



Where Georgia comes together.

www.perry-ga.gov

March 1, 2021

WORK SESSION AGENDA

5:00 PM

PERRY ARTS CENTER
1121 MACON ROAD, PERRY, GA 31069

To join the meeting by Facebook: Use this URL - facebook.com/cityofperryga
This will allow you to view and hear the meeting.

1. Call to Order: Mayor Randall Walker, Presiding Officer.
2. Roll:
3. Items of Review/Discussion: Mayor Randall Walker
 - 3a. Office of the City Manager
 1. Consider authorizing Langston Road RSDF service area and stormwater connection charge – Mr. L. Gilmour.
 2. Consider adjustments for residential parking issues – Mr. L. Gilmour.
 3. Hydrant Maintenance – Mr. R. Smith.
 - 3b. Economic Development Office
 1. Consider pedestrian lighting for hotel/motel areas – Ms. A. Hardin.
 - 3c. Office of the City Attorney
 1. Update relative to legislation providing home delivery of unbroken packaged alcohol – Ms. B. Newby.
4. Council Member Items:
5. Department Head/Staff Items:
6. Adjourn.

In accordance with the Americans with Disabilities Act, accommodations are available for those who are hearing impaired and/or in need of a wheelchair. The Perry City Council Agenda and supporting material for each item is available on-line through the City's website at www.perry-ga.gov.



Where Georgia comes together.

OFFICE OF THE CITY MANAGER

MEMORANDUM

TO: Mayor / Council
FROM: Lee Gilmour, City Manager *LG*
DATE: February 12, 2021
REFERENCE: Establishment of stormwater service area

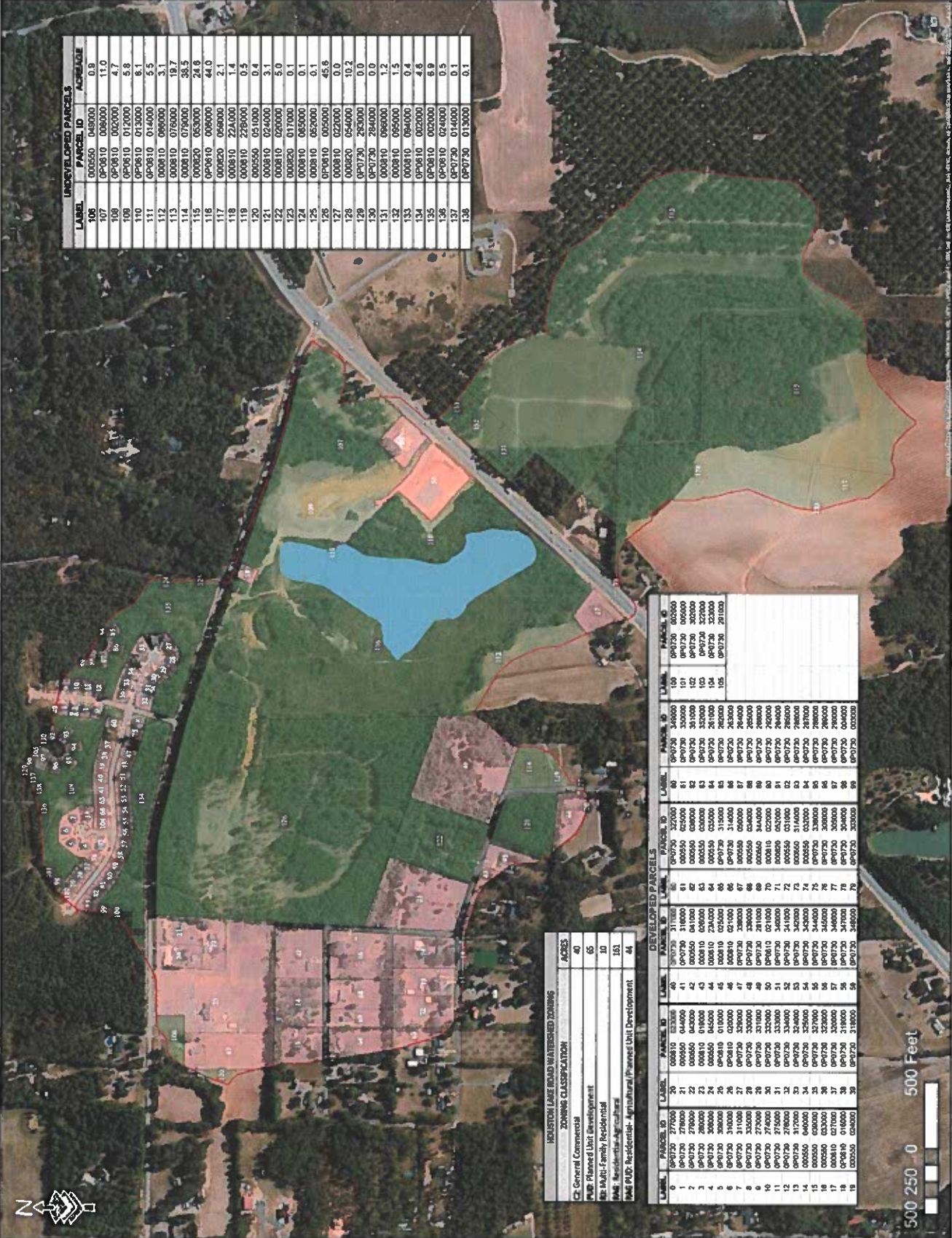
Provided to you is a watershed map of the area served by the Langston Road regional stormwater detention facility. Council approved this project December 15, 2020.

