

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 April 13, 2026 6:00 PM



STOCKBRIDGE CITY HALL

4640 NORTH HENRY BLVD.

STOCKBRIDGE, GA 30281

Website: www.stockbridgega.org

Phone: 770-389-7900

Fax: 770-389-7912

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



AGENDA COUNCIL MEETING CITY OF STOCKBRIDGE

MONDAY, APRIL 13, 2026 6:00 PM

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

ADOPTION OF THE AGENDA

ADOPTION OF THE MINUTES

- 1 Approval of the Work Session Meeting Minutes March 31, 2026

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 REVIEW: Proclamations for Autism Acceptance and Black Bookstore Month

PRESENTATION

- 2 **PRESENTATION ON POTENTIAL SMALL AREA STUDIES TO BE UNDERTAKEN. (Citywide)**

The Community Development Department has examined the possibility of undertaking one or more small area studies within the City. Ten (10) potential small areas have been identified and ranked for consideration, based on several factors. The studies would be coordinated with other City planning endeavors. - Presented by: Ryan Anderson

PUBLIC HEARING

- 3 **VARIANCE CASE #VR-2026-01. (Council District 2)**
Consideration of a variance application for the request of two variances, as are

listed below, for **Parcel #S20-03003000 on Wilson Avenue** to allow for the construction of a new single-family detached dwelling. Property Owners: Laura Bernal Gopar and Luis A. Gopar-Carmona. Applicant: Jerry Robinson. The property is located in Land Lot 36 of District 12, and it contains 0.613 +/- acres.

~ Variance Request #1: Reduce the front yard setback from the required 50 feet to 25 feet within the SR (Suburban Residential) zoning district.

~ Variance Request #2: Reduce the rear yard setback from the required 40 feet to 20 feet within the SR (Suburban Residential) zoning district. - Presented by: Ryan Anderson

NEW BUSINESS

- 4 Council consideration of a purchase agreement for SPD K9 Moos with his current handler, SPD LT. Zimmerman - Presented by: Richard Godfrey

5 **QUITCLAIM DISPOSAL OF REMNANT TRACT AT 2125 JODECO ROAD. (Council District 5)**

Council consideration of the quitclaim disposal of a portion of the remnant tract at 2125 Jodeco Road, which is owned by the City, to allow the tract to be used by Tidal Wave Auto Spa in the development of its property. O.C.G.A. § 36-37-6(g) allows governments to convey a small strip of land to an abutting property owner without an auction or bidding process. Section 3.30.170(C) of Municode requires City Council to first declare the strip to be "unserviceable." - Presented by: Ryan Anderson

6 **(First Reading) SOUTH BERRY STREET RENAMING. (Council District 2)**

Council consideration of a resolution to rename South Berry Street to "Alphonso Thomas Street" to honor the longtime public servant's decades of service to the Stockbridge community. This action supports the City's continued efforts to recognize leaders who have made significant historical and civic contributions to the City. - Presented by: Ryan Anderson

7 **(First Reading) TEXT AMENDMENT CASE #TX-2026-02. (Citywide)**

Consideration of a text amendment to the Stockbridge Municode to establish a process for requesting, initiating, approving, and implementing the renaming of streets and public facilities within the Stockbridge City Limits. - Presented by: Ryan Anderson

MAYOR'S COMMENTS (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 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



CITY COUNCIL WORK SESSION SUMMARY MINUTES TUESDAY, MARCH 31, 2026 6:00 P.M.

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.

Mayor Williams called the meeting to order at 6:03 p.m.

Councilmember Berry led the invocation, followed by the Pledge of Allegiance. All members were present; Councilmember Gantt arrived at 6:39pm.

Mayor Williams requested adoption of the agenda with an amendment to add item number 10 under New Business for the 2025 audit agreement from the city's auditor, as confirmed by City Treasurer Frank Milazi.

Motion: Councilmember Berry motioned to amend and adopt the agenda to add item number 10 for the 2025 audit agreement; seconded by Councilmember Yolanda Barber. The Motion passed 4-0.

Approval of the City Council Special Called Meeting Minutes February 12, 2026
Motion: Mayor Pro Tem Alexander motioned to approve the February 12, 2026 minutes; seconded by Councilmember Cloud. The Motion passed 4-0.

Approval of the City Council Meeting Minutes March 09, 2026
Motion: Mayor Pro Tem Alexander motioned to approve the March 09, 2026 minutes; seconded by Councilmember Cloud. The Motion passed 4-0.

Interim Clerk Lester noted six public comments were submitted.

Michelle Moody (100 Mimosa Drive) raised safety concerns about the intersection of Hillcrest Road and Bowen Drive, citing a dangerous creek with a steep drop-off and requesting consideration of a guardrail or barrier. She provided photographs and was directed to follow up with City Manager Mr. Edmondson.

Charles Dubs (108 South Lee Street) spoke in opposition to the Lee Street name change, presenting documentation showing former Mayor Lee lived at 108 South Lee Street for years. He detailed Lee's contributions to Stockbridge, including helping establish Stockbridge High School, getting streets paved from McDonough to Atlanta, and bringing electricity to the city. Council voted 3-0-2 to allow him to complete his comments beyond the three-minute limit.

Willie Carter (123 Wilson Ave) opposed the street name change, noting the city already has Martin Luther King Heritage Trail and expressing concern that changing the name would not benefit the underprivileged community area.

Anthony Ford (708 Lilly Glenn Lane) spoke in favor of the street name change, explaining it would create MLK-named streets on both sides of downtown as it develops. He noted his personal connection to Dr. King through their shared fraternity membership and suggested adding "Doctor" to the proposed name. Ford believed this would make Stockbridge unique in having father and son honored on both sides of downtown.

Judy Neal (174 Eagles Club Drive) opposed the name change, citing concerns about impacts on businesses like Pinehurst catering facility, potential delays in Google Maps updates, and costs. She referenced the estimated \$95,000-\$130,000 cost of statues in today's money and argued the city should focus on supporting Henry County School System initiatives instead of pursuing divisive street renaming.

Charles Marshall (140 Somerset Hills) supported the street name change, noting that 955 streets have been named or renamed after MLK across 41 states and 1,000 other places worldwide. He emphasized the King family's historical connection to Stockbridge and the opportunity to honor Dr. King's legacy alongside the existing MLK Senior Heritage Trail.

PRESENTATION

Henry County Schools City of Stockbridge Update Presentation

Assistant Superintendent Dr. Cemon Robinson presented updates on behalf of Henry County Schools, joined by board members and principals from Stockbridge cluster schools. The presentation highlighted that Henry County Schools is the eighth largest district in Georgia with approximately 42,000 students and over 6,000 employees, making it the largest employer in Henry County.

Key highlights included the community-inspired strategic plan with five strategic actions focusing on learning opportunities, educator retention, community connections, health and wellness, and operational culture. The district has achieved notable successes including Stockbridge Elementary School exiting the federal Target Support

Improvement designation, significant safety infrastructure investments totaling over \$30 million, and expansion of arts and STEM programs.

The presentation covered upcoming E-SPLOST VII initiatives and the development of a new five-year strategic plan.

Mayor Williams opened the floor for discussion:

Mayor Pro Tem Alexander asked about a previous study on school capacity that indicated pockets of high intensity but overall available seats in the school system despite community growth; Questioned how the recent school enrollment trends align with growth and capacity planning.

Deputy Superintendent Summer Cox confirmed the district conducts periodic enrollment studies with external partners. She noted a slight overall reduction in school enrollment over recent years, consistent with state and national trends and projected some growth in enrollment at specific schools over the next 5-10 years, with plans for additions at Dutchtown Elementary and Tussahaw Elementary. Mentioned that community development does not always translate to increased school enrollment.

Mayor Pro Tem Alexander asked about growth and capacity specifically for Flippin Elementary and Union Grove Elementary schools, noting that many students in his district attend these schools while having McDonough addresses.

Mayor Pro Tem Alexander then requested data on these schools' enrollments and expressed interest in pursuing safe routes to school funding for sidewalk connections in new neighborhoods near Hickory Flat Elementary and Flippin Elementary.

Deputy Superintendent Summer Cox acknowledged the requests and indicated willingness to follow up on possible sidewalk projects and safe routes to school funding. Noting that the E-SPLOST VII plan is under review and that suggestions for sidewalk improvements may be considered for future projects.

Councilmember Gantt inquired about population planning and expressed appreciation for reduced use of trailers and new school additions.

CONSENT AGENDA

Confirmation of the Chief of Police Scott Hamilton with an official start date of April 13, 2026.

Motion: Mayor Pro Tem Alexander motioned to confirm Scott Hamilton as the new Chief of Police with an official start date of April 13, 2026; seconded by Councilmember Cloud. The Motion passed 5-0.

Chief Hamilton addressed the governing body, thanking them for their confidence and promising to elevate the already respected Stockbridge Police Department to the next level with professionalism, transparency, and accountability. He introduced his family and committed to serving his new Stockbridge family.

Mayor Pro Tem Alexander noted that Chief Hamilton is the first African American police chief appointed in both the city of Austell and the city of Stockbridge.

OLD BUSINESS

Street Name Changes for North Lee Street and South Lee Street

Community Development Director Ryan Anderson reported that staff conducted additional research through over 60 pages of documents but could not find conclusive evidence of who Lee Street was named after.

Motion: Mayor Pro Tem Alexander motioned to rename North Lee Street and South Lee Street to Dr. Martin Luther King Jr. Way; seconded by Councilmember Gantt.

Discussion: Councilmember Barber stated her opposition to the name change. She emphasized that North Lee and South Lee streets are in her district, and the initiative did not originate from her, but affects the residents and stakeholders in the district she is duly elected to represent. She expressed concern about impacts on homeowners and business owners who have lived on Lee Street for decades and noted their public comments opposing the change. Barber requested that council reconsider the initiative, stating it would not benefit her district.

Councilmember Berry questioned Mr. Anderson about the research findings. Anderson confirmed they found evidence of former Mayor Lee living on Lee Street but could not locate definitive documentation stating the street was named after him. Based on typical street naming conventions involving largest property owners, first settlers, landmarks, or famous people, Anderson suggested it could “likely” be concluded the street was named after the Lee family.

Councilmember Barber presented and referenced an administrator's deed of sale stamped by Henry County that showed William Jackson Lee's connection to the property, citing it supported the street being named after former Mayor Lee.

Mayor Williams called for the vote: The Motion passed 3-1-1
(Councilmember Barber opposed, Councilmember Berry Abstained).

NEW BUSINESS

Council consideration to approve the increase in the City's paid Basic Life Insurance benefit from \$10,000 to \$50,000, effective April 1, 2026.

Human Resources Director Dwayne Pollock presented the proposal using the EPAS model (enhance, provide, align, strengthen) to improve employee benefits. He noted that the current life insurance policy benefit amount of \$10,000 is insufficient and is not enough to cover typical funeral expenses in today's economy. The increase would raise monthly costs from \$2.65 to \$11.20 per employee, with a total annual cost increase of \$19,000.

Mr. Pollock emphasized that the adjustment would demonstrate the City's commitment to employee well-being, provide stronger financial protection, improve competitiveness with peer municipalities, and support talent recruitment and retention.

Councilmember Barber inquired about a specific budget line item, to which Mr. Pollack confirmed that the line item is described as "employee group life insurance."

Councilmember Barber then asked for the approved budgeted amount for this line item. Mr. Pollack responded, “when we receive the annual renewals for the carrier for insurance, the annual amount for this particular coverage is \$5,846.00.”

Motion: Councilmember Gantt motioned to authorize the increase of the city's basic life and AD&D benefit from \$10,000 to \$50,000 effective April 1, 2026; seconded by Mayor Pro Tem Alexander. The Motion passed 5-0.

Council consideration to approve Dianna Hunt & Associates, Inc. to provide acquisition services for approximately 43 parcels in connection with the Tye Street Multi-Use Path Project right-of-way acquisitions - First phase of acquisition services estimated to forty thousand dollars. Funding source is from TSPLOST.

Public Works Director Decius Aaron explained this is a TSPLOST project where plans have been prepared and easements drawn up. The request is to use Diana Hunt and Associates for the first phase of three phases of easement preparation.

Motion: Councilmember Berry motioned to approve; seconded by Councilmember Cloud.

Discussion: Councilmember Barber inquired about how many phases to the project has, to which Mr. Aaron confirmed there are three total phases to the project.

Mayor Williams called for the vote: The Motion passed 5-0.

Council consideration to approve piggybacking of Macon-Bibb County RFP No. 24-022-LH Traffic Signal Repairs and Maintenance Services, issued April 5, 2024, with Riverside Traffic Solutions, LLC.

Mr. Aaron explained that as part of the renewed service delivery strategy and annexation, the city assumed responsibility for multiple traffic signals. Riverside Traffic Solutions previously performed work for Henry County and is familiar with the signals. The company has been responsive to traffic signal issues, and staff recommends continuing their services.

Councilmember Barber asked if this would be the first time piggybacking off this specific contract to which Mr. Aaron clarified for “traffic signal maintenance. Yes, ma'am”

Motion: Councilmember Gantt motioned to approve; seconded by Councilmember Cloud. The Motion passed 5-0.

Council consideration to approve the purchase of two vehicles for departmental use at a cost not to exceed \$94,910. The funding for this purchase is available in the fiscal year 2026 budget.

Community Development Director Ryan Anderson explained the request is for two vehicles - one for the permitting and inspections division and one for the new business compliance officer position.

He noted that in 2023, the city promised five vehicles when permitting and inspection was brought in-house, but this equipment had not been received until now and is presenting the request for two trucks.

Councilmember Barber asked if the purchase was included in the community development budget, to which Mr. Anderson confirmed, "Yes."

Motion: Councilmember Gantt motioned to approve; seconded by Councilmember Berry. The Motion passed 5-0.

2025 Fiscal Audit Agreement

City Treasurer Frank Milazi explained that this annual engagement agreement with the audit firm Mauldin and Jenkins is part of their five-year contract from 2023-2028. The agreement stipulates what the auditors will do when they come for the audit on May 4th 2026 and specifies documentation requirements and city responsibilities.

Motion: Mayor Pro Tem Alexander motioned to approve; seconded by Councilmember Berry. The Motion passed 5-0

MAYOR'S COMMENTS

Mayor Williams deferred his comments for executive session.

EXECUTIVE SESSION

Motion to adjourn to executive session for real estate, personnel, litigation, and cybersecurity was made by Mayor Pro Tem Alexander, seconded by Councilmember Cloud. The Motion passed 5-0.

Motion to adjourn from executive session made by Councilmember Berry; seconded by Mayor Pro Tem Alexander. The Motion passed 3-0. Councilmembers Gantt and Cloud were not present on the dais.

From executive session, associate attorney Megan McCullough presented to governing body a Norfolk Southern lease agreement for real property located at milepost 171.308, with the goal of converting the area into a parking lot for a vote.

Motion: Councilmember Cloud motioned to approve the lease agreement; seconded by Councilmember Barber. The Motion passed 5-0.

Motion to adjourn the meeting made by Councilmember Gantt; seconded by Councilmember Berry. The motion passed 5-0.

The meeting adjourned at 8:56pm

Respectfully submitted by:

Cassandra Lester, Interim City Clerk

Jayden L. Williams, Mayor



City of Stockbridge

AGENDA ITEM

MEETING DATE

APRIL 13, 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:

PRESENTATION ON POTENTIAL SMALL AREA STUDIES TO BE UNDERTAKEN. The Community Development Department has examined the possibility of undertaking one or more small area studies within the City. Ten (10) potential small areas have been identified and ranked for consideration, based on several factors. The studies would be coordinated with other City planning endeavors.

BACKGROUND INFORMATION:

Cities conduct small area studies to first identify and understand the existing conditions of each small area, then to prepare plans or make recommendations for the improvement and well-being of those areas. The Staff identified the reasons why a particular small area might need to be studied.

SIGNATURES:

CITY MANAGER Frank S. Milazi

CITY TREASURER Quinton Washington

CITY ATTORNEY _____

eSigned via GovOS.com

Shawn Edmondson

Key: 3268d159-4d63-438f-940b-014ea0428880

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Key: 9ff76c0b-1628-4926-950b-2bf013c5f7b9

☐ FINANCIAL IMPACT ☒ N/A

AMOUNT:

\$0.00

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

PRESENTATION ON POTENTIAL SMALL AREA STUDIES TO BE UNDERTAKEN

STAFF RECOMMENDATION:

APPROVAL

eSigned via GovOS.com

R. Ryan Anderson

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



Where Community Connects

A Strategic Blueprint for City Growth: Potential Small Area Studies

Presented to: Mayor and City Council,
City of Stockbridge

Presented by: Ryan Anderson, MPPA, CPM,
Community Development Director

April 13, 2026

The Executive Mandate: Defining the Small Area Study

Moving from a fragmented present to a planned future.



Drivers of Change: Why Action is Required Now

Stockbridge is experiencing unprecedented growth pressures across three primary dimensions:



Infrastructure Shifts

Managing the impacts of the 2022 annexations (bringing in unstudied areas) and major, disruptive road widening projects currently underway.



Economic Pressures

Harnessing keen developer interest, guiding the rapid transition of land uses, and securing areas of vital economic importance to the City's long-term sustainability.

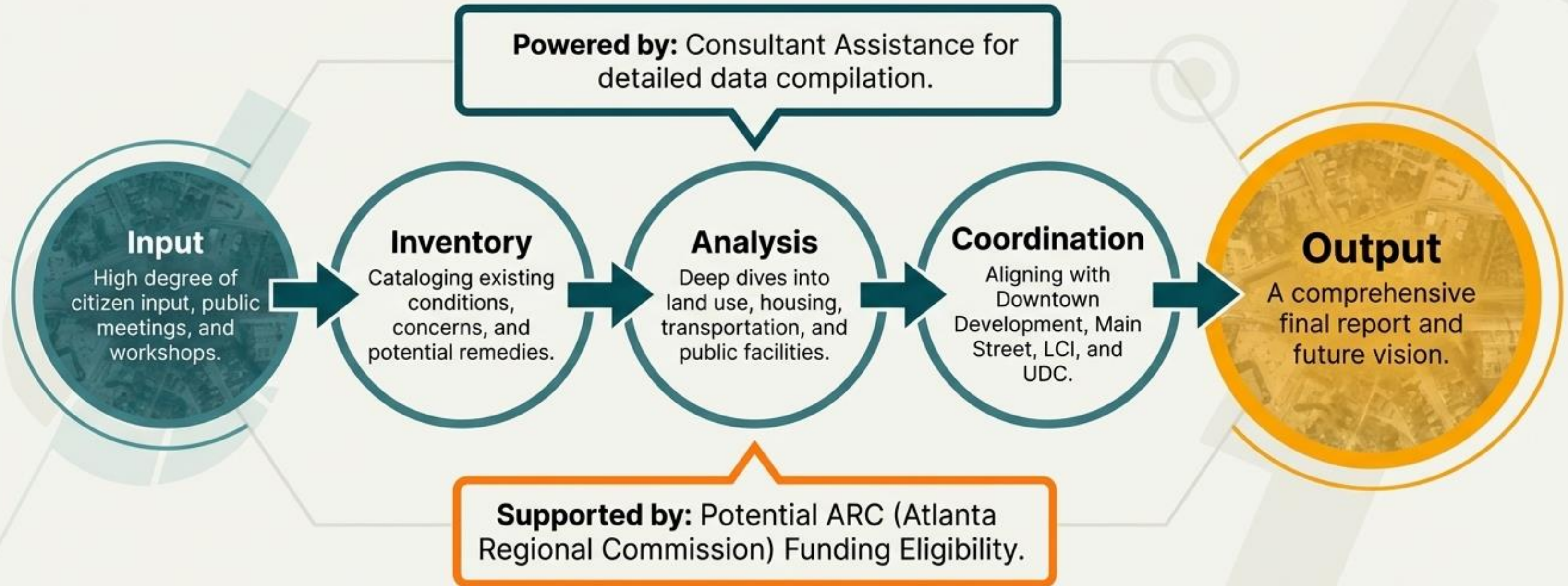


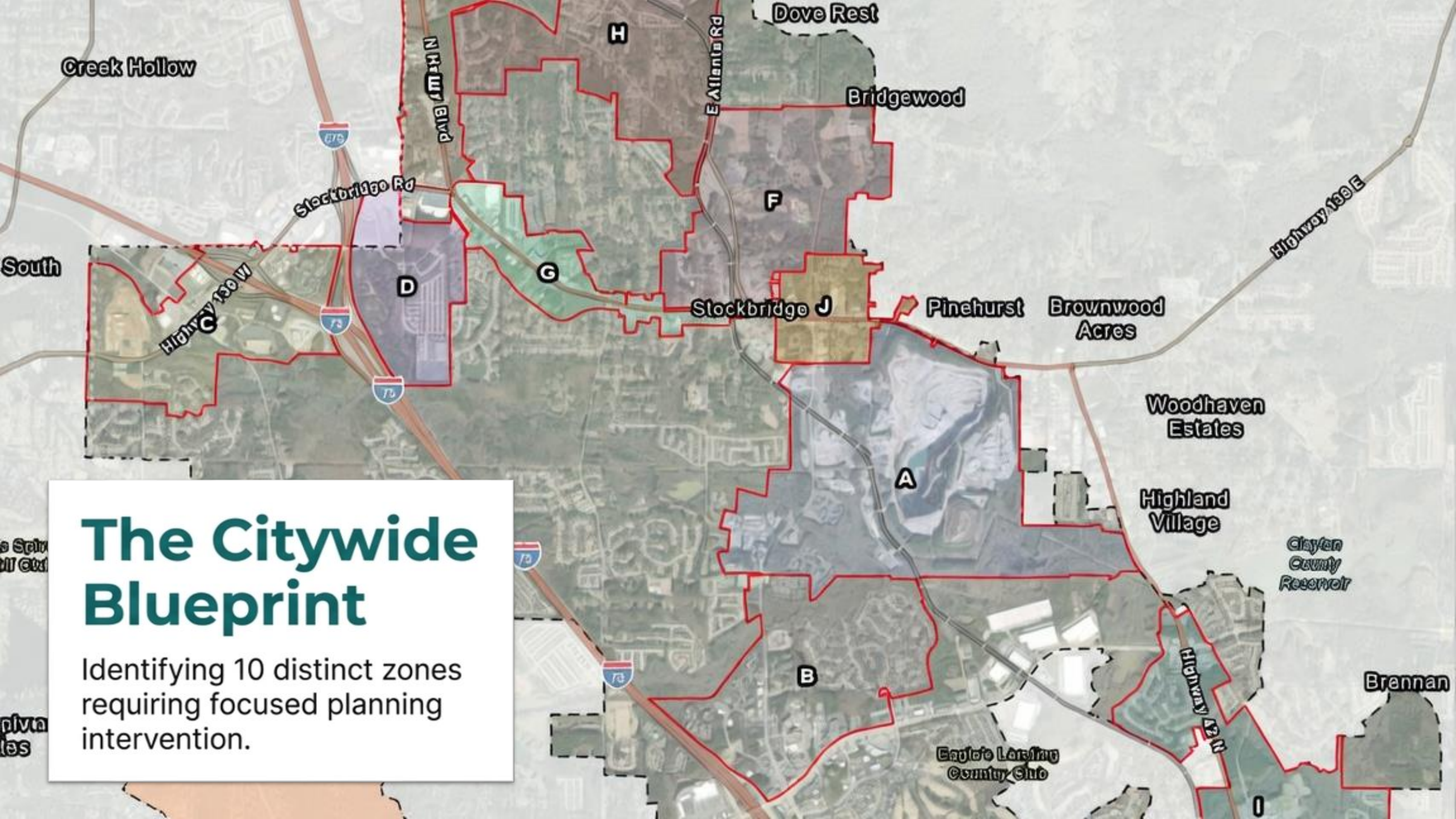
Community Realities

Addressing older areas in a disarray of disjointed land uses, managing high-traffic daytime populations, and capitalizing on unique local attributes.

The Anatomy of a Small Area Study

A structured process to capture input, analyze data, and produce a unified vision.



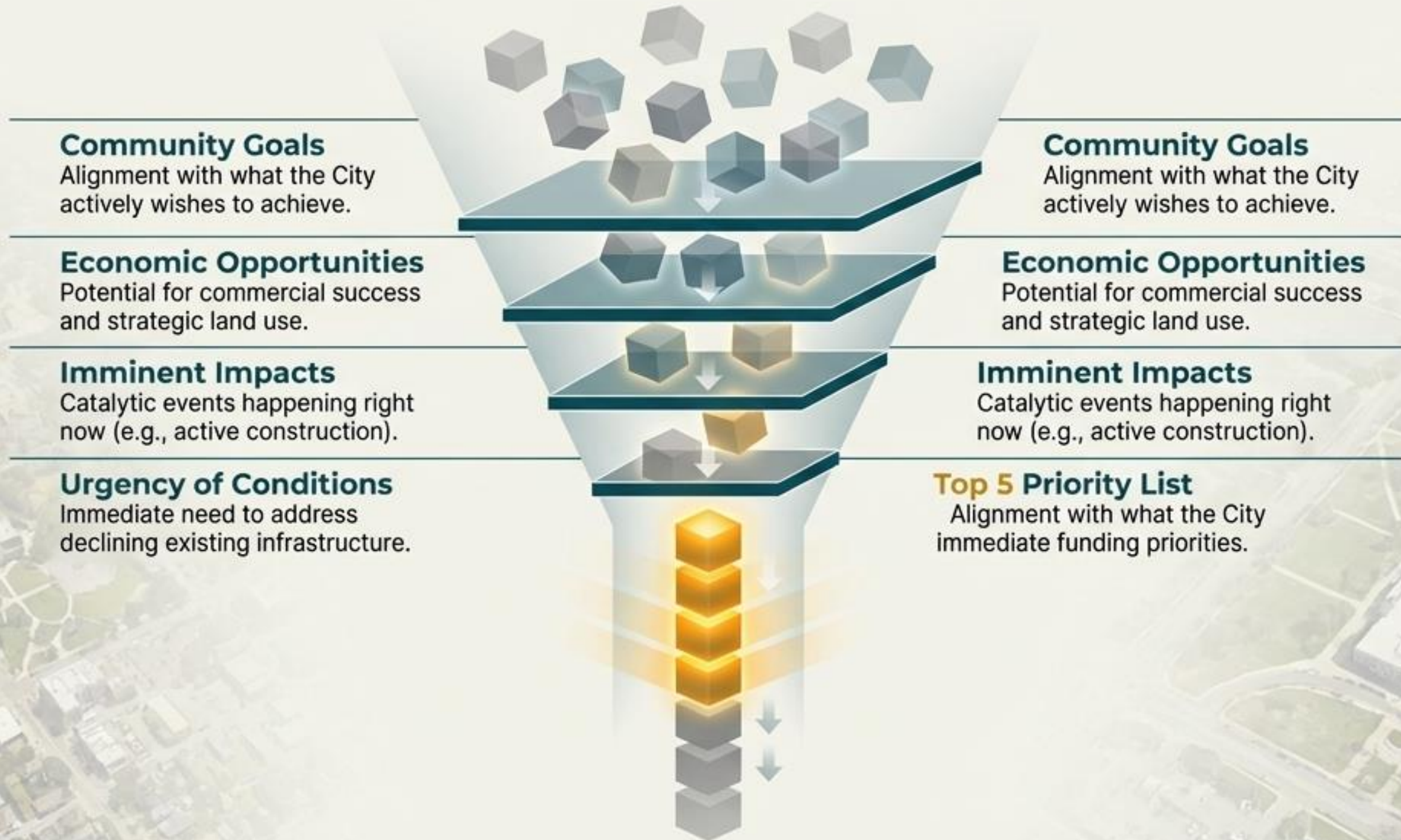


The Citywide Blueprint

Identifying 10 distinct zones requiring focused planning intervention.

The Prioritization Methodology

Recognizing limited resources, Staff applied a rigorous four-point filter to determine **immediate funding priorities**.



Strategic Priority Matrix: The Top 5 Critical Interventions

Rank	Area Name	District(s)	The Catalyst	Status
1 ●	Area E: North Henry Blvd / Hwy 42 (North)	Dist 4	Northern Gateway road widening & transition	Critical Action
2 ●	Area B: Rock Quarry Rd (South)	Dist 3 & 4	Major I-75 mixed-use dev & hospital route	Critical Action
3 ●	Area A: Rock Quarry Rd (North)	Dist 3 & 4	Disjointed uses, developer interest, non-conforming parking	Critical Action
4 ●	Area F: East Atlanta Rd (South)	Dist 4	Downtown Showcase, City Hall economic coordination	High Priority
5 ●	Area C: Hwy 138 W / Lake Spivey Pkwy	Dist 1	2022 Annexation, massive new traffic/population	High Priority

Potential Small Areas to be Studied

Area E - North Henry Boulevard/Highway 42, Northern Section
Aerial Imagery



Priority 1: The Northern Gateway

Area E: North Henry Boulevard / Highway 42, Northern Section

Districts: 4

Boundaries: Stockbridge Rd/Davis Rd northward to city limits.

Primary Catalyst: Massive road widening intersecting with a transitional area of older businesses.

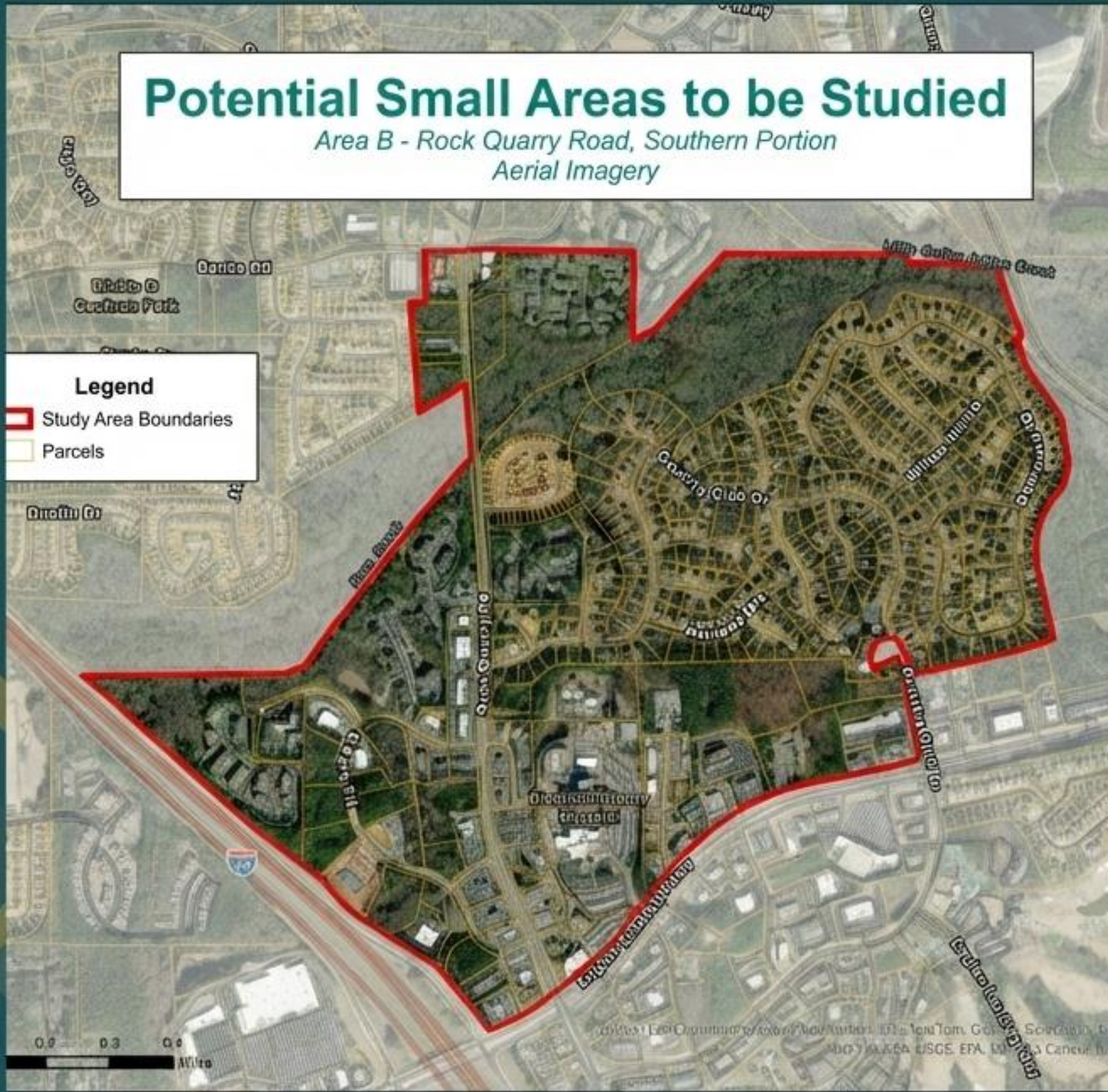
Urgency: High developer interest requires immediate City-led visioning to prevent disjointed development at a major city entrance.

Potential Small Areas to be Studied

Area B - Rock Quarry Road, Southern Portion
Aerial Imagery

Legend

- Study Area Boundaries
- Parcels



Priority 2: Medical & Commercial Hub

Area B: Rock Quarry Road, Southern Portion

Districts: 3 & 4

Boundaries: Banks Rd southward to Eagles Landing Pkwy.

Primary Catalyst: Road widening paired with a new traffic signal at Hospital Drive.

Urgency: The City recently approved a major new mixed-use development (hotel, retail, gas) here. As the **major route from I-75 to Piedmont Henry Hospital**, traffic and land use must be master-planned immediately.

An aerial photograph showing a large, irregularly shaped area outlined in red. This area contains a large, light-colored quarry pit with a winding road and a small body of water. The surrounding landscape is a mix of green fields, some buildings, and residential areas. The red boundary follows the perimeter of the quarry and the adjacent land.

Priority 3: The Quarry & Transition Zone

Area A: Rock Quarry Road,
Northern Portion

Districts: 3 & 4

Boundaries: North Henry Blvd
southward to Banks Rd.

Primary Catalyst: Active road
widening bordering a predominant
heavy use (the rock quarry itself).

Urgency: Highly disjointed land uses
near North Henry Blvd, including
non-conforming truck parking on the
west side. Simultaneously, specific
parcels are seeing intense
developer interest requiring strict
planning oversight.

Potential Small Areas to be Studied

Area F - East Atlanta Road, Southern Section
Aerial Imagery



Priority 4: The Downtown Showcase

Area F: East Atlanta Road, Southern Portion

Districts: 4

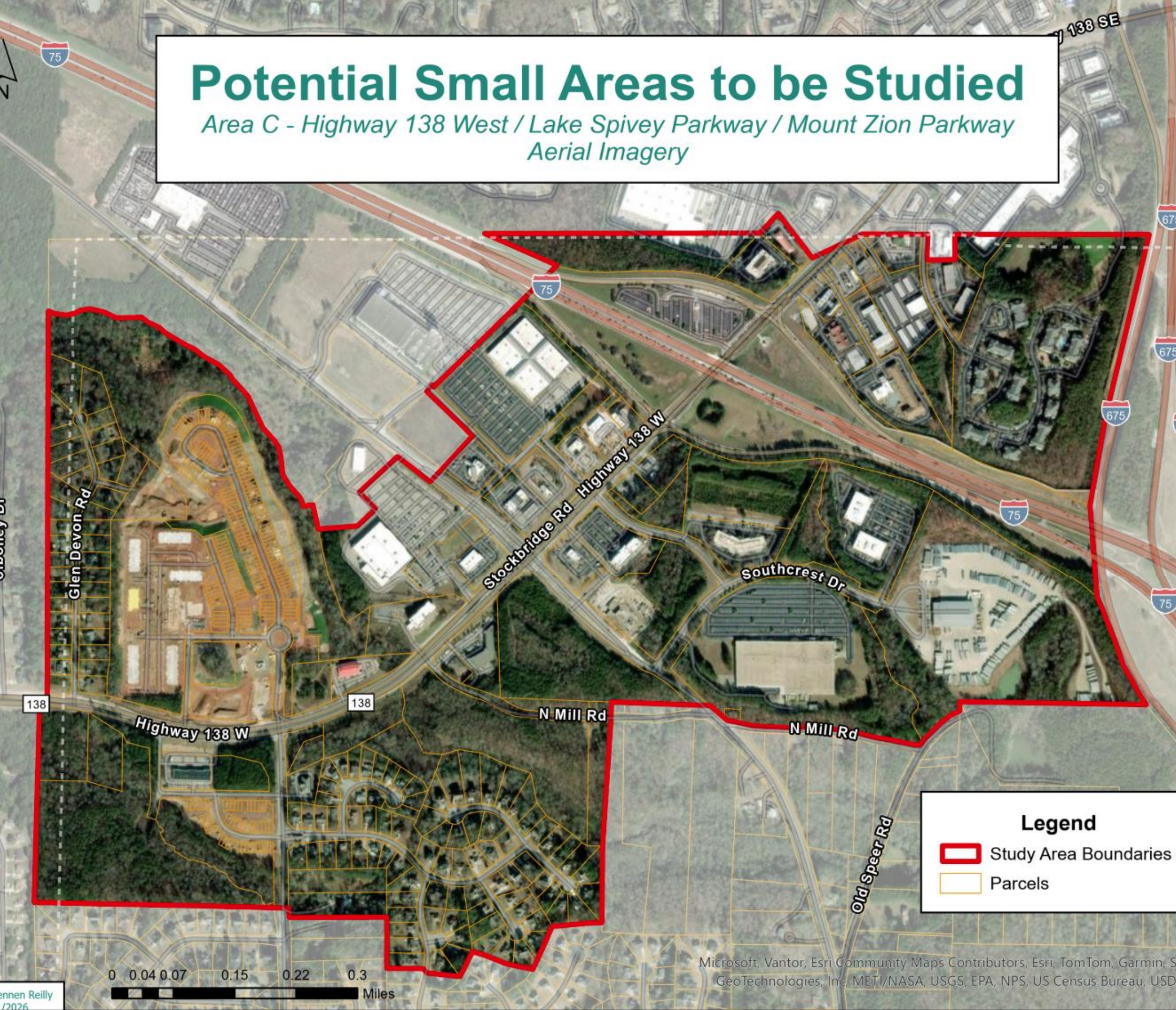
Boundaries: North Henry Blvd to Amanda Ct;
Center St to Lee St.

Primary Catalyst: Contains City Hall and the Downtown District.

Urgency: Needs intense coordination with the Economic Development Dept and Downtown Development Authority to transform this custom-zoned overlay district into a **vibrant, revenue-generating showcase.**

Potential Small Areas to be Studied

Area C - Highway 138 West / Lake Spivey Parkway / Mount Zion Parkway
Aerial Imagery



Priority 5: The Western Gateway

Area C: Highway 138 West / Lake Spivey Pkwy / Mt Zion Pkwy

Districts: 1

Boundaries: Mt Zion Rd westward to city limits.

Primary Catalyst: 2022 Annexation integration and massive active construction.

Urgency: Several major developments are currently underway west of Spivey Road. This will rapidly add significant population and traffic to a highly visible western entrance that lacked previous City planning.

****New Growth Management**

The Phase 2 Watchlist: Ranks 6 through 10

Areas slated for the next wave of strategic funding, possessing strong need but slightly lower immediate catalytic urgency.



Rank 6: The Jurisdictional Hinge

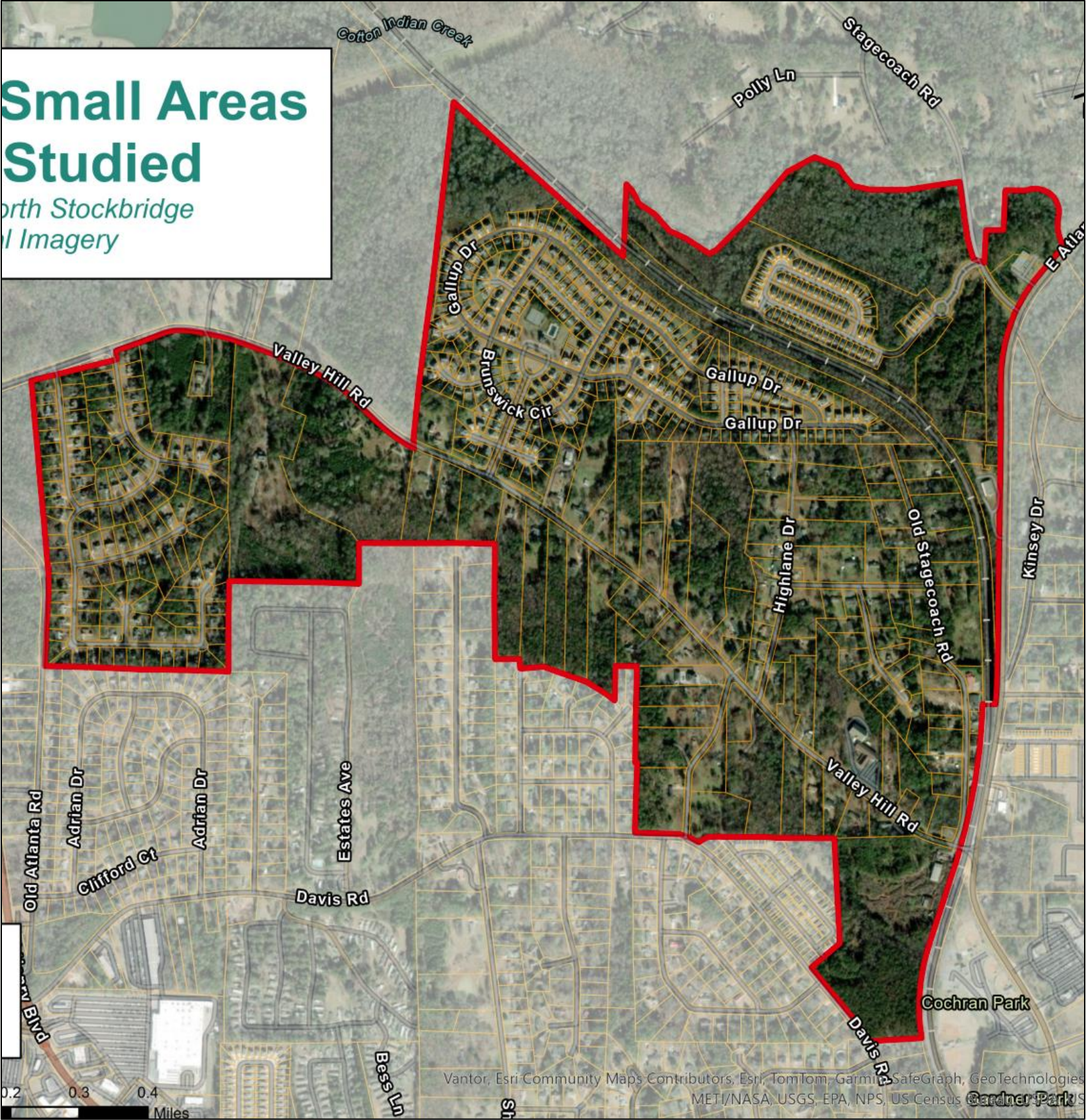
Area D: Davidson Parkway

Districts:	2
Boundaries:	Positioned along Davidson Parkway at the jurisdictional boundary between Stockbridge and Clayton County.
Primary Catalyst:	Massive Branford Crossing mixed-use impact.
Urgency:	Jurisdictional fragmentation and inconsistent zoning standards (patchwork of PUD, MFR, and Clayton County General Business) require urgent land-use coordination to resolve review and compatibility challenges.



Small Areas Studied

North Stockbridge
Aerial Imagery



Rank 7: The Maturing Suburb
Area H: North Stockbridge

Districts:	4
Boundaries:	The northern portion of Stockbridge, primarily consisting of large-lot subdivisions.
Primary Catalyst:	2022 Annexation area; high resident concern on Valley Hill Rd regarding connectivity.
Urgency:	Outdated PUD standards lack internal connectivity and open space; regulations must be modernized to guide future build-out while preserving suburban character.



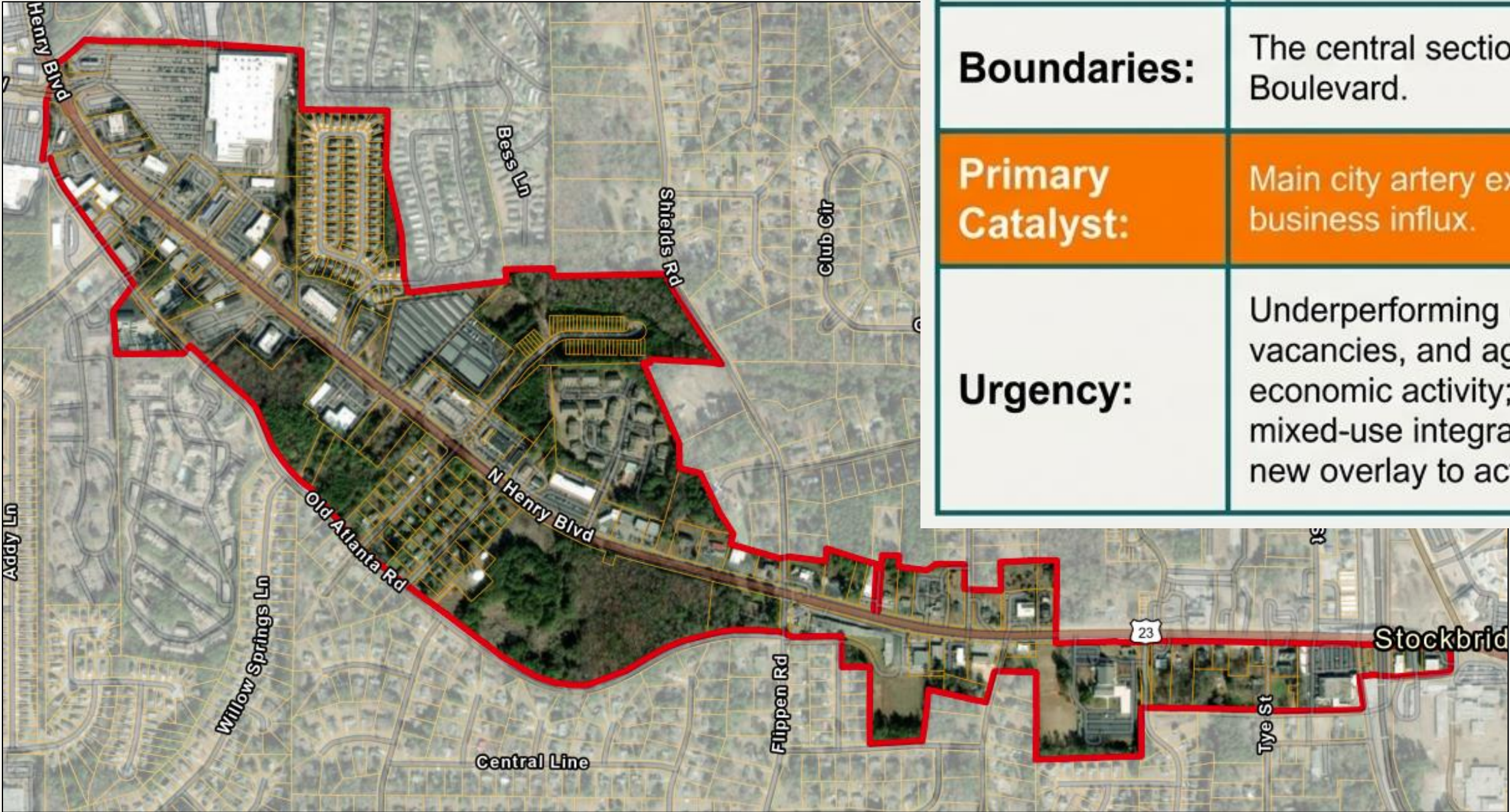
Rank 8: The Eastern Gateway

Area I: Atlanta Highway / Highway 42

Districts:	4 & 5
Boundaries:	The eastern gateway arterial corridor along Atlanta Highway (Highway 42).
Primary Catalyst:	2022 Annexation area with significant developer interest.
Urgency:	High-speed arterial safety concerns and frequent turning movements from high-density multi-family and commercial uses require immediate safety management and access coordination.

Rank 9: The Central Boulevard Revival

Area G: North Henry Boulevard,
Central Section



Districts:	2
Boundaries:	The central section of North Henry Boulevard.
Primary Catalyst:	Main city artery experiencing a new business influx.
Urgency:	Underperforming commercial frontage, vacancies, and aging facades limit economic activity; the lack of vertical mixed-use integration necessitates a new overlay to activate the boulevard.

Rank 10: The Suburban Edge

Area J: Eastern Section of North Henry Boulevard



Districts:	4
Boundaries:	The eastern section of North Henry Boulevard, characterized by a stable residential edge.
Primary Catalyst:	Older, disjointed parcels needing commercial refurbishment.
Urgency:	Incremental infill pressure and limited housing diversity require neighborhood character preservation and design guidance to manage growth without eroding established suburban fabric.

Synthesis: Redesigning the Civic Spine

Investing in the top priorities creates a cohesive master plan for Stockbridge's primary commercial corridor.



Comprehensive Corridor Master Plan: Connecting the Northern Gateway directly into the Downtown Showcase.

Executive Directives: Needed Actions

To transform these priority areas from vulnerable transition zones into planned assets, Staff requests authorization on the following steps:

1



Acknowledge Need: Agree that targeted Small Area Studies are required to manage current growth.

2



Review the Data: Review the companion report detailing parcel-level zoning and justifications.

3



Confirm the Strategy: Agree on the priority rankings (focusing on Top 5) given limited resources.

4



Authorize Funding Pursuit: Direct Staff to aggressively pursue Atlanta Regional Commission (ARC) government funding.

5



Authorize Execution: Direct Staff to issue an RFP for consulting assistance to begin the Phase 1 studies.



A Strategic Blueprint for City Growth: Potential Small Area Studies

TO: Stockbridge Mayor and City Council
FROM: Brennen Reilly, GIS Analyst/Planner II,
Planning and Zoning Division
CC: Ryan Anderson, Community
Development Director
DATE: April 13, 2026

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1. Purpose of the Staff Report

This staff report presents a consolidated Small Area Plans document for ten targeted study areas (A–J) across the City of Stockbridge. It translates the broad goals and policies of the City’s Comprehensive Plan into specific, location-based strategies that address unique local conditions while advancing citywide priorities for housing diversity, economic vitality, multimodal mobility, and neighborhood stability. By synthesizing detailed zoning analysis, existing conditions inventories, demographic data, and thematic mapping, the report equips the Mayor and City Council with clear, actionable recommendations, phased implementation steps, potential partners, and funding sources to guide near-term decisions and long-term growth in a coordinated, equitable manner.

2. Overview of the Small Area Planning Approach

2.1 Definition of Small Study Area Analysis

Small study area analysis is a planning method that isolates defined geographic segments—typically corridors or neighborhoods—for detailed examination of land use patterns, zoning, built form, infrastructure, demographics, and environmental features. Each area is evaluated independently yet remains aligned with the Comprehensive Plan, enabling targeted recommendations that respond to the unique character and challenges of that specific location rather than applying uniform citywide solutions.

2.2 Rationale for Corridor-Based and Neighborhood-Based Plans

Corridor-based and neighborhood-based plans are particularly effective in Stockbridge because many of the study areas follow major arterials or established residential clusters where development pressures, compatibility issues, and infrastructure needs are most concentrated. This scale allows the City to address linear systems (such as traffic flow, commercial frontage, and transit potential) alongside cohesive residential fabrics, ensuring that recommendations for housing strategies, economic revitalization, land-use coordination, or transportation improvements are both geographically precise and mutually reinforcing across adjacent areas.

3. Methodology

The ten small area plans were developed through a systematic review of current zoning maps, parcel data, existing land-use inventories, and census-tract-level demographic indicators. Insights from thematic maps illustrating poverty rates, cost-burdened households, dependent-age populations, median age, birth rates, predominant housing occupancy, and racial/ethnic composition were integrated to reveal spatial patterns and

disparities. All findings were cross-referenced with the City's Comprehensive Plan chapters on Housing, Future Land Use, Economic Development, and Transportation to ensure full policy alignment. Recommendations were organized into short-term (0–2 years), mid-term (3–5 years), and long-term (5+ years) actions, with explicit identification of partners and funding sources to support immediate implementation.

4. Small Area Plans

4.1 Area A – Rock Quarry Road, Northern Portion

4.1.1. Executive Summary The northern portion of Rock Quarry Road serves as Stockbridge's primary heavy industrial corridor, dominated by Heavy Industrial (HI) zoning across 72.95% of the area. Characterized by large-scale industrial uses including mining, warehouses, and fleet maintenance alongside limited multi-family residential pockets, the study area functions as a key employment node. Primary issues include underutilized parcels, aging infrastructure, conflicts at the industrial-residential interface, and sparse multimodal connectivity. The primary planning focus is Economic Development. Leveraging the ongoing GDOT Rock Quarry Road widening project, this plan envisions the corridor evolving into a modern, well-buffered heavy industrial district with upgraded flex-space facilities, improved site readiness, and enhanced compatibility with adjacent neighborhoods, delivering high-quality jobs while respecting residential character.

4.1.2. Purpose & Need for the Plan This study area requires focused planning attention because it contains the City's largest contiguous concentration of Heavy Industrial zoning and uses, yet many parcels remain underutilized with aging infrastructure that limits job growth and expansion. Challenges include poor buffering and compatibility issues where industrial uses abut residential areas, limited sidewalk and trail connectivity, and a lack of unified identity or marketing for the industrial cluster. Opportunities exist to capitalize on the GDOT road widening project to improve access, upgrade utilities, and attract advanced manufacturing and logistics firms. The plan directly supports the Comprehensive Plan's Economic Development and Future Land Use goals by promoting business retention, site readiness, and rational industrial development along this important corridor while protecting quality of life in nearby neighborhoods.

4.1.3. Study Area Description

4.1.3.1 Location & Boundaries Area A encompasses 66 parcels totaling 1,084 acres along the northern portion of Rock Quarry Road. As shown in Appendix 5.1, Map 1, the study area is positioned as a significant industrial node within the City of Stockbridge, with residential neighborhoods located along its eastern and southern edges.

4.1.3.2 Existing Conditions The land use pattern in Area A is characterized by a mix of auto-related uses, multifamily residential units, and prevalent industrial activities, including mining operations, warehouses, and fleet maintenance facilities. Appendix 5.1, Figure 1 reveals that zoning is overwhelmingly industrial, with Heavy Industrial (HI) districts covering 72.95% of the land area, followed by Light Industrial (LI) at 17.96%. Smaller portions include Multi-Family Residential (MFR) at 8.14%, with minimal Suburban Residential (SR), C2, and C3 zoning.

According to the demographic maps of Appendix 5.11, the surrounding census tracts show a notable presence of dependent age groups (under 18 and 65+), ranging from 30.5% to 40.2%, indicating a population with significant child and senior populations that may rely on local employment opportunities or require careful management of industrial-residential transitions. Housing occupancy varies, with renter-occupied units predominant in some tracts (up to 63.78%) and owner-occupied units stronger in others (up to 76.72%). Cost-burdened households range widely from 22.04% to 54.52%, suggesting varying levels of housing affordability pressure near the industrial corridor. Birth rates among women aged 15-50 in the past 12 months are relatively low in one tract (1.4%) but higher in another (13.0%), pointing to differing family formation trends. Median ages span from 28.4 to 38.9 years, reflecting a generally younger working-age population in some areas. Poverty rates remain modest, between 3.4% and 9.3%, which is consistent with an employment-focused industrial district that may provide job opportunities even as surrounding residential areas experience mixed economic conditions.

The built environment reflects large-scale industrial parcels with supporting access roads, while environmental features include typical suburban topography with no major floodplains prominently noted in available data. Overall, the data portray an area with strong industrial capacity but transitional residential edges that require thoughtful compatibility measures.

