was complete.

Officer James L. Dunlap, a Deputy Jailer, was presented with a Letter of Commendation for the bravery exercised by him on September 11, 1982 when he rescued jail inmates during a fire. The Chairman expressed his appreciation to Officer Dunlap and Sheriff Chaffin who also was present.

Mr. Charles Shaw of Dailey Mill Road spoke to the Board regarding damage that had been done to the road by garbage trucks. Commissioner Patrick stated that he and Road Superintendent Dickey would go to the road and investigate the matter. Mr. Shaw expressed his thanks.

Mr. Robert Whitaker of Camp Fortson came before the Board to present a deed copy of a previously unnamed road (currently know as Russell Road). He wanted to verify that the road was a county road. The Chairman stated that if Mr. Whitaker could provide the County Attorney with a photostat of the 1903 deed that the matter would be investigated.

Mr. Lewis Hurd, who was representing J. P. Evans (a developer), presented copies of plats to the Board to assist them in reviewing Mr. Evans' rezoning request change from C-2 and RM-75 to R-150B on Highway 351, LL 22 & 43 of the 6th district. Change was requested for the future development of Windhaven Plantation Subdivision and the Planning Board recommended approval. Mr. Hurd explained that since part of the property was zoned C-2 and part RM-75, the desire was to zone both landlots residential. Commissioner Brannan made the motion to approve this rezoning request and Commissioner Patrick seconded. Motion passed with unanimous approval.

A preliminary plat approval for J. P. Evans, Windhaven Planation, Unit Two, was granted on a motion made by Commissioner Simpson with the stipulation that it pass soil and erosion and road specs. Commissioner Patrick seconded and motion passed unanimously.

The Zoning Administrator presented a rezoning request change of Zack's Properties from C-1 to C-4 on the corner of Hwy. 138 and Hwy. 155 for a convenience store (Nite Owl#13). C-4 was requested since Zack's Properties would like to sell beer and wine at the proposed location, LL 133 of the 11th district. The Planning Board recommended approval. Since a store had previously been at that location,

Page two

October 5, 1982

Commissioner Brannan inquired of the Zoning Administrator if this request would be grandfathered. The Zoning Administrator stated that the grandfather clause does not apply when there is a change of tenant, a considerable amount of expansion, or a change in use, Section 8-6, Page 68, of the Zoning Manual. Mr. Wayne Staples, Mrs. Davidson, Mrs. Crumbley, and Mrs. Louise Fitzgerald, concerned citizens who were present, opposed the request, stating that this was a dangerous intersection, believed the store would increase the number of DUIs on the Road if it sells beer and wine, and do not want the added litter that could possibly result. Commissioner Patrick inquired about the lot size and Zack Hinton informed the Board that the lot was approximately 270' x 270', the lot has been recurbed with underground drainage, there will be an access lane coming off of Hwy. 138 and 155, and that the request has been approved by State D.O.T. Commissioner Tom Moreland and the State Fire Marshall. Stating that since it was already zoned C-1, the Vice Chairman made a motion to rezone the lot C-4. Commissioner Patrick seconded and motion passed by quorem with Commissioners Brannan and Simpson opposing.

At this time, the Zoning Administrator presented a beer and wine application for Nite Owl #13 for the Board's approval. He advised the Board that the manager's check from the Police Department had not been received. Commissioner Patrick made the motion to table the request until 9:30 a.m., October 19, 1982. Commissioner Simpson seconded and all were in favor.

Mr. Richard Chatham of Koppar Corporation presented a rezoning request change from RA-200 to R-150A in LL 7, 8, and 26 of the 12th district (former "Lion Country Safari" property). The Planning Board had approved the request subject to the proper letter from the Water Authority; and also approved a variance of the required 30' sidelines. Mr. Chatham explained to the Commissioners that the Planning Board had not approved the request two years ago; subsequently, his corporation had upgraded the subdivision project which would include a community center, beach, pool, clubhouse, and tennis court with one-acre lots. Mr. Chatham stated that the R-150A zoning was requested because of needed flexibility to shift the houses if necessary and maintain the land mass and that his corporation would be willing to work with any restrictive covenants that the Board required. Commissioner Simpson inquired about the flood way of the Lake Spivey dam located in the area and stated that in the final approval, he would not vote for the project if the flood way is not indicated on the preliminary plat. Mr. Chatham stated that he was in receipt of a letter from the State indicating that the dam was safe. Commissioner Brannan made a motion to approve the rezoning request and the Vice Chairman seconded. All were in favor.

A preliminary plat approval of Unit 1 (66.92 acres) for the above project was presented. Commissioner Brannan made the motion to approve the preliminary plat subject to a soil and erosion plan, passing of restrictive covenants, approved by the Board of Commissioners, and an indication of how the community property (community center, beach, pool, etc.) will be divided. The Vice Chairman seconded and motion passed unanimously.

Robert E. Kordet, who was present, presented a conditional use request for additional greenhouses at LL 73 of the 8th district, containing 5.16 acres located on River Road. The Planning Board had approved the conditional use subject to a) a one-year review, b) shrubs be planted and all landscaping of property to be properly done prior to any building permits for requested additional greenhouses, and c) that Kordet build only three greenhouses in 1983 and three greenhouses in 1984. The Zoning Administrator explained to the Board that the above stipulations were placed on this request due to the public input obtained at the Planning Board's meeting. The Vice Chairman made the motion to approve the conditional use subject to the same aforementioned stipulations. Commissioner Brannan seconded and all were in favor.

Mike Clanton came before the Board to present a rezoning request change from M-1 to C-4 for a body repair shop at LL 155 of the 7th district located on the corner of Highway Barn Road and Hwy. 42 (formerly known as Holbrook Machinery, Inc.). The Planning Board had recommended approval with appropriate screening of the fenced areas. Commissioner Patrick made the motion to approve the rezoning request change to C-4 with appropriate screening installed and the Vice Chairman seconded. Motion passed unanimously.

Page three

October 5, 1982

Mr. Ralph Keenan, who was present, requested a variance to convert single family dwelling into a duplex in LL 159 of the 7th district located on Weeping Willow Lane. Planning Board had denied on the basis that it was spot zoning. Mr. Ralph Painter, the adjacent landowner to the property in question, opposed the request since he feared a constant turnover of residents if duplexes were allowed. In view of the fact that this would possibly set a precedent for future requests, Commissioner Brannan made a motion to deny the request. Commissioner Patrick seconded and motion passed by quorem with the Vice Chairman and Commissioner Simpson opposing.

The Zoning Administrator presented a conditional exception for Richard's Paint and Body Shop to have an impound lot in LL 135 of the 7th district located on Highway 81 East. The property is currently zoned R-85 and is classified as a non-conforming use, but is allowed to operate as a non-conforming use under "grandfather" provisions. The Planning Board had earlier denied due to the fact that the impound lot would not be in the proper location. Mr. Richard Reece was present to answer questions. The Vice Chairman made the motion to table the request and Commissioner Patrick seconded. Motion passed by quorem with Commissioner Simpson opposing. The Chairman advised the public that the new zoning manual does not have a classification for an impound lot and that the Board will resolve the issue in the near future.

Senator Janice Horton requested that the Board proclaim October 17-23, 1982, as "National Business Women's Week." The proclamation was presented to the Board by Mrs. Hazel Gardner and the Vice Chairman read to those present. Commissioner Brannan made the motion to adopt the resolution affecting the request and Commissioner Simpson seconded. Motion passed unanimously.

Ken Belcher of Ken's Garage requested a conditional exception for a storage lot in LL 33 of the 12th district on N. Henry Blvd., at Highland Village. Property is presently zoned C-1. The Planning Board denied since the Board decided it was not the best use for the property. Commissioner Simpson, however, made the motion to approve the request with an automatic one-year review and for the lot not be used for an impound lot. Commissioner Patrick seconded and all were in favor.

Mr. Clarence Powell of Powell's Wrecker and Huskey Wrecker Services spoke to the Board regarding an impound lot for the county and regarding 1843 East Atlanta Road where he had been operating a business under a non-conforming use. His attorney, Mr. Tankersly, requested the Board to inform Mr. Powell of the conditions that he should meet before he can obtain a county license. Commissioner Simpson made the motion to authorize the Zoning Administrator to gather information for the Board's review of this matter. The Zoning Administrator stated that a permit would be issued to Mr. Powell when certain questions could be cleared up. Representatives from Wanda's Wrecker Service and another company were also present to support the request for county designated impound lots.

A one-year review was conducted on a conditional use for A. C. Aukerman for a mobile home for a night watchman for his business in Hampton. Property presently zoned M-1 and is LL 166 of the 6th district, located at 595 N. Steel Drive, Hampton. Planning Board recommended approval to continue one year. The Vice Chairman made the motion to grant the conditional use and Commissioner Brannan seconded. Motion passed by quorem with Commissioner Simpson opposing.

Ron Rabun, County Administrator, presented an employment contract for Sharon Williams of Cobb County, to be employed as a temporary part-time computer operator in the Commissioners' Office at a rate of \$10/hour beginning October 9, 1982 and ending November 19, 1982. Commissioner Brannan made the motion to authorize the Chairman to sign the contract and the Vice Chairman seconded. Motion passed unanimously.

The purchase of the following used equipment was read into the minutes:

Page four

October 5, 1982

a. Used fire vehicles:

<u>MODEL &amp; MAKE</u>	<u>SERIAL NUMBERS</u>	<u>COST</u>	<u>DATE OF PURCHASE</u>
Two (2) 1968 Pierch Fire Trucks on a Ford chassis, 1,000 gal. pumper, 500 gal. water tank, 176-inch wheel base, gasoline engine, air brakes, 5 speed transmission	C00LUF30438 C00LUD13253	\$ 7,750 7,750	10/4/82 10/4/82

On a motion made by Commissioner Brannan, the minutes for September 7, 20, 21, and 24, 1982 were approved, subject to one correction. The Vice Chairman seconded and all were in favor.