The Administration recommends the Council approve a Langston Road RSDF service area and establish a stormwater connection fee for each structure built in the service area. The service charge would be based on the estimated construction costs and the structure's ERU number. A single family detached house is 1 ERU.

Langston Road RSDF Contributing Watershed Parcel Map

MAP LEGEND

- Undeveloped Parcels in Watershed
- Developed Parcels in Watershed
- Contributing Watershed
- RSDF Location



UNDEVELOPED PARCELS		
LABEL	PARCEL ID	ACRES
106	000550 040000	0.9
107	000550 000000	11.0
108	000550 000000	4.7
109	000550 010000	5.8
110	000550 010000	5.5
111	000550 010000	3.1
112	000550 010000	19.7
113	000550 010000	38.5
114	000550 010000	24.8
115	000550 010000	21.0
116	000550 010000	2.1
117	000550 010000	0.4
118	000550 010000	0.5
119	000550 010000	9.4
120	000550 010000	5.0
121	000550 010000	0.1
122	000550 010000	0.1
123	000550 010000	46.8
124	000550 010000	10.2
125	000550 010000	0.0
126	000550 010000	0.0
127	000550 010000	1.2
128	000550 010000	0.4
129	000550 010000	4.6
130	000550 010000	6.9
131	000550 010000	0.5
132	000550 010000	0.1
133	000550 010000	0.1

HOUSTON LAKE ROAD WATERSHED ZONING		ACRES
General Commercial	40	
Planned Unit Development	65	
Single Family Residential	10	
Medium Density Residential	153	
Planned Unit Development - Agricultural/Planned Unit Development	44	

DEVELOPED PARCELS		PARCEL ID	ACRES
0	000550 270000	20	000550 270000
1	000550 270000	21	000550 270000
2	000550 270000	22	000550 270000
3	000550 270000	23	000550 270000
4	000550 270000	24	000550 270000
5	000550 270000	25	000550 270000
6	000550 270000	26	000550 270000
7	000550 270000	27	000550 270000
8	000550 270000	28	000550 270000
9	000550 270000	29	000550 270000
10	000550 270000	30	000550 270000
11	000550 270000	31	000550 270000
12	000550 270000	32	000550 270000
13	000550 270000	33	000550 270000
14	000550 270000	34	000550 270000
15	000550 270000	35	000550 270000
16	000550 270000	36	000550 270000
17	000550 270000	37	000550 270000
18	000550 270000	38	000550 270000
19	000550 270000	39	000550 270000
40	000550 270000	40	000550 270000
41	000550 270000	41	000550 270000
42	000550 270000	42	000550 270000
43	000550 270000	43	000550 270000
44	000550 270000	44	000550 270000
45	000550 270000	45	000550 270000
46	000550 270000	46	000550 270000
47	000550 270000	47	000550 270000
48	000550 270000	48	000550 270000
49	000550 270000	49	000550 270000
50	000550 270000	50	000550 270000
51	000550 270000	51	000550 270000
52	000550 270000	52	000550 270000
53	000550 270000	53	000550 270000
54	000550 270000	54	000550 270000
55	000550 270000	55	000550 270000
56	000550 270000	56	000550 270000
57	000550 270000	57	000550 270000
58	000550 270000	58	000550 270000
59	000550 270000	59	000550 270000
60	000550 270000	60	000550 270000
61	000550 270000	61	000550 270000
62	000550 270000	62	000550 270000
63	000550 270000	63	000550 270000
64	000550 270000	64	000550 270000
65	000550 270000	65	000550 270000
66	000550 270000	66	000550 270000
67	000550 270000	67	000550 270000
68	000550 270000	68	000550 270000
69	000550 270000	69	000550 270000
70	000550 270000	70	000550 270000
71	000550 270000	71	000550 270000
72	000550 270000	72	000550 270000
73	000550 270000	73	000550 270000
74	000550 270000	74	000550 270000
75	000550 270000	75	000550 270000
76	000550 270000	76	000550 270000
77	000550 270000	77	000550 270000
78	000550 270000	78	000550 270000
79	000550 270000	79	000550 270000
80	000550 270000	80	000550 270000
81	000550 270000	81	000550 270000
82	000550 270000	82	000550 270000
83	000550 270000	83	000550 270000
84	000550 270000	84	000550 270000
85	000550 270000	85	000550 270000
86	000550 270000	86	000550 270000
87	000550 270000	87	000550 270000
88	000550 270000	88	000550 270000
89	000550 270000	89	000550 270000
90	000550 270000	90	000550 270000
91	000550 270000	91	000550 270000
92	000550 270000	92	000550 270000
93	000550 270000	93	000550 270000
94	000550 270000	94	000550 270000
95	000550 270000	95	000550 270000
96	000550 270000	96	000550 270000
97	000550 270000	97	000550 270000
98	000550 270000	98	000550 270000
99	000550 270000	99	000550 270000