4.1.3.3 Infrastructure & Mobility Transportation network (roads, sidewalks, transit, bike infrastructure) includes Rock Quarry Road, which is experiencing a road widening project with GDOT collaboration. The widening is expected to result in a short-term reduction in traffic congestion and an improvement in driver's experience and comfort, while in the long-term traffic volume will increase. The road will be extending beyond its intersection at North Henry Boulevard, to Old Conyers Road and eventually from Old Conyers Road to the intersection of East Atlanta Road and Valley Hill Road. This project will likely balance traffic distribution along Rock Quarry Road, North Henry Boulevard, East Atlanta Road, Old Conyers Road, and Valley Hill Road. Rock Quarry Road is one of ten roads that are functionally classified as non-local roads in the City of Stockbridge according to the Georgia Department of Transportation, indicating the roadway's higher traffic volume potential and its capacity for serving longer trips. The MLK Sr. Heritage

Trail connects Rock Quarry Road to the downtown region, runs parallel to the Norfolk Southern Railway, and has sidewalks along it as part of a commemorative effort honoring the legacy of MLK Sr., a former resident of the City; however, the sidewalks do not extend to Rock Quarry Road. Red Oak Road has many residential units between this road and Banks Road. Banks Road has many industrial uses along the eastern portion of the road and many residential units between this road and Red Oak Road. Reeves Parkway is a corridor connecting Rock Quarry Road to Rum Creek Parkway with no uses along the corridor. Rum Creek Parkway extends from Reeves Parkway to a dead end with three known industrial uses along the corridor. Sidewalks have sparse presence throughout the area. They exist within the Elevate Apartment Complex and extend northward to Reeves Parkway and southward to the beginning of the deceleration lane at the apartment complex's entrance. These sidewalks do not connect to any of the city's commercial spaces, community amenities and centers, or other residential communities, indicating the sidewalks' low connectivity and signifying low community usage rates. No transit or bike infrastructure is present at the location. Utilities and public infrastructure, along with known deficiencies or constraints, are documented in supporting materials.

4.1.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include the Economic Development Goal to attract/retain high-quality, diverse employers with quality facilities (Chapter 4, p. 42), policies supporting business retention/expansion and reinvestment in declining/vacant industrial sites, Future Land Use policies encouraging rational commercial/industrial nodes and avoiding incompatible strip development (Chapter 4, p. 44), Action items ED.1–ED.3, ED.6 (Business Partnership, Economic Development Plan, Site Designation), and Transportation actions supporting Rock Quarry Road widening and multi-use paths (T.7). Alignment Explanation: The proposed vision and actions directly advance the Comprehensive Plan's economic development framework by targeting reinvestment in the dominant HI-zoned industrial cluster along Rock Quarry Road, consistent with the Plan's emphasis on industrial growth along SR 155/US 23 corridors and site readiness. By incorporating vegetative buffers and access management, the study reinforces Future Land Use policies for compatibility and "sense of place" while leveraging the Plan's Transportation element for coordinated widening and trail extensions. These strategies position the area as a job-generating node that supports the City's broader goal of balanced growth without encroaching on residential character.

4.1.5. Key Issues & Opportunities

Issue/Opportunity 1: Underutilized Heavy Industrial parcels limiting job growth and site readiness. The large contiguous HI district contains older mining, warehouse, and fleet-maintenance uses with aging infrastructure that constrains expansion. Modern flex-space redevelopment can attract advanced manufacturing and logistics firms.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Conduct industrial site inventory and business retention survey.
 - **Mid-Term (3–5 years):** Upgrade utilities and access roads serving the core HI district.
 - **Long-Term (5+ years):** Redevelop underutilized HI parcels into modern industrial flex space with rail/truck access.
- **Potential Partners:** City Economic Development and Community Development Departments, Henry County Development Authority, existing industrial property owners.
- **Potential Funding Sources:** Georgia DCA Economic Development grants, U.S. EDA Public Works grants, local SPLOST, private developer contributions.

Issue/Opportunity 2: Industrial-residential interface conflicts along eastern and southern edges. HI zoning directly abuts limited MFR and SR parcels, creating noise, visual, and traffic concerns at the transition zones visible on the zoning map.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Install wayfinding signage and basic landscaping buffers at residential-industrial interfaces.
 - **Mid-Term (3–5 years):** Implement voluntary façade and screening improvements through a matching grant program.
 - **Long-Term (5+ years):** Construct a dedicated industrial access road bypassing residential neighborhoods.
- **Potential Partners:** City Community Development Department, property owners.
- **Potential Funding Sources:** Local general fund, Georgia DCA CDBG, private performance agreements.

Issue/Opportunity 3: Limited multimodal connectivity and sparse sidewalks. Sidewalks exist only within the Elevate Apartments and do not connect to commercial or other residential areas; no bike or transit infrastructure is present.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Extend MLK Sr. Heritage Trail sidewalks to Rock Quarry Road.
 - **Mid-Term (3–5 years):** Add pedestrian-scale lighting along key collector roads.
 - **Long-Term (5+ years):** Establish shared-use path connections to future city-wide trail network.
- **Potential Partners:** City Public Works Department, GDOT District 3.
- **Potential Funding Sources:** GDOT Transportation Alternatives Program (TAP), SPLOST.

Issue/Opportunity 4: Opportunity to leverage ongoing Rock Quarry Road widening. GDOT widening will reduce short-term congestion but increase long-term volumes, creating a window for coordinated industrial access improvements.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Apply for quick-turnaround technical assistance for site readiness assessment.
 - **Mid-Term (3–5 years):** Develop an Industrial Business Park marketing plan.
 - **Long-Term (5+ years):** Establish a formal Industrial Park with shared infrastructure.
- **Potential Partners:** GDOT, City Economic Development, ARC.
- **Potential Funding Sources:** GDOT Local Government Road and Street Program, EDA grants.

Issue/Opportunity 5: Lack of unified wayfinding and marketing for the industrial cluster. The area functions as an industrial node but lacks identity or coordinated promotion.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Host quarterly “Industrial Roundtable” with local manufacturers and install wayfinding signage.
 - **Mid-Term (3–5 years):** Create small business technical assistance program tailored to heavy industrial users.
 - **Long-Term (5+ years):** Launch targeted recruitment campaign for advanced manufacturing.
- **Potential Partners:** Henry County Chamber of Commerce, Georgia Department of Economic Development.
- **Potential Funding Sources:** Georgia Department of Labor workforce funds, local SPLOST.

4.1.6. Vision & Planning Framework By 2040, the Rock Quarry Road Northern Portion will evolve into a modern, well-buffered heavy industrial corridor that serves as Stockbridge’s primary economic engine. Dominated by Heavy Industrial (HI) zoning across 73% of the area, the district will feature upgraded flex-industrial facilities, shared infrastructure, and strategic rail/truck access while maintaining clear vegetative buffers and compatibility standards at interfaces with the limited Multi-Family Residential and Suburban Residential pockets. The vision delivers high-quality jobs, efficient goods movement, and reinvestment that respects adjacent neighborhoods, aligning with the City’s goal of targeted economic growth along established industrial corridors.

4.1.7. Recommendations Selected Category: Economic Development. Rationale: The zoning map is dominated by a large, contiguous block of HI – Heavy Industrial District

(purple) occupying the majority of the northern portion, with smaller transitional pockets of MFR, SR, and limited commercial zoning along Rock Quarry Road. This spatial pattern points to an industrial cluster that offers the greatest planning impact through targeted economic strategies such as business recruitment, site readiness, and industrial revitalization rather than broad land-use rebalancing. The area's scale and location make it a priority for near-term economic implementation. Key Indicators Observed: Large contiguous Heavy Industrial zoning, proximity of industrial uses to residential edges requiring compatibility management, potential underutilized or transitional parcels along the road corridor. Alternative Category: Land Use (secondary, as compatibility between industrial and residential is important but secondary to the economic opportunity presented by the dominant HI zoning).

4.1.8. Implementation Strategy

4.1.8.1 Priority Projects

Short-Term (0–2 Years): Conduct industrial site inventory and business retention survey along Rock Quarry Road corridor. Launch targeted outreach to existing HI-zoned property owners for expansion/upgrade needs. Install wayfinding signage and basic landscaping buffers at residential-industrial interfaces. Host quarterly “Industrial Roundtable” with local manufacturers. Apply for quick-turnaround technical assistance grant for site readiness assessment.

Mid-Term (3–5 Years): Upgrade utilities and access roads serving the core HI district. Develop an Industrial Business Park marketing plan and online portal. Implement voluntary facade and screening improvements through a matching grant program. Create a small business technical assistance program tailored to heavy industrial users.

Long-Term (5+ Years): Redevelop underutilized HI parcels into modern industrial flex space with rail/truck access. Establish a formal Industrial Park with shared infrastructure. Construct a dedicated industrial access road bypassing residential neighborhoods.

4.1.8.2 Potential Partners City of Stockbridge Departments of Economic Development and Community Development, Henry County Development Authority, existing industrial property owners, Georgia Department of Economic Development, Atlanta Regional Commission (ARC) for workforce programs.

4.1.8.3 Funding Sources Local SPLOST or general fund for site inventory and signage, Georgia DCA Community Development Block Grant (CDBG) or Economic Development grants, U.S. Economic Development Administration (EDA) Public Works grants, Georgia Department of Labor workforce training funds, private developer contributions via performance agreements.

4.2 Area B – Rock Quarry Road, Southern Portion

4.2.1. Executive Summary Area B along the southern portion of Rock Quarry Road is a predominantly residential neighborhood characterized by Multi-Family Residential (MFR) zoning (60.47%) and Suburban Residential (SR) zoning (7.89%). The area features aging housing stock, limited housing diversity, and sparse pedestrian connectivity to parks and commercial nodes. With notable cost-burdened households and younger median ages in some tracts, the primary planning focus is Housing Strategies. The plan envisions a stable, diverse residential neighborhood that capitalizes on its existing zoning to provide a range of housing choices for working families and seniors through rehabilitation, infill, and improved walkability while supporting broader city housing supply goals.

4.2.2. Purpose & Need for the Plan Focused planning is needed in Area B due to extensive aging multi-family and suburban residential development showing signs of deferred maintenance, which threatens neighborhood stability and property values. Additional challenges include limited housing type diversity under current zoning, affordability pressures, gaps in sidewalk infrastructure, and inconsistent rental property oversight. Opportunities exist for strategic infill, home repair programs, density bonuses, and pedestrian improvements, especially with planned Rock Quarry Road extensions. This plan advances the Comprehensive Plan's Housing and Future Land Use elements by promoting preservation, rehabilitation, and increased housing choices while enhancing walkability and neighborhood quality of life.

4.2.3. Study Area Description

4.2.3.1 Location & Boundaries Area B encompasses 589 parcels totaling 572.0 acres along the southern portion of Rock Quarry Road. As shown in Appendix 5.2, Map 1, the study area is positioned as a predominantly residential neighborhood within the City of Stockbridge, with curvilinear subdivision streets and limited commercial nodes serving the surrounding multi-family and suburban residential development.

4.2.3.2 Existing Conditions Appendix 5.1, Figure 1 reveals the following zoning district distribution: 60.47% for MFR, 19.54% for C2, 7.89% for SR, 7.26% for C3, 3.74% for OI, and 1.09% for C1. Demographic maps in Appendix 5.11 show dependent age groups ranging from 37.0% to 40.2% across relevant census tracts. Predominant housing occupancy figures are 1743 in Census Tract 13151070114 and 857 in Census Tract 13151070120. Cost-burdened population percentages are 54.52% in Census Tract 13151070114 and 22.04% in Census Tract 13151070120. Birth rates among women aged 15-50 in the past 12 months are 1.4% and 6.5% respectively. Median ages are 28.4 and 36.7 years. Poverty rates are 9.3% and 3.4%. Land use patterns, built

environment, and environmental features remain as documented in the research materials.

4.2.3.3 Infrastructure & Mobility Transportation network (roads, sidewalks, transit, bike infrastructure) includes Rock Quarry Road, which forms the western and northern boundary of the study area and carries predominant multi-family residential (brown) zoning along much of its frontage interspersed with suburban residential (yellow) pockets. This alignment positions the road as the central residential spine, poised for future extensions that could unlock higher-density infill and stronger pedestrian linkages. Aerial imagery reveals tightly packed multi-family buildings hugging the eastern side, with winding subdivision streets fanning outward into wooded pockets and nearby parks. Miller Rd weaves through the central and eastern zones, where suburban residential (yellow) zoning frames both sides alongside occasional multi-family clusters, marking it as a meandering local collector that stitches the curvilinear neighborhood fabric together. Oakland Blvd cuts across the eastern section under prevailing suburban residential (yellow) zoning, acting as an intimate neighborhood thoroughfare dotted with modest commercial nodes that serve the surrounding homes. Stephens Av hugs the southern perimeter, bordered by suburban residential (yellow) zoning, functioning as a quiet boundary street whose sidewalks remain patchy and rarely reach parks or shops. Sidewalks appear only sporadically across the area and seldom bridge residential pockets to parks or commercial hubs. At present, the study area has no transit service or dedicated bicycle facilities.

4.2.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include the Housing Goal to provide variety of housing choices for changing needs and lifestyles (Chapter 4, p. 43), policies for preserving/enhancing older neighborhoods through rehabilitation and infill, Action items LU.6 (Housing Study) and LU.7 (Downtown Residential Analysis update), and Future Land Use support for density increases where infrastructure allows and mixed-use infill. Alignment Explanation: This study area directly implements the Comprehensive Plan's Housing and Future Land Use elements by focusing on preservation, infill, and diversity within the predominant MFR and SR zoning. Actions such as density bonuses, home repair programs, and pedestrian improvements advance the Plan's call for neighborhood stability, affordability monitoring, and walkable residential environments while supporting the broader goal of adding 800+ housing units in the near term. The framework ensures residential growth complements the City's transportation investments along Rock Quarry Road.

4.2.5. Key Issues & Opportunities

Issue/Opportunity 1: Aging housing stock and maintenance needs in SR/MFR areas. Extensive multi-family and suburban residential development shows signs of deferred maintenance that affects neighborhood stability and property values.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Complete neighborhood housing condition assessment and resident survey; launch home repair and weatherization program.
 - **Mid-Term (3–5 years):** Roll out first-time homebuyer assistance program.
 - **Long-Term (5+ years):** Redevelop larger MFR sites into mixed-income townhome and apartment communities.
- **Potential Partners:** City Community Development Department, nonprofit housing providers.
- **Potential Funding Sources:** Georgia DCA HOME and Housing Trust Fund, HUD CDBG, local SPLOST.

Issue/Opportunity 2: Limited housing diversity and affordability pressures. Predominant MFR and SR zoning limits options for smaller households and workforce housing.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Update subdivision regulations for smaller-lot infill in SR zones.
 - **Mid-Term (3–5 years):** Develop Affordable Housing Action Plan with density bonus incentives; construct 50–75 new workforce housing units.
 - **Long-Term (5+ years):** Expand multi-family zoning along Rock Quarry Road with pedestrian connections.
- **Potential Partners:** ARC Housing programs, local developers.
- **Potential Funding Sources:** Georgia DCA Community Development Block Grant, HUD funds.

Issue/Opportunity 3: Sparse sidewalks and poor connectivity to parks and commercial nodes. Sidewalks are limited and do not link residential areas to amenities.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Install sidewalk and streetlight improvements along key residential collectors.
 - **Mid-Term (3–5 years):** Create neighborhood-scale pocket park network.
 - **Long-Term (5+ years):** Develop linear greenway connections.
- **Potential Partners:** City Public Works Department.
- **Potential Funding Sources:** SPLOST, GDOT TAP.

Issue/Opportunity 4: Rental property management and code enforcement gaps. High percentage of rental units in MFR districts requires stronger oversight.

- **Priority Actions:**

- **Short-Term (0–2 years):** Create rental licensing and property maintenance code enforcement pilot.
- **Mid-Term (3–5 years):** Implement design guidelines for new construction.
- **Long-Term (5+ years):** Establish ongoing monitoring program.
- **Potential Partners:** City Code Enforcement, property owners.
- **Potential Funding Sources:** Local general fund.

Issue/Opportunity 5: Opportunity for transit-oriented infill near future Rock Quarry extensions. Road widening and extensions will improve access, enabling higher-density residential redevelopment.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Complete assessment.
 - **Mid-Term (3–5 years):** Partner on new units.
 - **Long-Term (5+ years):** Redevelop sites.
- **Potential Partners:** GDOT, ARC.
- **Potential Funding Sources:** Georgia DCA grants, private development.

4.2.6. Vision & Planning Framework The Rock Quarry Road Southern Portion will become a stable, diverse residential neighborhood that capitalizes on its 60% Multi-Family Residential and 8% Suburban Residential zoning to offer a range of housing choices for working families and seniors. Curvilinear subdivision streets and limited commercial nodes will be enhanced with improved walkability, pocket parks, and infill that respects the suburban character while increasing housing supply and affordability along this established corridor.

4.2.7. Recommendations Selected Category: Housing Strategies. Rationale: The map shows predominant MFR – Multiple Family Residential (brown) and SR – Suburban Residential (yellow) zoning across the southern portion, with only limited C3 commercial pockets. This residential-heavy pattern makes housing strategies the highest-impact focus—addressing density, housing type diversity, affordability, and future growth in an established suburban neighborhood along Rock Quarry Road. Key Indicators Observed: Extensive Multi-Family and Suburban Residential districts, curvilinear subdivision street patterns typical of residential development, smaller commercial nodes serving the housing areas. Alternative Category: Land Use (useful for fine-tuning but less impactful than targeted housing policy in a predominantly residential area).

4.2.8. Implementation Strategy

4.3.8.1 Priority Projects

Short-Term (0–2 Years): Complete neighborhood housing condition assessment and resident survey. Launch a home repair and weatherization program for SR/MFR

properties. Update subdivision regulations for smaller-lot infill in SR zones. Create a rental licensing and property maintenance code enforcement pilot.

Mid-Term (3–5 Years): Develop an Affordable Housing Action Plan with density bonus incentives. Construct or partner on 50–75 new workforce housing units on underutilized MFR parcels. Install sidewalk and streetlight improvements along key residential collectors. Roll out a first-time homebuyer assistance program.

Long-Term (5+ Years): Redevelop larger MFR sites into mixed-income townhome and apartment communities. Expand multi-family zoning along Rock Quarry Road with pedestrian connections. Create a neighborhood-scale pocket park network. Zoning & Regulatory Recommendations: Amend HI district text to add “light industrial” and “flex” uses as permitted (with performance standards for noise, odor, and truck traffic). Create a Rock Quarry Industrial Corridor Overlay requiring 50-ft vegetative buffers where abutting residential. Offer density/intensity bonuses for projects providing public access easements or green infrastructure. Expedited permitting track for projects creating 20+ jobs.

4.2.8.2 Potential Partners City of Stockbridge Economic Development and Community Development Departments, Henry County Development Authority, existing industrial property owners, Georgia Department of Economic Development, Atlanta Regional Commission (ARC) for workforce programs.

4.2.8.3 Funding Sources Local SPLOST or general fund for site inventory and signage, Georgia DCA Community Development Block Grant (CDBG) or Economic Development grants, U.S. Economic Development Administration (EDA) Public Works grants, Georgia Department of Labor workforce training funds, private developer contributions via performance agreements.

4.3 Area C – Highway 138 West

4.3.1. Executive Summary Area C encompasses the western segment of Highway 138, a heavily commercial corridor dominated by Heavy Commercial (C3) zoning (43.32%) with supporting Planned Unit Development and residential areas. The current auto-oriented strip development pattern features visual clutter, traffic congestion at key intersections, and limited pedestrian infrastructure. The primary planning focus is Economic Development. This plan seeks to transform the corridor into a vibrant, pedestrian-oriented commercial gateway with unified design standards, landscaped medians, and strategic mixed-use nodes that improve business viability while enhancing multimodal connectivity.

4.3.2. Purpose & Need for the Plan This corridor requires dedicated planning attention because its dominant Heavy Commercial zoning has resulted in fragmented, auto-oriented strip development that creates visual clutter, traffic delays, and reduced economic vitality. Key challenges include insufficient pedestrian facilities, excessive parking requirements, and a lack of cohesive corridor identity. Opportunities lie in shifting toward quality design, mixed-use redevelopment at key nodes, and complete-street improvements. The plan directly implements the Comprehensive Plan's Future Land Use, Economic Development, and Transportation goals by creating a more attractive and functional gateway that supports business growth and improves quality of life along this major arterial.

4.3.3. Study Area Description

4.3.3.1 Location & Boundaries Area C encompasses 358 parcels totaling 425.0 acres along the western segment of Highway 138 and its intersecting parkways. As shown in Appendix 5.3, Map 1, the study area is positioned as a major commercial corridor and gateway within the City of Stockbridge, featuring heavy commercial frontage with supporting planned unit development and residential areas.

4.3.3.2 Existing Conditions The land use pattern in Area C is dominated by heavy commercial activity along the Highway 138 corridor, with supporting planned unit development and scattered residential pockets. Appendix 5.3, Figure 1 reveals that area's zoning distribution reflects this intensity, with Heavy Commercial (C3) districts covering 43.32% of the area, followed by Planned Unit Development at 21.29% and smaller shares of Suburban Residential, Multi-Family Residential, and other categories.

Demographic maps in Appendix 5.11 reveal varied conditions across the study area's census tracts. Dependent age groups (under 18 and 65+) range from 25.3% to 47.7%, with several tracts showing notably high proportions of children and seniors, suggesting a population with significant family and elder care needs that could benefit from improved local services and walkable access along the corridor. Housing occupancy leans toward owner-occupied in most tracts (55.89%–76.49%), though one tract shows strong renter occupancy at 78.67%, indicating a mix of stable homeowners and more transient renter households typical of commercial corridor edges. Cost-burdened household rates vary widely from 27.94% to as high as 69.29%, highlighting pockets of severe affordability pressure that may limit residents' ability to access nearby commercial amenities or contribute to local economic vitality. Birth rates among women aged 15-50 are generally low to moderate (0.0%–8.9%), while median ages span from 30.9 to 52.4 years, pointing to a blend of younger working-age residents and older established households. Poverty rates range from 4.8% to 30.6%, with higher concentrations in certain tracts that align with elevated cost-burden levels. Overall, the maps portray a corridor serving a socioeconomically diverse population where

commercial redevelopment must address affordability challenges and support multi-generational needs to enhance neighborhood stability and economic performance.

4.3.3.3 Infrastructure & Mobility Transportation network (roads, sidewalks, transit, bike infrastructure) features Highway 138 West, also designated State Route 138, slicing straight through the study area as its dominant arterial. Heavy commercial (red) zoning blankets the highway frontage, supported by planned unit development and suburban residential zones behind it, painting the corridor as a textbook auto-oriented commercial artery burdened by intersection delays yet primed for median plantings and full complete-street retrofits. Aerial imagery captures broad highway frontage lined with sizable commercial parcels, sprawling parking fields, and patches of vacant land. Mt Zion Pkwy crosses the study area at prominent nodes where heavy commercial (red) zoning clusters at the junctions amid residential transitions, marking it as a vital gateway route that would gain from coordinated wayfinding, pedestrian islands, and complete-street upgrades. Reeves Creek Way emerges in the northern reach with mixed commercial and residential zoning, serving as a modest local connector tucked behind the main commercial strip. Sidewalks remain patchy and rarely tie residential neighborhoods to parks or shops. At present, the study area has no transit service or dedicated bicycle facilities.

4.3.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include Future Land Use policies discouraging strip development and encouraging “sense of place” along major commercial corridors (Chapter 4, p. 44), the Economic Development Goal and policies for reinvestment and quality commercial development (Chapter 4, p. 42), and Transportation actions for complete streets and corridor improvements on Hwy 138 (T.8). Alignment Explanation: The vision and actions reinforce the Comprehensive Plan’s Future Land Use and Economic Development chapters by shifting the C3-heavy corridor from auto-oriented strip to a designed, mixed-use gateway consistent with medium-density mixed-use designations around major intersections. Corridor overlay standards and pedestrian enhancements directly support the Plan’s call for rational commercial nodes, quality design, and multi-modal connectivity, advancing both economic vitality and transportation goals.

4.3.5. Key Issues & Opportunities

Issue/Opportunity 1: Auto-oriented strip development and visual clutter in C3 areas. Heavy Commercial zoning dominates highway frontage but lacks cohesive design and landscaping.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Prepare Corridor Improvement Plan and install unified wayfinding/gateway signage; launch façade improvement matching grant.

- **Mid-Term (3–5 years):** Develop design guidelines for new C3 construction and construct median landscaping.
 - **Long-Term (5+ years):** Redevelop underutilized C3 parcels into mixed-use nodes.
- **Potential Partners:** City Economic Development and Public Works, local property owners.
- **Potential Funding Sources:** GDOT TAP, SPLOST, Georgia DCA Revitalization Grants.

Issue/Opportunity 2: Traffic congestion at key intersections. Major intersections experience peak-hour delays affecting commercial viability.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Conduct traffic signal timing study.
 - **Mid-Term (3–5 years):** Construct pedestrian refuge islands.
 - **Long-Term (5+ years):** Reconfigure segments into complete-street sections with bike lanes.
- **Potential Partners:** GDOT District 3, ARC Transportation.
- **Potential Funding Sources:** FHWA grants via GDOT, SPLOST.

Issue/Opportunity 3: Insufficient pedestrian and shared parking infrastructure. Limited sidewalks and excessive parking minimums discourage walkability.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Install high-visibility crosswalks.
 - **Mid-Term (3–5 years):** Develop shared parking standards and district parking plan.
 - **Long-Term (5+ years):** Establish Business Improvement District.
- **Potential Partners:** City Public Works, business owners.
- **Potential Funding Sources:** GDOT Local Maintenance grants, private contributions.

Issue/Opportunity 4: Opportunity to introduce mixed-use in PUD and select C3 sites. PUD areas (21%) provide flexibility for residential-over-commercial development.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Stakeholder workshops.
 - **Mid-Term (3–5 years):** Rezone select sites.
 - **Long-Term (5+ years):** Implement overlay standards.
- **Potential Partners:** City Community Development.
- **Potential Funding Sources:** ARC Livable Communities grants.

Issue/Opportunity 5: Lack of unified corridor identity. Multiple jurisdictions and ownerships create fragmented appearance.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Façade grants.
 - **Mid-Term (3–5 years):** Landscaping standards.
 - **Long-Term (5+ years):** BID formation.
- **Potential Partners:** Local commercial owners.
- **Potential Funding Sources:** Private matching funds.

4.3.6. Vision & Planning Framework Highway 138 West and its intersecting parkways will transform into a vibrant, pedestrian-oriented heavy commercial corridor anchored by the 43% C3 zoning. Unified design standards, landscaped medians, and mixed-use nodes will create a high-quality gateway that supports business growth, reduces auto-oriented sprawl, and provides upper-story residential opportunities while maintaining efficient traffic flow.

4.3.7. Recommendations Selected Category: Economic Development. Rationale: Large contiguous areas of C3 – Heavy Commercial District (red) dominate the map, especially along the major roadways, with supporting PUD and SR zoning. The corridor’s commercial intensity and strategic highway location make economic development the primary focus for business retention, corridor revitalization, and leveraging the 2026 zoning for investment. Key Indicators Observed: Extensive Heavy Commercial zoning along highway frontage, mix with Planned Unit Development areas, key intersections and parkway access points. Alternative Category: Transportation & Mobility (relevant for access management but secondary to the clear commercial economic opportunity).

4.3.8. Implementation Strategy

4.3.8.1 Priority Projects

Short-Term (0–2 Years): Prepare a Corridor Improvement Plan with property-owner input. Install unified wayfinding and gateway signage at key intersections. Launch a storefront façade improvement matching grant program. Conduct traffic signal timing study at Mount Zion and Lake Spivey intersections.

Mid-Term (3–5 Years): Construct median landscaping and pedestrian refuge islands along Hwy 138. Develop shared parking standards and a district parking management plan. Roll out design guidelines for new C3 construction.

Long-Term (5+ Years): Redevelop key underutilized C3 parcels into mixed-use nodes with upper-story residential. Reconfigure portions of the corridor into a complete-street section with bike lanes. Establish a Business Improvement District (BID) for ongoing

maintenance. Zoning & Regulatory Recommendations: Create a Highway 138 Commercial Corridor Overlay requiring building frontage within 30 ft of the right-of-way and reduced parking minimums. Rezone select large C3 sites to allow mixed-use (add residential as conditional use). Text amendment for unified sign standards and landscaping requirements. Fast-track permitting for projects meeting overlay design criteria.

4.3.8.2 Potential Partners City Economic Development, Community Development, and Public Works Departments, GDOT District 3, local commercial property owners, Atlanta Regional Commission Transportation Committee.

4.3.8.3 Funding Sources GDOT Transportation Alternatives Program (TAP) and Local Maintenance & Improvement Grants, SPLOST for corridor improvements, Georgia DCA Revitalization Grants, Federal Highway Administration (FHWA) grants via GDOT, private business contributions via façade program.

4.4 Area D – Davidson Parkway

4.4.1. Executive Summary Area D along Davidson Parkway is a transitional mixed-use corridor marked by jurisdictional fragmentation between Stockbridge and Clayton County, featuring a heterogeneous mix of Planned Unit Development (44.68%), Multi-Family Residential, and commercial zoning. Inconsistent standards and limited multimodal connectivity create compatibility challenges. The primary planning focus is Land Use. The plan envisions Davidson Parkway as a unified, coordinated mixed-use corridor with seamless land-use transitions, shared infrastructure, and gateway features that support orderly growth and potential future annexation.

4.4.2. Purpose & Need for the Plan Planning attention is essential for Area D due to the jurisdictional boundary that creates fragmented zoning standards, review processes, and development compatibility issues along the parkway. Challenges include inconsistent land-use regulations, missing multi-modal connections, and underutilized parcels at the county line. Opportunities exist for coordinated master planning, mixed-use overlays, and improved connectivity. This plan advances the Comprehensive Plan's Future Land Use goals by promoting inter-jurisdictional coordination, rational development patterns, and enhanced sense of place along this important connector.

4.4.3. Study Area Description

4.4.3.1 Location & Boundaries Area D encompasses 285 parcels totaling 236.0 acres along Davidson Parkway. As shown in Appendix 5.4, Map 1, the study area is positioned as a transitional mixed-use corridor at the jurisdictional boundary between Stockbridge

and Clayton County, featuring a heterogeneous mix of planned unit development, multi-family residential, and commercial zoning.

4.4.3.2 Existing Conditions The land use pattern in Area D reflects a transitional corridor with a heterogeneous mix of planned unit development, multi-family residential, light industrial, and commercial uses. Appendix 5.4, Figure 1 reveals that zoning is diverse, led by Planned Unit Development at 44.68%, followed by Multi-Family Residential (19.96%), Light Industrial (14.01%), and smaller commercial and rural residential components.

Demographic maps in Appendix 5.11 illustrate notable variation across the study area's census tracts. Dependent age groups range from 30.5% to 40.2%, indicating a meaningful share of children and seniors who would benefit from improved connectivity and compatible land-use transitions. Housing occupancy shows a split, with owner-occupied units at 42.3% in one tract and renter-occupied at 53.77% in another, reflecting the mixed residential character typical of jurisdictional boundary zones. Cost-burdened rates are elevated at 41.26% and 47.31%, suggesting affordability pressures that could be exacerbated by uncoordinated development. Birth rates vary from 6.2% to 13.0%, while median ages range from 30.2 to 38.9 years, pointing to a relatively young to middle-aged population with family-forming potential. Poverty reaches 36.5% in one tract, highlighting economic vulnerability in parts of the area. Collectively, the maps portray a corridor with diverse demographic needs where jurisdictional coordination is critical to balance residential stability, employment opportunities, and orderly growth.

4.4.3.3 Infrastructure & Mobility Transportation network (roads, sidewalks, transit, bike infrastructure) centers on Davidson Pkwy, which cuts through the study area's core as the principal corridor. Planned unit development (green) and multi-family residential zoning occupy the Stockbridge side while Clayton County general business (hatched) zoning sits opposite, highlighting the roadway's role as a jurisdictional hinge that demands joint master planning, mixed-use overlays, and shared infrastructure for smooth compatibility. Aerial imagery contrasts curvilinear residential subdivisions on the east with larger commercial and industrial parcels to the west, accented by tree cover and open land at the dividing line. State Route 138 borders the western edge, carrying mixed commercial and residential zoning along the boundary and serving as a regional gateway that could accommodate enhanced signage and cross-jurisdictional coordination. Sidewalks are limited and seldom connect residential areas to parks or commercial destinations. At present, the study area has no transit service or dedicated bicycle facilities.

4.4.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include the Future Land Use Goal to establish land-use designations consistent with UDC and encourage mixed-use (Chapter 4, p. 44), policies supporting inter-

jurisdictional coordination and rational commercial nodes, and Action items LU.2, LU.5 (LCI implementation and updates). Alignment Explanation: The Davidson Parkway study advances the Comprehensive Plan's Future Land Use chapter by addressing cross-jurisdictional compatibility and promoting mixed-use transitions in a heterogeneous zoning environment. The MOU, overlay district, and joint master plan directly implement the Plan's emphasis on orderly development, infill, and quality design while supporting regional coordination through ARC. This framework ensures the corridor contributes to the City's vision of balanced growth and sense of place.

4.4.5. Key Issues & Opportunities

Issue/Opportunity 1: Jurisdictional fragmentation and inconsistent zoning standards. Portions fall under Clayton County General Business zoning, creating review and compatibility challenges.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Establish joint City-County working group and complete unified land-use inventory.
 - **Mid-Term (3–5 years):** Develop joint corridor master plan and implement coordinated signage.
 - **Long-Term (5+ years):** Pursue annexation of mutually beneficial parcels.
- **Potential Partners:** Stockbridge and Clayton County Community Development Departments, ARC.
- **Potential Funding Sources:** ARC Local Government Assistance grants, Georgia DCA Efficiency Grants.

Issue/Opportunity 2: Transitional land-use compatibility along the parkway. Mix of commercial, planned unit, and residential zoning requires better buffering and transitions.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Host stakeholder workshops.
 - **Mid-Term (3–5 years):** Pilot shared infrastructure district.
 - **Long-Term (5+ years):** Redevelop transitional parcels into unified mixed-use nodes.
- **Potential Partners:** Property owners, both counties.
- **Potential Funding Sources:** Federal planning grants (HUD/FHWA).

Issue/Opportunity 3: Limited multi-modal connectivity. Parkway lacks continuous sidewalks or trails linking jurisdictions.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Inventory gaps.

- **Mid-Term (3–5 years):** Construct pathway segments.
- **Long-Term (5+ years):** Build full multi-modal pathway.
- **Potential Partners:** City Public Works.
- **Potential Funding Sources:** SPLOST, GDOT TAP.

Issue/Opportunity 4: Underutilized parcels at jurisdictional boundary. Vacant or low-intensity sites present redevelopment potential.

- **Priority Actions:**
 - **Short-Term (0–2 years):** MOU for consistent standards.
 - **Mid-Term (3–5 years):** Create Mixed-Use Overlay.
 - **Long-Term (5+ years):** Implement overlay on both sides.
- **Potential Partners:** ARC.
- **Potential Funding Sources:** Joint funding mechanisms.

Issue/Opportunity 5: Opportunity for gateway improvements. Current entry points lack identity.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Coordinated signage.
 - **Mid-Term (3–5 years):** Landscaping.
 - **Long-Term (5+ years):** Mixed-use redevelopment.
- **Potential Partners:** Property owners.
- **Potential Funding Sources:** SPLOST.

4.4.6. Vision & Planning Framework Davidson Parkway will function as a unified, jurisdictionally coordinated mixed-use corridor that resolves the current patchwork of PUD, MFR, and Clayton County General Business zoning. A seamless transition of land uses, shared infrastructure, and gateway features will create a stable employment-residential edge that supports orderly growth and potential future annexation while enhancing connectivity between the two jurisdictions.

4.4.7. Recommendations Selected Category: Land Use. Rationale: The map displays a heterogeneous mix of C3, General Business (noted as under Clayton County jurisdiction), PUD, MFR, and other districts, with an explicit jurisdictional boundary note. This complexity makes land-use coordination, compatibility, and potential annexation the highest-impact study focus for this transitional area. Key Indicators Observed: Mixed commercial, planned, and residential zoning, specific note on Clayton County “General Business” jurisdiction, Davidson Parkway as a connector between jurisdictions. Alternative Category: Economic Development (viable but less urgent than resolving the mixed zoning and jurisdictional issues first).

4.4.8. Implementation Strategy

4.4.8.1 Priority Projects

Short-Term (0–2 Years): Establish a joint City-County working group on Davidson Parkway corridor. Complete a unified land-use and zoning inventory map. Host stakeholder workshops with property owners in both jurisdictions.

Mid-Term (3–5 Years): Develop a joint corridor master plan covering both jurisdictions. Implement coordinated signage and gateway improvements. Pilot a shared infrastructure improvement district.

Long-Term (5+ Years): Pursue annexation of Clayton County parcels where mutually beneficial. Redevelop transitional parcels into unified mixed-use nodes. Construct continuous multi-modal pathway along Davidson Parkway. Zoning & Regulatory Recommendations: Adopt an inter-jurisdictional Memorandum of Understanding (MOU) for consistent review standards. Create a Davidson Parkway Mixed-Use Overlay (applicable on both sides) allowing compatible commercial/residential transitions. Text amendment to align parking and buffering standards between jurisdictions.

4.4.8.2 Potential Partners Stockbridge and Clayton County Community Development Departments, Henry County and Clayton County Commissions, Atlanta Regional Commission, property owners along Davidson Parkway.

4.4.8.3 Funding Sources ARC Local Government Assistance grants, joint SPLOST or special district funding, Georgia DCA Local Government Efficiency Grants, federal planning grants (FHWA or HUD) for cross-jurisdictional studies.

4.5 Area E – North Henry Boulevard / Highway 42 (Northern Segment)

4.5.1. Executive Summary The northern segment of North Henry Boulevard/Highway 42 is an auto-oriented commercial corridor dominated by Heavy Commercial (C3) zoning (30.94%) with supporting Suburban Residential and Rural Residential areas. Fragmented driveway access, missing pedestrian infrastructure, and traffic conflicts characterize the area. The primary planning focus is Transportation & Mobility. The plan will transform the corridor into a safer, more efficient multimodal arterial through access management, continuous sidewalks, complete-street design, and limited mixed-use redevelopment.

4.5.2. Purpose & Need for the Plan This study area needs focused attention because the heavy commercial frontage along the major arterial generates frequent turning movements and safety concerns due to unregulated curb cuts and limited pedestrian facilities. Challenges include fragmented access, missing sidewalks and crosswalks,

and an auto-dominated streetscape. Opportunities include implementing access management, constructing multimodal infrastructure, and introducing limited mixed-use development. The plan directly supports the Comprehensive Plan's Transportation element by enhancing safety, connectivity, and multi-modal travel along this key corridor while aligning with Future Land Use policies for rational corridor development.

4.5.3. Study Area Description

4.5.3.1 Location & Boundaries Area E encompasses 128 parcels totaling 201.0 acres along the northern segment of North Henry Boulevard and Highway 42. As shown in Appendix 5.5, Map 1, the study area is positioned as an auto-oriented commercial corridor within the City of Stockbridge, with heavy commercial frontage and residential pockets set back from the arterial.

4.5.3.2 Existing Conditions The land use pattern in Area E features heavy commercial frontage along the Highway 42 corridor with residential areas set back, creating an auto-oriented strip character. Appendix 5.5, Figure 1 reveals that zoning is led by Heavy Commercial (C3) at 30.94%, supported by Suburban Residential (24.48%), C2 (21.13%), and Rural Residential (18.03%).

Demographic maps in Appendix 5.11 show dependent age groups ranging from 36.0% to 40.2%, indicating a solid base of children and seniors who would benefit from safer pedestrian connections and reduced traffic conflicts. Housing occupancy is primarily owner-occupied (42.3%–73.43%), though renter presence is notable in some tracts. Cost-burdened rates range from 33.21% to 48.08%, signaling moderate to significant affordability pressures that could be alleviated by improved multimodal access to jobs and services. Birth rates vary from 1.0% to 10.1%, while median ages span 28.6 to 36.1 years, reflecting a relatively young working-age population suited to corridor employment and redevelopment opportunities. Poverty levels range from 19.5% to 36.5%, with higher concentrations suggesting economic vulnerability in portions of the area. The maps collectively portray a corridor with a working-age, family-oriented population where transportation safety and access improvements can directly support economic activity and residential quality of life.

4.5.3.3 Infrastructure & Mobility Transportation network (roads, sidewalks, transit, bike infrastructure) is anchored by North Henry Blvd, also identified as Highway 42, which stretches the full length of the study area as its primary arterial. Heavy commercial (red) zoning lines the highway frontage, backed by suburban residential (yellow) and rural residential zones, characterizing the corridor as a typical auto-oriented strip with fragmented driveway access that is well-suited for raised medians and complete-street redesign. Aerial imagery shows commercial buildings and parking lots pressed directly against the highway, with wooded residential pockets set farther back. Valley Hill Rd appears along the eastern edge under suburban residential zoning,

acting as a secondary local connector that offers only modest east-west movement behind the commercial strip. Sidewalks are sparse and rarely bridge residential neighborhoods to parks or commercial nodes. At present, the study area has no transit service or dedicated bicycle facilities.

4.5.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include the Transportation Goal to enhance multi-modal connectivity and roadway safety (Chapter 4, p. 52), policies for complete streets and access management on major arterials, and Action items T.1, T.8, T.9 (traffic plans, sidewalk plan, bicycle/pedestrian plan). Alignment Explanation: This small area study implements the Comprehensive Plan's Transportation element by applying access management and complete-street standards along the C3-dominated Highway 42 corridor. Actions such as median installations, sidewalk construction, and overlay standards directly support the Plan's calls for improved pedestrian connectivity, traffic safety, and multi-modal facilities on key arterials, while limited mixed-use rezoning aligns with Future Land Use policies for rational corridor development.

4.5.5. Key Issues & Opportunities

Issue/Opportunity 1: Fragmented driveway access and traffic conflicts in C3 frontage. Heavy Commercial zoning lines the highway with numerous unregulated curb cuts.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Install raised medians and turn-lane improvements; launch driveway consolidation study.
 - **Mid-Term (3–5 years):** Adopt corridor-specific access management ordinance.
 - **Long-Term (5+ years):** Reconfigure segments into boulevard with dedicated bike lanes.
- **Potential Partners:** City Public Works, GDOT District 3.
- **Potential Funding Sources:** GDOT HSIP, CMAQ funds, SPLOST.

Issue/Opportunity 2: Missing pedestrian infrastructure. Limited sidewalks and crosswalks create safety gaps.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Add high-visibility crosswalks and pedestrian signals.
 - **Mid-Term (3–5 years):** Construct continuous sidewalk and multi-use trail.
 - **Long-Term (5+ years):** Add signalized intersections where gaps exist.
- **Potential Partners:** ARC Transportation Division, local businesses.
- **Potential Funding Sources:** GDOT Safe Routes to School, SPLOST.

Issue/Opportunity 3: Opportunity to introduce limited mixed-use. C3 frontage with residential behind offers potential for residential-over-commercial.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Voluntary access management program.
 - **Mid-Term (3–5 years):** Rezone limited frontage.
 - **Long-Term (5+ years):** Redevelop large parcels with buildings pulled to street.
- **Potential Partners:** City Community Development.
- **Potential Funding Sources:** Georgia DCA grants.

Issue/Opportunity 4: Streetscape and traffic calming deficiencies. Auto-oriented character lacks amenities.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Traffic calming measures.
 - **Mid-Term (3–5 years):** Streetscape enhancements.
 - **Long-Term (5+ years):** Transit stop integration.
- **Potential Partners:** Local business owners.
- **Potential Funding Sources:** FHWA grants.

Issue/Opportunity 5: Parking management and shared-use potential. Excessive surface parking reduces developable area.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Study.
 - **Mid-Term (3–5 years):** Shared parking standards.
 - **Long-Term (5+ years):** Structured parking in redevelopment.
- **Potential Partners:** Property owners.
- **Potential Funding Sources:** Private contributions.

4.5.6. Vision & Planning Framework The northern segment of North Henry Boulevard/Highway 42 will become a safer, more efficient multimodal arterial corridor where Heavy Commercial zoning is supported by consolidated access, continuous sidewalks, and complete-street design. Auto-oriented strip patterns will evolve into organized commercial nodes with improved pedestrian and bicycle connections to adjacent residential pockets, enhancing safety and economic activity.

4.5.7. Recommendations Selected Category: Transportation & Mobility. Rationale: Heavy C3 – Heavy Commercial District zoning lines the Highway 42 / North Henry Boulevard corridor, with residential areas set back. The auto-oriented strip pattern and major arterial location make transportation and mobility the primary focus—addressing access management, traffic flow, and multimodal connections that directly support the

commercial zoning. Key Indicators Observed: Heavy Commercial zoning concentrated along the highway, auto-oriented development form with limited cross streets, residential pockets behind the commercial frontage. Alternative Category: Economic Development (important, but mobility improvements would unlock greater near-term implementation impact).

4.5.8. Implementation Strategy

4.5.8.1 Priority Projects

Short-Term (0–2 Years): Install raised medians and turn-lane improvements at key commercial driveways. Launch a driveway consolidation study and voluntary access management program. Add high-visibility crosswalks and pedestrian signals at major intersections.

Mid-Term (3–5 Years): Construct continuous sidewalk and multi-use trail along the corridor. Implement traffic calming measures and streetscape enhancements. Develop a corridor-specific access management ordinance.

Long-Term (5+ Years): Reconfigure select segments into a boulevard with dedicated bike lanes and transit stops. Redevelop large C3 parcels with buildings pulled to the street and shared parking. Add signalized intersections where connectivity gaps exist. **Zoning & Regulatory Recommendations:** Adopt a North Henry Boulevard Access Management Overlay reducing driveway spacing and requiring cross-access easements. Rezone limited C3 frontage to allow mixed-use with residential above. Text amendment lowering parking requirements for commercial uses within ¼ mile of future transit.

4.5.8.2 Potential Partners City Public Works and Community Development Departments, GDOT District 3, local business owners along Hwy 42, ARC Transportation Planning Division.

4.5.8.3 Funding Sources GDOT Safe Routes to School and Transportation Alternatives grants, SPLOST for sidewalk and streetscape projects, Federal Congestion Mitigation and Air Quality (CMAQ) funds, Georgia DCA Community Development grants.

4.6 Area F – East Atlanta Road, Southern Section

4.6.1. Executive Summary Area F along the southern section of East Atlanta Road is an established suburban residential neighborhood dominated by Suburban Residential (SR 39.15%) and Planned Unit Development (PUD 17.83%) zoning, with proximity to Clarks and Barber Parks. Limited housing variety, incomplete sidewalk connections, and pressure for incompatible redevelopment are key concerns. The primary planning focus

is Housing Strategies. The vision is for a high-quality suburban neighborhood strengthened by conservation overlays, targeted infill, diverse housing options, and enhanced park connectivity that preserves character while meeting evolving resident needs.

4.6.2. Purpose & Need for the Plan Focused planning is warranted in Area F to address pressures for incompatible redevelopment in established SR and PUD areas and to capitalize on the asset of park adjacency. Challenges include limited housing diversity, missing sidewalk links to parks and schools, and underutilized opportunities for accessory dwelling units and cottage courts. Opportunities exist for neighborhood conservation standards, age-restricted and workforce housing, and improved walkability. This plan implements the Comprehensive Plan's Housing and Transportation policies by promoting infill that respects neighborhood character, enhancing connectivity, and contributing to citywide housing goals.

4.6.3. Study Area Description

4.6.3.1 Location & Boundaries Area F encompasses 308 parcels totaling 529.0 acres along the southern section of East Atlanta Road. As shown in Appendix 5.6, Map 1, the study area is positioned as an established suburban residential neighborhood within the City of Stockbridge, featuring proximity to Clarks and Barber Parks and a mix of suburban and planned unit development zoning.

4.6.3.2 Existing Conditions The land use pattern in Area F consists of established suburban residential development with supporting rural residential, downtown, and limited commercial pockets, anchored by proximity to local parks. Appendix 5.6, Figure 1 reveals that zoning is predominantly Suburban Residential (39.15%) and Planned Unit Development (17.83%), with additional Rural Residential (20.42%) and smaller multi-family and commercial components.

Demographic maps in Appendix 5.11 indicate dependent age groups at 36.0% and 39.6%, reflecting a balanced population with notable numbers of children and seniors who would benefit from enhanced park connectivity and safe walking routes. Housing occupancy is strongly owner-occupied (62.26% and 78.6%), suggesting stable neighborhoods where preservation and targeted infill are appropriate. Cost-burdened rates of 40.0% to 48.08% point to moderate affordability pressures that could be addressed through housing diversity and maintenance incentives. Birth rates range from 1.0% to 4.1%, while median ages of 36.1 and 39.4 years indicate a middle-aged, family-oriented demographic. Poverty levels are 8.3% and 25.2%, with variation that aligns with cost-burden trends. The maps portray a relatively stable suburban area with owner-heavy housing stock and family/senior needs, where park-adjacent improvements and conservation strategies can strengthen community character and quality of life.

4.6.3.3 Infrastructure & Mobility Transportation infrastructure for Area F centers on East Atlanta Rd, which establishes the western boundary. Suburban residential (yellow) and planned unit development (green) zoning run along the frontage beside parkland, positioning the road as the main residential collector whose incomplete sidewalks to Clarks and Barber Parks create clear opportunities for conservation overlays and better connectivity. Aerial imagery vividly displays curvilinear subdivisions spreading east of the road, dense single-family housing, and immediate park adjacency. Bryant St cuts through the northern section, bordered by suburban residential (yellow) and planned unit development (green) zoning, functioning as a local grid street inside the established suburban neighborhood that could support expanded sidewalk links and park access. Oakland Blvd extends through the eastern section under prevailing suburban residential (yellow) zoning, serving as an internal neighborhood street with strong potential for conservation overlays and improved park connections. Sidewalks appear only sporadically and seldom connect residential areas to parks or commercial nodes. At present, the study area has no transit service or dedicated bicycle facilities.

4.6.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include housing policies for variety of choices, neighborhood preservation, and infill (Chapter 4, p. 43), Future Land Use support for density where design and infrastructure allow, and Transportation actions for sidewalk and trail connectivity (T.9). Alignment Explanation: The study area advances the Comprehensive Plan's Housing and Future Land Use goals by promoting infill, conservation overlays, and housing diversity within the dominant SR/PUD framework. Park connectivity and walkability improvements implement the Plan's multi-modal transportation policies, ensuring residential growth enhances rather than erodes neighborhood character while contributing to city-wide housing supply targets.

4.6.5. Key Issues & Opportunities

Issue/Opportunity 1: Need for neighborhood conservation and infill standards. Established SR and PUD areas face pressure for incompatible redevelopment.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Neighborhood walkability audit and resident survey; expand park programming.
 - **Mid-Term (3–5 years):** Adopt Residential Infill Overlay and Neighborhood Conservation Overlay District.
 - **Long-Term (5+ years):** Redevelop larger PUD sites into higher-density mixed-income neighborhoods.
- **Potential Partners:** City Community Development, HOAs.
- **Potential Funding Sources:** Georgia DCA HOME, HUD CDBG, SPLOST.

Issue/Opportunity 2: Housing diversity and age-restricted options. Limited variety beyond single-family and existing multi-family.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Voluntary maintenance incentives.
 - **Mid-Term (3–5 years):** Partner on 40–60 new age-restricted or workforce units.
 - **Long-Term (5+ years):** Density bonus for park-adjacent projects.
- **Potential Partners:** Nonprofit housing developers.
- **Potential Funding Sources:** Georgia Housing Trust Fund, LWCF for parks.

Issue/Opportunity 3: Missing sidewalk links and safe routes to schools/parks. Connectivity to Clarks and Barber Parks is incomplete.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Construct missing sidewalk links.
 - **Mid-Term (3–5 years):** Safe-route-to-school improvements.
 - **Long-Term (5+ years):** Create linear parks and greenways.
- **Potential Partners:** City Public Works.
- **Potential Funding Sources:** SPLOST, GDOT TAP.

Issue/Opportunity 4: Opportunity for ADUs and cottage courts. Zoning allows but lacks design standards.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Update regulations.
 - **Mid-Term (3–5 years):** Text amendment for cottage courts.
 - **Long-Term (5+ years):** Implement with design review.
- **Potential Partners:** Local developers.
- **Potential Funding Sources:** Local general fund.

Issue/Opportunity 5: Park adjacency and green infrastructure. Proximity to existing parks is an asset but underutilized for connectivity.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Beautification events.
 - **Mid-Term (3–5 years):** Trail connections.
 - **Long-Term (5+ years):** Greenway network.
- **Potential Partners:** Parks Department, HOAs.
- **Potential Funding Sources:** Federal LWCF.

4.6.6. Vision & Planning Framework East Atlanta Road's southern section will remain a high-quality suburban residential neighborhood strengthened by its 39% SR and 18% PUD zoning. Targeted infill, neighborhood conservation overlays, and enhanced park

connections will preserve character while adding diverse housing types, walkable links to Clarks and Barber Parks, and limited neighborhood-scale commercial nodes that serve residents.

4.6.7. Recommendations Selected Category: Housing Strategies. Rationale: The zoning is overwhelmingly SR – Suburban Residential and PUD – Planned Unit Development, with smaller commercial and MFR pockets. This established residential fabric along East Atlanta Road makes housing strategies the best fit for guiding density, housing diversity, and neighborhood-scale development. Key Indicators Observed: Dominant Suburban Residential and Planned Unit Development zoning, nearby parks (Clarks and Barber Parks) supporting residential character, mix of multi-family and single-family style zoning. Alternative Category: Land Use (supportive but housing policy would deliver more direct implementation value).

4.6.8. Implementation Strategy

4.6.8.1 Priority Projects

Short-Term (0–2 Years): Neighborhood walkability audit and resident priority survey. Expand park programming and connectivity to adjacent residential areas. Offer voluntary property maintenance and energy-efficiency retrofit incentives.

Mid-Term (3–5 Years): Develop a Neighborhood Conservation Overlay District. Construct missing sidewalk links and safe-route-to-school improvements. Partner on 40–60 new age-restricted or workforce housing units in PUD areas.

Long-Term (5+ Years): Redevelop larger PUD sites into higher-density mixed-income neighborhoods. Create a network of linear parks and greenways connecting Clarks and Barber Parks. Zoning & Regulatory Recommendations: Adopt a Residential Infill Overlay for SR/PUD allowing smaller lots and ADUs with design review. Text amendment for cottage court and townhome developments in appropriate locations. Density bonus for projects preserving or enhancing park adjacency.

4.6.8.2 Potential Partners City Community Development and Public Works Departments, local homeowner associations, nonprofit housing developers.

4.6.8.3 Funding Sources Georgia DCA HOME and Housing Trust Fund, HUD CDBG for neighborhood improvements, local SPLOST for parks and sidewalks, Federal Land and Water Conservation Fund (LWCF) for park enhancements.

4.7 Area G – North Henry Boulevard, Central Section

4.7.1. Executive Summary The central section of North Henry Boulevard is a mixed commercial-residential corridor with significant C2 (52.53%) and supporting Multi-Family

Residential zoning. Underperforming commercial frontage, aging façades, excessive surface parking, and limited vertical mixed-use characterize the area. The primary planning focus is Economic Development. The plan envisions a dynamic mixed-use corridor with enhanced streetscapes, reduced parking ratios, and a new mixed-use overlay that creates walkable nodes blending ground-floor retail, offices, and upper-story residential.

4.7.2. Purpose & Need for the Plan This corridor requires targeted planning because current commercial development suffers from vacancies, visual underperformance, and inefficient land use due to parking oversupply and zoning that restricts vertical mixed-use. Challenges include poor pedestrian and transit access and a lack of development incentives. Opportunities exist to introduce façade improvements, mixed-use incentives, and multimodal enhancements along this visible boulevard. The plan advances the Comprehensive Plan's mixed-use corridor revitalization and Economic Development goals by creating live-work-play environments and supporting economic reinvestment.

4.7.3. Study Area Description

4.7.3.1 Location & Boundaries Area G encompasses 265 parcels totaling 215.0 acres along the central section of North Henry Boulevard. As shown in Appendix 5.7, Map 1, the study area is positioned as a mixed commercial-residential corridor within the City of Stockbridge, with significant commercial frontage and supporting multi-family residential development.

4.7.3.2 Existing Conditions The land use pattern in Area G centers on a mixed commercial-residential corridor along North Henry Boulevard, with prominent commercial frontage and supporting multi-family residential. Appendix 5.7, Figure 1 reveals that zoning is led by C2 at 52.53%, with Multi-Family Residential at 19.26% and smaller office, suburban residential, and commercial components.

Demographic maps in Appendix 5.11 highlight a socioeconomically mixed population. Dependent age groups range from 30.5% to 40.2%, indicating families and seniors who could gain from improved pedestrian access and mixed-use vitality. Housing occupancy is mixed, with renter-occupied units reaching 63.78% in some tracts, suggesting a need for stable rental options alongside owner-occupied stock. Cost-burdened rates are elevated (33.21%–54.52%), pointing to affordability challenges that mixed-use redevelopment and housing incentives could help address. Birth rates vary from 1.0% to 13.0%, while median ages span 28.4 to 38.9 years, reflecting a younger, working-age demographic well-suited to live-work opportunities. Poverty levels range from 5.6% to 25.2%, with higher concentrations in certain tracts. The maps portray a corridor with diverse age and income profiles where economic revitalization through mixed-use development can improve housing options and activate the boulevard for residents and businesses alike.

