

The Mayor and Council met for their regular meeting.

Those Present:	John Howard	Mayor
	Wayne Adcock	Vice-Mayor
	Lee Malcom	Council Member
	Myoshia Crawford	Council Member
	Ross Bradley	Council Member
	Larry Bradley	Council Member
	Norman Garrett	Council Member
	Nathan Little	Council Member
	David Dickinson	Council Member
	Logan Propes	City Administrator
	Debbie Kirk	City Clerk
	Russell Preston	City Attorney
	Paul Rosenthal	City Attorney
	Jesse Couch	City Attorney

Staff Present: Danny Smith, Jeremiah Still, R.V. Watts, Bill Owens, Beth Thompson, Rodney Middlebrooks, Brian Thompson, Patrick Kelley, Chris Bailey, Sadie Krawczyk, Beverly Harrison

Visitors: Andrew Kenneson, Les Russell, Alan Sibert, Andrea Green, Sally Fielder, Cheryl Larson, Lauren Holley, Tishia Fenn, Peyton Kelly, Kevin Oldham, Valerie Garner, Brian Krawczyk, Patrick Stewart, Ed Hoff, Julie Hoff, Mark Willett, Sam Davis, Morgan Davis, Chuck Ross, Linda Jones-Sibert, Jeremy Bower, Rita Dickinson, Todd Rice, Bruce Chick, Gina Grieko, Rich Baumann

I. CALL TO ORDER – JOHN HOWARD

1. Invocation

Pastor Brian Krawczyk with Grace Church in Monroe gave the invocation.

2. Roll Call

Mayor Howard noted that all Council Members were present. There was a quorum.

Mayor Howard stated the City is keeping an eye on the Coronavirus. There are zero cases in Walton County as of 4:00 pm, and the City of Monroe has a Plan in place. Lorri Tanner, with the Walton County Board of Health said if someone feels that they might have symptoms they should call the doctor instead of going to the medical facility. Everyone should wash their hands, practice good healthy habits, and use common sense. He explained any new information will be passed along through the media, social media, and the City website. He stated the City of Monroe was named as number 47 in the 50 Safest Cities in the State of Georgia.

3. Approval of Agenda

To approve the agenda as presented.

*Motion by Malcom, seconded by R. Bradley.
Passed Unanimously*

4. Approval of Consent Agenda

- a. February 4, 2020 Council Minutes
- b. February 11, 2020 Council Minutes
- c. February 19, 2020 Council Minutes
- d. February 18, 2020 Planning Commission Minutes
- e. February 25, 2020 Historic Preservation Commission Minutes
- f. January 9, 2020 Downtown Development Authority Minutes
- g. January 9, 2020 Conventions and Visitors Bureau Minutes

To approve the consent agenda as presented.

*Motion by R. Bradley, seconded by Little.
Passed Unanimously*

II. PUBLIC PRESENTATION**1. Walton County Youth Advocacy Board**

Ms. Tishia Fenn, Director of the Walton County Youth Advocacy Board, introduced Lauren Holley and Payton Kelly. They are part of 20 High School Students participating in the program. She stated that Lauren is a senior at George Walton Academy and Payton is a junior at Walnut Grove High School. The group tries to effect change in the community with projects that are important to them. They were at the Capitol last week discussing their current initiative.

Ms. Lauren Holley explained they will be holding a phone free event on March 21, 2020 from 4:00 pm to 7:00 pm. She discussed everyone looking down being a huge problem and their Lookup Campaign. Participants will turn their phones in and enjoy events that are both informative and fun, while trying to bond as a family.

Mr. Payton Kelly explained family members will be given phone bags for storing their phones and a card with a locker number. The phone bags will be stored in the locker, which will be protected by the police.

Ms. Holley stated they are partnering with the Monroe Police Department for phone protection. Anyone not willing to turn their phones over can keep them, but there will be Phone Police walking around. If someone gets caught looking at their phone, they will announce that they are a phone addict over a megaphone. Phone addicts will be taken to the PVC pipe jail, where they will make a generous \$5.00 donation to the worthy cause for release. She stated participants will receive goodie bags with some local gifts inside. They are also partnering with some local restaurants for 10% discounts to have a phone free meal after the event.

No Action.

III. PUBLIC FORUM**1. Public Comments**

Ms. Rita Dickinson stated she has lived on Church Street for 35 years and is in favor of the traffic calming on Church Street. The traffic has gotten worse over the years; people use it like a speed track to drive very fast. She lives in front of Pilot Park and believes the children playing at the park are in danger from the fast cars. She would like to see something done to slow the traffic down.

