RESOLUTION NO. R18-959

A RESOLUTION TO TRANSMIT THE DRAFT OF THE 2038 COMPREHENSIVE PLAN TO THE ATLANTA REGIONAL COMMISSION AND GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS.

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 preparing and adopting a Comprehensive Plan; and

WHEREAS, the City proposes to update its Comprehensive Plan; and

WHEREAS, the City of Stockbridge has completed a draft of the 20-year Comprehensive Plan Update; and

WHEREAS, this document was prepared according to the Minimum Standards and Procedures for Local Comprehensive Planning effective March 1, 2014 and established by the Georgia Planning Act of 1989, and the required public hearing was held on August 28, 2018;

NOW, THEREFORE, BE IT RESOLVED, that the City of Stockbridge does hereby transmit the draft of the 20-year Comprehensive Plan Update to the Atlanta Regional Commission and the Georgia Department of Community Affairs for official review.

SO PASSED AND ADOPTED, this 28th day of August, 2018.

SPONSORED BY:

Mayor Anthony Ford

ATTEST:

Vanessa Holiday
City Clerk

APPROVED AS TO FORM:

Mike Williams, Esq.
City Attorney

City of Stockbridge

4640 North Henry Blvd.♦ Stockbridge, GA 30281
City Hall: (770) 389-7900 ♦ Fax: (770) 389-7912

August 30, 2018

Mr. Jon West, Principal Planner
Georgia Department of Community Affairs
60 Executive Park South, NE
Atlanta, GA 30329

RE: Capital Improvement Element & Short-Term Work Program Update and Comprehensive Land Use Plan

Dear Mr. West,

The City of Stockbridge has completed its Annual Update of its Capital Improvement Element (CIE) and Short-Term Work Program (STWP) for 2018-2022, in compliance with the Minimum Planning Standards and Procedures for Local Comprehensive Planning as established by the Georgia Planning Act of 2018 (as Amended), for your review and comments.

In addition, the City is submitting its Comprehensive Plan for 2038, separate from Henry County, that speaks specifically to the City of Stockbridge.

Documents are also being submitted to the Atlanta Regional Commission for their review as well. Please advise if any additional information is required at this time.

Sincerely,

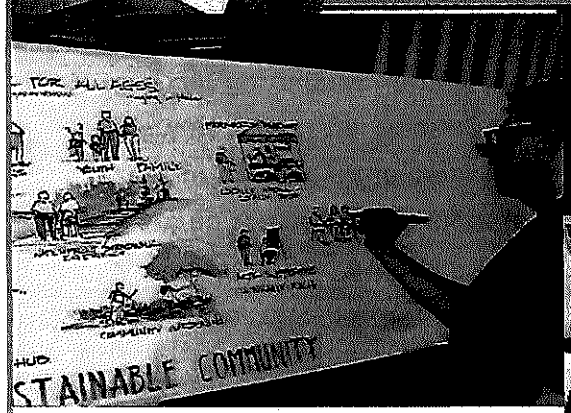
Camilla J. Moore, Assistant City Manager

Administration and Community Development
4640 North Henry Blvd.
Stockbridge, GA 30281
cmoore@cityofstockbridge-ga.gov (best way to contact)
770-389-7900 (O)
678-833-3324 (direct)

Attachments as stated

1. CIE & STWP Update 2018-2022
2. Comprehensive Land Use Plan 2038

# of Stockbridge Comprehensive Plan



Shaping Stockbridge Together for 2038

The Collaborative Firm, LLC

POND

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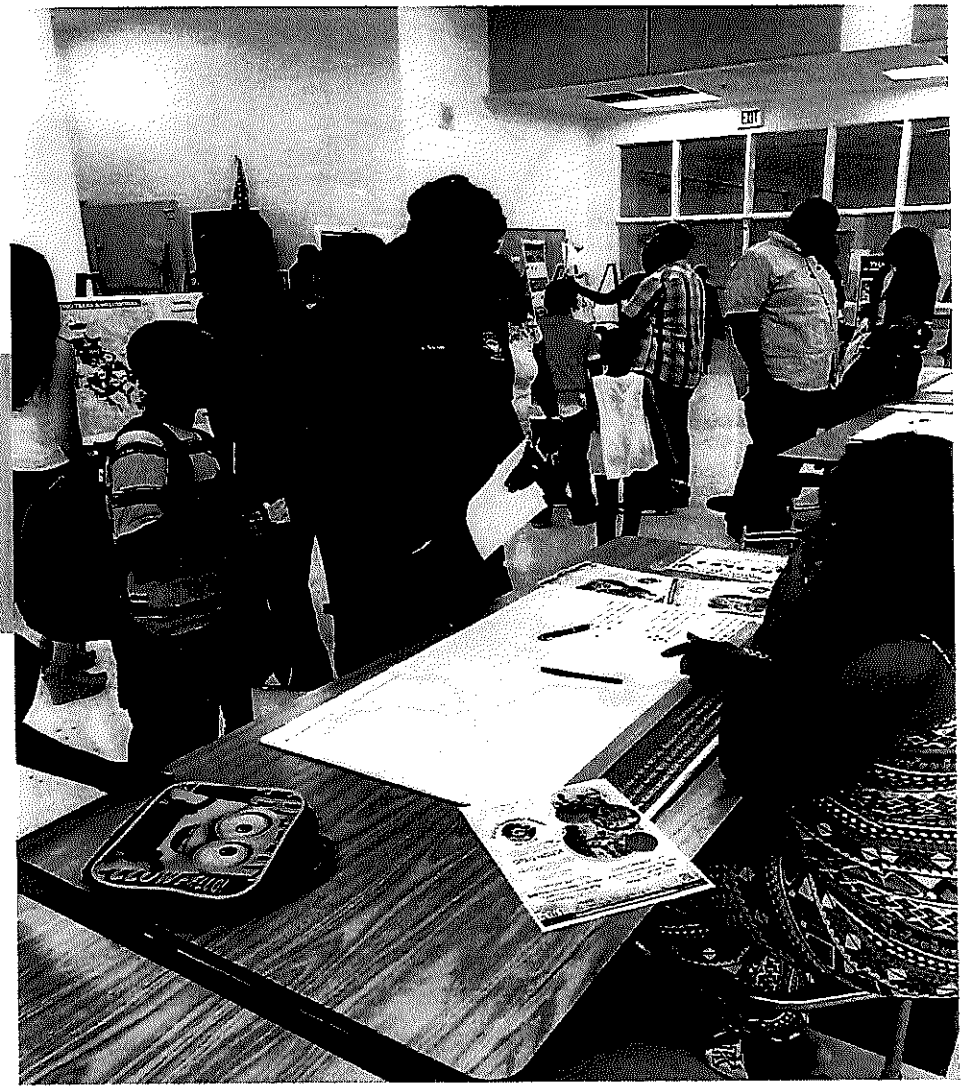
"We Are Better Together" - Citizen Comment from Community Workshop



SHAPING OUR CITY TOGETHER

The City of Stockbridge is a diverse and forward looking community engaged in shaping its own future. By embarking on the exciting initiative of developing its own Comprehensive Plan, the city-along with its citizens- have expressed a great desire to promote Stockbridge as an attractive place to invest, conduct businesses, and raise a family.

1.1 PLAN OVERVIEW

The Georgia Department of Community Affairs (DCA) has established standards and procedures for Local Comprehensive Planning to provide a framework for local governments to create a long term plan that will address critical planning issues and opportunities. These standards and procedures reflect the state's interest in promoting healthy and economically vibrant communities. The Comprehensive Plan should act as a guide for communities in achieving their goals and objectives, and should be used as a decision-making guide by local officials and community leaders for a 20 year planning period.

The plan contained herein will serve as the City's overarching policy document defining what the Stockbridge community aims to be in the future, and should be used to guide decisions by our City's elected officials, as well as day-to-day decisions being made by city staff. The Future Development Map and associated narrative will help inform rezoning and development decisions, while the implementation strategy and work program is intended to help drive actions, initiatives, and investments made by the City during the plan horizon of 2038. While the plan should be the guide for the 20 year planning period, it is important to note that regular updates as required by DCA are necessary to ensure that it remains consistent with the desires of the community. As a whole, the plan incorporates policies and strategies for a 20 year planning period but the Community Work Program outlines specific implementation strategies in a more manageable, five-year timeframe.

Shaping Stockbridge Together is the result of a multi-month planning process to identify the City of Stockbridge's long-term vision for growth and development. Prior comprehensive planning efforts were completed as a joint effort with Henry County and the cities of McDonough, Locust Grove, and Hampton, and was last completed in 2009. This plan, therefore, represents the first comprehensive plan to be completed by the City on its own. Through this process an important overarching theme was reiterated — that the future success of the city lies in *Shaping Stockbridge Together!*

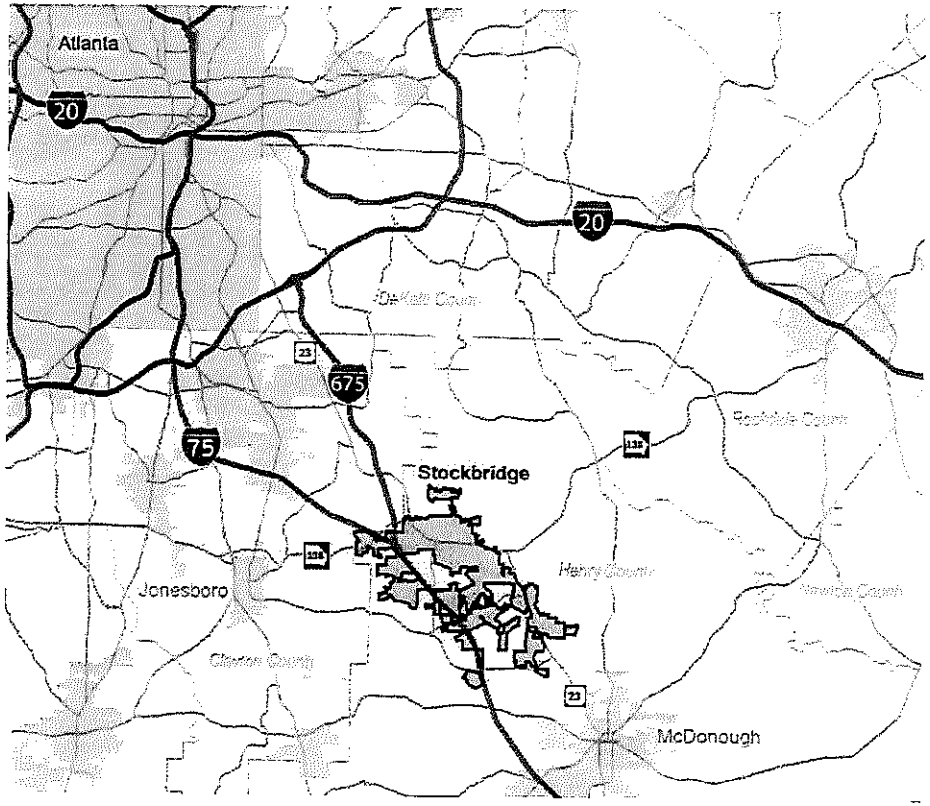


Figure 1-#: City of Stockbridge Regional Location Map

1.2 THE PLAN FRAMEWORK

This Comprehensive Plan is organized into four chapters and focuses on several substantive elements that serve as key building blocks in comprehensive planning to help define who we are as a community and how we want our community to function. For each of these elements there was discussion on needs, opportunities, and goals, and a developed implementation strategy with a series of five-year actions and policies for moving towards those goals.

1.0 Shaping Our City Together

Provides an overview of the plan and how it should be used.

2.0 About Our City

Offers a snapshot of who the City of Stockbridge represents today, as well as the needs and opportunities the community is faced with.

3.0 Our Goals for the Future

Reflects upon the vision, goals, and policies that the members of the community have identified for the future.

4.0 Our Strategy

Outlines the overall strategy for implementing the plan, and will focus on the top priority needs and opportunities that were identified.

Key Elements

The key substantive elements highlighted within this plan are provided below along with a brief description of the elements' role in comprehensive planning.

Population explores the demographics and characteristics of a community, both current and projected to identify unique challenges facing a community.

Economic Development addresses the vitality of Stockbridge and considers factors such as diversity of the economic base and the quality of the local labor force.

Housing examines the adequacy and suitability of existing housing stock to meet current and future needs.

Natural and Cultural Resources focuses on protecting and conserving the environmental, natural, cultural, and historical resources within the community.

Community Services and Facilities ensures the provision of adequate services with future development patterns to protect and enhance the quality of life.

Land Use covers how we want the city to develop and where certain types of development are appropriate.

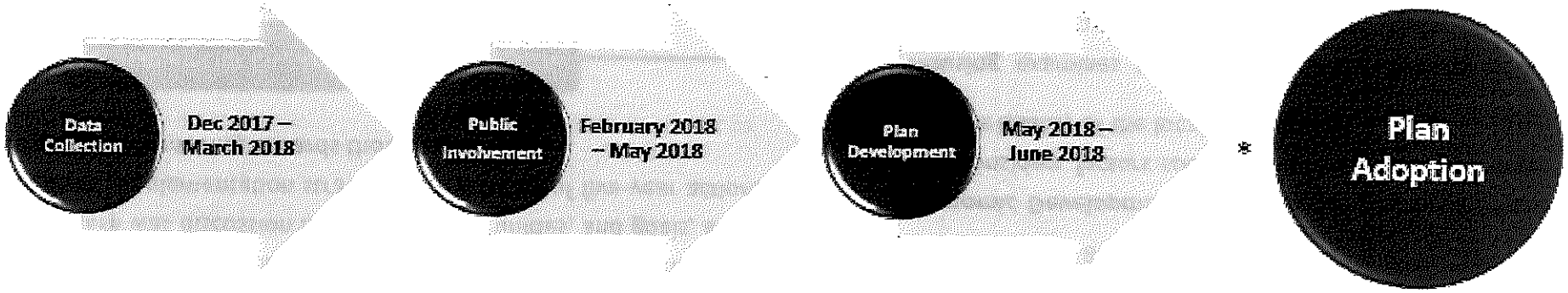
Transportation evaluates the adequacy of the City's transportation system for serving the needs of the community throughout the planning period.

Intergovernmental Coordination discusses coordination of local planning efforts with local service providers and authorities, and with neighboring communities, state, and regional plans and programs.

1.3 OUR PLANNING PROCESS

TIMELINE

The Consultant team worked with the City of Stockbridge over a series of several months to develop the Comprehensive Plan. The process began in December 2017 with a completion date set for October 2018. Three distinct tasks guided the process and were led by the consultant team in coordination with City staff. The first task consisted of data collection and an assessment of existing conditions to help set a baseline for furthering the overall understanding of where we are today and what we might face in the future. But, the core of the process took place under task 2 which included public involvement and visioning. This task focused on gathering input from the community through workshops, interviews, and surveys, to form the elements within the plan. This input was then incorporated into the draft plan development which was presented to the community stakeholders for review to ensure the plan is compatible with the expressed visions for the City.



*Draft plan transmitted to ARC/DCA for regional review

Figure 1-#: Timeline

1.3 OUR PLANNING PROCESS

PUBLIC INPUT OVERVIEW

Public input received through community workshops and surveys helped shape the future land use plan (Future Development Map), visions and goals, and priority actions to achieve them. Each element of the comprehensive plan was prepared with involvement and input from stakeholders and the general public, to ensure that the plan reflects the full range of community needs and values. The following steps for involving stakeholders and the general public in developing the comprehensive plan were utilized:

CITY COUNCIL PUBLIC HEARINGS

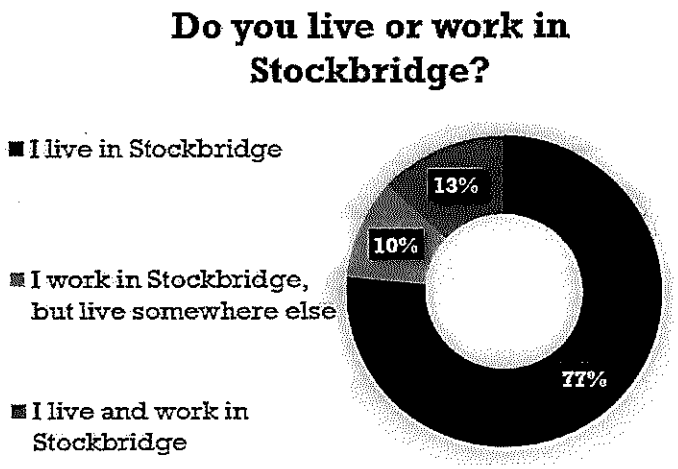
On Monday, February 12, 2018, the Comprehensive Plan Kick-off public hearing was conducted at the City Council meeting about the process and opportunities for participation.