4.7.3.3 Infrastructure & Mobility Transportation network in Area G is led by North Henry Blvd, which runs through the center as the primary corridor. C2 general commercial (pink) and heavy commercial (red) zoning dominate the frontage while multi-family residential zones provide support, portraying the boulevard as a mixed-use commercial spine plagued by vacancies, aging façades, and abundant surface parking yet offering strong potential for mixed-use overlays, façade grants, and parking reductions. Aerial imagery captures commercial strips, large parking areas, and multi-family buildings directly along the boulevard with residential neighborhoods set behind. Miller Rd borders the eastern edge, flanked by commercial and multi-family residential zoning, operating as a local connector that currently delivers only limited pedestrian and transit access to the boulevard. Sidewalks remain patchy and rarely link residential sections to parks or commercial nodes. At present, the study area has no transit service or dedicated bicycle facilities.

4.7.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include Future Land Use policies encouraging mixed-use development and sense of place on corridors (Chapter 4, p. 44), Economic Development policies for reinvestment and quality commercial development (Chapter 4, p. 42), and Transportation policies for multi-modal connectivity. Alignment Explanation: This study directly implements the Comprehensive Plan's mixed-use and corridor revitalization strategies by introducing a Mixed-Use Overlay along the C2/C3 frontage of North Henry Boulevard. Façade grants, parking reductions, and residential incentives align with the Plan's goals for live-work-play environments and economic reinvestment while advancing pedestrian and bicycle connectivity objectives.

4.7.5. Key Issues & Opportunities

Issue/Opportunity 1: Underperforming commercial frontage in C2/C3 zones. Vacancies and aging façades along the boulevard limit economic activity.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Business vacancy and market analysis; façade and landscaping improvement grants.
 - **Mid-Term (3–5 years):** Develop Mixed-Use Development Incentive Program.
 - **Long-Term (5+ years):** Transform underutilized strips into vibrant mixed-use districts.
- **Potential Partners:** City Economic Development, local landlords.
- **Potential Funding Sources:** Georgia DCA Economic Development grants, ARC Livable Communities.

Issue/Opportunity 2: Limited residential integration above commercial. Zoning restricts vertical mixed-use.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Install pedestrian-scale lighting.
 - **Mid-Term (3–5 years):** Rezone select parcels and create North Henry Mixed-Use Overlay.
 - **Long-Term (5+ years):** Extend multi-modal connections.
- **Potential Partners:** City Community Development, developers.
- **Potential Funding Sources:** TAD or SPLOST, private equity.

Issue/Opportunity 3: Parking oversupply and lack of shared options. Excessive surface parking reduces developable land.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Street furniture at key nodes.
 - **Mid-Term (3–5 years):** Reduce minimum parking ratios.
 - **Long-Term (5+ years):** Require structured/shared parking.
- **Potential Partners:** Property owners.
- **Potential Funding Sources:** Private contributions.

Issue/Opportunity 4: Pedestrian and transit access gaps. High visibility but poor multimodal links.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Gateway features.
 - **Mid-Term (3–5 years):** Enhanced transit stops.
 - **Long-Term (5+ years):** Complete multi-modal network.
- **Potential Partners:** GDOT, ARC.
- **Potential Funding Sources:** GDOT grants.

Issue/Opportunity 5: Opportunity for expedited mixed-use permitting. Incentive structure is missing.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Analysis.
 - **Mid-Term (3–5 years):** Expedited review for 30% residential component.
 - **Long-Term (5+ years):** Full district transformation.
- **Potential Partners:** Henry County Chamber.
- **Potential Funding Sources:** Opportunity Zone incentives (if applicable).

4.7.6. Vision & Planning Framework North Henry Boulevard’s central section will become a dynamic mixed-use corridor leveraging its 52% C2 and supporting MFR zoning to blend commercial vitality with upper-story residential. Enhanced streetscapes, reduced parking ratios, and a new mixed-use overlay will create walkable nodes with

ground-floor retail, offices, and housing that activate the boulevard while buffering adjacent neighborhoods.

4.7.7. Recommendations Selected Category: Economic Development. Rationale: Significant C3 – Heavy Commercial and MFR zoning front North Henry Boulevard in the central section, creating a mixed commercial-residential corridor. Economic development is the highest-impact focus for revitalizing commercial uses, incentivizing mixed-use infill, and capitalizing on the boulevard’s visibility and traffic. Key Indicators Observed: Heavy Commercial zoning along the boulevard, adjacent Multi-Family Residential support, central corridor location with high visibility. Alternative Category: Transportation & Mobility (valuable for access but secondary to economic activation of the zoned commercial areas).

4.7.8. Implementation Strategy

4.7.8.1 Priority Projects

Short-Term (0–2 Years): Business vacancy and market analysis along central North Henry Boulevard. Façade and landscaping improvement grants for C3 properties. Install pedestrian-scale lighting and street furniture at key nodes.

Mid-Term (3–5 Years): Develop a Mixed-Use Development Incentive Program. Construct gateway features and enhanced transit stops. Rezone select C3 parcels to support ground-floor commercial with residential above.

Long-Term (5+ Years): Transform underutilized commercial strips into vibrant mixed-use districts. Extend multi-modal connections to adjacent residential neighborhoods. Zoning & Regulatory Recommendations: Create a North Henry Mixed-Use Overlay allowing residential uses above commercial in C3 zones. Reduce minimum parking ratios and require structured/shared parking. Offer expedited review and fee waivers for projects meeting 30% residential component.

4.7.8.2 Potential Partners City Economic Development and Community Development Departments, local commercial landlords and developers, ARC Economic Development Committee, Henry County Chamber of Commerce, Stockbridge Main Street Program and Downtown Development Authority (for eastward parcels).

4.7.8.3 Funding Sources Georgia DCA Economic Development grants, ARC Livable Communities Initiative grants, local TAD or SPLOST, federal Opportunity Zone incentives (if applicable) and private equity.

4.8 Area H – North Stockbridge

4.8.1. Executive Summary North Stockbridge is a maturing suburban community dominated by Planned Unit Development (41.18%) and Suburban Residential (20.5%) zoning with large-lot, curvilinear subdivision patterns. Outdated PUD standards, limited housing variety, and missing neighborhood-scale commercial and trail connections are primary issues. The primary planning focus is Housing Strategies. The vision is for a well-connected, family-oriented suburban area with updated PUD standards, internal trail networks, strategic density near future village centers, and preserved open space.

4.8.2. Purpose & Need for the Plan Planning is needed in North Stockbridge to modernize outdated PUD regulations and guide future build-out in a manner that enhances connectivity and housing diversity while preserving suburban character. Challenges include limited internal linkages, minimal commercial/civic uses, and infrastructure readiness gaps. Opportunities include updating development standards, developing townhomes and single-family units on vacant parcels, and creating village-scale nodes. This plan supports the Comprehensive Plan's Housing and Future Land Use goals by promoting quality residential growth and multi-modal connectivity.

4.8.3. Study Area Description

4.8.3.1 Location & Boundaries Area H encompasses 606 parcels totaling 534.0 acres in the northern portion of Stockbridge. As shown in Appendix 5.8, Map 1, the study area is positioned as a maturing suburban community within the City of Stockbridge, characterized by large-lot planned unit development and suburban residential subdivisions with curvilinear street patterns.

4.8.3.2 Existing Conditions The land use pattern in Area H is low-intensity suburban residential with large-lot subdivisions and curvilinear streets, supported by planned unit development and limited commercial uses. Appendix 5.8, Figure 1 demonstrates that zoning is dominated by Planned Unit Development (41.18%), Rural Residential (27.88%), and Suburban Residential (20.5%).

Demographic maps in Appendix 5.11 show dependent age groups ranging from 36.0% to 41.8%, reflecting a family- and senior-oriented population well-suited to suburban living with enhanced connectivity. Housing occupancy is strongly owner-occupied (62.26%–74.26%), indicating stable neighborhoods where preservation and targeted density are priorities. Cost-burdened rates vary from 24.13% to 48.08%, suggesting moderate affordability needs in parts of the area. Birth rates range from 1.0% to 10.1%, while median ages span 28.6 to 45.6 years, pointing to a mix of younger families and middle-aged/older residents. Poverty levels are 6.4% to 25.2%. The maps portray a maturing suburban community with strong owner-occupancy and multi-generational

needs, where updated standards and trail connections can maintain character while addressing evolving housing demands..

4.8.3.3 Infrastructure & Mobility Transportation infrastructure in Area H is anchored by East Atlanta Rd, which borders the eastern edge. Planned unit development (green) and suburban residential (yellow) zoning extend along the boundary, marking the road as the primary suburban connector that could readily accommodate internal trail extensions. Aerial imagery reveals large-lot subdivisions and curvilinear streets lying west of the road, underscoring the low-density suburban character. Valley Hill Rd crosses the southern and central portions under planned unit development (green) and suburban residential (yellow) zoning, serving as a key local collector that ties the maturing suburban community to the wider city network. Gallup Dr appears as an internal road in the central area with planned unit development and suburban residential zoning, functioning as a local subdivision street within the curvilinear pattern that currently offers limited commercial or civic uses. Highlane Dr is visible as an internal road in the northern section where suburban residential zoning predominates, operating as a low-volume local street that supports the low-intensity suburban fabric and holds promise for updated PUD standards and trail connections. Sidewalks are sparsely distributed and seldom connect residential areas to parks or commercial nodes. At present, the study area has no transit service or dedicated bicycle facilities.

4.8.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include the Housing Goal to provide variety of housing choices and preserve/enhance older neighborhoods (Chapter 4, p. 43), Future Land Use policies supporting planned unit development with open space and connectivity, and Transportation policies for multi-use trails. Alignment Explanation: The North Stockbridge framework advances the Comprehensive Plan's Housing and Future Land Use elements by updating PUD standards and introducing targeted density near village centers while preserving suburban character. Trail connections and form-based elements implement neighborhood preservation and multi-modal connectivity policies, ensuring the area contributes to the City's goals for balanced residential growth and quality development.

4.8.5. Key Issues & Opportunities

Issue/Opportunity 1: Outdated PUD standards lacking connectivity and open space. Large PUD areas have curvilinear streets but limited internal linkages.

- **Priority Actions:**

- **Short-Term (0–2 years):** Complete North Stockbridge Neighborhood Plan update and install entry features.
- **Mid-Term (3–5 years):** Update PUD standards to require 15% open space and internal connectivity; construct internal multi-use trails.
- **Long-Term (5+ years):** Create mixed-use village center.

- **Potential Partners:** City Community Development, HOAs.
- **Potential Funding Sources:** SPLOST, Georgia DCA Growth Management grants.

Issue/Opportunity 2: Limited housing variety in established subdivisions. Predominantly single-family pattern with minimal multi-family.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Homeowner association capacity-building.
 - **Mid-Term (3–5 years):** Develop 100+ new single-family and townhome units on vacant PUD parcels.
 - **Long-Term (5+ years):** Rezone select SR to MFR near village center.
- **Potential Partners:** Local developers.
- **Potential Funding Sources:** HUD CDBG, private impact fees.

Issue/Opportunity 3: Missing neighborhood-scale commercial and civic uses. Residents travel outside the area for daily needs.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Directional signage.
 - **Mid-Term (3–5 years):** Add small commercial nodes at intersections.
 - **Long-Term (5+ years):** Full village center with civic uses.
- **Potential Partners:** ARC.
- **Potential Funding Sources:** Local SPLOST.

Issue/Opportunity 4: Utility and infrastructure readiness for build-out. Some areas lack full extensions.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Inventory.
 - **Mid-Term (3–5 years):** Extend utilities.
 - **Long-Term (5+ years):** Support full build-out.
- **Potential Partners:** City Public Works.
- **Potential Funding Sources:** SPLOST.

Issue/Opportunity 5: Form-based elements for new development. Current standards are conventional.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Plan update.
 - **Mid-Term (3–5 years):** Adopt form-based code elements.
 - **Long-Term (5+ years):** Implement in new projects.
- **Potential Partners:** City staff.

- **Potential Funding Sources:** Georgia DCA grants.

4.8.6. Vision & Planning Framework North Stockbridge will mature as a well-connected, family-oriented suburban community built around its 41% PUD and 20% SR zoning. Updated PUD standards, internal trail networks, and strategic higher-density nodes near future village centers will preserve open space, enhance neighborhood cohesion, and provide diverse housing options while maintaining the low-intensity suburban character.

4.8.7. Recommendations Selected Category: Housing Strategies. Rationale: The map is dominated by PUD – Planned Unit Development, SR – Suburban Residential, and MFR zoning in a low-intensity suburban pattern. Housing strategies represent the greatest planning impact for guiding future residential growth, density transitions, and housing affordability in North Stockbridge. Key Indicators Observed: Extensive Planned Unit Development and Suburban Residential districts, curvilinear subdivision layout, minimal commercial zoning intrusion. Alternative Category: Sustainability (greenfield character is present but housing demand is the more immediate priority).

4.8.8. Implementation Strategy

4.8.8.1 Priority Projects

Short-Term (0–2 Years): Complete a North Stockbridge Neighborhood Plan update. Install neighborhood entry features and directional signage. Launch a homeowner association capacity-building program.

Mid-Term (3–5 Years): Construct internal multi-use trails connecting subdivisions. Develop 100+ new single-family and townhome units on vacant PUD parcels. Add neighborhood-scale commercial nodes at key intersections.

Long-Term (5+ Years): Create a mixed-use village center with civic uses and higher-density housing. Extend utility infrastructure to support full build-out. Zoning & Regulatory Recommendations: Update PUD standards to require 15% open space and internal connectivity. Rezone select SR areas to MFR for targeted density near future village center. Adopt form-based code elements for new development in North Stockbridge.

4.8.8.2 Potential Partners City Community Development and Public Works Departments, local developers and HOAs, ARC for regional growth coordination.

4.8.8.3 Funding Sources Local SPLOST for infrastructure and trails, Georgia DCA Growth Management grants, HUD CDBG for neighborhood improvements, private development impact fees.

4.9 Area I – Atlanta Highway / Highway 42

4.9.1. Executive Summary Area I along Atlanta Highway (Highway 42) functions as an eastern gateway arterial corridor with a mix of Multi-Family Residential (48.5%) and commercial zoning fronting the highway. High-speed traffic, safety concerns, access management issues, and limited east-west connectivity are prominent challenges. The primary planning focus is Transportation & Mobility. The plan will create a safer complete-street arterial with access management, buffered bike lanes, upgraded intersections, and limited mixed-use redevelopment to balance traffic movement with improved pedestrian safety.

4.9.2. Purpose & Need for the Plan This arterial corridor demands focused planning due to safety risks generated by high-speed traffic and frequent turning movements from MFR and commercial uses, compounded by missing sidewalks, poor crossings, and fragmented connectivity. Opportunities include implementing corridor overlays, complete-street retrofits, and enhanced safety features. The plan directly implements the Comprehensive Plan's Transportation Goal by improving multimodal safety and access management while supporting compatible corridor development under Future Land Use policies.

4.9.3. Study Area Description

4.9.3.1 Location & Boundaries Area I encompasses 887 parcels totaling 646.0 acres along Atlanta Highway (Highway 42). As shown in Appendix 5.9, Map 1, the study area is positioned as an eastern gateway arterial corridor within the City of Stockbridge, featuring multi-family residential and commercial zoning fronting the highway with supporting uses behind.

4.9.3.2 Existing Conditions The land use pattern in Area I features multi-family residential and commercial uses fronting the Atlanta Highway arterial, with supporting office, planned unit, and suburban residential backing the corridor. Appendix 5.9, Figure 1 demonstrates that zoning is led by Multi-Family Residential at 48.5%, with Office Institutional (24.76%) and smaller commercial components.

Demographic maps in Appendix 5.11 depict a corridor with younger to middle-aged residents and notable affordability pressures. Dependent age groups range from 34.3% to 41.7%, indicating families and seniors who would benefit from safer crossings and better east-west connections. Housing occupancy is predominantly owner-occupied (62.02%–94.36%), though renter presence exists. Cost-burdened rates of 25.53% to 45.07% highlight moderate to high housing cost challenges that improved mobility could help mitigate by enhancing access to opportunities. Birth rates are 1.5% and 5.9%, while median ages of 34.3 and 37.3 years reflect a working-age population suited to arterial corridor redevelopment. Poverty levels range from 10.6% to 18.4%. The maps

portray an eastern gateway area with a relatively young demographic and cost pressures, where transportation safety enhancements can support residential stability and economic function.

4.9.3.3 Infrastructure & Mobility Transportation network in Area I is defined by Atlanta Highway / Highway 42 (also designated State Route 42), which passes through the center as the primary arterial. Multi-family residential (brown) and commercial zoning front the highway with office institutional backing, portraying the corridor as an eastern gateway arterial marked by high-speed traffic, frequent turning movements, and missing sidewalks that present clear opportunities for access management, buffered bike lanes, and complete-street retrofits. Aerial imagery shows the highway lined with commercial and multi-family development, wooded areas, and curvilinear residential streets set back from the roadway. Brannan Rd borders the southern and eastern edge, flanked by multi-family residential and commercial zoning, serving as a local connector that requires focused safety and access management measures. Sidewalks remain sparse throughout the area and rarely connect residential neighborhoods to parks or commercial destinations. At present, the study area has no transit service or dedicated bicycle facilities.

4.9.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include the Transportation Goal and policies for complete streets, access management, and multi-modal improvements on major arterials (Chapter 4, p. 52), and Future Land Use policies for rational development along corridors. Alignment Explanation: The Atlanta Highway study implements the Comprehensive Plan's Transportation priorities through corridor overlay standards, access management, and complete-street retrofits along the mixed MFR/commercial zoning. Safety and pedestrian improvements directly support the Plan's sidewalk, trail, and safety action items while limited mixed-use allowances align with Future Land Use goals for compatible corridor development.

4.9.5. Key Issues & Opportunities

Issue/Opportunity 1: High-speed arterial safety and access management. MFR and commercial frontage generates frequent turning movements.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Install pedestrian refuge islands and upgraded signals; conduct corridor safety audit with GDOT.
 - **Mid-Term (3–5 years):** Build continuous sidewalk and buffered bike lanes; adopt Atlanta Highway Corridor Overlay.
 - **Long-Term (5+ years):** Rebuild intersections as roundabouts or complete streets.
- **Potential Partners:** GDOT District 3, City Public Works.
- **Potential Funding Sources:** GDOT HSIP, SPLOST, ARC Transportation grants.

Issue/Opportunity 2: Limited east-west connectivity. Curvilinear residential streets behind the corridor lack cross connections.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Business access management education.
 - **Mid-Term (3–5 years):** Coordinated landscaping and lighting.
 - **Long-Term (5+ years):** Encourage transit-oriented mixed-use on large parcels.
- **Potential Partners:** ARC, adjacent property owners.
- **Potential Funding Sources:** Federal Highway Safety Improvement Program.

Issue/Opportunity 3: Opportunity for limited residential in commercial zones. Select C3/C2 sites can support mixed-use.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Safety audit.
 - **Mid-Term (3–5 years):** Develop multi-modal corridor plan.
 - **Long-Term (5+ years):** Allow limited residential with design review.
- **Potential Partners:** City Economic Development.
- **Potential Funding Sources:** GDOT Local Government Road Program.

Issue/Opportunity 4: Pedestrian crossing deficiencies. Major crossings lack refuge and signals.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Refuge islands.
 - **Mid-Term (3–5 years):** Sidewalk construction.
 - **Long-Term (5+ years):** Modern intersections.
- **Potential Partners:** Local business groups.
- **Potential Funding Sources:** SPLOST.

Issue/Opportunity 5: Corridor identity and landscaping. Fragmented appearance along the highway.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Education program.
 - **Mid-Term (3–5 years):** Landscaping standards.
 - **Long-Term (5+ years):** Redevelopment incentives.
- **Potential Partners:** Property owners.
- **Potential Funding Sources:** ARC grants.

4.9.6. Vision & Planning Framework Atlanta Highway/Highway 42 will operate as a safe, complete-street arterial corridor where MFR, PUD, and commercial zoning are supported by access management, buffered bike lanes, and upgraded intersections.

The area will balance traffic-generating uses with improved pedestrian safety and limited mixed-use redevelopment that strengthens the City's eastern gateway.

4.9.7. Recommendations Selected Category: Transportation & Mobility. Rationale: The area lies directly along Atlanta Highway/Highway 42 with a mix of MFR, PUD, commercial, and SR zoning fronting the arterial. The corridor's scale and traffic-generating uses make transportation and mobility the primary study focus to improve safety, access, and connectivity supporting the 2026 zoning. Key Indicators Observed: Commercial and multi-family zoning along the major highway, mix of planned and suburban residential backing the corridor, limited east-west connectivity visible in the layout. Alternative Category: Economic Development (relevant for corridor businesses but mobility infrastructure would enable broader implementation).

4.9.8. Implementation Strategy

4.9.8.1 Priority Projects

Short-Term (0–2 Years): Install pedestrian refuge islands and upgraded signal heads at major crossings. Conduct corridor safety audit with GDOT. Launch business access management education program.

Mid-Term (3–5 Years): Build continuous sidewalk and buffered bike lanes along Hwy 42 frontage. Implement coordinated landscaping and lighting standards. Develop a multi-modal corridor plan.

Long-Term (5+ Years): Rebuild select intersections as modern roundabouts or signalized complete streets. Encourage redevelopment of large parcels into transit-oriented mixed-use. Zoning & Regulatory Recommendations: Adopt an Atlanta Highway Corridor Overlay with access management and complete-street standards. Allow limited residential uses in commercial zones with design review. Text amendment for reduced curb cuts and shared access requirements.

4.9.8.2 Potential Partners City Public Works, Community Development, and Economic Development, GDOT District 3, ARC Transportation Division, adjacent property owners and business groups.

4.9.8.3 Funding Sources GDOT Local Government Road and Street Program, Federal Highway Safety Improvement Program (HSIP), SPLOST for pedestrian infrastructure, ARC Transportation grants.

4.10 Area J – Eastern Section of North Henry Boulevard

4.10.1. Executive Summary The eastern section of North Henry Boulevard is a stable suburban residential area dominated by Suburban Residential (48.94%) and Planned

Unit Development zoning with scattered commercial nodes. Incremental infill pressure, limited housing diversity, and gaps in pedestrian connectivity define current conditions. The primary planning focus is Housing Strategies. The plan envisions strengthened neighborhood character through targeted infill, cottage-style options, enhanced walkability, and linear greenways while preserving the area's residential fabric.

4.10.2. Purpose & Need for the Plan Focused planning is required in Area J to manage infill development in SR and PUD zones without eroding neighborhood character and to address gaps in housing variety and pedestrian infrastructure. Challenges include missing sidewalk segments, limited design guidance for new development, and underutilized opportunities for accessory dwelling units. Opportunities exist for residential overlays, townhome infill, and greenway connections. This plan advances the Comprehensive Plan's Housing and Future Land Use objectives by promoting compatible infill, walkability, and diverse housing choices that enhance quality of life.

4.10.3. Study Area Description

4.10.3.1 Location & Boundaries Area I encompasses 887 parcels totaling 646.0 acres along Atlanta Highway (Highway 42). As shown in Appendix 5.10, Map 1, the study area is positioned as an eastern gateway arterial corridor within the City of Stockbridge, featuring multi-family residential and commercial zoning fronting the highway with supporting uses behind.

4.10.3.2 Existing Conditions The land use pattern in Area J is stable suburban residential with grid-and-curvilinear streets and scattered small commercial nodes. Appendix 5.10, Figure 1 reveals that zoning is led by Suburban Residential at 48.94%, with Planned Unit Development (9.57%), Multi-Family Residential (8.51%), and supporting commercial districts.

Demographic maps in Appendix 5.11 show dependent age groups at 36.0% and 40.2%, indicating a family-oriented population that would benefit from improved walkability and infill options. Housing occupancy is mixed, with renter-occupied units at 63.78% in one tract, reflecting demand for both ownership and rental choices. Cost-burdened rates of 48.08% to 54.52% highlight notable affordability pressures that targeted housing strategies and overlays can help address. Birth rates are low at 1.0% and 1.4%, while median ages of 28.4 and 36.1 years point to a younger working-age demographic suitable for diverse housing types. Poverty levels range from 9.3% to 25.2%. The maps portray an established suburban neighborhood with younger residents and cost challenges, where residential overlays, cottage-style infill, and greenway connections can preserve character while meeting evolving needs.

4.10.3.3 Infrastructure & Mobility Transportation infrastructure in Area J centers on North Henry Blvd, which forms the western boundary. Suburban residential (yellow) and planned unit development zoning line the frontage with scattered commercial nodes, indicating the boulevard functions as the main residential collector that holds strong potential for neighborhood overlays and linear greenway connections. Aerial imagery illustrates suburban residential lots and curvilinear streets extending east of the boulevard. Miller Rd passes through the central portion, where suburban residential (yellow) zoning is predominant along its length with occasional multi-family pockets, operating as a local grid street inside the stable suburban fabric that can support walkability, cottage-style infill, and design standards for building orientation. Oakland Blvd borders the eastern edge under suburban residential (yellow) zoning, serving as a boundary local street that offers opportunities for design standards and street tree enhancements. Stephens Av traverses the southern portion, bordered by suburban residential (yellow) zoning, functioning as a local connector within the grid-and-curvilinear residential pattern. Sidewalks are sparsely distributed and seldom link residential areas to parks or commercial nodes. At present, the study area has no transit service or dedicated bicycle facilities.

4.10.4. Relationship to the Comprehensive Plan Relevant Comp Plan Elements include the Housing Goal and policies promoting housing variety, infill, and neighborhood preservation (Chapter 4, p. 43), Future Land Use support for low-density mixed-use along corridors and residential infill, and Transportation policies for sidewalk and greenway connectivity. Alignment Explanation: This study area implements the Comprehensive Plan's Housing and Future Land Use vision by applying overlays, ADU/cottage standards, and infill incentives within the predominant SR/PUD zoning of the eastern North Henry Boulevard section. Walkability and greenway actions advance multi-modal connectivity goals, ensuring residential development enhances neighborhood stability and contributes to the City's overall housing supply and quality-of-life objectives.

4.10.5. Key Issues & Opportunities

Issue/Opportunity 1: Neighborhood character preservation amid infill pressure. SR and PUD zoning faces incremental change without design guidance.

- **Priority Actions:**

- **Short-Term (0–2 years):** Neighborhood character survey and design guideline development; small-scale traffic calming.
- **Mid-Term (3–5 years):** Implement Residential Neighborhood Overlay allowing cottage homes and ADUs; construct missing sidewalks.
- **Long-Term (5+ years):** Redevelop larger SR/PUD blocks into higher-density walkable neighborhoods.

- **Potential Partners:** City Community Development, HOAs.
- **Potential Funding Sources:** Georgia DCA HOME, HUD CDBG, SPLOST.

Issue/Opportunity 2: Housing supply and diversity gaps. Limited options beyond traditional single-family.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Partner with HOAs for clean-up events.
 - **Mid-Term (3–5 years):** Develop 60–80 new townhome units on infill parcels.
 - **Long-Term (5+ years):** Create linear greenway along drainage features.
- **Potential Partners:** Local residential developers, ARC Housing.
- **Potential Funding Sources:** Georgia Housing Trust Fund, Federal Community Services Block Grant.

Issue/Opportunity 3: Pedestrian connectivity to Boulevard and parks. Missing sidewalk segments reduce walkability.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Traffic calming on local streets.
 - **Mid-Term (3–5 years):** Safe pedestrian crossings.
 - **Long-Term (5+ years):** Greenway network.
- **Potential Partners:** City Public Works.
- **Potential Funding Sources:** SPLOST.

Issue/Opportunity 4: Small neighborhood commercial nodes. Scattered C2/C1 pockets can be better integrated.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Beautification events.
 - **Mid-Term (3–5 years):** Establish small commercial node with design standards.
 - **Long-Term (5+ years):** Rezone targeted parcels from SR to MFR where adjacent.
- **Potential Partners:** Local HOAs.
- **Potential Funding Sources:** Local general fund.

Issue/Opportunity 5: Design standards for building orientation and street trees. Current development lacks consistent form.

- **Priority Actions:**
 - **Short-Term (0–2 years):** Guideline development.
 - **Mid-Term (3–5 years):** Add design standards.
 - **Long-Term (5+ years):** Full implementation.

- **Potential Partners:** City staff.
- **Potential Funding Sources:** ARC grants.

4.10.6. Vision & Planning Framework The eastern section of North Henry Boulevard will strengthen its role as a stable suburban residential neighborhood with targeted infill and neighborhood commercial nodes. Leveraging 49% SR and supporting PUD zoning, the area will feature enhanced walkability, cottage-style housing options, and linear greenways that connect to the broader city trail network while preserving the grid-and-curved residential fabric.

4.10.7. Recommendations Selected Category: Housing Strategies. Rationale: Predominant SR – Suburban Residential and PUD zoning, with scattered MFR and smaller commercial pockets, defines the eastern section. Housing strategies are the most impactful focus for managing residential development patterns, infill, and neighborhood character along this segment of North Henry Boulevard. Key Indicators Observed: Large Suburban Residential and Planned Unit Development areas, grid and curvilinear residential street networks, limited commercial nodes serving the housing. Alternative Category: Land Use (helpful for transitions but housing policy would drive greater near- to mid-term results).

4.10.8. Implementation Strategy

4.10.8.1 Priority Projects

Short-Term (0–2 Years): Neighborhood character survey and design guideline development. Small-scale traffic calming on local residential streets. Partner with HOAs for community clean-up and beautification events.

Mid-Term (3–5 Years): Construct missing sidewalk segments and safe pedestrian crossings. Develop 60–80 new townhome units on appropriately zoned infill parcels. Establish a small neighborhood commercial node with design standards.

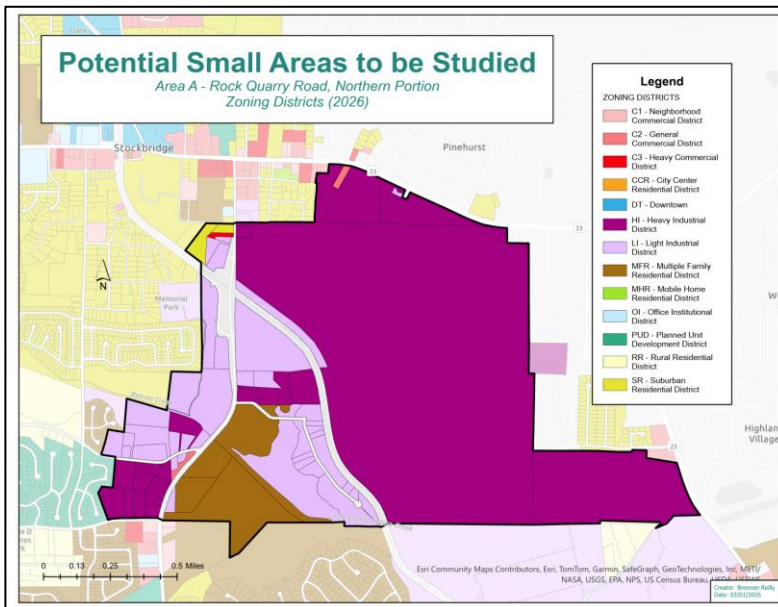
Long-Term (5+ Years): Redevelop larger SR/PUD blocks into higher-density, walkable neighborhoods. Create a linear greenway along existing drainage features. Zoning & Regulatory Recommendations: Implement a Residential Neighborhood Overlay allowing cottage homes and ADUs in SR zones. Rezone targeted parcels from SR to MFR where adjacent to existing multi-family. Add design standards for building orientation and street trees.

4.10.8.2 Potential Partners City Public Works and Community Development Departments, local residential developers and HOAs, Atlanta Regional Commission Housing programs.

4.10.8.3 Funding Sources Georgia DCA HOME Program and Housing Trust Fund, local SPLOST for sidewalks and greenways, HUD CDBG for neighborhood revitalization, Federal Community Services Block Grant for community programs.

5. Appendices

5.1 Area A: Maps and Charts



Map 1: Zoning Map of Area A

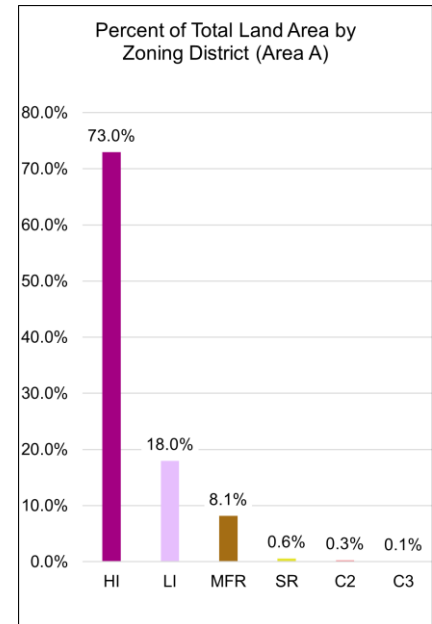


Figure 1: Percent of Total Land Area by Zoning District for Area A

5.2 Area B: Maps and Charts



Map 1: Zoning Map of Area B

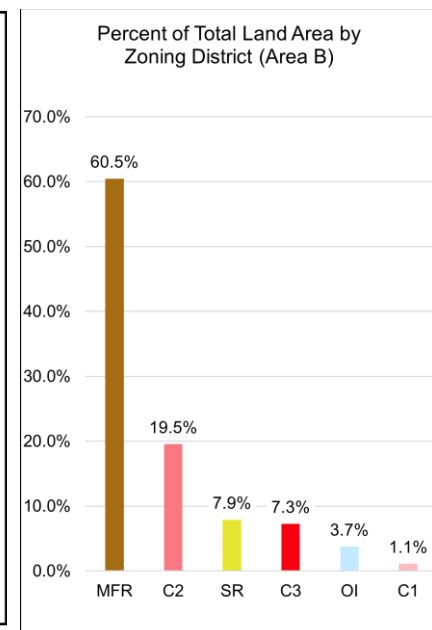


Figure 1: Percent of Total Land Area by Zoning District for Area B

5.3 Area C: Maps and Charts



Map 1: Zoning Map of Area C

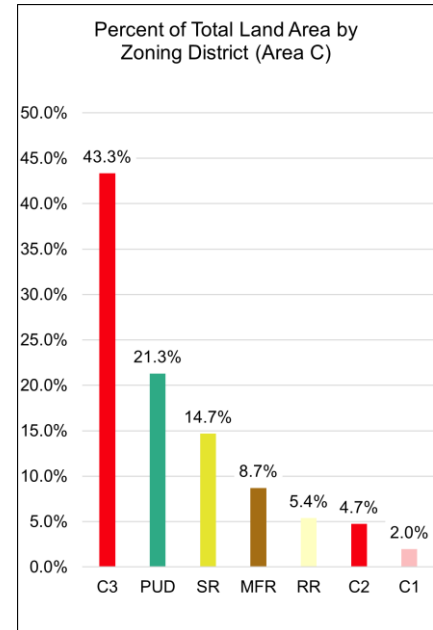
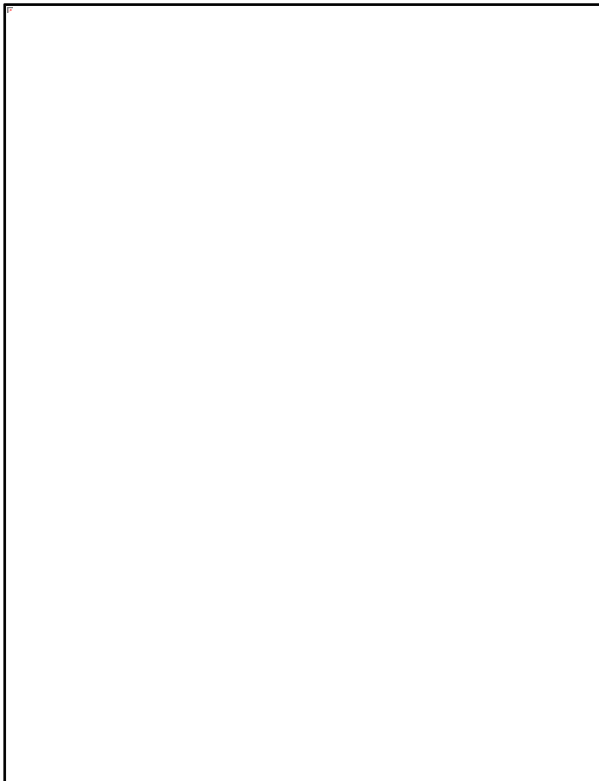


Figure 1: Percent of Total Land Area by Zoning District for Area C

5.4 Area D: Maps and Charts



Map 1: Zoning Map of Area D

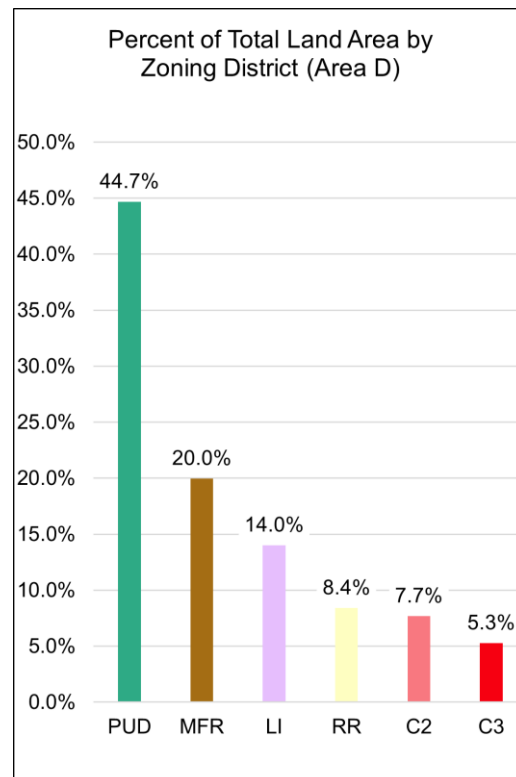
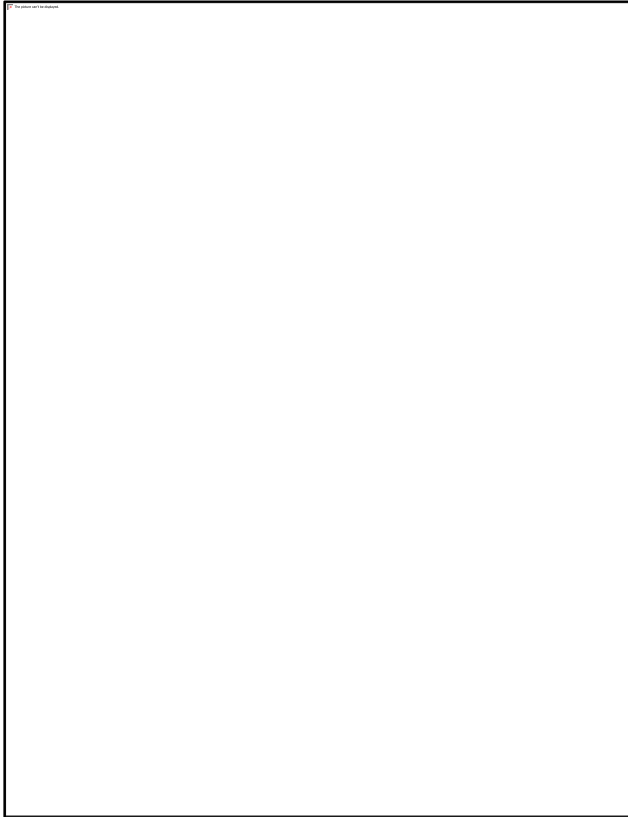


Figure 1: Percent of Total Land Area by Zoning District for Area D

5.5 Area E: Maps and Charts



Map 1: Zoning Map of Area E

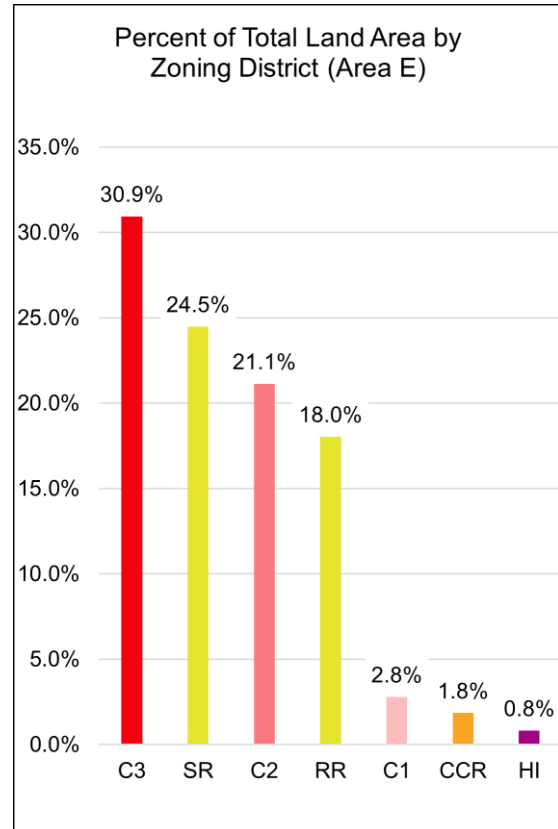


Figure 1: Percent of Total Land Area by Zoning District for Area E

5.6 Area F: Maps and Charts



Map 1: Zoning Map of Area F

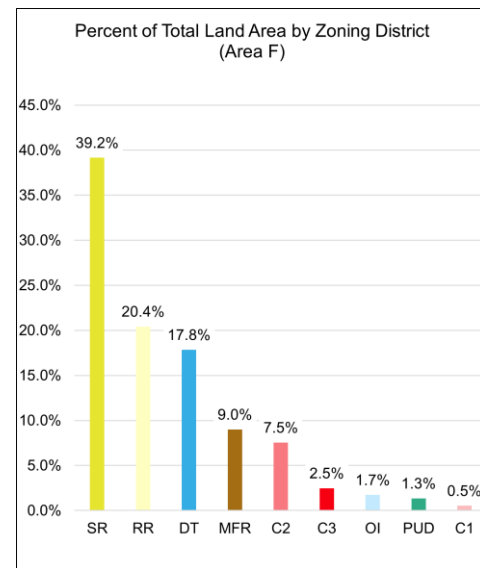


Figure 1: Percent of Total Land Area by Zoning District for Area F

5.7 Area G: Maps and Charts



Map 1: Zoning Map of Area G

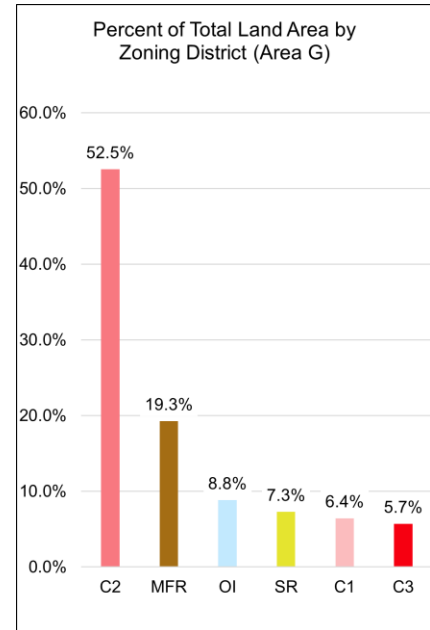
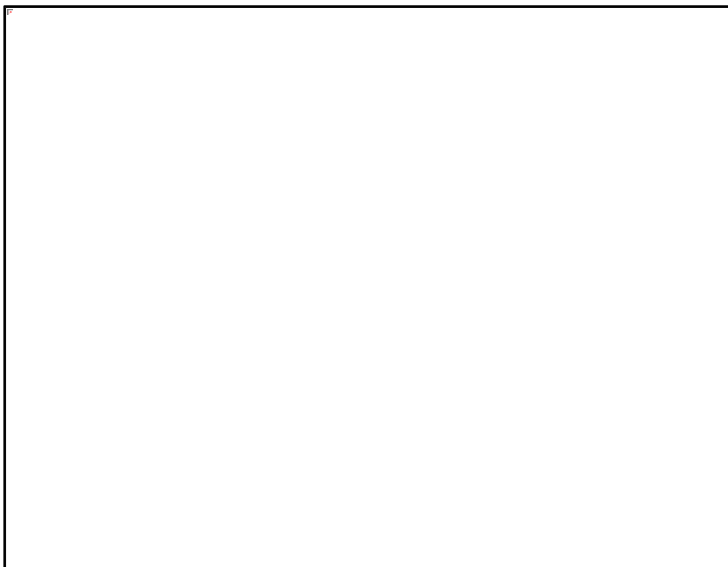


Figure 1: Percent of Total Land Area by Zoning District for Area G

5.8 Area H: Maps and Charts



Map 1: Zoning Map of Area H

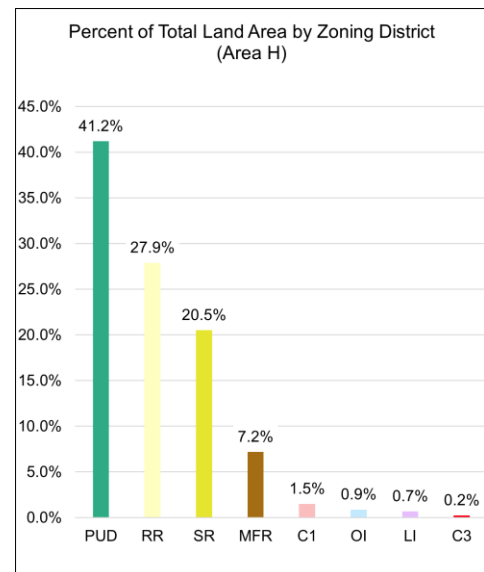
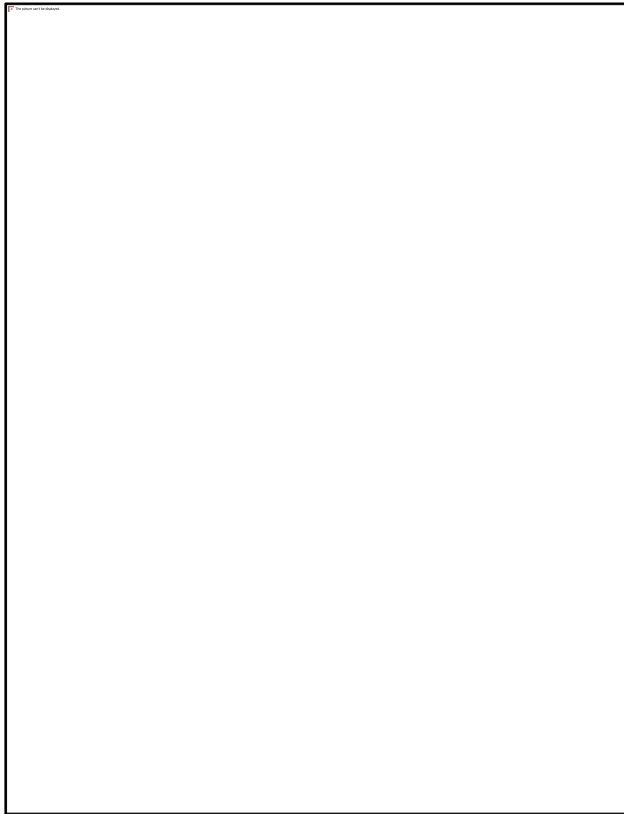


Figure 1: Percent of Total Land Area by Zoning District for Area H

5.9 Area I: Maps and Charts



Map 1: Zoning Map of Area I

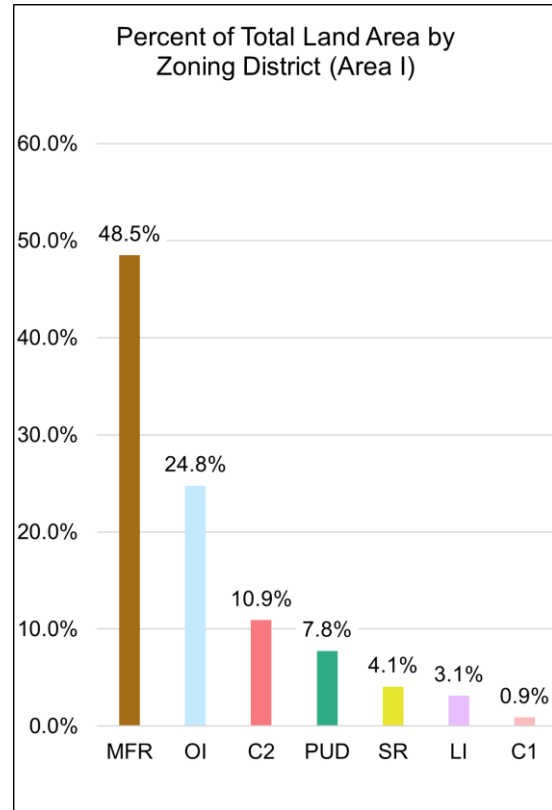


Figure 1: Percent of Total Land Area by Zoning District for Area I

5.10 Area J: Maps and Charts



Map 1: Zoning Map of Area J

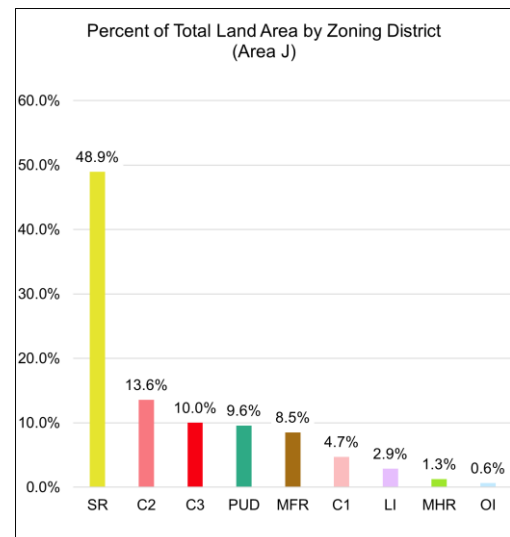


Figure 1: Percent of Total Land Area by Zoning District for Area J

5.11 All Areas: Demographic Maps



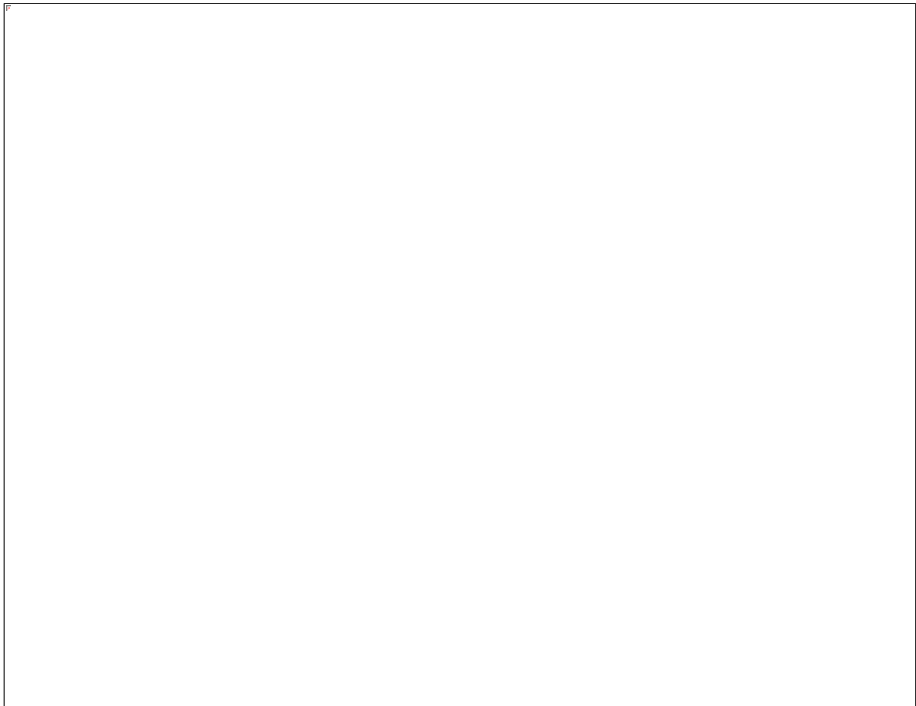
Map 1: Percent of Population in Dependent Age Groups by Census Tracts with Small Area Overlay (2026)



Map 2: Percent of Cost-Burdened Householders by Census Tracts with Small Area Overlay (2026)



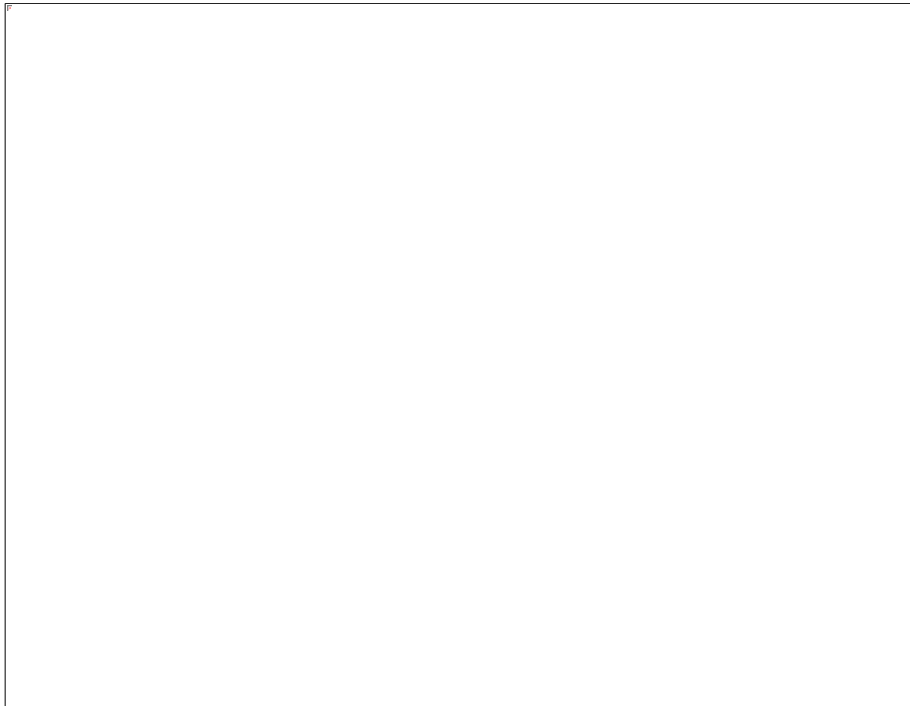
Map 3: Birth Rates by Census Tracts with Small Area Overlay (2026)



Map 4: Median Ages by Census Tracts with Small Area Overlay (2026)



Map 5: Percent of Predominant Housing Types by Census Tracts with Small Area Overlay (2026)



Map 6: Percent of Population Below Poverty Line by Census Tracts with Small Area Overlay (2026)



City of Stockbridge

AGENDA ITEM

MEETING DATE

APRIL 13, 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:

VARIANCE CASE #VR-2026.01. (Council District 2) Consideration of a variance application for two setback variances on Parcel #S20-03003000 on Wilson Avenue to allow for the construction of a new single-family detached dwelling. Applicant: Jerry Robinson of BAC Construction. Zoned: SR. Property size: 0.613 +/- acres. Variance Request #1—Reduce the front yard setback from the required 50 feet to 25 feet. Variance Request #2—Reduce the rear yard setback from the required 40 feet to 20 feet.

BACKGROUND INFORMATION:

The property is long and narrow. The existing setbacks would leave only a tiny, triangular-shaped buildable area, making it infeasible to build the house. Staff recommendation: Approval, with three conditions: 1) the dwelling must have at least 1,500 total heated square feet, which the SR district requires; 2) the applicant must submit a new site plan which shows the driveway location off Wilson Avenue, whereby no vehicles would protrude into the street from the driveway; and 3) the dwelling must comply with the UDC façade requirements. Planning Commission Action: Approval with Staff's three conditions.

SIGNATURES:

CITY MANAGER Frank S. Milazi

CITY TREASURER Quinton Washington

CITY ATTORNEY _____

☐ FINANCIAL IMPACT ☒ N/A

AMOUNT:

0.00

ATTACHMENTS: ☐

ITEM/PROJECT/EVENT:

VARIANCE CASE #VR-2026-01.

