



Chief Executive Officer
Michael L. Thurmond

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May 20, 2020

The Honorable Awet Eyasu
Vice Mayor, City of Clarkston
3921 Church Street
Clarkston, GA 30021

Dear Vice Mayor Eyasu:

DeKalb County is in the process of re-qualifying for entitlement status as an Urban County Community Development Block Grant and Home Investment Partnership Grant participant for fiscal years 2021-2023, in accordance with the provisions of the Housing and Community Development Act for 1974 and the amendments thereto. The City of Clarkston is invited to renew its status as a participant for FY 2021-2023.

The City's current Cooperation Agreement with DeKalb County will automatically be renewed for three years. However, HUD requires that each municipality execute the attached Cooperation Agreement Notification of Intent with the County to indicate their intent to renew or cancel the Agreement at the end of the current qualification period.

Please return the Cooperation Agreement Notification of Intent with electronic signature to the DeKalb County Community Development Department no later than Friday, May 29, 2020 to the attention of Grants & Administrative Manager, Byron Campbell at bkcampbell@dekalbcountyga.gov.

As a reminder, through the Cooperation Agreement Notification of Intent, your City will waive its individual entitlement to CDBG and HOME funds. The County will have the final responsibility for selecting activities and annually filing CDBG and HOME grant applications with HUD. Additionally, The City of Clarkston will not be eligible to apply for grants under the Small Cities, State CDBG programs or enter into a consortium agreement with any other local entity for funding for the duration of the Agreement. DeKalb County will; however, give proper consideration to your request of essential community development needs and proposed activities.

We welcome your participation and look forward to hearing from you. If you have any questions, please contact Allen Mitchell, Director of Community Development at (404) 969-9921.

Sincerely,

Michael L. Thurmond
DeKalb County Government

Attachment

cc: Allen Mitchell, Community Development Department

**DeKalb County 2021-2023 CDBG and HOME Cooperation Agreement
Notification of Intent for Participating Municipalities**

Municipality: City of Clarkston, Georgia

Date: _____

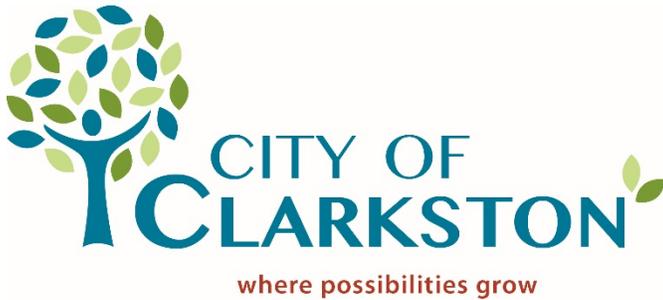
YES, the incorporated area of the City of Clarkston in DeKalb County, Georgia elects to be included as part of the Urban County designation for DeKalb County for the three-year period January 1, 2021 through December 31, 2023. My signature confirms my understanding that the existing Cooperation Agreement that expires December 31, 2020 will automatically be renewed for the next three-year period and will allow the city to apply for CDBG and HOME funding through DeKalb County.

Awet Eyasu, Vice Mayor
City of Clarkston

NO, the incorporated area of the City of Clarkston in DeKalb County, Georgia does not elect to be included as part of the Urban County designation for DeKalb County for the three-year period beginning January 1, 2021 through December 31, 2023 and will apply for grant funding through the Small Cities, State CDBG and HOME Programs or enter into a consortium agreement with other local entities. My signature confirms my understanding that the existing Cooperation Agreement will terminate effective December 31, 2020.

Awet Eyasu, Vice Mayor
City of Clarkston

*Please return this document with electronic signature by email to the DeKalb County Community Development Department; attention Byron K. Campbell at bkcampbell@dekalbcountyga.gov, no later than **Friday, May 29, 2020**.*



PLANNING & ZONING BOARD MEETING MINUTES

**May 19, 2020 7:00 PM
TELECONFERENCE**

Call in Number:

404. 902. 5066

Call in Code:

326629

AGENDA

- A. CALL TO ORDER:** The meeting was called to order at 7:01 pm.
- B. ROLL CALL:** Chairman Birendra Dhakal, Vice Chairman Charles McFarland, Felicia Weinert, Amy Medford, P&D Director Shawanna Qawiy
- C. APPROVAL OF FEBRUARY 2020 MEETING MINUTES:** Vice Chairman Charles McFarland made a motion to approve the February 2020 minutes. Seconded by Amy Medford motion passed 4/0.
- D. OLD BUSINESS**
 - 1. **PUBLIC HEARING:** Abdulkadir Mohamed Dine D/B/A Brava Auto Brokers, has submitted a conditional use permit request for the property located at 1352 Brockett Road, Clarkston, Georgia 30021, zoned NC-2 Neighborhood Residential-Community Development for used car sales, repairs and emissions.

Chairman Dhakal read the deferred conditional use permit case from the February 2020 Board meeting.

Planning and Development Director Qawiy gave an overview that Mr. Abdulkadir Mohamed Dine is currently operating Bravo Auto Brokers providing office only auto broker services, oil changes, tire repair and emission services. In November 2019 the City Council approved an amendment to allow automobile dealerships with an approved conditional use permit request, provided the applicant has a valid motor vehicle dealers license from the State of Georgia, 15 cars maximum on the lot with a minimum lot size 2400 sq. ft.

Chairman Dhakal opened the public hearing with those to speak in opposition.

Dean Moore spoke in opposition of the conditional use permit request. He is concerned with the current operations, compliance, the proposed operation as an automobile dealership, and not allowing the business to operate as a repair shop.

With no other participants requesting to speak in opposition. Chairman Dhakal opened the public hearing to those who request to speak in support.

With no participants requesting to speak in support of the conditional use permit, Chairman Dhakal closed the public hearing.

Board members discussed the application and received clarification from questions related to the business currently operating as an auto broker. The Board discussed how the City will monitor the business for compliance, and the number of parking spaces. Also, the Board members discussed how the business should remain in compliance with the shared parking agreement with Subway.

With no further discussion from the Board, Vice Chairman McFarland made a motion to approve the conditional use permit with the eight (8) staff recommendations, adding condition number nine (9); (below)

1. The business shall only be limited to used car sales, oil changes, emissions and tire repair.
2. The business shall not include or operate as service station, park and ride lot, office for self-employed individuals, truck stop, paint and body shop, a transmission shop, a shop performing upholstery or glass work, rebuild or restore rebuilt vehicles, body work, painting, warranty work, storage for recreational vehicles, as a garage and other customarily motor vehicle repair work.
3. There shall be no long term or overnight parking along the front of the business.
4. The maximum number of cars for sale on the property at any time shall not exceed five (5).
5. The owner shall adhere to Sections 12-20 Disorderly Conduct and 12-28 Noise
6. The business shall not emit noise, vibrations, smoke, gas, fumes or odors that would be a nuisance to the adjacent properties.
7. The business shall comply with the Department of Natural Resources-Environmental Protection Division (EPD) policies/ procedures and laws relative to air/land quality, environmental pollutants disposal including used tires and oil disposal.
8. The owner shall adhere to state and local requirements and licensing for used automobiles sales.
9. Contingent upon the continued existence of a signed parking agreement between the owners of Brava Auto Brokers and Subway.

Amy Medford seconded the motion and it passed 4/0.

E. NEW BUSINESS

1. **PUBLIC HEARING:** A rezoning request from Tara Armstrong D/B/A Early Learning Scholars and Family Services, Incorporated to rezone the property located at 3542 Clarkston Industrial Boulevard parcel 18 118 03 011 from I- Light Industrial to NR-CD Neighborhood Residential Community Development District, Clarkston, GA 30021. If granted the applicant will combine the lot to an adjacent lot for additional parking.

Planning and Development Director Qawi gave an overview that Ms. Tara Armstrong is the owner of the property located at 3542 Clarkston Industrial Boulevard currently zoned I-Light Industrial with a request to rezone to NR-CD, Neighborhood Residential Community Development District. If approved the rezoning request would allow additional parking spaces for the employees at the adjacent daycare.

Chairman Dhakal opened the public hearing with those to speak in opposition.

Dean Moore spoke in opposition of the rezoning request stating a concern of having possible housing being constructed on the rezoned lot.

With no other participants seeking to speak in opposition. Chairman Dhakal opened the public hearing to those who seek to speak in support.

With no participants seeking to speak in support of the rezoning request, Chairman Dhakal closed the public hearing.

Ms. Tara Armstrong the applicant, gave a background of her request to rezone the property located at 3542 Clarkston Industrial Boulevard to provide additional parking for her employees at the adjacent daycare.

Board members discussed the application and received clarification from questions related to storm water runoff and for the applicant to consider constructing an environmentally friendly parking area.

With no further discussion from the Board, Amy Medford made a motion to approve with staff recommendations for the rezoning request and to amend the zoning map to reflect the final approval of the rezoning of the property located at 3542 Clarkston Industrial Boulevard, Clarkston, GA 30021 from I- Light Industrial to NR-CD Neighborhood Residential Community Development District, adding condition number four (4); (below)

1. No housing options will be developed on this parcel as a result of the approved rezoning request.
2. The applicant must adhere to all development regulations associated with the construction of a parking facility as outlined in the City's Code of Ordinances.
3. The applicant must adhere to Article XI Parking and Loading Requirements
4. The applicant shall work with the City to create an environmentally friendly permeable paving parking facility.

Vice Chairman McFarland seconded the motion and it passed 4/0

F. OTHER BUSINESS: None

G. ADJOURNMENT: Amy Medford made the motion to adjourn the meeting at 8:21pm. Seconded by Felecia Weinert motion passed 4/0.

Respectfully submitted
Regina Williams, Secretary

CITY OF CLARKSTON

ITEM NO: E1

CLARKSTON CITY COUNCIL WORK SESSION

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Resolution

MEETING DATE: May 26, 2020

SUBJECT: Conditional use permit request for the property located at 1352 Brockett Road.

Public Hearing: June 2, 2020 Council Meeting

DEPARTMENT:
Planning & Development

**PUBLIC HEARING: YES NO
June 2, 2020 Council Meeting**

ATTACHMENTS: YES NO
Pages:

INFORMATION CONTACT:
Shawanna Qawiy, MSCM, MPA
Planning and Development Director

PURPOSE: A request from Abdulkadir M. Dine of Brava Auto Brokers for a conditional use permit for the property located at 1352 Brockett Road zoned NC-2, Moderate Density Neighborhood Commercial District, Clarkston, GA 30021, for used car sales.

NEED/ IMPACT:

A conditional use permit application request shall be heard at public hearings to determine whether or not the applicants proposed conditional use would generally be in the public interest. In considering whether a proposed conditional use is in the public interest, the mayor and city council shall consider the following, among other relevant factors: (1) Whether the conditional use would be injurious to the use and enjoyment of the environment or of other property in the immediate vicinity or diminish and impair property values within the surrounding neighborhood; (2) Whether the proposed conditional use would increase local or state expenditures in relation to cost of servicing or maintaining neighboring properties; (3) Whether the establishment of the conditional use would impede the normal and orderly development of surrounding property for uses predominant in the area; and (4) Whether the location and character of the proposed conditional use would be consistent with a desirable pattern of development for the locality in general.

STAFF RECOMMENDATION: Staff Analysis attached.

Staff recommended **CONDITIONALLY APPROVING** the conditional use permit request to allow for used car sales, oil changes, and emissions and tire repair with conditions.

PLANNING AND ZONING BOARD RECOMMENDATION: 05/19/2020

The Planning and Zoning Board recommended approval with staff eight (8) recommendations and an additional condition (#9):

1. The business shall only be limited to used car sales, oil changes, emissions and tire repair.

2. The business shall not include or operate as service station, park and ride lot, office for self-employed individuals, truck stop, paint and body shop, a transmission shop, a shop performing upholstery or glass work, rebuild or restore rebuilt vehicles, body work, painting, warranty work, storage for recreational vehicles, as a garage and other customarily motor vehicle repair work.
3. There shall be no long term or overnight parking along the front of the business.
4. The maximum number of cars for sale on the property at any time shall not exceed five (5).
5. The owner shall adhere to Sections 12-20 Disorderly Conduct and 12-28 Noise
6. The business shall not emit noise, vibrations, smoke, gas, fumes or odors that would be a nuisance to the adjacent properties.
7. The business shall comply with the Department of Natural Resources-Environmental Protection Division (EPD) policies/ procedures and laws relative to air/land quality, environmental pollutants disposal including used tires and oil disposal.
8. The owner shall adhere to state and local requirements and licensing for used automobiles sales.
9. Contingent upon the continued existence of a signed parking agreement between the owners of Brava Auto Brokers and Subway.



CONDITIONAL USE PERMIT ANALYSIS

Report Prepared by: Shawanna N. Qawiy, MSCM, MPA
 Planning & Development Director

Applicant: Abdulkadir M. Dine
 Brava Auto Brokers
 1352 Brockett Road
 Clarkston, Georgia 30021
 770.270.5995
bravaautobrokers@gmail.com

Location: 1352 Brockett Road

Request: Conditional Use Permit (CUP)

Parcel ID(s): 18 143 08 011

Proposed Use /Purpose: Used car sales, emission and repairs

Current Land Use: NC-2 Moderate Density Neighborhood Commercial District

Sign Posted: January 2, 2020

Planning & Zoning Meeting: May 19th 2020 - Deferred from February 18th Meeting
City Council Work Session: May 26, 2020
City Council Meeting: June 2, 2020

Lot Size: .62 (26, 789 SQ FT)

Road Access: Brockett Road

Adjacent Land Use/Zoning District:

	Current Zoning	Land Use
North	NC-2	Retail Plaza/ Strokers
East	NR-CD	Springdale Glen Apts.
South	NR-CD	Springdale Glen Apts.
West	NC-2	Subway Restaurant

Conditional Use Criteria; Section 312

Criteria Point 1: Whether the conditional use would be injurious to the use and enjoyment of the environment or of other property in the immediate vicinity or diminish and impair property values within the surrounding neighborhood;

As outlined in Section 707, the NC-2 moderate density neighborhood commercial district is intended to allow converted residential structures with commercial uses to coexist with residential uses. Commercial uses are to be limited in order to maintain the current balance and aesthetic in the

surrounding area. In November 2019, the City Council approved a text amendment to the NC-2 zoning district to permit automobile dealerships with an approved CUP, provided the business has a valid motor vehicle dealer license from the State of Georgia, no more than 15 cars permitted on the lot at any given time with a minimum lot size of 2400 sq. ft. The total lot size of the property is 26,789 sq. ft.