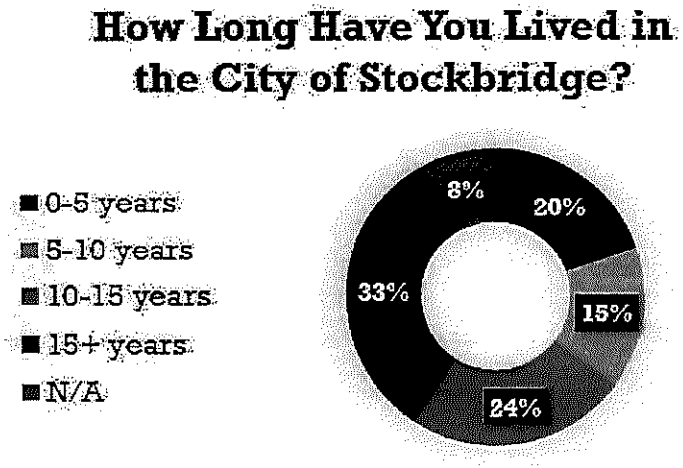
STEERING COMMITTEE

The Steering Committee included members of the local business community as well as neighborhood and civic groups. They met three times to review the results from the community workshops and online surveys and reviewed draft materials in order to provide guidance on the various components of the comprehensive plan.

COMMUNITY SURVEY

A community survey was prepared to obtain input from the community about the needs and desires for the future of Stockbridge. This survey was distributed at public meetings, as well as through various civic and community organizations. A total of 162 survey responses were received. The majority of respondents were Stockbridge residents having lived in the city for more than 15 years.





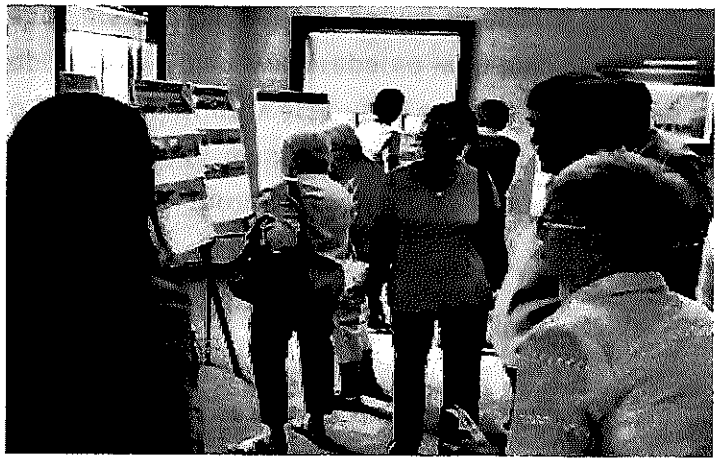
Source: On-line Community Survey

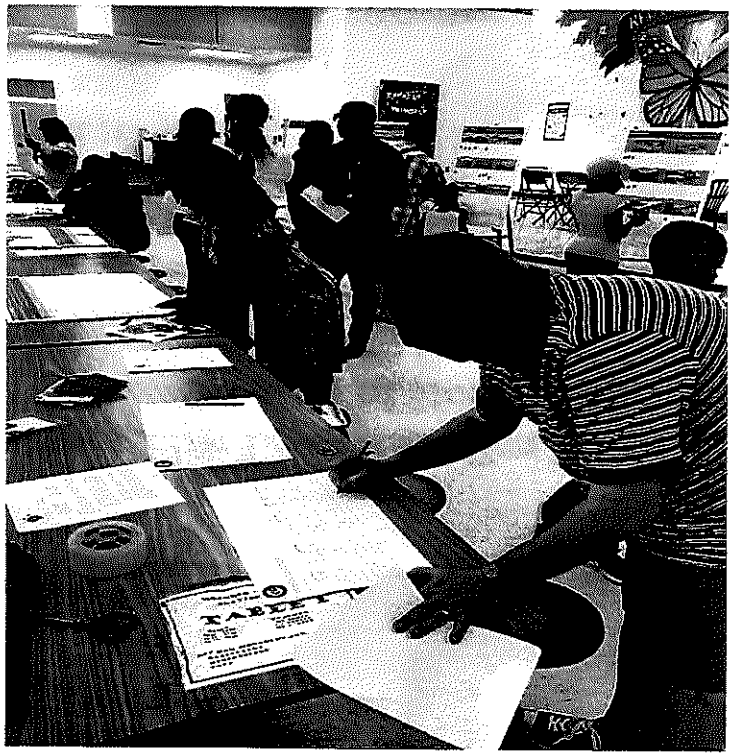
1.3 OUR PLANNING PROCESS

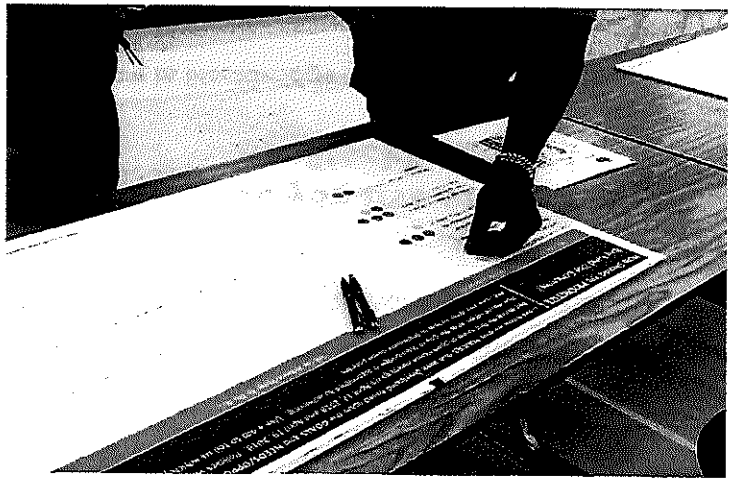
COMMUNITY WORKSHOPS

Two rounds of community workshops were conducted, with each round consisting of two meetings held at two locations in the City, to allow and encourage maximum participation by Stockbridge stakeholders.

- Round 1 meetings took place on April 17, 2018 and April 19, 2018 and included several interactive exercises to gather public input on the vision for the future of Stockbridge as well as community goals, needs, and opportunities.
- Round 2 meetings were held on May 10, 2018 and May 17, 2018 and focused on gathering input on future development and land use, connecting through parks and trails, and prioritizing concerns that were expressed through the first round of meetings.
- A final open house meeting to display the results received through community input was held on Tuesday, June 26, 2018







2.0

"We Don't Want to Lose the History and Essence of What the City Means to Those Who Believe in the Community" - Community Survey Respondent

ABOUT OUR CITY

An analysis of the City's existing conditions is an important first step in identifying Stockbridge's current needs and future opportunities. An existing conditions assessment as well as input received through community meetings helped form the agreed upon Needs & Opportunities listed within this Chapter.

2.1 STOCKBRIDGE: PAST AND PRESENT

INCORPORATION

Stockbridge's history (Figure 2-#) provides an important backdrop to understanding how and why Stockbridge has developed as it is today. While the city didn't officially incorporate until August 6, 1920, its history began when the area was settled in 1829 with the establishment of Concord Methodist Church near present-day Old Stagecoach Road. It was later, in 1847, when the name Stockbridge was decided on with the granting of a post office. It is believed that the City's namesake was a traveling school teacher, Professor Levi Stockbridge.

In 1881, the East Tennessee, Virginia and Georgia Railroad was built from Macon to Atlanta and was to pass through "Old" Stockbridge, but the settlers who owned the land around Old Stockbridge were asking high prices. Instead, two prominent Atlanta citizens John W. Grant and George W. Adair, bought a tract of land about a mile south of Old Stockbridge and offered it for sale at a reasonable price. It was here that the railroad built its depot and present day Stockbridge began its existence. Stockbridge officially incorporated as a town in 1895 and as a city on August 6, 1920. The depot which was located about 600 feet north of what is now North Henry Boulevard as you cross the bridge in Stockbridge, was eventually destroyed by the Southern Railway around the early 1980s.

DEVELOPMENT

Much of Stockbridge's development took shape with the construction of the state's interstate system beginning in the area in the late 1960's. As commuting to and from Atlanta became easier, Stockbridge began developing into a bedroom community of the Atlanta Metro Region with suburban shopping centers and housing developments taking shape to accommodate the growing population.

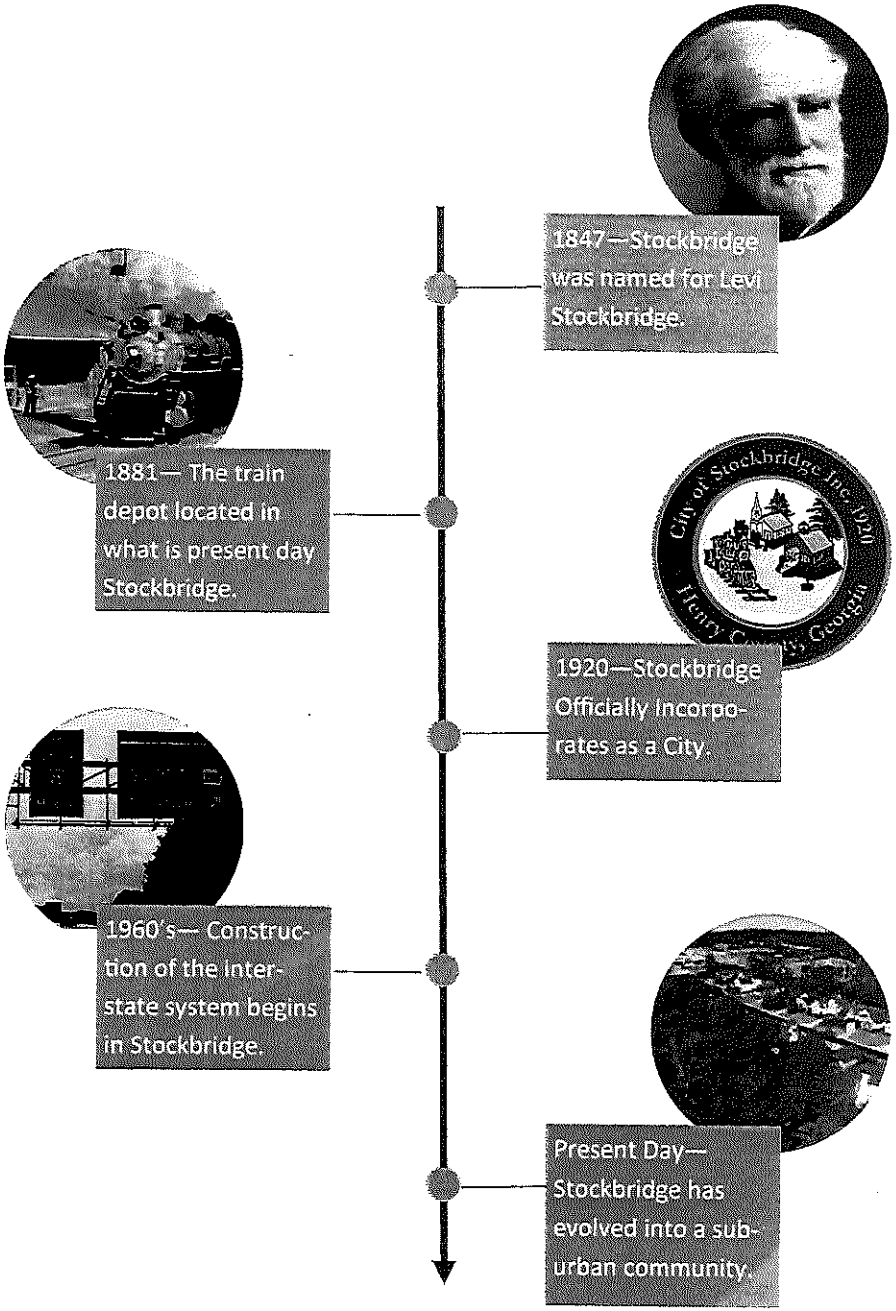


Figure 2-#: History of Stockbridge

2.1 STOCKBRIDGE: STRENGTHS, WEAKNESSES, OPPORTUNITIES, & THREATS

S.W.O.T. ANALYSIS

Through the various public input opportunities detailed in Section 1.4, the public and community stakeholders helped to inform the Strengths, Weaknesses, Opportunities, and Threats that are impacting the City today.

Strengths	Opportunities
The city's location at the convergence of Interstates 75 and 675 are seen as an asset to the community, allowing for easy access to Atlanta and Hartsfield Jackson Atlanta International Airport. Residents participating in the on-line survey also conveyed an overall sense of community fostered through family friendly events and city-wide activities, as well as the city's quiet and safe small town feel as assets contributing to their quality of life.	The City of Stockbridge has the opportunity to capitalize on the city's positioning and to promote it as the gateway into Henry County. As the Metro-Atlanta region continues to grow, and individuals are looking for areas to locate, the City's easy access to the interstate system and overall affordability can attract new residents as an appealing place to live.
Weaknesses	**Threats**
While the city's location in proximity to major highways and the interstate system are an asset to the community, the traffic congestion and ancillary roadway back-ups that come with this asset were identified by the community as a weakness. Additionally, although the community expressed general content with the proximity to conveniences to meet their daily needs, the lack of diversity in quality entertainment, dining, and shopping is a weakness as residents generally travel outside of the area for these options. Furthermore, survey responses alluded to a general lack of property maintenance standards and enforcement affecting the overall aesthetic of the community.	Two senate bills were introduced through the 2018 Legislative Session which set unprecedented measures to establish a new proposed City of Eagles Landing. Senate Bill 262 will deannex a variety of properties from the city of Stockbridge while annexing some properties from unincorporated Henry County into the city, pending a vote. Senate Bill 263 will provide for a new charter for Eagles Landing, as well as a referendum in the November 2018 election.

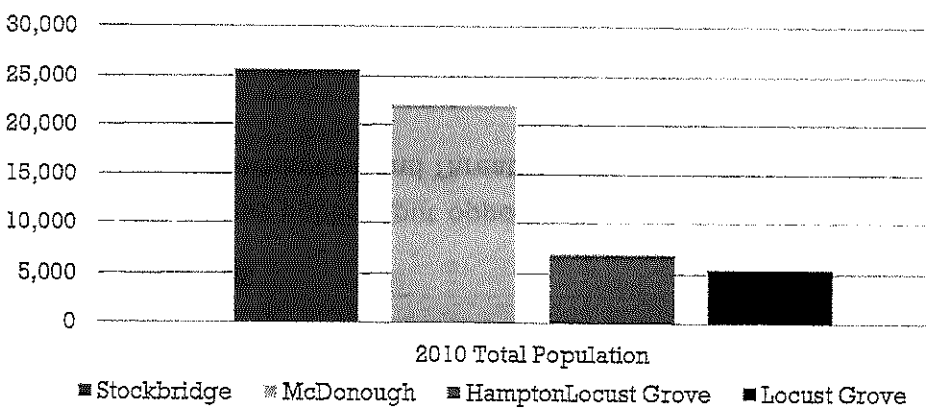
2.2 WHO WE ARE: POPULATION DEMOGRAPHICS

OVERVIEW

An understanding of population and demographic trends provides a foundation for comprehensive planning. In order to plan for the future, we must have a general idea of approximately how many people will reside in the community. Understanding the characteristics of Stockbridge's population will provide valuable insight on the services, initiatives, and policies that the City may want to further pursue.

TOTAL POPULATION

The population of Stockbridge has changed significantly over the past few decades. In 2000, the population was 9,853, and increased to its recent maximum of 27,692 in 2016, nearly tripling in size. As shown in Figure 2-#, Stockbridge's population is larger than that of the surrounding cites of McDonough, Hampton, and Locust Grove.



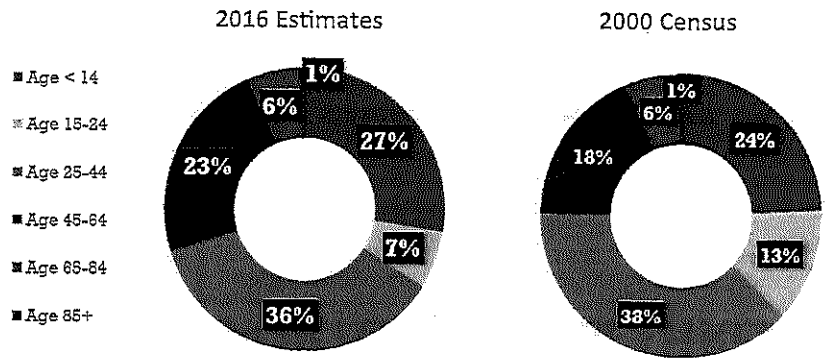
Source: Census Bureau, 2010 Census

POPULATION PROJECTIONS

The Atlanta Regional Commission's population forecasts project a growth of 2.5 million people across the Atlanta region by year 2040. In Henry County, population is expected to increase by roughly 61% with an anticipated 133,327 people moving to the area, and bringing the total population to 351,691. These projections further show that the majority of growth in the County will occur in the northern part of the county and in close proximity to the I-75 corridor. With the city's positioning as the gateway into Henry County and straddling the interstate, Stockbridge can expect to see an increase in its total population over the next 20 years.

