

City Council of Peachtree City
Agenda
June 1, 2006
7:00 p.m.

- I. Call to Order
- II. Pledge of Allegiance
- III. Announcements, Awards, Special Recognition
Remind Attendees to Turn Off Cell Phones
Recognize Graduating Seniors on Youth Council
Recognize Starr's Mill Girls Soccer Team
- IV. Public Comment
- V. Minutes
May 18, 2006, Regular Meeting Minutes
- VI. Monthly Reports
- VII. Consent Agenda
 - 1. Consider Change in Agency Representative and Broker of Record
 - 2. Consider Bid for Removal of Structure at 531 North Fairfield
- VIII. Old Agenda Items
 - 02-06-02 Discuss Walt Banks/Peachtree Parkway Roundabout
- IX. New Agenda Items
 - 06-06-01 Public Hearing – Consider Rezoning, HomeTech Mortgage tract, GA 74 North (AR to OI)
 - 06-06-02 Public Hearing – Consider Request from Pathway Communities to Lift Multi-family Housing Moratorium for Two Parcels on Petrol Point
 - 06-06-03 Consider Approval of City of Senoia Request to Enter an Agreement with WASA to Provide Wastewater Treatment
 - 06-06-04 Consider Request from Dr. Anthony Lawson for Extension of Sewer to 1330 Highway 74 South
 - 06-06-05 Consider Traffic Calming Ordinance
 - 06-06-06 Consider Approval of Air Compressor Bid (Fire Department)
- X. Council/Staff Topics
- XI. Executive Session

This agenda is subject to change at any time up to 24-hours prior to the scheduled meeting.

City Council of Peachtree City
Minutes of Meeting
May 18, 2006
7:00 p.m.

The City Council of Peachtree City met Thursday, May 18, 2006, in the City Hall Council Chambers. Mayor Logsdon called the meeting to order at 7:00 p.m. Other Council Members present were: Steve Boone, Stuart Kourajian, Cyndi Plunkett, and Judi Rutherford.

Announcements, Awards, Special Recognitions

Mayor Logsdon presented the Governmental Finance Officers Association's Distinguished Budget Presentation Award for 2005 to Financial Services Director Paul Salvatore and Assistant Finance Director Janet Camburn. Logsdon, Police Chief James Murray, Major Mike Dupree, and Captain Stan Pye presented certificates to the Community Emergency Response Team (CERT) graduates. Firefighter Joe O'Connor, who assisted with first aid training, also participated. Michael Wagnon, a CERT graduate and the Wal-Mart staff member in charge of community relations, presented the Police Department with a check for \$2,250 from the Peachtree City Wal-Mart for the CERT program. Logsdon read a proclamation for the Rotary International Group Study Exchange Program.

Public Comment

No one signed in to speak.

Minutes

Rutherford moved to approve the May 3, 2006, workshop minutes; May 4, 2006, regular meeting minutes; and the May 9, 2006, workshop minutes as written. Boone seconded. The motion carried unanimously.

Consent Agenda

1. Consider Sale of Surplus Property

Rutherford moved to approve the Consent Agenda. Boone seconded. The motion carried unanimously.

Old Agenda Items

05-06-04 Consider Parking Restrictions on Commerce Drive

City Engineer Dave Borkowski said that, at the May 4 meeting, Council had instructed staff to re-evaluate the on street parking on Commerce Drive and to work with World Gym owner Dar Thompson on reconfiguring the parking lot to add more spaces. Thompson gave Council photos and a map pertaining to the issue. Borkowski continued that reconfiguring the landscaped islands and utilizing angled parking could add additional spaces in the existing parking lot. The work would take several months. The landscaped islands would have to be re-done, and the parking lot would have to be re-stripped. Borkowski said he had also looked for additional parking areas on the street, and he found one area in front of the Southern Community Bank where the sight distances would allow parking for three vehicles. The area was difficult since there were vertical crest curves and horizontal curves, as well as curb cuts, along the road. He said that drivers negotiating the curves on Commerce Drive could not see people pulling out of

the curb cuts in some areas, and there were sight problems for people using the cart path crossing.

