

City of Norcross

*65 Lawrenceville Street
Norcross, GA 30071*



Meeting Agenda

Monday, September 19, 2016

6:30 PM

2nd Floor Conference Room

Policy Work Session

*Mayor Bucky Johnson
Mayor Pro Tem Craig Newton
Council Member David McLeroy
Council Member Andrew Hixson
Council Member Josh Bare
Council Member Pierre Levy*

A. Roll Call (recorded)**B. Citizen Input****C. Board Updates**

ARB Update - J. Hopper

D. General Updates

Introduction of new CID Director - Marsha Bomar

Introduction of new Economic Development Director - Chris Moder

E. Council - General Discussion**F. Board Appointments**

Mayor and Council are asked to consider and approve an appointment to the following board, authority or commission:

Norcross Public Arts Commission

Sustainable Norcross Commission

G. Items for Discussion**1. [16-4462](#) Skin Alley Traffic Concerns**

Citizens and business owners on and around Skin Alley are concerned about high speeds, heavy vehicle traffic, and unlawful parking on Skin Alley. The Police Department conducted a speed detection/vehicle count analysis in May and a more recent visual analysis. After review of all information obtained, we recommend a few changes be made to Skin Alley that should help alleviate our concerns based on the findings.

[Memo - Skin Alley Traffic Concerns](#)

2. [16-4463](#) Price Place Speed Table

The Department of Public Works, Utilities & Parks was approached by members of the Community as well as the Norcross Police Department about pedestrian traffic on Price Place. There is a legitimate concern for individuals crossing from the city-provided parking lot to use the facilities at Summerour Park. The Department of Public Works, Utilities & Parks has made an effort to mitigate speed by adding several speed limit signs without much success. It is the recommendation of the City Engineer to install a speed table (traffic calming device) at the intersection between the playground and the soccer complex.

[Price Place Speed Table](#)

3. [16-4466](#) **Text Amendment to Ordinance 06-2016 for the Annexation of Property Located at 2040 Beaver Ruin Road**

A correction to the previously adopted Ordinance for Annexation 06-2016. This ordinance will be corrected by deleting any and all references in said Ordinance to the address of the residential property located at 2038 Indian Trail Road, which property was not and is not intended to be annexed into the City of Norcross.

[ORD 09-2016 Text Amendment to 06-2016](#)

4. [16-4447](#) **Budget Process Discussion**

A discussion to streamline the budget process and to form a citizen budget committee.

[Memo - budget process](#)

5. [16-4464](#) **Renaming South Point Park to Veterans Park**

[Point Park v4](#)

[140 N. Norcross Tucker Rd. - Google Map SNN Tucker entry](#)

[555 S Peachtree St - Google Maps Flint Hill entry 1](#)

[Veteran's Memorial Examples](#)

6. [16-4465](#) **Historical Markers Installation Discussion**

[Memo - Historical Markers](#)

7. [16-4431](#) **2017 SPLOST Projects Wish List Discussion**

[FY2017 - splost projects funding](#)

H. **Adjourn to Executive Session for Personnel, Real Estate or Legal**

Signed by _____ Bucky Johnson, Mayor

Signed by _____ Monique Lang, City Clerk



MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **JOSH BARE** ·
COUNCILMAN **ANDREW HIXSON** · COUNCILMAN **PIERRE LEVY** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK · **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

| | | | |
|-------------------|-----------------------------|--------------------|---------------------|
| File #: | 16-4462 | Version: | |
| Type #: | Agenda Item | Status: | Agenda Ready |
| On Agenda: | 9/19/2016 6:30 PM | In Control: | Policy Work Session |
| Title: | Skin Alley Traffic Concerns | | |

Sponsors:

Code Sections: O.C.G.A.§ 40-6-183(b)

Attachments:

1. [Memo - Skin Alley Traffic Concerns](#)

Title

Skin Alley Traffic Concerns

Drafter

Bill Grogan



NORCROSS POLICE DEPARTMENT

CHIEF BILL GROGAN

TO: Rudolph Smith, City Manager

FROM: Bill Grogan, Chief of Police

DATE: August 23rd, 2016

RE: Skin Alley Traffic Concerns and Police Department Recommendations

Citizens and business owners on and around Skin Alley have expressed a growing concern about the speeds and heavy vehicle traffic on Skin Alley. A secondary concern is parking along the buildings where prohibited by sign. In May, we did a survey to gather speeds and vehicle counts on Skin Alley. An average of 5.2 cars per hour was the result and speeds were within reason (approx. 18 mph) for a City street. Note: Skin Alley, by State law, is a street, not an alley.

Since May, we have spent time visually monitoring Skin Alley. We now believe that although 18 mph typically would be considered a low speed on a normal street, the volume of foot traffic, narrowness of the street, short distance, side parking, and limited sight distance make that speed (and anything higher) too high for the safety of citizens and business employees. We have also witnessed large trucks attempting to turn on Skin Alley from Jones St where the roadway is narrow.

Based on the findings in May, and our visual monitoring of Skin Alley, we feel the best way to handle this street is to make it one-way from Holcomb Bridge to Jones St so trucks can enter from Holcomb Bridge Rd for loading and unloading.

In addition to being one-way, we recommend black rubber speed breakers in two locations to limit vehicle speeds. Both should be placed 100' from the center of Skin Alley in each direction. These are easy to place and can be repaired or replaced as needed at a low cost.

Georgia law (OCGA 40-6-183 b) permits us to lower speed limits to under 25 mph if we declare the speed limit a reasonable and safe maximum speed limit. The current speed limit filed with

the State for Skin Alley is 25 mph. The City should set the speed limit for Skin Alley at 10 mph. It then can be posted on the street.

Lastly, we feel the best way to deal with unlawful parking along Skin Alley in areas where prohibited is through educating business owners and by additional no parking signs facing the direction of one-way traffic. This, along with making the roadway one-way, should reduce unlawful parking on Skin Alley.