AGE DISTRIBUTION

Between 2000 and 2016, the population age distribution has remained relatively unchanged with slight increases in the 45-64 age group (up 5%) and the under 14 age group (up 3%); and slight decreases in the 25-44 age group (down 2%) and the 15-24 age group (down 6%). The largest population sector for the City are young working age adults (25-44), and at 36% of the total population is a higher percentage compared to Henry County which is approximately 27% (2016 ACS estimates).



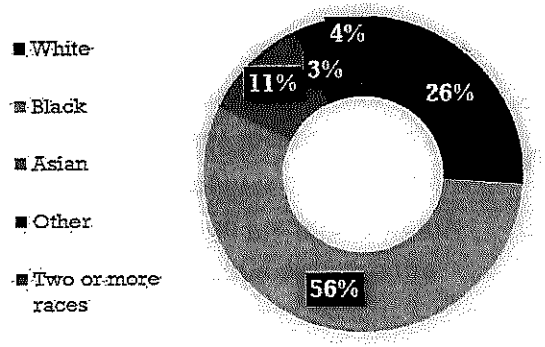
Sources: Census Bureau, 2016 American Community Survey & 2010 Census

2.2 WHO WE ARE: POPULATION DEMOGRAPHICS

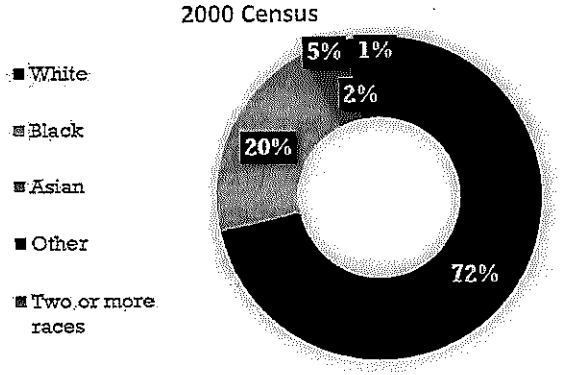
RACIAL COMPILATION

The City of Stockbridge is a diverse community. Since the 2000 census, the population percentage of white individuals has decreased from 72% to 26% in 2016. Likewise, the black population percentage has increased from 20% to 56%. As growth continues to occur, the diversity of backgrounds and changing needs of the population will likely continue to evolve.

2016 Estimates



2000 Census



Sources: Census Bureau, 2016 American Community Survey & 2010 Census

NEEDS & OPPORTUNITIES

The below population-related needs and opportunities were identified through existing conditions analysis and community input.

- Stockbridge's affordability and proximity to Atlanta make it an attractive area to locate within the metro-Atlanta area. As the region continues to grow, the City of Stockbridge has the opportunity to attract and retain young adults and families.
- The 15-24 years age group has continued to decrease, which could be an indicator that as young people are graduating high school and entering the work force, they are choosing to move away from Stockbridge. The City needs to find ways to connect young residents with vocational/educational training and/or jobs within the city to retain them post high school.
- As the diversity in backgrounds, age, and race continues to evolve, the city needs to continue to balance the differing needs of its demographic groups.
- The city needs to manage development that occurs with future population growth so as not to diminish the small town community feel that existing residents enjoy.

2.3 OUR ECONOMY: ECONOMIC DEVELOPMENT

OVERVIEW

The economy of Stockbridge has mostly been fueled by metro Atlanta, and Atlanta Hartsfield-Jackson International Airport (ATL). While the ATL will continue to be a dominant force in the region, economic development in Henry County has had a positive impact on Stockbridge. Of the six new companies recruited to Henry County, two of them will be locating in Stockbridge (U.S. Cold Storage and KL Outdoors).

Two of the largest employers in the area are the Henry County School System and Piedmont Henry Hospital. While the school system is county wide, and the hospital is not physically located in the City, it is important to look at the employment numbers when compared to the Census data. Henry County Schools employ 1,950 people, while 1,072 Stockbridge residents are employed in education. Similarly, Piedmont Henry Hospital employs 1,453 people and 819 Stockbridge residents are in the health field. Other notable employers in the area are Conduent (formerly Xerox), Georgia Power Customer Care Center and Vulcan Materials.

Labor Force

The median income for a household in the city was $54,190, according to the 2010 US Census and the per capita income equaled $22,871. About 13.7 percent of the population lived below the poverty line, which is much lower than the state average of 18.2 percent. The percent of the adult population (25+) with a high school degree or higher was 88.6 percent and the percent with bachelor's degree or higher was 32.9 percent. In comparison, the State of Georgia's median household income in 2010 equaled $49,179, $5,000 less than that of Stockbridge.

At 50.3%, the labor force participation rate for Stockbridge is below the state average of 63.9%, and the metro Atlanta average area of 69.9%. However the unemployment rate of 3.9% is better that the state average of 4.3% and comparable to the 3.6% rate in the metro Atlanta area.

Age

Stockbridge's working age population, 18 - 64, equaled 63.2 percent of the total residents. Of the total population, just 6.3 percent of city residents were 65 years of age or older. This makes for a fairly young demographic, when in Georgia, 10.7 percent of the population was 65 and older. Stockbridge also had slightly lower median age of 34.8 as compared to the state as a whole (35.6%).

JOBS & SECTORS

From 2015 to 2016, employment in Stockbridge grew at a rate of 7.99%, from 11,942 employees to 12,896 employees.

The most common job groups, by number of people living in Stockbridge, are Management, Business, Science, & Arts, Sales & Office, and Production & Transportation. The adjacent chart illustrates the share breakdown of the primary jobs held by residents of the City.

Most Common: The most common jobs held by residents of Stockbridge, by number of employees, are Administrative; Sales; and Transportation.

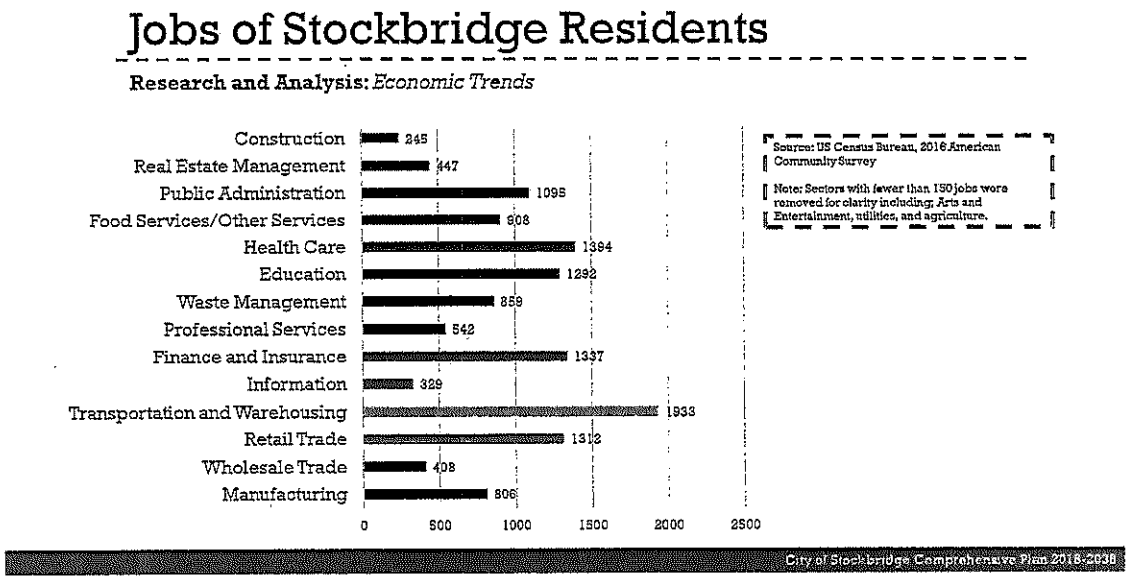
Most Specialized: Compared to other census places, Stockbridge, has an unusually high number of residents working in Transportation; Material Moving; and Fire Fighting Supervisors.

Highest Paid: The highest paid jobs held by residents of Stockbridge, by median earnings, are Computer & Mathematical; Fire Fighting Supervisors; and Installation, Maintenance, & Repair.

Source: Census on the Map, 2015

Employment

There are approximately 12,896 people employed that make up the local economy. The sectors ofTransportation & Warehousing; Public Admin.; and Real Estate, Rental & Leasing employ respectively 3.55; 1.81; and 1.73 times more people than would be expected in a location of this size. The largest industries in Stockbridge are Transportation & Warehousing (1,902), Healthcare & Social Assistance (1,394), and Retail trade (1,312), and the highest paying industries are Professional, Scientific, Tech Services ($63,243), Real Estate, Rental & Leasing ($62,998), and Educational Services($48,294).



Incentives

Currently, the only incentive available to businesses in the city is the façade grant easement through Main Street. While this is a benefit in retaining the character and sense of place afforded by historic resources, it is limited in scope and geographic sector. The Downtown Development Authority may accept grants and apply for loans. It can also own, acquire and improve property, and is empowered to enter into contracts and intergovernmental agreements. Additionally, the DDA also has the authority to issue revenue bonds.

RECOMMENDATIONS

Based on the assets and challenges identified within Stockbridge and the needs of the target business sectors, the recommendations provided within this strategy, reflect items the City should undertake to mitigate negative perceptions by site-location advisors or companies looking to invest in Stockbridge. Additionally, the recommendations highlight areas where the City should work with others in the region to better leverage Stockbridge's location in the Atlanta metropolitan area. The recommendations also provide tactics the City can use to effectively market Stockbridge to the recommended business sector targets.

The recommendations go beyond traditional recruitment, expansion, and retention activities and look at Stockbridge and its economic future holistically. The recommendations are meant to be a comprehensive economic development strategy and are built to support one another. To be successful in attaining its goals, City leaders will need to take on a more structured approach to economic development that is proactive in guiding the area's growth and assertive in building a funding stream to catalyze the change. This will mean executing economic development efforts differently and being a champion for long-term investments that will add to the City's "product" and quality of place.

The recommendations are broken into three categories: policy changes and investments that should be made to strengthen the City's product, tactics to market the City and better tell its economic development story, and organizational changes that will allow Stockbridge to significantly increase and improve its economic development service delivery.

Implementation Strategies

1. Expand the existing Stockbridge Downtown Development Authority to encompass business districts beyond Main Street
2. Create a sustainable funding source for economic development projects
3. Continue to support the operation of the Stockbridge Association of Businesses (SAB) in efforts to develop a business retention and expansion program
4. Identify programs and funding mechanisms that the City, local business leaders, and others economic development partners can leverage within economic development initiatives
5. Explore New Market Tax Credits
6. Consider adopting and implementing an Opportunity Zone
7. Consider adopting and implementing a Tax Allocation District (TAD)

Product Improvement

1. Recruit a vocational tech two-year college
2. Create a plan to improve gateways into the City
3. Provide the public with free, high-speed Internet access in the Core Business District and in disadvantaged neighborhoods
4. Conduct a downtown traffic and parking study
5. Conduct a leakage study to determine which types businesses are missing

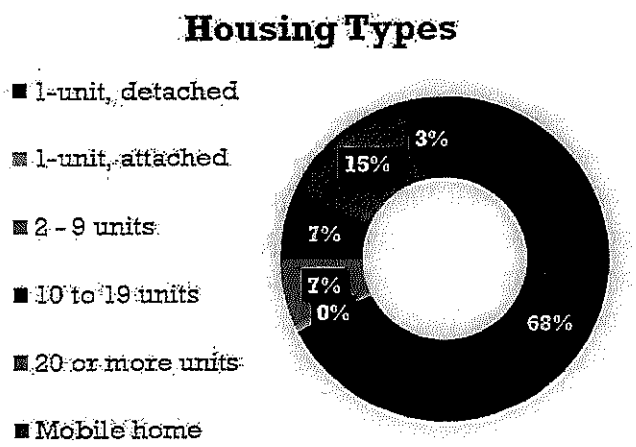
Product Marketing

1. Create a separate economic development portal to enhance the City's website
2. Partner with local and regional economic development allies to market the City (Henry County Development Authority, Henry county Chamber of Commerce, Metro Atlanta Chamber of Commerce, etc.)
3. Engage Atlanta area commercial developers to promote the City's assets and to help diversify its business sectors

2.4 WHERE WE LIVE: HOUSING

OVERVIEW

The population growth that the city experienced between 2000 and 2016 contributed to an increase in the total number of housing units, which like the total population, also nearly tripled in number from 3,991 in 2000 to 10,767 in 2016. Therefore the existing housing stock in Stockbridge is fairly new, with approximately 53% of the units having been built since 2000. The majority of these housing units (67%) are detached single-family dwellings within medium and high density subdivisions and are reflective of development patterns typical for suburban areas.



Source: Census Bureau, 2016 American Community Survey

HOUSEHOLDS

According to the 2010 U.S. Census, family households represent 68.8 percent of total households in the City, and nearly 60 percent of family households have children under the age of 18. Additionally, just over a third (36%) of householders are in their child-raising years – 25 to 44 years old. These factors suggest a continued demand for traditional single-family houses. Conversely, non-family households represent 31.2 percent of total households, and people living alone represent a significant number (26.6 percent) of households. These nonfamily households will create some demand for smaller, higher-density housing units. The dominate housing option is likely to remain single family development; however to attract certain segments of the population, like young adults and millennials, other housing options should be available. Currently there is a lack of townhouse and smaller multi-family residential housing. This type of housing, when included in mixed-use development, would allow for incremental changes in density which would support the sort of lifestyle improvement that many Stockbridge residents expressed they want. Stockbridge could position itself to become a lifelong community by opening the door to new residents who may be more interested in living and working in Stockbridge without having to commit to a house immediately, as well as empty-nesters looking to downsize.

WORKFORCE HOUSING

Workforce housing generally refers to the affordability of quality housing for workers and in reasonable proximity to where they work. It refers both to homeownership as well as rental housing. A desirable workforce housing cost is commonly defined as at or below 30% of a household's income. In 2016, over 30 percent of the homeowners with a mortgage were paying more than 30 percent of their income on housing, and over 45 percent of the renter households were paying more than 30 percent of their income in rent. This indicates a need for more workforce housing and affordable units.

2.4 WHERE WE LIVE: HOUSING

JOBS-HOUSING BALANCE

Jobs-housing balance seeks a geographic equilibrium between housing and jobs. The underlying theory is that as jobs and housing that are available in a city are more balanced, people will be able to live closer to their jobs, and traffic congestion and vehicular traffic will be reduced. A balanced community generally has a jobs-housing ratio of 1.25 to 1.75. Stockbridge had a ratio of 1.08 in 2015 which increased from .56 in 2000. As this ratio becomes even more balanced, Stockbridge will evolve into more of a live/work community where people can live closer to their jobs.

Category	2010	2015
Population	25,636	27,328
Housing Units	10,312	10,572
Employment	5,861	11,427
Employment/Housing Unit Ratio	.56	1.08

Sources: Census Bureau, 201 American Community Survey & 2010 Census; Census on the Map, 2015 dataset

HOUSING NEEDS OF SPECIAL POPULATIONS

During the public input portion of this plan development, citizens expressed concern for the senior population. The ability to "age in place" became a common theme reiterated throughout the process. According to the 2010 census and 2016 American Community Survey, the population over the age of 65 has seen an increase from 6.3% in 2010 to 9.0% in 2016. Affordable housing options for senior citizens who may be on fixed incomes are necessary in order to encourage Stockbridge residents to stay within the city as they transition into older age.

NEEDS & OPPORTUNITIES

The below housing-related needs and opportunities were identified through existing conditions analysis and community input.

- The city needs to encourage and maintain a mixture of housing options to accommodate both traditional and non-traditional households and to attract young professionals.
- Work with housing developers to create appropriate residential types to ensure that seniors can age in place.
- The opportunity exists to preserve the older, existing neighborhoods and housing stock in order to provide more affordable homes than new subdivisions, and in particular around the Tye Street Community.

2.5 OUR RESOURCES: NATURAL & CULTURAL RESOURCES

HISTORICAL AND CULTURAL RESOURCES

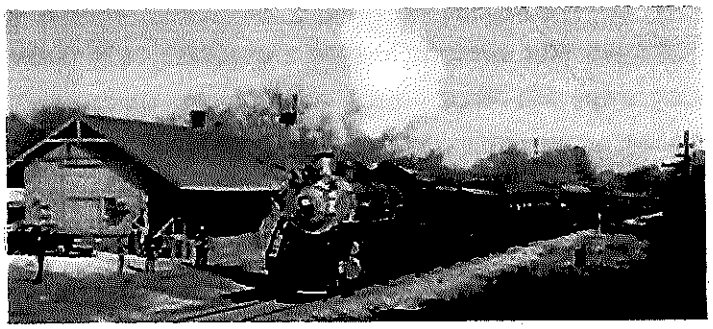
Originally incorporated as a town in 1895, the City of Stockbridge was officially incorporated as a Georgia city on August 6, 1920. Its beginnings date back as early as 1829, when Old Stockbridge Methodist Church was organized and established Old Stockbridge as a crossroads community. Due to its location, settlers applied to have a post office located there, which was eventually established on April 5, 1847 on Old Stagecoach Road. Mr. Edward Taliaferro was the first postmaster of the Old Stockbridge post office.

