CITY OF JONESBORO

Regular Meeting

1859 CITY CENTER WAY

August 12, 2024 – 6:00 PM

NOTE: As set forth in the Americans with Disabilities Act of 1990, the City of Jonesboro will assist citizens with special needs given proper notice to participate in any open meetings of the City of Jonesboro. Please contact the City Clerk's Office via telephone (770-478-3800) should you need assistance.

Agenda

I. CALL TO ORDER - MAYOR DONYA L. SARTOR

II. ROLL CALL - MELISSA BROOKS, CITY CLERK

III. INVOCATION - PASTOR RICHIE HOWARD, FIRST BAPTIST CHURCH OF JONESBORO

IV. PLEDGE OF ALLEGIANCE

V. ADOPTION OF AGENDA

VI. MAYOR'S PRESENTATION - DEI&B COMMUNITY LEARNING PROJECT

VII. PRESENTATION

1. Update presentation of Tara Boulevard LCI - Lilian Haddad, Senior Project Manager

2. Update presentation of Tara Boulevard LCI – Lilian Haddad, Senior Project Manager

VIII. PUBLIC HEARING

1. Public Hearing regarding Conditional Use Permit Application, 24-CU-012, for an adult day care by John H. Jones / JHJ Old Morrow LLC, property owner, and Rufina Noragbon, applicant, for property at 7851 Old Morrow Road (Parcel No. 12048B B002), Jonesboro, Georgia 30236.

2. Public Hearing regarding Conditional Use Permit Application, 24-CU-013, for a smoke shop by CRS Center LLC, property owner, and Dawood Ghaleb, applicant, for property at 8025 Tara Boulevard (Parcel No. 13210D A005), Jonesboro, Georgia 30236.

3. Public Hearing regarding Variance Application, 24-VAR-003, for development standards for an accessory building by David and Stephanie Garrison, property owners and applicants, for property at 125 North Lake Drive (Parcel No. 12048C B031), Jonesboro, Georgia 30236.

4. Public Hearing regarding Variance Application, 24-VAR-004, for development standards for an accessory building by JA Siding SVC LLC / Jose A. Osorio, property owner, and Donna Edwards / Jose Osorio, applicants, for property at 0 Rogers Avenue / Lot 13 (Parcel No. 13209C B002), Jonesboro, Georgia 30236.

IX. PUBLIC COMMENT (PLEASE LIMIT COMMENTS TO THREE (3) MINUTES)

X. MINUTES

1. Consideration of the Minutes of the June 10, 2024 Regular Meeting.

2. Consideration of the Minutes of the August 5, 2024 Work Session.

XI. ECONOMIC DEVELOPMENT REPORT

1. Economic Development Report by Andrew Simpson

XII. FINANCIAL REPORT

1. Council to consider unaudited Financial Report period ending July 31, 2024.

XIII. CONSENT AGENDA

XIV. OLD BUSINESS

1. Council to consider fee waiver for Chairman Turner's 5K Road Race on August 24, 2024.

2. Council to consider proposed amendments to the Ethics Committee, Article VI, Code of Ethics.

3. Council to consider proposed amendments to the Rules of Procedure for Elected Officials.

4. Council to consider proposed Complete Streets Policy.

5. Council to consider the proposed Guaranteed Ride Home Program.

6. Council to consider Conditional Use Permit Application, 24-CU-012, for an adult day care by John H. Jones / JHJ Old Morrow LLC, property owner, and Rufina Noragbon, applicant, for property at 7851 Old Morrow Road (Parcel No. 12048B B002), Jonesboro, Georgia 30236.

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10. Council to consider Fee Schedule changes, relative to new State requirements regarding building permit fees.

XV. NEW BUSINESS

1. Council to consider proposed Economic Development Policy.

2. Council to consider renaming Winn Dixie Dr. to Wayfield Foods Way.

XVI. REPORT OF CITY COUNCILMEMBERS

XVII. REPORT OF MAYOR / CITY MANAGER

XVIII. OTHER BUSINESS

1. Executive Session for the purpose of discussing potential litigation, real estate or personnel matters.

2. Consider any action(s) if necessary based on decision(s) made in the Executive Session

XIX. ADJOURNMENT

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # – 2

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
City Council	Mayor Sartor

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Update presentation of Tara Boulevard LCI – Lilian Haddad, Senior Project Manager

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Innovative Leadership

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Update on the Tara Blvd. LCI – Overview and Schedule

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Tara_Blvd_LCI_Document_Final Report_070624

Staff Recommendation *(Type Name, Title, Agency and Phone)*

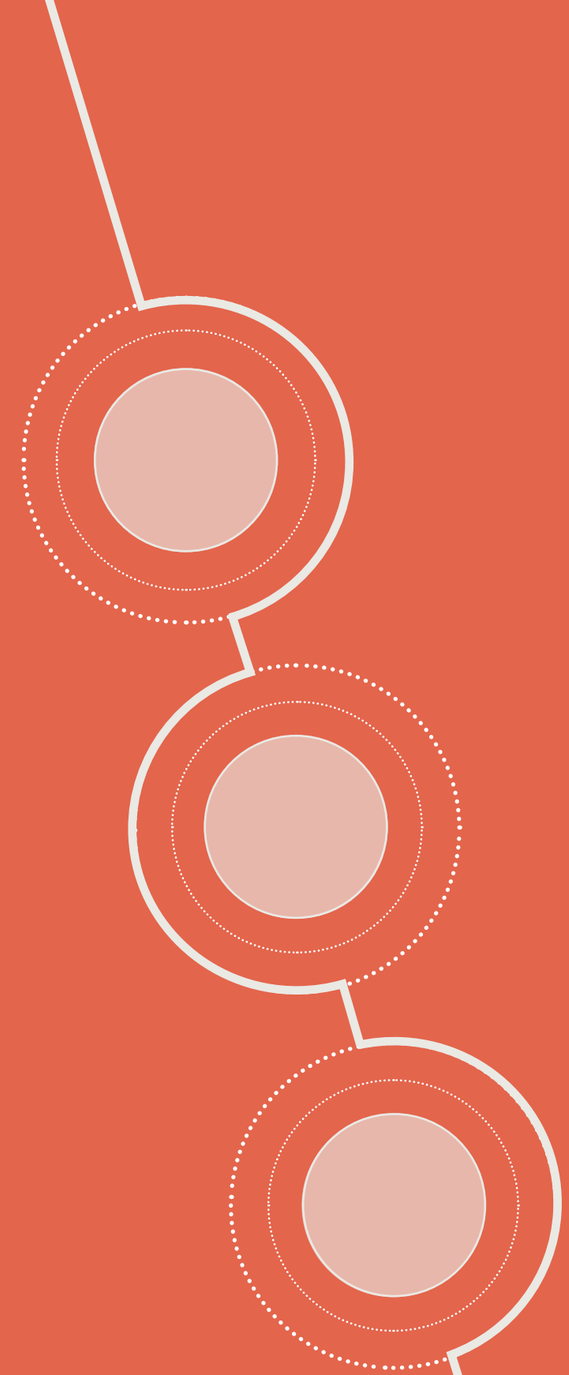
City Council Discretion

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	
Signature	**City Clerk's Office**	

Tara Boulevard LCI

(Re)Develop Connect Activate



AEROTROPOLIS ATLANTA™

Atlanta Regional Commission

CLAYTON COUNTY • GEORGIA
Cc: Clayton connected

Jonesboro
great community, many stories

POND

MXD DEVELOPMENT STRATEGISTS

vhb

Hummingbird

July 2024

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Acknowledgments

This visionary plan is a testament to what can be achieved when people come together as a community. The Alliance Board, ARC, Clayton County, City of Jonesboro, City of Lovejoy, our elected officials, the community and the dedicated planning team have been the driving force behind this project. Their collaboration and determination have shaped a future for Tara Boulevard that we can all be hopefully excited about. With passion, commitment, and hard work, we are on the brink of something truly special, and we cannot wait to see where this journey takes us.

Funding for this project is provided through the Atlanta Regional Commission's Livable Centers Initiative (LCI), which awards federal grants to foster the development of vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles, and provide improved access to jobs and services.

The opinions, findings, and conclusions in this publication are those of the author(s) and do not necessarily reflect the official views or policies of those of the Department of Transportation, State of Georgia, or the Federal Highway Administration. This publication does not constitute a standard, specification, or regulation.

Prepared in cooperation with the Department of Transportation, State of Georgia, and the Federal Highway Administration.

The Project Team

PROJECT MANAGEMENT TEAM

AEROTROPOLIS ATLANTA
Shannon James, President and CEO
Brian Dorelus, Senior Project Manager

CLAYTON COUNTY
Patrick Ejike, Director
Cheryl Brooks, Assistant Director
Mary Darby, Planning Administrator

CITY OF JONESBORO
David Allen, Director of Community Development

CITY OF LOVEJOY
Marci Fluelly, Mayor

ATLANTA REGIONAL COMMISSION (ARC)
Keri Stevens, Program Manager

PLANNING TEAM

POND & COMPANY / PROJECT LEAD
Andrew Kohr, Principal-In-Charge
Lilian Al Haddad, Project Manager
Kat Maines, Senior Planner
Carson Brown, Planner
Jessica Florez, JFG Cities, Branding and Strategy

VHB / TRANSPORTATION AND MOBILITY
Allison Bell, Transportation Planner

MXD DEVELOPMENT STRATEGIES / MARKET AND ECONOMICS
Andrew Fayn, Principal
Penny Gaze, Development Planner
Suki Ubhi, Graphic Designer

HUMMINGBIRD / PUBLIC INVOLVEMENT
Alex Trachterberg, Director of Operations
Marisa Carter, Community Engagement Lead
Erin Jones, Community Engagement Planner

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

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01. The Study Area
History and Context
Three Nodes, One Corridor

02. The LCI Process
Overview and Schedule
Public Engagement

03. The Framework
Strategic Moves
Three Topics, One Vision

02: THE CORRIDOR

01. (Re)Develop: Market Conditions
Conditions and Opportunities

02. Connect: Transportation and Mobility
Conditions and Opportunities

03. Activate: Placemaking, Open Space and Nature
Conditions and Opportunities

03. THREE NODES, ONE VISION

01. Tara Gateway Node
Conditions and Opportunities
Catalyst Site

02. Jonesboro City Node
Conditions and Opportunities
Catalyst Site

03. Lovejoy City Node
Conditions and Opportunities
Catalyst Site

04. MOVING FORWARD

01. Implementation Matrix

ACRONYMS

ARC - Atlanta Regional Commission
BRT - Bus Rapid Transit
GDOT - Georgia Department of Transportation
MARTA - Metropolitan Atlanta Rapid Transit Authority
TOD - Transit-Oriented Development

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Chapter 01

Introduction

01 **The Study Area**
History and Context
Three Nodes, One Corridor

02 **The LCI Process**
Overview and Schedule
Public Engagement

03 **The Framework**
Strategic Moves
Three Topics, One Vision

01

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

01 The Study Area
History and Context

At just over 5,600 acres, the study area encompasses the Tara Boulevard corridor. Starting at the north, it straddles two cities, Riverdale and Morrow, before it runs through the heart of Jonesboro and then Lovejoy to the south. All of these cities were originally settled as railroad towns, but eventually the Interstate system, and roads like Tara Boulevard became the preferred route of transportation. The rail line still runs parallel to Tara Boulevard throughout most of the study area.

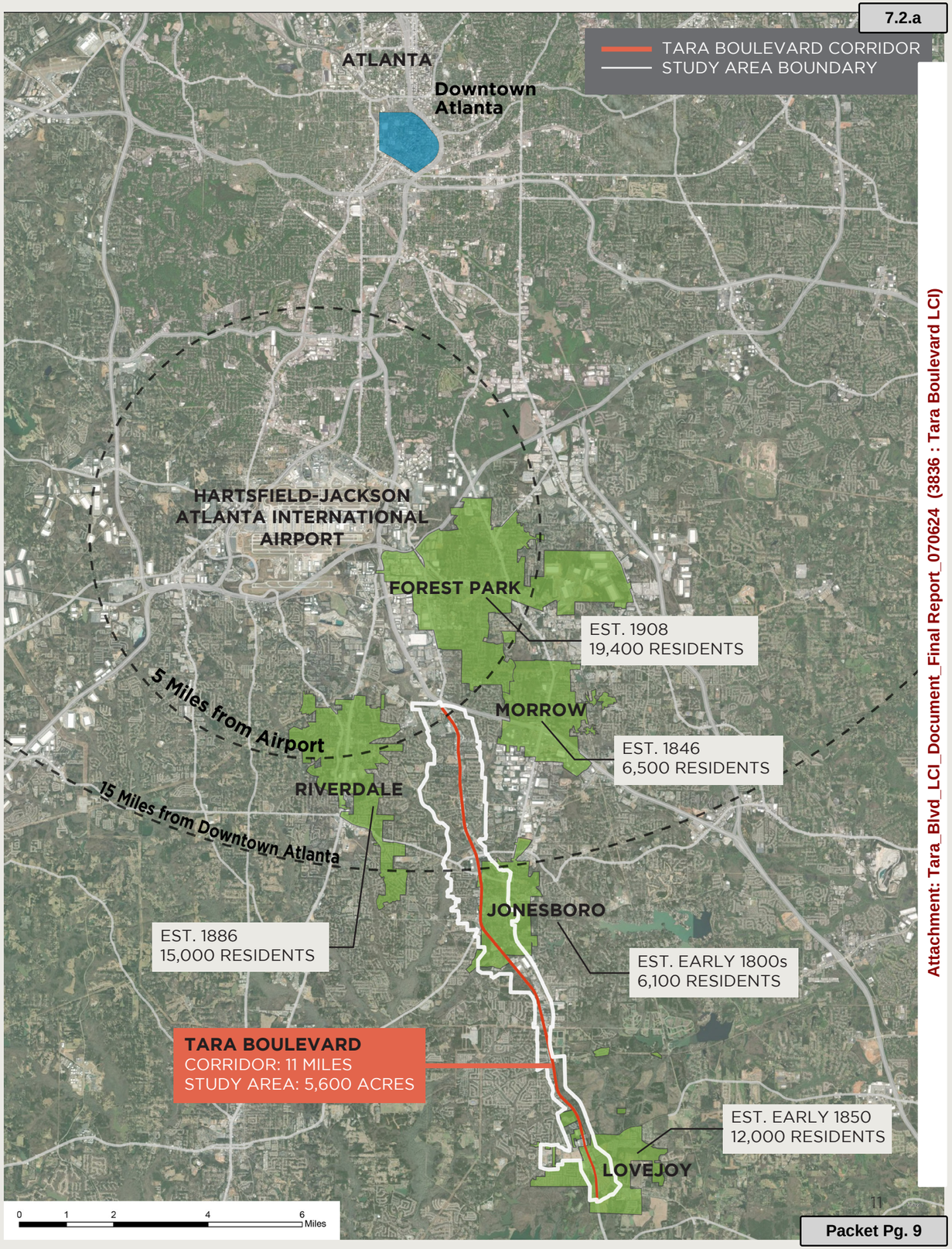
Serving as the main commercial corridor for Jonesboro and Lovejoy, Tara Boulevard is the center for commerce and employment in this portion of Clayton County. While strides have been made to create new developments off of the corridor in some parts of it, there are still underutilized areas throughout. Surrounding the Tara Boulevard corridor are small clusters of single-family neighborhoods, industrial space, and natural assets like the Flint River.

However, any connection from one side of Tara Boulevard to the other proves challenging due to the speed and number of lanes on the street. Given these transportation challenges and the lack of development along the corridor, there are opportunities to connect opposing sides of the corridor and create development along the corridor.

The northern peak of the study area is less than 5 miles away from Hartsfield-Jackson International Airport and less than 15 miles away from Downtown Atlanta, using I-75. This presents an incredible opportunity to connect the study area to both the heart of the region and an international destination.



Aerial view of Tara Crossings, a shopping mall on Tara Boulevard north of the corridor



7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
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The Study Area

Three Nodes, One Corridor

Tara Boulevard / US 41 is an 11-mile corridor located south of downtown Atlanta. Lots of commonalities link the entire corridor, like its railroad history and the Flint River running parallel to the corridor. However, with such a long corridor, the character changes drastically across the study area, from I-75 at the northern end to the border of Clayton County and Henry County at the southern end. Because of this change, this plan has identified Three Nodes to focus on within the corridor: Tara Gateway, Jonesboro, and Lovejoy.

Tara Gateway

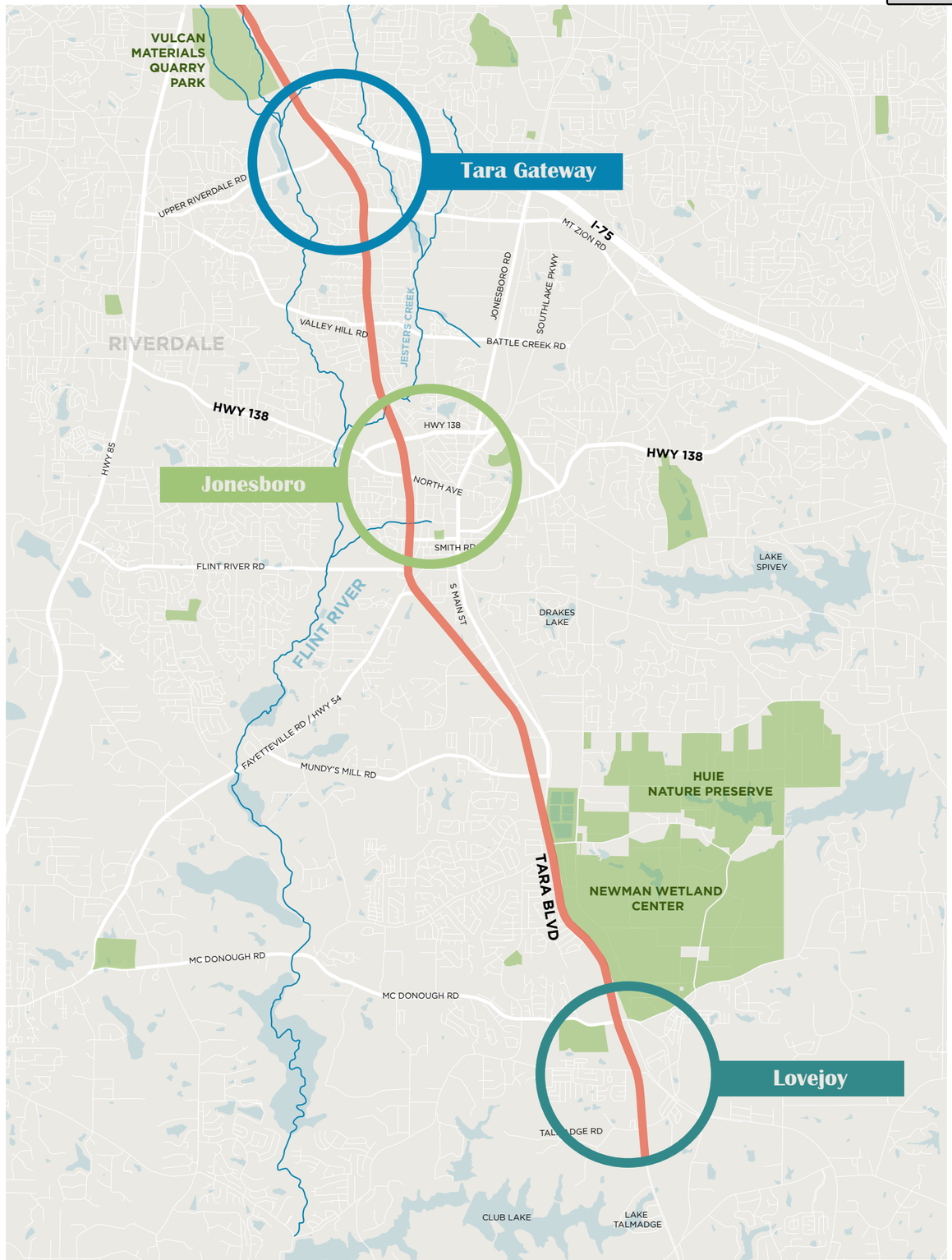
Tara Gateway is the first node drivers see as they head south along Tara Boulevard from I-75. It's characterized by its proximity to the airport, and reflects that connection in its land uses. This node is a commercial and employment hub, with large employment centers for medical and industrial businesses, as well as several strip malls filled with retail.

Jonesboro

Jonesboro is nestled in the center of the corridor. The transition between the Gateway area and Jonesboro is noticeable. Jonesboro has a small town feel throughout the node. Main street-style mixed use developments and surrounding single-family neighborhoods on small lots represent a balance between more intense developments to the north and more rural environments to the south.

Lovejoy

Lovejoy is situated at the southern end of the corridor. Far away from the employment and commercial activity near the Gateway, Lovejoy is made up of emerging residential areas and a growing downtown. This node is the most rural of the three, and that character is represented through larger single-family lots and commercial areas limited to locations directly along the corridor.



7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
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02 The LCI Process
Overview and Schedule

The Tara Boulevard LCI Study process built consensus among Clayton County, Jonesboro, and Lovejoy community members, resulting in a roadmap to bring the community closer to its identified vision. **The study identified opportunities for housing (including affordable), services, and mobility improvements.**

Community input was crucial throughout the duration of the plan

Current Project Process Ends here

Discover & Analysis

- Analysis of existing conditions: challenges and opportunities
- Transportation, land use, economic, and urban design assessment
- Development of public engagement plan

Vision

- Development of shared vision, incorporating sustainable and equitable development principles
- Setting of direction and goals, reflecting the desires and aspirations of the community

Framework

- Translating the vision into a tangible plan
- Transportation, land use and urban design strategies
- Actionable measures to ensure future development aligns with vision

Inviting Success

- Implementation of infrastructure projects, policies, and programs
- Attraction of investment and partnerships
- Ongoing monitoring and evaluation of success

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

02 The LCI Process

Public Engagement

The Livable Centers Initiative (LCI) for the Tara Boulevard corridor underwent a comprehensive community engagement process involving various interactive activities to gather insights and feedback from stakeholders, residents, and community members. This concerted effort aimed to shape the future vision for the corridor, considering diverse perspectives and ideas. Stakeholders and the public highlighted need for improved safety measures, aesthetics, infrastructure enhancements, and better amenities. All of the engagements revealed the residents' desire for a revitalized corridor that fosters a sense of community and inclusivity.

This multifaceted approach included the use of an **Online Interactive Map**, which empowered residents to explore and contribute to the project digitally. In addition, **Stakeholder Interviews** provided a platform for in-depth discussions with key community figures. **Small Group Listening Sessions** facilitated targeted conversations, while **Public Open Houses** and **Public Workshops** created opportunities for broad community involvement. **The Project Advisory Group (PAG)** served as a key collaborative body, ensuring that the LCI plan was enriched by a diversity of perspectives and community input.

Together, these methods drove a robust community engagement effort, ensuring the Tara Boulevard LCI plan is a true reflection of the community's vision and needs.

> "We are minutes from the busiest international airport in the country yet have hardly anything to offer for anybody who wants to eat, stay, play, or live here. It's time for us to make these improvements."



Jonesboro Open Ho

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Online Interactive Map

54 online comments

The Interactive Map available on the project website (https://planningatpond.com/taraBoulevardlci) served as a dynamic tool for community members and stakeholders to visualize and interact with the planning area for the Tara Boulevard LCI and make comments on the communities favorite places, improvements people would like to see, areas of opportunity, and any general comments along Tara Boulevard. Valuable feedback gleaned from this digital platform encompassed suggestions for business opportunities, transit hubs, and various infrastructure enhancements. The interactive map provided a platform for a comprehensive understanding of the community's vision and priorities for the development of Tara Boulevard's corridor. The comments were organized under four categories as seen on the opposite page.

Stakeholder Interviews

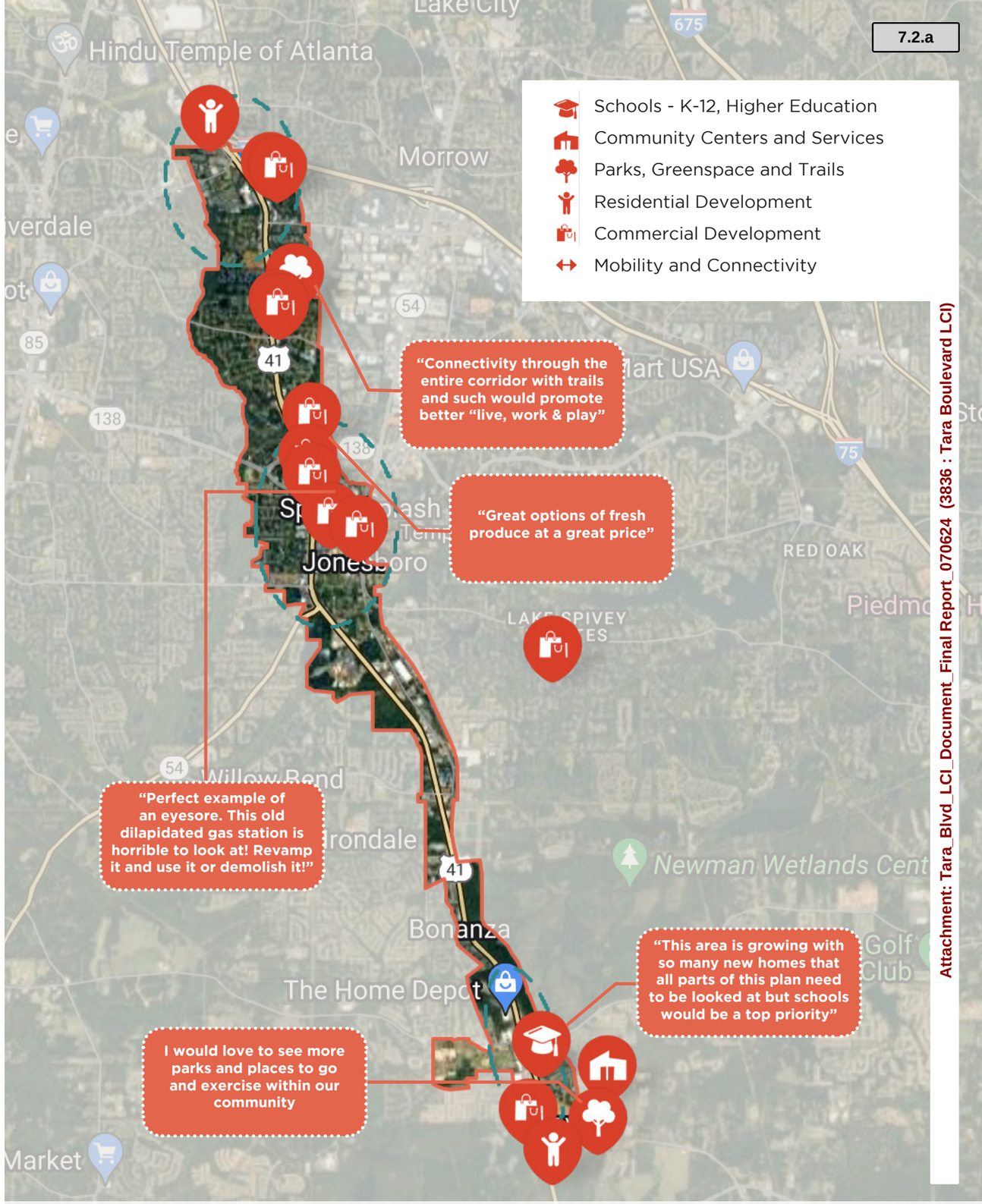
6 interviews

The Stakeholder Interviews were instrumental in providing an in-depth understanding of the Tara Boulevard corridor's significance from various perspectives. Participants emphasized the corridor's potential as a major thoroughfare with high traffic, presenting considerable business opportunities. Key concerns highlighted safety improvements, diverse housing options, and the potential for manufacturing growth. The interviews also shed light on the community's desire for better transit options and infrastructure enhancements to ensure a more accessible and livable environment. The interviews were organized based on the industry perspective of the interviewees.

Small Group Listening Session

01 session

The Small Group Listening Session was a structured gathering of stakeholders in a small virtual setting to discuss and provide feedback on specific aspects of the Tara Boulevard Livable Centers Initiative (LCI) plan. This session offered a platform for in-depth, personalized conversations, focusing on targeted topics and involving a diverse range of participants. It promoted collaboration, trust-building, and the generation of comprehensive feedback, making it a valuable tool in the community engagement effort for the LCI plan.



Screenshot of the Tara Boulevard LCI's online community engagement interactive map.

7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
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Public Open Houses

4 open houses

The series of Public Open Houses played a pivotal role in soliciting community feedback and preferences regarding the Tara Boulevard corridor. These events provided an open platform for residents to voice their opinions, concerns, and aspirations for the area. Insights gathered highlighted residents' appreciation for potential greenways, trails and open spaces along the Flint River and their vision for revitalization. Moreover, concerns were raised regarding the need for improved road infrastructure, reduced apartment complexes, and increased safety measures. The community's desire for a more vibrant and attractive corridor became evident during these engaging sessions.

Community Workshops

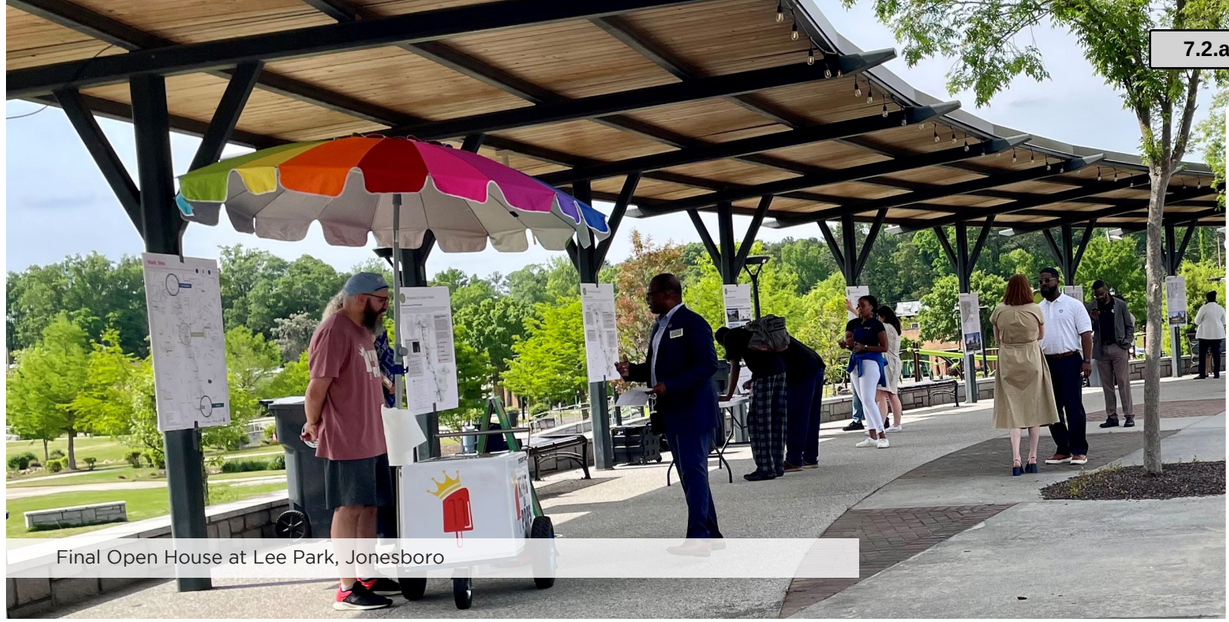
3 workshops

In the second phase of community engagement for the Tara Boulevard LCI plan, Community Workshops were structured events that brought together a diverse group of community members to collaboratively discuss and actively engage in how priorities identified in the project should be addressed in the development of the plan. These sessions offered a hands-on, real-time platform for participants to provide feedback, problem-solve, and reach a consensus on critical components of the plan. By fostering collaboration, education, and immediate feedback, Community Workshop Sessions played a pivotal role in shaping the LCI plan to align with the community's values, the market analysis, and the transportation improvement goals, ensuring that it became a true reflection of their vision and aspirations.

Project Advisory Group (PAG) Meetings

03 meetings

The Project Advisory Group sessions brought together selected stakeholders to discuss and contribute insights on various aspects of the LCI plan. These meetings served as forums for comprehensive discussions on transportation, corridor strengths and weaknesses, the plan's significance, and strategies for public engagement. Members provided invaluable feedback, guiding the development of the plan to align with the community's values and transportation goals.



Final Open House at Lee Park, Jonesboro



Lovejoy community members asking questions at the interactive mapping activity.



Project Advisory Group and Project Management Members with the Planning Team

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Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
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Key Takeaways

- Strong desire for diverse, healthier, and affordable dining options
- An aim to attract varied retailers instead of conventional fast-food chains
- Need for schools to be a top priority in the development plan due to area growth
- Enhance corridor connectivity, incorporating trails, and communal spaces for a comprehensive “live, work, and play” environment
- Concerns about traffic congestion during peak hours highlighted the need for strategic interventions to ease Tara Boulevard’s bottlenecks
- The revitalization of dilapidated buildings, improved landscaping, and enhanced infrastructure for a more appealing and functional corridor

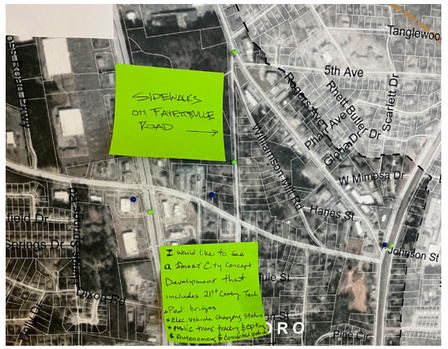


Jonesboro Open House
(also opposite page)









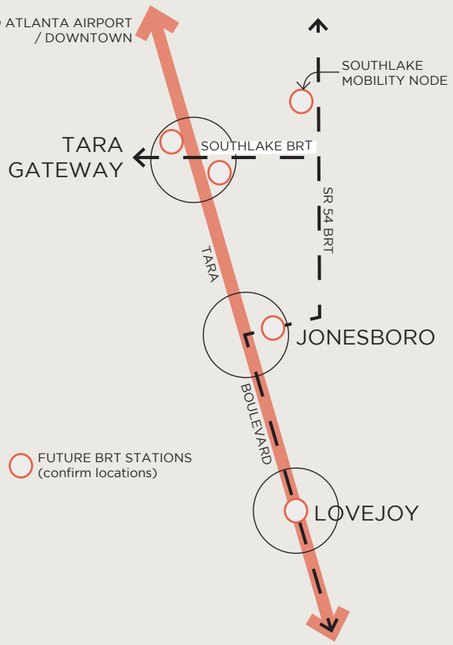




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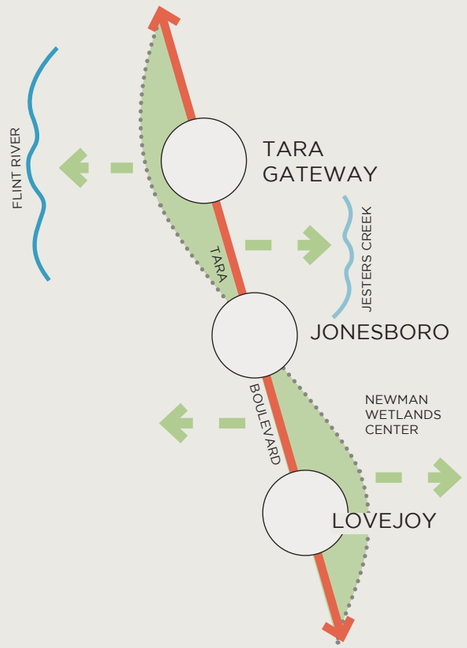
03 The Framework
Strategic Moves

1) TRANSIT CORRIDOR: LEVERAGE FUTURE TRANSIT PLANS. NORTH-SOUTH CONNECTIVITY



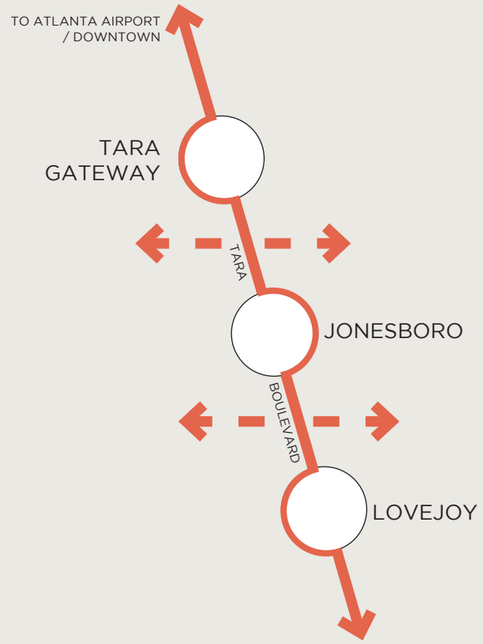
- Envision Tara Boulevard as a transit corridor, focusing on north-south connectivity between stations and active nodes.
- SR 54 BRT station and alignment are still under development.

2) PARKWAY MEETS CORRIDOR / CONNECT TO NATURE



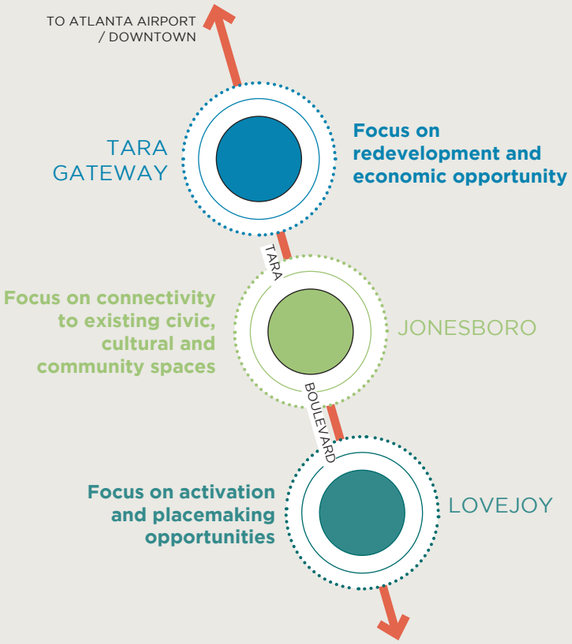
- Flint River and marshes; Jesters Creek; Newman Wetlands Center
- Pedestrian connectivity / focus on parallel corridors

3) EAST-WEST CONNECTIVITY



- Bring “energy” from existing nodes to Tara Boulevard
- Strengthen key intersections and east/west connectivity at nodes: Smith Street, Haistings Bridge, etc.
- Strategic **crossings** (pedestrian and vehicular)

4) NODE’S DISTINCT STRENGTHS



Leverage each node’s strength to create a vision for the corridor as a whole.

- **Tara Gateway:** Strong retail and services area
- **Jonesboro:** Strong placemaking in place
- **Lovejoy:** Strong residential growth

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

01. INTRODUCTION

The Framework

Three Topics, One Vision

The recommendations of this plan are organized by three topics described below. Each topic is interrelated to the next and is also used as the primary topic for each node. For example, the Tara Gateway node will have a focus on (re)development, the Jonesboro city node will focus on connecting its downtown assets to Tara Boulevard and the Lovejoy node with focus on activating public spaces through placemaking strategies to serve its robust population growth. While each node will have a primary topic or focus area, all three topics will guide recommendations for the corridor as a whole as well as each node, creating **one unified vision for Tara Boulevard.**

(Re)Develop

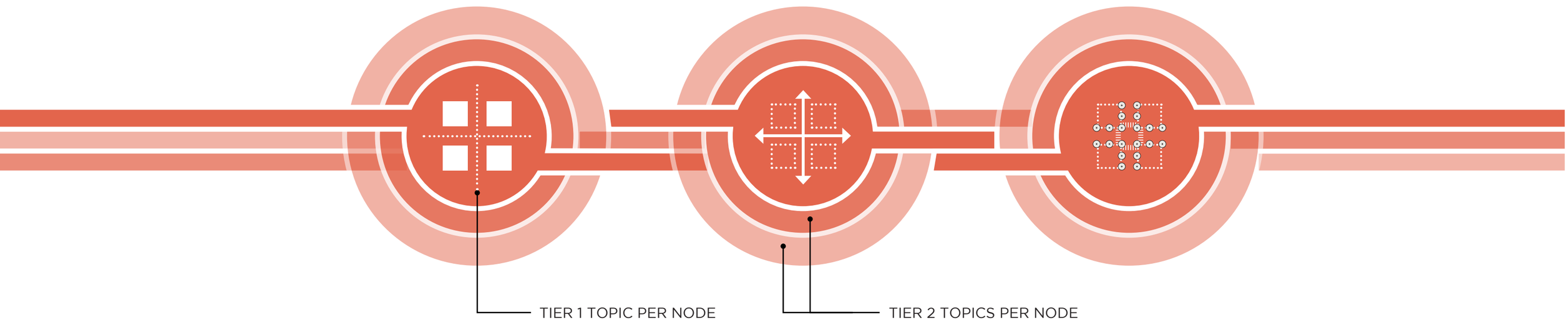
THIS IS ABOUT ECONOMIC DEVELOPMENT, HOUSING, COMMERCIAL AND MIXED USE DEVELOPMENT, ETC.

Connect

THIS IS ABOUT TRANSIT, MOBILITY AND TRANSPORTATION.

Activate

THIS IS ABOUT PLACEMAKING STRATEGIES TO ACTIVATE AND CONNECT PLACES TO PEOPLE, EACH OTHER AND NATURE.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Chapter 02

The Corridor

01 **(Re)Develop:**
The Market
Conditions and Opportunities

02 **Connect:**
Transportation and Mobility
Conditions and Opportunities

03 **Activate:**
Placemaking, Open Space and Nature
Conditions and Opportunities



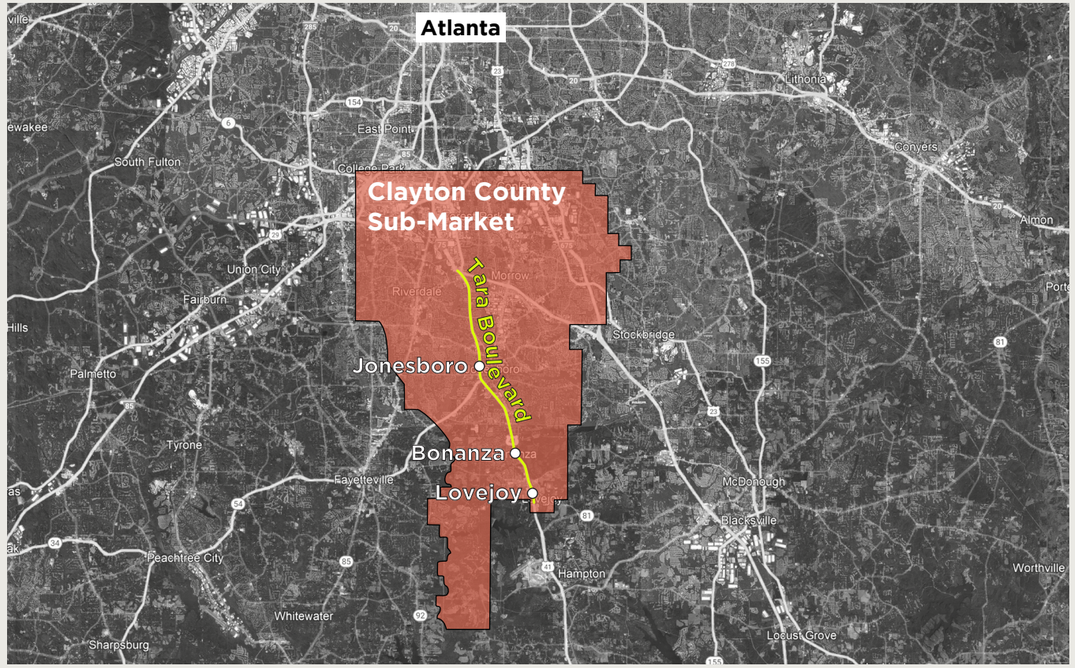
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01 (Re) Develop: Market Conditions

Economic Overview

This section provides an Economic Overview of the surrounding area, as well as analyzing the market conditions of Tara Boulevard for multi-family residential, retail, office and industrial asset classes.

The market assessment has been undertaken for Clayton County specifically and provides analysis and comparison to the wider Atlanta Metropolitan Market, as shown in the map below.



305,000
Current Population of Clayton County

29%
Forecasted Population Growth rate next 25 years

$40,314
Median household income/year
Compared to
$53,482 nationally

104,484
Travel to Clayton County for work but live elsewhere

25,518
Live and work in Clayton County

89,780
Live in Clayton County but work elsewhere

Employment Sectors

Transportation & Warehousing Dominant Job Sector

Manufacturing & Healthcare are emerging sectors

Challenged by lack of growth in Professional, Technical & Scientific jobs

Clayton County is not experiencing the same job growth as the Metro Atlanta region

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

(Re)Develop: Market Conditions

Multi-Family Residential

- Multi-family sector is in a period of slow-growth across the Atlanta Metro Market.
- Clayton County is a small multi-family sub-market in the Atlanta Metro Market.
- Historically low absorption creates a challenge to multi-family development in Clayton County.
- There is simply little demand for new units and with high vacancy rates and low rental rates there appears to be limited market incentive for developers.



6265 W Lee's Mill Rd - Monterey Village



6903 Tara Boulevard - Anthos at Pinewood Manor



Net growth of 449 units over the last 10 years with 680 new units currently under construction.

10.1%

sub-market Vacancy Rate

Increased from 7.5% in last 12 months

$

Affordable sub-market

Rental rates are 28% less than in the Metro Market

606 Multi-family Units

Forecast to be in demand from over next 20 years for the sub-market

Tara Boulevard could capture 200 of these units

Improved amenities and connectivity along the corridor will help to bolster demand and appeal for the area.

Indicator	Metro Atlanta	Clayton County	Comments
Inventory	**492,774 Units**	**25,435 Units**	Smaller multi-family markets, at just 5.2% of the entire Metro Atlanta multi-family inventory.
Vacancy Rate	**10.4%**	**10.1%**	Multi-family markets with less than 5% vacancy are supportive of new development.
Average Rent	**$1,644/Month** $1.61/SF	**$1,281/Month** $1.25/SF	A discount of 28% compared to Metro average.
Rental Growth (YOY)	**-1.6%**	**0.9%**	Higher rental growth than Metro average.
Cap Rates	**4.8%**	**5.0%**	Lower than the current Metro average. Lower values equate to higher valuations.
Annual Absorption (10-Year Avg)	**9,706 Units**	**129 Units**	Occupied units grew by just 0.5% a year over the past decade.
12-Month Absorption	**847 Units**	**-367 Units**	Rapid slowdown to negative absorption.
Under Construction	**34,322 Units** (7.0% of inventory)	**681 Units** (2.7% of Inventory)	Current pipeline is showing an increase of 2.7%. This is a moderate increase, and much lower than Metro pipeline excess.

7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
Packet Pg. 20

(Re)Develop: Market Conditions

Office

- Macro trend of shifting to remote work bringing challenges to the Metro Market including oversupply, shrinking lease sizes and rising sublease availability.
- Suburban areas with dining and entertainment areas are attracting attention in the Metro Market.
- There is investor interest in North Clayton/Airport sub-market, north of Tara Boulevard.
- Healthcare and social assistance tenants occupy 40% of space on Tara Boulevard.



185 Glenda Ter, Newnan



160 Whitney St, Fayetteville

Extremely limited new office development over last decade.

2.9%

Vacancy Rate on Tara Boulevard at an historical low.

$18/SF

Average Office Rent compared to $22/SF found in sub-markets.

2.2M SF anticipated over the next 20 years in sub-market Tara Boulevard could capture **55,000SF** of this demand

Key Takeaways

- Tara Boulevard could capture greater share with improvements to amenities and connectivity in the area.
- Demand is projected to be strongest for Class B office and medical office spaces.
- New suburban office development needs minimum of $28/SF rent for viability.

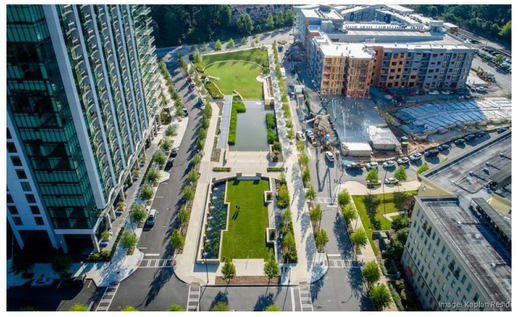
Indicator	Metro Atlanta	North Clayton Airport	South Clayton/ Henry County	Comments
Inventory	334M SF	13.4M SF	4.6M SF	Smaller office markets, at just 5.4% of the entire Metro Atlanta office inventory.
Vacancy Rate	14.2%	8.9%	4.2%	Office markets with less than 5% vacancy are supportive of new development.
Average Rent	$28.06/SF	$21.89/SF	$22.27/SF Up to $38/SF for new	Lower rent than the Metro average of $28.06. Low rate in part driven by older age of inventory and lack of new product.
Rental Growth (YOY)	1.2%	1.7%	2.3%	Higher rental growth than Metro average of 1.2%.
Cap Rates	7.2%	7.9%	9.0%	Higher than the current Metro average of 7.2%. Higher values equate to lower valuations.
Annual Absorption (10-Year Avg)	4.2M SF	89,286 SF	57,802 SF	Leased space has grown by just 0.8% a year over the past decade.
Under Construction	3.7M SF (1% of Inventory)	235,144 SF (1% of inventory)	8,270K SF (0.7% of inventory)	Current pipeline is showing an increase of 1.8%. This is a moderate increase but will likely take time to absorb.
Sale Price per SF	$229	$176	$165	Metro average is $229. Overall this is a more value-oriented office market.

7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
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(Re)Develop: Market Conditions

Retail

- Robust retail market across Metro Atlanta with strong absorption rates and low vacancy rates despite high inventory.
- New developments are shifting away from traditional malls and into grocery-anchored, neighborhood scale retail.
- Developers focusing on redeveloping older, well-located retail centres into mixed-use residential retail.
- South Metro sub-markets are outperforming the Metro Atlanta average in rental growth.
- Little to no recent significant retail development has occurred along Tara Boulevard in last decade.



The Satwell - Chosewood Park, Atlanta Southeast



Lee + White, Atlanta West End

7.2%
Cap Rate at a 5-year low, supportive of new builds

3.4%
Vacancy Rate on Tara Boulevard due to space removal

$16.9/SF
Average Rent, 8.2% yearly rise

2.5M SF anticipated new retail demand over next 20 years in the sub-market

Tara Boulevard Node	110,000SF
Jonesboro Node	140,000SF
Lovejoy Node	200,00SF

- These allocations are based on projected population increases and consumer spending power and do not account for the upgrading of obsolete rental space.
- General Retail (unenclosed Main Street Retailing) appear to be most viable based on trends in cap rates, vacancy rates and rental rates.

Indicator	Metro Atlanta	Riverdale/ jonesboro	Comments
Inventory	**370M SF**	**14.9M SF**	Smaller office markets, at just 4% of the entire Metro Atlanta retail inventory.
Vacancy Rate	**3.7%**	**3.6%**	Retail markets with less than 5% vacancy can be supportive of new development.
Average Rent	**$21.29/SF**	**$16.88/SF**	Lower rent than the Metro average. Low rate in part driven by older age of inventory and lack of new product.
Rental Growth (YOY)	**6.6%**	**6.9%**	Very high rental growth driven by historic lows in vacancy.
Cap Rates	**6.9%**	**7.3%**	Higher than the current Metro average of 6.9%. Higher values equate to lower valuations. Local rate is considered supportive of new build.
Annual Absorption (10-Year Avg)	**4.7M SF**	**116K SF**	Leased space has grown by just 0.7% a year over the past decade.
Under Construction	**2M SF** (0.5% of inventory)	**77K SF** (0.5% of inventory)	Current pipeline activity is minimal, despite low vacancy and low cap rates. Vacancy should decline to levels that drive rental rates to point where new construction is financially feasible.
Sale Price per SF	**$188**	**$147**	Metro average is $188. Overall this is a more value-oriented retail market.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

(Re)Develop: Market Conditions

Flex/Office

- Metro Atlanta Market is the 6th fastest-growing market in the US.
- On-going demand for smaller leases in infill buildings, closer to population centers and structural shortage of Flex/Office buildings in Metro Market.
- Sub-markets are established logistics and industrial markets, attracting large industrial tenants and big-box assets.
- One concern is large amount of speculative construction in the sub-markets, supply side challenges may arise in the short-term.
- Smaller and older (pre-2008) 'Flex/Office' properties dominate inventory along Tara Boulevard specifically, catering to uses such as light manufacturing, showroom/retail, R&D, back office operations, serving the local market.



1526 Fendler Ct



9876 Feagin Rd

Positive Market Indicators – Flex/Office buildings along Tara Boulevard

<1%
Low Vacancy Rate

$12/SF
Healthy rental rates

11%
Rental increase in the last year

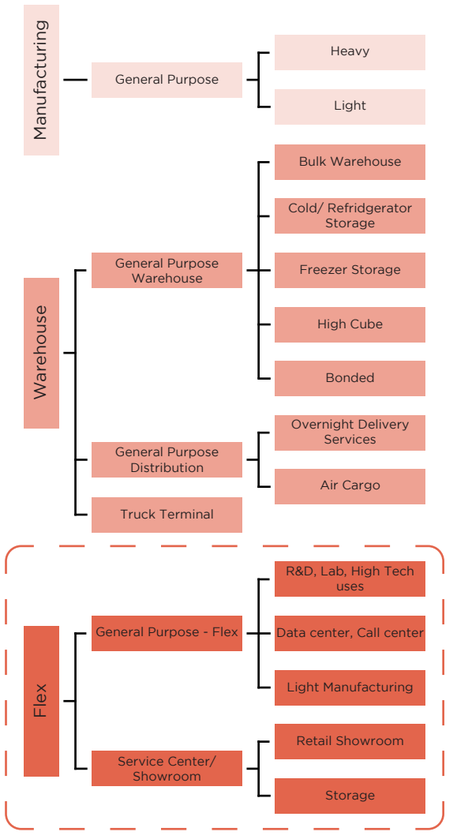
914,000 SF Flex/Office
anticipated over next 20 years in the sub-market.

150,000 SF of this demand could be captured along Tara Boulevard given positive market indicators.

Flex/Office Typologies



- Flex/Office is defined by a building that has at minimum 50% of its leasable space as office.
- This typology captures tenants who prefer to have both office and light industrial space in a smaller footprint.
- Flex/Office buildings are typically under 60,000 SF and are multi-tenant.
- The typology can also host retail and showroom activity, as well as R&D space, particularly for smaller start-ups.
- Flex/Office suits many of the businesses that benefit from an Airport proximity and so is often found in their vicinity.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

01 (Re) Develop: Market Opportunities

Corridor Revitalization Best Practices

South Congress Avenue, Austin, Texas

- Public Transportation, Capital Metro, serves the area.
- Infrastructure improvements: sidewalks, bike lanes and streetscape enhancements (City investments).
- Mixed-use developments incorporating retail, F&B, residential and office uses.
- Variety of unique businesses, from boutique stores to local restaurants, has made a vibrant retail destination.
- City incentives have facilitated the development of new housing, including affordable units.



Before & After



BEFORE

Scattered strip plazas, narrow sidewalks



AFTER

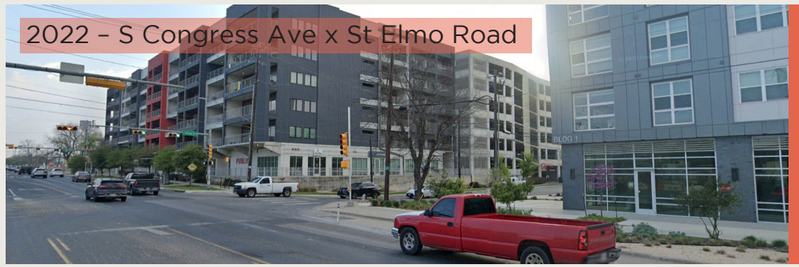
Low rise modern mixed-use apartments with retail at grade. Wider sidewalks with bike lanes and greenery. Public space for gatherings.

Before & After



BEFORE

Old motel, auto sales lots, vacant lots.



AFTER

4 and 5 story mixed-use apartments. Retail at-grade. Wider sidewalks, bike lane, new bus stop.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

(Re)Develop: Market Opportunities

Corridor Revitalization Best Practices

Broad Street, Philadelphia, Pennsylvania

- Infrastructure Improvements: Pedestrian amenities and improved landscape.
- Drivers of economic development include support from nonprofit North Broad Renaissance, funding from city, state, and private.
- Tax incentives have played crucial role in stimulating development, particularly in distressed areas.
- Significant impact on the perception and reality of North Philadelphia, helping to counteract longstanding challenges in the area.



Before & After



BEFORE

Vacant parcel and abandoned buildings.



AFTER

Mid-rise modern mixed-use with retail and office at grade. Boutique hotel. Improved landscaping and sidewalks.

Before & After



BEFORE

Vacant parcels on both sides of Broad Street.



AFTER

Low-rise residential building (affordable housing). Benches along Broad Street.

7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
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(Re)Develop: Market Opportunities

Implications for Tara Boulevard

Tara Boulevard must “bend the curve” to forge a new path forward and attract investment from the private development community.

Improvement in general amenities and connectivity is required across the corridor to generate demand across all real estate asset classes.

Tara Boulevard spans across several real estate submarkets, each with unique needs and opportunities.

Length of Tara Boulevard requires new development to focus on specific nodes to catalyze growth.

Consider different typologies and densities for each node to ensure implementation from the local development community.

Leverage natural environmental assets to improve the amenity offering and create a unique place.

Best practices indicate that creative partnerships are required to generate change.



Caption

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

(Re)Develop: Market Opportunities

Nodal Positioning

Tara Gateway Node

Capitalizing on its location near I-75 and ATL Airport, the Tara Gateway has opportunity to become a bustling hub for commercial and employment activity, anchored by future BRT and multi-family residential projects. The presence of large properties ripe for redevelopment and proximity to the Southern Regional Medical Center create a unique opportunity for integrated health/wellness and medical office spaces with mixed-use development, creating an employment node along the corridor.

Jonesboro Node

Building on the isolated success of Jonesboro City Center, this node should expand as a vibrant mixed-use district, blending new commercial development into its established residential community. Leveraging opportunities in vacant parcels and willing developers, the Jonesboro node along Tara Boulevard offers a balanced, community focused development platform that complements rather than cannibalizes its downtown area.

Lovejoy Node

With emerging strong demographics and new residential growth, Lovejoy is positioned to create a strong community atmosphere with independent local businesses and unique food and beverage offerings. Through an improved Community Center design, Lovejoy could create a highly local destination that accommodates the needs of its growing community whilst continuing to support private investment.

Challenges	Opportunities
• Fragmented land ownership makes redevelopment more difficult • Land is predominantly privately owned • Limited greenfield land availability • High amount of pad development with national chains limits opportunities to amalgamate properties • No significant new development has occurred over the past decade	• Proximity to I-75 and ATL Airport creates strong node for employment • Future BRT provides opportunities for transit-oriented development including multi-family residential • Several large properties are ripe for redevelopment such as Tara Crossings and Southside Discount Mall. • Opportunity for new forms of medical office and health/wellness due to proximity of Southern Regional Medical Center
• Jonesboro City Center redevelopment is successful but isolated from Tara Boulevard • Land is predominantly privately owned • High amount of pad development with national chains limits opportunities to amalgamate properties • No significant development along Tara Boulevard over the past decade • New development could cannibalize from downtown Jonesboro	• Established community with recent investments provides opportunity for further growth • Opportunity for statement development at the gateway to City Center • Several church owned properties are open to redevelopment and could act as linkage between Tara and City Hall • Mixed-use district with multi-family residential
• New retail development along Tara has limited commercial opportunities in Downtown Lovejoy • New retail development has continued same form as the past 50 years	• Significant new residential development in local area • Strong demographics • Downtown can incorporate independent local businesses • Improved design and programming of Community Center area for events and placemaking • Continued expansion of retail to meet future growth needs • Unique food and beverage concepts

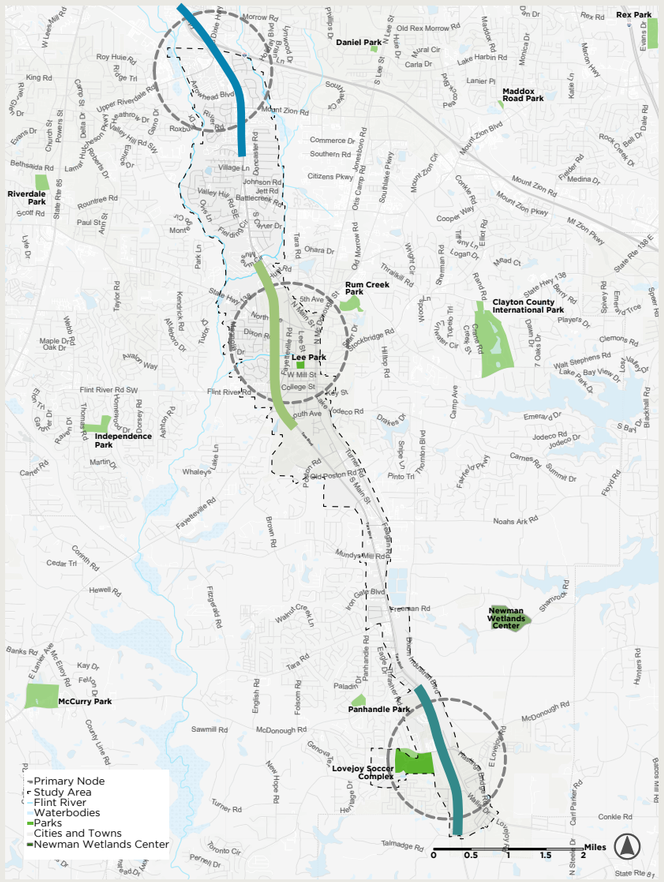
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02 Connect: Transportation and Mobility Conditions

Defining the Corridor

At the start of the LCI Study, three primary nodes were identified: Tara Gateway, Jonesboro, and Lovejoy. From a transportation analysis perspective, segments of the corridor were identified that mostly overlapped with these three Nodes. Additionally, during the transportation and mobility analysis, a secondary area known as Bonanza was also identified between Lovejoy and Jonesboro. The segment extents per Node were defined as shown on the map below and were used to help frame and develop needs, opportunities, and ultimately, recommendations for transportation improvements.



Tara Gateway Node Segment

Upper Riverdale Road to Valley Hill Road (extends beyond the southern boundary of the main identified Tara Gateway Node)

Jonesboro Node Segment

GA 138 to South Avenue

Lovejoy Node Segment

Warren Landing Drive to Talmadge Road

Starting Point: A Corridor Built for Cars

The Existing Conditions Analysis found that many of the challenges facing Tara Boulevard today are because Tara Boulevard is primarily set up to prioritize vehicular movement over all other forms of mobility creating safety concerns and an overall lack of connectivity.



Overwhelming, unsafe interchange of Tara Boulevard + Old Dixie Rd (provides 8 lanes of travel)



Primary entrance to downtown Lovejoy is narrow and only provides vehicular access



GDOT widening of Tara Boulevard currently underway just south of Mundy's Mill Rd, one of the most rural segments of the corridor and also one of the most unsafe due to crash rates and lighting conditions

The connectivity and mobility recommendations presented here aim to address safety and connectivity issues by providing increased and safer access to community assets that are virtually hidden from Tara Boulevard. These recommendations offer increased options for north/south and east/west movements throughout the entire corridor.



Jonesboro's Lee Street Park adjacent to Jonesboro City Center (less than 1/2 mile from Tara Boulevard)



City of Lovejoy "The Mayor's Park" adjacent to City-operated Community Center + Market Space



Jesters Creek Trail runs along Jesters Creek which runs parallel to most of the Tara Boulevard corridor, but does not currently have access from Tara Boulevard



Clayton County Tara Stadium off Battle Creek Rd is 3/4 of a mile from Tara Boulevard, but Battle Creek lacks basic sidewalk infrastructure

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Conditions

Roadway Design

ROADWAY GEOMETRY (LANES)

Tara Boulevard is currently set up to prioritize vehicular mobility throughout, providing up to 8 lanes of travel at some points. This supports higher vehicle speeds compromising pedestrian safety and mobility along the corridor.




Tara Boulevard + Mt. Zion Rd

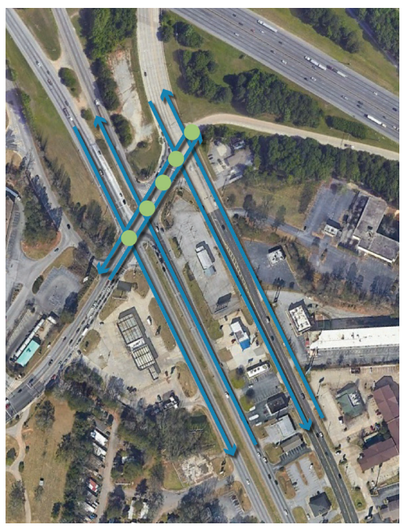

Tara Boulevard + North Carter Dr


Tara Boulevard + McDonough Rd

INTERSECTION DESIGN

As with the roadway geometry, the current intersection designs along Tara Boulevard is primarily set-up to prioritize efficient vehicular throughput along the corridor. This is important as Tara Boulevard is a major regional connection between the I-75 spine and all of Clayton County as well as more rural communities south of Clayton County.

However, pedestrian comfort and safety are also important. For example, the intersection at the northern end of the corridor with Tara Boulevard, Upper Riverdale Rd, and Old Dixie Hwy, is a large multi-lane intersection with vehicles moving at high speeds in at least six different directions. This intersection is really two intersections in very close proximity which can create confusion and fear for pedestrians who have to cross upwards of ten travel lanes in some places.



ACCESS MANAGEMENT + INTERSECTION DENSITY

According to the EPA, intersection density is imperative for promoting a walkable, health-promoting environment. Increased connectivity is promoted through a walkable, grid-like roadway network that prioritizes pedestrian safety and guides vehicular traffic along specific streets.

Currently, Tara Boulevard has roughly 30 total intersections along the 10+ mile Tara Boulevard study area corridor. However, only 13 of these are signalized, which are, in theory, safer for pedestrians to cross. That means there's roughly one location every mile along the corridor for pedestrians to "safely" cross Tara Boulevard. For such a high-speed corridor, this is not enough.

Access Management refers to providing or "managing" the number of access points (driveways) to parcels (i.e. restaurants or the grocery store) while still maintaining the flow of traffic in terms of safety, capacity, and speed. GDOT vehicular access management standards are based on the posted speed limit. The majority of driveways in the Tara Gateway + Jonesboro nodes do not meet the minimum recommended spacing for the corridor (~300 ft).

Alternatively, for pedestrians, the smaller the block-size and the more intersections, the better for connectivity. However, as is the case along Tara Boulevard, too many conflict points between pedestrians and high-speed vehicles, especially unsignalized, is also not ideal. The challenge for Tara Boulevard will be finding a middle ground between a comfortable intersection density (for pedestrians) and approach to access management (vehicular travel).

Our Starting Point: 115 ft.

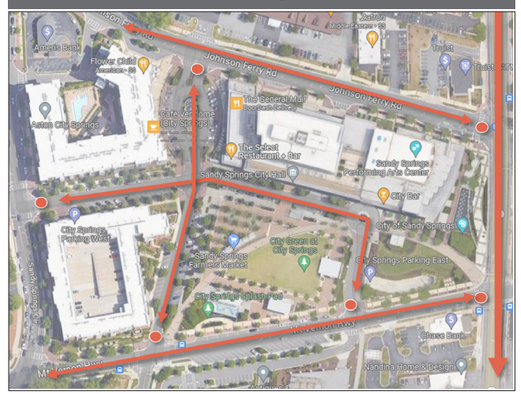


Prioritizes vehicles

- Superblocks with virtually no pedestrian relief.
- Multiple vehicular access points (driveways).

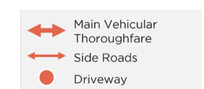


Our Goal: +/- 300 ft.



Prioritizes pedestrians

- Reestablished roadway grid network
- Selective vehicular access points
- Managed parking



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

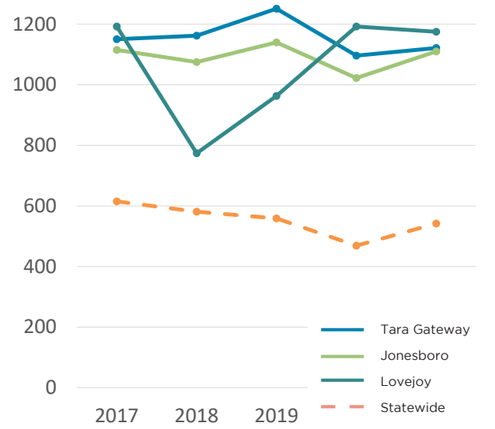
Connect: Transportation and Mobility Conditions

Safety Conditions

CORRIDOR CRASH RATES

One way to measure safety is to examine crash rates (both vehicular and bike/ pedestrian) to determine how/where they occurred, what the conditions were, and comparing the rates against statewide averages for similar corridors.

