

CITY OF LAGRANGE, GEORGIA
REGULAR MEETING OF THE MAYOR AND COUNCIL

February 28, 2023

Present: Mayor Pro-Tem Mark Mitchell; Council Members Tom Gore, Nathan Gaskin, Leon Childs and Quay Boddie

Also Present: City Manager Meg Kelsey; City Clerk Sue Olson; Assistant City Manager Bill Bulloch; City Attorney Jeff Todd; Media Coordinator Adam Speas; City Planner Mark Kostial

The meeting was called to order by Mayor Pro-Tem Mitchell, the invocation was given by Rev. Jimmy McMillian of Baptist Tabernacle, and Mayor Pro-Tem Mitchell led the Pledge of Allegiance to the Flag.

On a motion by Mr. Gore seconded by Mr. Gaskin, Council unanimously approved the minutes of the regular Council meeting held on February 14, 2023.

Israel Barsh with Lionsgate Coalition for Social Justice came before the Council to express concerns of allegations against the LaGrange Police Department and videos that have been circulated. Mayor Pro-Tem Mitchell stated that the Council is aware of the videos and allegations and an investigation has been conducted and is ongoing. No action was taken.

Andrew Moody address the Council concerning debris and trash on the side of the roads in the city, specifically in District 2 and around the new Moss Wood Park. Mr. Mitchell thanked him for coming and asked staff to follow up on this.

Mr. Kostial presented information to the Council regarding a request for annexation of property located in the 1700 block of West Point Road. On a motion by Mr. Gaskin seconded by Mr. Boddie, Council voted unanimously to proceed with the annexation.

On a motion by Mr. Gore seconded by Mr. Boddie, Council voted unanimously to authorize the Call of Special Election. This election will be held June 20, 2023 to fill the unexpired term of Council Member Jim Arrington.

On a motion by Mr. Gaskin seconded by Mr. Gore, Council voted unanimously to approve the following ordinance:

AN ORDINANCE

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF LAGRANGE TO AMEND THE CODE OF THE CITY; TO AMEND THE UNIFIED DEVELOPMENT ORDINANCE IN ORDER TO UPDATE THE THOROUGHFARE DESIGN STANDARDS OF THE CITY; TO REPEAL CONFLICTING ORDINANCES; TO FIX AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

THE MAYOR AND COUNCIL OF THE CITY OF LAGRANGE, GEORGIA HEREBY ORDAIN AS FOLLOWS:

SECTION 1:

That Chapter 25C-15 of the Unified Development Ordinance of the City of the City of LaGrange be amended by inserting therein a new Article IV, to be entitled “Thoroughfare Design Standards” and to read as follows:

“25C-15-41. Streets.

Public and private streets.

1. Specifications not covered herein shall be performed in accordance with the latest Georgia Department of Transportation and AASHTO standard specifications.
2. The arrangement, character, extent, width, grade and location of all streets shall conform to the comprehensive plan and zoning ordinance. New streets shall be considered in their relation to existing and planned streets, topographic

conditions, public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets.

3. When such is not shown in the comprehensive plan, the arrangement of streets in a subdivision shall:
 - (a) Extend existing streets or their projections at the same or greater width, but in no case less than the minimum required width, unless variations are deemed necessary by the city for reasons of topography or design;
 - (b) Connect to existing streets if required by the city to create connectivity and traffic circulation; and
 - (c) Provide traffic management features for traffic calming if required at the discretion of the city.
4. Half streets along the boundary of land proposed for subdivision will not be permitted.
5. Where a subdivision abuts or contains an existing or proposed through street with a speed limit greater than 30 mph access shall be limited to ensure adequate protection of residential properties and maintain public safety. The following measures may be required by the Director:
 - (a) Deceleration stacking lane with taper.
 - (b) Acceleration lane with taper.
 - (c) Left turn stacking lanes with tapers.
 - (d) Reverse frontage lots with screen planting strip along the rear property line or such other treatment as may be required to afford adequate separation from through street.
 - (e) The Georgia Department of Transportation Driveway Manual "Regulations for Driveway and Encroachment Control" shall be used as a design guide.
6. A subdivision plat involving new or existing streets crossing railroad tracks shall provide adequate right-of-way, including approach right-of-way and slope easements for construction of underpass or overpass unless otherwise determined by the City of LaGrange.
7. Privately owned reserve strips controlling access to streets shall be prohibited.
8. Street jogs with centerline offsets of less than 125 feet shall be prohibited.
9. Street intersections should be as nearly at right angles as practical.
10. Street right-of-way width shall be no less than 50 feet with curb and gutter. Larger right-of-way widths may be required for certain streets.
11. Clearing. All trees, stumps, brush, topsoil, old foundations or other building materials shall be cleared from all rights-of-way. No tree stumps, or other debris shall be deposited within the right-of-way.
12. Grading. Streets shall be graded to provide for a width of pavement in the center of the right-of-way to conform to a profile and cross-section approved by City of LaGrange.
13. Street grades shall conform with the latest Thoroughfare Design Standards and with allowance for reasonable vertical curves, shall not exceed a maximum of twelve percent (12.0%). No streets shall have a grade of less than one percent (1.0 %) except in vertical curve reversals.

14. Curb and gutter shall be required on all streets and shall be furnished and installed by the subdivider or his agent in conformance with the latest Thoroughfare Design Standards. Distance from back of curb to back of curb must not be less than 26 feet.
15. Base and paving: Minimum road width of 26 feet from back of curb to back of curb shall be furnished and paid for by the subdivider or his agent. Installation shall conform to the latest Thoroughfare Design Standards. The minimum acceptable paving cross section, unless otherwise modified by the City of LaGrange for proposed city streets shall be:
 - (a) 1.5" 12.5 mm asphalt wearing course. (2" 9.5mm wearing course optional with approval of LaGrange Public Works Operations Director or his designee).
 - (b) 3" 19mm binder.
 - (c) 8" G.A.B. (Graded Aggregate Base) compacted to 100% STD Density per ASTM D698.

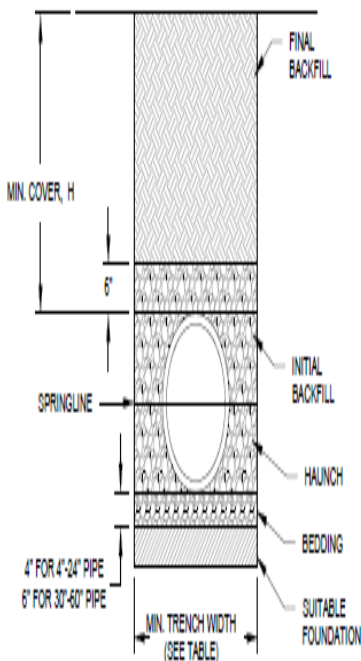
The asphalt-wearing course must be laid before a period of one year after the streets have passed final inspection and the final plat has been recorded. A performance bond may be required in accordance with the Subdivision Ordinance (Chapter 25C-15).