500 250 0 500 Feet



Where Georgia comes together.

OFFICE OF THE CITY MANAGER

MEMORANDUM

TO: Mayor / Council
FROM: Lee Gilmour, City Manager
DATE: February 5, 2021
REFERENCE: Residential parking issue

Per your December 14, 2020 direction the Administration contacted the other Georgia cities in our operations plan group to determine if residential parking on city streets was a problem, if so, how were they addressing it.

The survey results are:

- Yes, this is a problem in all the responding cities.
- Options are:
 - * Encourage subdivision home owners associations to restrict parking.
 - * Install "No Parking" signs through homeowner associations in troublesome areas.
 - * Aggressively enforce no parking by fire hydrants, blocking intersections, etc.
 - * Increase minimum driveway length.
 - * Change street to one way/parking on one side.

Any street parking restrictions have been met with intense resident opposition. Most councils only address very limited, immediate public safety concerns. A copy of the City of Duluth's committee report is provided for your information.

The Administration recommends Council consider the following:

1. All residential streets will remain as is relative to parking unless there is a successful petition to change.

2. **Home owners associations would need to enforce neighborhood covenants.**
3. **Any residential street that qualifies as a minor or major collector will allow parking on one side only unless there is currently sufficient space for parking.**

**cc: Mr. R. Smith
Chief S. Lynn
Chief L. Parker**



N.O.W.

NEIGHBORHOOD OUTREACH WORK

CITY OF DULUTH
CITY COUNCIL

SEPTEMBER 23, 2019

On-Street Parking in Neighborhoods

DULUTH LIFE

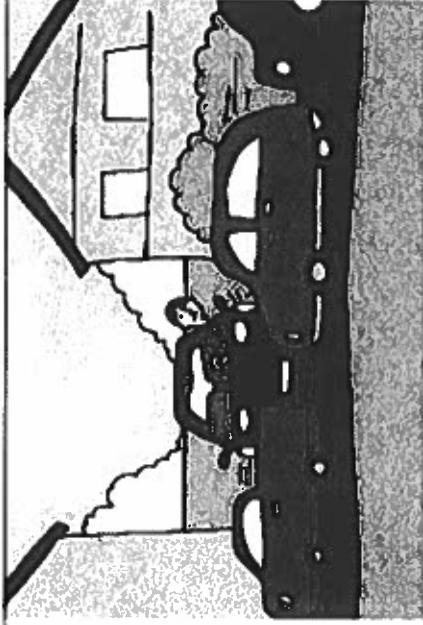
SPRING 2019

PARKING ON *Residential Streets*

Many established neighborhoods in Duluth were not designed with on-street parking in mind. However, that hasn't stopped many residents from parking on the street instead of their driveways or garages. When their guests do it too, other drivers and pedestrians are often forced into oncoming lanes. What's worse, they may be causing traffic hazards.

Many Duluth residents have recently expressed concerns about a proliferation of parking in their neighborhoods, claiming that:

- Parking on the street can contribute to an unsafe environment in neighborhoods.
- Many streets in Duluth are not wide enough to accommodate on-street parking which causes impeded sight lines and makes movement of vehicles difficult.
- It can obstruct the safe movement of fire trucks, ambulances, law enforcement vehicles, school buses, mail delivery and utility vehicles.
- It causes potentially dangerous situations for pedestrians to move freely around their neighborhood, especially small children.
- The need to park in the street is associated with overcrowding of dwelling units.
- Vehicles parked in the street affect the aesthetics of a neighborhood and property values.