According to the DeKalb County Tax Assessors office website, the properties that abut the property have the following appraised values;

Business	2019 Appraised Value*
Subway	\$285,900
Springdale Glen Apartments	\$24,294,400
Brava Auto Brokers	\$227,800
Shopping Center with Strokers	\$2,550,000
Convenience Store	\$427,900

*DeKalb County Property Appraisal

Considering the proposed CUP there are minimum parking requirements for this location with a building square footage of 2,160 square feet and two (2) service bays. One (1) bay is currently being utilized as an oil change / emissions service bay. The additional service bay stores replacement tires. As outlined in the Code of Ordinances *Section 1107: Minimum off-street parking requirements; Automobile sales is one (1) space per 150 sq. ft. and automobile service garages is three (3) spaces per service bay with a minimum of 10 spaces.* The submitted survey details that there are 19 spaces designated for the services currently being provided at the property.

	Parking Spaces Required
Building Sq. Ft. 2,160	14 spaces
Bay 1	3 spaces/ w minimum of 10
Bay 2(stored tires)	-

There would not be a substantial increase in the amount of traffic at this location due to the additional service being proposed at this location. Brockett Road is classified as a major arterial which is a high capacity urban road. An arterial road delivers traffic between collector roads and freeways, a use that delivers traffic into the City limits of Clarkston from the City of Tucker boundaries and from Highway 78.

The proposed conditional use may not have a significant injurious use and enjoyment of the surrounding land uses that could harm the public's health, safety and welfare of the residents and patrons within the vicinity of the proposed conditional use. The property is currently operating as a limited automotive service center providing emissions, oil change and tire replacement services. The property abuts (on two (2) sides) a NR-CD Neighborhood Residential Community Development multifamily community (Springdale Glen Apartments) and a NC-2, moderate density neighborhood commercial zoned Subway restaurant.

Criteria Point 2: Whether the proposed conditional use would increase local or state expenditures in relation to cost of servicing or maintaining neighboring properties.

Staff's position is that an increase in local or state expenditures in relation to costs associated with servicing and maintaining neighboring properties cannot be determined at this time.

Criteria Point 3: Whether the establishment of the conditional use permit would impede the normal and orderly development of surrounding property uses predominant in the area.

The current zoning for this location is NC-2 Moderate Density Neighborhood Commercial District. Pages 58 and 59 of the Clarkston 2040 Plan has the future land use of the property identified as mixed use, which are diverse uses including multi-family housing, commercial, office, and urban compatible industrial uses, that are uses that are low in intensity and scale to ensure compatibility with adjacent properties. This property currently has a City of Clarkston business license to operate as an automobile broker's office (only) that provides emissions, oil change, and tire repair services which grandfathered business, compared to the surrounding establishments.

Criteria Point 4: Whether the location and character of the proposed conditional use would be consistent with a desirable pattern of development for the locality in general.

The proposed conditional use location is a commercially used structure. The location and character of the proposed conditional use is consistent with the pattern of development for the locality in general due to the proposed conditional use matching the character of the area that is commercially mixed with retail, restaurants and personal service establishments, annexed into the City of Clarkston in 2015.

Recommendation:

AMENDED:

Staff recommends **CONDITIONALLY APPROVING** the conditional use permit request to allow for used car sales, oil changes, and emissions and tire repair with the following conditions.

1. The business shall only be limited to used car sales, oil changes, emissions and tire repair.
2. The business shall not include or operate as service station, park and ride lot, office for self-employed individuals, truck stop, paint and body shop, a transmission shop, a shop performing upholstery or glass work, rebuild or restore rebuilt vehicles, body work, painting, warranty work, storage for recreational vehicles, as a garage and other customarily motor vehicle repair work.
3. There shall be no long term or overnight parking along the front of the business.
4. The maximum number of cars for sale on the property at any time shall not exceed five (5).
5. The owner shall adhere to Sections 12-20 Disorderly Conduct and 12-28 Noise
6. The business shall not emit noise, vibrations, smoke, gas, fumes or odors that would be a nuisance to the adjacent properties.
7. The business shall comply with the Department of Natural Resources-Environmental Protection Division (EPD) policies/ procedures and laws relative to air/land quality, environmental pollutants disposal including used tires and oil disposal.
8. The owner shall adhere to state and local requirements and licensing for used automobiles sales.

Attachments:

- Conditional Use Permit Application
- Letter of Intent
- Warranty Deed
- Maps
- Survey

CITY OF CLARKSTON

ITEM NO: E2

CLARKSTON CITY COUNCIL

HEARING TYPE:
Work Session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Resolution

MEETING DATE: May 26, 2020

SUBJECT: Rezoning of the property located at 3542 Clarkston Industrial Boulevard from I- Light Industrial to NR-CD Neighborhood Residential Community Development District for a parking expansion project.

Public Hearing: June 2, 2020 Council Meeting

DEPARTMENT:
Planning & Development

PUBLIC HEARING: YES NO
June 2, 2020 Council Meeting

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT:
Shawanna Qawiy, MSCM, MPA
Planning and Development Director

PURPOSE: Rezoning request from Tara Armstrong to rezone the property located at 3542 Clarkston Industrial Blvd. , GA 30021, parcel 18 118 03 011 from I- Light Industrial to NR-CD Neighborhood Residential Community Development District for additional parking.

STAFF RECOMMENDATION: Staff Analysis Attached

Staff recommended approval of the rezoning request with conditions and to amend the zoning map.

PLANNING AND ZONING BOARD RECOMMENDATIONS: May 19, 2020

The Planning and Zoning Board made the recommendation to approve with staff recommendations for the rezoning request and to amend the zoning map to reflect the final approval of the rezoning of the property located at 3542 Clarkston Industrial Boulevard, Clarkston, GA 30021 from I- Light Industrial to NR-CD Neighborhood Residential Community Development District, adding condition #4; (below)

1. No housing options will be developed on this parcel as a result of the approved rezoning request.
2. The applicant must adhere to all development regulations associated with the construction of a parking facility as outlined in the City's Code of Ordinances.
3. The applicant must adhere to Article XI Parking and Loading Requirements
4. The applicant shall work with the City to create an environmentally friendly permeable paving parking facility.

ATTACHMENTS:

Rezoning application, staff rezoning analysis report, maps.



REZ-2020-01

Report Prepared by: Shawanna N. Qawiy, MPA, MSCM
Planning & Development Director

Applicant: Tara Armstrong D/B/A Early Learning Scholars and Family Services, Incorporated

Location: 3542 Clarkston Industrial Boulevard, Clarkston, GA 30021

Request: Rezoning from I-Industrial to NR-CD Neighborhood Residential Community Development District

Parcel ID(s): 18 118 03 011

Proposed Use

/Purpose:

Current Land Use: The property currently has access to a telecommunications tower. The subject property will be combined to an adjacent lot for additional parking.

Sign Posted: April 30th, 2020

Planning & Zoning Meeting (TELECONFERENCE): May 19, 2020

City Council Work session: May 26, 2020

City Council Meeting: June 2, 2020

Lot Size: 0.8 acres

Road Access: Clarkston Industrial Boulevard

Public Utilities:

Water and Wastewater Treatment –. Public water service connections are available in this area. If additional public sewer service is warranted it will be made available via line extensions at the developer's/property owner's expense.

Zoning Overview: The current zoning of the subject property is I- Light Industrial. The request to rezone the subject property to NR-CD is consistent with surrounding zoning classifications of properties as designated on the current zoning map and future land use map for the City of Clarkston. The property owner's request to rezone the property, is to combine the lot with the adjacent lot located at 3534 Clarkston Industrial Boulevard to create additional parking for the daycare. The purpose of the NR-CD zoning district is to provide limited institutional and personal services uses that would be convenient to nearby establishments. A review of zoning files indicates that there has not been any zoning requests regarding the subject property.

Table 1.0 illustrates the zoning and current land uses for the adjacent properties:

Table 1.0

	Current Zoning	Current Land Use
North	N/A	N/A Stone Mountain Parkway
East	I-Light Industrial	Automotive Repair Shop
South	NR-CD	Starnes Senior Living Facility
West	NR-CD	Childcare/Daycare

Future Land Use: Mixed Use: According to the Clarkston 2040 Comprehensive Plan, this area is currently designated as Mixed Use: A mix of diverse uses including multifamily housing, commercial, office with urban compatible industrial uses.

Rezoning Review Criteria: Assessment of Application for Zoning Map Amendment (Article III, Sec. 305):

When any request is made for a change in the zoning for any parcel of property, or when an amendment is requested to the zoning map, the following criteria points must be reviewed as follows;

Criteria Point 1: The effect upon the health, safety, morals or general welfare of the public compared to any hardship imposed upon the individual property owner seeking rezoning should rezoning be denied;

As proposed the property will not have a significant impact on the general welfare of the public. The approved the rezoning request could produce a reduction of vehicle parking on the street and surrounding neighborhoods. This could affect the safety of pedestrian traffic in the vicinity of the property, due to having closer and controlled parking available for the uses in the area. The proposed rezoning request will not have an unhealthy effect or impact the morals of the public.

Criteria Points 2 and 3: Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property; whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;

An approved rezoning would permit the proposed lot and an adjacent lot to be combined to be renovated and enhanced to provide a use that is suitable in view of the uses of adjacent and nearby properties on Clarkston Industrial Boulevard. The nearby land uses that are currently surrounding the property include an automotive repair shop, (east of the property) telecommunications tower located on the subject property, a senior living facility (south of the property) and a daycare, (the adjacent lot-currently owned by the applicant).

Criteria Point 4: Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The property is currently zoned I- Light Industrial. It is reasonable to determine that by the property continuing its current zoning, the economic use would be based on the property being developed under the permitted uses of the current zoning of I-Light Industrial. The proposed

rezoning request of NR-CD, will allow the subject property to be combined with the abutting property also, with a NR-CD zoning classification to be enhanced and to increase parking options.

Criteria Point 5: Whether the zoning proposal will result in a use that may cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;

Schools: Idlewood Elementary School, Tucker Middle School, Tucker High School

Streets and Transportation Facilities:

The nature of the proposed use will not create an unusual increase in the volumes of vehicular traffic along Clarkston Industrial Boulevard.

Utilities and Environment:

The applicant would be required to follow all best management practices (BMPs) for land disturbance and pertaining to storm water runoff and erosion/sedimentation control to create the enhancements of the parking addition.

Public Safety:

The City's Public safety department will not have a significant impact based on the construction of a parking facility. Additional parking options may decrease additional patrol in this area on high traffic days.

Criteria Point 6: Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal;

An approved rezoning on the property located at 3542 Clarkston Industrial Boulevard may be combined with the property located at 3534 Clarkston Industrial Boulevard... The combination of the lots will allow the applicant to renovate the property at 3534 Clarkston Industrial Boulevard that will incorporate parking options on the property located at 3542 Clarkston Industrial Boulevard. The property would not be suitable for residential development due to the location of a cellular telecommunications tower.

Criteria Points 7 and 8: Whether the zoning proposal is compatible with the principals of the city's long range plan as set forth in the Conceptual Master Land Use and Connectivity Plan for the City of Clarkston, a part of the Clarkston Livable Centers Initiative Study as adopted in March 2005, adopted as the city's comprehensive plan; Whether the zoning proposal is compatible with the most current adopted version of the Future Development Map of the Clarkston Comprehensive Plan;

The subject property is located in an area identified as Mixed Use on the Future Land Use Map in the Clarkston 2040 Comprehensive Plan adopted in 2016. The proposed rezoning request would be in placement with the adjacent zoning of NR-CD Neighborhood Residential Community Development District.

Recommendation:

Staff recommends **APPROVAL** of the rezoning requests and to amend the zoning map to reflect the final approval of the rezoning of the property located at 3542 Clarkston Industrial Boulevard, Clarkston, GA 30021 from I- Light Industrial to NR-CD Neighborhood Residential Community Development District; with the following conditions;

1. No housing options will be developed on this parcel as a result of the approved rezoning request.

2. The applicant must adhere to all development regulations associated with the construction of a parking facility as outlined in the City's Code of Ordinances.
3. The applicant must adhere to Article XI Parking and Loading Requirements

Additional Information:

Street Index Map

Aerial Map of location

Current Zoning and Future Land Maps

Tax Map

Conceptual Site Plan

CITY OF CLARKSTON

ITEM NO: E3

CLARKSTON CITY COUNCIL WORK SESSION

HEARING TYPE:
Work Session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Resolution

MEETING DATE: May 26, 2020

SUBJECT: Approve 2020 Proposed Advertised Millage Rate

DEPARTMENT: Administration

PUBLIC HEARING: YES NO

ATTACHEMENT: YES NO
Pages:

INFORMATION CONTACT: Robin I. Gomez
PHONE NUMBER: 404-296-6489

PURPOSE:

To Set the 2020 Advertised Millage Rate.