16. Testing thickness and compaction. The Director of Public Services or his designee shall make as many tests as necessary to determine the average thickness and compaction of the base course prior to placing of surface course. Tests shall also be made on the finished courses if necessary. When the subdivider or his agent or contractor disagrees with the Director's tests and prefers a consulting firm to be employed, said consulting firm shall be employed at the subdivider or his agent's expense.
 - (a) Compaction. Fill shall be placed in uniform, horizontal layers not more than six inches thick (loose measurement). Moisture content shall be adjusted as necessary to compact material to 98 percent maximum laboratory dry density as determined by ASTM D698.
 - (b) Utility installation. After the earthwork has been completed, all storm drainage, water, and sanitary sewer utilities have been installed within the right-of-way as appropriate, and the backfill in all such ditches thoroughly compacted, the sub-grade shall be brought to the lines, grades, and typical roadway section shown on the approved plans.
 - (c) Compaction testing. Utility trenches cut in the sub-grade shall be backfilled as specified herein. Compaction tests at the rate of one per 150 feet of trench may be required to verify compaction.
 - (d) Proof-roll. Test 1 Sub-grade must pass roll testing with a fully loaded tandem axle dump truck prior to placement of the base material. With the approval of the department, a geo-textile or grid may be used to stabilize a sub-grade that does not pass proof rolling.
 - (e) Subgrade and Base Inspection - The Owner/Developer/ Contractor shall notify the City of Lagrange Public Work Division a minimum of forty-eight (48) hours in advance to schedule required inspections.
 - (f) Test 2. Base must pass roll testing with a fully loaded tandem axle dump truck prior to placement of the base material.
 - (g) Use of roads as construction roads. When the street is to be used for construction traffic before the paving work is completed, a layer of stone (except crusher run) shall be laid as a traffic surface. This material shall not be used as a part of the base material. It may be worked into the sub-grade, or it shall be removed before the base course is set up for paving.

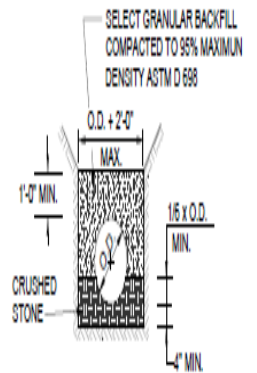
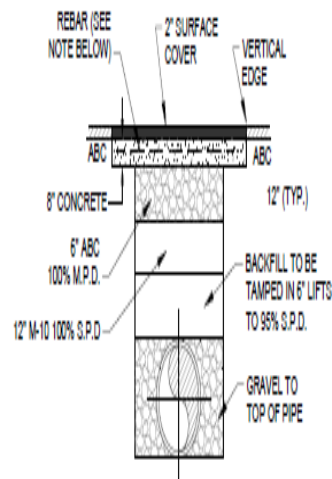
- (h) Temporary drainage. Provisions shall be made to drain low points in the road construction when the final paving is delayed. A break in the berm section is required when the curbing has not been constructed. After installation, drainage under the curb to side slopes is required, using minimum four-inch diameter pipe sections.
 - (i) Manhole covers and valve boxes projecting above the intermediate course shall have temporary ramps of cold mix asphalt placed at a five-foot radius. Prior to application of the surface course, the cold mix asphalt shall be removed. The elevation of the top-of-structure shall be inspected by the Director of Public Services or his designee and any needed adjustment to match the final pavement elevation shall be made. The intermediate asphalt course shall be inspected by the city to determine surface uniformity and integrity. Any settlement or other deficiencies found shall be repaired to the city's satisfaction before placement of the surface course.
17. Curb & Gutter Standards.
- (a) 24" CURB & GUTTER SIMILAR TO GDOT STD. 9032B TYPE 2.
 - (1) Curb & gutter material shall be Portland Cement Concrete, Class "A" as defined by GDOT, and shall have a minimum break strength of 3,000 psi at 28 days. All construction shall be in conformance with Section 430, GDOT Standard Specifications Construction of Transportation Systems, most current edition, with supplements and revisions.
 - (2) Base roadway aggregate base 6 inches thick shall extend under the curb and gutter for a distance of 6 inches beyond the back-of-curb.
 - (3) Joints ½-inch asphalt-impregnated expansion joints shall be provided at all structures and radius points, and at intervals not to exceed 100 feet in the remainder. Contraction joints shall be provided at intervals not to exceed 10 feet. Curb and gutter shall be set true to the line and grade of the street and finished to the section shown on the plans. Line and grade shall be field staked and set by the developer's engineer or surveyor. All gutters shall drain positively with no areas of ponding.
 - (4) Damage to curb and gutter caused by construction or development activity shall be repaired from joint to joint at no cost to the City of LaGrange within 30 days or prior to the issuance of a certificate of occupancy, whichever is earlier.
 - (5) Workmanship: Inferior workmanship or unprofessional construction methods resulting in unacceptable curb and gutter will be cause for rejection of the finished work. Unacceptable construction shall be removed and replaced from joint to joint. Disturbed areas along all curbing shall be backfilled, stabilized, and grassed.
 - (b) Roll Back Curbs and Header Curbs are prohibited.
18. Cul-de-sacs, if approved, shall have a minimum radius of 60 feet to the right-of-way, and a minimum radius of 48 feet to the face of curb.
19. Access to subdivisions shall be provided over a public street. Where subdivisions abut a public street that has a right-of-way width of less than 50 feet (Larger right-of-way widths are required for some streets), the subdivider or his agent shall dedicate additional land to provide a width of 25 feet (or half the total width required) on the subdivider's side of the centerline. Where public streets less than 50 feet in width (larger right-of-way widths may be required for certain roads) traverse subdivisions the subdivider or his agent shall dedicate additional land to provide a width of 25 feet (or half the total width required) on both sides of the centerline. Nothing herein shall be construed to obligate the City of LaGrange or subdivider or his agent to improve such road or street frontage.

20. Approval may be denied of a proposed subdivision if the Director of Public Services or his designee deems a public street to the subdivision as being inadequate due to right-of-way width or construction until such time as the road has been modified to meet city standards.
21. Driveways within the right-of-way shall be constructed according to Chapter 15-5 of the city code and must conform to the latest Georgia Department of Transportation and AASHTO Standard Specifications.
22. The developer or his agent shall furnish and install required striping and all regulatory signage (stop signs, yield signs, etc.) at proposed street intersections during construction of the streets. The City will install the street name signs and speed limit signs once the streets have been accepted. Subdivision entrance markers are not permitted within the existing or proposed public right-of-way.
23. Inspection. The Director of Public Services or his designee shall be notified prior to each phase of construction. Each developer/contractor shall notify the public work's division a minimum of forty-eight (48) hours in advance of each requested inspection.

25C-15-42. Standard Details and Illustrations.