Did you know that Duluth already has adopted codes that regulate parking enforcement in residential areas? The Duluth Police Department enforces the parking codes adopted in Chapter 8 of the Duluth Municipal Code. Some of the more common violations affecting neighborhoods include parking:

- (1) Within 30 feet of a traffic signal, beacon or sign on the approaching side.
- (2) Within 20 feet of any intersection or crosswalk.
- (3) At any place where the standing of a vehicle will reduce the usable width of the roadway from moving traffic to less than 18 feet.
- (4) Within 15 feet of a fire hydrant, at any place where the vehicle would block the use of a driveway.
- (5) On any sidewalk or parkway.

Please drive (and park!) safely.

PURPOSE AND BACKGROUND

- As part of Duluth N.O.W., staff has been spending more time working with neighborhoods to improve quality of life by identifying concerns and applying resources to respond.
- On-Street parking in neighborhoods has been a reoccurring concern in many of Duluth's neighborhoods:
 - Regency Park Townhomes
 - Regency Park
 - Chattahoochee Reserve
 - Palisades
 - Riverbrooke
 - Charleston Bay
 - The Regency at Sugarloaf Ridge
 - Norman Downes
 - Ivy Station
 - Park View North
 - Baxley Ridge
 - The Village at Albion Farm
 - Howell Wood Trail

CONCERNS FROM RESIDENTS

We have heard the following concerns:

- Parking on the street can contribute to an unsafe environment in neighborhoods.
- Many streets in Duluth are not wide enough to accommodate on-street parking which causes impeded sight lines and makes movement of vehicles difficult.
- It can obstruct the safe movement of fire trucks, ambulances, law enforcement vehicles, school buses, mail delivery and utility vehicles.
- It causes potentially dangerous situations for pedestrians to move freely around their neighborhood, especially small children.
- The need to park in the street is associated with overcrowding.
- Vehicles parked in the street affect the aesthetics of a neighborhood and property values.

WHAT WE CURRENTLY REGULATE

Sec. 8-66. - It shall be unlawful for any motor vehicle to stop, stand, or park in any of the following places and locations:

- 1) In any intersection;
- 2) In any crosswalk;
- 3) Upon any bridge;
- 4) Between a safety zone and the adjacent curb or within thirty (30) feet of a point of the curb immediately opposite the end of a safety zone;
- 5) Within thirty (30) feet of a traffic signal, beacon, or sign on the approaching side;
- 6) Within twenty (20) feet of any intersection or crosswalk;
- 7) At any place where the standing of a vehicle will reduce the usable width of the roadway from moving traffic to less than eighteen (18) feet;
- 8) Within fifteen (15) feet of a fire hydrant;
- 9) At any place where the vehicle would block the use of a driveway;
- 10) Within fifty (50) feet of the nearest railroad grade crossing;
- 11) Within twenty (20) feet of the driveway entrance to any fire department station and on the side of the street opposite the entrance to any such station within seventy-five (75) feet of such entrance when a sign is properly posted;
- 12) On any sidewalk or parkway;
- 13) At any place where official signs prohibit parking.

ADDITIONAL PARKING RESTRICTIONS

It shall be unlawful, at any time, to permit any vehicle to park or stand along any of the following streets located within the city:

1. Ashley Lane;
2. Meeting Street;
3. East Bay Street;
4. Brock Road;
5. Cul-de-sac on (south) Regency Park Drive;
6. Shortleaf Way, north end, stub street sections;
7. Hailston Drive NW (west side of the street)

ADDITIONAL PARKING RESTRICTIONS

It shall be unlawful to permit any vehicle to park or stand along any of the following streets located within the city during the time period from 6:00 a.m. to 4:00 p.m., Monday through Friday:

1. Oak Street;
2. South Street;
3. First Street;
4. Mason Drive;
5. Mattison Street;
6. Pinecrest Circle;
7. Cul-de-sac on (north) Regency Park Drive.

RESEARCH

Location	Residential Parking Restrictions	Prohibit Certain Streets	Limit Overnight	Limit During the Day
Alpharetta	Yes	Yes	No	No
Duluth	Yes	Yes	No	Yes
Dunwoody	Yes	No	No	No
Johns Creek	Yes	Yes	No	No
Lawrenceville	Yes	Yes	Yes	No
Lilburn	Yes	Yes	No	No
Marietta	Yes	No	No	No
Norcross	Yes	No	No	No
Roswell	Yes	No	No	No
Sandy Springs	Yes	Yes	No	No
Snellville	Yes	No	No	No
Suwanee	Yes	Yes	No	No
Woodstock	Yes	Yes	No	No
Cobb County	Yes	Yes	Yes	No
Gwinnett	Yes	Yes	No	No

DISCUSSION FROM COUNCIL

- Is there an on-street parking problem in the City of Duluth Neighborhoods?
- Are our current parking regulations adequate to address the needs to our neighborhoods?
- Should the City consider prohibiting on-street parking in neighborhoods Citywide?
 - All day
 - During daytime hours
 - Overnight
- Should we focus on neighborhoods and streets that have expressed concern and amend Section 8-66 of the Muni Code as necessary.