All three nodes have crashes rates higher than the statewide average.	
Highest crash rate	Tara Gateway
Highest density of bike/ped and fatal crashes along the corridor	Tara Gateway Jonesboro Bonanza Area
Highest need for lighting upgrades along the corridor	Tara Gateway Bonanza Area
Highest risk intersections	Lovejoy Bonanza Area
Highest risk pedestrian segments	Tara Gateway



2017-2021 Numetric crash data

ATLANTA REGIONAL COMMISSION (ARC) REGIONAL SAFETY STRATEGY (RSS)

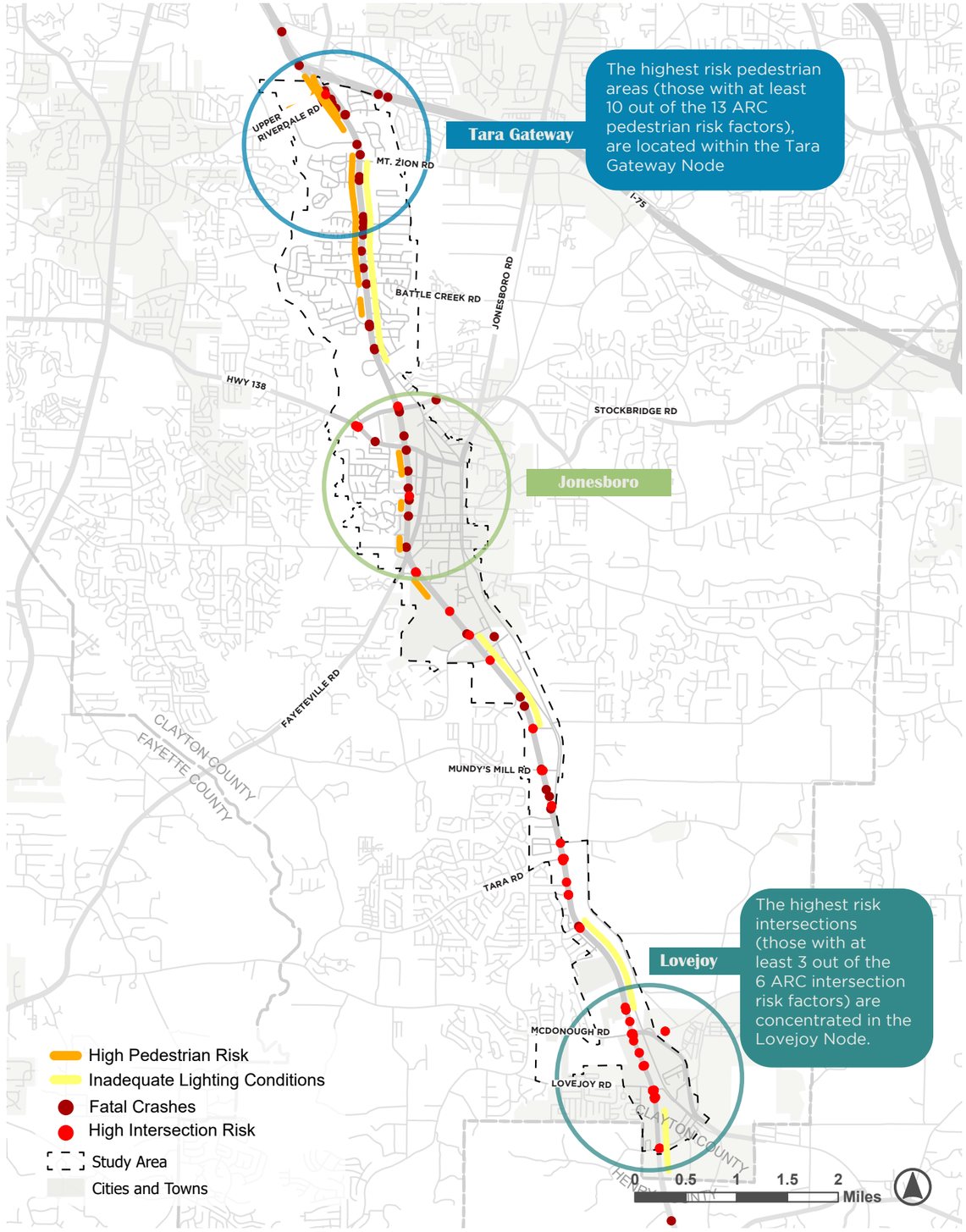
The ARC RSS identified safety risk factors to help identify locations with the greatest potential for safety improvements and infrastructure investments. Risk factors are related to four major types of crashes: Intersection, pedestrians, bicycle and roadway departure. Of these four, Tara Boulevard had a high density of risk factors for pedestrian and intersection crashes. How ARC identifies these risk factors is detailed in the graphic below.

Intersection Risk Factors

Functional Class	Urban Principal Arterials, Urban Minor Arterials, and Urban Major Collectors
Ownership	GDOT owned
Operating Speed	35+ mph on arterial streets 30+ mph on collector + local roads
Observed Speed	Large differences between speed limit and average observed speed
Community Context	Lower intensity development
Traffic Control	Signalized intersections on principal arterials Uncontrolled/unsignalized intersections on minor arterials and major collectors

Pedestrian Risk Factors

Functional Class	Urban Principal Arterials, Urban Minor Arterials
Ownership	GDOT owned
Traffic Volume/ # of Lanes	9,000+ vehicle per day/ 4+ lanes
Posted Speed	35+ mph
Community Context	Urbanized areas, high population densities, higher intensity development, and high frequency bus service
Socioeconomic Status	Lower average income, higher proportion of population that represents minority and non-white race and ethnicity.
Environmental Justice Score	7+



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Conditions

Bike and Pedestrian Conditions

WHAT'S IN PLACE?

An analysis of the existing and planned bike and pedestrian infrastructure was conducted for the Tara Boulevard corridor. The chart below shows the general conditions of bike/pedestrian infrastructure in each of the identified nodes.

Overall, the pedestrian infrastructure network is largely inconsistent along the entire Tara Boulevard corridor. The most pedestrian connections exist within the Jonesboro area and in residential areas in Lovejoy, but are lacking along the rest of the corridor. The following were the major bike/pedestrian infrastructure findings.

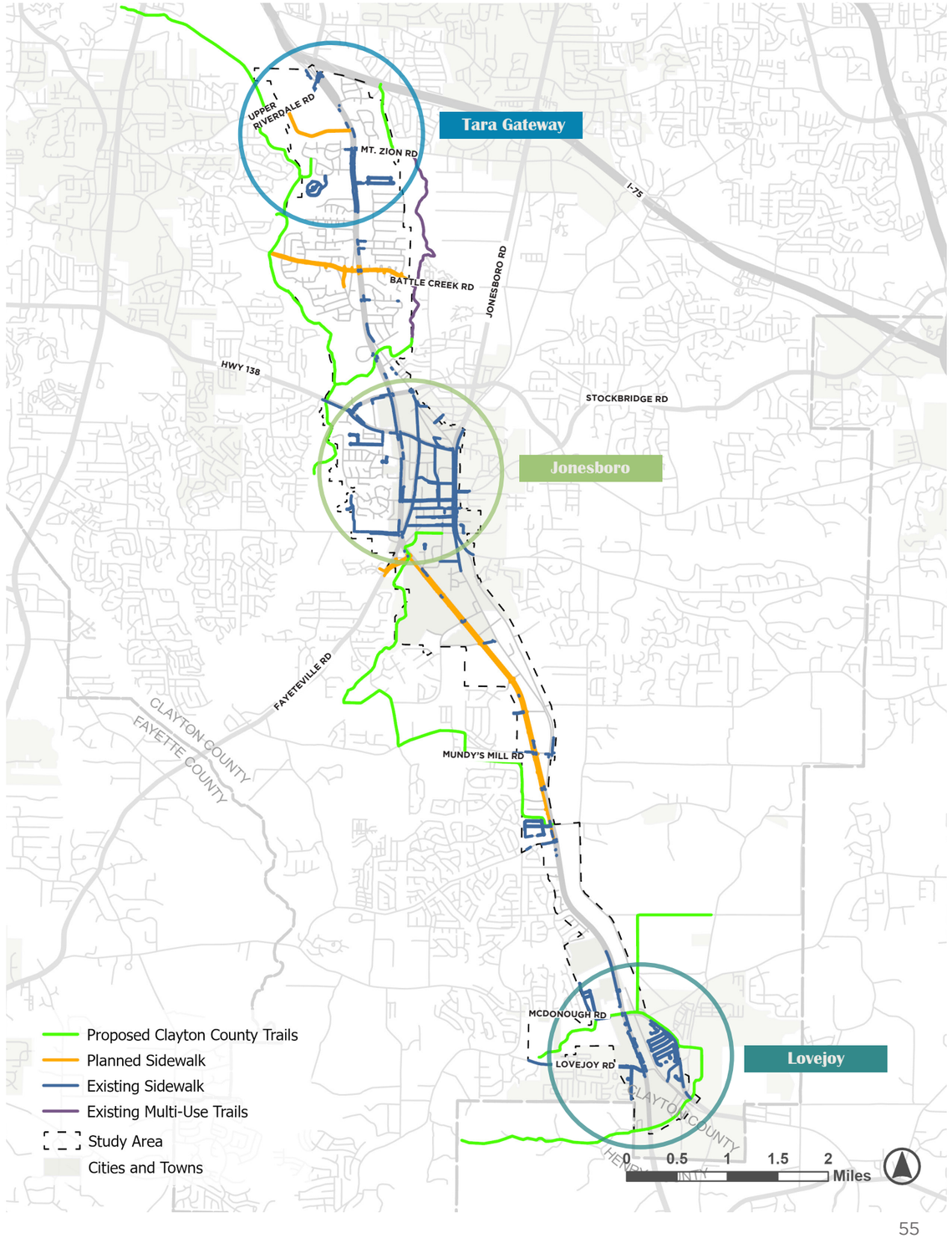
- There is currently no bicycle infrastructure along Tara Boulevard
- The Jonesboro node is currently the most connected via sidewalks, but not all are pleasant walking experiences
- The Bonanza node has almost no existing infrastructure or trail connections, but many sidewalk and trail connections planned
- Lovejoy has some east/west connection but is limited by existing roadway network and the railroad. There are trail connections planned.

	Tara Sidewalk Infrastructure	East/West Sidewalk Connectivity	Trail/Path Connections
Tara Gateway	✗	✗	✗
Jonesboro	✓	✓	✗
Lovejoy	✓	✗	✗

✓ Adequate Infrastructure
✗ Inadequate Infrastructure
✗ Inadequate with Planned Improvements

WHAT'S PLANNED?

- The County has plans to address first/last mile connectivity along Tara Boulevard through ARC TIP CL-345 pedestrian safety improvement project.
- GDOT has multiple pedestrian crossing improvement projects in progress.
- MARTA planned BRT along portions of the corridor may spur pedestrian improvements in station areas.
- Various widenings and intersection improvements along the corridor should include pedestrian facility enhancements as well.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Conditions

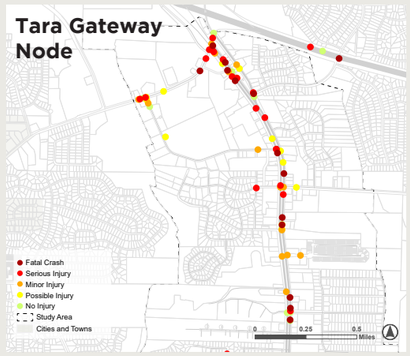
Bike and Pedestrian Safety

BIKE/PEDESTRIAN CRASHES

Crashes from were analyzed within each node within a half mile of the Tara Boulevard corridor. Overall, the Tara Gateway node has the highest number of bike/pedestrian crashes including those that result in fatalities and serious injuries.

The Jonesboro node has the second highest number of bike/pedestrian crashes, but still less than half those recorded in the Tara Gateway node. A significant number of bike/pedestrian crashes (25) were also recorded in the Bonanza area of the Tara Boulevard corridor. While this area is not an identified node in the study area, it should be prioritized for roadway and pedestrian safety improvements.

Tara Boulevard Nodes Bike and Pedestrian Crashes At a Glance	
102	Tara Gateway
47	Jonesboro
25	Bonanza Area
9	Lovejoy

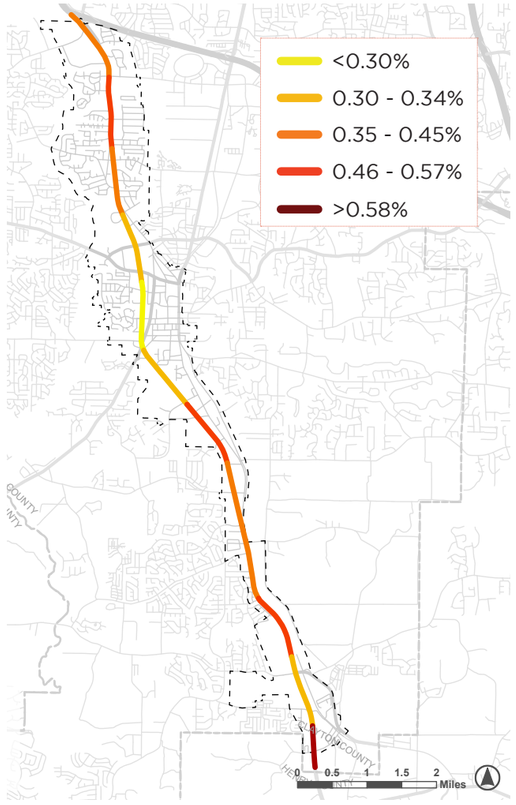


2017-2021 Numetric crash data

LIGHTING CONDITIONS

Another safety element to consider is the presence or lack of lighting during night time crashes. The map below illustrates the percent of nighttime crashes that occurred in areas without street lighting. When this rate is high, it indicates a lack of street lighting on the corridor which can negatively impacts safety.

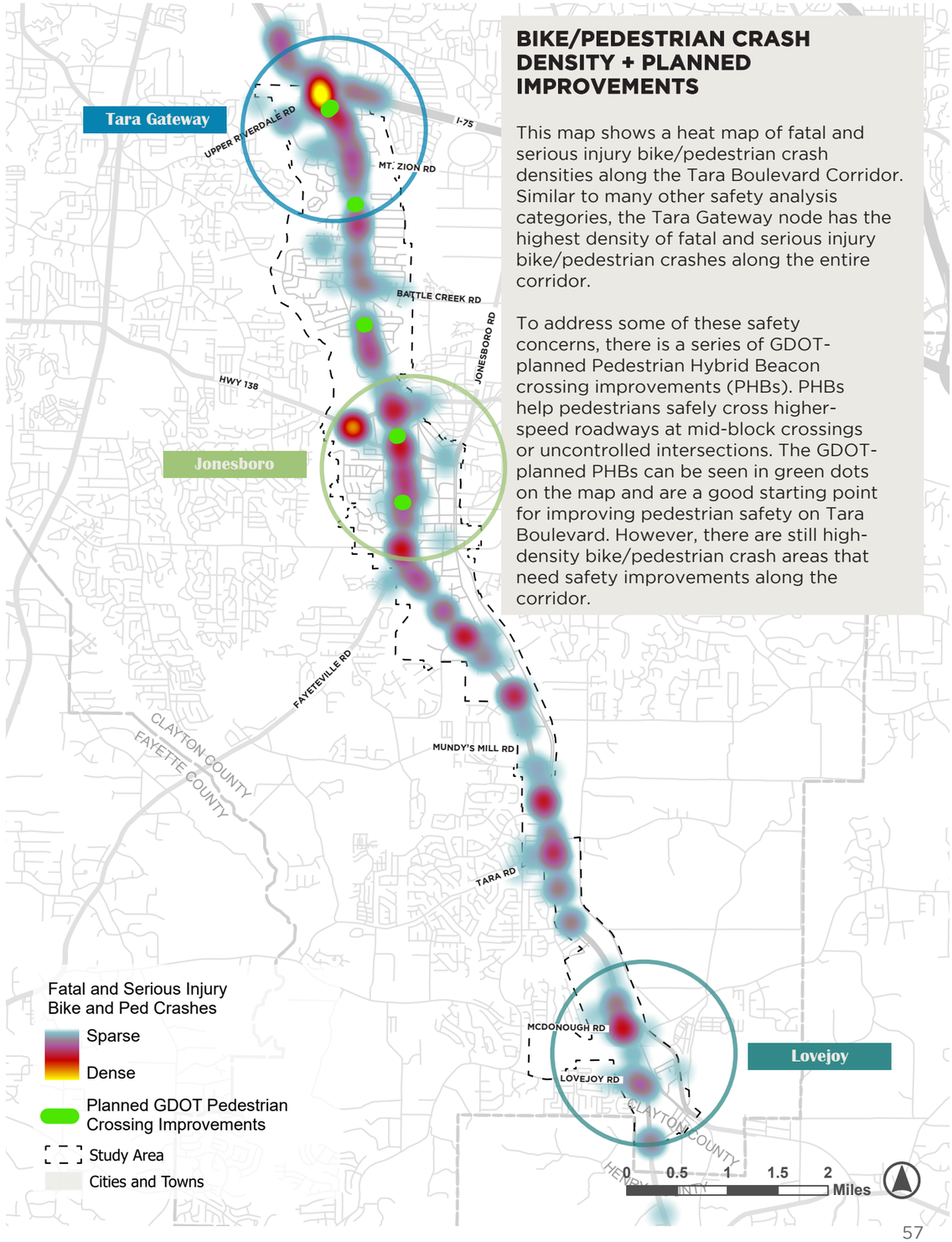
The highest rate of crashes ocurring in areas without adequate lighting are shown in the Tara Gateway node, the Bonanza area, and the southern end of the Lovejoy node.



BIKE/PEDESTRIAN CRASH DENSITY + PLANNED IMPROVEMENTS

This map shows a heat map of fatal and serious injury bike/pedestrian crash densities along the Tara Boulevard Corridor. Similar to many other safety analysis categories, the Tara Gateway node has the highest density of fatal and serious injury bike/pedestrian crashes along the entire corridor.

To address some of these safety concerns, there is a series of GDOT-planned Pedestrian Hybrid Beacon crossing improvements (PHBs). PHBs help pedestrians safely cross higher-speed roadways at mid-block crossings or uncontrolled intersections. The GDOT-planned PHBs can be seen in green dots on the map and are a good starting point for improving pedestrian safety on Tara Boulevard. However, there are still high-density bike/pedestrian crash areas that need safety improvements along the corridor.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Conditions

Transit: Existing MARTA Routes

Tara Boulevard is served by MARTA local bus service in Clayton County. There are currently seven local bus routes that either run directly along Tara Boulevard or cross over it providing service throughout Clayton County. These routes are detailed below.

Route 191: Travels from Lakewood/Ft. McPherson Station through Riverdale to the Clayton Justice Hub where the route intersects with the Tara Boulevard corridor.

Route 192: Provides service from East Point MARTA Station to Clayton Justice Hub utilizing the Tara Boulevard corridor through the Tara Gateway and Jonesboro nodes.

Route 193: Provides service from East Point MARTA Station to the Clayton Justice Hub by way of SR 54 providing connection to Clayton State University and enters the Tara Boulevard corridor through downtown Jonesboro. SR 54 RAPID will follow a similar route.

Route 194: Travels from Lakewood/Ft. McPherson Station to Southlake Mall. Does not directly intersect Tara Boulevard, but provides connecting service.

Route 196: Provides connection to Southlake Mall from College Park MARTA intersecting Tara Boulevard through the Tara Gateway node following roughly the same path as the planned Southlake RAPID route.

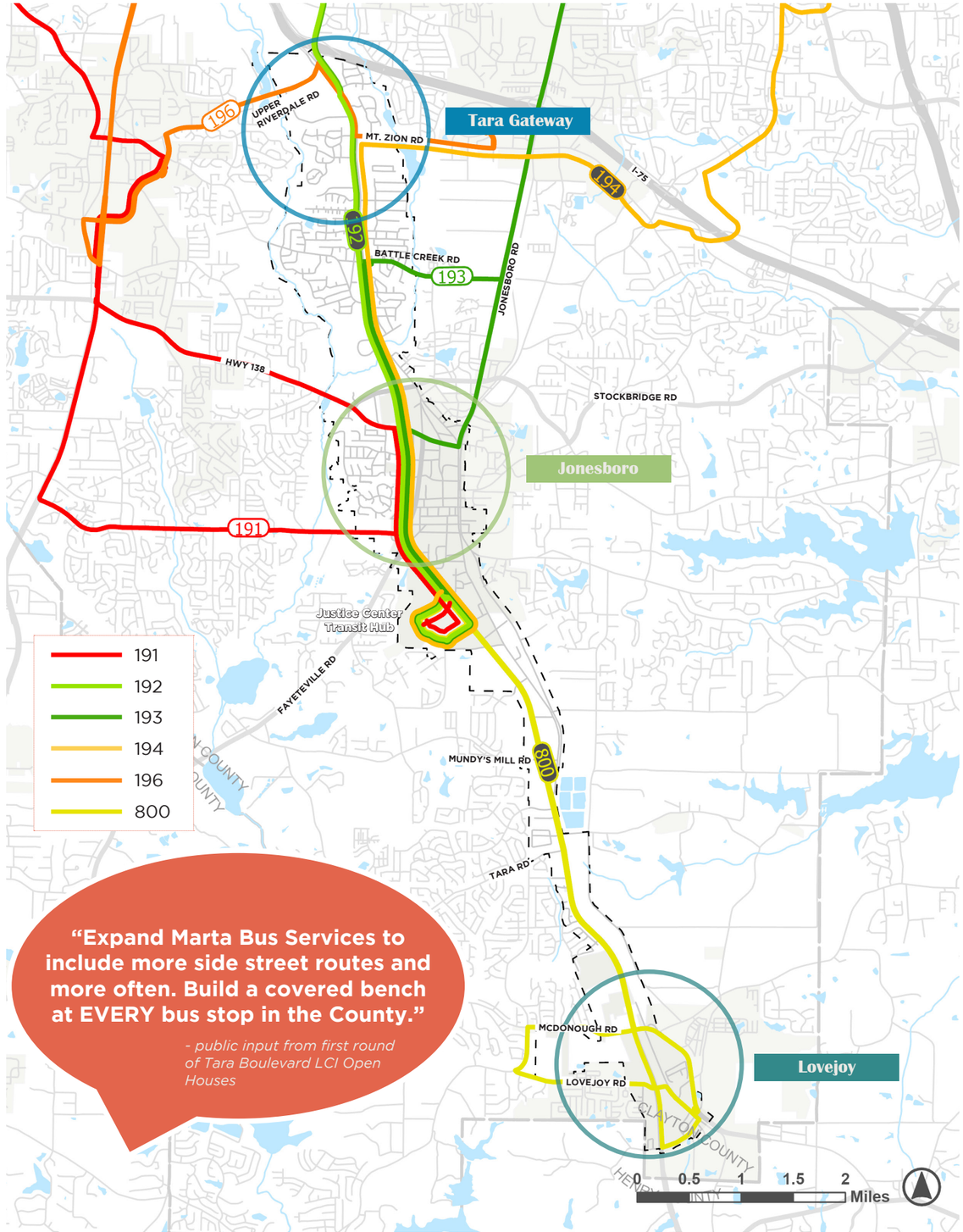
Route 800: Provides service along Tara Boulevard between Lovejoy and the Clayton Justice Center Hub.

The route along the corridor with the highest ridership is Route 196 (in the top ten highest performing routes in the MARTA service area) which provides service between Southlake Mall and College Park MARTA Station. Route 196 will soon be replaced by a higher capacity transit called Bus Rapid Transit (BRT). Because Route 196 only runs on Tara Boulevard through the Tara Gateway node, that node has the highest stop-level ridership along the corridor.

The Lovejoy node is served by only one route (Route 800) providing service between Lovejoy and the Clayton Justice Hub. The Lovejoy node has the lowest stop-level ridership along the corridor.

MARTA STOP-LEVEL RIDERSHIP BY NODE





"Expand Marta Bus Services to include more side street routes and more often. Build a covered bench at EVERY bus stop in the County."

- public input from first round of Tara Boulevard LCI Open Houses

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Conditions

Transit: Planned MARTA Rapid

One major opportunity for the Tara Boulevard corridor is the future high-capacity transit investment that MARTA is making in Clayton County. This includes two Bus Rapid Transit (BRT) alignments which will provide fast, frequent transit service to Clayton County. These routes and how MARTA RAPID service works are detailed below.

Southlake RAPID

- Will provide service from Southlake Mall to College Park MARTA Station following roughly the same path as current Route 196
- 19 total stations, 15.5 mile alignment.
- 50% dedicated lanes (exact location TBD)
- 2 proposed stations in Tara Boulevard LCI study area: Upper Riverdale Rd at Ashwood Crossing Station and Mt. Zion at Tara Boulevard Station.

SR 54 RAPID

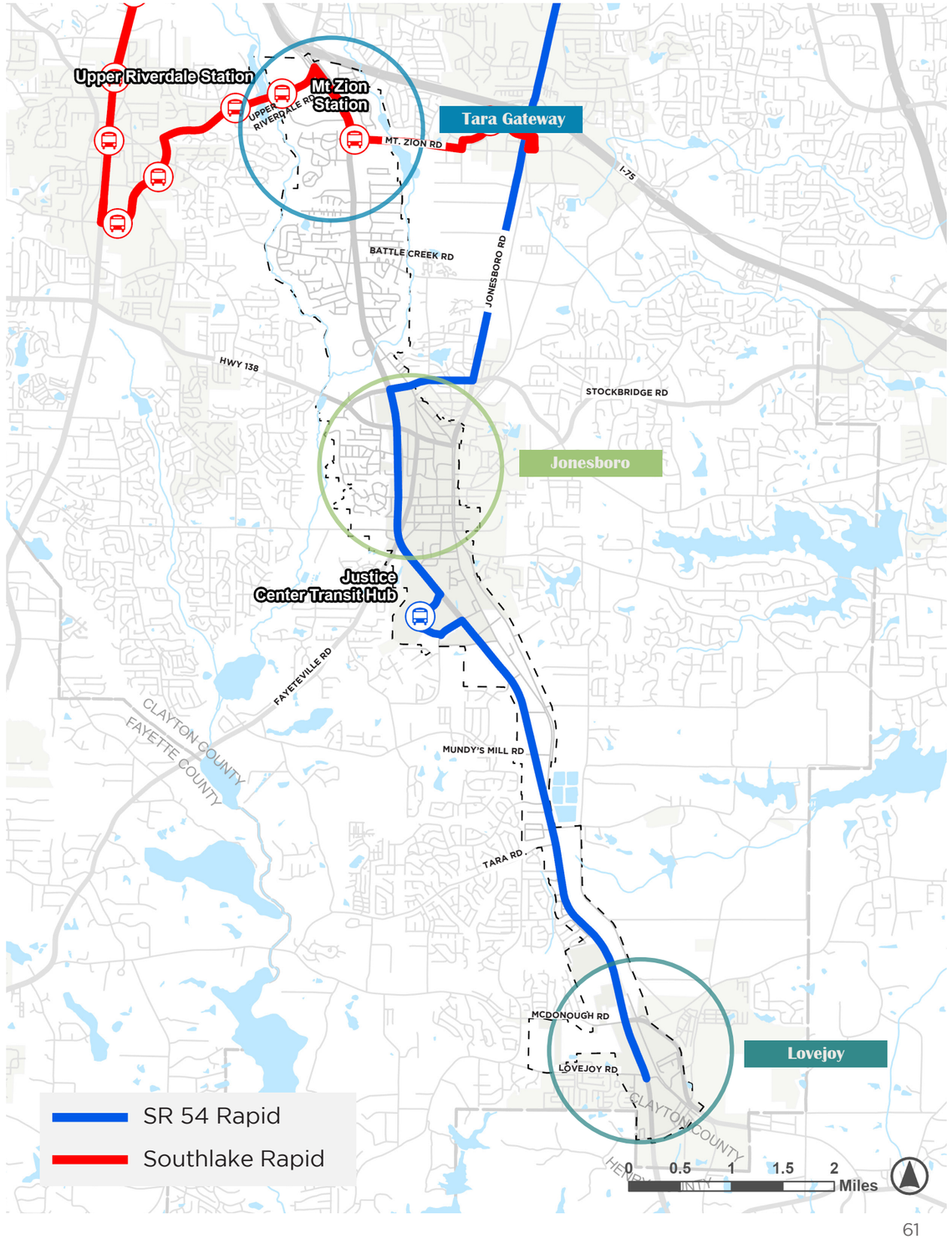
- Provides service from East Point MARTA Station along SR 54 to Lovejoy.
- Final alignment and station locations still under review, but major destinations and employment centers will be served such as Clayton State University.

MARTA RAPID is a high-quality transit system that delivers fast and efficient service with the following characteristics:

- 10 to 15-Minute Peak Frequencies
- Dedicated Operating Lanes
- Transit Signal Priority
- Unique Transit Line and Vehicle Branding
- Station Amenities



Draft MARTA RAPID concepts. Appearance subject to change.



7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
Packet Pg. 34

Connect: Transportation and Mobility Opportunities

Nodes: Challenges and Opportunities

Tara Gateway Node

The Tara Gateway node has some of the highest safety and connectivity needs on-average across the corridor. Addressing needs in this Gateway Node can help set the stage for what the future of the entire Tara Corridor could look like. **The primary challenges to address in this node are access management, overwhelming and confusing roadway geometry, lack of pedestrian infrastructure, and safety.**

Jonesboro Node

This node lacks safe connections to downtown Jonesboro. With a high overall crash rate and high number of bike/pedestrian and fatal crashes, the Jonesboro Node is second only to the Tara Gateway node in safety and is lacking in trail/path connections. **Basic improvements for increased pedestrian safety on Tara Boulevard and potential path connections to Downtown Jonesboro from Tara Boulevard are needed.**

Lovejoy Node

The primary need in Lovejoy is added connectivity. The roadway network is less dense than the rest of the corridor and the railroad creates an obstacle for accessing downtown Lovejoy from Tara Boulevard. **As Lovejoy continues to grow, providing additional avenues for drivers, pedestrians, and future transit vehicles to access Lovejoy from Tara Boulevard will be key.**

Bonanza Area

While not an identified node, the Bonanza area (just north of the Lovejoy node) consistently rated high in the categories of crash rates, poor access management, inadequate lighting and others. **The Bonanza area's needs should be prioritized at the same level as the other three nodes from a transportation perspective.**

Challenges	Opportunities
• Highest congestion rates along corridor • Up to 6-8 lanes across • Average driveway spacing of ~115 ft • Lack of consistent sidewalk infrastructure along Tara Boulevard and cross streets and lack of trail/path connections to adjacent facilities • Highest crash rates along entire corridor + inadequate lighting conditions • Highest density of ARC high risk pedestrian segments along corridor	• **Future BRT Service:** Opportunity to capture already high ridership numbers and redevelop future station areas • **Make Connections:** direct transit riders and pedestrians to adjacent multi-use path facilities via planned and new pedestrian crossing facilities • **Get Creative:** Use new County Transit Oriented Development zones to spark unique solutions to inter-parcel connectivity and pedestrian safety on Tara Boulevard
• 6 lanes across in entire node • Average driveway spacing of ~200 ft • Lack of safe, pedestrian-friendly connections from Tara Boulevard to downtown Jonesboro/Lee St. Park • Second highest crash rates along entire corridor	• **Build on Existing Strengths:** Improve pedestrian connectivity from BRT on Tara Boulevard to downtown Jonesboro/Lee St. Park; improve pedestrian and transit experience accessing the Clayton Justice Center Hub • **Take Advantage of BRT Station Areas:** Bring the life and culture of downtown Jonesboro to Tara Boulevard to help entice Tara Boulevard users (cars and pedestrians alike)
• 5 lanes across in entire node • Existing roadway network and railroad do not support level of traffic generated by recent large residential developments • Lack of east/west sidewalk connectivity to downtown Lovejoy (crossing railroad) • Highest density of ARC high risk intersections along corridor • Currently only served by one MARTA local bus route	• **Build on Existing Strengths:** Improve pedestrian connectivity from BRT on Tara Boulevard to downtown Jonesboro/Lee St. Park; improve pedestrian and transit experience accessing the Clayton Justice Center Hub • **Take Advantage of Planned BRT Station Areas:** Bring the life and culture of downtown Jonesboro to Tara Boulevard to help entice Tara Boulevard users (cars and pedestrians alike)
• Second highest congestion rate along entire corridor • Little to no existing pedestrian infrastructure and inadequate lighting conditions • Third highest number of bike/pedestrian and fatal crashes along corridor • Highest number of ARC high risk intersections outside of Lovejoy node	• **Focus on the Basics:** Foundational elements such as sidewalks and improved lighting will go a long way in this area • **Take Advantage of Planned BRT:** Planned BRT station areas present the opportunity for placemaking to help establish a unique character for this area • **Connect to Nature:** Focus on pedestrian connections to adjacent Newman Wetlands Center

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Opportunities

In-Between Nodes: Bonanza Segment

Bonanza Segment

Throughout the transportation and mobility assessment, a segment between Mundy's Mill Road and Tara Road (at Tara Rd and Tara Boulevard just north of the Lovejoy Node), referred to as the Bonanza Segment, was identified. **This segment consistently rated high in the categories of crash rates, poor access management, inadequate lighting and others.** From a transportation improvement perspective, the Bonanza Segment should be prioritized at the same level as the nodes.



Recent Improvements on Bonanza Segment



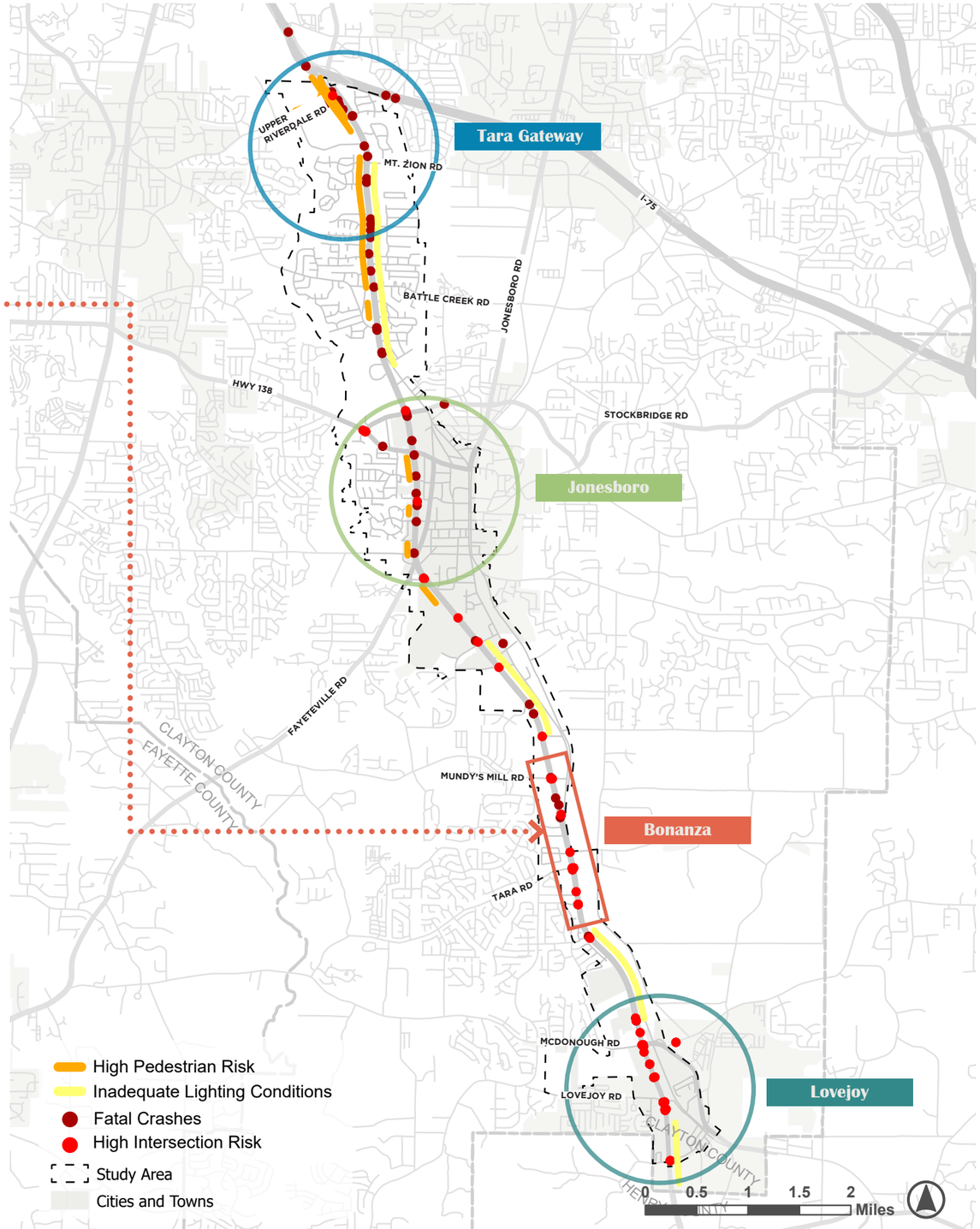
Tara Boulevard and Tara Rd Intersection at Kroger

Challenges

- **Second highest congestion rate** along entire corridor
- **Little to no existing pedestrian infrastructure** and inadequate lighting conditions
- **Third highest number of bike/ pedestrian and fatal crashes** along corridor
- **Highest number of ARC high risk intersections outside of Lovejoy node**
- **No transit access** (though Route 800 passes through)

Opportunities

- **Focus on the Basics:** Foundational elements such as sidewalks and improved lighting will go a long way in this node
- **Take Advantage of Planned BRT:** Currently no transit access in this node and planned BRT station areas present the opportunity for placemaking and to establish a unique character for this area
- **Connect to Nature:** Focus on pedestrian connections to adjacent Newman Wetlands Center



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Opportunities

Corridor Strategy: A Safe and Connected Tara

4 Big Ideas for the Tara Boulevard Corridor

Safety and lack of connectivity/mobility along Tara Boulevard were the top concerns from the community throughout this process. This was confirmed by our analysis. Being that this is the primary option for traveling north/south in the County, this is a major challenge.

The following "Big Ideas" (along with supporting projects and strategies) provide increased options for both north/south and east/west mobility in the study area.

GREEN NETWORK

Create intentional pedestrian improvements between existing and planned trails, like the Flint River Trail, and existing and planned greenspaces, like the Newman Wetland Center, to build-out a **pedestrian-oriented network of connected greenspaces**.

PEDESTRIAN PRIORITY AREAS

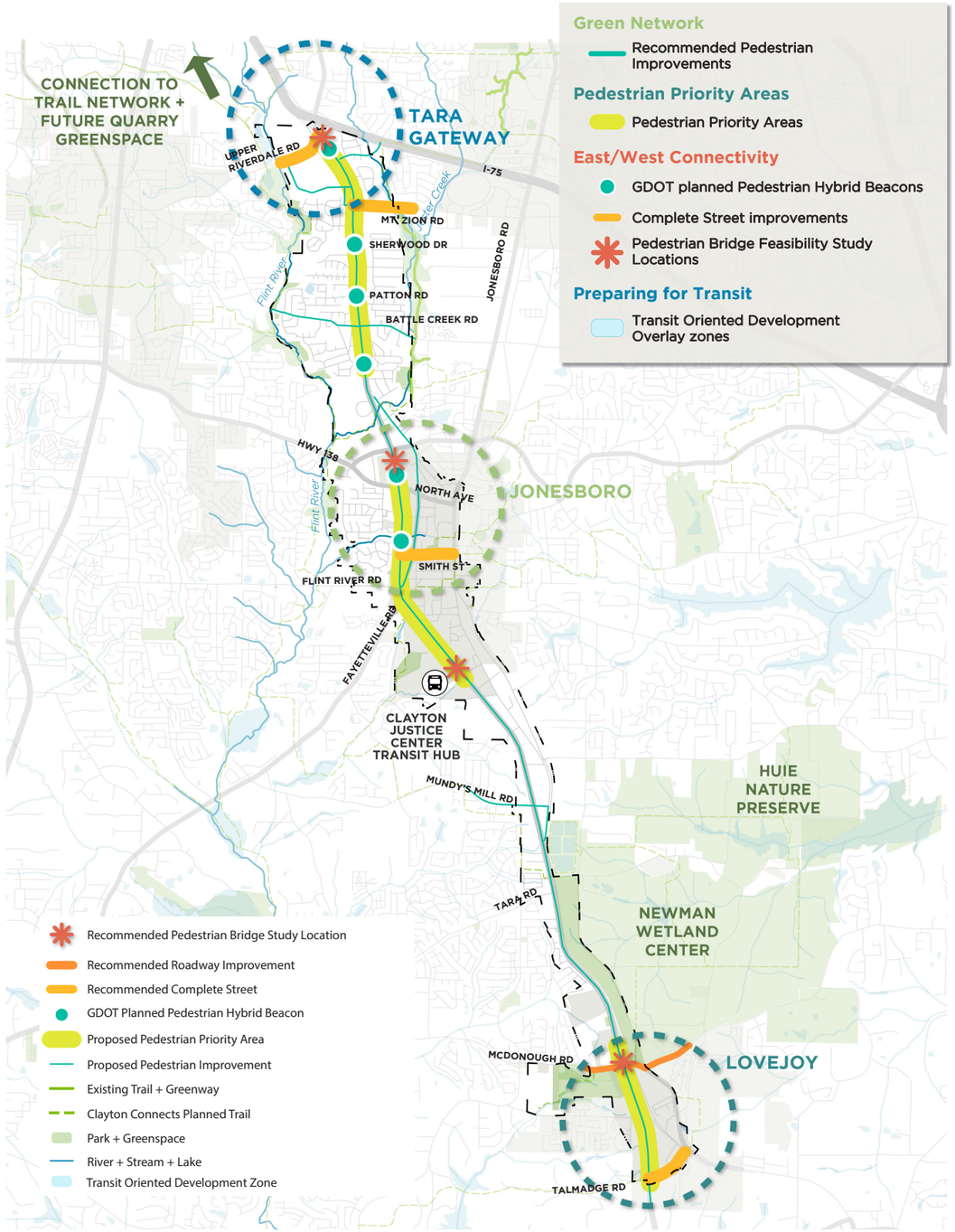
Designate specific "zones" where pedestrians take the center stage and **pedestrian-level design is prioritized** through tactics such as infill of existing sidewalk network, pedestrian crossing improvements, median refuge islands, and signage/wayfinding.

EAST/WEST CONNECTIVITY

Make crossing Tara Boulevard, whether on foot, in a vehicle, or on transit, a safer and more comfortable experience by providing an **increased menu of options for east/west crossing opportunities**.

PREPARING FOR TRANSIT

Prepare for planned Bus Rapid Transit (BRT) by coordinating closely with MARTA on final alignments and station locations and adopting **Transit Oriented Development Overlay zones** to promote transit-supportive densities around planned transit stations.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility Opportunities

Corridor Strategy: A Safe and Connected Tara

GREEN NETWORK

A series of pedestrian improvements are recommended along the corridor which together make-up an enhanced “green network” of sidewalks, trails, paths, and parks/greenspace access. These improvements include sidewalk additions/updates, trail connections, and coordination on safer pedestrian crossings over Tara Boulevard.

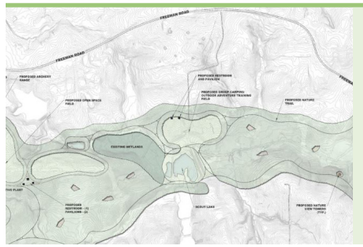
CONNECTION TO FLINT RIVER TRAIL



The Flint River Trail is a regional project that would follow the Flint River starting near the Hartsfield-Jackson Atlanta International Airport (HJAIA) and flows south, parallel to Tara Boulevard. In March 2024, ARC and Finding the Flint were successful in winning a total of $64.9 million in federal grants to fund segments of this planned trail.

Building on this momentum, it is recommended to locate key connection points where pedestrian spurs from Tara Boulevard could provide access to this planned network. One prime location for future connection is where the Flint River crosses Upper Riverdale Rd just southwest of this projects Tara Crossings Catalyst Site. This would provide a regional trail connection between Tara Boulevard and destinations such as HJAIA, MARTA Heavy Rail, and a future Quarry Park/Greenspace.

CONNECTION TO NEWMAN WETLAND CENTER/HUIE NATURE PRESERVE

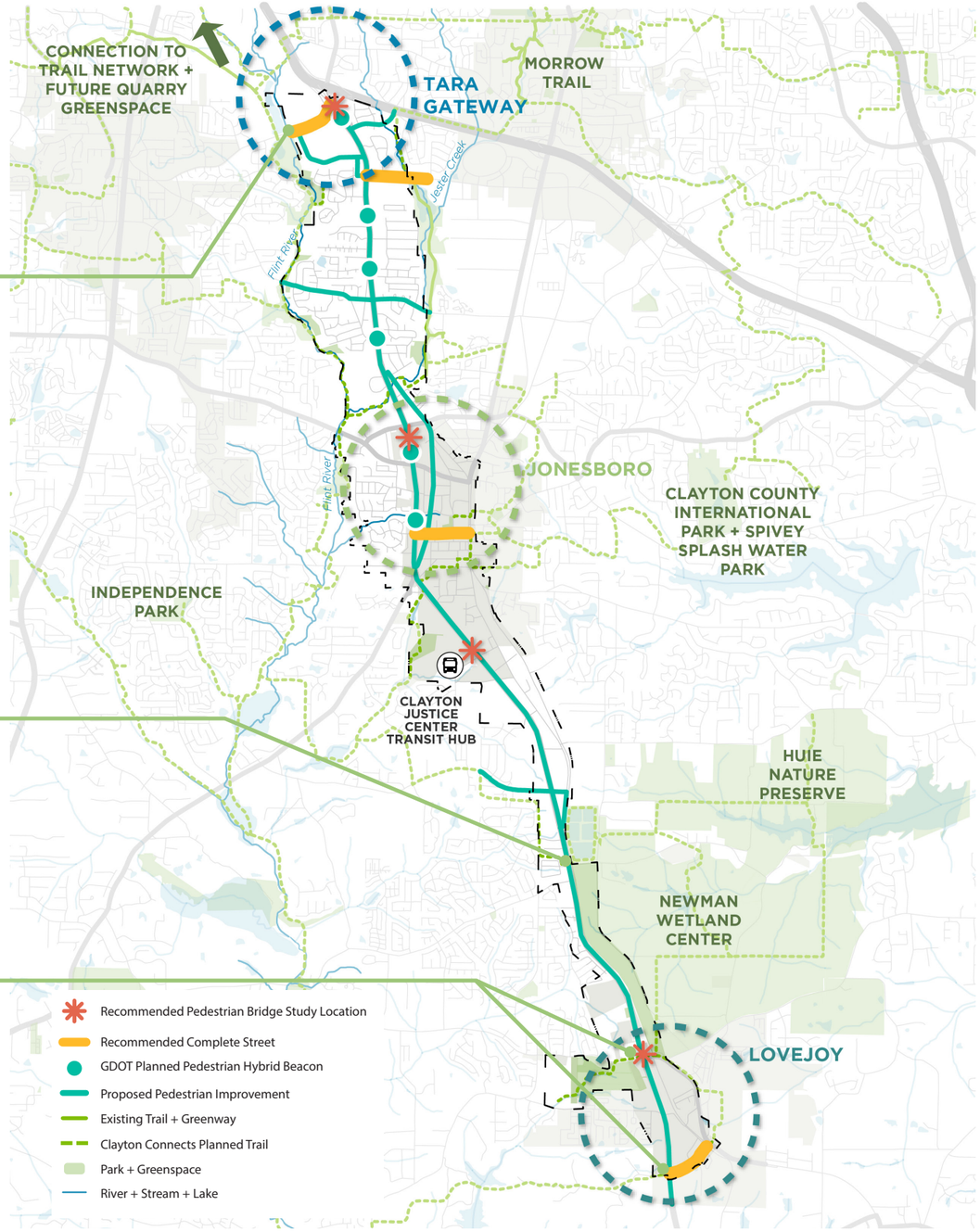


Another major planned greenspace along the corridor is the Huie Nature Preserve adjacent to the existing Newman Wetland Center. Owned by the Clayton County Water Authority (CCWA), the goal is for the site to serve as a recreational and educational amenity for the Clayton County Community. The LCI Study recommends increased options for pedestrian connections to this planned community asset.

CLAYTON CONNECTS - PLANNED TRAIL CONNECTIONS



Clayton Connects was completed in 2015 and identified over 100 miles of trails across the county. However, most of those trails, specifically along Tara Boulevard, remain unbuilt. It is recommended to prioritize the implementation of these previously planned trails and several key connecting points have been identified. One location is the planned trails at McDonough and Talmadge Roads in Lovejoy. Implementation of these trails and safe crossing of Tara Boulevard would provide Lovejoy with direct pedestrian access to the planned Flint River Trail system.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility

Corridor Strategy: A Safe and Connected Tara

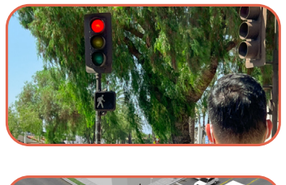
PEDESTRIAN PRIORITY AREAS

The recommended Pedestrian Priority Areas (PPAs) are special "zones" along the Tara Boulevard corridor where pedestrians would take the center stage. When possible, these areas should be designed to make walking safer, more enjoyable, and more convenient for pedestrians of all ages and abilities. These areas should not only help pedestrians travel safely and comfortably along Tara Boulevard, but also orient them to surrounding amenities and destinations off the corridor through the following elements.



PRIORITIZE INFILL SIDEWALK NETWORK COVERAGE

Ensure a safe and comprehensive network of sidewalks and connect key destinations, activity centers, and trails along the corridor. Clayton County is already acting on corridor-wide pedestrian improvements, but higher prioritization should be considered for facilities within the nodes and PPAs.



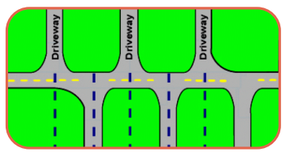
LEADING PEDESTRIAN INTERVALS (LPIs)

LPIs allow pedestrians a head start at signalized intersections giving them a few seconds to begin crossing before vehicles get the green light. On a corridor like Tara Boulevard, sometimes up to 8-lanes wide, LPIs can make a huge difference in pedestrian safety. A series of high, med, and low-priority LPIs are recommended throughout the Tara Boulevard corridor and are highest priority within the PPAs.



MEDIAN PEDESTRIAN REFUGE ISLANDS

Tara Boulevard's width and high speeds make the corridor a prime candidate for pedestrian refuge islands, which are raised areas in the middle of a roadway that provide a safe, designated place for pedestrians to pause while crossing. Coordinate with GDOT on ongoing/planned projects is key to ensure median pedestrian refuge islands are included in the design of updated intersections in the PPAs.



DRIVEWAY SPACING

The majority of driveways in the Tara Gateway + Jonesboro Nodes do not meet the minimum recommended spacing for the corridor (~300 ft). Optimize driveway spacing to limit the number of interactions between pedestrians and cars providing a seamless, walkable experience.



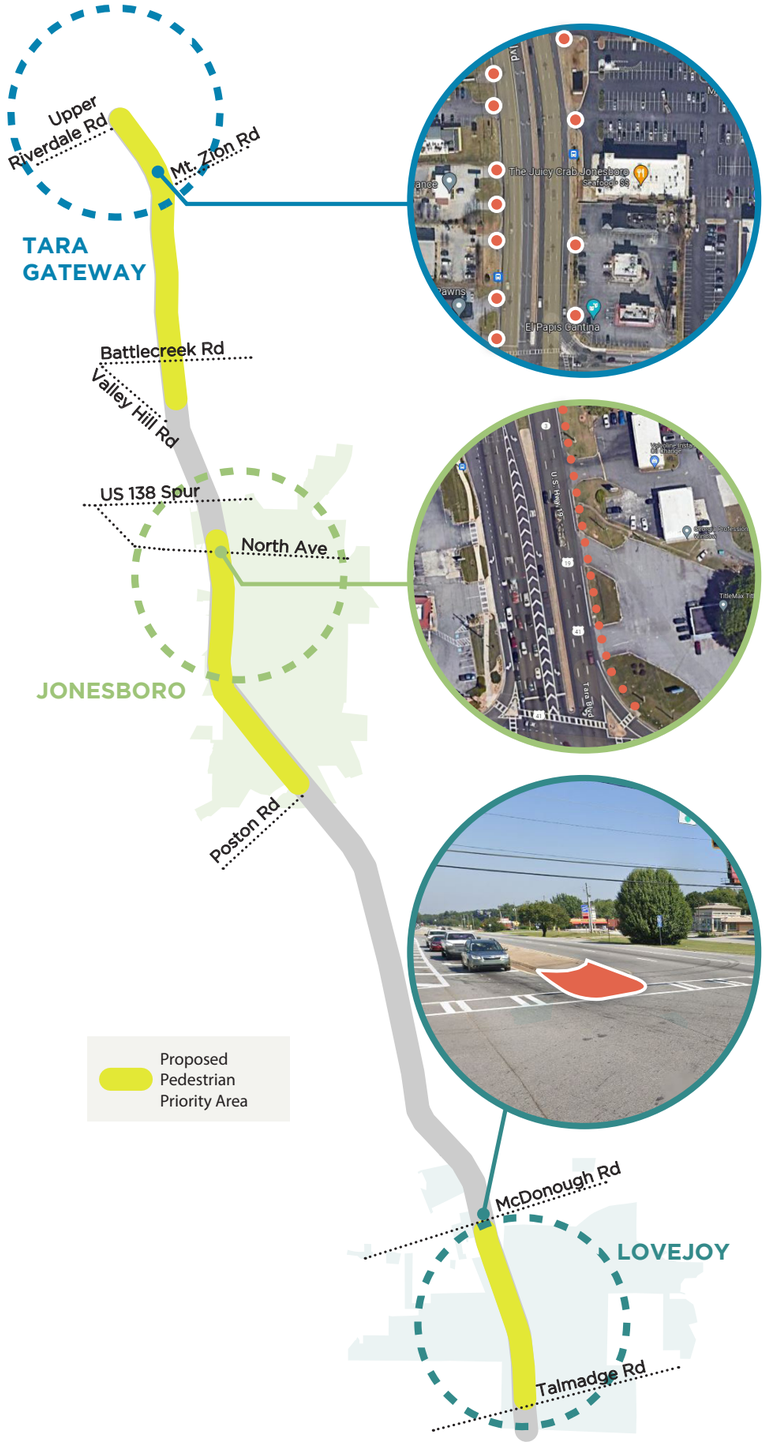
PEDESTRIAN-LEVEL LIGHTING

Throughout the Tara Boulevard LCI engagement process, safety, and specifically lighting, was often mentioned as an area of concern. Within the PPAs especially, whenever pedestrian facility improvements are taking place, consideration should be given to updating or adding pedestrian-level lighting to enhance visibility during nighttime or low-light conditions.



WAYFINDING & SIGNAGE

Wayfinding and signage help pedestrians navigate an area safely and effectively. This is a key aspect of a safe and comfortable pedestrian experience that Tara Boulevard is currently lacking and that could help orient pedestrians to destinations and parallel pedestrian facilities just off the corridor. A focus on a corridor-wide brand that could apply to wayfinding and signage, especially within the PPAs, is recommended as part of this study.



TARA Boulevard + MT ZION RD DRIVEWAY SPACING

In this area, driveway spacing is roughly every 115 ft. apart, but a safer goal is every 300 ft. In the area shown here, there are at least 7 different driveway access points, many accessing the same developments. Working with existing and future developers to consolidate driveways providing access to the same development should be a priority in the Pedestrian Priority Areas.

TARA Boulevard + NORTH AVE PEDESTRIAN FACILITIES

Within the Jonesboro Pedestrian Priority Area, there are a number of sidewalk gaps, such as the one identified here just north of the intersection with North Ave. Gaps like this will be addressed along the Tara Boulevard corridor by the Clayton County planned pedestrian facilities infill project. If possible, areas within these designated Pedestrian Priority Areas should be prioritized along the corridor.

TARA Boulevard + MCDONOUGH RD PEDESTRIAN REFUGE ISLAND OPPORTUNITY

As the City of Lovejoy, Clayton County, Henry County, and GDOT move forward on coordination for the widening of McDonough Rd, there is an opportunity to make minor improvements that prioritize safety for pedestrians crossing Tara Boulevard. One such improvement is extending the median island to create a dedicated pedestrian refuge island, effectively cutting the distance pedestrians have to cross in half.

7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
Packet Pg. 39

Connect: Transportation and Mobility

Corridor Strategy: A Safe and Connected Tara

IMPROVED EAST/WEST CONNECTIVITY

To help enhance overall mobility along the corridor and provide a more connected multi-modal network, a system of east/west connectivity improvements is recommended with the goal of improving both safety and comfort of the east/west crossing experience over Tara Boulevard from both the vehicular and pedestrian point of view.

COMPLETE STREETS (See Pages 76-77)



Complete Streets are recommended at four cross-streets along the corridor to prepare for planned transit improvements and provide enhanced access to destinations just off Tara Boulevard, such as Southern Regional Medical Center, Southlake Mall, Downtown Jonesboro, and Downtown Lovejoy. These projects will include different Complete Street elements as detailed on pages 76-77.

GDOT PEDESTRIAN HYBRID BEACONS (PHBs)



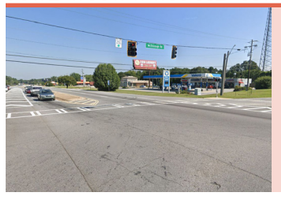
GDOT has a series of PHBs programmed for five locations along the Tara Boulevard corridor. These mid-block crossing improvements will allow safer east/west connectivity for pedestrians along Tara Boulevard. One key planned PHB location is at the Kroger on Tara Boulevard just north of North Ave, which will improve grocery access for residential uses on the east side of Tara Boulevard.

PEDESTRIAN BRIDGE LOCATION FEASIBILITY STUDY

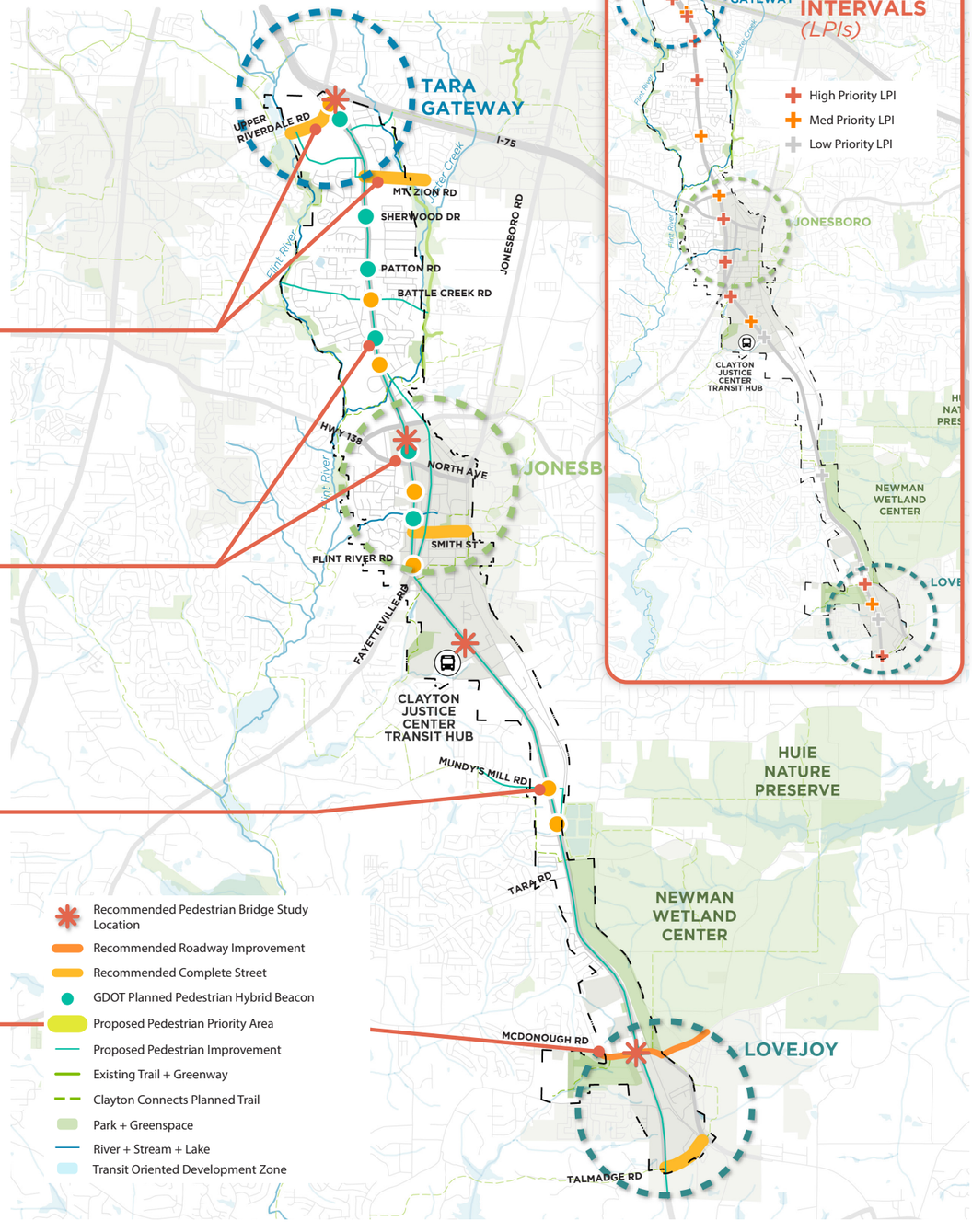


At least four identified locations should be considered in a Pedestrian Bridge feasibility study to determine the cost and benefit of a potential pedestrian bridge at each location. A pedestrian bridge could provide not only a safety solution for pedestrians, but an economic development opportunity for the county by creating a gateway to the corridor.

MCDONOUGH RD ROADWAY IMPROVEMENT



Safe east/west vehicular movement is also important as Tara Boulevard is a major through-corridor for the region. A coordinated roadway improvement between Clayton County, Henry County, Lovejoy, and GDOT is recommended for McDonough Rd. This is a key east/west connection in the region and should be evaluated for potential widening, intersection, and operational improvements.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility

Corridor Strategy: A Safe and Connected Tara

COMPLETE STREETS APPROACH

ARC defines Complete Streets as "multi-modal roadways designed and operated to provide safe and comfortable access for all roadway users regardless of their age, ability, or choice of transportation mode."

Not all Complete Streets look alike or are made up of the same elements, but they all aim to achieve the same goals: reduce transportation risk, increase active transportation, and enable communities and regions to thrive.

Complete Streets can be made up of 1-2 or multiple different elements from a menu of options to help create a street that is more "complete" in its utility for all roadway users. A menu of potential Complete Street elements is shown on Page X alongside the proposed application of Complete Street elements on Upper Riverdale Rd, Mt Zion Rd, Smith St, and Talmadge Rd.

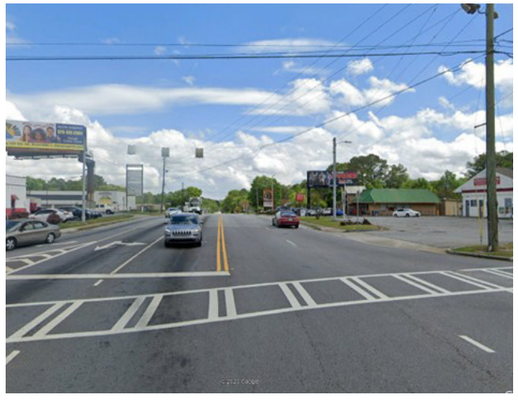
Today	Potential Complete Street Enhancements

Upper Riverdale Road





Mt. Zion Road





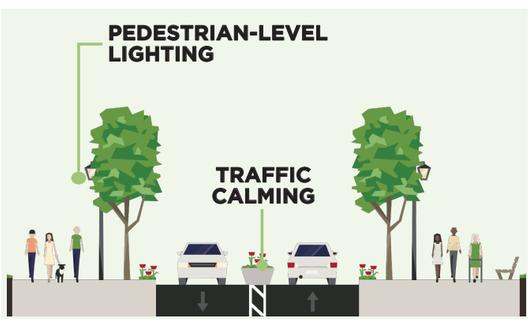
COMPLETE STREET ELEMENTS



Today	Potential Complete Street Enhancements

Smith Street





Talmadge Road





Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility

Corridor Strategy: A Safe and Connected Tara

SETTING THE STAGE FOR TRANSIT: LAND USE + ZONING

In 2014, Clayton County voters approved a transit referendum to fund the expansion of transit in the county. As part of the Authority's commitment to Clayton County, MARTA is advancing a number of major transit initiatives, including several transit hubs, a new bus operations facility, two high-capacity transit (HCT) lines, and a transit-supportive land use study that will guide local jurisdictions on how to encourage TOD along the major transit corridors. Together, these improvements are designed to transform the county's transit landscape, changing the way the residents and visitors use public transportation in Clayton County.

MARTA RAPID is a high-quality transit system that delivers fast and efficient service with the following characteristics:

- 10 to 15-Minute Peak Frequencies
- Dedicated Operating Lanes
- Transit Signal Priority
- Unique Transit Line and Vehicle Branding
- Station Amenities





Draft MARTA RAPID concepts. Appearance subject to change.

The two HCT lines are MARTA's BRT lines, Rapid Southlake and Rapid SR 54, which both intersect the Tara Boulevard corridor. For HCT like BRT to be successful, there is more to consider than just transit service and design features. Transit and land use go hand in hand and transit is significantly more impactful when complemented by transit-supportive land uses and policies. For the Tara Boulevard corridor, this means working across jurisdictions alongside MARTA to be involved in station location planning and to ensure land uses are in place to support future BRT.

This approach has already been successful in Clayton County through the following:

- MARTA's Transit-Supportive Land Use (TSLU) Study to encourage adoption of Comprehensive Plan amendments and Transit-Oriented Development (TOD) zones that encourage higher densities and development intensities along proposed BRT lines
- Clayton County's adoption of four MARTA-recommended TOD overlay zones that overlap both Rapid Southlake and Rapid SR 54 alignments
- Receipt of an FTA grant to examine opportunities for TOD at 12 stations along the Rapid Southlake BRT

MARTA Transit Oriented Development Zones

MARTA's TSLU Study recommended TOD overlay zones in three key areas along Tara Boulevard that overlap with the LCI Study-identified Nodes. These zones are meant to encourage more transit-supportive development to support the MARTA Rapid Clayton projects. At their core, the TOD zones are meant to encourage the "Big 5" of transit-supportive land use (highlighted below).

The Tara TOD zone in the Tara Gateway Node, has already been adopted as part of Clayton County's zoning code. However, the recommended Jonesboro and Lovejoy TOD Overlay zones are currently being re-evaluated as part of the SR 54 Study, and local jurisdictions should coordinate with MARTA on adopting these TOD overlay zones in advance of the MARTA Rapid SR 54 project.

Density + Intensity
A critical mass of riders and demand (job and employment density) is needed to support transit

Mix of Uses
A vibrant mix of land uses serving residents, businesses, and commuters can generate transit trips and activity all day long

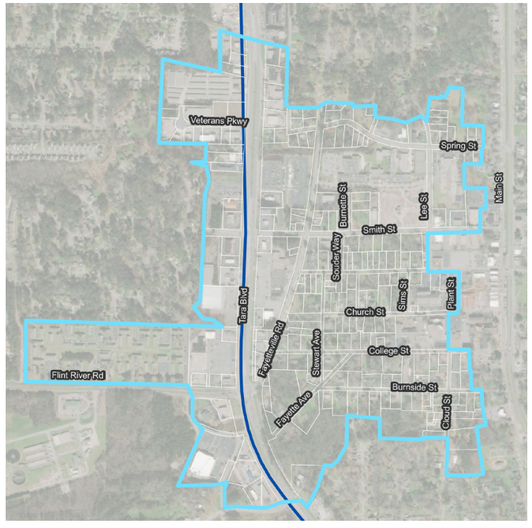
Walkability
Transit must be supported by a safe, well-connected pedestrian network

People-Friendly Design
Creating spaces where people want to stay and spend time creating activity throughout the day and night

Managed Parking
Minimize the use of surface parking lots, relocating parking to the rear of buildings, on-street, shared/joint lots, and "hidden" structured parking

Jonesboro TOD Overlay Zone

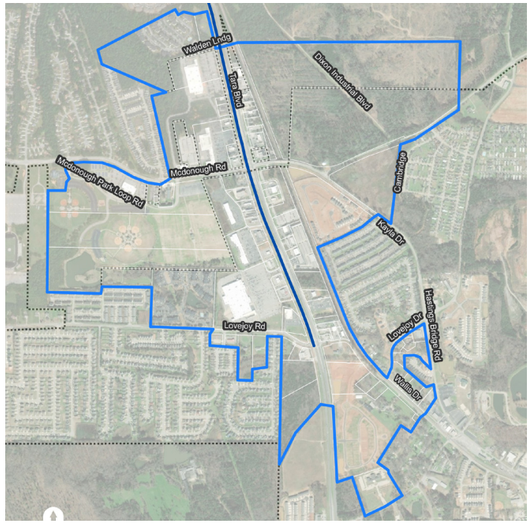
The recommended Jonesboro TOD zone covers both Historic Downtown Jonesboro and a portion of Tara Boulevard. The Study provided guidance on establishing a new TOD District with the below boundaries, rezoning specific parcels, coordinating with GDOT on Tara Boulevard's "look, feel, and functionality," and additional direction on future station area planning.



https://connectclayton.com/wp-content/uploads/Jonesboro_Implementation-Packet_FINAL_reduced.pdf

Lovejoy TOD Overlay Zone

The TSLU Study also recommended adoption of the Lovejoy TOD zone primarily centered around Tara Boulevard, but also stretching into Downtown Lovejoy. The Study provided clear direction on adopting a new base TOD zone, coordinating with GDOT on Tara Boulevard's "look, feel, and functionality," and guidance for future station area planning.



https://connectclayton.com/wp-content/uploads/Lovejoy_Implementation-Packet_FINAL_reduced.pdf

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility

Corridor Strategy: A Safe and Connected Tara

SETTING THE STAGE FOR TRANSIT: STATION AREA PLANNING

Another major impact local jurisdictions can have on planned transit is to be vocal during the alignment and station location planning process. Clayton County, Jonesboro, and Lovejoy should consider forming a MARTA BRT Working Group with local planning, zoning, economic development, and transportation staff represented to be the champions for coordinating with MARTA on this effort. The group should consider the following key elements for prime station locations to be included in the Locally Preferred Alternative to be adopted by MARTA's Board.