NEED/ IMPACT:

Due to the ongoing Covid19 crisis, regular functions of the County and local governing authorities have been impacted. DeKalb County has pushed back their meeting to adopt the 2020 real Estate Values until May 26, 2020. The City of Clarkston must wait for that adoption process to receive the Valuation Reports that determine the millage rollback calculations for 2020.

DeKalb County has requested that our final adopted millage rate be concluded before July 8, 2020. The Council must vote to set a proposed advertised millage rate at the June 2, 2020 Council Meeting. This is the millage rate that will be advertised for public information. The proposed millage is not necessarily the same rate the Council would eventually adopt. The final adopted millage rate may be the same as the proposed (advertised) rate or lower than the proposed rate. The final millage rate adopted by the City Council may not be greater than the proposed (advertised) millage rate.

The Council must hold three public hearings if their proposed millage rate is greater than the millage rollback rate. The purpose of the meetings is to take public comment on the millage rate for consideration of the final adopted rate. There must be 5 days between the public hearings. Two meetings can be held on the same day with one starting prior to noon and one meeting must start between 6-7pm.

RECOMMENDATION:

Staff will make recommendations for setting the 2020 Advertised Millage Rate at the May 26, 2020 Work Session. If a rate higher than the calculated rollback rate is proposed, then the City will hold 2 two Public Hearings on Tuesday, June 30 at 10AM and 6:30PM. The final public hearing will be held in conjunction with the July 7th Council Meeting.

CITY OF CLARKSTON

CLARKSTON CITY COUNCIL MEETING

ITEM NO: E4

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Discuss adopting a Resolution to Re-Adopt the Clarkston Livable Community Initiative Plan Update Dated February 26, 2015

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: Jamie Carroll, YT Bell,
PHONE NUMBER: 404-296-6489

PURPOSE:

This agenda item is to discuss adopting a Resolution by the City Council of the City Of Clarkston, Georgia to Re-Adopt the Clarkston Livable Community Initiative Plan Update Dated February 26, 2015.

RESOLUTION NO. _____

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF CLARKSTON,
GEORGIA TO RE-ADOPT THE CLARKSTON LIVABLE COMMUNITY INITIATIVE
PLAN UPDATE DATED FEBRUARY 26, 2015.**

WHEREAS, the Clarkston City Council previously adopted the Livable Community Initiative Plan Update dated February 26, 2015 (the “2015 LCI Update”) as a planning document designed to guide the future development of the City of Clarkston; and

WHEREAS, a copy of the 2015 LCI Update is attached hereto as Exhibit “A”; and

WHEREAS, the City Council continues to support the 2015 LCI Update and City Staff continues to be guided by the 2015 LCI Update as a planning document to inform the future development of the City of Clarkston.

NOW THEREFORE, BE IT RESOLVED by the Clarkston City Council that the City of Clarkston hereby re-approves the 2015 LCI Update and continues to rely on such study and plan to inform the transformation and redevelopment of the City of Clarkston and the Town Center specifically.

SO RESOLVED, this ____ day of _____, 2020.

**CITY COUNCIL
CITY OF CLARKSTON, GEORGIA**

Awet Eyasu, Vice Mayor

ATTEST:

Tracy Ashby, City Clerk

CITY OF CLARKSTON

ITEM NO: E5

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Approve MOA between GA Department of Education and the City for a Stormwater Improvement Project (DeBelle St and the Atlanta Area School for the Deaf)

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages: 6

INFORMATION CONTACT: ROBIN I GOMEZ
PHONE NUMBER: 404-296-6489

PURPOSE: To approve a Memorandum of Agreement between the Georgia Department of Education (representing the Atlanta Area School for the Deaf) and the City of Clarkston for the City and the GA DOE to share in the cost of the stormwater infrastructure improvement project located on DeBelle St and the adjacent property housing the Atlanta Area School for the Deaf.

NEED/IMPACT:

Since 2015 the city has received various concerns from the Atlanta Area School of the Deaf regarding flooding on the school property. The city began documenting the flooding in 2016 and in 2018 began to assess potential remedial improvements to correct this flooding condition.

The City's analysis of the origins of the flooding determined that approximately 60% of the stormwater runoff originated off of City right-of-way. The impervious area that generated 60% of the runoff originated from 4 commercial properties, 6 residential properties, and one apartment complex – Indina Creek Apartment Homes located at the corner of North Indian Creek and DeBelle Street. Thirty (30) percent was generated from city right-of-way and 10% from the Department of Education parcel.

Of the 60% runoff generated from private property (residential and commercial), approximately 50% of that amount originated on the apartment complex parcels.

Upon site inspections of the apartment complex, it was determined that no stormwater facilities existed and consequently, no runoff is detained on-site. It should be mentioned that this complex was built approximately 40 years ago and at that time detention ponds were not always required. Also, the county permitted development projects in the City during that time period.

The City began to prepare survey's and design plans to construct a detention pond and related stormwater infrastructure to convey stormwater from DeBelle St to the proposed pond on the DOE property. Improvements will also include repairing and resurfacing DeBelle Street. The repairs to DeBelle are necessary due to the damage caused by flooding over the years.

In numerous meetings with Nelkin Real Estate (owners of N Indian Creek Apartment and other apartments throughout the city – namely Carriage Oaks), City staff inquired on the possibility of Nelkin financially participating

on a detention pond project located on the State Department of Education property. It should be noted that Nelkin had no obligation to participate financially. The City provided the justification and rationale for their involvement with this project. After numerous meetings, Nelkin verbally agreed in February 2020 to participate with a \$40,000 contribution for the construction improvements. An Agreement is currently being prepared between the City and Nelkin.

The State Department of Education agreed to fund no greater than 50% of the total cost of construction and inspection services. The attached Agreement has been approved by the Department of Education and requires Council approval. It should be mentioned that they were under no obligation to financially participate at 50% of the cost of construction. Their project engineer and School of Deaf staff understood the long term value of these improvements and agreed to this level of financial participation.

The estimated total cost of the project is \$300,000.

With Council approval, the city will advertise to bid the project this summer with completion by the end of 2020.

City Council will also be asked to sign a number of temporary construction easements for work on the school property. These will be presented to council prior to construction commencing.

RECOMMENDATION: City Council to approve referenced MOA.

**MEMORANDUM OF AGREEMENT (MOA)
FOR STORMWATER INFRASTRUCTURE PROJECT IMPROVEMENTS
BETWEEN
GEORGIA DEPARTMENT OF EDUCATION
AND
CITY OF CLARKSTON, GEORGIA**

THIS MEMORANDUM OF AGREEMENT is entered into by and between the State of Georgia Department of Education ("DOE") and the City of Clarkston, Georgia ("City").

WHEREAS, the DOE has experienced flooding and damage to its property and building structures located at 890 N. Indian Creek Dr., Clarkston, GA 30021 for several years as a result of stormwater runoff from upstream properties; and

WHEREAS, the City became aware of this flooding through correspondence and on-site meetings with the Atlanta Area School for Deaf ("AASD") staff approximately four (4) years ago; and

WHEREAS, the City, through various site investigations and analysis of the origins of the flooding, initiated conversations with the DOE in 2018 to resolve the flooding experienced by the AASD property and structures; and

WHEREAS, the City began to prepare design and construction plans to correct the DOE property flooding for specific design storm frequencies; and

WHEREAS, the City has initiated conversations with the upstream property owner contributing a significant percentage of the flooding to the DOE property for purposes of soliciting a partnership to share in the cost of construction for the referenced stormwater infrastructure improvements.

NOW THEREFORE, in consideration of the following mutual obligations, the DOE and the City agree as follows:

Section 1. The City shall prepare and fund 100% of the cost of engineering, design and construction plans and permitting to convert an existing detention pond to a wet extended retention facility including new stormwater pipes and related stormwater infrastructure ("Facility" or "Facilities") to address the flooding on the DOE property known as AASD within the City of Clarkston; refer to Exhibit A.

Section 2. The City and the DOE shall share equally in the cost of the project construction within the DOE property boundaries with a maximum contribution from the DOE of \$150,000. All construction costs in excess of \$150,000 shall be the responsibility of the City. Construction costs include all tasks performed by a contractor to install the drainage improvements including construction engineering & inspection (CE&I) services within the boundaries of the DOE property; refer to Exhibit B – Engineering Estimate of Construction Cost.

Section 3. The City or the DOE shall have the right to withdraw from this Agreement if the

bid amount of the selected contractor is unacceptable. The party that withdraws from this Agreement shall provide notice to the other party within fourteen (14) days of the bid opening. If notification is not provided, both parties will assume project cost is satisfactory and the City will move forward with contract execution with the selected Contractor the project construction.

Section 4. The DOE will reimburse the City for its share of the construction costs upon the City providing the DOE with an invoice (s) for work performed by the contractor; including CE&I services. The DOE will reimburse the City within sixty (60) days of receiving invoices.

Section 5. The City shall Advertise To-Bid, Let to Construction, and provide the necessary construction management & inspection services for the project.

Section 6. The DOE will assume the ownership and responsibility for ongoing and future maintenance of the Facilities shown on the approved engineering and construction plans and specifications within the DOE property boundary upon the completion of the project.

Section 7. The City shall be responsible for the cost of reconstruction and repaving of DeBelle Street and any other improvements necessary within the City Right-Of-Way, and will bear the full oversight responsibility and cost of construction for said portion of the project.

Section 8. The City will develop the temporary construction easement documents required to construct improvements on DOE property. The City will provide these documents to the DOE for review and approval prior to the start of construction. All temporary construction easements shall terminate after the construction punch list items are corrected by the contractor and accepted by the City and the DOE.

Section 9. The DOE recognizes that the ownership of the "extended detention pond" and associated facilities will remain in ownership of the DOE upon project completion and said pond and associated facilities must be maintained in good and working order acceptable to the City, and in accordance to the approved engineering plans and specifications and the Stormwater Maintenance schedule incorporated as part of this Agreement. The DOE and AASD personnel or its administrators, grant permission to the City, its authorized agents and employees, to enter upon the property and to inspect the facilities whenever the City deems necessary after the project construction project is completed.

Section 10. In the event DOE, its administrators, successors or assigns fail to maintain the Facility or Facilities as shown on the approved plans and specifications in good working order acceptable to the City, and in accordance with the Stormwater Maintenance schedule incorporated in this Agreement, the City, with due notice, may enter the property and take whatever steps it deems necessary to return the Facility or Facilities to good working order. All costs associated with maintenance work on the Facility or Facilities will be the responsibility of the DOE and DOE will reimburse CITY for any costs incurred per this section.

Section 11. It is expressly understood and agreed that the City is under no obligation to maintain or repair the Facility or Facilities, and in no event shall this Agreement be construed to impose any such obligation on the City.

Section 12. All required notices shall be given by certified first class U.S. Mail, return receipt requested. The parties agree to give each other non-binding duplicate facsimile notice. All notices sent to the addresses listed below shall be binding unless said address is changed in writing no less than fourteen (14) days before such notice is sent. Future changes in address shall be effective upon written notice being given by the City to the DOE or by the DOE to the City Manager via certified first class U.S. mail, return receipt requested. Notices shall be addressed to the parties at the following addresses:

If to the DOE: Kenney Moore
 State Schools Director
 Division of State Schools
 Georgia Department of Education
 Suite 1566B Twin Towers East
 205 Jesse Hill Jr. Drive
 Atlanta, Georgia 30334

With a copy to: Reggie Lampkin
 Lead Attorney for Finance and Business Operations
 Georgia Department of Education
 205 Jesse Hill Jr. Drive SE, Floyd Memorial Building
 1670 Twin Towers East
 Atlanta, Georgia 30334

If to the City: City Manager Gomez
 City of Clarkston
 1055 Rowland Street
 City Annex
 Clarkston, Georgia 30021

With a copy to: City Attorney
 City of Clarkston
 Stephen Quinn
 125 Clairemont Ave., Ste. 420
 Decatur, GA 30030

Section 13. This Agreement constitutes the sole contract between the City and the DOE with regard to the subject matter addressed herein. The terms, conditions, and requirements of this Agreement may not be modified, except by Amendment. No verbal agreement or conversation with any officer, agent, or employee of either the DOE or the City, either before or after the execution of the Contract, shall affect or modify any of the terms or obligations herein contained. No representations, oral or written, shall be binding on the parties unless expressly incorporated herein. No Amendment shall be enforceable unless approved by

official action of the City and DOE as provided by law or in this Agreement.

Section 14. If a court of competent jurisdiction renders any provision of this Agreement (or portion of a provision) to be invalid or otherwise unenforceable, that provision or portion of the provision will be severed and the remainder of this Agreement will continue in full force and effect as if the invalid provision or portion of the provision were not part of this Agreement. No action taken pursuant to this Agreement should be deemed to constitute a waiver of compliance with any representation, warranty, covenant or agreement contained in this Agreement and will not operate or be construed as a waiver of any subsequent breach, whether of a similar or dissimilar nature. This Agreement is governed by the laws of the state of Georgia without regard to conflicts of law principles thereof. Should any party institute suit concerning this Agreement, venue shall be in the Superior Court of DeKalb County, Georgia. Should any provision of this Agreement require judicial interpretation, it is agreed that the court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent prepared the same, it being agreed that the agents of all parties have participated in the preparation hereof. If any provision of this Agreement, or any portion thereof, should be ruled void, invalid, unenforceable or contrary to public policy by any court of competent jurisdiction, then any remaining portion of such provision and all other provisions of this Agreement shall survive and be applied, and any invalid or unenforceable portion shall be construed or reformed to preserve as such of the original words, terms, purpose and intent as shall be permitted by law.

Section 15. This Agreement shall inure to the benefit of, and be binding upon the respective parties' successors.