Where Georgia comes together.

Office of the Assistant City Manager

To: Mayor and Council

From: Robert Smith, Assistant City Manager

CC: Lee Gilmour, City Manager
Fire Department
ESG

Date: February 24, 2021

Re: Fire Hydrant Maintenance Proposal

As you are aware, the City maintains and operates a large, and growing, network of fire hydrants across the City. The approximately 1,300 hydrants are critical public safety infrastructure, a primary component in fighting fires, and must be evaluated and maintained on a regular basis to ensure effective operation. The current process the City has in place for this maintenance is inadequate. Further, and as part of the maintenance process, the City needs to develop a GIS-based inventory of our hydrants that will allow for efficient maintenance and location of said hydrants during emergency events.

To this point, hydrant maintenance has been completed, time permitting, by the Fire Department. Given the extent of our hydrant network and the complexities of modern-day hydrant maintenance, staff is recommending that moving forward the City contract with Utilivision, Inc. (UTV) for hydrant maintenance operations. As you can see in the attached proposal, through a comprehensive multi-phased approach, UTV will work with the City in ensuring our hydrant network is well-maintained and operable. The scope of the proposal, developed through coordination with city staff, ESG, and with recommendations from the Insurance Services Office (ISO), includes the development of a robust GIS-based hydrant database, location and testing of hydrants, and general maintenance.

The cost of the work to be completed is \$109,000. Staff is recommending the two (2) year approach to be paid for out of the Water & Sewer Revenue Fund.

Please let me know if you have any questions or require any further information.



MEMORANDUM

Hydrant Maintenance & GIS Proposal

PREPARED FOR: Lee Gilmour, City of Perry

PREPARED BY: Nathan West, UTV

COPIES:

DATE: November 13, 2020

Background

The City of Perry has requested a proposal for the performance of fire hydrant inspection, maintenance and GIS data collection. The work proposed will be performed in accordance with American Water Works Association (AWWA) Manual M-17 with the City providing all materials and service provider performing the services. The materials would be provided through a rebate account provided in conjunction with the inspection fee.

Project Approach

UTV's approach to provide the fire hydrant inspection program is segregated into two phases; **Planning, Identification and Maintenance, and Data Transfer**. It is imperative that these phases occur in the order identified to ensure efficient completion of the tasks as well as allow UTV to compile the information in a readily available database for City review and use.

Phase 1: Planning

The planning aspect of the project ensures concurrence from the City with UTV's methodology and end product of the effort. Specifically:

- 1) UTV will draft and submit for review a Hydrant Inspection Plan that will identify, in which order, hydrants in various areas will be inspected, serviced and GIS data collected.
- 2) As part of project coordination, UTV will schedule, attend, and conduct a project kickoff meeting with the City to examine the review comments and details of the Hydrant Inspection Plan. Such items as field work logistics, contact information for key personnel, and protocols for what to do in certain situations will be reviewed and incorporated in the respective plans.
- 3) Integration of a computerized maintenance management system (CMMS) to quantify the work performed by UTV and others will begin upon acceptance of the plans referenced above. Each hydrant will be loaded as an individual asset on the CMMS and given a unique identifier. Work orders will be issued for each hydrant planned for service and field data collected will be input into the assets base information page. Utilization of a CMMS will provide the City easy access to historical work performed and planned work as scheduled. UTV expects to receive a list of known hydrants and hydrant identification

numbers from the City and upload all specifics provided into the CMMS before initiating field work.

Phase 2: Hydrant Identification and Maintenance

Upon acceptance of the plans, UTV field efforts begin whereby hydrants are scheduled for routine maintenance and inspection. During the initial inspection, UTV will collect GPS coordinates and associate the results with the specific hydrant identification number in the CMMS if this information is not available. UTV communicates with the CMMS by utilizing tablets to update information as collected in the field. The routine maintenance items include:

- Photograph of each hydrant to document condition
- Accessibility inspection for fire services personnel
- Evaluate hydrant operability
- Inspect for accessibility, leaks, and worn threads;
- Lubricate hydrant, as necessary, to ensure ease of operation;
- Apply NSF lubricant compound to hydrant caps;
- Replace hydrant cap gaskets as needed;
- With caps on all outlets, open the hydrant operating nut not less than five full 360-degree turns to ensure proper functioning and to distribute lubrication;
- Verify operation of weep holes and drainage of barrel (after all operations);
- Locate and verify operability of the hydrant isolation valve; and,
- Establish a 3-foot clear zone radius around each hydrant, as needed, to improve accessibility.
- Locate and / or install the reflective street marker identifying the hydrant for fire services. (The raised pavement marker shall be installed within 6-inches of the edge line (white line) or curb of the pavement on the asphalt or concrete roadway in accordance with published GDOT standards.)