EXISTING DESTINATIONS + PREVIOUSLY PLANNED CROSSING IMPROVEMENTS



A major driver of transit ridership is access to basic services, such as grocery stores or medical centers. Along Tara Boulevard, there are already planned mid-block crossing improvements (by GDOT) at existing destinations, including the Kroger at Crossroads South Shopping Center in Jonesboro. These locations are already primed for high-capacity transit stations.

EXISTING FACILITIES + HIGH RIDERSHIP



There are several existing transit facilities and high-ridership local bus stops on Tara Boulevard that are "no-brainers" for BRT station locations. Existing high-ridership stops are primarily located in the Tara Gateway Node at Tara Boulevard and Mt Zion Rd. Additionally, Jonesboro Park and Ride and the Clayton Justice Center Transit Hub are already set up to support a large number of BRT riders.

EXISTING + FUTURE TRAIL CONNECTIONS

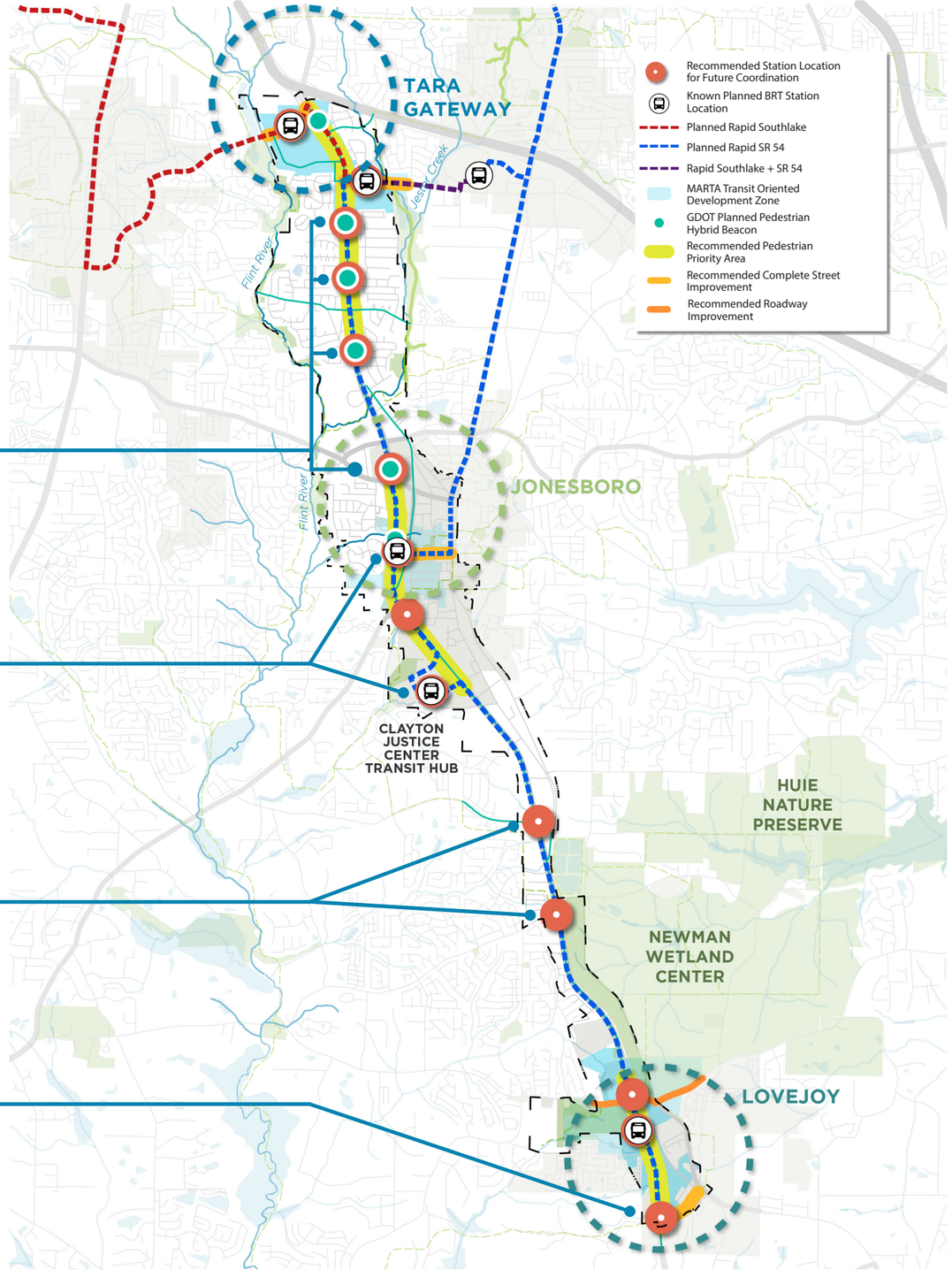


Ample opportunities for multi-modal connections are key when considering transit station locations. This includes targeting areas where planned/programmed trail and multi-use path facilities are already set to cross over or run parallel to Tara Boulevard. These locations might include the planned Flint River Trail or Newman Wetland Center trails and/or the existing Jesters Creek Trail.

PLANNED DEVELOPMENTS



Developments that are transit-supportive in nature with high employment or a mix of uses, are an easy way to connect transit to higher densities. Near Talmadge Rd and Tara Boulevard, there is a planned mixed-use development just outside Clayton County that has the potential to be within walking distance of a planned BRT station if the Rapid SR 54 alignment extends to Talmadge Rd.



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03

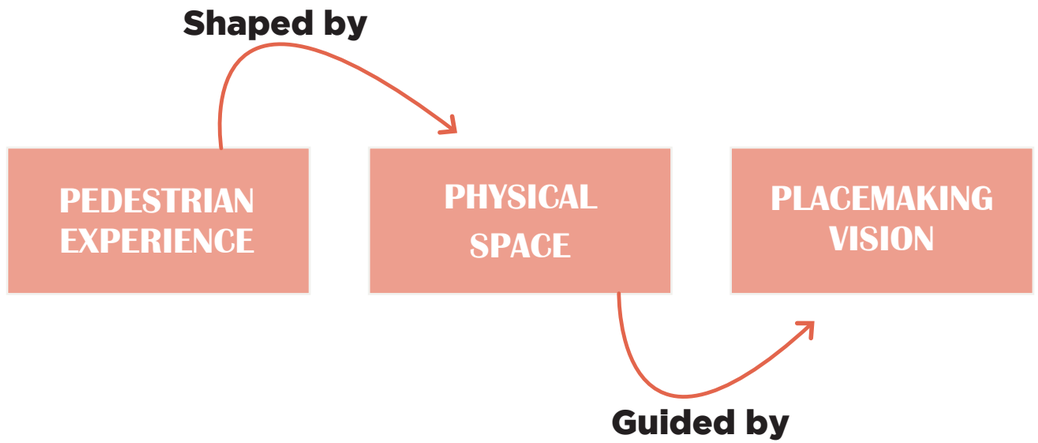
Activate: Placemaking, Open Space and Nature

Conditions

A transit trip is door-to-door, not stop-to-stop. Fully connected and comfortably designed pedestrian networks are an indispensable precursor to great transit systems and to the urban activity levels that transit is designed to support. The directness and clarity of the pedestrian network in the transit walkshed has immediate relevance to the safety of transit passengers, and must be prioritized in ridership-oriented transit street design and planning. Good sidewalks save money, since disconnected walking networks can prevent efficient transit routing patterns or add to demand for expensive paratransit trips.

Pedestrian Experience

Tara Boulevard is currently a corridor dominated by vehicles. Reaching up to eight lanes at one point, and it lacks pedestrian friendliness and safety. As illustrated by the following images, portions of the corridor lack basic elements of safe pedestrian streetscapes, including sidewalks, bus shelters, adequate shoulders across bridges, and proper lighting. On top of this is a lack of safe options for crossing the street. Crossings are infrequent, and getting across six to eight lanes of traffic creates a daunting challenge for many pedestrians, especially the disabled, elderly, and children. The size of the corridor also creates added burdens for north-south pedestrian connectivity, which is exacerbated by the lack of pedestrian infrastructure throughout the corridor.




Lack of Sidewalk and Bus Stop Shelter


Lack of Sidewalk on Bridge Crossing


Lack of Sidewalks at Strip Mall Entrance


Pedestrian Crossing on a 6-Lane Road


Cars Parked on Sidewalk


Lack of Pedestrian Activity on Downtown Street

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Activate: Placemaking, Open Space and Nature

Conditions

Parks

Currently there are only three parks within the study area: Lee Street Park, in Jonesboro, Newman Wetlands Center, and Lovejoy Regional Park. Looking outside of the study area into the immediate vicinity, there are several more parks, serving all portions of the corridor. Planned parks include the Vulcan Materials Quarry Park, Clayton County International Park, Independence Park, and MC Curry Park South.



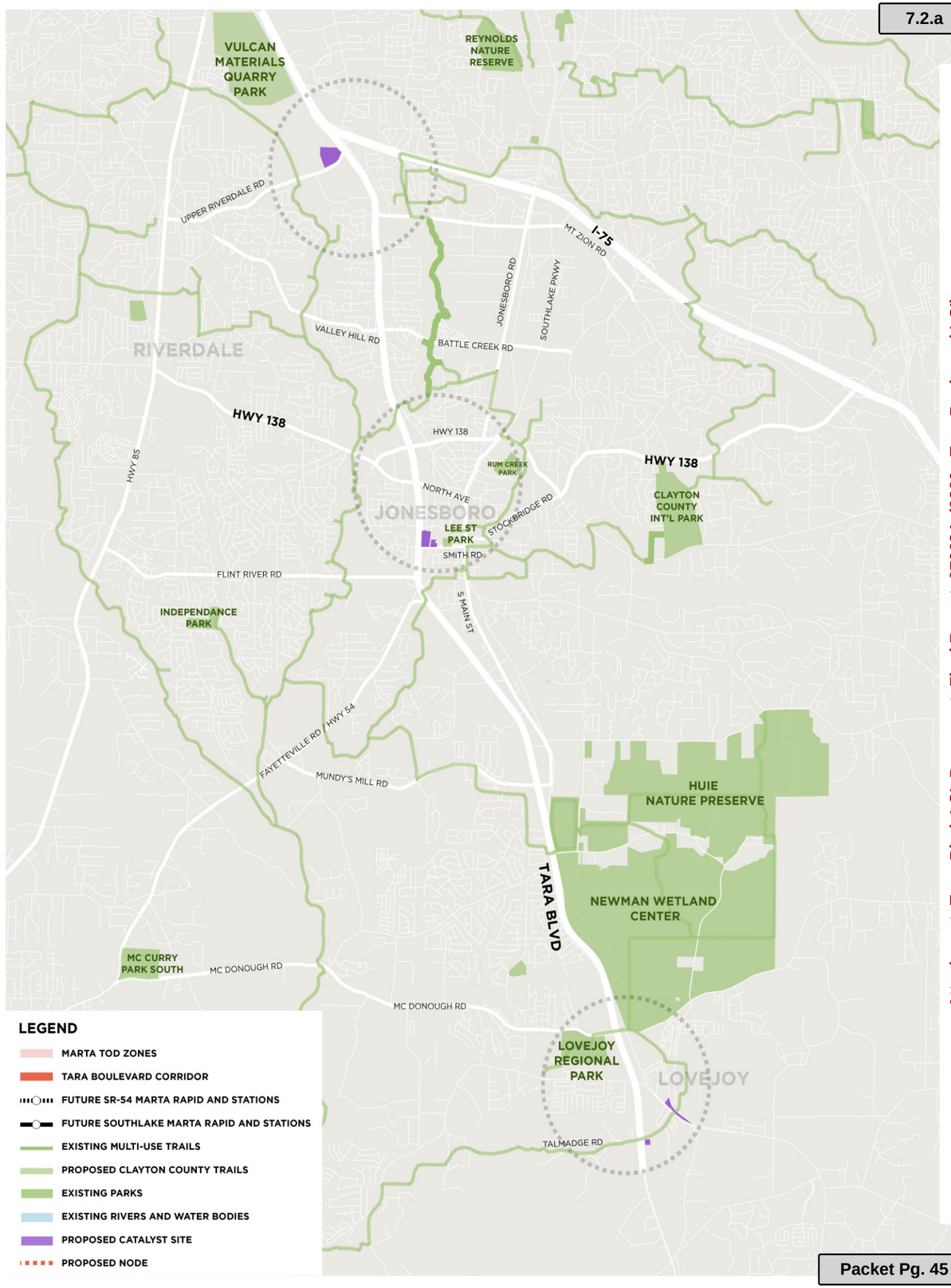
Play area in Lee Street Park, Jonesboro



Trail in Newman Wetlands Center



Lovejoy Regional Park, Lovejoy



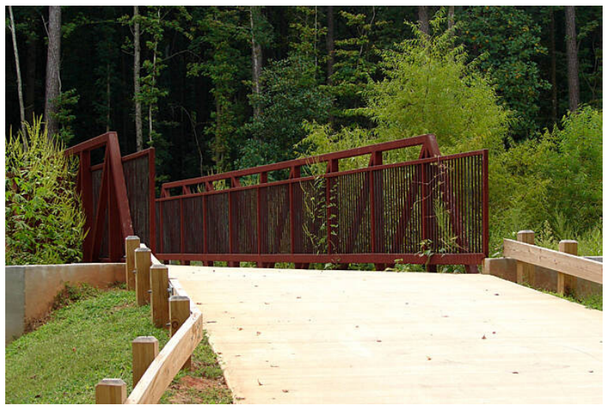
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Activate: Placemaking, Open Space and Nature

Conditions

Trails

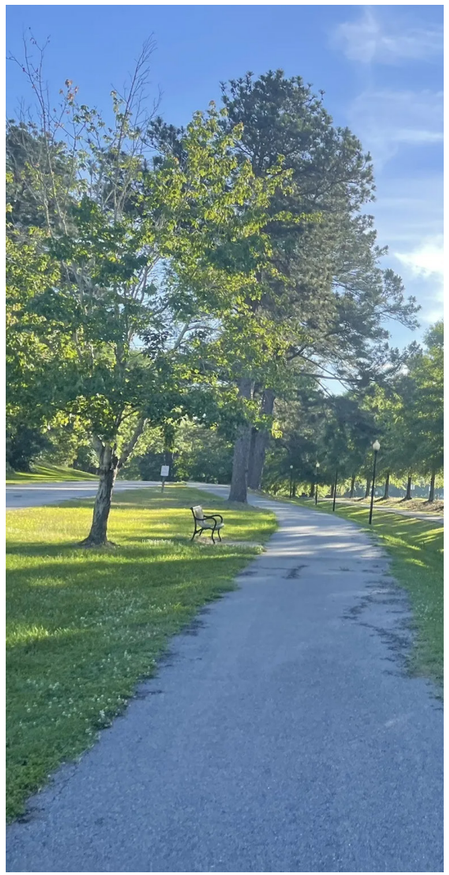
Tara Boulevard currently has two trails within the study area, the Jester Creek Trail and a segment of trail along Waverly Drive. However, Clayton County currently has plans to extend trail service in this area. An extensive network of trails is planned, including along the Flint River, Jester Creek, and Swamp Creek. Also included are planned trails along Mundy's Mill Road, connecting to Newman Wetlands Center, and along Talmadge Road, connecting downtown Lovejoy with Club Lake to the southwest.



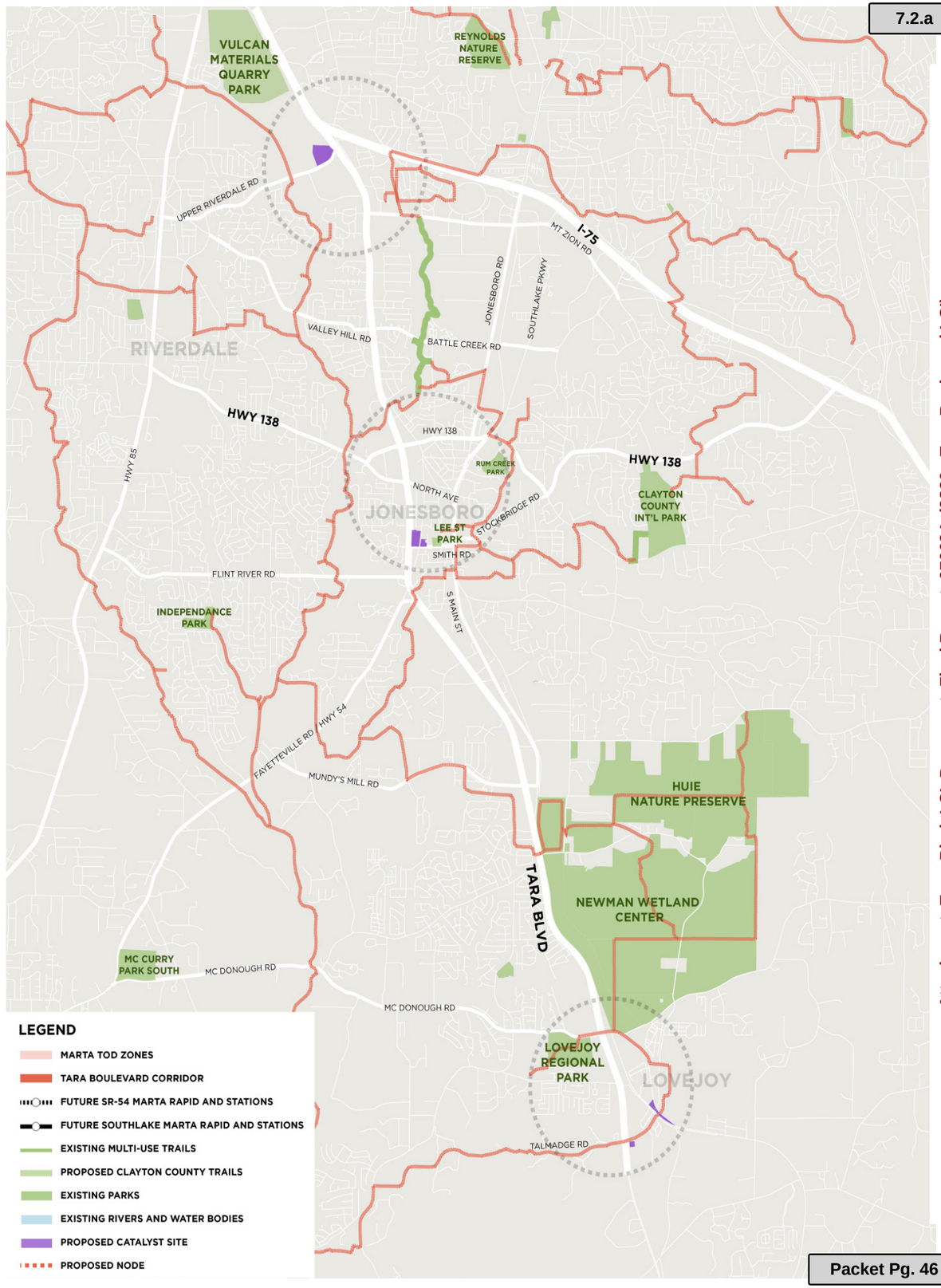
Pedestrian Bridge on Jester Creek Trail



Amenities along Waverly Drive



Trail along Waverly Drive



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Activate: Placemaking, Open Space and Nature

Conditions

Flint River

The Flint River runs parallel through most of the corridor, and even crosses under Tara Boulevard north of Jonesboro. It is an important piece of the open space network in the corridor, and work is being done to enhance it's capabilities as an interactive river, including planned trails along the river. Another important recreational and natural resource is the Newman Wetlands Center and the Huie Nature Preserve. Connected to each other on the east side of Tara Boulevard north of Lovejoy, the Wetlands Center and Nature Preserve are passive parks that serve the corridor. Most people don't know about the Flint River because it is so inaccessible but it intersects with Tara Boulevard along 4 strategic locations.

Flint River Connection #1

Tara Gateway- Along Upper Riverdale Road

Flint River Connection #2

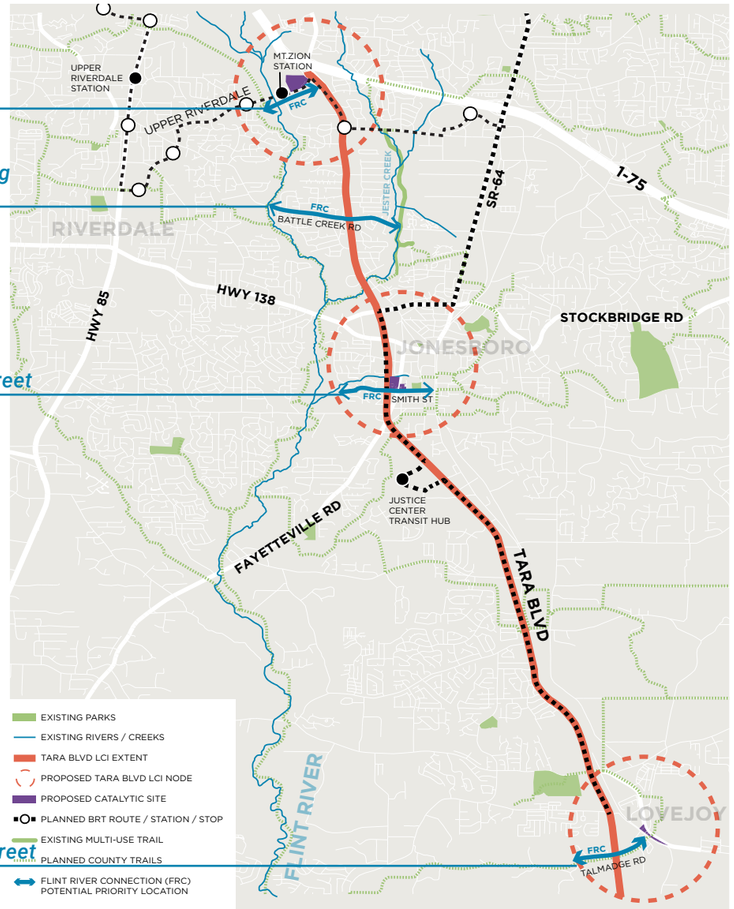
Connecting to Jester Creek - Along Battle Creek Road

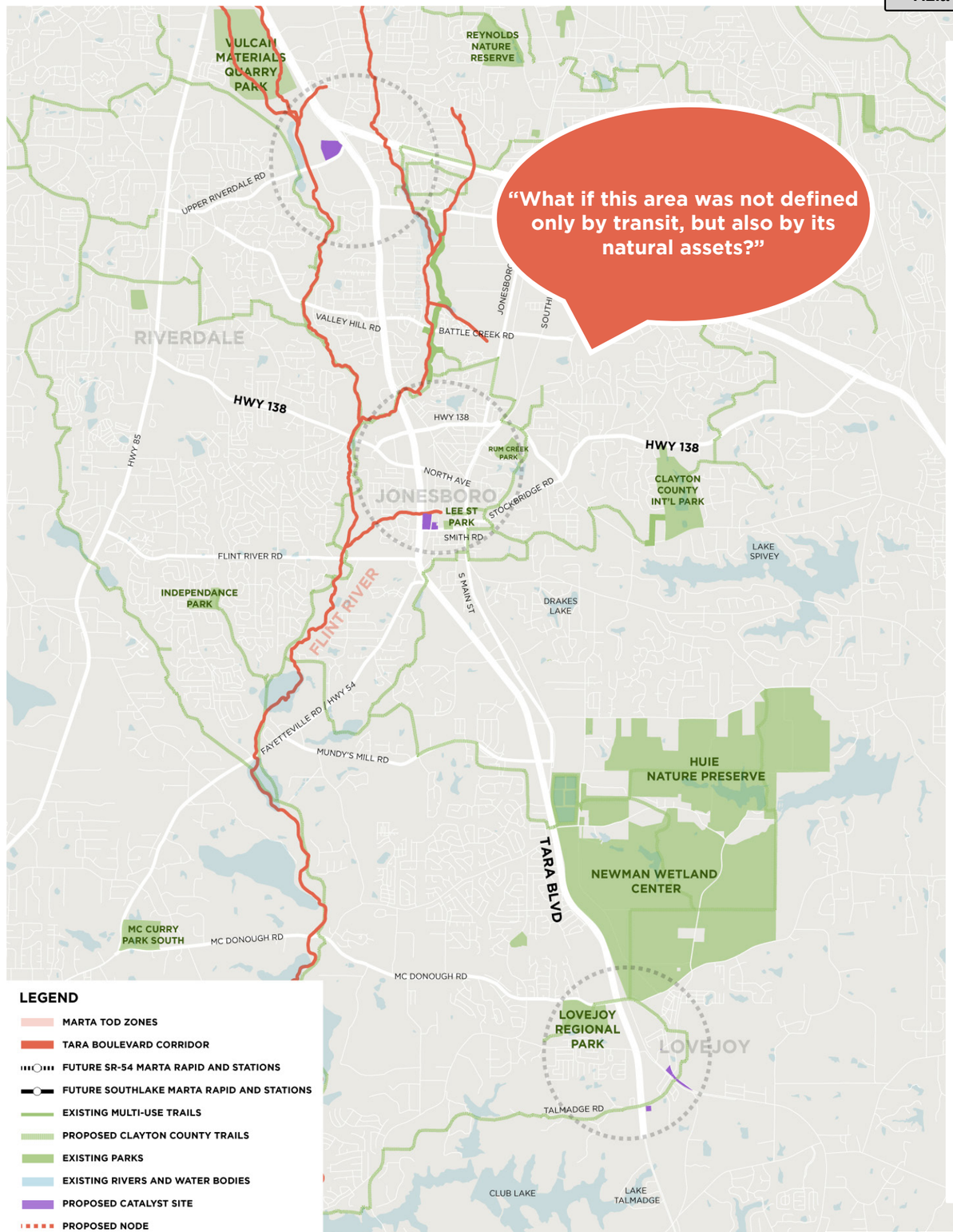
Flint River Connection #3

Jonesboro Node- Along Smith Street

Flint River Connection #4

Jonesboro Node- Along Smith Street





Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03 Activate: Placemaking, Open Space and Nature

Opportunities

In a commuter corridor like Tara Boulevard, finding adequate for recreation and nature, placemaking opportunities, and improving the pedestrian experience can be a challenge. Tara has had mixed success in creating locations for recreation and nature, although these spaces are not evenly or equitably distributed across the corridor. Current conditions related to parks, trails, water bodies, and pedestrian experience are shown on the following pages to demonstrate what has been accomplished along Tara and what areas are in need of improvement to increase the placemaking capabilities along the corridor.

Placemaking Approach

BUILD VALUE
How do we create long-term high quality of life?

BUILD ON ASSETS
How do we create a place that is uniquely Clayton?

BUILD FOR PEOPLE
How do we create an environment that is safe, accessible, walkable, and connected?

Our proposed placemaking approach focuses on building value and emphasizes creating vibrant spaces along Tara that enhance community life and economic vitality. By building on the existing assets across the corridor, this approach leverages the unique cultural, historical, and natural attributes of Tara to strengthen its identity and appeal. Prioritizing a people centric approach ensures that recommendations are designed to meet the needs and desires of this unique community, fostering inclusivity, engagement, and a sense of belonging for all.

PLACEMAKING STRATEGIES

PROMOTE PEDESTRIAN AND CYCLIST SAFETY
Prioritize and include pedestrians and cyclists to create a more active and connected corridor.

CREATE MORE CONNECTIONS
Promote lateral connections outward, reinforcing Tara's pivotal role in the community.

PROMOTE COMMUNITY REINVESTMENT
Initiate a transformation in community perception of the corridor to reinforce its identity as an appealing place to live, work, & play.

PROPOSE PRACTICAL RECOMMENDATIONS
Recommend placemaking improvements that are tactical, purposeful, and impactful.

ENCOURAGE DIVERSE MIX OF LANDUSES
Propose new commercial and higher density residential uses in catalytic sites as new neighborhood destinations.

ESTABLISH TARA BOULEVARD AS A DESTINATION
Identifying what makes the corridor unique and amplify those qualities.

BEAUTIFY THE CORRIDOR
Promote feasible and sustainable strategies to enhance the corridor's look and feel to amplify its character and appeal.

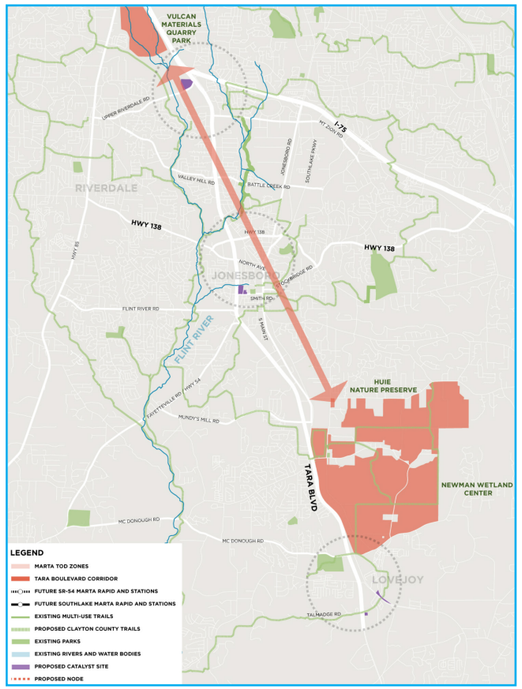
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Activate: Placemaking, Open Space and Nature

Big Moves

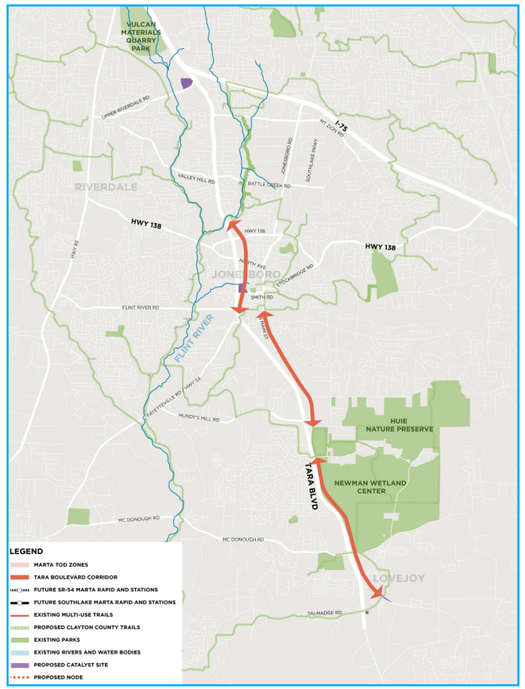
Green Corridors and Linkages:

Develop green corridors and linkages that connect parks, trails, and open spaces throughout the community, promoting active transportation and providing safe and accessible routes for pedestrians and cyclists.



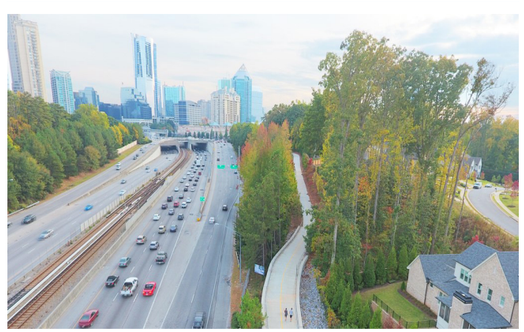
Community Greenways and Promenades:

Create community greenways and promenades that traverse urban and suburban areas, providing scenic routes for walking, jogging, and cycling while connecting neighborhoods, parks, and commercial districts.





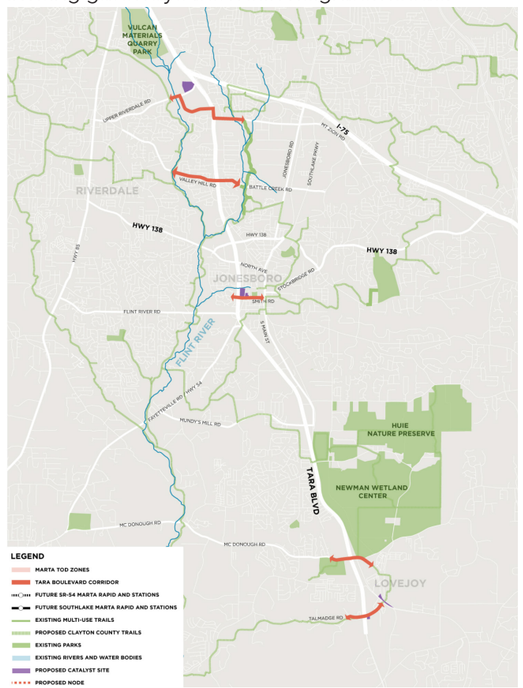
Example of placemaking experience along a Freeway



Design of a Trail along a Freeway

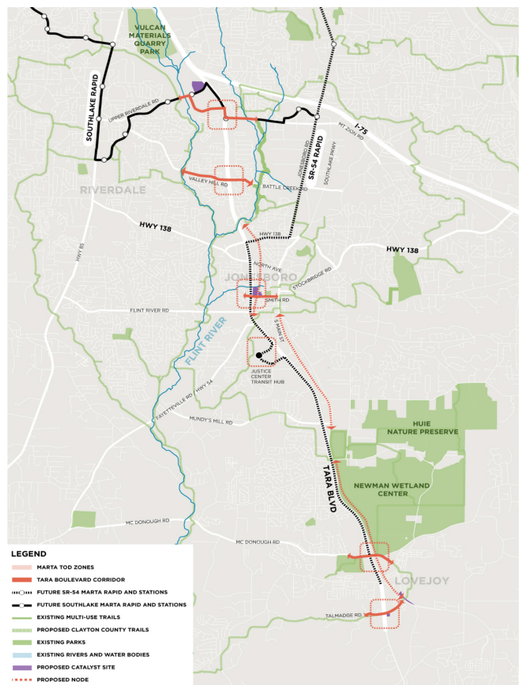
Pedestrian Crossings:

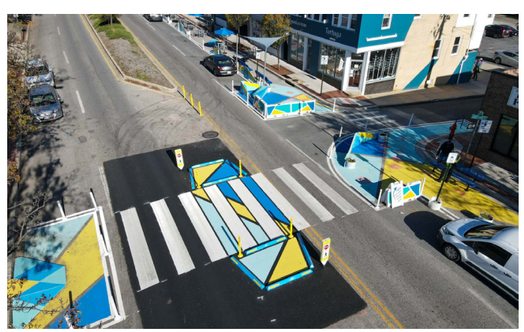
Design safe pedestrian crossings at strategic points to facilitate convenient pedestrian movement. These crossings should be designed with aesthetics in mind, incorporating landscaping, lighting, and public art to create inviting gateways between neighborhoods.



Corridor Wide Placemaking:

Enhance the pedestrian realm with wider sidewalks, pedestrian crossings, and wayfinding signage to improve walkability and encourage active mobility along the corridor.





Safe Pedestrian Crossing along a Freeway



Pedestrian-friendly environment along corridor

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

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Activate: Placemaking, Open Space and Nature

Pedestrian Safety and Accessibility Best Practices



Path with Painted Driveway Crossing



Divided Bike Lane



Example of a Separated Bile and Pedestrian Path



Off Street Pedestrian Path



Alley Facing Patio- Dining



Activated Alley with Dining and F&B

Gateway and Wayfinding - Best Practices

















Examples of attractive and user-friendly wayfinding elements for cars and pedestrians of all ages and abilities regardless of mode choice.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Placemaking: Open Space and Nature

Nodes: Challenges and Opportunities

Tara Gateway Node

As the gateway to the corridor, this node holds the pivotal role of shaping the first impression for visitors and residents alike. Its strategic location makes it the most powerful node in defining the identity and future trajectory of the entire corridor. With tactical placemaking and bold initiatives, the Tara Gateway has the potential to become an iconic symbol of progress, connectivity, and community vitality.

Challenges

- Lack of accessibility to the area due to the high congestion rates in this node.
- Low density development centered mainly around retail
- Lack of a large residential community
- Pedestrian recreational spaces are almost none-existant.
- Lack of pedestrian friendly infrastructure and amenities

Opportunities

- **Mixed Use Development:** Opportunity to capture already high ridership numbers to attract investment from developers
- **Make Connections:** upgrade existing infrastructure to enhance accessibility and create a welcoming environment for residents and visitors.
- **Gateway Identity:** Cultivate a distinct identity leveraging strategic branding and existing area assets to establish it as a symbol of progress and community cohesion within the corridor.

Jonesboro Node

The Jonesboro Node serves as the gateway to downtown Jonesboro, a vibrant hub of cultural heritage. Today this node faces urgent challenges in fostering community connectivity and safety. By prioritizing placemaking initiatives that enhance pedestrian-friendly spaces and celebrate the community's unique heritage, we can transform the Jonesboro Node into a cherished gathering place, strengthening bonds and fostering a sense of belonging for all who call Jonesboro home.

- Lack of safe, pedestrian-friendly connections from Tara Boulevard to downtown Jonesboro/Lee St. Park
- Low density development
- Lack of gateway features

- **Build on Existing Strengths:** Improve pedestrian connectivity from Tara Boulevard to downtown Jonesboro/ Lee St. Park to enhance accessibility and create a welcoming environment.
- **Take Advantage of proximity to downtown Jonesboro:** Bring the life and culture of downtown Jonesboro to Tara Boulevard by enhancing accessibility and attractiveness and creating a welcoming destination.

Lovejoy Node

In Lovejoy, the essential need revolves around crafting a downtown that nurtures a profound sense of belonging within the community. As Lovejoy evolves, the central focus must be on cultivating a downtown environment that invites residents to gather, connect, and contribute to the vibrant tapestry of community life. Prioritizing placemaking initiatives aimed at fostering inclusivity, cultural expression, and social cohesion will be pivotal in crafting a downtown that serves as the heart and soul of Lovejoy.

- Limitations of development and existing assets.
- Lack of diverse amenities that cater to the needs and desires of residents, visitors, and pedestrians in general
- Needs a big change in identity and attractiveness.

- **Build on Existing Strengths:** Improve pedestrian connectivity from Tara Boulevard to downtown Lovejoy and take advantage of the plannned BRT to attract a mixed use development.
- **Placemaking Opportunity:** Bring the life and culture of the Lovejoy community to Tara by enhancing safety and accessibility and creating an attractive F&B area for families to seek as an entertainment destination.

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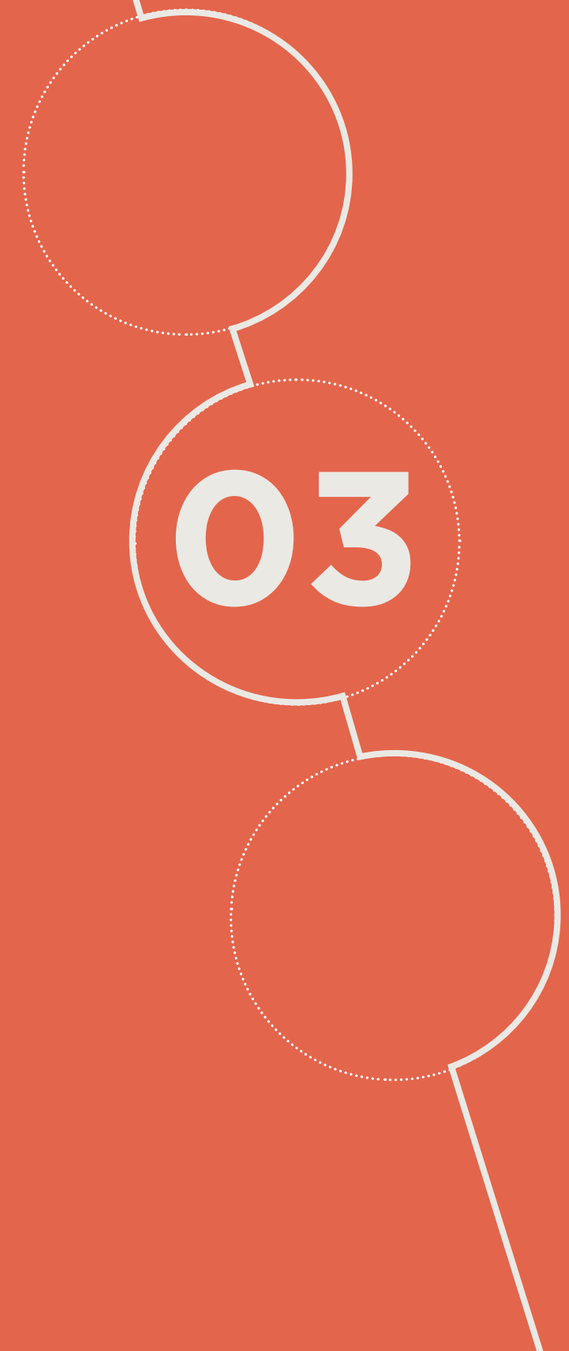
Chapter 03

Three Nodes, One Vision

01 Tara Gateway Node

02 Jonesboro Node

03 Lovejoy Node



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

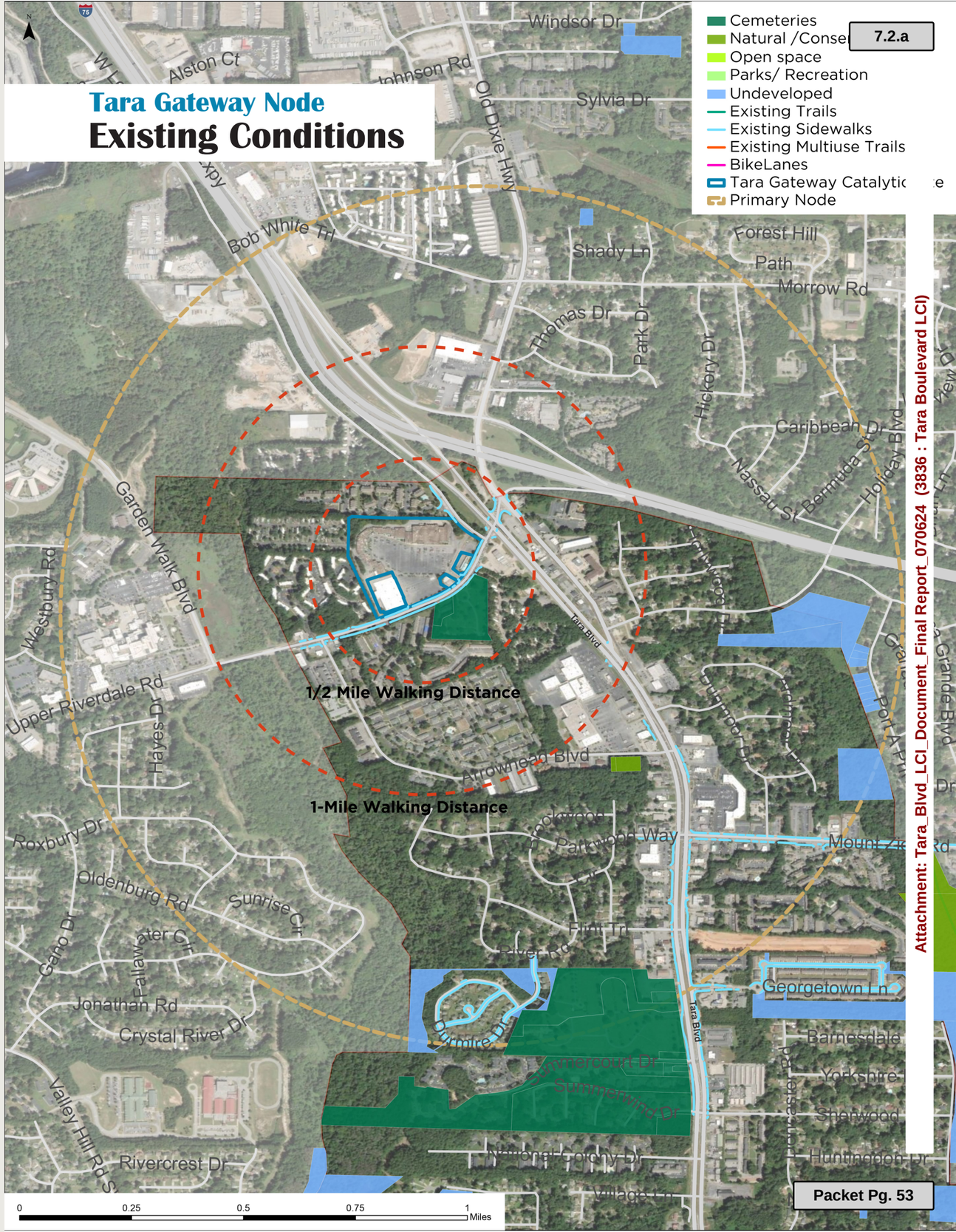
01 Tara Gateway Node

Capitalizing on its location near I-75 and ATL Airport, the Tara Gateway has the opportunity to become a bustling hub for commercial and employment activity, anchored by future BRT and multi-family residential projects. The presence of large properties ripe for redevelopment and proximity to the Southern Regional Medical Center create a unique opportunity for integrated health/ wellness and medical office spaces with mixed-use development, creating an employment node along the corridor.

Challenges **Add transportation and placemaking...** **Opportunities**

- Fragmented land ownership makes redevelopment more difficult
- Land is predominantly privately owned
- Limited greenfield land availability
- High amount of pad development with national chains limits opportunities to amalgamate properties
- No significant new development has occurred over the past decade

- Proximity to I-75 and ATL Airport creates strong node for employment
- Future BRT provides opportunities for transit-oriented development including multi-family residential
- Several large properties are ripe for redevelopment such as Tara Crossings and Southside Discount Mall
- Opportunity for new forms of medical office and health/wellness due to proximity of Southern Regional Medical Center



03. THREE NODES, ONE VISION

Tara Node - Tara Gateway
Development Vision



"Daily Service Center for the Community"

"Connect to the cherished Flint River with water features and activities"

Keep Little Giant Grocery As Anchor



"A safe, designated lane on Tara Boulevard would be great! It could mimic the Beltline if we could entice great restaurants for eating, recreation, parks, etc."

Mix Of Residential Housing Types

Urban Wellness Village

Newer Modern Retail and F&B Formats

Central Gathering Space For Local Residents



New Hotel To Support Medical District

"A park or greenspace in the northern part of Tara would be nice"

"Attention is needed for the exit off I-75"

"Can we bring back great stores like Old Navy and more trending retail here?"

Medical Office And Outpatient Clinics

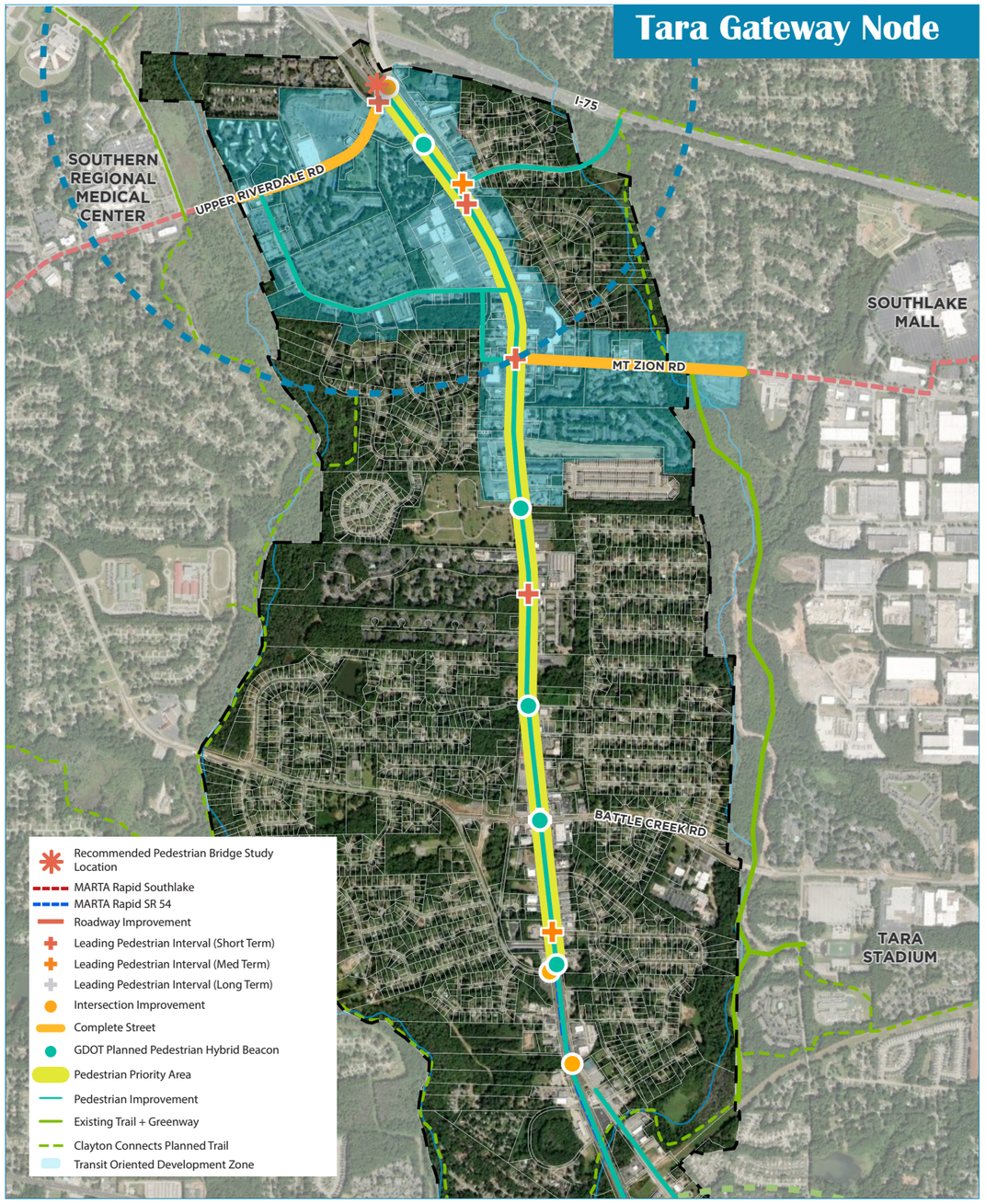


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Connect: Transportation and Mobility

Node-Level Recommendations: Tara Gateway

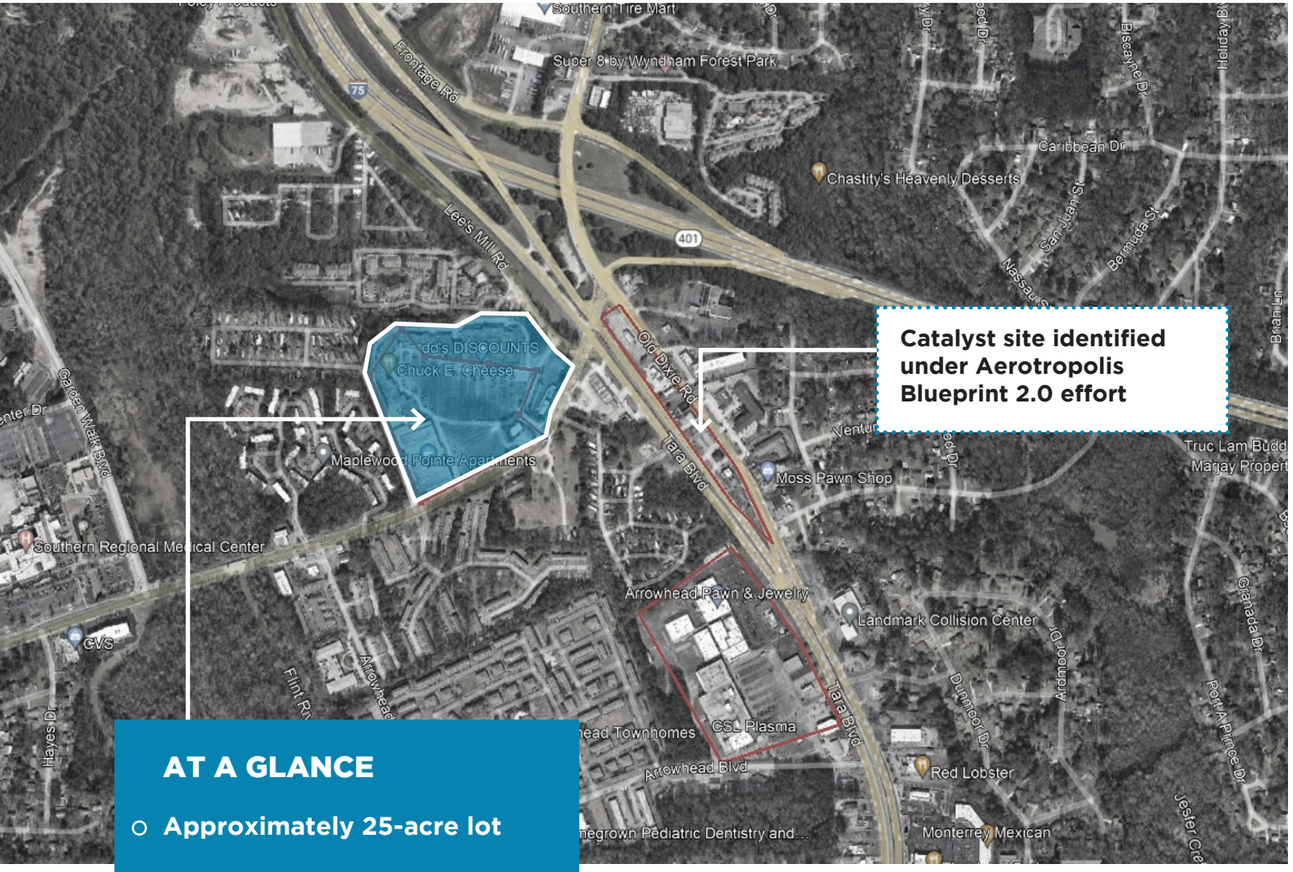
Time Frame	Project ID	Project Type	Project Name	Cost Estimate	Responsible (Lead in Bold)
Mid	T-02	Study	Tara Boulevard Pedestrian Bridge Feasibility Study (Upper Riverdale Rd/ Tara Boulevard location in Tara Gateway Node)	$$	**Clayton County, City of Lovejoy, City of Jonesboro**, GDOT
Long	T-03	Study	Upper Riverdale at Tara Boulevard/Old Dixie Hwy Intersection Reconfiguration	$$$	**Clayton County, GDOT**
Short	T-09	Pedestrian Improvement	Arrowhead Boulevard Sidewalk Connection	$$	**Clayton County**, GDOT
Mid	T-11	Pedestrian Improvement	Battle Creek/Valley Hill Rd Pedestrian Improvements	$	**Clayton County, GDOT**, City of Jonesboro
Short	T-13	Intersection Improvement	Valley Hill Rd SE at Tara Boulevard Crossing Improvement	$	**Clayton County, GDOT**
Short	T-16	Pedestrian Improvement	Tara Boulevard Corridor Pedestrian Improvements	$$$	Clayton County, City of Jonesboro, **GDOT**
Mid	T-19	Strategy	Community Improvement District	$	**Clayton County**
Mid	T-21	Roadway Improvement	Mt. Zion Complete Street Improvements	$$$	**Clayton County, GDOT, MARTA**
Short	T-23	Policy	MARTA BRT Working Group	$	**Clayton County, Jonesboro, Lovejoy.** MARTA, GDOT
Short	T-25	Policy	Tara Boulevard Design Working Group: Wayfinding/Signage/Branding/Street Design Guidelines	$	**Clayton County, Jonesboro, Lovejoy.** GDOT
Mid	T-29	Policy	Establish the Tara Gateway Pedestrian Priority Area (PPA)		**Clayton County, GDOT**
Short	T-32	Pedestrian Improvement	GDOT Planned Pedestrian Hybrid Beacons	$$$	Clayton County, **GDOT**
Long	T-33	Pedestrian Improvement	Arrowhead Boulevard - Parkwood Way Access Road Trail Connection	$	**Clayton County**
Mid	T-36	Pedestrian Improvement	Holiday Boulevard Sidewalk Connection	$$	**Clayton County**
Mid	T-37	Pedestrian Improvement	N Main Street and Fayetteville Rd Sidewalk Connection	$$	**Clayton County, GDOT**
Mid	T-38	Roadway Improvement	Upper Riverdale Road Complete Street Improvements	$$$	**Clayton County, GDOT, MARTA**
Short	T-40	Intersection Improvement	High Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**
Mid	T-41	Intersection Improvement	Medium Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**
Long	T-42	Intersection Improvement	Low Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**



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Tara Gateway Node

Tara Crossings Catalyltic Site



AT A GLANCE

- Approximately 25-acre lot
- 235,000 SF retail center
- Built in 1987
- Anchored by 50,000 SF
- Little Giant Grocery
- Asking rents $8.50 SF NNN

DEMOGRAPHICS (1 mile radius)
Population: 10,900
Median Age: 30.9
Median HH Income: $38,230
Daytime Employees: Approximately 6,300

OWNERSHIP
4 parcels owned by separate owners
Ownership split:
22.4 acres, 2.5 acres, 0.4 acres, and 0.6 acres



Overhead view of existing conditions on site

Why Tara Crossings?

- Large contiguous site
- Very low density (0.15 floor area ratio) with over 1,000 parking spaces
- Frontage along Upper Riverdale Road (over 600 feet)
- Within an Opportunity Zone
- Planned BRT stop adjacent to site – opportunity for transit-oriented development
- High traffic counts (49,000 Vehicles Per Day (VPD) at intersection of Tara and Upper Riverdale)
- Gateway site to Tara Boulevard
- Proximity to Southern Regional Medical Center
- Opportunity for mixed-use destination
- Illustrates Transit Oriented Development (TOD) potential along the planned Southlake BRT which will have multiple stations along this portion of the corridor
- Help showcases the newly adopted TOD zoning and identify what's possible with planned transit supportive land use improvements

Potential Challenges

- Low land assessment value – may require incentives for redevelopment to occur
- Low household income in area

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Tara Crossings Catalytic Site
Market Overview

Retail



- Retail rents are currently low on the property. Leased on 3-to-5-year terms.
- 1.5 million SF of retail within 1-mile of property, majority is aging and underutilized.
- Only 10% of inventory built in past 20 years. All pad sites for restaurants, auto garages, etc.
- 4.7% vacancy rate – lowest on record for area.
- Rising rents and lowering capitalization rate, but still marginal compared to other Metro areas.
- Leasing and absorption is steady, but small-scale.
- Retail competition from Hwy 85 corridor and Southlake Mall.
- Retail market analysis demonstrates opportunity for new forms of retail.

Office

- Limited office in immediate area.
- Post Covid-19 era limits growth of office sector.
- Higher vacancy rates in area.
- Access to I-85 highway and future BRT will be intriguing for certain tenants.
- Office market analysis demonstrates limited demand for Tara Boulevard if “business as usual”. Need change in environment and amenities.
- Demand strongest for Class B office and medical office.
- Proximity to Southern Regional Medical Center can attract outpatient and specialized facilities.
- Medical office is more risk averse and stable.



Multifamily

- “Little demand for new units, and with rental rates sitting well below the Metro average, and vacancy trending higher, there appears to be little market incentive for developers to introduce more supply to the area.”
- Aging multifamily stock in area.
- Monterey Village – directly north of Tara Crossings built in 2004. Rents at $1.33, much lower than Metro average.
- Highway and future BRT access is positive for commuters.
- Like office, need to bend the curve and show future vision of area to attract investment.



Potential Market Opportunities

- Urban wellness village
- Mix of residential housing types
- Keep little giant grocery as anchor
- Replace existing retail with newer modern formats
- Daily service center for community
- Medical office and outpatient clinics
- New hotel to support medical district
- Central gathering space for local residents

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Tara Crossings Catalytic Site
Opportunities

Strengths

- Direct access to I-85.
- Future stop along bus rapid transit route.
- Large contiguous rectangular property.
- Gateway site for Tara Boulevard.
- Most of site owned by one landowner.
- Significant frontage along Upper Riverdale Road.
- High traffic counts.
- Service and infrastructure already at site.
- Proximity to Southern Regional Medical Center.
- Proximity to Flint River.

Opportunities

- Destination transit-oriented development.
- Significant gateway development for Tara Boulevard.
- Potential high-amenity location for medical office tenants.
- Multifamily residential for those who require high access location.
- Node for daily services such as grocery, pharmacy, etc. along with food & beverage.

Weaknesses

- Lower income demographics in local area.
- No recent investment in area.
- Many underutilized and vacant parcels in area.
- Low real estate land values.
- Mobile home park directly west of site.
- Confusing intersection at Upper Riverdale / Tara Boulevard / Old Dixie Rd.

Threats

- A number of other communities are undergoing an urban renaissance and are capturing the redevelopment investment and effort.
- A negative perception of the area based on lower-income demographics, minimal population growth, and vacant properties.
- Limited incentives and grants

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Tara Crossings Catalytic Site
Proposed Plan

Vision Statement

Leveraging the site's location near I-75, Southern Regional Medical Centre and ATL Airport, redevelopment of Tara Gateway will create an Urban Wellness Village, providing a community hub and strong employment node at the start of the corridor.

Proposed Program

- Retail: 148,000 sq. ft
- Townhomes: 60 units
- Mixed Use: 39 units & 20,000 sq. ft of retail
- Open Space: 3.5 acres

Recommended Anchor Functions

- Grocery Store
- Fitness/Gym
- Health & Wellness related retail
- Medical Office
- Seniors Housing



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Tara Crossings Catalytic Site
Proposed Placemaking



View showing mixed use neighborhood on Tara Crossings

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

02 Jonesboro City Node

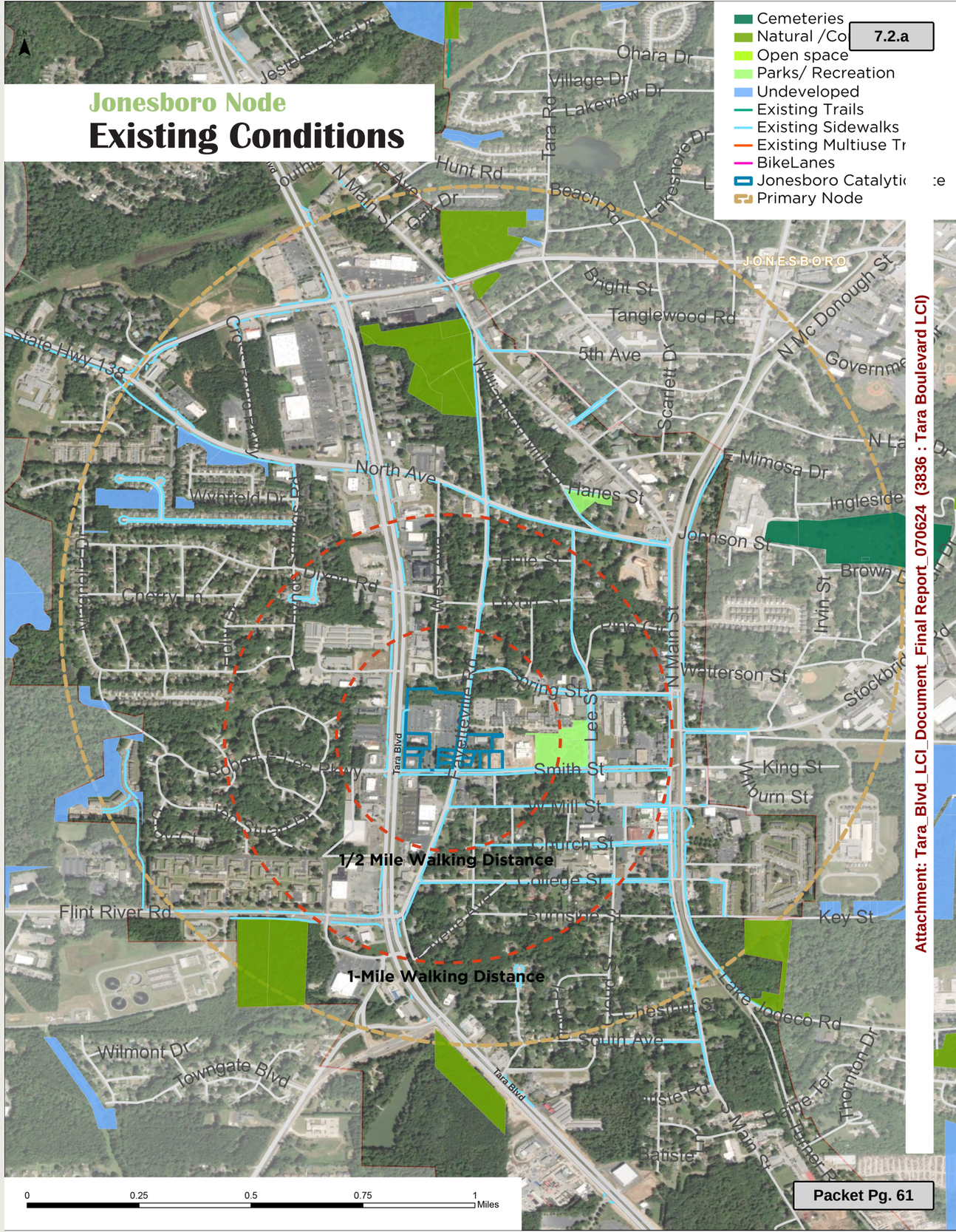
Building on the isolated success of Jonesboro City Center, this node should expand as a vibrant mixed-use district, blending new commercial development into its established residential community. Leveraging opportunities in vacant parcels and willing developers, the Jonesboro node along Tara Boulevard offers a balanced, community focused development platform that complements rather than cannibalizes its downtown area.