On a motion made by Commissioner Simpson and seconded by Commissioner Brannan, the following budget amendment was approved. Budget Amendment No. 4 which transfers \$735 from Sheriff-Office Equipment to Jail-Office Equipment (to purchase AIR PAK for Jail). All were in favor.

Two Water and Sewer Authority contracts were presented for the Board's approval. Contract No. 16, Indian Creek Water Supply Project, Dam, Spillway, and Access Roads. Contract No. 17, Indian Creek Water Supply Project, Raw Water Pump Station, and Raw Water Main. The County Attorney advised the Board that the contracts appear to be in order. Commissioner Brannan made the motion to allow the Chairman to sign both contracts and Commissioner Patrick seconded. Motion passed by quorum with Commissioner Simpson opposing on the grounds that he would not approve if it in any way restricted public access onto the public property of the proposed new reservoir.

At this time, the County Administrator declared for those present the bids for a new 1250 GPM Two Stage Centrifugal Pumper Truck for the Fire Department. They were: Harless, low bid, at \$137,783 with a finance rate of 10.94%, Maxim from Vitco Fire and Safety with no financing provided, American La France at \$155,450 at 9.25%, and FMC at \$160,594 at 8.5%. Mr. J. R. Roberts of Harless was present and explained to the Board that if Harless is awarded the bid, the interest rate would not accrue until approximately April, 1983 when the truck is delivered and accepted by the Fire Chief, and the first 20% downpayment would not be due until July, 1983. He also stated that the quoted interest rate would be firm. Mr. Roberts advised that the truck has a 24-foot ladder and that the Insurance Services Office (ISO) no longer sets a 15-year limit as long as the pumper can perform at the required rate. Commissioner Brannan made the motion to table the bids and Commissioner Patrick seconded. All were in favor.

On a motion made by Commissioner Brannan and seconded by Commissioner Patrick, the meeting was recessed for lunch at 1:00 p.m. Motion passed unanimously.

The meeting came back into session at 1:45 p.m. Those present were all Commissioners, Ron Rabun, Philip Keen, Beverly McLeod, Tom Shedd, Chief of Police Elkins, and several visitors.

As five beer and wine violation hearings had been scheduled for this time, the Chairman stated that the Board would hear all the evidence in all cases and then pass judgment at the end if there were no objections. Attorneys Richard Mylam and A. J. Welch stated they had no objections. The pertinent facts are listed below with each violation.

Brannan's Gas and Oil had its license suspended 21 September 1982 on an alleged sell of beer to a minor by a Mr. Horace Paul Brannan. Location of store is I-75 and SR 351 and date of alleged offense was September 17, 1982 at 7:15 p.m. Detective Tony Selph was sworn in and advised that he, Detective Sgt. Hill, and a 17-year old black juvenile, Johnny Glover, Jr. went to the location. Johnny Glover, Jr. was sent into the store with a marked \$5 bill, Serial # F93633161B, and came out with a sack which contained a six-pack of Schlitz malt

Page five

October 5, 1982

liquor. The stated \$5 bill was recovered from the cash register and Glover, according to Detective Selph, identified Horace P. Brannan as the one who sold him the beer. According to testimony, no ID had been solicited. A. L. Brannan, Sr. stated that Glover did not positively identify Horace Brannan as the seller, that he felt he had been "set up," and that the Police Department "was working against us."

Detective Glen Kettering was sworn in to give testimony on Lil- General Store who had its license suspended on September 24, 1982 for allegedly selling to a minor on September 3, 1982 at 10:00 p.m. Detective Kettering said he responded to a call that three juveniles had been observed buying beer, i.e., Joseph Bastarache, 12 years old, Jeffery Abernathy, 16 years old, and Daniel Peake, 15. Detective Kettering advised that upon questioning Kimberly L. Phelps she did admit to selling the beer. William E. Holliday, Division Manager of those stores in Georgia and owner of license, asked Mrs. Debbie Georgie and Mrs. Jerry Rogers, employees of the store who were present, to verify the allegation that Detective Kettering had stated that "If Miss Phelps is fired, you will lose your license."

Attorney A. J. Welch, who was representing Thomas A. Nash of Highway 81 Package Store, asked that the witnesses in this case be identified. They were: Detective Selph, Detective Sgt. Hill, Johnny Glover, Jr. The alleged violation occurred on or about 6:00 p.m., September 17, 1982 and license was suspended September 21, 1982. Detective Selph stated that this store was a spot check, that Glover was sent in with a \$5 bill, Serial #93633161D, and did buy a 1-quart bottle of Schlitz malt liquor. Glover identified Eugene Tschudy as the seller of the beer. Mr. Nash, owner of the license, was sworn in and answered several questions.

Detective Selph was again sworn in to give testimony on an alleged violation of selling beer to a minor at Red Ace Fuel Stop on Jonesboro Road at I-75. Detective Selph stated that Glover was sent in with a \$10 bill, Serial F29602115B, and returned with a six-pack of Schlitz malt liquor. Selph also stated that this was a spot check with no previous complaints. According to Detective Selph, Glover identified Nancy L. Howard as the seller of the beer, however, the \$10 bill was not recovered. Detective Hill was sworn in at approximately 3:10 p.m. Glover was sworn in and stated that he had purchased "Magnum" beer and not Schlitz beer.

At this point, the Board by unanimous vote, recessed at 3:30 p.m. and reconvened at 3:40 p.m. to continue discussion of the alleged violations at the Red Ace (Delta) Fuel Stop. Paul A. Melton, manager of Red Ace, was sworn in and stated that he instructs his employees on the selling beer to minors and/or on holidays, that he had hired Ms. Howard, and that she was paid an hourly wage and did not receive a sales commission. John W. Williams, owner of the license, was sworn in and stated that their corporation does not condone selling to minors since they believe it to be morally wrong and is not good business.

Detective Tony Selph was sworn in to testify for an alleged selling of beer to a minor by Lonnie O. Thurman at Love's Package Store, Hwy. 138 and 42 South, on or about 7:50 p.m., September 17, 1982. License was suspended September 21, 1982. Detective Selph stated that Glover, Jr. was again sent into the store with a \$5 bill, Serial #93633161B, and came back to the car with a six-pack of Schlitz malt liquor. Detective Selph stated that Thurman had stated to him that he had sold Glover the beer, and \$5 bill was recovered from Love's cash register, and the Police Department had responded to this store due to complaints.

After hearing from each of the attorneys for the license holders, a motion was made by Mr. Gardner and seconded by Mr. Patrick to adjourn into executive session to deliberate their findings.

The Board returned approximately 25 minutes later and issued their findings.

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October 5, 1982

After some initial discussion and comments, a motion was made by Mr. Gardner and seconded by Mr. Patrick to suspend the licenses of all violators for a period of 30 days retroactive to the date of the original suspension. Commissioners Whiddon, Gardner, and Patrick voted for and Simpson and Brannan against.

Mr. Rabun, County Administrator, presented bids on various items at this time.

Antifreeze:	Interstate Ford Sales	\$1,581.10
	Downey Auto Store	1,185.00
	Mercer Truck & Tractor	1,161.50
	C & H Interprises	1,145.00
	Parker Brothers	1,098.00
	Beaudry Ford	1,083.50

Motion was made by Mr. Gardner to accept the bid of \$1,098 from Parker Brothers, their being a local vendor. The motion was seconded by Mr. Brannan. All were in favor with Mr. Simpson abstaining.

Gasoline:	Ward Oil Company	\$1.0165 per gallon
	May & Carter Oil Co.	1.01455 " "
	Anderson Oil Company	1.003125 " "
	Jones Petroleum	.9975 " "

This is an average price per gallon for the four types of fuel for which bids were solicited. Motion was made by Mr. Gardner and seconded by Mr. Patrick to award the bid to Jones Petroleum Company at an average price per gallon of \$.9975. Motion passed unanimously.

Uniforms		
Police Dept.	Burdon Uniform Company	\$18,759.40
	Martins' Service Uniforms	16,236.72

Motion was made by Mr. Gardner and seconded by Mr. Brannan to accept the low bid of \$16,236.72 from Martin's Service Uniforms. All were in favor.

Uniforms		
Sheriff's		
Dept.	Banner Uniform Company	\$ 7,676.25
	Burdon Uniform Company	6,360.00
	Martins' Service Uniforms	5,827.50

Motion was made by Mr. Gardner and seconded by Mr. Simpson to accept the low bid of \$5,827.50 from Martins' Service Uniforms. The vote was unanimous.

Two mobile		
radios	Motorola	\$ 2,986.00
	Custom Installation	2,924.00

Motion was made by Mr. Gardner and seconded by Mr. Simpson to award the bid to Custom Installation. All were in favor.

Two walkie		
talkies	Custom Installation	\$ 1,880.00
	Motorola	1,696.00

Motion was made by Mr. Brannan and seconded by Mr. Gardner to accept the low bid of \$1,696.00 from Motorola. The vote was unanimous.

Upon motion by Mr. Gardner and seconded by Mr. Simpson, the meeting adjourned at 6:15 p.m.

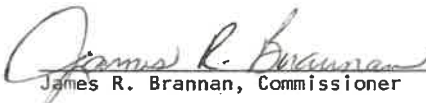
Page seven

October 5, 1982


  
Beverly P. McLeod, Clerk

  
Edward H. Whiddon, Sr., Chairman

  
William M. Gardner, Vice Chairman

  
James R. Brannan, Commissioner

  
W. D. Patrick, Commissioner

  
Marion Hall Simpson, Commissioner

# Legend Request

DE-AX-25-02



This map is for graphical representation only. It is not a legal document.