MINIMUM TRENCH WIDTHS	
PIPE DIAM.	MIN. TRENCH WIDTH
4"	21"
6"	23"
8"	26"
10"	28"
12"	30"
15"	34"
18"	39"
24"	48"
30"	56"
36"	64"
42"	72"
48"	80"
54"	88"
60"	96"



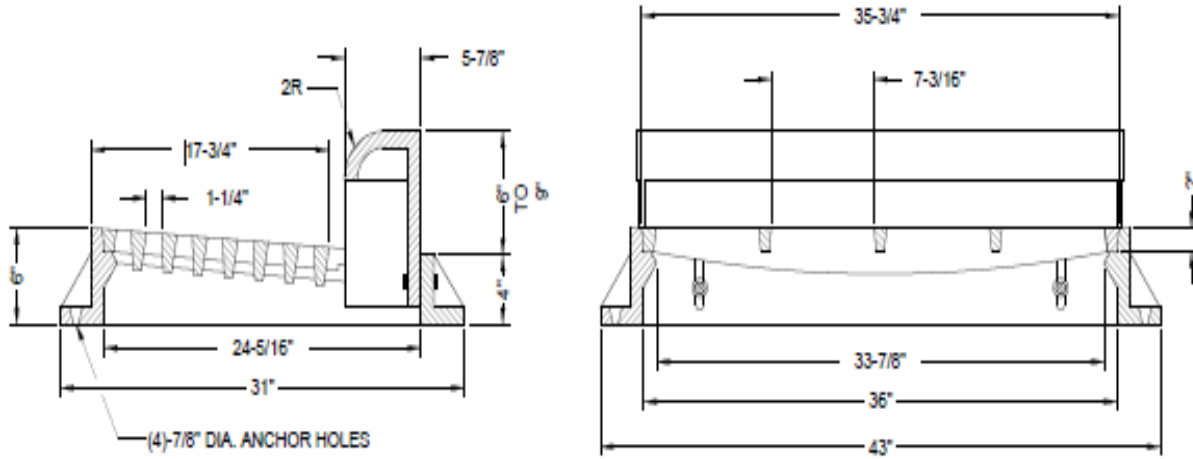
ASPHALT REPLACEMENT DETAIL
N.T.S.

PIPE BEDDING FOR
RCP STORM DRAIN
N.T.S.

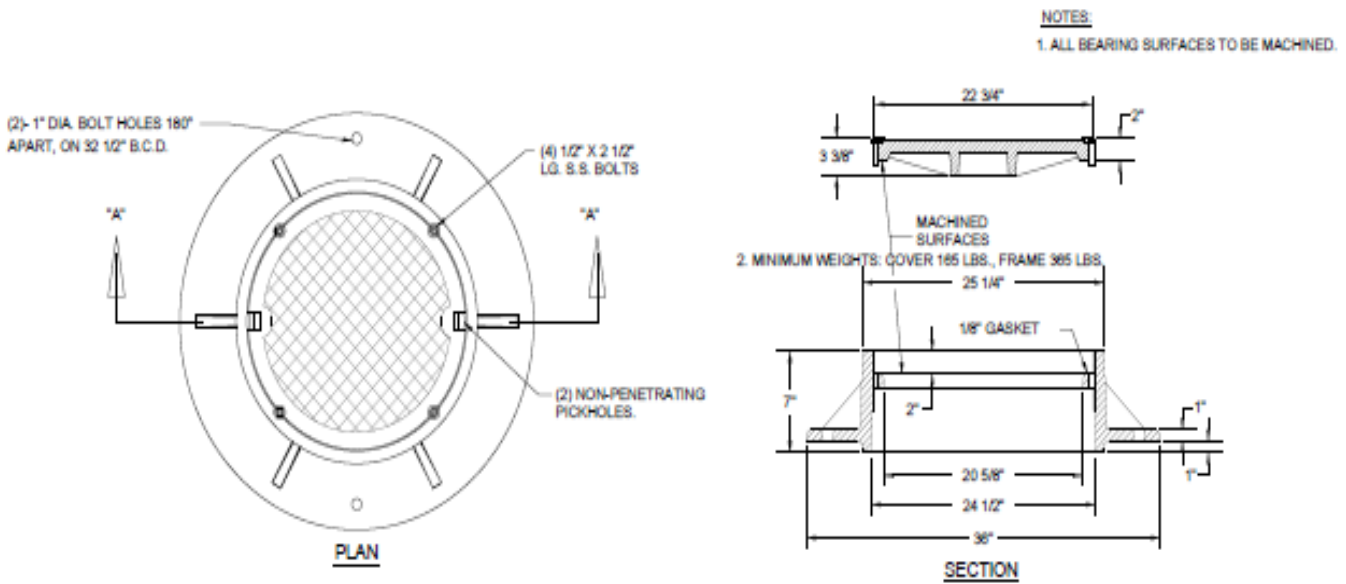
NOTES:

1. ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321, "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS", LATEST EDITION
2. MEASURES SHOULD BE TAKEN TO PREVENT MIGRATION OF NATIVE FINES INTO BACKFILL MATERIAL, WHEN REQUIRED.
3. FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER.
4. BEDDING: SUITABLE MATERIAL SHALL BE CLASS I, II OR III. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER, UNLESS OTHERWISE NOTED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" FOR 4"-24", 6" FOR 30"-60".
5. INITIAL BACKFILL: SUITABLE MATERIAL SHALL BE CLASS I, II OR III IN THE PIPE ZONE EXTENDING NOT LESS THAN 6" ABOVE CROWN OF PIPE. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.
6. MINIMUM COVER: MINIMUM COVER, H, IN NON-TRAFFIC APPLICATIONS (GRASS OR LANDSCAPE AREAS) IS 12" FROM THE TOP OF PIPE TO GROUND SURFACE.

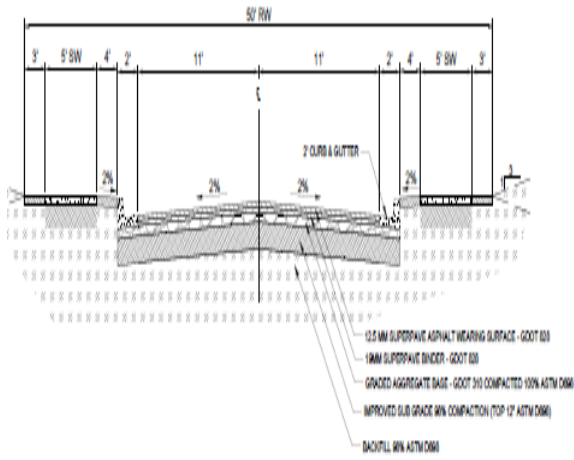
PIPE LAYING CONDITIONS FOR HDPE STORM DRAIN
 N.T.S. (MANUFACTURER'S SPECIFICATIONS)



USF 5130 CURB & GUTTER INLET FRAME, HOOD AND GRATE SERIES
 N.T.S.



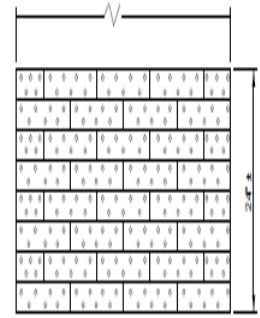
USF 420 MANHOLE RING AND COVER (OR EQUIVALENT)
 N.T.S.



STANDARD ROADWAY DETAIL
N.T.S.