Request Summary:

- 1) Skin Alley be made one-way from Holcomb Bridge to Jones Street
- 2) Installation of black rubber speed breakers in two locations as described
- 3) Speed limit change from 25 mph to 10 mph
- 4) No parking signs as needed along back businesses

Estimated cost is less than \$1000.00.



MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **JOSH BARE** ·
COUNCILMAN **ANDREW HIXSON** · COUNCILMAN **PIERRE LEVY** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK · **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

| | | | |
|-------------------|-------------------------|--------------------|---------------------|
| File #: | 16-4463 | Version: | A |
| Type #: | Agenda Item | Status: | Agenda Ready |
| On Agenda: | 9/19/2016 6:30 PM | In Control: | Policy Work Session |
| Title: | Price Place Speed Table | | |

Sponsors:

Code Sections:

Attachments:

1. [Price Place Speed Table](#)

Title
Price Place Speed Table

Drafter
Mary Beth Bender



MARY BETH BENDER, DIRECTOR
PUBLIC WORKS, UTILITIES & PARKS

TO: Mayor and City Council

FROM: Mary Beth Bender
 Department of Public Works, Utilities & Parks

DATE: August 17, 2016

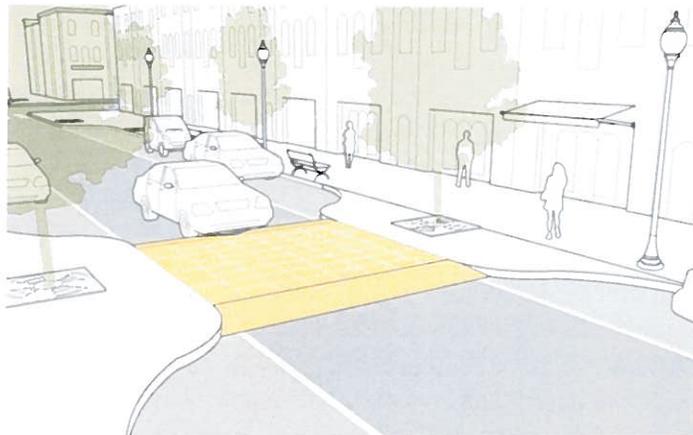
SUBJECT: Speed Table Price Place

CC: Rudolph Smith, City Manager

Presented By: Mary Beth Bender, Director

The Department of Public Works, Utilities & Parks was approached by members of the Community as well as the Norcross Police Department about pedestrian traffic on Price Place. With the new soccer complex open at Summerour Park (including the playground & the soccer field), there is legitimate concern about families parking at the city-provided parking lot on Price, then crossing the street. Public Works added several additional 25 MPH speed limit signs to mitigate speed, without much success.

Public Works received guidance and input from the City Engineer, the Chief of Police, and Ms. Jarrett (Summerour Middle School principal) on available options and suggestions. It has been recommended by the City Engineer to install a speed table (traffic calming device) at the intersection between the playground and the soccer complex.



Staff Recommendation: Staff recommends approval

Funding Source: SPLOST Transportation

Project Estimated Costs: \$51,046.90 + 10% contingency = \$56,151.59

| ITEM | QTY. | UNIT | UNIT PRICE | AMOUNT | |
|--|--------|------|-------------|-------------|--------------------|
| BACKFILL C & G | 65 | L.F. | 1.25 | 81.25 | |
| TOPSOIL - RE-SPREAD | 10 | C.Y. | 2.15 | 21.50 | |
| (02200) - SUBTOTAL | | | | | \$ 502.75 |
| EROSION, SEDIMENTATION, & POLLUTION CONTROL (02370) | | | | | |
| EROSION CONTROL | 1 | AC | \$ 4,000.00 | \$ 4,000.00 | |
| (02370) - SUBTOTAL | | | | | \$ 4,000.00 |
| ASPHALTIC CONCRETE PAVING (02740) | | | | | |
| ASPHALT PAVING L.D. (1-1/2, 2, 6) | 183.33 | S.Y. | \$ 25.00 | \$ 4,583.33 | |
| TRAFFIC STRIPING - 4" WHITE THERMOPLASTIC | 1 | L.F. | | 100.00 | |
| (02740) - SUBTOTAL | | | | | \$ 4,683.33 |
| PORTLAND CEMENT CONCRETE PAVING (02750) | | | | | |
| CONCRETE PAVING (6/4) | 86.667 | S.Y. | \$ 27.00 | \$ 2,340.00 | |
| (02750) - SUBTOTAL | | | | | \$ 2,340.00 |
| CONCRETE CURBS, GUTTERS, AND WALKS (02770) | | | | | |
| 24" CURB & GUTTER | 65 | L.F. | \$ 12.50 | \$ 812.50 | |
| 4" CONCRETE SIDEWALK | 325 | S.F. | 2.50 | 812.50 | |
| HANDICAP RAMPS | 5 | EA. | 250.00 | 1,250.00 | |