# Legend Request

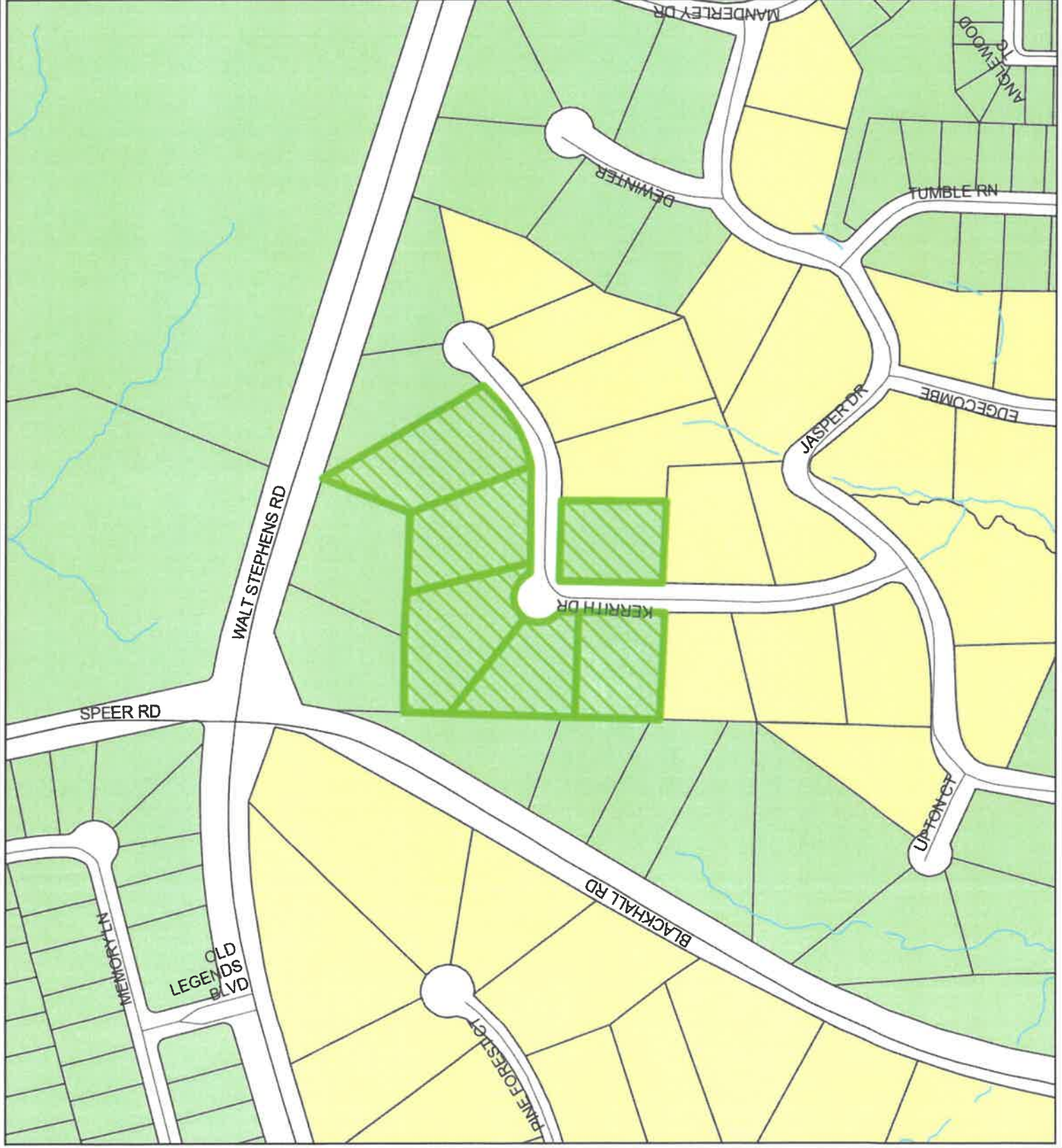
DE-AX-25-02

## ZONING

- RA
- RS
- R1
- R2
- R3
- R4
- R5
- RD
- RM
- RMH
- OI
- C1
- C2
- C3
- M1
- M2
- MU
- PD
- CITY



This map is for graphical representation only. It is not a legal document.



# Legend

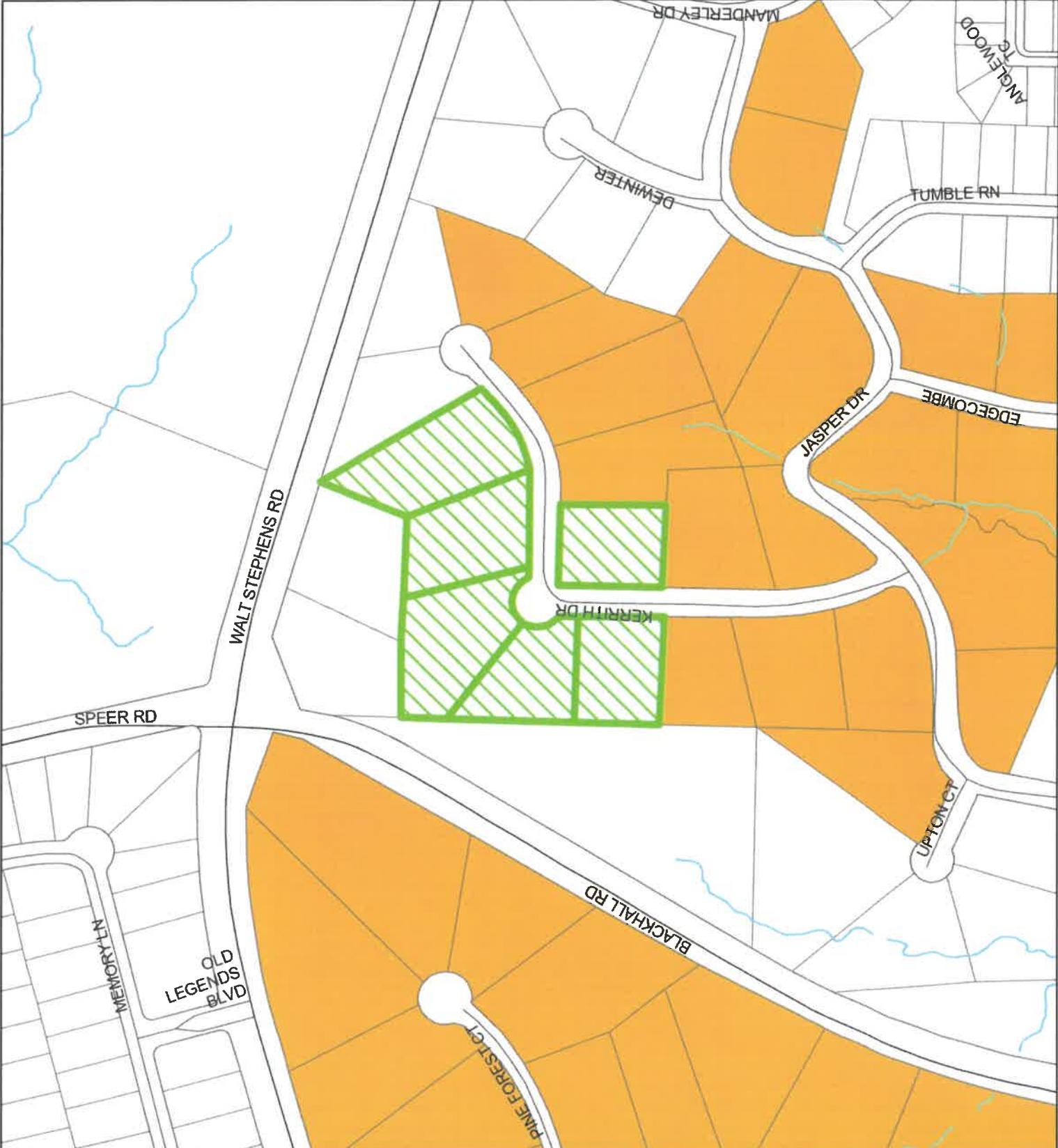
DE-AX-25-02

## Future Land Use

- COM
- GREEN
- HDMU
- HDS
- INDUS
- LDMU
- LDS
- MDS
- PI
- RR
- TBD
- UR
- UTI
- VC
- CITY



This map is for graphical representation only. It is not a legal document.



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330 KERRITH DR ✓

# Deannexation Application



THANK YOU FOR YOUR INTEREST IN HENRY COUNTY, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS NEEDED FOR DEANNEXATION REQUESTS TO BE HEARD BY THE HENRY COUNTY BOARD OF COMMISSIONERS.

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

A PRE-APPLICATION MEETING IS ADVISED, BUT NOT REQUIRED, FOR DEANNEXATION REQUESTS. THE HENRY COUNTY PLANNING AND ZONING DEPARTMENT WILL ONLY CONDUCT PRE-APPLICATION MEETINGS ON TUESDAY, WEDNESDAY, AND THURSDAY OF EACH WEEK. PLEASE VISIT [HTTP://WWW.CO.HENRY.GA.US/DEPARTMENTS/M-R/PLANNING-ZONING](http://www.co.henry.ga.us/departments/m-r/planning-zoning) TO SCHEDULE A MEETING ONLINE.

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

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY

AT (770) 288-7526.