Borkowski said staff recommended that on-street parking be allowed only in the areas marked in yellow on the map, and that staff continue to work with the gym owner on the parking lot. He said staff had looked at the parking during the peak hours, and it appeared the peak (New Year's to just recently) had passed. There were usually spaces available in the parking lot, but some people still parked on the street for some reason. The reconfiguration of the parking lot should add 50-60 spaces. Logsdon asked how long the reconfiguration would take. Borkowski estimated a few months, but said Thompson would have a better idea. Boone asked if the additional parking would be paved or pervious. Thompson said it was already paved. Boone asked what would happen to the parking lot islands. City Planner David Rast said the islands would be re-oriented in a different direction, and the angled parking would reduce the drive widths to provide more parking. The landscaped islands would be taken out, then reconfigured back in.

Rutherford asked if there would be sufficient parking if the outparcel sold. Rast said that there would be enough parking within the site itself. He added that he had shown the proposed reconfiguration to two Planning Commission members who would be working with staff to get the drawing expedited.

Thompson said the City's concern seemed to be sight distance. Logic should tell a person that they could not see to the left if they could not see to the right. He told Council he was willing to work with the City, but the better question was how much money it would take to reconfigure the parking lot and how long it would take. He asked Council to allow parking in the additional areas on Commerce Drive that he had requested. Thompson noted that curb cuts to his parking lot were now designated as "enter only" and "exit only." He said the additional on-street parking area proposed by staff was not in front of his property. He asked Council to be consistent with other areas of the City. He also asked Council to give him time to work with Rast on the parking lot.

Rutherford moved to adopt the amendment to Chapter 78 of the Code of Ordinances prohibiting parking on the east and west sides of Commerce Drive between Westpark Drive and Aberdeen Parkway, except in designated areas, as presented by staff. She added that the issue be revisited at the end of the summer or when the parking lot was completed, so on-street parking would be abolished. Kourajian seconded.

Kourajian asked if cars were still parking in the street. Thompson said the on-street parking had gotten lighter, but there was still no parking available in the parking lot during the peak evening hours on Mondays, Tuesdays, and Thursdays. Plunkett asked Thompson if he would rather there be no parking on Commerce Drive at all. Thompson said there were only a few spaces on the street based on the staff proposal. He asked if the on street parking could be limited to one side of the road, which would eliminate some of the problems. Plunkett said she did not have a problem with that suggestion, and agreed that the optimum solution was no parking on the street. Rutherford asked what the City's liability would be if parking were allowed on one side of the

street. City Attorney Ted Meeker said that the City had identified the situation as a problem, so there could be liability. Rutherford said that was her concern. Council had publicly said there was a problem, so they could not ignore the City Engineer's advice about the on street parking and let people park there. She asked what Council would say if there were an accident the next week. Logsdon agreed with Rutherford.

The motion carried unanimously.

New Agenda Items

05-06-08 Public Hearing – Consider General Design Guidelines Ordinance

Logsdon noted there was an additional item on the dais – a copy of the draft minutes of the May 8, 2006, Planning Commission meeting.

Rast said that staff and Planning Commission had been working on the ordinance amendment for some time. The discussion on design standards and redevelopment began at the Council Retreat in 2004. Staff had researched different municipalities with similar ordinances, and had found that the City's current ordinance was a good start, but more detail was wanted. Council and the Planning Commission had held a joint workshop, and staff had done more research. The feeling was that the existing ordinance needed to be reconfigured. A new Article VII in the Land Development Ordinance was the result. Several sections were added to establish the General Development Standards and Design Requirements. Rast continued that the ordinance's format was similar to the vegetation protection ordinance. The Planning Commission recommended approval. The amended ordinance gave staff and the Planning Commission guidance as to how they should look at building design and site plans. The ordinance also included things the City had done over the years without anything to back it up. Rast continued that, in the past, Pathway Communities (then Peachtree City Development Corporation) had reviewed most of the plans to ensure they met their covenants. More and more developments were not going through that process, and more developments were coming in without any covenants or restrictions. The City needed its own set of guidelines. If more stringent requirements were needed, then they could be considered once the plans were submitted for review.