STAFF RECOMMENDATION:

APPROVAL WITH CONDITIONS.

eSigned via GovOS.com

R. Ryan Anderson

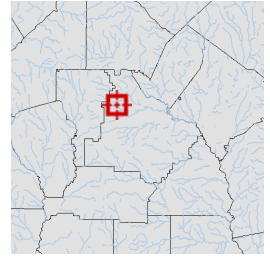
Key: 7cb6a9e3-7863-4556-a458-502734485a99



Henry County, GA



Overview



Legend

- Parcels
- Roads

Parcel ID	S20-03003000	Class	Residential	Owner	BERNAL GOPAR	Land	\$18,000
Property		Acreage	0.61	Address	LAURA &	Value:	
Address					GOPAR-CARMONA	Building	\$0
District	City/Stockbridge				LUIS A	Value:	Last 2 Sales
					103 ROSENWALD	Misc	\$0
					CIR	Value:	Date
					STOCKBRIDGE, GA	Total	1/1/1945
					30281	Value:	\$0
							Reason
							Qual

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

Date created: 2/12/2026

Last Data Uploaded: 2/12/2026 1:13:26 AM

Developed by  SCHNEIDER
GEOSPATIAL

Variance Application Disclosure & Authorization Form

1. Applicant & Property Information

- **Applicant Name(s):** Jerry Robinson
- **Mailing Address:** 110 Walter Way Unit 1963 Stockbridge Ga. 30281
- **Phone:** 678-520-9509 **Email:** bac@bac-constructioninc.com
- **Property Address (Subject of Variance):** 0 Wilson Ave. Stockbridge Ga 30281
- **Parcel/Tax ID Number:** S20-003003000
- **Current Zoning District:** Lot 36 / 12 District

2. Variance Request Details

- **Type of Variance Requested (Check one):** ☒ Use Variance ☐ Dimensional (Area) Variance
- **Specific Regulation/Requirement for Which Variance is Sought:**
 - Zoning Code Section: UDC
 - Description of Standard: Section 4.3.2

- **Detailed Description of Proposed Variance:**

- REDUCTION IN EXISTING LOT SETBACK

- **Statement of Practical Difficulties or Hardship:**

- DEPRIVING OWNER OF REASONABLE USE OF PROPERTY

3. Required Disclosures & Authorizations

By signing below, I/we certify and authorize the following:

BAC CONSTRUCTION INC
110 WALTER WAY
STOCKBRIDGE GEORGIA 30281

- **Ownership & Accuracy:** I/we are the legal owner(s) of the subject property or an authorized agent. All information provided in this application and its attachments is true and correct to the best of my/our knowledge.
- **Public Record Acknowledgement:** I/we understand this application, supporting documents, and any correspondence become part of the public record for this request.
- **Public Notice Authorization:** I/we authorize the [Planning and Development, City of Stockbridge] to provide public notice of this variance request as required by law, which may include posting a sign on the property and publishing notice in a local newspaper.
- **Public Hearing Consent:** I/we understand a public hearing before the [Zoning Board of Appeals/Planning Commission] is required. I/we consent to this hearing and agree to abide by its final decision.
- **Fee Acknowledgement:** I/we understand all required application fees must be paid for this application to be processed and are non-refundable.

4. Signatures

Applicant/Owner Signature: Jerry Robinson **Date:** 01/13/2026
Printed Name: _____

Co-Applicant/Owner Signature: NA **Date:** _____
Printed Name: _____

(For Authorized Agent)

Agent Signature: NA **Date:** _____
Printed Name: _____ **Company:** _____
Authorization Letter from Property Owner Attached: ☒ Yes

Given under hand and seal this day: Jan 14, twenty 26

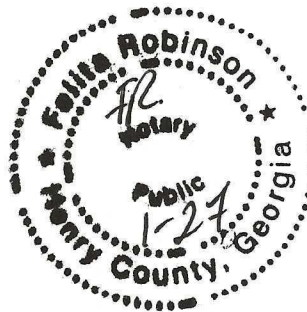
Jerry Robinson (Applicant)

(Name of Signatory)

Sworn to (or affirmed) and subscribed before me:

Date: Jan 14, twenty 26 By: Felita Robinson
Felita Robinson
(Signature of Notary Public - State of Georgia)

Print, Type, or Stamp Commissioned Name of Notary Public:



LETTER OF INTENT

BAC Construction Inc

110 Walter Way Unit 1963

6785209509

bac@bac-constructioninc.com

February 26, 2026

Stockbridge, Georgia Planning & Zoning Commission

4602 N Henry Blvd

Stockbridge Ga 30281

RE: Letter of Intent & Variance Request for Property at 0 Wilson Ave, Parcel ID S20-03003000

Dear Members of the Planning & Zoning Commission,

I am writing to formally submit a Letter of Intent and request a variance from the regulations of the Unified Development Code (UDC) for the property located at **0 Wilson Ave**, legally known as **Parcel ID S20-03003000**.

The purpose of this variance is to allow for **reduction in existing lot setbacks**:

- "A reduction in the required front-yard setback from 50 feet to 25 feet for the proposed construction of a new single-family residence."
- "A reduction in the required rear-yard setback from 40 feet to 20 feet for the proposed construction of a new single-family residence."
- Side-yard setback no change.

Property and Project Description:

The subject property is a residential lot, S20-.3003000 parcel within the Unified Development Code (UDC), specifically section 4.3.2. I am proposing to construct a new single-family residence.

Justification for Variance:

I believe this request meets the standard for a variance based on the following practical difficulties or unique circumstances associated with this specific property, as outlined in the City/Town zoning ordinance:

1. **Unique Physical Circumstances:** The property possesses unique conditions not generally found in the surrounding area, such as, an irregular lot shape, significant topographic constraints (steep slope, rock outcropping), an existing

non-conforming structure, or unusual dimensions]. These conditions create a practical difficulty in complying with the strict application of the UDC standards for my intended use.

2. **No Material Detriment:** The requested variance will not alter the essential character of the neighborhood. The proposed project, "will be consistent in scale, materials, and design with adjacent properties" or "will be screened from view and will not create noise, traffic, or privacy impacts". It will not be materially detrimental to nearby properties or to the public welfare.
3. **Preservation of Property Rights:** The strict application of the UDC regulations would result in an unnecessary hardship, depriving me of reasonable use of my property. The variance sought is the minimum necessary to achieve a reasonable use.
4. **Consistency with UDC Intent:** The variance, if granted, will allow a project that remains consistent with the broader purposes and intent of the Unified Development Code, which is to, "promote thoughtful development, enhance the streetscape, or support viable business operations".

I have attached preliminary site plans, drawings, and photographs to illustrate the existing conditions and the proposed work. I am committed to working with your staff to ensure the project meets all other applicable codes and standards.

I respectfully request that the Planning & Zoning Commission consider this variance request at your next available public hearing. I am available to answer any questions and to provide additional information as needed.

Thank you for your time and consideration.

Sincerely,

Jerry Robinson

BAC Construction Inc. Owner

Attachments:

- Site Plan
- Building Elevations/Renderings (if applicable)
- Photographs of Property
- Any other supporting documents



BAC CONSTRUCTION

STOCKBRIDGE, GEORGIA 30281

110 Walter Way Unit 1963
Stockbridge, Ga. 30281
January 13, 2026

Authorized Agent : BAC Construction Inc / Jerry Robinson.

Luis A Gopar Carmona (owner of record) at location address o Wilson Avenue Stockbridge Georgia 30281. Hereby duly authorize Jerry Robinson (Contractor of BAC Construction Inc) to function as the agent for Luis A Gopar Carmona (the owner of record). The authorization gives Jerry Robinson the power to sign and enact a service contract for satisfying the requirements for Planning and Development variance application process with the City of Stockbridge Georgia.

Sincerely,
Jerry Robinson

Given under hand and seal this day: Jan 14, Twenty 2026

____ Jerry Robinson ____ (Applicant) ____

(Name of Signatory) (Company Name)

Sworn to (or affirmed) and subscribed before me

Date: Jan 14, Twenty 2026 By: Felita Robinson

Felita Robinson
(Signature of Notary Public - State of Georgia)

Print, Type, or Stamp Commissioned Name of Notary Public:



bac@bac-constructioninc.com

www.bacconstructioninc.com

L.P.F. = IRON PIN POINT
 L.P.S. = IRON PIN SET
 L.R. = LEFT-BASED POINT
 O.T.P. = OPEN TOP PIPE
 O. = CRUMPLED
 R/W. = RIGHT-OF-WAY
 P.L. = PROPERTY LINE
 P.L. = PLOT LINE
 B.L. = BUILDING LINE
 L.L. = LAND LOT LINE
 L.L.L. = LAND LOT LINE
 S.S. = SERVICE LINE
 S.S. = SEWER LINE
 F. = FENCE LINE
 F. = FENCE
 N. = NORTH
 -N- = OVERHEAD LINES
 P.P. = POWER POLE
 P. = PUT ANCHOR
 B.W.F. = BARBED WIRE FENCE
 P.O.B. = POINT OF BEGINNING
 P.O.C. = POINT OF COMMENCEMENT
 P.O.L. = POLE OR POLE
 P.O. = POINT OF MEASUREMENT
 SWCH = SINGLE WING CATCH BASIN
 DWCB = DOUBLE WING CATCH BASIN
 D. = DRAINAGE BOX
 D. = DRAIN
 I. = IRON INLET
 I. = IRON INLET
 W. = WARD INLET
 W. = WARD INLET
 H.W. = HIGH WALL
 C.M.F. = CORRUGATED METAL PIPE
 C.M.F. = CONCRETE PIPE
 D.U.P.T. = DUCTILE IRON PIPE
 D.U.P.T. = DUCTILE IRON PIPE
 S.S.H. = SANITARY SEWER MANHOLE
 S.S.H. = SANITARY SEWER EASEMENT
 F. = FISH HYDRAULIC
 W.V. = WATER VALVE
 W.V. = WATER VALVE
 G.V. = GAS VALVE
 G.V. = GAS VALVE
 N.O.W. = NOW OR FORMERLY
 P. = PLANT BOOK
 P. = PLANT BOOK
 C.M.F. = CONCRETE MONUMENT FOUND
 P.C. = CALCULATED POINT
 C. = CHAIN LINE
 L.C. = LIMIT OF CLEARING

SEE F.I.R.M. PANEL
NO. 13151C0115D
DATED 10/06/2016

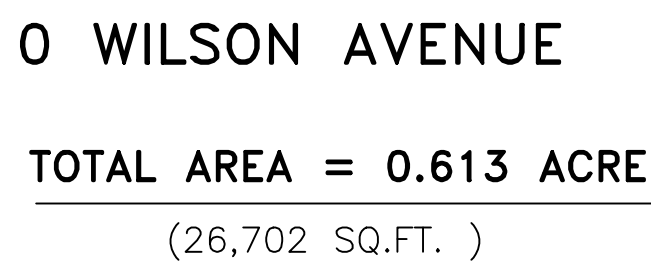
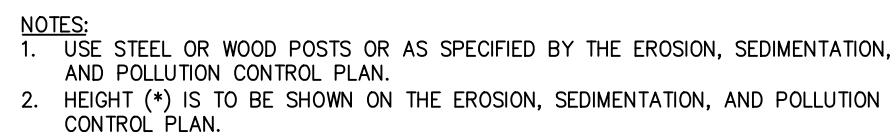
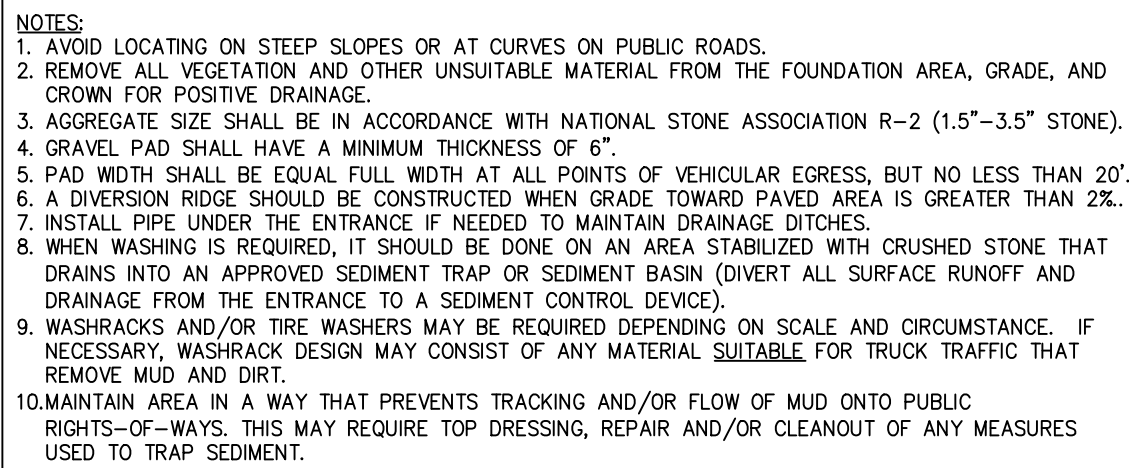
MIN. LOT WIDTH= 75 FEET
MAX. LOT COVERAGE= 30%
MIN. LIVING AREA= 1,500 SF

DEVELOPER/24HR. CONTACT
BAC CONSTRUCTION
JERRY ROBINSON
110 WALTER WAY
STOCKBRIDGE, GA 30281
PH. 404-924-9160

PLANTING OF DISTURBED AREAS (HYDROSEEDING)

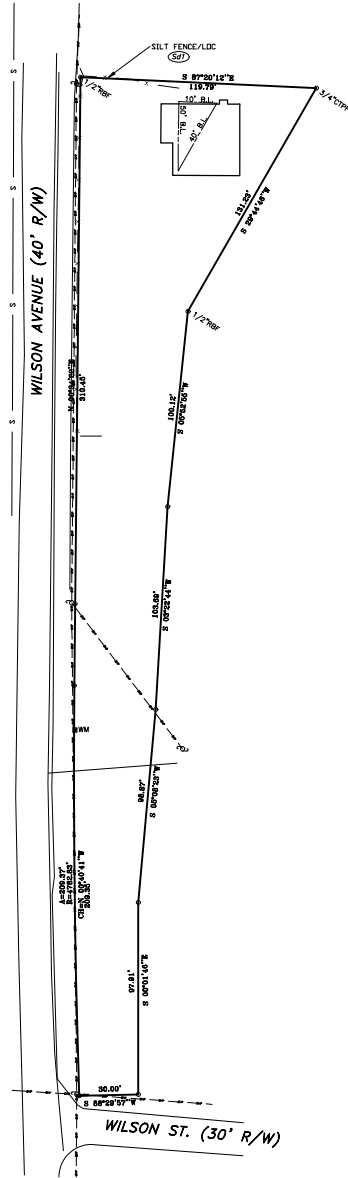
ALL LAWN AREAS SHALL BE SEEDDED WITH KENTUCKY 31 FESCUE (TEMPORARY) OR HILLED BERMUDA (PERMANENT). APPLY FESCUE AT THE RATE OF FIVE (5) POUNDS PER ONE THOUSAND (1000) SQUARE FEET OR APPLY BERMUDA AT THE RATE OF TWO (2) POUNDS PER ONE THOUSAND (1000) SQUARE FEET. ALL DESIGNATED AREAS SHALL BE PLANTED WITH A HYDRO-SEEDER AFTER AREAS HAVE BEEN PREPARED FOR SEEDING UNLESS SHOWN OTHERWISE. HYDROMULCH 1000, AS MANUFACTURED BY PROFILE PRODUCTS CO., SHALL BE APPLIED AT THE RATE OF ONE THOUSAND FIVE HUNDRED (1,500) POUNDS PER ACRE ON FLAT SURFACES, TWO THOUSAND (2000) POUNDS PER ACRE ON SLOPES UP TO 3H TO 1V, AND TWO THOUSAND FIVE HUNDRED (2,500) POUNDS PER ACRE ON SLOPES GREATER THAN 3H TO 1V. APPLY SEED FERTILIZER, LIME, AND FIBER IN ONE OPERATION. EXISTING TREES AND SHRUBS IN HYDRO-SEEDED AREA SHALL BE PROTECTED DURING HYDRO-SEEDING.

*INDICATES OPTIMUM PLANTING DATES.
**ANNUAL RYEGRASS SHALL NOT BE USED IN MIXES.



SITE PLAN FOR:

JOB NO.: 025-0024



[illegible]

SEE F.I.R.M. PANEL
NO. 13151C0115D
DATED 10/06/2016

OWNER
LAURA GOPAR
103 ROSENWALD CIR
STOCKBRIDGE, GA 30281
PH. _____

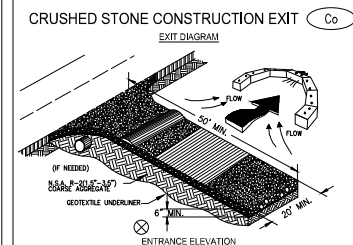
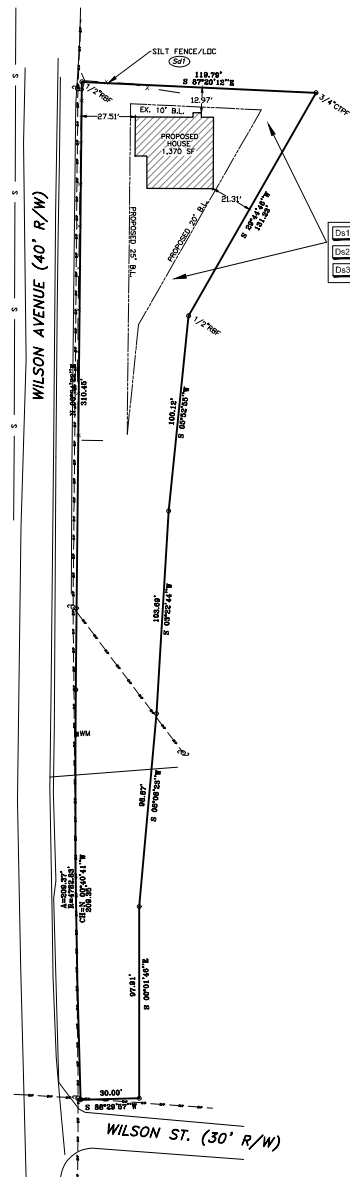
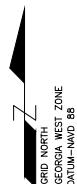
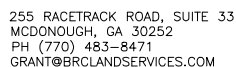
DEVELOPER/24HR. CONTACT
BAC CONSTRUCTION
JERRY ROBINSON
110 WALTER WAY
STOCKBRIDGE, GA 30281
PH. 404 - 924-9160

PLANTING OF DISTURBED AREAS (HYDROSEEDING)

ALL LAWN AREAS SHALL BE SEEDED WITH KENTUCKY 31 FESCUE (TEMPORARY) OR HALL'S BERM
GRASS (PERMANENT) AT THE RATE OF 10 LBS. PER 1,000 SQ. YD. OF LAWN AREA. SEED SHALL BE

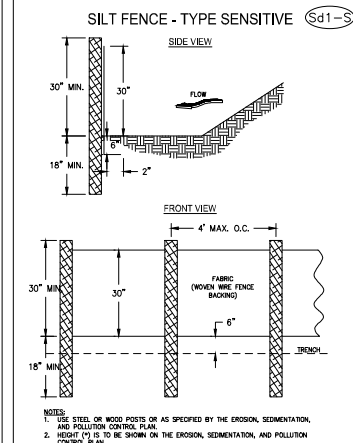
ALL LAWN AREAS SHALL BE SEEDED WITH KENTUCKY 31 PERQUE (TEMPORARY) OR MAILED BERM
PERMANENTLY. APPLY PERQUE AT THE RATE OF TWO (2) CUBIC POUNDS PER ONE THOUSAND (1000) SQUARE
FEET OR APPLY BERMUDA AT THE RATE OF TWO (2) CUBIC POUNDS PER ONE THOUSAND (1000) SQUARE
FEET. ALL SEEDING AREAS SHALL BE PLANTED WITH A HYPO-SEEDER AFTER AREAS HAVE BEEN PREPARED
AND SEEDING UNLESS PLANS SHOW OTHERWISE. HYDROSEAL 1000, AS MANUFACTURED BY PMA
PRODUCTS CO., SHALL BE APPLIED AT THE RATE OF ONE THOUSAND FIVE HUNDRED (1,500) POUNDS
PER ACRE ON FLAT SURFACES, TWO THOUSAND (2000) POUNDS PER ACRE ON SLOPES UP TO 3% TO
THREE THOUSAND FIVE HUNDRED (3,500) POUNDS PER ACRE ON SLOPES GREATER THAN 3% TO
FIVE THOUSAND (5,000) POUNDS PER ACRE ON STEEP SLOPES. EXISTING TREES AND SHRUBS IN HYDRO
SEALING AREAS SHALL BE PROTECTED PRIOR TO SEEDING.

*INDICATES OPTIMUM PLANTING DATES.
MARSHALL DISTRICTS SHALL NOT BE USED IN MIXES



NOTES:

1. AVOID LOCATING ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS.
2. AVOID ALL GRADE AND OTHER UNSUITABLE MATERIALS FROM THE FOUNDATION AREA, GRADE, AND GROUND FOR POSITIVE DRAINAGE.
3. CONSIDER THE FOLLOWING ACCORDANCE WITH NATIONAL STATION ASSOCIATION R-2 (1.5" - 35" STONES):
 - a. GRAVEL SHALL HAVE A MINIMUM "THICKNESS OF 6".
 - b. GRAVEL SHALL BE 100% FREE OF "FLAKES" OF WEDGE SHAPES.
 - c. GRAVEL SHALL BE 100% FREE OF "FLAKES" OF WEDGE SHAPES.
 - d. A DIVERSION ROAD SHOULD BE CONSTRUCTED WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%.
 - e. GRAVEL SHALL BE 100% FREE OF "FLAKES" OF WEDGE SHAPES.
4. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE TO PREVENT EROSION OF THE UNDERLYING SOIL. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE.
5. WASHROADS AND/OR TRAIL WASHERS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCES. IF REQUIRED, PROVIDE SEDIMENT TRAP, CHECK DAM, AND/OR OTHER MEASURES TO PREVENT EROSION AND TO REMOVE MUD AND DIRT.
6. PROVIDE A DRAINAGE IN AREA THAT PREVENTS TRACKING AND/OR FLOW OF MUD INTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES



0 WILSON AVENUE

TOTAL AREA = 0.613 ACRE
(26,702 SQ.FT.)

THE INTENT OF THIS SITE PLAN IS TO SHOW THE PROPOSED LOCATION OF A NEW SINGLE FAMILY HOME ALONG WITH THE PROPOSED FRONT AND REAR BUILDING SETBACK LINES.

LEVEL II CERTIFIED DESIGN PROFESSIONAL
CERTIFICATION NO. - 000103622

SITE PLAN FOR:	
BAC CONSTRUCTION	
LAND LOT 36	12TH DISTRICT
COUNTY HENRY	STOCKBRIDGE, GEORGIA
SCALE 1" = 30'	DATE 01/28/2026
REVISIONS:	

JOB NO.: 025-0024

SYMBOL LEGEND

●	IRON PIN FOUND	—	WATER VALVE
○	1/2" REBAR SET	—	GAS LINE
■	CONCRETE MONUMENT FOUND	—	CABLE TV LINE
□	UTILITY POLE	—	WATER LINE
☆	UTILITY METER	—	OVERHEAD POWER LINE
⊗	FIRE HYDRANT	—	PROPERTY LINE
⊙	SANITARY SEWER MANHOLE	—	ADJACENT LOT LINE
⊕	WATER VALVE	—	LAND LOT LINE
⊖	GAS LINE	—	ASPHALT AREA
⊗	CABLE TV LINE	—	CONCRETE AREA
⊕	WATER LINE	—	DIRT AREA
⊖	OVERHEAD POWER LINE		
⊗	PROPERTY LINE		
⊕	ADJACENT LOT LINE		
⊖	LAND LOT LINE		
⊗	ASPHALT AREA		
⊕	CONCRETE AREA		
⊖	DIRT AREA		

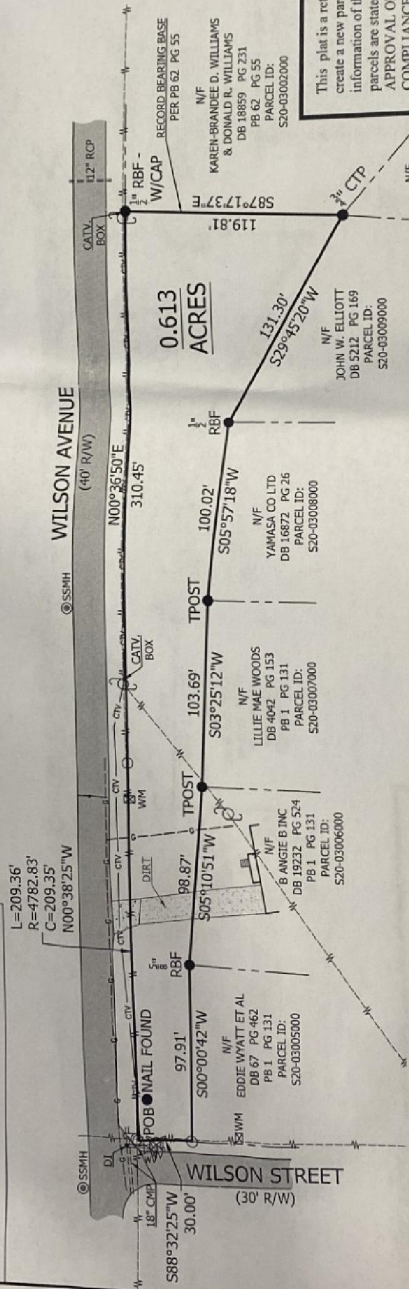
REFERENCES & NOTES

CURRENT OWNER:
 AMOS L. WILLIAMS
 DEEDS:
 DB 36 PG 460
 PARCEL ID: S20-03003000

THE UTILITIES SHOWN ON THIS PLAT WERE TAKEN FROM INFORMATION AVAILABLE AT THE TIME OF THE SURVEY AND MAY OR MAY NOT BE ACCURATE AS TO THE EXTENT AND OR LOCATION OF SAID UTILITIES. THIS SURVEYOR DOES NOT GUARANTEE THAT ALL EASEMENTS WHICH MAY AFFECT THIS PROPERTY ARE SHOWN.

The term "Certification" as used in Rule "1804-6-08(2) and (3)" and relating to professional engineering or surveying services, as defined in O.C.G.A. 43-15-2(6) and (11), shall mean a signed statement based upon facts and knowledge known to the registrant and is not a guarantee or warranty, either expressed or implied.

This survey complies with both the rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and the Official Code of Georgia Annotated (OCGA) 43-15-2(6) and (11), in that where a conflict exists between those two sets of regulations, the requirements of this precept shall prevail.



PLAT CERTIFICATION:

The field data, completed on 4/5/23, upon which this plat is based, has a closure precision of one foot in 48,771 feet and an angular error of 0.2" per angle point and was unadjusted. This plat has been calculated for closure and is found to be accurate within one foot in 443,692 feet. The linear and angular measurements shown on this plat were obtained using a Geomax Robotic Total Station.

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

Mark A. Buchner 4/17/23 Date
 Mark A. Buchner GA RLS 2422

SCANLON ENGINEERING SERVICES, INC.

221 EAST BANK STREET
 GRIFFIN, GEORGIA 30223
 PHONE: (678) 967-2051 www.scanloneg.com
 ★ LSE 000859 ★

Rev.	Description	Date
1		
2		
3		

Project #: S20421798 Date: 4/6/2023 Scale: 1" = 60'
 Drawn by: JWS

"THIS DRAWING IS THE PROPERTY OF SCANLON ENGINEERING SERVICES, INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN, AND IS NOT TO BE USED ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT, OR REPRODUCED IN WHOLE OR IN PART, EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION."

SFS
 ENGINEERING
 PLANNING
 SURVEYING

BOUNDARY / AS-BUILT SURVEY FOR

LAURA GOPAR

LOCATED IN LAND LOT 36 OF THE 12TH DISTRICT, CITY OF STOCKBRIDGE, HENRY COUNTY, GEORGIA

SHEET DESCRIPTION
 BOUNDARY / AS-BUILT SURVEY
 SHEET NUMBER
 633B



SYMBOL LEGEND



POWERPOINT PRESENTATION FOR VARIANCE CASE #VR-2026-01

**Planning Commission Meeting—March 19, 2026
City Council Meeting—April 13, 2026**

CITY OF STOCKBRIDGE

COMMUNITY DEVELOPMENT DEPARTMENT

Ryan Anderson, Director

FACTS ABOUT THE SUBJECT PROPERTY

Property Location: Parcel #S20-03003000, located on the east side of Wilson Avenue and the north side of Wilson Street.

Property Owners: Laura Bernal Gopar & Luis A. Gopar-Carmona.

Council District: 2 (Councilmember Antwan Cloud).

Bordering Roads: Wilson Avenue to the west and Wilson Street to the south (corner lot). *(See the aerial photograph.)*

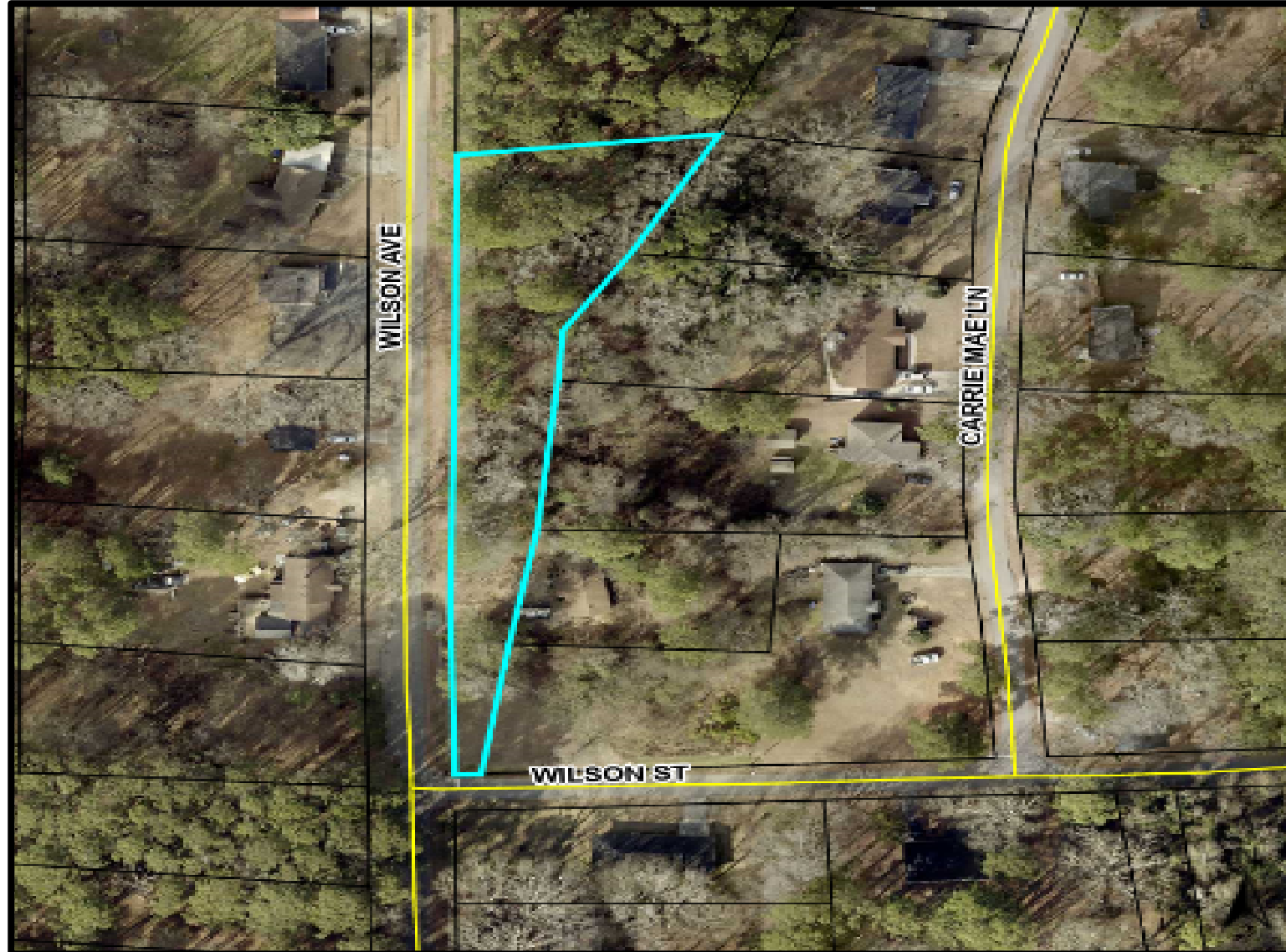
Current Zoning: SR (Suburban Residential). *(See the Zoning Map.)*

Future Land Use Designation: Medium-Density Mixed-Use. *(See the Future Land Use Map.)*

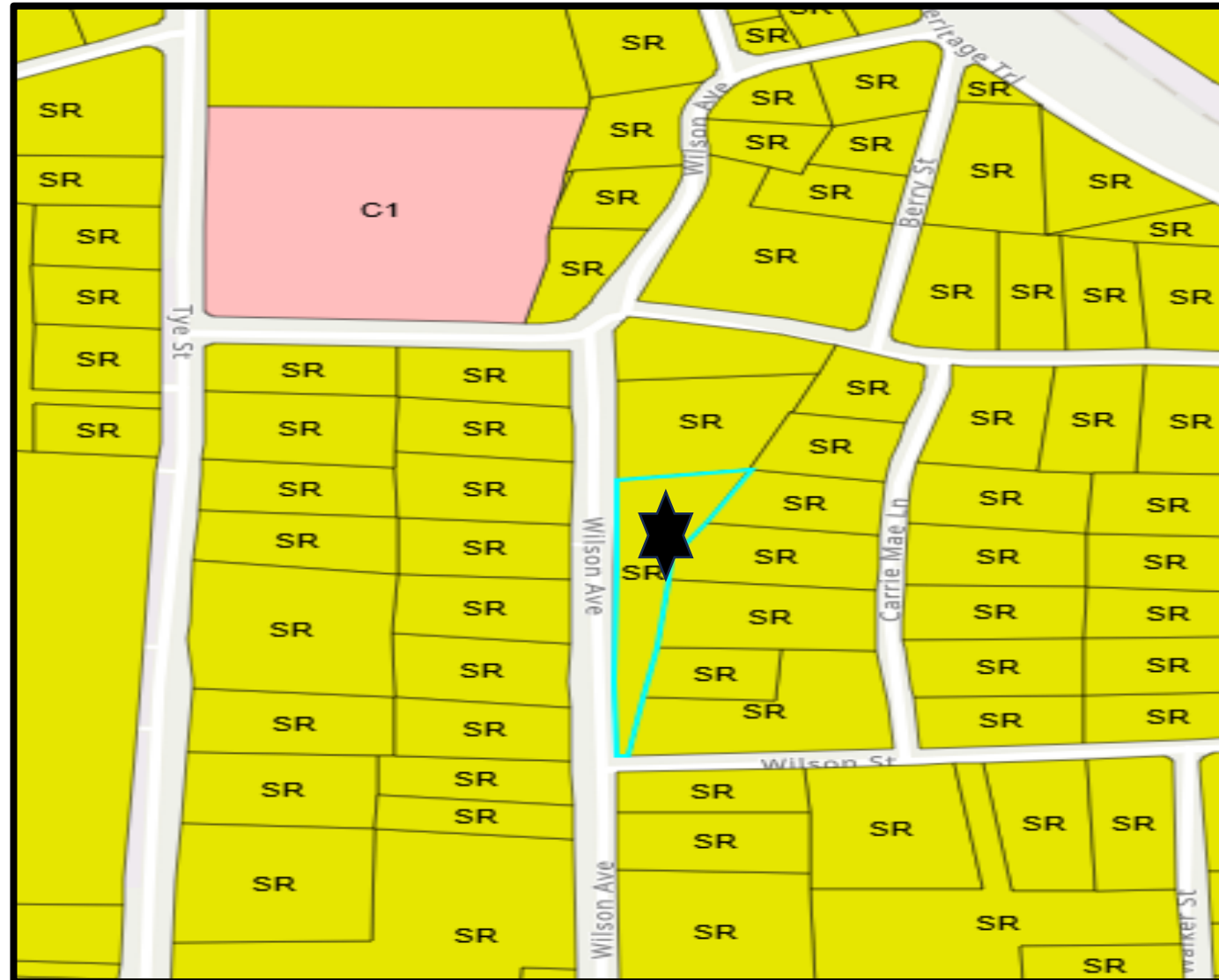
Property Conditions: The property is long and narrow, with 0.613 +/- acres, and it is currently vacant. *(See the aerial photo.)*

AERIAL PHOTOGRAPH for PARCEL #S20-03003000

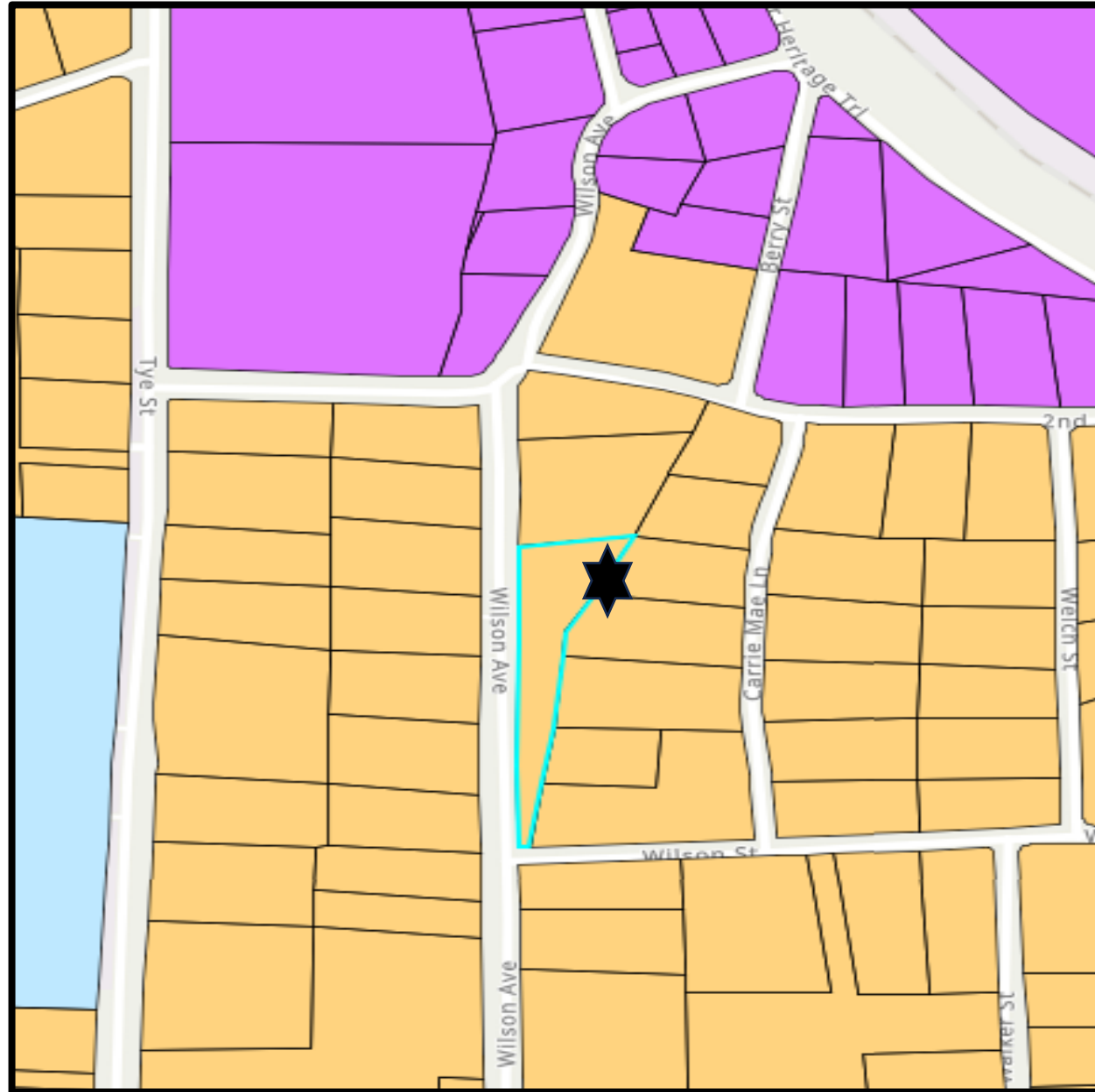
Showing the Property Location, Size, and Shape



ZONING MAP FOR VR-2026-01



FUTURE LAND USE MAP FOR VR-2026-01



CASE PURPOSE (Slide #1)

Applicant: Jerry Robinson of BAC Construction (the builder).

Proposed Development: New single-family detached dwelling with 2,294 total heated square feet.

Purpose of Case: Applicant requests to reduce the required front and rear yard setbacks in order to have sufficient land area on which to build the home.

Need for Case: The subject property is narrow and has an irregular shape.

Sign Posting—The zoning sign was posted on the subject property on March 4, 2026. *(See the aerial photo.)*

POSTING OF ZONING SIGN ON THE SUBJECT PROPERTY (View Toward the South)—March 4, 2026



CASE PURPOSE (Slide #2)

Required Setbacks—The setback requirements in the SR district are stated in Section 2.4.2 (B) of the Stockbridge Unified Development Code (UDC). They are as follows:

- ~ 50 feet for the front yard setback.
- ~ 10 feet for the side yard setback.
- ~ 40 feet for the rear yard setback.

Reason for Variance Requests--Because of the irregular shape and dimensions of the lot, the applicant has experienced difficulty in complying with the front and rear yard setbacks. The applicant has therefore requested two variances to allow him to deviate from these setback requirements:

Variance Request #1—To reduce the front yard setback from the required 50 feet to 25 feet.

Variance Request #2—To reduce the rear yard setback from the required 40 feet to 20 feet.

(No variance is needed for the side yards since they would meet the required 10 feet.)

PROPOSED DEVELOPMENT (Slide #1)

Proposed Construction--A new single-family detached dwelling (home).

Site Location—To be built in the northern portion of the property, which is the widest.
(See the Proposed Site Plan.)

Required Dwelling Size: At least 1,500 square feet in the SR district.

Proposed Dwelling Size: 2,294 total square feet, with 1,370 heated square feet on the first floor and 924 square feet on the second floor. (See the Proposed Site Plan.)

Required Setbacks:

- ~ They must be at least 50 feet in the front, 40 feet in the rear, and 10 feet on the sides.
(See the Site Plan Enlargement #1.)
- ~ Due to the irregular shape and size of the property, the use of these setbacks would leave only a tiny, triangular area left to build the home on.

PROPOSED DEVELOPMENT (Slide #2)

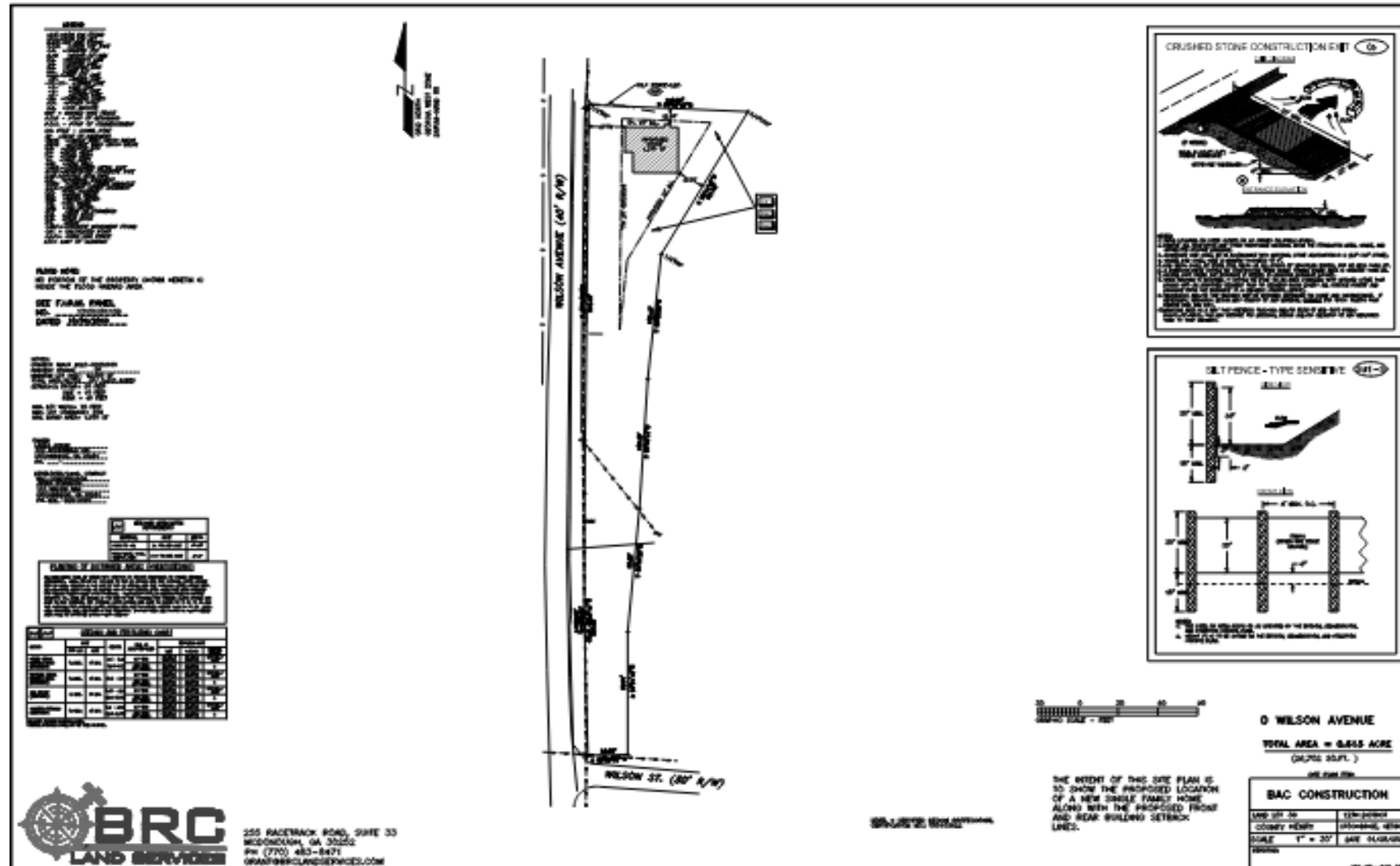
Proposed Setbacks:

- ~ Shown on the submitted site plan, prepared by BRC Land Services on 01/28/26. (*See the Site Plan Enlargement #1.*)
- ~ Proposed reduction of the front and rear yard setbacks by 50 percent each.
- ~ Variance Request #1—Reduce the front yard setback from the required 50 feet to 25 feet. (The new Building Line would be 25 feet, and the actual setback would be 27.31 feet.)
- ~ Variance Request #2—Reduce the rear yard setback from the required 40 feet to 20 feet. (The new Building Line would be 20 feet, and the actual setback would be 21.31 feet.) (*See the Site Plan Enlargement #2.*)
- ~ No variances are needed for the side yard setbacks, since they would be 12.97 feet, which is more than the required 10 feet.
- ~ The proposed footprint of the home is shown in the shaded area.

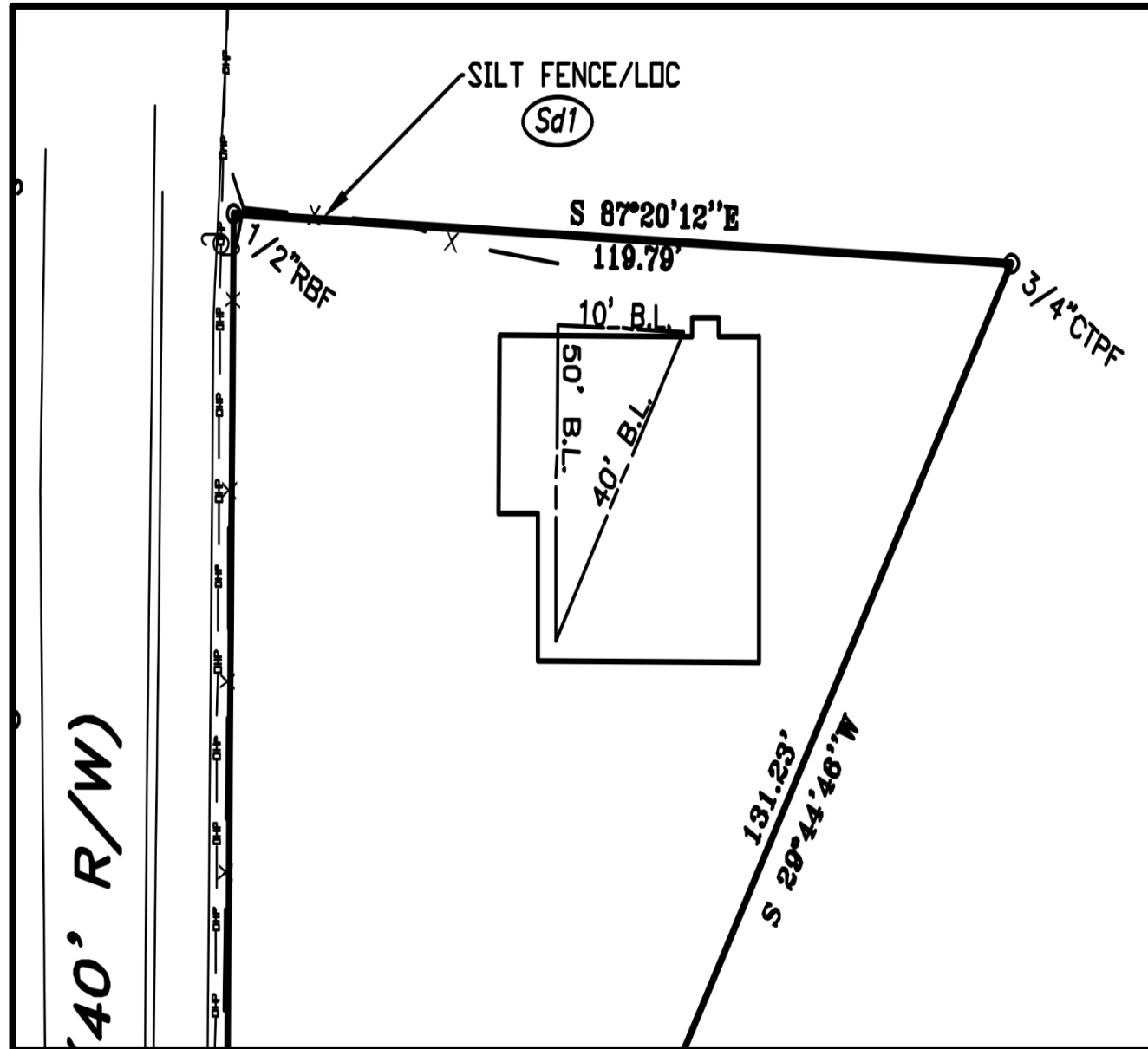
Comparison of Required Versus Proposed Setbacks--The applicant's proposed setbacks would significantly enlarge the available buildable area for constructing the proposed home. (*See the Site Plan Enlargement #3.*)

PROPOSED SITE PLAN—

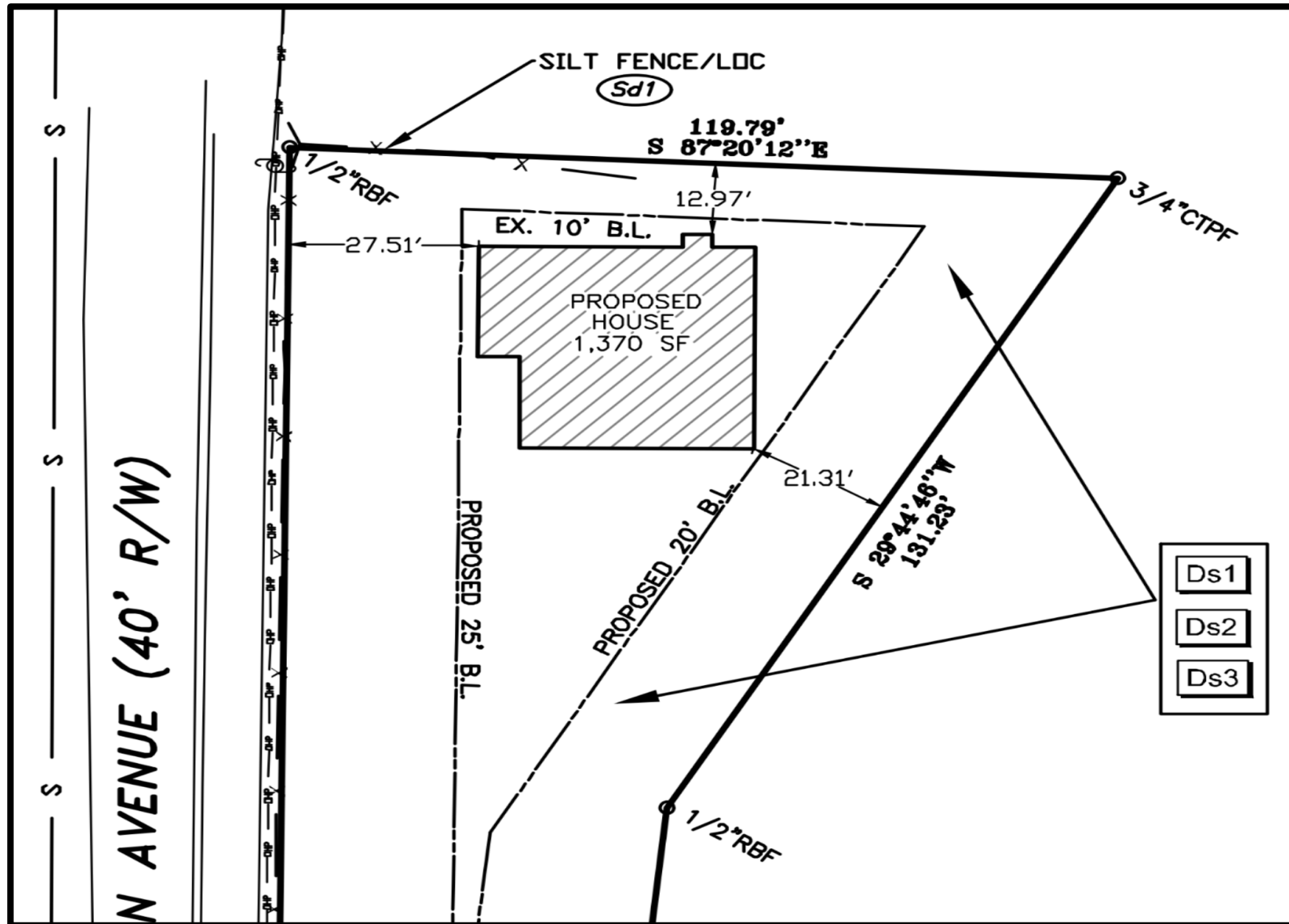
Shows Proposed Home on Northern Portion of Site (Prepared by BRC Land Services on 01/28/26)



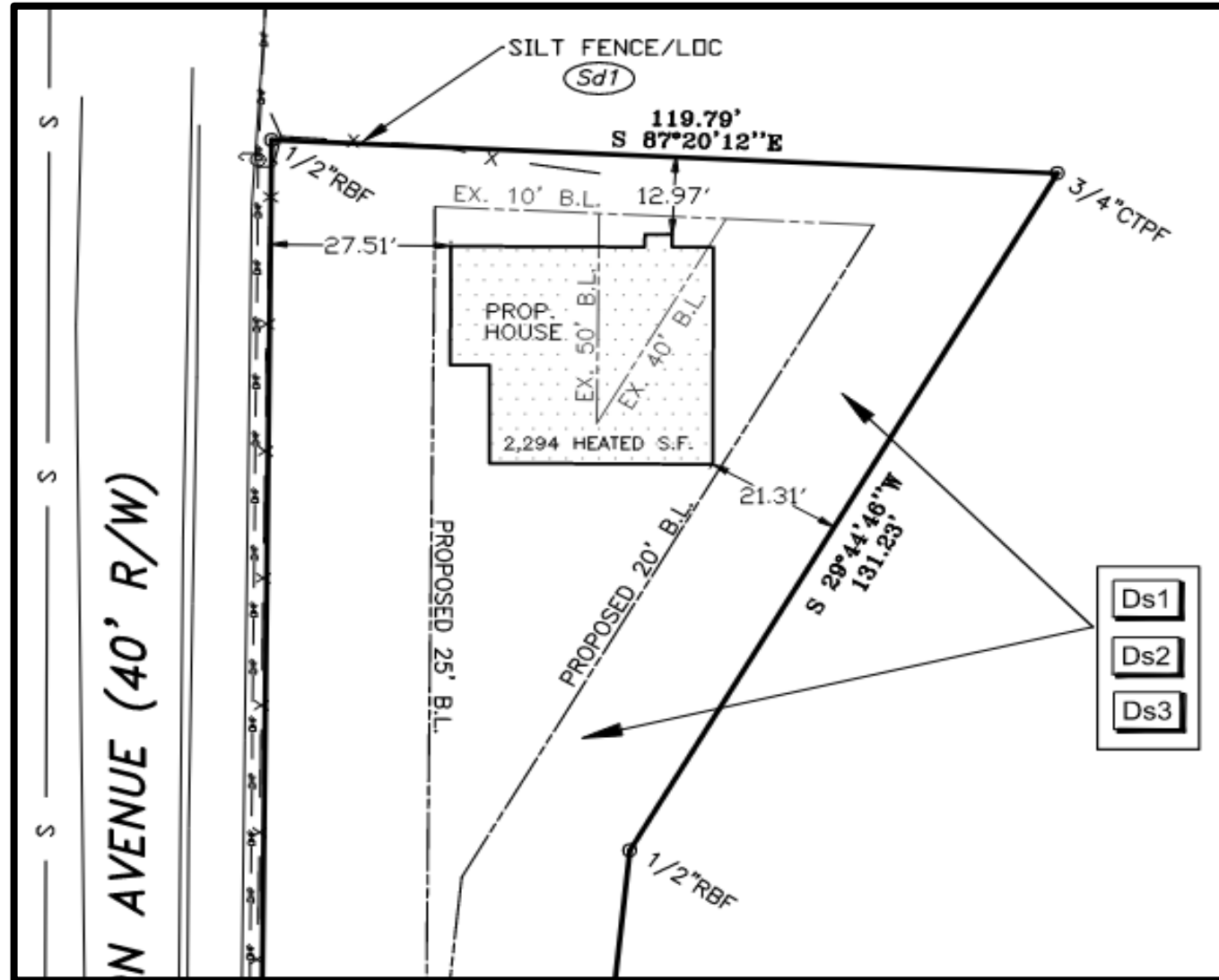
SITE PLAN ENLARGEMENT #1--REQUIRED SETBACKS



SITE PLAN ENLARGEMENT #2--PROPOSED SETBACKS



SITE PLAN ENLARGEMENT #3—SETBACK COMPARISONS



ANALYSIS OF VARIANCE REQUESTS (Slide #1)

Required Criteria—Section 10.1.3 of the UDC lists seven (7) criteria to be used in analyzing variance requests. It states that a variance may be granted upon a finding that all seven of these criteria are met.

