

City Council of Peachtree City
Meeting Minutes
Thursday, December 20, 2018
6:30 p.m.

The Mayor and Council of Peachtree City met in regular session on Thursday, December 20, 2018. Mayor Vanessa Fleisch called the meeting to order at 6:30 p.m. Others attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor.

Announcements, Awards, Special Recognition

Fleisch saluted Bryan LaBrecque for his service to the City both as a member of the Airport Authority and as interim General Manager of the Airport.

Fairy Wortham of Homefront Families & Children of Our Military Heroes presented information on the monument honoring military families that the group planned to erect in Patriot Park in Fayetteville.

Public Comment

There was no public comment.

Agenda Changes

King moved to remove item 4 from the Consent Agenda for Council discussion. Madden seconded. Motion carried unanimously.

Minutes

Ernst moved to approve the December 6, 2018, regular meeting minutes. Prebor seconded. Motion carried 4-0-1, with King abstaining due to his absence from that meeting.

Consent Agenda

- 1. Consider Renewal of Insurance Brokerage Services**
- 2. Consider Provisional Alcohol Licenses – Publix, Italian Oven, Peachtree East Shopping Center**
- 3. Consider Amended Alcohol License Fees**
- 5. Consider Brand Name Provider for Patrol Vehicle Video Systems – Coban Technologies**
- 6. Consider Pawnbroker Ordinance and Fees**
- 7. Consider Revised Tower Agreement Lease Amount**
- 8. Consider Addition of New Job Title within the Fire Department (Firefighter/EMT-Uncertified, Grade 13)**

Ernst moved to approve Consent Agenda items 1-3 and 5-8. King seconded. Motion carried unanimously.

4. Consider Appointment(s) to Peachtree City Airport Authority – Max Braun, Kevin Lund – Alternate

King stated that he was opposed these appointments, not because he had any objections to either the appointees or to the procedure for making these nominations, saying it was solid and sound, but because there was not currently a tenant or an airplane owner on the Airport Authority. He said with all of the activity anticipated in that area, someone with aviation expertise was needed on the Authority to help the City decide if they needed to change minimums and how that would affect the sale of gas. He noted that there was dissension between some of the tenants and the Authority, and King said that could be resolved with a tenant on the Airport Authority.

Prebor remarked that he was not surprised at King's remarks, but noted that Council tasked the Mayor, City Manager Jon Rorie, and Council Member Madden with conducting the interviews and presenting Council with their suggestions for appointments to the Authority. Prebor stated that

he did not like the idea of changing the procedure because it came out of that committee with a 2-1 vote. He suggested that they might want to look at changing the appointment system for the Airport Authority to something like what they used for the Convention and Visitors Bureau (CVB), where nominees must be from a certain sector. City Attorney Ted Meeker said those changes would have to be done through legislation. The changes to the CVB were done locally, but this would require going through the General Assembly.

Prebor asked if they wanted to look at that in the future. King stated he would like to see it brought up during a workshop as a way to tweak the process. Regardless of that, King said would support Council's decision, but he wanted to bring up the fact that there was no tenant or airplane owner on the Airport Authority.

Madden noted that he was a member of the selection committee. There were 12 applicants, and they narrowed that down to the four candidates they interviewed. He said he highly approved of both of the appointees, but wanted to express his desire that the candidate who was a tenant and a pilot be moved to the position of Airport Authority board member, rather than be appointed alternate, as was stated on the agenda. Madden said Braun, who was selected as the board member, instead should be named as the alternate.

Fleisch noted that both Braun and Lund were present. Madden said he was hoping they would be, and Fleisch said she invited them. Madden said both were highly qualified, but he believed, with King, that a tenant/owner and someone who flew out of KFFC should be one of the five Airport Authority board members.

Ernst asked Meeker what it would take to make the alternate a voting member in the absence of one of the other members. Meeker said the alternate position was designed to enable them to serve in the event one of the members was unable to serve. The legislation for the Airport Authority spoke of appointing a certain number of voting members; an alternate could not be appointed as a voting member. He said the alternate idea predated his time as City Attorney and only allowed for them to move onto the board as a voting member if another member could no longer serve; allowing them to vote in the absence of a member would not technically be allowed.

Ernst remarked that he, too, had wondered why there was not a member on the board who was a tenant, not necessarily a pilot. As a tenant, they would understand what was going on at the airport, and he felt it would be in the best interest of the City, the airport, and the Authority to have a member who was a tenant. He said he concurred with Madden's idea of swapping the two appointees' positions.