Challenges

- Jonesboro City Center redevelopment is successful but isolated from Tara Boulevard
- Land is predominantly privately owned
- High amount of pad development with national chains limits opportunities to amalgamate properties
- No significant development along Tara Boulevard over the past decade

Opportunities

- Established community with recent investments provides opportunity for further growth
- Opportunity for statement development at the gateway to City Center
- Several church owned properties are open to redevelopment and could act as linkage between Tara and City Hall
- Mixed-use district with multi-family residential
- New development could cannibalize from downtown Jonesboro



7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)
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Jonesboro Node - Tara/Smith
Development Vision



Innovative Office Spaces

Leverage Growing Residential Area & Recent Public Investments

New residential options to address aging multi-family stock

Upscaled, modern F&B Options



Gateway to Jonesboro

"Better looking places that any retailer would want to put their business"

Mixed-Use, Main Stret Retail Development



Transit Oriented Development to Leverage Park'n'Ride Station

"Improve the traffic issues at the Tara Boulevard / Smith Street intersection"

"Bring more affordable eatery establishments to the neighborhood i.e. (breakfast/brunch, jazz and dinner)"

Integration with Greenway Trails and the Flint River/ Jesters Creek

Pedestrian-friendly streetscapes

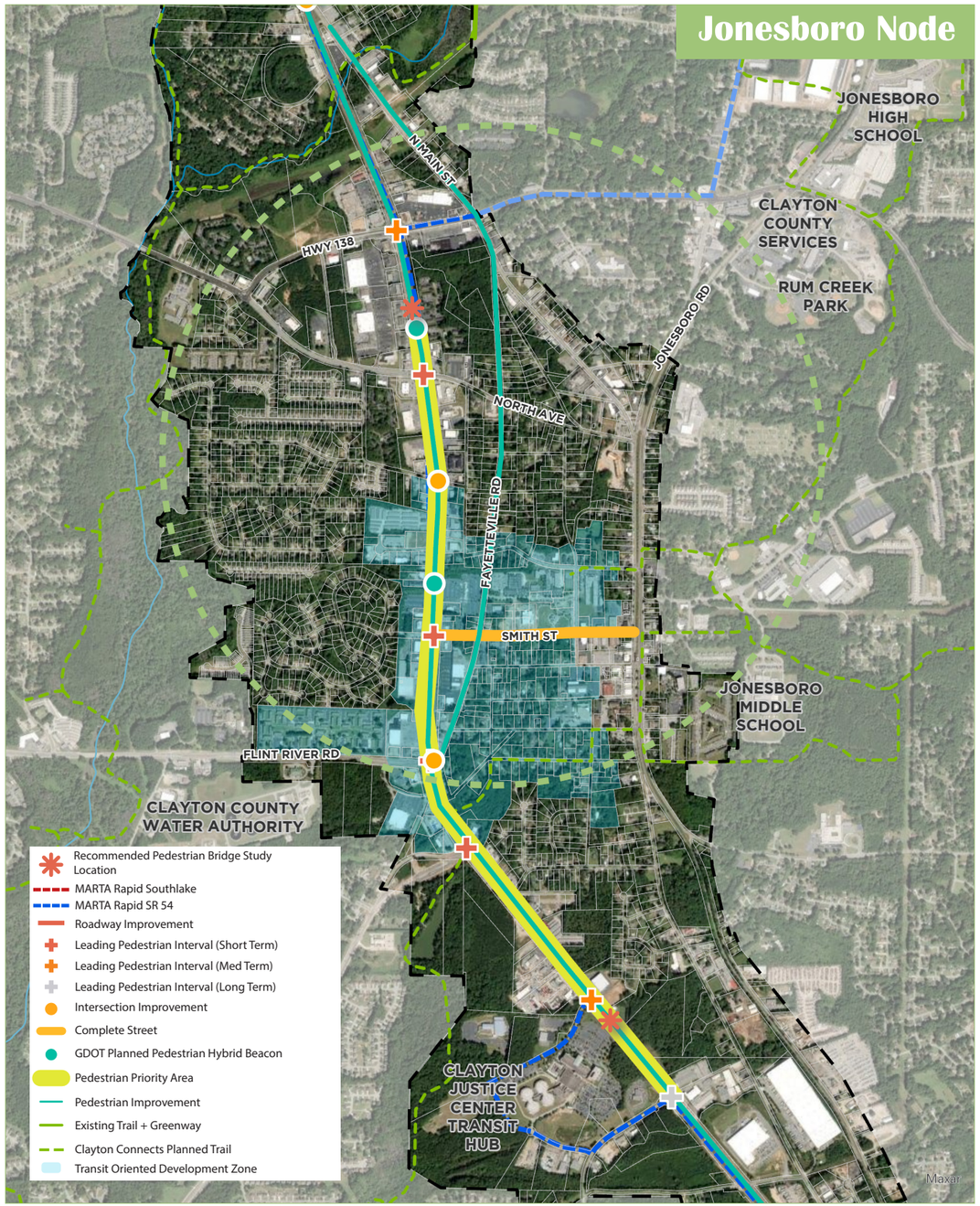


Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Connect: Transportation and Mobility

Node-Level Recommendations: Jonesboro

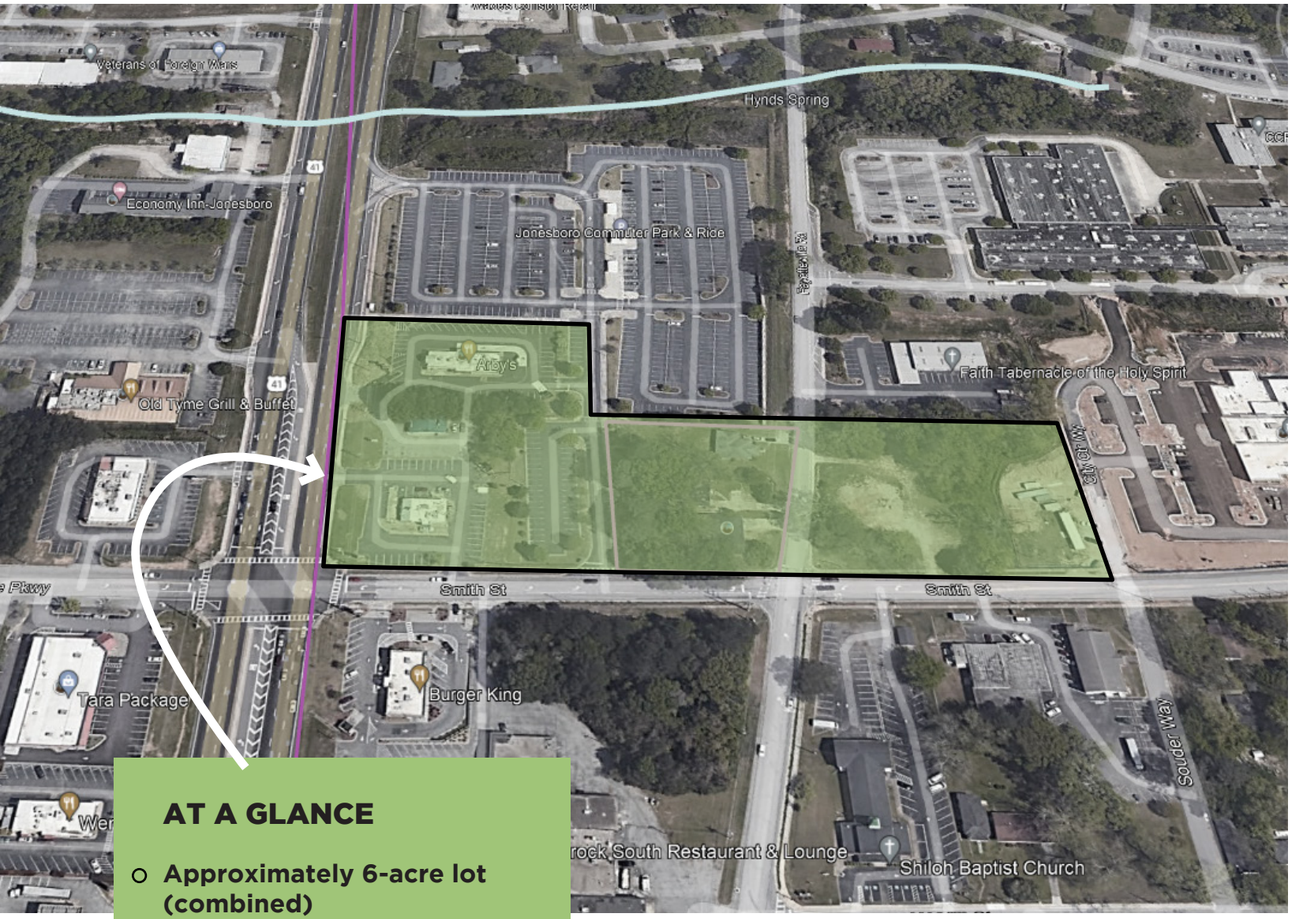
Time Frame	Project ID	Project Type	Project Name	Cost Estimate	Responsible (Lead in Bold)
Mid	T-01	Roadway Improvement	Smith Street Complete Street Improvements	$$$	**City of Jonesboro, GDOT**
Mid	T-02	Study	Tara Boulevard Pedestrian Bridge Feasibility Study (Crossroads South Kroger and Transit Hub locations in Jonesboro)	$$	**Clayton County, City of Lovejoy, City of Jonesboro, GDOT**
Long	T-04	Intersection Improvement	Dixon Road at Tara Boulevard	$$	**Clayton County, GDOT, City of Jonesboro**
Short	T-07	Intersection Improvement	SR 54 at Tara Boulevard	$$	**Clayton County, GDOT, City of Jonesboro**
Mid	T-10	Intersection Improvement	Mundy's Mill at Tara Boulevard Crossing Improvements	$	**Clayton County, GDOT**
Mid	T-14	Intersection Improvement	Main St at Tara Boulevard Intersection Reconfiguration	$$	Clayton County, GDOT, City of Jonesboro
Short	T-15	Intersection Improvement	South Main St/Iron Gate Boulevard at Tara Boulevard Signage Improvements	$	**Clayton County, GDOT, City of Jonesboro**
Short	T-16	Pedestrian Improvement	Tara Boulevard Corridor Pedestrian Improvements	$$$	**Clayton County, City of Jonesboro, GDOT**
Short	T-23	Policy	MARTA BRT Working Group	$	**Clayton County, Jonesboro, Lovejoy. MARTA, GDOT**
Short	T-25	Policy	Tara Boulevard Design Working Group: Wayfinding/Signage/Branding/Street Design Guidelines	$	**Clayton County**
Mid	T-30	Policy	Establish the Jonesboro Pedestrian Priority Area		**City of Jonesboro, GDOT**
Short	T-32	Pedestrian Improvement	GDOT Planned Pedestrian Hybrid Beacons	$$$	**Clayton County, GDOT**
Mid	T-34	Pedestrian Improvement	Mundy's Mill Sidewalk Connection	$$	**Clayton County**
Mid	T-38	Roadway Improvement	Upper Riverdale Road Complete Street Improvements	$$$	**Clayton County, GDOT, MARTA**
Short	T-40	Intersection Improvement	High Priority Leading Pedestrian Intervals	$	Clayton County, **GDOT**
Short	T-40	Intersection Improvement	High Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**
Mid	T-41	Intersection Improvement	Medium Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**
Long	T-42	Intersection Improvement	Low Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Jonesboro Node

Smith Street & Tara Boulevard Catalytic Site



AT A GLANCE

- **Approximately 6-acre lot (combined)**
- **Three fast food restaurants fronting Tara Boulevard**
- **Multiple properties bisected by Fayetteville Road**
- **Vacant lots and single family homes**

DEMOGRAPHICS (1 mile radius)

Population: 7,485
Median Age: 34.4
Median HH Income: $42,798
Daytime Employees: Approximately 4,000

Why the Smith Street and Tara Boulevard Si

- Gateway to Downtown Jonesboro
- Recently constructed Jonesboro City Center and Lee Park adjacent to catalytic site
- Adjacent to Commuter Park & Ride
- Fast food is low density, underutilized property, and older buildings ripe for demolition
- Opportunity for mixed-used destination
- Leveraging the usage of Jonesboro Park & Ride, vehicular traffic along Tara Boulevard, and bike/pedestrian traffic along Smith St and other side streets is important to call attention to the short distance from Tara Boulevard to Jonesboro City Center and downtown Jonesboro
- It needs safety and connectivity improvements to help make that distance a more pleasant walk/bike ride from BRT stops on Tara Boulevard to destinations in Downtown Jonesboro

Potential Challenges

- Multiple property owners, may be difficult to amalgamate (10 separate lots)
- Involvement of City of Jonesboro may be required for redevelopment to occur

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Smith Street and Tara Boulevard Catalytic Site

Market Overview

Retail



- Fast-food chain restaurants dominate Tara Boulevard, on underutilized, pad sites.
- There has been minimal construction of retail development and inventory has declined over the last decade making quality space difficult to find.
- 3.9% Vacancy Rate – decreased from 10-Year Average of 4.45%.
- Rental Rates are $16.90 - having increased by 7% in the last year and 21.8% in the last three years.
- Current market sales price of $139/SF is also significantly higher than the three-year average of $127/SF but below regional average.
- Retail Cap Rates have contracted in the past year to 7.2% (lower cap rate represents robust market).
- General Retail, including ‘Main Street’ or ‘Village’ style retail have the strongest market potential.

Office

- There is limited office inventory within a 1-mile radius (466,000SF) and extremely limited new development over the last decade.
- Inventory is dominated by older stock.
- Historically low vacancy rates at 1.48%.
- Annual rent growth of 2.2%, higher than the Metro Average of 1.2%
- Rental rates have grown significantly higher than the 10-year average reaching $18.50 in Q1 2023, however still less than the Metro Average of $28.06 that is required for viability of office development.
- Post Covid-19 era limits growth of office sector.
- Similarly to Tara Crossing, the Market Analysis demonstrates limited demand for Tara Boulevard if “business as usual”. Need change in environment and amenities.



Multifamily

- Limited inventory with only one or two development projects within a 1-mile radius in the last decade.
- Several renovations of older stock in the surrounding area, improving the quality of the inventory.
- Limited demand for new units with occupancy decreasing, cap rates increasing and rental rates remaining static, well below the Metro average.
- Vacancy rates increasing to 9.2% , an historic high in the last decade.
- Aging multi-family stock in the Jonesboro area.
- Inventory predominantly 2-bedroom units.
- Appears to be little market incentive for developers to introduce more supply to the area. Need to bend the curve and show future vision of the area with improved amenities to attract investment.



Potential Market Opportunities

- Iconic Gateway to Jonesboro City Center
- Mixed-Use, Main Street Retail Development
- Transit Oriented Development to Leverage Park’n’Ride Station
- Pedestrian-friendly streetscapes
- Leverage Growing Residential Area & Recent Public Investments
- Innovative Office Spaces
- Upscaled, modern F&B Options
- Integration with Greenway Trails & the Flint River & Jesters Creek
- New residential options to address aging multi-family stock

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Smith Street and Tara Boulevard Catalytic Site
Opportunities

Strengths

- Gateway site to successful redevelopment of Jonesboro Downtown & Lee Street Park
- Underutilized or vacant sites
- Potential willing land-owners
- Adjacent to existing commuter Park'n'Ride station
- Direct frontage onto Tara Boulevard
- Low retail vacancy rates and decreasing retail cap rates
- High amenity area with recent improvements to Jonesboro Downtown
- Large amount of development in the pipeline in Jonesboro, particularly around the former LTI Inc. Building and Justice Center

Opportunities

- Statement gateway development connecting Tara Boulevard and Jonesboro Downtown.
- Leverage high-amenity area with Mixed-use district with Multi-family residential
- Destination food and beverage to support Jonesboro Community.
- Potential small local grocery and convenience node.

Weaknesses

- Lower income demographics in local area.
- Established and long-standing but underutilized pad retail along Tara Boulevard.
- Low real estate land values.
- Traffic safety and access issues along Tara Boulevard.

Threats

- A negative perception of the area based on lower-income demographics, minimal population growth, and vacant properties.
- Fragmented parcels with various landowners .
- Unwillingness of landowners to develop.
- Development could cannibalize from Downtown Jonesboro.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Smith Street and Tara Boulevard Catalytic Site

Proposed Plan

Vision Statement

Building off the success of the City Hall & Lee Street Park redevelopment, the high-amenity, mixed-use corner site will act as a gateway to connect Tara Boulevard with Jonesboro Downtown, supporting the Jonesboro community.

Proposed Program

- Retail: 43,500 sq. ft
- Townhomes: 16 units
- Mixed Use: 11 units & 11,400 sq. ft of retail
- Open Space 1 acre

Recommended Anchor Functions

Destination F&B

Multi-family Residential

Convenience Store/Fresh Food Market



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Smith Street and Tara Boulevard Catalytic Site

Proposed Placemaking



View showing commercial/ retail at the entrance of Smith Street from Tara Boulevard.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

04 Lovejoy Node

With emerging strong demographics and new residential growth, Lovejoy is positioned to create a strong community atmosphere with independent local businesses and unique food and beverage offerings. Through an improved Community Center design, Lovejoy could create a highly local destination that accommodates the needs of its growing community whilst continuing to support private investment.

Challenges

- New retail development along Tara has limited commercial opportunities in Downtown Lovejoy
- New retail development has continued same form as the past 50 years

Opportunities

- Significant new residential development in local area
- Strong demographics
- Downtown can incorporate independent local businesses
- Improved design and programming of Community Center area for events and placemaking
- Continued expansion of retail to meet future growth needs
- Unique food and beverage concepts



7.2.a
Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Lovejoy Node
Development Vision



Independent Retail Hub – boutique stores, local F&B and cafes.

"This area is growing with so many new homes that all parts of this plan need to be looked at but schools would be a top priority."

"We need more high-end quality restaurants to eat at in the area."

Love into Lovejoy Community Hub

Mixed-Use Development leveraging strong demographics.



High amenity, community-centric development to anchor Lovejoy Downtown and stimulate new investment.

Transit Hub at Tara Boulevard connecting via pedestrian corridor on Talmadge Rd.

"We need a hospital in this area."

"I would love to see more parks and places to go and exercise within our community."

Integration with Community Spaces across the street.

Small scale commercial and services at Transit Hub - medical, personal services etc.





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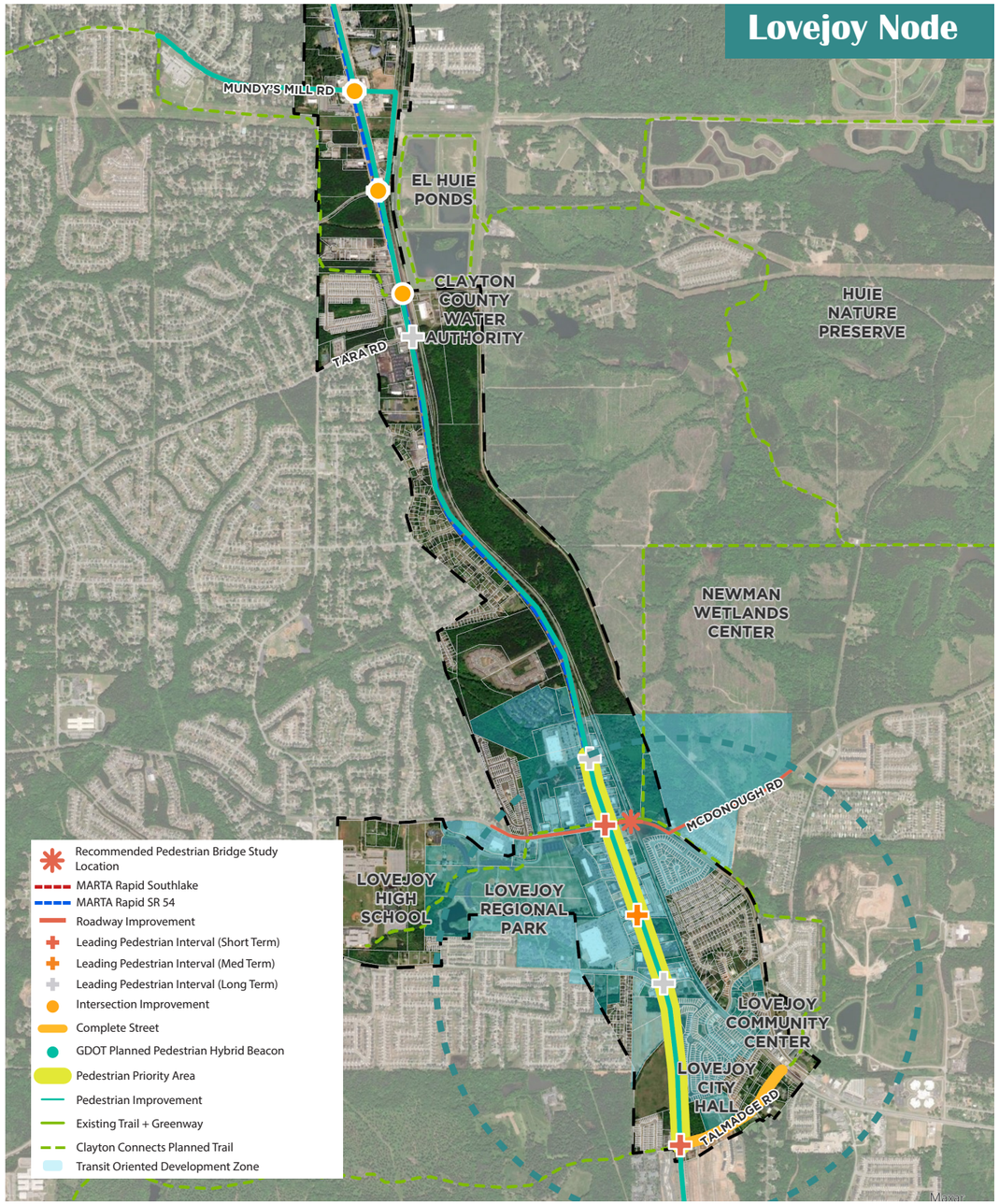
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Packet Pg. 70

Connect: Transportation and Mobility

Node-Level Recommendations: Lovejoy

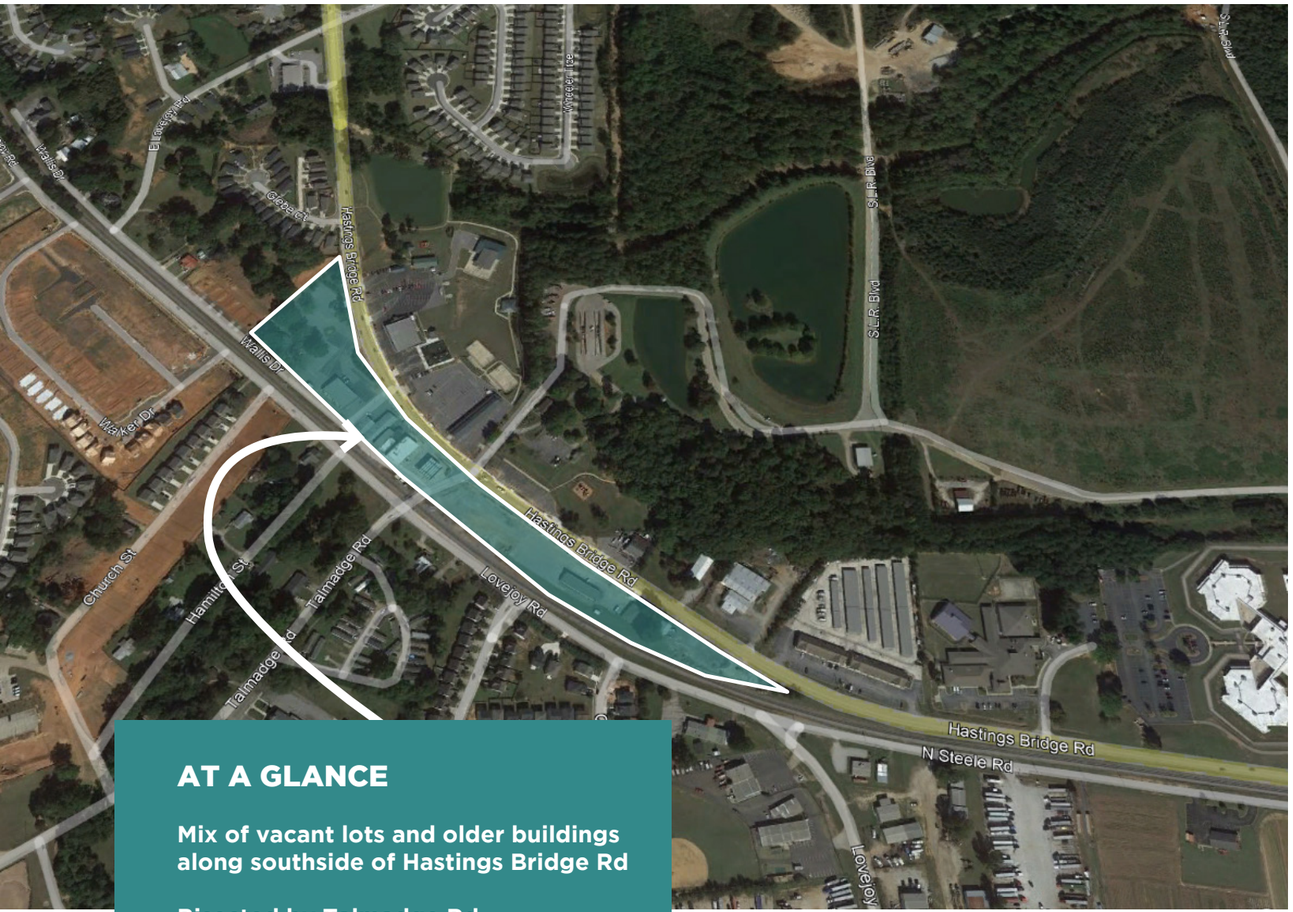
Time Frame	Project ID	Project Type	Project Name	Cost Estimate	Responsible (Lead in Bold)
Short	T-00	Roadway Improvement	McDonough Road Widening	$$$	**Clayton County, City of Lovejoy, Henry County, GDOT**
Mid	T-02	Study	Tara Boulevard Pedestrian Bridge Feasibility Study (McDonough Rd location in Lovejoy)	$$	**Clayton County, City of Lovejoy, City of Jonesboro, GDOT**
Mid	T-17	Pedestrian Improvement	S Main Street Pedestrian Improvements	$$$	**Clayton County**
Mid	T-20	Roadway Improvement	Talmadge Road Complete Street Improvements	$$$	**City of Lovejoy,** Clayton County
Short	T-23	Policy	MARTA BRT Working Group	$	**Clayton County, Jonesboro, Lovejoy. MARTA, GDOT**
Short	T-25	Policy	Tara Boulevard Design Working Group: Wayfinding/Signage/ Branding/Street Design Guidelines	$	**Clayton County, Jonesboro, Lovejoy. GDOT**
Mid	T-31	Policy	Establish the Lovejoy Pedestrian Priority Area	$	**City of Lovejoy, GDOT**
Short	T-32	Pedestrian Improvement	GDOT Planned Pedestrian Hybrid Beacons	$$$	Clayton County, **GDOT**
Mid	T-39	Pedestrian Improvement	Freeman Road and Iris Walk Crossing Improvement	$	Clayton County, **GDOT**
Short	T-40	Intersection Improvement	High Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**
Mid	T-41	Intersection Improvement	Medium Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**
Long	T-42	Intersection Improvement	Low Priority Leading Pedestrian Interval Locations	$	**Clayton County, GDOT**
Short	T-44	Policy	Local adoption of MARTA TOD Zone into Lovejoy Zoning Code	$	**City of Lovejoy,** MARTA



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Lovejoy Node

Downtown at Hastings Bridge Rd Catalytic Site



AT A GLANCE

Mix of vacant lots and older buildings along southside of Hastings Bridge Rd

Bisected by Talmadge Rd

Active rail line adjacent to backsides of parcels

Approximately 6-acre lot (combined)

Most parcels owned by City of Lovejoy or Urban Redevelopment Agency Across street from Lovejoy Community Center

DEMOGRAPHICS (1 mile radius)

Population: 8,205
Median Age: 37.1
Median HH Income: $53,494
Daytime Employees: Approximately 1,433



Caption goes here

Why the Downtown at Hasting Bridge Site?

- City currently has no true downtown to call its own
- National retail brands focused along Tara Boulevard – no proper space for independent retail and services
- Significant amount of new residential built in walking/biking distance
- Strong demographics
- Most parcels controlled by City
- Can create a destination that represents the community
- Can help identify opportunities for local infrastructure improvements and wayfinding/signage providing safe pedestrian connections between downtown Lovejoy, recent residential developments, and commercial development and future BRT service on Tara Boulevard

Potential Challenges

- Will require joint venture partnerships
- Mobility disconnect (but can be improved)
- Rail line
- Long linear property

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Downtown at Hastings Bridge Catalytic Site
Market Overview

Retail



- Retail inventory concentrated along Tara Boulevard and dominated by major brands.
- Several recent major developments in the last five years on Tara Boulevard including Walmart, Valvoline Gas Station, Popeye's Chicken, O'Reilly Auto, differentiating this area from the rest of Tara Boulevard's retail environment.
- Two new Strip Retail developments under construction.
- Rental rates on Tara Boulevard are less than overall market at $17.4/SF, except for some outliers reaching up to $25/SF. Significantly lower rents in Lovejoy Downtown at $14.8/SF.
- All retail buildings in Lovejoy Downtown built 20 to 50 years ago and becoming obsolete.
- Low vacancy rates in the Lovejoy Sub-Market at 1.6% compared to the overall South Clayton Market of 3.5%.
- Retail market analysis demonstrates opportunity for new forms of retail, particularly in Lovejoy Downtown.

Office

- Very limited office inventory in immediate area (1-mile radius) and no new developments in the pipline.
- Stock is dominated by 1 to 2-Star Properties, built 20+ years ago.
- Most recent development was new Medical Offices in 2018 (pictured), however struggling with 23% vacancy.
- Vacancy has increased by 1.7% in the last year, to 6% in the South Clayton Submarket.
- Rental rates have increased 14.8% in the last three years in the South Clayton sub-market to $23/SF.
- Affordable submarket, relative to Metro Atlanta where average rents are $28/SF.
- Appears to be limited incentives for developers to provide new office in the area. New amenities and services are needed to catalyze development.



Multifamily

- Several new multi-family developments in the surrounding area either in the pipeline or under construction, including Towne Center Gated Community, Spivey Chase Housing Development, Bear Creek Village and the Cottages at Southampton.
- Affordable market with average rents of $1,246 compared to the Metro Average of $1,596. Some newer developments are significant outliers at $1,938.
- Lovejoy sits between two multi-family sub-markets – Clayton and Henry Counties.
- Vacancy in the Clayton County multi-family submarket is 12.5% and has increased 3.1% over the past 12 months. Higher in the Henry County Sub-Market at 15.5%.
- Highway and future BRT access is positive for commuters.



Potential Market Opportunities

- Independent Retail Hub – boutique stores, local F&B and cafes.
- Mixed-Use Development leveraging strong demographics.
- Integration with Community Spaces across the street.
- Pedestrian improvements.
- High amenity, community-centric development to anchor Lovejoy Downtown and stimulate new investment.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Downtown at Hastings Bridge Catalytic Site
Opportunities

Strengths

- Strong demographics in surrounding area with relatively high incomes and growing, young population.
- Ownership by City of Lovejoy Redevelopment Authority.
- Several recent investments in new retail development along Tara Boulevard, showing stronger investor/developer confidence in this area compared to other nodes.
- Several recent and pipeline Multi-Family developments in the surrounding area, contributing to labour force and consumer base.

Opportunities

- Unique, local Retail node.
- Local cafés, eateries and boutique retail to serve growing, young affluent demographics.
- Provide alternative to Tara Boulevard Convenience node.
- Integration with Park and Community Center.
- Create connections to Tara Boulevard BRT Station and integrate the two distinct areas.

Weaknesses

- Weak office market.
- No new development in Lovejoy Downtown for 20+ years.
- Old, obsolete retail spaces and limited activity.
- Very limited traffic counts in Lovejoy Downtown.
- Railroad cuts off Downtown from Tara Boulevard.
- Limited pedestrian infrastructure throughout Lovejoy.

Threats

- Development on Tara Boulevard cannibalizes activity at Downtown Lovejoy.
- Negative perceptions of the area.
- Several other communities are undergoing an urban renaissance and are capturing the redevelopment investment and effort.
- Several road limitations particularly for pedestrians limit the flow between Tara Boulevard & Downtown.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Downtown at Hastings Bridge Catalytic Site
Opportunities

Vision Statement

A highly local destination hub that accommodates the needs of the rapidly growing Lovejoy community and anchors and activates the Downtown.

Proposed Program

- Retail: 26,000 sq. ft
- Cultural Anchor: 24,000 sq. ft
- Open Space: 1.9 acres

Recommended Anchor Functions

- Community Centre/Art Gallery/Theatre
- Destination F&B
- Local, Independent Retail
- Multi-family Residential



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Talmage Road Catalytic Site
Opportunities

Vision Statement

Leverage the planned BRT connections to connect Lovejoy with the rest of the corridor, and create a small-scale, mixed-use Transit Oriented Development that connects the Tara Boulevard corridor with Downtown Lovejoy.

Proposed Program

- Mixed Use: 60 units & 62,500 sq. ft of retail

Recommended Anchor Functions

BRT Station

Local Coffee Shop

Convenience Store/Fresh Food Market



Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

03. THREE NODES, ONE VISION

Talmage Road Catalytic Site

Proposed Placemaking



146 *View showing mixed use on Talmage Road*

147

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Chapter 04

Moving Forward

01 Implementation Matrix

04

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Extents From	Extents To/At	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimat
T-00	McDonough Road Widening	Roadway Improvement	**Lovejoy**	Clayton County, City of Lovejoy			Coordinate with GDOT, Henry County, and City of Lovejoy on McDonough Rd widening project previously included in the ARC RTP/TIP. Through this effort, revisit the potential reorientation of intersection at McDonough Rd/Hastings Bridge Rd around the water tower, consider feasibility study of a roundabout at this intersection in current location. The County should also coordinate with GDOT to study the McDonough Rd/Tara Boulevard intersection as part of this widening effort - including the GDOT recommended partial displaced left turn along the northbound and southbound approaches on Tara Boulevard.	**Short**	Clayton County, City of Lovejoy, **GDOT**	$$$
T-01	Smith Street Complete Street Improvements	Roadway Improvement	**Jonesboro**	City of Jonesboro	Tara Boulevard	N Main St	Implement upgrades to Smith Street that adopt Complete Street principles such as wider sidewalks, the addition of a bus/bike lane, and additional street plantings and lighting. See proposed Smith Street cross section.	**Mid**	**City of Jonesboro**, GDOT	$$$
T-02	Tara Boulevard Pedestrian Bridge Feasibility Study	Study	**All**	Multiple			Coordinate with the County, City of Lovejoy, and City of Jonesboro to undertake a feasibility study for a potential pedestrian bridge along the Tara Boulevard Corridor. The study should consider the feasibility of a pedestrian bridge location at the Tara Boulevard/Upper Riverdale Rd intersection, at the Jonesboro Kroger north of North Ave, at the Clayton Justice Center Hub, and in Lovejoy at McDonough Rd to Hastings Bridge over the railroad tracks. This study should consider cost/benefit, safety, environmental impacts and other feasibility measures.	**Mid**	**Clayton County, City of Lovejoy, City of Jonesboro**, GDOT	$$
T-03	Upper Riverdale at Tara Boulevard/ Old Dixie Hwy Intersection Reconfiguration	Study	**Tara Gateway**	Clayton County	Tara Boulevard	Upper Riverdale Rd SW	The County should coordinate with GDOT to conduct a more in-depth study of this intersection. GDOT's 2021 Tara Boulevard Corridor Study recommended a set of operational improvements including the conversion of Tara Boulevard/ Old Dixie Hwy into one-way pairs. Additionally, MARTA Southlake Rapid is planned to run through this intersection which may call for Dedicated Lanes. Further review of this intersection with planned transit, trails, and complete street improvements is needed.	**Long**	Clayton County, **GDOT**	$$$
T-04	Dixon Road at Tara Boulevard	Intersection Improvement	**Jonesboro**	City of Jonesboro	Tara Boulevard	Dixon Rd	Addition of southbound and northbound right turn lanes at Dixon Rd and Tara Boulevard.	**Long**	Clayton County, **GDOT**, City of Jonesboro	$$
T-07	SR 54 at Tara Boulevard	Intersection Improvement	**Jonesboro**	City of Jonesboro	Tara Boulevard	SR 54 / Fayetteville Rd	With completion of sidewalk upgrades along Tara Boulevard, add missing crosswalk on south leg intersection to complete the pedestrian crosswalk infrastructure at this intersection. Overall intersection Upgrade Needed (GDOT Tara Boulevard Study 2021 recommended eastbound triple left turns). Coordinate with GDOT on intersection improvements.	**Short**	Clayton County, **GDOT**, City of Jonesboro	$$
T-09	Arrowhead Boulevard Sidewalk Connection	Pedestrian Improvement	**Tara Gateway**	Clayton County	Tara Boulevard	Arrowhead Boulevard	Add sidewalk along Arrowhead Boulevard connecting users with Flint River Trail and Upper Riverdale Road to a safe crossing on Tara Boulevard at Mt. Zion Road. Coordinate with pedestrian facility upgrades along Tara Boulevard.	**Short**	**Clayton County**, GDOT	$$

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Extents From	Extents To/At	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimat
T-10	Mundy's Mill at Tara Boulevard Crossing Improvements	Intersection Improvement	Jonesboro	Clayton County	Tara Boulevard	Mundy's Mill Rd	Crossing improvement to connect recommended Flint River Trail connection along Mundy's Mill across Tara Boulevard to Huie Nature Preserve.	Mid	**Clayton County**, GDOT	$
T-11	Battle Creek/ Valley Hill Rd Pedestrian Improvements	Pedestrian Improvement	**Tara Gateway**	Clayton County	Flint River Trail	Jesters Creek Trail	Add wayfinding signage along Valley Hill/Battle Creek dedicating the sidewalks along this corridor as the connecting path between the recommended Flint River Trail and the existing Jesters Creek Trail at Tara Stadium.	Mid	Clayton County, GDOT, **City of Jonesboro**	$
T-13	Valley Hill Rd SE at Tara Boulevard Crossing Improvement	Intersection Improvement	**Tara Gateway**	Clayton County	Tara Boulevard	Valley Hill Rd SE	Add signage to encourage crossing at GDOT recommended PHB just north of Valley Hill Rd intersection. Coordinate with GDOT on PHB and pedestrian improvements implementation.	Short	Clayton County, **GDOT**	$
T-14	Main St at Tara Boulevard Intersection Reconfiguration	Intersection Improvement	Jonesboro	Clayton County	Tara Boulevard	N Main St	Coordinate with Jonesboro, Clayton County, and GDOT on a study of an intersection reconfiguration to allow for planned trail crossing connecting Flint River Trail with Main Street to downtown Jonesboro.	Mid	Clayton County, **GDOT**, City of Jonesboro	$$
T-15	South Main St/Iron Gate Boulevard at Tara Boulevard Signage Improvements	Intersection Improvement	Jonesboro	Clayton County	Tara Boulevard	S Main St / Iron Gate Boulevard	Add "No Right Turn" signage at intersection of South Main Street with Tara Boulevard (right turn lane provided in advance of intersection).	Short	**Clayton County**, GDOT, City of Jonesboro	$
T-16	Tara Boulevard Corridor Pedestrian Improvements	Pedestrian Improvement	**Tara Gateway, Jonesboro**	Clayton County, Jonesboro	Upper Riverdale SW	Henry County Line	Coordinate with GDOT and local jurisdictions on bicycle and pedestrian facility improvements along Tara Boulevard corridor from I-75 to Henry County Line as proposed in GDOT Project #0015156 and #0019778/ARC CL-349. The pedestrian facility improvements are set to include connecting sidewalks, upgrading ADA ramps, improving pedestrian lighting, etc.	Short	Clayton County, City of Jonesboro, **GDOT**	$$$
T-17	S Main Street Pedestrian Improvements	Pedestrian Improvement	**Lovejoy**	Clayton County	Mundy's Mill Rd	Iron Gate Boulevard	Coordinate with recommended Clayton Connects Trails at EL Huie Ponds to provide pedestrian improvements along S. Main Street between Mundy's Mill and Iron Gate Boulevard.	Mid	**Clayton County**	$$$
T-19	Community Improvement District	Strategy	**Tara Gateway**	-	-	-	Explore establishing a community improvement district in the Tara Gateway node that would spearhead development and transit/transportation improvements in this area. Key roles of this CID would be to coordinate closely with MARTA, GDOT, and Clayton County on implementation of Southlake Rapid, encouraging transit-supportive development in the TOD zones, and contribute funding and though power to the reconfiguration of the Upper Riverdale/Tara Boulevard/Old Dixie Hwy intersection.	Mid	**Clayton County**	$

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Extents From	Extents To/At	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimate
T-20	Talmadge Road Complete Street Improvements	Roadway Improvement	**Lovejoy**	City of Lovejoy	Tara Boulevard	Lovejoy Rd	The City of Lovejoy should coordinate with GDOT, MARTA, and Clayton County on providing Complete Street upgrades to Talmadge Rd to provide pedestrian connections between downtown Lovejoy and Tara Boulevard where Clayton Connects trails and SR 54 BRT are recommended. See proposed Talmadge Rd cross section.	**Mid**	**City of Lovejoy**, GDOT	$$$
T-21	Mt. Zion Complete Street Improvements	Roadway Improvement	**Tara Gateway**	Clayton County	Tara Boulevard	SR 54	Clayton County should coordinate with MARTA and GDOT for Complete Street improvements to Mt. Zion Rd in coordination with recommended trail connections and Southlake BRT. See proposed Mt. Zion Rd cross section. Recommended median dedicated reversible transit lane, 1 travel lane in each direction, at least 6 ft sidewalk on north side, 10-12 ft. multi-use path on south side (Elem school and Jesters trail).	**Mid**	**Clayton County**, GDOT	$$$
T-23	MARTA BRT Working Group	Policy	**All**	Multiple	Full Corridor	-	"Establish a MARTA BRT Working Group that will be responsible for coordination with MARTA on dedicated alignment and specific station location/design for Southlake and SR 54 BRT projects. This group should be made-up of local transportation, planning, zoning, and economic development staff from Clayton County, Jonesboro, and Lovejoy. The following elements should be considered for initial discussion points with MARTA: - Recommended complete street improvements on Upper Riverdale Rd and Mt. Zion Rd, Smith Street, and Talmadge Rd - Exploration of bi-directional dedicated BRT lane on Mt. Zion Rd - Preferred Station Area locations: coordination with planned GDOT PHB location on Tara Boulevard, directly in front of proposed catalyst site development on Upper Riverdale Rd (Tara Crossings), Shops of Tara on Mt. Zion Rd, Jonesboro P&R and Jonesboro City Center, Tara Rd Kroger, station location with connection to planned trails at Newman Wetland Center, Lovejoy Walmart, Lovejoy City Hall - Recommended exploration of extension of SR 54 BRT down Tara Boulevard to Talmadge Rd. for increased connection to Lovejoy City Hall, downtown Lovejoy, and planned mixed-use development at Talmadge/Tara in Henry County "	**Short**	**Clayton County, Jonesboro, Lovejoy**. MARTA, GDOT	$
T-25	Tara Boulevard Design Working Group: Wayfinding/ Signage/ Branding/Street Design Guidelines	Policy	**All**	Multiple	Full Corridor	-	Establish a Tara Boulevard Design Working Group (can be same as or have overlap with BRT Working Group) to undergo a branding and identity study for the Tara Boulevard corridor to identify a cohesive brand for the entirety of the corridor that can be applied to wayfinding and signage along the corridor and eventually, with GDOT coordination and support, potential design guidelines along the corridor that are more pedestrian and transit supportive. This group should be made-up of local transportation, planning, and public works representatives from Clayton County, Jonesboro, and Lovejoy and should coordinate regularly with GDOT for cooperation and implementation.	**Short**	**Clayton County**	$

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Extents From	Extents To/At	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimate
T-29	Establish the Tara Gateway Pedestrian Priority Area (PPA)	Policy	**Tara Gateway**	Clayton County	Upper Riverdale Rd	Valley Hill Rd SE	"Coordinate between local jurisdictions and GDOT to establish and implement a pedestrian priority area in the Tara Gateway node where pedestrian-oriented safety improvements are prioritized whenever new projects are planned and implemented within that area. The extent of this area is proposed along Tara Boulevard between Upper Riverdale Rd and Valley Hill Road and the following pedestrian improvements should be considered in this area: - Sidewalk network coverage (prioritize the pedestrian priority areas for sidewalk gap infill; coordinate across existing planned projects) - Leading Pedestrian Intervals at any new intersection improvement with priority placed on these intersections: North Carter Dr, Battle Creek Rd, Sherwood Dr, Mt Zion Rd, Upper Riverdale Rd, Old Dixie Rd - Install wayfinding signage at key locations within the Tara Gateway PPA along Tara Boulevard directing pedestrians to key connections to local destinations just off Tara Boulevard such as Southern Regional Medical Center, Southlake Mall, Tara Stadium, local schools, and existing/planned trail/path connections. - Pedestrian level lighting (if not already accounted for in another planned and pedestrian improvement project - Median pedestrian refuge islands (where possible within PPA in coordination with GDOT planned intersection improvements) - Prioritize minimizing driveway entries and coordinate with local developers to provide safer, interparcel connectivity opportunities within PPAs"	**Mid**	Clayton County, **GDOT**	$

Attachment: Tara_Blvd_LCI_Document_Final_Report_070624 (3836 : Tara Boulevard LCI)

Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Extents From	Extents To/At	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimate
T-30	Establish the Jonesboro Pedestrian Priority Area	Policy	**Jonesboro**	City of Jonesboro	Kroger Driveway	Poston Rd	"Coordinate between local jurisdictions and GDOT to establish and implement a pedestrian priority area in the Jonesboro node where pedestrian-oriented safety improvements are prioritized whenever new projects are planned and implemented within that area. The extent of this area is proposed along Tara Boulevard between North Ave and the Justice Center Transit Hub and the following pedestrian improvements should be considered in this area: - Sidewalk network coverage (prioritize the pedestrian priority areas for sidewalk gap infill; coordinate across existing planned projects) - Leading Pedestrian Intervals at any new intersection improvement with priority placed on these intersections: North Ave, Flint River Rd, Smith St, Fayetteville Rd - Install wayfinding signage at key locations within the Jonesboro PPA along Tara Boulevard directing pedestrians to key connections to local destinations just off Tara Boulevard such as Jonesboro City Center, Lee St Park, Downtown Jonesboro, local schools, and existing/planned trail/path connections. - Pedestrian level lighting (if not already accounted for in another planned and pedestrian improvement project - Median pedestrian refuge islands (where possible within PPA in coordination with GDOT planned intersection improvements) - Prioritize minimizing driveway entries and coordinate with local developers to provide safer, interparcel connectivity opportunities within PPAs"	**Mid**	City of Jonesboro, **GDOT**	$
T-31	Establish the Lovejoy Pedestrian Priority Area	Policy	**Lovejoy**	City of Lovejoy	Walmart Driveway	Talmadge Rd	"Coordinate between local jurisdictions and GDOT to establish and implement a pedestrian priority area in the Lovejoy node where pedestrian-oriented safety improvements are prioritized whenever new projects are planned and implemented within that area. The extent of this area is proposed along Tara Boulevard between McDonough Rd and Talmadge Rd and the following pedestrian improvements should be considered in this area: - Sidewalk network coverage (prioritize the pedestrian priority areas for sidewalk gap infill; coordinate across existing planned projects) - Leading Pedestrian Intervals at any new intersection improvement with priority placed on these intersections: McDonough Rd, Lovejoy Rd - Install wayfinding signage at key locations within the Lovejoy PPA along Tara Boulevard directing pedestrians to key connections to local destinations just off Tara Boulevard such as Lovejoy Regional Park, Lovejoy City Hall, Downtown Lovejoy, Lovejoy Community Center + Park, local schools, and existing/planned trail/path connections. - Pedestrian level lighting (if not already accounted for in another planned and pedestrian improvement project - Median pedestrian refuge islands (where possible within PPA in coordination with GDOT planned intersection improvements) - Prioritize minimizing driveway entries and coordinate with local developers to provide safer, interparcel connectivity opportunities within PPAs"	**Mid**	City of Lovejoy, **GDOT**	$

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Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Extents From	Extents To/At	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimate
T-32	GDOT Planned Pedestrian Hybrid Beacons	Pedestrian Improvement	**All**	Multiple	-	-	"Coordinate with planned GDOT projects to implement Pedestrian Hybrid Beacons at the following 6 locations: Alderwoods Dr (Sherwood Memorial Park and Mausoleum), Valley Hill Rd, Kroger Driveway (North of North Ave),mid-block on Tara Boulevard between Old Dixie intersection and Upper Riverdale Rd intersection, Camelot Pkwy, and at Jonesboro Commuter Park and Ride "	**Short**	Clayton County, **GDOT**	$$$
T-33	Arrowhead Boulevard - Parkwood Way Access Road Trail Connection	Pedestrian Improvement	**Tara Gateway**	Clayton County	Arrowhead Boulevard	Tara Boulevard	Utilize existing ROW (Anderson Rd) behind parcels fronting Tara Boulevard to create a path connection between Arrowhead Boulevard pedestrian network and Tara Boulevard intersection with Mt. Zion Rd.	**Long**	**Clayton County**	$
T-34	Mundy's Mill Sidewalk Connection	Pedestrian Improvement	**Jonesboro**	Clayton County	Orr Rd	Main Street	No existing sidewalk, infill to provide sidewalk connection from Flint River Trail to Tara Boulevard and from Tara Boulevard to Main Street	**Mid**	**Clayton County**	$$
T-36	Holiday Boulevard Sidewalk Connection	Pedestrian Improvement	**Tara Gateway**	Clayton County	Old Dixie Hwy	I-75	Sidewalk infill along Holiday Boulevard providing pedestrian connectivity between Tara Boulevard corridor and Tara Gateway area and the Holiday Hills neighborhood, connecting with planned Jesters Creek extension	**Mid**	**Clayton County**	$$
T-37	N Main Street and Fayetteville Rd Sidewalk Connection	Pedestrian Improvement	**Tara Gateway**	Clayton County	Tara Boulevard	Tara Boulevard	Sidewalk infill along N Main Street and Fayetteville Rd providing complete pedestrian connection parallel to Tara Boulevard closer to downtown Jonesboro.	**Mid**	**Clayton County**	$$
T-38	Upper Riverdale Road Complete Street Improvements	Roadway Improvement	**Tara Gateway**	Clayton County	Flint River or Lamar Hutcheson Pkwy	Tara Boulevard	Complete Street improvements to Upper Riverdale Rd in coordination with recommended trail connections from Flint River to Tara Boulevard and the future Southlake BRT alignment. See proposed Upper Riverdale Rd cross section. Planned trails and roadway improvements along this portion of Upper Riverdale Rd should also be coordinated with the pending Pedestrian Bridge feasibility study as a potential trail crossing over Tara Boulevard serving as a gateway to the Tara Boulevard corridor.	**Mid**	**Clayton County**, GDOT, MARTA	$$$
T-39	Freeman Road and Iris Walk Crossing Improvement	Pedestrian Improvement	**Lovejoy**	Clayton County	Iris Walk	Freeman Rd	Implement crossing improvement at this intersection with planned trail to Newman Wetland Center. Recommend implementation of crosswalk with future potential for PHB or intersection signalization.	**Mid**	Clayton County, **GDOT**	$
T-40	High Priority Leading Pedestrian Intervals	Intersection Improvement	**All**	Clayton County, City of Lovejoy, City of Jonesboro			High Priority Leading Pedestrian Interval at: North Ave, Battle Creek Rd, Sherwood Rd, Mt Zion Rd, Flint River Rd, SR 54, Smith St/Robert E Lee, McDonough Rd, Upper Riverdale Rd, Old Dixie Rd, Talmadge Rd	**Short**	**Clayton County, GDOT**	$
T-41	Medium Priority Leading Pedestrian Intervals	Intersection Improvement	**All**	Clayton County, City of Lovejoy, City of Jonesboro			Medium Priority Leading Pedestrian Interval at: North Carter Rd, Justice Complex, SR 138, Mundys Mill Rd, Holiday Boulevard, Walmart Drwy	**Mid**	**Clayton County, GDOT**	$

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Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimate
R-01	Tara Crossings Rezoning	Regulatory	**Tara Gateway**	Clayton County	Rezone Tara Crossings site from Medical Mixed-Use District (MMX) to a Special Mixed-Use Zoning or update permitted uses within the Medical Mixed-Use District Zoning Ordinance to include various forms of residential development. Also, remove restrictions on retail and commercial development (Food & Beverage uses currently restricted to lots where office or institutional floor area is a minimum of 100,000SF)	**Short**	**Clayton County**	$
R-02	Tara Crossings Targeted Landowner Engagement	Partnerships	**Tara Gateway**	Clayton County	Consult directly with landowners to understand willingness to sell and/or enter into a Joint Venture Partnership for redevelopment of the site	**Short**	**Clayton County Development Authority**	$
R-03	Tara Crossings Urban Redevelopment Plan	Regulatory	**Tara Gateway**	Clayton County	"Engage a planning and development specialist to take the Catalyst Site Concept Plan recommendations and prepare and officially adopt a comprehensive and detailed Urban Redevelopment Plan into the County's planning documents. The URP should include: - Land Acquisition Strategy - Demolition - Redevelopment Plan - Zoning Changes - Land Uses & Densities - Public Infrastructure Requirements - Any relevant covenants - Any other requirements for an URP by the Department of Community Affairs This will assist with future funding and grant applications as it is often a requirement. "	**Mid**	**Clayton County Development Authority**	$$
R-04	Tara Crossings Marketing Prospectus	Take to Market	**Tara Gateway**	Clayton County	Prepare a Marketing Prospectus, in line with the Urban Redevelopment Plan to further highlight the benefits of redevelopment of Tara Crossings including economic impacts, job creation and community benefits.	**Mid**	**Clayton County Development Authority**	$
R-05	Tara Crossings Targeted Developer Engagement	Take to Market	**Tara Gateway**	Clayton County	Conduct targeted, one-on-one engagement with local developers already active in the south Atlanta market, utilizing the Marketing Prospectus, to initiate interest and investment in the properties.	**Mid**	**Clayton County Development Authority**	$
R-06	Tara Crossings Redevelopment Fund Application	Funding	**Tara Gateway**	Clayton County	"Co-ordinate with the Department of Community Affairs (DCA) Economic Development Local Field Representative to discuss the following funding and grant programs: - Redevelopment Fund - Revitalization Area Strategies (requires Urban Redevelopment Plan) "	**Mid**	**Clayton County Development Authority**	$
R-07	Tara Crossings Funding, Grants and Incentives	Funding	**Tara Gateway**	Clayton County	Explore funding, grants and incentives that would be most beneficial to the property. This may be for site amalgamation, remediation, infrastructure, or overcome a construction funding gap, etc.	**Mid**	**Clayton County Development Authority**	$

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Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimate
R-08	City of Jonesboro Online Zoning GIS Maps	Regulatory	Jonesboro	City of Jonesboro	Create an online GIS Platform for property information, zoning ordinance districts etc, similarly to the Clayton County GIS Mapping Platform for streamlining of permitting process for developers and private entities.	Mid	**City of Jonesboro**	$$
R-09	City of Jonesboro Redevelopment Authority	Regulatory	Jonesboro	City of Jonesboro	Establish or expand the existing Downtown Redevelopment Authority into a City-wide Redevelopment Authority to champion redevelopment, investment and partnerships in the Jonesboro Area, beginning with the Tara Boulevard/Smith Street Catalytic Site. As part of this intiative, hire specific Real Estate Development Manager and Grant Writer/ Administrator.	Mid	**City of Jonesboro**	$$
R-10	City of Jonesboro Rezoning	Regulatory	Jonesboro	City of Jonesboro	Rezone Jonesboro Tara Boulevard/Smith Street Catalytic sites from Commercial/Tara Boulevard into a Special Mixed-Use Planning District that provides for a mixture of activities including various forms of residential.	Mid	**City of Jonesboro**	$
R-11	City of Jonesboro Targeted Landowner Engagement	Regulatory	Jonesboro	City of Jonesboro	Consult directly with landowners to understand willingness to sell and/or enter into a Joint Venture Partnership for redevelopment of the site.	Short	**City of Jonesboro**	$
R-12	City of Jonesboro Urban Redevelopment Plan	Regulatory	Jonesboro	City of Jonesboro	"Engage a planning and development specialist to take the Catalyst Site Concept Plan recommendations and prepare and officially adopt a comprehensive and detailed Urban Redevelopment Plan into the City's planning documents. The URP should include: - Land Acquisition Strategy - Demolition - Redevelopment Plan - Zoning Changes - Land Uses & Densities - Public Infrastructure Requirements - Any relevant covenants - Any other requirements for an URP by the Department of Community Affairs This will assist with future funding and grant applications as it is often a requirement. "	Mid	**City of Jonesboro**	$$
R-13	City of Jonesboro Marketing Prospectus	Take to Market	Jonesboro	City of Jonesboro	Prepare a Marketing Prospectus, in line with the Urban Redevelopment Plan to further highlight the benefits of redevelopment of Tara Crossings including economic impacts, job creation and community benefits.	Mid	**City of Jonesboro**	$

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Implementation Matrix

Recommendations

Project ID	Project Name	Project Type	Node	Jurisdiction	Description	Timeframe	Responsible (Lead in Bold)	Cost Estimate
R-14	City of Jonesboro Targeted Developer Engagement	Take to Market	Jonesboro	City of Jonesboro	Conduct targeted, one-on-one engagement with local developers already active in the south Atlanta market, utilizing the Marketing Prospectus, to initiate interest and investment in the properties.	Mid	**City of Jonesboro**	$
R-15	City of Jonesboro Redevelopment Fund Application	Funding	Jonesboro	City of Jonesboro	"Co-ordinate with the Department of Community Affairs (DCA) Economic Development Local Field Representative to discuss the following funding and grant programs: - Redevelopment Fund - Revitalization Area Strategies (requires Urban Redevelopment Plan) Contact Details: Cheryl Magby (470) 326-1048 cheryl.magmy@dca.ga.gov "	Mid	**City of Jonesboro**	$
R-16	Clayton County Enterprise Zone	Funding	Jonesboro	City of Jonesboro	Explore the ability for Jonesboro to apply an Enterprise Zone incentive for the catalytic site. Identify uses that will allow the incentive to be captured.	Mid	**City of Jonesboro**	$
R-17	Lovejoy Development Authority - Specialized Downtown Development Authority	Partnerships	Lovejoy	City of Lovejoy	Explore opportunities for establishing a Downtown Development Authority to lead the implementation and development of the catalyst sites. Connect with other jurisdictions to understand best practices with DDA's and applicability for Lovejoy.	Mid	**City of Lovejoy**	$$
R-18	Downtown Lovejoy Rezoning	Regulatory	Lovejoy	City of Lovejoy	Rezone catalyst sites from to a specialized Downtown Community District providing for mixed-use development. Allow flexibility in the zoning code to allow for art, cultural, destination, innovative retail, employment, and	Short	**City of Lovejoy**	$
R-19	Downtown Lovejoy Detailed Redevelopment Plan	Regulatory	Lovejoy	City of Lovejoy	Revisit the Lovejoy Downtown Urban Redevelopment Plan and identify if an update is required. Look to ARC or State funding for redevelopment plan update.	Short	**City of Lovejoy**	$$
R-20	Downtown Lovejoy Marketing Prospectus	Take to Market	Lovejoy	City of Lovejoy	Create a Marketing Prospectus for the Prioritization of City-owned sites in Downtown Lovejoy.	Mid	**City of Lovejoy**	$
R-21	Downtown Lovejoy Targeted Re-engagement with Local Developers	Take to Market	Lovejoy	City of Lovejoy	Conduct targeted, one-on-one engagement with local developers already active in the south Atlanta market, utilizing the Marketing Prospectus, to initiate interest and investment in the properties.	Mid	**City of Lovejoy**	$
R-22	Downtown Development Revolving Loan Fund Application	Funding	Lovejoy	City of Lovejoy	Explore the opportunity to use the Downtown Development Revolving Loan Fund (DD RLF) to assist Lovejoy to revitalize and enhance the downtown area by providing below-market rate financing to fund capital projects in the core historic downtown.	Mid	**City of Lovejoy**	$

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PROJECT VISION

Tara Boulevard is a vibrant, cohesive corridor that provides safe connections for all, attracts a thriving mix of uses, and activates inclusive places.

Attachment: Tara_Blvd_LCI_Document_Final Report_070624 (3836 : Tara Boulevard LCI)

CITY OF JONESBORO
REGULAR MEETING
1859 CITY CENTER WAY
June 10, 2024 – 6:00 PM

MINUTES

The City of Jonesboro Mayor & Council held their Regular Meeting on Monday, June 10, 2024. The meeting was held at 6:00 PM at the Jonesboro Police Station, 1859 City Center Way, Jonesboro, Georgia.

I. CALL TO ORDER - MAYOR DONYA L. SARTOR

II. ROLL CALL - MELISSA BROOKS, CITY CLERK

Attendee Name	Title	Status	Arrived
Tracey Messick	Mayor Pro Tem	Present	
Alfred A. Dixon	Councilmember	Present	
Don D. Dixon	Councilmember	Present	
Bobby Lester	Councilmember	Present	
Asjah Miller	Councilmember	Present	
Billy Powell	Councilmember	Present	
Donya Sartor	Mayor	Absent	
Melissa Brooks	City Clerk	Absent	
David Allen	Community Development Director	Present	
Todd Coyt	Police Chief	Present	
Pat Daniel	Assistant City Clerk	Present	
Shelby Bentley	Executive Assistant	Present	
LaTonya Wiley	City Attorney	Present	

III. INVOCATION - PASTOR WENDELL WEBB, JONESBORO FIRST BAPTIST

Pastor Webb was not present for the meeting.

IV. PLEDGE OF ALLEGIANCE

V. ADOPTION OF AGENDA

1. Motion to adopt June 10, 2024, meeting agenda as presented.

Minutes Acceptance: Minutes of Jun 10, 2024 6:00 PM (MINUTES)

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Alfred A. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

VI. PRESENTATIONS

1. Presentation of Recycling Proclamation.

RESULT:	**DID NOT VOTE**

VII. PUBLIC COMMENT (PLEASE LIMIT COMMENTS TO THREE (3) MINUTES)

Mr. Cedric came forward to speak about a dumpster issue that he is experiencing with his restaurant located at 118 S. Main Street.

VIII. PUBLIC HEARING

1. Public Hearing regarding Conditional Use Permit Application, 24-CU-009, for an event center by Patricia Okwuosa, property owner, and Christina Brown, applicant, for property at 242 Stockbridge Road (Parcel No. 12017D B003), Jonesboro, Georgia 30236.

RESULT:	**CLOSED**

At this time, Mayor Pro Tem Messick opened the public hearing regarding a Conditional Use Permit Application, 24-CU-009, for an event center by Patricia Okwuosa, property owner, and Christina Brown, applicant, for property at 242 Stockbridge Road (Parcel No. 12017D B003), Jonesboro, Georgia 30236. Applicant Christina Brown came forward to speak in favor of the request. The hearing was duly closed.

2. Public Hearing regarding Conditional Use Permit Application, 24-CU-010, for a convenience store by Theory Hospitality LLC, property owner, and Vishvakarma Prabhu LLC, applicant, for property at 220 Jonesboro Road (Parcel No. 12048A I009A), Jonesboro, Georgia 30236.

RESULT:	**CLOSED**

At this time, Mayor Pro Tem Messick opened the public hearing regarding a Conditional Use Permit Application, 24-CU-010, for a convenience store by Theory Hospitality LLC, property owner, and Vishvakarma Prabhu LLC, applicant, for property at 220 Jonesboro Road (Parcel No. 12048A I009A), Jonesboro, Georgia 30236. Being that there were no one present to speak in favor or against the request, the hearing was duly close.

3. Public Hearing regarding Conditional Use Permit Application, 24-CU-011, for an after-school at-risk program by Advantage Property Management, property owner, and Tiffany Frazier / Della Thornton, applicants, for property at 8712 Tara Blvd. (Parcel No. 05242B A002), Jonesboro, Georgia 30236.

Minutes Acceptance: Minutes of Jun 10, 2024 6:00 PM (MINUTES)

At this time, Mayor Pro Tem Messick opened the public hearing regarding Conditional Use Permit Application, 24-CU-011, for an after-school at-risk program by Advantage Property Management, property owner, and Tiffany Frazier / Della Thornton, applicants, for property at 8712 Tara Blvd. (Parcel No. 05242B A002), Jonesboro, Georgia 30236. Being that there were no one present to speak in favor or against the request, the hearing was duly close.

IX. MINUTES

1. Consideration of the Minutes of the May 13, 2024 Regular Meeting.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Alfred A. Dixon, Councilmember
SECONDER:	Don D. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

2. Consideration of the Minutes of the June 3, 2024 Work Session.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Alfred A. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

X. FINANCIAL REPORT

Finance Director Frederick Quinn came forward to give a Financial Report for the period ending May 31, 2024.

General Fund Revenue- As of the current operating period, revenue recognized in the general fund is $2,259,074 or 29.8% of the $7,580,200 budget revenue for FY 2024

Confiscated Assets Funds Revenue- Federal and State confiscated Assets reflect all current activity related to revenues received from court dispositions of state and federal cases. Year to date $15,433.24 in Federal funds are recognized in 2024. The funds are restricted for Public Safety initiatives as outlined by the Equitable Assets Sharing guidelines - https://www.justice.gov/criminal-afmls/file/794696/download. As of this report, no funds have been appropriated or expended. Police department leadership will be advised to review their **unbudgeted** needs to determine the best use of these restricted funds in FY 2025 budget process.

ARPA Funds Revenue year to date reflects that $1,852,991 awarded has been received in the city's accounts. The use of these resources were outlined in the directives of council. Resources are being managed to assure all funds are committed and expended per council directives and SLPRF guidelines. Revenue is deferred until expenditures are incurred.

Hotel Motel Fund Revenue Georgia law authorizes a Hotel-Motel Tax under various conditions. The city is required to expend the taxes collected in strict accordance with the provisions of the specific authorizations in the Georgia Code. Clayton County Visitors

Minutes Acceptance: Minutes of Jun 10, 2024 6:00 PM (MINUTES)

Bureau receives a monthly payment of all restricted funds.

Technology Fund Revenue records inflow of receipts from Court activity and disbursements related to the ongoing IT support services contract with 3rd party IT support, currently VC3 and NetPlanner.

Solid Waste Fund Revenue records proceeds from annual Sanitation and Refuse invoices. The annual sanitation fee revenue is included on the city tax bill and is due at the same time as the property tax bill.

General Fund Expense- For the FY 2024 operating period ending May 31, 2024, expenditures recorded year to date are $3,065,753. Total expensed and encumbered to date represents the use of 40.4% of expense budget for FY 2024.

Confiscated Assets Funds Expenses - Federal and State confiscated reflect all current activity related to revenues received from court dispositions. No funds were expended as of May 2024.

ARPA Funds Expenses year to date total expense is $1,309,615 a total of $543,376 remains to be obligated and expended. The expenditures align with the directives of the governing body. Resources are being managed to assure all funds are obligated by December 2024 and expended by December 2026 per council directives and SLPRF guidelines.

Hotel Motel Fund Expenses are trending as budgeted. The expense activity reflects the monthly remittance of restricted funds that are sent to Clayton County Convention and Visitors Bureau.

Technology Fund Expenses records inflow of receipts from Court activity and disbursements related to the ongoing IT support services contract. NetPlanner replaced VC3.

Solid Waste Fund Expenses Expenditures in this fund are directly related to the operations that are needed to provide solid waste services to the citizens of Jonesboro. These expenses include salaries, professional disposal services and other operating costs.

Councilman A. Dixon inquired about the remaining ARPA Funds. The Finance Director stated that as of now, the funds have not been allocated for anything. The Community Development Director stated that the majority of the funds was allocated for the public works building.

Mayor Pro Tem Messick inquired about the IT budget vs the ARPA budget. She stated that a large funding amount was designated to IT for communications.

Mayor Pro Tem Messick stated that for the past two years, there have been many hands involved with the city's finances. She stated that she is making a motion for a forensic audit of the city's finances from January 2024 through May 2024. The audit will be conducted by Eberhardt, LLC.

Attorney Wiley stated that the motion would need to be to "amend the agenda" to add consideration of hiring Eberhardt, LLC for the purpose of conducting a forensic audit of

Minutes Acceptance: Minutes of Jun 10, 2024 6:00 PM (MINUTES)

the city's finances.

Mayor Pro Tem Messick stated that we're still in the discussion of finances.

Attorney Wiley stated that the agenda would need to be amended for the approval of the agreement.

ACTION

At this time, Mayor Pro Tem Messick Motioned to amend the agenda to add "Consideration of an agreement with Eberhardt, LLC for the purpose of conducting a forensic audit of the city's finances, said motion was seconded by Councilman D. Dixon.

DISCUSSION:

Councilwoman Miller asked how you went about choosing Eberhardt, LLC and what is the payment amount.

Mayor Pro Tem Messick stated that firm is in Macon, Georgia and she received 60 references from other municipalities regarding Eberhardt, LLC. She also stated that she has a letter of engagement for the council and mayor to sign.

Finance Director Quinn stated that the city will need to follow the proper procurement process. He stated that if amount is over $5000 - 3 bids are required. If the amount is over $15,000 the governing body will have to approve.

Councilwoman Miller inquired about the cost. The letter of engagement, and if the city would be foregoing the bid process based on the references that were received? She expressed concerns regarding moving forward without knowing the cost for the forensic audit.

It was determined that the auditor would charge $225.00 per hour.

A brief discussion took place regarding the possibility of obtaining a lower cost for the audit. Mayor Pro Tem Messick stated this is urgent based on the city receiving federal funding.

Finance Director Quinn recommended updating internal policies.

Councilman D. Dixon stated that if the amount for the audit do not exceed $5000.00 - there's no need for the 3 bids.

Finance Director stated that it's not good practice to enter an agreement without receiving quotes for negotiation.

Attorney Wiley stated that she agrees with the Finance Director, but if it's the council's will to move forward, the motion should include a "Not to Exceed" amount.

Councilwoman Miller inquired about the city's auditor - Fulton & Kozack. Finance Director Quinn stated that the city has requested an extension from Fulton & Kozack until 12/30/204.

If the intent is to move forward, the motion will need to be under $5000.00.

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ACTION:

Mayor Pro Tem Messick amended the motion to cap the agreement with Eberhardt, LLC not to exceed $4,999.99 for conducting a forensic audit.

1. Consideration of Hiring Eberhardt, LLC to conduct a forsenic audit of the city's finances - not to exceed $4,999.99.

RESULT:	**APPROVED [5 TO 1]**
MOVER:	Tracey Messick, Mayor Pro Tem
SECONDER:	Don D. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Powell
NAYS:	Miller

DISCUSSION:

Councilwoman Miller asked how you went about choosing Eberhardt, LLC and what is the payment amount.

Mayor Pro Tem Messick stated that firm is in Macon, Georgia and she received 60 references from other municipalities regarding Eberhardt, LLC. She also stated that she has a letter of engagement for the council and mayor to sign.

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If the intent is to move forward, the motion will need to be under $5000.00.

ACTION:

Mayor Pro Tem Messick amended the motion to cap the agreement with Eberhardt, LLC not to exceed $4,999.99 for conducting a forensic audit. The letter of engagement will be shared with council during executive session.

XI. ECONOMIC DEVELOPMENT UPDATE

1. Economic Development Report

RESULT:	**DID NOT VOTE**

Economic Development Director Andrew Simpson came forward and gave an update.

XII. CONSENT AGENDA

1. Council to approve re-appointment of Jonesboro Housing Authority Members – Larry Ford for a one-year term expiring June 13, 2025, and Janice Stewart for a three-year term expiring June 9, 2027.

Council to approve re-appointment of Jonesboro Housing Authority Members – Larry Ford for a one-year term expiring June 13, 2025, and Janice Stewart for a three-year term expiring June 9, 2027.

XIII. OLD BUSINESS

1. Council to consider Conditional Use Permit Application, 24-CU-009, for an event center by Patricia Okwuosa, property owner, and Christina Brown, applicant, for property at 242 Stockbridge Road (Parcel No. 12017D B003), Jonesboro, Georgia 30236.

RESULT:	**APPROVED [2 TO 4]**
MOVER:	Alfred A. Dixon, Councilmember
SECONDER:	Asjah Miller, Councilmember
AYES:	A. Dixon, Miller
NAYS:	Messick, D. Dixon, Lester, Powell

Applicant Christina Brown came forward to answer questions regarding her request.

Said motion did not pass.

2. Council to consider Conditional Use Permit Application, 24-CU-010, for a convenience store by Theory Hospitality LLC, property owner, and Vishvakarma Prabhu LLC, applicant, for property at 220 Jonesboro Road (Parcel No. 12048A I009A), Jonesboro, Georgia 30236.

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RESULT:	**DENIED [UNANIMOUS]**
MOVER:	Asjah Miller, Councilmember
SECONDER:	Bobby Lester, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

3. Council to consider Conditional Use Permit Application, 24-CU-011, for an after-school at-risk program by Advantage Property Management, property owner, and Tiffany Frazier / Della Thornton, applicants, for property at 8712 Tara Blvd. (Parcel No. 05242B A002), Jonesboro, Georgia 30236.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Asjah Miller, Councilmember
SECONDER:	Alfred A. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

Attorney Wiley stated that she did follow as requested by Mayor Pro Tem Messick to see what the exempt status means. The applicant has a pending exempt status with Bright from the Start. Attorney Wiley stated that workers at the facility will have to undergo a background check.

Ms. Frazier and Ms. Thornton came forward to answer questions. Councilwoman Miller asked what the hold was up regarding the exemption status from Bright From the Start. The applicant responded - it was a zoning issue.