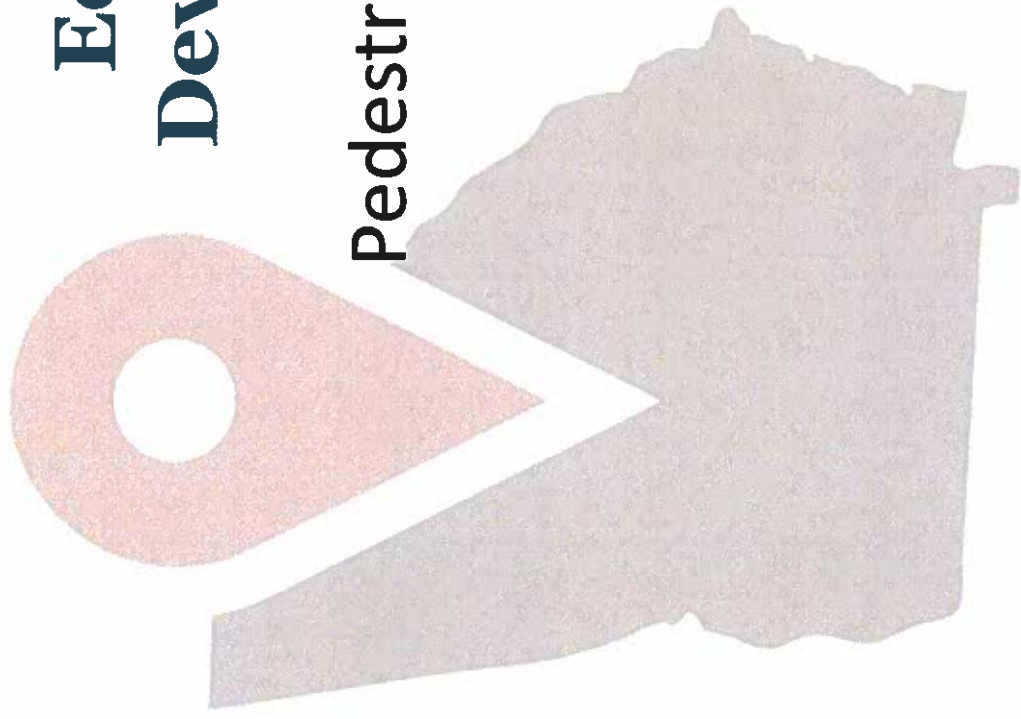
Should the routine inspection indicate the need for corrective maintenance, a work order will be issued to ensure repair needs are recorded and scheduled for completion.

Phase 3: Data Transfer

Upon completion of Phase 2, all data will be transferred to the City's GIS system for review and updating. All data collected during Phase 2 will be documented and stored in our CMMS system for future reference and corrective maintenance work orders generated as needed.

Fee

The lump sum cost to perform the work for the estimated 1300 hydrants is one hundred and nine thousand dollars (\$109,000.00). Based on the estimated hydrants, UTV proposes completing all hydrant maintenance and GIS data collection within a 1-year period. If preferred, this work could be completed over a 2-year period if needed.



Economic Development

**Pedestrian lighting options at
Hampton Ct.**



Mirada Post Top (MPP) Outdoor LED Post Top



IP66

RoHS
COMPLIANT

ARRA
Factory Compliant



Where Georgia comes together.

Mirada Post Top



Where Georgia comes together.