CITY OF NORCROSS
SUMMARY OF ESTIMATED COSTS

JOB NO: PRICE PLACE SPEED TABLE
 JOB: _____
 DATE: _____ 8/10/2016

| ITEM | QTY. | UNIT | UNIT PRICE | AMOUNT | |
|---|------|------|--------------|--------------|---------------------|
| GENERAL SITEWORK (02010) | | | | | |
| MOBILIZATION | 1 | L.S. | \$ 15,000.00 | \$ 15,000.00 | |
| (02010) - SUBTOTAL | | | | | \$ 15,000.00 |
| SITE DEMOLITION (02220) | | | | | |
| SAWCUT ASPHALT PAVING | 65 | L.F. | \$ 5.00 | 325.00 | |
| SAWCUT CONCRETE PAVING | | L.F. | 5.00 | 0.00 | |
| ASPHALT PAVING REMOVAL | | S.Y. | 4.00 | 0.00 | |
| CONCRETE PAVING REMOVAL | | S.Y. | 10.00 | 0.00 | |
| REMOVE CONCRETE CURB & GUTTER | 65 | L.F. | 5.00 | 325.00 | |
| TRAFFIC CONTROL (BARRICADES FOR 1 DECEL LANE) | 1 | L.S. | 8,000.00 | 8,000.00 | |
| (02220) - SUBTOTAL | | | | | \$ 8,650.00 |
| EARTHWORK (02300) | | | | | |
| HAUL ON / HAUL OFF | 10 | C.Y. | 10.00 | 100.00 | |
| FINE GRADE | 1000 | S.F. | 0.30 | 300.00 | |

| ITEM | QTY. | UNIT | UNIT PRICE | AMOUNT | |
|----------------------------------|------|------|------------|----------|---------------------|
| STORM DRAINAGE (02630) | | | | | |
| 15" R.C.P. | 10 | L.F. | 25.00 | 250.00 | |
| X-DEPTH: 10' | 4 | L.F. | 2.00 | 8.00 | |
| PRECAST MANHOLE (6'), 4' DEEP | 2 | EA. | 1,875.00 | 3,750.00 | |
| LAWNS AND GRASSES (02920) | | | | | |
| PERMANENT GRASSING | 0.1 | AC. | 4,800.00 | 480.00 | |
| (02920) - SUBTOTAL | | | | | \$ 480.00 |
| TOTALS: | | | | | \$ 42,539.08 |
| CONTINGENCY (20%) | | | | | \$ 8,507.82 |
| GRAND TOTAL | | | | | \$ 51,046.90 |

LEGEND:

L.F. LINEAR FEET
L.S. LUMP SUM
EA. EACH
S.F. SQUARE FOOT
S.Y. SQUARE YARD
AC ACRE
VF FERTICAL FOOT
C.Y. CUBIC YARD

NOTE:**OPINIONS OF PROBABLE COST**

In providing opinions of probable construction cost, the Client understands that the Engineer/Landscape Architect has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided are made on the basis of the Engineer/Landscape Architect's qualifications and experience with projects of a similar type and locale.

d. *Effect on Traffic Safety.* A 1983 study of pavement undulations by a subcommittee of the California Traffic Control Devices Committee found that between 150 and 200 million vehicle crossings of the 150 to 160 undulations on public streets in the state had taken place without incident. No cases of motorists losing control of a vehicle were reported, and, while a few claims for damages to vehicles allegedly caused by the undulations had been filed, in only one instance had a plaintiff been provided compensation (less than \$20). Emergency vehicles, buses, and large trucks must pass over the undulations at relatively slow speeds (under 20 mph) or else significant jolts to the vehicle, discomfort to occupants, and jostling of cargo will be experienced.

Desirable design and location features

- In profile the undulation should have a generally circular arc cross section on a 12-foot (3.5-m) chord with a maximum midpoint height of 3 inches (7.5 cm) and an allowable construction tolerance of plus or minus 0.5 inch (1.2 cm). (This recommended height is less than the 4-inch (10 cm) value recommended in early research reports.) The undulation should extend across the roadway with the last 1 to 3 feet (0.3 to 1.0 m) tapered so that it becomes flush with the gutter pan to maintain drainage flows.
- Undulations should be placed singly. Closely spaced pairs, though utilized successfully by some jurisdictions, do not appear any more or less effective than single undulations.
- Undulations should be spaced approximately 550 feet (165 m) or less apart.
- Undulations should be placed at least 200 feet (60 m) away from intersections and sharp horizontal curves and be otherwise located so they are clearly visible for at least 200 feet (60 m).
- Specific positioning of undulations should consider access to utilities, driveway locations, and existing illumination.
- The undulations should be marked with warning signs at the device and pavement messages in advance. Advance warning signs, advisory speed plates, double yellow centerline marking in the vicinity of the undulation, and pavement markings on the device are optional.
- Unfortunately, major and collector streets which are residential in character are those on which traffic speed is a significant issue. However, undulations should *not* be utilized on these classes of streets because the level of restraint they impose is inconsistent with the functional purpose of the streets.
- Undulations should *not* be used on grades greater than 5 percent.
- Undulations should *not* be placed on primary emergency vehicle access/egress routes nor on important transit routes.

Raised Intersections

A raised intersection is analogous to a midblock pavement undulation as a speed reduction technique. The entire intersection is raised a few inches above the normal grade level, with ramps to conform to the grades of the adjacent streets. This design has been employed extensively in Europe (Fig. 5.11). Some raised intersections have been installed in the United States (notably in Hartford and Seattle), generally as pedestrian safety or convenience measures on shopping streets rather than as a neighborhood traffic control.

In Melbourne, Australia, more than 100 raised intersections were reported in use by late 1986. These "plateaus" are about 100 mm high and cover the entire intersection area with approach ramps sloped at grades of from 7 to 8 percent. (These vertical dimensions are similar to those used in midblock plateaus mentioned in the preceding section.)