Mr. Brian Krawczyk stated he lives at 411 South Madison Avenue. He is an advocate for the traffic calming measures on Church Street. He stated there has been a desperate need for something to be done about the speed which people drive on Davis Street and Church Street for several years. He appreciates the efforts of the additional signage over the last couple of years, but they are ineffective measures. He is concerned with traffic going 50 to 60 miles per hour unimpeded; something more is needed to force the cars to slow down. The engineering looks great and is very unobtrusive. The plan has been researched and well thought through. He stated even if it were a giant ugly sign painted fluorescent yellow it would still be worth it if it saves one child's life. He hopes the City will move forward with the plan as soon as possible.

Mr. Jeremy Bower stated he is a new business owner in Monroe. His business faces Church Street, and they are renovating a house at 400 East Church Street. They have five kids that are nine and under. He discussed it being scary for the kids to be in the front yard with all the cars flying by and having to move them to the back yard. The speed on Church Street is dangerous; traffic needs to be slowed down so it is safe for families to walk and play in their front yards.

Mr. Alan Sibert stated he lives at 505 East Church Street, and he is against the project in its current form. He stated the residents are basically looking for something that is more attractive but still effective. They agree that something needs to be done for traffic calming but believes there is a better way of doing it. Appearance is important for the historic district of Church Street. The neighborhood is attractive; there must be a nicer looking way of doing this. They do believe there are some safety issues, but what they are against are the median islands. He requested more time, because he thinks it warrants more study and more options. This is not a good solution for school buses; the weaving will cause kids and items to slide back and forth. He discussed making the sides sloped, instead of vertical.

Ms. Andrea Green stated she lives at 707 East Church Street. She requested more time, maybe another month. She has done a lot of research and wants to present her plans. Everyone is in

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agreement that something needs to be done but differ on what is being proposed. She discussed a high-speed chase the previous weekend, where the car ended up in the green space between the sidewalk and the road. She stated medians will impede on emergency vehicles getting through. She feels there are better solutions that would work, maybe they just haven't been seen yet. The people in the neighborhood are affected directly; it will impose on her driveway and affect her in a negative way.

Ms. Linda Jones-Sibert stated all of Church Street is aware there is a problem with traffic. She thanked Chief Watts for having the Officers out this weekend stopping both trucks and speeders. The neighborhood has been notified by calls and meetings, since they found out about this two weeks ago. She described the nine medians being 15 feet by 5 feet wide, with cement and brick pavers. She discussed the 2018 Traffic Study and doing a mock-up over the weekend. She is scared for her seven-year-old grandchild to walk and ride her bicycle on the sidewalk. There are currently two 30 miles per hour speed limit signs and only 15% of the traffic is going more than 45 miles per hour. They are concerned about it being a historical neighborhood, safety issues, housing values may decrease, traffic tie ups may occur, and traffic won't be able to stop where there is a median. She discussed traffic associated with the Community Center Building. She requested the Council to table the motion and give the constituents time to come up with a better solution.

Ms. Sally Fielder stated she lives at 414 East Church Street and has lived there since 1976. She sees the traffic and realizes the street is narrow. She questioned how many tickets are given out, since it is all about speed. She does not like the medians and certainly not nine of them. She asked Council to table it and get some new ideas. She is totally opposed.

Ms. Cheryl Larson stated she has lived at 501 East Church Street for 15 years. She opposes the medians but agrees that something needs to be done. This weekend was the first traffic stops she has seen on Church Street, and she has never seen a digital sign there. According to her research, medians have the potential to slow traffic by three miles per hour. This is a lot of money for such little results; the money should be used somewhere else. She questioned where the traffic is going to be routed to and how long this will disrupt their street. She does not think this is the correct option.

Mr. Todd Rice stated he lives at 505 East Church Street. He spoke in favor of the traffic calming. He stated he has two kids and one on the way; they walk up and down Church Street to get into town. He feels sure that the City has done their due diligence prior to this proposal. The islands have the ability to slow traffic down enough so people can walk down the sidewalks without having to worry about the speeders. He believes it will be a great addition to compliment downtown.

Mr. Kevin Oldham stated he lives at 724 Church Street. He discussed delivering pizzas in Grayson when he was younger. There was about a three-mile stretch of road with medians, and it did nothing to slow the traffic down. It will slow people down that aren't driving fast, but not the ones that are driving fast, and a truck will just hop the curve. He stated this will only inconvenience the traffic, not stop the speeders. He believes speed humps would work better and would be much cheaper, with less construction.