Mirada Post Top



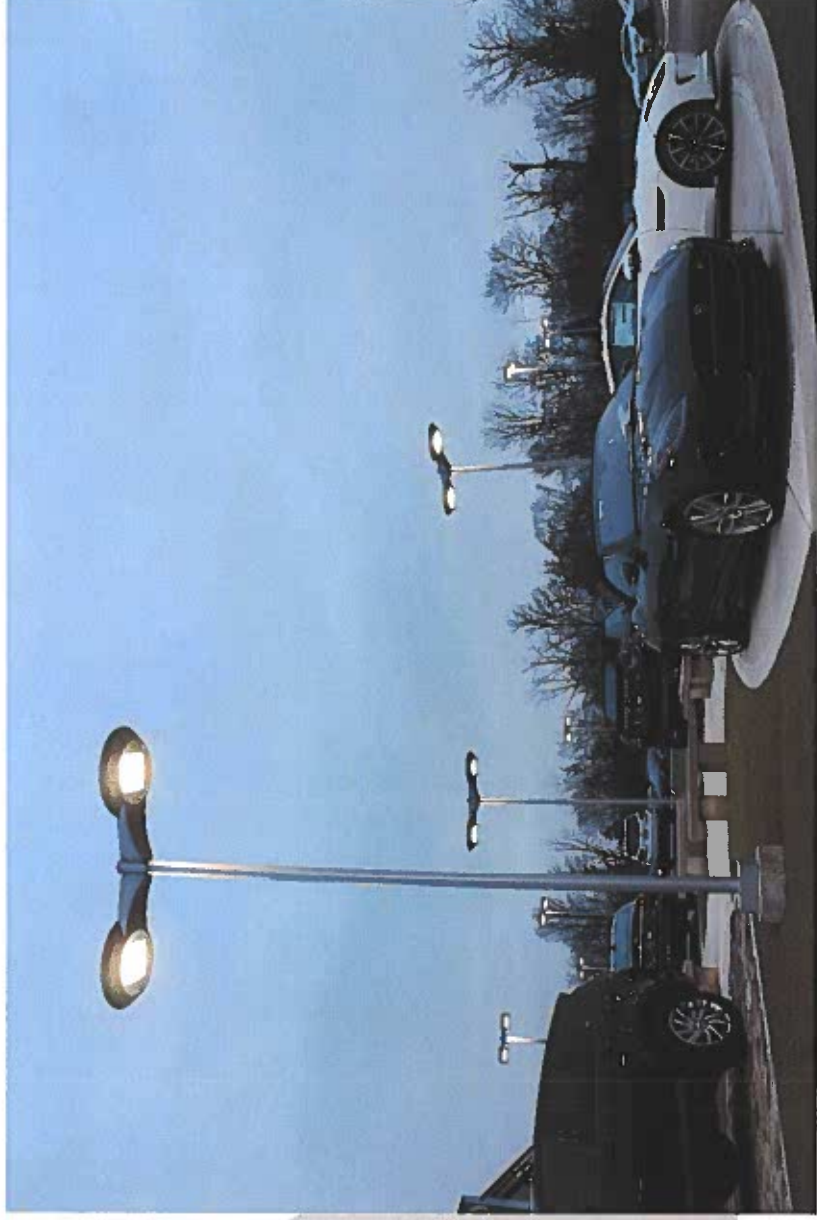
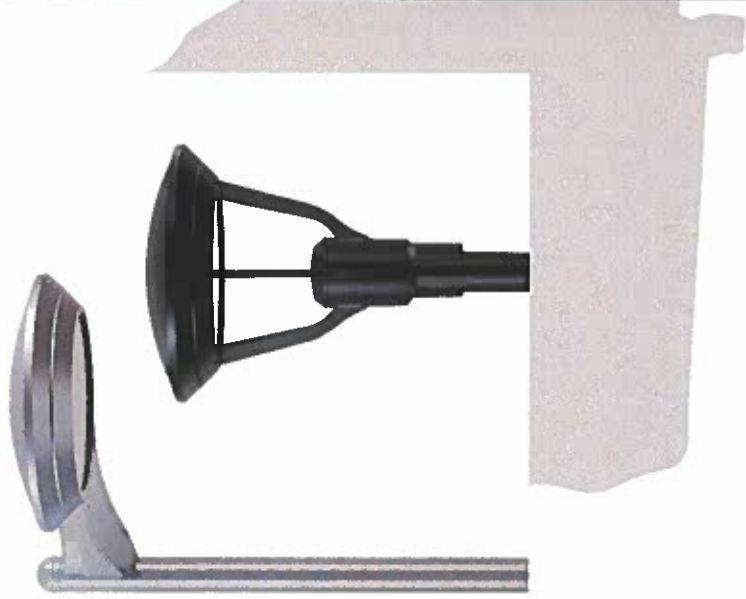
Where Georgia comes together.

Enterprise Decorative Post Top & Area Light



Where Georgia comes together.