STREET BUILDUP			
CLASSIFICATION	PARKING LOTS	ROADWAYS WITHIN PUBLIC RIGHT-OF-WAYS	COMMERCIAL & INDUSTRIAL
	LIGHT DUTY	STANDARD DUTY	HEAVY DUTY
	CLASS II	CLASS IV	CLASS V
ASPHALT/BASE			
WEARING SURFACE (GDOT 828)	1 1/2"	2"	2"
BINDER (GDOT 828)	2"	3"	3"
GRADED AGGREGATE BASE (GDOT 310)	8"	8"	10"

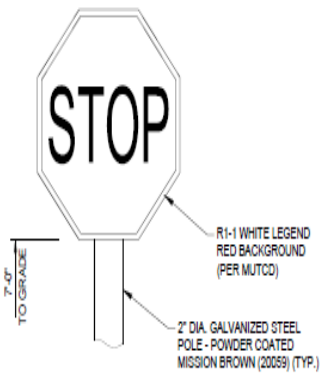
NOTES: MIXES SHALL COMPLY WITH THE LATEST EDITION OF THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.



BRICK ARE 4" X 7-1/2" X 1/2" THICK

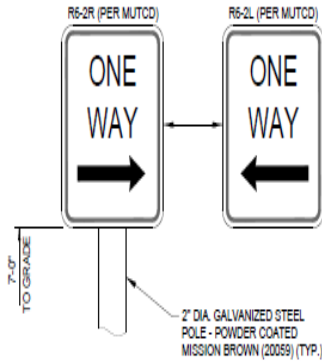
NOTES: DETECTABLE WARNING SHALL BE MADE OF DRY CAST CONCRETE BRICK AS MANUFACTURED BY KEYSTONE HARDSCAPES, (HOLLAND STONE 80 MM ADA PAVERS CHARCOAL IN COLOR)

DETECTABLE WARNING SURFACE
N.T.S.



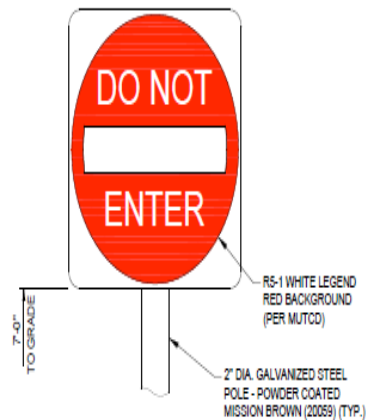
NOTES:
1. MOUNT EACH SIGN W/ 2 5/16" GALV. STL. BOLTS TO 3-1/2" (4LB/FT) 1" CHANNEL SET 1-8" MIN. BELOW FINISH GRADE AND ENCASED IN 6"Ø CONCRETE FILLED HOLE.
2. STOP SIGN PER MUTCD STANDARD 30"x30" R1-1.

REGULATORY STREET SIGN (STOP)
N.T.S.



NOTES:
1. MOUNT EACH SIGN W/ 2 5/16" GALV. STL. BOLTS TO 3-1/2" (4LB/FT) 1" CHANNEL SET 1-8" MIN. BELOW FINISH GRADE AND ENCASED IN 6"Ø CONCRETE FILLED HOLE.
2. ONE WAY SIGNS PER MUTCD STANDARD R6-2 (24"x30").

ONE WAY SIGN
N.T.S.



NOTES:
1. MOUNT EACH SIGN W/ 2 5/16" GALV. STL. BOLTS TO 3-1/2" (4LB/FT) 1" CHANNEL SET 1-8" MIN. BELOW FINISH GRADE AND ENCASED IN 6"Ø CONCRETE FILLED HOLE.
2. DO NOT ENTER SIGN PER MUTCD STANDARD R5-1 (30"x30").

REGULATORY STREET SIGN (DO NOT ENTER)
N.T.S.

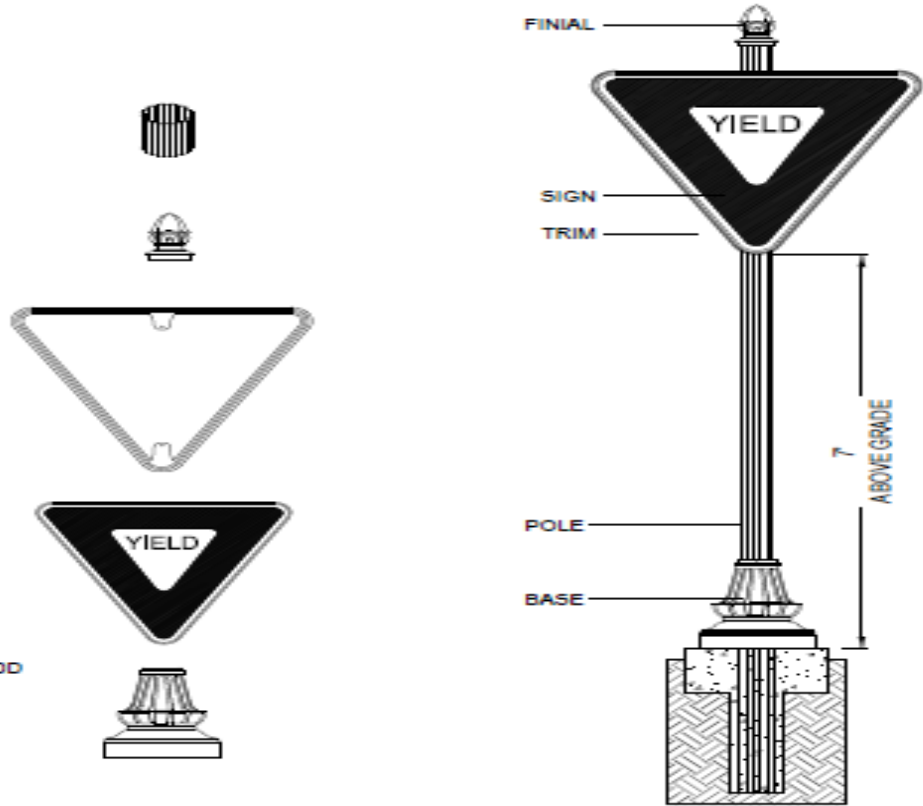
POLE:
 SP3X12 - 3" x 12" FLUTED POLE
 EXTRUDED ALUMINUM ALLOY
 6005-T5
 WALL THICKNESS - .125"