Rast noted that there had been several minor revisions that he would go over after answering any questions. Rutherford asked if the City would be able to enforce requirements for different subdivisions. Rast said the City could enforce anything that was part of the conditions for approval for the site plan, or the rezoning.

Boone asked if the amendments would give the ordinance "more teeth." Rast said yes. Sections on design and building materials had been added to the ordinance. There was a caveat that the building should be similar in design to others in the area. The City had been fortunate that there was not a hodge-podge of styles and materials

Rutherford asked if the guidelines addressed redevelopment of commercial developments. Rast said redevelopment was addressed, but not in existing residential areas. Those guidelines would be done separately. Plunkett agreed. There would not be a lot of new development coming, but there would be redevelopment.

Rast went over the proposed changes. He referred to Section 722(a) – the phrase “section 1102(h) of this ordinance” would be deleted and replaced by “as defined by this ordinance.” Rast said that Section 1102 had changed, and that they wanted to get away from specific references.

Rast continued that the next change was Section 723.1(c)(2), (3) and (4), which dealt with the buffer ordinance. The verbiage had been in the ordinance since the buffer ordinance was adopted. The language was confusing. Paragraph (2), line two, read “shall not apply to any existing lot adjacent to an arterial highway.” The intent was to address existing developed lots, and the word “developed” had to be added. The same change was also needed in Paragraph (3). In Paragraph (4), the language should read “any existing platted lot,” which was for subdivisions without developed lots.

Logsdon asked if the GA 74 South area would be able to meet the standard when the road was widened, since the road would go up against the existing lots. Rast said the wall would be there. He continued that the guidelines referred to new developments adjacent to arterial highways. There would also be rights-of-way, as well as dedicated greenbelt. The Lake Peachtree subdivision was built prior to the buffer ordinance, so those existing lots would be grandfathered.

Plunkett asked what had happened to the community collector road in Planterra Ridge (Section 723.2 Community Collector Roads). Rast said that Planterra Way and Terrane Ridge had been identified as neighborhood collectors, but had been removed from the list as such in the latest Transportation Plan update. Plunkett said, if the designation protected those roads, they should be included. Borkowski noted that the issue had been discussed at Retreat, and that the feedback had been not to classify those two roads as neighborhood collectors. Rast reminded Council that the guidelines referred to undeveloped areas.

Rast referred to Section 723.2(c)(2) and (3). The same verbiage needed to be added, “shall not apply to any existing developed lot,” to both paragraphs. In Section 723.3(c)(1) and (2), the same clarification should be added. Also in Section 723.5(1), the same phrase was needed in the second line.

Rast continued that the title for Division 4 should change from “Standards for Building Design” to “Standards for Retail, Commercial, and Industrial Building Design.” In Section 726 Exterior Building Materials and Architectural Elements, the ordinance read “front facades should be at least 80 percent brick, and/or stone.” The change would be “as a general rule, the front façade should be predominantly brick, stone, or a single architectural element.” Rutherford asked what that would be. Rast said it could be hardwood siding, EIFS (exterior insulation and finish system), or other exteriors. Rutherford said she did not want to encourage EIFS. Rast was directed to come back with more specific wording at a later date. Rast continued to Section 726(a). He said “exterior skin” would be removed. The wording was meant to avoid a stark metal building going up somewhere; however, there were things that could be done to metal buildings to make them attractive. The rewording would read “metal building without a masonry base course or other architectural feature.”

Rast referred to Section 727. Exterior Color Selection, the second sentence. The wording would change to "Piecemeal embellishment and frequent changes in material or color selections should be avoided." Rutherford preferred a stronger word than "should," and suggested it be replaced with "will be avoided."

Rast backed up to Section 726(e), which addressed materials that should not be used. He said a lot of shingle/roofing materials were made of fiberglass, which gave them more texture. He said "roofing materials" should be removed from the list.

No one spoke for or against the proposed changes.