Fleisch said she vehemently disagreed with that suggestion. She noted that Madden had been on Council for a year, and he had learned a great deal about how government operated. However, Fleisch continued, she had been attending Airport Authority meetings for many years, including when there were tenants on the board. The tenants, at least the ones chosen then, she stated, had a very myopic view of how the airport should be run. She said she would love to have a tenant who realized the airport was part of Peachtree City and not be focused on the rent that they paid for their hangar. Tenants often voted in their own self-interests, Fleisch remarked, adding that she was present when tenants requested self-serve gas for a cost of \$250,000. This was at a time when the City could barely keep the airport's doors open. The Mayor noted that 34,000 people subsidized the airport and told Madden that was who he should be thinking about. Those were the people they served, she remarked. The City gave the airport \$6,800 a month to cover expenses and allow it to remain open, the Mayor remarked, and if the airport was to be an economic engine, there could not be a lot of side discussions about the will of the tenants. There was a difference between being an advocate and having an interest only in your own point of

view, Fleisch noted, and that was what she saw from tenants who had been on the Airport Authority. There was nothing to preclude having a tenant on the Authority, and the Mayor said she was sure that Lund, as the alternate, would look out for 34,000 people, not just the tenants who were sub-leasing one of those hangars. She said you had to find the right people, and she felt Lund would be able to subordinate his interests, just as Braun would do. The Mayor then called the question to approve Braun as the member and Lund as alternate.

Prebor made the motion. Ernst seconded. Prebor clarified that this motion was to appoint Braun as a member and Lund as the alternate, as stated on the agenda. Fleisch said it was for the appointments as listed on the agenda and as she and Madden chose on the selection committee. The motion failed 2-3, with Ernst, King, and Madden voting against.

Fleisch told Madden she was flabbergasted that he would choose one thing in private and another in public.

Madden told Fleisch that she knew what his feelings were in their previous meetings and that he felt it was important to have a tenant member on the Airport Authority. They disagreed. He said the majority of Council also felt this way. He asked Meeker if he could make a motion to swap the positions, with Lund as the Airport Authority member and Braun as the alternate. Meeker said the item was on the agenda, so he could make whatever motion he wanted to make.

Madden moved that Lund be appointed as a voting member of the Airport Authority and that Braun be the alternate. King seconded.

Prebor said he did not like that they had tasked the City Manager, the Mayor, and members of Council to interview applicants, then Council was saying, "no, we are not going to do what they chose." He said he did not know either of the two nominees, so he could not say, "switch this one because he is more qualified." They needed to go by what the selection committee decided. He said his concern was that they would do this every time from now on. Fleisch agreed, saying it set a very bad precedent.

Prebor commented he liked the idea of eventually having a tenant or a business owner on the Airport Authority. Right now, however, they did not have that requirement, so they had to go by who was the most qualified. The committee, even though it was not Madden's choice, decided on the appointees listed on the agenda, and Prebor stated he did not like going against the selection committee's decision.

King stated he did not know what the Airport Authority was like eight or nine years ago, but he did know there were some people on the Authority at that time who cared a lot about the City and the airport's growth in general. He said there were many good people who owned planes. They were successful for a reason and had an expensive hobby. He asked if they could table this until the next Council meeting and have all five Council members pare down the 12 applicants.

Fleisch said that would require changing the ordinance.

Those 12 applicants were pared down to four interviews, King noted, asking if Council had the authority to go through the process again.

Fleisch said they had already been pared down and sent to committee. If that was how he wanted it to work in the future, they must change the ordinance. She said they could put the ordinance change on the next agenda.

King reported that his issue was the difference of opinion on Council about the two who had been selected. He was not just asking if they were the best of the four, but also the best of the 12. He said he did not know. Now that he knew who the 12 were, he might look at it differently.

Prebor again said this was setting a precedent, and Fleisch stated that it would taint the process moving forward, as happened 10 years ago. Prebor said maybe they could evolve from this, and in the future, Council could narrow down the pool of applicants, and then pass it on to committee for interviews.

Fleisch said it was a shame. All the finalists for the posts were called in at the very last minute to coincide with the schedules of the committee members, and so this could be on the December 20 agenda. Council was being very rude to those gentlemen, the Mayor remarked, adding she felt it was more political than for any other reason.