Institute of Transportation Engineers

A Community of Transportation Professionals
Your source for expertise, knowledge and ideas

- [MARKETPLACE](#)
- [CAREER CENTER](#)
- [LEARNING HUB](#)
- [MEETINGS CALENDAR](#)
- [PTOE / PTP](#)
- [ITE COMMUNITY](#)
-
-
- [ABOUT ITE](#)
- [MEMBERSHIP](#)
- [DIRECTORY](#)
- [COUNCILS](#)
- [JOURNALS](#)
- [TECH TOPICS](#)
- [ITE LIBRARY](#)
- [AWARDS](#)
- [PAY DUES](#)
- [LOGIN | LOGOUT](#)

Traffic Calming Measures - Raised Intersection

Description:

- flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps
- sometimes called raised junctions, intersection humps, or plateaus

Applications:

- work well with curb extensions and textured crosswalks
- often part of an area wide traffic calming scheme involving both intersecting streets
- in densely developed urban areas where loss of parking would be unacceptable

Calming Measures

- [Library](#)
- [Seminar Materials](#)
- [Selected Reports](#)
- [Public Information](#)
- [Locations](#)
- [Other Links](#)
- [Home](#)

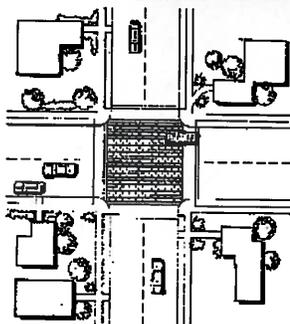


U.S. Department of Transportation
Federal Highway Administration



1627 I ("Eye") Street, NW, Suite 600
Washington, DC
20006 USA
Phone: 202-785-0060
Fax: 202-785-0609
Send comments to:
ite_staff@ite.org

[SPEED HUMP](#) | [SPEED TABLE](#) | [RAISED INTERSECTION](#) | [CLOSURE](#) | [NEIGHBORHOOD TRAFFIC CIRCLE](#) | [CHICANE](#) | [CHOKER](#) | [CENTER ISLAND NARROWING](#)



Design/Installation Issues:

- typically rise to sidewalk level
- may require bollards to define edge of roadway
- Canadian installations typically have gentle 1:40 slopes on ramps
- storm drainage modifications are necessary

Potential Impacts:

- reduction in through movement speeds at intersection
- reduction in midblock speeds typically less than 10 percent
- no effect on access
- make entire intersections more pedestrian-friendly
- no data available on volume or safety impacts

Emergency Response Issues:

- slows emergency vehicles to approximately 15 miles per hour

Typical Cost:

- reported costs range between \$15,000 and \$50,000 (1997 dollars)

Institute of Transportation Engineers
1627 Eye Street, NW, Suite 600 | Washington, DC 20006 USA
Telephone: +1 202-785-0060 | Fax: +1 202-785-0609
ite_staff@ite.org



ITE Canon of Ethics
© 2016 Institute of Transportation Engineers



MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **JOSH BARE** ·
COUNCILMAN **ANDREW HIXSON** · COUNCILMAN **PIERRE LEVY** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK · **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

| | | | |
|-------------------|---|--------------------|---------------------|
| File #: | 16-4466 | Version: | |
| Type #: | Agenda Item | Status: | Agenda Ready |
| On Agenda: | 9/19/2016 6:30 PM | In Control: | Policy Work Session |
| Title: | Text Amendment to Ordinance 06-2016 for the Annexation of Property Located at 2040 Beaver Ruin Road | | |

Sponsors:

Code Sections:

Attachments:

- [ORD 09-2016 Text Amendment to Ord No 06-2016](#)

Title

Text Amendment to Ordinance 06-2016 for the Annexation of Property Located at 2040 Beaver Ruin Road

Drafter

Jon Davis

[DRAFT]

ORDINANCE NO. 09 - 2016

A Text Amendment to the Ordinance No. 06-2016 providing for the Annexation of property located at 2040 Beaver Ruin Road and for Other Purposes as Stated Herein:

WHEREAS, the Mayor and Council on June 20, 2016 enacted Ordinance No. 06-2016 to provide for the Annexation of the private property located at **2040 Beaver Ruin Road** which contained references to the address of an adjacent residential property located at 2038 Indian Trail Road; and

WHEREAS, the legal description attached to Ordinance No. 06-2016 correctly describes only the 1.9 acres of property located at 2040 Beaver Ruin Road and not the adjacent residential property located at 2038 Indian Trail Road; and

WHEREAS, the Mayor and Council are desirous of correcting the text of Ordinance No. 06-2016 by deleting any and all references in said Ordinance to the address of the residential property located at 2038 Indian Trail Road, which property was not and is not intended to be annexed into the City of Norcross;

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF NORCROSS as follows:

- I. Text Amendment to Ordinance No. 06-2016.** The text of Ordinance No. 06-2016 is hereby amended by deleting all references to the address “2038 Indian Trail Road” contained therein in their entirety.
- II. Effective Date.** This ordinance shall become effective retroactively to August 1, 2016.
- III. Instructions to City Clerk.** The City Clerk of the City of Norcross is instructed to send an amended report that includes certified copies of this text amendment ordinance and ordinance

no. 06-2016, the name of the county in which the property being annexed is located and a letter from the City stating the intent to add the annexed area to Census maps during the next survey and stating that the survey map will be completed and returned to the Census Bureau, Department of Community Affairs, and to the governing authority of Gwinnett County, within thirty (30) days after the effective date of the annexation as set forth above in Section II.

IV. Severability. If the provisions of any section, subsection, paragraph, subdivision or clause of this ordinance shall be judged invalid by a court of competent jurisdiction, such order of judgment shall not affect or invalidate the remainder of any ordinance, section, subsection, paragraph, subdivision or clause of this ordinance.

V. Repealer. All ordinances or parts thereof which are in conflict with any provision or any section, subsection, paragraph, subdivision or clause of this ordinance is hereby repealed to the extent of the conflict.