"Stockbridge" has been traced back to the name of a "Yankee school teacher" – Professor Stockbridge – who was deemed the most outstanding pioneer teacher in the area. In 1992, then mayor Rudy Kelley received a letter from John Stockbridge of South Carolina, whose family planned to have a reunion in the city that year. In his letter, Mr. Stockbridge stated that he had grown up in Georgia and had been told that the city was named for his great-great grandfather, Levi Stockbridge, who would stop to rest at the settlement on his travels to and from the north to his property in Florida. The city eventually determined that "Professor Stockbridge" is in fact Levi Stockbridge and its namesake.

In 1881, the Southern Railroad built its Macon to Atlanta line through Stockbridge.

While the settlers in Old Stockbridge raised the prices of their land too high for the railroad to purchase any of it for a depot, two prominent Atlanta residents, John W. Grant and George W. Adair, purchased land about a mile south of Old Stockbridge and subsequently sold parcels at a more reasonable price. The Southern Railroad purchased one of these lots for the establishment of a train depot. Many settlers and others followed the railroad's suit and purchased property around the depot. Thus, the present-day Stockbridge began its existence in 1882. Unfortunately, Southern Railroad tore down its Stockbridge train depot in the late 1970s or early 1980s, but it was relocated approximately 600 feet north of what is now SR 42/US 23 as you cross the bridge into the city.

The City of Stockbridge now encompasses 12 square miles located approximately 20 miles south of downtown Atlanta, and 12 miles east of Hartsfield Jackson Atlanta International Airport.



Source: Photo and historic information courtesy of City of Stockbridge

2.5 OUR RESOURCES: NATURAL & CULTURAL RESOURCES

Stockbridge's most well-known resident is Martin Luther King Sr. ("Daddy King"). Originally born as Michael King on December 19, 1899, Daddy King left Stockbridge in 1918 to pursue his career in the ministry, graduating from Morehouse College and then Morris Brown College with a Doctorate in Divinity. He encouraged his son, Martin Luther King Jr., to also become a minister as well as a leader in the civil rights movement. The city's Martin Luther King Sr. Heritage Trail, which runs from Rock Quarry Road north to Love Street in the Stockbridge Historic Downtown, pays homage to Daddy King's legacy.

The Tye Street Neighborhood is a historic African-American neighborhood, while Club Drive is home to single-family residences that are over 50 years old. The Stockbridge City Cemetery, located on the north side of North Henry Boulevard, east of Rock Quarry Road, provides a connection to Stockbridge's past as well. Finally, there are Indian Mounds located south of Eagles Landing Parkway, along Patrick Henry Boulevard, as well as on the site of the Villages at Eagles Landing shopping center.

Historic Downtown Stockbridge

Stockbridge established its Main Street Program on January 26, 2015 to assist in revitalization of the Historic Downtown Stockbridge area bounded by Jim Clark Drive, the MLK Sr. Heritage Trail, Love Street, and Burke Street. Through the Carl Vinson Institute of Government's Georgia Downtown Renaissance Partnership, the Main Street Program is working to establish a redevelopment plan through the Renaissance Strategic Visioning & Planning (RSVP) Process, to create a vibrant mixed-use area with restaurants, retail, office, and residential uses which will become the center and gathering space for the city.

In 2018, the City of Stockbridge made a decision to invest in the development of the Carrie Mae Hambrick Cultural Arts and Enrichment Center to be located at 146 Burke Street. Through a public-private partnership, the City of Stockbridge plans to build a 22,000 square foot arts center and museum, to include a 250 seat Proscenium Theater in honor of Ms. Hambrick. Hambrick was the owner of Green Front Cafe, the first public restaurant in Stockbridge.

Additional investments in the arts are for the development of a 3000 seat capacity amphitheater and splash pad in close proximity to city hall.

2.6 OUR SERVICES: COMMUNITY SERVICES & FACILITIES

OVERVIEW

Residents of Stockbridge have access to several services and facilities within the City. While recent efforts have sought to bring more of these services in-house, many are still provided through contractual agreements with Henry County.

WATER SUPPLY AND TREATMENT

In 2015, the City of Stockbridge won the "Gold Award" from the Georgia Association of Water Professionals for maintaining 100% compliance with drinking water regulations. The City of Stockbridge provides water to customers located within a 3.2-square mile area in the older part of the City. This area is comprised of approximately 47 miles of pipe, 4 water storage tanks, 3 wells, and approximately 2,500 water service connections. Stockbridge consumes roughly 850,000 gallons of water per day. Of this, the City provides roughly half of the water supply from its three wells and purchases the remainder from the Henry County Water Authority (HCWA).

SEWERAGE AND WASTEWATER TREATMENT

The Water Reclamation Facility (WRF) treats wastewater that comes from the City of Stockbridge and is capable of treating up to 1.5 MG/D.

STORMWATER MANAGEMENT

SOLID WASTE MANAGEMENT

The City's sanitation services are provided by Waste Industries and include the following services: weekly curbside garbage collection, weekly curbside bulk removal, weekly curbside bagged yard waste removal (no scheduled appointment needed), weekly curbside yard waste removal by appointment, and bi-weekly curbside recycling.

2.6 OUR SERVICES: COMMUNITY SERVICES & FACILITIES

GENERAL GOVERNMENT FACILITIES

The City of Stockbridge's general government facilities and services are centrally located in downtown Stockbridge. The City Hall, located at 4640 N Henry Boulevard, serves as the primary location for citizen related transactions and services, while the Municipal Court, located at 4602 N Henry Blvd, provides all municipal court related services. In addition to these services, The Henry County Tax Commissioner also has an office located at 164 Burke St in Stockbridge, providing convenient access to vehicle tag and property tax services.

PUBLIC SAFETY FACILITIES

Public safety services including Police and Fire are provided through a contractual agreement with Henry County. The Henry County Police Department provides law enforcement service for the City of Stockbridge and has its north precinct located in the Harold L. Cochran Public Safety Center located at 4545 N. Henry Boulevard, while the Henry County Fire Department's Fire Station Number 9, located at 122 Rock Quarry Road serves Stockbridge by responding to fire and emergency medical service (EMS) calls.

LIBRARY FACILITIES

Library services in Henry County are provided by the Henry County Library System. The Cochran Public Library in Stockbridge is located at 174 Burke Street.

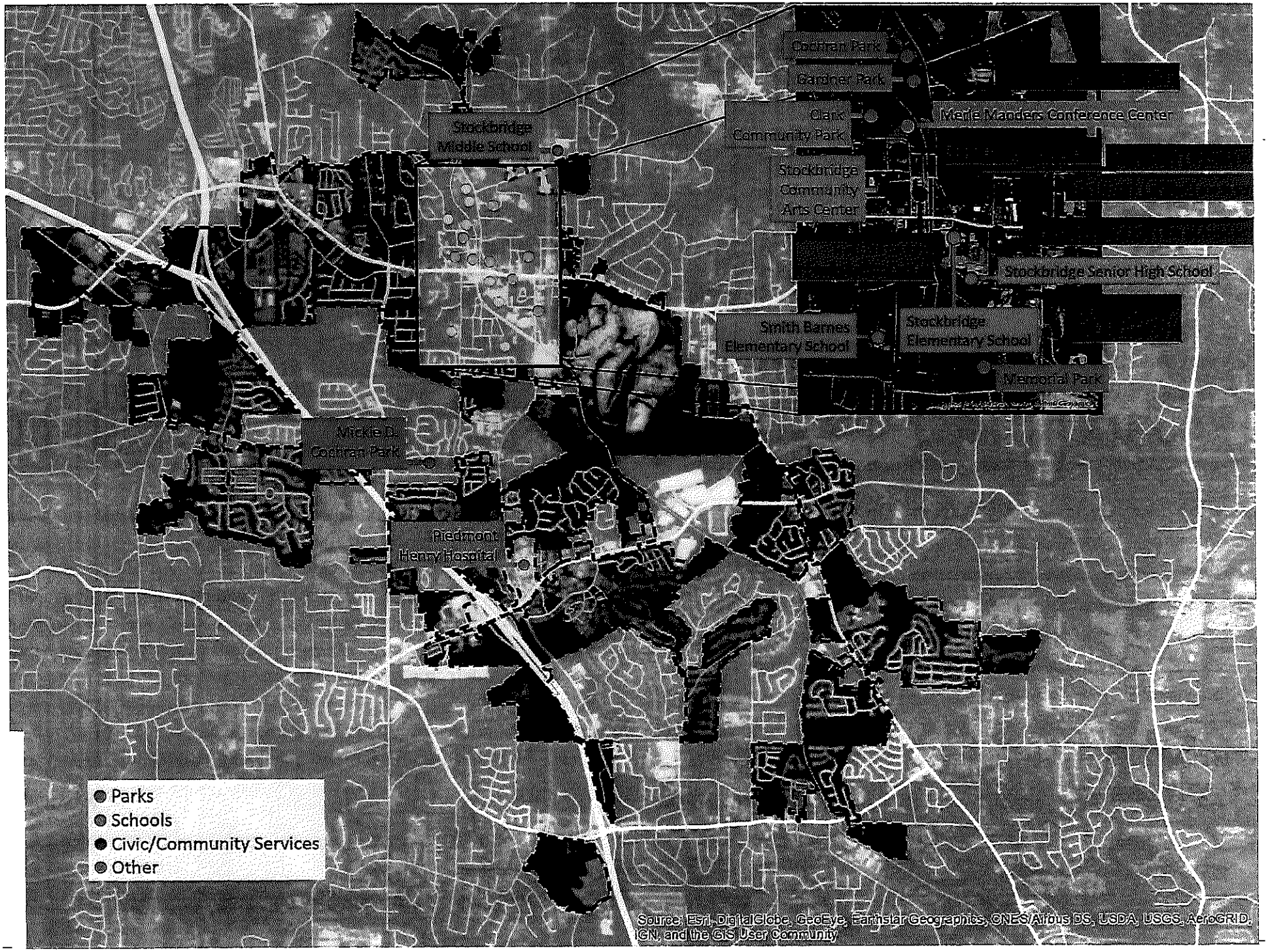
EDUCATION FACILITIES

Public preschool, elementary, and secondary education in Henry County is provided by Henry County Schools. Higher education opportunities are also available within the City at the DeVry University Stockbridge campus located at 675 Southcrest Pkwy, offering graduate and undergraduate studies. Additional opportunities for higher education are found within close proximity to the residents of Stockbridge at Clayton State University in Morrow, Gordon University in Barnesville, and Southern Crescent Technical College in Henry County.

NEEDS & OPPORTUNITIES

The below community services & facilities-related needs and opportunities were identified through existing conditions analysis and community input.

- Accommodate more indoor recreation activities for both seniors and youth.


Cochran Park
Gardner Park
Clark Community Park
Merle Manders Conference Center
Stockbridge Middle School
Stockbridge Community Arts Center
Stockbridge Senior High School
Smith Barnes Elementary School
Stockbridge Elementary School
Memorial Park
Mickie D. Cochran Park
Piedmont Henry Hospital
Parks
Schools
Civic/Community Services
Other
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

2.7 HOW OUR LAND IS USED: EXISTING LAND USE

OVERVIEW

The City of Stockbridge has developed over time from being rural in character to a suburban, auto-oriented, bedroom community of metro Atlanta. Residential uses are separated from the main commercial and business corridors of North Henry Boulevard, Highway 138, and more recently, Eagles Landing Parkway. The City's largest industrial land use – and employer – is the Vulcan Materials quarry, for which Rock Quarry Road is named. There is very little other industrial land available within the city limits. Finally, the city's uneven boundaries reflect many annexations of land from the County through the years which has allowed it to grow in area, albeit in a haphazard manner.

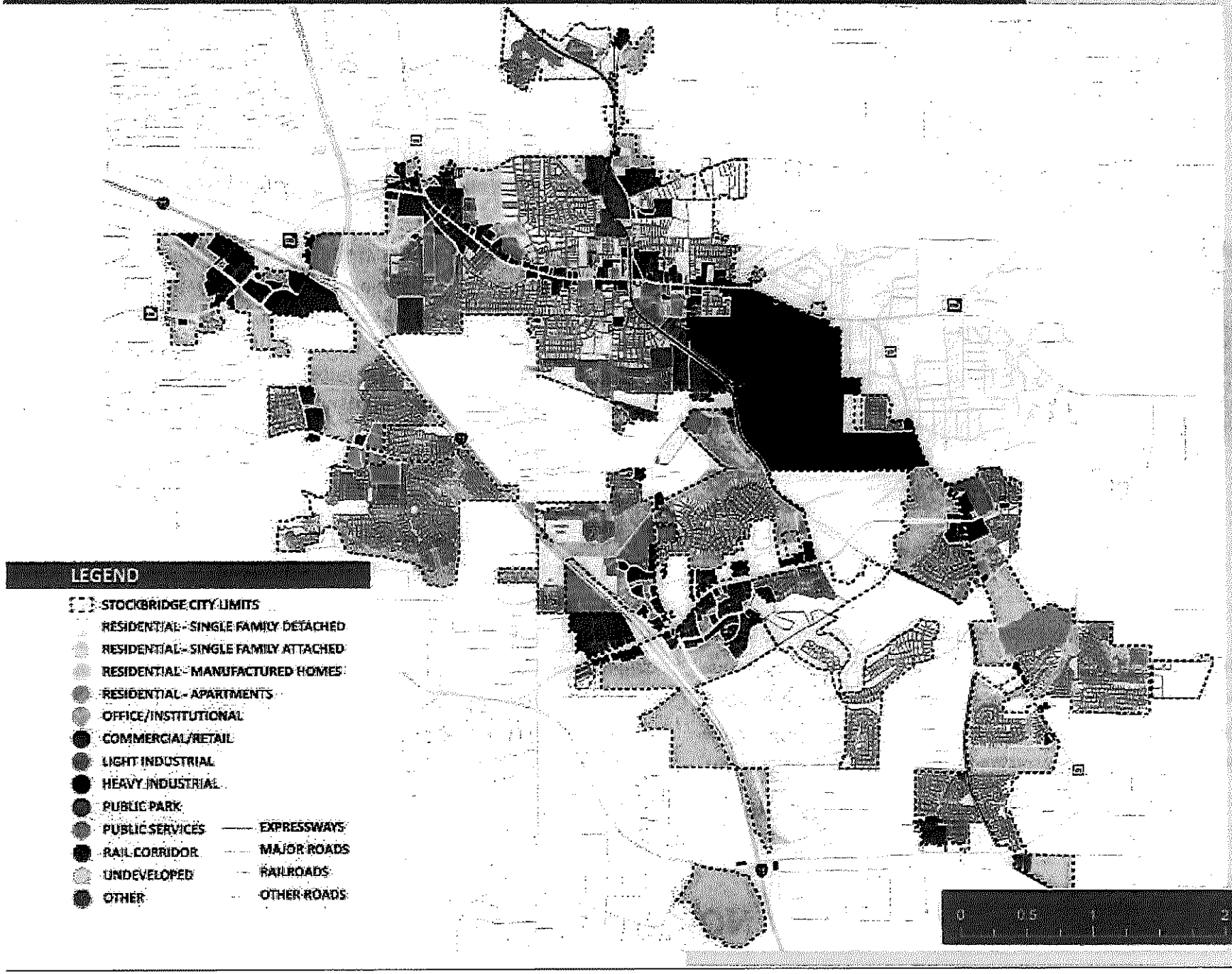
Existing Land Use	Acres	% of Area
Residential - Single Family Detached	3471.9	40.2%
Undeveloped	1921.3	22.3%
Commercial/Retail	859.8	10.0%
Heavy Industrial	747.9	8.7%
Rail Corridor	401.0	4.6%
ROW	366.6	4.2%
Residential - Apartments	266.8	3.1%
Office/Institutional	193.7	2.2%
Light Industrial	191.5	2.2%
Public Park	61.7	0.7%
Residential - Manufactured Homes	59.9	0.7%
Public Services	51.2	0.6%
Other	29.5	0.3%
Residential - Single Family Attached	6.5	0.1%

NEEDS & OPPORTUNITIES

Through the public open house process, residents expressed an overall satisfaction with their community, but desire more aesthetically pleasing development. They would like to see the revitalization and/or redevelopment of aging commercial and vacant building stock into high quality mixed-use developments with common design themes and materials which encourage walking and social interaction, thereby fostering a strong sense of community amongst long-time and new residents.