Rutherford moved to adopt the proposed amendments to Article VII General Design Requirements, which would repeal the existing ordinance in its entirety and replace it with new ordinance entitled "General Development Standards and Design Requirements," and authorize staff to incorporate the amended ordinance into the City's Land Development Ordinance, and to amend with all of the recommended amendments except in Section 726 there would be no change in the wording, and the word "should" would be changed to "will" in Section 727. Kourajian seconded. The motion carried unanimously.

05-06-09 Consider Award of Design for Huddleston Pond Spillway Construction and Maintenance Plan

Borkowski said the spillway was in need of repair work. The main spillway through the dam was a corrugated metal pipe, and it was leaking. There was significant seepage through the dam under the pipe, as well as issues with the dam. Pine trees had grown on top of the dam, and the slope was very steep. Requests for Proposal (RFP) had gone out, and four engineering firms had replied. The companies were rated based on the price proposal (30%), similar project experience (30%), demonstrating understanding of the RFP (30%), and references (10%). Diversified Engineering Services had received the highest score for its price proposal, which was the lowest. Schnabel/Integrated Science and Engineering (ISE) received the highest score for similar project experience. Dam engineering was their main business, and one of their staff members worked on the original engineering for the pond. The highest values for demonstrating understanding of the RFP were given to PBS&J, followed by Schnabel. There were very few discrepancies. Diversified Engineering Science did not address several issues in the RFP and received the lowest score. They also received the lowest score in references because the projects had not dealt with rehabilitating existing ponds. Staff recommended awarding the design to Schnabel/ISE for \$44,050.

Rutherford asked what work had to be done. Borkowski said the work included removing the wood and vegetation, and bringing in fill dirt to soften the slope. There would also be a geotechnical investigation of the dam to ensure there were no seepage concerns.

Logsdon asked how far back the trees would be cut. Borkowski said the trees would be cleared to a point about 10 feet past the toe of the dam, or further, so the slope could be maintained and the grass could be cut. He said the area would be planted in a grass material. Trees on dams caused problems. Plunkett noted that the look of the area would change substantially.

Borkowski continued that the multi-use path would be left in place on the dam, but the path would be closed during some of the work. Plunkett asked what was being dammed. Borkowski said it was mostly residential runoff. The top of the watershed was Peachtree Parkway. There was also a spring. The project was not on the original stormwater list, but was necessary due to the leak.

Kourajian asked about the temporary plug. Borkowski explained that WASA put the plug in the outlet of the principal spillway to help slow down the water leaking from the pipe. Rutherford noted that normally the spillway would be used for overflow, but the spillway had been shut so the drainage was slowed down.

Kourajian asked if there was a less drastic solution. Borkowski said the City staff would attempt to patch to hole so there would be more time to fix it, but it needed to be replaced. Once the hole was patched, there would be another hole down the road. Boone asked how it would be fixed. Borkowski said there would still be a pipe through the dam, but it would be replaced by a system that would not rust. The RFP specified that the pond could not be drained during the construction since there was a large fish population, but there would be some kind of temporary dam used.

Rutherford asked how many other dams and corroded pipes the City might find. Borkowski said there were probably a lot. Under the NPDES permit, the City had to map all the ponds, which had been done, and to devise an inspection program so the problems would be found.

Rutherford moved to award the design of the Huddleston Pond spillway construction and maintenance plan to Schnabel Engineering/ISE for an amount not to exceed \$44,050. Boone seconded.

Kourajian asked Borkowski to explain the matrix used for the proposals. He asked if the process was still subjective. Borkowski said three people rated the RFPs. For pricing, the perfect score went to the lowest price, then the others were rated based on the percentage of the perfect score. Demonstrating understanding of the RFP was more difficult. Staff would check off what complied with the criteria. The company that complied with the most criteria received the highest score. Kourajian said that should be easier since the company that got 95-100% of the criteria would get a perfect score. Rutherford suggested making a checklist of the RFP items, so it could be done to a specific standard. It would be easier for Council to understand and would formalize the process. Borkowski said the staff compared notes afterwards, then averaged the scores.