Section 16. This Agreement may be executed in several counterparts, each of which shall be an original, and all of which shall constitute but one and the same instrument.

Section 17. The DOE, its administrators, successors, and assigns hereby indemnifies and holds harmless the City and its authorized agents and employees for any and all damages, accidents, causalities, occurrences, or claims which might arise or be asserted against the City from the construction, presence, existence or maintenance of the Facility or Facilities by the DOE or the City. In the event a claim is asserted against the City, its authorized agents and employees, the City shall notify the DOE, and the DOE shall defend at its own expense any suit based on such claim. If any judgment or claims against the City, its authorized agents and employees shall be allowed, the DOE shall pay for all costs and expenses in connection herewith.

(Signatures are on the next page)

IN WITNESS WHEREOF, Georgia Department of Education and the City of Clarkston
have executed this Agreement through their duly authorized officers.

**CITY OF CLARKSTON,
GEORGIA**

GEORGIA DEPARTMENT OF EDUCATION

By: _____
Vice-Mayor Awet Eyasu

By: _____
Rusk Roam
Interim Chief Financial Officer

Date: _____

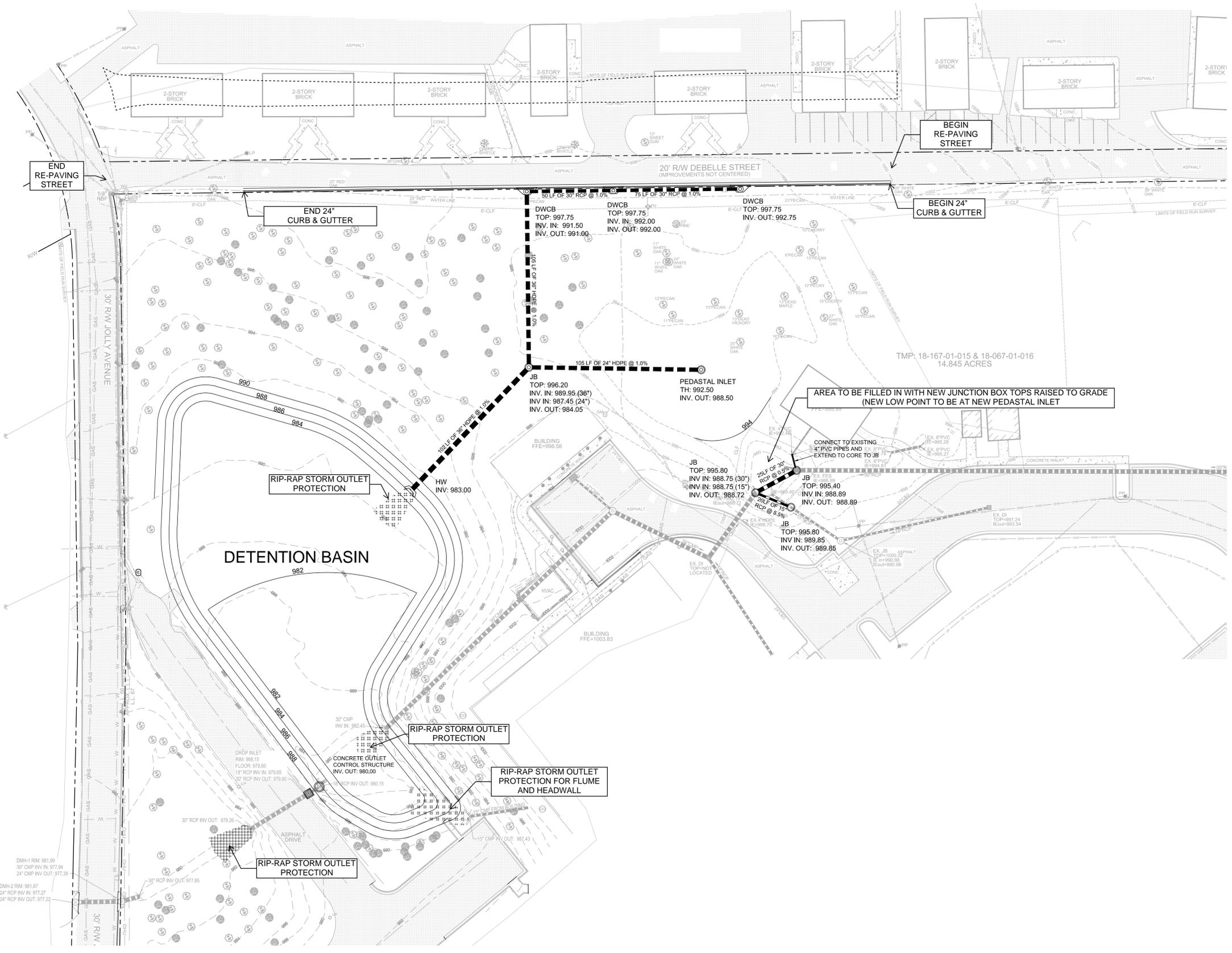
Date: _____

ATTEST:

Tracy Ashby, City Clerk

APPROVED AS TO FORM:

Stephen G. Quinn, City Attorney

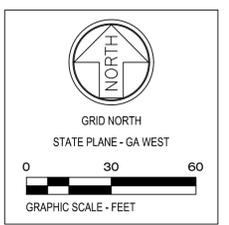


DEBELLE STREET STORM IMPROVEMENTS
 PARCEL NO.: 18-067-01-015 & 18-067-01-016
 890 N INDIAN CREEK DR
 CLARKSTON GA, 30021 (DEKALB COUNTY)

DRAWING DATE: 10.10.19
 DRAWN BY: JPB
 CHECKED BY: JPB

REVISIONS	
DATE	DESCRIPTION

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 Sheet Title



CITY OF CLARKSTON

CLARKSTON CITY COUNCIL MEETING

ITEM NO: E6

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Emergency Assistance Program

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: YT Bell, Jamie Carroll
PHONE NUMBER: 404-296-6489

PURPOSE:

This agenda item is to discuss providing residential food assistance to residents. This emergency assistance program would include options in this time of crisis, since there are food shortages and limited accessibility to grocery stores. Last week, we heard Council member Debra Johnson report that she had been working with outside resources and food banks to provide food for residents in Clarkston. Moreover, I have been purchasing food for Seniors in the community without access and fixed incomes in response to a planned robo call. As a result, I think we should support taxpayers in our community by hosting a weekly food drive, where the city council could create care packages. Additionally, we could work towards planting two community gardens in the community. This could be an initiative that could come out of the Environmental Committee and we could use funds from the Environmental Initiative funds.

CITY OF CLARKSTON

CLARKSTON CITY COUNCIL MEETING

ITEM NO: E7

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Allocation of Funds for COVID-19 Testing in the amount of \$15,000.00

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: YT Bell, Jamie Carroll
PHONE NUMBER: 404-296-6489

PURPOSE:

This agenda item is to discuss purchasing up to 200 testing kits to increase the availability and accessibility of testing for all residents in the City of Clarkston. There was a national wide analysis conducted from the Harvard Global Health Institute that concluded that states are not doing enough COVID-19 testing. As a result, I believe that it's in the city's best interest to purchase additional testing kits to assist with reduction and/or spread of COVID-19 in our community. While we're reducing the spread for COVID-19 by reducing arrest and following the officer's discretion, we should be proactively working to ensure that testing is available within our community. Moreover, with transportation being limited and MARTA suspensions, I would like to limit individuals going to testing sites in groups and not abiding by CDC regulations to social distance and potentially putting them in an outside risk.

Here is an article to discuss the need for more testing - <https://www.hsph.harvard.edu/news/hsph-in-the-news/analysis-more-than-half-of-u-s-states-arent-doing-enough-covid-19-testing/>

Many states are far short of Covid-19 testing levels needed for safe reopening, new analysis shows

By [Sharon Begley @sxbegle](#)

April 27, 2020



Vials used in a Covid-19 test are seen at a testing site in Omaha, Neb. *Nati Harnik/AP*

More than half of U.S. states will have to significantly step up their Covid-19 testing to even consider starting to relax stay-at-home orders after May 1, according to a new analysis by Harvard researchers and STAT.

The analysis shows that as the U.S. tries to move beyond its months-long coronavirus testing debacle — faulty tests, shortages of tests, and guidelines that excluded many people who should have been tested to mitigate the outbreak — it is at risk of fumbling the next challenge: testing enough people to determine which cities and states can safely reopen and stay open. Doing so will require the ability to catch reappearances of the coronavirus before it again spreads uncontrollably.

The White House has repeatedly expressed confidence about states' ability to do enough testing to begin a phased reopening of the economy. In a briefing last Thursday, President Trump said he [disagreed with comments](#) by Anthony Fauci, the top government infectious disease expert, that “[we are not there yet](#)” with the number of tests and the capacity to perform them. “No, I think we’re doing a great job in testing,” the president said.

But the new state-by-state review reveals a far more fragmented picture: 31 states and the District of Columbia were doing too little testing last week to identify most infected people in a timely manner. Ten states would need to increase their daily testing totals by at least 10,000 to do so by May 1. New York, for instance, would have to perform more than 100,000 more tests a day, and New Jersey 68,000 more. Nineteen states — all but two in the South or the western half of the country — are already doing enough testing.

Most assessments of the amount of testing that will be needed over the next few months are national. But while those are a good starting point, they do not give individual states, let alone cities, much guidance. “You can’t just take the national number and scale it to states by their population,” said Ashish Jha, director of the Harvard Global Health Institute. “You have to base it on the size of the outbreak in a state.”

At STAT's request, Jha and his colleagues at the institute calculated the number of tests that each state would need to be doing as of May 1. STAT then compared those numbers to each state's daily testing totals in an average week in mid-April, using data collected by the [Covid Tracking Project](#).

The results show that states with few Covid-19 cases and deaths so far will need to perform relatively few tests: between 68 and 145 per day in Alaska and between 31 and 156 in Montana, for instance. States harder hit by the pandemic face a much heavier lift: New York would have to do 130,000 to 155,000 tests every day, New Jersey 75,000 to 90,000, and both Massachusetts and Illinois about 30,000 to 35,000.

Many hard-hit states are not even close to their goals. New York, for instance, has been averaging barely more than 20,000 tests per day since mid-April. New Jersey has been doing about 7,000, on average. Neither has announced reopening plans or dates, giving them time to ramp up testing. Massachusetts and Illinois are in no better shape, conducting just under 7,000 a day. Michigan, Connecticut, and Colorado are all about 15,000 tests a day below their May 1 targets. Texas, with more than 9,000 tests a day, and Washington state, with more than 3,000, are already doing enough.

The more worrisome gap involves states that, despite having thousands of Covid-19 cases, are easing mitigation strategies by, for instance, allowing more businesses and public spaces such as beaches to reopen. To catch hot spots before they turn into wildfires of disease, Georgia must do 9,600 to 10,000 tests per day; it has been averaging around 4,000. Florida will need 16,000; in the last week it has been hitting just above 10,000. South Carolina is a rare bright spot: It will need 1,200 to 1,600 tests per day and has been averaging close to the low end of that, with at least 1,500 tests on several recent days.

In the last week, the U.S. as a whole conducted 1.6 million tests, according to the [Covid Tracking Project](#). The Harvard team says twice that many tests will be needed — at minimum.

Performing enough tests is only one of the essential steps before states can reopen, experts say. Test results also have to be returned more quickly, public health workers must identify and contact potentially exposed people, and hospitals and nursing homes require adequate amounts of personal protective equipment and other supplies in case a new wave of seriously ill patients crashes over them.

The Harvard institute based its calculations on best-case scenarios. If the goal were not to miss a single new infection, "you would need more than 300 million tests a day," said Jha — testing nearly every resident of every state every day (or every few days). "That's an interesting theoretical exercise but since it's not going to happen, it's policy-irrelevant. If you say that, people stop listening."

Instead, he said, "we tried to come up with numbers that wouldn't make governors gag."

Jha and the institute's Ben Jacobson crunched the numbers two ways for each state. Both start with the number of deaths projected for May 15 by Los Alamos National Laboratory, whose Covid-19 model the Centers for Disease Control and Prevention [consults](#). Los Alamos projects that, nationally, the death toll on that day will be 545 — but more if states keep easing up on social distancing. For comparison, on April 25, the U.S. reported just over 2,065 new Covid-19 deaths.

The researchers then assume that deaths on May 15 will reflect the number of cases on May 1, since two weeks is the average time between infection and death. If 1 out of every 100 people diagnosed with Covid-19 dies (for a "case fatality rate" of 1%), then on May 1 there would be 100 times as many new cases as there would be deaths on May 15; call it 54,500 (545 times 100) cases on May 1 for the country as a whole. The case fatality rate for Covid-19 remains unknown, so if it is lower, perhaps 0.5%, then the number of cases would be greater: 109,000. Jha's choice of 1% reflects his decision to make recommendations that are within reach of realistic testing capacity, and 1% is the rough consensus of experts now.

To control the epidemic, public health workers would need to identify those 54,500 new cases on or around May 1 in order to trace and test their contacts, quarantining those who also test positive. (The "around" is because cases don't

have to be identified right away; probably within two or three days of infection is OK.) The chances of picking precisely the right 54,500 people to test are nil.

It's therefore necessary to test many times more than 54,500 people to find that number of cases. How many more?

Jacobson and Jha calculated that using two different methods, which serve as a check on each other.

One method is based on the fact that people most likely to be infected with the new coronavirus are also the most likely to be tested. But because of inadequate testing capacity, and because many people don't even show symptoms, tens of thousands of cases have been missed.