- Be more proactive in the growth and development of Stockbridge.
- Combat the precedent of strip commercial developments that has been set along Highway 138 and North Henry Boulevard.
- Require higher quality commercial developments having a consistent look of quality design to encourage a sense of community throughout the city.
- Encourage the redevelopment of existing and underutilized sites.

STOCKBRIDGE EXISTING LAND USE MAP



2.8 HOW WE CONNECT: TRANSPORTATION

HOW WE CONNECT: TRANSPORTATION

With access to I-75 and I-675, the City of Stockbridge is fortunate to have a strategic location within the metro Atlanta region. In addition, the city has two corridors – North Henry Boulevard (State Route 138/ State Route 42/US Route 23) and Eagles Landing Parkway – which serve as arterial roadways to move traffic through the city. The 2016 Henry Joint County/Cities Transportation Plan identifies these two corridors as Primary Congestion Corridors. This is likely because they are the primary commercial and business corridors in Stockbridge.

Level of Service

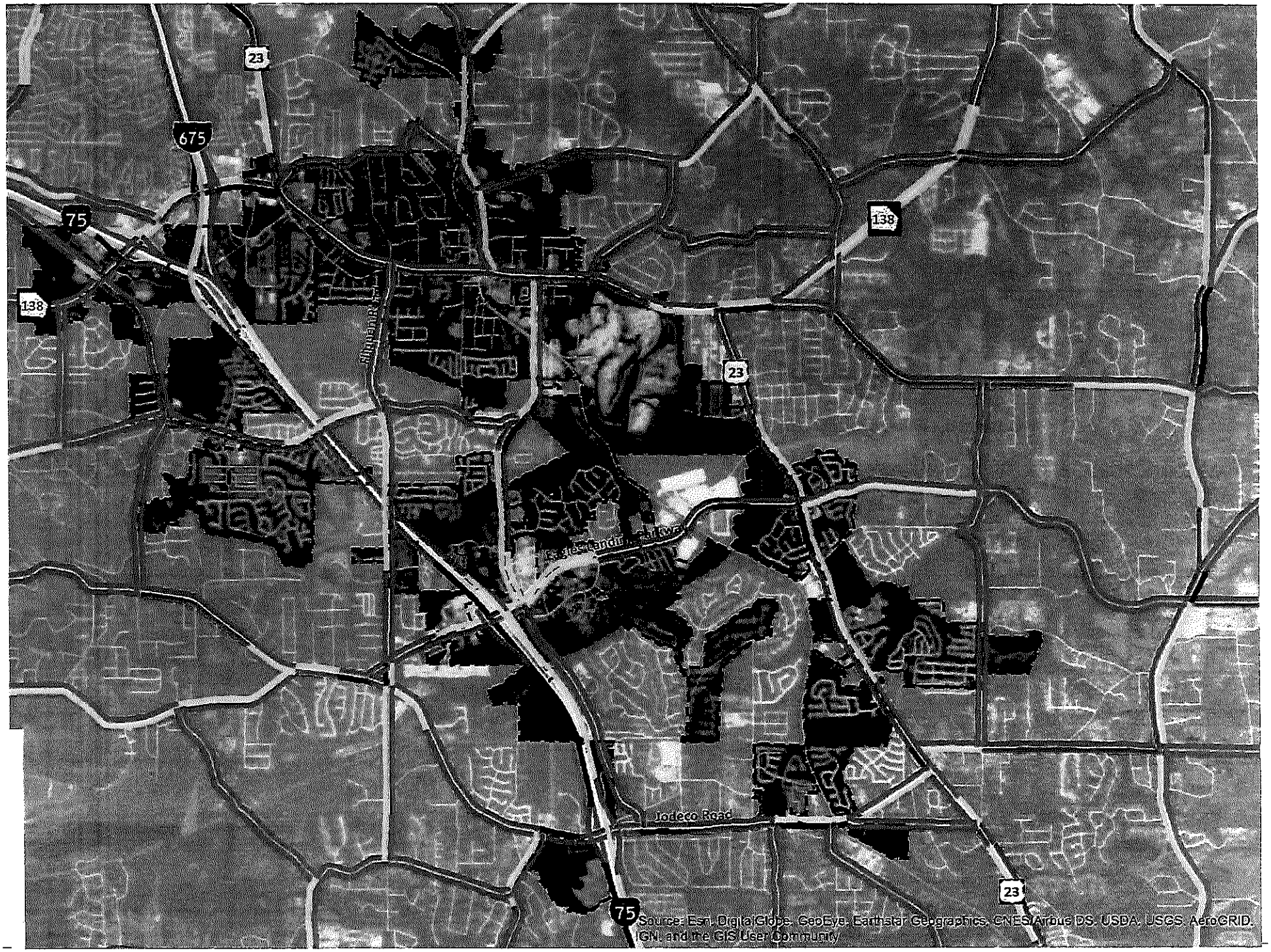
Level of Service is a metric that illustrates the capacity of a road network relative to the activity it experiences. Stated simply, LOS provides an indication of traffic conditions, and falls on a scale of A (highest quality of service with free traffic flow with few restrictions on maneuverability or speed; no delays) to F (heavily congested traffic where demand exceeds capacity and speeds vary greatly; considerable delays).

The joint transportation plan indicates that the intersection of SR 138 and SR 42 is one of the most congested areas in Henry County, falling into the LOS D or worse category. While this intersection is not within the city limits, a significant portion of both roadways are in Stockbridge and therefore influences traffic within Stockbridge.

Commuting

Transportation infrastructure and congestion are strongly related to commuting trips. Therefore, it is important to understand the kinds of commutes occurring within Stockbridge. The figures below illustrate travel time to work for Stockbridge residents, as well as where they commute and their mode of travel to work.

Figure X.X Level of Service Illustration


23
675
75
138
138
23
Jodeco Road
23
75
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

2.8 HOW WE CONNECT: TRANSPORTATION

Figure X.X Commute Time to Work

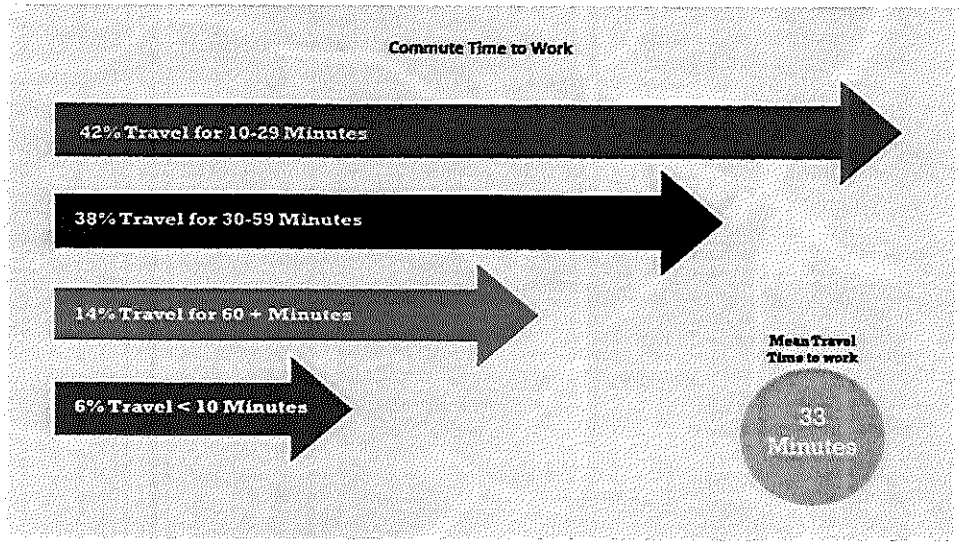


Figure X.X Stockbridge Commuting Patterns

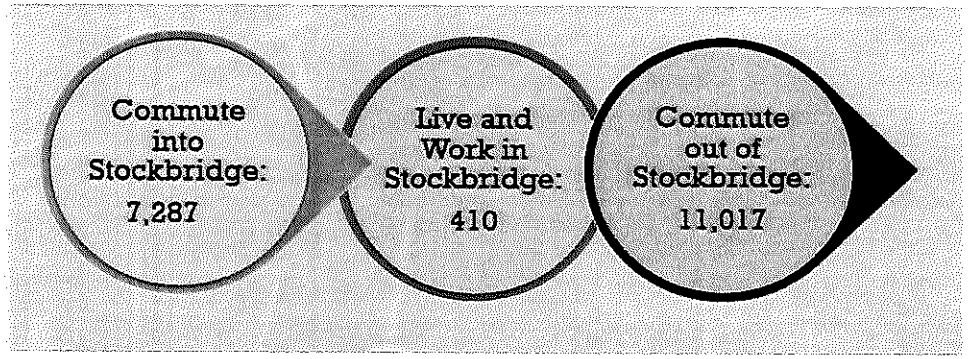
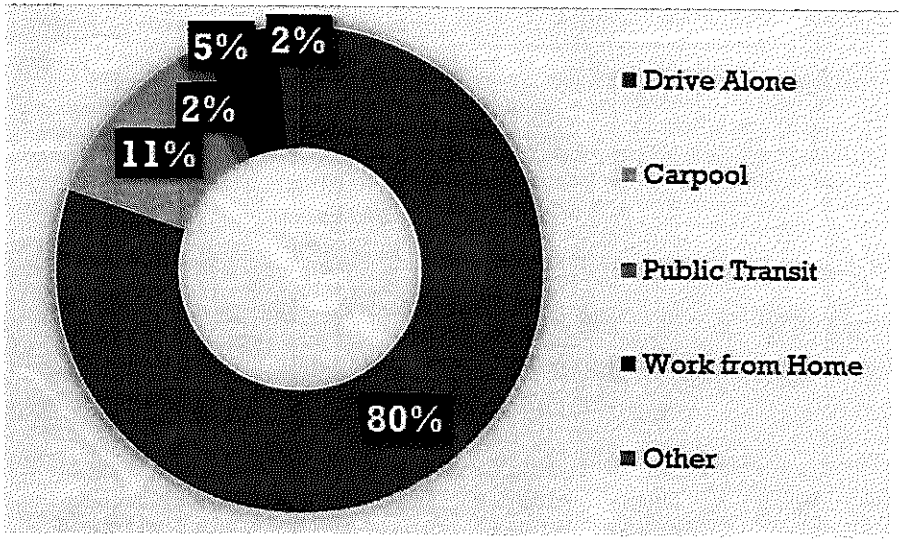


Figure X.X Stockbridge Commuters Mode of Travel



2.8 HOW WE CONNECT: TRANSPORTATION

Henry County Transit

The 2016 Joint Comprehensive Transportation Plan included a Transit Needs and Feasibility Study. The transit study indicated that 79.1% of Stockbridge residents show a willingness to ride transit. Since 1990, Henry County Transit (HCT) has been providing on-demand transit service. On February 12, 2018, Henry County began its fixed route transit service. Bus service runs through the City of Stockbridge and North Henry County, and includes the following stops within the city limits:

- Davidson Parkway
- North Henry Boulevard Wal-Mart
- Flippen Road at SR 138
- Henry County Police Precinct (Stockbridge City location)

There are also Georgia Regional Transportation Authority (GRTA) Park and Ride Commuter Lots located on the north side of I-75 at SR 138, and at Brandsmart on Mt. Zion Parkway south of I-75/west of Lake Spivey Parkway (SR 138). The GRTA Xpress Routes go to Midtown and Downtown. The two routes that depart from Stockbridge are among the top three in ridership for the entire Xpress bus system, indicating that there is a need for expanded transit service for the City of Stockbridge as well as the County.

Traffic Counts

The best measure of the volume of traffic along a road is determined by traffic counts. The Georgia Department of Transportation (GDOT) performed the most recent traffic counts on roadways within the City of Stockbridge during 2014, 2015, and 2016. For counts performed in 2014 and 2015, GDOT provides estimates for 2016. Traffic counts are illustrated as Average Annual Daily Traffic (AADT), which indicates the average number of vehicles traveling along a roadway on any given day throughout that year.

The following table provides the estimated 2016 Average Annual Daily Traffic (AADT) counts for several locations in the city, as well as an estimated percentage increase for 2017:

Count Location	AADT (Vehicles)	AADT (Trucks)	Estimated 2017 Increase
Hwy. 138/Lake Spivey Pkwy. between Spivey Rd. and N. Mill Rd.	19,900	515	6.03%
Hwy. 138/N. Henry Blvd. east of I-75	31,400	1,010	5.73%
N. Henry Blvd. at Wal-Mart Supercenter	19,500	614	5.64%
N. Henry Blvd. between Bowen St. and McCain Creek Trl.	31,400	894	5.73%
N. Henry Blvd. between Harrell Dr. and S. Lee St.	17,600	565	5.68%
N. Henry Blvd. at Pinehurst/west of Harriett Dr.	24,100	1,057	5.81%
E. Atlanta Rd. north of N. Henry Blvd.	7,770*	213*	5.92%
Rock Quarry Rd. at Mahers Quarry Rd.	9,350	877	5.88%
Rock Quarry Rd. at Piedmont Henry Hospital	20,200*	1,372	5.94%
Eagles Landing Pkwy. west of Business Center Dr.	29,100	2,412	5.84%
I-75 South ramp at Hudson Bridge Rd.	17,000*	N/A	4.71%

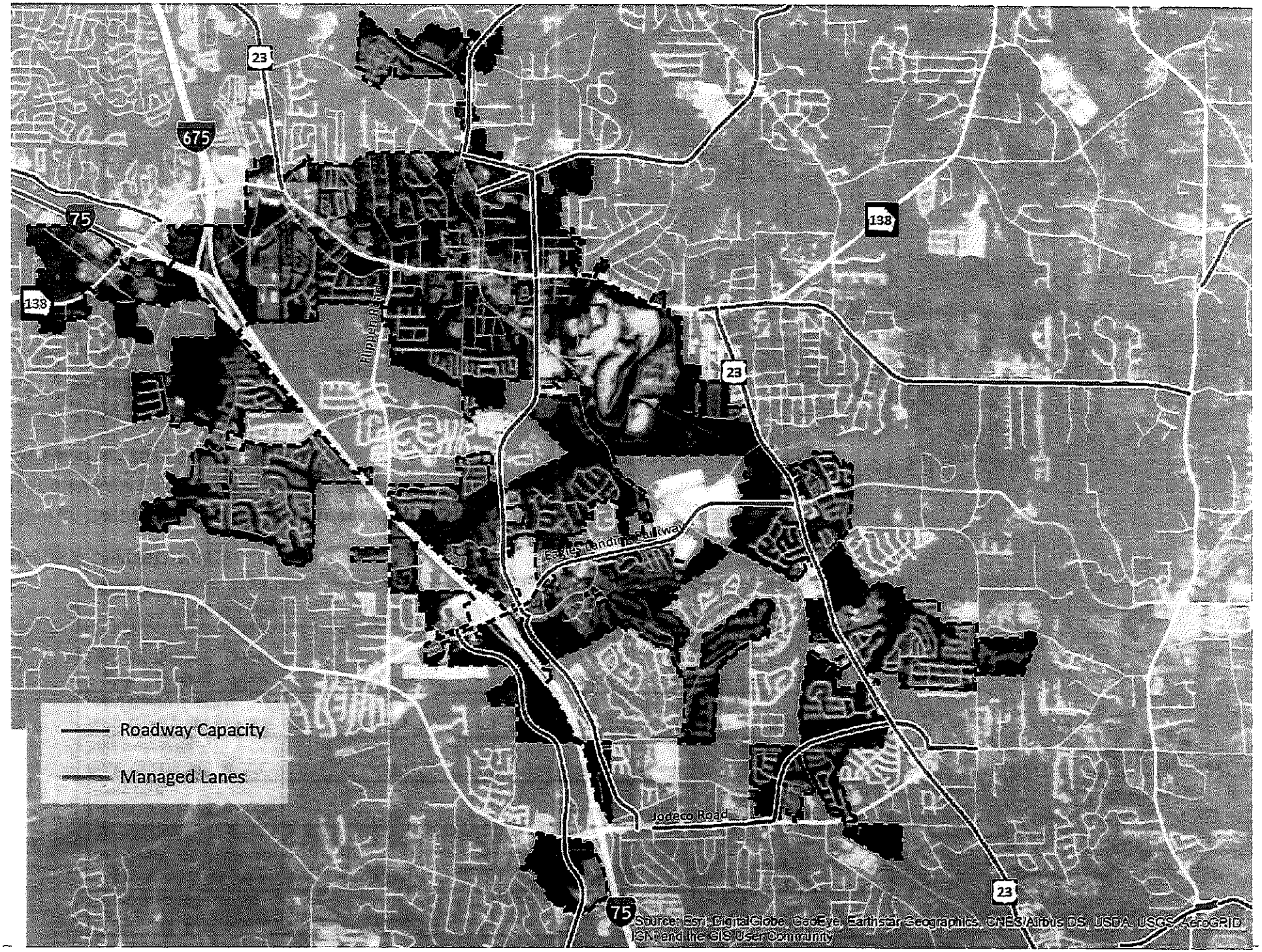
N. Henry Blvd. between Harrell Dr. and S. Lee St.	17,600	565	5.68%
N. Henry Blvd. at Pinehurst/west of Harriette Dr.	24,100	1,057	5.81%
E. Atlanta Rd. north of N. Henry Blvd.	7,770*	213*	5.92%
Rock Quarry Rd. at Mahers Quarry Rd.	9,350	877	5.88%
Rock Quarry Rd. at Piedmont Henry Hospital	20,200*	1,372	5.94%
Eagles Landing Pkwy. west of Business Center Dr.	29,100	2,412	5.84%
I-75 South ramp at Hudson Bridge Rd.	17,000*	N/A	4.71%

s

NEEDS & OPPORTUNITIES

Through the public input process, citizens identified a few key items that they would like to see addressed related to transportation over the life of the 2038 Comprehensive Plan.