THE LOCATION OF ALL COUNTY RELATED BOARD MEETINGS IS:

140 HENRY PARKWAY  
MCDONOUGH, GEORGIA 30253



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Deannexation Application Checklist**

**ALL REQUIRED DOCUMENTS ARE REQUIRED TO CONSIDER APPLICATION COMPLETE.**

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED – NO EXCEPTIONS**

REQUIRED ITEMS	COPIES	PROCEDURE	STAFF INITIAL
Pre-Application Meeting Notes	1	Must be obtained from a current planner, signed, and dated within six (6) months prior to submitting your application. <b>(OPTIONAL)</b>	
Application Form	1	Signed by owner and <b>notarized</b> . In lieu of owner’s signature, applicant has signed and <b>notarized</b> a copy of a “Contract” or “Power of Attorney”.  Only owners and those listed as applicant or agent/attorney will be contacted with regards to a request. Only owners and those listed as applicant or agent/attorney have authorization to take action regarding a request.	
Ownership Verification	1	Required for <b>all</b> property owners filed with an application and must be <b>notarized</b> .	
Campaign Disclosure Form	1	Required for <b>all</b> property owners, applicants, agents, attorneys, etc. filed with an application and must be <b>notarized</b> .	
Letter of Intent	1	Must clearly state the request intent.	
Residential Declaration	1	Required for any deannexation request which includes any <b>residential property</b> .	
Deed of Ownership	1	Property deed showing all property owner(s) name(s) and legal description.	
As-built Survey (11 x 17)	1	Must be prepared and sealed <b>within the last five years</b> by a professional engineer, landscape architect, or land surveyor registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include measurements of all property lines; 3) include a notation as to the total acreage or square footage of the subject property; and 4) include all setbacks, road frontage, correct scale, north arrow, and present zoning classification.  Surveys and Final Plats older than five years at time of submission may be accepted per the discretion of the Planning and Zoning Department Director.	



HENRY COUNTY DEPARTMENT OF PLANNING & ZONING

APPLICATION FOR DEANNEXATION

To the Board of Commissioners of Henry County, Georgia.

- 1. We, the undersigned, all of the owners of all real property of the territory described herein respectfully request that the Henry County Board of Commissioners accept the deannexation request of this territory from city boundaries, and extend the County services to include the same.
2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A. Title 36, Chapter 36. The description of such territory is attached hereto.

OWNER(S) NAME(S) DARRON MAXTON

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM [ ] HAMPTON [ ] LOCUST GROVE [ ] MCDONOUGH [X] STOCKBRIDGE

LOCATION ADDRESS 330 KERRITH DR. STOCKBRIDGE, GA 30281

LAND LOT DISTRICT 25/12 ACERAGE 1.0

PARCEL ID NUMBER 13A01037000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) [Signature] DATE 12-19-2025

DATE

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

\* NOTARY \* (SEE ATTACHED)

DATE

NOTARY SIGNATURE AND SEAL

(Office use only)

Pre-application meeting: Title: Date:

Application checked by: Title: Date:

BOC Meeting Date: BOC Decision: Date:

Planning Director's Signature: Date:

## ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Los Angeles )

On 12/14/25 before me, Jesse Wang, Notary Public  
(insert name and title of the officer)

personally appeared DARRON MAXTON  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_



(Seal)



APPLICATION FOR DISANNEXATION



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.

CHECK ONE:  APPLICANT  PROPERTY OWNER  AGENT  ATTORNEY  OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If Yes, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 19 day of 12, 2025

Darron Maxtion  
Applicant/Property Owner/Agent/Other Name - Printed

[Signature]  
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this \_\_\_\_\_ day of \_\_\_\_\_

**\* NOTARY \*  
(SEE ATTACHED)**

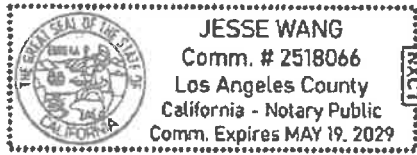
Notary Public (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Los Angeles

Subscribed and sworn to (or affirmed) before me on this 19<sup>th</sup>  
day of DECEMBER, 2023, by DARREN MAXTIAN

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.



(Seal)

Signature

CAMPAIGN DISCLOSURE FORM



HENRY COUNTY DEPARTMENT OF PLANNING & ZONING

OWNERSHIP VERIFICATION

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address: 330 KERRITH DR. STOCKBRIDGE GA 30281
Parcel ID Number: 013A01037000
Owner's name(s): DARRON MAXTIN Percentage of interest: 50%
Percentage of interest:

We certify that the foregoing information is true and correct, this 19 day of 12- 2025

Darron Maxtin
Property Owner- Printed

[Signature]
Signature of Property Owner

Property Owner- Printed

Signature of Property Owner

Sworn to and subscribed before me, this \_\_\_\_\_ day of \_\_\_\_\_

\* NOTARY \*
(SEE ATTACHED)

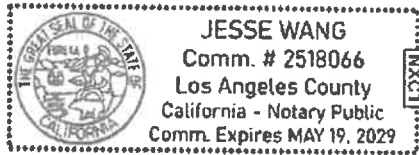
Notary Public (Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of Los Angeles

Subscribed and sworn to (or affirmed) before me on this 19<sup>th</sup>  
day of December, 2025, by DARRON MAXTON

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.



(Seal)

Signature

A handwritten signature in black ink, appearing to read 'Darron Maxton', is written over a horizontal line.

OWNERSHIP VERIFICATION



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**APPLICATION FOR DEANNEXATION**

To the Board of Commissioners of Henry County, Georgia.

1. We, the undersigned, all of the owners of all real property of the territory described herein respectfully request that the Henry County Board of Commissioners accept the deannexation request of this territory from city boundaries, and extend the County services to include the same.
2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36. The description of such territory is attached hereto.

OWNER(S) NAME(S) RYAN JONES

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM  HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

LOCATION/ADDRESS 330 KERRITH DR. STOCKBRIDGE, GA 30281

LAND LOT/DISTRICT 25/12 ACERAGE 1.0

PARCEL ID NUMBER 13A01057000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) [Signature] DATE 12-6-25  
DATE \_\_\_\_\_

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

[Signature]  
NOTARY SIGNATURE AND SEAL



DATE 12-6-2025

(Office use only)

Pre-application meeting	Title:	Date:
Application checked by:	Title:	Date:
BOC Meeting Date:	BOC Decision:	Date:
Planning Director's Signature:		Date:



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 330 KERRITH DR STONEYBRIDGE GA 30281

Parcel ID Number 013A01037000

Owner's name(s) RYAN JONES Percentage of interest: 50%

Percentage of interest: \_\_\_\_\_

We certify that the foregoing information is true and correct, this 6<sup>th</sup> day of December, 2025

Ryan Jones  
Property Owner- Printed

Ryan Jones  
Signature of Property Owner

\_\_\_\_\_  
Property Owner- Printed

\_\_\_\_\_  
Signature of Property Owner

Sworn to and subscribed before me, this 6 day of December, 2025



Kathleen Watson  
Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Residential Declaration**

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 330 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A01037000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
Private Home

3. Total number of person(s) residing within each structure: 5

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED	Age	Sex	Race
	<u>37</u>	<u>M</u>	<u>African American</u>
	<u>36</u>	<u>F</u>	<u>African American</u>
	<u>11 and 11</u>	<u>M</u>	<u>African American</u>
	<u>1</u>	<u>M</u>	<u>African American</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

**CERTIFICATION AND AUTHORIZATION**

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature Ryan Jones Date 12-6-25



HENRY COUNTY DEPARTMENT OF PLANNING & ZONING

Campaign Disclosure Form

Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.

CHECK ONE: [X] APPLICANT [ ] PROPERTY OWNER [ ] AGENT [ ] ATTORNEY [ ] OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes [ ] No [X]

If Yes, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

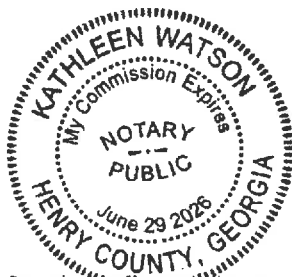
Table with 3 columns: Commissioner/Zoning Advisory Board Member Name, Dollar amount of Campaign Contribution, Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 6th day of December, 2025

Ryan Jones
Applicant/Property Owner/Agent/Other Name - Printed

[Signature]
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 6 day of December, 2025



[Signature]
Notary Public (Seal)

**LETTER OF INTENT**

Henry County Board of Commissioners:

As deannexation requests are not subject to public hearing requirements, please accept this written request for the deannexation of my property from the City of Stockbridge for the following reasons:

- 1) The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36.
- 2) I prefer to live in Unincorporated Henry County.
- 3) I prefer not to live within the city limits of Stockbridge.

Therefore, I respectfully ask for you to accept this request for the deannexation of my property from the City of Stockbridge, and to extend County services to include the same.

Additional comments:

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Ryan Jones  
Signature

Ryan Jones  
Printed Name

12-6-25  
Date

# Deannexation Application



THANK YOU FOR YOUR INTEREST IN HENRY COUNTY, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS NEEDED FOR DEANNEXATION REQUESTS TO BE HEARD BY THE HENRY COUNTY BOARD OF COMMISSIONERS.

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

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

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY  
AT (770) 288-7526.

THE LOCATION OF ALL COUNTY RELATED BOARD MEETINGS IS:

140 HENRY PARKWAY  
MCDONOUGH, GEORGIA 30253



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Deannexation Application Checklist**

**ALL REQUIRED DOCUMENTS ARE REQUIRED TO CONSIDER APPLICATION COMPLETE.**

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED – NO EXCEPTIONS**

REQUIRED ITEMS	COPIES	PROCEDURE	STAFF INITIAL
Pre-Application Meeting Notes	1	Must be obtained from a current planner, signed, and dated within six (6) months prior to submitting your application. <b>(OPTIONAL)</b>	
Application Form	1	Signed by owner and <b>notarized</b> . In lieu of owner’s signature, applicant has signed and <b>notarized</b> a copy of a “Contract” or “Power of Attorney”.  Only owners and those listed as applicant or agent/attorney will be contacted with regards to a request. Only owners and those listed as applicant or agent/attorney have authorization to take action regarding a request.	
Ownership Verification	1	Required for <b>all</b> property owners filed with an application and must be <b>notarized</b> .	
Campaign Disclosure Form	1	Required for <b>all</b> property owners, applicants, agents, attorneys, etc. filed with an application and must be <b>notarized</b> .	
Letter of Intent	1	Must clearly state the request intent.	
Residential Declaration	1	Required for any deanexation request which includes any <b>residential property</b> .	
Deed of Ownership	1	Property deed showing all property owner(s) name(s) and legal description.	
As-built Survey (11 x 17)	1	Must be prepared and sealed <b>within the last five years</b> by a professional engineer, landscape architect, or land surveyor registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include measurements of all property lines; 3) include a notation as to the total acreage or square footage of the subject property; and 4) include all setbacks, road frontage, correct scale, north arrow, and present zoning classification.  Surveys and Final Plats older than five years at time of submission may be accepted per the discretion of the Planning and Zoning Department Director.	