Madden again said it was not his intention to bring any kind of taint to the process, but as a flying member of Falcon Field, he felt either of these men were qualified. They each brought different skills and mindsets to the process; one being analytical and the other being maintenance/industrial oriented. It was not a matter of who was better, but he felt that a tenant and pilot should be the voting member on the board.

If "candidate A" was 10 times better than "candidate B," but "candidate B" was a tenant, would you promote "candidate B" because he was a tenant, Prebor asked Madden, and Madden answered, "of course not."

Madden said it was a little insulting that they talked about previous tenants who voted for their own interests when talking about another tenant who would have the best interests of the City in mind. Madden said no one assumed that just because he flew out of KFFC, he would not have the best interests of Peachtree City's 35,000 residents in mind. He said it would not be correct to assume he would be voting to let Falcon Field bankrupt Peachtree City because that was his single issue. He said it was not fair to either candidate.

Fleisch again called the question, which was to make Lund a voting member of the Airport Authority and Lund the alternate. The motion carried 3-2, with Fleisch and Prebor voting against.

New Agenda Items

12-18-01 Ordinance to Annex Unincorporated Islands on Northwest City Boundary, Parcels 0745 008 and 0745 004

Senior Planner Robin Cailloux said the next two items were related and dealt with incorporated islands on the northwest side of the City. Unincorporated islands, she explained, consisted of unincorporated land between one or more municipalities. It was illegal to create new ones, but cities had the power to reduce existing ones. Redundancy of services was the major reason for eliminating these islands. If there were a call for services in these areas, Fayette County personnel would have to cross through Peachtree City to reach it, thereby increasing the cost to taxpayers for providing services. Because of that, the state statute guiding annexation of these islands was very different from the other annexation processes. First of all, she stated, the city that shared more than 50% of the boundary with the unincorporated island was responsible for annexing the land. She displayed a map that showed the unincorporated islands. The land shown in orange was mostly or completely surrounded by Tyrone; the land shown in blue, 42 acres, shared most of its boundary with Peachtree City.

At the November 15 meeting, Council initiated the annexation process, Cailloux stated. No public hearing was required, and the County was not allowed to object. She said notice was sent to the

property owners, but there had been no response, other than notification that it was received. Staff found that this property met the requirements for unincorporated islands and recommended annexation.

King moved to approve the annexation of these two parcels. Ernst seconded. Motion carried unanimously.

12-18-02 Public Hearing- Zoning of Unincorporated Islands on Northwest City Boundary, Parcels 0745 008 and 0745 004

Cailloux said this property was zoned by the County as Agricultural Residential (AR). Now that it was annexed into the City, the City needed to zone it within the City's zoning district. Since this was not an applicant-driven process, staff had examined the options and recommended zoning as Limited Use Residential (LUR), specifically LUR-14, the same category as the property surrounding it to the south, the Cresswind development. Cailloux said all the conditions of the LUR-14 would apply to this property, including a limit of 1.65 dwelling units per acre, the same as Cresswind. Given the size of the property, that could add a maximum of 83 dwelling lots, but, Cailloux pointed out, there was no plan for development and the zoning would allow for something less than that. All the other standards for the zoning district would also apply, including the setbacks and architectural standards. There was a requirement for a 100-foot greenbelt between the property and Shamrock Industrial Park and for a 50-foot buffer along the perimeter. It was not good to have only one way in and out of a property, so a new condition was added requiring a connection up to the Peachtree City boundary that could potentially connect to Rockwood Road in Tyrone for emergency egress. She said this would be useful if there was an emergency in the industrial park or the residential development to the south.

The reason they did not recommend zoning this property in the City's AR district was that size of this property made it viable for a large-scale agricultural operation, which could negatively impact the adjoining community. Cailloux said she had once lived near a large beef cattle operation, and it was not always bucolic and ideal.

The Mayor opened the public hearing. No one wished to speak either in favor or in opposition to the zoning. Fleisch closed the public hearing.

Prebor asked where the connection to Rockwood Road would be. Cailloux said staff had been unable to find any easement for the southern part of the property, but there was an easement on the northern section to the industrially zoned land in Tyrone. She said that property was being used as a lay-down yard for the Martin Marietta Quarry. The connection could be along that access easement. Because that property was in Tyrone, Peachtree City could not mandate a connection, but they did want to make it possible, if Tyrone wanted to follow through.