Councilwoman Miller motioned to approve the request with the applicant following minimum conditions:

1. Not approved for a full day's activities. 2. Should not exceed the occupancy set by the Fire Marshal. 3. Shall provide all necessary State and Federal certifications. 4. Shall provide Serv Safe food certification. 5. No other tenant shall occupy the building during the at-risk program's tenure. In addition, the exemption from Bright From the Start must be in place prior to receiving a business license from the city.

Mayor Pro Tem Messick expressed concerns regarding the ages of the participants 5 yr old - 18 yr old and transportation. Passenger vans will be transport

The applicant explain that the students will be in separate rooms. Younger students and older students will be in different sides of the facility.

The adult to student ratio will go from 1 teacher per 10 students to 1 teacher per 5 students.

If the program extends - it will require a separate application approval.

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4. Council to consider proposed text amendment to the City of Jonesboro Code of Ordinances, 24-TA-001, Ord. 2024-005, regarding updates and revisions to "Table of Uses Allowed by Zoning District", Section 86-204, of Article VI – Conditional Uses, Chapter 86 – Zoning, of the City of Jonesboro Code of Ordinances.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Asjah Miller, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

5. Council to consider proposed text amendment to the City of Jonesboro Code of Ordinances, 24-TA-002 Ord. 2024-006, regarding updates and revisions to Article VI – Conditional Uses, Chapter 86 – Zoning, of the City of Jonesboro Code of Ordinances.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Billy Powell, Councilmember
SECONDER:	Don D. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

6. Council to consider proposed text amendment to the City of Jonesboro Code of Ordinances, 24-TA-003, Ord. 2024-007, regarding updates and revisions to Article XVII – Additional Conditional Uses, Chapter 86 – Zoning, of the City of Jonesboro Code of Ordinances.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Billy Powell, Councilmember
SECONDER:	Alfred A. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

XIV. NEW BUSINESS

1. Council to Consider a 1-year agreement with Lexipol for updating Standard Operating Procedures.

RESULT:	**APPROVED [5 TO 0]**
MOVER:	Billy Powell, Councilmember
SECONDER:	Asjah Miller, Councilmember
AYES:	Messick, A. Dixon, Lester, Miller, Powell
ABSTAIN:	D. Dixon

2. Council to consider proposed street closure of a portion of Church Street on June 23, 2024, for an event hosted by First Baptist Church of Jonesboro.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Bobby Lester, Councilmember
SECONDER:	Don D. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

3. Discussion regarding options for dumpster locations for new restaurants along Main Street and Broad Street.

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RESULT:	**NO ACTION TAKEN**

Council did not vote on the item. Staff will bring additional information regarding the location of the dumpster.

4. Council to consider Resolution for disposition of King Street Parcels: 214 King Street; 216 King Street; and 0 King Street.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Bobby Lester, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

Community Development Director David Allen came forward and stated that based on our conversation with the City Attorney, it appears that the most expedient route will involve the City conveying the parcels to the URA and thereafter, the URA can enter purchasing agreement for the purpose of conveying the property to Habitat.

Attorney Wiley stated that the drafted resolution states, “The Jonesboro Urban Redevelopment Authority” and it should read “Urban Redevelopment Agency (URA) of the City of Jonesboro”. She requested the council to allow her to make the revisions to the resolution prior to the execution of the resolution.

XV. REPORT OF MAYOR / CITY MANAGER

XVI. REPORT OF CITY COUNCILMEMBERS

XVII. OTHER BUSINESS

1. Executive Session for the purpose of discussing real estate, potential litigation or personnel matters

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Billy Powell, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

2. Motion to reconvene the Regular Session at 9:30 p.m.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Alfred A. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

3. Motion to approve the Executive Session Affidavit.

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RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Billy Powell, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

4. Consider any action(s) if necessary based on decision(s) made in the Executive Session.

RESULT:	**APPROVED [4 TO 2]**
MOVER:	Don D. Dixon, Councilmember
SECONDER:	Billy Powell, Councilmember
AYES:	Messick, D. Dixon, Lester, Powell
NAYS:	A. Dixon, Miller

Motion to terminate the service agreement with Denmark Ashby, LLC. Effective June 30, 2024.

XVIII. ADJOURNMENT

1. Motion to adjourn.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Billy Powell, Councilmember
SECONDER:	Don D. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Miller, Powell

DR. DONYA L. SARTOR – MAYOR

MELISSA BROOKS – CITY CLERK

CITY OF JONESBORO
WORK SESSION
1859 CITY CENTER WAY
August 5, 2024 – 6:00 PM

MINUTES

The City of Jonesboro Mayor & Council held their Work Session on Monday, August 5, 2024. The meeting was held at 6:00 PM at the Jonesboro Police Station, 1859 City Center Way, Jonesboro, Georgia.

I. CALL TO ORDER - MAYOR DONYA L. SARTOR

II. ROLL CALL - MELISSA BROOKS, CITY CLERK

Attendee Name	Title	Status	Arrived
Tracey Messick	Mayor Pro Tem	Present	
Alfred A. Dixon	Councilmember	Present	
Don D. Dixon	Councilmember	Present	
Bobby Lester	Councilmember	Present	
Asjah Miller	Councilmember	Absent	
Billy Powell	Councilmember	Present	
Donya Sartor	Mayor	Present	
Melissa Brooks	City Clerk	Present	
David Allen	Community Development Director	Present	
Todd Coyt	Police Chief	Present	
Pat Daniel	Assistant City Clerk	Present	
Shelby Bentley	Executive Assistant	Present	
David Dreyer	Interim City Attorney	Present	

III. MAYOR'S PRESENTATION - DEI&B COMMUNITY LEARNING PROJECT

Mayor Sartor stated that the goal of the Community Learning Project is:
Is to increase awareness and to foster a deep understanding of diversity, equity and inclusion for all residents, visitors, employees, businesses and elected officials.

IV. INVOCATION

A moment of silence.

V. ADOPTION OF AGENDA

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1. Motion to adopt the August 5, 2024, Work Session agenda with revisions.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Tracey Messick, Mayor Pro Tem
SECONDER:	Don D. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Powell
ABSENT:	Miller

Mayor Sartor requested to remove item #6 - Discussion regarding Alcohol Beverage Pouring License, 24-ALC-003, to dispense beer, wine and distilled spirits at 7955 Tara Blvd.

Mayor Sartor requested to add to the agenda - Discussion regarding fee waiver for Chairman Turner's 5K road race.

Councilman A. Dixon requested to remove item #10 from the agenda.

VI. PUBLIC COMMENT

Robert Lee representing Clayton House came forward and stated that the Clayton House is celebrating its 40 year anniversary in the City of Jonesboro. They're having a re-branding session with a 1970's building. The goal is to transition the building from 1970's to 2024. Mr. Lee invited the Mayor and City Council to visit the building for a before and after.

VII. WORK SESSION

1. Discussion regarding Fee Schedule changes, relative to new State requirements regarding building permit fees.

RESULT:	**OLD BUSINESS**	**Next: 8/12/2024 6:00 PM**

Mayor Pro Tem Messick requested for clarity to add a legend to the fee schedule.

2. Discussion regarding Conditional Use Permit Application, 24-CU-012, for an adult day care by John H. Jones / JHJ Old Morrow LLC, property owner, and Rufina Noragbon, applicant, for property at 7851 Old Morrow Road (Parcel No. 12048B B002), Jonesboro, Georgia 30236.

RESULT:	**PUBLIC HEARING REQUIRED**	**Next: 8/12/2024 6:00 PM**

3. Discussion regarding Conditional Use Permit Application, 24-CU-013, for a smoke shop by CRS Center LLC, property owner, and Dawood Ghaleb, applicant, for property at 8025 Tara Boulevard (Parcel No. 13210D A005), Jonesboro, Georgia 30236.

RESULT:	**PUBLIC HEARING REQUIRED**	**Next: 8/12/2024 6:00 PM**

4. Discussion regarding Variance Application, 24-VAR-003, for development standards for an accessory building by David and Stephanie Garrison, property owners and applicants, for property at 125 North Lake Drive (Parcel No. 12048C B031), Jonesboro, Georgia 30236.

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RESULT:	PUBLIC HEARING REQUIRED	Next: 8/12/2024 6:00 PM

5. Discussion regarding Variance Application, 24-VAR-004, for development standards for an accessory building by JA Siding SVC LLC / Jose A. Osorio, property owner, and Donna Edwards / Jose Osorio, applicants, for property at 0 Rogers Avenue / Lot 13 (Parcel No. 13209C B002), Jonesboro, Georgia 30236.

RESULT:	PUBLIC HEARING REQUIRED	Next: 8/12/2024 6:00 PM

6. Discussion regarding Alcohol Beverage Pouring license, 24-ALC-003, to dispense beer, wine & distilled spirits at 7955 Tara Boulevard, Jonesboro, Georgia 30236. The legal business name is Lav's Lavish Lounge (formerly Sugar Bush Sports Bar). Valencia Lavender has requested to be the License Representative.

RESULT:	WITHDRAWN

7. Discussion regarding Clayton County Board of Elections to conducting the November 2025, Municipal Election.

RESULT:	OLD BUSINESS	Next: 8/12/2024 6:00 PM

City Clerk Brooks came forward and gave an overview of options available for the November 2025 election process. She stated for budgeting purposes the council has a few choices for 2025 election.

If the City conducts the election - 2023 cost was $27,000

If the County conducts the election with a precinct here at JCC - approximate cost is $14,000

If the County conducts the election with NO precinct here at JCC - approximate cost is $1400

8. Discussion regarding proposed amendments to the Ethics Committee, Article VI, Code of Ethics.

RESULT:	OLD BUSINESS	Next: 8/12/2024 6:00 PM

Councilman D. Dixon stated that the request to change the language of the Jonesboro Ethics Committee, Section 2-224 has been discussed with the Interim City Attorney. He stated that he does not have any problems with what Attorney Dryer has drafted. We need to determine who gets one year, two years, or three years.

A discussion took place regarding adding election year protection - nothing can be filed 90 days from the election date or after the certification of the election.

A discussion took place regarding the terms and staggering the terms to avoid having all new members.

Interim Attorney Dryer stated that there's several options provided by GMA -

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A member can be appointed by the mayor, a member appointed by the council and a member appointed by another body.

A member can be appointed by the mayor, a member appointed by the council and the two appointed members appoint a member to be approved by the council.

A qualified citizen pool to select the third individual.

Mayor Sartor explained the role of function of an Ethics Board Member. She stated that it's quite serious and cannot be compared to a Beautification member.

Mayor Pro Tem Messick stated that the Ethics Board would hear complaints from others, such as city manager, department heads, attorney, and judge (not employees)- not just Mayor and City Council. The

9. Discussion regarding proposed amendments to the Rules of Procedure for Elected Officials.

RESULT:	**OLD BUSINESS**	**Next: 8/12/2024 6:00 PM**

Interim City Attorney Dryer suggested that if other members of council would like to have input regarding the Rules and Procedures for Elected Officials - please weigh in while he is in the process of drafting the procedures.

Interim City Attorney Dryer stated that after reviewing the Rules and Procedures for Elected Officials, the biggest thing that concerned him the most was the "absence from the city by the mayor" for a period to exceed more than 24 hours. We have not found any other municipalities that has that type of rule - this rubs againt removal powers. The Georgia Constitution does not address it.

Mayor Pro Tem Messick requested Interim Attorney Dryer to email the verbiage to the council once completed.

Councilman D. Dixon reiterated that if the mayor leaves on Friday and returns on Monday, he suggests that she notifies the Mayor Pro Tem of her absence. The council do not care where you go and what you're doing. We need to know whether we can get in touch with you if you're gone for 24 hours.

Mayor Sartor stated that she is concerned about her safety if she must notify the council that she will be out of town for 24 hours.

Mayor Pro Tem Messick asked the Attorney for a way to make the communication regarding the mayor being out of town private.

Councilman Powell stated that the mayor does not have to disclose where she's going or where she's been. I don't think anyone cares. Councilman Powell

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stated that “You haven’t been at home in a long time”. Mayor responded, “How do you know that I haven’t been at home” Because your car hasn’t been home.

Mayor Sartor stated for the record, this is why I do not want anyone to know when I am leaving the city limits for more than 24 hours because my neighbor monitors my house closely. Councilman Powell stated that “I stalk you and when I leave town, I hire someone. Mayor Sartor stated that it’s not funny.

Mayor stated that the clause that prohibits me from disciplinary actions or suspending staff - directly affects my power. This cannot be done without going through the Clayton County delegation.

10. Discussion regarding proposed Economic Development Policy.

RESULT:	**WITHDRAWN**

11. Discussion regarding proposed Complete Streets Policy.

RESULT:	**OLD BUSINESS**	**Next: 8/12/2024 6:00 PM**

Councilman A. Dixon stated that the purpose of this item is to ensure that the purpose of the Complete Streets policy is to ensure that all roadways in Jonesboro are safe, accessible, and convenient for all users, regardless of their mode of transportation. This includes pedestrians, bicyclists, transit riders, and motorists. By integrating these elements into new and reconstructed roadways, we aim to promote a healthier, more sustainable, and more connected community.

Mayor Pro Tem Messick stated that this project would be financially intensive. This would cost millions of dollars.

12. Discussion regarding proposed Guaranteed Ride Home Program.

RESULT:	**OLD BUSINESS**	**Next: 8/12/2024 6:00 PM**

Implementing the Jonesboro Guaranteed Ride Home Program is essential due to the increasing number of events and social gatherings within the city. As local establishments like Sports Cafe, Sugar Bush, The Cigar Parlour, and B Mari attract more patrons, the potential for alcohol consumption and impaired driving rises.

Mayor Pro Tem Messick stated that there’s currently programs in place to ensure that patrons get home safe, such a UberSafe.

13. Discussion regarding fee waiver for Chairman Turner's 5K race on August 24, 2024.

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RESULT:	**APPROVED [UNANIMOUS]**
AYES:	Messick, A. Dixon, D. Dixon, Lester, Powell
ABSENT:	Miller

Mayor stated that this is Chairman Turner's 5th year hosting the 5K.

Councilman Powell expressed concerns regarding allowing residents the ability to get in and out of their driveways.

VIII. OTHER BUSINESS

A. Executive Session for the purpose of discussing potential litigation, real estate, or personnel matters

1. Motion to enter Executive Session at 7:20 PM

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Billy Powell, Councilmember
SECONDER:	Alfred A. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Powell
ABSENT:	Miller

B. Consider any action(s) if necessary based on decision(s) made in the Executive Session.

1. reconvene Work Session at 7:52 PM.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Tracey Messick, Mayor Pro Tem
SECONDER:	Alfred A. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Powell
ABSENT:	Miller

IX. ADJOURNMENT

1. Motion to Adjourn at 7:53 PM.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Billy Powell, Councilmember
SECONDER:	Don D. Dixon, Councilmember
AYES:	Messick, A. Dixon, D. Dixon, Lester, Powell
ABSENT:	Miller

DR. DONYA L. SARTOR – MAYOR

MELISSA BROOKS – CITY CLERK

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CITY OF JONESBORO, GEORGIA COUNCIL
Agenda Item Summary

Agenda Item # – 1

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)
City Council

Sponsor(s)

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Economic Development Report by Andrew Simpson

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Innovative Leadership

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Update Report from Economic Development Manager

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Economic Development Manager's Report for August Meeting 2024

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Approval

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title Melissa Brooks, City Clerk	**Date** August, 12, 2024	
Signature	**City Clerk's Office**	

Executive Directors Report for Tuesday August 13th 2024

Design

I am working with CGI Company regarding banner designs for the Downtown. Once the design process is complete they will start contacting Jonesboro businesses for sponsorships.

Organization

Karen Sullivan, Trina Kolawole, Tammary Scott and Santia Fox, all have terms expiring in September. They have all sent in board applications seeking a new term. Other board applications have been denied due to residence issues.

I attended Problem Solving & Decision Making hosted by the Carl Vinson Institute on August 7th.

Promotions

D.A.T.E night was moved indoors to B'Mari Events and Arts Clayton on Friday July 19th. The crowds were down but the catering looked fantastic. Vendors requested to be outside for the August 15th event.

The electronic sign at Lee Street Park continues to provide information regarding events.

An e-newsletter detailing events is sent out monthly. Social media and the website are updated.

Facebook – Post Reach 10k for July. Interactions. 863.

Top Post – July to December Calendar. Post Reach 4,500. 90 Reactions. 14 Comments and 36 Shares.

Economic Vitality

Four Business licenses were issued for July 2024.

I have no news on grant recipients from the Clayton County Economic Development Beautification Grant.

The following proposal I have put forward regarding Economic Development in Jonesboro.

I am requesting that 20% of Business License revenue goes to Economic Development, which is approximately $100,000. 1 mill to be reserved for Economic Development which is approximately $208,000.00. I also have an economic development plan specifically for restaurants that I would like to present at the city council work session and council meeting in September.

I am working with Kent Miller of REMAX Advantage for a Rental Agreement for 166 S. Main St. and 217 N. Main St. and a sales agreement for 203 and 205 N. Main St. These are all DDA owned properties.

I met with Mel Blackaby on Tuesday August 6th regarding the old Clayton News building and Mr. Soler on Thursday August 8th regarding the Xolos project and the old Ferguson law office. I am in continued conversation with Ms. Sherwin regarding the old Truist Building on N. Main St.

Attachment: Economic Development Manager's Report for August Meeting 2024 (3838 : Economic Development Report)

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # – 1

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
City Council	Mayor Sartor

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider unaudited Financial Report period ending July 31, 2024.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Frederick Quinn

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Innovative Leadership

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Finance Director, Frederick Quinn is presenting the unaudited financial statements for the City of Jonesboro for 6 months period ending July 31, 2024.

Fiscal Impact TBD *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Financial Report Ending July 2024

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Approval

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	
Signature	**City Clerk's Office**	

UNAUDITED

Financial Statement Presentation

For Month 6

Period Ending July 31, 2024

As of August 7, 2024

Presented August 12, 2024

By: Frederick Quinn

Finance Director

Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)

Financial Report Summary
July 31, 2024

- **The July 2024 financial report presents operating results for revenue and expenditure activity for 7 months ending July 31, 2024. The current General Fund revenue received year to date as of July 31, 2024 is $3,245,727 or 43% of the 2024 budgeted revenue of $7,580,200. Comparatively, July 2023, revenue recognized was $4,095,311.65 or 51.27% of the $7,987,349 budget.**

- **Our 2024 YTD expenditures of $3,367,728 presents activity for 7 months of the 2024 fiscal year representing 44% of the budget. A lookback at 2023 operations shows that general fund expenditures in July 2023 were $3,786,513 or 46.97% of the 2023 Budget.**

- **These operating results remain in alignment with the 2024 budget.**

- **Taxes collected YTD is $1,708,099 (Business, Real Property, Alcohol Beverage, etc).**

The Revenue and Expense statements that accompany this narrative provides a summarization and detail of the City's operating results to date for the General fund, Special Revenue and Proprietary funds.

Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)

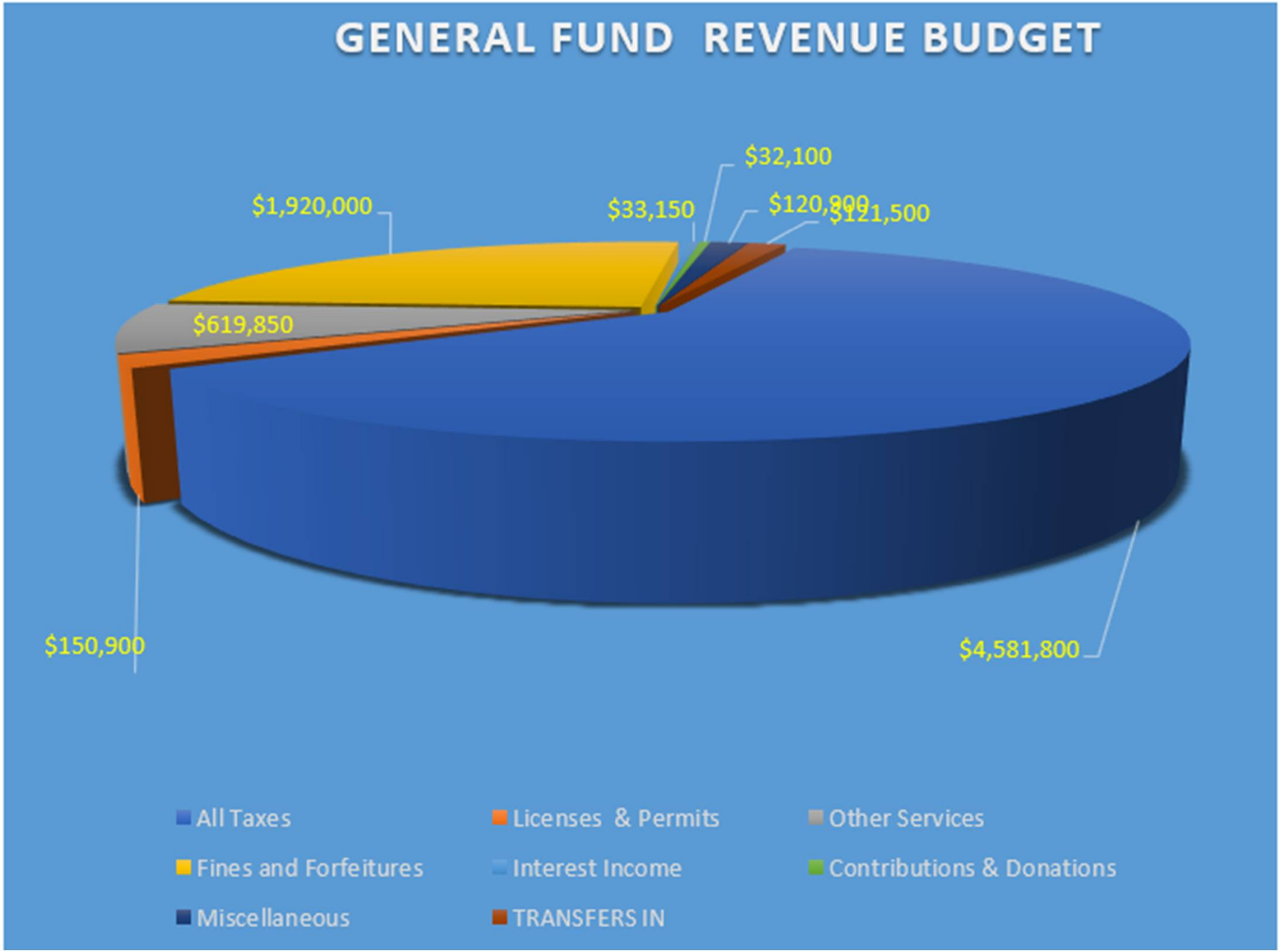
GENERAL FUND - SUMMARY OF REVENUES

Revenue Type	FY 2024 BUDGET	YTD ACTUAL JULY 2024	BUDGET % RECOGNIZED	END OF FY 2024 PROJECTED
All Taxes	$ 4,581,800	$ 1,708,099	37%	$ 4,581,800
Licenses & Permits	$ 150,900	$ 53,982	36%	$ 150,900
Other Services	$ 619,850	$ 302,889	49%	$ 619,850
Fines and Forfeitures	$ 1,920,000	$ 1,014,658	53%	$ 1,920,000
Interest Income	$ 33,150	$ 10,541	32%	$ 33,150
Contributions & Donations	$ 32,100	$ 18,379	57%	$ 32,100
Miscellaneous	$ 120,900	$ 174,056	144%	$ 120,900
TRANSFERS IN	$ 121,500	$ -	0%	$ 121,500
TOTAL	$ 7,580,200	$ 3,282,602	43%	$ 7,580,200

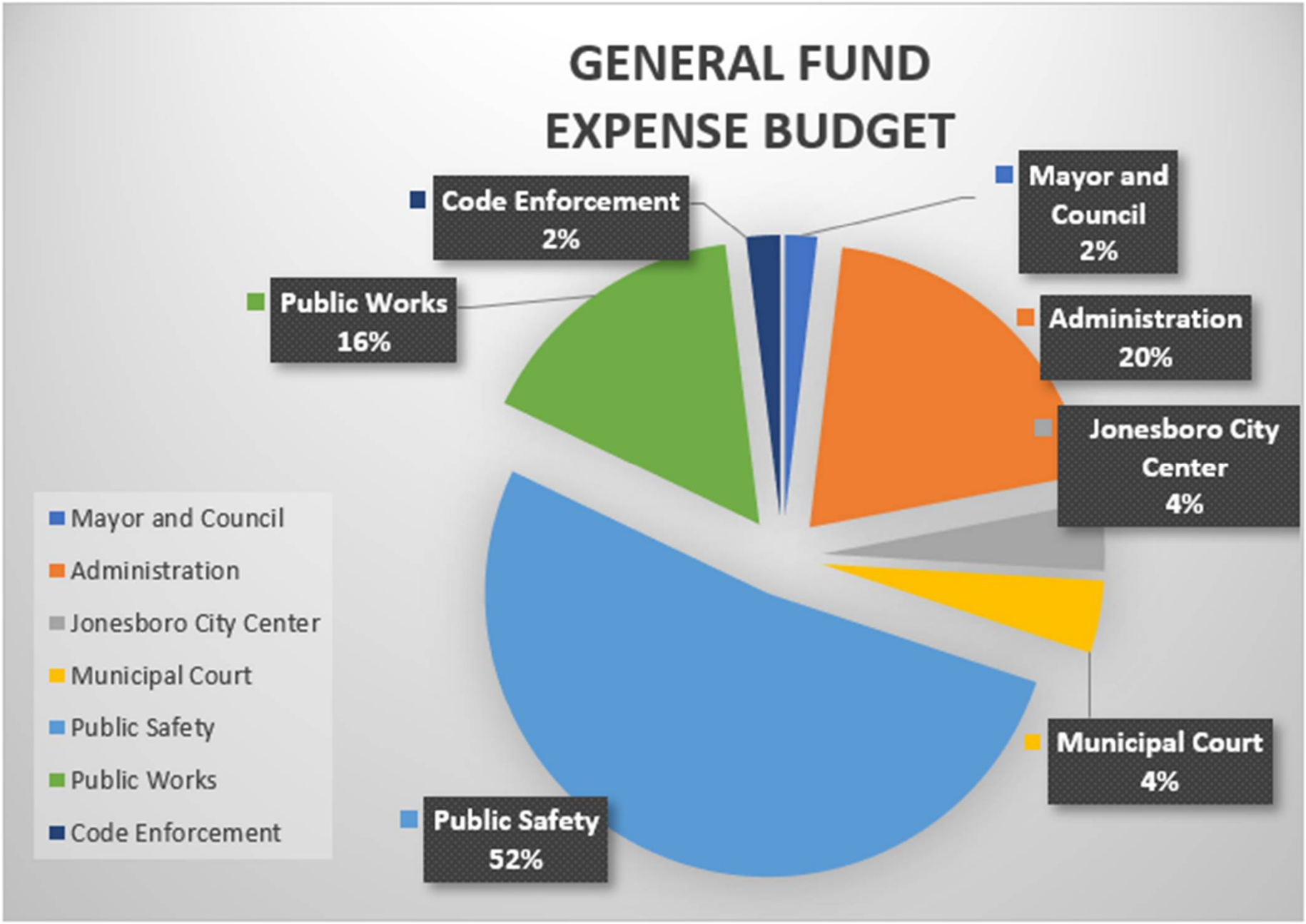
GENERAL FUND - SUMMARY OF EXPENSES

DEPARTMENT	FY 2024 BUDGET	YTD ACTUAL JULY 2024	BUDGET % USED	END OF FY 2024 PROJECTED
Mayor and Council	$ 139,581	$ 118,015	85%	$ 139,581
Administration	$ 1,527,535	$ 1,199,285	79%	$ 1,527,535
Jonesboro City Center	$ 299,590	$ 172,947	58%	$ 299,590
Municipal Court	$ 313,365	$ 134,391	43%	$ 313,365
Public Safety	$ 3,942,499	$ 1,882,860	48%	$ 3,942,499
Public Works	$ 1,211,300	$ 643,256	53%	$ 1,211,300
Code Enforcement	$ 146,330	$ 60,718	41%	$ 146,330
Transfers Out	$ -		0%	$ -
Contingency Reserve	$ -	$ -	0%	$ -
TOTAL	$ 7,580,200	$ 4,211,472	56%	$ 7,580,200

Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)

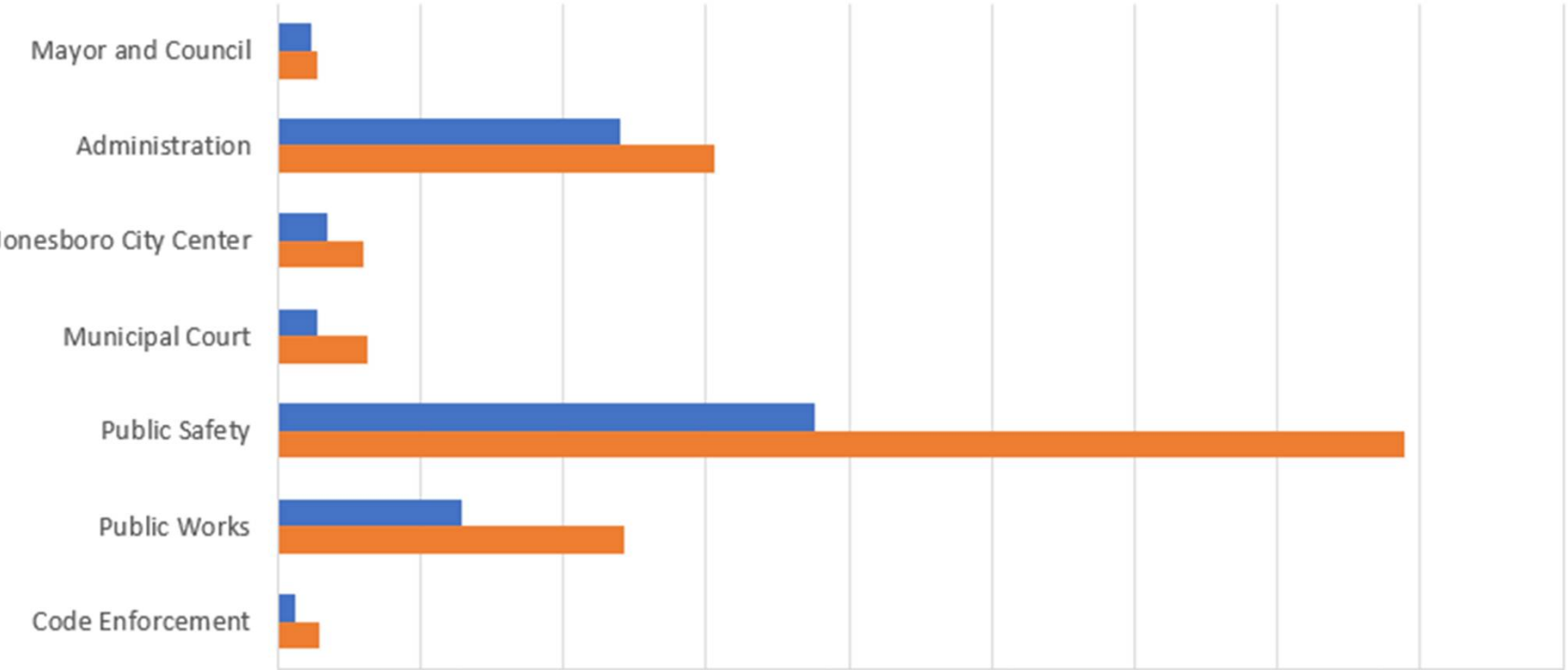


Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)



Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)

GENERAL FUND BUDGET VERSUS ACTUAL EXPENDITURES



	Code Enforcement	Public Works	Public Safety	Municipal Court	Jonesboro City Center	Administration	Mayor and Council
YTD ACTUAL JULY 2024	$60,718	$643,256	$1,882,860	$134,391	$172,947	$1,199,285	$118,015
FY 2024 BUDGET	$146,330	$1,211,300	$3,942,499	$313,365	$299,590	$1,527,535	$139,581

Financial Revenue and Expense Review
ALL FUNDS SUMMARY
Period Ended July 31, 2024

General Fund Revenue– As of the current operating period, revenue recognized in the general fund is $3,245727.18 or 43% of the $7,580,200 budget revenue for FY 2024

Confiscated Assets Funds Revenue– Federal and State confiscated Assets reflect all current activity related to revenues received from court dispositions of state and federal cases. YTD $15,433.24 has been received for 2024.

Hotel Motel Fund Revenue Georgia law authorizes a Hotel-Motel Tax under various conditions. The city is required to expend the taxes collected in strict accordance with the provisions of the specific authorizations in the Georgia Code. Clayton County Visitors Bureau receives a monthly payment of all restricted funds.

General Fund Expense– For the FY 2024 operating period ending July 31, 2024, expenditures recorded year to date are $4,211,471.60 Total expensed and encumbered to date represents the use of 55.56% of expense budget for FY 2024.

Confiscated Assets Funds Expenses – Federal and State confiscated reflect all current activity related to revenues received from court dispositions. No funds were expended as of July 2024.

ARPA Funds Expenses year to date total expense is $1,309,615 a total of $543,376 remains to be obligated and expended. The expenditures align with the directives of the governing body. Resources are being managed to assure all funds are obligated by December 2024 and expended by December 2026 per council directives and SLPRF guidelines.

Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)

ALL FUNDS - SUMMARY OF REVENUES

FUND	ADOPTED FY2024 BUDGET	CURRENT PERIOD	YTD ACTUAL JULY 2024	% OF BUDGET USED	% OF BUDGET REMAINING
General Fund	$ 7,580,200	$ 96,294	$ 3,245,727	43%	57%
DEA Federal Confiscated	$ 12,020	$ -	$ 84,307	701%	-601%
ARPA Funds	$ 543,376	$ -	$ 543,376	100%	0%
Hotel Motel Restricted	$ 45,000	$ 3,750	$ 26,250	58%	42%
Technology Fund	$ 48,000	$ -	$ 16,000	33%	67%
Solid Waste Sanitation	$ 254,086		$ 107,153	42%	58%
TOTAL	$ 8,482,682	$ 100,044	$ 4,022,813	122%	-22%

ALL FUNDS - SUMMARY OF EXPENDITURES

FUND	ADOPTED FY 2024 BUDGET	CURRENT PERIOD	YTD ACTUAL JULY 2024	% OF BUDGET USED	% OF BUDGET REMAINING
General Fund	$ 7,580,200	$ 343,978	$ 3,368,728	44%	56%
DEA Federal Confiscated	$ 12,020	$ -		0%	100%
ARPA Funds	$ 543,376	$ -	$ 27,066	5%	95%
Hotel Motel Restricted	$ 45,000	$ 3,750	$ 26,250	58%	42%
Technology Fund	$ 48,000	$ -	$ 16,000	33%	67%
Solid Waste Sanitation	$ 254,086	$ 4,275	$ 112,328	44%	56%
TOTAL	$ 8,482,682	$ 352,003	$ 3,550,373	26%	74%

Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)

THANK YOU!



QUESTION OR COMMENTS ARE WELCOMED!

Attachment: Financial Report Ending July 2024 (3834 : Unaudited Financial Report Ending July 2024)

CITY OF JONESBORO, GEORGIA COUNCIL
Agenda Item Summary

Agenda Item # – 1

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
City Council	Mayor Sartor

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider fee waiver for Chairman Turner's 5K Road Race on August 24, 2024.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Innovative Leadership

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

This is Chairman Turner's 5th year hosting the 5K road race.

Fiscal Impact TBD *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

-

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Approval

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	
Signature	**City Clerk's Office**	

CITY OF JONESBORO, GEORGIA COUNCIL
Agenda Item Summary

Agenda Item # 14.2
– 2

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Community Development Director Allen

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider proposed amendments to the Ethics Committee, Article VI, Code of Ethics.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Sections 2-224 through 2-227

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Innovative Leadership

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Councilman Don Dixon desires changes to the language of the Jonesboro Ethics Committee, Sections 2-224 through 227. Acting city attorney David Dreyer has reviewed and will make further comment.

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

n/a

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Sec. 2-224 Establishment of Ethics Committee (Revision 2)

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Tbd

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	08/05/24 City Council OLD BUSINESS Next: 08/12/24
Melissa Brooks, City Clerk	August, 12, 2024	
Signature	**City Clerk's Office**	

Sec. 2-224. ~~Establishment of committee.~~

~~The mayor and council shall establish a standing ethics committee. The ethics committee shall consist of three persons, one Jonesboro resident appointed by the mayor, one Jonesboro resident appointed by the mayor and council, and one member appointed by the two above named subject to approval by the majority of the mayor and council. The third member shall be either a resident of the city or hold a business license in the City of Jonesboro and shall be an attorney in good standing with the State Bar of Georgia. Members shall serve a three year term and shall be appointed initially in such manner as to permit one term to terminate each year. Members may be removed for inability to perform upon recommendation of the appointing person and pursuant to a two third's vote of the mayor and council. Members of the ethics committee shall serve without compensation~~.

Sec. 2-224. Establishment of committee.

(a) The board of ethics of the city shall consist of three members, one appointed by the mayor, two appointed by the city council. All members shall serve a two-year term; provided, however, that among the three members appointed immediately following adoption of the ordinance from which this article derives, one shall serve for one year, one shall serve for two years, and one shall serve for three years, so as to provide staggered two-year terms for all future board members. All members shall meet the following prerequisites and conditions for service on the board:

(1) All members of the board of ethics shall be residents of the city and shall remain a resident while serving on the board;

(2) No person shall serve as a member of the board of ethics if the person has, or has had within the preceding one-year period, any interest in any contract or contracting opportunity with the city or has been employed by the city;

(3) Members of the board of ethics with any permit or rezoning application pending before the city, or any pending or potential litigation against the city or any city official charged in the complaint, shall be disqualified from serving on the board of ethics for that complaint; an alternate member of the board of ethics shall be selected in the same manner as the disqualified individual;

(4) The members of the board of ethics shall serve without compensation. The city council shall provide adequate meeting space for the board of ethics and, subject to budgetary procedures and requirements of the city, such supplies and equipment as may be necessary for the board to perform its duties and responsibilities;

(5) No person shall serve on the board of ethics who has been convicted of a felony involving moral turpitude in this state or any other state, unless such person's civil rights have been restored and at least ten years have elapsed from the date of the completion of the sentence without a subsequent conviction of another felony involving moral turpitude;

(6) No person shall serve on the board of ethics who is less than 21 years of age, who holds a public elective office, who is physically or mentally unable to discharge the duties of a member of the board of ethics, or who is not qualified to be a registered voter in the City of Jonesboro;

(7) Upon appointment, members of the board of ethics shall sign an affidavit attesting to their qualification to serve as a member of the board of ethics;

Attachment: Sec. 2-224 Establishment of Ethics Committee (Revision 2) (3824 : Ethics Committee Amendments)

(8) Members of the board of ethics may be removed by majority vote of the city governing authority for cause including, but not limited to, failure to maintain any requirement or condition for qualification to serve on the board of ethics.

(City of Blackshear, GA, Ord. No. 2013-02, § 1, 2-12-13)

Sec. 2-225. Complaints

(a) Any person having a complaint against any official or employee of the City of Jonesboro for alleged ethics violations shall file in writing a verified complaint setting forth the particular facts and circumstances which constitute the alleged violation. The complaint shall be filed with the city manager (add) or city clerk if the city manager is absent when said complaint is filed, or in the event the complaint regards the city manager, shall be filed with the city clerk.

(b) Upon receipt of a complaint concerning an official of the city, the city manager shall call for a meeting of the ethics committee within 45 days. The city manager shall provide the complaint to the ethics committee and answer the member's questions regarding the complaint.

(c) Upon receipt of a complaint concerning an employee of the city, the city manager shall investigate the matter and take proper steps as identified in the Jonesboro Personnel Policies and Procedures.

(d) Upon receipt of a complaint in proper form, the ethics committee shall:

(1) Review the complaint to determine whether it is founded or unfounded, states sufficient facts to invoke disciplinary action or is to be considered for further investigation.

(2) Be empowered to dismiss those complaints which are unfounded or fail to state sufficient facts to invoke disciplinary actions.

(3) Be empowered to collect evidence and information concerning any complaint and to add to the findings and results of its investigations to the file containing such complaint.

(4) Be empowered to conduct probable cause investigations, take evidence, and hold hearings.

(5) Be empowered to subpoena witnesses and information regarding matters before the committee.

(6) Report its findings and recommendations for disciplinary actions to the mayor and council. The findings shall include a summary of the committee's actions and investigation into the matter and shall be delivered to all parties of interest within ten business days of reaching the decision/recommendation. The mayor and council shall act upon the recommendation of the ethics committee at the next regular meeting of the mayor and council following receipt of the recommendation.

Attachment: Sec. 2-224 Establishment of Ethics Committee (Revision 2) (3824 : Ethics Committee Amendments)

(e) The mayor and council shall provide meeting space for the ethics committee. Subject to budgetary requirements of the city, the city shall provide the ethics committee with supplies and equipment as may be necessary for it to perform its duties and responsibilities.

(Ord. No. 2005-13, Art. V, 12-15-2005)

Sec. 2-226. Appeals

~~Decisions of the mayor and council pursuant to this code of ethics may be reviewed by an independent special master who is in good standing with the State Bar of Georgia and who is found acceptable by the Georgia Municipal Association. An appeal shall be instituted by notifying the city manager of the desire to appeal within five calendar days of the decision. The special master shall have access to all materials considered by the ethics committee and shall hold a hearing within 30 days receipt of the notice of appeal. The special master shall possess de novo authority and shall render a decision ten days after the hearing. All parties to the hearing may be represented by legal representation.~~

Sec. 2-226. Appeals

(1) A complainant or respondent adversely affected by a final decision or resulting penalty action under this section may seek judicial review of such final decision or resulting city council penalty action as provided herein.

(2) A petition seeking judicial review of a final decision may be commenced by filing an application for a writ of certiorari in the Superior Court of Clayton County within 30 days after a final decision is rendered. The 30 days right to appeal shall be a subject matter jurisdiction limitation time to appeal, and failure of any affected party to file an application for writ of certiorari within that time shall deprive the superior court of jurisdiction to hear any appeal.

(3) The filing of an appeal and application for judicial review shall act as a supersedeas writ and stay any penalty or action imposed by the city council until further order of the Superior Court of Clayton County.

(GA HB 1175 (2019-2020), Regular Session, City of Port Wentworth Revised Charter)

Sec. 2-227. Penalties

Any official found to have violated any provisions of this ordinance may be subject to public reprimand or censure by the mayor and council. These disciplinary actions may include, but shall not be limited to, public reprimand, public censure, request for resignation, the withholding of any pay/stipend of an official for service to the City of Jonesboro, or removal from office.

(Ord. No. 2005-13, Art. VII, 12-15-2005)

Attachment: Sec. 2-224 Establishment of Ethics Committee (Revision 2) (3824 : Ethics Committee Amendments)

CITY OF JONESBORO, GEORGIA COUNCIL
Agenda Item Summary

Agenda Item #
OLD BUSINESS – 3

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Community Development Director Allen

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider proposed amendments to the Rules of Procedure for Elected Officials.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Rules of Procedure Amendments

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Innovative Leadership

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Councilman Don Dixon desires changes to the language of the City of Jonesboro Rules of Procedure / Code of Conduct. Acting city attorney David Dreyer has reviewed and will make further comment.

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

n/a

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Rules of Procedure (Revised) City of Jonesboro (Red Lined)

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Tbd

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	08/05/24 City Council OLD BUSINESS Next: 08/12/24
Melissa Brooks, City Clerk	August, 12, 2024	
Signature	**City Clerk's Office**	

City of Jonesboro
Rules of Procedure and
Code of Conduct
for Elected Officials

The City Charter provides detailed information on the roles and responsibilities of Council members, the Mayor Pro-Tem, and the mayor. The City's Code of Ethics provides guidance on ethical issues and questions of right and wrong. Until now, what has not been clearly written down is a Code of Conduct for Jonesboro's elected officials.

This Code of Conduct is designed to describe the way Council members should treat one another, city staff, constituents, and others they meet in representing the City of Jonesboro. It reflects the work of the City Council while defining more clearly the behavior, manners, and courtesies that are suitable for various occasions.

The constant and consistent theme through all the conduct guidelines is "respect." Council members experience stress in making decisions that impact the lives of the citizens. At times, the impact of the entire community must be weighed against the impact of only a few. Despite these pressures, elected officials are called upon to always exhibit appropriate behavior. Demonstrating respect for everyone through words and actions is the touchstone that can help guide Council members to do the right thing in even the most demanding situations.

Resources used in defining the roles, responsibilities and conduct of elected officials can be found in the Jonesboro City Charter, Jonesboro Municipal Code and in the Handbook for Municipal Elected Officials, published by the Colorado Municipal League and The Handbook for Georgia Mayors and Councilmembers published by the Georgia Municipal Association.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

Overview of Roles & Responsibilities

The legislative authority of the government of the City of Jonesboro, except as otherwise specifically provided in its charter, shall be vested in a city council to be composed of a mayor and six (6) councilmembers. The mayor and council members shall be elected in the manner provided by the charter. (Jonesboro City Charter, Section 2.10)

~~**MAYOR**~~

~~**Elected "at-large" for a four-year term (Jonesboro City Charter, Section2.5)**~~
~~**Recognized as the Chief Executive of the City (Jonesboro City Charter, Section 2.27)**~~
~~**Preside over meetings of the City Council (Jonesboro City Charter, Section 2.54)**~~
~~**Has the right to vote upon any question before the council, and in the case of a tie shall cast the deciding vote, unless his vote created the tie (Jonesboro City Charter, Section 2.28)**~~
~~**Shall in no case have the power to veto**~~
~~**Executes and authenticates legal instruments requiring signature**~~
~~**Leads the Council into an effective, cohesive working team.**~~

Powers and Duties of Mayor

The mayor shall be elected in the manner provided by the City of Jonesboro Charter. (Jonesboro City Charter, Sections 2.11 and 2.25)

The responsibilities of the mayor include presiding over all meetings of the council, serves as the official spokesperson for the city government, is empowered with the authority to vote in the event of a tie but shall not have the power to veto legislation approved by council and is responsible for signing contracts, ordinances and other instruments executed by the city's governing which by law are required to be in writing (see GMA's Georgia Model Municipal Charter (/Resources/GMA-Handbooks-Publications/GMA-Publications/Georgia-Model-Municipal-Charter.aspx) for details).

The mayor shall be the chief executive of the city. He/She shall possess all of the executive and administrative power granted to the city under the constitution and laws of the State of Georgia, and all the executive and administration powers contained in the City of Jonesboro charter. (Jonesboro City Charter, Section 2.26)

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

As the chief executive of the City of Jonesboro, the mayor, pursuant to Section 2.27 of the Jonesboro City Charter, and any amendments thereto, shall:

(a) See that all laws and ordinances of the city are faithfully executed.

(b) Recommend appointment and removal of officers, department heads, and employees of the city, except as otherwise provided in city charter.

(c) Exercise supervision over all executive and administrative work of the city and provide for the coordination of administrative activities.

(d) Prepare and submit to the city council a recommended operating budget and recommended capital budget.

(e) Submit to the city council at least once a year a statement covering the financial conditions of the city, and from time to time, such other information the city council may request.

(f) Recommend to the city council such measures relative to the affairs of the city, improvement of the government, and promotion of the welfare of its inhabitants as he/she may deem expedient.

(g) Call special meetings of the city council as provided for in Section 2.18(b).

(h) Provide an annual audit of all accounts of the city.

(i) Require any department or agency of the city to submit written reports whenever he/she deems it expedient.

(j) Perform such other duties as may be required by law, this charter, or by ordinance.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

~~**Mayor Pro-Tem**~~

~~Elected by the City Council at the January council meeting each year (Jonesboro City Charter, Section 2.28)~~

~~Performs the duties of the Mayor if the Mayor is Absent or disabled (Jonesboro City Charter, Section 2.28)~~

Mayor Pro-Tem: Selection; Duties

By a majority vote, the city council shall elect a councilmember to serve as mayor pro tem at the January council meeting each year. During the sickness, absence or disqualification of the mayor, the mayor pro tem shall act as mayor, or in case of sickness, absence or disqualification of the mayor pro tem, any one of the council chosen by the city council shall be clothed with the rights and privileges of the mayor, and shall preform the mayor's duties. The mayor, or mayor pro tem while acting as mayor, shall have the right to vote upon any question before the council, and in the case of a tie shall cast the deciding vote, unless his/her vote created the tie. The sickness, absence or disqualification of the mayor or mayor pro tem shall be declared by a majority of the council members. **(Jonesboro City Charter, Section 2.28)**

Should the mayor resign or be removed from office pursuant to Section 5.16 of the Jonesboro City Charter, or any amendment thereto, for a period of time exceeding thirty (30) continuous day, the then acting mayor pro tem shall receive the salary currently being paid to and received by the current mayor.

To ensure the office and duties of the mayor are at all times able to be fulfilled for the day to day operation of the city, the mayor should notify the city manager, chief of police and the Mayor Pro-Tem, **or in the case of sickness, absence, or disqualification of the mayor pro tem, any one of the council members chosen by the city council,** of any absence from the city by the mayor for a period to exceed more than twenty-four (24) hour period.

(i) Sickness being defined as having an ailment, disease, disorder, ill health, illness, infirmity, malady, nausea, syndrome, affection, affliction, bug, complaint, condition, ill, indisposition, queasiness, unhealthfulness or unwellness.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

(ii) Absence being defined as being away or not present within the city limits of the City of Jonesboro for a regular, special, or emergency called meeting, failure to attend or appear when expected unavailability and/or the inability to perform the duties of the mayor in person.

(iii) Disqualification being defined as being deprived of qualification or fitness, rendered unfit, incapacitated, deprived of legal, official, or other rights or privileges, or declared ineligible or unqualified.

~~**All Councilmembers**~~

~~All members of the City Council, including the Mayor and Mayor Pro-Tem, have equal votes. No Councilmember has more power than any other Councilmember, and all should be treated with equal respect.~~

~~All Council members should:~~

~~*Fully participate in City Council meeting and other public forums while demonstrating respect, kindness, consideration, and courtesy to others~~
~~*Prepare in advance of meetings and be familiar with issues on the agenda~~
~~*Represent the City at Ceremonial functions at the request of the Mayor~~
~~*Be respectful of other people's time. Stay focused and act efficiently during public meetings.~~
~~*Serve as a model of leadership and civility to the community~~
~~*Inspire public confidence in Jonesboro government~~
~~*Provide contact information with the City Manager/Clerk in case of an emergency or an urgent situation arises while the Councilmember is out of town~~
~~*Demonstrate honesty and integrity in every action and statement~~
~~*Participate in scheduled activities~~

Councilmembers

The powers of the governing body for the City of Jonesboro include, but are not limited to, setting millage rates for property taxes, approving the city's budget, approving city expenditures, passing ordinances and resolutions, establishing

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

policies and procedures, hearing rezoning and annexation requests, and making appointments to boards, authorities, and commissions. (see GMA's Georgia Model Municipal Charter (/Resources/GMA-Handbooks-Publications/GMA-Publications/GeorgiaModel-Municipal-Charter.aspx) for details).

Home Rule: Powers under the Constitution

Georgia's municipal home rule powers are outlined in the state constitution and Georgia Code and empower locale governments with a significant level of control over how local issues are handled. The constitution allows the locale governing authority legislative power to:

> adopt clearly reasonable ordinances, resolutions, or regulations relating to its property, affairs, and local government for which no provision has been made by general law and which are not inconsistent with the Constitution or any charter provision applicable thereto (O.C.G.A. § 36-5-3).

(See GMA's Georgia Model Municipal Charter (/Resources/GMA-Handbooks-Publications/GMA-Publications/GeorgiaModel-Municipal-Charter.aspx) for details).

Adoption of Rules and Regulations by the City Council

Section 3.16, of the City of Jonesboro Charter, and any amendments thereto, gives the city council the authority to adopt rules and regulations concerning hiring, dismissal, and personnel affairs of staff members.

The city council may adopt rules and regulations consistent with its charter concerning:

(1) the method of employee selection and probationary periods of employment;

(2) the administration of the position classification and pay plan, methods

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of promotion and application of service ratings thereto, and transfer of employees within the classification plan;

(3) hours of work, vacation, sick leave, and other leaves of absence, overtime pay, and the order and manner in which layoffs shall be effected;

(4) such dismissal hearings as due process may require; and

(5) such other personnel notices as may be necessary to provide for adequate and systematic handling of personnel affairs.

No staff member shall be suspended or dismissed without twenty-four (24) hour notice to the members of the city council. The notification shall include the act violated as set forth in the City of Jonesboro's Personnel Policies and Procedures Handbook for staff members or the Ordinance violated. The notice must remain in compliance with all confidentiality laws. Should any council member disagree with the recommendation, they may call a special meeting/executive session to discuss the suspension or dismissal, and vote by majority to proceed with the suspension or dismissal action before the council. If all members are in agreement, the city manager shall proceed as policy dictates. No single elected official shall have the authority or power to discipline or dismiss an employee.

The exception for the above suspension or dismissal shall be for criminal acts of violence or the threat or perceived threat of violence, which shall be addressed and contained immediately including notification and involvement of law enforcement as deemed necessary.

In the absence of a human resources person or board, staff complaints should be directed to the city manager. If the complaint involves the city manager or any elected official, the staff member shall have the right to speak with any council member concerning the complaint with no threat or fear of reprimand. The council member spoken to concerning the complaint will then be responsible for calling a special meeting/executive session with the other

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elected city officials to review the complaint and discuss how to resolve the issue as federal, state, and local laws and ordinances allow.

The city attorney shall always be consulted before taking any action against any employee or elected official to ensure compliance with all applicable employment laws in the State of Georgia.

Administrative Powers:

O.C.G.A. § 36-34-2 enumerates the administration powers of a municipal authority:

1. the power to establish municipal offices, agencies, and employments

2. the power to define, regulate, and alter the powers, duties, and qualifications, compensation, and tenure of all municipal officers, agents, and employees (unless this power is specifically given to another official in the charter)

3. the power to authorize officers, agents, and employees of the city to serve process, summons, notice, or order, as prescribed by state law, if the offense was committed within the city limits

4. the power to establish merit systems, retirement systems, and insurance plans for municipal employees and employees of independent school systems, and to provide a way to pay for such systems and plans

5. the power to contract with state departments or agencies or any other political subdivision for joint services or the exchange of services and/ or for the joint use of facilities or equipment

6. the power to legislate, regulate, and administer all matters pertaining to absentee voting in municipal elections

7. the power to grant franchises for public utilities.

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All members of the City Council, including the Mayor and Mayor Pro Tem, have equal votes.

All Council members should fully participate in City Council meetings and other public forms and activities, unless they have a prior commitment, or are unable to attend due to sickness or a family emergency.

All Council members shall provide contact information to the City Manager in case of an emergency, or an urgent situation arises requiring a Councilmembers participation and vote and are out of town.

Pursuant to Section 2.15 of the City of Jonesboro Charter, and any amendments there to:

The city council may make inquiries and investigations into the affairs of the city and the conduct of any department, office, or agency thereof, and for this purpose may subpoena witnesses, administer oaths, take testimony, and require the production of evidence. Any person who fails or refuses to obey a lawful order issued in the exercise of these powers by the city council shall be punished as provided ordinance.

Ethics and Conduct of Councilmembers

Prohibitions

Pursuant to Section 2-223 of the City of Jonesboro City Charter, and any amendments thereto:

No official of the city shall:

(1) By conduct give reasonable basis for the impression that any person can improperly influence him/her or unduly enjoy his/her favor in the performance of official acts.

2) Directly or indirectly request, exact, receive, or agree to receive a gift, loan, favor, promise, or thing of value for him/herself or another person

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if it could reasonably be considered to influence the member in the discharge of official duties. This limitation is not intended to prohibit the acceptance of an occasional non-monetary gift of insignificant value, an award publicly presented in recognition of public service, a commercially reasonable loan or other financial transaction made in the ordinary course of business by a regular lending institution, or campaign contributions made and reported in accordance with Georgia law.

(3) Disclose or otherwise use confidential information acquired by virtue of his/her official position for his/her or another person's private gain.

(4) Use his/her official position to attempt to secure privileges that are not available to the general public.

(5) Engage in, accept employment with, or render services for any private business or professional activity when such employment or rendering of services is averse to and incompatible with the proper discharge of official duties.

(6) Engage in any activity or transaction that is prohibited by law now existing or hereafter enacted which is applicable to him/her by virtue of being an official or employee of the city.

(7) Use his/her position to request or require an employee to:

a. Do clerical work on behalf of the member's family, business, social, church, or fraternal interest when such work is not furthering a city interest;

b. Perform any work outside the employee's normal course of municipal employment;

c. Purchase goods or services to be used for personal, business, or political purposes; and

d. Work for the member personally without paying the employee

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just compensation.

(8) Use government property of any kind for other than officially approved activities, nor shall he/she direct employees to use such property for any purposes other than those officially approved.

(9) Use his/her position in any way to coerce, or give the appearance of coercing, another person to provide any financial benefit to himself/herself or persons having an interest.

(10) Vote or otherwise participate in the negotiation of the making of any contract with any business or entity in which he or she has an interest.

(11) Draw a per diem or expense money from the City of Jonesboro to attend a convention, seminar or similar meeting and then fail to attend the seminar, conference, or meeting.

(12) Make false or materially misleading statements or in any manner commit fraud or conceal wrongdoing in relation to city business.

Section 2-221, of the City of Jonesboro City Charter, and any amendments thereto, defines an Official as, any official, officer, appointee, volunteer, or member of the government of the city who is not an employee, whether elected or appointed, whether paid or unpaid, whether permanent, temporary, or alternate.

Use of City Property

City property is to be used by officials for work-related reasons only. Officials, as defined herein pursuant to Section 2-221 of the City of Jonesboro City Charter, and any amendments thereto, are not to use, misuse or permit the use of City property for other than work-related reasons. City property as used in this provision shall mean the utilization of motor vehicles by officials. Council members and department heads are advised that State Law prohibits the use of City property for personal reasons.

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It is City policy that each vehicle shall be assigned one unique identification number. The City Clerk and each department shall maintain a file in manual and/or automated form which will identify each vehicle the City owns, contain title, registration, and other legal documentation, match each vehicle assigned to officials or employees, identify all business miles driven, identify all incidents of commuting use, identify relevant costs, and otherwise comply with provisions of this policy.

Policies & Protocol Related To Conduct

~~**Ceremonial Events**~~

~~Request for a City representative at ceremonial events will be managed by city staff members. The mayor will serve as the designated City representative. If the mayor is unavailable, then city staff will determine if event organizers would like another representative from the Council. If yes, then the Mayor Pro-Tem will be recommended to serve as the substitute. Invitations received at City Hall are presumed to be for official City representation. Invitations addressed to Council members at their homes are presumed to be for unofficial, personal considerations; however, they should be properly routed to City Hall.~~

~~**Correspondence Signatures**~~

~~Council members do not need to acknowledge the receipt of correspondence, or copies of correspondence, during Council meetings. City staff will prepare official letters in response to public inquiries and concerns. These letters will carry the signature of the City Manager or the appropriate City staff. If correspondence is addressed only to one Councilmember, that correspondence will be shared with the rest of the Council.~~

~~**Endorsement of Candidates**~~

~~Council members should refrain from endorsing candidates, including placement of signage in yards and Social Media, for any Council seats or other elected offices within Clayton County. It is inappropriate to mention endorsements during Council meetings or other official City meetings or functions.~~

~~**Intergovernmental Relations**~~

~~The Council values intergovernmental relations with neighboring communities and other entities. As a result, Councilmembers should make a concerted effort to attend scheduled meetings with other entities to further promote intergovernmental relations.~~

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~~**Legislative Process**~~

~~The City generally follows Roberts Rule of Order for meeting management.~~

~~**Public Meeting Hearing Protocol**~~

~~The Mayor will open the public hearing. Staff will make the initial presentation. The applicant or appellant shall have the right to speak first. The Mayor will determine the length of time allowed for this presentation. Speakers representing pro points of view will be allowed to follow. Speakers representing opposing points of view will then follow. As a general rule of thumb, three minutes are allowed for public comment during the Public Hearing period. The Mayor will then ask the Council if any issues need clarification before the public hearing is closed. The Mayor has the responsibility to run an efficient public meeting and has the discretion to modify the public hearing process in order to make the meeting run smoothly.~~

~~Council members will not express opinions during the public hearing portion of the meeting except to ask pertinent questions of the speaker or staff. "I think" and "I feel" comments by Council members are not appropriate until after the close of the public hearing. Council members should refrain from arguing or debating with the public during a public hearing and shall always show respect for different points of view.~~

~~Main motions may be followed by amendments, followed by substitute motions. Any Councilmember can call for a point of order. Only Council members who voted on the prevailing side may make motions to reconsider.~~

~~**Travel Expenses**~~

~~The purpose of this regulation is to establish the policies and procedures for Council members who travel on official City business either in-state or out-of-state. Such travel shall include attendance at conferences, seminars, and training sessions on behalf of the City. The City shall pay reasonable expenses for registration fees, lodging, meals, transportation, and all allowable miscellaneous expenses for the Council member only. All travel expenses will be managed in the same manner and consistent with the provisions within the City's Employee Handbook and as available budgets allow.~~

Legislative Process

The City designates Robert's Rules of Order Newly Revised as its parliamentary authority.

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Ceremonial Events

Request for a City representative at ceremonial events will be managed by city staff members. The mayor will serve as the designated representative for the city. If the mayor is unavailable due to prior commitments or sickness, the city staff will determine if event organizers would like another representative from the Council. If yes, then the Mayor Pro-Tem will be recommended to serve as the substitute. Invitations received at City Hall are presumed to be for official City representation. Invitations addressed to Councilmembers at their homes are presumed to be for unofficial, personal considerations; however, they should be properly routed to City Hall.

Public Meeting Hearing Protocol

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Council Conduct with One Another

Councils are composed of individuals with a wide variety of backgrounds, personalities, values, opinions, and goals. Despite this diversity, all have chosen to serve in public office in order to preserve and protect the present and the future of the community. In all cases, this common goal should be acknowledged even as Council may "agree to disagree" on contentious issues.

~~**In Public Meetings**~~

~~**Practice civility, professionalism and decorum in discussions and debate**~~
~~Difficult questions, tough challenges to a particular point of view, and criticism of ideas and information are legitimate elements of a free democracy in action. This does not allow, however, Council members to make belligerent, personal, impertinent, slanderous, threating, abusive, or disparaging comments. No shouting or physical actions that could be construed as threating will be tolerated. Council members should conduct themselves in a professional manner at all times, including dress.~~

~~**Honor the role of the Mayor in maintaining order**~~
~~It is the responsibility of the Mayor to keep the comments of Council members on track during public meetings. Council members should honor efforts by the Mayor to focus discussion on current agenda items. If there is disagreement about the agenda, or the Mayor's actions, those objections should be voiced politely and with reason, following procedures outlined in parliamentary procedure.~~

~~**Avoid personal comments that could offend other Council members**~~
~~If a Councilmember is personally offended by the remarks of another Councilmember, the offended Councilmember should make notes of the actual~~

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words used and call for a "point of personal privilege" that challenges the other Councilmember to justify or apologize for the language used. The Mayor will maintain control of this discussion.

Demonstrate effective problem-solving approaches

Council members have a public stage to show how individuals with disparate points of view can find common ground and seek a compromise that benefits the community as a whole.

Be punctual and keep comments relative to topics discussed

Council members have made a commitment to attend meetings and partake in discussions. Therefore, it is important that Council members be punctual and that meetings start on time. It is equally important that discussions on issues be relative to the topic at hand to allow adequate time to fully discuss scheduled issues.

In Private Encounters

Continue respectful behavior in private

The same level of respect and consideration of differing points of view that is deemed appropriate for public discussions should be maintained in private conversations.

Be aware of the insecurity of written notes, voicemail messages, and e-mails

Technology allows words written or said without much forethought to be distributed wide and far. Would you feel comfortable to have this note faxed to others? How would you feel if this voicemail message was played on a speaker phone in a full office? What would happen if this e-mail message was forwarded to others? Written notes, voicemail messages and e-mail should be treated as potentially "public" communication.

Even private conversations can have a public presence

Elected officials are always on display – their actions, mannerisms, and language are monitored by people around them that they may not know. Lunch table conversations will be eavesdropped upon, parking lot debates will be watched,

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~~and casual comments between individuals before and after public meetings noted.~~

In Public Meetings

Civility, professionalism and decorum in discussions and debates on issues under consideration by the Council will always be adhered to during the meeting. Difficult questions, tough challenges to a particular point of view, and criticism of ideas and information are legitimate elements of a free democracy. However, Councilmembers will not make belligerent, personal, impertinent, slanderous, threatening, abusive, or disparaging comments during any issue being debated against one another. No shouting or physical actions that could be construed as threating will be tolerated. All council members shall always conduct themselves in a professional manner and dress.

It shall be the responsibility of the mayor to keep comments of the Council on track during public meetings. If there is disagreement about the agenda or Mayor's actions, those objections should be voiced politely and with reason, following procedures outlined in parliamentary procedure.

If a councilmember is personally offended by the remarks of another Councilmember, the offended Councilmember should make notes of the actual words used and call for a "point of personal privilege" that challenges the other Councilmember to justify or apologize for the language used.

Council members have made a commitment to attend meetings and partake in discussions. It is important that Council members be punctual and that meetings start on time. It is equally important that discussions on issues be relative to the topic at hand to allow adequate time to fully discuss scheduled issues.

In Private Encounters

The same level of respect and consideration of differing points of view that is deemed appropriate for public discussions should be maintained in private conversations.

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Technology allows words written and said without much forethought to be distributed to all corners of the globe. As such, written notes, voicemail messages and emails should be treated as potentially "public" communication.

Council Conduct with City Staff

~~Governance of a City relies on the cooperative efforts of elected officials, who set policy, and City staff, who implement and administer the Council's policies. Therefore, every effort should be made to be cooperative and show mutual respect for the contributions made by each individual for the good of the community.~~

~~Treat all staff as professionals~~

~~Clear, honest communication that respects the abilities, experience, and dignity of each individual is expected. Poor behavior towards staff is not acceptable.~~

~~Limit contact to specific City staff~~

~~Questions of City staff and/or requests for additional background information should be directed to the City Manager. The Mayor should be copied on or informed of any request.~~

~~Request for follow-up or directions to staff should be made only through the City when appropriate. When in doubt about what staff contact is appropriate, Council members should ask the City Manager and/or Mayor for direction. Material supplied to a Councilmember in response to a request will be made available to all members of the Council so that all have equal access to information.~~

~~Do not disrupt City staff from their jobs~~

~~Council members should not disrupt City staff while they are in meetings, on the phone, or engrossed in performing their job functions in order to have their individual needs met.~~

~~Never publicly criticize an individual employee~~

~~Council should never express concerns about the performance of a City employee in public, to the employee directly, or to the employee's manager. Comments~~

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~~about staff performance should only be made to the City Manager through private correspondence or conversation.~~

~~**Do not get involved in administrative functions**~~
~~Council members must not attempt to influence City staff on the making of appointments, awarding of contracts, selecting of consultants, processing of development applications, or granting of City licenses and permits.~~

~~**Check with City staff on correspondence before taking action**~~
~~Before sending correspondence, Council members should check with City staff to see if an official City response has already been sent or is in progress.~~

~~**Do not attend meetings with City staff unless requested by staff**~~
~~Even if the Councilmember does not say anything, the Councilmember's presence implies support, shows partiality, intimidates staff, and hampers staff's ability to do their job objectively.~~

~~**Limit request for staff support**~~
~~All mail for Council members is distributed by the City Manager or Assistant Clerk.~~

~~Request for additional staff support – even in high priority or emergency situations – should be made to the City Manager who is responsible for allocating City resources in order to maintain a professional, well-run City government.~~

~~**Do not solicit political support from staff**~~
~~Council members should not solicit any type of political support (financial contributions, display of posters or lawn signs, name on support list, etc.) from City staff.~~

All members of the Council shall respect the separation between the Council's role and that of the City Manager. Members of the Council should not interfere with the day-to-day administration of City business, which is the responsibility of the City Manager.

Individual inquiries and requests for information from staff should be limited to questions that may be answered readily as part of a staff member's day-to-day responsibilities. Questions from individual members of the Council

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requiring a considerable time and/or resources (two (2) hours or more) of a staff member's time should be addressed to the City Manager.

Materials supplied to a Councilmember in response to a request will be made available to all members of the Council so that all have equal access to information. This section is not intended to apply to questions by members of the Council acting in their individual capacities rather than as members of the Council, nor questions regarding conflict of interest or similar issues particular to a member of the Council.

Council members should not disrupt City staff while they are in meetings, on the phone, or performing their job functions to have inquiries and requests answered or met.

Council members should not attend meetings with City staff unless requested to do so by staff. A councilmember's presence may imply support, show partiality, intimidate staff, and/or may hamper staff's ability to do their job objectively.

Council members should not express concerns about the performance of a city employee in public, to the employee directly, or to the employee's manager. Concerns or comments about staff members' performance should be made to the City Manager through private correspondence or conversations only.

Council members receiving correspondence concerning issues or complaints from citizens working in or residence living in the City should check with staff to see if an official City response has already been sent or is in the process of being addressed.

Council members shall not be involved in administrative functions. Council members shall not attempt to influence City staff on the making of appointments, awarding contracts, selecting of consultants, processing of development applications, or granting of City licenses and permits.

Council members shall not solicit any type of political support (financial contributions, display of posters or lawn signs, name on support list, etc.) from staff.

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Council Conduct with the Public

In Public Meetings

Making the public feel welcome is an important part of the democratic process. No signs of partiality, prejudice or disrespect should be evident on the part of individual Council members toward an individual participating in a public forum. Every effort should be made to be fair and impartial in listening to public testimony.