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**APPLICATION FOR DEANNEXATION**

To the Board of Commissioners of Henry County, Georgia.

1. We, the undersigned, all of the owners of all real property of the territory described herein respectfully request that the Henry County Board of Commissioners accept the deannexation request of this territory from city boundaries, and extend the County services to include the same.
2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36. The description of such territory is attached hereto.

OWNER(S) NAME(S) LEON WOODS

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM  HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

LOCATION/ADDRESS 335 KERRITH DR. STOCKBRIDGE, GA 30281

LAND LOT/DISTRICT 25/12 ACERAGE 1.0

PARCEL ID NUMBER 013A01026000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) Leon Woods DATE 12-19-25  
DATE \_\_\_\_\_

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

Kathleen Watson  
NOTARY SIGNATURE AND SEAL



DATE 12-19-2025

**(Office use only)**

Pre-application meeting: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Application checked by: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

BOC Meeting Date: \_\_\_\_\_ BOC Decision: \_\_\_\_\_ Date: \_\_\_\_\_

Planning Director's Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 335 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A01026000

Owner's name(s) LEON WOODS Percentage of interest: 100

Percentage of interest: \_\_\_\_\_

We certify that the foregoing information is true and correct, this 19 day of Dec, 2025

Leon Woods  
Property Owner- Printed

Leon Woods  
Signature of Property Owner

\_\_\_\_\_  
Property Owner- Printed

\_\_\_\_\_  
Signature of Property Owner

Sworn to and subscribed before me, this 19 day of December, 2025.



Kathleen Watson  
Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Residential Declaration**

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 335 KERRITH DR. STOKESBRIDGE, GA 30281

Parcel ID Number 013A01026000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
PRIVATE HOME

3. Total number of person(s) residing within each structure: 2

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED	Age	Sex	Race
	<u>41</u>	<u>M</u>	<u>AFRICAN-AMERICAN</u>
	<u>35</u>	<u>F</u>	<u>" "</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

**CERTIFICATION AND AUTHORIZATION**

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature Leon Woods

Date 19-Dec-2025



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

**Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.**

CHECK ONE:  APPLICANT  PROPERTY OWNER  AGENT  ATTORNEY  OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If **Yes**, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 19 day of Dec 2025,

leon woods

leon woods

Applicant/Property Owner/Agent/Other Name - Printed

Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 19 day of December, 2025.



Kath Watson

Notary Public (Seal)

## LETTER OF INTENT

Henry County Board of Commissioners:

As deannexation requests are not subject to public hearing requirements, please accept this written request for the deannexation of my property from the City of Stockbridge for the following reasons:

- 1) The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36.
- 2) I prefer to live in Unincorporated Henry County.
- 3) I prefer not to live within the city limits of Stockbridge.

Therefore, I respectfully ask for you to accept this request for the deannexation of my property from the City of Stockbridge, and to extend County services to include the same.

Additional comments:

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Leon Woods

Signature

Leon Woods

Printed Name

19-Dec-2025

Date

# Deannexation Application



THANK YOU FOR YOUR INTEREST IN HENRY COUNTY, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS NEEDED FOR DEANNEXATION REQUESTS TO BE HEARD BY THE HENRY COUNTY BOARD OF COMMISSIONERS.

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

A PRE-APPLICATION MEETING IS ADVISED, BUT NOT REQUIRED, FOR DEANNEXATION REQUESTS. THE HENRY COUNTY PLANNING AND ZONING DEPARTMENT WILL ONLY CONDUCT PRE-APPLICATION MEETINGS ON TUESDAY, WEDNESDAY, AND THURSDAY OF EACH WEEK. PLEASE VISIT [HTTP://WWW.CO.HENRY.GA.US/DEPARTMENTS/M-R/PLANNING-ZONING](http://www.co.henry.ga.us/DEPARTMENTS/M-R/PLANNING-ZONING) TO SCHEDULE A MEETING ONLINE.

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

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY

AT (770) 288-7526.

THE LOCATION OF ALL COUNTY RELATED BOARD MEETINGS IS:

140 HENRY PARKWAY  
MCDONOUGH, GEORGIA 30253



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Deannexation Application Checklist**

**ALL REQUIRED DOCUMENTS ARE REQUIRED TO CONSIDER APPLICATION COMPLETE.**

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED – NO EXCEPTIONS**

<b>REQUIRED ITEMS</b>	<b>COPIES</b>	<b>PROCEDURE</b>	<b>STAFF INITIAL</b>
Pre-Application Meeting Notes	1	Must be obtained from a current planner, signed, and dated within six (6) months prior to submitting your application. <b>(OPTIONAL)</b>	
Application Form	1	Signed by owner and <b>notarized</b> . In lieu of owner’s signature, applicant has signed and <b>notarized</b> a copy of a “Contract” or “Power of Attorney”.  Only owners and those listed as applicant or agent/attorney will be contacted with regards to a request. Only owners and those listed as applicant or agent/attorney have authorization to take action regarding a request.	
Ownership Verification	1	Required for <b>all</b> property owners filed with an application and must be <b>notarized</b> .	
Campaign Disclosure Form	1	Required for <b>all</b> property owners, applicants, agents, attorneys, etc. filed with an application and must be <b>notarized</b> .	
Letter of Intent	1	Must clearly state the request intent.	
Residential Declaration	1	Required for any deannexation request which includes any <b>residential property</b> .	
Deed of Ownership	1	Property deed showing all property owner(s) name(s) and legal description.	
As-built Survey (11 x 17)	1	Must be prepared and sealed <b>within the last five years</b> by a professional engineer, landscape architect, or land surveyor registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include measurements of all property lines; 3) include a notation as to the total acreage or square footage of the subject property; and 4) include all setbacks, road frontage, correct scale, north arrow, and present zoning classification.  Surveys and Final Plats older than five years at time of submission may be accepted per the discretion of the Planning and Zoning Department Director.	



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**APPLICATION FOR DEANNEXATION**

To the Board of Commissioners of Henry County, Georgia.

1. We, the undersigned, all of the owners of all real property of the territory described herein respectfully request that the Henry County Board of Commissioners accept the deannexation request of this territory from city boundaries, and extend the County services to include the same.
2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36. The description of such territory is attached hereto.

OWNER(S) NAME(S) AKSEM SHOTUYO  
LEXUS CAMELIA SHOTUYO

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM  HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

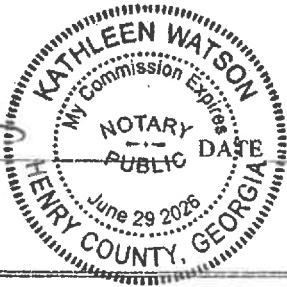
LOCATION/ADDRESS 345 KERRITH DR, STOCKBRIDGE, GA 30281  
LAND LOT/DISTRICT 25/12 ACERAGE 1.0  
PARCEL ID NUMBER 13A 01027000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) [Signature] DATE 12/05/25  
Jessie Camellia Shotuyo DATE 12/05/2025

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

[Signature]  
NOTARY SIGNATURE AND SEAL



12-5-2025

(Office use only)

Pre-application meeting: Title: Date:  
Application checked by: Title: Date:  
BOC Meeting Date: BOC Decision: Date:  
Planning Director's Signature: Date:



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 345 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A01027000

Owner's name(s) AKEEM SHOTUYO Percentage of interest: 50%

LEXUS CAMELLIA SHOTUYO Percentage of interest: 50%

We certify that the foregoing information is true and correct, this 5<sup>th</sup> day of December, 2025

Akeem Shotuyo

Property Owner- Printed

[Signature]

Signature of Property Owner

Lexus Camellia Shotuyo

Property Owner- Printed

[Signature]

Signature of Property Owner

Sworn to and subscribed before me, this 5<sup>th</sup> day of December, 2025.



[Signature]

Notary Public (Seal)



# HENRY COUNTY DEPARTMENT OF PLANNING & ZONING

## Residential Declaration

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 345 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A01027000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
One private home

3. Total number of person(s) residing within each structure: 4

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED	Age	Sex	Race
	<u>6</u>	<u>Female</u>	<u>Black/AA</u>
	<u>15</u>	<u>Male</u>	<u>Black/AA</u>
	<u>35</u>	<u>Male</u>	<u>Black/AA</u>
	<u>32</u>	<u>Female</u>	<u>Black/AA</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

### CERTIFICATION AND AUTHORIZATION

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature [Signature] Date 12/05/2025



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.

CHECK ONE:  APPLICANT  PROPERTY OWNER  AGENT  ATTORNEY  OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If **Yes**, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 5<sup>th</sup> day of December, 2025

Lexus Camellia Shtuyko  
Applicant/Property Owner/Agent/Other Name - Printed

Lexus Camellia Shtuyko  
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 5 day of December, 2025.



Kathleen Watson  
Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

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Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 5 day of December, 2025

Akeem Shotup  
Applicant/Property Owner/Agent/Other Name - Printed

[Signature]  
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 5 day of December, 2025.



[Signature]  
Notary Public (Seal)

**LETTER OF INTENT**

Henry County Board of Commissioners:

As deannexation requests are not subject to public hearing requirements, please accept this written request for the deannexation of my property from the City of Stockbridge for the following reasons:

- 1) The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36.
- 2) I prefer to live in Unincorporated Henry County.
- 3) I prefer not to live within the city limits of Stockbridge.