Since both variance requests are for the reduction of setbacks rather than any other matter, they may be addressed together within each criterion below.

A. Extraordinary and exceptional circumstances pertaining to the particular piece of property in question exist due its size, shape, or topography that are not found on other properties in the same zoning district;

- ~The subject property has an irregular shape and a very narrow depth. According to the applicant's survey, the property has a frontage on Wilson Avenue of 519.81 feet, and its greatest depth of 119.81 feet is at the northern end of the property.
- ~ These dimensions differ significantly from those of most of the other lots along Wilson Avenue, which have an estimated average of 110 feet of frontage and a depth of 200 feet. The southern end of the subject property is only an estimated 15 feet deep.

ANALYSIS OF VARIANCE REQUESTS (Slide #2)

B. A literal interpretation of the provisions of this unified development code would deprive the applicant of rights commonly enjoyed by owners of other properties located in the same zoning district;

- ~ The required front yard setback is 50 feet in the SR district, and the required rear yard setback is 40 feet.
- ~ That means that there must be at least 90 feet of land area, from the front (at Wilson Avenue) to the rear, on which to build a house.
- ~ Since the deepest area at the northern end of the property has 119.81 feet, that would leave only 29.81 feet, from the front to the rear, on which to build a house. But the property tapers quickly to the south, leaving even less land area on which to build.
- ~ The applicant's site plan shows that only a tiny triangular-shaped area would be left on which to build the proposed house.
- ~ It would therefore not be possible to meet the setback requirements.

ANALYSIS OF VARIANCE REQUESTS (Slide #3)

C. Granting the variance requested will not confer upon the property owner any special privileges that are denied to other owners of property in the same zoning district;

- ~ The applicant wishes to construct a single-family dwelling on the subject property, just as most of the other properties within the surrounding neighborhood also have single-family dwellings.
- ~ Without the requested variances, it would not be physically possible to construct a dwelling.
- ~ Although the proposed house would have 2,294 total heated square feet, only 1,370 square feet would be located on the first floor, and the remaining 924 square feet would be on the second floor. The applicant therefore would be reducing the size of the first floor (the footprint of the house) in order to leave more land area for the front and rear yard setbacks.

ANALYSIS OF VARIANCE REQUESTS (Slide #4)

D. The variance will be consistent with the purposes and intent of this unified development code, will be compatible with uses on neighboring properties, and will serve the public welfare;

- ~ The subject property is located within the SR zoning district, which allows single-family detached dwellings.
- ~ The applicant's proposed single-family detached dwelling would be compatible with the other single-family detached dwellings in the surrounding neighborhood. The development of the property would therefore represent a positive addition to the neighborhood.
- ~ Since a standard parking space is 20 feet long, the proposed front yard setback of 25 feet would allow any parked car on a driveway off Wilson Avenue to avoid protruding into the street, and no sidewalk is present on the east side of Wilson Avenue.

ANALYSIS OF VARIANCE REQUESTS (Slide #5)

E. The extraordinary circumstances are not the result of actions of the applicant;

The applicant did not create the dimensions of the subject property, and the applicant has reduced the size of the footprint of the proposed home in order to not require even greater reductions in the front and rear yard setbacks.

F. The variance is the minimum relief that will allow the legal use of the land, building or structure; and

Due to the irregular dimensions and shape of the subject property, the requested variances appear to be the only possible relief to enable the property to be developed with a single-family detached dwelling as an allowable use.

G. The variance is not a request to permit a use of land, buildings or structures that is prohibited in the same zoning district.

The applicant proposes to build a type of use (a single-family detached dwelling) that is permitted within the property's zoning district, Suburban Residential.

STAFF CONCLUSION

As a result of the foregoing analysis, the Planning and Zoning Staff has reached the conclusion that the applicant's requests for front and rear yard setbacks are reasonable and should be granted for the following reasons:

- 1. The applicant proposes to develop an acceptable type of use on the property.**
- 2. The irregular shape and dimensions of the property represent a significant hardship for developing the property, making it impossible to meet the required setbacks.**

STAFF RECOMMENDATION

Based on the Staff Conclusion above, the Planning and Zoning Staff therefore recommends the APPROVAL OF BOTH VARIANCE REQUESTS, with the following three conditions:

1. Size of Dwelling—The proposed single-family detached dwelling shall have at least 1,500 total square feet of heated space in order to meet the minimum required dwelling size within the SR district.
2. Site Plan--The proposed development shall be constructed according to a revised site plan that is very similar to the submitted one, entitled “0 Wilson Avenue”, which was prepared by BRC Land Services as Job No. 025-0024 on 01/28/2026 and revised on 02/24/2026. The revised site plan shall show a driveway in an acceptable location off Wilson Avenue, having a length that would not cause parked vehicles to protrude into the street.
3. Dwelling Facades—The facades of the dwelling shall be constructed of materials which comply with the requirements of the Stockbridge Unified Development Code.



TO: Stockbridge Mayor and City Council
Stockbridge Planning Commission

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

CC: Ryan Anderson, Community Development Director

DATE: March 19, 2026 (Planning Commission Meeting) and
April 13, 2026 (City Council Meeting)

SUBJECT: Staff Report for Variance Case #VR-2026-01 for Parcel #S20-03003000 on Wilson Avenue (Council District 2)

PURPOSE

The applicant for Variance Case #VR-2026-01, Jerry Robinson of BAC Construction, Inc., proposes to construct a new single-family detached dwelling on Parcel #S20-03003000 on Wilson Avenue within the City of Stockbridge. The subject property is located in Land Lot 36 of District 12, and it has 0.613 +/- acres, according to the applicant's submitted survey of the property. It is not located in any subdivision. The property is vacant and it has an elongated, tapered shape, as is shown by the aerial photograph. The property is bounded by Wilson Avenue to the west and Wilson Street to the south. The aerial photo and the submitted survey show the presence of a dirt driveway traversing the lower portion of the property. The driveway provides access to a house at 130 Wilson Avenue, which is a land-locked property.

The current zoning of the property is SR (Suburban Residential), which has the following minimum required setbacks: 50 feet for the front yard setback, 10 feet for the side yard setback, and 40 feet for the rear yard setback. Because of the irregular shape and dimensions of the lot, the applicant has experienced difficulty in complying with the front and rear yard setbacks. The applicant has therefore requested two variances:

- ~ **Variance Request #1**--Request for a variance from Section 2.4.2 (B) of the Stockbridge Unified Development Code (UDC) to allow a reduction in the required front-yard setback from 50 feet to 25 feet for the proposed construction of a new single-family residence.
- ~ **Variance Request #2**--Request for a variance from Section 2.4.2.(B) to allow a reduction in the required rear-yard setback from 40 feet to 20 feet for the proposed

construction of a new single-family residence.

**AERIAL PHOTOGRAPH OF THE SUBJECT PROPERTY
(PARCEL #S20-03003000 ON WILSON AVENUE)**



CASE FACTS TABLE

DESCRIPTIVE FACTOR	FINDINGS
Proposed Development	New single-family detached dwelling.
Property Location	West side of Wilson Avenue
Parcel Identification	Parcel S20-03003000
Parcel Acreage	0.613 +/- total acres.
Land District and Land Lot	District 12, Land Lot 36.
Council District	2 (Councilmember Antwan Cloud).
Applicant	Jerry Robinson of BAC Construction, Inc.
Property Owners	Laura Bernal Gopar & Luis A. Gopar-Carmona.
Existing Zoning	SR (Suburban Residential).
Surrounding Zoning	SR (Suburban Residential).
Future Land Use Designation	Medium-Density Residential
Property Conditions	<u>Parcel shape</u> --elongated and variable. <u>Surface</u> --level and wooded.
Current Use	Undeveloped, although a dirt driveway traverses the property near the southern end and provides access to a house at 130 Wilson Avenue, which is a landlocked parcel.
Surrounding Land Uses	~ <u>North</u> —Vacant land and a church. ~ <u>South</u> —Several houses along Wilson Street. ~ <u>East</u> —Several houses along Carrie Mae Lane, within the Silent Avenue Subdivision, including the house at 130 Wilson Avenue. ~ <u>West</u> —Several houses along Wilson Avenue, plus a small beauty salon.
Posting of Zoning Sign	March 4, 2026.

CITY OF STOCKBRIDGE 2026 ZONING MAP

LEGEND:

Yellow—SR (Suburban Residential).
Pink—C1 (Neighborhood Commercial).
Black Star—Subject Property.



CITY OF STOCKBRIDGE 2026 FUTURE LAND USE MAP

LEGEND:

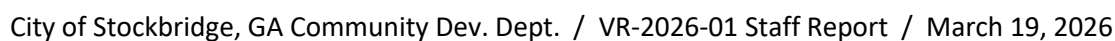
Light Orange—Medium-Density Residential

Lilac—Downtown District

Light Blue—Public/Institutional

Black Star—Subject Property.





PROPOSED DEVELOPMENT

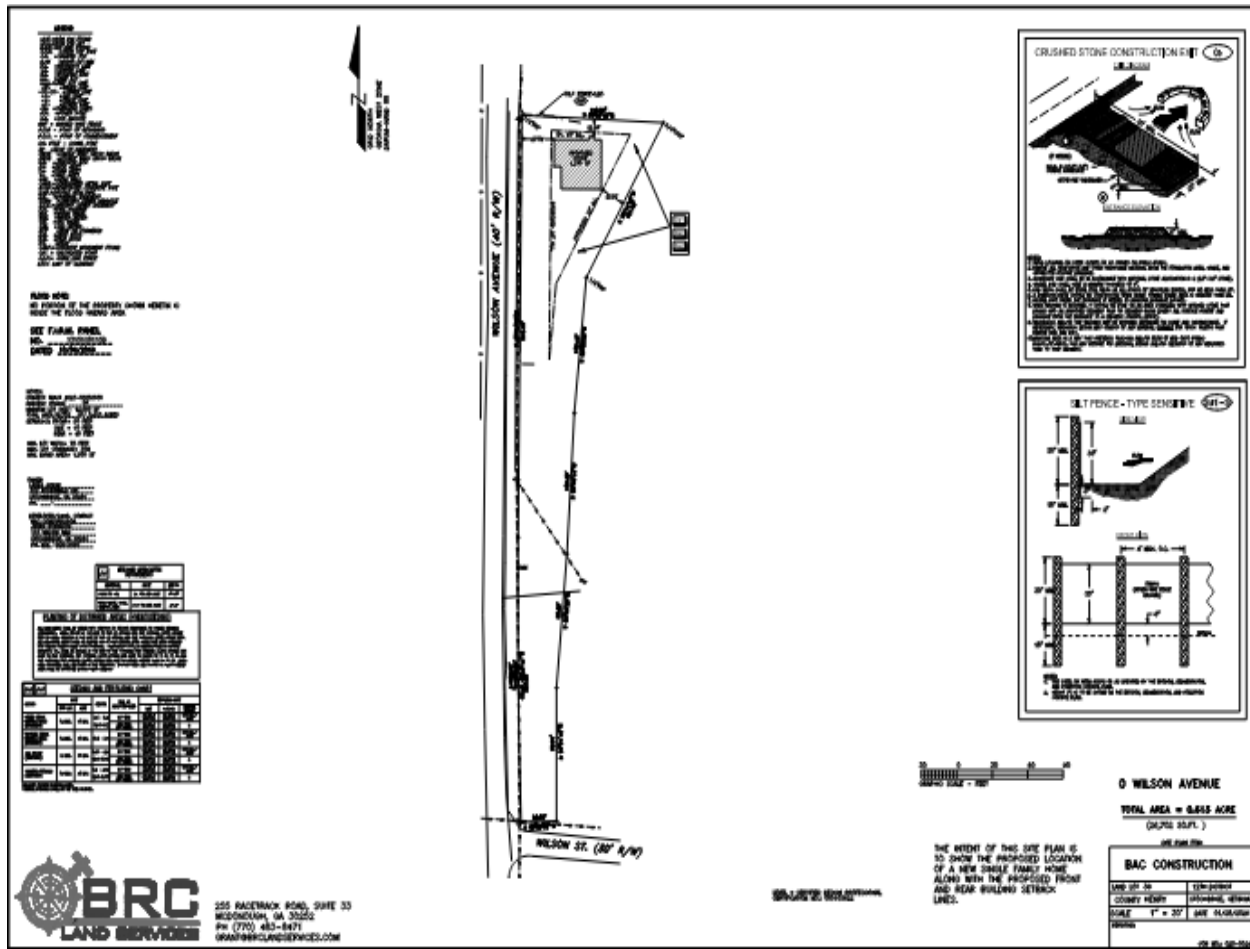
The applicant proposes to build a new single-family detached dwelling on the subject property, which would be a permitted use within the SR (Single-Family Residential) zoning district. The new home would have 2,294 total heated square feet, including 1,370 square feet on the first floor and the remaining 924 square feet on the second floor. The home would be situated on the northern portion of the property, which has the largest area.

Required Setbacks. In the SR district, the required setbacks are 50 feet for the front yard setback (from Wilson Avenue), 10 feet for the side yard setbacks, and 40 feet for the rear yard setback. The applicant's proposed site plan on the next page shows these required setbacks and the first-floor footprint of the proposed home. The locations of the required setbacks would leave only a tiny, triangular-shaped area on which to build the home. The front and rear yard setbacks would both be substantially exceeded. This is shown by Site Plan Enlargement #1 on the following page, which shows the required setbacks.

Proposed Setbacks. The applicant submitted a site plan, which was prepared by BRC Land Services on 01/28/26. It shows that, in order to have sufficient land area on which to build the proposed home, the applicant has proposed reducing the front and rear yard setbacks by 50 percent each. That is, the front yard setback would be reduced from the required 50 feet to 25 feet (the subject of Variance Request #1) and the rear yard setback would be reduced from the required 40 feet to 20 feet (the subject of Variance Request #2). Site Plan Enlargement #2 depicts these variance requests. The proposed footprint of the home is shown in the shaded area. The proposed new Building Lines of 25 feet and 20 feet, respectively, are shown, and the actual setbacks would be 27.31 feet in the front yard and 21.31 feet in the rear yard. The required 10-foot side yard setbacks would be met; thus, no variance would be needed for the side yard setbacks. The side yard setback on the northern side of the home would actually be 12.97 feet.

Comparison of Required Versus Proposed Setbacks. Site Plan Enlargement #3 shows both the required and the proposed setbacks for the front and rear yards. The applicant's proposed setbacks would significantly enlarge the available buildable area for constructing the proposed home.

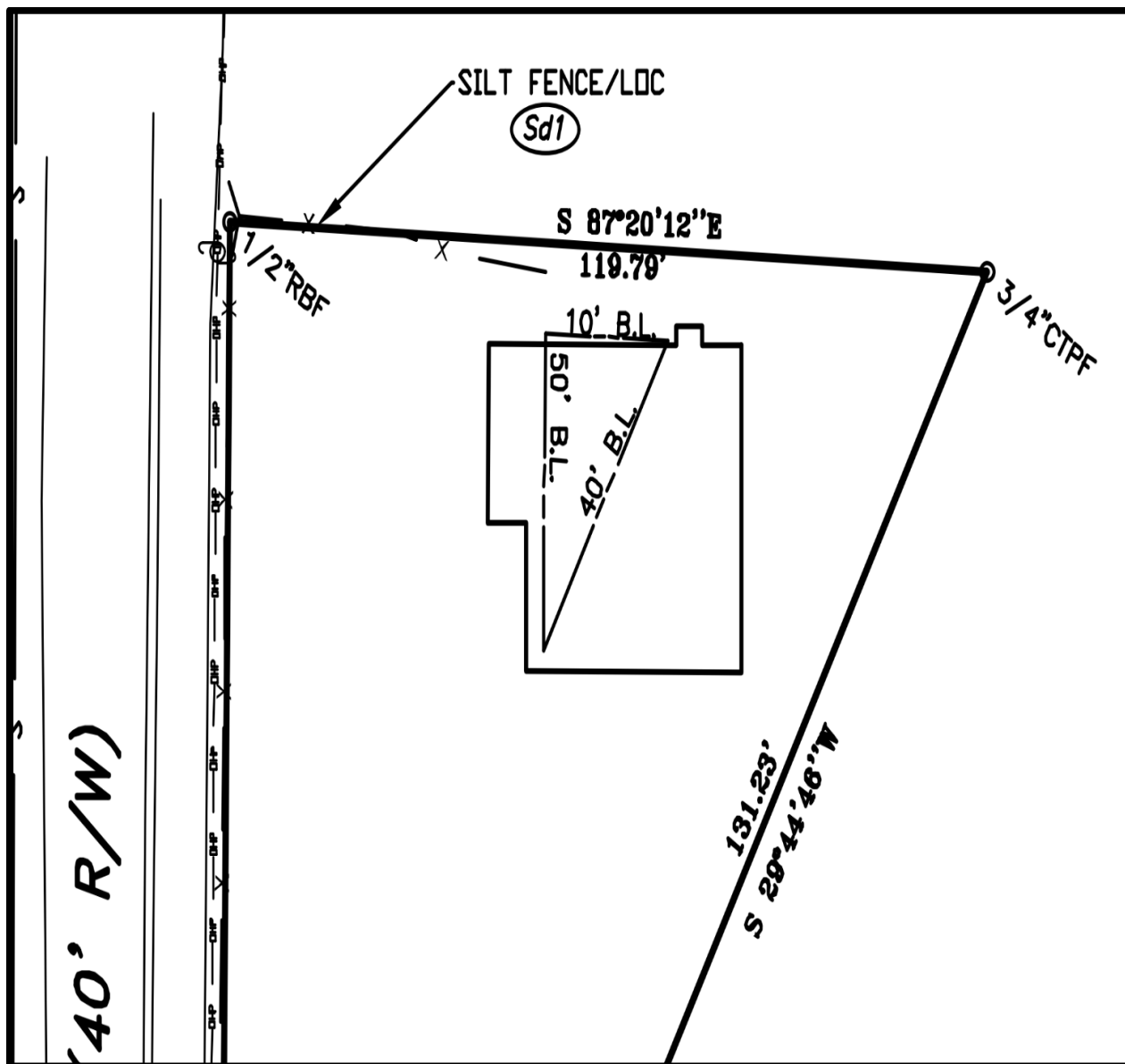
PROPOSED SITE PLAN—
Shows Location of Proposed Home
On the Northern Portion of the Property
(Prepared by BRC Land Services on 01/28/26)



SITE PLAN ENLARGEMENT #1—
SHOWS THE REQUIRED SETBACKS

Required Setbacks:

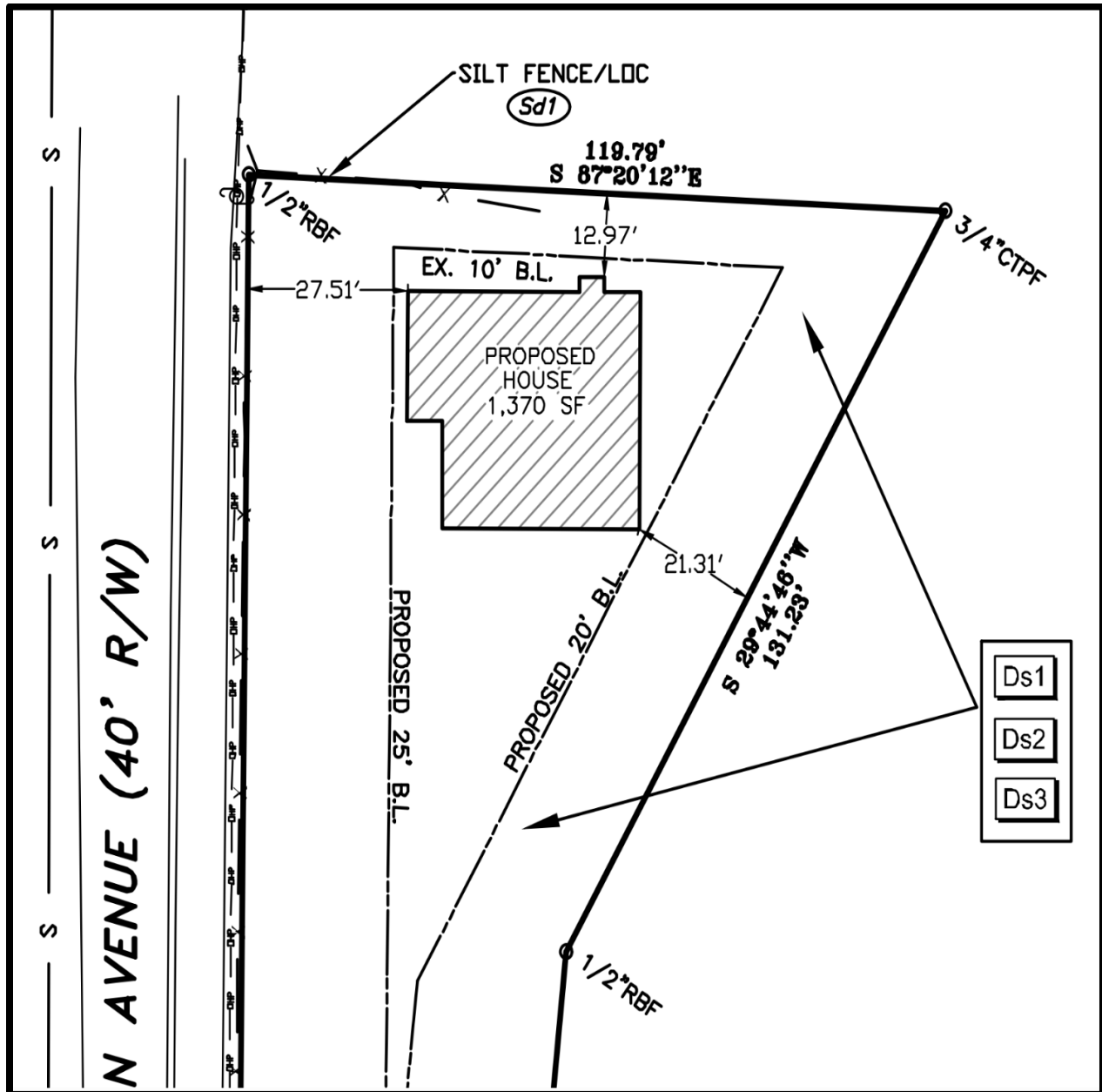
- ~ 50 feet in the front
- ~ 10 feet on the sides
- ~ 40 feet in the rear



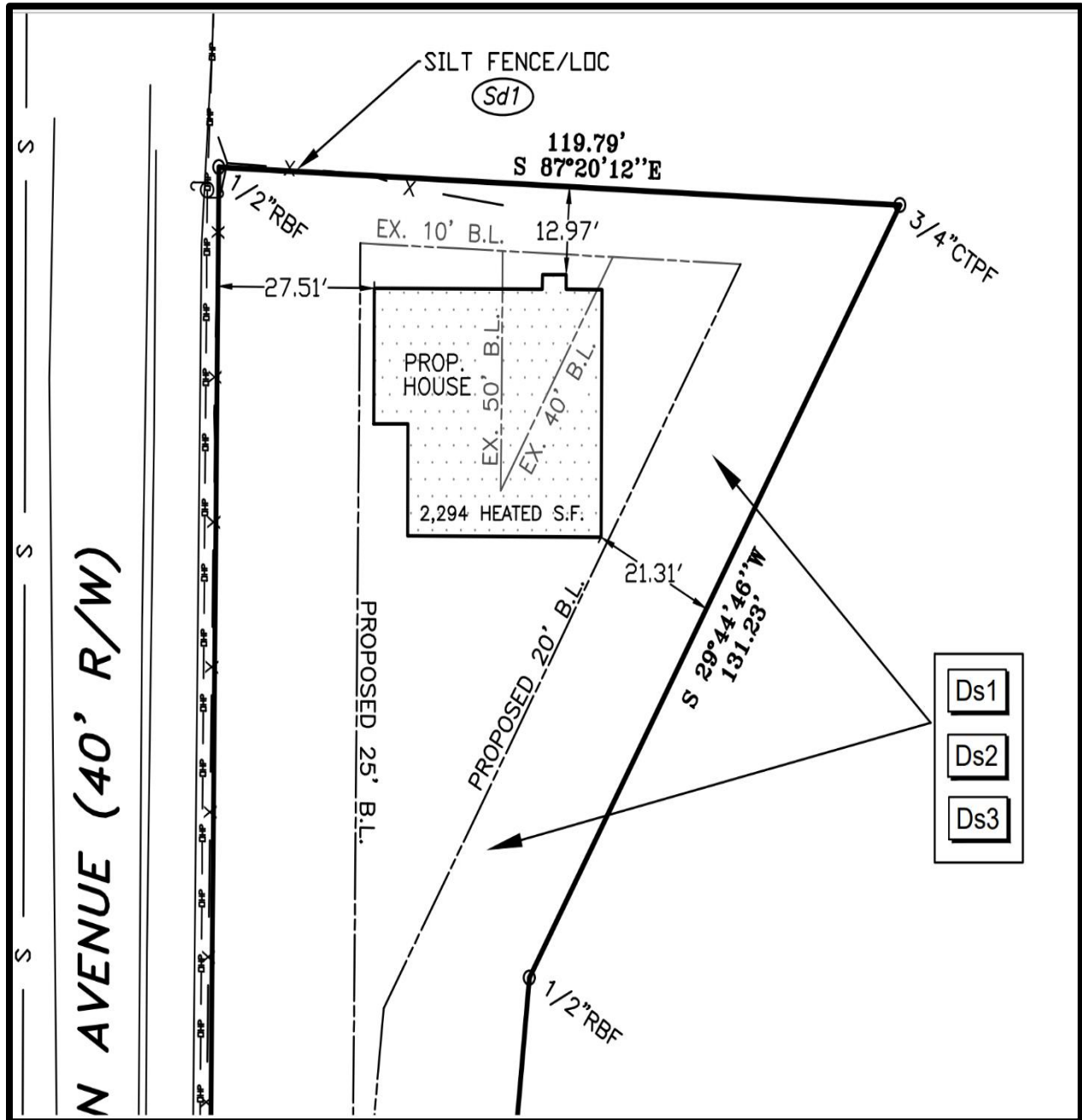
SITE PLAN ENLARGEMENT #2— SHOWS THE PROPOSED SETBACKS

Proposed Setbacks:

- ~ 25 feet in the front (Variance Request #1)
- ~ 10 feet on the sides (no variance)
- ~ 20 feet in the rear (Variance Request #2)



SITE PLAN ENLARGEMENT #3—
SHOWS BOTH THE REQUIRED SETBACKS
AND THE PROPOSED SETBACKS



ANALYSIS OF VARIANCE REQUESTS

The applicant has submitted a **Variance** application to request two variances, as are listed below, for the development of a proposed single-family dwelling on Parcel #S20-03003000 on Wilson Avenue. In both variance requests, the applicant is seeking permission to forego compliance with a particular requirement within the Unified Development Code (UDC) regulations. Each variance request has been analyzed by the Planning and Zoning Staff and is discussed below.

1. Variance Request #1—Reduce the front yard setback from the required 50 feet to 25 feet.
 2. Variance Request #2—Reduce the rear yard setback from the required 40 feet to 20 feet.
-

10.1.3 - Criteria to be considered for deciding variances.

A variance may be granted only upon a finding by the mayor and city council that all the following conditions are met:

- A. Extraordinary and exceptional circumstances pertaining to the particular piece of property in question exist due its size, shape, or topography that are not found on other properties in the same zoning district;
 - B. A literal interpretation of the provisions of this unified development code would deprive the applicant of rights commonly enjoyed by owners of other properties located in the same zoning district;
 - C. Granting the variance requested will not confer upon the property owner any special privileges that are denied to other owners of property in the same zoning district;
 - D. The variance will be consistent with the purposes and intent of this unified development code, will be compatible with uses on neighboring properties, and will serve the public welfare;
 - E. The extraordinary circumstances are not the result of actions of the applicant;
 - F. The variance is the minimum relief that will allow the legal use of the land, building or structure; and
 - G. The variance is not a request to permit a use of land, buildings or structures that is prohibited in the same zoning district.
-

Analysis of Variance Criteria

Since both variance requests are for the reduction of setbacks rather than any other matter, they may be addressed together within each criterion below.

A. Extraordinary and exceptional circumstances pertaining to the particular piece of property in question exist due its size, shape, or topography that are not found on other properties in the same zoning district;

The subject property has an irregular shape and a very narrow depth. According to the applicant's submitted survey, the subject property has a frontage on Wilson Avenue of 519.81 feet, and its greatest depth of 119.81 feet is at the northern end of the property. These dimensions differ significantly from those of most of the other lots along Wilson Avenue, which have an estimated average of 110 feet of frontage and a depth of 200 feet, according to the aerial photographs from the Henry County Tax Assessors' website. The southern end of the subject property is only an estimated 15 feet deep.

B. A literal interpretation of the provisions of this unified development code would deprive the applicant of rights commonly enjoyed by owners of other properties located in the same zoning district;

The required front yard setback is 50 feet in the SR district, and the required rear yard setback is 40 feet. That means that there must be at least 90 feet of land area, from the front (at Wilson Avenue) to the rear, on which to build a house. Since the deepest area at the northern end of the property has 119.81 feet, that would leave only 29.81 feet, from the front to the rear, on which to build a house. But the property tapers quickly to the south, leaving even less land area on which to build. The applicant's site plan showing the required setbacks indicates that only a tiny triangular-shaped area would be left on which to build the proposed house. It would therefore not be possible to meet the setback requirements.

C. Granting the variance requested will not confer upon the property owner any special privileges that are denied to other owners of property in the same zoning district;

The applicant wishes to construct a single-family dwelling on the subject property, just as most of the other properties within the surrounding neighborhood also have single-family dwellings. Without the requested variances, it would not be physically possible to construct a dwelling. Although the proposed house would have 2,294 total heated square feet, only 1,370 square feet would be located on the first floor, and the remaining 924 square feet would be on the second floor. The applicant therefore would be reducing the size of the first floor (the footprint of the house) in order to leave more land area for the front and rear yard setbacks.

D. *The variance will be consistent with the purposes and intent of this unified development code, will be compatible with uses on neighboring properties, and will serve the public welfare;*

The subject property is located within the SR zoning district, which allows single-family detached dwellings. The applicant's proposed single-family detached dwelling would be compatible with the other single-family detached dwellings in the surrounding neighborhood. The development of the property would therefore represent a positive addition to the neighborhood. Further, since a standard parking space is 20 feet long, the proposed front yard setback of 25 feet would allow any parked car on a driveway off Wilson Avenue to avoid protruding into the street, and no sidewalk is present on the east side of Wilson Avenue.

E. *The extraordinary circumstances are not the result of actions of the applicant;*

The applicant did not create the dimensions of the subject property, and the applicant has reduced the size of the footprint of the proposed home in order to not require even greater reductions in the front and rear yard setbacks.

F. *The variance is the minimum relief that will allow the legal use of the land, building or structure; and*

Due to the irregular dimensions and shape of the subject property, the requested variances appear to be the only possible relief to enable the property to be developed with a single-family detached dwelling as an allowable use.

G. *The variance is not a request to permit a use of land, buildings or structures that is prohibited in the same zoning district.*

The applicant proposes to build a type of use (a single-family detached dwelling) that is permitted within the property's zoning district, Suburban Residential.

STAFF CONCLUSION

As a result of the foregoing analysis, the Planning and Zoning Staff has reached the conclusion that the applicant's requests for front and rear yard setbacks are reasonable and should be granted for the following reasons:

1. The applicant proposes to develop an acceptable type of use on the property.
2. The irregular shape and dimensions of the property represent a significant hardship for developing the property, making it impossible to meet the required setbacks/

VI. STAFF RECOMMENDATION

Based on the Staff Conclusion above, the Planning and Zoning Staff therefore recommends the **APPROVAL OF BOTH VARIANCE REQUESTS, with the following three conditions:**

1. **Size of Dwelling—**The proposed single-family detached dwelling shall have at least 1,500 total square feet of heated space in order to meet the minimum required dwelling size within the SR district.
2. **Site Plan--**The proposed development shall be constructed according to a revised site plan that is very similar to the submitted one, entitled "0 Wilson Avenue", which was prepared by BRC Land Services as Job No. 025-0024 on 01/28/2026 and revised on 02/24/2026. The revised site plan shall show a driveway in an acceptable location off Wilson Avenue, having a length that would not cause parked vehicles to protrude into the street.
3. **Dwelling Facades—**The facades of the dwelling shall be constructed of materials which comply with the requirements of the Stockbridge Unified Development Code.

CITY OF STOCKBRIDGE

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

January 7, 2026

Mr. Jerry Robinson
BAC Construction, Inc.
678-520-9509

RE: Service Availability Letter
0 Wilson Ave.
Parcel #: S20-03003000
Development Type: Residential

Mr. Robinson:

As requested, let this letter serve as an acknowledgement of service availability for the subject parcel and that the City of Stockbridge is the water and sewer provider. It will be the responsibility of the builder to install the sewer line across the road and tie into the City's sewer if there is not a current sewer tap available.

Sincerely,



Kevin Miller
Sewer Superintendent

Cc: Scott Mask, Water Superintendent
Kim Barnett, Utilities Manager





City of Stockbridge

AGENDA ITEM

MEETING DATE

4/13/26

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:

Interim Chief Godfrey / Attorney Megan McCulloch

DEPARTMENT:

Police

ITEM/PROJECT/EVENT:

Council consideration of a purchase agreement for SPD K9 Moos to his current handler, SPD Lt. Zimmerman.

BACKGROUND INFORMATION:

K-9 Moos is currently in the latter stage of his service life, with an estimated remaining working capacity of approximately two to three years. Additionally, evolving legal standards—particularly those related to marijuana detection—have reduced the operational utility of canines trained in this area. Transitioning Moos to a new handler would require a significant investment of time and resources, including retraining, handler selection, and the critical bonding process that directly impacts effectiveness and safety.

SIGNATURES:

CITY MANAGER

Frank S. Milazi

CITY TREASURER

Quinton Washington

CITY ATTORNEY

eSigned via GovOS.com

Shawn Edmondson

Key: 32680159-4053-438F-940b-016e0428880

eSigned via GovOS.com

Key: 7ed53636-0908-4a4b-b417-932d73311187

eSigned via GovOS.com

Key: 9b78c0b-1628-4826-950b-2b013c5f7b9

☒ FINANCIAL IMPACT ☐ N/A

AMOUNT:

+ \$2,000

ATTACHMENTS:



ITEM/PROJECT/EVENT:

Purchase agreement of SPD K9 Moos to current handler, SPD Lt. Zimmerman.

STAFF RECOMMENDATION:

Approval, this recommendation is based on operational and practical considerations, as well as what is in the best interest of the City and the well-being of the canine.

eSigned via GovOS.com
Megan McCulloch
Key: 7cb8a8e3-1863-4556-e458-502734485a89

POLICE CANINE PURCHASE AGREEMENT

This Settlement Agreement ("Agreement") is entered into this _____ day of _____, 2026 by and between the City of Stockbridge ("City") and employee of the City, Blake Zimmerman ("Zimmerman"). The City and Zimmerman will be collectively referred to as "Parties".

RECITALS

WHEREAS, the City of Stockbridge, Georgia ("City") is the lawful owner of a police canine known as K9 Moos, a Dutch Shepherd approximately six (6) years of age, previously utilized in law enforcement operations by the City's Police Department ("K9 Moos"); and

WHEREAS, K9 Moos was originally acquired by the City in or about 2023 for use in its canine unit and has since been trained and deployed in narcotics detection and related law enforcement functions; and

WHEREAS, K9 Moos is presently in the latter portion of his working career, with an anticipated remaining service life of approximately two (2) to three (3) years, subject to health and operational considerations;

WHEREAS, due to changes in law enforcement practices, including evolving legal standards relating to marijuana detection, the operational utility of canines trained to detect marijuana odor may be diminished;

WHEREAS, the City has considered the costs, risks, and logistical challenges associated with reassigning K9 Moos to a new handler, including training expenses, handler selection, and bonding considerations;

WHEREAS, Stockbridge Police Lieutenant Blake Zimmerman ("Zimmerman") is the current or former handler of K9 Moos, possesses specialized knowledge of the canine's training, temperament, and handling requirements, and desires to purchase K9 Moos from the City;

WHEREAS, Zimmerman has offered to purchase K9 Moos for the sum of Two Thousand Dollars (\$2,000.00), and the City has determined that such sale is in the best interest of the City and its Police Department; along with paying seven hundred-twenty dollars (\$720.00) for the K-9's kennel, based on depreciated value.

WHEREAS, the Parties desire to enter into this Agreement to provide for the transfer of ownership of K9 Moos from the City to the Zimmerman, and to establish the terms, conditions, and liabilities associated with such transfer, including a full release and indemnification of the City;

POLICE CANINE PURCHASE AGREEMENT

NOW, THEREFORE, in consideration of the promises, mutual covenants contained herein, the Parties agree as follows:

1. **SALE AND TRANSFER OF OWNERSHIP.** The City hereby sells, transfers, and conveys to Zimmerman all rights, title, and interest in and to K9 Moos (the "K9 Moos"). Transfer of ownership shall be effective on Zimmerman's final date of employment with the City (the "Separation Date"), provided that all conditions of this Agreement have been satisfied, including full payment of the purchase price.
2. **PURCHASE PRICE.** Zimmerman shall pay the City the sum of Two Thousand Dollars (\$2,000.00) in certified funds as full consideration for K9 Moos. Payment must be received by the City no later than fourteen (14) days prior to the Separation Date. Failure to timely remit payment shall render this Agreement null and void at the City's option. Payment shall be made to the following:

CITY OF STOCKBRIDGE
ATTN: CITY TREASURER
4640 N. HENRY BLVD
STOCKBRIDGE, GA 30281

IN MEMO LINE – POLICE CANINE PURCHASE AGREEMENT/ZIMMERMAN

3. **NO WARRANTIES.** The Parties agree and acknowledge that K9 Moos is sold "AS IS," "WHERE IS," and "WITH ALL FAULTS." The City makes no warranties, express or implied, including but not limited to any warranty of fitness for a particular purpose, health, temperament, or future performance.
4. **ACKNOWLEDGEMENT OF TRAINING AND RISK.** Zimmerman acknowledges that the K9 Moos is a trained police canine with specialized skills, including but not limited to detection and apprehension, and that such training may present inherent risks. Zimmerman further acknowledges familiarity with K9 Moos' temperament and handling requirements.
5. **RELEASE OF LIABILITY.** Zimmerman hereby releases, waives, and forever discharges the City, its officers, agents, employees, elected officials, representatives, successors, and assigns from any and all claims, demands, damages, or causes of action of any kind arising out of or related to K9 Moos after transfer of ownership.

POLICE CANINE PURCHASE AGREEMENT

6. INDEMNIFICATION. Zimmerman shall indemnify, defend, and hold harmless the City of Stockbridge, Georgia, and its officers, agents, employees, elected officials, representatives, successors, and assigns (collectively, the "Indemnified Parties") from and against any and all claims, demands, causes of action, damages (including bodily injury, death, and property damage), losses, liabilities, judgments, settlements, fines, penalties, and expenses (including, without limitation, attorneys' fees and costs) of every kind and nature, whether in law or equity, arising out of, resulting from, or related in any way to the K9 Moos, Zimmerman's ownership, custody, control, training, or use of the K9 Moos, or any act or omission of Zimmerman or third parties interacting with the K9 Moos, occurring on or after the Separation Date.

This obligation includes a duty to defend the Indemnified Parties with counsel reasonably acceptable to the City, which duty arises immediately upon written notice of a claim and is independent of, and in addition to, the duty to indemnify. Zimmerman shall bear all costs of defense from the first dollar, regardless of any allegations of negligence by any Indemnified Party, except to the extent caused by the sole, willful misconduct of the City as determined by a final, non-appealable judgment.

The obligations set forth in this Section are continuing, shall survive the transfer of ownership and termination of this Agreement, are not limited by any insurance carried by Zimmerman, and shall not be subject to any limitation of liability. Zimmerman shall not settle any claim affecting the Indemnified Parties without the City's prior written consent, which shall not be unreasonably withheld.

7. CARE AND USE OF K9 MOOS. Zimmerman agrees:
- a. to provide proper care, shelter, and humane treatment of K9 Moos;
 - b. to assume all financial responsibility for K9 Moos' health and well-being; and,
 - c. to use K9 Moos solely as a personal pet, provided that Zimmerman may engage in training or competitions.
8. RESTRICTION ON TRANSFER. Zimmerman shall not sell, transfer, or give away the K9 Moos without the prior written consent of the City.

9. ACKNOWLEDGEMENT OF LEGAL COUNSEL AND VOLUNTARY AGREEMENT.

Zimmerman acknowledges that:

- a. He has read and understood this Agreement;
- b. He has had reasonable opportunity to review this Agreement and discuss with legal counsel;
- c. He is entering into this Agreement freely and voluntarily, without coercion or duress.

10. MISCELLANEOUS.

- a. GOVERNING LAW. The governing law of this Agreement shall be laws of the State of Georgia. Venue for any action arising under this Agreement shall lie exclusively in Henry County, Georgia.
- b. ENTIRE AGREEMENT. This Agreement constitutes the complete understanding and agreement of the Parties.
- c. AMENDMENTS. Any amendments or modifications of this Agreement must be made in writing and signed by all parties.
- d. SEVERABILITY. If any part of this Agreement is found to be invalid or otherwise not enforceable, the remainder shall remain in full force and effect.
- e. EFFECTIVE DATE. This Agreement shall become effective upon execution by both parties; however, transfer of ownership shall occur only upon the Separation Date as defined herein.
- f. NO WAIVER OF IMMUNITY. Nothing in this Agreement shall be construed as a waiver of the City's sovereign or governmental immunity, which is hereby expressly reserved.
- g. EXECUTION IN COUNTERPARTS. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original as against any party whose signature appears thereon, and all of which shall together constitute one and the same instrument. This Agreement shall become binding when the counterparts hereof, taken together, bear the signatures of all of the parties reflected hereon as the signatories.

[SIGNATURES ON THE FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the _____ day of _____, 2026.

Blake Zimmerman

Richard A. Godfrey
Interim Chief of Police, City of Stockbridge

Shawntez Edmondson
City Manager, City of Stockbridge

APPROVED AS TO FORM:

Quinton G. Washington
City Attorney, City of Stockbridge



City of Stockbridge

AGENDA ITEM

MEETING DATE

APRIL 13, 2026

FUNDING SOURCE

- ☒ RESOLUTION
- ☐ ORDINANCE
- ☐ CONTRACT APPROVAL/RENEWAL
- ☐ PUBLIC HEARING
- ☐ PRESENTATION
- ☐ BID SELECTION/AWARD
- ☐ TASK ORDER
- ☐ CHANGE ORDER
- ☐ BUDGET AMENDMENT
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- ☐ TRAFFIC CAMERA FUNDING
- ☐ PARTNER/SPONSOR
- ☐ DEPARTMENT FUND BALANCE
- ☐ BOND

ACCOUNT TRANSFER FROM:

ACCOUNT TRANSFER TO:

PRESENTER: Ryan Anderson

DEPARTMENT: Community Development

ITEM/PROJECT/EVENT:

QUITCLAIM DISPOSAL OF REMNANT TRACT AT 2125 JODECO ROAD. Council District 5. Council consideration of the quitclaim disposal of a portion of the remnant tract at 2125 Jodeco Road, which is owned by the City, to allow the tract to be used by Tidal Wave Auto Spa in the development of its property. O.C.G.A. § 36-37-6(g) allows governments to convey a small strip of land to an abutting property owner without an auction or bidding process. Section 3.30.170(C) of Municode requires City Council to first declare the strip to be "unserviceable."

BACKGROUND INFORMATION:

The remnant tract protrudes from the south side of Jodeco Road into the property. It was created by Georgia DOT as part of the needed right-of-way for the road. Georgia DOT then quitclaimed the remnant tract to the City, who was to maintain the remnant tract for drainage purposes. The drainage system has been redirected so that the City now only needs to keep about half of the remnant tract. The remaining portion is needed by Tidal Wave Auto Spa in the development and operation of its business.

SIGNATURES:

CITY MANAGER

Frank S. Milazi

CITY TREASURER

Quinton Washington

CITY ATTORNEY

☐ FINANCIAL IMPACT ☒ N/A

AMOUNT:

\$0.00

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

QUITCLAIM DISPOSAL OF REMNANT TRACT AT 2125 JODECO ROAD.

STAFF RECOMMENDATION:

APPROVAL.

eSigned via GovOS.com

R. Ryan Anderson

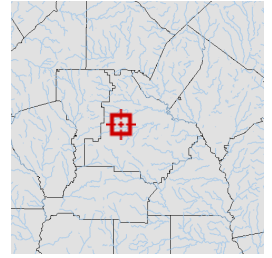
Key: 7cb6a9e3-7863-4556-a458-502734485a99



Henry County, GA



Overview



Legend

- Parcels
- Roads

Parcel ID	053-01018015	Class	Commercial	Owner	JODECO 158 LLC	Land	\$603,700				
Property	2125 JODECO	Acreage	0.77	Address	120 S ZACK HINTON	Value:					
Address	RD				PARKWAY	Building	\$0				
District	City/Stockbridge				MCDONOUGH, GA	Value:					
					30253	Misc	\$0				
						Value:					
						Total	\$603,700				
						Value:					

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

Date created: 3/31/2026

Last Data Uploaded: 3/31/2026 6:49:28 PM

Developed by  SCHNEIDER
GEOSPATIAL

HARRIS & JAMES, LLP
POST OFFICE BOX 4866
MACON, GA 31208-4866

BK:19250 PG:98-117
Filed and Recorded
Mar-21-2023 11:27 AM
DOC# 2023 - 006279
Real Estate Transfer Tax
Paid: \$ 0.00
0752023001912
SABRIYA HILL
CLERK OF SUPERIOR COURT
HENRY COUNTY, GA
Participant ID: 5252153734

GEORGIA DEPARTMENT OF TRANSPORTATION
QUITCLAIM DEED AND MAINTENANCE AGREEMENT

GEORGIA, FULTON COUNTY

PROJECT NO. NHIM0-0075-02(213)
P. I. NO. 312160

THIS INDENTURE, made this 1th day of February, 2023, between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, party of the first part, and CITY OF STOCKBRIDGE, party of the second part.

WITNESSETH: That the said party of the first part for and in consideration of the sum of ONE DOLLARS (\$1.00), cash in hand paid, the receipt of whereof is hereby acknowledged has bargained, sold and does by these presents bargain, sell, remise, release, and forever QUITCLAIM to the said party of the second part, his heirs and assigns, all the right, title, interest, claim or demand which the said party of the first part has or may have had in and to that certain parcels of land described on the attached plats; and

WHEREAS, the CITY and the DEPARTMENT agree that the CITY shall provide for proper maintenance of the roadway system that approaches, goes under, above or adjacent to Georgia Department of Transportation Highway Project Number NHIM0-0075-02(213) and will make ample provision for such maintenance on roads shown and indicated on attached plats.

"SEE ATTACHED PLAT"

Said project BEGINNING at station 12 + 85.00 on the centerline of Georgia Highway Project Number NHIM-0075-02(213) running to station 26 + 00.00.

Rev 08-08-2022

TO HAVE AND TO HOLD the foregoing highlighted premises on the attached plat, together with all and singular the rights, privileges and appurtenances thereto, or in anywise appertaining, to the only proper use, benefit and behoof of the party of the second part, his heirs, and assigns, forever.

IN WITNESSETH WHEREOF, the party of the first part, acting by and through the Commissioner of the DEPARTMENT OF TRANSPORTATION, has hereunto caused the hand and seal of the DEPARTMENT OF TRANSPORTATION to be set to these presents the day and year first above written.