APPROVED this ___ day of September, 2016, by the Mayor and Council of the City of Norcross, Georgia

Bucky Johnson, Mayor

ATTEST:

[SEAL]

Attachment: ORD 09-2016 Text Amendment to Ord No 06-2016 (16-4466 : Text Amendment to Ordinance 06-2016)



MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **JOSH BARE** ·
COUNCILMAN **ANDREW HIXSON** · COUNCILMAN **PIERRE LEVY** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK · **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

| | | | |
|-------------------|---------------------------|--------------------|---------------------|
| File #: | 16-4447 | Version: | |
| Type #: | Agenda Item | Status: | Agenda Ready |
| On Agenda: | 9/19/2016 6:30 PM | In Control: | Policy Work Session |
| Title: | Budget Process Discussion | | |

Sponsors:

Code Sections:

Attachments:

1. [Memo - budget process](#)

Title
Budget Process Discussion

Drafter
Council Member Josh Bare



MEMO

TO: Mayor and City Council

FROM: Councilman Bare

DATE: 08/09/2016

SUBJECT: Budget Process

Just had some thoughts I wanted to share for next year's budget process. I sure would like to have our budget schedule look more like this. I know we have the limitation of when the tax digest comes in but I think we could get that number narrowed down in advance with a good forecast.

May 15th - all department budgets submitted
 May 15th to June Policy meeting - Citizen Budget committee meet and review budget over 30 day period
 June Policy meeting - Citizen Budget committee gives presentation on budget and council receives a final copy of budget - 45 days before final vote
 July Policy meeting - talk about budget
 Aug Council meeting - vote on budget, 1st hearing for millage rate
 Aug Policy meeting - 2nd millage rate hearing
 Sep Council meeting - 3rd and final millage rate hearing

It would be great to discuss the plusses and minuses of having a citizen budget committee review process like Duluth does.

-Josh

Attachment: Memo - budget process (16-4447 : Budget Process)



MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **JOSH BARE** ·
COUNCILMAN **ANDREW HIXSON** · COUNCILMAN **PIERRE LEVY** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK · **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

| | | | |
|-------------------|--|--------------------|---------------------|
| File #: | 16-4464 | Version: | |
| Type #: | Agenda Item | Status: | Agenda Ready |
| On Agenda: | 9/19/2016 6:30 PM | In Control: | Policy Work Session |
| Title: | Renaming South Point Park to Veterans Park | | |

Sponsors:

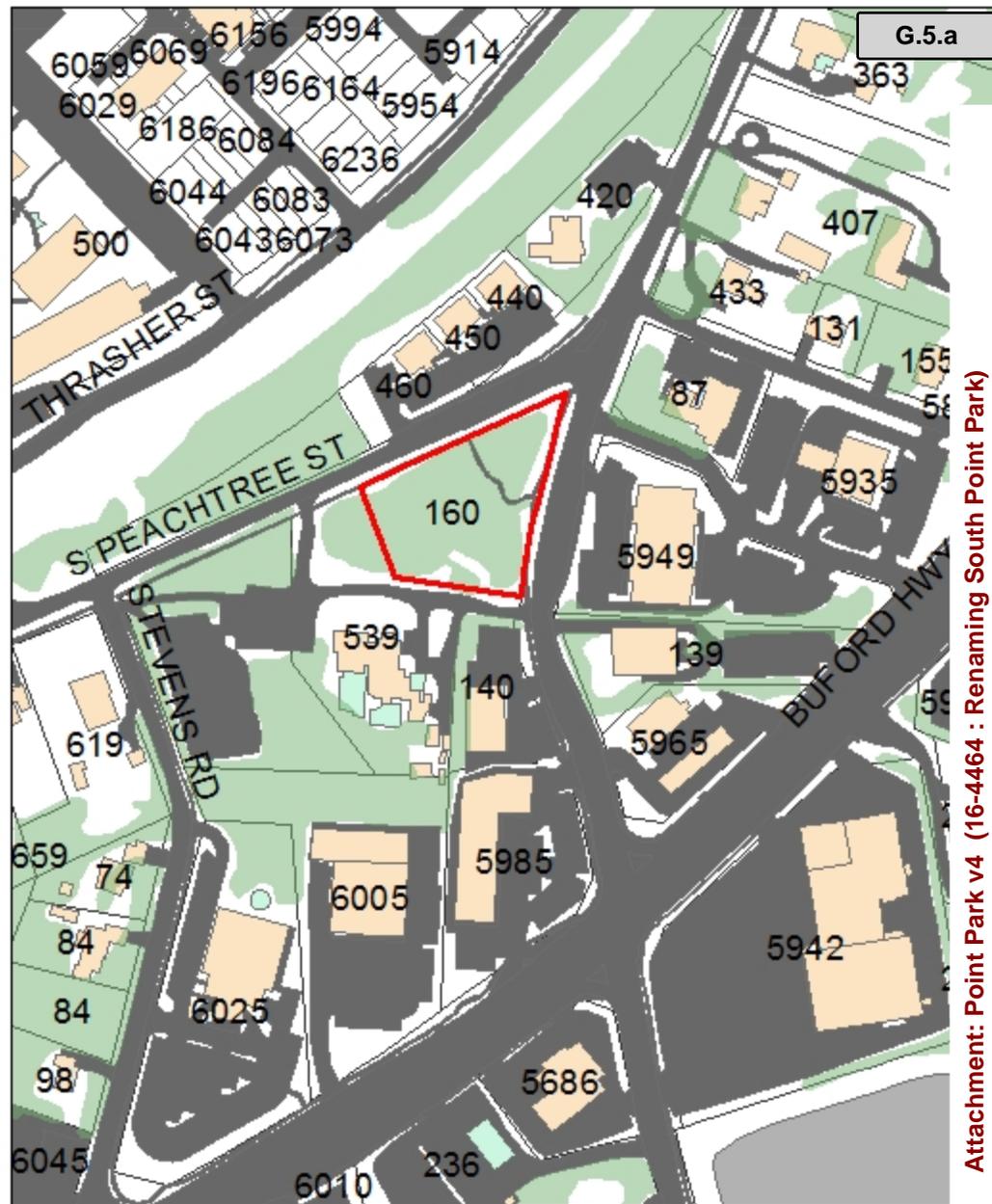
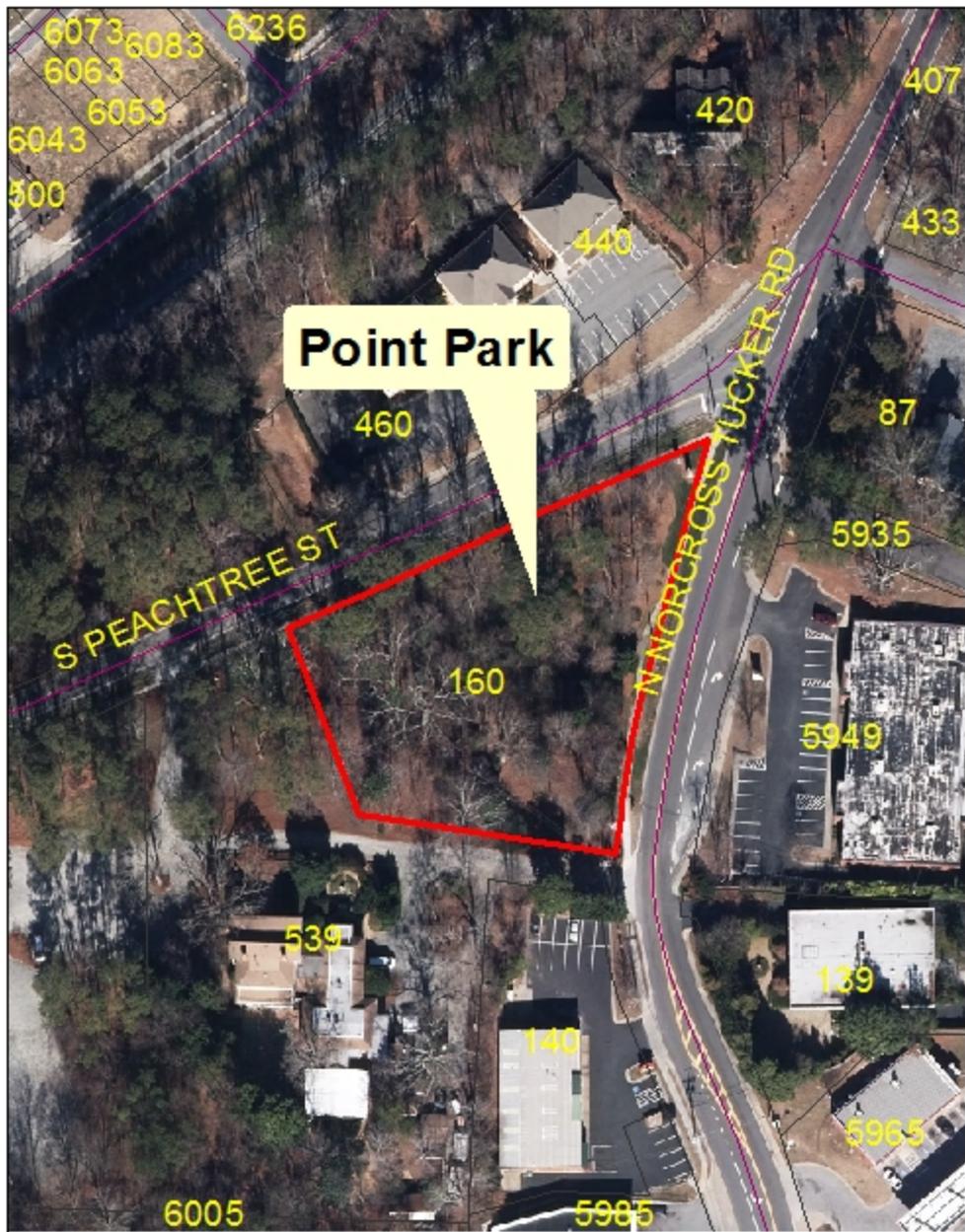
Code Sections:

Attachments:

1. [Point Park v4](#)
2. [140 N Norcross Tucker Rd - Google Map SNN Tucker entry](#)
3. [555 S Peachtree St - Google Maps Flint Hill entry 1](#)
4. [Veteran's Memorial Examples](#)

Title
Renaming South Point Park to Veterans Park

Drafter
Mayor Pro Tem Craig Newton



G.5.a

Attachment: Point Park v4 (16-4464 : Renaming South Point Park)



Google Maps 140 N Norcross Tucker Rd

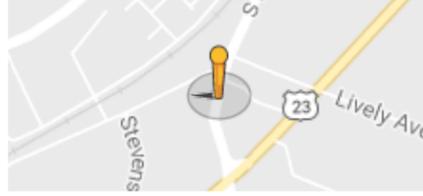


Attachment: 140 N Norcross Tucker Rd - Google Map SNN Tucker entry (16-4464 : Renaming South Point Park)

Google

Norcross, Georgia

Street View - May 2016



Attachment: 140 N Norcross Tucker Rd - Google Map SNN Tucker entry (16-4464 : Renaming South Point Park)

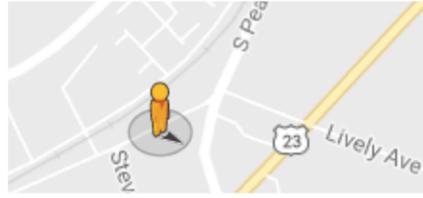


Attachment: 555 S Peachtree St - Google Maps Flint Hill entry 1 (16-4464 : Renaming South Point Park)