Be welcoming to speakers and treat them with care and gentleness

Speaking in front of Council can be a difficult experience for some people. Some issues the Council undertakes may affect people's daily lives and homes. Some decisions are emotional. The way that Council treats people during public hearings can do a lot to make them relax or to push their emotions to a higher level of intensity.

Be fair and equitable in allocating public hearing time to individual speakers

The Mayor will determine and announce limits on speakers at the start of the public hearing process. Generally, each speaker will be allocated three minutes with applicants and appellants or their designated representatives allow more time. If many speakers are anticipated, the Mayor may shorten the time limit and/or ask speakers to limit themselves to new information and points of view not already covered by previous speakers.

No speaker will be turned away unless he or she exhibits inappropriate behavior. Each speaker may only speak once during the public hearing unless the Council request additional clarification later in the process. After the close of the public hearing, no more public testimony will be accepted unless the Mayor reopens the public hearing for a limited and specific purpose.

Give the appearance of active listening

It is disconcerting to speakers to have Council members not look at them when they are speaking. It is fine to look down at documents or to make notes, but reading for a long period of time gazing around the room gives the appearance of disinterest. Be aware of facial expressions, especially those that could be interpreted as "smirking," disbelief, anger or boredom.

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Ask for clarification, but avoid debate and argument with the public
Only the Mayor – not individual Council members – can interrupt a speaker during a presentation. However, a Councilmember can ask the Mayor for a point of order if the speaker is off the topic or exhibiting behavior or language the Councilmember finds disturbing.

If speakers become flustered or defensive by Council questions, it is the responsibility of the Mayor to calm and focus the speaker and to maintain the order and decorum of the meeting. Questions by Council members to members of the public testifying should seek to clarify or expand information. It is never appropriate to be belligerently challenge or belittle the speaker. Council members' personal opinions or inclinations about upcoming votes should not be revealed until after the public hearing is closed.

No personal attacks of any kind, under any circumstance
Council members should be aware that their body language and tone of voice, as well as the words they use, can appear to be intimidating or aggressive.

Follow parliamentary procedure in conducting public meetings
The Mayor serves as the parliamentarian for the City and is available to answer questions or interpret situations according to parliamentary procedures. Final rulings on parliamentary procedure are made by the Mayor, subject to appeal of the full Council.

In Unofficial Settings

Make no promises on behalf of the Council
Council members will frequently be asked to explain a Council action or to give their opinion about an issue as they meet and talk with constituents in the community. It is appropriate to give a brief overview of the City policy and to refer to the City staff for further information. It is inappropriate to overtly or implicitly promise Council action, or to promise City staff will do something specific (fix a pothole, remove a ticket, plant new flowers in the median, etc.).

Make no personal comments about other Council members.
It is acceptable to publicly disagree about an issue, but it is unacceptable to make derogatory comments about other Council members, their opinions and actions.

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~~**Remember that despite its impressive daytime population figures, Jonesboro is a small community at heart**~~

~~Council members are constantly being observed by the community every day they serve in office. Their behaviors and comments serve as models for proper deportment in the City of Jonesboro. Honesty and respect for the dignity of each individual should be reflected in every word and action taken by Council members, 24 hours a day, seven days a week. It is serious and continuous responsibility.~~

In Public Meetings

The mayor will determine and announce limits on speakers at the start of the public hearing process. Generally, each speaker will be allocated three-minutes with applicants and appellants, or their designated representative allowed more time. If many speakers are anticipated, the mayor may shorten the time limit and/or ask speakers to limit themselves to added information and points of view not already covered by previous speakers.

At all times Council members should give the appearance of actively listening to members of the public addressing the Council. Council members may ask for clarification concerning statements made by the speaker, but Council members should avoid debate and arguments with members of the public. No speaker will be turned away unless he or she exhibits inappropriate behavior. Each speaker may only speak once during the public hearing unless the Council requests additional clarification later in the process. After the close of the public hearing, no more public testimony will be accepted unless the mayor reopens the public hearing for a limited and specific purpose.

Only the mayor, not individual Council members, can interrupt a speaker during a presentation. A Councilmember may ask the mayor for a point of order if the speaker is off topic or exhibiting behavior or language the Councilmember finds disturbing.

If speakers become flustered or defensive by Council questions, it is the responsibility of the mayor to calm and focus the speaker and to maintain the order and decorum of the meeting. Questions by Council members to members of the public testifying should seek to clarify or expand information. It is never appropriate to belligerently challenge or belittle the speaker. Council members'

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private opinions or inclinations about upcoming votes should not be revealed until after the public hearing is closed.

The mayor serves as the parliamentarian for the city and is available to answer questions or interpret situations according to parliamentary procedures. Final rulings on parliamentary procedure are made by the mayor, subject to appeal of the full council.

In Unofficial Settings

It is inappropriate of Councilmembers to overtly or implicitly promise or assure constituents in the community Council action, or to promise City staff will do something specific (i.e., fix potholes, remove a ticket received, rezoning of property without proper procedure, etc.)

It is unacceptable for Councilmembers to make derogatory comments about other Council members, their opinions, and actions.

Council Conduct with Other Public Agencies

Be clear about representing the City or personal interest
If a Councilmember appearing before another governmental agency or organization to give a statement on an issue, the Councilmember must clearly state:

1) if his or her statement reflects personal opinion or is the official stance of the city;
2) whether this is the majority or minority opinion of the Council. Even if the Councilmember is representing his or her own personal opinions, remember that this still may reflect upon the City as an organization.

If the Councilmember is representing the City, the Councilmember must support and advocate the official City position on an issue, not a personal viewpoint.

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If the Councilmember is representing another organization whose position is different from the City, the Councilmember should withdraw from voting on the issue if it significantly impacts or is detrimental to the City's interest. Council members should be clear about which organizations they represent and inform the mayor and Council of their involvement.

Correspondence also should be equally clear about representation
City letterhead may be used when the when the Councilmember is representing the city and the City's official position. A copy of the correspondence should be given to the City Manager to be placed on the City's letterhead.

It is best that City letterhead is not used for correspondence of Council members representing a personal point of view, or a dissenting point of view from an official Council position.

COUNCIL CONDUCT WITH CITY BOARDS AND COMMISSIONS

The City has established several Boards and Commissions as a means of gathering more community input. Citizens who serve on Boards and Commissions become more involved in government and serve as advisors to the City Council. They are a valuable resource to the City's leadership and should be treated with appreciation and respect.

If attending a Board or Commission meeting, be careful to only express personal opinions
Council members may attend any Board or Commission meeting, which are always open to any member of the public. However, if the Board or Commission is conducting a public hearing, the Council members shall remove themselves from the proceedings. Council members should be sensitive to the way their participation – especially if it is on behalf of an individual, business or developer – could be viewed as unfairly affecting the process. Any public comments by a Council member at a Board or Commission meeting should be clearly made as individual opinion and not a representation of the feelings of the entire City Council. Also, a Councilmember's presence may affect the conduct of the Board or Commission and limit their role and function.

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Limit contact with Board and Commission members.

It is inappropriate for a Council member to contact a Board or Commission member to lobby on behalf of an individual, business, or developer. Council members should contact staff to clarify a position taken by the Board or Commission.

Remember that Boards and Commissions serve the community, not individual Council members.

The City Council appoints individuals to serve on Boards and Commissions, and it is the responsibility of Boards and Commissions to follow policy established by the Council. But Board and Commission members do not report to individual Council members, nor should Council members feel they have the power or right to threaten Board and Commission members with removal if they disagree about an issue. Appointment and re-appointment to a Board or Commission should be based on such criteria as expertise, ability to collaborate with staff and the public, and commitment to fulfilling official duties. A Board or Commission appointment should not be used as a political "reward."

Be respectful of diverse opinions

A primary role of Boards and Commissions is to represent many points of view in the community and to provide the Council with advice based on a full spectrum of concerns and perspectives. Council members must be fair and respectful of all citizens serving on Boards and Commissions.

Keep political support away from public forums

Board and Commission members may offer political support to a Council member, but not in a public forum while conducting official duties. Conversely, Council members may support Board and Commission members who are running for office, but not in an official forum in their capacity as a Councilmember.

Inappropriate behavior can lead to removal

Inappropriate behavior by a Board or Commission member should be noted to the mayor, and the mayor should counsel the offending member. If inappropriate behavior continues, the mayor should bring the situation to the attention of the Council and the individual is subject to removal from the Board or Commission.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

COUNCIL CONDUCT WITH THE MEDIA

Council members may be contacted by the media for background and quotes.

The best advice for dealing with the media is to never go "off the record"
Most members of the media represent the highest levels of journalistic integrity and ethics and can be trusted to keep their word. But one bad experience can be catastrophic. Words that are not said cannot be quoted.

The Mayor and City Manager are the official spokespersons for the representation of the City's position.
The Mayor is the designed representative of the Council to present and speak on the official City position. If an individual Council member is contacted by the media, the Council member should be clear about whether their comments represent the official City position or a personal viewpoint.

Choose words carefully and cautiously
Comments taken out of context can cause problems Be especially cautious about humor, sardonic asides, sarcasm, or word play. It is never appropriate to use personal slurs or swear words when talking with the media.

SANCTIONS

Public Disruption
Members of the public who do not follow proper conduct after a warning in a public hearing may be barred from further testimony at that meeting or removed from the Council Chambers.

Inappropriate staff behavior
Council members should refer to the City Manager any staff who do not follow proper conduct in their dealings with Council members, other City staff, or the public. These employees may be disciplined in accordance with standard City procedures for such actions.

Council members Behavior and Conduct
City Council members who intentionally and repeatedly do not follow proper conduct may be reprimanded or formally censured by the Council. Serious

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

infractions of the Code of Ethics or Code of Conduct could lead to other sanctions as deemed appropriate by the Council.

Council members should point out to the offending Council member infractions of the Code of Ethics or Code of Conduct. If the offenses continue, then the matter should be referred to the mayor in private. If the Mayor is the individual whose actions are being challenged, then the matter should be referred to the Mayor Pro-Tem.

It is the responsibility of the mayor to initiate action if a Council member's behavior may warrant sanction. If no action is taken by the mayor, the alleged violation(s) can be brought up with the full Council in a public meeting.

If violation of the Code of Ethics or Code of Conduct is outside of the observed behaviors by the Mayor or Council members, the alleged violation should be referred to the mayor. The mayor should ask the City Manager and/or the City Attorney to investigate the allegations and report the findings to the mayor. It is the mayor's responsibility to take the next appropriate action. These actions can include but are not limited to discussing and counseling the individual on the violations; recommending sanction to the full Council to consider in a public meeting; or forming a Council ad hoc subcommittee to review the allegation; the investigation and its findings, as well as to recommend sanction options for Council consideration.

Principles of Proper Conduct

Proper conduct IS …

Keeping promises
Being dependable
Building a solid reputation
Participating and being available
Demonstrating patience

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

Showing empathy
Holding onto ethical principles under stress
Listening attentively
Studying thoroughly
Keeping integrity intact
Overcoming discouragement
Going above and beyond, time and time again
Modeling a professional manner

Proper conduct IS NOT …

Showing antagonism or hostility
Deliberately lying or misleading
Speaking recklessly
Spreading rumors
Stirring up bad feelings, divisiveness
Acting in a self-righteous manner

It all comes down to respect

Respect for one another as individuals.
Respect for the validity of different opinions.
Respect for the democratic process.
Respect for the community that we serve.

CHECKLIST FOR MONITORING CONDUCT

• Will my decision/statement/action violate the trust, rights, or good will of others?

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

• What are my interior motives and the spirit behind my actions?

• If I must justify my conduct in public tomorrow, will I do so with pride or shame?

• How would my conduct be evaluated by people whose integrity and character I respect?

• Even if my conduct is not illegal or unethical, is it done at someone else's painful expense? Will it destroy their trust in me? Will it harm their reputation?

• Is my conduct fair? Just? Morally, right?

• If I were on the receiving end of my conduct, would I approve and agree, or would I take offense?

• Does my conduct give others reason to trust or distrust me?

• Am I willing to take an ethical stand when it is called for? Am I willing to make my ethical beliefs public in a way that makes it clear what I stand for?

• Do I exhibit the same conduct in my private life as I do in my public life?

• Can I take legitimate pride in the way I conduct myself and the example I set?

• Do I listen and understand the views of others?

• Do I question and confront different points of view in a constructive manner?

• Do I work to resolve differences and come to mutual agreement?

• Do I support others and show respect for their ideas?

• Will my conduct cause public embarrassment to someone else?

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

HOW GOVERNING BODY MEMBERS CAN GOVERN BETTER

The following is taken from the Georgia Municipal Association Handbook for Municipal Elected Officials. Governing is clearly more of an art than a science. There are no ultimate answers on how to govern; different approaches are to be expected, and desired. However, there do seem to be some fundamentals. The suggestions that follow range from practical, common-sense fundamentals to those more philosophic and theoretical. These tips for successful and effective public service are intended to assist mayors, council members, and board trustees. While most suggestions relate to individual officers' others apply to the governing body as a whole. These two applications, however, are interdependent - the capacity of a governing body to govern effectively depends on the collective capacities of at least a majority of its membership. These suggestions are not in any particular order, and not all are universally accepted. All of them, however, are worth consideration by anyone who would serve the public through an elective local office.

1. Learn all you can about your city, its history, its operation, its financing. Do your homework. Know your city ordinances. Dust off your comprehensive plan.

2. Devote sufficient time to your office and to studying the present and future problems of your community.

3. Do not burn yourself out on trivial things but recognize that they are often important to the public. Save some energy - and time - for the important matters.

4. Do not function as a committee of one; governing a city requires team effort - practically and legally.

5. Do not let honest differences of opinion within the governing body degenerate into personality conflicts.

6. Remember that you represent all the people of your community, not just neighbors and friends. Be wary of subjective experiences coloring your public decisions.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

7. Take budget preparation seriously, for it determines what your city does or does not do for the coming year and will also influence what happens in future years.

8. Establish policy statements. Written policy statements let the public, and the city staff, know where they stand. They help the governing body govern and writing them provides a process to develop consensus.

9. Make decisions based on public policy and be consistent. Treat similar situations, similarly, and avoid favoritism.

10. Focus your attention on ways to prevent problems, rather than just trying to solve them as they occur. Filling potholes is one approach to governing; developing plans to prevent them is more important.

11. Do not be misled by the strong demands of special interest groups who want it done now, their way. Your job is to find the long-term public interest of the community as a whole, and you may be hearing from the wrong people.

12. Do not rush to judgment. Few final actions must be taken at the first meeting at which they are considered. Avoid "crisis management."

13. Do not be afraid of change. Do not be content to just follow the routine of your predecessors. Charge your appointed officers and employees with being responsible for innovative ideas and better ways. Listen to what they have to say.

14. Do not give quick answers when you are not sure of the real answer. It may be embarrassing to appear ignorant, but it can be more embarrassing and damaging to tell a person something which is wrong.

15. As an individual, even if you are the mayor, do not make promises you cannot deliver! Most decisions and actions require approval of the governing body, and this takes a majority vote.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

16. Remember that you have legal authority as a governing body member only when the governing body is in legal session.

17. Do not spring surprises on your fellow governing body members or city staff, especially at formal meetings. If a matter is worth bringing up for discussion, it is worth being on the agenda. Surprises may get you some publicity, to the embarrassment of others, but they tend to erode the "team" approach to governance.

18. Participate in official meetings with the dignity and decorum fitting those who hold a position of public trust. Personal dress and courteous behavior at meetings help create an environment for making sound public decisions.

19. Conduct your official public meetings with some formality and follow the rules of procedure. Have an agenda and follow it. Most governing body members agree that formal meetings expedite the process and promote better decision making.

20. Don't be afraid to ask questions, it is one of the ways we learn. But do your homework by studying agenda material before meetings.

21. Vote yes or no on motions. Do not cop out by abstaining except when you have a conflict of interest. A pass does not relieve you of responsibility when some decision must be made.

22. Once a majority decision of the governing body has been made, respect that official position and defend it if needed, even if you personally disagree.
23. Respect the letter and intent of the open meetings law, but also keep private and confidential matters to yourself. Do not gossip.

24. Retain competent, key employees, pay them well, trust their professional judgment, and recognize their authority and responsibilities.

25. Don't bypass the system! Stick to policy making and avoid personal involvement in the day-to-day operations of the municipality.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

26. Don't let others bypass the system. Insist that people such as equipment or service suppliers work with your city staff. If direct contact with governing body members is necessary, it should be with the governing body as a whole, or a committee, and not on a one-on-one basis.

27. Don't shift blame to the staff or employees when they are following your policies or decisions.

28. Don't always take no for an answer. The right question may be "How can we do this?" instead of "May we do this?" Be positive!

29. Learn to evaluate recommendations and alterative courses of action. Request that your staff provide options. Encourage imaginative solutions.

30. Avoid taking short-term gains at the expense of long-term losses. Be concerned with the long-term future of the city.

31. In determining the public interest, balance personal rights and property interests, the possible harm to a few versus the good of the many. Recognize that in some situations, everyone cannot be a winner.

32. Remember that cities are for people! Be concerned with the total development - physical, economic, and social - of your community.

33. Do not function as if the city operates in a vacuum. Cities must work within the intergovernmental system to be effective. Stay connected and cooperate with your federal, state, county, and school officials.

34. Know your neighbors. Get to know the officials of neighboring and comparable size cities. Visit other cities, particularly those with a reputation for being well run.

35. Learn to listen- really listen- to your fellow governing body members and the public. Hear what they are trying to say, not just the words spoken.

36. Keep your constituents informed and encourage citizen participation.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

37. Be friendly and deal effectively with the news media. Make sure what you say is what you mean. Lack of effective communication, with the media and the public, can be a major problem for municipal officials.

38. Remember that what you say, privately and publicly, will often be news. You live in a glass house. Avoid over-publicizing minor problems.

39. Expect, and respect, citizen complaints. Make sure that your governing body members and your city have a way to deal effectively with them. Have a follow- up system.

40. Be careful about rumors. Check them out. Help squelch them when you know they are false.

41. Appoint citizen advisory committees and task forces when you need them but be prepared to follow their advice if you use them.

42. Take care in your appointments to boards and commissions. Make sure they are willing and capable as well as representative of the whole community.

43. Seek help. Use manuals, guides, and other technical assistance and information available from the Georgia Municipal Association and other agencies. Attending workshops and conferences put on for the benefit of you and your city.

44. Pace yourself. Limit the number of meetings you attend. Set some priorities, including the need to spend time with your family. Recognize that life- and the city -is dependent on a lot of things you have little control over.

45. Establish some personal goals and objectives. What do you want to help accomplish this year? Next year?

46. Help develop some short-term and long-term goals and objectives for your city and check your progress at least every six months.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

47. Similarly, help your city develop a vision for the future. Plan from the future to the present – no vision, no plan. One of the important purposes of a governing body is to establish a vision for the future.

48. Focus on the future and try to leave your city better than that which you inherited as a city officer.

49. Be a leader, as well as part of the team of elected and appointed officials who were selected to make your city an even better place to live.

50. At least once a year, schedule a governing body discussion about how you are governing. Review the processes and procedures. Sit back and ask, "How are we doing, and can we do things better?"

51. Be enthusiastic about your public service and the privilege you have, and let the public know it. But maintain your sense of humor. Do not take yourself or the business of government so seriously that you do not enjoy it. Governing should be fun as well as a rewarding experience.

52. Celebrate! Always focusing on problems and issues may lead you, the governing body, and the public, to believe that nothing positive ever happens. Good things do happen. Let the public share your successes.

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

ORDINANCE NO. 2024-____

ORDINANCE TO ADOPT THE REVISED AND AMENDED RULES OF PROCEDURE FOR THE CITY OF JONESBORO, GEORGIA.

WHEREAS, the City of Jonesboro, Georgia, desires to adopt Rules of Procedure and Code of Conduct for its Meetings and Elected Officials; and

WHEREAS, the City Council of Jonesboro, Georgia has reviewed and considered the attached Rules of Procedure and Conduct for its Meetings and Elected Officials;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF JONESBORO, GEORGIA, that the attached Rules of Procedure and Code of Conduct for its Meetings and Elected Officials are hereby adopted as the Rules of Procedure and Conduct for its Meetings and Elected Officials for the City of Jonesboro, Georgia

ADOPTED AND APPROVED this _____ day of _____, 2024.

_____
Donya Sartor, Mayor

_____
Tracey Messick, Mayor Pro-Tem

_____
Alfred Dixon, Councilmember

_____
Don Dixon, Councilmember

_____
Bobby Lester, Councilmember

_____
Asjah Miller, Councilmember

_____
Billy Powell, Councilmember

ATTEST:

_____
Melissa Brooks, City Clerk

Attachment: Rules of Procedure (Revised) City of Jonesboro (Red Lined) (3825 : Rules of Procedure Amendments)

CITY OF JONESBORO, GEORGIA COUNCIL
Agenda Item Summary

Agenda Item # OLD BUSINESS – 4

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Councilmember A. Dixon

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider proposed Complete Streets Policy.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Complete Streets Policy

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Transportation Infrastructure

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Council Alfred Dixon desires to discuss a possible new complete streets policy.

The Complete Streets policy is a commitment by the City of Jonesboro to create a more inclusive, safe, and sustainable transportation network. By requiring bicycle, pedestrian, and transit accommodations in all new and reconstructed roadways, and ensuring that developers adhere to these standards, we will foster a community that is accessible and connected for all residents and visitors. This policy will also ensure that new developments in Jonesboro are designed with multiple modes of transportation in mind, contributing to a more vibrant and accessible city. Adjustments to the zoning code and comp plan will support the long-term success of this initiative.

The purpose of the Complete Streets policy is to ensure that all roadways in Jonesboro are safe, accessible, and convenient for all users, regardless of their mode of transportation. This includes pedestrians, bicyclists, transit riders, and motorists. By integrating these elements into new and reconstructed roadways, we aim to promote a healthier, more sustainable, and more connected community.

Issues to discuss

- Physical impacts of additions of bike lanes and other elements to existing City roads.
- Financial impacts of additions of bike lanes and other elements to existing City roads.
- Jurisdiction of certain roads that go through the City (GDOT roads, County roads).
- Impacts on public works staff.

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

TBD

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Complete streets policy

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Tbd

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	08/05/24 City Council OLD BUSINESS Next: 08/12/24
Signature	**City Clerk's Office**	

Complete Streets Policy for the City of Jonesboro

The Complete Streets policy is a commitment by the City of Jonesboro to create a more inclusive, safe, and sustainable transportation network. By requiring bicycle, pedestrian, and transit accommodations in all new and reconstructed roadways, and ensuring that developers adhere to these standards, we will foster a community that is accessible and connected for all residents and visitors. This policy will also ensure that new developments in Jonesboro are designed with multiple modes of transportation in mind, contributing to a more vibrant and accessible city. Adjustments to the zoning code and comp plan will support the long-term success of this initiative.

- Purpose

The purpose of the Complete Streets policy is to ensure that all roadways in Jonesboro are safe, accessible, and convenient for all users, regardless of their mode of transportation. This includes pedestrians, bicyclists, transit riders, and motorists. By integrating these elements into new and reconstructed roadways, we aim to promote a healthier, more sustainable, and more connected community.

•Policy Statement

The City of Jonesboro commits to the following principles in the planning, design, construction, and reconstruction of its roadways:

1. Inclusivity : All transportation projects shall consider and accommodate the needs of all users, including but not limited to pedestrians, bicyclists, transit riders, and motorists.
2. Safety : Roadway designs shall prioritize the safety of all users, with particular attention to vulnerable populations such as children, the elderly, and individuals with disabilities.
3. Connectivity : Transportation networks shall enhance connectivity within Jonesboro, ensuring that all areas of the city are accessible by multiple modes of transportation.
4. Sustainability : Projects shall promote environmental sustainability through the integration of green infrastructure and reduction of carbon emissions.

Requirements

1. New and Reconstructed Roadways :
   - Any new or reconstructed roadway within the City of Jonesboro must include accommodations for bicycles, pedestrians, and transit users.
   - Sidewalks, bike lanes, safe crossings, and bus stops shall be integrated into the design of these roadways.
   - Traffic calming measures, such as pedestrian islands, pedestrian hybrid beacons, curb extensions, and roundabouts, shall be considered to enhance safety.

2. Developers :
   - All development projects must comply with the Jonesboro Complete Streets policy.

Attachment: Complete streets policy (3827 : Complete Streets Policy)

- Developers are required to incorporate bicycle, pedestrian, and transit accommodations into their site plans and contribute to the connectivity of the city's transportation network.
- The city will provide guidelines and technical assistance to developers to ensure compliance with the policy.

• Implementation

1. Zoning Code and Comprehensive Plan :
   - The City’s zoning code and comprehensive plan will be updated to reflect the requirements of the Complete Streets policy.
   - Land use regulations will be amended to require developments to include infrastructure that supports travel by foot, bike, and transit.
   - Specific areas within the city that require enhanced connectivity, such as downtown, schools, parks, and commercial centers, will be prioritized for Complete Streets improvements.

2. Monitoring and Evaluation :
   - The City of Jonesboro will establish a monitoring and evaluation framework to assess the effectiveness of the Complete Streets policy.
   - Metrics such as pedestrian and cyclist counts, transit ridership, and safety statistics will be tracked and reported annually.
   - The policy will be reviewed and updated periodically based on feedback and data collected.

•Priority Areas for Complete Streets Implementation

1. Downtown Jonesboro : Enhance pedestrian and bicycle infrastructure to support businesses and improve accessibility.
2. School Zones : Ensure safe routes to schools with well-marked crosswalks, bike lanes, and traffic calming measures.
3. Parks and Recreational Areas : Connect parks with multi-use trails and safe pedestrian pathways.
4. Commercial Centers : Provide transit stops, bike racks, and pedestrian-friendly pathways to encourage sustainable transportation options.
5. Residential Neighborhoods : Integrate sidewalks and bike lanes to promote active transportation within communities.

Attachment: Complete streets policy (3827 : Complete Streets Policy)

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # OLD BUSINESS – 5

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Councilmember A. Dixon

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider the proposed Guaranteed Ride Home Program.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Guaranteed Ride Home Program

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Safety, Health and Wellbeing

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Council Alfred Dixon desires to discuss a possible new program for guaranteed rides home for intoxicated drivers.

Implementing the Jonesboro Guaranteed Ride Home Program is essential due to the increasing number of events and social gatherings within the city. As local establishments like Sports Cafe, Sugar Bush, The Cigar Parlour, and B Mari attract more patrons, the potential for alcohol consumption and impaired driving rises.

This program aims to enhance public safety by reducing drunk driving incidents, protecting residents, and fostering a responsible drinking culture. By offering a free, safe ride home, we not only ensure the well-being of our community members but also promote a positive image for local businesses, making Jonesboro a safer and more attractive destination for both residents and visitors.

Purpose:

The Jonesboro Guaranteed Ride Home Program (GRHP) aims to ensure the safety of residents by providing free rides home for those who have consumed a certain amount of alcohol at participating local establishments. This initiative is designed to reduce instances of drunk driving, promote responsible drinking, and enhance the overall safety and well-being of the community.

Potential Participating Establishments:

- Sports Cafe

- Sugar Bush

- The Cigar Parlour

- B Mari

Issues to discuss

- Possible liability issues for the City and the businesses.
- Who pays for the ride vouchers?
- Are the businesses willing to do it?
- Impacts on public safety staff.

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**		
Melissa Brooks, City Clerk	August, 12, 2024	**08/05/24**	**City Council OLD BUSINESS** **Next: 08/12/24**
Signature	**City Clerk's Office**		

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

TBD

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- GRH Policy

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Tbd

City Jonesboro Guaranteed Ride Home Program (GRHP)

Implementing the Jonesboro Guaranteed Ride Home Program is essential due to the increasing number of events and social gatherings within the city. As local establishments like Sports Cafe, Sugar Bush, The Cigar Parlour, and B Mari attract more patrons, the potential for alcohol consumption and impaired driving rises.

This program aims to enhance public safety by reducing drunk driving incidents, protecting residents, and fostering a responsible drinking culture. By offering a free, safe ride home, we not only ensure the well-being of our community members but also promote a positive image for local businesses, making Jonesboro a safer and more attractive destination for both residents and visitors.

Purpose:
The Jonesboro Guaranteed Ride Home Program (GRHP) aims to ensure the safety of residents by providing free rides home for those who have consumed a certain amount of alcohol at participating local establishments. This initiative is designed to reduce instances of drunk driving, promote responsible drinking, and enhance the overall safety and well-being of the community.

Potential Participating Establishments:
- Sports Cafe
- Sugar Bush
- The Cigar Parlour
- B Mari

Program Details:

1. Eligibility:
   - Residents of Jonesboro who have consumed alcohol at one of the participating establishments.
   - Individuals who have consumed enough alcohol to potentially impair their driving abilities (as assessed by the establishment staff).

2. How it Works:
   - Upon request, establishment staff will assess the patron's eligibility for the program based on the amount of alcohol consumed.
   - If eligible, the patron will be provided with a voucher or code for a free ride home.

3. Transportation Partners:
   - Partner with Jonesboro police department and ride-sharing companies (Uber, Lyft) to provide transportation.
   - Establish a point of contact, hotline or app for easy access to the service.

Attachment: GRH Policy (3828 : Guaranteed Ride Home Program)

4. Funding:
   - The program will be funded through a combination of sponsorships from local businesses and grants aimed at promoting public safety. Minimal city funds will be required

5. Promotion and Awareness:
   - Launch a comp marketing campaign to raise awareness about the program.
   - Distribute promotional materials (flyers, posters, coasters) at participating establishments.
   - Utilize social media and local media outlets to promote the initiative.

6. Monitoring and Evaluation:
   - Collect data on the usage of the program, including the number of rides provided and the reduction in DUI incidents.
   - Conduct surveys to gather feedback from both patrons and establishments.
   - Regularly review and adjust the program based on feedback and performance metrics.

Benefits:
- Reduces the risk of drunk driving and related accidents.
- Encourages responsible alcohol consumption.
- Enhances community safety and well-being.
- Supports local businesses by promoting a safer environment for patrons.

Steps for Implementation:

1. Stakeholder Engagement:
   - Engage with local establishments to secure their participation and support.
   - Partner with transportation providers and negotiate service agreements.

2. Funding and Resources:
   - Identify and secure funding sources.
   - Allocate resources for program management and promotion.

3. Program Launch:
   - Develop and distribute promotional materials.
   - Train establishment staff on program procedures and eligibility assessment.

4. Ongoing Management:
   - Monitor program usage and gather data for evaluation.
   - Adjust the program as needed based on feedback and performance.

5. Community Involvement:
   - Encourage community members to spread the word and support the initiative.
   - Host events or workshops to further promote responsible drinking and the GRHP.

Attachment: GRH Policy (3828 : Guaranteed Ride Home Program)

By implementing the Jonesboro Guaranteed Ride Home Program, the city can take a proactive step in ensuring the safety of its residents and creating a more responsible and supportive community environment.

Attachment: GRH Policy (3828 : Guaranteed Ride Home Program)

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # 14.6

PUBLIC HEARING – 6

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Community Development Director Allen

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider Conditional Use Permit Application, 24-CU-012, for an adult day care by John H. Jones / JHJ Old Morrow LLC, property owner, and Rufina Noragbon, applicant, for property at 7851 Old Morrow Road (Parcel No. 12048B B002), Jonesboro, Georgia 30236.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
City Code Section 86-107 – C-2 Zoning Purpose and Standards; Conditional Use Section 86-125

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes — Community Planning, Neighborhood and Business Revitalization

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Agency recommendation – **Approval of Conditional Use application, with conditions;** Recently, the applicant submitted a zoning verification for an adult day care (daytime hours only) on the subject property. The property is zoned C-2 commercial, with the the southern tip of the building and the adjacent parcel being zoned O&I. Most of the subject property is taken up by an existing commercial "strip mall building" with associated parking in the front and a mix of business types in the other suites. To the north and west are single-family residential neighborhoods. Though the property and building are listed, per the County Tax Assessor, as 7857 Old Morrow Road, most of the connected suites / storefronts within the building have street numbers separate from the listed address – 7815, 7827, 7845 7851, etc. The applicant's request is for 7851 Old Morrow Road, in the middle of the building. The applicant said that there was an adult day care on this property for several years in the past. Nevetheless, a new application requires a conditional use permit, meeting the following minimum conditions:

Sec. 86-125. - NAICS 624120 Adult day care center.

A facility in which for compensation seven or more persons 18 years of age or older, who have difficulty in functioning independently, receive care for fewer than 24 hours per day without transfer of legal custody.

Adult day-care centers may be permitted as a conditional use in an CCM, H-2, O&I, M-X, C-1, or C-2 district, subject to the following conditions:

(1) Must be located on a street having a classification of collector or greater.

(2) Must be established on a lot having a minimum area of one acre.

(3) On-site parking and/or drop-off space adequate to meet the needs of the proposed facility shall be provided.

(4) An outdoor amenity area containing a minimum area of 2,000 square feet and comprised of such furnishings as benches, picnic tables and shelters as well as pedestrian walks to create an amenity suitable for adults must be provided.
(5) Mayor and Council may attach conditions to approval of a facility which have as their purpose protection of the public health, safety, morals, and general welfare, or Mayor and Council may deny approval of an adult day care facility upon a finding that conditions on or near such proposed facility render it unsuitable for establishment of an adult day care facility.

Per the applicant:

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	**08/05/24 City Council PUBLIC HEARING REQUIRED Next: 08/12/24**
Melissa Brooks, City Clerk	August, 12, 2024	
Signature	**City Clerk's Office**	

I think we have enough space at the back for No. 4 question. And it is not an overnight day care. It is 6 hours a day and they have to go out in the community routinely.

The facility will have 14-18 participants on average per day. They will be dropped off and picked up.

Sec. 86-125. - NAICS 624120 Adult day care center.

A facility in which for compensation seven or more persons 18 years of age or older, who have difficulty in functioning independently, receive care for fewer than 24 hours per day without transfer of legal custody.

Adult day-care centers may be permitted as a conditional use in an CCM, H-2, O&I, M-X, C-1, or C-2 district, subject to the following conditions:

(1) Must be located on a street having a classification of collector or greater. **Old Morrow Road was designated as a collector road a few years ago.**

(2) Must be established on a lot having a minimum area of one acre. **Parcel that building is on has 1.32 acres.**

(3) On-site parking and/or drop-off space adequate to meet the needs of the proposed facility shall be provided. **The participants will be dropped off and picked up, so they will not need parking spaces for personal vehicles. The existing parking outside will be adequate for the few employees.**

(4) An outdoor amenity area containing a minimum area of 2,000 square feet and comprised of such furnishings as benches, picnic tables and shelters as well as pedestrian walks to create an amenity suitable for adults must be provided. **2000 square feet of outdoor amenity area is possible in the grass / gravel area behind the building. Currently, this area is open and has no active use. The applicant has provided a drawing for what can be placed in the rear space (see attached). The western and northern property lines, separating the subject property from adjacent residences, are fenced in and already have screening vegetation. A minimum 4-foot high fence would need to be placed around the finished amenity area to protect day care participants from falling onto the adjacent loading dock and to prevent them from going from the rear of the property to the front.**

(5) Mayor and Council may attach conditions to approval of a facility which have as their purpose protection of the public health, safety, morals, and general welfare, or Mayor and Council may deny approval of an adult day care facility upon a finding that conditions on or near such proposed facility render it unsuitable for establishment of an adult day care facility.

Should the Mayor and Council choose to approve the request, the following minimum conditions should apply:

1. **Not approved for overnight stays or care.**
2. **A minimum 4-foot high fence shall be installed around the finished amenity area.**
3. **No outdoor activities shall occur in the front of the property.**
4. **All Fire Marshal requirements shall apply.**
5. **Amenity area shall be complete prior to the issue of a business license.**

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Private Owner

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Zoning Info

- Site
- Property Pictures
- Proposed Amenity Area
- Thoroughfare Plan
- Conditional Use - 7851 Old Morrow Road - Adult Day Care - Legal Notice August 2024
- Meeting Notice Letter
- Zoning Sign

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Approval, with Conditions

CITY OF JONESBORO
1859 City Center Way
Jonesboro, Georgia 30236

City Hall: (770) 478-3800
Fax: (470) 726-1646
www.jonesboroga.com

ZONING VERIFICATION REQUEST

Important Notice:

BEFORE leasing, purchasing, or otherwise committing to a property you are STRONGLY ADVISED to confirm that the zoning and physical layout of the building and site are appropriate for the business use intended and will comply with the City's Zoning Ordinance. This includes having a clear understanding of any code restrictions, limitations or architectural guidelines that may impact your operation and any building and site modifications that may be necessary to open your business. This document does not authorize a business to conduct business without an Occupational Tax Certificate. This could result in closure and/or ticketing.

Applicant's Information

Name of Applicant: Rufina Noragbon

Name of Business: Health Source Agency, INC.

Property's Address: 7851 Old Morrow Road, Jonesboro Ga 30236

Email Address: healthsourcemtzion@att.net

Phone: (Day): 770-310-8794 (Evening): 470-399-6249

Property Information

Current Use of Property: vacant

Proposed Use of Property (Please provide in great detail the intended use of the property):
Adult Day Care

Rufina Noragbon — 07/01/2024

Applicant's Signature — Date

FOR OFFICE USE ONLY:

Current Zoning: C2 **NAICS Code:** 624120

Required Zoning: HZ, OI, MX, C1, C2 **Conditional Use Needed?** ✓ Yes or ____ No

☐ APPROVED ☐ DENIED

Comments: Conditional Use Permit Required and Must Comply With Sec. 86-125

JD 7/2/24

Zoning Official Signature — **Date**

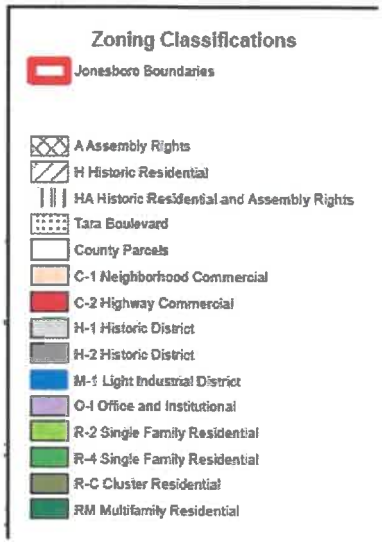
Attachment: Zoning Info (3818 : Adult Day Care - 7851 Old Morrow Road)

Applicant – Rufina Noragbon
Name of Business – Health Source Agency Inc.
Address - 7851 Old Morrow Road
Zoning District – C2
NAICS Code: 624120
Proposed Use: Adult Day Care

NAICS Code	USES	R-2	R-4	R-C	CCM	RM	H-1	H-2	O&I	MX	C-1	C-2	M-1	Code Section
624120	Adult Day Care Center (Out of Home)	N	N	N	C	N	N	C	C	C	C	C	N	Sec. 86-125

Use is permitted "by right" in the district indicated = P; Use is permitted as a conditional use (section indicated) = C; Use is not permitted = N





Sec. 86-125. - NAICS 624120 Adult day care center.

A facility in which for compensation seven or more persons 18 years of age or older, who have difficulty in functioning independently, receive care for fewer than 24 hours per day without transfer of legal custody.

Adult day-care centers may be permitted as a conditional use in an CCM, H-2, O&I, M-X, C-1, or C-2 district, subject to the following conditions:

Attachment: Zoning Info (3818 : Adult Day Care - 7851 Old Morrow Road)

(1) Must be located on a street having a classification of collector or greater.

(2) Must be established on a lot having a minimum area of one acre.

(3) On-site parking and/or drop-off space adequate to meet the needs of the proposed facility shall be provided.

(4) An outdoor amenity area containing a minimum area of 2,000 square feet and comprised of such furnishings as benches, picnic tables and shelters as well as pedestrian walks to create an amenity suitable for adults must be provided.

(5) Mayor and Council may attach conditions to approval of a facility which have as their purpose protection of the public health, safety, morals, and general welfare, or Mayor and Council may deny approval of an adult day care facility upon a finding that conditions on or near such proposed facility render it unsuitable for establishment of an adult day care facility.

David D. Allen, Zoning Administrator / Community Development Director

July 2, 2024

Attachment: Zoning Info (3818 : Adult Day Care - 7851 Old Morrow Road)

David Allen

From: healthsourcemtzion@att.net
Sent: Tuesday, July 2, 2024 11:53 AM
To: David Allen
Subject: Re: Zoning Verification - 7851 Old Morrow Road, Health Source Agency

Tue, Jul 2 at 11:20 AM
Thanks I appreciate your answers. I think we have enough space at the back for No. 4 question. And it is not an overnight day care. It is 6 hours a day and they have to go out in the community routinely. Thanks Rufina Noragbon.

On Tuesday, July 2, 2024 at 11:20:17 AM EDT, healthsourcemtzion@att.net <healthsourcemtzion@att.net> wrote:

Thanks I appreciate your answers. I think we have enough space at the back for No. $ question. And it is not an overnight day care. It is 6 hours a day and they have to go out in the community routinely. Thanks Rufina Noragbon.

On Tuesday, July 2, 2024 at 11:08:30 AM EDT, David Allen <dallen@jonesboroga.com> wrote:

Attached is a copy of the application. As discussed, there is a $600 non-refundable fee.

I would need the completed application and the fee by the end of next week to be on the August 5th and August 12th Council agendas.

The conditions to be met are as follows:

Sec. 86-125. - NAICS 624120 Adult day care center.

A facility in which for compensation seven or more persons 18 years of age or older, who have difficulty in functioning independently, receive care for fewer than 24 hours per day without transfer of legal custody.

Adult day-care centers may be permitted as a conditional use in an CCM, H-2, O&I, M-X, C-1, or C-2 district, subject to the following conditions:

(1) Must be located on a street having a classification of collector or greater. **Old Morrow is collector.**

(2) Must be established on a lot having a minimum area of one acre. **Over one acre.**

(3) On-site parking and/or drop-off space adequate to meet the needs of the proposed facility shall be provided. **I assume most of them would be dropped off.**

Attachment: Zoning Info (3818 : Adult Day Care - 7851 Old Morrow Road)

Clayton County GIS Map



7/22/2024, 11:52:05 AM

Attachment: Site (3818 : Adult Day Care - 7851 Old Morrow Road)

Clayton County GIS Map



7/22/2024, 11:50:36 AM

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Attachment: Site (3818 : Adult Day Care - 7851 Old Morrow Road)



Attachment: Property Pictures (3818 : Adult Day Care - 7851 Old Morrow Road)



Attachment: Property Pictures (3818 : Adult Day Care - 7851 Old Morrow Road)







Attachment: Property Pictures (3818 : Adult Day Care - 7851 Old Morrow Road)



Attachment: Property Pictures (3818 : Adult Day Care - 7851 Old Morrow Road)





Attachment: Property Pictures (3818 : Adult Day Care - 7851 Old Morrow Road)

Authentisign ID: E897B3AA-083E-EF11-86D4-6045BDEF834A



Site Layout (Adult day care)

This property was previously used for the same purpose we are requesting a Conditional Permit for.

The owner confirmed that an Adult Day Care was in this same location for years.

Attachment: Proposed Amenity Area (3818 : Adult Day Care - 7851 Old Morrow Road)

Jonesboro Thoroughfare Plan

Standards and design criteria adopted by other jurisdictions can provide an appropriate frame of reference in considering local plans. However, this information must be tailored to the Jonesboro context. The following standards and design criteria are proposed:

The Jonesboro Thoroughfare Plan establishes a street hierarchy comprised of Primary Arterial, Major Collector and Local Street. These are organized in order of size, with the Interstate conveying the highest traffic volumes and the highest speeds; local streets carry the lowest volumes and are characterized by the lowest speeds. Each street classification in the hierarchy is described below:

- Primary Arterial
- Major Collector
- Local Street

Primary Arterials

Arterials are designed to provide a high degree of mobility and serve longer vehicle trips to, from, and within urban areas. Arterials form the skeleton of the roadway network, linking urban centers such as the Central Business District, industrial parks, commercial centers, major residential developments and other key activity centers. Primary arterials are designed to carry between 45,000 and 75,000 trips per day. The City of Jonesboro has two primary arterials, Tara Boulevard (Highway 19/41) and Georgia Highway 138 Spur.

Major Collector Streets

Collector streets link neighborhoods to commercial districts and commuter traffic to secondary arterials. These streets are well traveled and are built to an urban standard. Collector streets are typically two- to four-lane facilities with an average daily traffic count between 7,500 and 15,000 vehicles. The following streets comprise Jonesboro's Major Collector Streets:

Fayetteville Road
North Avenue
North Main Street
South Main Street
McDonough Street
Smith Street
Stockbridge Road/Highway 138
Jodeco Road
Old Morrow Road, entire city portion

Attachment: Thoroughfare Plan (3818 : Adult Day Care - 7851 Old Morrow Road)

Attachment: Conditional Use - 7851 Old Morrow Road - Adult Day Care - Legal Notice August 2024 (3818 : Adult Day Care - 7851 Old Morrow

Legal Notice

Public Hearing will be held by the Mayor and Council of the City of Jonesboro at 6:00 P.M. on August 12, 2024, in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA, to consider a Conditional Use Permit Application for an adult day care by John H. Jones / JHJ Old Morrow LLC, property owner, and Rufina Noragbon, applicant, for property at 7851 Old Morrow Road (Parcel No. 12048B B002), Jonesboro, Georgia 30236. Item will first be discussed at the Work Session on August 5, 2024 at 6:00 P.M., also in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA 30236.

David Allen
Community Development Director

Publish 7/24/24

MEMORANDUM

To: Rufina Noragbon
110 Eagle Spring Drive
Stockbridge, Ga. 30281

From: David D. Allen
City of Jonesboro
1859 City Center Way
Jonesboro, GA 30236

Date: July 22, 2024

Re: Notification of Request for Conditional Use Permit – Adult Day Care; 7851 Old Morrow Road, Parcel No. 12048B B002

Dear Applicant,

This letter is to serve as notification that the City of Jonesboro has received your request for a conditional use permit for the above referenced property concerning the following:

- Adult Day Care

A Public Hearing has been scheduled for Monday, August 12, 2024 at 6:00 pm before the Jonesboro Mayor and City Council to consider the request as described above. A Work Session has been scheduled on the same item for Monday, August 5, 2024 at 6:00 pm. The meetings will both be conducted in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, Ga.
Should you have any questions regarding the decision, please do not hesitate to contact me at 770-478-3800 or at dallen@jonesboroga.com.

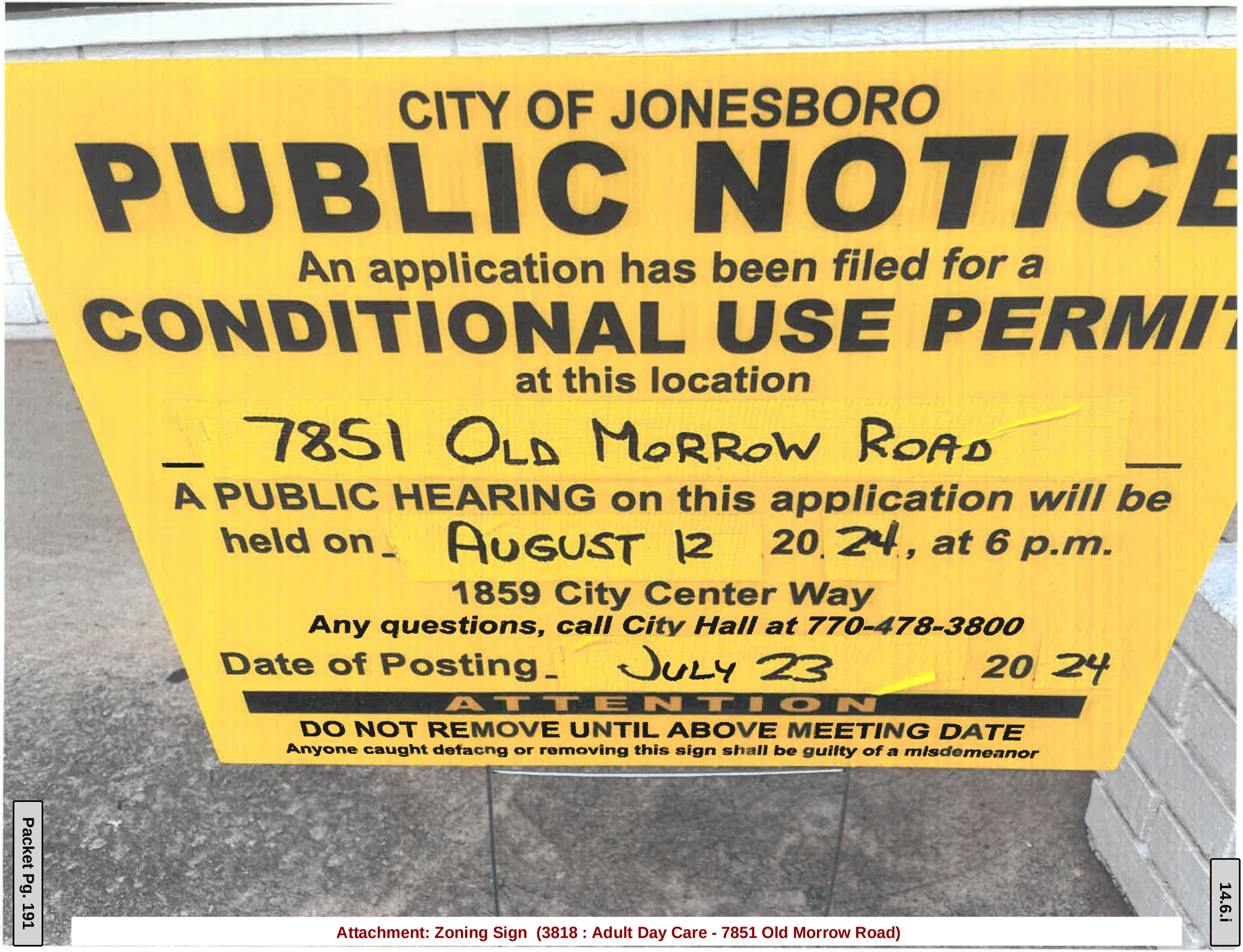
Sincerely,

David D. Allen
Community Development Director / Zoning Administrator

Attachment: Meeting Notice Letter (3818 : Adult Day Care - 7851 Old Morrow Road)



Attachment: Zoning Sign (3818 : Adult Day Care - 7851 Old Morrow Road)


CITY OF JONESBORO
PUBLIC NOTICE
An application has been filed for a
CONDITIONAL USE PERMIT
at this location
7851 Old Morrow Road
A PUBLIC HEARING on this application will be
held on August 12 2024, at 6 p.m.
1859 City Center Way
Any questions, call City Hall at 770-478-3800
Date of Posting July 23 2024
ATTENTION
DO NOT REMOVE UNTIL ABOVE MEETING DATE
Anyone caught defacng or removing this sign shall be guilty of a misdemeanor

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # 14.7

PUBLIC HEARING – 7

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Community Development Director Allen

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider Conditional Use Permit Application, 24-CU-013, for a smoke shop by CRS Center LLC, property owner, and Dawood Ghaleb, applicant, for property at 8025 Tara Boulevard (Parcel No. 13210D A005), Jonesboro, Georgia 30236.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
City Code Section 86-105 – C-2 Zoning Purpose and Standards; Article XVII Additional Conditional Uses

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*

Yes — Economic Development, Community Planning, Neighborhood and Business Revitalization

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Agency recommendation – **Denial of Conditional Use application;** Recently, the applicant put in a zoning verification for a retail smoke shop within the multi-suite Kroger shopping complex. The business would be located in the suite where the former Nut Café was located. The C-2 zoned commercial property has been the site of many businesses through the years. Per the current Table of Uses, the proposed use requires a conditional use permit, with the following minimum conditions:

Sec. 86-605. NAICS 453991 – Tobacco Stores, Cigar Shops, Vape Shops, CBD Stores, but not Cigar Lounge

The following conditions are assigned in the M-X, C-1, and C-2 districts:

(1) Establishments shall be limited to a maximum floor area of 2,000 square feet.

(2) No outdoor display or storage of merchandise or materials shall be permitted.

(3) All ATF requirements shall be met.

The reason the use now requires a conditional use permit is there has been a significant number of smoke shops and other stores with tobacco products approved in the past several years, throughout the City. How dense is too dense on certain uses? Does a more diverse blend of other commercial uses better benefit the City?

Though the suite the business would be located in does not exceed the 2000 square-foot size restriction, the following businesses already sell tobacco products in the immediate area:

Kroger, Buddy's Mart, CVS, Dollar General, Exotic Pleasures, and QT. Until it recently closed, there was a "Souf Side Smoke Shop" less than a mile from the Kroger shopping center.

Should the Mayor and Council choose to approve this application, the following minimum conditions shall be met:

1. **Any new signage must conform to the City Sign Ordinance.**
2. **All applicable requirements for tobacco and/or alcohol sales shall be met.**

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	**08/05/24 City Council PUBLIC HEARING REQUIRED Next: 08/12/24**
Signature	**City Clerk's Office**	

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Private Owner

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Zoning Info
- Site
- Conditional Use - 8025 Tara Blvd - Smoke Shop - Legal Notice August 2024
- Meeting Notice Letter
- Zoning Sign

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Denial

Pat Daniel

From: Dawood Ghaleb <noreply@jotform.com>
Sent: Wednesday, July 10, 2024 6:41 PM
To: David Allen; Maria Wetherington; Pat Daniel
Subject: Re: Jonesboro, GA: Zoning Verification Request - Dawood Ghaleb

Jonesboro, GA: Zoning Verification Request

Name of Applicant:	Dawood Ghaleb
Name of Business:	Chillax USA LLC
Property's Address:	Street Address: 8025 Tara blvd City: Jonesboro State / Province: georgia Postal / Zip Code: 30236
Email Address:	chillaxusallc@gmail.com
Phone: (Day)	(980) 310-4653
Phone: (Evening)	(980) 310-4653
Current Use of Property	Empty
Proposed Use of Property (Please provide in great detail the intended use of the property):	VAPE FINE CIGARS CIGARETTS TOBACCO
Applicant's Signature	Dawood Ghaleb
Date	07-10-2024

You can edit this submission and view all your submissions easily.

Ex. Zoning: C2 NAICS Code: 453991

Req. Zoning: MX, C1, C2 Condit. Use Req?: Yes

Conditional use permit required and must comply with Sec. 86-605.

1

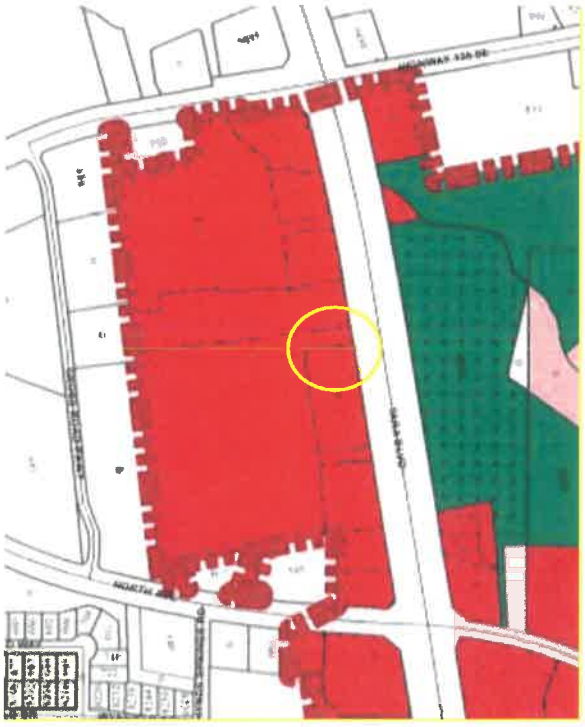
7/11/24

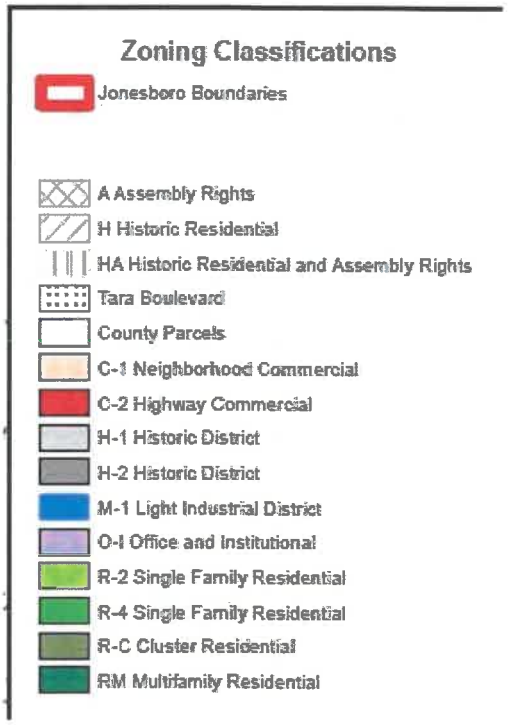
Attachment: Zoning Info (3819 : Smoke Shop - 8025 Tara Blvd)

Applicant – Dawood Ghaleb
Name of Business – Chillax USA LLC
Address - 8025 Tara Boulevard
Zoning District – C2 (June 2018 City Annexation)
NAICS - 453991
Proposed Use: Vape, Cigars, Cigarettes, Tobacco

Use is permitted "by right" in the district indicated = P
Use is permitted as a conditional use (section indicated) = C
Use is not permitted = N

NAICS Code	USES	R-2	R-4	R-C	CC M	RM	H-1	H-2	O&I	MX	C-1	C-2	M-1	Code Section
453991	Tobacco Stores, Cigar Shops, and Vape Shops CBD Stores, but not Cigar Lounge	N	N	N	N	N	N	N	N	C	C	C	N	Sec. 86-605; Sec. 86-118





Sec. 86-605. NAICS 453991 – Tobacco Stores, Cigar Shops, Vape Shops, CBD Stores, but not Cigar Lounge

The following conditions are assigned in the M-X, C-1, and C-2 districts:

(1) Establishments shall be limited to a maximum floor area of 2,000 square feet.

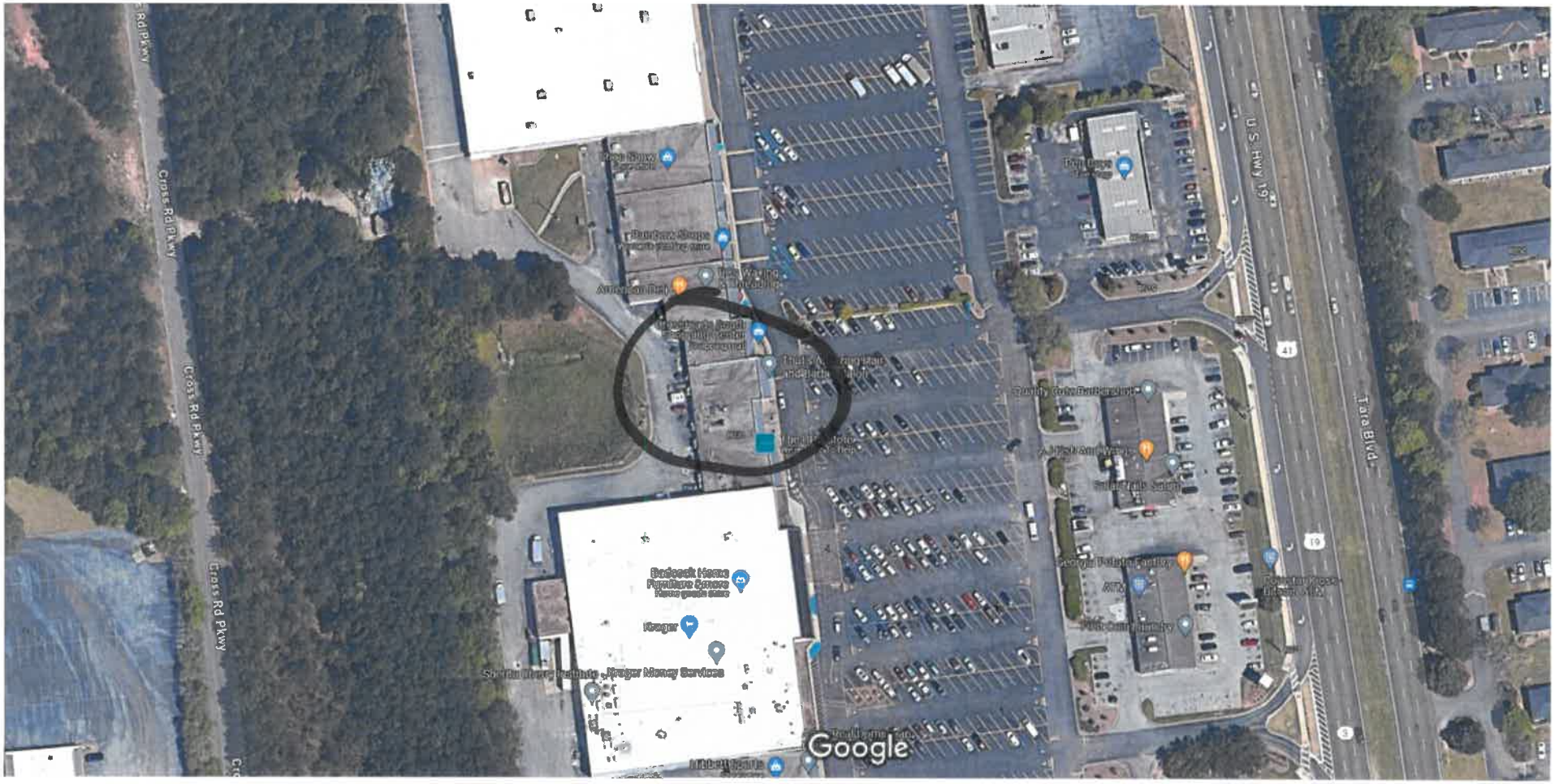
(2) No outdoor display or storage of merchandise or materials shall be permitted.

(3) All ATF requirements shall be met.

David D. Allen, Zoning Administrator / Community Development Director
July 11, 2024

Attachment: Zoning Info (3819 : Smoke Shop - 8025 Tara Blvd)

Google Maps



Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024 50 ft

Google Maps Jonesboro, Georgia



Image capture: Dec 2021 © 2024 Google



Legal Notice

Public Hearing will be held by the Mayor and Council of the City of Jonesboro at 6:00 P.M. on August 12, 2024, in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA, to consider a Conditional Use Permit Application for a smoke shop by CRS Center LLC, property owner, and Dawood Ghaleb, applicant, for property at 8025 Tara Boulevard (Parcel No. 13210D A005), Jonesboro, Georgia 30236. Item will first be discussed at the Work Session on August 5, 2024 at 6:00 P.M., also in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA 30236.

David Allen
Community Development Director

Publish 7/24/24

Attachment: Conditional Use - 8025 Tara Blvd - Smoke Shop - Legal Notice August 2024 (3819 : Smoke Shop - 8025 Tara Blvd)

MEMORANDUM

To: Dawood Ghaleb
Jonesboro, Ga. 30236

From: David D. Allen
City of Jonesboro
1859 City Center Way
Jonesboro, GA 30236

Date: July 23, 2024

Re: Notification of Request for Conditional Use Permit – Smoke Shop; 8025 Tara Boulevard, Parcel No. 13210D A005

Dear Applicant,

This letter is to serve as notification that the City of Jonesboro has received your request for a conditional use permit for the above referenced property concerning the following:

- Smoke Shop

A Public Hearing has been scheduled for Monday, August 12, 2024 at 6:00 pm before the Jonesboro Mayor and City Council to consider the request as described above. A Work Session has been scheduled on the same item for Monday, August 5, 2024 at 6:00 pm. The meetings will both be conducted in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, Ga.
Should you have any questions regarding the decision, please do not hesitate to contact me at 770-478-3800 or at dallen@jonesboroga.com.

Sincerely,

David D. Allen
Community Development Director / Zoning Administrator

Attachment: Meeting Notice Letter (3819 : Smoke Shop - 8025 Tara Blvd)



Attachment: Zoning Sign (3819 : Smoke Shop - 8025 Tara Blvd)


CITY OF JONESBORO
PUBLIC NOTICE
An application has been filed for a
CONDITIONAL USE PERMIT
at this location
8025 TARA BLVD.
A PUBLIC HEARING on this application will be held on AUGUST 12 2024, at 6 p.m.
1859 City Center Way
Any questions, call City Hall at 770-478-3800
Date of Posting JULY 23 2024
ATTENTION
DO NOT REMOVE UNTIL ABOVE MEETING DATE
Anyone caught defacng or removing this sign shall be guilty of a misdemeanor

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # 14.8

PUBLIC HEARING – 8

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Community Development Director Allen

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider Variance Application, 24-VAR-003, for development standards for an accessory building by David and Stephanie Garrison, property owners and applicants, for property at 125 North Lake Drive (Parcel No. 12048C B031), Jonesboro, Georgia 30236.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Section 86-98 R-4 Development Standards

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes — Community Planning, Neighborhood and Business Revitalization

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Agency recommendation – Approval, with conditions; Last month, the code enforcement director noticed an accessory building (garage) being built. It did not have a permit. I informed Mr. Garrison of the code requirements and he would need a setback variance for the garage, due to its location, for him to finish the structure.

Hello, Mr. Garrison,

After looking at the information you gave me, I have the following about the setbacks:

Property is zoned R-4.

(3) Minimum front yard: 25 feet

(4) Minimum side yard: 12 feet

(5) Minimum rear yard: 25 feet

Sec. 86-270. - Accessory buildings.

No accessory building shall exceed the height of the principal dwelling in any residential district, nor shall the combined total area of all accessory buildings on a lot exceed the larger of 800 square feet in area or 25 percent of the floor area of the principal dwelling. Calculation of floor area shall not include basement areas. All accessory buildings shall be set back a minimum of 100 percent of the front yard setback for the district; however, no accessory building other than a detached garage may be located between the principal dwelling and the public right-of-way. A minimum side yard and rear yard setback of five feet shall apply to accessory building located a distance greater than 20 feet from the principal dwelling; otherwise, the building setbacks for the principal dwelling shall apply to the accessory building.

All accessory structures established on the street side of a corner lot and located a distance equal to or less than the dimension of the required side yard for principal dwellings in the zoning district in which the lot is situated shall be screened through the installation of landscaping or stockade-type fence. Such screening shall comply with provisions of

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	**08/05/24 City Council PUBLIC HEARING REQUIRED Next: 08/12/24**
Signature	**City Clerk's Office**	

article XV of this chapter.

So, since you are only about 4 feet from the house with the garage, you would have to be 12 feet from the side property line. You are 9 feet 8 inches. This a 20% distance discrepancy. You could et an administrative variance without having to go to council if you had a 10% distance discrepancy or below. You will have to go in front of the council for the full variance, and the next available dates are August 5th and August 12th. Cost is $600 and is non-refundable if not approved.

Staff does not have a problem with approving the variance for the side setback being approved, as the distance is only about 1.5 feet above what could be approved with an administrative variance. The garage is about 600 square feet in size (complies with code) and should nicely complement the house. Otherwise, if the variance was not approved, it would have to be torn down. However, staff believes that the applicant should pay a penalty (double the permit fee) for not getting the building permitted prior to starting construction. The building also needs to be adequately inspected.

The other issue involves the new driveway that was poured to the garage, which is in addtion to the existing driveway on the far left of the property.

Sec. 86-400. - Proximity of driveways.
Vehicular ingress and egress to any property shall be limited to a maximum of one driveway for any property having a frontage of less than 200 feet on any one street. Additional driveways for properties having a frontage in excess of 200 feet may be permitted upon a finding by the city manager that public safety and convenience will not be substantially impaired.

Property frontage is 105 feet. However, in the absence of a city manager, staff does not believe the extra driveway poses a threat to public safety.

Sec. 86-399. - Maximum driveway width.
Driveway separations. The minimum distance between a private driveway serving one single-family dwelling and a street intersection shall be 20 feet; this minimum distance shall be 50 feet for all other uses. Minimum distance between private driveways serving single-family dwellings along a street right-of-way shall be ten feet; this minimum distance shall be 40 feet for all other uses.

The distance between the new driveway and the neighbor's existing driveway is approximately 13 feet.

The Mayor and Council need to decide on the suitability of the new driveway.

Staff recommends approval of the side setback variance for the garage with the following minimum conditions.

1. **Building must be fully inspected before use.**
2. **Double the normal permit fee will be assessed.**
3. **Building is to be used for storage only, and not as a living quarters.**

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Private Owner

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Property Pictures
- Variance - 125 North Lake Drive - Legal Notice August 2024
- Zoning Sign
- Meeting Notice Letter

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Approval, with Conditions



DAVID GARRISON Good Carpentry IMPROVEMENTS

125 N. LAKE DR
JONESBORO GA. 30236

404-707-8228

R-4

SIGN: 12'

urway CARPENTRY @ gMAIL . COM

Attachment: Property Pictures (3820 : 125 North Lake Drive - Variance)

125 N. Lake Dr

Measurement from House to Garage

4' 10"



Mail body:

DAVID GARRISON
Good CARPENTRY IMPROVEMENT

MEASURMENT FROM GARAGE
TO Property Line Right
Side of GARAGE
9' 8"



Google Maps 125 N Lake Dr



Image capture: Jan 2022 © 2024 Google



Google Maps 228 N Lake Dr



Image capture: Jan 2022 © 2024 Google











Legal Notice

Public Hearing will be held by the Mayor and Council of the City of Jonesboro at 6:00 P.M. on August 12, 2024, in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA, to consider a Variance Application for development standards for an accessory building by David and Stephanie Garrison, property owners and applicants, for property at 125 North Lake Drive (Parcel No. 12048C B031), Jonesboro, Georgia 30236. Item will first be discussed at the Work Session on August 5, 2024 at 6:00 P.M., also in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA 30236.