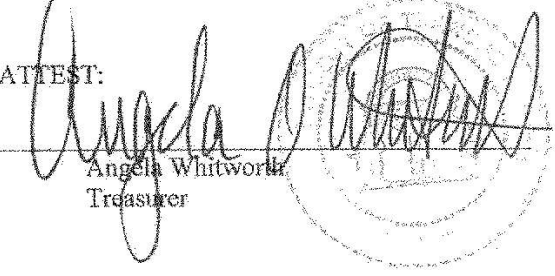
DEPARTMENT OF TRANSPORTATION

An agency of the State of Georgia

BY:


Russell R. McMurry, P.E.
Commissioner

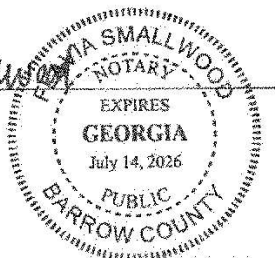
ATTEST:


Angela Whitworth
Treasurer

Signed, Sealed and Delivered
this 7 day of February,
20 23, in the presence of:


Witness


Notary Public



R/W 1278C

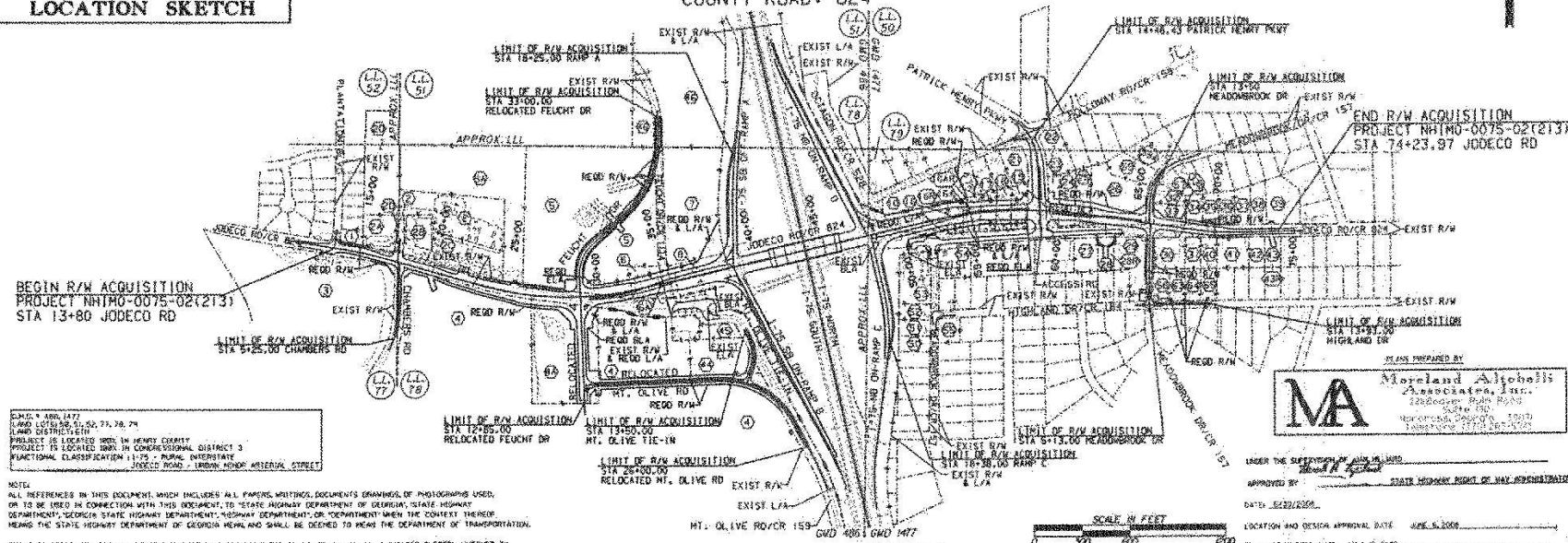
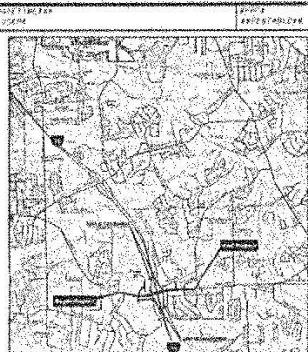
Rev 08-08-2022

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RIGHT OF WAY OF PROPOSED INTERSTATE 75 AT JODECO RD INTERCHANGE IMPROVEMENTS

GA. DOT PI NO. 312160
NHIMO-0075-02(213) HENRY COUNTY
PARTIAL LIMITED ACCESS
FEDERAL ROUTE: 1-75
STATE ROUTE: TEMPORARY 1188
COUNTY ROAD: 824

LOCATION SKETCH



C.M.A. # ADD 1472
LAND (175) 52, 51, 52, 73, 75, 74
LAND DISTRICT 5H
PROJECT IS LOCATED WITHIN HENRY COUNTY
PROJECT IS LOCATED WITHIN CONGRESSIONAL DISTRICT 3
FUNCTIONAL CLASSIFICATION: I-75 - RURAL INTERSTATE
JACKSON ROAD - BROAD HENRY MATERIAL STREET

NOTE:
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF DELAWARE," "STATE HIGHWAY DEPARTMENT," "GEORGIA STATE HIGHWAY DEPARTMENT," "HIGHWAY DEPARTMENT," OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA MEANS AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANY WAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BING THE RESPONSIBILITY OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF THE BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

LENGTH OF RIGHT-OF-WAY	RIGHT-OF-WAY NO. 151
	FEET
NET LENGTH OF RIGHT-OF-WAY	FEET
NET LENGTH OF EASEMENTS	0
GROSS LENGTH OF RIGHT-OF-WAY	FEET

NHIM0-0075-02(213) HENRY COUNTY

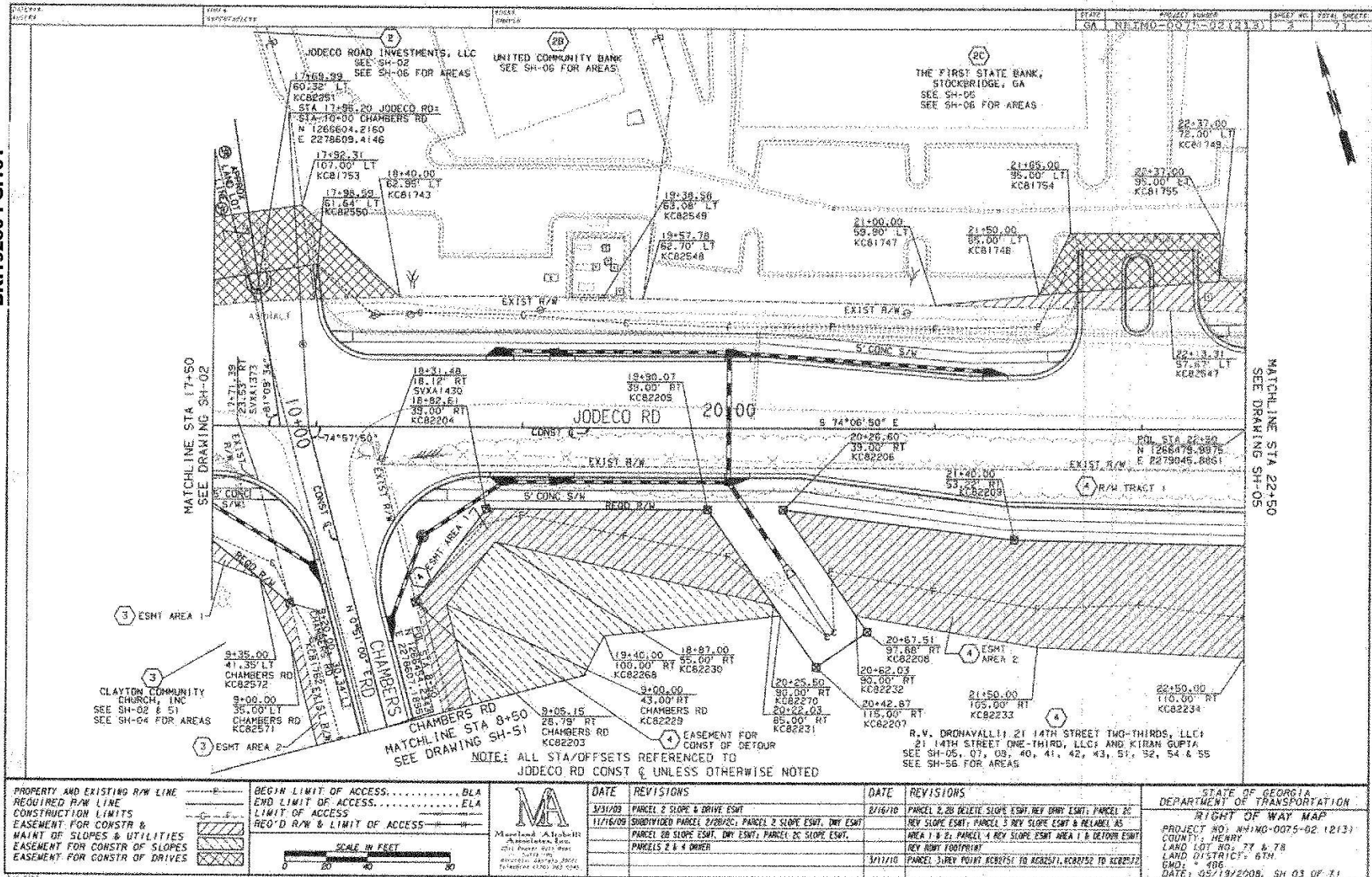
CONVENTIONAL SIGNS

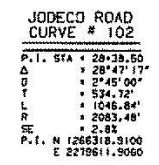
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MA Moreland Altabelli
Associates, Inc.
22200 Rockville Road
Suite 130
Rockville, Maryland 20850
Telephone (301) 261-4725

UNDER THE SUPERVISION OF JOHN H. LIND
Edward H. Gifford
 APPROVED BY _____ STATE HIGHWAY DEPT. OF MAY ADMINISTRATOR
 DATE 6/22/2008
 LOCATION AND DESIGN APPROVAL DATE JUNE 5, 2008
 PLANS COMPLETED DATE MAY 15, 2008

[illegible]



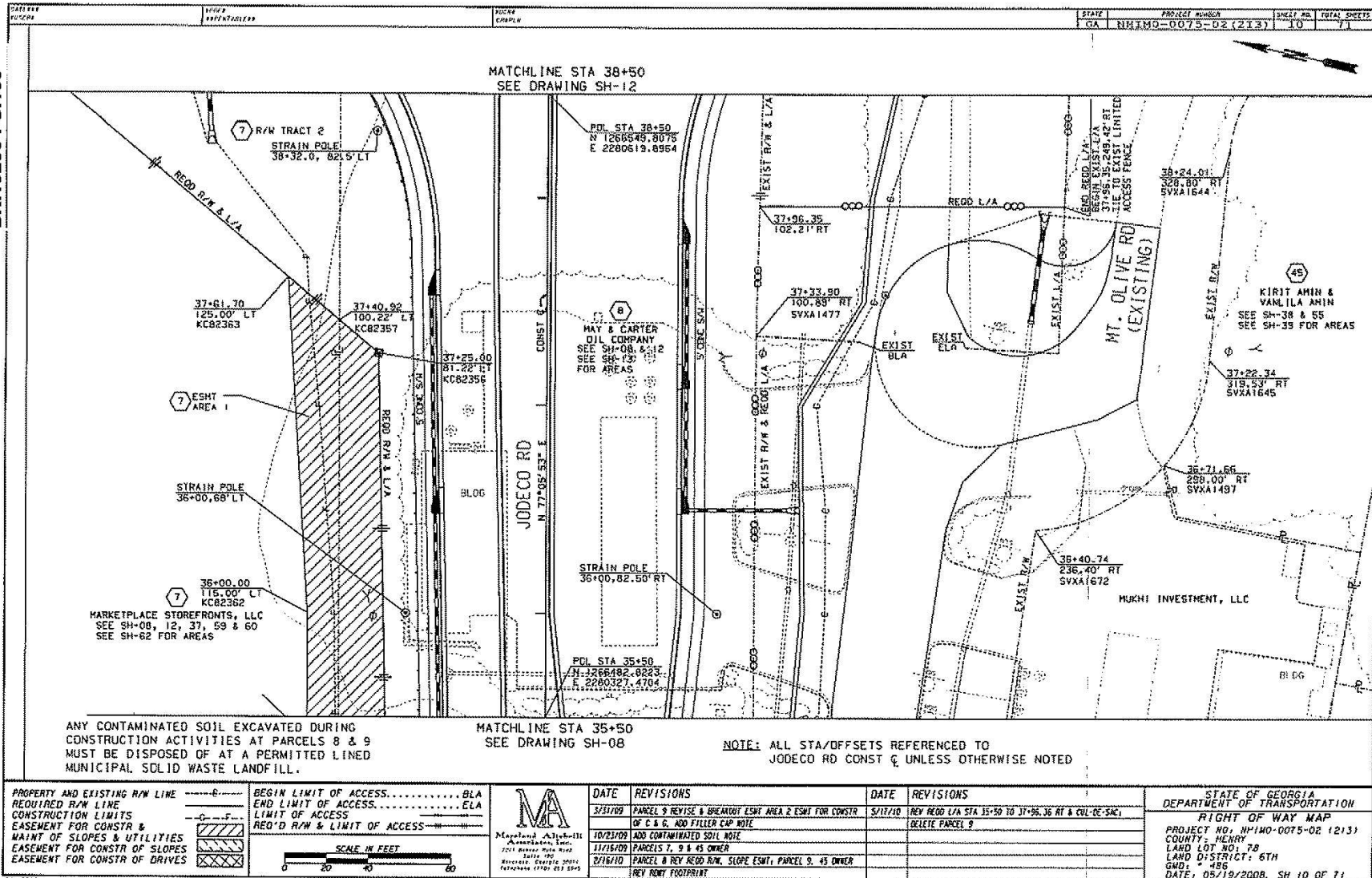


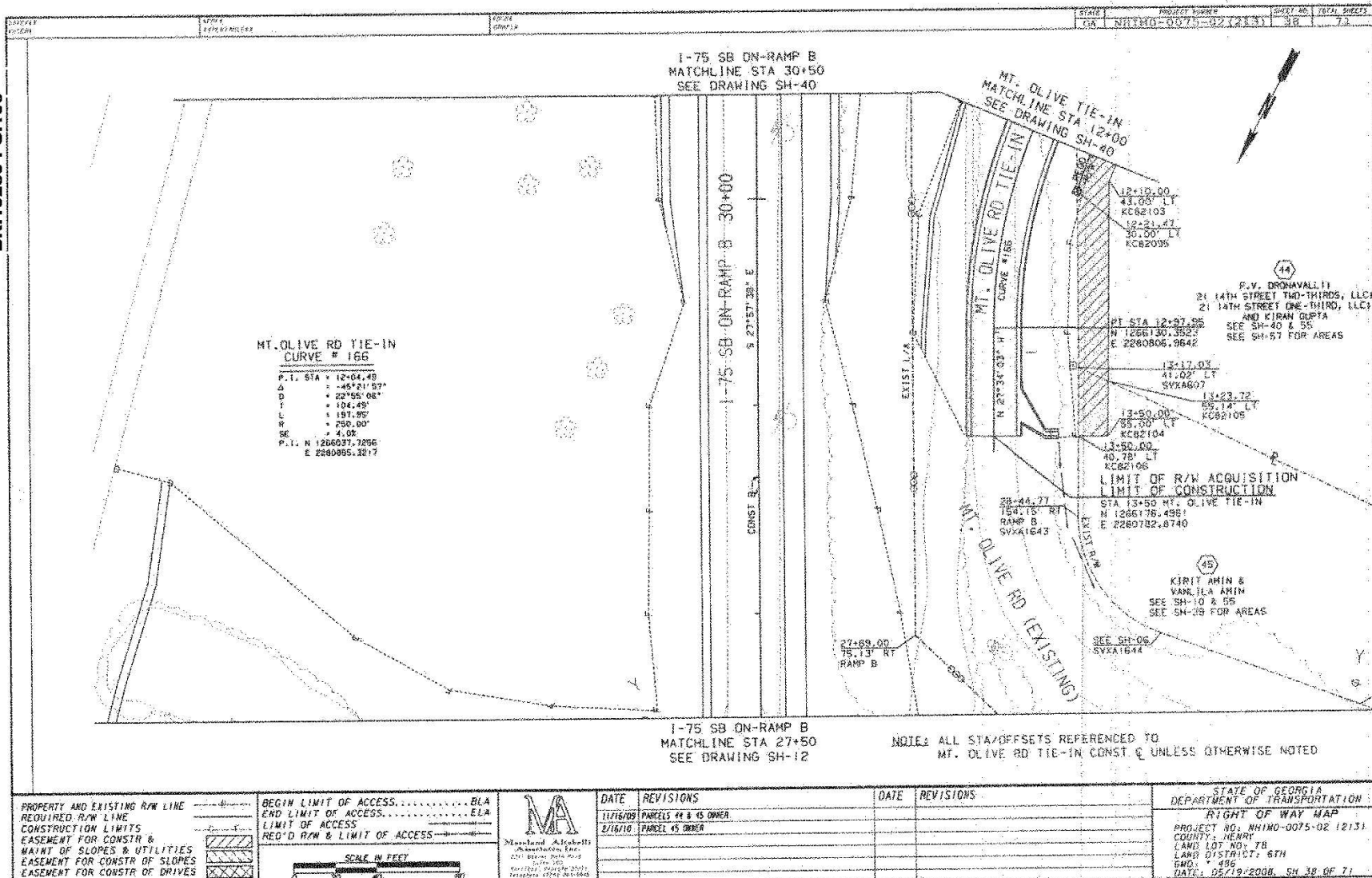
NOTE: ALL STA/OFFSETS REFERENCED TO
JODECO RD CONST & UNLESS OTHERWISE NOTED

MA
Moreland Alcohols
Associates, Inc.
 2211 Beaver Run Road
 Suite 100
 Norcross, Georgia 30051
 Telephone (770) 263-2545

DATE	REVISIONS
2/16/10	CONT'D: SLOPE CSMT; PARCEL 9 OWNER KEY POINT FOOTPRINT
5/17/10	KEY RECD L/A STA 34+91.72 TO 35+58.47; DELETE PARCEL 9

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
PROJECT NO: NH1MD-0075-02 (213)
COUNTY: HENRY
LAND LOT NO: 78
LAND DISTRICT: 6TH
GMD: " 486
DATE: 05/19/2004 SH 08 OF 71





DATE 05/19/08	SHEET 11 OF 11	SHEET NO. 39	TOTAL SHEETS 71	PROJECT NUMBER NHMO-0075-02 (2131)
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45

KIRIT AMIN & VANILLA AMIN
SEE SH-10, 38 & 55

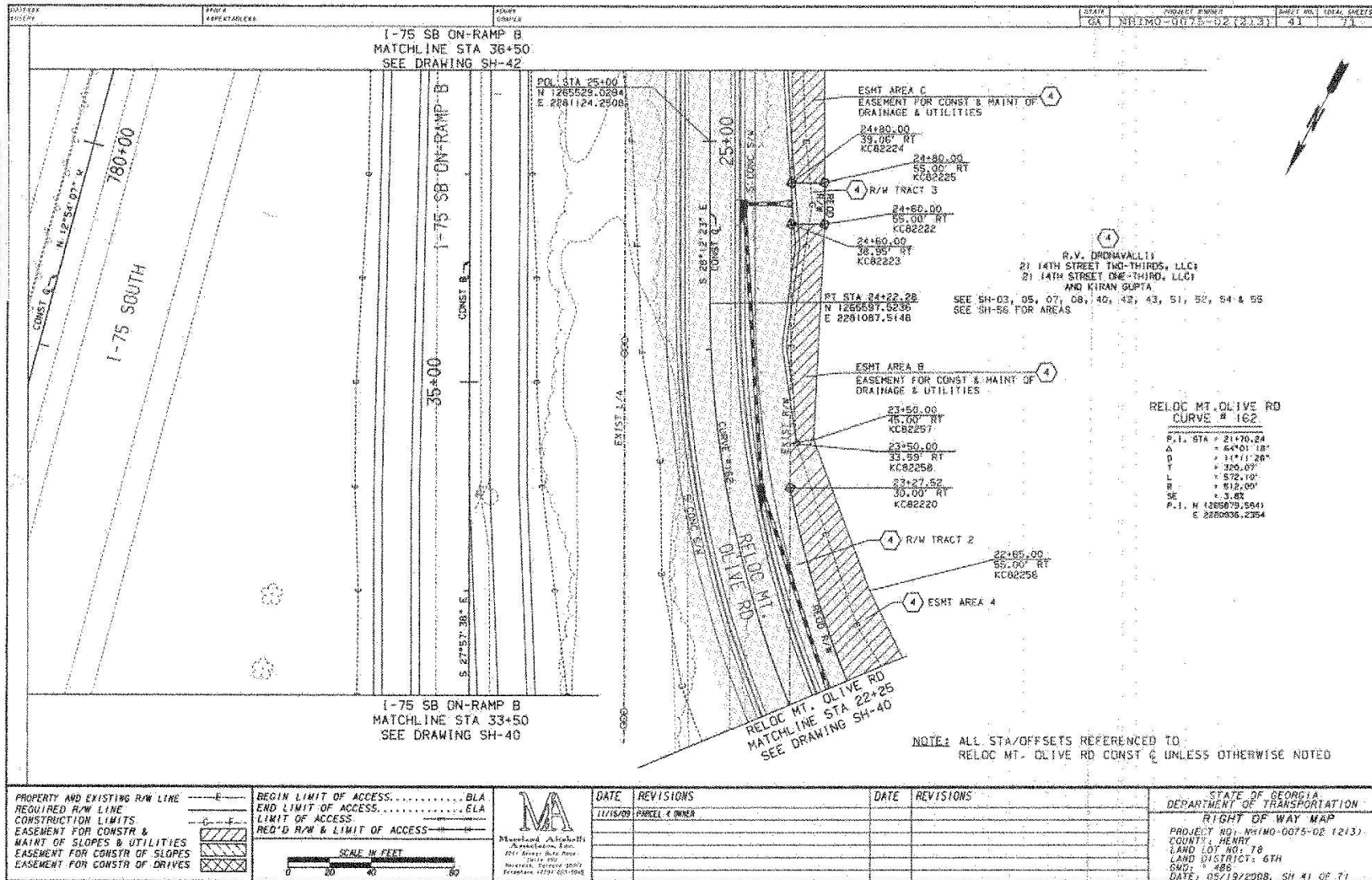
PARCEL 45 EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SLOPES & UTILITIES

PNT	DESEI/ DIST	STATION/ BEARING	ALIGNMENT
K02105	55.14 L	13+23.72	MT. OLIVE TIE-IN
K02104	55.00 L	13+50.00	MT. OLIVE TIE-IN
K02106	40.15 L	13+50.00	MT. OLIVE TIE-IN
SVK0607	32.97 L	5+27.08 16° E	MT. OLIVE TIE-IN
K02105	41.02 L	13+17.05	MT. OLIVE TIE-IN
K02105	15.63 L	5+87.40 54° W	MT. OLIVE TIE-IN
K02105	55.14 L	13+23.72	MT. OLIVE TIE-IN
RECD EASEMENT AREA = 420.91 SF			
REMAINING LOT = 171- 0.53 ACRES			

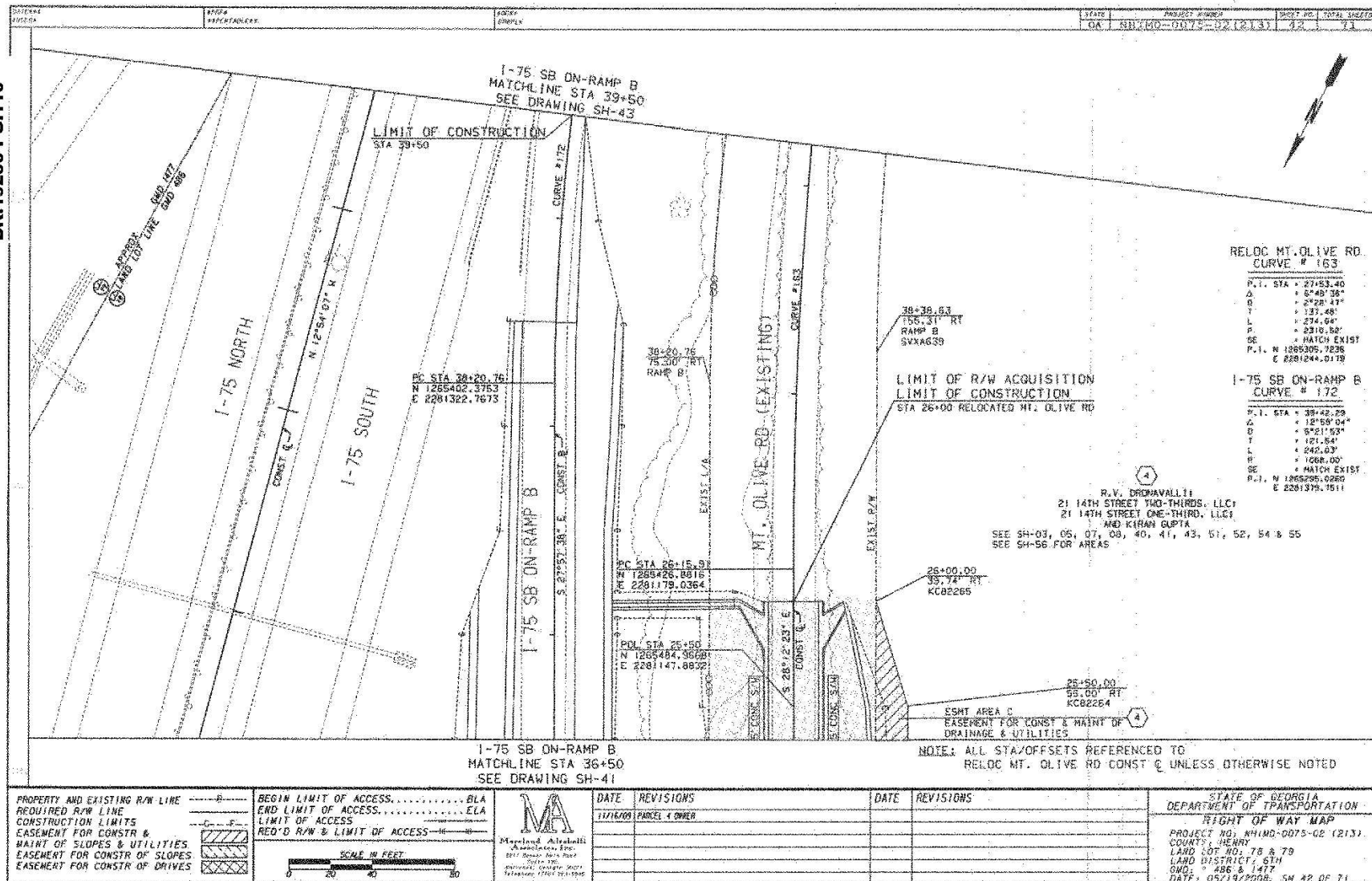
PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTR & MAINT OF SLOPES & UTILITIES EASEMENT FOR CONSTR OF SLOPES EASEMENT FOR CONSTR OF DRIVES	BEGIN LIMIT OF ACCESS.....BLA END LIMIT OF ACCESS.....ELA LIMIT OF ACCESS REQ'D R/W & LIMIT OF ACCESS		SCALE IN FEET 0 20 40 60		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>REVISIONS</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr> <td>11/16/09</td> <td>PARCEL 45 OWNER</td> <td></td> <td></td> </tr> <tr> <td>2/16/10</td> <td>PARCEL 45 OWNER</td> <td></td> <td></td> </tr> </tbody> </table>	DATE	REVISIONS	DATE	REVISIONS	11/16/09	PARCEL 45 OWNER			2/16/10	PARCEL 45 OWNER		
DATE	REVISIONS	DATE	REVISIONS														
11/16/09	PARCEL 45 OWNER																
2/16/10	PARCEL 45 OWNER																

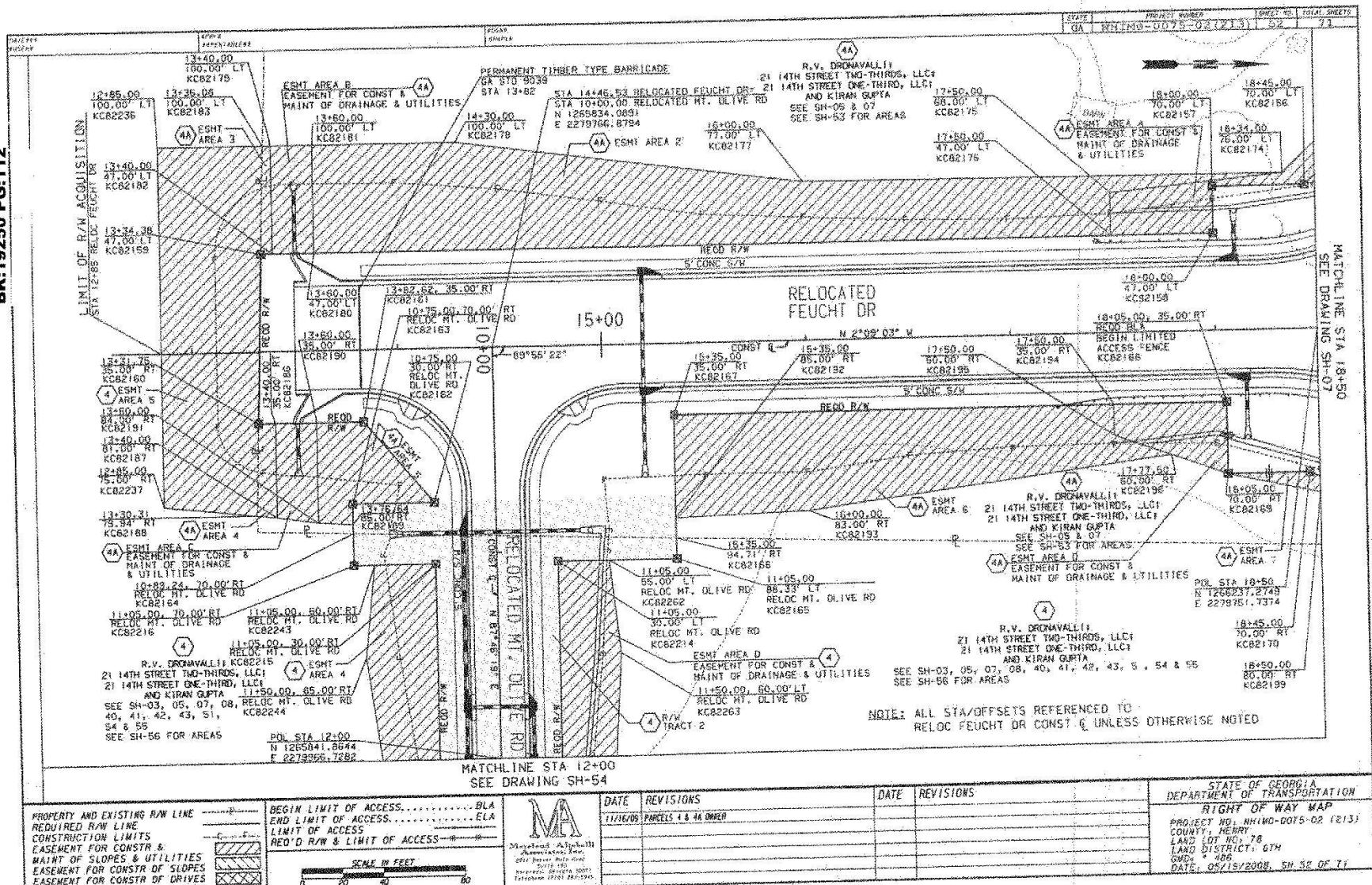
Maryland Asphalt Association, Inc.
 2211 Robert Rife Road
 Suite 100
 Marietta, Georgia 30067
 Telephone: (770) 583-1800

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY MAP
 PROJECT NO.: NHMO-0075-02 (2131)
 COUNTY: HENRY
 LAND LOT NO.: 78
 LAND DISTRICT: 6TH
 GVD: # 486
 DATE: 05/19/2008, SH 39 OF 71



BK:19250 PG:110





R.V. DRONAVALLI; 21 14TH STREET TWO-THIRDS, LLC; 21 14TH STREET ONE-THIRD, LLC; AND KIRAN GUPTA
SEE SH-05, 07 & 52

PARCEL #	ACRES	REC'D	R/W	STATUS/REMARKS	ALIGNMENT
SWR2606	24.49	5	52' 10" 19' E		JORDON RD
SWR21436	13.48	5	30' 10" 11' E		JORDON RD
SWR2110	76.00	5	22' 52' 11' E		RELOC. FUCHST DR
SWR2160	40.00	5	2' 09' 03' E		RELOC. FUCHST DR
SWR2160	35.00	5	3' 50' 12' W		RELOC. FUCHST DR
SWR2160	35.00	5	1' 49' 00' W		RELOC. FUCHST DR
SWR2167	35.00	5	N 81° 12' 19' E		RELOC. FUCHST DR
SWR2166	94.71	5	15' 35' 00' W		RELOC. FUCHST DR
SWR2164	138.44	5	Q 10' 12' 19' E		RELOC. WT. OLYNE
SWR2163	16.24	5	S 87° 46' 19' W		RELOC. WT. OLYNE
SWR2163	48.60	5	N 72° 13' 11' W		RELOC. WT. OLYNE
SWR2163	30.00	5	10' 07' 00' W		RELOC. WT. OLYNE
SWR2161	35.00	5	13' 48' 52' W		RELOC. FUCHST DR
SWR2161	50.81	5	2' 09' 03' E		RELOC. FUCHST DR
SWR2160	82.04	5	S 89° 41' 05' W		RELOC. FUCHST DR
SWR2159	46.62	5	10' 07' 00' W		RELOC. FUCHST DR
SWR2159	47.00	5	S 81° 50' 00' W		RELOC. FUCHST DR
SWR2157	30.00	5	16' 40' 00' W		RELOC. FUCHST DR
SWR2157	46.00	5	N 2' 09' 03' E		RELOC. FUCHST DR
SWR2156	105.00	5	S 85° 57' 27' E		RELOC. FUCHST DR
SWR2156					JORDON RD

ARC LENGTH = 169.27
CHORD BEAR = N 84° 53' 00" W
LNTH CHORD = 169.22
RADIUS = 2160.67

KC82195 16.74 R 26458.45 JODECO RD
52.59 N 0°19'04" W
SVA4606 24.49 R 26452.61 JODECO RD
REGD R/W = 82895.23 SF
REGD R/W = 1.903 ACRES
RELOCATED EIGHTH OR REMAINDER RIGHT = 17- 0.46 ACRES
RELOCATED EIGHTH OR REMAINDER LEFT = 17- 3.6 ACRES
RELOCATED MT. OLIVE RD REMAINDER RIGHT = 17- 0.08 ACRES

PANEL	4A	RED'D	L/A			
PNT	DP127	DIS1	STATION/ BEARING			ALIGNMENT
SYN41436	73.48	R	304°46.13			JOBOCO RD
	92.45		S 22°11'25"	W		
XCB2170	70.00	R	184°05.03			RELOC FUCHT DR
	40.00		S 2°09'03"	E		
XCB2169	70.00	R	184°05.03			RELOC FUCHT DR
	35.00		S 87°50'57"	W		
XCB2168	35.00	R	184°05.03			RELOC FUCHT DR

初定投函 (7/4) = 161.45 (1)

[illegible]

PIN	UPSET/ DIST	SLATION/ BEARING	ALIGMENT
KCB2174	76.00 18.00	S 18° 34' 00" E 18.00	BELOC FEUCHT DR
KCB2175	68.00 21.00	N 71° 55' 00" E 21.00	BELOC FEUCHT DR
KCB2176	330.00 41.00	S 27° 09' 00" W 41.00	BELOC FEUCHT DR
KCB2181	100.00 10.00	S 87° 09' 00" W 10.00	BELOC FEUCHT DR
KCB2178	100.00 1.00	N 1° 00' 00" E 1.00	BELOC FEUCHT DR
KCB2177	11.00 234.00	N 6° 00' 00" W N 1° 27' 00" E	BELOC FEUCHT DR
KCB2174 RECD EASMENT AREA		S 1506.00 SF	

PARTIAL AREA	45° EASEMENT	15° EASEMENT	MAINTENANCE OF SLOPES & UTILITIES	STATION/BEARING	ALIGNMENT
KCR2153	49.00	L	1334.34.38		RELOC FEUCHT DR
KCR2161	87.00	L	1334.34.38	Y	RELOC FEUCHT DR
KCR2163	100.00	L	1334.34.38		RELOC FEUCHT DR
KCR2179	53.92	L	N 2° 09' 01" E		RELOC FEUCHT DR
KCR2181	53.00	L	H 8° 50' 31" E		RELOC FEUCHT DR
KCR2182	47.00	L	1344.00		RELOC FEUCHT DR
KCR2185	43.00	L	1344.00		RELOC FEUCHT DR
KCR2186	43.00	L	1344.00		RELOC FEUCHT DR
RELOC EASEMENT AREA			252.66	S	

=====				
PARCEL 4A AREA A EASEMENT FOR CONSTRUCTION AND				
MAINTENANCE OF SLOPES & UTILITIES				
=====				
PNT	QTSZ/L	DIS1	BEARING/	ALIGNMENT
=====				
KC82160	35.00	R	N 13°31' 05"	RELIC FEUCHT DR
	8.25		N 2°08' 05"	
KC82165	13.00	R	S 47°00' 05"	RELIC FEUCHT DR
KC82167	46.00	R	N 37°00' 05"	RELIC FEUCHT DR
KC82187	61.00	R	S 13°00' 05"	RELIC FEUCHT DR
	9.15		S 4°04' 30"	
KC82189	79.54	R	N 13°30' 31"	RELIC FEUCHT DR
	14.71		S 89°00' 00"	
	35.00	R	N 13°31' 05"	RELIC FEUCHT DR
REC'D EASEMENT AREA			408.29	SF

PARCEL 4A		ARCA 5 EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SLOPES & UTILITIES			
PNT	DIST/STATION	STATION/ BEARING	ALIGNMENT		
KCR2190	35.00 R	13460.00 W	RELOC FEUGHT DR		
KCR2161	32.82 E	H 2109.00 E	RELOC FEUGHT DR		
KCR2162	52.54 S	10715.00 W	RELOC MT. OLIVE		
KCR2183	40.00 R	10715.00 W	RELOC MT. OLIVE		
KCR2189	85.00 R	10715.00 W	RELOC MT. OLIVE		
KCR2191	18.67 E	13174.54 E	RELOC FEUGHT DR		
KCR2191	49.00 S	13174.54 E	RELOC FEUGHT DR		
KCR2191	35.00 R	13460.00 W	RELOC FEUGHT DR		
ARCA 5 EASEMENT		174.00 W			

PARCEL 4A						
MAYOR'S OFFICE - DISTRICTS AND CONSTITUENTS						
MAINTENANCE OF STREETS & UTILITIES						
PST	DATE	DIST	STREET	BEARING	ALIGNMENT	
KCR2167	35.00	R	N 15° 45' 00" E		RELOC FEIGHT DR	
KCR2194	215.00	R	N 2° 00' 00" W		RELOC FEIGHT DR	
KCR2194	35.00	R	N 88° 00' 00" E		RELOC FEIGHT DR	
KCR2194	35.00	R	N 17° 45' 00" E		RELOC FEIGHT DR	
KCR2196	79.13	R	N 79° 45' 00" E		RELOC FEIGHT DR	
KCR2196	178.18	R	N 5° 45' 00" E		RELOC FEIGHT DR	
KCR2196	83.60	R	S 45° 00' 00" E		RELOC FEIGHT DR	
KCR2196	83.60	R	S 45° 00' 00" E		RELOC FEIGHT DR	
KCR2192	85.00	R	S 15° 45' 00" E		RELOC FEIGHT DR	
KCR2192	85.00	R	S 15° 45' 00" E		RELOC FEIGHT DR	
KCR2192	35.00	R	S 15° 45' 00" E		RELOC FEIGHT DR	
RELOC EASEMENT AREA			S 91° 13' 30" W			

PARCEL #		AREA 7 EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SLOPES & UTILITIES			
PNT	DEPT	STATION	BEARING	ALIGNMENT	
KCB2168	70.69	R	18405.00	RELLOC PEIGHT DR	
KCB2170	70.40	R	18405.00	RELLOC PEIGHT DR	
SYZ41436	73.48	R	22 41' 25" E	JOBBER RD	
KCB2200	120.00	R	5 00' 00" N	ADDED RD	
KCB2199	82.61	R	5 36 58" S	RELLOC PEIGHT DR	
KCB2199	85.10	R	5 10 22" S	RELLOC PEIGHT DR	
KCB2169	70.80	R	18405.00	RELLOC PEIGHT DR	
RELOC EASEMENT AREA			1176.76	SF	

TOTAL EASEMENT FOR THE CONSTRUCTION AND
MAINTENANCE OF STORM & UTILITIES AREAS 1 TO 7 = 29601.00 52

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*****
PARCEL KA  ASSESSMENT FOR CONSTRUCTION AND
*****
MAINTENANCE OF DRAINAGE & UTILITIES
*****
PNT DIST/ STATION/ ALIGNMENT
DIST/ GEARING
KCR2172 105.00 R 27+15.00
27.00 R N 4°34'39" E JOORECO RD
KCR2173 71.00 R 27+15.00
APC LENGTH = 110.59'
CHORD BEAR = S 85°39'40" E
LATH CHORD = 110.59'

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AC82153 83-37 R 28-21-53 JEDCO RD

CR28156	108.09	S	24,857.21	E	RELOC FEIGHT GR
CR28157	70.00	L	28,500.00	W	RELOC FEIGHT GR
CR28158	23.00	L	18,000.00	W	RELOC FEIGHT GR
CR28159	70.00	L	8,750.00	S	RELOC FEIGHT GR
CR28176	50.00	S	2,000.00	E	RELOC FEIGHT GR
CR28177	41.00	L	17,500.00	W	RELOC FEIGHT GR
CR28178	68.00	L	17,500.00	W	RELOC FEIGHT GR
CR28179	84.38	L	7,350.28	W	RELOC FEIGHT GR
CR28180	76.00	L	17,500.00	W	RELOC FEIGHT GR
CR28181	81.45	L	44,400.00	W	RELOC FEIGHT GR
CR28182	110.00	N	28,350.00	W	JORDCO RD
CR28183	179.27	N	60,000.00	W	JORDCO RD
CR28184	179.27	N	21,500.00	W	JORDCO RD
RELOC EASEMENT AREA			5821.86	SF	

*****EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF DRIVE & UTILITY*****					
PAGE# 4A					
PH#	DESET/	START/	ALLOTMENT		
	DIST	BEARING			
CELOT1802	47.00	L	13+40.00		RELIC FEIGHT DR
CELOT1719	53.00	L	S 87+00.00	W	RELIC FEIGHT DR
CELOT1811	20.00	N	1+00.00		RELIC FEIGHT DR
CELOT1801	100.00	L	13+00.00		RELIC FEIGHT DR
CELOT1802	93.00	L	87+00.00	E	RELIC FEIGHT DR
CELOT1801	47.00	L	13+00.00		RELIC FEIGHT DR
CELOT1802	20.00	N	2+00.00	W	RELIC FEIGHT DR
NEED EASEMENT	AREA	Y	TOTAL OF 5		

PARCEL #	AREA	EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAY 4	DATE	STATUS	ALIGNMENT
PM	DP	ST	ST	ST	ST
	DP	ST	ST	ST	ST
KC82199	35.00	R	13/49.00		RELIC FEIGHT DR
KC82191	84.00	R	13/49.00		RELIC FEIGHT DR
KC82187	20.22	S	5-27-48		RELIC FEIGHT DR
KC82186	21.00	S	5-27-48		RELIC FEIGHT DR
KC82190	20.00	R	13/49.00		RELIC FEIGHT DR
RECD EASEMENT AREA	350.00	S	5-27-48		RELIC FEIGHT DR

PARCEL #A AREA DEDICATED FOR CONSTRUCTION AND MAINTENANCE OF THE HIGHWAY WITHIN				
PLOT	OFFSET / DIST	STARTING / BEARING	ALIGNMENT	
KCR2194	35.00 R	17° 00' 00" E	RELIC FENCING OR	
KCR2196	35.00 R	N 2° 00' 00" E	RELIC FENCING OR	
KCR2195	35.00 R	S 87° 00' 00" E	RELIC FENCING OR	
KCR2195	35.00 R	S 17° 00' 00" W	RELIC FENCING OR	
KCR2194	35.00 R	17° 00' 00" E	RELIC FENCING OR	
RELIC FENCING	IS 1374.31			

TOTAL EASEMENT FOR THE CONSTRUCTION AND

PKT	OFFSET	STATION	ALIGNMENT
KC82202	120.00 R	26+63.07	JOOCEO RD
KC82201	125.00 R	26+61.00	JOOCEO RD
KC82202	125.00 R	27+00.00	JOOCEO RD
KC82204	120.00 R	27+00.00	JOOCEO RD
KC82203	120.00 R	26+63.07	JOOCEO RD

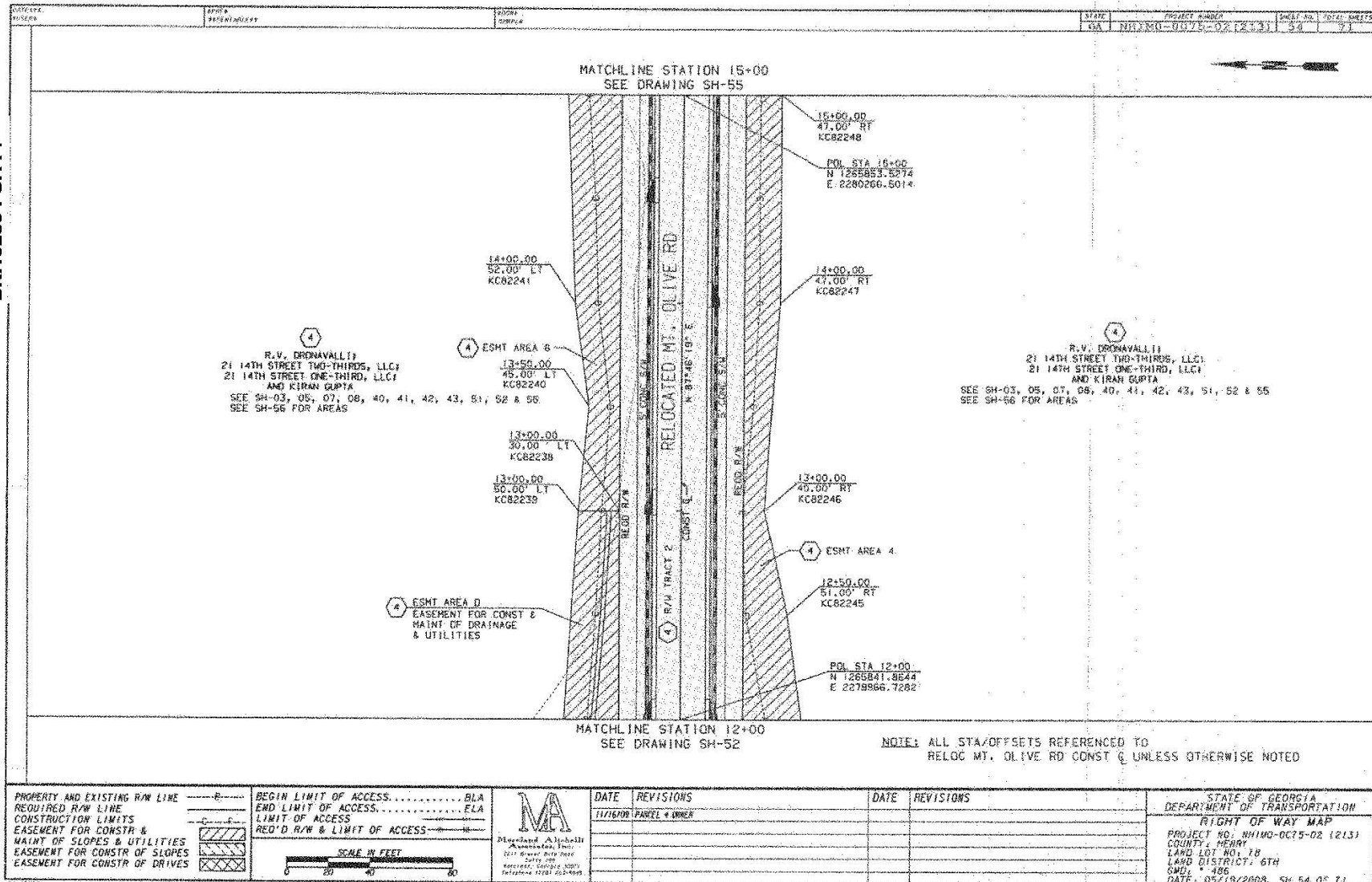
STATE OF GEORGIA

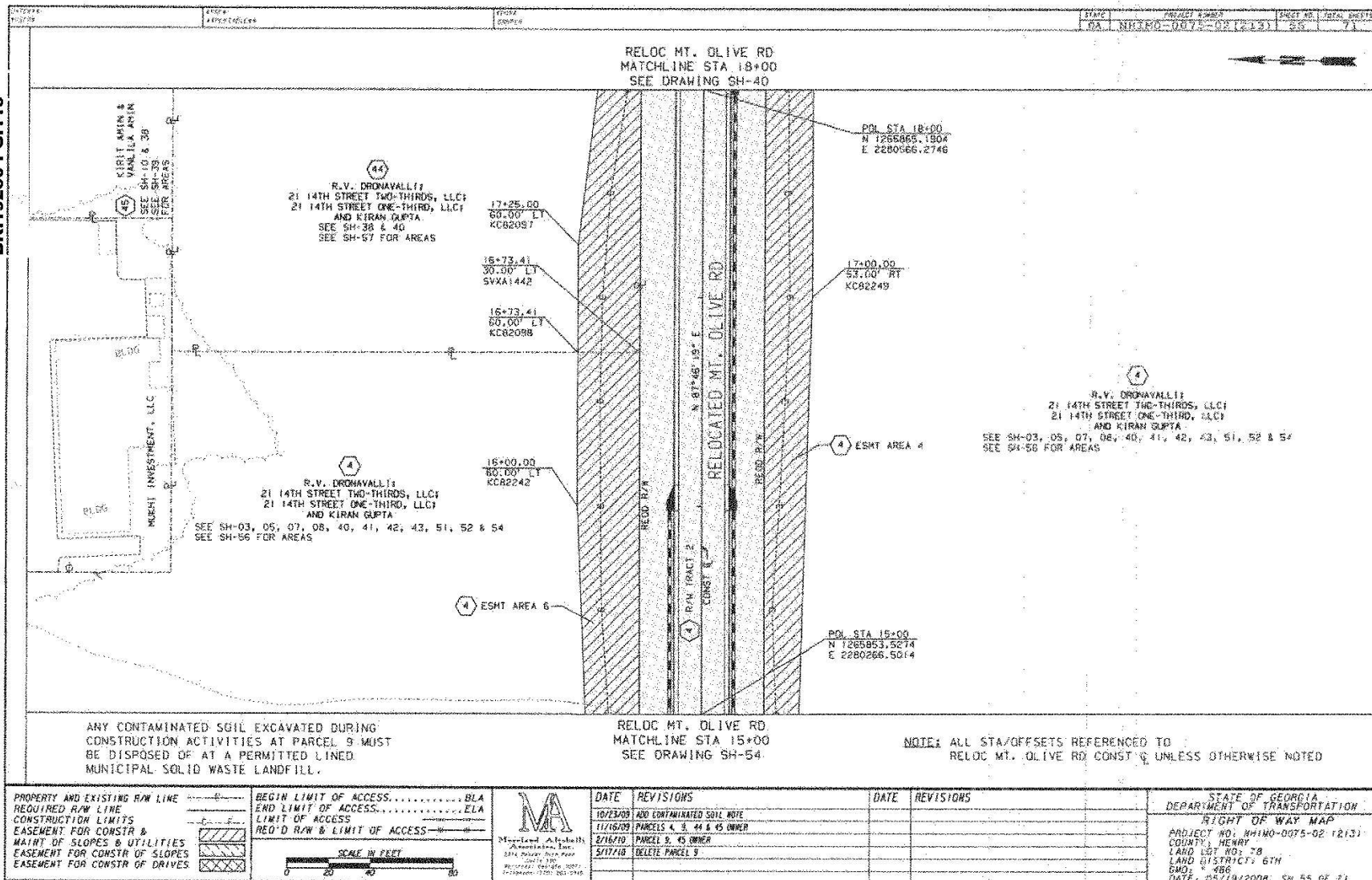
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR &
MAINT OF SLOPES & UTILITIES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS—||—||—
SCALE IN FEET

[illegible][illegible]

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
PROJECT NO.: WH140-0075-02 (213)
COUNTY: HENRY
LAND LOT NO.: 78
LAND DISTRICT: 6TH
GEO.: 486
DATE: 05/13/2008 54 53 OF 71





[illegible]

DATE: 11/16/09	DRAWN: M. ALPHELI	PROJECT: NHMO-0075-02 (213)	SHEET NO: 57	TOTAL SHEETS: 71
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44

R.V. DRONAVALLI; 21 14TH STREET TWO-THIRDS, LLC; 21 14TH STREET ONE-THIRD, LLC; AND KIRAN GUPTA

SEE SH-38, 40 & 55

PARCEL 44				
PTS	OFFSET/	STATION/	ALGMENT	
	DIST	BEARING		
KCB2001	39.51 L	10450.00	WT. OLIVE TIE-IN	
KCB2002	12.91 L	N 59°36'51" E	WT. OLIVE TIE-IN	
KCB2003	30.00 L	10450.43	WT. OLIVE TIE-IN	
KCB2004	39.51 L	N 11°47'54" E	WT. OLIVE TIE-IN	
KCB2005	30.00 L	11400.00	WT. OLIVE TIE-IN	
ARC LENGTH = 106.83				
CHORD BEAR = N 3°57'44" E				
CHORD = 105.85				
RADIUS = 220.00				
KCB2006	30.00 L	12121.47	WT. OLIVE TIE-IN	
KCB2007	12.91 L	S 28°06'39" E	WT. OLIVE TIE-IN	
KCB2008	30.00 L	10450.43	WT. OLIVE TIE-IN	
KCB2009	39.51 L	S 87°46'19" W	WT. OLIVE TIE-IN	
KCB2010	30.00 L	10450.81	WT. OLIVE TIE-IN	
RELOC R/W = 5341.25 SF				
RELOC R/W = 0.146 ACRES				
REMAINDER LEFT = 47- 1.9 ACRES				

PARCEL 44 EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SLOPES & UTILITIES				
PTS	OFFSET/	STATION/	ALGMENT	
	DIST	BEARING		
SYXA1442	30.00 L	16175.41	RELOC MT. OLIVE RD	
KCB2008	30.00 L	N 2°11'05" W	RELOC MT. OLIVE RD	
KCB2009	30.00 L	N 8°46'19" E	RELOC MT. OLIVE RD	
KCB2010	30.00 L	S 85°21'03" E	RELOC MT. OLIVE RD	
KCB2011	30.00 L	S 87°46'19" W	RELOC MT. OLIVE RD	
KCB2012	30.00 L	19410.00	RELOC MT. OLIVE RD	
KCB2013	30.00 L	N 10°03'49" E	WT. OLIVE TIE-IN	
KCB2014	30.00 L	10450.00	WT. OLIVE TIE-IN	
KCB2015	30.00 L	N 19°46'19" E	WT. OLIVE TIE-IN	
KCB2016	30.00 L	N 3°57'03" W	WT. OLIVE TIE-IN	
KCB2017	30.00 L	12121.47	WT. OLIVE TIE-IN	
KCB2018	30.00 L	N 2°11'05" W	WT. OLIVE TIE-IN	
KCB2019	30.00 L	S 87°46'19" W	WT. OLIVE TIE-IN	
KCB2020	30.00 L	10450.43	WT. OLIVE TIE-IN	
KCB2021	30.00 L	S 59°36'51" E	WT. OLIVE TIE-IN	
KCB2022	30.00 L	10450.81	WT. OLIVE TIE-IN	
KCB2023	30.00 L	S 87°46'19" W	WT. OLIVE TIE-IN	
KCB2024	30.00 L	16175.41	RELOC MT. OLIVE RD	
RELOC EASEMENT AREA = 9206.50 SF				

PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTR & MAINT OF SLOPES & UTILITIES EASEMENT FOR CONSTR OF SLOPES EASEMENT FOR CONSTR OF DRIVES		BEGIN LIMIT OF ACCESS.....BLA END LIMIT OF ACCESS.....ELA LIMIT OF ACCESS REQ'D R/W & LIMIT OF ACCESS.....			DATE: 11/16/09 REVISIONS: PARCEL 44 OWNER	DATE: 11/16/09 REVISIONS:	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP PROJECT NO. 1 NHMO-0075-02 (213) COUNTY: HENRY LAND LOT NO. 1 7B LAND DISTRICT: 6TH GMD: 466 DATE: 05/19/2008, SH 57 OF 71
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Exhibit B
Plats Referenced

Plats:

search.gisccca.org/imaging/111/MLViewer.aspx?ID=13151C0152D&key=13151C0152D&county=HENRY&outsero=1029150&app=10

HENRY Plat Book 64 Page 165

← → − + 140% ↺ ↻ 🖨 📄

LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

REFERENCES

A PLAT FOR BRIDGES AT JODECO, RECORDED IN PLAT BOOK 61, PAGE 20-22, HENRY COUNTY, GEORGIA RECORDS.

CITY OF STOCKBRIDGE NOTE

CITY OF STOCKBRIDGE EXPRESSLY VACATES, TERMINATES, AND REMOVES FROM TRACT 10 AND TRACT 11 THAT CERTAIN UTILITY/SLOPE EASEMENT, WHICH EASEMENT WAS CONVEYED FROM THE DEPARTMENT OF TRANSPORTATION, AN AGENCY OF THE STATE OF GEORGIA, TO THE CITY OF STOCKBRIDGE, PURSUANT TO THAT CERTAIN GEORGIA DEPARTMENT OF TRANSPORTATION QUITCLAIM DEED AND MAINTENANCE AGREEMENT DATED FEBRUARY 7, 2023, AND RECORDED IN HENRY COUNTY, GEORGIA, RECORDS AT BOOK 19250, PAGE 98..

HENRY Plat Book 64 Page 169

Report

← → − + 140% ↺ ↻ 🖨 📄

13151C0151D & 13151C0152D EFFECTIVE DATE OCTOBER 6, 2016, THIS PORTION OF PROPERTY IS NOT LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

REFERENCES

A PLAT FOR BRIDGES AT JODECO, RECORDED IN PLAT BOOK 61, PAGE 20-22, HENRY COUNTY, GEORGIA RECORDS.

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HENRY Plat Book 64 Page 169

← → − + 120% ↺ ↻ 🖨 📄

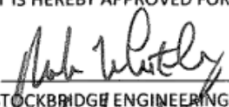
CITY OF STOCKBRIDGE APPROVAL:

CITY OF STOCKBRIDGE ASSUMES NO RESPONSIBILITY FOR THE OVERFLOW OR EROSION OF NATURAL OR ARTIFICIAL DRAINS BEYOND THE EXTENT OF THE STREET RIGHT-OF-WAY, NOR FOR THE EXTENSION OF CULVERTS BEYOND THE POINTS SHOWN ON THIS PLAT AND AS REQUIRED BY THE MUNICIPAL CODE OF THE CITY OF STOCKBRIDGE:

THIS PLAT IS HEREBY APPROVED FOR RECORDING:

BY: 
CITY OF STOCKBRIDGE COMMUNITY DEVELOPMENT DEPARTMENT
DATE: 1-11-24

THIS PLAT IS HEREBY APPROVED FOR RECORDING:

BY: 
CITY OF STOCKBRIDGE ENGINEERING
DATE: 1/11/24

HENRY Plat Book 65 Page 222

Report this image

Book 65 Page 222

140%

CITY OF STOCKBRIDGE, GEORGIA RECORDS, DATED OCTOBER 14, 2019.

FLOOD NOTE

PER FLOOD INSURANCE RATE MAPS OF HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 13151C0151D & 13151C0152D EFFECTIVE DATE OCTOBER 6, 2016, THIS PORTION OF PROPERTY IS NOT LOCATED IN A SPECIAL FEMA FLOOD HAZARD AREA.

REFERENCES

A PLAT FOR BRIDGES AT JODECO, RECORDED IN PLAT BOOK 61, PAGE 20-22, HENRY COUNTY, GEORGIA RECORDS.

CITY OF STOCKBRIDGE NOTE

CITY OF STOCKBRIDGE EXPRESSLY VACATES, TERMINATES, AND REMOVES FROM TRACT 10 AND TRACT 11 THAT CERTAIN UTILITY/SLOPE EASEMENT, WHICH EASEMENT WAS CONVEYED FROM THE DEPARTMENT OF TRANSPORTATION, AN AGENCY OF THE STATE OF GEORGIA, TO THE CITY OF STOCKBRIDGE, PURSUANT TO THAT CERTAIN GEORGIA DEPARTMENT OF TRANSPORTATION QUITCLAIM DEED AND MAINTENANCE AGREEMENT DATED FEBRUARY 7, 2023, AND RECORDED IN HENRY COUNTY, GEORGIA, RECORDS AT BOOK 19250, PAGE 98..

CH=N
N76'

HENRY Plat Book 65 Page 222

70%

OWNER/DEVELOPER

JODECO 158, LLC
120 S. ZACK HINTON PKWY
MCDONOUGH, GA 30253
(770) 318-3778

NOTE

ADDRESSES AND PARCEL NUMBERS
ARE PROPOSED.

THE ADDRESSES AND PARCEL NUMBERS
WERE ASSIGNED BY HENRY COUNTY TAX

CITY OF STOCKBRIDGE
PLANNING & ZONING DIVISION
REVIEWED FOR CODE COMPLIANCE

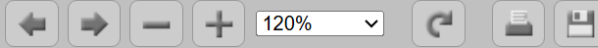
These drawings were reviewed under the applicable laws in effect at the time of submittal. Reasonable effort was exercised in checking for code compliance. The stamping of these documents shall not be construed to be a permit for, or an approval of, any violation of state and/or local codes, amendments, or ordinances thereto.

Reviewer: Linda Logan
08/02/24

LL
77

LL
78

HENRY Plat Book 65 Page 222

CITY OF STOCKBRIDGE
COMMUNITY DEVELOPMENT

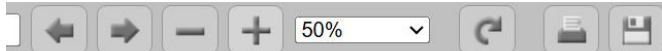
REVIEWED FOR COMPLIANCE:

Reviewer: Mark Whitley (Whitley Engineering)

Engineering Approval

08/09/2024 1:24:17 PM

HENRY Plat Book 65 Page 222



ADDRESSES AND PARCEL NUMBERS
ARE PROPOSED.
THE ADDRESSES AND PARCEL NUMBERS
WERE ASSIGNED BY HENRY COUNTY TAX
ASSESSORS OFFICE.

Reviewer: Linda Logan
08/02/24

DECEMBER 8, 2023 WITH LINEAR AND ANGULAR
BEIN FOCUS 36.762075; TOTAL STATION 3

5 A CLOSURE PRECISION OF ONE FOOT IN 30,000
T WAS A CLOSED LOOP TRAVERSE ADJUSTED

URE AND IS FOUND TO BE ACCURATE WITHIN ONE
STANCES SHOWN HEREON.