FINIAL:
 FIN-A3 - ACORN FINIAL FOR
 3" ROUND POLE
 CAST ALUMINUM ALLOY #356

TRIM:
 TYIELD36N - TRIM FOR
 36" YIELD SIGN
 CAST ALUMINUM ALLOY #356

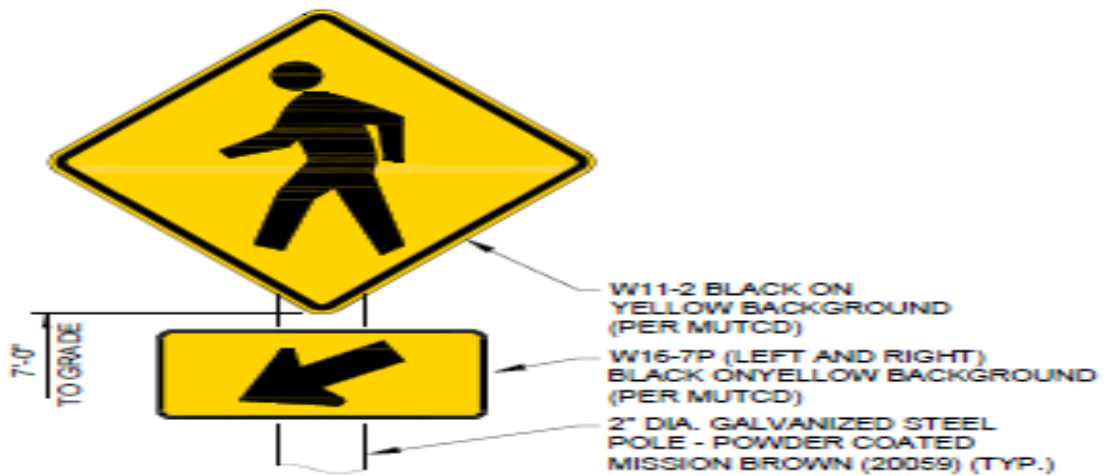
SIGN:
 R1-2/36 - REFLECTIVE
 36" YIELD SIGN
 SPECIFY VINYL TYPE

BASE:
 SB-93 - SLIP-OVER BASE AND 2P30D
 ADAPTER FOR 3" OD POLE
 CAST ALUMINUM ALLOY #356
 (ALSO AVAILABLE IN TWO-PIECE
 OPTION 2PC83)



SHOWN WITH 2" BELOW GRADE POLE BURIAL

REGULATORY STREET SIGN (YIELD)
 N.T.S.



- NOTES:**
 1. MOUNT EACH SIGN W/2 5/16" GALV. STL. BOLTS TO 3-1/2" (4LB/FT) "U" CHANNEL SET 1'-6" MIN. BELOW FINISH GRADE AND ENCASED IN 6"Ø CONCRETE FILLED HOLE.
 2. PEDESTRIAN WARNING SIGN PER MUTCD STANDARD W11-2 (30"x30") WITH W16-7P (24"x12") ARROW.

WARNING SIGN (PEDESTRIAN)
 N.T.S.

GDOT DETAILS WITH REFERENCE #:

1. PRECAST CB	GDOT STANDARD 1019A TYPE "C" (WITH OR WITHOUT WEIR)
2. PRECAST CB WITH HOOD	GDOT STANDARD 1019 TYPE "E"
3. SINGLE WING CB	GDOT STANDARD 1033D
4. DOUBLE WING CB	GDOT STANDARD 1034D
5. STANDARD MANHOLE	GDOT STANDARD 1011AP
6. STANDARD PRECAST HEADWALL	GDOT STANDARD 1001-B (STRAIGHT WALL, "U" TYPE BEND, 45-DEG WINGS OR "L" TYPE WINGS)
7. CROSS WALK	GDOT STANDARD T-11A
8. TYPICAL CURB RAMPS	GDOT STANDARD A3 (TYPES A,B,C, OR D)
9. CURB AND GUTTER	GDOT STANDARD 9032B

SIGHT DISTANCE AT INTERSECTIONS; ALIGNMENT

A) SIGHT DISTANCE REQUIREMENTS AT INTERSECTIONS SHALL BE AS FOLLOWS:

<u>SPEED LIMIT (MPH)</u>	<u>SIGHT DISTANCE (EACH WAY) (FT)</u>
55	550
45	400
35	250
25	200

DISTANCES SHALL BE MEASURED FROM CENTERLINE OF INGRESS / EGRESS ROAD EXTENDING TO EITHER SIDE OF ABUTTING STREET ALONG THOROUGHFARE. INTERSECTIONS WITHIN SUBDIVISIONS SHALL BE DESIGNED FOR A MINIMUM SIGHT DISTANCE OF 200 FEET.

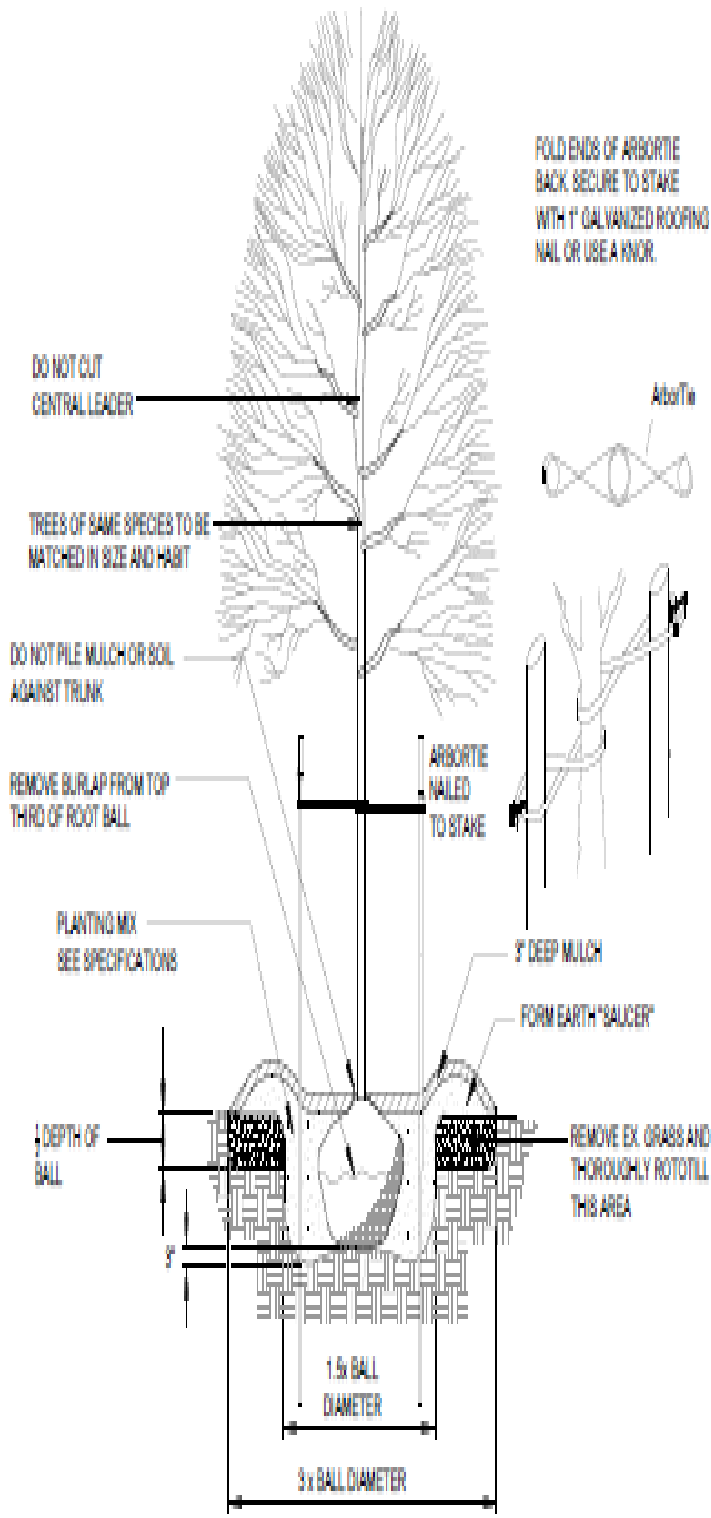
B) VERTICAL ALIGNMENT MUST BE DESIGNED IN CONJUNCTION WITH THE HORIZONTAL ALIGNMENT. ALL CHANGES IN STREET PROFILE GRADES HAVING AN ALGEBRAIC DIFFERENCE GREATER THAN ONE (1%) SHALL BE CONNECTED BY A PARABOLIC CURVE.