Mr. Rich Baumann stated he lives at 704 East Church Street. He stated one of the medians is going right in front of his house, so it will impede his and his neighbor's driveways. The safety aspect is the most important problem. He discussed how impaired drivers will have nine different opportunities of being diverted towards houses. It just doesn't make any sense to him.

Mr. Bruce Chick, of 690 McDaniel Street, presented a model of the houses on McDaniel Street. He discussed how digital signs will not impede traffic or slow traffic down. He discussed statements that Council Members made at the last Council Meeting. He stated there has not been a traffic study of any substantial element performed; it was only a way to appease the residents and give them false hope of their concerns being heard. He is still baffled at why the ordinance was originally changed as a blanket zoning requirement instead of granting variances as applicable, and the residents of McDaniel Street are left to suffer the consequences of such poor planning and oversight. Mr. Willett has agreed to some additional setbacks and made promises of larger homes and upgrades, but he is still concerned about the ability to enforce such propositions. It remains to be seen how much of a grand estate can be constructed on the narrow lots being surveyed; there are still too many houses on too small of a space. He stated the stormwater runoff, with the grading and construction has yet to be addressed. Mr. Chick finished by welcoming Mr. Willett to the neighborhood.

Mr. Andrew Kenneson explained he will be leaving Monroe at the end of March, and this will be his last meeting. He has enjoyed his time here getting to know everyone. He thanked everyone for answering most of his questions. He has not always agreed with everything but thinks Council has made a lot of good decisions.

IV. NEW BUSINESS

1. Approval – Major Subdivision – 945 Holly Hill Road

Mayor John Howard asked if Council had any questions for Mr. Willett or Mr. Ross prior to moving to Mr. Patrick Kelley.

Council Member Lee Malcom questioned whether Mr. Willett would be willing to put the 50-foot front setback for the applicable lots in writing, so that it would follow the land.

Mr. Mark Willett answered that he would put it in writing.

Mayor Howard read the ten covenants: the minimum heated square footage must be 2,500 square feet; front and sides of homes will have brick and/or stone foundations and fireplaces; all front and side area on dwelling lots will be sodded; a minimum of five trees with minimum diameter of two inches shall be placed on each lot or preserved on each lot and this does not include evergreen trees; no vinyl siding allowed; all homes to have 12-foot concrete driveways; roof pitch of 8/12 or greater; all utilities underground; all homes shall have a minimum two-car garage; homes to have 30-year or greater roof materials, no three-tab 20-year shingles; and the additional 50-foot front setback wherever possible.

Code Enforcement Officer Patrick Kelley presented the application for a subsequent subdivision of the property, which fronts on McDaniel Street. He explained it is basically a division of land into conforming lots, not really a development of a subdivision.

Attorney Chuck Ross stated prior to the meeting he delivered a copy of their Assertion of Constitutional Rights to the Mayor, Council, and City Clerk.

City Administrator Logan Propes discussed information collected by Keck & Wood in response to the traffic study request by the City. Mr. Sam Serio looked into not only the speed but also the general traffic conditions of the McDaniel Street area. He explained the data was derived mainly from the flashing sign, which records all data constantly. He gave an overview of the existing conditions of McDaniel Street. The roadway is classified as a major collector; there are two ten-foot travel lanes with a rural cross section. The speed limit is 35 miles per hour and 85% of the traffic is 45 miles per hour. The total vehicle count during the five-day study was 12,434. The highest speed collected was 83 miles per hour and 14 of the vehicles were over 65 miles per hour. He stated traffic calming measures are deemed appropriate for McDaniel Street. He discussed the proposed traffic calming measures, due to the type of roadway and the existing curb cuts options are limited. The City has expressed interest in construction of sidewalks along this roadway in the future, which will add curb and gutter along the sidewalks and allow traffic calming measures to all be included in one project. He explained this will be a multifaceted approach to slowing the traffic on McDaniel Street, adding sidewalks, curb and gutter, and whatever traffic calming measures are deemed appropriate. In the long term the most appropriate would be median islands and small roundabouts. The potential ten subdivided lots with the ten subsequent driveways could actually help to reduce speeding in the area, given the visual friction created from additional driveways along the route. He explained this was well studied by the City's engineers, and they did not see a major need in creating any additional amendments to those curb cuts, given their spacing.

Council Member David Dickinson questioned the projected cost of the lots being \$90,000.

Mr. Willett answered that to be correct.