DATE A 1/2 REBAR PLACED WITH CAP STAMPED

M. BROWN DOES NOT GUARANTEE THAT ALL
WAY AFFECT THIS PROPERTY ARE SHOWN

AN DATUM OF 1983. 2011 ADJUSTMENT INADRS
AMERICAN VERTICAL DATUM OF 1988 PER THE
ED BY GPS SOLUTIONS.

DENCE. ADDITIONAL UTILITIES MAY EXIST ABOVE
TEE IS MADE AS TO THE ACCURACY OR
SHOWN HEREON. PER GEORGIA LAW THE
IT BE CALLED PRIOR TO THE COMMENCEMENT OF

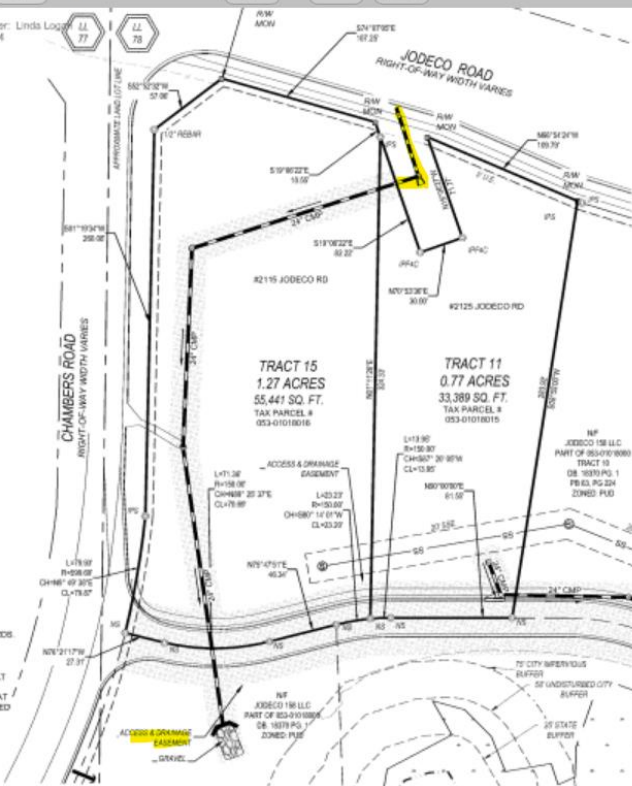
MENT) &
AY DISTRICT
ENT PLAN AS WELL AS JODECO

ORDINANCE NO. 28-19-95
T OBER 14, 2019

GEORGIA COMMUNITY PANEL NUMBER
18-2228. THIS PORTION OF PROPERTY IS NOT

BOOK 61, PAGE 20-22, HENRY COUNTY, GEORGIA RECORDS.

TES, AND REMOVES FROM TRACT 10 AND TRACT 11 THAT
WAS CONVEYED FROM THE DEPARTMENT OF
IGA TO THE CITY OF STOCKBRIDGE PURSUANT TO THAT
OUTCLAIM DEED AND MAINTENANCE AGREEMENT DATED
GEORGIA, RECORDS AT BOOK 19250, PAGE 86.

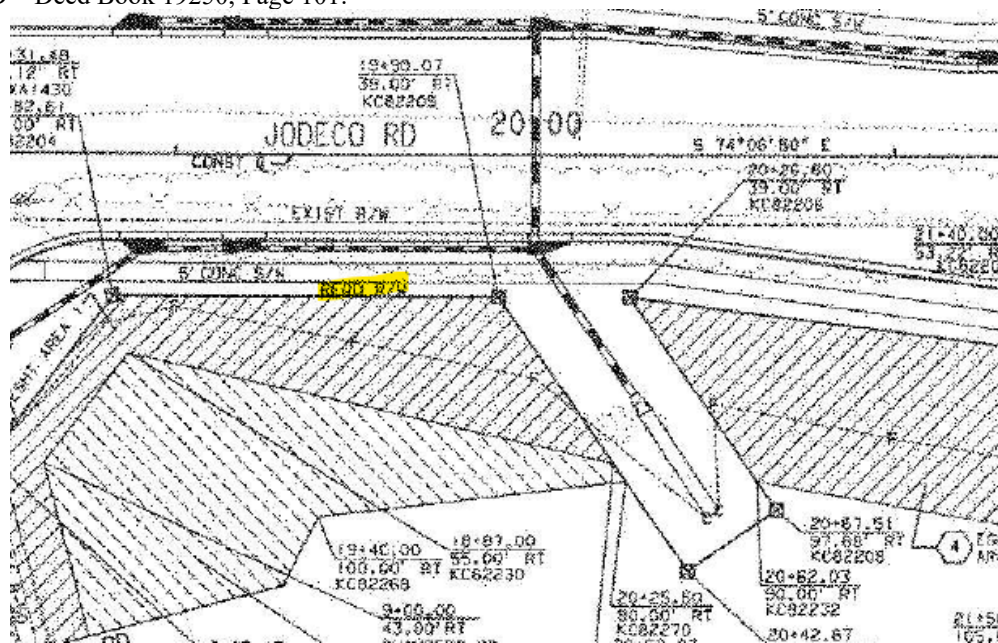


LEGEND

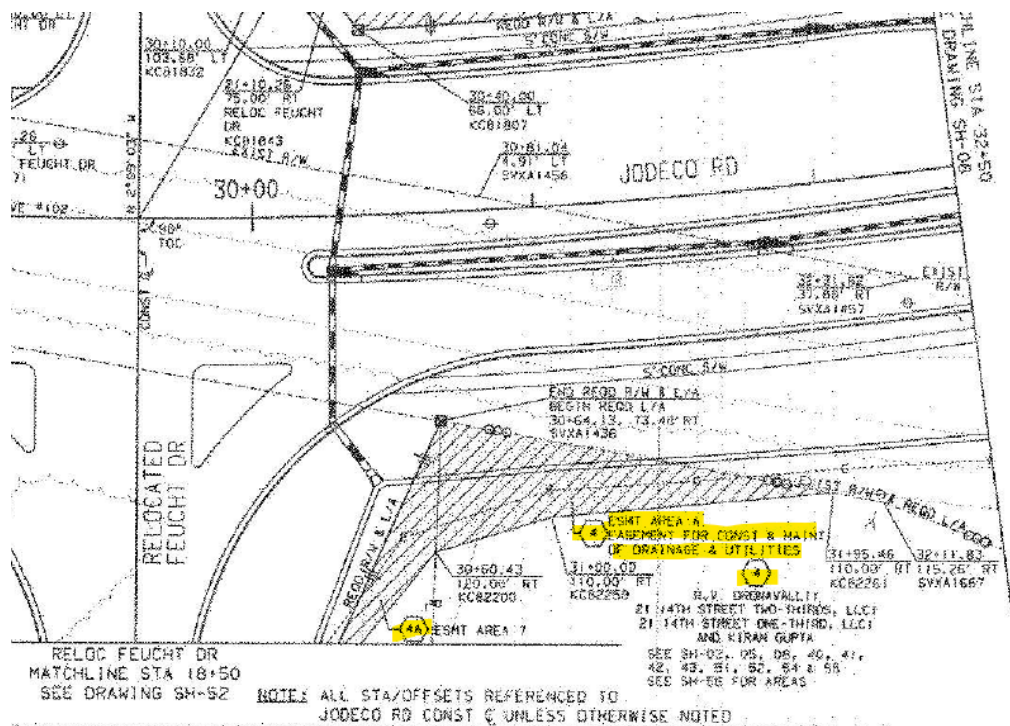
DS	DEED BOOK
FB	FLAT BOOK
PS	PAGE
LL	LAND LOT
NS	NAIL SET
OTF	OPEN TOP PIPE
RS	REBAR
RF	IRON PIN FOUND
RF AC	1/2" REBAR W/ CAP FOR 000000
CTF	CRIMP TOP PIPE
C&G	GUTS & GUTTER
AW	RIGHT-OF-WAY
NF	NOW OR FORMERLY
-E-	OVERHEAD POWER LINE
SS	SQUARE FOOT
REF	REFERENCE
TBM	TEMPORARY BENCHMARK
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE
PVC	POLYVINYL CHLORIDE PIPE
HDB	HIGH DENSITY POLYETHYLENE PIPE
CMP	CORRUGATED METAL PIPE
P	PROPERTY LINE
C	CENTERLINE
ID	IDENTIFICATION
B.S.L.	BLINDING SETBACK LINE
BOC	BACK OF CURB
C	CURVE LABEL
CI	CURB INLET
DE	DRAINAGE CASSEMENT
ECF	EDGE OF PAVEMENT
FH	FIRE HYDRANT
L	LINE LABEL
PKS	PK NAIL SET
SSE	SANITARY SEWER EASEMENT
UE	UTILITY EASEMENT
SWMF	STORMWATER MANAGEMENT FAC
C.E.	CONSTRUCTION EASEMENT
RF	IRON PIN FOUND
RFN	IRON PIN SET
CP	CALCULATED POINT
FP	PONDER POLE
PH	FIRE HYDRANT
WV	WATER VALVE
WM	WATER METER
JB	JUNCTION BOX
SBM	SANITARY SEWER MANHOLE
DBP	DROP BALET
WM	WATER METER
SSCB	SINGLE WING CATCH BASIN
SSCB	DOUBLE WING CATCH BASIN
CI	CURB INLET
H	HEADWALL
FL	FLARED END SECTION
GM	GAS METER
GV	GAS VALVE
ET	ELECTRIC TRANSFORMER
TP	TELEPHONE PEDESTAL
LP	LIGHT POST
AE	ACCESS EASEMENT
SP	STORM PIPE
U	UTILITY

Deeds Referenced

City's QCD – Deed Book 19250, Page 101:



City's QCD – Deed Book 19250, Page 103:





**PROPOSED QUITCLAIM DISPOSAL
OF REMNANT TRACT
ADJACENT TO PROPERTY AT
2125 JODECO ROAD**

Council District 5

**CITY COUNCIL MEETING
APRIL 13, 2026**

**Community Development Department
Ryan Anderson, Director**

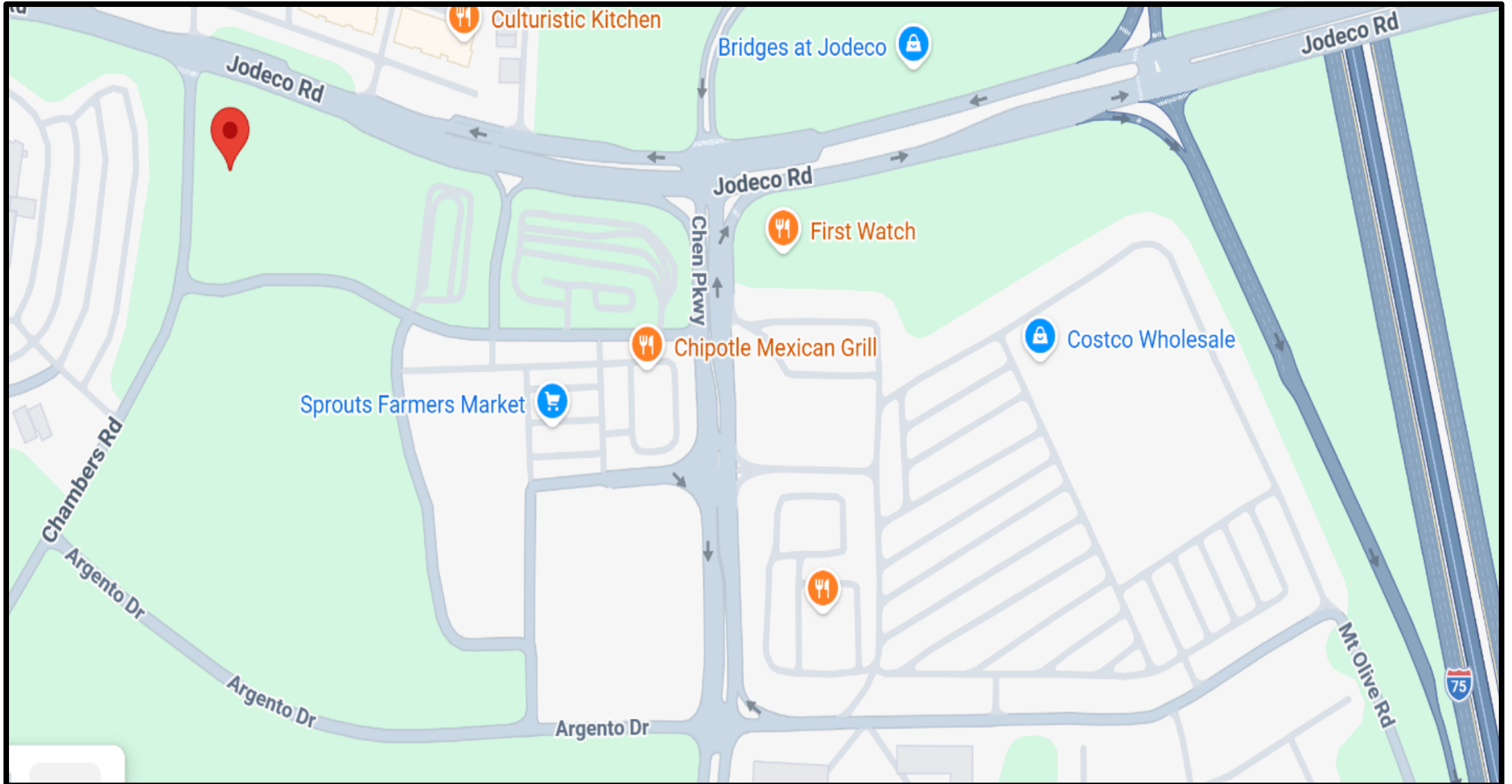
PROPOSED TRANSFER OF REMNANT TRACT ADJACENT TO PROPERTY AT 2125 JODECO ROAD

EXISTING SITUATION:

- 1. The City of Stockbridge owns a remnant tract of land along Jodeco Road, adjacent to the property at 2125 Jodeco Road, which is part of the Bridges at Jodeco mixed-use development.**
- 2. A portion of the remnant tract is no longer needed by the City.**
- 3. Tidal Wave Auto Spa wishes to purchase and develop the property at 2125 Jodeco Road.**
- 4. Due to the protrusion of the remnant tract into the property at 2125 Jodeco Road, Tidal Wave Auto Spa has found difficulty in preparing a reasonable site plan that would enable it to operate its business.**

PROPOSAL—The proposal that is being considered is the transfer of a portion of the remnant tract to Tidal Wave Auto Spa via quitclaim deed, if all legal requirements are met and a satisfactory agreement can be reached.

VICINITY MAP FOR 2125 JODECO ROAD



AERIAL PHOTO FOR 2125 JODECO ROAD



DESCRIPTION OF REMNANT TRACT ADJACENT TO PROPERTY AT 2125 JODECO ROAD

LOCATION--The remnant tract protrudes from the south side of Jodeco Road and juts into the property at 2125 Jodeco Road.

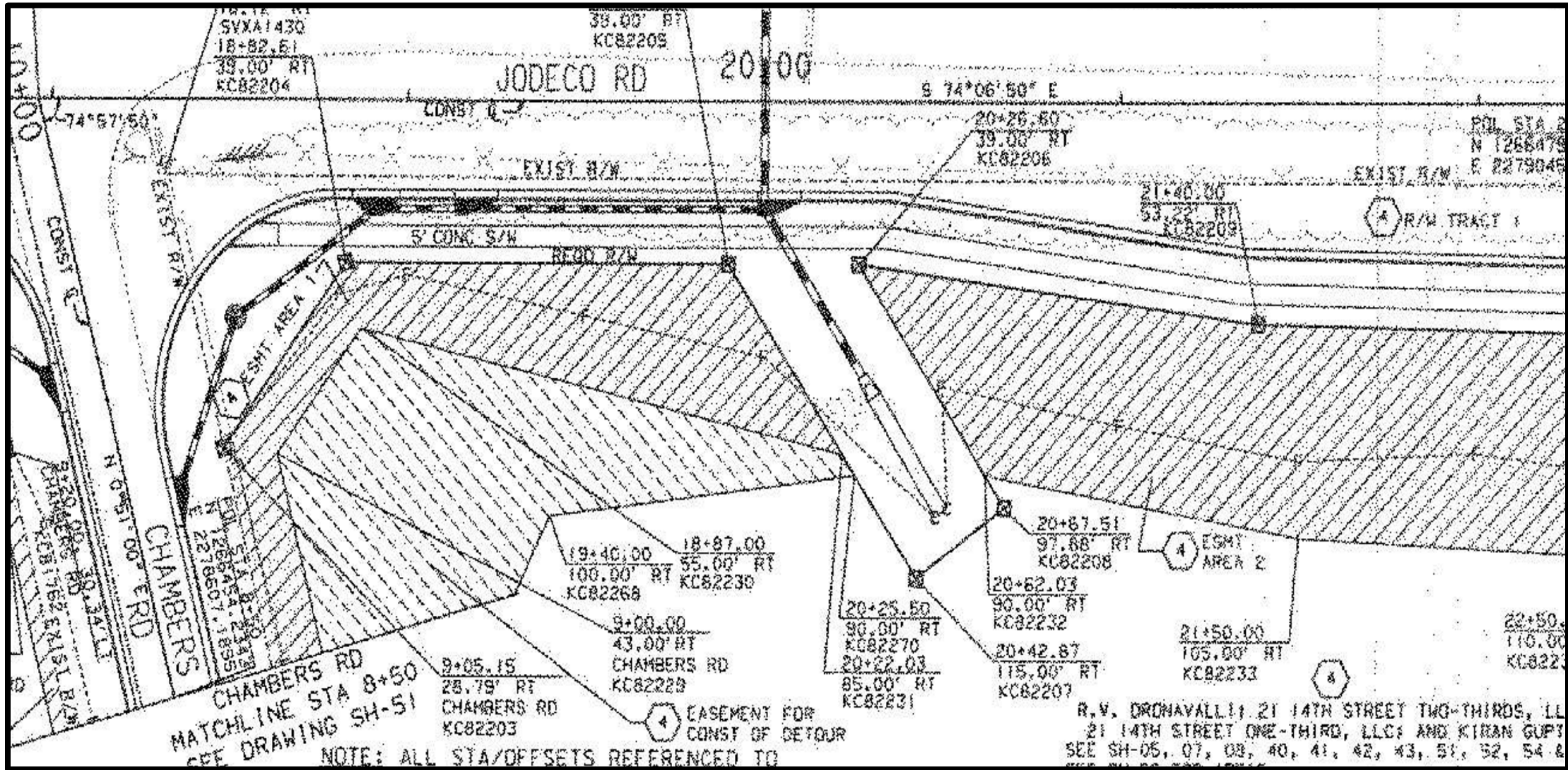
SIZE—0.77 acres.

CREATION--It was created by Georgia DOT as part of the needed right-of-way for the I-75 at Jodeco Road intersection improvements.

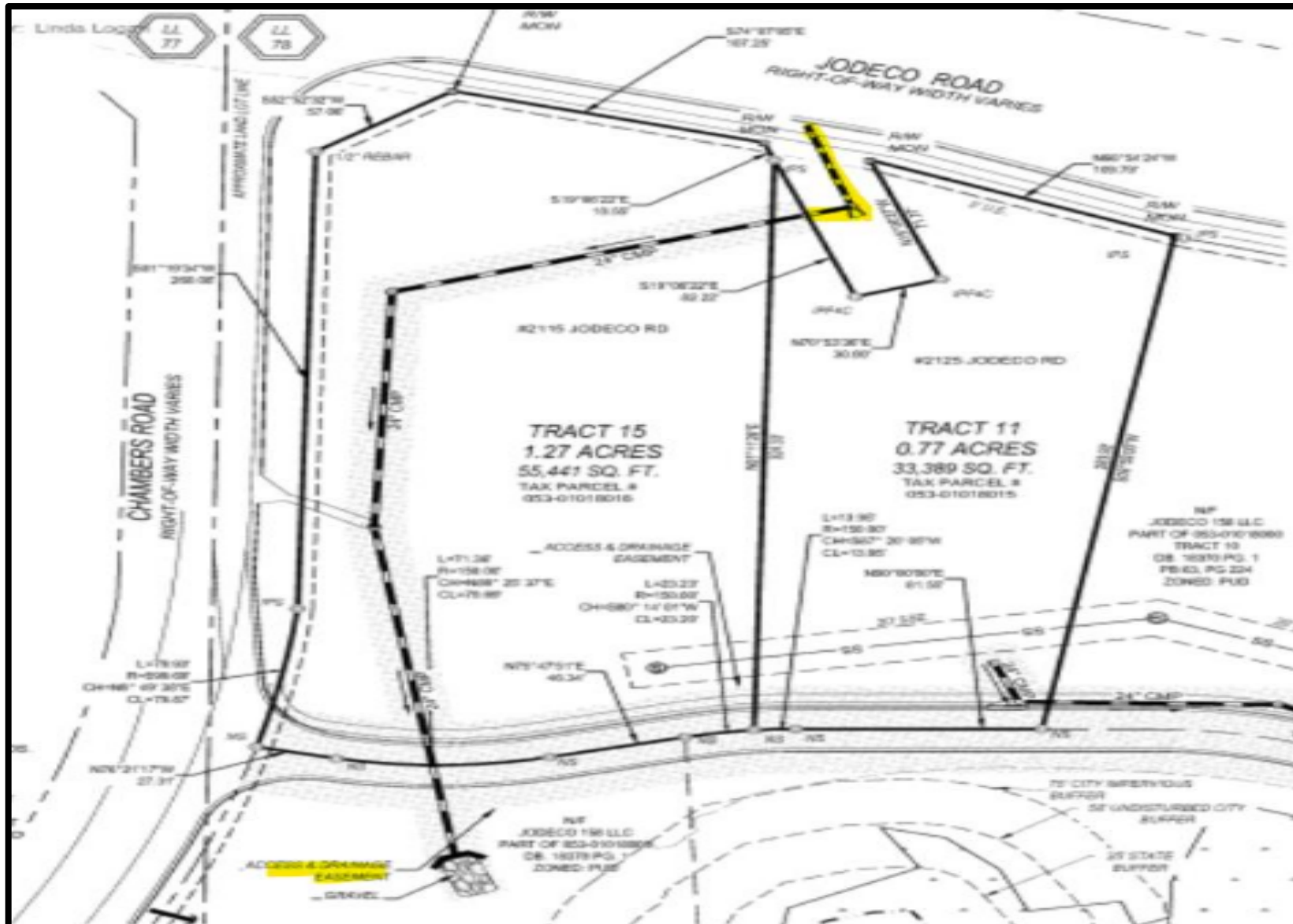
CITY OWNERSHIP--Georgia DOT then quitclaimed the remnant tract via deed to the City of Stockbridge on February 7, 2023 via a quitclaim deed and maintenance agreement. The City was to maintain the tract for drainage purposes. The City did not pay anything to acquire this tract.

NO LONGER NEEDED--But the drainage system has been redirected, so the City now only needs to keep about half of the remnant tract.

GEORGIA D.O.T. RIGHT-OF-WAY MAP SHOWING REMNANT TRACT (5/19/2008)



REMNANT TRACT SHOWING DRAINAGE EASEMENT



CITY ABANDONMENT OF DRAINAGE EASEMENT

On a plat for the Bridges of Jodeco, dated 01/11/24, a note stated that the City of Stockbridge removed from Tract 11 (the subject property) the easement that was conveyed by Georgia DOT via a quitclaim deed and maintenance agreement from February 7, 2023.

Further, the City assumed no responsibility for the overflow or erosion of natural or artificial drains beyond the extent of the street right-of-way.

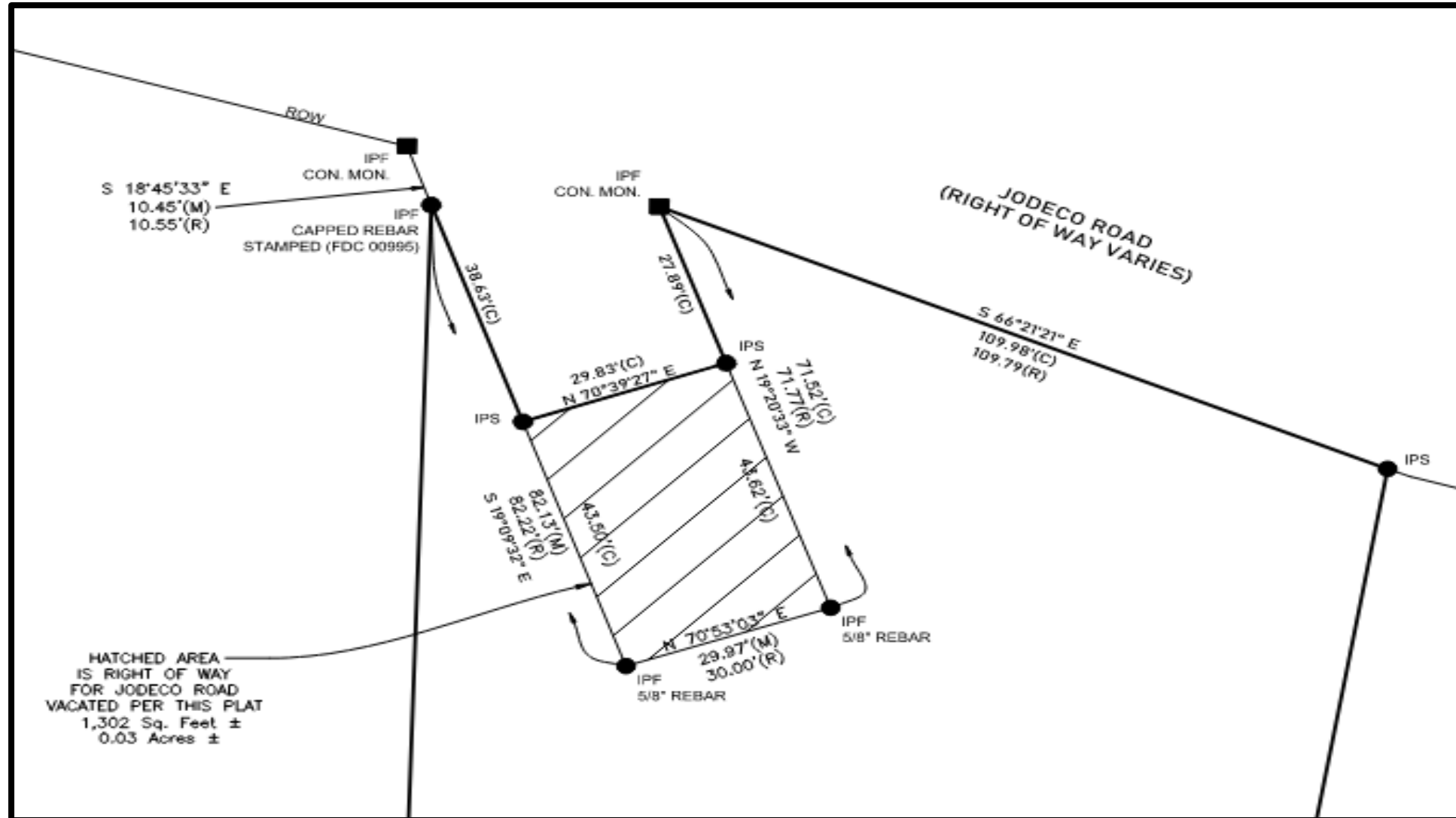
IDENTIFICATION OF THE PORTION OF THE REMNANT TRACT TO BE TRANSFERRED

PROPOSED LOT RESURVEY PLAT—Tidal Wave Auto Spa has provided a **“Lot Resurvey Plat”** (prepared by Gonzalez—Strength & Associates, Inc., April 2026, as Job #25-0777) showing the proposed replat of Tract 11 (which was previously recorded in Plat Book 65, Page 22, along with a portion of road right-of-way). The replat shows the specific portion of the remnant tract that is proposed for transfer.

LEGAL DESCRIPTION—Needs to be prepared to identify the boundaries of the specific portion of the remnant tract to be transferred.

DIAGRAM OF REMNANT TRACT—FROM “LOT SURVEY REPLAT”

Hatched Area—Proposed Portion to be Quitclaimed (About Half of Tract)



LEGAL REQUIREMENTS FOR THE PROPOSED LAND TRANSFER

PERMISSION BY STATE LAW—Section O.C.G.A. § 36-37-6(g) allows governments to convey a small strip of land to an abutting property owner without bids or auctions of “narrow strips of land, so shaped or so small as to be incapable of being used independently” where the “conveyances facilitate the enjoyment of the highest and best use of the abutting owner's property”. Transfers of land need to follow the local ordinance.

PERMISSION AND REQUIRED ACTION BY MUNICODE--Section 3.30.170(C) of the Stockbridge Municode requires City Council to first declare the strip to be “unservicable.” Disposition of the property may be made at a public or private sale.

NEEDED FINDINGS AND CONCLUSIONS

Before proceeding with the proposed land transfer, the City needs to find and conclude the following:

- 1. That the City acquired the remnant tract from Georgia DOT via a quitclaim deed, at no cost to the City.**
- 2. That the remnant tract to be transferred is so small and so shaped as to be incapable of being used independently, thereby meeting that state requirement (O.C.G.A. § 36-37-6(g)).**
- 3. That the proposed conveyance of a portion of the remnant tract would facilitate the enjoyment of the highest and best use of the abutting owner's property, thereby meeting that state requirement (O.C.G.A. § 36-37-6(g)).**
- 4. That the remnant tract is unserviceable, and that the proposed transfer of a portion of it to Tidal Wave Auto Spa would be in the City's best interest, thereby meeting the City's Municode requirement (Section 3.30.170(C)).**
- 5. That the boundaries of the specific portion of the remnant tract to be transferred are acceptable.**

TO PROCEED WITH THE PROPOSED LAND TRANSFER

If the City decides to proceed with the proposed land transfer of the remnant tract to Tidal Wave Auto Spa, it may do so after the following actions have been taken:

- 1. After all of the required findings and conclusions that were mentioned in the previous slide have been made; and**
- 2. After the proposed quitclaim deed from Tidal Wave Auto Spa has been found to be satisfactory, including the legal description, no payment being due from the City, and an agreement that legal expenses for the review of the proposed quitclaim deed would be paid by Tidal Wave Auto Spa.**

ADDITIONAL NEEDED ACTIONS BY TIDAL WAVE AUTO SPA

After the proposed land transfer has been accomplished between the City and Tidal Wave Auto Spa, and after Tidal Wave Auto Spa has purchased the property at 2125 Jodeco Road, Tidal Wave Auto Spa will need to take the following actions:

REPLAT APPLICATION—Tidal Wave Auto Spa will need to submit a replat application to the Community Development Department for its property at 2125 Jodeco Road to change the boundaries of the property to include the newly-acquired portion of the remnant tract from the City.

RECORDING OF NEW PLAT—After City Staff have approved the replat application, Tidal Wave Auto Spa will need to have the plat recorded and submit a copy of the recorded plat to the Permitting Office before a land disturbance permit (LDP) may be issued for the development of the property.

AFTER RECORDING RETURN TO:

Eugene D. Bryant, Esq.
Smith, Gambrell & Russell, LLP
1105 W. Peachtree St. NE, Suite 1000
Atlanta, Georgia 30309

Tax Parcel No.: Portion of ROW
adjacent to 53-01018015

(Above Space for Recorder's use only)

QUITCLAIM DEED

THIS INDENTURE, made this ____ day of _____, 2026, between the **CITY OF STOCKBRIDGE**, a municipal corporation, chartered pursuant to the laws of the State of Georgia (hereinafter called "**Grantor**"), and **SHJ DEVELOPMENT LLC**, a Delaware limited liability company (hereinafter called "**Grantee**") (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

W I T N E S S E T H

That Grantor, for and in consideration of the sum of Ten and No/100 (\$10.00) Dollars in hand paid at and before the sealing and delivery of these presents, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby bargain, sell, remise, convey, release and forever quitclaim unto Grantee and Grantee's successors and assigns, all the right, title, interest, claim or demand which Grantor has or may have had in and to that certain land situated in Henry County, Georgia (the "**Property**"), as more particularly described on **Exhibit A** attached hereto and incorporated herein by this reference.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the Property to Grantee and Grantee's successors and assigns, so that neither Grantor, nor any other person or persons claiming under Grantor, shall at any time, by any means or ways, have, claim or demand any right, title or interest to the Property, its appurtenances or any rights thereof.

Reservation and Conditions:

This conveyance is made pursuant to O.C.G.A. § 36-37-6(g) and is subject to all existing easements, licenses, franchises, drainage rights and obligations, restrictions, covenants, and matters of record affecting the remnant of the former right-of-way or adjacent property, whether or not shown of record.

The conveyance of the Property is further subject to, and the Grantor expressly reserves, on behalf of itself and all public and private utility providers, the continuing right to maintain, operate, inspect, repair, replace, reconstruct, and access any existing public utilities, stormwater facilities, drainage structures, and related appurtenances now located within, upon, under, or across the Property, together with the right of reasonable ingress and egress for such purposes.

Nothing herein shall be deemed to obligate Grantor to relocate any utilities or drainage facilities located within the Property, to improve or modify existing conditions, or to warrant the location, condition, or existence of any utilities, drainage structures, or subsurface improvements affecting the Property. All such rights and reservations shall run with the land and shall be binding upon Grantee and its successors and assigns.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has caused this Quitclaim Deed to be executed under seal the day and year first above written.

Signed, sealed and delivered in the presence of:

Print Name:_____

Unofficial Witness

Notary Public

My Commission Expires:_____

[NOTARIAL SEAL]

GRANTOR:

CITY OF STOCKBRIDGE, a municipal corporation, chartered pursuant to the laws of the State of Georgia

By:_____

Jayden Williams, Mayor

Attest:_____

Cassandra Lester, City Clerk

APPROVED AS TO FORM:

City Attorney

EXHIBIT A

LEGAL DESCRIPTION

A portion of Right of Way of Jodeco Road as being situated in Land Lot 78 of the 6th District in the Town of Stockbridge, Henry County, Georgia and being more particularly described as follows:

Commence at a point marking the Northeast corner of Tract 11 as shown on Lot Division for Jodeco Road Lot 11 as recorded in Plat Book 65, Page 222 in the Office of the Clerk of the Superior Court and also lying on the Southerly Right of Way of Jodeco Road, thence run North 66 degrees 21 minutes 21 seconds West along the Southerly Right of Way of said Jodeco Road for a distance of 109.98 feet to a found concrete monument; thence run South 19 degrees 20 minutes 33 seconds East along said Southerly Right of Way for a distance of 27.89 feet to the POINT OF BEGINNING; thence continue along the last described course and also said Right of Way for a distance of 43.62 feet a found 5/8 inch rebar; thence run South 70 degrees 53 minutes 03 seconds West along said Southerly Right of Way for a distance of 29.97 feet to a found 5/8 inch rebar; thence run North 19 degrees 09 minutes 32 seconds West along said Southerly Right of Way for a distance of 43.50 feet to a point; thence leaving said Right of Way, run North 70 degrees 39 minutes 27 seconds East for a distance of 29.83 feet to the POINT OF BEGINNING. Said property contains 1,302 square feet or 0.03 acres more or less.

As shown on that certain plat entitled 'Lot Resurvey Plat,' prepared by Gonzalez-Strength & Associates, Inc., Job No. 25-0777, dated April 2026, to be recorded in the Plat Records of Henry County, Georgia, which plat is incorporated herein by reference for all boundary determinations.

The Property is conveyed subject to the Reservations and Conditions set forth in the body of this Quitclaim Deed, which are incorporated herein by this reference.

THIS BLOCK RESERVED FOR THE
CLERK OF THE SUPERIOR COURT.

OWNER/DEVELOPER

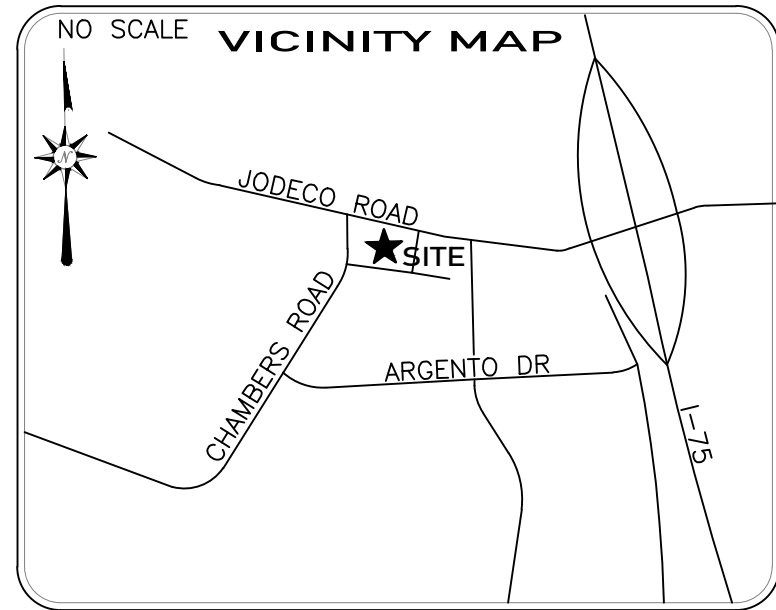
TIDAL WAVE AUTO SPA
124 EAST THOMPSON STREET
PO OFFICE DRAWER 311
THOMASTON, GEORGIA 30286

ZONING

ZONING: PTD PLANNED TOWN DEV.
BUILDING SETBACK REQUIREMENTS:

ALL SETBACKS ARE DETERMINED
BY APPROVED CONCEPT PLANS

LEGEND	
	CROSS CUT IN CONCRETE
	IRON PIN FOUND
	IRON PIN SET (5/8" REBAR w/CAP) STAMPED (LSF001440)
	CALCULATED POINT

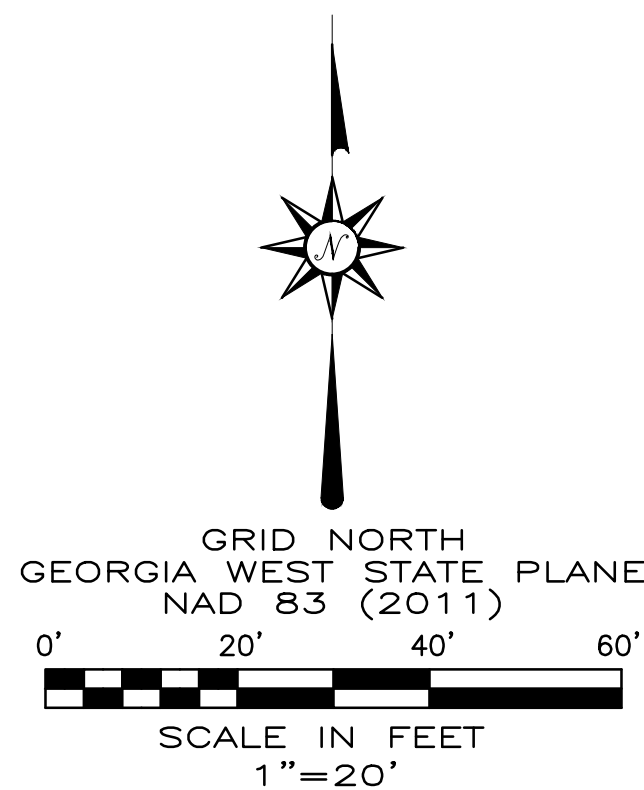


ABBREVIATIONS

P.O.C.	POINT OF COMMENCEMENT	L.L.	LAND LOT
P.O.B.	POINT OF BEGINNING	FL. EL.	FLOW LINE ELEVATION
(M)	MEASURED	BLDG.	BUILDING
(C)	CALCULATED	N/F	NOW OR FORMERLY
(R)	PLAT BOOK 65, PAGE 222	RCP	REINFORCED CONCRETE PIPE
		CMP	CORRUGATED METAL PIPE
		INV	INVERT
		ICV	IRRIGATION CONTROL VALVE

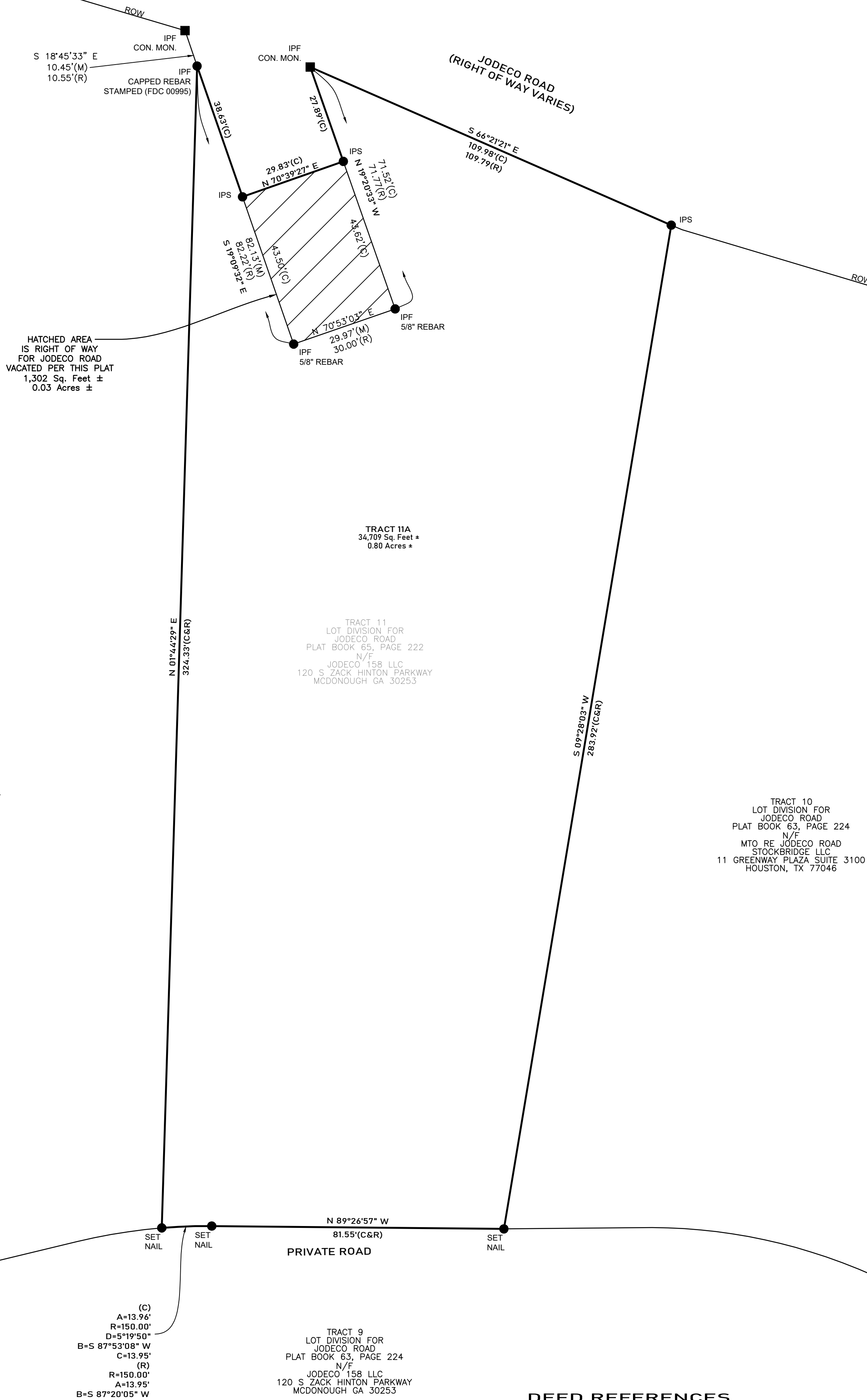
NOTES

- Easements exist over the subject property that are not shown hereon. This plat is for property line layout only.
- No attempt has been made and no guarantees are hereby given as to the location of sub-surface foundations.
- According to the Flood Insurance Rate Map (FIRM) for Henry County, Georgia (community-panel number 13151C 0151 D, dated October 6, 2016), all of the subject property lies within Zone X, defined as "areas determined to be outside the 0.2% annual chance floodplain."
- North arrow and bearings shown hereon are based on Georgia West Zone - NAD 83 adjusted 2011. Using Global Positional System (GPS) and derived by RTK observation using the Trimble Smart Net Network. All distances are horizontal ground measurements expressed in U.S. Survey Feet.
- The field data upon which this plat is based upon has a positional precision of 0.04 feet.
- This plat has been calculated for closure and is found to be accurate within one foot in 178,098 feet.
- Equipment used to collect the survey data was a Trimble R12L GPS base & receiver with a Trimble Tablet Data Collector.
- GPS equipment was used on 100% of this survey.
- Field Survey date: 12/17/2025.



THIS SURVEY COMPLIES WITH BOTH THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED (OCGA) 15-6-67, IN THAT WHERE A CONFLICT EXISTS BETWEEN THOSE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF LAW PREVAIL.

THE PURPOSE OF THIS PLAT IS TO SHOW THE AREA OF
VACATED RIGHT OF WAY TO BE COMBINED WITH TRACT 11



SURVEYOR CERTIFICATION

As required by subsection (D) as set forth in O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and approved by all applicable local jurisdictions for recording as evidenced by approval certificates, signatures, stamps or statements hereon. Such approvals or affirmations should be confirmed with the appropriate governmental bodies by any purchaser or user of this plat as to intended use of any parcel.

Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in the State of Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors as set forth in O.C.G.A. Section 15-6-67

R. Brantley Lake
R. Brantley Lake, GA P.L.S. #3616
rolake@gonzalez-strength.com

04/08/2026

Date

CITY OF STOCKBRIDGE APPROVAL:

CITY OF STOCKBRIDGE ASSUMES NO RESPONSIBILITY FOR THE OVERFLOW OR EROSION OF NATURAL OR ARTIFICIAL DRAINS BEYOND THE EXTENT OF THE STREET RIGHT-OF-WAY, NOR FOR THE EXTENSION OF CULVERTS BEYOND THE POINT SHOWN ON THIS PLAT AND AS REQUIRED BY THE MUNICIPAL CODE OF CITY OF STOCKBRIDGE

THIS PLAT IS HEREBY APPROVED FOR RECORDING:

BY: _____
CITY OF STOCKBRIDGE ENGINEERING DEPARTMENT
DATE: _____

THIS PLAT IS HEREBY APPROVED FOR RECORDING:

BY: _____
CITY OF STOCKBRIDGE COMMUNITY DEVELOPMENT DEPARTMENT
DATE: _____

LOT RESURVEY PLAT

TIDAL WAVE'S
ADDITION TO STOCKBRIDGE
PLAT NO. 1

BEING A RESURVEY OF TACT 11 OF THE LOT DIVISION FOR
JODECO ROAD AS RECORDED IN PLAT BOOK 65, PAGE 22
AND A PORTION OF RIGHT OF WAY ALL BEING SITUATED IN
LAND LOT 78 OF THE 6TH DISTRICT OF THE CITY OF
STOCKBRIDGE IN HENRY COUNTY, GEORGIA

Prepared by:



DEED REFERENCES

DEED BOOK 1924, PAGE 498-506

SURVEY REFERENCES

LOT DIVISION FOR JODECO ROAD PER PLAT BOOK 65, PAGE 222

APRIL, 2026

JOB #25-0777

STATE OF GEORGIA
COUNTY OF HENRY
CITY OF STOCKBRIDGE

RESOLUTION NO. R26-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STOCKBRIDGE, GEORGIA DECLARING CERTAIN REAL PROPERTY AS UNSERVICEABLE; AUTHORIZING THE CONVEYANCE OF A PORTION OF SUCH PROPERTY BY QUITCLAIM DEED TO AN ABUTTING PROPERTY OWNER PURSUANT TO O.C.G.A. § 36-37-6(g) AND CITY CODE SECTION 3.30.170(C); 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 providing public services to residents located within the corporate limits of the City; and

WHEREAS, the City is the owner of certain real property located near 2125 Jodeco Road, Stockbridge, Georgia, more particularly described in Exhibit A attached hereto (the "City Property"); and

WHEREAS, the City acquired the City Property by Quitclaim Deed from the Georgia Department of Transportation ("GDOT") in 2023, at no cost to the City; and

WHEREAS, the real property located at 2125 Jodeco Road, Stockbridge, Georgia, Tax Parcel No. 053-01018015 (the "Abutting Property"), is adjacent to the City Property; and

WHEREAS, a portion of the City Property (the "Remnant"), as depicted on the final signed plat (Gonzalez-Strength & Associates, Job No. 25-0777, dated 04/08/2026) attached hereto as Exhibit B, consists of a narrow strip of land that juts into and is adjacent to the Abutting Property being acquired for the development of a Tidal Wave Auto Spa by SHJ Development LLC (the "Grantee"), which, after acquiring the Abutting Property, will be the sole abutting property owner to the Remnant; and

WHEREAS, pursuant to O.C.G.A. § 36-37-6(g), the City Council is authorized to convey parcels of narrow strips of land so shaped or so small as to be incapable of being used independently as zoned or as streets to abutting property owners where such conveyance facilitates the enjoyment of the highest and best use of the abutting owner's property; and

WHEREAS, the Mayor and City Council find that the Remnant is so small and so shaped as to be incapable of being used independently as zoned or as a street; and

WHEREAS, the Mayor and City Council further find that conveyance of the Remnant to the Grantee, as the sole abutting property owner upon acquisition of the Abutting Property, will facilitate the enjoyment of the highest and best use of the abutting owner's property, consistent with O.C.G.A. § 36-37-6(g); and

WHEREAS, pursuant to Section 3.30.170(C) of the City of Stockbridge Code of Ordinances, the City Council must declare real property to be unserviceable prior to disposition; and

WHEREAS, the Mayor and City Council find that the Remnant is unserviceable and that its conveyance is in the best interest of the City, and desires to convey the Remnant by Quitclaim Deed, without warranties of title, subject to all matters of record.

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

SECTION 1. DECLARATION OF UNSERVICEABLE PROPERTY.

The City is the owner of certain real property located near 2125 Jodeco Road, Stockbridge, Georgia, more particularly described in Exhibit A attached hereto (the "City Property"); and the portion of City Property identified as the "Remnant" and depicted in the final signed plat (Gonzalez-Strength & Associates, Job No. 25-0777, dated 04/08/2026) attached hereto as Exhibit B is hereby declared to be unserviceable pursuant to Section 3.30.170(C) of the City of Stockbridge Code of Ordinances.

SECTION 2. AUTHORIZATION OF CONVEYANCE.

Pursuant to O.C.G.A. § 36-37-6(g), the Mayor is hereby authorized to execute a Quitclaim Deed, in the form attached hereto as Exhibit C quitclaiming the City's interest in the Remnant, if any, to SHJ Development LLC, as the sole abutting property owner upon acquisition of the Abutting Property, without the necessity of competitive bidding or public auction.

The conveyance authorized herein shall be subject to the following terms and conditions: (a) The Remnant shall be conveyed "as-is," without any representations or warranties, express or implied, including but not limited to warranties of title; (b) The Grantee shall be responsible for preparation of the legal description and Quitclaim Deed, subject to review and approval by the City Attorney; (c) The Grantee shall pay all reasonable legal expenses incurred by the City in connection with review of the Quitclaim Deed and related documents; (d) The Grantee shall be responsible for all recording costs and fees associated with the conveyance; (e) The conveyance shall be subject to the Reservations and Conditions set forth in the Quitclaim Deed attached as Exhibit C, which include, without limitation, provisions making the conveyance subject to all existing easements, licenses, franchises, drainage rights and obligations, restrictions, covenants, and matters of record, and reserving rights with respect to existing utilities, stormwater facilities, drainage structures, and other existing structures, together with rights of access to inspect, maintain, operate, repair, replace,

and reconstruct the same, as more particularly set forth therein; (f) The City expressly retains ownership of any remaining portions of the City Property not conveyed herein, including areas necessary to comply with drainage obligations; and (g) Delivery and recording of the Quitclaim Deed shall not occur unless and until the Grantee has provided evidence reasonably acceptable to the City Attorney that the Grantee has acquired the Abutting Property such that the Grantee will be the sole abutting property owner to the Remnant.

SECTION 3. FURTHER ADMINISTRATIVE AUTHORITY.

The Mayor, City Manager, City Clerk, and City Attorney are hereby authorized to execute any and all documents and take such actions as may be necessary or desirable to effectuate the intent of this Resolution.

SECTION 4. SEVERABILITY.

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

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 13th of April, 2026.

Jayden Williams, Mayor

ATTEST:

APPROVED AS TO FORM:

Cassandra Lester, Interim City Clerk

Quinton G. Washington, City Attorney

EXHIBIT A

LEGAL DESCRIPTION

A portion of Right of Way of Jodeco Road as being situated in Land Lot 78 of the 6th District in the Town of Stockbridge, Henry County, Georgia and being more particularly described as follows:

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As shown on that certain plat entitled 'Lot Resurvey Plat,' prepared by Gonzalez-Strength & Associates, Inc., Job No. 25-0777, dated April 2026, to be recorded in the Plat Records of Henry County, Georgia, which plat is incorporated herein by reference for all boundary determinations.

The Property is conveyed subject to the Reservations and Conditions set forth in the body of the Quitclaim Deed, which are incorporated herein by this reference.

EXHIBIT B

**FINAL SIGNED PLAT(GONZALEZ-STRENGTH & ASSOCIATES, JOB NO. 25-0777,
DATED 04/08/2026)**

EXHIBIT C
FORM OF QUIT CLAIM DEED

AFTER RECORDING RETURN TO:

Eugene D. Bryant, Esq.
Smith, Gambrell & Russell, LLP
1105 W. Peachtree St. NE, Suite 1000
Atlanta, Georgia 30309

Tax Parcel No.: Portion of ROW
adjacent to 53-01018015

(Above Space for Recorder's use only)

QUITCLAIM DEED

THIS INDENTURE, made this ____ day of _____, 2026, between the **CITY OF STOCKBRIDGE**, a municipal corporation, chartered pursuant to the laws of the State of Georgia (hereinafter called "**Grantor**"), and **SHJ DEVELOPMENT LLC**, a Delaware limited liability company (hereinafter called "**Grantee**") (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

W I T N E S S E T H

That Grantor, for and in consideration of the sum of Ten and No/100 (\$10.00) Dollars in hand paid at and before the sealing and delivery of these presents, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby bargain, sell, remise, convey, release and forever quitclaim unto Grantee and Grantee's successors and assigns, all the right, title, interest, claim or demand which Grantor has or may have had in and to that certain land situated in Henry County, Georgia (the "**Property**"), as more particularly described on **Exhibit A** attached hereto and incorporated herein by this reference.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the Property to Grantee and Grantee's successors and assigns, so that neither Grantor, nor any other person or persons claiming under Grantor, shall at any time, by any means or ways, have, claim or demand any right, title or interest to the Property, its appurtenances or any rights thereof.

Reservation and Conditions:

This conveyance is made pursuant to O.C.G.A. § 36-37-6(g) and is subject to all existing easements, licenses, franchises, drainage rights and obligations, restrictions, covenants, and matters of record affecting the remnant of the former right-of-way or adjacent property, whether or not shown of record.

The conveyance of the Property is further subject to, and the Grantor expressly reserves, on behalf of itself and all public and private utility providers, the continuing right to maintain, operate, inspect, repair, replace, reconstruct, and access any existing public utilities, stormwater facilities, drainage structures, and related appurtenances now located within, upon, under, or across the Property, together with the right of reasonable ingress and egress for such purposes.

Nothing herein shall be deemed to obligate Grantor to relocate any utilities or drainage facilities located within the Property, to improve or modify existing conditions, or to warrant the location, condition, or existence of any utilities, drainage structures, or subsurface improvements affecting the Property. All such rights and reservations shall run with the land and shall be binding upon Grantee and its successors and assigns.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has caused this Quitclaim Deed to be executed under seal the day and year first above written.