Roughly 20% of U.S. tests are positive for the virus. Epidemiologists estimate that for infectious diseases such as influenza and tuberculosis, if more than 3% of people test positive, then the net is not being cast wide enough. South Korea has a 3% positive rate for its coronavirus testing. To achieve that, the U.S. would have to increase its number of daily tests to 2 million by May 1. (It should be 5 million now, but that ship has sailed.) Even 2 million seems beyond reach.

But the World Health Organization says a positive rate below 10% "reflects adequate testing," Jha said. Using that rate, the U.S. would have to be testing 545,000 people per day by May 1 and every day thereafter, until projected deaths two weeks ahead fall.

At STAT's request, Jacobson and Jha then applied the 10% positive rate to each state individually. That yielded an enormous range, from 155,000 a day in New York to just 18 a day in Wyoming. Is it feasible? That will vary by state, but last week California [said](#) it aims to conduct 25,000 tests a day by the end of April, up from an average of about 14,000 in recent days. The Harvard team calculated the Golden State needs about 26,000, suggesting that if California hits its goal it could well be on track to safely reopen.

As a check on their work, the researchers did the calculation a second way.

They again started with Los Alamos' 545 projected deaths on May 15 and inferred that there were 100 times as many new cases, 54,500, on May 1. That's a starting point for tracing contacts, which offers the best shot at containing both the current outbreak and any that threaten to erupt after shutdown orders are lifted: "Reopened" cities and states must catch and quarantine cases, then identify and test their contacts before they infect more people.

Without social distancing, each case has an estimated 19 close contacts, Jha said. With social distancing, each might have 10, again suggesting roughly half a million tests per day.

A lot of assumptions — case fatality rate, test positivity rate, and more — went into these calculations. But other researchers have come up with approximately the same number via different reasoning.

Last week, an [analysis](#) by the Rockefeller Foundation concluded that the U.S. should test 3 million people a week. Vital Strategies, the nonprofit headed by former CDC Director [Tom Frieden](#), recommended a minimum of 450,000 tests per day. Researchers arrived at that figure by counting the number of people who have the highest priority for testing: people who are sick and their contacts, of course, but also nursing home and shelter residents, prison inmates, and vital workers in health care and public transit and other infrastructure, said epidemiologist Cyrus Shahpar of Vital Strategies.

As in the Harvard calculation, the national testing goal of 450,000 would not be evenly distributed according to state (or city) population, he said.

The White House has said that individual states and cities need to do roughly 30 tests per 1,000 people per month, as Deborah Birx, the White House's Covid-19 response coordinator, [explained](#) at a recent briefing, citing New Orleans' 27 tests per 1,000. Birx said that all but three states — Oregon, Maine, and Montana — had the ability to do that many tests and that the administration is working with states to ensure all the potential for testing is "brought to bear."

Both Shahpar's and Jha's calculations, however, say the number of needed tests is closer to 45 per 1,000 people per month, but with significant regional variation.

And that, both say, is the lower bound of what is needed.

CITY OF CLARKSTON

CLARKSTON CITY COUNCIL MEETING

ITEM NO: E8

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Restore Need for a Site Plan for Rezoning to NR-3

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: Laura Hopkins, Awet Eyasu
PHONE NUMBER: 404-296-6489

PURPOSE:

Appendix A Zoning. Article III - Administration, Section 302 (b) 1.

Add zoning code NR-3 to those zoning codes that require a complete site plan for rezoning. If an applicant wishes to apply for rezoning to these codes, a complete site plan is required. This omission may have been an oversight in the development of ordinance number 415 (adopted 9/5/2017) because it cites that the need for a complete site plan in higher density zoning codes because of "traffic, public safety and other potential problems," but it omitted our highest density residential code which also allows multifamily housing.

CITY OF CLARKSTON

ITEM NO: E9

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Council Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Discuss Post Pandemic Plan

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages: 0

INFORMATION CONTACT: YT Bell, Jamie Carroll

PHONE NUMBER: 404-296-6489

PURPOSE:

To discuss the criteria that will be used to transition the return of city staff to normal business and gain insight from the City Manager on the plan or phasing of the return, since office will be closed until May 29, 2020. This plan needs to be discussed for continuity of information and transparency for the public and all city employees.

NEED/ IMPACT:

The following is the current draft plan for the Reopening of City Offices:

* REOPENING CITY OFFICES *

RETURN TO (NEW) NORMAL OPERATIONS

(Clarkston, GA)— As the City of Clarkston prepares to reopen City offices at **City Hall Annex (CHA), 1055 Rowland St**, and at **City Hall/Police (CH), 3921 Church St**, to all employees and the public to continue to provide exceptional City services to all residents, businesses, and visitors, we realize that operations and interactions will look and feel slightly different. The Safety and Well-being of all employees, visitors, and vendors to City offices will continue to be our top priority. We will continuously review operations and make timely and necessary adjustments. All of us together must make every effort to ensure our good health and well-being and to continue with our positive trend to help prevent and reduce the spread and transmission of COVID-19.

Clarkston strongly encourages all to continue to maintain prudent social distancing (6 feet), to remain at home if sick, and only leave home to perform essential services (buy food, medicine, travel to/from work, exercise-walk/bicycle) as needed, and to avoid any gatherings outside your home.

CURRENT WORK - ongoing efforts that will continue throughout the City Offices' reopening to City Staff, the Public, and Vendors through July 2 (another update will be issued on June 22):

- **City of Clarkston offices at CHA and at CH will continue to remain CLOSED TO THE PUBLIC through Tuesday, June 9.**
- **City Playgrounds, Tennis Courts, Park Bathrooms/Water fountains, and Parks** (walking allowed) are closed through **at least June 21**, no group gatherings allowed. **Milam Park Pool** to remain closed **at least through July 2**.
- **Clarkton Woman’s Club, Milam Park Pavilion rentals, and Milam Park Pool** are suspended at **least through July 2**.
- **Clarkston Municipal Court** has been suspended through June 22. All Court activities have been rescheduled to resume after June 23, followed by dates in late July, and late August – all applicable attendees are in the process of being notified of their rescheduled date(s).
- **Please visit our website at www.clarkstonga.gov for City services information, accessing applications, and/or contacting specific departments or City staff via email or phone.**
- **Please call: 678.409.9683, for any additional information on any City service including making any City payments.**
- **Beginning Wednesday, June 10, 2020, all visitors/guests to CHA and CH will be restricted to lobby areas only and will only be allowed access to any other areas of the buildings by appointment with City staff permission. While teleconference (mobile/phone) meetings are the preferred meeting method to discuss/review any City service, should a face-to-face meeting be authorized, customers will be required to:**
 1. Wear a mask.
 2. Maintain appropriate social distance.
 3. Provide identification such as a driver’s license or other government issued ID when entering CH or CHA.
 4. Not attend or be asked to leave if showing/having symptoms of a virus or flu (coughing, fever, etc).
 5. Comply with all CH and CHA posted regulations, signs, and narrative listed in this communication – non-compliance, becoming argumentative, or other disparate behaviors may result in being asked to leave.
- **CHA and CH entrances will be clearly signed and marked** with applicable waiting/queuing areas for visitors/guests to properly distance, both outside and inside the lobby areas. All visitors/guests will be required to present identification such as a driver’s license or other government issued ID, wear a mask when visiting and entering CHA and CH (mask will be provided if visitor/guest does not have one), and will have their temperature checked; if above 100.3, will be asked to return at a later date.
- **Bathrooms** will be locked and not open to the public; **water fountains** will be disabled.
- **CHA and CH facilities** will be cleaned each afternoon/evening, prior to the following day’s reopening.
- **All City staff at CHA and CH will be provided masks, gloves, and sanitizing gel/Lysol.** All employees will be required to wear a mask when entering/leaving their building as well as when outside of their

desk area as they enter/exit a common work area (go to restroom, copy room, front area to speak with customer, etc).

- **CH staff** will ensure employees maintain at least a six feet distance while working which will necessitate employees utilizing the conference room as well as working rotating and split schedules (some employees working from home on some days or working non-standard or partial shifts) to include alternating work days as authorized by their supervisor. All employees will look to ensure minimal over-all staff interaction in common areas such as kitchen/break room, walk/hallways, stairways, entrances/exits and to adequately distance. All questions and comments regarding any observed and/or potential non-compliance should be immediately communicated to employee's supervisor or the City Manager (if supervisor not immediately available).
- **CHA staff** will similarly maintain at least a six feet distance while working and will work rotating and split schedules (some employees working from home on some days or working non-standard or partial shifts) to include alternating days as authorized by their supervisor. All employees will look to ensure minimal over-all staff interaction particularly in common areas such as kitchen/break room, walk/hallways, stairways, entrances/exits and to adequately distance.

May 19th (Tuesday)

- **City employees to continue making all preparations and arrangements for a June 8 and June 9 return to work at CHA, CH, and Public Works for the normal full day work hours.**

May 19th (Tuesday)

- **City Planning & Zoning Board Meeting, beginning at 7pm, via teleconference**

May 25th (Monday)

- **Memorial Day Holiday – City offices closed**

May 26th (Tuesday)

- **City Council Worksession, beginning at 7pm, via teleconference**

June 1st (Monday)

- **City Department Heads and Supervisors to finalize June and July 2020 employee work schedules and communicate schedules to all applicable staff.** CHA and CH employees will be working rotating and split schedules (some employees working from home on some days or working non-standard or partial shifts) to include alternating work days. CHA for example, will rotate 2nd floor offices in which in week 1 (June 8 to June 12), Clerk, Administrative Coordinator, and Accountant report to their CHA work areas on M, W, & F, with Planning & Code Compliance reporting to their CHA work areas on T & R; on the days not reporting to their CHA work areas, applicable staff will work remotely/from home. On Week 2 (June 15 to June 19) Clerk, Administrative Assistant, and Accountant report to their CHA work areas on T & R, with Planning & Code Compliance reporting to their work areas on M, W, & F; on days not reporting to their CHA work areas, staff will work remotely/from home. Alternating to continue for remainder of June 2020 and all of July 2020.

June 2nd (Tuesday)

- **City Council Meeting, beginning at 7pm, via teleconference**

June 8th (Monday)

- Applicable CH & CHA staff (scheduled for M, W, & F in week 1) to report to their work site, work day scheduled from 8:30 am to 4:30 pm.

June 9th (Tuesday)

- Applicable CH & CHA staff (scheduled for T & R in week 1) to report to their work site, work day scheduled from 8:30 am to 4:30 pm.

June 10th (Wednesday) & June 11th (Thursday)

- CHA and CH Buildings open to the public from 9 am to 4 pm.

June 15th (Monday) & June 16th (Tuesday)

- CHA and CH Buildings open to the public from 9 am to 4 pm.

June 22nd (Monday) to July 2nd (Thursday)

- CHA and CH buildings open to the public on Mondays, Tuesdays, Wednesdays, & Thursdays from 9am to 4 pm.

June 22nd (Monday)

- City parks, playgrounds to reopen – still no pavilion rentals, group practices, or gatherings over 10 – must continue to social distance.

June 22nd (Monday)

Release of next Revision of this Document and Updated July – August

CITY OF CLARKSTON

ITEM NO: E10

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Work Session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
DISCUSSION

MEETING DATE: MAY 26, 2020

SUBJECT: Discuss City Recycling.

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages: 16

INFORMATION CONTACT: Y T BELL, Jamie Carroll
PHONE NUMBER: 404-296-6489

PURPOSE: The City of Clarkston amended its Solid Waste (trash)/Recycling Agreement with Waste Management that lowered the cost of weekly residential curbside trash/waste collection (\$15.39 to \$10.39) and eliminated weekly residential curbside recycling. The City made the decision to discontinue curbside recycling for 3 main reasons:

- (1) a proposed 20% cost increase by Waste Management, total per unit monthly cost to increase from \$15.39 to nearly \$19; would have exceeded City's 2020 sanitation budget by over \$25,000
- (2) Waste Management advising the City that a very large percentage of recycling collected ends up in the landfill due to contamination;
- (3) Massive changes in the recycling industry (world-wide) that have significantly increased costs due to fewer countries importing US recycling materials combined with fewer companies reusing paper, aluminum/tin cans, and plastics due to increased costs and fewer profits (see attached news article).

This agenda item is to discuss any updates about the recycling companies offering curbside pick up. This is pertinent during COVID-19 since families are at home due to shelter in place orders still being in place. The City should have recycling options in place as an effort to save our planet and reduce inconvenience and residents risking contracting COVID-19 to recycle. Moreover, while I understand the need to supplement the service, we should not be supplementing it as we transition into Public Work's regular duties.

The only company that has replied to any requests in the past 3 months has been Latham Home Sanitation who is able to provide curbside recycling within a month to 6 weeks' notice. Per discussion with the City Attorney, it is most advisable for the City to issue a Request for Proposals (RFP) for curbside recycling services.

RECOMMENDATION:

City to issue a RFP for curbside residential recycling services for both a weekly or bi-weekly (every other week) collection process.

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<https://www.wsj.com/articles/recycling-rethink-what-to-do-with-trash-now-china-wont-take-it-11576776536>

Recycling Rethink: What to Do With Trash Now That China Won't Take It

The trash industry and governments are investing in domestic processing, ramping up alternative strategies such as incineration and rolling out education campaigns. Some are dropping programs altogether.

By *Saabira Chaudhuri*

Dec. 19, 2019 12:28 pm ET

For decades, America and much of the developed world threw their used plastic bottles, soda cans and junk mail in one bin. The trash industry then shipped much of that thousands of miles to China, the world's biggest consumer of scrap material, to be sorted and turned into new products.

That changed last year when China banned imports of mixed paper and plastic and heavily restricted other scrap. Beijing said it wants to stimulate domestic garbage collection and end the flow of foreign trash it sees as an environmental and health hazard. Since then, India, Malaysia, Vietnam, Thailand and Indonesia—other popular markets for the West's trash—have implemented their own restrictions.