- Pursue bicycle and pedestrian improvements along major corridors.
- Improve existing streets.
- Encourage alternative transit options.
- Limit the number of access points along major corridors (North Henry Boulevard and Eagle's Landing Parkway) and implement additional traffic calming and safety measures.


23
675
75
138
Flippen Road
23
Eagles Landing Parkway
Jodeco Road
23
75
Roadway Capacity
Managed Lanes
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

3.0 *Community Goals Lay a Road Map for the Future of Stockbridge*

OUR GOALS FOR THE FUTURE

The Community Goals are the most important part of the plan, because they identify the community's direction for the future, generating local pride and enthusiasm about the future of the community. The goals outlined in this chapter should inspire citizens and leadership to act to ensure that the plan is implemented.

3.1 OUR VISION FOR THE FUTURE

OVERVIEW

Through a variety of stakeholder discussions and public forums, a consistent theme emerged of a city excited about future potential for growth. This overall vision for Stockbridge was the subject of a "vision statement" exercise facilitated during the first round of community workshops in which we asked participants "What is your vision for the future of the City of Stockbridge?" The responses received encapsulate both a desire to celebrate Stockbridge's sense of community as well as a desire for retail, services, and amenities that can come with quality economic growth.

This vision, established from the values shared in the first round of public input meetings, helped formulate the goals that are identified within this chapter, and were the basis for the specific adopted policies that will be implemented in future decision-making.

3.2 COMMUNITY GOALS & POLICIES

OVERVIEW

Implementing our vision for the future requires that our efforts are focused on those goals and policies that will have the most impact in advancing the City of Stockbridge down its envisioned path. This requires moving our vision forward in all elements of the plan in a coordinated fashion. This chapter details our goals and policies that should be adhered to for each of the plan's key elements identified in Section 1.2.

3.2.1 POPULATION

An important part of Stockbridge's future is the quality of life it is able to offer its residential population. During the *Shaping Stockbridge Together* process, "quality of life" was broadly used to capture those ideas outside of the key substantive elements that residents believe contribute to their general happiness in day-to-day life. Predominant ideas that were heard include continued dedication to improving our parks, more events, and more places for the Stockbridge community to come together for events, activities, and entertainment – themes that carried throughout the planning process. There is consensus in the community that Stockbridge's location makes it well-suited to better serve the needs of families and aging seniors, while becoming better positioned to attract young professionals that can help contribute to Stockbridge's livelihood.

GOAL

To protect and enhance the city's unique qualities while embracing growth and ensuring that all residents have access to critical services, safe and attractive neighborhoods, and good work opportunities.

POLICIES

- Maintain a family friendly environment and focus on attracting and retaining young adults.
- Develop programs to provide and maintain a safe environment for all.
- Encourage the development of services to allow the aging population to age in place.

3.2 COMMUNITY GOALS & POLICIES

3.2.2 ECONOMIC DEVELOPMENT

Based on the assets and challenges identified within Stockbridge and the needs of the target business sectors, the recommended policies within this plan reflect decision-making aspirations the City should undertake to mitigate negative perceptions by site-location advisors or companies looking to invest in Stockbridge. Additionally, the recommendations highlight areas where the City should work with others in the region to better leverage Stockbridge's location in the Atlanta metropolitan area.

GOAL

To attract and retain high-quality and diverse employers with quality of life, education, culture, housing, healthcare, retail, and recreation facilities.

POLICIES

- Support programs for the retention, expansion, and creation of businesses that complement our vision for our community and local economy.
- Target reinvestment opportunities for declining, vacant or underutilized sites or buildings.
- Market the city as a great place to do business.
- Consider the employment needs and skill sets of our existing population in making decisions on proposed economic development projects.

3.2 COMMUNITY GOALS & POLICIES

3.2.3 HOUSING

The foundation of the city's housing element rests on the idea that all citizens should have housing options available to accommodate their lifestyles, whether they be young professionals looking for low maintenance options, growing families needing space, or empty nesters looking to down size.

GOAL

To provide a variety of housing choices to suit the changing needs and lifestyles of City residents.

POLICIES

- Provide a mixture of housing options to attract young professionals, singles, and small families.
- Work with housing developers to create appropriate residential types to ensure that seniors can age in place.
- Preserve and enhance older, existing neighborhoods by promoting rehabilitation of existing housing stock and infill of new development to revitalize established neighborhoods.

3.2.4 NATURAL, CULTURAL, AND HISTORIC RESOURCES

GOAL

To promote the efficient use of natural resources and to identify and protect environmentally sensitive and culturally/historically significant areas of the city.

POLICIES

- Identify opportunities to create new trail connections between existing parks, residential areas, and the downtown.
- Reduce the impact of new development through the preservation of greenspace.
- Highlight and preserve the city's history through the designation and promotion of historically significant resources

3.2.5 COMMUNITY SERVICES AND FACILITIES

GOALS

To make available adequate facilities and services to meet the changing needs of all city residents.

POLICIES

- Create an environment to encourage public-private partnerships to create new community facilities such as recreation centers, parks, and trails.
- Ensure community facilities are cost-effective and energy efficient to support the needs of the residents and businesses.
- Ensure that the infrastructure and public facilities serving new development is adequate so that new development does not cause a decline in levels of service for existing residents.

3.2 COMMUNITY GOALS & POLICIES

3.2.6 FUTURE LAND USE & CHARACTER AREAS

The intention of the Land Use Element of a comprehensive plan is to lay out a framework and vision for how a community wants to develop or redevelop its land over the 20-year life of the plan. This vision is often shaped and guided by other plans that may have been created for a community, such as a small area plan, a downtown redevelopment plan, Livable Centers Initiative (LCI) plan, a corridor study, or a transportation plan, among others.

Future land use differs from zoning in that it may or may not reflect what is currently happening on the land. On parcels where change is desired or anticipated by the community and the City, the future land use designation may be different from the actual zoning, indicating that should the owner or a developer apply for a change in zoning or a special use permit, only certain types of uses and developments would be considered or supported by city staff, the planning commission, and mayor and council. Therefore, city planning staff must carefully consider the future land use designation of a property when writing a recommendation for a rezoning or special use permit. Failure to follow the recommendations of the adopted future land use map weakens its significance over time and prevents the community from achieving its desired development pattern.

GOAL

To ensure that new developments promote a better sense of place and preserve valued elements of community character.

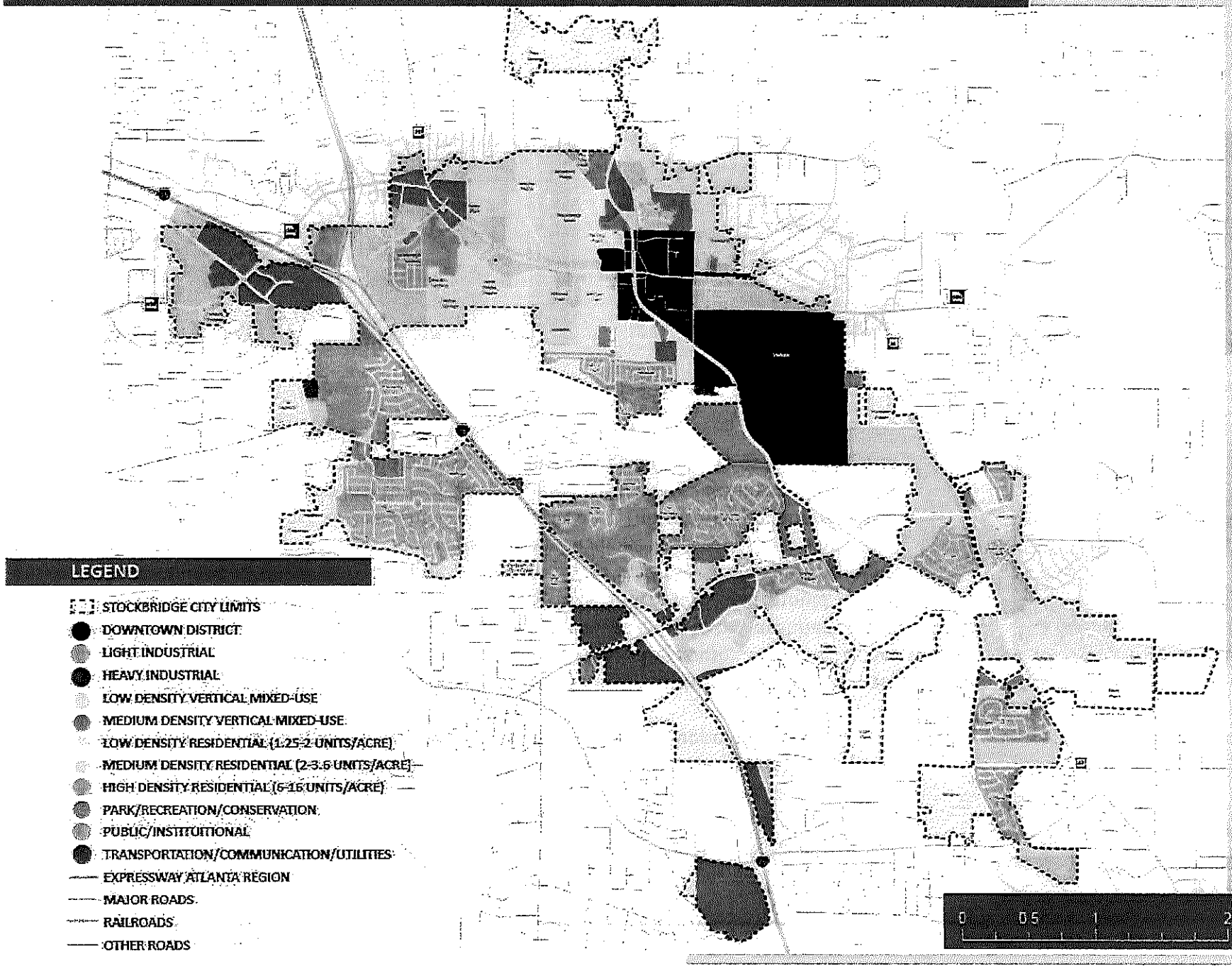
POLICIES

- Encourage development of a rational network of commercial nodes to meet the service needs of citizens while avoiding unattractive and inefficient strip development along major roadways.
- Work with business owners and developers to improve conditions of property and require a consistent look of quality among commercial developments.
- Encourage mixed-use development to promote a live, work, play concept.
- Support increases in residential density in areas where community design standards, environmental constraints and available infrastructure capacities can satisfactorily accommodate the increased density.
- Create a "sense of place" for our community along our major commercial corridors.
- Reduce the number of zoning districts included in the zoning ordinance so they match future land use designations.

FUTURE LAND USE MAP AND DESIGNATIONS

The Future Land Use Map, introduced on the following page, is the most important aspect of ensuring our vision and goals for land use are realized. The pages that follow will provide a detailed description for each of the eleven (11) land use designations within the city.

STOCKBRIDGE FUTURE LAND USE MAP



DOWNTOWN DISTRICT

This designation is intended for the Downtown District, which includes the historic downtown area of the City. The Downtown District should be redeveloped in a pedestrian friendly, walkable manner with attractive streetscapes incorporating sidewalks, landscaping, lighting, and street furniture, as well as vertical mixed-use buildings consisting of restaurants and retail at street level of two to three story buildings, with offices or residential on upper floor(s).

The historic downtown area – bounded by Love Street to the north; Martin Luther King, Sr. Heritage Trail/Norfolk Southern Railroad to the east; Jim Clark Drive to the south; and Burke Street to the west – should become a focal point for city events as well as a day to day destination and gathering place for the community. The buildings along MLK Sr. Heritage Trail should be improved and maintained as single-story buildings, while the Burke Street area should incorporate two to three story, vertical mixed-use new construction buildings with restaurant and retail spaces at street level, and office or residential on upper floors. The recommendations of the plan resulting from the Carl Vinson Institute of Government's Renaissance Strategic Visioning & Planning Process should become a top priority for implementation by the City of Stockbridge to see this area become a viable downtown once again.

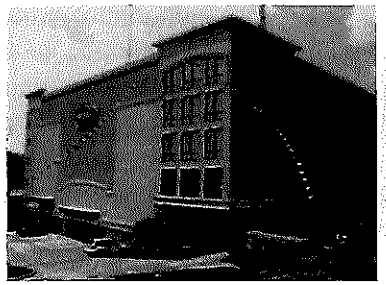
Compatible Zoning Districts

MUND, Mixed Use Neighborhood Development District

LIGHT INDUSTRIAL

This designation is intended for business parks, which incorporate offices along with other uses such as warehouses, wholesale, research and development, printing businesses, self-storage units, and light manufacturing operations. Buildings should be constructed of a variety of materials such as brick, hardi-plank siding, and stucco. When located adjacent to residential or mixed -use areas, large, landscaped buffers should be required. High Density Residential developments may also serve as a transition between light industrial, low and medium density residential developments, and mixed-use projects.

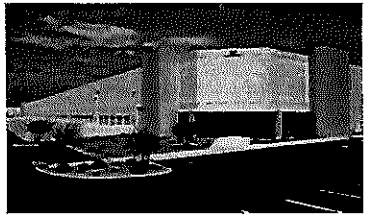
Compatible Zoning Districts
M-1, Light Manufacturing
O-I, Office Institutional
C-2, General Commercial
C-3, Heavy Commercial

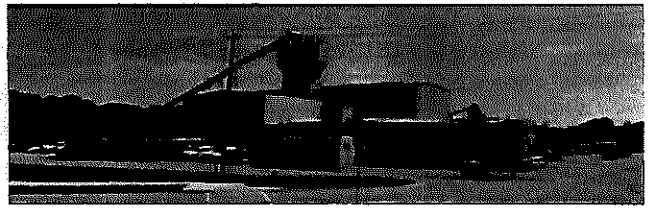


HEAVY INDUSTRIAL

This designation is intended for large industrial operations such as mining, intense manufacturing, and distribution centers. When located next to lower intensity uses such as residential neighborhoods or mixed-use developments, heavy landscaping and large buffers should be required. High Density Residential developments may also serve as a transition between heavy industrial, low and medium density residential developments, and mixed-use projects.

Compatible Zoning Districts
M-1, Light Manufacturing
M-2, Heavy Manufacturing
C-3, Heavy Commercial





LOW DENSITY VERTICAL MIXED USE

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

Compatible Zoning Districts
MUND, Mixed-Use Neighborhood Development
O-I, Office Institutional
C-1, Neighborhood Commercial

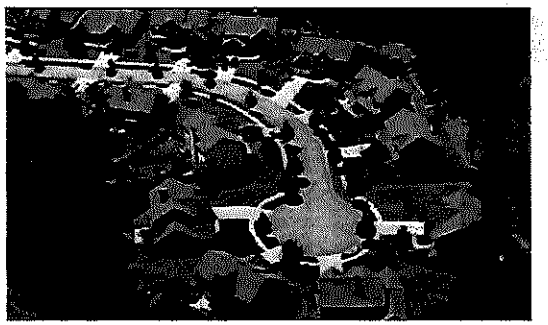
MEDIUM DENSITY VERTICAL MIXED USE

This designation is intended for commercial areas located around major intersections, including Lake Spivey Parkway @ Mount Zion Boulevard/Speer Road; Lake Spivey Parkway @ North Henry Boulevard; the north side of Eagles Landing Parkway @ Village Center Parkway; and Hudson Bridge Road @ I-75. Future development and redevelopment should focus on making these areas more pedestrian oriented. This is characterized by mixed-use developments incorporating mostly commercial uses with some smaller office tenants, and medium density residential uses. This area would allow for two to three story buildings, combining street-level commercial/retail/office uses with second and third stories accommodating office or lofts/apartments/condominiums.