Mr. Dickinson stated that fact alleviates any of his concerns about what type of houses are going to be built. It will be a \$500,000 project, if a person pays \$90,000 for a lot to build a 2,500 square foot house. He discussed how the visual restrictions can help.

Council Member Larry Bradley questioned whether the future sidewalks and traffic calming plans need to be figured in at the same time that the lots are being divided and the driveways are

being done. He also questioned whether or not the effects that the development will have to the stormwater could be measured.

Mr. Propes answered yes that would be something the City would like to work on with Mr. Willett, especially the drainage. It would be a big help to work it out on the front end instead of retroactively. He explained there is not really a way to quantify the stormwater effects, but if it is generally piped it should not create a huge difference.

Council Member Lee Malcom questioned whether the developer will be required to put sidewalks in front of each lot.

Mr. Kelley answered based on the development pattern of the road not being curb and gutter at this time, they will be required to pipe the crossing for their drainage ditch. He stated with it being a rural road with a rural profile with the ditches, it would remain that way.

Mr. Malcom questioned it not be more proactive to address the sidewalks now, since it is the City's objective to install sidewalks within the next 24-months or less.

Mr. Kelley stated the City would need to work with Mr. Willett on making the grading as readily retrofittable as possible to future plan.

Council Member Norman Garrett questioned whether they are in compliance now.

Mr. Kelley answered their proposal complies 100% with the Zoning Ordinance.

Council and staff further discussed sidewalks for McDaniel Street.

Council Member Ross Bradley questioned whether the two-car garages will be front facing or side facing.

Mr. Willett answered it depends; it is too far in advance to know yet. He is in agreeance to installing the 24-inch drain, if the City surveyor will mark where the pipe needs to go. He just needs the City engineer to complete the drawings by the time they are ready to start building.

Mr. Propes explained the City has not engineered to that spec yet. It is just conceptual at this point, but he will work with Mr. Willett on it.

To approve the subdivision with the covenants as presented.

*Motion by Dickinson, seconded by Garrett.
Passed Unanimously.*

2. Stonecreek Subdivision Phase II Final Plat

Code Enforcement Officer Patrick Kelley presented the Final Plat of Phase II of the Stonecreek Subdivision for approval. He explained all of the necessary Development Agreements for unfinished improvements are in place. The applicant needs approval of the final plat to get the subdivided lots recorded prior to beginning the build for Phase II.

Council Member Lee Malcom questioned whether lot sizes in Phase II are proportionate to the lots in Phase I and whether the Phases are balanced.

Mr. Kelley answered he believes there are a larger portion of smaller lots compared to larger lots, but the project is compliant with the agreed upon minimum.

To approve the Final Plat of Phase II for the Stonecreek Subdivision.

*Motion by Malcom, seconded by Crawford.
Passed Unanimously.*

3. Application – Beer & Wine On-Premise Consumption – The Southern Ox

To approve the application.

*Motion by R. Bradley, seconded by Malcom.
Passed Unanimously.*

4. Resolution – Georgia Cities Week, April 19 – 25, 2020

To adopt the resolution proclaiming the week of April 19th Georgia Cities Week.

*Motion by R. Bradley, seconded by Little.
Passed Unanimously.*

5. Church Street & Davis Street Traffic Calming

Council Member Larry Bradley read letters from two property owners who were unable to attend the meeting. The letter from Melvin Music stated he owns 502 East Church Street, 903 East Church Street, and 401 South Madison Avenue, which is located at the corner of Davis Street and South Madison Avenue. He wanted to voice his support for any measures that can be taken to slow the traffic on Church Street and Davis Street. He attested to witnessing the dangers that the traffic poses by the speed at which cars fly. The proposed solutions are facing criticism due to being ugly, but a fatality would be far uglier. Mr. Music strongly urged the City to proceed with any and all means available to prevent an accident due to speeding vehicle traffic on these roads. The letter from John Ryan McGreevy stated his family lives at 901 East Church Street and are thrilled to hear about this project. He and his family encourage the City to continue with the current Traffic Calming Project plans. Speeding vehicles are the single largest concern of the homeowners on Church Street, and illegal tractor trailer traffic is not far behind. Increased signage, police presence, and enforcement are not enough to solve these issues; immediate implementation of the engineer-led design is the most prudent and necessary course of action. They appreciate the concern other residents are presenting in opposition but politely disagree, concerns for safety far outweigh the critique of the project.