The moves have caused a seismic shift in how the world deals with its waste. Long used to shipping off trash to poorer countries to sort and process, nations are now faced with the question of what recycling is worth to them. They are undertaking new investments in domestic processing, ramping up alternative strategies such as incineration and rolling out education campaigns to teach homeowners to sort trash. Others are dropping programs altogether.

Recycling is “something that's ingrained in you, and one day it suddenly all goes away,” said Kyle O'Brien, the town manager of Broadway, Va. The town had offered curbside recycling for two decades but canceled the service last year after Beijing started turning away the world's recyclables. The company that processed the materials, van der Linde Recycling, closed its household waste processing facility, blaming the severe drop in prices.

For years, the world's bottles and boxes made their way to China on ships that offered deep discounts to avoid returning empty after dropping off cargo in the U.S. and other countries. Since 1992, China has imported 45% of the world's plastic waste, according to data published last year in the journal *Science Advances*.

"It was a great relationship, where we bought their goods and sent them back the empty boxes," says Brent Bell, vice president of recycling for Houston-based Waste Management, the largest waste management company in the U.S.

Last year, China instituted a ban on 24 categories of waste—including, for example, plastic clamshell containers, soda and shampoo bottles, and junk mail. It said foreign garbage was "provoking a public outcry."

As of October, U.S. scrap exports of plastic to mainland China were down 89% since early 2017, when China began to make clear it would ban many categories, while mixed paper exports were down 96%, according to the Institute of Scrap Recycling Industries.



Processing aluminum at the plant in Flagstaff. PHOTO: DAWN KISH FOR THE WALL STREET JOURNAL

Total U.S. plastic scrap exports to all countries were down 64% in that time period, while mixed paper exports were down 42% according to ISRI.

Cities and towns have been scrambling to find new buyers for their waste ever since. One big problem is that many locations outside cities such as New York are used to putting recycling in a single bin. Different materials must be painstakingly separated before they can be processed. Much paper is too damp and plastic too soiled with food or grease to be recycled at all.

China accepted dirty and mixed recyclables because it had low-wage workers to sort out unwanted material, often by hand. That gave American contractors little incentive to weed out food scraps, plastic bags and nonrecyclable junk stateside.

After China rejected imports, a flood of trash was rerouted to countries such as India, Indonesia and Malaysia. Many of those places now say they are overwhelmed and have imposed their own restrictions on paper or plastic imports. The countries also want to focus on developing their own waste collection industries.

Malaysia in May began sending back 60 containers of imported trash to the U.S. and other countries, complaining it had become a dumping ground for rich countries. The containers were meant to contain plastic scrap but were contaminated with other items such as cables and electronic waste. A government spokeswoman said more containers will be returned as Malaysia ramps up inspections.



A trash container at the port in Selangor, Malaysia, where officials said they would reject imports of scrap contaminated with nonrecyclables. PHOTO: SAMSUL SAID/BLOOMBERG NEWS

Japan, which historically sent most of its plastic exports to China, had been redirecting trash to Malaysia, Thailand and Vietnam after China's ban. But when those countries began turning dirty recycling away, Japanese collectors started stockpiling, in hopes a new market would arise. Over the past year, Japan has amassed 500,000 tons of plastic waste, according to Hiroaki Kaneko, deputy director of recycling at the environment ministry.

Japan, the second-biggest exporter of plastic waste behind the U.S., is trying to stimulate domestic processing by earmarking billions of yen to subsidize plastic recycling machinery for private companies.

Daiei Kankyo Holdings, a recycling company based in Kobe, recently applied for the government subsidies, which are estimated to cover up to half the cost of recycling equipment for a new plant slated to open next year in Osaka. The opening of the plant, where plastic waste will be recycled into cases for transportation of food and other items, has been pushed forward by a couple of years due to China's ban, said Kunihiro Idei, manager of the business strategy division

of the company. The plant will double the company's current capacity to around 30,000 tons a year.



Plastic bottles collected at Tokyo Petbottle Recycle Co. PHOTO: KOJI SASAHARA/ASSOCIATED PRESS

Asei Co., a Japanese plastic waste exporter, moved the production of plastic pellets, which are created during the recycling process and used to produce new products, home from its factory in

Shanghai. It spent 500 million yen, or close to \$5 million, on two new facilities northeast of Tokyo.

The U.K. is burning more of its trash, including dirty or low-value recycling. Attitudes toward incineration vary greatly by country. In the U.S., where space is plentiful, it has long been cheaper to send materials to landfills, and incineration has remained unpopular. Across much of Europe, by contrast, trash burned for energy has been popular for years.

Incineration and recycling rates in England are now on par at roughly 42%, according to government data. Waste collected by local authorities sent for incineration climbed to 10.8 million metric tons last year from 10.2 million tons a year earlier, while recycling dropped to 10.9 million tons from 11.3 million tons.

“We are fast moving into a crisis where we don’t have market capacity for the materials collected, and already prices have plummeted,” said Simon Ellin, CEO of the Recycling Association, a U.K. trade body.

London-based waste contractor Paper Round has begun asking customers to stop putting plastic film, which isn’t easily recyclable, into recycling bins dotted around the office buildings, hotels and restaurants it collects from, because buyers don’t want it.

It is holding breakfast seminars for office workers and sending educational emails to staff at the buildings it serves explaining what can and can’t be recycled. It has also warned customers that unless prices for cardboard rise it will start charging for some collections.



A landfill in Flagstaff. PHOTO: DAWN KISH FOR THE WALL STREET JOURNAL

“The China ban has highlighted that we can no longer export our problem,” said managing director Bill Swan. Paper Round’s buyers have much higher standards now, he said, such as checking moisture levels, which can decrease the quality of paper.

In Memphis, Tenn., Republic Services Inc., one of America’s largest waste haulers, last year stopped accepting mixed recycling put in a single bin from

some businesses, saying it was too contaminated.

“When you’re in a buyer’s market—and we are certainly in a buyers market—you can demand higher quality,” said Pete Keller, head of recycling at Phoenix-based Republic.

The move in Memphis prompted the city’s airport to send all its bottles, cans and paper to landfills. For months it left in place recycling bins in case the service returned but recently gave up and removed them.

To improve the quality of what it does still collect, Republic has hired more staff to sort materials and acquired new optical scanners to distinguish between metals, colored paper and different types of plastic. It opened a new facility in Texas earlier this year that uses a variety of technologies to sort material in milliseconds.

Other waste collectors have also made investments, which have driven up costs for customers. Philadelphia is paying \$92 a ton for its recyclables to be collected, up from \$44 a ton before the China ban. Higher costs initially prompted the city to start burning half its recyclables before backtracking after public criticism.

The city is now spending \$500,000 on an advertising campaign it hopes will reduce contamination rates—down to 10% from the current 25%—to secure it a discount on collection costs. “Often the material people put in bins, they don’t know whether it’s recyclable,” said Department of Streets Commissioner Carlton Williams, who counts bowling balls, garden hoses and old toys among examples of contaminants he has seen.



Republic Services' facility in Plano, Texas. PHOTO: JUSTIN CLEMONS FOR THE WALL STREET JOURNAL

This summer, Philadelphia put ads on bus shelters and the radio telling people to “take a minute before you bin it” and “if in doubt throw it out.” The campaign asks residents to stop putting

plastic bags in recycling bins and to rinse food containers. It has also sent staff door-to-door to tell residents what should go in the recycling bin, and has put lids on bins to protect paper from the rain.

The waste contractor in Flagstaff, Ariz., stopped taking five types of plastic, including yogurt tubs and clamshell food containers, because it couldn't sell those types on to processors. Much of that material now goes to landfills.

The city is running appeals on its social-media pages to encourage its roughly 70,000 residents to put only bottles, jugs and jars in recycling bins to comply with the change. “Do you experience confusion when recycling plastic?” asks a video, styled like a commercial for prescription drugs. “If you live in Flagstaff, talk to your doctor about recycling plastic by shape.”

“People love recycling—it’s a very tangible way of living your environmental values—but I don’t think people realize the impact of putting the wrong things in the bin,” said Dylan Lenzen, who works on waste prevention for Flagstaff.

This year, Flagstaff announced workers would begin inspecting residents’ recycling bins, putting “Oops” tags on ones containing materials that shouldn’t be there and refusing to pick them up. A pilot it ran last year showed tags had slashed the number of nonrecyclable items in recycling bins by 40%.

For Elisha Dorfsmith the measure went too far. “It almost feels like public shaming,” said the 42-year-old, who sells used items online for a living. He stopped recycling for months to avoid being humiliated in front of the neighbors and restarted only recently when “it sounded like the recycling police had stopped going around.”

Longtime Flagstaff resident Susan Bassett has been washing empty yogurt tubs and feta cheese containers and storing them under her bed. The 75-year-old Ms. Bassett pays \$25 a box to mail her extra plastics to Cortland, N.Y., where a company turns them into toothbrushes.

For some towns, the finances don't work. Waste collectors in Deltona, Fla., got just \$5 a ton for mixed paper last year, compared with \$120 a ton in 2017, while processing costs stayed flat at \$80 a ton. "With the current state of the recycling market, there is little if any market for the processed collected recyclable materials," City Manager Jane Shang said in January. The next month, Deltona suspended its recycling program.

Kristie Ramirez didn't believe her 12-year-old daughter when she came home from school one afternoon and said Deltona was sending their recycling to a

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Philadelphia launched an ad campaign to educate residents about sorting recycling.

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How much effort or expense are you willing to put into recycling? Join the discussion below.

re still filling and setting out recycling containers, but collectors were dumping it all into the regular trash. The 35-year-old, who called her waste company to check, still puts out her blue



Susan Bassett saves plastics to send to a facility that will recycle them in Cortland, N.Y. PHOTO: DAWN KISH FOR THE WALL STREET JOURNAL

recycling bin on collection days, saying she doesn't know what else to do. "I have always practiced recycling as long as there's a recycling bin that comes with my trash bin," she says.

—*Miho Inada contributed to this article.*

Write to Saabira Chaudhuri at saabira.chaudhuri@wsj.com

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The US Recycling System Is Garbage

China doesn't want our crap anymore, and who can blame them?

BY EDWARD HUMES | JUN 26 2019

FOR NEARLY THREE DECADES your recycling bin contained a dirty secret: Half the plastic and much of the paper you put into it did not go to your local recycling center. Instead, it was stuffed onto giant container ships and sold to China.

Around 1992, US cities and trash companies started offshoring their most contaminated, least valuable "recyclables" to a China that was desperate for raw materials. There, the dirty bales of mixed paper and plastic were processed under the laxest of environmental controls. Much of it was simply dumped, washing down rivers to feed the crisis of ocean plastic pollution. Meanwhile, America's once-robust capability to sort, clean, and recycle its own waste deteriorated. Why invest in expensive technology and labor when the mess could easily be bundled off to China?

Then in 2018, as part of a domestic crackdown on pollution, China banned imports of dirty foreign garbage. In the United States, the move was depicted almost as an act of aggression. (It didn't help that the Chinese name for the crackdown translated as National Sword.) Massive amounts of poor-quality recyclables began piling up at US ports and warehouses. Cities and towns started hiking trash-collection fees or curtailing recycling programs, and headlines asserted the "death of recycling" and a "recycling crisis."

But a funny thing happened on recycling's road to the graveyard. China's decision to stop serving as the world's trash compactor forced a long-overdue day of reckoning—and sparked a movement to fix a dysfunctional industry. "The whole crisis narrative has been wrong," says Steve Alexander, president of the Association of Plastic Recyclers. "China didn't break recycling. It has given us the opportunity to begin investing in the infrastructure we need in order to do it better."

"That's the silver lining in National Sword," adds David Allaway, a senior policy analyst for Oregon's Department of Environmental Quality and the coauthor of a surprising new study that demonstrates the ecological downsides of pursuing recycling at any cost (see "[When Recycling Isn't Worth It](#)"). "China finally is doing the responsible thing, forcing the recycling industry to rebuild its ability to sort properly and to focus on quality as much as it previously focused on quantity."

Paradoxically, Allaway says, part of America's trash problem arose from people trying to recycle too much. Well-meaning "aspirational" recyclers routinely confuse theoretical recyclability with actual recycling. While plastic straws, grocery bags, eating utensils, yogurt containers, and takeout food clamshells are all *theoretically* recyclable, they are almost never recycled. Instead, they jam machinery and lower the value of the profitably recyclable materials they are mixed with, like aluminum cans and clean paper. In addition,

Americans are notorious for putting pretty much anything into recycling bins, from dirty diapers to lawn furniture, partly out of ignorance and partly because China gave us a decades-long pass on making distinctions.

"We need to recycle better and recycle smarter," Allaway says, "which means recycling only when the positive environmental impacts outweigh the negative."

MARTIN BOURQUE is the executive director of the Ecology Center, the nonprofit that handles curbside recycling for Berkeley, California. During the early days of recycling, in the 1970s and '80s, he says, US consumers routinely cleaned their recyclables of food residues and separated materials. Berkeley residents originally sorted recyclables into seven categories, including by color of glass.

That system changed in the 1990s, when a rapidly industrializing China started to aggressively import mixed paper and plastics from western countries to get feedstock for the products that it was manufacturing and exporting back to those same countries. This coincided with a consolidation of the US trash business into the current dominance of a few large corporations, which were happy to let China do all the work. US trash collectors and recycling facilities found that they could elevate quantity above quality and make more than \$20 a ton doing so.

Offshoring cut labor and transportation costs and reduced the need to update sorting and cleaning machinery. Cities and waste companies abandoned methodical curbside sorting in favor of the far cheaper and now predominant single-stream method, in which all recyclables go into one bin that's picked up by one trash truck. Only minimal sorting by the collectors was required, as different kinds of plastic (including types that can't be recycled) could be packaged into giant, stinky bales. People felt virtuous throwing most everything into the recycling bin—never suspecting that the system was guaranteed to contaminate and render useless much of it.