C) MINIMUM SAFE STOPPING DISTANCE IS A DIRECT FUNCTION OF THE DESIGN SPEED, TWENTY-FIVE (25) M.P.H. IN RESIDENTIAL AREAS, AND THIRTY-FIVE (35) M.P.H. IN LOCAL, NON-RESIDENTIAL AND COMMERCIAL AREAS. A HEIGHT OF EYE OF THREE AND ONE HALF (3.5) FEET AND HEIGHT OF OBJECT OF ONE-HALF (0.5) FOOT IS USED TO DETERMINE SAFE STOPPING SIGHT DISTANCE.

D) THE MINIMUM LENGTH OF VERTICAL CURVE REQUIRED FOR SAFE STOPPING SIGHT DISTANCE SHALL BE CALCULATED USING AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS," LATEST EDITION.

SIGHT DISTANCE FOR HORIZONTAL CURVES

THE SIGHT DISTANCE FOR HORIZONTAL CURVES AT SUBDIVISION ENTRANCES IS DETERMINED BY THE LINE OF SIGHT AVAILABLE TWO (2) FEET ABOVE THE STREET SURFACE. THE SIGHT DISTANCE IS MEASURED ALONG THE EXISTING EDGE OF PAVEMENT BEGINNING AT THE CENTERLINE OF THE PROPOSED ENTRANCE AND ENDING WHERE THE LINE OF SIGHT INTERSECTS IT. THE LINE OF SIGHT IS THE PROJECTED LINE OF VISIBILITY BEGINNING AT THE ENTRANCE CENTERLINE AND TANGENT TO AN OBSTRUCTION TWO (2) FEET ABOVE THE STREET SURFACE. EXAMPLES OF OBSTRUCTIONS ARE VEGETATION, GROUND COVER, SIGNS, UTILITIES, EXISTING TOPOGRAPHY, ETC.



FOLD ENDS OF ARBORVITAE BACK. SECURE TO STAKE WITH 1" GALVANIZED ROOFING NAIL OR USE A KNOR.

ArborTie

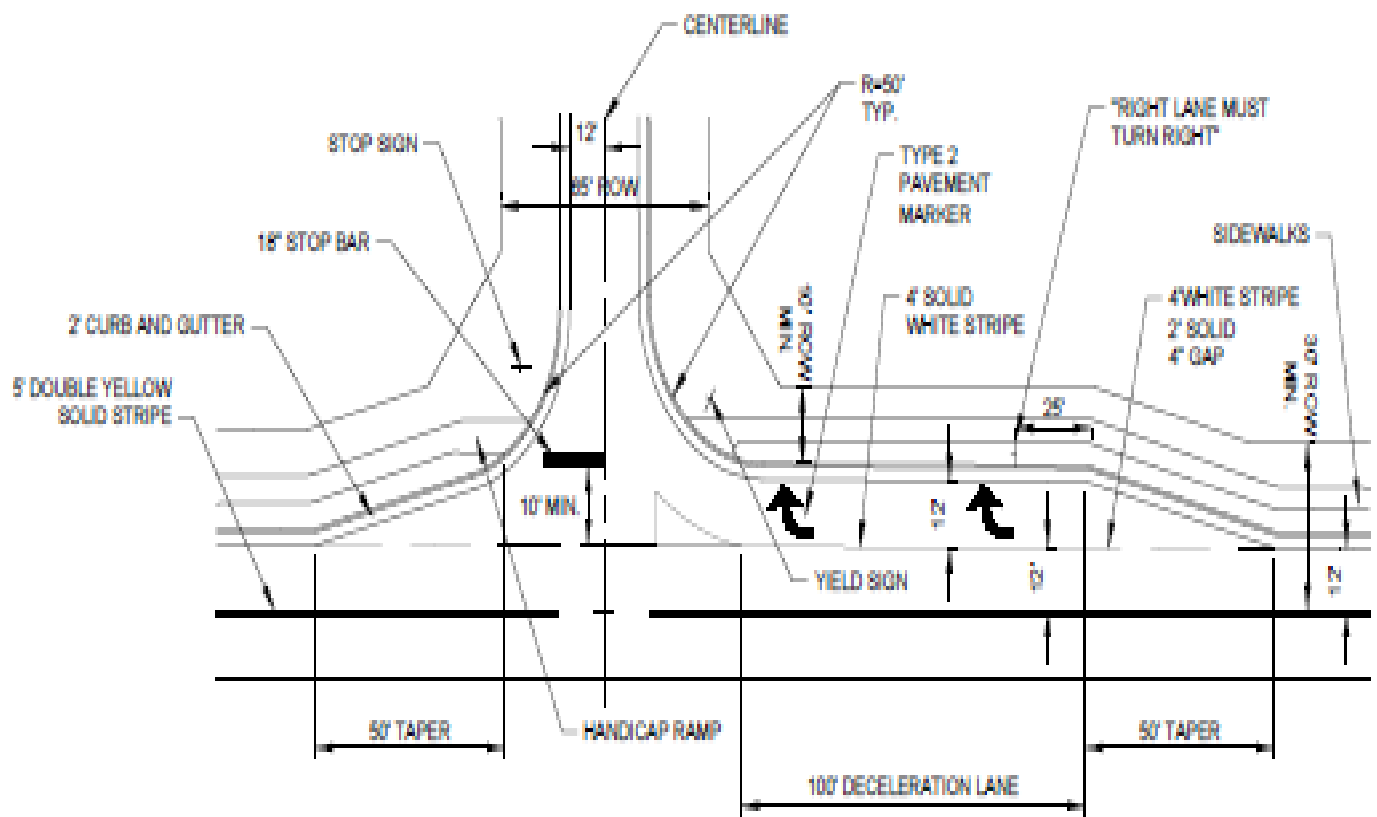
SPECIFIED ARBORVITAE GREEN (OR WHITE) STAKING & GUYING MATERIAL IS TO BE FLAT WOVEN POLYPROPYLENE MATERIAL $\frac{1}{2}$ " WIDE 900 LB. BREAK STRENGTH

ARBORVITAE SHALL BE FASTENED TO STAKES IN A MANNER WHICH PERMITS TREE MOVEMENT AND SUPPORTS THE TREE.