David Allen
Community Development Director

Publish 7/24/24

Attachment: Variance - 125 North Lake Drive - Legal Notice August 2024 (3820 : 125 North Lake Drive - Variance)


PUBLIC NOTICE
VARIANCE


CITY OF JONESBORO
PUBLIC NOTICE
An application has been filed for a
VARIANCE
at this location
125 North Lake Drive
A PUBLIC HEARING on this application will be
held on August 12 2024, at 6 p.m.
1859 City Center Way
Any questions, call City Hall at 770-478-3800
Date of Posting July 23 2024
ATTENTION
DO NOT REMOVE UNTIL ABOVE MEETING DATE
Anyone caught defacng or removing this sign shall be guilty of a misdemeanor

MEMORANDUM

To: David and Stephanie Garrison
125 North Lake Drive
Jonesboro, Ga. 30236

From: David D. Allen
City of Jonesboro
1859 City Center Way
Jonesboro, GA 30236

Date: July 24, 2024

Re: Notification of Request for Variance – Building Setback; 125 North Lake Drive, Parcel No. 12048C B031

Dear Applicant,

This letter is to serve as notification that the City of Jonesboro has received your request for a variance for the above referenced property concerning the following:

- Building Setback

A Public Hearing has been scheduled for Monday, August 12, 2024 at 6:00 pm before the Jonesboro Mayor and City Council to consider the request as described above. A Work Session has been scheduled on the same item for Monday, August 5, 2024 at 6:00 pm. The meetings will both be conducted in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, Ga.
Should you have any questions regarding the decision, please do not hesitate to contact me at 770-478-3800 or at dallen@jonesboroga.com.

Sincerely,

David D. Allen
Community Development Director / Zoning Administrator

Attachment: Meeting Notice Letter (3820 : 125 North Lake Drive - Variance)

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # 14.9

PUBLIC HEARING – 9

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Community Development Director Allen

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider Variance Application, 24-VAR-004, for development standards for an accessory building by JA Siding SVC LLC / Jose A. Osorio, property owner, and Donna Edwards / Jose Osorio, applicants, for property at 0 Rogers Avenue / Lot 13 (Parcel No. 13209C B002), Jonesboro, Georgia 30236.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Article IX Supplemental Regulations, Sec. 86-265, 86-270

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes — Community Planning, Neighborhood and Business Revitalization

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Agency recommendation – Denial; Back in 2022, I was asked about putting a large storage building behind the commercial building at 286 North Main Street. The owner of this property also owns the small vacant parcel behind 286 North Main, which fronts Rogers Avenue, a residential street. My response was as follows:

I have reviewed the accessory building information provided.

Sec. 86-270 is the only Code section which addresses accessory buildings.

Sec. 86-270. - Accessory buildings.

No accessory building shall exceed the height of the principal dwelling in any residential district, nor shall the combined total area of all accessory buildings on a lot exceed the larger of 800 square feet in area or 25 percent of the floor area of the principal dwelling. Calculation of floor area shall not include basement areas. All accessory buildings shall be set back a minimum of 100 percent of the front yard setback for the district; however, no accessory building other than a detached garage may be located between the principal dwelling and the public right-of-way. A minimum side yard and rear yard setback of five feet shall apply to accessory building located a distance greater than 20 feet from the principal dwelling; otherwise, the building setbacks for the principal dwelling shall apply to the accessory building.

All accessory structures established on the street side of a corner lot and located a distance equal to or less than the dimension of the required side yard for principal dwellings in the zoning district in which the lot is situated shall be screened through the installation of landscaping or stockade-type fence. Such screening shall comply with provisions of article XV of this chapter.

The exterior finishes and color of all accessory structures shall be identical to the exterior finish and color of the principal dwelling on which the accessory structures are located. For brick construction, only the characteristics of the trim work shall apply to the accessory buildings.

No accessory structure shall be located upon a lot until construction of the principal building has been completed and a certificate of occupancy has been issued.

No plumbing beyond a wash sink shall be permitted in an accessory structure

The size of your main building is 2382 square feet x 25% = 596 square feet; So, the largest the pole barn could be is 800

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	**08/05/24 City Council PUBLIC HEARING REQUIRED Next: 08/12/24**
Signature	**City Clerk's Office**	

square feet. It is currently listed at 6500 square feet. Too large.

Also, if the accessory building is located less than 20 feet from the main building (which this one would be), you would need to be at least 35 feet from the rear property line. There is not enough room in the back to accomplish this.

For the building proposed, you would need a variance approved by the City Council for size and setbacks.

A few months ago, I received another request for the same size accessory building, with some construction plans. The plans show the accessory building mostly on the Rogers Avenue parcel, taking up most of the parcel. It would be used for storage of siding material and supplies. This was my response:

So, there are several issues going on that need to be untangled.

Reviewing my past correspondence on this from 2022, I was clear then that a variance for building size and setbacks needed to be approved first, before the building was ordered. That still applies.

Second, per the zoning verification in 2019, I stated that it was approved for an administrative office only, with no large construction vehicles or equipment to be parked at property and no construction supplies to be stored at the property. What else would the large pole barn be used for except for storage of equipment and supplies? Also, a photo of your Rogers Avenue parcel already shows construction supplies being stored there.

The survey is really the third issue, not the first. It was good that you did the survey, because it points out that the existing overhang is encroaching over the property line, and that there is clearly not enough room for the pole barn (if approved) and the required setbacks for the pole barn. This could be solved with getting rid of the line between the two lots, but that creates another issue – a double frontage lot. How long has the driveway off of Rogers Avenue been there?

(k) Double frontage lots. Double frontage or "through" lots should be avoided except where essential to provide separation of residential development from arterials or overcome specific disadvantages of topography or orientation. Double frontage lots with frontage on a major arterial street shall have additional depth in order to allow space for a minimum 25 feet screen planting along the lot line abutting the major arterial street. Only one frontage may provide access; secondary access is prohibited.

Staff believes that approval of this variance would be detrimental to the public welfare, particularly those citizens living on Rogers Avenue. The proposed accessory building is too large and would be used for the wrong reasons. Outdoor storage yards are only allowed in C-2 and M-1 zoning, not the C-1 zoning of 286 North Main Street or the R-4 zoning of Rogers Avenue. The city is looking to clean up several properties along Pharr Avenue and Rogers Avenue. This large storage building would not help the cause.

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

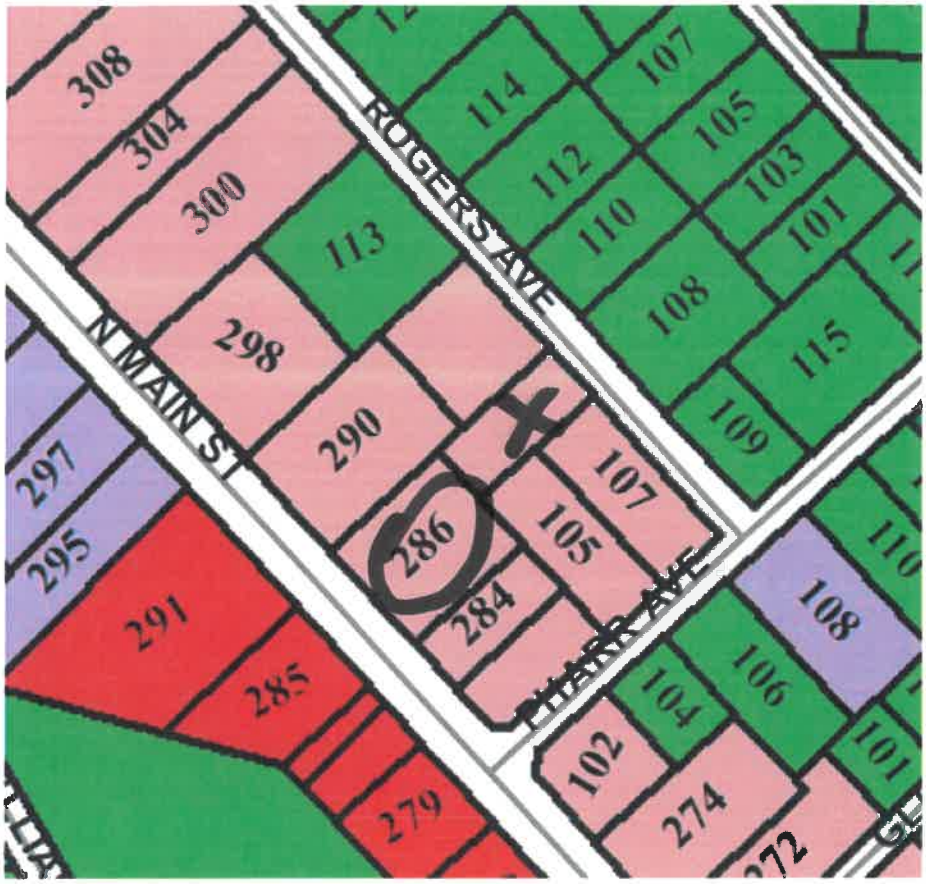
Private Owner

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

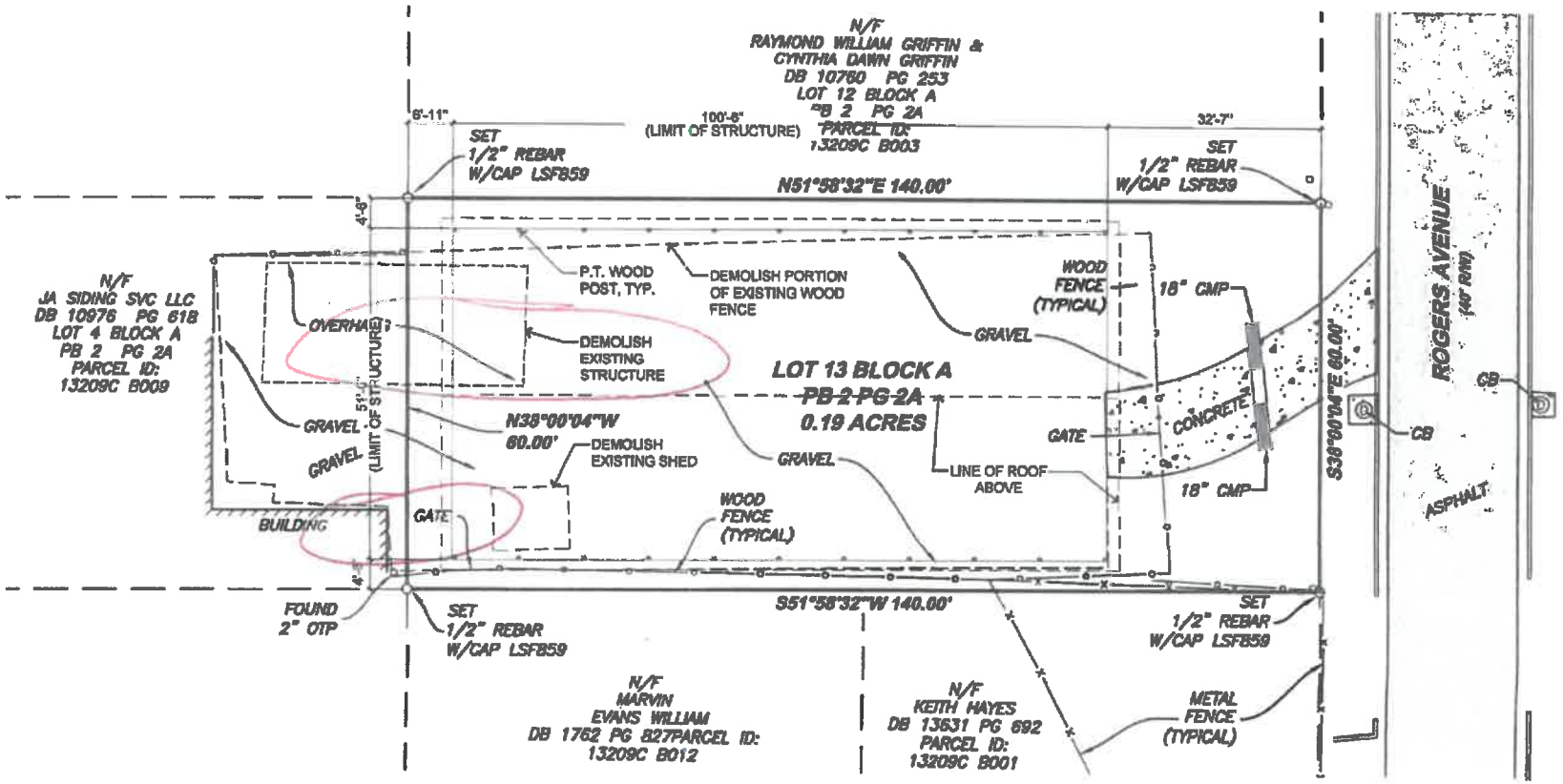
- Parcels
- Site Pictures
- Correspondence
- Variance - 0 Rogers Avenue - Legal Notice August 2024
- Zoning Sign
- Meeting Notice Letter

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Denial



Attachment: Parcels (3821 : 0 Rogers Avenue - Variance)



ARCHITECTURAL SITE PLAN SCALE 1/8"= 1'-0" 1

B A R

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

ARCHITECTURAL SITE PLAN

JA SIDING SVC LLC

No.	Description	Date

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Project Number
Date 05/22/2024
Drawn By B.A.R.
Checked By C.E.B.

A0.1

Issued For Permit

Google Maps



Imagery ©2024 Airbus, Map data ©2024 20 ft


RESERVED
PARKING
ONLY





Google Maps 108 Rogers Ave



Image capture: Jan 2022 © 2024 Google







Sec. 86-270. - Accessory buildings.

No accessory building shall exceed the height of the principal dwelling in any residential district, nor shall the combined total area of all accessory buildings on a lot exceed the larger of 800 square feet in area or 25 percent of the floor area of the principal dwelling. Calculation of floor area shall not include basement areas. All accessory buildings shall be set back a minimum of 100 percent of the front yard setback for the district, however no accessory building other than a detached garage may be located between the principal dwelling and the public right-of-way. A minimum side yard and rear yard setback of five feet shall apply to accessory building located a distance greater than 20 feet from the principal dwelling; otherwise the building setbacks for the principal dwelling shall apply to the accessory building.

All accessory structures established on the street side of a corner lot and located a distance equal to or less than the dimension of the required side yard for principal dwellings in the zoning district in which the lot is situated shall be screened through the installation of landscaping or stockade-type fence. Such screening shall comply with provisions of article XV of this chapter.

The exterior finishes and color of all accessory structures shall be identical to the exterior finish and color of the principal dwelling on which the accessory structures are located. For brick construction, only the characteristics of the trimwork shall apply to the accessory buildings

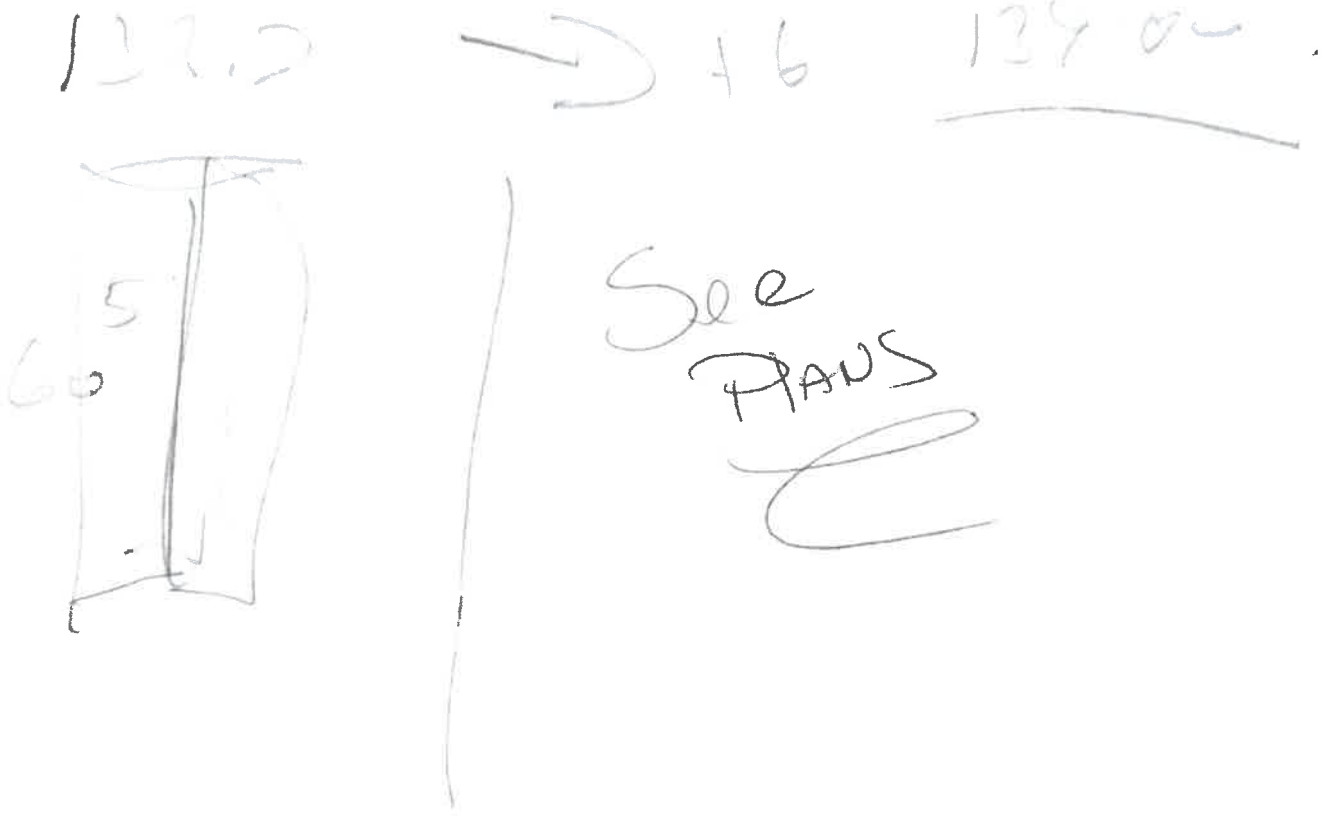
No accessory structure shall be located upon a lot until construction of the principal building has been completed and a certificate of occupancy has been issued

No plumbing beyond a wash sink shall be permitted in an accessory structure

The number of individual structures accessory to a residential use shall be controlled by the following schedule.

Lot Size	Number of Structures
Up to 1 acre	1
Above 1 acre	2

NOTE: This schedule provides for the indicated number of structures and one detached garage.



Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

David Allen

From: David Allen
Sent: Tuesday, May 28, 2024 10:11 AM
To: 'Robles properties'
Subject: 286 North Main St. - Lot 13 Rogers Avenue
Attachments: Pole Barn.pdf

So, there are several issues going on that need to be untangled.

Reviewing my past correspondence on this from 2022, I was clear then that a variance for building size and setbacks needed **to be approved first, before the building was ordered. That still applies.**

Second, per the zoning verification in 2019, I stated that it was approved for an administrative office only, with no large construction vehicles or equipment to be parked at property and no construction supplies to be stored at the property. **What else would the large pole barn be used for except for storage of equipment and supplies? Also, a photo of your Rogers Avenue parcel already shows construction supplies being stored there.**

The survey is really the third issue, not the first. It was good that you did the survey, because it points out that the existing overhang is encroaching over the property line, and that there is clearly not enough room for the pole barn (if approved) and the required setbacks for the pole barn. This could be solved with getting rid of the line between the two lots, but that creates another issue – a double frontage lot. How long has the driveway off of Rogers Avenue been there?

(k) Double frontage lots. Double frontage or "through" lots should be avoided except where essential to provide separation of residential development from arterials or overcome specific disadvantages of topography or orientation. Double frontage lots with frontage on a major arterial street shall have additional depth in order to allow space for a minimum 25 feet screen planting along the lot line abutting the major arterial street. Only one frontage may provide access; secondary access is prohibited.

From: Robles properties <roblesproperties76@gmail.com>
Sent: Friday, May 24, 2024 2:15 PM
To: David Allen <dallen@jonesboroga.com>
Subject: Re: Fwd:

will you take it in from=nt of the city or what do i do?

On Fri, May 24, 2024 at 1:49 PM David Allen <dallen@jonesboroga.com> wrote:

See my comments at the bottom of the email. I will take another look at the lot situation, but there was an issue with size as well.

The size of your main building is 2382 square feet x 25% = 596 square feet; So, the largest the pole barn could be is 800 square feet. It is currently listed at 6500 square feet. Too large.

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

Also, if the accessory building is located less than 20 feet from the main building (which this one would be), you would need to be at least 35 feet from the rear property line. There is not enough room in the back to accomplish this.

For the building proposed, you would need a variance approved by the City Council for size and setbacks

From: Robles properties <roblesproperties76@gmail.com>
Sent: Friday, May 24, 2024 1:46 PM
To: David Allen <dallen@jonesboroga.com>
Subject: Re: Fwd:

poll barn

On Wed, Sep 7, 2022 at 4:25 PM David Allen <dallen@jonesboroga.com> wrote:

I have reviewed the accessory building information provided.

Sec. 86-270 is the only Code section which addresses accessory buildings.

Sec. 86-270. - Accessory buildings.

No accessory building shall exceed the height of the principal dwelling in any residential district, nor shall the combined total area of all accessory buildings on a lot exceed the larger of 800 square feet in area or 25 percent of the floor area of the principal dwelling. Calculation of floor area shall not include basement areas. All accessory buildings shall be set back a minimum of 100 percent of the front yard setback for the district; however, no accessory building other than a detached garage may be located between the principal dwelling and the public right-of-way. A minimum side yard and rear yard setback of five feet shall apply to accessory building located a distance greater than 20 feet from the principal dwelling; otherwise, the building setbacks for the principal dwelling shall apply to the accessory building.

All accessory structures established on the street side of a corner lot and located a distance equal to or less than the dimension of the required side yard for principal dwellings in the zoning district in which the lot is situated shall be screened through the installation of landscaping or stockade-type fence. Such screening shall comply with provisions of article XV of this chapter.

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

The exterior finishes and color of all accessory structures shall be identical to the exterior finish and color of the principal dwelling on which the accessory structures are located. For brick construction, only the characteristics of the trim work shall apply to the accessory buildings.

No accessory structure shall be located upon a lot until construction of the principal building has been completed and a certificate of occupancy has been issued.

No plumbing beyond a wash sink shall be permitted in an accessory structure.

The number of individual structures accessory to a residential use shall be controlled by the following schedule:

EXPAND

Lot Size	*Number of Structures*
Up to 1 acre	*1*
Above 1 acre	*2*

NOTE: This schedule provides for the indicated number of structures and one detached garage.

The size of your main building is 2382 square feet x 25% = 596 square feet; So, the largest the pole barn could be is 800 square feet. It is currently listed at 6500 square feet. Too large.

Also, if the accessory building is located less than 20 feet from the main building (which this one would be), you would need to be at least 35 feet from the rear property line. There is not enough room in the back to accomplish this.

For the building proposed, you would need a variance approved by the City Council for size and setbacks.

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

From: Robles properties <roblesproperties76@gmail.com>
Sent: Wednesday, September 7, 2022 2:29 PM
To: David Allen <dallen@jonesboroga.com>
Subject: Fwd:

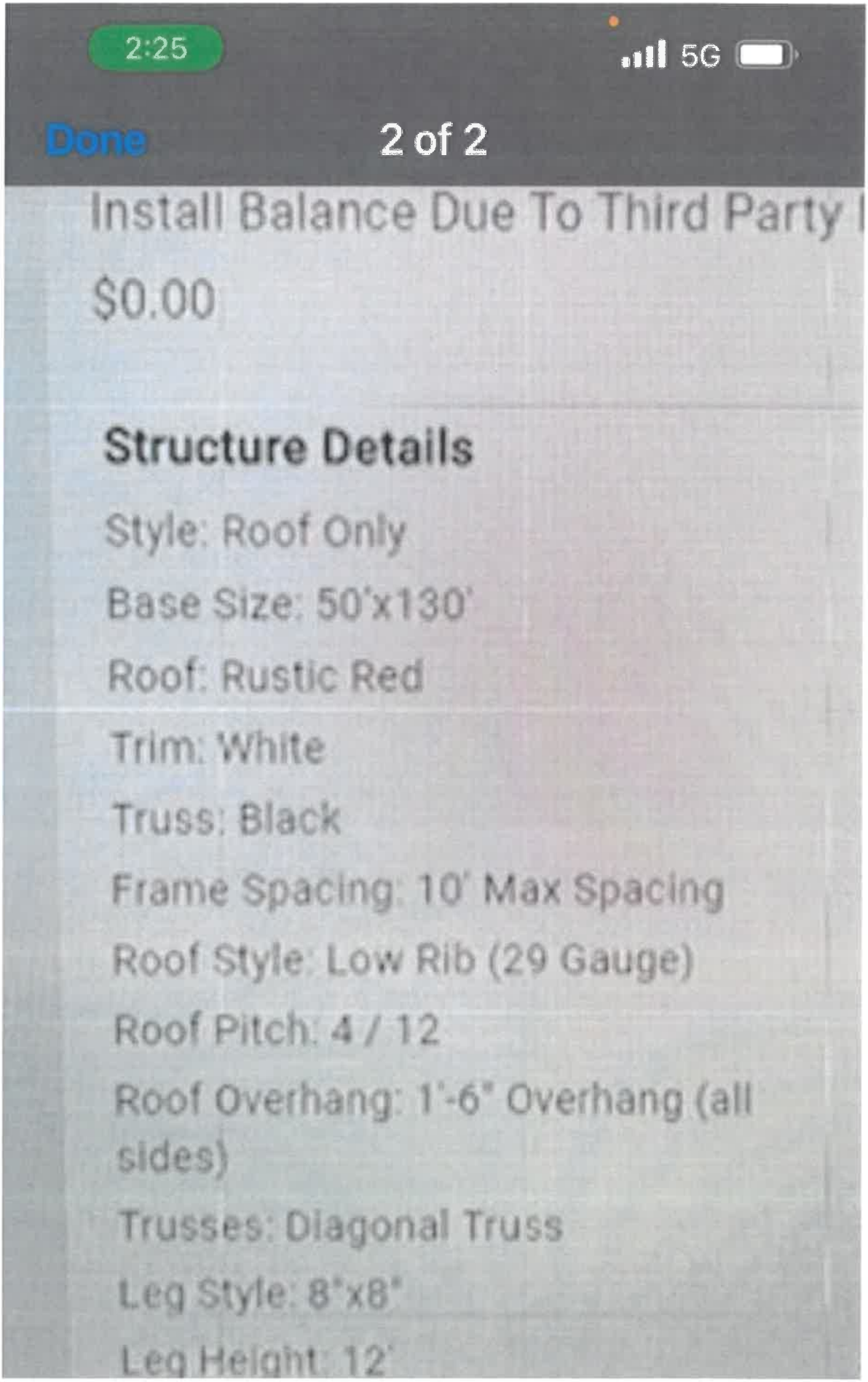
THIS IS THE MEASUREMENTS FOR THE POLL BARN.

PLEASE LET ME KNOW WHAT YOU THINK

DONNA EDWARDS

---------- Forwarded message ---------
From: **Donna Edwards** <hardinautosalesdonna@gmail.com>
Date: Wed, Sep 7, 2022 at 2:27 PM
Subject:
To: <roblesproperties76@gmail.com>

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)



Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

--

Robles Properties

286 North Main Street

Jonesboro, GA 30236

678-519-0163

--

Robles Properties

286 North Main Street

Jonesboro, GA 30236

678-519-0163

--

Robles Properties
286 North Main Street
Jonesboro, GA 30236
678-519-0163

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

Google Maps 108 Rogers Ave



Image capture: Jan 2022 © 2024 Google

Swint's Feed &

https://www.google.com/maps/@33.5348626,-84.3575249,3a,75y,217.31h,90.92t/data=!3m8!1e1!3m4!1s!2m!1e!2m!1e!3m!1e!3m!1e!3

2851

CITY OF JONESBORO
124 North Avenue
Jonesboro, Georgia 30236
City Hall: (770) 478-3800
Fax: (770) 478-3775
www.jonesboroga.com

Mari

ZONING VERIFICATION REQUEST

Important Notice:

BEFORE leasing, purchasing, or otherwise committing to a property you are STRONGLY ADVISED to confirm that the zoning and physical layout of the building and site are appropriate for the business use intended and will comply with the City's Zoning Ordinance. This includes having a clear understanding of any code restrictions, limitations or architectural guidelines that may impact your operation and any building and site modifications that may be necessary to open your business. This document does not authorize a business to conduct business without an Occupational Tax Certificate. This could result in closure and/or ticketing.

Applicant's Information

Name of Applicant: Jose Osorio

Name of Business: JA siding SVC llc

Property's Address: 286 N main Street Jonesboro GA 30236

Email Address: Jasiding120@gmail.com

Phone: (Day): 678-545-3075 (Evening): 404-304-9352

Property Information

Current Use of Property: Vacant

Proposed Use of Property (Please provide in great detail the intended use of the property):
book keeping, Payroll 1 To 2 People
No Clients To Property

Applicant's Signature 7-26-19 Date

FOR OFFICE USE ONLY:

Current Zoning: C-1 **NAICS Code:** 5412

Required Zoning: C-1 **Conditional Use Needed?** ____ Yes or ✓ No

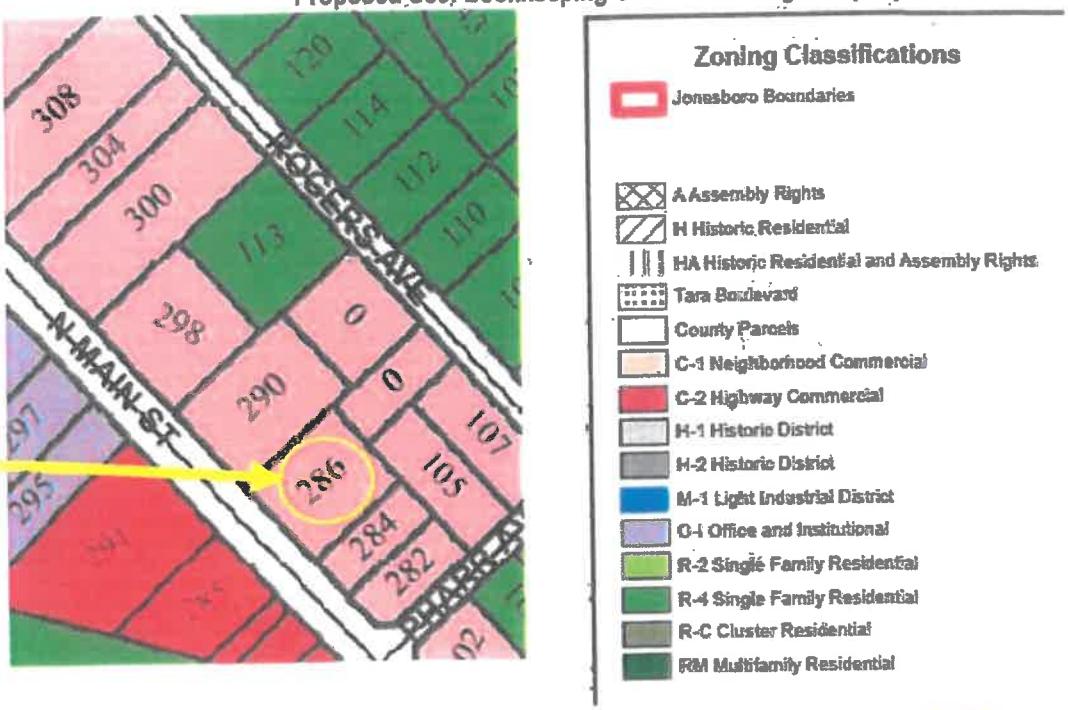
☒ **APPROVED** ☐ **DENIED**

Comments: No Large Construction Vehicles or Equipment To Be Parked At Property; No Construction Supplies To Be Stored At Property

Zoning Official Signature 7/29/19 Date

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

Applicant – Jose Osorio
Name of Business – JA Siding SVC, LLC
Address - 286 North Main Street
Zoning District – C1
NAICS: 5412
Proposed Use; Bookkeeping Office for Siding Company



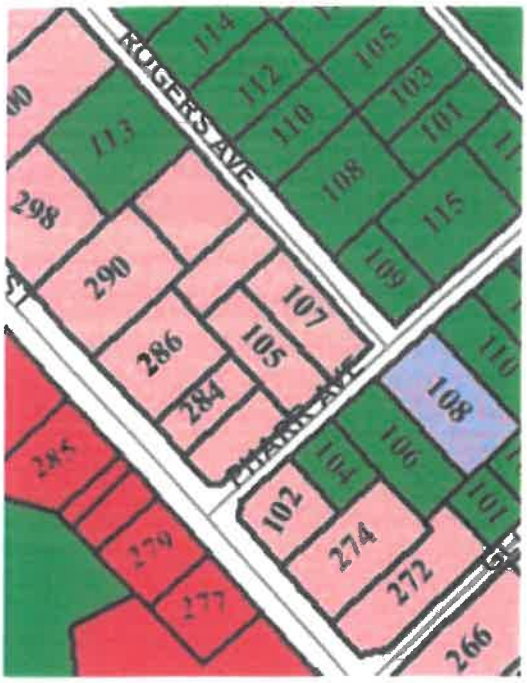
NAICS Code	USES	R-2	R-4	R-C	R-A	RM	H-1	H-2	O&I	MX	C-1	C-2	M-1	Code Section
5412	Accounting, Tax Preparation, Bookkeeping, and Payroll Services	N	N	N	N	N	P	P	P	P	P	P	N	

Use is permitted "by right" in the district indicated = P; Use is permitted as a conditional use (section indicated) = C
Use is not permitted = N

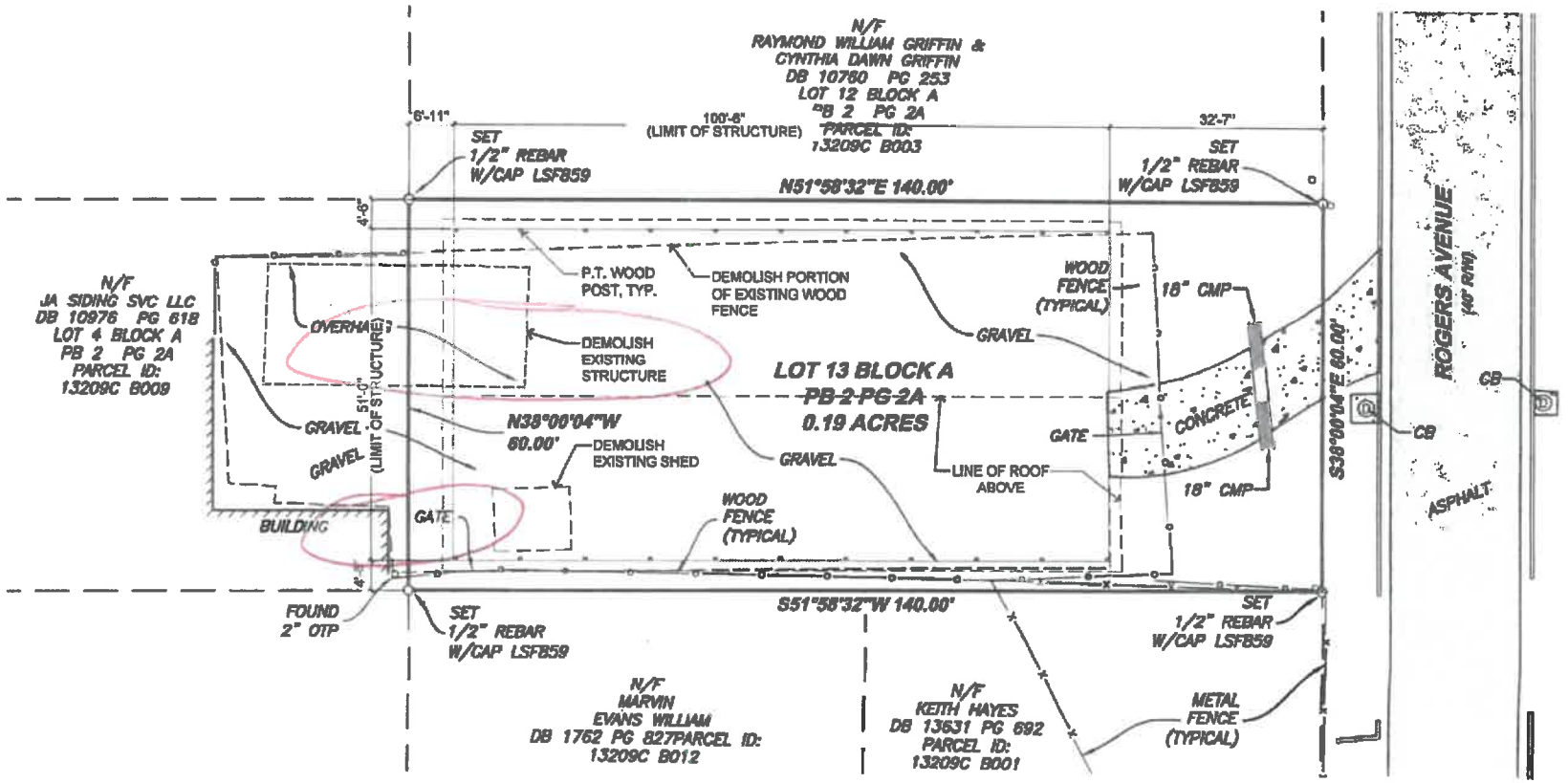
**No large construction vehicles or equipment to be parked at property; no construction supplies to be stored at property.

David D. Allen, Community Development Director
July 29, 2019

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)



Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)



ARCHITECTURAL SITE PLAN SCALE 1/8"= 1'-0" 1

B A R

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

ARCHITECTURAL SITE PLAN

JA SIDING SVC LLC

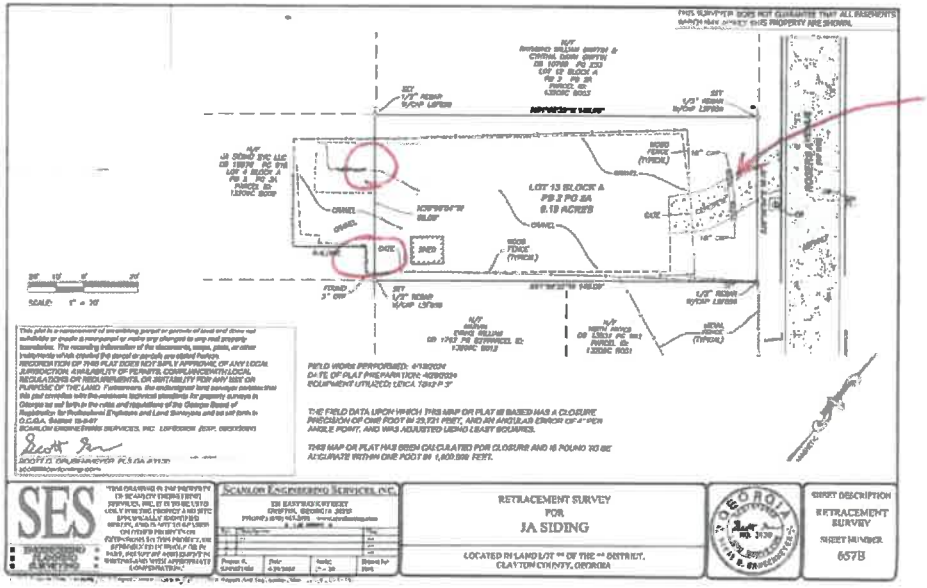
No.	Description	Date

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Project Number	
Date	05/22/2024
Drawn By	B.A.R.
Checked By	C.E.B.

A0.1

Issued For Permit



B A R

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

EXISTING SITE SURVEY

JA SIDING SVC LLC

No.	Description	Date

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Project Number
Date 05/22/2024
Drawn By B.A.R.
Checked By C.E.B.

S1.0

Issued For Permit

Sec. 44-120. - Design requirements for lots.

(a) *Natural features and assets.* In the subdividing of land, due regard shall be shown for all natural features, such as tree growth, watercourses, historic sites or similar conditions which, if preserved, will add attractiveness to the proposed development and ensure safety from hazards.

(b) *Access and minimum lot* frontage. Each lot shall have access to a public street and a minimum of 50 feet of lot frontage on a public street; provided, however, that the local governing body may permit one or more lots to be accessed by private streets, as more fully specified in article IV of these regulations; provided further, that in the case of a lot accessed by a circular cul-de-sac, the minimum lot frontage may be reduced to 30 feet.

(c) *Adequate buildable area required.* Land subject to flooding, improper drainage or erosion, or that is unsuitable for residential or other use for topographical or other reasons, shall not be platted for residential use nor for any other use that will continue or increase the danger to health, safety, or of property destruction, unless the hazards can be and are corrected. Each lot shall contain an adequate building site not subject to flooding and outside the limits of any existing easements or building setback lines required by the local governing body.

(d) *Lot remnants not permitted.* All remands of lots below any required minimum lot size that may be remaining upon subdividing of a larger tract must be added to adjacent lots, rather than allowed to remain as unusable parcels. The city manager may permit a lot remnant for a specific purpose such as open space or a detention pond, provided that access and design are in accordance with city standards and the lot remnant is restricted to specific non-building use.

(e) *Service areas.* Commercial and industrial lots shall be adequate to provide service areas and off-street parking suitable to the use intended.

(f) *Lot area.* The minimum lot area shall not be less than that established by the zoning district in which the lot is located.

(g) *Lot width.* No portion of a lot shall be narrower than 45 feet, with the exception of cul-de-sac lots) nor shall any lot have a lot width less than that established by the zoning district in which the lot is located.

(h) *Flag lots.* No lot shall be approved which constitutes a flag lot.

(i) *Side lot lines.* Insofar as practical, side lot lines shall be at right angles to straight street lines or radial to curved street lines.

(j) *Corner lots.* Corner lots shall have adequate width to meet the front building setback requirements from all rights-of-way. One of the street frontages shall be designated as the front yard, the yard opposite the designated front yard shall become the rear yard, and the yard opposite the remaining street frontage shall become the side yard. The resulting setbacks (two front, one rear, one side) shall meet the applicable setback requirements.

(k) Double frontage *lots.* Double frontage or "through" lots should be avoided except where essential to provide separation of residential development from arterials or overcome specific disadvantages of topography or orientation. Double frontage lots with frontage on a major arterial street shall have additional depth in order to allow space for a minimum 25 feet screen planting along the lot line abutting the major arterial street. Only one frontage may provide access; secondary access is prohibited.

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

Sec. 86-77. - Determination of zoning district boundaries.

The boundaries of the zoning districts as shown on the official zoning map shall be determined on the basis of legal descriptions or boundary surveys associated with approved zoning applications or, lacking such legal descriptions or surveys, on the basis of the location of the boundaries depicted on the official zoning map.

All property located in the city limits is assigned a zoning district as indicated on the official zoning map, and no property shall be used except in accordance with the zoning district designations on the zoning map and the provisions of this chapter. Where uncertainty exists with respect to the boundaries of any zoning district shown on the official zoning map, the following rules shall apply:

Where a zoning district boundary is shown as approximately following the centerline of a street, alley, or public right-of-way; land lot line; corporate limit line; railroad right-of-way; militia district line; or a property boundary; or such lines extended, then such lines shall be construed to be the zoning district boundary.

Where a zoning district boundary is shown as being set back from a public street or a railroad right-of-way, and approximately parallel thereto, then such zoning district boundary shall be construed as being the noted distance, or in the absence of such a note, the scaled distance from the centerline of the public street or railroad right-of-way and as being parallel thereto.

Where a zoning district boundary divides a lot, the location of the line shall be the noted distance, or in the absence of such a note, the scaled distance from the lot lines. In such instances, and where the lot was held in single ownership at the time of passage of this chapter, the city manager may approve application of the standards and provisions of the zoning district in which the greater portion of the lot is located to the remaining portion of the lot; however, such application shall not encompass any part of such a lot that lies more than 35 feet beyond the zoning district boundary.

Where a double-frontage or through lot fronting on two different streets is divided by a zoning district boundary approximately paralleling the two streets, the standards and provisions of the zoning districts controlling development along each respective street on which the frontage of the lot is located shall apply to that portion of the lot so divided.

Where a zoning district boundary remains in doubt in particular instances following application of the above rules, the mayor and council shall determine the location of the district boundary.

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

David Allen

From: David Allen
Sent: Friday, May 24, 2024 1:50 PM
To: 'Robles properties'
Subject: RE: Fwd:

See my comments at the bottom of the email. I will take another look at the lot situation, but there was an issue with size as well.

The size of your main building is 2382 square feet x 25% = 596 square feet; So, the largest the pole barn could be is 800 square feet. It is currently listed at 6500 square feet. Too large.

Also, if the accessory building is located less than 20 feet from the main building (which this one would be), you would need to be at least 35 feet from the rear property line. There is not enough room in the back to accomplish this.

For the building proposed, you would need a variance approved by the City Council for size and setbacks

From: Robles properties <roblesproperties76@gmail.com>
Sent: Friday, May 24, 2024 1:46 PM
To: David Allen <dallen@jonesboroga.com>
Subject: Re: Fwd:

poll barn

On Wed, Sep 7, 2022 at 4:25 PM David Allen <dallen@jonesboroga.com> wrote:

I have reviewed the accessory building information provided.

Sec. 86-270 is the only Code section which addresses accessory buildings.

Sec. 86-270. - Accessory buildings.

No accessory building shall exceed the height of the principal dwelling in any residential district, nor shall the combined total area of all accessory buildings on a lot exceed the larger of 800 square feet in area or 25 percent of the floor area of the principal dwelling. Calculation of floor area shall not include basement areas. All accessory buildings shall be set back a minimum of 100 percent of the front yard setback for the district; however, no accessory building other than a detached garage may be located between the principal dwelling and the public right-of-way. A minimum side yard and rear yard setback of five feet shall apply to accessory building located a distance greater than 20 feet from the principal

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

Pole Barn Structure

0 Rogers Avenue - Lot 13, Jonesboro, GA 30236
Clayton County

BUILDING PERMIT #:

project description

This project consist of the construction of a 5,000 square Pole Barn Structure. The scope of work shall include new construction consisting of concrete footings, pressure treated wood post & metal roofing construction, in addition, this work includes new electrical systems.

project contacts

Owner:
Jay Davis
JA SIDING SVC LLC
405 Trails CT
Stockbridge, GA 30281
Phone: 404.304 9152

Contractor:
C & C Remodeling
207 Northridge Drive
Stockbridge, GA 30281
Phone: 404.447.8126

Architect, RA - Architect of Record:
Charles E. Bythewood
CEB Architects +
383 Chapman lane
Stone Mountain, GA 30088
Phone: 404.399.3471
Email: bythewood@aol.com

Architectural Designer:
Bernard A. Roebuck
BAR
4470 Bradstone Trace NW,
Lilburn, GA 30047
Phone: 678.349.7840
Email: bernard.roebuck@yahoo.com

drawing index

A0.0 Cover Sheet
S1.0 Existing Site Survey
A0.1 Architectural Site Plan

A1.0 Floor / Footing Plan
A1.1 Roof & Roof Framing Plans
A2.0 Building Elevations
A3.0 Building Section & Details

abbreviations

A.F.F. : ABOVE FINISHED FLOOR
ALUM.: ALUMINUM
A.P.C.: ARCHITECTURAL PRECAST CONCRETE
BD.: BOARD
BLDG.: BUILDING
B.O.: BOTTOM OF
C.B.: CATCH BASIN
CLG.: CEILING
C.L.: COLUMN LINE
COL.: COLUMN
CONC.: CONCRETE
CONT.: CONTINUOUS
CONTR.: CONTRACTOR
D.S.: DOWN SPOUT
DIM.: DIMENSION
D.I.: DROP INLET
DN: DOWN
DWG.: DRAWING
EA.: EACH
E.C.: ELECTRICAL CONTRACTOR
E.I.F.S.: EXTERIOR INSULATED FINISH SYSTEM
EL.: ELEVATION
ELEC.: ELECTRICAL
E.O.S.: EDGE OF SLAB
EQ.: EQUAL
EXIST.: EXISTING
EXP.: EXPANSION
F.D.: FLOOR DRAIN
F.E.: FIRE EXTINGUISHER
F.F.E.: FINISH FLOOR ELEVATION
F.J.T.: FALSE JOINT
FL: FLOOR
F.O.: FRAME OF OPENING
F.O.M.: FACE OF MASONRY
FT.: FEET
GA: GAUGE
G.B.: GRAB BAR
G.C.: GENERAL CONTRACTOR
G.F.R.C.: GLASS FIBER REINFORCED CONCRETE
GL.: GLASS
G.W.B.: GYPSUM WALLBOARD
GYP. BD.: GYPSUM BOARD
H.C.D.: HOLLOW CORE WOOD DOOR
H.M.: HOLLOW METAL FRAME
HT: HEIGHT
JT: JOINT
INCL.: INCANDESCENT
INSUL.: INSULATION
MAX.: MAXIMUM
MISC.: MISCELLANEOUS
M.O.: MASONRY OPENING
M.R.: MOISTURE RESISTANT
MECH.: MECHANICAL
N.H.C.: NO HAND CEILING
N.I.C.: NOT IN CONTRACT
NT.S.: NOT TO SCALE
O.C.: ON CENTER
P.E.J.: PREMOLDED EXPANSION JOINT
OPP. HAND.: OPPOSITE HAND
PT: PRESSURE TREATED
R.A.: RETURN AIR LIKE DIFFUSER
R.A.G.: RETURN AIR GRILLE
R.D.: ROOF DRAIN
REF: REFERENCE
R.O.: ROUGH OPENING
R.F.C.: REFER TO CIVIL DRAWINGS
R.E.E.: REFER TO ELECTRICAL DRAWINGS
R.L.A.: REFER TO LANDSCAPE DRAWINGS
R.M.H.: REFER TO MECHANICAL DRAWINGS
R.T.P.: REFER TO PLUMBING DRAWINGS
R.S.E.: REFER TO STRUCTURAL DRAWINGS
S.A.: SUPPLY AIR DIFFUSER
S.C.W.: SOLID CORE WOOD DOOR
SH.: SHELVES
SIM.: SIMILAR
STL.: STEEL
STRUCT.: STRUCTURAL
SUSP.: SUSPENDED
TH.: THRESHOLD
T.O.: TOP OF
TYP.: TYPICAL
U.N.O.: UNLESS NOTED OTHERWISE
V.C.T.: VINYL COMPOSITION TILE
V.I.F.: VERIFY IN FIELD
W/: WITH
W.D.: WOOD
WPM: WATERPROOFING MEMBRANE

symbols

ELEVATION MARK
ELEV 0'

SECTION REFERENCE
DRAWING NUMBER
SHEET NUMBER

ELEVATION REFERENCE
DRAWING NUMBER
SHEET NUMBER

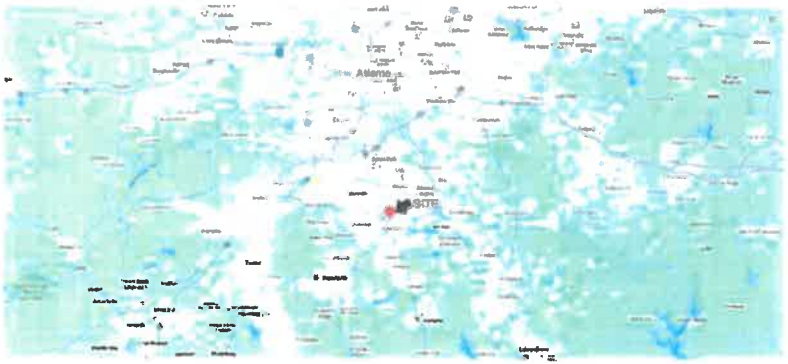
DETAIL REFERENCE
DRAWING NUMBER
SHEET NUMBER

WALL TYPE

DOOR LABEL

SITE LABEL

vicinity map



building codes

This project shall be constructed in accordance to the following codes:

- International Building Code, 2018 Edition, with Georgia Amendments (2020, 2022)
- International Residential Code, 2018 Edition, with Georgia Amendments (2020)
- International Fire Code 2018 Edition, with current Georgia Amendments
- International Plumbing Code 2018 Edition, with Georgia Amendments (2020, 2022, 2023)
- International Mechanical Code 2018 Edition, with Georgia Amendments (2020)
- International Fuel Gas Code 2018 Edition, with Georgia Amendments (2019, 2022)
- National Electrical Code 2020 Edition, with Georgia Amendment in (2021)
- International Energy Conservation Code, 2015 Edition, with Georgia Supplements and Amendment (2020, 2022, 2023)
- Accessibility Requirements: Georgia Accessibility Code 120-3-20.1 /Requirements of Section 208 ADA Standards for accessible design.
- National Fire Protection Association current edition of NFPA Codes and Standards as adopted by and modified by the state Fire Marshal.
- Georgia Safety Fire Law codes and regulations of safety fire convalescent for state minimum fire safety standards. Chapter 120-3-3, January 1, 2020, O.C.G.A. Title 25 (State Fire Law), O.C.G.A. Title 30 (Access to and use of public facilities by persons with disabilities)

general project notes

1. It is the responsibility of the general contractor to field verify all dimensions and conditions prior to and during construction.
2. General contractor shall provide temporary fire extinguishers during construction and permanent fire extinguishers as required by codes and specifications
3. Where required fire alarm design shall be submitted by license fire sprinkler contractor under category NFPA 13R.
4. Contractor is responsible for all temporary shoring during construction and permanent shoring.
5. The contractor is responsible to inform the owner of and coordinate all required testing as per chapter 17 (special inspections) of IBC.
6. All wall and ceiling finishes shall be class A, per 2018 NFPA Chapter 10.
7. Provide fire extinguishers in each unit per 2022 NFPA 10
8. Provide knox box near swing side requirements on all doors
9. No keyed locks are permitted on egress side of exterior exit doors
10. Contractor is responsible for providing shop drawings and submittals for review by Architect and Owner
11. Contractor to field verify all dimensions prior to ordering for all major systems and trades. Contractor acknowledges responsibility for all that work performed without pre-installation meeting with Architect, Project Manager/or Owner.

SCOPE OF WORK:
1. Clean all required labor and materials to complete project.

GENERAL NOTES:
1. All work shall be in accordance with local, state, and any prevailing code or regulation in force.
2. All work shall be executed in a neat and workman like manner. The Contractor shall be responsible for keeping the project clean and free of potential hazards.
3. The Contractor shall field verify dimensions and existing conditions prior to and for the duration of the work. The Contractor shall report any findings or issues preventing the progress of work to the Owner and Architect in a timely manner.
4. The Contractor shall be responsible for the designing and installing of any shoring or temporary bracing required during the project.
5. Changes or modifications from the approved plans must be made in writing and signed by both Owner and Contractor.
6. If inspectors not provided in these drawings does not constitute basis for a change order. Any and all questions concerning the project must be presented as an official request for information (RFI). Any issues with contract drawings not handled via the RFI process are not the responsibility of the Owner or Architect.
7. Contract documents represent the on site project goal and design intent, the Contractor and it's agents are ultimately responsible for first of material and labor estimates, as well as means and methods.
8. Owner and Architect are not responsible for cost associated with fabricated errors, to include steel detailing and other shop drawing production errors.

SITE WORK:
1. Care shall be taken to protect the site, existing vegetation, existing trees, and other elements of the property. The site area effected shall be returned to the condition prior to beginning the work.
2. Footings shall be clean-cut to the proper size width, level, and bear. The Contractor shall verify soil bearing capacity and modify footings as necessary.

CONCRETE:
1. See Structural drawings for detail information on concrete.
2. Concrete shall be installed within the guidelines of industry standards and should be protected against freezing, rapid drying or improper curing.
3. Contractor must carry a contingency equal to 10% of the overall cost of concrete labor and materials on the project budget

MASONRY:
1. Install masonry in accordance with Structural Drawings
2. Areas with exposed CMU shall be built with solid load of debris. Mortar joints shall be struck evenly and consistently, with no debris or superabundance.
3. Exposed CMU walls shall be sealed against moisture infiltration. Use clear sealer in areas where block maintains natural finish

STEEL:
1. Contractor must carry a contingency equal to 10% of the overall cost of steel labor and materials (tonnage) on the project in the project budget.
2. All approved steelwork must follow AISC guidelines.

METAL STUD FRAMING:
1. Contractor must carry a contingency equal to 10% of the cost all cost of metal stud labor and materials including drywall on the project in the project budget.

THERMAL AND MOISTURE PROTECTION:
1. Wall and roof insulation shall be glass fiber blanket fabric or polyisocyanurate foam board insulation with R values that meet or exceed what is required by local building code
2. HVAC ducts, water supply and sewer lines shall be insulated to protect from freezing.

FINISHES:
1. All gypsum wall board in the project must be installed on proper area and wall framing.
2. Finished concrete shall be machine troweled.
3. See interior design drawings and specifications for more information.
4. All fire ratings to meet or exceed the Council of America standards handbook.
5. Contractor to provide on the completion of all finish carpentry touch up/ for approval prior to full installation.

SPECIALTIES:
1. Provide shelving for attaching all accessories.

PLUMBING:
1. All plumbing work shall be in accordance with prevailing codes.
2. All supply and waste water shall be CPVC pipe and fittings, unless specified otherwise.
3. Plumbing fixtures as pictured in drawing represent the "basis of design" for estimating purposes. Owner and Architect reserves the right to select other fixtures. These changes do not represent as a change to the contract for the purposes of a change order

MECHANICAL:
1. All work shall be installed in accordance with prevailing codes

ELECTRICAL:
1. All work shall be installed accordance with prevailing codes.
2. The Contractor shall provide all wiring, switches, outlets and other devices required to complete the project.
3. The Contractor and Electrician shall verify the size and location of the electrical service.
4. Verify specific outlet, switch, light types and light locations with Owner.
5. Contractor shall provide design/build shop drawings as required by building official

code review

General Information:
1. Construction Type: C - Vacant Commercial Land
2. Number of Stories: One
3. Total Square Footage:
   Main Floor Level: 5,000 sf (Gravel Pad)
4. Occupancy Classification: S - Commercial
5. Interior Finishes Cost: N/A

Fire Protection Requirements:
N/A

Fire Sprinklers:
N/A

NFPA 101 - Life Safety Code:
1. Occupancy: S - Commercial
2. Minimum Fire Rating:
   Vertical Openings - N/A
   Corridors (Exception 1) - N/A
   Occupancy separations - N/A
3. Maximum Travel Distance Allowed Per 39.2.4.7(1): 200 ft
   Maximum Travel Distance Proposed: 50 ft
4. Minimum Corridor Width Allowed Per NFPA 101.39.2.4.4: 44 inches
   Number Exits Provided: N/A
5. Minimum Interior Finishes:
   Floors: N/A
   Walls: B-C
6. Number of Full-washroom Fixtures: N/A

No.	Description	Date

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Project Number

Date 05/22/2024

Drawn By B.A.R.

Checked By C.E.B.

A0.0

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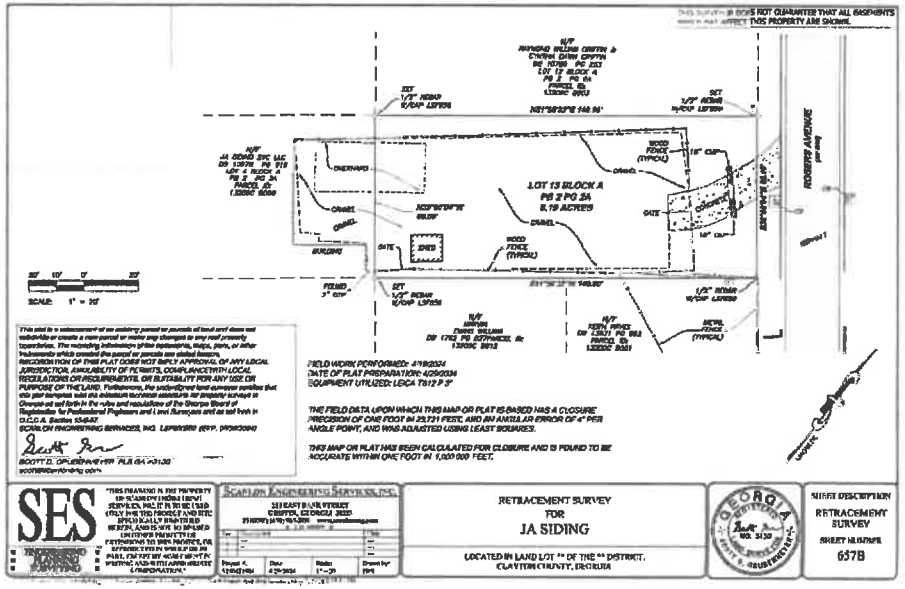
B A R
Architecture - construction management - planning
4470 Bradstone Trace NW (678)349-7840
Lilburn, Georgia 30047

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

COVER SHEET

JA SIDING SVC LLC

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)



B A R

4478 Braselton Trace NW (678)549-7848
Lilburn, Georgia 30047

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

EXISTING SITE SURVEY

JA SIDING SVC LLC

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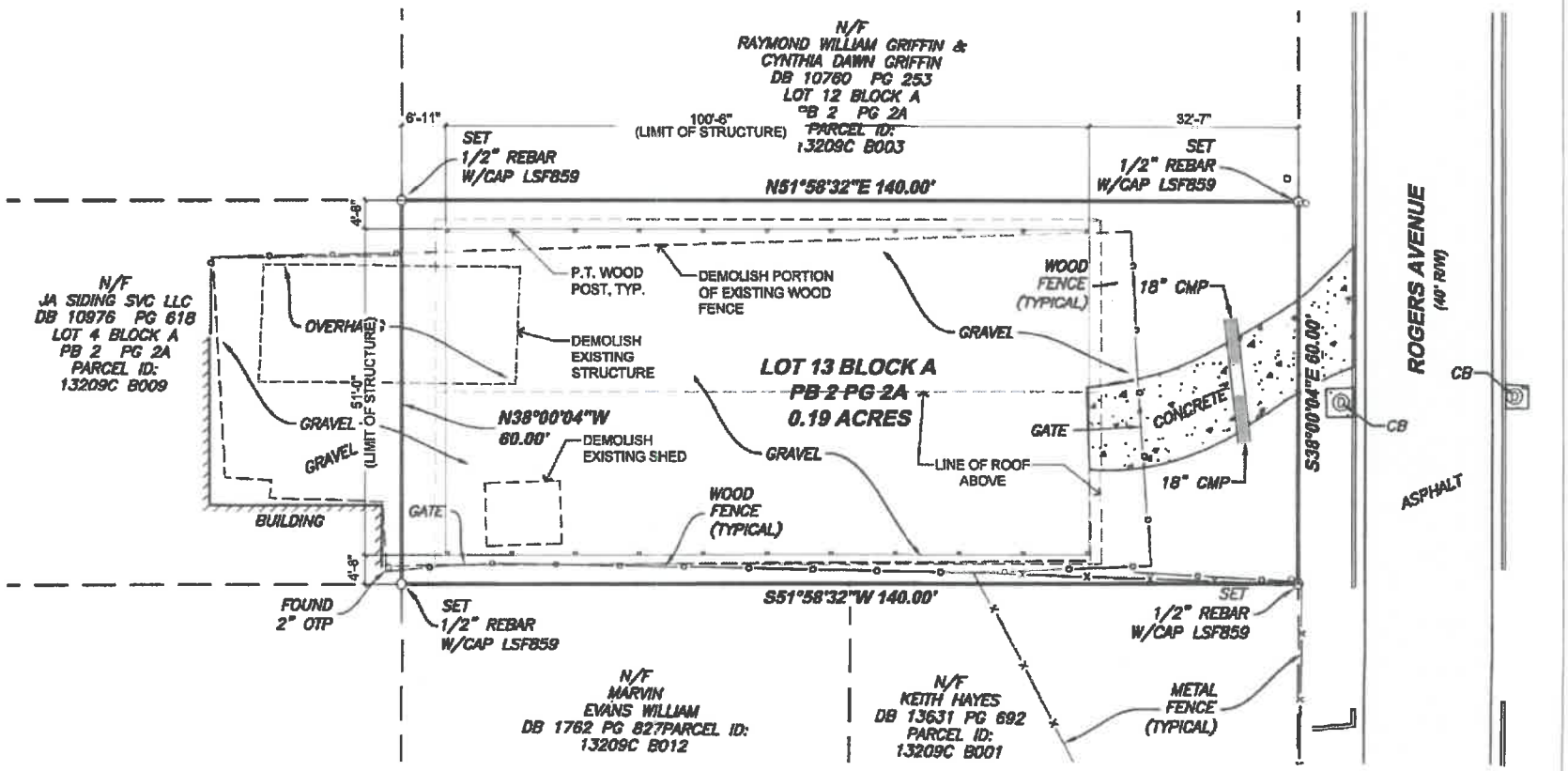
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Drawn By B.A.R.

Checked By C.E.B.