Mixed paper could be bundled in the same way, much of it contaminated from mingling in the bin with dirty dog food cans and worse. These bales would be taken to the nearest port and loaded onto container ships bound for China—4,000 containers a day prior to 2018. Other countries did the same, and by 2016, China was importing more than half of the world's plastic and paper trash.

As much as 30 percent of those single-stream recyclables was contaminated by nonrecyclable materials, Bourque says. Many of the bales of plastic sent to China were worthless and were never even recycled. Instead, they ended up polluting land and ocean outside China's impoverished, unhealthy "recycling villages," the shantytowns full of mom-and-pop recycling businesses that lined the edges of China's big port cities, reeking from caustic chemicals and burning garbage.

Jenna Jambeck, a University of Georgia scientist and a leading researcher on the extent and origins of ocean plastic pollution, has visited these villages and seen their dire conditions. "They were given no infrastructure to work in or to manage discards from the recycling," she says. A 2015 study coauthored by Jambeck found that 1.3 million to 3.5 million metric tons of plastic flowed into the ocean from Chinese coastal sources each year.

But now China has a burgeoning middle class and its own growing consumer economy with its own waste and recyclables, leaving little appetite for trash from other countries. Jambeck is among those who believe that National Sword's import ban, along with China's efforts to clean up the recycling villages and construct clean, state-of-the-art sorting and recycling facilities, is helping to stem a crisis more than it is causing one. "China's regulatory action exposed a sore that was already there," she says. "People weren't noticing since it had a bandage on it."

As early as 2013, China began warning US recyclers that it intended to address its own environmental problems and would limit contamination of recycling imports to 0.5 percent. (The mixed bales of paper and plastic the United States was shipping to China typically had 30 to 50 times that level.) But few believed that China would carry out its threat, so when the new rules came, US recyclers were caught with their polyester pants down, incapable of cleaning their recyclables enough to meet China's new standards, let alone those of US manufacturers seeking recycled feedstock.

The lack of preparation for China's import ban created pain and chaos in communities across America. Some recyclers, predictably, began searching for countries desperate enough to fill in for China. Vietnam, Malaysia, and others did so for a time, only to be overwhelmed by the stinking tide. (Vietnam and Malaysia have since shut the imports down.) Prices for recyclables dropped to a fraction of what China once paid, often far below the cost of gathering and shipping the material. Bales of mixed paper that previously sold for \$155 a ton could barely fetch \$10. "What this crisis is really about," says Vinod Singh, outreach manager for Far West Recycling in Portland, Oregon, "is shifting from the artificial situation China created, in which recycling more than paid for itself as a commodity, to the new reality of recycling as a cost."

The economics were shocking. Stamford, Connecticut, went from earning \$95,000 from its recyclables in 2017 to paying \$700,000 in 2018 to get rid of them. Prince George's County, Maryland, went from earning \$750,000 to losing \$2.7 million. And Bakersfield, California, swung from earning \$65 a ton for its combined recyclables (glass, plastic, paper, metal) to paying \$25 a ton. "Recycling facilities seemed to be spinning gold with China dominating the market," Singh says, "but it was an illusion that could not last."

Some communities started sending their overflowing recyclables to the landfill, as happened in Portland and elsewhere in Oregon, or to be incinerated at waste-to-energy plants, as in Philadelphia. Many localities were forced into a combination of rate increases for collection (most ranging from \$2 to \$3 a month for homeowners) and limiting curbside recycling of plastics to two or three types instead of all seven—a route taken by Hannibal, Missouri, among others. Some towns stopped recycling glass and shredded paper as well; no one wants to pay for used glass, it seems, and shredded paper confounds sorting machinery. Columbia County, New York, will charge residents \$50 a year to be able to bring their recyclables to a drop-off depot. And some communities that had curbside programs have ended them altogether, including Deltona, Florida; Enterprise, Alabama; and Gouldsboro, Maine.

Kerry Getter, CEO of Balcones Resources in Austin, Texas, lays much of the blame on the big public companies, such as Waste Management and Republic Services, that do both landfilling and recycling for many communities. Those companies sold cities and towns, he says, on a recycling strategy that focused heavily on two commodities—contaminated mixed paper and mixed plastic—that only China wanted. Today those same companies are demanding rate increases to continue curbside recycling.

"There was a lack of investment in infrastructure," says Alexander of the Association of Plastic Recyclers. "Now we're trying to deal with a 21st-century packaging stream based on 20th-century infrastructure. There's a strong market out there still for recycling, but we need the capability to produce good, clean material."

SINGH HAS SEEN the recycling-in-crisis narrative repeatedly in his career. "We were dead in 2008 too," he recalls. "We've reincarnated many times."

Far West has weathered the recent turmoil fairly well, Singh says. At the plant, materials are separated, cleaned, and baled for sale to manufacturers: newsprint to paper mills, cardboard to box makers, aluminum to beverage-can makers, polyethylene terephthalate (PET) plastic to makers of water and soda bottles, and—until last year—bales of every other kind of plastic, unsorted, to China. Retaining its ability to sort materials enabled Far West to survive.

Berkeley's recycling program has survived as well, Bourque says, because it resisted the easy path of single-stream collection. Instead, Berkeley residents continued to sort, albeit more simply than in the past. Its curbside bins have two compartments: one for paper, one for everything else. This minimizes the contamination from food residue and liquids from bottles and cans that makes recycling paper difficult if not impossible. Berkeley's solution is elegant and simple—the Ecology Center's recycled materials are among the cleanest and most sought-after in the business, Bourque says.

"Our focus is keeping material clean and separated, and asking residents to do just a little bit more," he says. "It saves a lot of money for everyone."

The recycling operations that have thrived and remained profitable are those that have catered all along to domestic markets wanting clean, high-quality plastics and paper. Balcones Resources—which serves Austin, Dallas, and Little Rock, Arkansas—diversified and broadened its services. It also bought updated optical scanners that help separate plastics and reduce contamination as well as enable the plant to market over 15 grades of recycled paper instead of the usual two. Most of them, Getter notes, have maintained their price since the National Sword regulations kicked in.

The Closed Loop Fund, a \$100 million effort by a number of large companies to boost recycling, is providing no-interest loans and investments to municipalities seeking to upgrade their facilities, as Balcones did. So far the fund has invested \$43 million in upgrades in Colorado, Connecticut, Illinois, Minnesota, and Pennsylvania. A similar effort, Circulate Capital, funds projects in Asia, with the intention of stemming the tide of ocean plastic pollution.

Improved facilities won't mean a thing, of course, unless US consumers improve their recycling hygiene. Portland, Oregon, is one of many communities focusing on educating residents on how to recycle properly. Cleveland; Reno, Nevada; Newton, Massachusetts; and California's Marin County are now warning or fining homeowners and businesses for putting dirty or incorrect items in recycling bins. The goal is to avoid contaminating valuable materials in recycling bins with unrecyclable junk—plastic bags, plastic wrap, soda straws, and bottle caps being among the worst offenders. Clearer, standardized messaging on bins is a proven method of reducing contamination, but many cities and towns persist in using their own complex and confusing labels.

Contamination isn't only about carelessness. It's also driven by the constantly changing packaging done for marketing purposes by major consumer brands—changes that are often done with little regard for whether the new packaging can be recycled. The Association of Plastic Recyclers called on manufacturers to voluntarily ensure that new packages and containers can be recycled, but a lack of progress on that front has led to legislative proposals in several states. Washington is considering a product-stewardship bill that would require manufacturers to oversee end-of-life management for all sorts of plastics, recyclable or not, and California is pondering a similar measure. The European Union has had an Extended Producer Responsibility program in place since 1994, which encourages the use of low-impact and highly recyclable packaging by making manufacturers financially responsible for packaging waste. The program is funded by \$3.5 billion in annual fees from manufacturers and has resulted in a 65 percent packaging-recycling rate in the EU.

A reborn US recycling industry will need domestic markets for clean, sorted recyclables. CarbonLite Industries, a leading US recycler of plastic beverage bottles, turns 4 billion plastic bottles a year into pellets that are turned back into drink bottles. (The more common process is to turn plastic bottles into carpet or clothing.) CarbonLite is a principal supplier for Nestlé's US operations, which use the pellets to produce bottles that are either 50 percent or 100 percent recycled and can continue to be recycled many times with little degradation. "We are truly closing the loop," says Jason Farahnik, director of brand partnerships and resin sales at CarbonLite.

Demand is so high that CarbonLite's two current plants can't keep up. A third plant is due to open in late 2019, and a fourth one on the drawing board will bring the company's recycling capability to 10 billion bottles a year. That's still a pittance compared with the 140 billion bottles produced every year for US consumption, but the demand for recycled content for those bottles means there's a lot of room for growth. One factor hampering that growth is that too many beverage bottles are ending up in landfills rather than in the recycling stream.

We already know the solution to that one. Today Arkansas, Florida, Illinois, New Jersey, Tennessee, and West Virginia are considering joining the 10 states that already have container deposit laws, a.k.a. bottle bills, which require refundable deposits on all single-use beverage containers (plastic, glass, or metal). Bottle bills are the single most effective means of boosting recycling; it's no coincidence that the states that have them also lead the nation in recycling rates. The beverage industry has historically opposed such legislation, including attempts to adopt a national bottle bill.

"RECYCLING IS SUPPOSED to be the last resort after reduction and reuse," says Bourque, and Berkeley's Ecology Center continues to find innovative ways to push the issue, most recently in a new city ordinance to take effect in January 2020 that will impose a 25-cent charge on all disposable cups sold in the city, including coffee cups. "Why are people sitting around for hours in coffee shops drinking out of paper cups?" Bourque asks. "It's absurd when reusable ceramic cups are such a better option." In addition, disposable utensils, straws, and napkins in eating establishments and coffee shops will be available only upon request or at self-serve stations; takeout food must come with compostable containers and utensils; dine-in food must be served on reusable dinnerware.

"This ordinance is focused on upstream impacts," Bourque says. "It brings reuse back in a big way. If you reuse more, then what's left really is recyclable and *gets* recycled."

CITY OF CLARKSTON

CLARKSTON CITY COUNCIL MEETING

ITEM NO: E11

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: No Mingling Ordinance

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: YT BELL, Jamie Carroll
PHONE NUMBER: 404-296-6489

PURPOSE:

This agenda item is to discuss reducing the mingling of individuals outside of businesses as we transition into normal business hours to reduce the spread of COVID-19 and ensure the safety of the business owners and patrons during this time.

CITY OF CLARKSTON

ITEM NO: E12

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Emergency Business Loan Application

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: YT BELL, Jamie Carroll
PHONE NUMBER: 404-296-6489

PURPOSE:

This agenda item is to discuss the development of a City of Clarkston Emergency Business loan program utilizing the fund balance. It is imperative that we support and assist our local businesses. The City understands that local businesses help to sustain our local economy. Per previous budget and BOND discussion, we need the tax revenue and our businesses to thrive. An adjacent city has created a loan program utilizing their fund balance and creating a nonprofit that they have called the Decatur Legacy to support their efforts and receive donations from various community stakeholders to increase funding for the program purposes.

Example from the City of Decatur's Emergency Business Loan Application/Program -

<https://www.cognitoforms.com/CityOfDecatur2/CityOfDecaturGAEmergencySmallBusinessLoanApplication>

Supplemental article on donations received for the fund - <https://deaturish.com/2020/05/donations-extending-reach-of-decaturs-small-business-relief-program/>

Another article - <https://www.ajc.com/news/local/deatur-initiates-emergency-small-business-loan-program/P9vsZBznJt8O9AmkWkFinL/>

Donations extending reach of Decatur's small business relief program

Decaturish.com May 12, 2020

Decatur, GA — One week since the launch of Decatur's Emergency Small Business Loan Program, city residents have increased its available funds with over \$16,000 in personal donations.

These donations add to the \$400,000 initially provided by the city and \$100,000 from its Development Authorities, according to a press release from the city.

Resident donations are tax-deductible and can be made at www.legacydeatur.org.

The Emergency Loan Program is a collaboration between the city, its Development Authorities, and Legacy Decatur, a 501(c)(3) established by the city in 2015 to reinforce community values through partnerships and programs that support the city's strategic goals.

The press release says applications for the Emergency Loan Program will be accepted through May 15. Information can be found here: www.decaturga.com/ed/page/covid-19-resources-decatur-businesses

Decatur initiates emergency small business loan program

Decatur began taking applications for its small business loan program on May 5 in response to the COVID-19 pandemic. Those businesses interested in applying are asked to visit the city's business resources webpage at <https://www.decaturga.com/ed/page/covid-19-resources-decatur-businesses> with a deadline of 5 p.m. May 15.

A total of \$500,000 is available through the program, with \$400,000 coming from the city and another \$100,000 pledged by the Downtown Development Authority. But in addition to this residents can contribute to the loan program by making a tax-deductible donation through Legacy Decatur at <http://www.legacydecatur.org> (those who donate over \$100 get a yard sign).

As of late last week residents had already surpassed \$11,000 in donations. That alone roughly equals what the city anticipates as an average individual loan. In a recent interview City Manager Andrea Arnold said she anticipates most individual loans will range from \$10,000 to \$15,000, although they can go as high as \$25,000.

Eligible businesses are those within Decatur's city limits employing between two and 30 full-time or full-time equivalent employees and were operational as of March 1, 2020.

"By the end of May we should know who's getting loans," Arnold said. "One thing we want to make clear, this is not a first come first serve situation. If the demand is greater than our supply we will have a lottery."