The motion carried unanimously.

05-06-10 Review and Discussion of Flexxon Site Plan (GA 54 West) to Determine Whether to Swap City Property on GA 54 West for Property Around Line Creek Nature Area Pond

Rast noted that Council had discussed the potential for City-owned parcels at Retreat. Most of parcels needed to stay greenspace. When Council met with RAM Development a few months

ago to hear about RAM's future plans on the south side of GA 54 West, there had been some discussion about some City-owned highway frontage property. Rast continued that Flexxon had acquired the Adamczyk tract, and purchase of the Days Inn tract was pending. The City had met with the Adamczyk family in the past to discuss the whether to not the City could acquire a portion of the property located adjacent to the Line Creek Nature Area (the Adamczyk tract included a portion of the Line Creek Nature Area pond).

Rast continued that the Adamczyk tract was heavily wooded and sloped down towards the creek from GA 54. The Line Creek Nature Area was owned by the City and managed by the Southern Conservation Trust. The entrance to the nature area was through the Days Inn parking lot on a gravel road and had a gravel parking lot. Flexxon was interested in trading the City's frontage property on the northern side of the nature area for the rear portion of the Adamczyk tract, which was located behind the Days Inn tract, around the pond. Rast said the trade would be a wash as far as the acreage was concerned and would give the City control of the pond.

Rast showed a rendering of Flexxon's proposed development. Access to the nature area would be through Flexxon's commercial development. Flexxon was also willing to assist with road and parking improvements for the nature area. The swap would allow the commercial development's main entrance to line up with the MacDuff Parkway/GA 54 traffic signal. The combined Flexxon/Days Inn tract would be approximately 9.8 acres. The Line Creek Nature Area tract was 50 acres. The Flexxon tract had just over 500 linear feet of frontage on GA 54. The City tract had approximately 251 linear feet of frontage. The acreage to be swapped was 3.8 acres. Rast asked Council for feedback and direction.

Harold Wenal of Flexxon said Rast had accurately presented the proposal to Council. His company was also in negotiations to purchase the Buckner property. The company wanted to beautify everything along the area with a center that had a Tuscan overture, attractive landscaping, fountains, and an Italian look found in Tuscany today. Logsdon asked if the Line Creek pond would get the runoff from the development's parking lot. Wenal said he did not think so since the stormwater and detention requirements would keep that from happening. Rast agreed that the developer would have to work with the City Engineer so there would not be any impact from the development.

Logsdon noted that the City's highway frontage property would be worth more than the land in the back of the Days Inn property. He asked how that difference would be settled. Wenal said the company could pay the City the difference or whatever was required. Meeker said the swap had to be of equal or greater value, according to state law. Until the appraisals were completed, they would not know the difference in value.

Plunkett asked Wenal if he had sufficient property for his development without the City's frontage. Wenal said yes, but the development would be better with the additional frontage property.

Kourajian asked Rast what staff was requesting from Council. Meeker said staff was asking for guidance on whether they should proceed with the discussion, the same as with First Baptist Church. Rutherford clarified that staff wanted to know whether Council would consider a swap.

Rutherford referred to paragraph three of the staff memo on the agenda item in the meeting packet. According to the memo, Flexxon proposed assistance with the design and construction of the approach ramp for the gateway bridge. Rutherford said there had been no decision made on whether the bridge would be built, and she did not want that to be used as a bargaining chip. Rast said a previous Council had adopted the plan for the Livable Centers Initiative (LCI), which had been submitted to the Atlanta Regional Commission (ARC). The bridge had been approved as a part of the LCI study. The capital improvement plan was adopted. Rast said that, in working with the former owners, the City wanted to make sure that the bridge could be interconnected with any development on the site. He said Flexxon would design their development so the bridge could go in, if the decision was made to build the bridge. Rast said they were working with the Applebee's site so the design could accommodate the bridge if it was built. Rast continued that the cost of putting the bridge on the City-owned Wynnmeade entrance property would be much more than having the bridge approach on the proposed Applebee's property at the corner of GA 54 West/MacDuff Parkway because of the topography. The Wynnmeade entrance property would need a lot of work compared to the Applebee's property. Plunkett said there might be other things to sweeten the pot without the bridge approaches. Rutherford said they needed the appraisals. The property had to be of equal or greater value so the other things had nothing to do with the swap. She needed to know the cost and what would be gained before making a decision on a swap. Rast said the next step would be the appraisals, then trying to have a balanced swap.