Google

Norcross, Georgia

Street View - Jun 2016

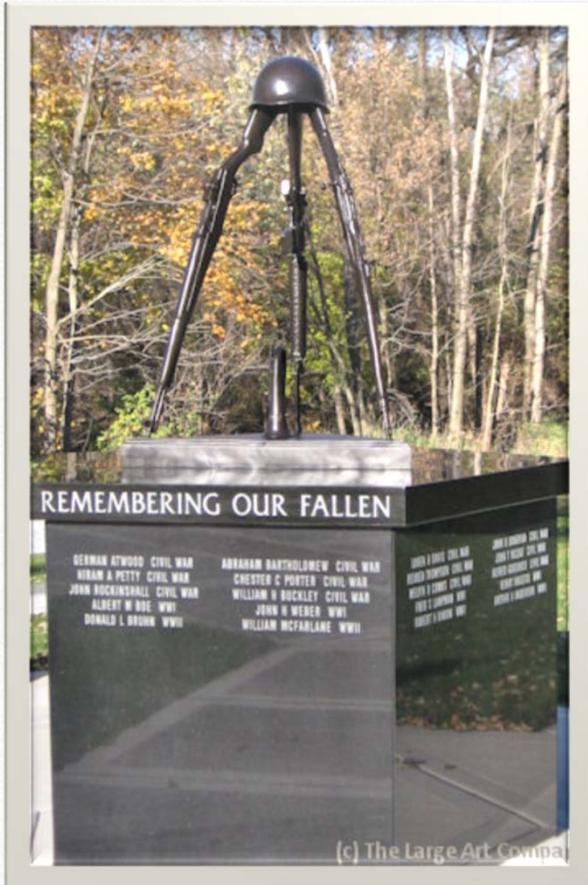


Attachment: 555 S Peachtree St - Google Maps Flint Hill entry 1 (16-4464 : Renaming South Point Park)

Veteran's Memorial

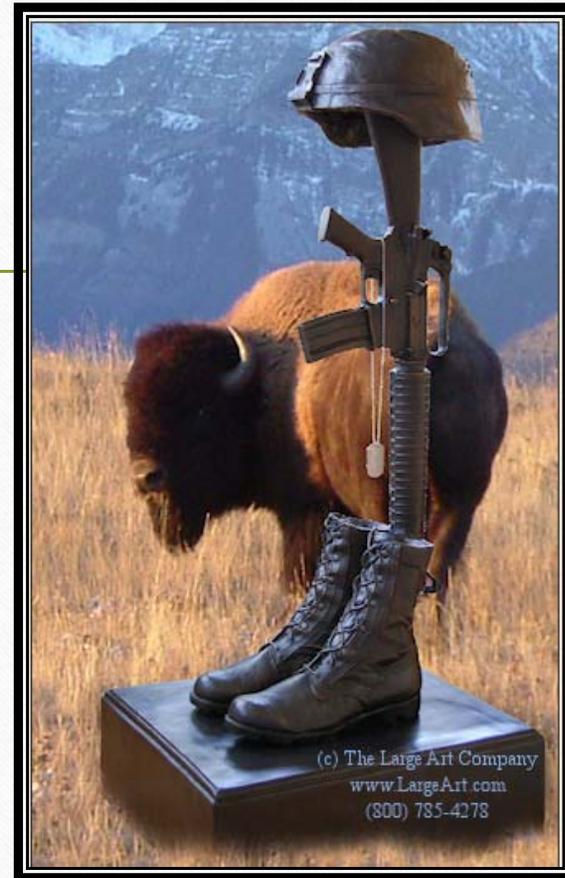
- \$9800
- 120 days to ship
- <http://www.fergusonument.com/veterans-memorials-projects>
- Body - 42''w x 8'' x 5'h
- Base – 54'' x 8'' x 14''
- Stands Complete at 5' 8''





- \$6,000
- **Measurements:** The sculpture measures 44” tall and the base is 32” across the front and 23” on each side.
- A monument sculpture of this kind would normally sell for \$10,000 - \$15,000. However, our price for this sculpture is only \$6000. That includes **free shipping** anywhere in the lower 48 United States. If you want to have a fundraiser we are happy to support your effort as much as we can with ideas and advice. You might want to visit our photo gallery for pictures that you can use for flyers or mailers.
- <https://www.largeart.com/detail.aspx?ID=210>

- \$4800
- **Measurements:** The sculpture measures 44" tall (including the bronze base) and the base is 18" wide and 22" from front to back and 6 3/4" high. However, we can mount this on a larger or smaller base as necessary. The height is 38" tall from the bottom of the boots to the top of the helmet
- <https://www.largeart.com/detail.aspx?ID=107>

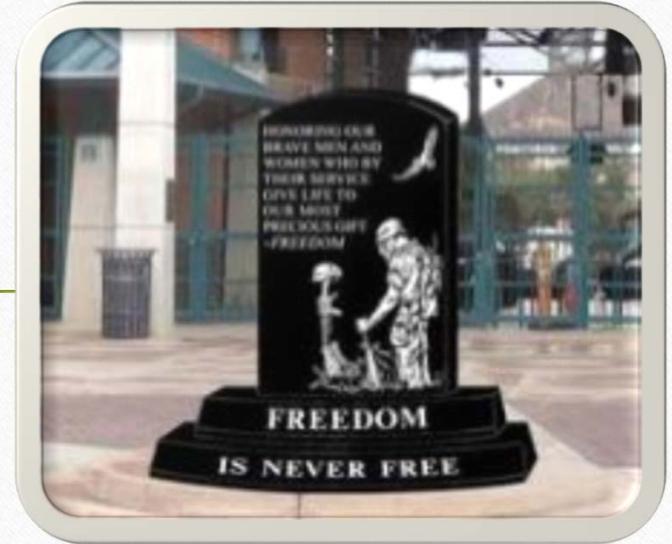




- \$ Awaiting quote
- 120 days to ship
- <http://lwoa.com/gallery/picture.php?/345/category/86>



- Awaiting Quote





MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **JOSH BARE** ·
COUNCILMAN **ANDREW HIXSON** · COUNCILMAN **PIERRE LEVY** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK · **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

| | | | |
|-------------------|--|--------------------|---------------------|
| File #: | 16-4465 | Version: | |
| Type #: | Agenda Item | Status: | Agenda Ready |
| On Agenda: | 9/19/2016 6:30 PM | In Control: | Policy Work Session |
| Title: | Historical Markers Installation Discussion | | |