CITY OF CLARKSTON

ITEM NO: E13

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Resolution to Encourage Mortgage and Rent Forbearance

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: Awet Eyasu, Jamie Carroll
PHONE NUMBER: 404-296-6489

PURPOSE/IMPACT:

The COVID19 pandemic has resulted in loss of jobs for over 30 million Americans, resulting in financial hardships including inability to make mortgage and rent payments. Consequently, many families may face foreclosure or eviction from their current housing.

Currently over 80% of Clarkston residents reside in multifamily apartment homes. Any loss of housing would cause additional significant suffering and possibly an increase in exposure to COVID-19. Additionally, the DeKalb County Magistrate Court has suspended evictions through June 12, 2020 and may potentially extend this suspension. Providing mortgage forbearance to both single-family and multifamily homes will help both residents that own their homes and landlords, which would in turn put landlords in a position to be able to provide relief to their tenants.

RECOMMENDATION

The City hereby encourages all private lenders to provide mortgage forbearance to their mortgagees for a period of six months and landlords to reciprocate by giving relief to their tenants.

RESOLUTION No. _____

TO ENCOURAGE MORTGAGE AND RENT FORBEARANCE

WHEREAS, COVID19 pandemic has resulted in loss of jobs for over 30 million Americans, resulting in financial hardships including inability to make mortgage and rent payments; and

WHEREAS, COVID19 could potentially cause massive foreclosures and evictions of many families; and

WHEREAS, over 80% of Clarkston residents reside in multifamily apartment homes; and

WHEREAS, the City Council recognizes that landlords also may have monthly mortgage payments to make on their property; and

WHEREAS, losing housing would cause more suffering, including exposure to COVID19; and

WHEREAS, Dekalb County Magistrate Court has suspended evictions through June 12, 2020 and may potentially extend this suspension; and

WHEREAS, CARES Act provided a relief to many Americans who are struggling with loans that are backed by Fannie Mae, Freddie Mac, the FHA, VA or the USDA, which make up about three-quarters of the mortgage market; and

WHEREAS, some private lenders and landlords are also considering mortgage and rent forbearance; and

WHEREAS, providing mortgage forbearance to both single-family and multifamily homes will help both residents that own their homes and landlords, which would in turn put landlords in a position to be able to provide relief to their tenants.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Clarkston that the City hereby encourages all private lenders to provide mortgage forbearance to their mortgagees for a period of six months and landlords to reciprocate by giving relief to their tenants.

BE IT FURTHER RESOLVED that the City Council strongly encourages the State and Federal authorities to adopt similar measures with all deliberate speed to avert and ameliorate further suffering.

SO RESOLVED, this _____ day of _____, 20_____.

CITY COUNCIL

CITY OF CLARKSTON, GEORGIA

Vice Mayor AWET EYASU

ATTEST:

Tracy Ashby

City Clerk

RESOLUTION No. _____

TO PROVIDE TEMPORARY HOUSING RELIEF FOR RESIDENTS THAT TEST POSITIVE FOR COVID-19 AND MEET CERTAIN CRITERIA.

WHEREAS, COVID-19 has ravaged our nation resulting in so much suffering of our fellow Americans; and

WHEREAS, over 80% of Clarkston residents reside in multi-family apartment homes in highly dense conditions; and

WHEREAS, COVID-19 can easily be transmitted to vulnerable residents with preexisting conditions and elders, particularly those living in multi-generational dwellings that make self-isolation very difficult.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Clarkston that the City will help residents that test positive for COVID-19 with obtaining housing for up to 14 days for quarantine purposes if residents want to isolate themselves but are unable to afford to do so.

BE IT FURTHER RESOLVED that the City Council hereby appropriates Five Thousand Dollars (\$5,000) from the General Fund to use towards accomplishing the purposes of this Resolution.

BE IT FURTHER RESOLVED that the City Manager shall develop procedures to administer the program established by this Resolution. In so doing, the City Manager shall ensure that all beneficiaries of this program meet each of the following criteria for eligibility:

1. Positive for COVID-19. All beneficiaries must provide a written test result reflecting that the person is positive for COVID-19.
2. Clarkston Residency. All beneficiaries of this program must demonstrate that they are residents of the City of Clarkston. (In the case of un-housed or homeless persons, such person must demonstrate a strong connection to Clarkston such as being a resident prior to losing housing).
3. Cohabitation with Vulnerable Person(s). All beneficiaries (other than the un-housed or homeless) shall demonstrate that they reside in the same dwelling unit within a multi-family housing development as a person that is vulnerable to COVID-19 complications due to age (over 60) or a preexisting medical condition.

BE IT FURTHER RESOLVED that the City Council of the City of Clarkston will seek assistance from the Federal, State, and County governments to fund expanding this program in order to fight the spread of COVID-19. In particular, the City Council will seek an intergovernmental agreement with DeKalb County to facilitate and fund this program (using CARES funds if possible).

SO RESOLVED, this _____ day of _____, 20_____.

CITY COUNCIL

CITY OF CLARKSTON, GEORGIA

Vice Mayor AWET EYASU

ATTEST:

Tracy Ashby

City Clerk

CITY OF CLARKSTON

ITEM NO: E16

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Council Work Session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Eviction Relief partnership between Star-C and City of Clarkston

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages: 3

INFORMATION CONTACT: Y T Bell, Jamie Carroll
PHONE NUMBER: 404-296-6489

PURPOSE:

This agenda item is to discuss a potential partnership between Star-C and City of Clarkston to assist with keeping our families safe and in their residence during this time, as we have compassion for our residents and understand that some individuals have loss jobs, significant hospital bills, and financially aren't able to pay their rent in full. This partnership would allow us to work with a nonprofit and provide relief with an application process and criteria to ensure we are able to reach needy families in the City of Clarkston.

Application for a Star-C Eviction Relief Fund

Provided that you have a history as a tenant in good-standing with the apartment community in which you reside (as determined by your landlord), and you have a temporary hardship which is preventing you to fully pay your monthly rent, your landlord may qualify you for a one-time rental-matching scholarship of 50% of outstanding rental due up to \$750 per month or a total of \$1,500, funded by Star-C Programs:

First/Middle/Last Name: _____

Date of Birth (MM/DD/YYYY): _____

Property Name: _____

Street Address: _____

City/State/Zip: _____

County: _____

Time Living at Property: _____

When does your lease expire: _____

Email Address: _____

Phone Number _____

Including yourself, how many total adults (over age 18) are living with you in your household:

of Dependent Children/Ages/Schools _____

of Children Enrolled in Star-C Afterschool Program: _____

Monthly Rent: _____

Amount You Must Match: (half of Monthly Rent) _____

Proof of Match: _____

Temporary Hardship Description: _____

Evidence of Hardship: Please attach a doctor's letter for medical hardships and or evidence of financial hardship such as furlough, termination papers or unemployment application

What is your plan to be able to pay your rent yourself going forward? _____

By signing this application, I affirm that the above information is true and complete and authorize Star-C to contact current or former employers, my landlord or other persons for additional confirmation. I understand that completing this application does not guarantee that I will receive a rent scholarship and that funding is based on numerous factors including funding availability of Star-C - a 501(c)3 non-for-profit. I authorize Star-C Programs to disclose pertinent information (except my name and street address) to market this rental assistance program to foundations, donors and social media for funding. I also agree to allow Star-C to follow up with me or my landlord to keep metrics on the success of the program.

Signature of Tenant

Date Submitted to Landlord

By signing this form, I affirm that I have reviewed the above tenant information, that it is true and correct, and the tenant has an active lease at the above referenced property. If the rental scholarship is approved, I will apply it to the tenant's account once their matching payment clears.

Manager Signature: _____
Date Submitted to Star C

Property Mgr. Name _____

Property Mgr. Email _____

Property Mgr. Phone Number _____

Payment Address
if approved: _____

Qualifications for Tenant Application

Rent Qualification – this program is intended for those residences whose monthly rent does not exceed \$1,650 per month (maximum based on 80% of average median income)

Landlord must be willing to participate in rent assistance with a signed agreement with Star C's Eviction Relief Program

Awards from the Relief Fund will be paid out as available based on committee evaluation of need and availability of donated funds

Star-C Programs shall, at its sole discretion, offer financial assistance **subject to the availability of donated funds**, and verification that you are experiencing a **temporary hardship**. Other qualifiers are used to determine your eligibility including your ability to match at least a portion of the outstanding monthly rent due. Star-C shall cancel the payment due to your failure to provide proof that you can match the rental scholarship.

CITY OF CLARKSTON

ITEM NO: E17

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Amend January 2021 Council Work session and Meeting Schedule

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: Laura Hopkins
PHONE NUMBER: 404-296-6489

PURPOSE:

Change current schedule of a combined Council Work session/Meeting scheduled on Tuesday, January 5 to a Council Work session meeting on Tuesday, January 5, followed by a separate Council Meeting on Tuesday, January 12.

CITY OF CLARKSTON

ITEM NO: E18

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Work Session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discuss

MEETING DATE: May 26, 2020

SUBJECT: Discuss Council Written Policies and Procedures for Clarkston City Council.

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages: 1

INFORMATION CONTACT: Debra Johnson &
Awet Eyasu
PHONE NUMBER: 404-296-6489

PURPOSE:

To develop written policies and procedures for Clarkston City Council.

NEED/ IMPACT:

The Clarkston City Council adopted a Resolution at the May 5 Meeting to develop written policies and procedures that will establish a standardized, well-reasoned approach to actions of the City Council to encourage transparency, consistency, fairness, and efficient communication among Council members, staff, and the public. The adopted Resolution is attached.

RECOMMENDATIONS:

Council to discuss and develop written Council Policies and Procedures.

2020-015
**RESOLUTION TO DEVELOP WRITTEN POLICIES AND PROCEDURES FOR
CLARKSTON CITY COUNCIL**

SPONSORED BY: DEBRA JOHNSON AND LAURA HOPKINS

WHEREAS, the existing written policies and procedures governing actions of the City council are limited in scope and there is a need to expand these to cover additional functions; and

WHEREAS, written policies and procedures for City Council will ensure consistency, best practices and provide a guide to City Council in the conduct of its business; and

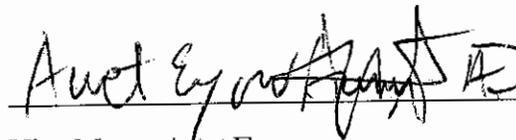
WHEREAS, written policies and procedures will provide residents and staff with a better understanding of the process City Council follows in undertaking its duties and responsibilities; and

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of Clarkston that written policies and procedures will be developed by the members of the City Council and discussed at the next Work Session of the City Council. The intent is to establish a standardized, well-reasoned approach to actions of the City Council that encourage transparency, consistency, fairness, and efficient communication among council members, staff, and the public.

SO RESOLVED, this 5 day of May, 2020.

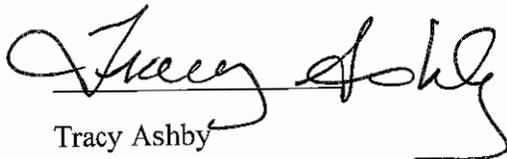
CITY COUNCIL

CITY OF CLARKSTON, GEORGIA



Vice Mayor Awet Eyasu

ATTEST:



Tracy Ashby

City Clerk

CITY OF CLARKSTON

ITEM NO: E19

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Council Work Session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Discuss Proclamation recognizing Friday, June 19, 2020, as the first official Clarkston Juneteenth Commemoration

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: Laura Hopkins &
Debra Johnson
PHONE NUMBER: 404-296-6489

PURPOSE:

Add to the agenda the discussion of signing of a proclamation recognizing Friday, June 19, 2020 as the first official Clarkston Juneteenth Commemoration. This holiday marks the day in 1865 in Galveston, Texas when the last remaining enslaved African Americans were freed. It is the oldest holiday in America signifying they end of slavery. This holiday has been recognized by the state of Georgia for years, but has not been recognized within the City of Clarkston.

CITY OF CLARKSTON

ITEM NO: E20

CLARKSTON CITY COUNCIL MEETING

HEARING TYPE:
Work session

BUSINESS AGENDA / MINUTES

ACTION TYPE:
Discussion

MEETING DATE: MAY 26, 2020

SUBJECT: Removal of Conditional use Loophole

DEPARTMENT: City Administration

PUBLIC HEARING: YES NO

ATTACHMENT: YES NO
Pages:

INFORMATION CONTACT: Laura Hopkins, Debra Johnson
PHONE NUMBER: 404-296-6489

PURPOSE:

Add an agenda item to remove the Conditional Use loophole that would allow any use in any zoning code when and if four members of the city council felt that use was compatible. We would still have conditional uses such as places of assembly as designated in the code. Removing the loophole would clarify designation of any possible use either as a permitted use, permitted conditionally, or not permitted. Our code currently states that any use that is not specified as either "permitted", "permitted conditionally" (specified as a conditional use), or "not permitted" would default to not permitted. That is in line with most other cities. This unnecessary clause allows a majority of the council to override zoning code rather than correcting shortcomings in it. My proposal is simply to remove the second paragraph of the Clarkston Municipal Code Sec. 312 as show below which creates conflict and confusion as it could nullify the entirety of the zoning code.

Sec. 312. - Conditional use permit.

Certain uses of property, designated as conditional uses, Article VII this Zoning Ordinance, are declared to possess characteristics that may be incompatible with other uses in the district within which they are proposed for location. No conditional use shall be constructed, erected, enlarged, performed, or otherwise undertaken without first obtaining a conditional use permit.

~~In addition, any use that may be compatible with existing uses in the area where it is proposed and is consistent with the purpose and intent of the zoning district wherein it is proposed to be located, but does not expressly fit into the list of permitted uses for such zoning district shall require the approval of a conditional use permit.~~