Compatible Zoning Districts
MUND, Mixed-Use Neighborhood Development
O-I, Office Institutional
C-1, Neighborhood Commercial
C-2, General Commercial

LOW DENSITY RESIDENTIAL (1.25—2 UNITS/ACRE)

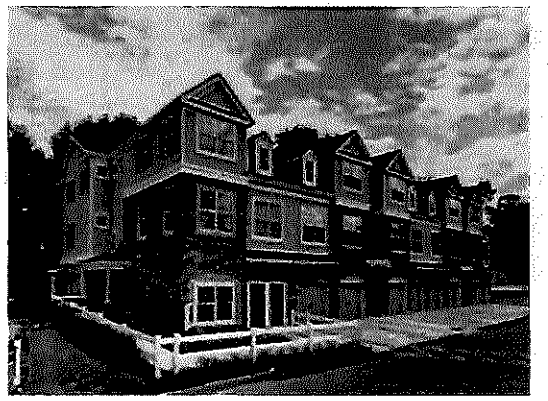
This designation is intended for typical, large lot residential subdivision developments.



Compatible Zoning Districts
R-A, Residential-Agricultural
R-1, Single Family Residential
R-2, Single Family Residential

MEDIUM DENSITY RESIDENTIAL (2-3.6 UNITS/ACRE)

This designation is intended for residential developments which include single-family, detached homes on lots ranging from 10,000 – 30,000 square feet, including parcels zoned for single-family attached and detached homes, as well as duplex residential developments and mobile home/manufactured home developments.



Compatible Zoning Districts
R-2, Single Family Residential
R-3, Single Family Residential
TND Traditional Neighborhood
CD, Conventional Development
RD, Residential Duplex
RM-1, Multifamily Residential—Apartments
RM-2 Multiple Family Residence—Townhomes
RMH, Mobile or Manufactured Home

HIGH DENSITY RESIDENTIAL (6-16 UNITS/ACRE)

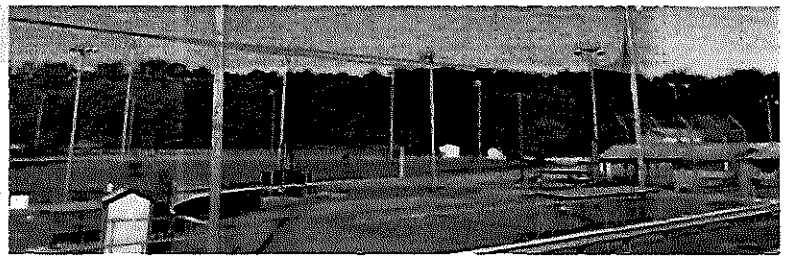
This designation is intended primarily for residential land uses which include multi-story condominiums and planned town developments. Small commercial or service businesses may be permitted within these developments for the convenience of their residents and visitors only. High Density Residential is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

Compatible Zoning Districts
RM-3, Multiple Family Residence—Condominiums
PTD, Planned Town Development
CRS, Conservation Residential

PARK / RECREATION / CONSERVATION

This designation includes public parks, recreation areas, and open spaces, as well as areas to be preserved for greenway or land conservation.

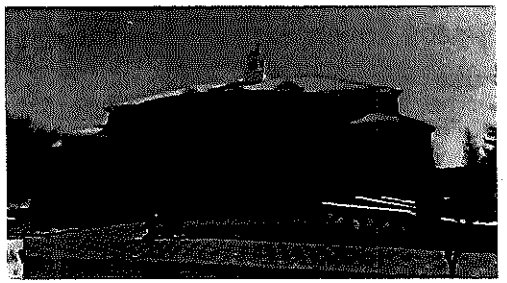
Compatible Zoning Districts



PUBLIC / INSTITUTIONAL

This designation is appropriate for schools, colleges, hospitals, city community and recreation centers, public cemeteries, city buildings such as city hall, and post offices.

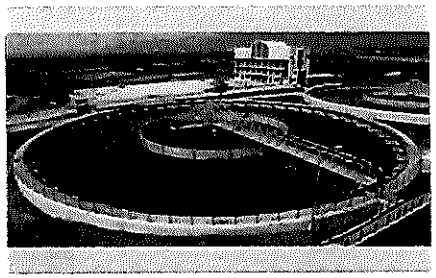
Compatible Zoning Districts
O-I, Office-Institutional

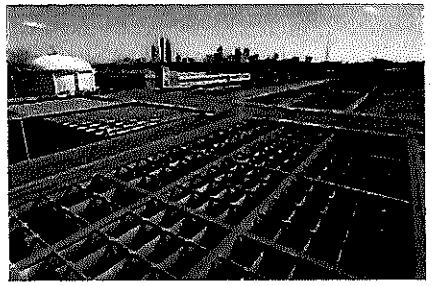


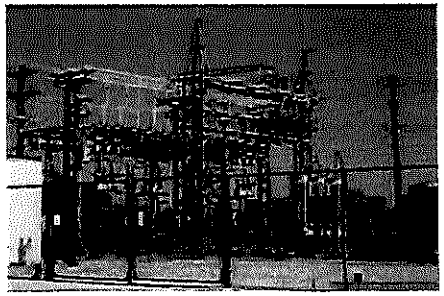
TRANSPORTATION / COMMUNICATION / UTILITIES

This designation includes landfills, water and wastewater treatment plants, power substations, rail yards, transit facilities, and airports. These uses may be public or private.

Compatible Zoning Districts
M-2, Heavy Manufacturing
X-1, Railroad







3.2 COMMUNITY GOALS & POLICIES

3.2.7 TRANSPORTATION

GOAL

To enhance mobility, accessibility, and environmental quality through the maintenance and expansion of transportation improvements and services.

POLICIES

- Enhance the pedestrian experience by expanding multi-use trail network city-wide
- Improve the safety and functionality of existing roads by maintaining surfaces, widening roadways, re-striping, and enhancing roadway safety features
- Make decisions that encourage walking, biking, carpooling, and other alternative transportation choices
- Design new and reconstructed roadways to accommodate multiple functions, including pedestrian facilities, bicycle routes, as well as local vehicular circulation

IMPLEMENTATION

The City of Stockbridge adopted its Bicycle, Pedestrian, and Trail Plan in January 2017. Created by WLA Studio, this plan includes an extensive list of roadway trail/sidewalk improvements; potential greenway routes; proposed facilities outside of public right-of-way; and MLK Sr. Heritage Trail continuation and connections.

As mentioned in Chapter 3.2 (Natural, Historical, and Cultural Resources) of this comprehensive plan, there are several projects that could be implemented by the city over the next 10 years that would assist in expanding the multi-use trail network citywide, and would encourage walking, biking, and other forms of alternative transportation:

- D-13 Reeves Creek Greenway extension (including trailhead, D-5)
- D-1 Walt Stephens Road (with coordination between Clayton and Henry Counties to reach International Park)
- D-14 Brush Creek Greenway (including tunnel under railroad, D-10)
- D-8 Old Conyers Road (with coordination with Henry County to reach Austin Road Middle School)
- D-15 Rum Creek Greenway

In its Regional Transportation Plan (RTP), the Atlanta Regional Commission (ARC) has approved several roadway projects that will be located in or directly affect Stockbridge's transportation network. In July 2018, ARC announced that it has approved funding to widen Rock Quarry Road from two to four lanes on the 2.6 mile stretch between Eagles Landing Parkway and SR 138/US 23 (North Henry Boulevard). A 10-foot multi-use path will also be included as part of the widening. Right-of-way acquisition will begin in 2020, and construction could begin as early as 2024.

3.2 COMMUNITY GOALS & POLICIES

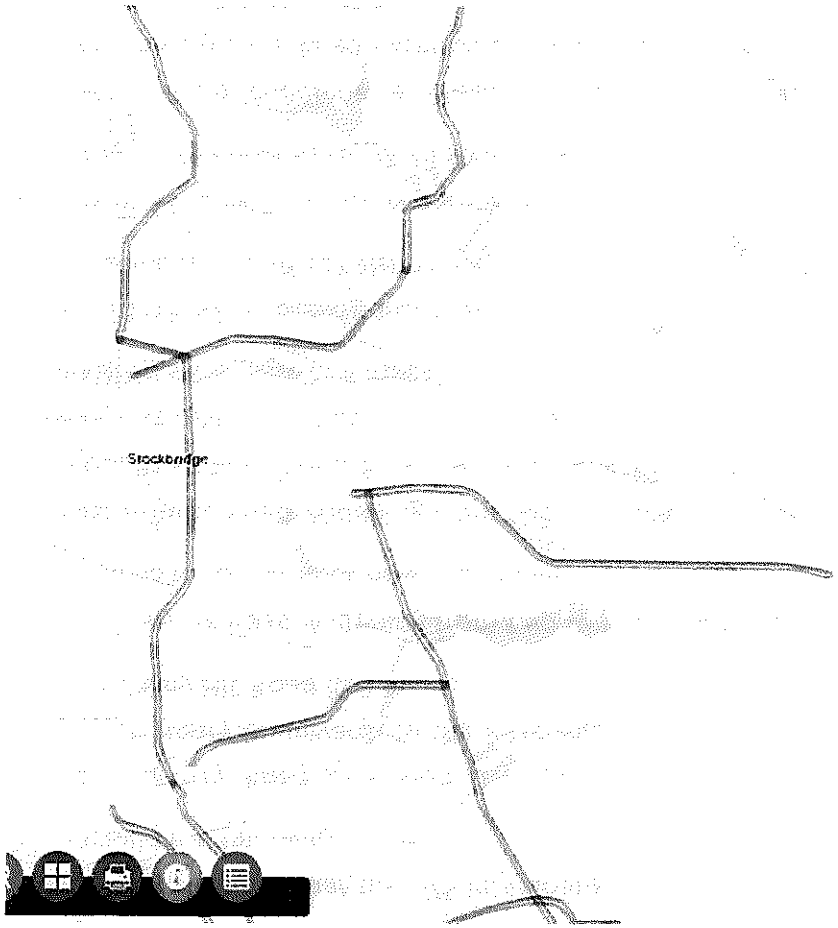
This project is intended to help relieve congestion related to Piedmont Henry Hospital near the I-75 interchange. Other projects in the RTP include the following:

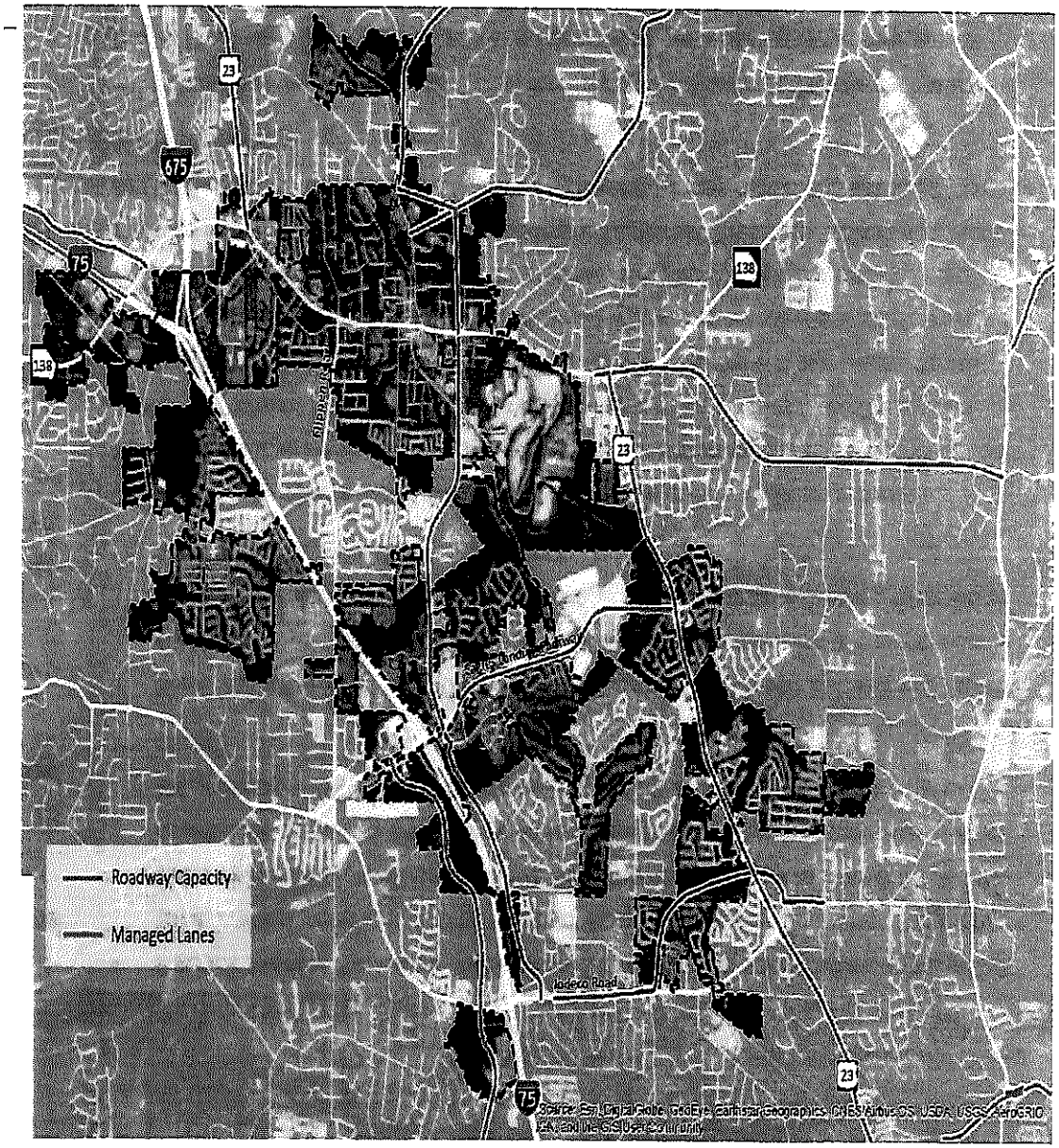
- Rock Quarry Road Extension (two lanes), from SR 138/US 23 (North Henry Boulevard) to the intersection of East Atlanta Road and Valley Hill Road (0.8 miles)
- Old Conyers Road Widening from two to four lanes, from East Atlanta Road to Flat Rock Road (2.5 miles)
- East Atlanta Road Widening from two to four lanes, from East Atlanta Road to Fairview Road; will include a 20 foot raised median, five-foot concrete sidewalk on one side, and 10 foot multi-use path on other side (5.4 miles)
- US 23/SR 42 Widening from two to four lanes, from Downtown McDonough to SR 138 (North Henry Boulevard) (7.3 miles)
- Eagles Landing Parkway Widening from four to six lanes, from Eagles Pointe Parkway to US 23 (North Henry Boulevard) (2.2 miles)
- Jodeco Road Widening (at Meadowbrook Drive to Peach Drive) and Campground Road Extension/Realignment (from Peach Drive to Brannan Road) (3 miles)
- Patrick Henry Parkway Widening from two to four lanes with a 20 foot raised median, from Jodeco Road to Eagles Landing Parkway; urban shoulders will have a five-foot concrete sidewalk and a 10 foot multi-use path on the other side; designed to accommodate a new intersection of a new roadway bridging across I-75 to the west (2 miles)
- New alignment of Western Parallel Connector, from Jonesboro Road to Hudson Bridge Road, which will result in a two-lane paved roadway with plans to improve, upgrade, and create a future four-lane section with a median (3.3 miles)

Two of the projects from this list will include a sidewalk and multi-use trail, which will help further advance the community's desire to have the option of alternative modes of transportation to driving. While not included in the RTP, the Jodeco-Atlanta South 160-acre mixed-use development, proposed at Jodeco Road and I-75, would include installation of public roads to provide access to and within the development. These new roads are required by the Georgia Regional Transportation Authority (GRTA) as a result of ARC's Development of Regional Impact (DRI) review process.

The Carl Vinson Institute of Government's Renaissance Strategic Visioning & Planning (RSVP) Process has identified pedestrian improvements to the bridge spanning the rail road tracks, from Stockbridge City Hall to connect to Historic Downtown Stockbridge. Potential, proposed improvement options include adding sidewalks, a multi-use path, or making the bridge accessible to pedestrians only.

Figure X.X ARC Regional Transportation Plan Projects for Stockbridge: 2020 – 2040 (*PLACE HOLDER*)





Two of the projects from this list will include a sidewalk and multi-use trail, which will help further advance the community's desire to have the option of alternative modes of transportation to driving.

3.2.8 Broadband Services

3.2 COMMUNITY GOALS & POLICIES

3.2.9 INTERGOVERNMENTAL COORDINATION

GOAL

To cooperate with neighboring jurisdictions to address shared needs.