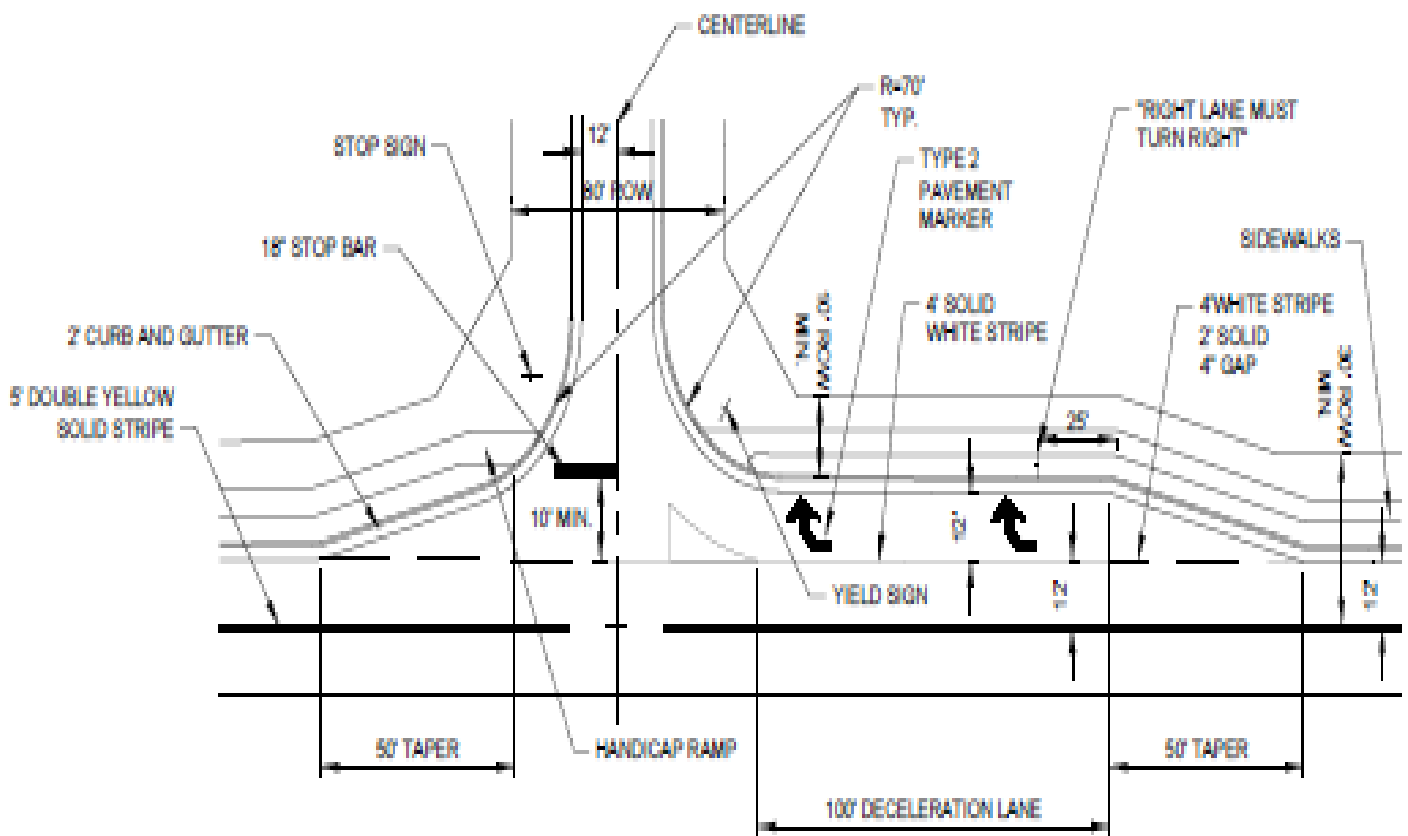
NOTE

1. TREES LESS THAN 2" NEED TO BE STAKED WITH A SINGLE HARDWOOD STAKE DRIVEN AT AN ANGLE. TREES GREATER THAN 2" BUT LESS THAN 4" ARE TO BE STAKED WITH TWO METAL T-BAR POSTS, WITH ANCHOR TIE. TREES GREATER THAN 4" NEED TO USE THREE METAL T-BAR POSTS EQUALLY SPACED AROUND TREE, WITH ANCHOR TIE STRAPS. THE TRUNK OF ALL TREES IS REQUIRED TO BE PLUMB WITH THE GROUND PLANE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO STRAIGHTEN ANY TREE THAT DOES NOT HAVE A VERTICAL TRUNK. STAKING TREES DIFFERENTLY THAN THIS DETAIL WITHOUT OBTAINING APPROVAL PRIOR TO STAKING WILL RESULT IN ALL TREES BEING RE-STAKED.
2. STAKE ONLY TREES OF $\frac{1}{2}$ " CAL OR LARGER.
3. TOP OF ROOT BALL TO BE SLIGHTLY HIGHER THAN EXISTING GRADE.
4. DO NOT PIERCE ROOT BALL WITH STAKES
5. PRUNE TREE UNDER DIRECTION OF LANDSCAPE ARCHITECT.
6. PRIOR TO STAKING MULTI-STEM TREES, SUBMIT ALTERNATIVE TREE DETAIL TO LANDSCAPE ARCHITECT FOR APPROVAL.

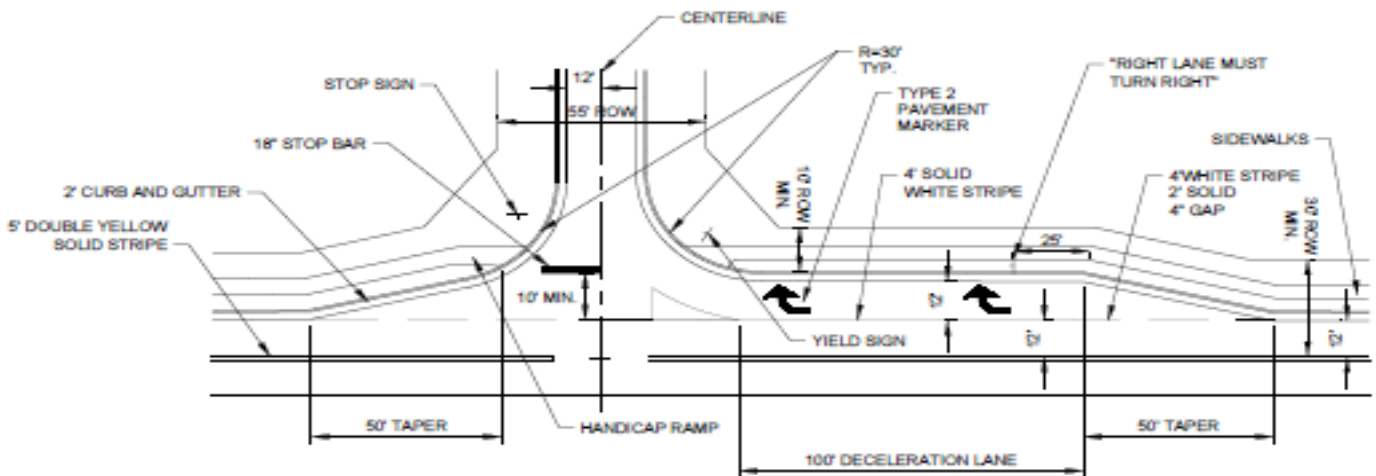
TREE PLANTER DETAIL
N.T.S.