Signed, sealed and delivered in the presence of:

Print Name:
Unofficial Witness

Notary Public
My Commission Expires: _____

[NOTARIAL SEAL]

GRANTOR:

CITY OF STOCKBRIDGE, a municipal corporation, chartered pursuant to the laws of the State of Georgia

By: _____
Jayden Williams, Mayor

Attest: _____
Cassandra Lester, City Clerk

APPROVED AS TO FORM:

City Attorney

EXHIBIT A

LEGAL DESCRIPTION

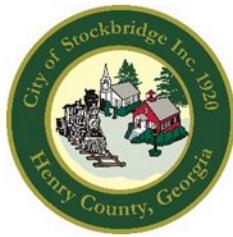
A portion of Right of Way of Jodeco Road as being situated in Land Lot 78 of the 6th District in the Town of Stockbridge, Henry County, Georgia and being more particularly described as follows:

Commence at a point marking the Northeast corner of Tract 11 as shown on Lot Division for Jodeco Road Lot 11 as recorded in Plat Book 65, Page 222 in the Office of the Clerk of the Superior Court and also lying on the Southerly Right of Way of Jodeco Road, thence run North 66 degrees 21 minutes 21 seconds West along the Southerly Right of Way of said Jodeco Road for a distance of 109.98 feet to a found concrete monument; thence run South 19 degrees 20 minutes 33 seconds East along said Southerly Right of Way for a distance of 27.89 feet to the POINT OF BEGINNING; thence continue along the last described course and also said Right of Way for a distance of 43.62 feet a found 5/8 inch rebar; thence run South 70 degrees 53 minutes 03 seconds West along said Southerly Right of Way for a distance of 29.97 feet to a found 5/8 inch rebar; thence run North 19 degrees 09 minutes 32 seconds West along said Southerly Right of Way for a distance of 43.50 feet to a point; thence leaving said Right of Way, run North 70 degrees 39 minutes 27 seconds East for a distance of 29.83 feet to the POINT OF BEGINNING. Said property contains 1,302 square feet or 0.03 acres more or less.

As shown on that certain plat entitled 'Lot Resurvey Plat,' prepared by Gonzalez-Strength & Associates, Inc., Job No. 25-0777, dated April 2026, to be recorded in the Plat Records of Henry County, Georgia, which plat is incorporated herein by reference for all boundary determinations.

The Property is conveyed subject to the Reservations and Conditions set forth in the body of this Quitclaim Deed, which are incorporated herein by this reference.

THIS SURVEY COMPLIES WITH BOTH THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED (OCGA) 13-6-87, IN THAT WHERE A CONFLICT EXISTS BETWEEN THOSE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF LAB PREVAIL.



City of Stockbridge

AGENDA ITEM

MEETING DATE

APRIL 13, 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:

(First Reading) SOUTH BERRY STREET RENAMING. Council consideration of a resolution to rename South Berry Street to "Alphonso Thomas Street" to honor the longtime public servant's decades of service to the Stockbridge community. This action supports the City's continued efforts to recognize leaders who have made significant historical and civic contributions to the City.

BACKGROUND INFORMATION:

In 2015, former Councilmember Alphonso Thomas spearheaded the initiative to rename the former North Berry Street and the former Railroad Street as M. L. King, Sr. Heritage Trail. Alphonso Thomas dedicated more than 35 years to public service in Stockbridge, serving as a Council member, as Mayor Pro Tem, as a civic leader, and as a key figure in preserving the City's African-American history and its connection to the King family.

SIGNATURES:

CITY MANAGER

Frank S. Milazzo

SIGNED BY: SHAWN EDMONDSON

CITY TREASURER

Quinton Washington

SIGNED BY: QUINTON WASHINGTON

CITY ATTORNEY

☐ FINANCIAL IMPACT ☒ N/A

AMOUNT:

\$0.00

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

SOUTH BERRY STREET RENAMING.

STAFF RECOMMENDATION:

APPROVAL.

eSigned via GovOS.com

R. Ryan Anderson

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

SIGNED BY: R. RYAN ANDERSON



Proposed Renaming of South Berry Street to Alphonso Thomas Street

Ryan Anderson, MPPA, CPM
Director, Community Development
Stockbridge Council Session Meeting
April 13, 2026

Background

- The consideration of Berry Street for renaming is grounded in prior City initiatives and long-standing planning decisions focused on cultural recognition and community identity. Street naming serves not only a functional purpose but also as a way to preserve and reflect the City's historical and cultural legacy within the public realm.
- In 2015, the City of Stockbridge initiated the Martin Luther King, Sr. Heritage Trail as part of a broader effort to recognize its identity as the ancestral home of the King family. This initiative positioned cultural recognition as a key component of the City's downtown revitalization and placemaking strategy.
- The initiative formally began in January 2015 with the creation of a study committee tasked with identifying an appropriate corridor for commemorative naming. The committee evaluated visibility, accessibility, and potential impacts to ensure the selected corridor would balance both symbolic and practical considerations.
- Under the leadership of Mayor Pro Tem Alphonso Thomas, the initiative advanced through a series of meetings and public engagement efforts. His leadership was instrumental in guiding the process from initial concept to a formally adopted City initiative.
- Following this evaluation, Berry Street—along with North Berry Street and Railroad Street—was selected due to its central location within downtown, its visibility, and its relatively minimal impact on surrounding properties.
- The corridor was formally designated as part of the MLK Sr. Heritage Trail in September 2015, establishing Berry Street as a recognized route for cultural and historical commemoration within the City.
- This prior designation demonstrates that Berry Street has already been evaluated and determined to be an appropriate location for commemorative recognition, supporting its continued use for honoring individuals such as Councilman Alphonso Thomas.



PURPOSE OF REQUEST

- The City of Stockbridge is requesting approval of a resolution on first reading to rename Berry Street to Alphonso Thomas Street in honor of Councilman Alphonso Thomas and his decades of dedicated public service. This action reflects the City's continued commitment to recognizing individuals who have made significant civic and historical contributions.
- Street renaming is a formal legislative action that allows municipalities to embed recognition directly into the physical and cultural fabric of the community. As a permanent feature of the public right-of-way, a street name reflects the City's history, values, and collective identity.
- The proposal builds upon the established precedent of Berry Street as a commemorative corridor through its designation as part of the Martin Luther King, Sr. Heritage Trail, continuing the City's efforts to align its physical environment with its historical narrative.
- This request is also presented in recognition of Councilman Thomas's passing in December 2025. His decades of service, including his leadership as Mayor Pro Tem and his role in advancing key community initiatives, warrant formal and lasting recognition.
- The renaming of Berry Street represents not only an act of commemoration, but also an opportunity to reinforce the City's broader vision of preserving its heritage, honoring its leaders, and strengthening a sense of place within the downtown area.



LOCATION AND CONTEXT

- Berry Street is located within the historic downtown area of the City of Stockbridge and functions as a local connector between 2nd Street and Wilson Avenue, with a direct connection to the MLK Sr. Heritage Trail.
- The corridor is surrounded by established residential neighborhoods and institutional uses, including Trinity United Methodist Church, Floyd Chapel Baptist Church, Stockbridge Elementary School, and the future Henry County STEM High School (opening August 2027).
- Land use along the corridor is predominantly low-density residential with limited commercial activity, supporting its role as a neighborhood-scale street rather than a major commercial or arterial corridor.
- Berry Street operates as a low-volume corridor that provides local access while maintaining a manageable traffic environment, which reduces complexity and supports ease of implementation for renaming.
- Its central location, visibility, and proximity to key community institutions reinforce its suitability as a corridor for commemorative naming within the City's downtown area.

South Berry St Parcels Map

Aerial Imagery for Proposed Road Name Change
City of Stockbridge, 2026

Parcel ID: S19-02037000
Address: 144 SOUTH BERRY ST

Parcel ID: S19-02036000
Address: 146 SOUTH BERRY ST

South Berry St

Wilson Av

Mill-K St
Heritage Trl

Railroad St

0 0.01 0.02 0.03
Miles

Legend

- Parcels with "South Berry St" Designation
- South Berry St
- Other Roads

Welch St

Second St

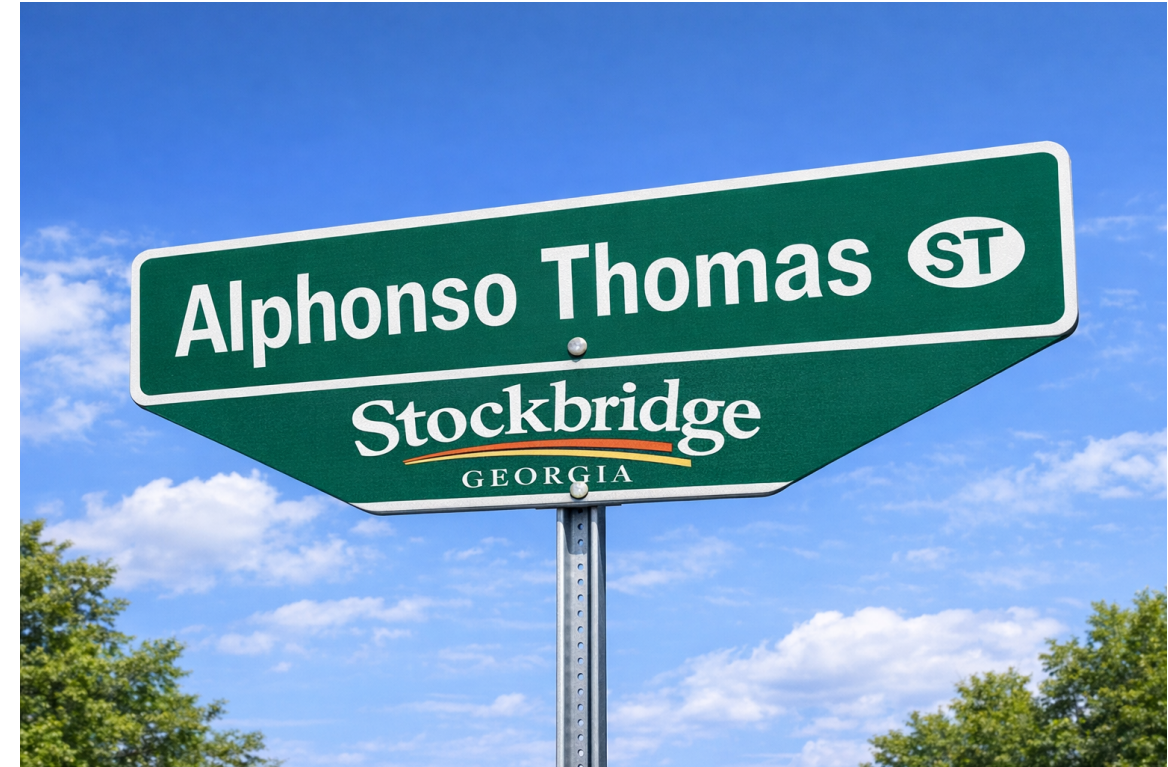
Silent Ave

ANALYSIS

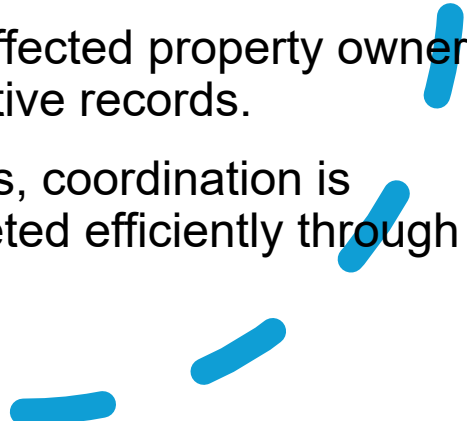
- Berry Street has established historical and planning significance within the City of Stockbridge and has previously been designated as part of the MLK Sr. Heritage Trail, reinforcing its role as a visible and appropriate corridor for commemorative recognition.
- Its location within the Main Street Program area and the downtown core supports its use as a commemorative corridor, allowing recognition efforts to be integrated into a highly visible and community-centered environment.
- A parcel-level analysis identified five parcels along the corridor, of which only two—144 and 146 South Berry Street—would require address updates, including changes to mailing, utility, and emergency service records.
- The limited number of impacted properties significantly reduces administrative burden, and implementation can be efficiently managed through coordination with relevant agencies.
- The remaining parcels are undeveloped and would be assigned addresses under the new street name at the time of future development, eliminating the need for additional changes and supporting long-term consistency.
- Overall, the proposed renaming is considered to have minimal impact due to the small number of affected properties, the localized nature of the corridor, and the absence of major commercial or high-intensity uses.
- The request is consistent with prior City actions and planning initiatives, including the MLK Sr. Heritage Trail and the use of downtown corridors for commemorative purposes, supporting broader goals of cultural recognition and community identity.

STREET RENAMING PROCEDURE AND COMPLIANCE ANALYSIS

- The proposed renaming has been evaluated for consistency with the City of Stockbridge's Unified Development Code, Section 16.10(A)(3), which establishes a formal process to ensure transparency, public participation, and administrative coordination.
- The request has been initiated by the City Council, satisfying the ordinance requirements for initiating a street renaming action.
- The process requires mailed notice to affected property owners and publication of a public hearing in the City's legal organ, as well as posting on the City's website and at City Hall.
- A public hearing will be conducted by the Mayor and City Council, allowing all interested parties the opportunity to provide input prior to final action.
- The ordinance establishes review criteria including property owner impact, public safety, duplication of street names, historical significance, and administrative feasibility.
- Based on staff analysis, the request meets these criteria, with minimal property impact, no known conflicts, and no adverse effects on emergency services.
- Coordination with agencies including E-911, USPS, Henry County, and utility providers will ensure consistent updates across all addressing and service systems.
- Accordingly, the proposed renaming is consistent with the City's adopted procedures and is appropriate for consideration by the Mayor and City Council.



COORDINATION REQUIREMENTS

- Implementation of the street renaming will require coordination among multiple agencies to ensure consistency across all addressing, mapping, and service systems, while minimizing disruption and maintaining public safety.
 - Coordination will occur with the United States Postal Service (USPS), Henry County GIS and addressing, and E-911 emergency services to update mailing records, mapping systems, and emergency response databases.
 - Additional coordination will include the Henry County Tax Assessor and utility providers to update property records, billing systems, and service accounts associated with affected properties.
 - The City of Stockbridge Public Works Department will be responsible for updating street signage, ensuring consistency with all database and mapping updates.
 - The City will also provide direct notification to affected property owners to assist with updating personal and administrative records.
 - Given the limited number of impacted properties, coordination is expected to be manageable and can be completed efficiently through standard administrative procedures.
- 

STAFF FINDINGS

Berry Street is a historically significant corridor within downtown Stockbridge and has been previously designated as part of the MLK Sr. Heritage Trail, reinforcing its suitability for commemorative naming.

The proposed renaming will result in minimal impact, affecting only two developed properties, while all remaining parcels are either undeveloped or not addressed off Berry Street.

The request is consistent with prior City actions and planning initiatives, including the use of downtown corridors for cultural recognition, placemaking, and community identity.

The proposal meets the City's street renaming criteria, including property owner impact, public safety, administrative feasibility, and historical significance.

Councilman Alphonso Thomas's decades of leadership and service warrant formal recognition within the public realm, particularly given his role in advancing the MLK Sr. Heritage Trail initiative.

Based on these findings, the proposed renaming is appropriate, consistent with City practices, and in the best interest of the community.

RECOMMENDATIO N

- Based on the analysis and staff findings presented, staff recommends approval of the resolution on first reading to rename Berry Street to Alphonso Thomas Street. The request is consistent with the City's adopted procedures, results in minimal impact—affecting only two properties—and represents an appropriate and meaningful way to honor Councilman Thomas's legacy and contributions to the community



SOUTH BERRY STREET RENAMING COUNCILMAN THOMAS



Community Development Department
Planning & Zoning Division

I. BACKGROUND

The consideration of South Berry Street for renaming is grounded in prior City initiatives, historical planning decisions, and the City of Stockbridge's ongoing efforts to recognize individuals who have made meaningful contributions to the community. Street naming and renaming serve not only as functional elements of the built environment, but also as a mechanism for institutionalizing a city's heritage and codifying its historical and cultural identity within the public realm.

For the City of Stockbridge, the establishment of the Martin Luther King, Sr. Heritage Trail represents a significant and deliberate effort to assert and preserve its historical identity. As a smaller municipality within a larger metropolitan region, the City has sought to distinguish its unique legacy, particularly its designation as the ancestral home of the King family. Through this initiative, cultural recognition became a foundational component of the City's broader downtown revitalization strategy, linking historical commemoration with placemaking and community identity.

The Heritage Trail initiative formally concluded with legislative adoption during the City Council Meeting on September 14, 2015, marking a pivotal shift in the City's approach to commemorative practices. However, the foundation for this action began several months earlier through a formal legislative process initiated in January 2015.

In January 2015, the Stockbridge City Council authorized the creation of a study committee to evaluate the renaming of a street in honor of Rev. Dr. Martin Luther King Jr. This resolution served as the catalyst for the commemorative initiative and formally recognized Stockbridge's historical connection to the King family. The resolution also established a research-based mandate for identifying an appropriate corridor that would provide the necessary prominence and dignity to honor this legacy.

Mayor Pro Tem Alphonso Thomas served as the primary advocate and guiding figure for the initiative. Throughout the spring and summer of 2015, he led a series of meetings and discussions with the study committee to ensure that the effort was grounded in historical accuracy, strategic planning, and community relevance. His leadership was instrumental in advancing the initiative from a conceptual proposal to a vetted municipal strategy.

The study committee was tasked with evaluating the City's street network and identifying a corridor suitable for commemorative naming. This process required balancing symbolic significance with practical considerations, including visibility, accessibility, and potential impacts to property owners and businesses.

Following this evaluation, a multi-segment corridor was identified as the most appropriate location for the Heritage Trail. This corridor included North Berry Street, South Berry Street, and Railroad Street. These segments were selected due to their central location within downtown Stockbridge, their visibility, and their ability to serve as a catalyst for both cultural recognition and economic revitalization.

City leadership recognized that embedding the King family legacy within these corridors would not only honor historical significance but also contribute to strengthening the identity and vitality of the downtown area. As part of the public engagement process, the City hosted a community “meet and greet” at the Merle Manders Conference Center, providing an opportunity to present the rationale behind the corridor selection and to engage residents and stakeholders in the vision for the Heritage Trail.

The initiative also received notable support from the King family, whose endorsement provided both historical validation and moral significance to the project. Correspondence presented to the City Council reflected the family’s appreciation and anticipation regarding the recognition of their ancestral ties to Stockbridge. This endorsement reinforced the City’s efforts and further legitimized the commemorative initiative.

During the June 23, 2015 Work Session, North and South Berry Street were formally identified as the preferred corridor. Council discussions emphasized that Berry Street runs through the heart of downtown Stockbridge, lies within the Main Street Program boundaries, and represents a highly visible and accessible location for commemorative designation. Additionally, the corridor was identified as having relatively minimal impact on adjacent properties compared to other potential alternatives, making it both a symbolic and practical choice.

The corridor was ultimately designated as part of the Martin Luther King, Sr. Heritage Trail, establishing South Berry Street as a recognized route for cultural and historical commemoration. This designation reinforced the corridor’s role as a key component of the City’s downtown framework and linked it to broader efforts related to heritage recognition, placemaking, and community identity.

This prior evaluation and designation demonstrate that South Berry Street has already been carefully considered by the City as an appropriate location for commemorative recognition. The corridor’s selection in 2015 reflects a deliberate planning decision that balanced historical significance, visibility, community engagement, and minimal disruption. As a result, South Berry Street remains a logical and appropriate location for future commemorative naming initiatives, including the current proposal to honor Councilman Alphonso Thomas.

II. PURPOSE OF REQUEST

The City of Stockbridge is requesting approval of a resolution on first reading to rename South Berry Street to Alphonso Thomas Street, in honor of Councilman Alphonso Thomas and his decades of dedicated public service to the community. This action supports the City’s continued commitment to recognizing individuals who have made significant civic and historical contributions.

The purpose of this request is to formally consider the renaming of Berry Street in recognition of Councilman Thomas’s longstanding leadership, service, and impact on the City of Stockbridge. Street renaming is a formal legislative action that allows municipalities to embed recognition of individuals directly into the physical and cultural fabric of the community. As a permanent feature

of the public right-of-way, a street name serves not only as a navigational tool, but also as a reflection of the City's history, values, and collective identity.

The proposed renaming seeks to establish a permanent and visible tribute within the public realm, reinforce the City's commitment to honoring civic leadership, and strengthen community identity through place-based recognition. This request is consistent with the City's prior use of commemorative naming as a planning and placemaking tool, particularly within the downtown area where visibility and cultural significance are most strongly expressed.

The proposal also builds upon the City's established precedent of utilizing Berry Street as a corridor for cultural and historical recognition, as demonstrated through its designation as part of the Martin Luther King, Sr. Heritage Trail. In this context, the renaming represents a continuation of the City's intentional efforts to align its physical environment with its historical narrative and civic values.

Additionally, this request is presented in recognition of Councilman Thomas's passing in December 2025. His decades of service to the City, including his leadership as Mayor Pro Tem and his role in advancing key community initiatives, reflect a level of commitment that warrants formal and lasting recognition. Notably, his leadership was instrumental in advancing the original MLK Sr. Heritage Trail initiative, further strengthening the connection between his legacy and the Berry Street corridor.

The renaming of Berry Street therefore represents not only an act of commemoration, but also an opportunity to reinforce the City's broader vision of preserving its heritage, honoring its leaders, and strengthening a sense of place within the downtown area. Through this action, the City affirms its commitment to recognizing individuals whose contributions have had a lasting impact on the community while ensuring that their legacy remains embedded within the public realm for future generations.

III. LOCATION AND CONTEXT

South Berry Street is located within the historic downtown area of the City of Stockbridge and functions as a local connector within an established network of residential, civic, and institutional uses. As illustrated in Exhibit A, the corridor extends between 2nd Street and Wilson Avenue and connects directly to the M.L.K. Sr. Heritage Trail, a previously designated commemorative corridor within the City. This connection places Berry Street within a broader framework of streets that have already been identified by the City as having cultural and historical significance.

The surrounding area reflects a well-established community fabric characterized by a mix of residential neighborhoods and institutional uses that serve the local population. Nearby land uses include Trinity United Methodist Church, Floyd Chapel Baptist Church, Stockbridge Elementary School, and Henry County STEM High School, which is scheduled to open in August 2027 at 109 South Lee Street in Stockbridge, Georgia. These institutions contribute to consistent daily activity along the corridor and reinforce its role as a community-oriented environment. The presence of schools and places of worship further enhances the visibility and recognition of the corridor, making it an appropriate location for civic and commemorative designation.

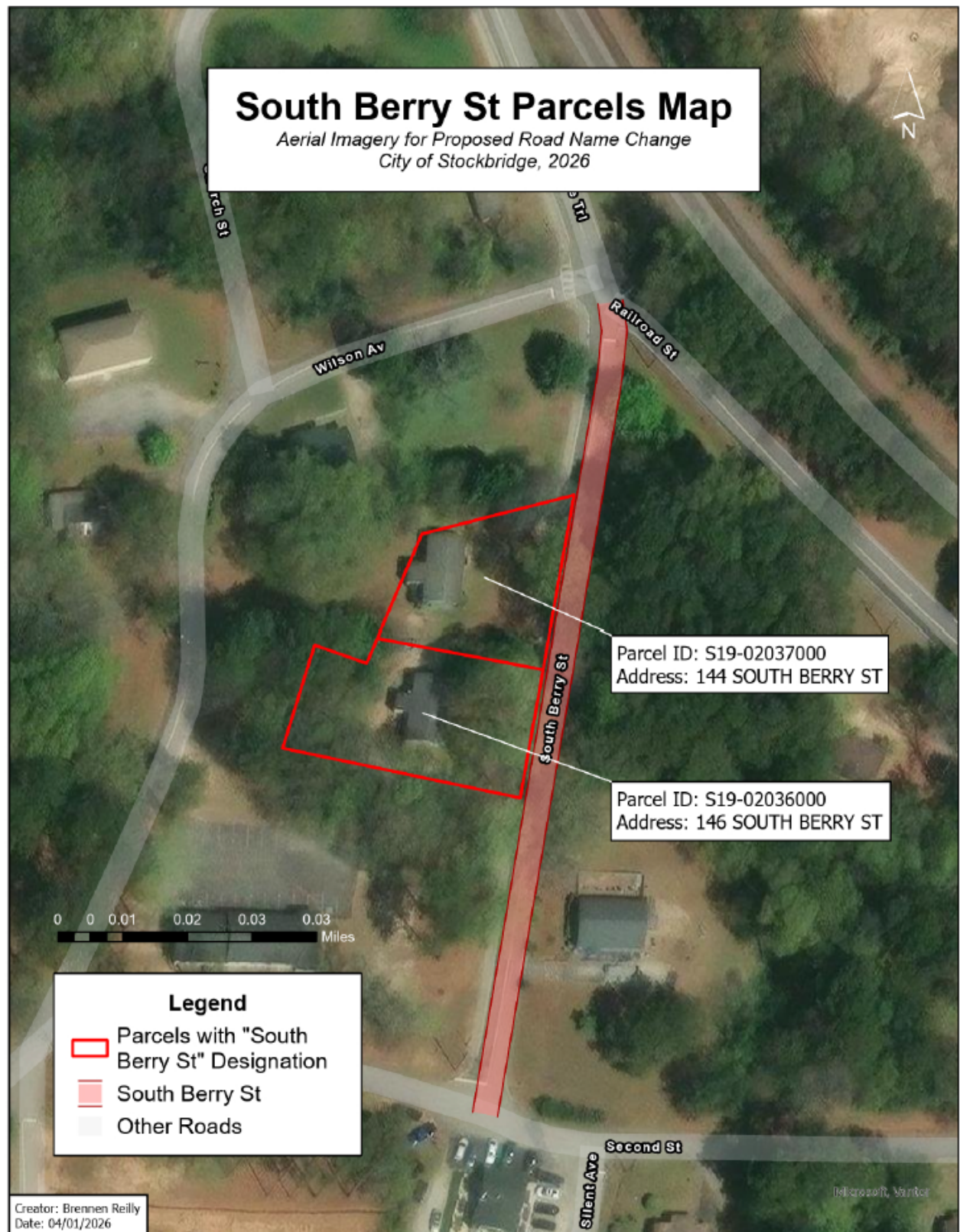
From a land use perspective, the corridor is defined by predominantly low-density residential development, with limited commercial activity. This contrasts with higher-intensity corridors such as North Henry Boulevard, which function as primary commercial and transportation routes. The relatively low intensity of development along Berry Street supports its classification as a neighborhood-scale street, intended primarily for local access rather than regional traffic movement.

In terms of connectivity, South Berry Street provides important local access between adjacent streets and community destinations while maintaining a manageable scale of traffic. Its function as a low-volume corridor contributes to a more stable and predictable environment, which is beneficial when considering changes such as street renaming. Unlike major arterials or collector roads, the limited number of access points and lower traffic volumes reduce the complexity of implementation and minimize potential disruptions.

The corridor's integration into the downtown area also enhances its visibility within the community. While not a major commercial corridor, Berry Street remains centrally located and accessible, allowing it to serve as a recognizable and meaningful location for honoring individuals who have contributed to the City. Its proximity to key institutions, including the future Henry County STEM High School, and its connection to the MLK Sr. Heritage Trail further reinforce its symbolic and long-term significance within the City's broader historical and cultural context.

Furthermore, the limited scale of development along this segment contributes to its suitability for renaming, as fewer properties are directly impacted. This localized context supports the finding that the proposed renaming will result in minimal disruption to property owners and service providers while maintaining a high degree of visibility and recognition within the community.

Taken together, the corridor's location, surrounding land use pattern, institutional presence, future educational investment, and connectivity characteristics support its designation as an appropriate and effective location for commemorative street renaming.



IV. ANALYSIS

South Berry Street has established historical and planning significance within the City of Stockbridge and has been previously evaluated as a corridor appropriate for commemorative designation. Its selection as part of the Martin Luther King, Sr. Heritage Trail demonstrates its visibility within the downtown core, its cultural relevance, and its alignment with the City's broader efforts to incorporate historical recognition into the public realm. This designation reflects a deliberate planning decision by the City to utilize centrally located corridors as platforms for cultural expression and community identity.

The corridor's location within the Main Street Program area further reinforces its importance within the City's downtown revitalization framework. As a visible and accessible street within the downtown area, South Berry Street serves as an effective location for commemorative naming, allowing recognition efforts to be integrated into areas of daily activity and public interaction. This established precedent supports its continued use as a corridor for honoring individuals who have made meaningful contributions to the community.

A parcel-level review of the South Berry Street corridor was conducted to assess potential impacts associated with the proposed renaming. The analysis identified a total of five parcels along the corridor, of which two are developed and three are undeveloped. The two developed parcels that would be directly impacted by the proposed renaming are:

- **144 South Berry Street**
- **146 South Berry Street**

These properties would require address changes if the street is renamed, including updates to mailing addresses, utility accounts, tax records, and emergency services databases. While this represents a direct impact to affected property owners, the limited number of impacted parcels significantly reduces the overall burden associated with the renaming.

From an implementation perspective, the scope of required changes is manageable and can be addressed through coordinated efforts between the City and relevant agencies. Because the number of affected properties is minimal, the administrative complexity typically associated with street renaming—such as widespread address updates and business impacts—is substantially reduced.

The three undeveloped parcels do not currently have active structures or established addresses and would therefore experience minimal impact. Any future development on these parcels would be assigned addresses under the new street name at the time of permitting. As a result, no future address changes would be required, and the renaming would not create additional administrative burden. This condition is consistent with standard addressing practices and further supports the conclusion that the overall impact of the proposed renaming is limited.

Overall, the proposed renaming is considered to have minimal impact due to the limited number of affected properties, the localized nature of the corridor, and the absence of significant

commercial or high-intensity uses. As shown in Exhibit A, South Berry Street serves a relatively small number of residential and institutional properties and does not function as a major commercial or arterial corridor. This context supports the finding that the renaming can be implemented with minimal disruption to the surrounding community.

The proposed renaming is also consistent with prior City actions and planning initiatives, including the designation of the MLK Sr. Heritage Trail and the use of downtown corridors for commemorative purposes. The request aligns with the City's participation in the Main Street Program and supports broader goals related to cultural recognition, placemaking, and the reinforcement of community identity within the downtown area.

V. STREET RENAMING PROCEDURE AND COMPLIANCE ANALYSIS

The proposed renaming of South Berry Street has been evaluated for consistency with the City of Stockbridge's adopted street renaming procedures as outlined in Section 16.10(A)(3) of the Unified Development Code. This section establishes a formal and uniform process for the renaming of public streets to ensure transparency, public participation, and administrative coordination.

The ordinance provides that street renaming may be initiated by the Mayor, a member of the City Council, the City Manager, City staff, or through a formal petition process. In this case, the request is initiated by the City Council, which satisfies the initiation requirements outlined in the ordinance.

In accordance with the ordinance, the City is required to provide mailed notice to all affected property owners, businesses, and any applicable homeowners' associations not less than thirty (30) days prior to the required public hearing. The notice must include the current street name, the proposed new street name, the reason for the change, and the date, time, and location of the public hearing, along with instructions for submitting comments.

The ordinance further requires that the City publish notice of the public hearing in the City's legal organ and provide additional notice through posting on the City's website and at City Hall. These requirements ensure that the public is adequately informed and provided with an opportunity to participate in the decision-making process.

A public hearing must be conducted by the Mayor and City Council prior to the adoption of any street renaming ordinance. During this hearing, all interested parties are afforded the opportunity to be heard, and any written comments received are included as part of the official record. Following the public hearing, the Mayor and City Council may approve, modify, or deny the proposed street renaming.

The ordinance also establishes specific review standards to guide the decision-making process. These include consideration of the level of support or opposition from affected property owners and businesses, potential duplication or confusion with existing street names, public safety considerations, historical or cultural significance, administrative and implementation costs, and any other factors related to the public health, safety, and welfare.

Based on staff's analysis, the proposed renaming of Berry Street is consistent with these review standards. The request involves minimal impact to property owners, does not present known conflicts with existing street names, and will not adversely affect emergency response operations with proper coordination. Additionally, the historical and civic significance associated with Councilman Alphonso Thomas provides a strong basis for commemorative designation.

Finally, the ordinance requires coordination with external agencies, including Henry County E-911, the United States Postal Service, local utility providers, and Henry County government prior to implementation. These coordination efforts will ensure that addressing systems, emergency services, and public infrastructure are updated in a consistent and timely manner.

Accordingly, the proposed renaming of South Berry Street may proceed in compliance with the City's adopted street renaming procedures and is appropriate for consideration by the Mayor and City Council.

VI. COORDINATION REQUIREMENTS

If approved, implementation of the street renaming will require coordinated action among multiple agencies and departments to ensure consistency, accuracy, and continuity across all public and private systems that rely on addressing information. Effective coordination will be essential to minimize disruption, maintain public safety, and facilitate a smooth transition for affected property owners and service providers.

Primary coordination will occur with the United States Postal Service (USPS) to ensure that all mailing addresses associated with Berry Street are updated within the national postal database. This step is critical to maintaining uninterrupted mail delivery and ensuring that both existing and future correspondence is accurately routed.

Coordination with Henry County GIS and the addressing division will be required to update official address records, parcel data, and mapping systems. These updates will ensure consistency across countywide databases and support integration with other governmental systems that rely on accurate geospatial and addressing information.

A key component of the implementation process will involve coordination with Henry County Emergency Services (E-911) to update the emergency response database. Accurate addressing is essential for emergency dispatch and response, and updates must be completed in a timely manner to prevent any disruption to public safety services. Verification of the updated street name within emergency systems will be a priority prior to full implementation.

The Henry County Tax Assessor's Office will also require notification to update property records associated with affected parcels. This will ensure that property ownership records, tax billing information, and official documentation reflect the new street name.

Coordination with utility providers, including water, sewer, electric, gas, and telecommunications services, will be necessary to update service account records and billing systems. This will help ensure continuity of service and prevent administrative issues for affected property owners.

At the municipal level, the City of Stockbridge Public Works Department will be responsible for the removal and replacement of existing street signage and the installation of new signage reflecting the approved street name. Signage updates will be coordinated to align with database updates to avoid inconsistencies in wayfinding and navigation.

In addition to agency coordination, the City will provide direct notification to affected property owners to inform them of the street name change and provide guidance on updating personal records, including driver's licenses, insurance documents, and other address-dependent information.

Implementation of the street renaming will be conducted in a phased and coordinated manner to ensure that all systems are updated concurrently and that any potential confusion is minimized. Given the limited number of affected properties, the coordination effort is expected to be manageable and can be completed efficiently with proper interagency communication.

Overall, the coordination requirements associated with the proposed renaming are limited in scope and can be effectively addressed through standard administrative procedures, supporting the conclusion that the renaming can be implemented with minimal disruption to the community.

Based on the analysis presented herein, staff finds that South Berry Street is a historically significant corridor within the downtown area of the City of Stockbridge that has previously been designated for commemorative purposes. Its inclusion as part of the Martin Luther King, Sr. Heritage Trail demonstrates its established role as a visible and culturally relevant corridor within the City's public realm and reinforces its suitability for continued use in honoring individuals of significance.

Staff further finds that the proposed renaming of South Berry Street would result in minimal impact to the surrounding community. A parcel-level analysis indicates that only two developed properties would be required to undergo address changes, while three undeveloped parcels would experience no immediate impact. The limited number of affected properties, combined with the localized nature of the corridor and the absence of high-intensity commercial uses, supports the conclusion that the renaming can be implemented with minimal disruption.

The request is consistent with prior City actions and planning initiatives, including the designation of South Berry Street as part of the MLK Sr. Heritage Trail and the City's broader use of downtown corridors for commemorative naming. The proposal also aligns with the City's participation in the Main Street Program and supports ongoing efforts related to downtown revitalization, placemaking, and the reinforcement of community identity.

Staff additionally finds that the request is consistent with the City's established street renaming procedures, which require consideration of factors such as property owner impact, public safety, administrative feasibility, and historical or cultural significance. Based on staff's review, the proposed renaming satisfies these criteria, as it presents minimal impact, does not introduce known conflicts with existing street names, and can be implemented through standard coordination processes without adversely affecting emergency services or public infrastructure.

Furthermore, staff finds that Councilman Alphonso Thomas's longstanding service and contributions to the City of Stockbridge warrant formal recognition within the public realm. His decades of leadership, civic engagement, and role in advancing community initiatives—including his involvement in the establishment of the MLK Sr. Heritage Trail—reflect a level of commitment and impact that is consistent with the City's criteria for commemorative naming.

Taken together, these findings support the conclusion that the proposed renaming of Berry Street is appropriate, consistent with established City practices, and in the best interest of the community.

VII. STAFF FINDINGS

Based on the analysis presented herein, staff finds that South Berry Street is a historically significant corridor within the downtown area of the City of Stockbridge that has previously been designated for commemorative purposes. Its inclusion as part of the Martin Luther King, Sr. Heritage Trail demonstrates its established role as a visible and culturally relevant corridor within the City's public realm and reinforces its suitability for continued use in honoring individuals of significance.

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City of Stockbridge

AGENDA ITEM

MEETING DATE

APRIL 13, 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:

TEXT AMENDMENT CASE #TX-2026-02. Consideration of a text amendment to the Unified Development Code (UDC) to establish a process for requesting, initiating, approving, and carrying out the renaming of streets within the Stockbridge City Limits.

BACKGROUND INFORMATION:

The UDC does not currently contain a defined pathway for residents, property owners, or the City to petition for a street name change, nor does it outline review criteria or agency responsibilities. Establishing a clear, standardized process would help to ensure the transparency, consistency, and coordination of this process across departments.

SIGNATURES:

CITY MANAGER Frank S. Milazi

CITY TREASURER Quinton Washington

CITY ATTORNEY _____

eSigned via GovOS.com

Shawn Edmondson

Key: 3268d159-4d63-438f-940b-014ea0428880

eSigned via GovOS.com

Key: Ted53636-d898-4ade-b417-932d73311167

eSigned via GovOS.com

Key: 9ff76c0b-1628-4926-950b-2bf013c5f7b9

☐ FINANCIAL IMPACT ☒ N/A

AMOUNT:

\$0.00

ATTACHMENTS:

☐

ITEM/PROJECT/EVENT:

TEXT AMENDMENT CASE #TX-2026-02.

STAFF RECOMMENDATION:

APPROVAL

eSigned via GovOS.com

R. Ryan Anderson

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

Shaping Our Civic Landscape: TX-2026-02

Adopting Ordinance 5.04.170 establishes a structured, transparent process for renaming streets and public facilities in the City of Stockbridge.

Prepared for the Mayor and City Council of Stockbridge, GA
Presented by: Ryan Anderson, MPPA, CPM
City Council Meeting: April 13, 2026

The Weight of a Name: History, Navigation, and Identity



History & Culture

A genealogical record of land ownership and early town growth.

Local Impact: Reflects our evolving community, such as the 2015 dedication of the Martin Luther King, Senior Heritage Trail (Railroad/Berry St).



Geography & Nature

Connecting residents to local landscapes, rivers, and natural identity.



Civic Honor

Commemorating significant leaders and civic events.

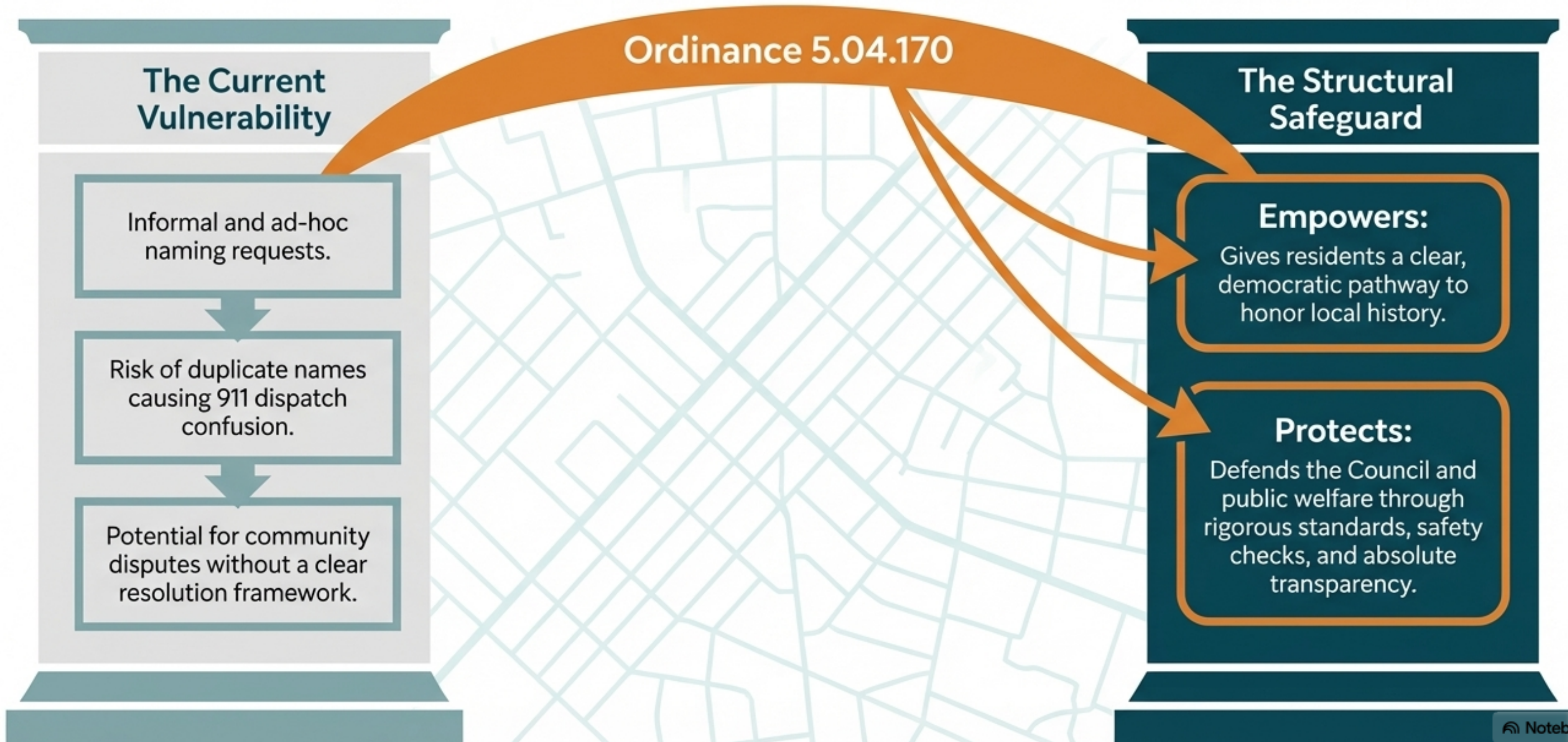
Local Impact: Seen in the 2026 proposals for Martin Luther King, Junior Way and Alphonso Thomas Way.



Public Safety

A functional necessity ensuring emergency personnel can reach locations without life-threatening delays.

The Need for Structure: Empowering the Community, Protecting the City



Clarifying the Code: New Construction vs. Existing Landscapes

Unified Development Code (Sec. 16.10)	Proposed Ordinance (Sec. 5.04.170)
Application: Initial naming during new subdivision development.	Application: Renaming existing public streets, rights-of-way, and facilities.
Primary Focus: Technical spelling conventions, road suffixes, and initial sign requirements.	Primary Focus: Community consensus, historical impact, and structured public hearings.
Authority: Development review process.	Authority: Mayor and City Council legislative action.

The Consistency Requirement: Both codes must align on strict public safety standards and absolute avoidance of duplication.

The Spark of Change: Initiating the Process

Pathway A: Administrative & Executive Initiation

Actors: Mayor, City Council Members, or City Manager (or designee).

Purpose: Typically utilized to resolve immediate public safety/duplication issues, improve navigation, or honor major civic milestones efficiently.

City Council Review

Actors: Formal Organizations (HOAs, Businesses) or Individual Property Owners.

Purpose: The primary tool for residents to demonstrate collective, grassroots desire for change.

Requirement: Must utilize the formal, rigorous petition process to proceed.

Pathway B: Community & Resident Initiation

The Resident Toolkit: The 75% Consensus Filter

To ensure significant local backing before utilizing Council time, a **valid resident petition** must contain **four mandatory components**:



1. Identification: Explicit listing of the current street name and the proposed new name.

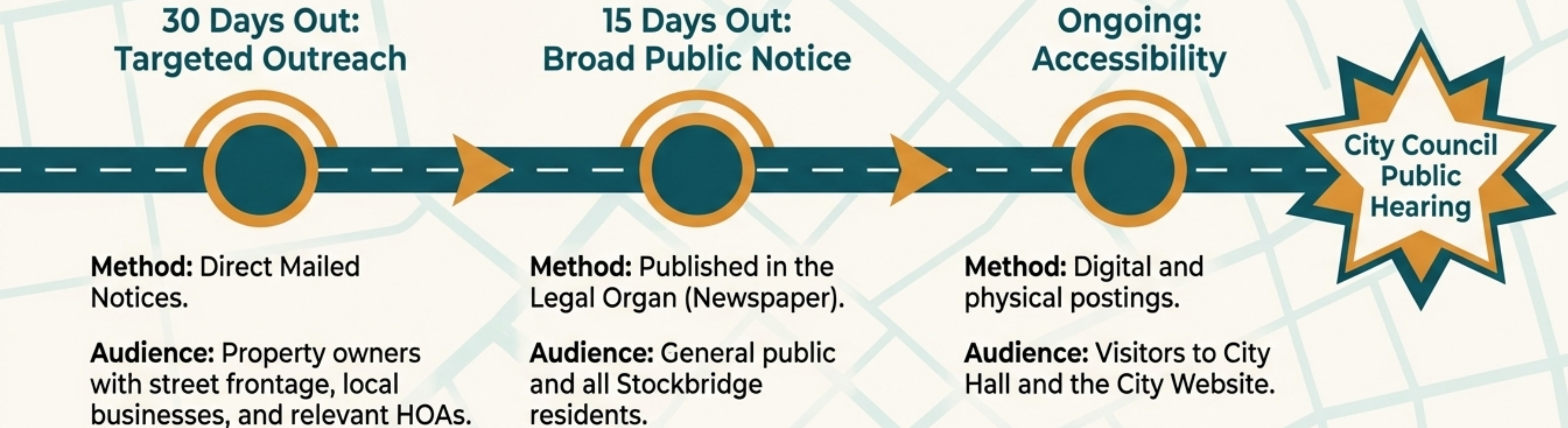
2. Mapping: A comprehensive map identifying the specific street segment and all affected parcels of land.

3. Justification: A clear, written rationale for the requested change.

4. The 75% Threshold: Signatures, printed names, and addresses from at least 75% of the property owners abutting the affected street segment.

Verification Standard: The 75% threshold is strictly validated against the most recent records from the Henry County Tax Assessors' Office, ensuring only legal property owners drive the change.

Transparency in Action: The Notification Roadmap



Notice Contents:

Every notice guarantees access to the current/proposed names, the reason for change, hearing logistics, and instructions for submitting written records.

Non-Negotiable: Agency Coordination and Public Safety

Before the Council adopts any change, the proposal undergoes mandatory vetting to prevent service disruptions and ensure emergency response efficiency.



Henry County E-911

Strict verification to ensure the name is unique and not "confusingly similar" to any other Henry County street.



Local Utilities

Infrastructure and billing alignment.



U.S. Postal Service (USPS)

Address database coordination.



Henry County Government

Regional mapping integration.



The Council's Decision Matrix: Evaluating Proposals

Ordinance 5.04.170 provides the Mayor and City Council with a definitive framework to objectively Approve, Modify, or Deny any proposal.

General Public Welfare
Broad protection of community health and safety under State of Georgia authority.

Administrative & Signage Costs
Reviewing the financial impact of new signage developed by the Community Development Director.



Expanding the Blueprint: Parks and Public Facilities

Section 5.04.170 also standardizes how we rename city-owned facilities and parks.



Street Renaming (Recap)

Requires 75% abutting property owner signatures (if resident-initiated).

Strict E-911 duplication limits.



Public Facilities & Parks (Sec. 5.04.170.f)

Requires City Council action or a written request submitted to the City Manager.

No fixed numerical petition threshold applies. The Mayor and Council hold the authority to determine if sufficient public interest warrants consideration.

Facilities named by specific deed restriction are legally ineligible for renaming.

Protecting the Legacy: Strict Prohibitions

To preserve the integrity of Stockbridge's civic landscape, Section 5.04.170 establishes absolute limitations. No street or facility shall be named or renamed for:

Commercial Promotion



Absolutely no naming for private financial benefit or corporate promotion.

Sitting Officials



No naming after any currently seated elected or appointed official.

Recent Passing



No naming after an individual deceased for less than one (1) year.



Exception Clause: This specific restriction may only be waived by a formal supermajority vote of the City Council.

From Paper to Pavement: Seamless Implementation

Minimizing disruption for our residents and businesses:





Thank You

Ryan Anderson, MPPA, CPM
Director, Community Development
randerson@stockbridgega.org

STATE OF GEORGIA
HENRY COUNTY
CITY OF STOCKBRIDGE, GEORGIA

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF STOCKBRIDGE, GEORGIA, TO AMEND THE CODE OF ORDINANCES OF THE CITY OF STOCKBRIDGE, GEORGIA, TITLE 5 (PUBLIC WORKS), CHAPTER 5.04, ARTICLE I, BY ESTABLISHING SECTION 5.04.170, ENTITLED “STREET AND PUBLIC FACILITY RENAMING PROCEDURES”; TO PROVIDE A UNIFORM PROCESS FOR THE NAMING AND RENAMING OF PUBLIC STREETS, PARKS, BUILDINGS, AND OTHER PUBLIC FACILITIES; TO INCORPORATE AND CROSS-REFERENCE THE CITY FACILITIES, PARKS, AND STREETS NAMING POLICY AND SECTION 16.10 OF THE UNIFIED DEVELOPMENT CODE; TO ESTABLISH PETITION THRESHOLDS, NOTICE AND PUBLIC HEARING REQUIREMENTS, REVIEW STANDARDS, AND IMPLEMENTATION PROCEDURES; AND FOR OTHER LAWFUL PURPOSES.

WHEREAS, the City Council of the City of Stockbridge desires to facilitate responsible community growth and provide housing and care options that 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 City of Stockbridge is a municipal corporation organized and existing under the laws of the State of Georgia and is authorized by its Charter and general law to regulate and control the naming and renaming of public streets, rights-of-way, and City-owned or City-maintained facilities within its corporate limits; and

WHEREAS, the naming and renaming of public streets and facilities affect residents, property owners, businesses, emergency services, navigation, and the historical and civic identity of the City; and

WHEREAS, the Mayor and City Council find that a transparent, deliberate, and uniform legislative process is necessary to ensure consistency, public participation, and protection of the public interest;

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

SECTION 1. AMENDMENT TO THE CODE OF ORDINANCES.

The Code of Ordinances of the City of Stockbridge, Georgia, Title 5 (Public Works), Chapter 5.04, Article I, is hereby amended by establishing a new Section 5.04.170, entitled “Street and Public Facility Renaming Procedures,” to read as follows:

Sec. 5.04.170. – Street and Public Facility Renaming Procedures.

(a) Purpose and Intent.

The purpose of this section is to establish a clear, equitable, and uniform process for the naming and renaming of public streets, parks, buildings, and other public facilities, recognizing the long-term impacts such actions have on the community, public safety, and historical preservation.

(b) Applicability.

1. This section applies to:
 - a. All publicly dedicated streets, roads, alleys, and rights-of-way accepted for maintenance by the City; and
 - b. All parks, buildings, structures, complexes, and facilities owned, operated, or maintained by the City of Stockbridge.
2. No street or public facility shall be named or renamed except by ordinance adopted by the Mayor and City Council in accordance with this section.

(c) Relationship to Unified Development Code Section 16.10 and City Naming Policy.

1. Unified Development Code Coordination.

Street naming standards applicable to new streets and subdivisions, including spelling conventions, suffixes, duplication limitations, and sign requirements, shall be governed by Section 16.10 (Street Names and Sign Requirements) of the Unified Development Code.

2. Distinction of Authority.

- a. Section 16.10 shall apply to the initial naming of streets during subdivision and development review.
- b. This Section 5.04.170 shall apply exclusively to the renaming of existing streets and public facilities following dedication, acceptance, or public use.

3. Consistency Requirement.

Any proposed street renaming under this section shall comply with the technical and public safety standards of Section 16.10, including avoidance of duplication, emergency response compatibility, and sign requirements.

4. City Facilities, Parks, and Streets Naming Policy.

a. The City Facilities, Parks, and Streets Naming Policy, as adopted and amended by the Mayor and City Council, is hereby incorporated by reference for guidance and substantive review criteria.

b. In the event of a conflict between this section and the policy, this Code of Ordinances shall control.

(d) Initiation of Requests.

A proposal to rename a street or public facility may be initiated by:

1. The Mayor;
2. Any member of the City Council;
3. The City Manager or designee; or
4. A citizen initiated petition meeting the requirements of this section.

(e) Citizen Initiated Street Renaming — Petition Threshold.

1. Any citizen-initiated request to rename an existing street or portion thereof shall require a petition signed by not less than seventy-five percent (75%) of the property owners whose property abuts the affected street segment, as reflected in the most recent Henry County tax digest.
2. The petition shall include:
 - a. The existing street name and proposed new name;
 - b. A map identifying the affected street segment;
 - c. Printed names, property addresses, and signatures of qualifying property owners;
 - d. A written statement explaining the basis for the request.
3. Petitions failing to meet the required threshold shall not proceed to public hearing.

(f) Public Facility, Park, and Building Renaming.

1. Proposals to rename public facilities may be initiated by City Council or by written request submitted to the City Manager.

2. No fixed numerical petition threshold shall apply; however, the Mayor and City Council shall determine whether sufficient public interest and community support exist to warrant consideration.
3. Facilities named by deed restriction shall not be eligible for renaming.

(g) Prohibitions and Limitations.

1. No street or public facility shall be named or renamed for private benefit or commercial promotion.
2. No street or public facility shall be named after:
 - a. A seated elected or appointed official; or
 - b. An individual who has been deceased for less than one (1) year, unless waived by a supermajority vote of the City Council.
3. Street names that create duplication, confusion, or public safety concerns shall not be approved.

(h) Notice and Public Hearing.

1. At least one (1) public hearing shall be conducted prior to adoption of any ordinance renaming a street or public facility.
2. Notice shall be provided by mailed, published, and posted notice in accordance with City requirements and applicable law.

(i) Findings and Decision.

In adopting any ordinance renaming a street, the Mayor and City Council shall make a finding that:

The Mayor and City Council find that the proposed street renaming complies with Section 5.04.170 of the Code of Ordinances and the technical naming and sign standards of Section 16.10 of the Unified Development Code.

The Mayor and City Council may approve, deny, or modify any proposed renaming by ordinance.

(j) Appeal of Decision.

1. Right to Appeal.

Any person who is aggrieved by a final decision of the Mayor and City Council approving or denying a request to rename a street or public facility under this section may appeal such decision pursuant to this subsection.

2. Appeal Authority.

Because the approval or denial of a street or public facility renaming is a legislative act adopted by ordinance, appeals shall be limited to procedural and legal compliance and shall be heard exclusively by the Mayor and City Council.

3. Filing of Appeal.

An appeal shall be filed in writing with the City Clerk no later than **thirty (30) calendar days** following adoption of the renaming ordinance. The appeal shall include:

- a. The name and address of the appellant;
- b. Identification of the ordinance being appealed;
- c. A statement of the specific grounds for appeal; and
- d. Any supporting documentation.

4. Scope of Review.

The appeal shall be limited to determining whether:

- a. The procedures set forth in this section were properly followed;
- b. Required notice and public hearing requirements were met; and
- c. The decision was adopted in compliance with applicable provisions of the Code of Ordinances and state law.

5. Hearing on Appeal.

The Mayor and City Council shall consider the appeal at a duly noticed public meeting. No new evidence shall be accepted unless the Mayor and City Council determine that such evidence was unavailable at the time of the original public hearing.

6. Decision on Appeal.

Following consideration of the appeal, the Mayor and City Council may:

- a. Affirm the original decision;
- b. Modify the original decision; or
- c. Remand the matter for additional consideration consistent with this section.

The decision of the Mayor and City Council on appeal shall be final.

7. Judicial Review.

Nothing herein shall be construed to limit any right to seek judicial review as provided by Georgia law.

(k) Implementation.

1. The effective date shall be specified in the adopting ordinance.
2. The City Manager or designee shall coordinate implementation with emergency services, postal authorities, utilities, and other affected agencies.
3. A reasonable transition period recognizing both old and new names may be authorized.

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

SECTION 3. Repeal of Conflicting Provisions. All City Ordinances inconsistent with this Ordinances shall be repealed.

SECTION 4. Attorney Authorization. The City Attorney, backed by the City's charter and with the explicit endorsement of the City Council, is authorized to make necessary amendments to contracts, ordinances, resolutions, and documents to align them with the intent of the City Council and ensure compliance with all pertinent city laws and regulations.

SECTION 5. Effective Date. This Ordinance shall become effective immediately upon its adoption by the City Council of the City of Stockbridge as provided in the City Charter.

SO ORDAINED,

this ____ day of _____, 2026.

CITY OF STOCKBRIDGE, GEORGIA

Jayden Williams, Mayor

ATTEST:

Cassandra Lester, Interim City Clerk

APPROVED AS TO FORM:

Quinton Washington, City Attorney