Rorie remarked that he had met with Tyrone Mayor Eric Dial and Town Manager Brandon Perkins in regards to maintaining the access easement and constructing a road for emergency egress. He said it would provide a secondary exit for Tyrone's industrial park in the event of a train derailment or other incident. It would not be used for the residential component to exit through the Industrial Park.

King moved to approve New Agenda item 12-18-02, the Zoning of Unincorporated Islands on Northwest City Boundary, Parcels 0745 008 and 0745 004. Madden and Prebor seconded. Motion carried unanimously.

12-18-03 Public Hearing-- Consider Amended Step 2 Annexation and Zoning Request, SR 54 East, Brent Holdings, LLC/Ravin Homes, Inc.

Fleisch recused herself because of a business relationship with the applicant, and Mayor Pro Tem Ernst conducted the public hearing.

Cailloux explained that City Council had not seen this annexation and zoning request, but the Planning Commission had a public hearing at its August 23, 2018, meeting when the application included a 94-home development on the 50 acres at the rear of the property. Most of the property, she noted, was along SR 54 and was commercially developed, although some, particularly the 50-acre parcel, was undeveloped. After the Planning Commission recommended approval of the annexation and zoning, the Fayette County Commission objected, which triggered the arbitration process stipulated in the annexation statute. Arbitration began September 9, but after all three parties agreed to three extensions, the Department of Community Affairs (DCA) notified them at the end of October that they were unable to provide enough panelists for the arbitration panel.

The applicant then revised the application to reduce the density of the residential development to one-acre lots, which would be the R-43 zoning category in Peachtree City, very similar to the County's R-20 zoning district. There were no other changes made in the application. The City accepted the application for review and began the process again.

Cailloux showed the County's adopted Future Land Use Plan, with commercial areas in red and the lower-density one-unit per acre area in beige, showing that the amended application complied with the County's current zoning for the land. The County had several commercial zoning districts, while Peachtree City had one, General Commercial (GC), and staff recommended GC zoning for all the commercial properties. They proposed a zoning of R-43 for the 50 acres of residential development.

Staff did recommend two conditions, Cailloux said. Existing monument signs would be grandfathered in, but with a sunset clause of 20 years. This meant that they could be rebuilt as currently constructed in the case of an act of God, vehicle collision, or vandalism for 20 years. Two street connections should be preserved to the south and east of the developed property, and this should be confirmed through a development agreement.

Madden wanted to know if the signs would be built at the same size, and Cailloux said they would be permitted to rebuilt them as they were today.

Ernst opened the public hearing. Richard Ferry was represented applicant, Brent Holdings and Ravin Homes. He said they agreed with the staff recommendations and terms.

Morgan Hallman of 262 Smokerise Trace stated he was there in his capacity as vice president of the Smokerise Plantation Homeowners Association to speak in opposition to this annexation and rezoning request. He said their concerns were unchanged from the last time he addressed Council, which was in opposition to the Bradshaw annexation and rezoning. The concerns involved more vehicles moving rapidly through the neighborhood streets, specifically Smokerise Trace and Lloyd Road. At the Bradshaw public hearing, he noted, they had standing room only of residents opposed to the annexation, but were only allowed 11 minutes to voice their opinions. They were pleased to hear Council's safety concerns posed by the building of condominiums at the end of Falcon Field's runways, but disappointed at Council's response to their concerns. Hallman said additional development meant additional traffic, using their streets, primarily Smokerise Trace, as a cut-through between SR 54 and SR 74. They were not opposed to change, he remarked, but did not want change to affect their quiet enjoyment of their neighborhoods.

and endanger lives from more cars moving rapidly through the community. They requested that the City take action to ameliorate these conditions, he stated, but said they expected nothing. Nevertheless, he remarked, they requested that their concerns be included in the record of this public hearing.

There were no more comments, and Ernst closed the public hearing.

Prebor said he liked the idea, and other Council members had no comment.

Rorie asked to make a few remarks. He noted that staff had worked on the City's growth boundaries since 2014, and it was now becoming a reality. The annexation of the unincorporated islands had been in the works for years, as had this annexation on SR 54 East. He said he first laid this out in September of 2014. Rorie noted that they were talking about balancing the tax base by annexing property that was allowed to be developed and zoned on the borders of Peachtree City. Peachtree City did not approve the development and zone it; the County did. When property became urban, he stated, it should become municipal. Developed property did not belong in the unincorporated County; it should be annexed. The urbanization was a decision made many, many years ago. He said the objection was based on the original request for 1.9 units per acre, almost double what the County Land Use Plan called for. Sitting right beside it was Shiloh Mobile Home Park, with 250 units. Objecting to this change in density, when the County had created something far greater nearby, was a stretch and without merit, he remarked. He reiterated this was the right thing to do on behalf of Peachtree City. Moving forward, it allowed them to protect their borders and maintain control over zoning. He referred to the AR zoning next to Cresswind that was mentioned in the earlier annexation presentation. Rorie commented they had to be realistic and pragmatic about this in terms of preparing for the future.