Therefore, I respectfully ask for you to accept this request for the deannexation of my property from the City of Stockbridge, and to extend County services to include the same.

Additional comments:

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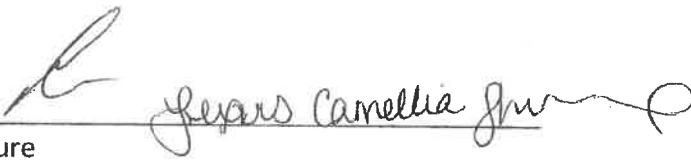
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Signature

Akeem Shitayo Lexus Camellia Shitayo  
Printed Name

12/5/2025  
Date

# Deannexation Application



THANK YOU FOR YOUR INTEREST IN HENRY COUNTY, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS NEEDED FOR DEANNEXATION REQUESTS TO BE HEARD BY THE HENRY COUNTY BOARD OF COMMISSIONERS.

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

A PRE-APPLICATION MEETING IS ADVISED, BUT NOT REQUIRED, FOR DEANNEXATION REQUESTS. THE HENRY COUNTY PLANNING AND ZONING DEPARTMENT WILL ONLY CONDUCT PRE-APPLICATION MEETINGS ON TUESDAY, WEDNESDAY, AND THURSDAY OF EACH WEEK. PLEASE VISIT [HTTP://WWW.CO.HENRY.GA.US/DEPARTMENTS/M-R/PLANNING-ZONING](http://www.co.henry.ga.us/departments/m-r/planning-zoning) TO SCHEDULE A MEETING ONLINE.

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

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY

AT (770) 288-7526.

THE LOCATION OF ALL COUNTY RELATED BOARD MEETINGS IS:

140 HENRY PARKWAY

MCDONOUGH, GEORGIA 30253



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Deannexation Application Checklist**

**ALL REQUIRED DOCUMENTS ARE REQUIRED TO CONSIDER APPLICATION COMPLETE.**

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED – NO EXCEPTIONS**

REQUIRED ITEMS	COPIES	PROCEDURE	STAFF INITIAL
Pre-Application Meeting Notes	1	Must be obtained from a current planner, signed, and dated within six (6) months prior to submitting your application. <b>(OPTIONAL)</b>	
Application Form	1	Signed by owner and <b>notarized</b> . In lieu of owner's signature, applicant has signed and <b>notarized</b> a copy of a "Contract" or "Power of Attorney".  Only owners and those listed as applicant or agent/attorney will be contacted with regards to a request. Only owners and those listed as applicant or agent/attorney have authorization to take action regarding a request.	
Ownership Verification	1	Required for <b>all</b> property owners filed with an application and must be <b>notarized</b> .	
Campaign Disclosure Form	1	Required for <b>all</b> property owners, applicants, agents, attorneys, etc. filed with an application and must be <b>notarized</b> .	
Letter of Intent	1	Must clearly state the request intent.	
Residential Declaration	1	Required for any deannexation request which includes any <b>residential property</b> .	
Deed of Ownership	1	Property deed showing all property owner(s) name(s) and legal description.	
As-built Survey (11 x 17)	1	Must be prepared and sealed <b>within the last five years</b> by a professional engineer, landscape architect, or land surveyor registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include measurements of all property lines; 3) include a notation as to the total acreage or square footage of the subject property; and 4) include all setbacks, road frontage, correct scale, north arrow, and present zoning classification.  Surveys and Final Plats older than five years at time of submission may be accepted per the discretion of the Planning and Zoning Department Director.	



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**APPLICATION FOR DEANNEXATION**

To the Board of Commissioners of Henry County, Georgia.

1. We, the undersigned, all of the owners of all real property of the territory described herein respectfully request that the Henry County Board of Commissioners accept the deannexation request of this territory from city boundaries, and extend the County services to include the same.
2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in *O.C.G.A Title 36, Chapter 36*. The description of such territory is attached hereto.

OWNER(S) NAME(S) DORIS A. TROTTER MARSHALL

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM:  HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

LOCATION/ADDRESS 355 KERRITH DR. STOCKBRIDGE, GA 30281

LAND LOT/DISTRICT 25/12 ACERAGE 1.373

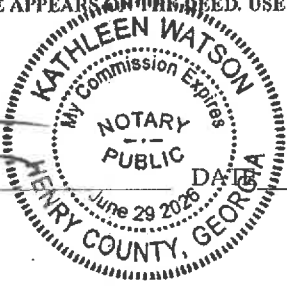
PARCEL ID NUMBER 013A01028000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) [Signature] DATE 10/10/2025  
DATE \_\_\_\_\_

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

[Signature]  
NOTARY SIGNATURE AND SEAL



12-12-2025

(Office use only)

Pre-application meeting:	Title:	Date:
Application checked by:	Title:	Date:
BOC Meeting Date:	BOC Decision:	Date:
Planning Director's Signature:		Date:



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 355 KERRITH DR. STOCKBRIDGE, GA 30281  
Parcel ID Number 013A01028000  
Owner's name(s) DORIS A. TROTTER MARSHALL Percentage of interest: 100%  
Percentage of interest: \_\_\_\_\_

We certify that the foregoing information is true and correct, this 12<sup>th</sup> day of December, 2025

Doris A. Trotter Marshall  
Property Owner- Printed

[Signature]  
Signature of Property Owner

\_\_\_\_\_  
Property Owner- Printed

\_\_\_\_\_  
Signature of Property Owner

Sworn to and subscribed before me, this 12 day of December, 2025



[Signature]  
Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Residential Declaration**

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 355 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A01028000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
Private Residence

3. Total number of person(s) residing within each structure: 3

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED	Age	Sex	Race
	<u>62</u>	<u>F</u>	<u>B</u>
	<u>30</u>	<u>F</u>	<u>B</u>
	<u>27</u>	<u>M</u>	<u>B</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

**CERTIFICATION AND AUTHORIZATION**

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature [Handwritten Signature]

Date 10/10/25



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.

CHECK ONE:  APPLICANT  PROPERTY OWNER  AGENT  ATTORNEY  OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If Yes, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 10<sup>th</sup> day of December, 2025

Donna Trotter Marshall  
Applicant/Property Owner/Agent/Other Name - Printed

[Signature]  
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 12 day of December, 2025



[Signature]  
Notary Public (Seal)

**LETTER OF INTENT**

Henry County Board of Commissioners:

As deannexation requests are not subject to public hearing requirements, please accept this written request for the deannexation of my property from the City of Stockbridge for the following reasons:

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Additional comments:

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Signature

Donis A. Trotter-Marshall

Printed Name

12/12/25

Date

# Deannexation Application



THANK YOU FOR YOUR INTEREST IN HENRY COUNTY, GEORGIA. THIS PACKET INCLUDES THE NECESSARY DOCUMENTS NEEDED FOR DEANNEXATION REQUESTS TO BE HEARD BY THE HENRY COUNTY BOARD OF COMMISSIONERS.

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

A PRE-APPLICATION MEETING IS ADVISED, BUT NOT REQUIRED, FOR DEANNEXATION REQUESTS. THE HENRY COUNTY PLANNING AND ZONING DEPARTMENT WILL ONLY CONDUCT PRE-APPLICATION MEETINGS ON TUESDAY, WEDNESDAY, AND THURSDAY OF EACH WEEK. PLEASE VISIT [HTTP://WWW.CO.HENRY.GA.US/DEPARTMENTS/M-R/PLANNING-ZONING](http://www.co.henry.ga.us/departments/m-r/planning-zoning) TO SCHEDULE A MEETING ONLINE.

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

SHOULD YOU NEED FURTHER ASSISTANCE, PLEASE FEEL FREE TO CONTACT OUR OFFICE BETWEEN 8:00 AM AND 5:00 PM, MONDAY THROUGH FRIDAY  
AT (770) 288-7526.

THE LOCATION OF ALL COUNTY RELATED BOARD MEETINGS IS:

140 HENRY PARKWAY  
MCDONOUGH, GEORGIA 30253



# HENRY COUNTY DEPARTMENT OF PLANNING & ZONING

## Deannexation Application Checklist

ALL REQUIRED DOCUMENTS ARE REQUIRED TO CONSIDER APPLICATION COMPLETE.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED – NO EXCEPTIONS

REQUIRED ITEMS	COPIES	PROCEDURE	STAFF INITIAL
Pre-Application Meeting Notes	1	Must be obtained from a current planner, signed, and dated within six (6) months prior to submitting your application. <b>(OPTIONAL)</b>	
Application Form	1	Signed by owner and <b>notarized</b> . In lieu of owner's signature, applicant has signed and <b>notarized</b> a copy of a "Contract" or "Power of Attorney".  Only owners and those listed as applicant or agent/attorney will be contacted with regards to a request. Only owners and those listed as applicant or agent/attorney have authorization to take action regarding a request.	
Ownership Verification	1	Required for <b>all</b> property owners filed with an application and must be <b>notarized</b> .	
Campaign Disclosure Form	1	Required for <b>all</b> property owners, applicants, agents, attorneys, etc. filed with an application and must be <b>notarized</b> .	
Letter of Intent	1	Must clearly state the request intent.	
Residential Declaration	1	Required for any deannexation request which includes any <b>residential property</b> .	
Deed of Ownership	1	Property deed showing all property owner(s) name(s) and legal description.	
As-built Survey (11 x 17)	1	Must be prepared and sealed <b>within the last five years</b> by a professional engineer, landscape architect, or land surveyor registered in the State of Georgia. Said survey plat shall: 1) indicate the complete boundaries of the subject property and all buildings and structures existing therein; 2) include measurements of all property lines; 3) include a notation as to the total acreage or square footage of the subject property; and 4) include all setbacks, road frontage, correct scale, north arrow, and present zoning classification.  Surveys and Final Plats older than five years at time of submission may be accepted per the discretion of the Planning and Zoning Department Director.	