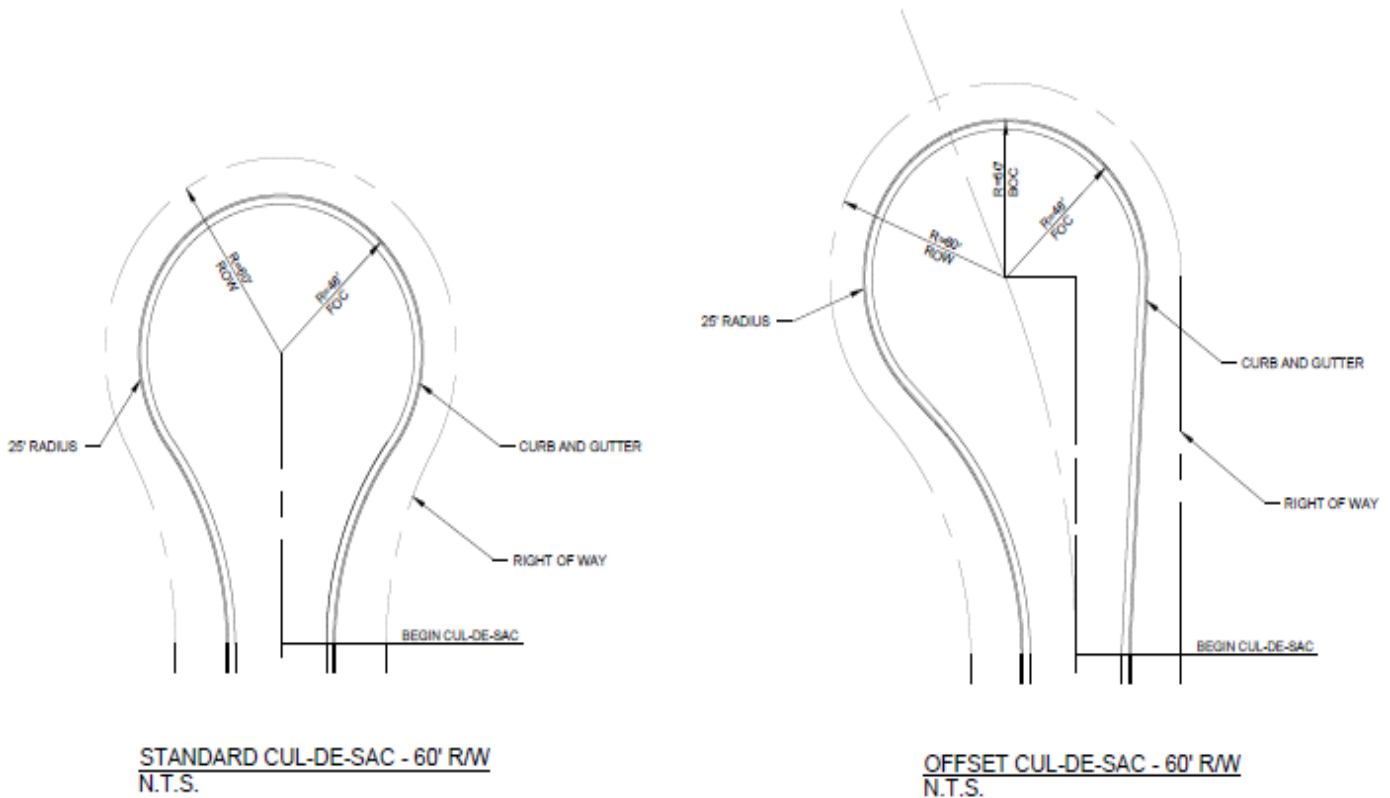
TYPICAL COMMERCIAL STREET
 N.T.S.



TYPICAL INDUSTRIAL STREET
N.T.S.



TYPICAL RESIDENTIAL STREET
N.T.S.



SECTION 2:

All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 3:

This ordinance after adoption by the Council and upon approval by the Mayor shall become effective immediately.

INTRODUCED AND FIRST READING _____ February 14, 2023

SECOND READING AND ADOPTED _____ February 28, 2023

SUBMITTED TO MAYOR AND APPROVED _____ February 28, 2023

BY: /s/ Mark Mitchell, Mayor Pro-Tem

ATTEST: /s/ Sue Olson, City Clerk

On a motion by Mr. Gore seconded by Mr. Gaskin, Council voted unanimously to approve the following ordinance:

AN ORDINANCE

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF LAGRANGE TO AMEND THE CODE OF THE CITY; TO AMEND THE ZONING MAP AND ORDINANCES OF THE CITY SO AS TO RECLASSIFY THE USE ZONE OF REAL ESTATE LOCATED ON WHITESVILLE ROAD AND OWNED BY SEI LAGRANGE, LLC; TO REPEAL CONFLICTING ORDINANCES; TO FIX AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

THE MAYOR AND COUNCIL OF THE CITY OF LAGRANGE, GEORGIA HEREBY ORDAIN AS FOLLOWS:

SECTION 1:

That the zoning map and ordinances of the City of LaGrange be amended so as to reclassify from use zone AC-MX (activity center mixed use district) to use zone AC-MX (activity center mixed use district) the following described real estate, to wit:

All that tract or parcel of land located in Land Lots 204 and 181 of the 6th Land District, of Troup County, Georgia containing 170 acres, more or less, and known as Troup County Tax Map Parcel Numbers: 052-2-000-001, 051-3-000-052D, 051-3-000-052B, 051-3-000-052, and 051-3-000-052C.

NOTE: The purpose of this rezoning is to remove from said property certain conditions as contained in that Notice of Conditional Rezoning recorded in Deed Book 1729, Page 833 and Deed Book 1823, Page 554 Troup County Records, along with any conditions contained within the rezoning ordinances referenced therein.

SECTION 2:

All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 3:

This ordinance, after adoption by the Council and upon approval by the Mayor, shall become effective immediately.

INTRODUCED AND FIRST READING _____ February 14, 2023

SECOND READING AND ADOPTED _____ February 28, 2023

SUBMITTED TO MAYOR AND APPROVED _____ February 28, 2023

BY: /s/ Mark Mitchell, Mayor Pro-Tem

ATTEST: /s/ Sue Olson, City Clerk

The Good News for tonight is a video we would like to share about the new Story Walk in partnership with Get Troup Reading. Located on the Thread at the George Harris Baseball Complex, the Story Walk is meant to help families get outside and provide an interactive reading experience for elementary age children.

There was no other business and the meeting was adjourned at 5:55 p.m.

Mayor Pro-Tem

City Clerk