S1.0

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ARCHITECTURAL SITE PLAN SCALE 1/8"= 1'-0" 1

B A R

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

ARCHITECTURAL SITE PLAN

JA SIDING SVC LLC

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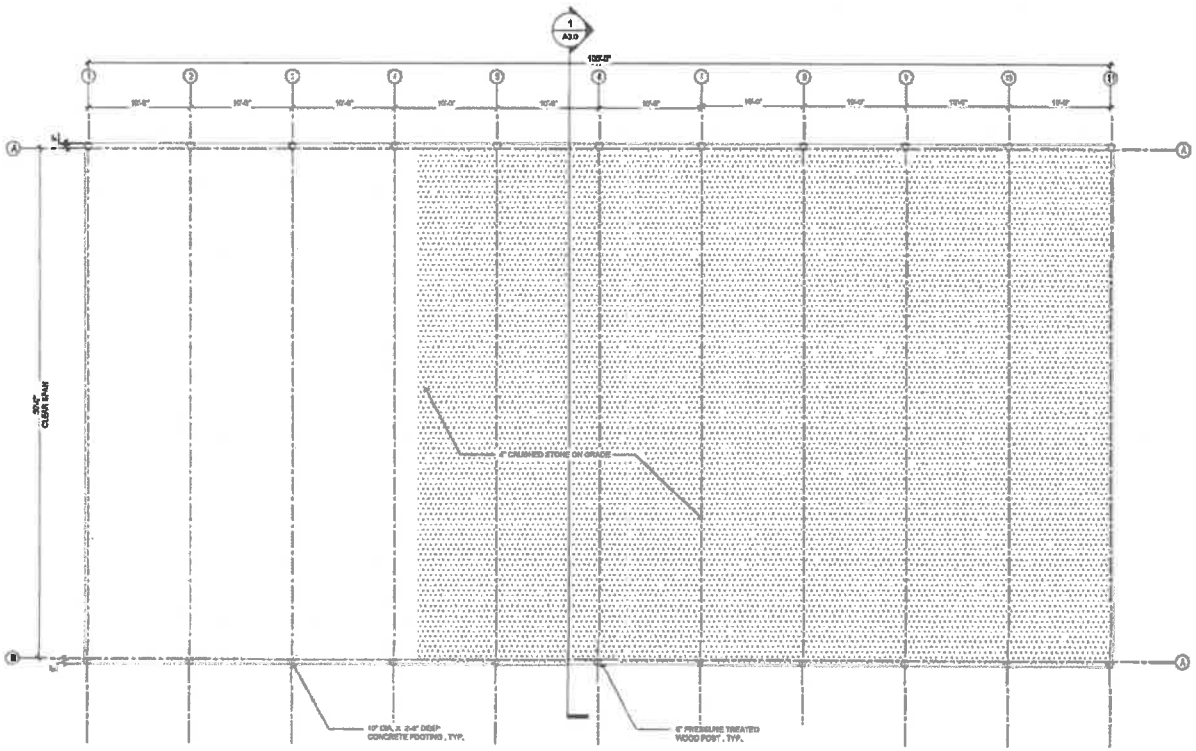
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GENERAL SHEET NOTES

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6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]



FLOOR / FOOTING PLAN SCALE 3/16"= 1'-0" 1

B A R
4570 Rockbridge Trace NW (678)548-7640
Lilburn, Georgia 30047

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

NEW ADDITION FOUNDATION PLAN & DETAILS

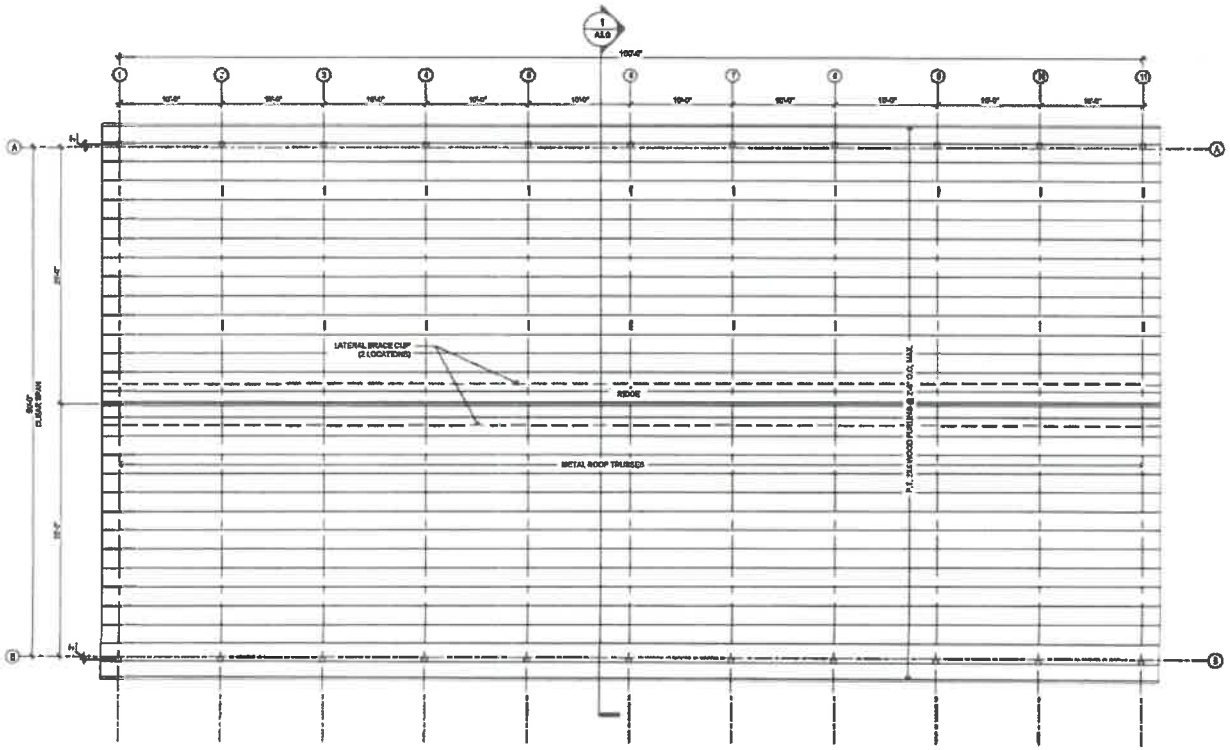
JA SIDING SVC LLC

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A1.0
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ROOF FRAMING PLAN

SCALE 3/16" = 1'-0"

1

B A R

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

ROOF FRAMING PLAN

JA SIDING SVC LLC

No.	Description	Date

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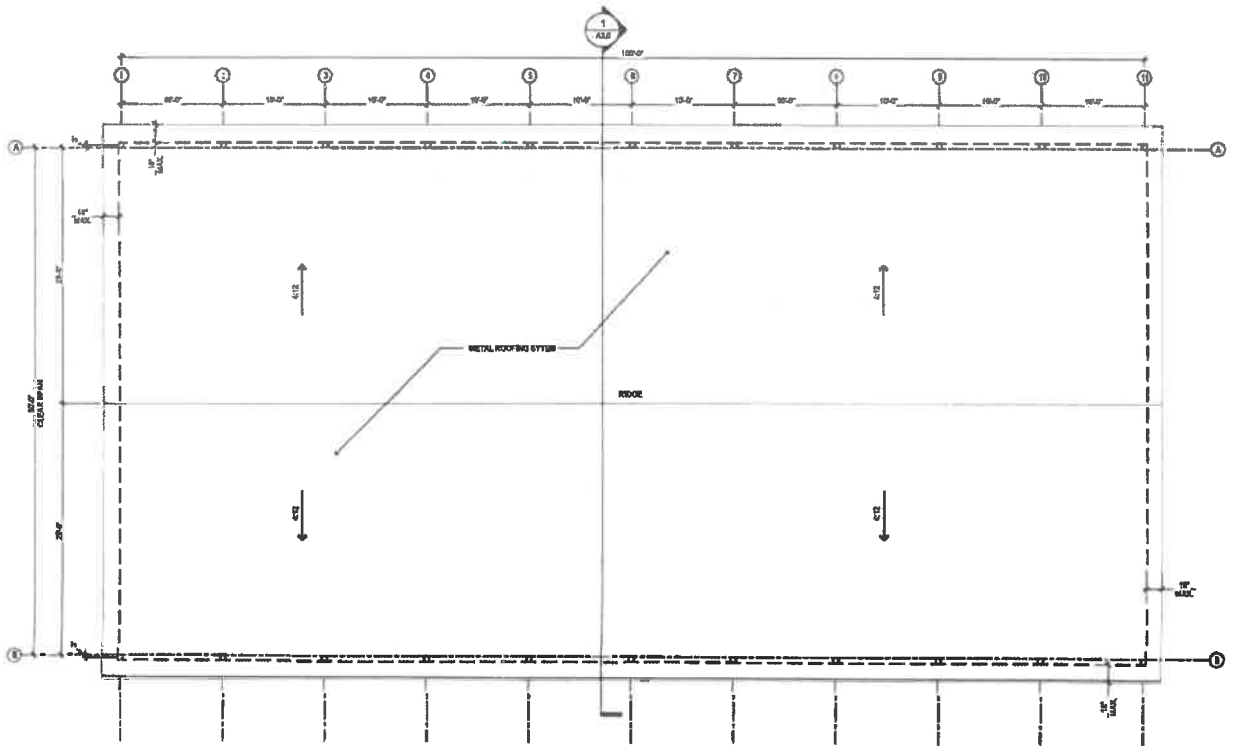
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A1.1

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ROOF PLAN SCALE 3/16"= 1'-0" 1

B A R
architecture construction management planning
3670 Braselton Hwy NW (678)545-7849
Lilburn, Georgia 30047

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

ROOF PLAN

JA SIDING SVC LLC

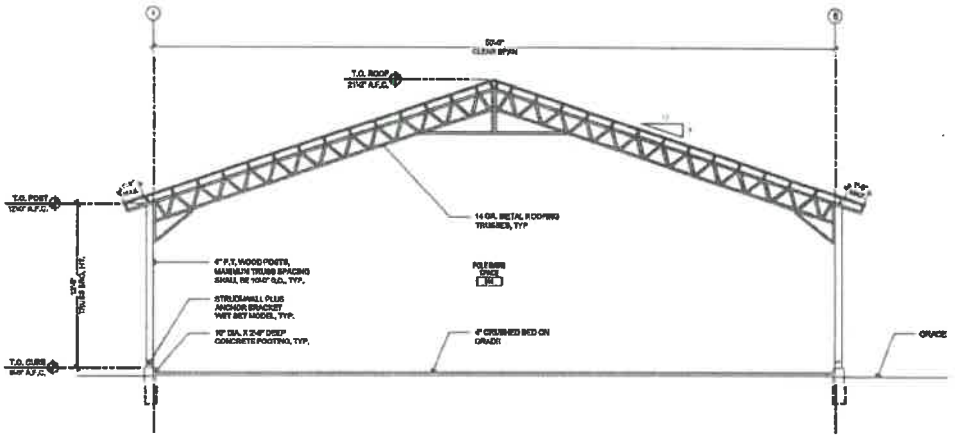
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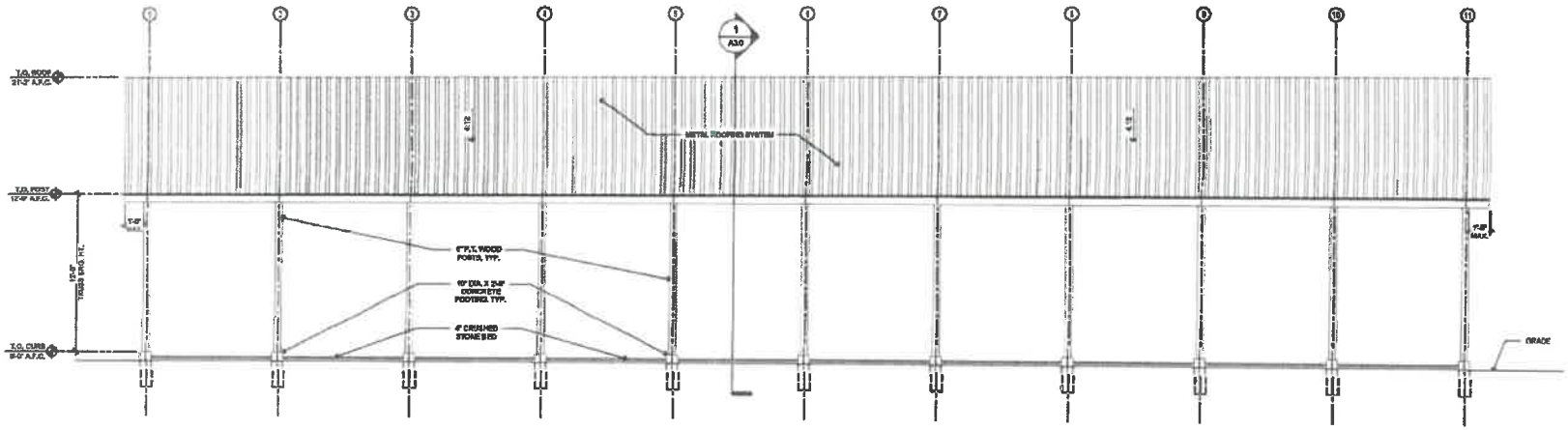
Project Number	
Date	05/22/2024
Drawn By	B.A.R.
Checked By	C.E.B.

A1.2

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FRONT & REAR ELEVATIONS, SIMILAR — SCALE 1/4"= 1'-0" — 1



RIGHT & LEFT SIDE ELEVATIONS, SIMILAR — SCALE 1/4"= 1'-0" — 2

B A R

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30238

BUILDING ELEVATIONS

JA SIDING SVC LLC

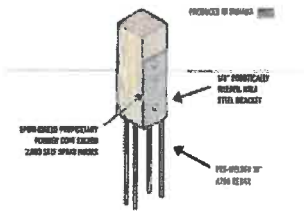
No.	Description	Date

THIS DRAWING AND ASSOCIATED DOCUMENTS ARE THE EXCLUSIVE PROPERTY OF BAR AND ARE NOT TO BE REPRODUCED OR COPIED IN WHOLE OR IN PART, EXCEPT AS REQUIRED FOR THE STATED PROJECT. THEY ARE ONLY TO BE USED FOR THIS PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN AND ARE NOT TO BE USED ON ANY OTHER PROJECT WITHOUT WRITTEN CONSENT OF BAR. SCALES AS NOTED ON THIS DRAWING ARE VALID ON THE ORIGINAL DRAWING ONLY. THE DIMENSIONS OF WHICH ARE 24 x 36 INCHES.

Project Number	
Date	05/22/2024
Drawn By	B.A.R.
Checked By	C.E.B.

A2.0

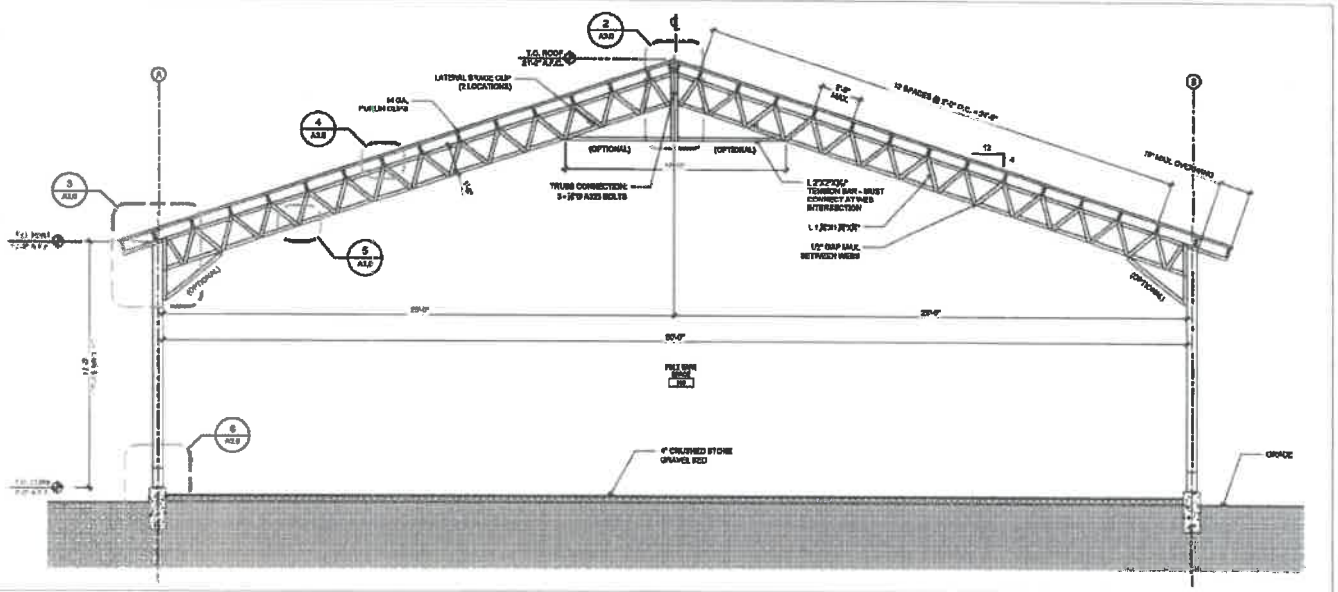
Issued For Permit



STURDI-WALL® | DRILL SET ANCHORS

The Simpson system allows for post-frame construction on Existing concrete foundations. ICC-ES certified Sturdi-Wall® post anchor systems are constructed of 12GA. American-made hot- steel, robotically welded, and powder coated for a tough, durable coat. Sturdi-Wall Drill Set provides ultimate strength connection to your foundation and is installed on the concrete HIGHLIGHTS: epoxy-shield proprietary coating (rated 2000+ salt spray hours), robotically welded HDLA steel bracket, stained steel base.

Total required, diameter drill with masonry bit, concrete screwed. Two split-diameter options are heavy anchors and easier use. Anchors must be purchased through local supplier.



BUILDING SECTION SCALE N.T.S. 7

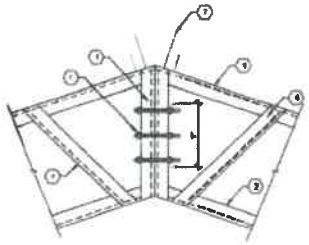
BUILDING SECTION SCALE 3/8"= 1'-0" 1

Design Criteria:
1. Wind Load: V$_{ult}$ = 110 mph
2. Live Load: = 20 psf
3. Dead: = 5 psf
4. Snow load: P_g = 0 psf
5. Concrete: f'c = 3500 psi

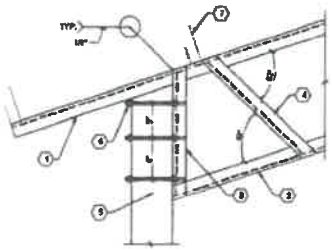
General Notes:
A. Structural steel design, fabrication and erection shall be in accordance with AISC "Specification for the design, fabrication and erection of structural steel for building", Ninth Edition.
B. High strength bolting shall be in accordance with AISC "Specification for structural joints using ASTM A325 or A490 bolts" (latest Edition).
C. All structural steel shall have the following minimum yield strengths, shall be hot dip galvanized per SAE J 534 at ground floor, unless otherwise noted on the drawings.
Structural tubing F_y = 46 KSI
All Others F_y = 36 KSI
D. Welding shall be in accordance with American Welding society Specification AWS A5.1 (1994).
E. Welding electrodes used for shop or field connections shall have a minimum electrodes tensile strength of 70 KSI unless noted otherwise on drawings, alternates shall conform AWS A5.

Purlins:
Maximum knee bracing shall be 10'-0" o.c.

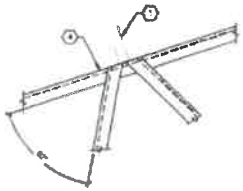
FRAMING	
1	L 2"X2"X3/16"
2	L 2"X2"X3/16"
3	L 2"X2"X3/16"
4	L 1 1/4"X1 1/4"X3/16"
5	6X6 P.T. WOOD POST
6	3 - 5/8"Ø A325
7	BRACKET
8	16" Ø X 40" FND.
9	#5 BAR 12" LONG
10	POST ANCHOR BRACKET - SEE DETAIL 7/A3.0



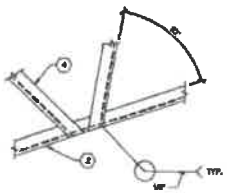
DETAIL SCALE N.T.S. 2



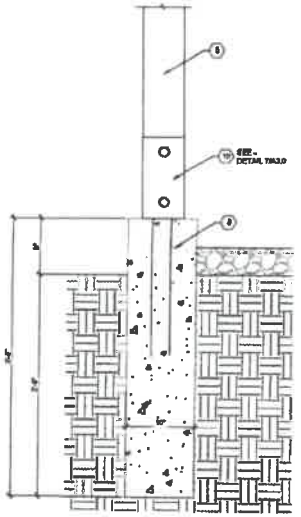
DETAIL SCALE N.T.S. 3



DETAIL SCALE N.T.S. 4



DETAIL SCALE N.T.S. 5



DETAIL SCALE N.T.S. 6

B A R
architecture + construction services | project management
4678 Tennessee Trace NW (678)549-7549
Lilburn, Georgia 30047

POLE BARN STRUCTURE
0 Rogers Avenue - Lot 13, Jonesboro, GA 30236

BUILDING SECTION &DETAILS

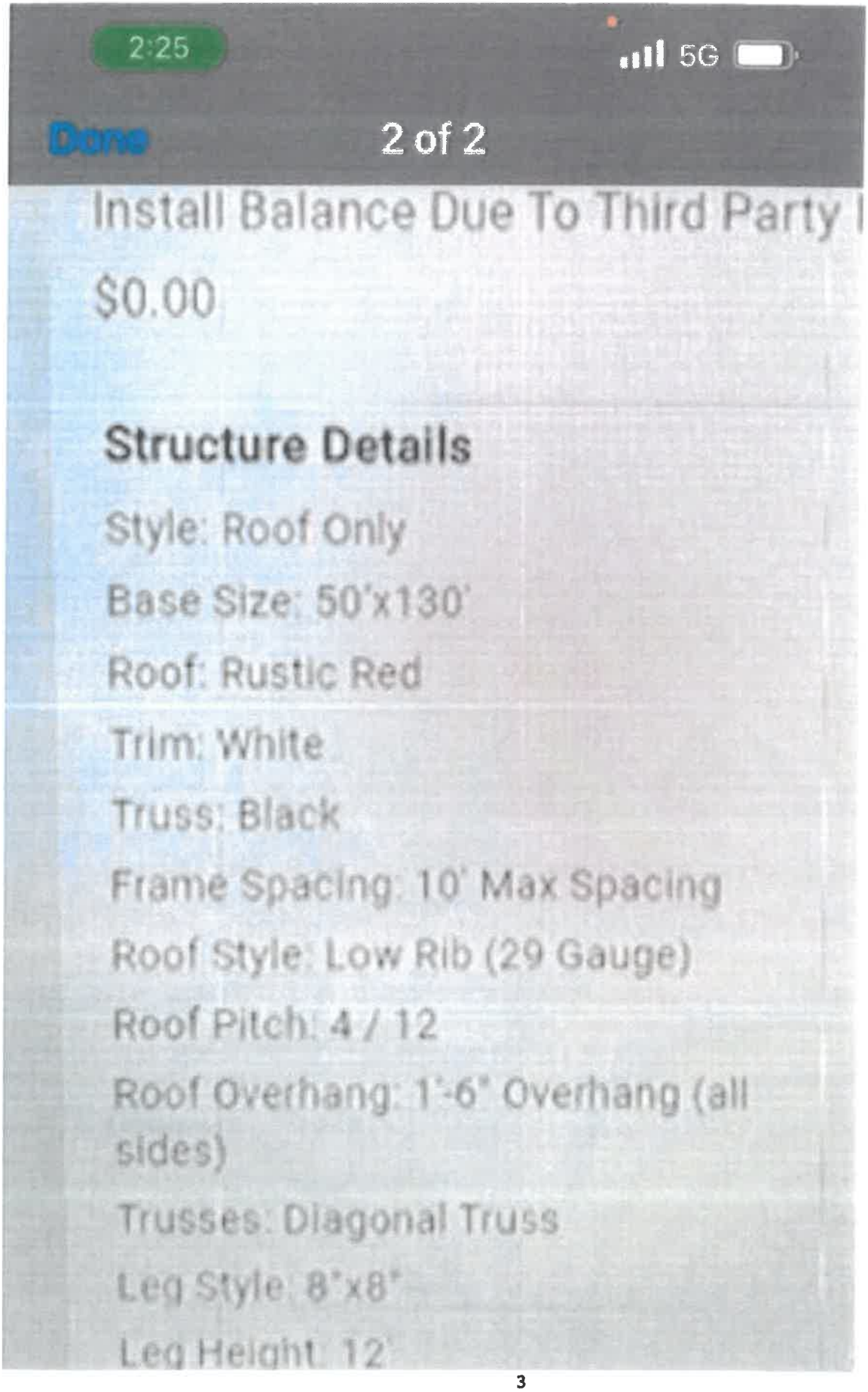
JA SIDING SVC LLC

No.	Description	Date

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Project Number
Date 05/22/2024
Drawn By B.A.R.
Checked By C.E.B.

A3.0
Issued For Permit



Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

David Allen

From: David Allen
Sent: Wednesday, September 7, 2022 4:26 PM
To: Robles properties
Subject: RE: Fwd:

I have reviewed the accessory building information provided.

Sec. 86-270 is the only Code section which addresses accessory buildings.

Sec. 86-270. - Accessory buildings.
No accessory building shall exceed the height of the principal dwelling in any residential district, nor shall the combined total area of all accessory buildings on a lot exceed the larger of 800 square feet in area or 25 percent of the floor area of the principal dwelling. Calculation of floor area shall not include basement areas. All accessory buildings shall be set back a minimum of 100 percent of the front yard setback for the district; however, no accessory building other than a detached garage may be located between the principal dwelling and the public right-of-way. A minimum side yard and rear yard setback of five feet shall apply to accessory building located a distance greater than 20 feet from the principal dwelling; otherwise, the building setbacks for the principal dwelling shall apply to the accessory building.
All accessory structures established on the street side of a corner lot and located a distance equal to or less than the dimension of the required side yard for principal dwellings in the zoning district in which the lot is situated shall be screened through the installation of landscaping or stockade-type fence. Such screening shall comply with provisions of article XV of this chapter.
The exterior finishes and color of all accessory structures shall be identical to the exterior finish and color of the principal dwelling on which the accessory structures are located. For brick construction, only the characteristics of the trim work shall apply to the accessory buildings.
No accessory structure shall be located upon a lot until construction of the principal building has been completed and a certificate of occupancy has been issued.
No plumbing beyond a wash sink shall be permitted in an accessory structure.
The number of individual structures accessory to a residential use shall be controlled by the following schedule:
EXPAND

Lot Size	*Number of Structures*
Up to 1 acre	*1*
Above 1 acre	*2*

NOTE: This schedule provides for the indicated number of structures and one detached garage.

The size of your main building is 2382 square feet x 25% = 596 square feet; So, the largest the pole barn could be is 800 square feet. It is currently listed at 6500 square feet. Too large.

Also, if the accessory building is located less than 20 feet from the main building (which this one would be), you would need to be at least 35 feet from the rear property line. There is not enough room in the back to accomplish this.

For the building proposed, you would need a variance approved by the City Council for size and setbacks.

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

From: Robles properties <roblesproperties76@gmail.com>
Sent: Wednesday, September 7, 2022 2:29 PM
To: David Allen <dallen@jonesboroga.com>
Subject: Fwd:

THIS IS THE MEASUREMENTS FOR THE POLL BARN.
PLEASE LET ME KNOW WHAT YOU THINK
DONNA EDWARDS

---------- Forwarded message ---------
From: **Donna Edwards** <hardinautosalesdonna@gmail.com>
Date: Wed, Sep 7, 2022 at 2:27 PM
Subject:
To: <roblesproperties76@gmail.com>

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)

David Allen

From: Robles properties <roblesproperties76@gmail.com>
Sent: Wednesday, September 7, 2022 1:59 PM
To: David Allen
Subject: the poll barn
Attachments: 68418208610_6844A7C3-E3CA-4702-A0A7-1F156F6D1D4D.jpeg

this is what it will look like just not as big i am still waiting on the size
DONNA EDWARDS

--

Robles Properties
286 North Main Street
Jonesboro, GA 30236
678-519-0163

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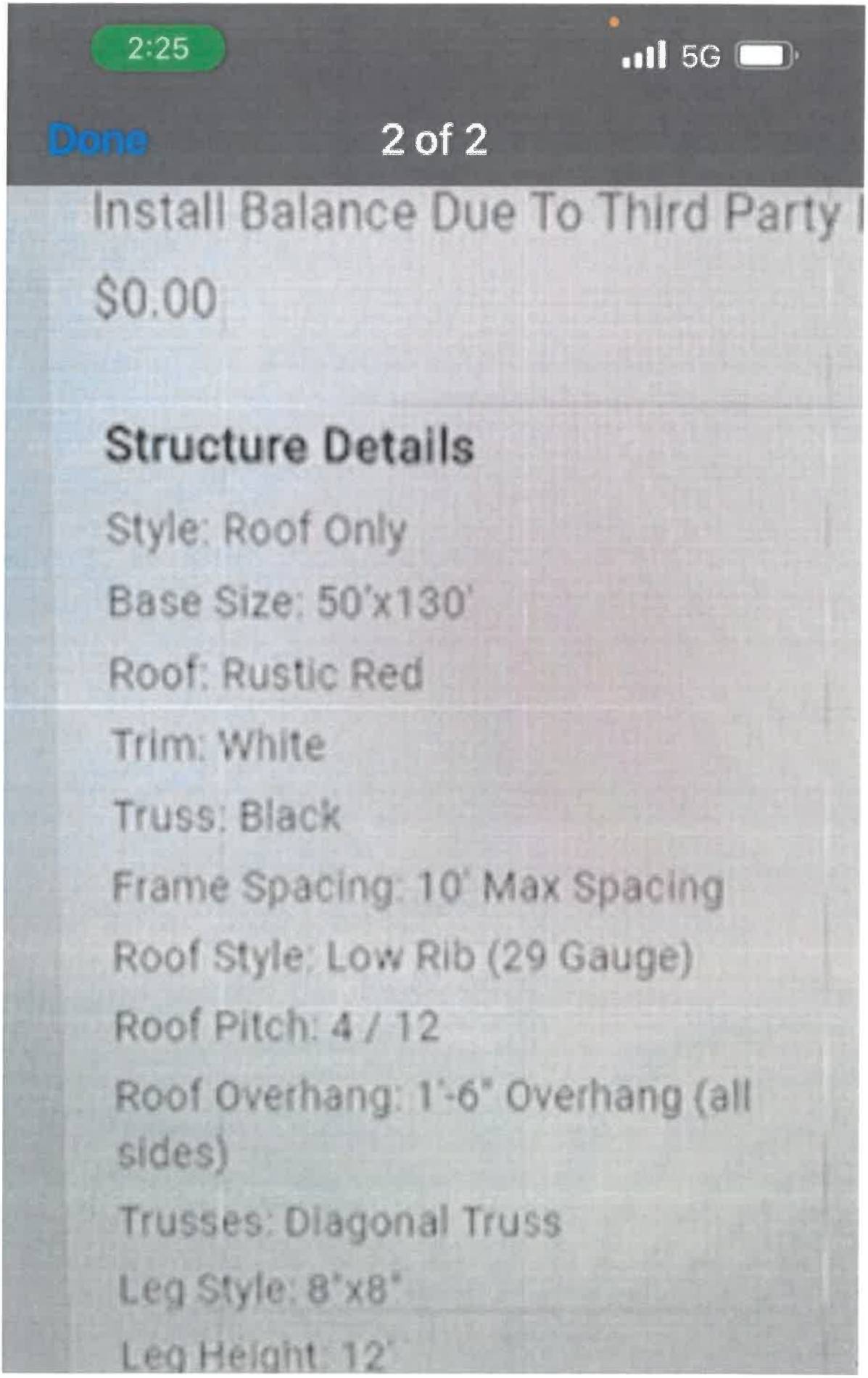
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286 North Main Street
Jonesboro, GA 30236
678-519-0163

Attachment: Correspondence (3821 : 0 Rogers Avenue - Variance)



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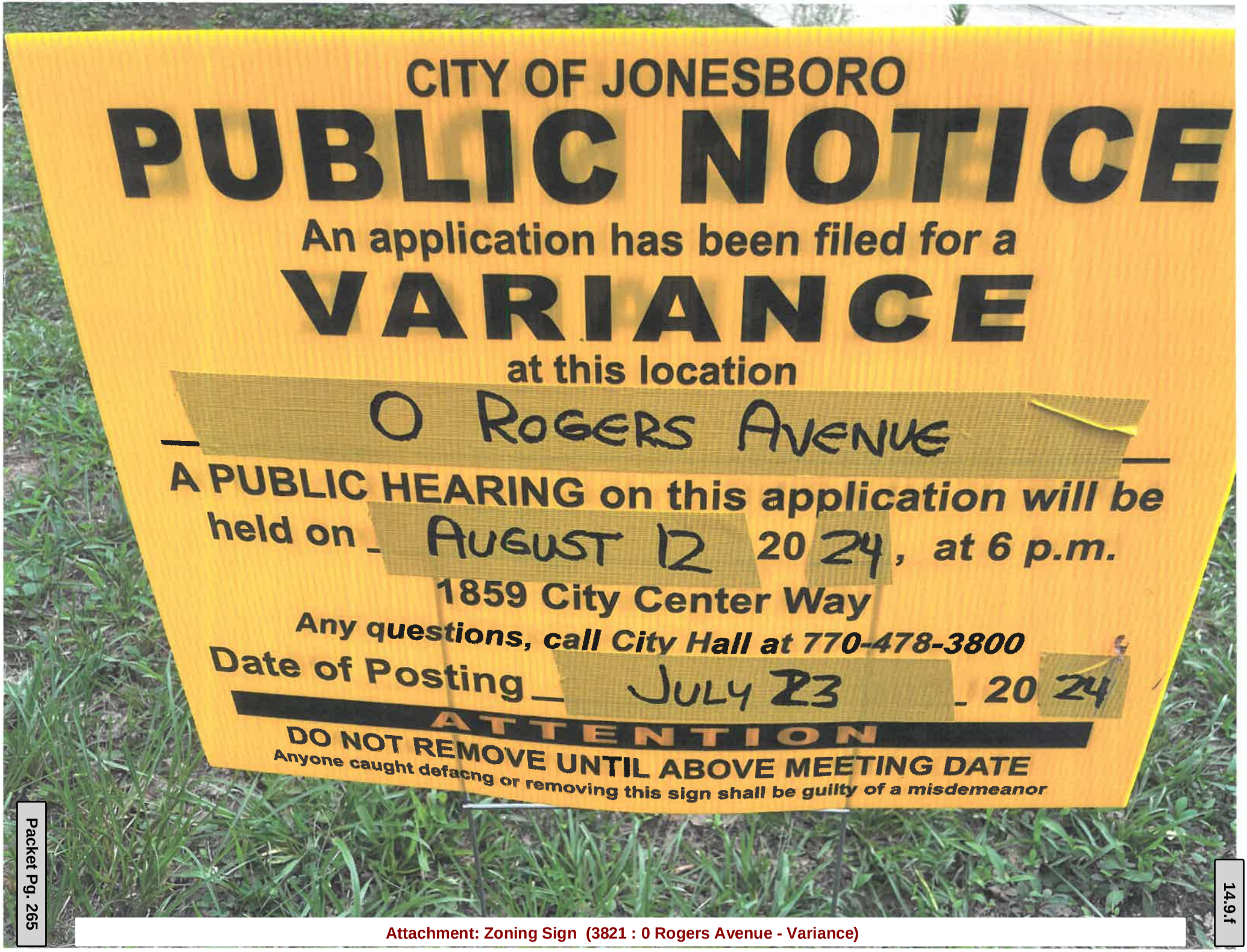
Legal Notice

Public Hearing will be held by the Mayor and Council of the City of Jonesboro at 6:00 P.M. on August 12, 2024, in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA, to consider a Variance Application for development standards for an accessory building by JA Siding SVC LLC / Jose A. Osorio, property owner, and Donna Edwards / Jose Osorio, applicants, for property at 0 Rogers Avenue / Lot 13 (Parcel No. 13209C B002), Jonesboro, Georgia 30236. Item will first be discussed at the Work Session on August 5, 2024 at 6:00 P.M., also in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, GA 30236.

David Allen
Community Development Director

Publish 7/24/24

Attachment: Variance - 0 Rogers Avenue - Legal Notice August 2024 (3821 : 0 Rogers Avenue - Variance)


CITY OF JONESBORO
PUBLIC NOTICE
An application has been filed for a
VARIANCE
at this location
0 ROGERS AVENUE
A PUBLIC HEARING on this application will be held on AUGUST 12 2024, at 6 p.m.
1859 City Center Way
Any questions, call City Hall at 770-478-3800
Date of Posting JULY 23 2024
ATTENTION
DO NOT REMOVE UNTIL ABOVE MEETING DATE
Anyone caught defacng or removing this sign shall be guilty of a misdemeanor

MEMORANDUM

To: Donna Edwards / Jose Osorio
286 North Main Street
Jonesboro, Ga. 30236

From: David D. Allen
City of Jonesboro
1859 City Center Way
Jonesboro, GA 30236

Date: July 24, 2024

Re: Notification of Request for Variance – Development Standards; 286 North Main Street, Parcel No. 13209C B002

Dear Applicant,

This letter is to serve as notification that the City of Jonesboro has received your request for a variance for the above referenced property concerning the following:

- Development Standards

A Public Hearing has been scheduled for Monday, August 12, 2024 at 6:00 pm before the Jonesboro Mayor and City Council to consider the request as described above. A Work Session has been scheduled on the same item for Monday, August 5, 2024 at 6:00 pm. The meetings will both be conducted in the court chambers of the Jonesboro City Center, 1859 City Center Way, Jonesboro, Ga.
Should you have any questions regarding the decision, please do not hesitate to contact me at 770-478-3800 or at dallen@jonesboroga.com.

Sincerely,

David D. Allen
Community Development Director / Zoning Administrator

Attachment: Meeting Notice Letter (3821 : 0 Rogers Avenue - Variance)

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # 14.10

OLD BUSINESS – 10

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Community Development Director Allen

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider Fee Schedule changes, relative to new State requirements regarding building permit fees.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Fee Schedule Changes

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Community Planning, Neighborhood and Business Revitalization

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

On July 1, 2024, per House Bill 461, the State of Georgia requires building permit fees to be determined by either square footage criteria or hourly criteria, and not the process normally used by the City of Jonesboro – basing fees on construction costs. After consulting with the City's building official, Safebuilt, it was determined that permit fee amounts based on hourly rates was not feasible, so Safebuilt developed the attached chart based on square footage thresholds.

Attached are the fee schedule documents there are three tables the first table matches what your current fees are as close as possible the second table is the average of Morrow, Fayetteville, and Hapeville and the third table shows the difference between the current fee table and the average table. I am also attaching a document that provides a multiplier for "long duration projects" and "complex projects".

This would only change for projects where a new building is involved. Normal flat fees for roofs, electrical, plumbing, and HVAC permits will not change.

There is also a "multiplier" added for large, long-term projects that may involve multiple phases and several years. Jonesboro does not anticipate having any of these projects in the near future.

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

See charts.

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Georgia-2023-HB461-Enrolled
- Copy of Jonesboro Fee Comparison
- Complex and long duration projects fee schedule

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Approval

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	**08/05/24 City Council OLD BUSINESS** **Next: 08/12/24**
Signature	**City Clerk's Office**	

House Bill 461 (AS PASSED HOUSE AND SENATE)

By: Representatives Thomas of the 21st, Momtahan of the 17th, Washburn of the 144th, Smith of the 138th, and Crowe of the 118th

A BILL TO BE ENTITLED

AN ACT

To amend Article 1 of Chapter 13 of Title 48 of the Official Code of Georgia Annotated, relating to general provisions regarding specific, business, and occupation taxes, so as to require that the proceeds of local government regulatory fees be used to pay for regulatory activity and not general operations; to revise the lists of professions which may and may not be subject to such regulatory fees; to remove and revise certain provisions authorizing calculation of regulatory fees for renovation and other construction projects; to provide for a definition; to provide for related matters; to provide for an effective date; to repeal conflicting laws; and for other purposes.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

SECTION 1.

Article 1 of Chapter 13 of Title 48 of the Official Code of Georgia Annotated, relating to general provisions regarding specific, business, and occupation taxes, is amended in Code Section 48-13-9, relating to limitation on authority of local government to impose regulatory fee, examples of those which may be subject to fees, individuals and entities not subject to fees, and general laws not repealed, by revising subsections (a), (b), (c), and (e) as follows:

Attachment: Georgia-2023-HB461-Enrolled (3829 : Fee Schedule Changes)

"(a) A local government is authorized to require a business or practitioner of a profession or occupation to pay a regulatory fee only if the local government customarily performs investigation or inspection of such businesses or practitioners of such profession or occupation as protection of the public health, safety, or welfare or in the course of enforcing a state or local building, health, or safety code, but no local government is authorized to use regulatory fees as a means of raising revenue for general purposes~~;~~, provided that the amount of a regulatory fee shall approximate the reasonable cost of the actual regulatory activity performed by the local government and the proceeds of such regulatory fee shall be used to fund such regulatory activity and not the general operations of the local government, and further provided that the local government shall not be required to establish separate accounts for such proceeds.

(b) Examples of businesses or practitioners of professions or occupations which may be subject to regulatory fees of local governments include, but are expressly not limited to, the following:

(1) Building and construction contractors, subcontractors, and workers;

(2) Carnivals;

(3) Taxicab and limousine operators;

(4) Tattoo artists;

(5) Stables;

(6) ~~Shooting galleries and firearm ranges~~ Reserved;

(7) Scrap metal processors;

(8) Pawnbrokers;

(9) Food service establishments;

(10) Dealers in precious metals;

(11) ~~Firearms dealers~~ Reserved;

(12) Peddlers;

(13) Parking lots;

Attachment: Georgia-2023-HB461-Enrolled (3829 : Fee Schedule Changes)

(14) Nursing homes, assisted living communities, and personal care homes;

(15) Newspaper vending boxes;

(16) Modeling agencies;

(17) Massage parlors;

(18) Landfills;

(19) Auto and motorcycle racing;

(20) Boarding houses;

(21) Businesses which provide appearance bonds;

(22) Boxing and wrestling promoters;

(23) Hotels and motels;

(24) Hypnotists;

(25) Handwriting analysts;

(26) Health clubs, gyms, and spas;

(27) Fortunetellers;

(28) Garbage collectors;

(29) Escort services;

(30) Burglar and fire alarm installers; and

(31) Locksmiths.

(c) Examples of businesses and practitioners of professions and occupations which local governments are not authorized to subject to regulatory fees include, but are expressly not limited to, the following:

(1) Lawyers;

(2) Physicians licensed under Chapter 34 of Title 43;

(3) Osteopaths licensed under Chapter 34 of Title 43;

(4) Chiropractors;

(5) Podiatrists;

(6) Dentists;

Attachment: Georgia-2023-HB461-Enrolled (3829 : Fee Schedule Changes)

(7) Optometrists;

(8) Psychologists;

(9) Veterinarians;

(10) Landscape architects;

(11) Land surveyors;

(12) Practitioners of physiotherapy;

(13) Public accountants;

(13.1) Registered investment advisors;

(14) Embalmers;

(15) Funeral directors;

(16) Civil, mechanical, hydraulic, or electrical engineers;

(17) Architects;

(18) Marriage and family therapists, social workers, and professional counselors;

(19) Dealers of motor vehicles, as defined in paragraph (1) of Code Section 10-1-622;

(20) Owners or operators of bona fide coin operated amusement machines, as defined in Code Section 50-27-70, and owners or operators of businesses where bona fide coin operated amusement machines are available for commercial use and play by the public, provided that such amusement machines have affixed current stickers showing payment of annual permit fees, in accordance with Code Section 50-27-78;

(21) Merchants or dealers as defined in Code Section 48-5-354 as to their deliveries to businesses and practitioners of professions and occupations in areas zoned for commercial use; ~~and~~

(22) Shooting galleries and firearm ranges;

(23) Firearms dealers; and

(24) Any other business, profession, or occupation for which state licensure or registration is required by state law, unless the state law regulating such business, profession, or occupation specifically allows for regulation by local governments."

Attachment: Georgia-2023-HB461-Enrolled (3829 : Fee Schedule Changes)

"(e) For each business, profession, or occupation, local governments are authorized to determine the amount of a regulatory fee imposed in accordance with this article only by one of the following methods:

(1) A flat fee for each business or practitioner of a profession or occupation doing business in the jurisdiction as authorized by Code Section 48-13-8;

(2) A flat fee for each type of permit or inspection requested;

(3) An hourly rate determined by the hourly wage or salary, including employee benefits, of the person or persons assigned to investigate or inspect multiplied by the number of hours estimated for the investigation or inspection to be performed;

(4) An hourly rate as determined by paragraph (3) of this subsection with the addition of other expenses reasonably related to such regulatory activity, such as administrative and travel expenses, multiplied by the number of hours estimated for the investigation or inspection to be performed; or

(5) For construction projects that are classified as new construction or for extensive renovation projects, the number of square feet of construction or the number of square feet of construction to be served by the system to be installed, in conjunction with ~~and limited by the building valuation data, as established from time to time by~~ the International Code Council or by similar data, and in conjunction with and limited by the hourly rate described in paragraph (3) or (4) of this subsection. As used in this paragraph, the term 'extensive renovation project' means a project valued at $75,000.00 or more to renovate an existing structure.; ~~or~~

~~(6) For construction projects that are classified as renovation and all other construction projects other than those classified as new construction, the cost of the project in conjunction with and limited by the building valuation data that conforms with the principles and methods established from time to time by the International Code Council or by similar data, and in conjunction with and limited by the hourly rate described in paragraph (3) or (4) of this subsection.~~"

Attachment: Georgia-2023-HB461-Enrolled (3829 : Fee Schedule Changes)

SECTION 2.

This Act shall become effective on July 1, 2024.

SECTION 3.

All laws and parts of laws in conflict with this Act are repealed.

Attachment: Georgia-2023-HB461-Enrolled (3829 : Fee Schedule Changes)

Jonesboro Rate Tables

A1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.82	1.75	1.70	1.63	1.53	1.40	1.58	1.42	1.37
5000	1.65	1.59	1.55	1.49	1.39	1.35	1.44	1.29	1.25
10000	1.65	1.59	1.55	1.49	1.39	1.35	1.44	1.29	1.24
100000	1.65	1.59	1.55	1.49	1.39	1.35	1.44	1.29	1.24
250000	1.65	1.59	1.55	1.49	1.39	1.35	1.44	1.29	1.24
500000	1.65	1.59	1.55	1.49	1.39	1.35	1.44	1.29	1.24
750000	1.65	1.59	1.55	1.49	1.39	1.35	1.44	1.29	1.24
10000000	1.65	1.59	1.55	1.49	1.39	1.35	1.44	1.29	1.24

A2

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.49	1.45	1.40	1.36	1.27	1.24	1.33	1.18	1.12
5000	1.36	1.32	1.28	1.24	1.15	1.13	1.19	1.05	1.02
10000	1.36	1.32	1.28	1.24	1.15	1.13	1.19	1.05	1.02
100000	1.36	1.32	1.27	1.24	1.15	1.13	1.19	1.05	1.03
250000	1.36	1.32	1.27	1.24	1.15	1.13	1.19	1.05	1.02
500000	1.36	1.32	1.27	1.24	1.15	1.13	1.19	1.05	1.03
750000	1.36	1.32	1.27	1.24	1.15	1.13	1.19	1.05	1.02
10000000	1.36	1.32	1.27	1.24	1.15	1.13	1.19	1.05	1.03

A3

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.42	1.36	1.30	1.24	1.13	1.10	1.18	1.10	1.07
5000	1.29	1.24	1.18	1.13	1.03	1.00	1.08	1.01	0.98
10000	1.29	1.24	1.18	1.13	1.03	1.00	1.08	1.01	0.98
100000	1.29	1.23	1.18	1.13	1.03	1.00	1.08	1.01	0.97
250000	1.29	1.23	1.18	1.13	1.03	1.00	1.08	1.01	0.97
500000	1.29	1.23	1.18	1.13	1.03	1.00	1.08	1.01	0.97
750000	1.29	1.23	1.18	1.13	1.03	1.00	1.08	1.01	0.97
10000000	1.29	1.23	1.18	1.13	1.03	1.00	1.08	1.01	0.97

A4

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.67	1.60	1.54	1.48	1.37	1.33	1.43	1.27	1.22
5000	1.51	1.45	1.40	1.35	1.24	1.21	1.30	1.15	1.11
10000	1.51	1.45	1.40	1.35	1.24	1.21	1.30	1.15	1.11
100000	1.51	1.45	1.40	1.35	1.24	1.21	1.29	1.15	1.11
250000	1.51	1.45	1.40	1.35	1.24	1.21	1.29	1.15	1.11
500000	1.51	1.45	1.40	1.35	1.24	1.21	1.29	1.15	1.11
750000	1.51	1.45	1.40	1.35	1.24	1.21	1.29	1.15	1.11
10000000	1.51	1.45	1.40	1.35	1.24	1.21	1.29	1.15	1.11

B

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.59	1.54	1.48	1.42	1.31	1.25	1.36	1.18	1.12
5000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
10000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
100000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
250000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
500000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
750000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
10000000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00

E

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.52	1.47	1.42	1.36	1.27	1.21	1.32	1.12	1.18
5000	1.38	1.33	1.29	1.24	1.16	1.10	1.20	1.01	1.08
10000	1.38	1.33	1.29	1.24	1.16	1.10	1.20	1.01	1.08
100000	1.38	1.33	1.29	1.24	1.16	1.10	1.20	1.01	1.08
250000	1.38	1.33	1.29	1.24	1.16	1.10	1.20	1.01	1.08
500000	1.38	1.33	1.29	1.24	1.16	1.10	1.20	1.01	1.08
750000	1.38	1.33	1.29	1.24	1.16	1.10	1.20	1.01	1.08
10000000	1.38	1.33	1.29	1.24	1.16	1.10	1.20	1.01	1.08

F1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.96	0.92	0.86	0.83	0.74	0.71	0.80	0.62	0.58
5000	0.88	0.84	0.79	0.76	0.68	0.65	0.73	0.56	0.58
10000	0.80	0.76	0.72	0.69	0.62	0.59	0.66	0.51	0.48
100000	0.88	0.84	0.79	0.76	0.68	0.65	0.73	0.56	0.58
250000	0.88	0.84	0.79	0.76	0.68	0.65	0.73	0.56	0.58
500000	0.88	0.84	0.79	0.76	0.68	0.65	0.73	0.56	0.58
750000	0.88	0.84	0.79	0.76	0.68	0.65	0.73	0.56	0.58
10000000	0.88	0.84	0.79	0.76	0.68	0.65	0.73	0.56	0.58

F2

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.96	0.91	0.86	0.83	0.74	0.70	0.79	0.62	0.57
5000	0.88	0.83	0.79	0.76	0.68	0.64	0.72	0.56	0.57
10000	0.80	0.76	0.72	0.69	0.62	0.58	0.65	0.51	0.47
100000	0.88	0.83	0.79	0.76	0.68	0.64	0.72	0.56	0.57
250000	0.88	0.83	0.79	0.76	0.68	0.64	0.72	0.56	0.57
500000	0.88	0.83	0.79	0.76	0.68	0.64	0.72	0.56	0.57
750000	0.88	0.83	0.79	0.76	0.68	0.64	0.72	0.56	0.57
10000000	0.88	0.83	0.79	0.76	0.68	0.64	0.72	0.56	0.57

H1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.90	0.85	0.80	0.77	0.69	0.64	0.72	0.56	0.00
5000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.00
10000	0.75	0.71	0.67	0.64	0.57	0.54	0.61	0.51	0.47
100000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.00
250000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.00
500000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.00
750000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.00
10000000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.00

H2,3,4

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.90	0.85	0.80	0.77	0.69	0.64	0.72	0.56	0.51
5000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.51
10000	0.75	0.71	0.67	0.64	0.57	0.54	0.61	0.51	0.47
100000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.51
250000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.51
500000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.51
750000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.51
10000000	0.82	0.78	0.73	0.70	0.63	0.59	0.67	0.56	0.51

H5

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.59	1.54	1.48	1.42	1.31	1.25	1.36	1.18	1.12
5000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
10000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
100000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
250000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
500000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
750000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00
10000000	1.45	1.40	1.35	1.29	1.18	1.14	1.24	1.05	1.00

I1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.44	1.39	1.34	1.30	1.19	1.15	1.30	1.18	1.13
5000	1.31	1.27	1.22	1.18	1.08	1.05	1.18	1.07	1.03
10000	1.31	1.27	1.22	1.18	1.08	1.05	1.18	1.07	0.99
100000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
250000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
500000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
750000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
10000000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03

I2

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	2.28	2.23	2.18	2.12	2.20	0.00	2.07	2.06	0.00
5000	2.28	2.23	2.18	2.12	2.00	0.00	2.07	1.87	0.00
10000	2.28	2.22	2.17	2.12	2.00	0.00	2.07	1.87	0.00
100000	2.28	2.22	2.17	2.12	2.00	0.00	2.07	1.87	0.00
250000	2.28	2.22	2.17	2.12	2.00	0.00	2.07	1.87	0.00
500000	2.28	2.22	2.17	2.12	2.00	0.00	2.07	1.87	0.00
750000	2.28	2.22	2.17	2.12	2.00	0.00	2.07	1.87	0.00
10000000	2.28	2.22	2.17	2.12	2.00	0.00	2.07	1.87	0.00

I3

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.86	1.80	1.75	1.69	1.57	1.52	1.63	1.47	1.42
5000	1.69	1.64	1.59	1.53	1.43	1.38	1.48	1.30	1.24
10000	1.69	1.64	1.59	1.53	1.43	1.38	1.48	1.30	1.24
100000	1.69	1.64	1.59	1.53	1.43	1.38	1.48	1.30	1.24
250000	1.69	1.64	1.59	1.53	1.43	1.38	1.48	1.30	1.24
500000	1.69	1.64	1.59	1.53	1.43	1.38	1.48	1.30	1.24
750000	1.69	1.64	1.59	1.53	1.43	1.38	1.48	1.30	1.24
10000000	1.69	1.64	1.59	1.53	1.43	1.38	1.48	1.30	1.24

I4

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.44	1.39	1.34	1.30	1.19	1.15	1.30	1.18	1.13
5000	1.31	1.27	1.22	1.18	1.08	1.05	1.18	1.07	1.03
10000	1.31	1.27	1.22	1.18	1.08	1.05	1.18	1.07	0.99
100000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
250000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
500000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
750000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
10000000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03

J1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.12	1.17	1.12	1.06	0.96	0.91	1.02	0.85	0.82
5000	1.02	1.07	1.03	0.98	0.90	0.87	0.94	0.78	0.75
10000	1.02	0.98	0.93	0.90	0.82	0.79	0.85	0.71	0.68
100000	1.02	1.07	1.03	0.98	0.90	0.87	0.94	0.78	0.75
250000	1.02	1.07	1.03	0.98	0.90	0.87	0.94	0.78	0.75
500000	1.02	1.07	1.03	0.98	0.90	0.87	0.94	0.78	0.75
750000	1.02	1.07	1.03	0.98	0.90	0.87	0.94	0.78	0.75
10000000	1.02	1.07	1.03	0.98	0.90	0.87	0.94	0.78	0.75

R1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.46	1.41	1.36	1.31	1.20	1.17	1.31	1.18	1.14
5000	1.32	1.28	1.23	1.19	1.09	1.06	1.19	1.08	1.05
10000	1.32	1.28	1.23	1.19	1.09	1.06	1.19	1.08	1.05
100000	1.32	1.28	1.23	1.19	1.09	1.06	1.19	1.08	1.05
250000	1.32	1.28	1.23	1.19	1.09	1.06	1.19	1.08	1.05
500000	1.32	1.28	1.23	1.19	1.09	1.06	1.19	1.08	1.05
750000	1.32	1.28	1.23	1.19	1.09	1.06	1.19	1.08	1.05
10000000	1.32	1.28	1.23	1.19	1.09	1.06	1.19	1.08	1.05

R2

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.22	1.17	1.12	1.17	1.06	1.02	1.17	0.93	0.85
5000	1.11	1.06	1.02	1.07	0.97	0.94	1.07	0.85	0.79
10000	1.11	1.06	1.02	1.07	0.97	0.94	1.07	0.85	0.79
100000	1.11	1.06	1.02	1.07	0.97	0.94	1.07	0.85	0.78
250000	1.11	1.06	1.02	1.07	0.97	0.94	1.07	0.85	0.78
500000	1.11	1.06	1.02	1.07	0.97	0.94	1.07	0.85	0.78
750000	1.11	1.06	1.02	1.07	0.97	0.94	1.07	0.85	0.78
10000000	1.11	1.06	1.02	1.07	0.97	0.94	1.07	0.85	0.78

R3

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.53	0.51	0.70	0.68	0.66	0.64	0.67	0.42	0.58
5000	0.42	0.41	0.50	0.49	0.47	0.45	0.48	0.44	0.41
10000	0.42	0.41	0.40	0.39	0.38	0.36	0.38	0.35	0.33
100000	0.42	0.41	0.50	0.49	0.47	0.45	0.48	0.44	0.41
250000	0.42	0.41	0.50	0.49	0.47	0.45	0.48	0.44	0.41
500000	0.42	0.41	0.50	0.49	0.47	0.45	0.48	0.44	0.41
750000	0.42	0.41	0.50	0.49	0.47	0.45	0.48	0.44	0.41
10000000	0.42	0.41	0.50	0.49	0.47	0.45	0.48	0.44	0.41

R4

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.44	1.39	1.34	1.30	1.19	1.15	1.30	1.18	1.13
5000	1.31	1.27	1.22	1.18	1.08	1.05	1.18	1.07	1.03
10000	1.31	1.27	1.22	1.18	1.08	1.05	1.18	1.07	0.99
100000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
250000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
500000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
750000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03
10000000	1.31	1.26	1.22	1.18	1.08	1.05	1.18	1.07	1.03

S1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.89	0.85	0.79	0.76	0.67	0.64	0.72	0.55	0.51
5000	0.82	0.78	0.72	0.70	0.62	0.58	0.66	0.55	0.51
10000	0.75	0.71	0.67	0.63	0.58	0.53	0.60	0.48	0.45
100000	0.82	0.78	0.72	0.70	0.62	0.58	0.66	0.55	0.51
250000	0.82	0.78	0.72	0.70	0.62	0.58	0.66	0.55	0.51
500000	0.82	0.78	0.72	0.70	0.62	0.58	0.66	0.55	0.51
750000	0.82	0.78	0.72	0.70	0.62	0.58	0.66	0.55	0.51
10000000	0.82	0.78	0.72	0.70	0.62	0.58	0.66	0.55	0.51

S2

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.89	0.84	0.79	0.76	0.67	0.63	0.72	0.55	0.50
5000	0.81	0.77	0.72	0.69	0.62	0.58	0.66	0.55	0.50
10000	0.74	0.70	0.66	0.63	0.56	0.53	0.60	0.50	0.46
100000	0.81	0.77	0.72	0.69	0.62	0.58	0.66	0.55	0.50
250000	0.81	0.77	0.72	0.69	0.62	0.58	0.66	0.55	0.50
500000	0.81	0.77	0.72	0.69	0.62	0.58	0.66	0.55	0.50
750000	0.81	0.77	0.72	0.69	0.62	0.58	0.66	0.55	0.50
10000000	0.81	0.77	0.72	0.69	0.62	0.58	0.66	0.55	0.50

U

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	0.69	0.65	0.60	0.57	0.51	0.48	0.55	0.40	0.42
5000	0.69	0.64	0.60	0.57	0.51	0.48	0.55	0.40	0.39
10000	0.57	0.54	0.55	0.53	0.47	0.44	0.50	0.37	0.36
100000	0.68	0.64	0.60	0.57	0.51	0.48	0.55	0.40	0.39
250000	0.68	0.64	0.60	0.57	0.51	0.48	0.55	0.40	0.39
500000	0.68	0.64	0.60	0.57	0.51	0.48	0.55	0.40	0.39
750000	0.68	0.64	0.60	0.57	0.51	0.48	0.55	0.40	0.39
10000000	0.68	0.64	0.60	0.57	0.51	0.48	0.55	0.40	0.39

Fayetteville, Hapeville, Morrow Average

A1

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.96	1.89	1.83	1.76	1.64	1.59	1.70	1.53	1.47
5000	1.73	1.66	1.64	1.57	1.43	1.40	1.51	1.34	1.29
10000	1.73	1.79	1.73	1.68	1.58	1.54	1.63	1.48	1.43
100000	1.73	1.91	1.85	1.78	1.66	1.61	1.72	1.55	1.49
250000	1.73	1.91	1.85	1.78	1.66	1.61	1.72	1.55	1.49
500000	1.73	1.91	1.85	1.78	1.66	1.62	1.72	1.55	1.49
750000	1.73	1.91	1.85	1.78	1.66	1.62	1.72	1.55	1.49
10000000	1.73	1.91	1.85	1.78	1.66	1.62	1.72	1.55	1.49

A2

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.68	1.58	1.53	1.48	1.38	1.33	1.40	1.23	1.20
5000	1.61	1.57	1.51	1.47	1.37	1.34	1.42	1.24	1.21
10000	1.58	1.58	1.52	1.48	1.38	1.35	1.43	1.26	1.22
100000	1.62	1.58	1.52	1.48	1.38	1.35	1.43	1.26	1.22
250000	1.62	1.58	1.53	1.48	1.38	1.35	1.43	1.25	1.22
500000	1.63	1.58	1.52	1.48	1.38	1.35	1.43	1.26	1.22
750000	1.63	1.58	1.52	1.48	1.38	1.35	1.43	1.26	1.22
10000000	1.62	1.58	1.52	1.48	1.38	1.35	1.43	1.26	1.22

A3

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.53	1.46	1.39	1.33	1.21	1.39	1.27	1.29	1.25
5000	1.54	1.47	1.40	1.34	1.22	1.29	1.28	1.23	1.19
10000	1.48	1.42	1.36	1.30	1.19	1.25	1.23	1.09	1.06
100000	1.55	1.48	1.41	1.35	1.23	1.11	1.29	1.03	1.00
250000	1.55	1.48	1.41	1.35	1.23	1.10	1.29	1.02	0.99
500000	1.55	1.48	1.41	1.35	1.22	1.10	1.29	1.02	0.98
750000	1.55	1.48	1.41	1.35	1.23	1.10	1.29	1.02	0.99
10000000	1.55	1.48	1.41	1.35	1.23	1.10	1.29	1.02	0.99

A4

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.79	1.72	1.66	1.59	1.47	1.43	1.53	1.35	1.31
5000	1.80	1.73	1.67	1.60	1.48	1.44	1.54	1.37	1.33
10000	1.71	1.65	1.59	1.53	1.41	1.39	1.48	1.33	1.28
100000	1.81	1.74	1.68	1.61	1.49	1.45	1.55	1.38	1.33
250000	1.81	1.74	1.68	1.61	1.49	1.45	1.55	1.38	1.32
500000	1.81	1.74	1.68	1.61	1.49	1.45	1.55	1.38	1.32
750000	1.81	1.74	1.68	1.61	1.49	1.45	1.55	1.38	1.32
10000000	1.81	1.74	1.68	1.61	1.49	1.45	1.55	1.38	1.32

B

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.73	1.65	1.59	1.52	1.39	1.34	1.40	1.24	1.18
5000	1.72	1.66	1.60	1.53	1.40	1.35	1.47	1.25	1.19
10000	1.64	1.59	1.53	1.47	1.36	1.32	1.42	1.23	1.18
100000	1.73	1.67	1.61	1.54	1.41	1.36	1.48	1.26	1.20
250000	1.73	1.67	1.61	1.54	1.41	1.36	1.48	1.26	1.20
500000	1.79	1.67	1.61	1.54	1.41	1.36	1.48	1.26	1.20
750000	1.73	1.67	1.61	1.54	1.41	1.36	1.48	1.26	1.20
10000000	1.73	1.67	1.61	1.54	1.41	1.36	1.48	1.26	1.20

E

	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
2500	1.63	1.57	1.52	1.46	1.36	1.29	1.41	1.19	1.17
5000	1.64	1.59	1.54	1.47	1.37	1.30	1.42	1.20	1.18
10000	1.57	1.52	1.46	1.42	1.33	1.27	1.38	1.16	1.15
100000	1.65	1.59	1.53	1.48	1.38	1.31	1.43	1.21	1.19
250000	1.65	1.59	1.53	1.48	1.38	1.31	1.43	1.21	1.19
500000	1.65	1.59	1.53	1.48	1.38	1.31	1.43	1.21	1.19
750000	1.65	1.59	1.53	1.48	1.38	1.31	1.43	1.21	1.19
10000000	1.65	1.59	1.53	1.48	1.38	1

Complex and long duration projects fee schedule

Complex projects shall be calculated at .25% of the total permit fee for each discipline (IE: Building, Mechanical, Electrical, Plumbing) that is deemed a complex portion of the project.

Complex project means a construction project that includes one or more of the following significant components:

- Unique equipment
- Specialized building system
- Multifaceted program
- Accelerated schedule
- Historic designation
- Intricate phasing

Some examples of complex projects are listed below **but not limited to the list below** and shall be determined by the building official at the time of the plan review for the project.

- Complex mixed occupancy buildings
- Institutional occupancies
    - Correctional facilities
    - Hospitals
    - Nursing homes
- Factories
- Hazardous occupancy buildings
- Aircraft hangers
- Large assembly occupancies
    - Stadiums
    - Amphitheaters
    - Arenas
    - Churches

Long duration projects (projects that have a duration of 12 months or more) shall be calculated at .1% for every month or fraction thereof of the total permit fee including the complex project fees, for the duration of the project. The duration shall be estimated at the time of submittal, any projects that exceed the estimate duration shall be charged an additional fee of .1% of the original permit fee including the complex project fees, for every month or fraction thereof that the project exceeds the estimated duration.

Attachment: Complex and long duration projects fee schedule (3829 : Fee Schedule Changes)

CITY OF JONESBORO, GEORGIA COUNCIL
Agenda Item Summary

Agenda Item # 15.1
NEW BUSINESS – 1

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
Office of the City Manager	Councilmember A. Dixon

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider proposed Economic Development Policy.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*
Economic Development Policy

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Economic Development

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Council Alfred Dixon desires to discuss a possible new economic development policy, requiring all private businesses within the city to provide certain levels of pay, insurance, leave time, and training for their employees, or face penalties from the City.

Issues to discuss

- Legalities of the proposals.
- Economic impact on businesses.
- Whether this policy is actually anti-development and its possible negative impacts on the City.
- Impacts on economic development staff.

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

TBD

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Econ development policy

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Tbd

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	**08/05/24 City Council WITHDRAWN**
Signature	**City Clerk's Office**	

Economic Development Policies for the City of Jonesboro

These policies aim to foster a healthier, more skilled, and economically stable community, ensuring that businesses contribute positively to the local economy and quality of life.

•Employee Benefits Requirements

All new and existing businesses in Jonesboro must:

1. Affordable Health Care:
   - Provide affordable health care plans to all full-time and part-time employees.
   - Ensure that health care plans cover essential health benefits as defined by state and federal guidelines.
   - Offer options for dental and vision insurance.

2. Paid Sick Leave:
   - Grant a minimum of 10 days of paid sick leave annually to all employees, regardless of their employment status.
   - Ensure that employees can accrue additional sick leave based on tenure and hours worked.

3. Ongoing Training:
   - Implement regular training programs to enhance employee skills and career development.
   - Provide opportunities for professional certification and continuing education.
   - Allocate a budget for employee development initiatives.

4. Family-Supporting Wages:
   - Pay all employees a living wage, which is defined as the minimum income necessary for a worker to meet their basic needs, including food, housing, and other essentials.
   - Regularly review and adjust wages to keep pace with inflation and cost of living increases.

- Local Hiring Program

To promote employment within Jonesboro and Clayton County, businesses must:

1. Resident Hiring Initiatives:
   - Prioritize the hiring of residents from Jonesboro and Clayton County for new positions.
   - Establish partnerships with local job centers and workforce development organizations.

2. Job Fairs:
   - Organize or participate in at least one job fair annually focused on hiring local residents.
   - Collaborate with local schools, colleges, and community organizations to promote job opportunities.

3. Training Programs:
   - Offer training programs in resume writing, interview skills, and job search techniques.

Attachment: Econ development policy (3826 : Economic Development Policy)

- Partner with local educational institutions to provide job-specific training and apprenticeships.

4. Reporting and Transparency:
- Maintain and report on the percentage of local residents hired.
- Set annual targets for local hiring and publicly report on progress.

• Community Outreach Program

Businesses are required to engage in community outreach to support local organizations and initiatives:

1. Community Partnerships:
- Establish partnerships with local non-profits, schools, and community groups.
- Provide financial or in-kind support for community projects and events.

2. Volunteer Programs:
- Encourage employees to volunteer in the community, offering paid time off for volunteer activities.
- Organize company-wide volunteer days to support local causes.

3. Support for Local Initiatives:
- Offer mentorship and support for small businesses and startups within the community.
- Provide resources and expertise to community organizations working on social, environmental, and economic initiatives.

4. Corporate Social Responsibility (CSR) Reporting:
- Publish an annual CSR report detailing community outreach efforts, including the number of volunteer hours, financial contributions, and partnerships.
- Ensure transparency and accountability in all community outreach activities.

● Implementation and Compliance

- Monitoring and Enforcement:
- The Economic Development Office will be responsible for monitoring compliance with these policies.
- Businesses must submit annual reports detailing their adherence to the policies.
- Non-compliance may result in penalties, including fines or loss of business licenses.

- Incentives:
- Businesses that exceed the requirements may be eligible for tax incentives, grants, and public recognition.
- The city will offer resources and support to help businesses implement these policies effectively.

Attachment: Econ development policy (3826 : Economic Development Policy)

CITY OF JONESBORO, GEORGIA COUNCIL

Agenda Item Summary

Agenda Item # – 2

COUNCIL MEETING DATE
August 12, 2024

Requesting Agency (Initiator)	**Sponsor(s)**
City Council	Mayor Sartor

Requested Action *(Identify appropriate Action or Motion, purpose, cost, timeframe, etc.)*
Council to consider renaming Winn Dixie Dr. to Wayfield Foods Way.

Requirement for Board Action *(Cite specific Council policy, statute or code requirement)*

Is this Item Goal Related? *(If yes, describe how this action meets the specific Board Focus Area or Goal)*
Yes Innovative Leadership

Summary & Background *(First sentence includes Agency recommendation. Provide an executive summary of the action that gives an overview of the relevant details for the item.)*

Wayfield Foods has been operating in the community for more than 13 years. The street in question is currently named for a previous retailer (Winn Dixie Dr.)

The request is to rename to Wayfield Foods Way

Fiscal Impact *(Include projected cost, approved budget amount and account number, source of funds, and any future funding requirements.)*

Exhibits Attached (Provide copies of originals, number exhibits consecutively, and label all exhibits in the upper right corner.)

- Winn Dixie Dr to Wayfield Foods Way

Staff Recommendation *(Type Name, Title, Agency and Phone)*

Council's Discretion

FOLLOW-UP APPROVAL ACTION (City Clerk)

Typed Name and Title	**Date**	
Melissa Brooks, City Clerk	August, 12, 2024	
Signature	**City Clerk's Office**	

Melissa Brooks

From: Donya Sartor
Sent: Thursday, August 8, 2024 8:48 AM
To: Melissa Brooks
Subject: FW: Wayfield Foods Request



Donya L. Sartor | Mayor | City of Jonesboro, GA
Tel: 770-478-3800 | Cell: 470-925-3612 | dsartor@jonesboroga.com |
1859 City Center Way| Jonesboro, Georgia 30236 | www.jonesboroga.com
Like Us On Facebook *Like Us on Twitter*

From: David Allen <dallen@jonesboroga.com>
Sent: Friday, June 7, 2024 11:43 AM
To: Gardner.Mayo@claytoncountyga.gov
Cc: Donya Sartor <dsartor@jonesboroga.com>
Subject: FW: Wayfield Foods Request

Good morning, Mr. Mayo,

See request below.

Winn Dixie Drive to Wayfield Foods Way.

There are no residences on this road.

However, in looking at the map below, is this technically even in the city limits?

Attachment: Winn Dixie Dr to Wayfield Foods Way (3837 : Renaming Winn Dixie Dr. to Wayfield Foods Way)



From: Donya Sartor <dsartor@jonesboroga.com>
Sent: Wednesday, June 5, 2024 6:56 PM
To: David Allen <dallen@jonesboroga.com>
Subject: Fwd: Wayfield Foods Request

Can you assist with changing Winn Dixie to Wayfield Foods Way?
Sent from my iPhone

Begin forwarded message:

> **From:** andre white <andrewhite.us@gmail.com>
> **Date:** June 5, 2024 at 6:38:52 PM AST
> **To:** Donya Sartor <dsartor@jonesboroga.com>
> **Subject: Wayfield Foods Request**

Mayor Donya L. Sartor:

I hope this letter finds you well. Th is Andre White from Wayfield Foods and I am writing to recap our conversation regarding the name change request of Winn Dixie Rd.

Wayfield Foods has been operating in the Jonesboro community for more than 13 years. At this store, we employ 60 people who not only earn a living wage, they take part in profit sharing, receive competitive benefits and can take advantage of a growing number of programs such as our educational scholarships and chaplain program.

Attachment: Winn Dixie Dr to Wayfield Foods Way (3837 : Renaming Winn Dixie Dr. to Wayfield Foods Way)

Our Wayfield Foods associates are proud to serve the Jonesboro customers as we strive to consistently support our community by offering quality products at reasonable prices.

While the street in question is currently named for a previous retailer from more than 20 years ago, I would ask your administration to help the community focus on the present rather than the past. We are requesting that we change the street name from Winn Dixie Dr. to Wayfield Foods Way in honor of our proud and proven commitment to this community.

Please allow me to invite you to our store on Tara Boulevard at your earliest convenience to meet our management staff and associates, and even sample select items from our impressive deli department. I look forward to hearing from your office to arrange a visit.

Andre White
Government and Community Affairs
Wayfield Foods
770-815-5987

Attachment: Winn Dixie Dr to Wayfield Foods Way (3837 : Renaming Winn Dixie Dr. to Wayfield Foods Way)