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**APPLICATION FOR DEANNEXATION**

To the Board of Commissioners of Henry County, Georgia.

1. We, the undersigned, all of the owners of all real property of the territory described herein respectfully request that the Henry County Board of Commissioners accept the deannexation request of this territory from city boundaries, and extend the County services to include the same.
2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36. The description of such territory is attached hereto.

OWNER(S) NAME(S) LORIE NICHOLE JOHNSON

PHONE NUMBER [REDACTED] EMAIL ADDRESS [REDACTED]

DEANNEXATION FROM  HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

LOCATION/ADDRESS 365 KERRITT DR. STOCKBRIDGE, GA 30281

LAND LOT/DISTRICT 25/12 ACERAGE 1.217

PARCEL ID NUMBER 013A01029000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S) [Signature] DATE 12/5/2025  
DATE \_\_\_\_\_

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

[Signature]  
NOTARY SIGNATURE AND SEAL



DATE 12-5-2025

**(Office use only)**

Pre-application meeting: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Application checked by: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

BOC Meeting Date: \_\_\_\_\_ BOC Decision: \_\_\_\_\_ Date: \_\_\_\_\_

Planning Director's Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 365 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A 01029000

Owner's name(s) LORIE NICOLE JOHNSON Percentage of interest: 100

Percentage of interest: \_\_\_\_\_

We certify that the foregoing information is true and correct, this 5 day of December, 2025

Lorie Nicole Johnson

Property Owner- Printed

Signature of Property Owner

Property Owner- Printed

Signature of Property Owner

Sworn to and subscribed before me, this 5 day of December, 2025.



Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Residential Declaration**

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 365 KERRITA DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A01029000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
Private Home

3. Total number of person(s) residing within each structure: 3

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED

Age	Sex	Race
<u>55</u>	<u>F</u>	<u>African American</u>
<u>32</u>	<u>F</u>	<u>African American</u>
<u>19</u>	<u>M</u>	<u>African Am</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

**CERTIFICATION AND AUTHORIZATION**

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature [Signature] Date 12-5-2028



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Campaign Disclosure Form**

**Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.**

CHECK ONE:  **APPLICANT**  **PROPERTY OWNER**  **AGENT**  **ATTORNEY**  **OTHER**

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If **Yes**, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 5 day of December, 2025

LORE NICOLE JOHNSON

Applicant/Property Owner/Agent/Other Name - Printed

Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 5 day of December, 2025.



Notary Public (Seal)

## LETTER OF INTENT

Henry County Board of Commissioners:

As deannexation requests are not subject to public hearing requirements, please accept this written request for the deannexation of my property from the City of Stockbridge for the following reasons:

- 1) The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36.
- 2) I prefer to live in Unincorporated Henry County.
- 3) I prefer not to live within the city limits of Stockbridge.

Therefore, I respectfully ask for you to accept this request for the deannexation of my property from the City of Stockbridge, and to extend County services to include the same.

Additional comments:

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Signature

Lorie Nicole Johnson  
Printed Name

12-5-2025  
Date

# Deannexation Application



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**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

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2. The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36. The description of such territory is attached hereto.

OWNER(S) NAME(S) ANN E. JOLLEY

JAMES L JOLLEY

PHONE NUMBER



EMAIL ADDRESS



DEANNEXATION FROM

- HAMPTON  LOCUST GROVE  MCDONOUGH  STOCKBRIDGE

LOCATION/ADDRESS 375 KERRITH DR. STOCKBRIDGE, GA 30281

LAND LOT/DISTRICT 25/12 ACERAGE 1.475

PARCEL ID NUMBER 013A01030000 ZONING DISTRICT(S) SR

ONE FORM PER PROPERTY. USE ADDITIONAL SHEETS IF REQUIRED.

SIGNATURE(S)

Ann E. Jolley  
James L. Jolley

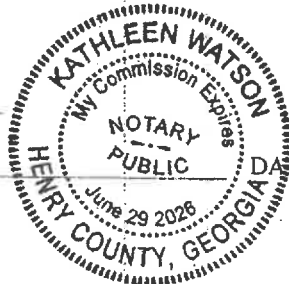
DATE Dec. 9, 2020

DATE DEC. 9, 2025

ALL PROPERTY OWNERS MUST SIGN AS THEIR NAME APPEARS ON THE DEED. USE ADDITIONAL SHEETS IF REQUIRED.

Kathleen Watson

NOTARY SIGNATURE AND SEAL



DATE 12-9-2025

(Office use only)

Pre-application meeting: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Application checked by: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

BOC Meeting Date: \_\_\_\_\_ BOC Decision: \_\_\_\_\_ Date: \_\_\_\_\_

Planning Director's Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**OWNERSHIP VERIFICATION**

The undersigned is the / an owner of an interest in the lands described in the attached deannexation application, which proposes to amend the Official Zoning Map of the deannexing municipal jurisdiction and of Henry County, Georgia, and concurs in the application. The undersigned's interest in the lands described in the application is as follows:

Location/Address 375 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A01030000

Owner's name(s) ANN E JOLLEY Percentage of interest: 50%

JAMES L JOLLEY Percentage of interest: 50%

We certify that the foregoing information is true and correct, this 9<sup>th</sup> day of December, 2025

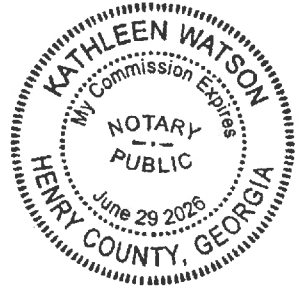
Ann E. Jolley  
Property Owner- Printed

Ann E. Jolley  
Signature of Property Owner

JAMES L. Jolley  
Property Owner- Printed

James L. Jolley  
Signature of Property Owner

Sworn to and subscribed before me, this 9<sup>th</sup> day of December, 2025



Kathleen Watson  
Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

**Residential Declaration**

In order to comply with the United States Department of Justice's procedures for the administration of Section 5 of the Voting Rights Act of 1965 as amended, Subpart B, Section 51.28, the following information is required for the deannexation of any residential properties. Must be completed for ALL residential properties (regardless of zoning designation). Use as many forms as needed.

Location/Address 375 KERRITH DR. STOCKBRIDGE, GA 30281

Parcel ID Number 013A1030000

1. Total number of existing residential structures located on the subject parcel: 1

2. Description of the residential structures located on the subject property as listed above:  
Private Home

3. Total number of person(s) residing within each structure: 3

4. Age, Sex, and Race of each of those individuals: USE ADDITIONAL FORMS IF NEEDED	Age	Sex	Race
	<u>69</u>	<u>F</u>	<u>Caucasian</u>
	<u>67</u>	<u>F</u>	<u>Caucasian</u>
	<u>66</u>	<u>M</u>	<u>Caucasian</u>

5. Henry County Commission District: 2

6. City Council Voting District: 1

**CERTIFICATION AND AUTHORIZATION**

I hereby certify that, to the best of my knowledge and belief, the above listed information and all attached supporting documents are complete and accurate.

Applicant Signature Ann E. Kelley Date Dec. 9, 2025



# HENRY COUNTY DEPARTMENT OF PLANNING & ZONING

## Campaign Disclosure Form

Must be completed by ALL applicant(s), property owner(s), agent(s) and/or attorney(s). Use as many forms as needed.

CHECK ONE:  APPLICANT  PROPERTY OWNER  AGENT  ATTORNEY  OTHER

Has the person described below made, within two (2) years immediately preceding the filing of this application campaign contributions aggregating \$250 or more or made gifts having in the aggregate a value of \$250 or more to a member of the Henry County Board of Commissioners who will consider the application?

Yes  No

If **Yes**, the applicant/property owner/agent and/or attorney representing the applicant must file the following information with the Henry County Board of Commissioners within ten (10) days after this application is first filed:

Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 9 day of December, 2025

Ann E. Tolley  
Applicant/Property Owner/Agent/Other Name - Printed

Ann E. Tolley  
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 9 day of December, 2025.



Kathleen Watson  
Notary Public (Seal)



**HENRY COUNTY  
DEPARTMENT OF PLANNING & ZONING**

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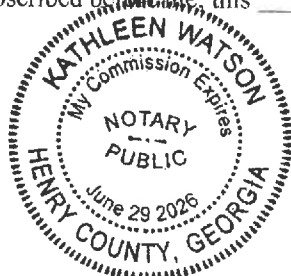
Commissioner/Zoning Advisory Board Member Name	Dollar amount of Campaign Contribution	Description of Gift \$250 or greater given to Board Member

We certify that the foregoing information is true and correct, this 11<sup>th</sup> day of December, 2025

JAMES L. JOLLY  
Applicant/Property Owner/Agent/Other Name - Printed

James L. Jolly  
Signature of Applicant/Property Owner/Agent/Other

Sworn to and subscribed before me, this 11 day of December 2025



Kathleen Watson  
Notary Public (Seal)

**LETTER OF INTENT**

Henry County Board of Commissioners:

As deannexation requests are not subject to public hearing requirements, please accept this written request for the deannexation of my property from the City of Stockbridge for the following reasons:

- 1) The territory to be deannexed is contiguous to existing unincorporated areas and complies with requirements established in O.C.G.A Title 36, Chapter 36.
- 2) I prefer to live in Unincorporated Henry County.
- 3) I prefer not to live within the city limits of Stockbridge.

Therefore, I respectfully ask for you to accept this request for the deannexation of my property from the City of Stockbridge, and to extend County services to include the same.