POLICIES

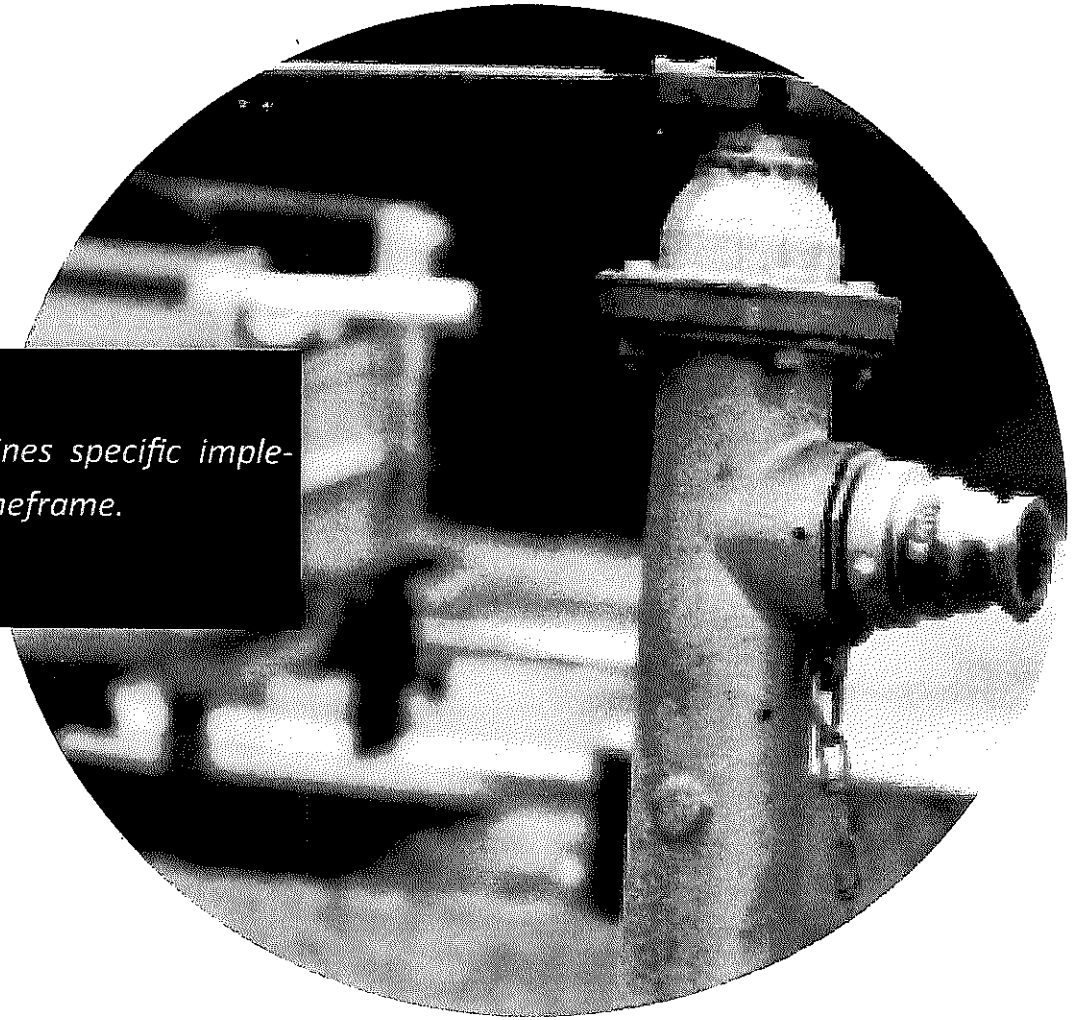
·Continue to seek opportunities to share service sand facilities with neighboring jurisdictions.

·Continue to work jointly with neighboring jurisdictions on developing solutions for shared regional issues.

·Provide input to their public entities in our area when they are making decisions likely to have an impact on our community or our plans for future development.

4.0

The Community Work Program outlines specific implementation strategies in a five-year timeframe.



COMMUNITY WORK PROGRAM

This chapter lays out the specific activities the community plans to undertake during the next five years to address the priority Needs and Opportunities and to achieve portions of the Community Goals identified in the previous chapters.

City of Stockbridge Comprehensive Plan

City Council Meeting

Tuesday August 28, 2018

Shaping Stockbridge Together For 2038

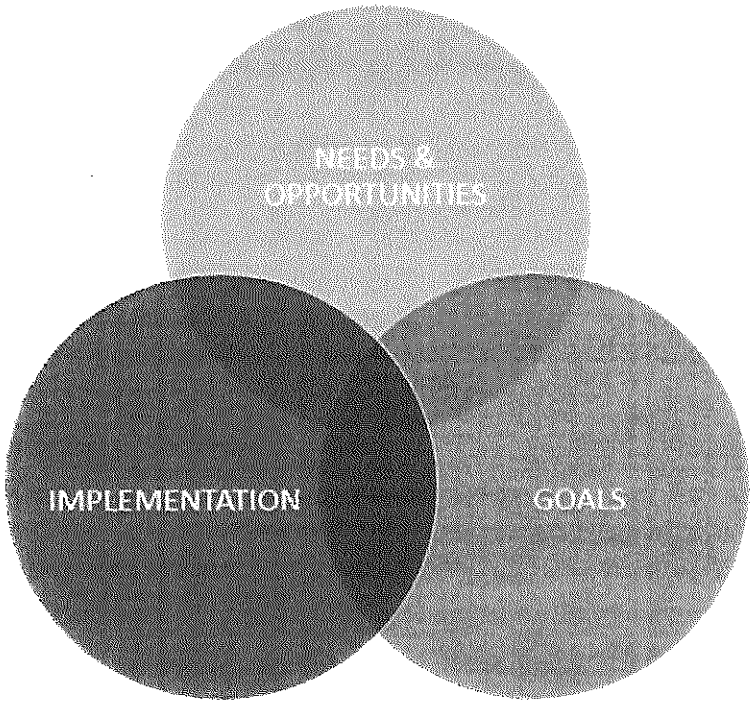
City of Stockbridge Comprehensive Plan

THE PLAN FRAMEWORK

1. Offers a snapshot of who the City of Stockbridge represents today, as well as the issues and opportunities the community is faced with.

2. Reflects upon the vision, goals, and policies that the members of the community have identified for the future.

4. Outlines the overall strategy for implementing the plan, and focuses on the top priority needs and opportunities that were identified by the community.



Document Outline

1.0 Shaping Our City Together
- 1.1 Plan Overview
- 1.2 The Plan Framework
- 1.3 Our Planning Process

2.0 About Our City
- 2.1 Stockbridge: Past and Present
- 2.2 Who We Are: Population Demographics
- 2.3 Our Economy: Economic Development
- 2.4 Where We Live: Housing
- 2. 5 Our Resources: Natural and Cultural
- 2.6 Our Services: Community Services and Facilities
- 2.7 How Our Land Is Used: Existing Land Use
- 2.8 How We Connect: Transportation

3.0 Our Goals for the Future
- 3.1 Our Vision for the Future
- 3.2 Community Goals & Policies
  - 3.2.1 Population
  - 3.2.2 Economic Development
  - 3.2.3 Housing
  - 3.2.4 Natural and Cultural Resources
  - 3.2.5 Community Services and Facilities
  - 3.2.6 Future Land Use and Character Areas
  - 3.2.7 Transportation
  - 3.2.8 Broadband Services
  - 3.2.9 Intergovernmental Coordination

4.0 Our Strategy: Plan Implementation
- 4.1 Community Work Program
- 4.2 Capital Improvements

KEY ELEMENTS

The Comprehensive Plan focuses on several substantive elements that serve as key building blocks in comprehensive planning to help define who we are as a community and how we want our community to function. For each of these elements there was discussion on needs, opportunities, and goals, and a developed implementation strategy with a series of five-year actions and policies for moving towards those goals.

The key substantive elements highlighted within this plan are provided below along with a brief description of the elements' role in comprehensive planning:

Population explores the demographics and characteristics of a community, both current and project to identify unique challenges facing a community.

Economic Development addresses the vitality of Stockbridge and considering factors such as diversity of the economic base and the quality of the local labor. force.

Housing examines the adequacy and suitability of existing housing stock to meet current and future needs.

Natural and Cultural Resources examine polices for protecting and conserving the environmental, natural, cultural, and historic resources within the community.

Community Services and Facilities considers provision for adequate services with future development patterns to protect and enhance the quality of life.

Land Use lays out how we want the city to develop and where certain types of development are appropriate.

Transportation evaluates the adequacy of the city's transportation system for serving the needs of the community throughout the planning period.

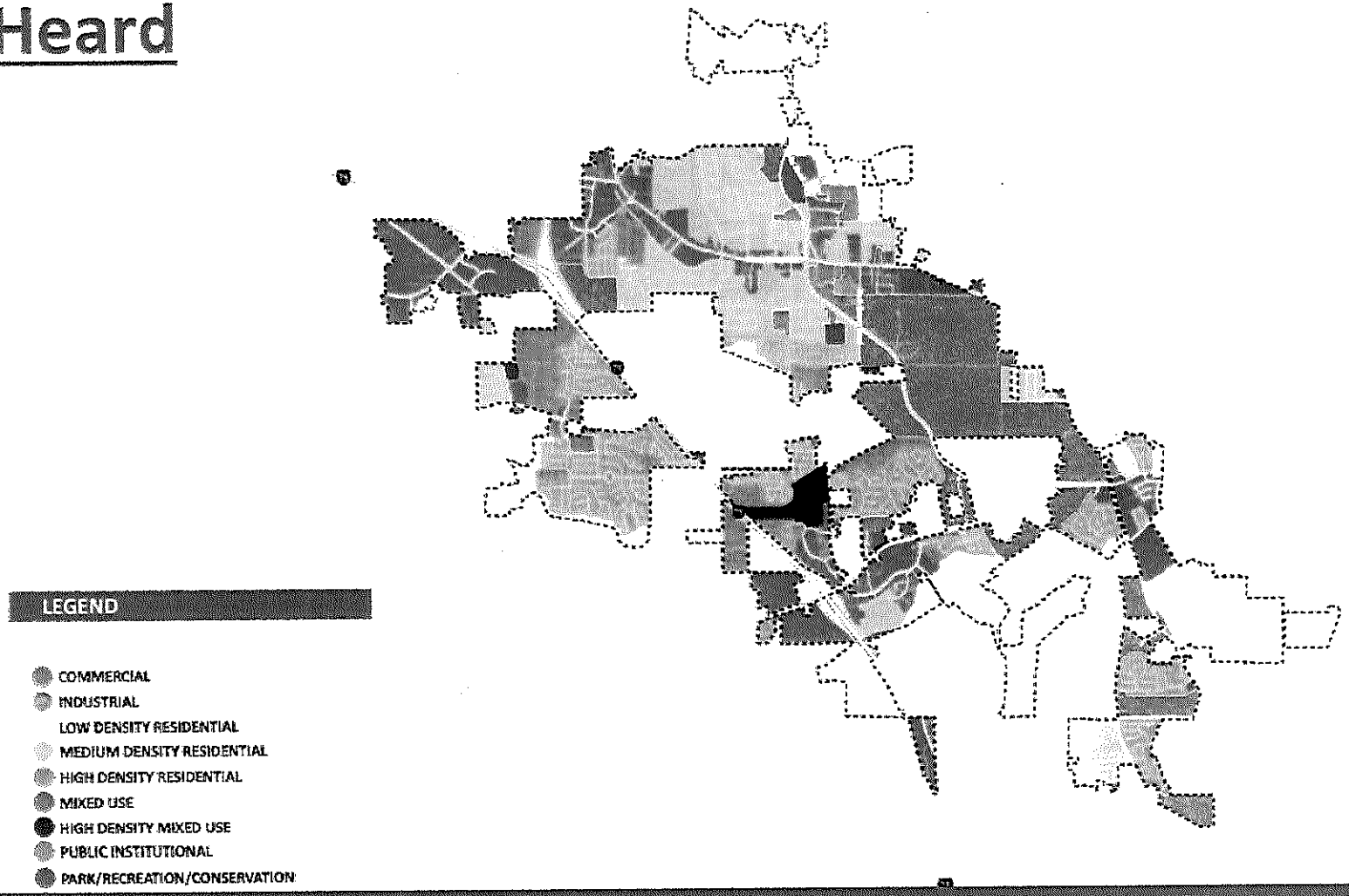
Broadband Services explores the city's ability to provide broadband services throughout community to support economic development.

PUBLIC INVOLVEMENT

- April 17, 2018 Community Visioning Session
- April 19, 2018 Community Visioning Session
- April 25, 2018 Steering Committee Meeting
- May 8, 2018 Community Visioning Session
- May 10, 2018 Community Visioning Session
- May 23, 2018 Steering Committee Meeting
- June 19, 2018 Steering Committee Meeting
- June 26, 2018 Comp Plan Community Open House

What We Heard

- Disliked Industrial, Transportation & Utilities uses
- Connect the existing trail and Eagle's Landing Bike Lanes to create a loop
- Provide connections between residential and parks
- Preference for more rec centers



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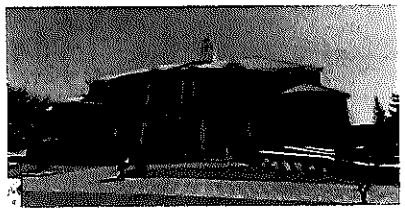

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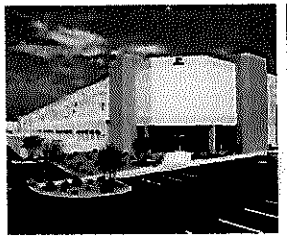

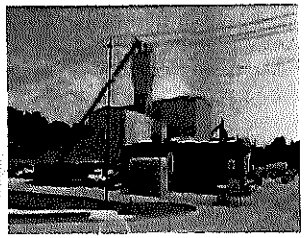

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Compatible Zoning Districts
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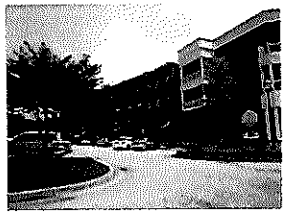
MEDIUM DENSITY VERTICAL MIXED USE. This designation is intended for commercial areas located around major intersection, characterized by mixed-use developments incorporating mostly commercial uses with some smaller office tenants, and medium density residential uses. This area would allow for two to three story buildings.



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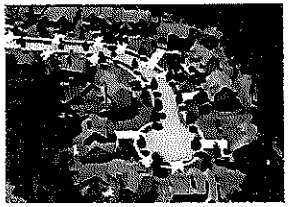

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Compatible Zoning Districts

R-2, Single Family Residential

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TND Traditional Neighborhood

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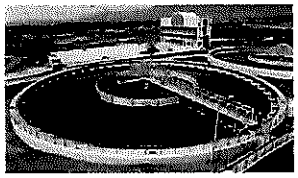


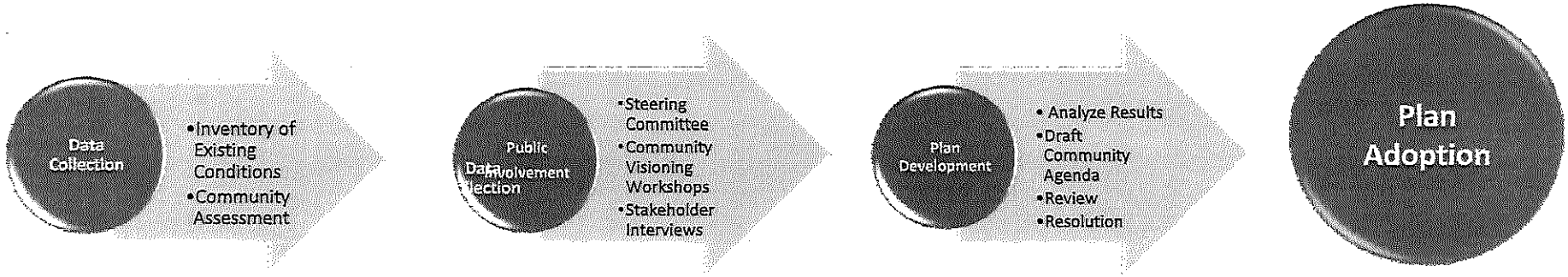
Compatible Zoning Districts
M-2, Heavy Manufacturing
X-1, Railroad

REVISIONS

- Deleted Organizational Chart
- 2010 Census Data Used (Approximately 27,000 residents)
- Revised City Map Boundaries – Label Streets
- Recommended Economic Development Goals

Where Are We Now

1. City Council Resolution for Comprehensive Plan Submittal to ARC/DCA August 28, 2018
2. Post Comprehensive Plan Document on City's Website? August 29, 2018
3. Submit to Atlanta Regional Commission (ARC) and Department of Community Affairs (DCA) September 2018
4. City Council Comprehensive Plan Adoption October 2018



Dec 2017 – March 2018

Feb 2018 – April 2018

February 12, 2018
City Council Kick Off

April 2018 – August 2018