City Administrator Logan Propes explained Tri Scapes, Inc. had the lowest bid amount of \$222,404.50 for construction of traffic calming features on Church Street and Davis Street. Church Street will have median islands and Davis Street will have speed tables. He showed slides of median islands and speed tables that are actually in place at other locations for a visual of how they will look. The City's medians will have a yellow center stripe through the middle and a white stripe around the edge. The City will have more of a rollback curb so emergency responders can get through easier but still be a deterrent for tractor trailers. Mr. Propes stated he has talked with each of the departments within the City, and everyone is on board with the designs. He explained that driveways were taken into careful consideration, and no driveways will be blocked for ingress or egress.

Council Member Norman Garrett questioned the reason for using different features for Church Street and Davis Street. He also questioned the safety of moving the road closer to the sidewalks on Church Street.

Mr. Propes explained according to the traffic study, speed tables are more appropriate for a lower volume street. Davis Street is also much wider than Church Street, which generally makes speed tables a better fit. Church Street is very narrow, with only about forty feet of right-of-way in most spots in the Historic District; median islands are the only traffic feature that would be appropriate.

Mr. Garrett questioned whether Council Member Dickinson thought with more time that he could talk with the Police Department and the neighborhood in order to come to common ground so that everyone would be satisfied.

Council Member David Dickinson stated he has lived on Church Street for 39 years. It was not a Historic District at that time; they help to get it designated as a historic neighborhood. The neighborhood was thriving until the recession hit, and it is now building back up again. He is glad young families are moving in and wanting to make it a walkable, golf cartable, cyclable community. He has discussed this with the neighbors that have expressed opposition and explained that he is not opposed; he has a different opinion. He is a runner and a cyclist but will not ride his bicycle on Church Street, due to it being too dangerous. It is just a matter of time before someone gets hit or killed. Mr. Dickinson discussed various studies of accidents, with deferring miles per hour speeds. He stated according to the engineers' studies, Ms. Green's ideas are not viable options for Church Street. This may not be a perfect solution, but it has to start somewhere and something has to be done before there are fatalities. He has not seen any data showing that traffic control devices harm property values, and he has no opposition to having one directly in front of his house. The exact location of the islands can be adjusted.

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Mayor, Council, and City Administrator further discussed other ideas, the amount of right-of-way space, paver insets, sidewalks, the grass area beside the sidewalks, and blocked driveways.

Mr. Dickinson clarified for everyone that no citizens' driveways will be blocked. They will be able to go in both directions. No citizen's access to go east or west on the street will be impeded by the location of an island.

Council Member Ross Bradley questioned whether the curbing height could be adjusted to make it a ten to twelve-inch curb instead of a six to eight-inch curb.

Mr. Propes stated he would explore the option of adjusting the curbing height with the engineer.

To move forward with the Traffic Calming measures on Church Street and Davis Street.

*Motion by R. Bradley, seconded by Dickinson.
Voting no Garrett, Crawford.
Passed 6-2.*

6. Lease Agreement for Midland Sidewalk & Shared Parking Lot

City Administrator Logan Propes discussed the new sidewalk and parking lot agreement, which will be on Midland Avenue and Washington Street. The shared parking lot agreement will be at the Peters & Fosters lot; they will grant the City some easements to construct some additional sidewalks on Midland. On Washington Street the sidewalks will be constructed on the existing right-of-way. The shared parking will result in approximately 58 public parking spaces. There will be no annual cost to the City; the cost of construction will be payment in lieu. He explained the cost for the City will essentially be \$2,718 per space for all the sidewalks and parking rehab. This option will be considerably cheaper than land acquisition for a sidewalk or a parking deck and a good deal to use existing asphalt for public benefit.

To approve the Lease Agreement with Peters Diversified, LLLP.

*Motion by Malcom, seconded by Dickinson.
Passed Unanimously.*

7. Bid Award for Midland – Washington Sidewalk & Shared Parking Lot

City Administrator Logan Propes stated the request is to award the low bid for the construction of the Midland – Washington Sidewalk and Parking Project to Sol Construction, LLC. The total bid amount is \$163,383.05 for the base bid, Alternate A2 bid, Alternate B bid, and Alternate B2 bid. He explained approval will be contingent upon the full execution of the Lease Agreement, which was just approved.

To approve the bid from Sol Construction, LLC for the total amount of \$163,383.05 as presented.

*Motion by Dickinson, seconded by Adcock.
Passed Unanimously.*

V. ADJOURN

*Motion by R. Bradley, seconded by Malcom.
Passed Unanimously.*



MAYOR



CITY CLERK