Sponsors:

Code Sections:

Attachments:

1. [Memo - Historical Markers](#)

Title
Historical Markers Installation Discussion

Drafter
Council Member Josh Bare



MEMO

TO: Mayor and City Council

FROM: Councilman Bare

DATE: September 14, 2016

SUBJECT: Historical Markers

Historic Norcross Preservation Alliance
Non-profit formed 9/12/2003

Current members – Josh Bare President, Pam Hopper Secretary, Mary Ebinger Treasurer, Gene Ramsay, Marilyn Meacham

Started to receive profits from the Christmas Tour of Homes to invest back into the community. To date we have received in about \$49,500 and spent \$42,276 on historic markers around Norcross. Some of our capital funds also came from the dissolution of the Norcross Neighbors community group.

5/11/16 – 12 historic markers for downtown business buildings - \$2041.20

12/18/09 – 4 historic markers for tour homes - \$976.00

7/28/09 – 2 historic markers for Lillian Webb Park fence - \$6318.00

1/19/09 – 5 historic markers for tour homes - \$1144.00

10/17/07 – 1 historic marker at the Garden Club - \$2992.83

10/8/07 – 8 historic markers for downtown business buildings - \$1357.10

10/1/07 – 6 historic markers for tour homes - \$1300.20

8/15/07 – 1 historic marker for the first library - \$2937.83

7/27/06 – 3 historic markers for Baptist and Presbyterian Churches and Holy Row - \$7470.00

8/22/06 – 5 historic markers for tour homes - \$920.50

8/24/05 – 15 historic markers for tour homes - \$2761.50

4/29/04 – 1 historic marker for Brunswick Hotel site - \$2388.00

4/8/04 – 1 historic marker for National Historic Register - \$2338.00

4/1/04 – 1 granite base and Jonathan Norcross Plaque and Train Depot Plaque - \$7331.00

We have the wording and design ready for a marker for the Norcross Cemetery and the City of Norcross has offered to cover the expense to purchase that marker. All of the large historic markers that we have purchased have been installed with the City's help.

We are currently working on markers for Flint Hill/South Point Park, Rossie Brundage Park and Hopewell Baptist Church which will total up to about \$8000. In addition we would like to place more markers at historic homes in Norcross. These markers cost about \$250 each.

-Josh



MAYOR **BUCKY JOHNSON** · MAYOR PRO TEM **CRAIG NEWTON** · COUNCILMAN **DAVID MCLEROY** · COUNCILMAN **JOSH BARE** ·
COUNCILMAN **ANDREW HIXSON** · COUNCILMAN **PIERRE LEVY** · CITY MANAGER **RUDOLPH SMITH** · CITY CLERK · **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

| | | | |
|-------------------|---|--------------------|---------------------|
| File #: | 16-4431 | Version: | |
| Type #: | Agenda Item | Status: | Agenda Ready |
| On Agenda: | 9/19/2016 6:30 PM | In Control: | Policy Work Session |
| Title: | 2017 SPLOST Projects Wish List Discussion | | |
| Sponsors: | Council Member Josh Bare | | |

Code Sections:

Attachments:

1. [Splost Project List 2017 8-12-2016](#)

Title
2017 SPLOST Projects Wish List Discussion

Drafter
Rudolph Smith

SPLOST Projects Analysis

FY 2017 ~ Transportation, Recreation and Parking

| Project Name | TOTAL LOCAL ONLY |
|---|---------------------|
| Parks Projects | \$4,572,000 |
| Rossie Brundage playground (ADA) | |
| Pinnacle Park, Passive Recreation, Trails, Shelter with Rest Rooms | |
| Discovery Garden, Phase 2, including restrooms, greenhouse, outdoor kitchen and master plan for additional property | |
| Rossie Brundage access trail from Kennemore Manor | |
| Johnson Dean Park: Building Renovation, Trail Loop, Play Field and Play Ground | |
| Betty Mauldin -Public Art Installation | |
| Cemetery Field Park Additional Parking | |
| Cemetery Park Pavilion and 8 parking spaces | |
| Heritage Park Public Art Installation | |
| Rossie Brundage Park Wayfinding Signage and Park Rules and Regulations Signage | |
| South Point Park Waste Receptacle, Public Art and Landscaping | |
| Water Tower Park Sign | |
| Transportation Projects | \$6,095,000 |
| Holcomb Br Rd RR Xing Implementation -improve vertical curve | |
| Buford Highway Streetscape (Library) both sides from Mitchell Road to Holcomb Bridge Road | |
| Holcomb Bridge Rd Multi-Use Trail & Drainage Improvements | |
| Beaver Ruin Creek Greenway | |
| Langford Rd/Medlock Br Rd ADA Imp | |
| S Cemetery St Extension | |
| N Norcross-Tucker/S P'tree Roundabout | |
| Pedestrian Enhancements, including landscaping, lighting and multi-use trails on Mitchell Road from Buford Hwy to Brookhollow Parkway | |
| Downtown Pedestrian Improvements, Project T-1B, 2011 NTC LCI: Bulbouts: Jones St. at Skin Alley, Lawrenceville Street, and College Street; Speed tables: Britt Ave. and College St. | |
| Project T-2, 2011 NTC LCI: City wide Sharrows (Bicycle Pavement Markings) | |
| Norcross Elem Bike/Ped Connectivity, Project T-3A, 2011 NTC LCI: Born St Multi-Use Trail | |
| Norcross Elem Bike/Ped Connectivity, Project T-3B, 2011 NTC LCI: Sidewalks on Beutell St., Summerour St., Rakestraw St. | |
| Parking Projects | \$4,572,000 |
| TOTAL | \$15,239,000 |