Prebor confirmed that he liked this because it cleaned up the border. Just across SR 54, the City had no control, he pointed out. Rorie added that it was as service delivery issue, and the Police and Fire Chiefs had met with the County to begin drafting a mutual aid agreement for that area.

Madden moved to approve New Agenda item 12-18-03, Amended Step Two Annexation and Zoning Request as outlined in the ordinance in the agenda packet. King seconded. Motion carried 4-0-1, with Fleisch abstaining.

12-18-04 Consider Second Draw on Government Finance Corp. Master Lease

Meeker said the motion should read: "to approve Lease Schedule #2 and to authorize the Mayor to sign the documents, and the Mayor and City Council members to sign the City's Certificate of Incumbency." Ernst moved the question. King seconded. Motion carried unanimously.

Council/Staff Topics

Employee Referral Incentive Program

Human Resources Director Ellece Brown explained an employee referral incentive program that would soon begin. She said current employees were the most effective recruitment tool because those employees were aware of the benefits of working for the City. This program would provide another recruitment tool in the current tight labor market. Brown explained that current employees could refer people they believed would be good City employees to Human Resources. Human Resources would go through its normal hiring process, which included interviewing, reference checking, driver history, criminal background check, and drug screening. If the candidate were hired, the referring employee would receive \$250. After the candidate completed one year of service, the referring employee would get another \$250, for a total \$500 referral bonus.

Fleisch confirmed that Council Members were not eligible to participate in this referral program.

2018 Street Paving Program Report

The City's 2018 goals for paving were eight miles from Special Purpose Local Option Sales Tax (SPLOST) funding and two to three miles per year from the General Fund, Civil Engineer Jonathan Miller reported. In 2018, 14.5 miles of resurfacing/full-depth reclamation (FDR) was completed, well exceeding the goals. He explained that 89% of those roads were FDR'ed, while 11% were resurfaced. The paving contract was about 94% complete, with \$4.58 million of the approved \$4.9 million spent. Miller noted that they completed all of the roads they added to the resurfacing list and even added two additional roads, Country Club Court and the entrance to Braelinn Road at Robinson Road, to the additions.

Miller explained that while the FDR and resurfacing projects were complete, curb and gutter work, along with striping and signage, were still underway, as were some patchwork and punchlist projects.

Rorie noted that they originally started with a list of roads to be paved, along with a budget figure and some quotes. They asked Council to authorize the quote and an extension of funding to \$4.9 million to accommodate the projects added to the list. He said they chose to delay the Kelly Drive and McIntosh Trail projects until the spillway construction was complete, and the heavy truck traffic generated by the construction was ended. Those streets should have been done two years ago. Flat Creek Road, which was originally on the list, could be connected to Country Club Court, which was not. There was a mobilization and demobilization cost with these projects, so Engineering decided to go ahead and get Country Club Court resurfaced while they were working in that area. Miller noted that the mobilization costs would have been nearly equal to the cost of the project. Rorie said these were not arbitrary decisions; they were based on engineering standards and on common sense.

The entrance to Braelinn Road and Robinson Road was falling apart, Rorie noted, and the intersection had been patched and would be repaved later. Miller said it had been overlaid a couple of times, and now the new level was even with the curb and gutters and was ready for additional work.

Miller reported the paving bid for next year would go out around the end of January, and they were finalizing the road list now. Rorie said they would move in the same direction with a total quote price of around \$5 million. Miller noted also that this was the first year they could use Infrastructure Management Services (IMS) data to create the list. Fleisch said that was good.

Rorie pointed out that 14.5 miles were completed this year, compared to a mile and a half two years ago. Ernst said it showed him that by working smart, they had been able to do more and spend less. A stitch in time saves nine, Rorie remarked.