Additional comments:

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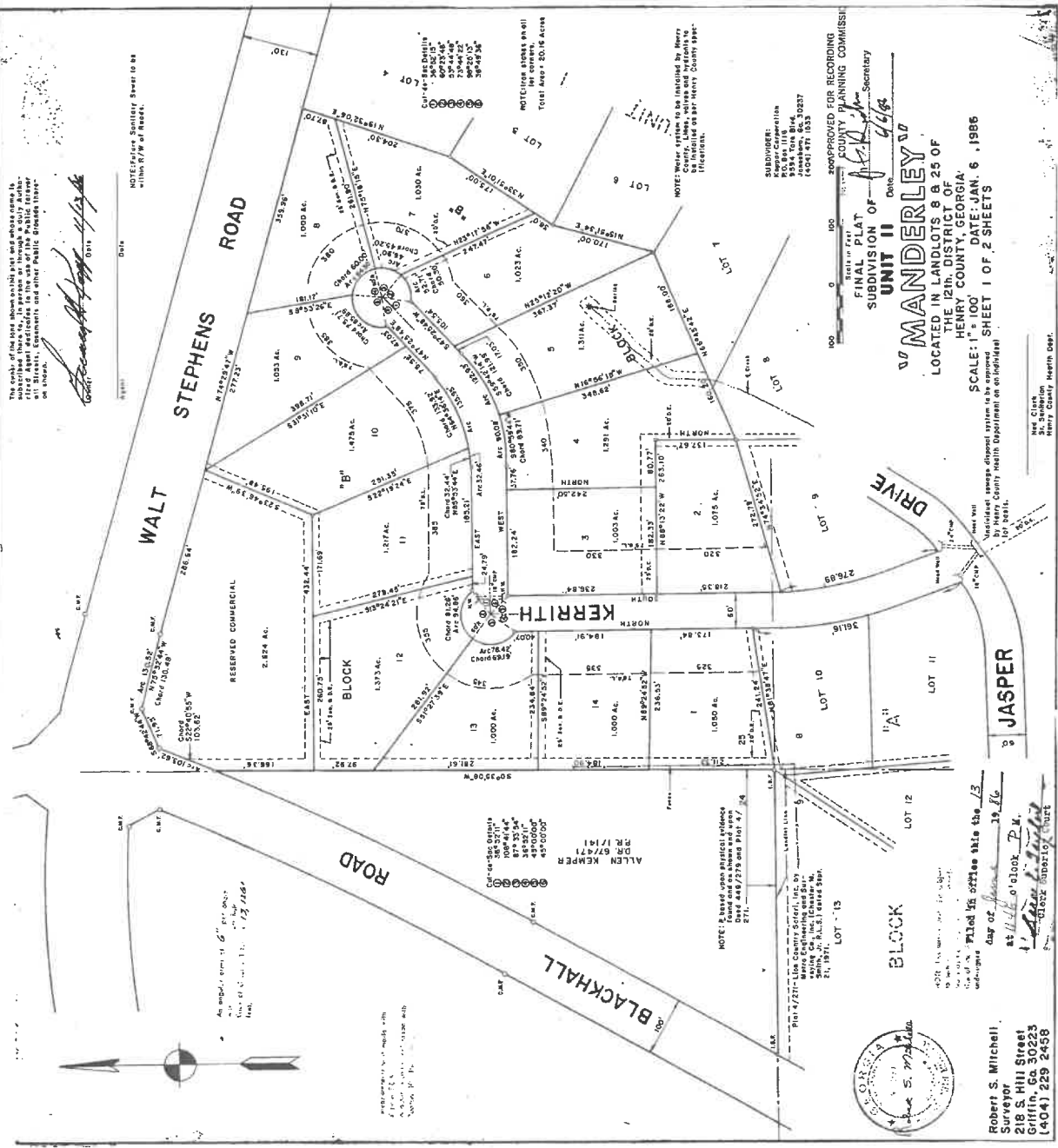
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*Ann E. Jolley*  
\_\_\_\_\_  
Signature

*Ann E. Jolley*  
\_\_\_\_\_  
Printed Name

*Dec. 9, 2025*  
\_\_\_\_\_  
Date



The scale of this map shows the lot and block areas as they appear in the field. Agent's certificate in the use of the Public Survey Act, 1907, is hereby acknowledged in the use of the Public Survey Act, 1907, as amended, and other Public Statutes thereunder.

*Robert S. Mitchell*  
 01/06/86

NOTE: Refer to Survey Sheet 10 88  
 WITHIN R/W of ROAD.

RESERVED COMMERCIAL  
 2.824 AC.

STEPHENS ROAD

WALT ROAD

KERRITH DRIVE

JASPER DRIVE

BLACKHALL ROAD

LOT 1

LOT 2

LOT 3

LOT 4

LOT 5

LOT 6

LOT 7

LOT 8

LOT 9

LOT 10

LOT 11

LOT 12

LOT 13

BLOCK 'A'

BLOCK 'B'

BLOCK 'C'

RESERVED COMMERCIAL

NOTE: Based upon physical evidence  
 Date 4/18/78 and Plat 47  
 271

NOTE: Refer system to be included by Henry  
 Co. included on plat Henry County 1986-  
 11/1/86.

PROTECTION AREA ON WILL  
 Total Area = 20.16 ACRES

Subdividers:  
 Robert S. Mitchell  
 934 York Blvd.  
 (404) 471-1033

NOT APPROVED FOR RECORDING  
 COUNTY PLANNING COMMISSION

FINAL PLAT OF  
 SUBDIVISION OF  
 UNIT II

DATE: 1/6/86

SECRETARY

SCALE: 1" = 100'

DATE: JAN. 6, 1986

SHEET 1 OF 2 SHEETS

LOCATED IN LANDLOTS 8 & 25 OF  
 THE 12th DISTRICT OF  
 HENRY COUNTY, GEORGIA

Approved by Henry County Health Department on 01/06/86

HEALTH DEPARTMENT

HEALTH DEPARTMENT

HEALTH DEPARTMENT



Robert S. Mitchell,  
 Professional Engineer  
 219 S. Hill Street  
 Griffin, GA 30223  
 (404) 229-2458

Filed in office this the 13  
 day of January 1986  
 at 11:45 o'clock P.M.  
 Clerk Superior Court

1/13/86

1/13/86

1/13/86

1/13/86

1/13/86

1/13/86

# Henry County

## EXECUTIVE SUMMARY

### BOARD OF COMMISSIONERS MEETING

**Meeting Date:**

January 20, 2026

**Department Requesting Agenda Item:**

Planning & Zoning

**Action Type:**

- Action requested by BOC*
- For informational purposes only*

**Attachments/Exhibits for Agenda Item:**

1. Executive Summary
2. Resolution
3. Staff Report

**Presenter:**

Toussaint Kirk, Cluster Leader

**Agenda Item:**

Henry County has received a request for deannexation from the City of Stockbridge to Unincorporated Henry County for a total of six (6) properties located at 330, 335, 345, 355, 365, 375 Kerrith Drive consisting of a combined 7.068 +/- acres in Land Lot 25 of the 12th District. **District 2**

**Applicant:** Various Owners

**Case Number:** DE-AX-25-02

**Commission District:** District 2

**Background/Summary:**

The owners of the subject property are requesting the 100% deannexation method from the municipal boundaries of the City of Stockbridge to the unincorporated limits of Henry County.

**Financial Implications/Considerations: N/A**

The project is budgeted.	Y	or	N
The project will require the use of Fund Balance.	Y	or	N
If yes, please state amount _____.			
The project will require no funds.	Y	or	N
The project is grant funded and will require a _____% match and those funds are/are not budgeted.	Y	or	N
Is this request a Capital Project and part of the Capital Project List?	Y	or	N

**Additional Comments / Recommendation:**

It is Planning & Zoning staff's opinion that the deannexation would not be detrimental to the health, safety, and welfare of the residents and property owners of the area to be deannexed or to the area remaining within the City of Stockbridge.



# City of Stockbridge

## AGENDA ITEM

### MEETING DATE

MARCH 9, 2026

### 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
- GRANT FUNDING
- TRAFFIC CAMERA FUNDING
- PARTNER/SPONSOR
- DEPARTMENT FUND BALANCE
- BOND

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Ryan Anderson

DEPARTMENT: Community Development

### ITEM/PROJECT/EVENT:

DE-ANNEXATION CASE #DX-2026-02 FOR THE MANDERLEY SUBDIVISION, PHASE 10. Consideration of an Ordinance to de-annex from the Stockbridge City Limits six (6) parcels within the Manderley Subdivision, representing Phase 10. The request was made by the owners of the six parcels. The Henry County Board of Commissioners adopted a resolution on January 20, 2026 to consent to the de-annexation and allow the parcels to become a part of unincorporated Henry County.

### BACKGROUND INFORMATION:

The City Council previously approved eight (8) phases of de-annexation for the Manderley Subdivision (Cases DX-2024-01 through DX-2024-08). City Staff are now recommending the denial of DX-2026-02 (Henry County's de-annexation Case #DE-AX-2025-02) due to State annexation laws which require the denial of de-annexation requests whenever a municipality has any bonded indebtedness.

### SIGNATURES:

CITY MANAGER

*Frank S. Milazi*  
eSigned via GovOS.com  
Key: 3268d159-4d63-438f-940b-014ea0428880

CITY TREASURER

*Quinton Washington*  
eSigned via GovOS.com  
Key: 9ff76c0b-1628-4926-950b-2bf013c5f7b9

CITY ATTORNEY

FINANCIAL IMPACT  N/A

AMOUNT:

\$0.00

ATTACHMENTS:

ITEM/PROJECT/EVENT:

DE-ANNEXATION CASE #DX-2026-02 FOR THE MANDERLEY SUBDIVISION, PHASE 10.

STAFF RECOMMENDATION:

DENIAL, in accordance with State de-annexation regulations.

eSigned via GovOS.com

*R. Ryan Anderson*

Key: 7cb6a9e3-7863-4556-a458-502734485a99