Enterprise Decorative Post Top & Area Light



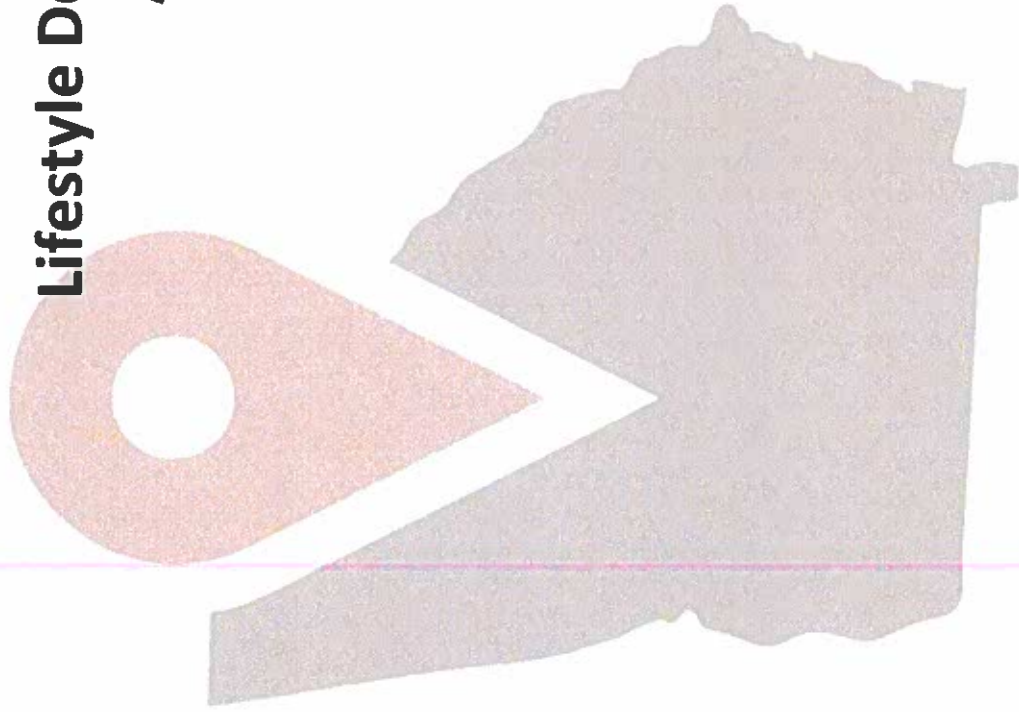
Where Georgia comes together.

Enterprise Decorative Post Top & Area Light



Where Georgia comes together.

Lifestyle Decorative Post Top & Area Light



Where Georgia comes together.

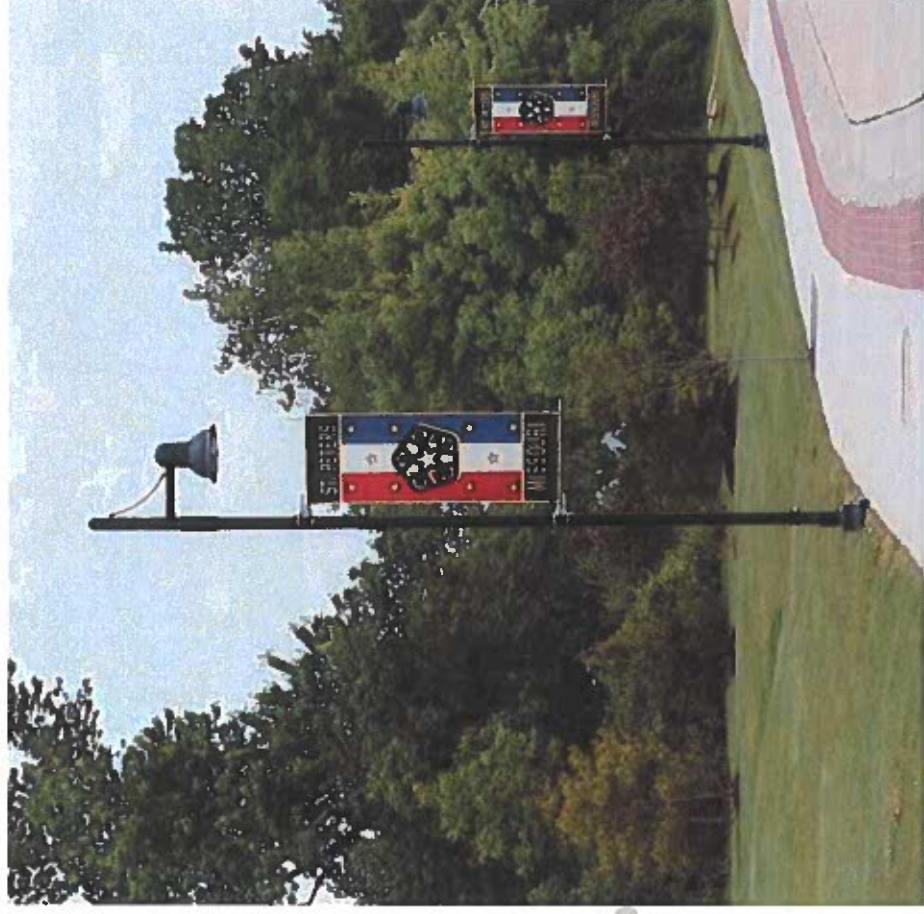
Lifestyle Decorative Post Top & Area Light



Where Georgia comes together.



Lifestyle Decorative Post Top &



Where Georgia comes together.

Lifestyle Decorative Post Top & Area Light



Where Georgia comes together.