The Mayor asked about the progress on the synchronization of lights on SR 54. City Engineer Dave Borkowski replied that the Georgia Department of Transportation (GDOT) was still wrapping up the SR 54 paving project, noting that it was a huge project, going from Coweta County through Fayetteville. He stated they did not have the striping complete and were trying to wrap that up and get the signal loops aligned throughout the project. This involved getting the sensors working and getting the synchronization adjusted. GDOT did not have a period for completion, but Borkowski said they would notify him when they did know. Because it was such a huge project, they could not be more specific.

Rorie said he had received an email about a pothole on Peachtree Parkway, heading north from the intersection with Crosstown. He said it was more than a pothole; it was a piece of roadway that was sinking. Peachtree Parkway and Robinson Road were both scheduled to be repaved, Rorie remarked, and asked Borkowski for an update on funding.

Borkowski reported that both those roads were approved to be part of the Transportation Improvement Program (TIP), which distributed federal funds. The money would go to the County, which would then distribute it to the City. They were working with the County to come up with an intergovernmental agreement (IGA) to determine who would be responsible for what parts of the project. Borkowski said the IGA would probably be drafted after the new year. He said they anticipated doing one of the roads in 2019 and the other in 2020, noting that there was a lot that went into satisfying the federal requirements for TIP funding, such as environmental studies. Borkowski commented that he was pessimistic about the chances of doing any actual paving in 2019. He told Council they would be seeing an IGA with all the City's roles and responsibilities detailed.

Rorie noted this was big macro-picture stuff. He said he got an email about a pothole, but that pothole was on a road approved for TIP funding for repaving. That TIP money would be funneled through Fayette County, which would end up being the project lead to pave Peachtree Parkway.

The TIP funds would pay 80% of the cost, and the City must match 20%. Miller said the total cost would be \$2.8 million, and 20% of that would be \$560,000. Borkowski said there was an item in the SPLOST for matching grant funds, and Rorie noted that it could come from the General Fund, too. The SPLOST generated about \$3 million per year for road improvements, while the General Fund included \$1.8 million. If the project proceeded in 2019, they would pull about \$500,000 from the General Fund to match the \$2.3 million in TIP funding. Even though it started with a complaint about a pothole, at the end of that process was a \$2.3 million TIP-funded project. Rorie said the pothole would be patched until they could get to the point of receiving federal funding.

King noted that he saw workers patching the pothole that morning, in the rain, but Rorie said that was another pothole.

Fleisch noted that Miller said 89% of what they did this year was FDR and asked him how much they had anticipated would be FDR before they started. She noted that the older streets around Lake Peachtree had dirt, not roadbeds.

Miller showed a chart with current Pavement Condition Index (PCI) at 61%, and a 9% backlog before this year's paving work started. As of today, he stated, they were at 64%, with a backlog of 10.4%. This year's paving was based on Pavement Condition Evaluation System (PACES) and worst-first. The current status was a prime example of what happened when you did worst-first. The CPI went up, but the roads that were hanging on a cliff were neglected, so the backlog went up. He said over the next five years, the PCI should go up and the backlog go down as they get to those other roads.

Fleisch noted that this year, there was a lot of resurfacing around Lake Peachtree, where the oldest roads were. Miller said most of the roads they did had a PCI rating of 50 or below. Maybe next year they could do 18 miles with the same amount of money, he commented, because there would not be so many roads requiring FDR.

Prebor asked if Peachtree Parkway and Robinson would require an FDR. Miller said he believed they designated them for mill overlay and patching, but priced them out as FDR in case that was not enough. Prebor wanted to know about gutters along Robinson Road, and Rorie said that

would be a non-issue once the paving project was complete. If a road had been overlaid to where it was above the level of the gutter, Miller remarked, they brought it down to be level with the gutter. Prebor noted that Braelinn Road had the pavement that went into the gutter, and Miller said he did not do that. Rorie said it should not have been done. Miller noted that by reducing the gutter height, the water could overtop the gutter and go somewhere it was not desired. He said when they did the first part of Braelinn, they brought it level with the gutter and would carry that out along the rest of the road.

King moved to convene in executive session to discuss the acquisition, sale, or lease of real estate and pending or threatened litigation at 7:50 p.m. Ernst seconded. Motion carried unanimously.

Ernst moved to reconvene in regular session at 8:47 p.m. Prebor seconded. Motion carried unanimously.

There being no further business to discuss, Ernst moved to adjourn the meeting. King seconded. Motion carried unanimously. The meeting adjourned at 8:48 p.m.


Martha Barksdale, Recording Secretary
Vanessa Fleisch, Mayor