Rutherford moved that the conversations continue, adding that did not guarantee Council would approve a swap, but was strictly looking at the property value. Plunkett added that Flexxon would pay for any appraisals. Logsdon seconded.

Mike Lorber, an SCT board member, said that the SCT had been trying to obtain all of the property around the pond for years. Frontage was important to a developer, but the pond was important to SCT. He knew there would be a difference in the price, and the SCT had a wish list. Rutherford said there could be no cash or improvements included in the swap. Plunkett said the swap had to be based on the value of the land. Rutherford said there might be other land in the City that could be purchased to bring up the value of the developer's property.

The motion carried unanimously.

Council/Staff Topics

Report on City Engineer's Meeting with CSX Railroad

Borkowski reported that staff, Logsdon, and representatives from John Wieland Homes and Levitt and Sons met with CSX representatives about the railroad crossings on GA 74 and Senoia Road. He noted that the siding that was under construction backed up to Centennial subdivision and the proposed West Village. CSX was growing, and Georgia and Florida were growing the fastest. CSX had committed \$400 million for capital improvements, including the new sidings

that were to be built from Florida to Chicago. The railroad's major concern was safety. A siding, which Borkowski described as a pit stop, got a train out of the way of another train. The railroad also owned a 50-foot wide strip alongside the rail line.

Plunkett asked how long a train could park on the siding. Borkowski said the train could be on the siding from 20 minutes to 12 hours. Plunkett asked if there were any way to keep the trains from being parked there. Meeker said not as long as the train was not blocking anyone's access. Kourajian asked if state or federal law regulated the railroad. Meeker said railroads were exclusively regulated by federal law. Rutherford asked if the railroad could shut down an active crossing. Logsdon said that been CSX's argument for closing the crossing at the former Comcast site on GA 74. It was a private crossing, and the railroad was closing the private crossings.

Plunkett noted that up to 80% of a railroad's cargo was caustic or damaging if there was an accident. She asked if there were any public safety regulations on parking a train near a residential area for hours. Meeker said there was nothing logical, and railroads were universally exempt from state regulations. Plunkett asked Meeker to research to see if there was any recourse. Some of the homes were less than 30 feet away from the tracks. Rutherford said she attended the Georgia Municipal Association's (GMA) railroad class last year, and there were not a lot of options. Most of a municipality's options had to do with rail lines crossing public roads and traffic. Plunkett said her concern was cargo and parking near neighborhoods. Meeker said all the protections pertained to public roads. He would have to look at it since he had only dealt with the railroad and public roads, but the railroad should not be allowed to land lock someone. Borkowski added that the CSX representative said there had to be a signed agreement with landowners in order to keep a private crossing open. The representative thought the agreement had expired. Logsdon said he had recently met with Doug Mitchell of Pathways Communities. He continued that Mitchell did not believe the agreement for the crossing had expired and would research the company's documents. Borkowski said that would help the City to keep the crossing open. The crossing was the proposed extension for MacDuff Parkway. Logsdon said the railroad representatives assured the City that they would help expedite any permits needed to build MacDuff Parkway over the railroad.

Borkowski said the siding would be the longest built to date and would hold a 110-car train. He said the siding was scheduled for completion by June 16, but it did not look like it would be completed by then. He said he had asked for funding assistance for a bridge over the railroad tracks, and was told the company would look into it. He also asked CSX to leave the crossing open so the City could plan for another road connection. The CSX representatives said they would look into it. Borkowski said staff would follow-up with CSX and would work closely with Meeker to find out any legal recourse the City might have.

Boone said the siding would have a definite impact on the residents just a few feet away. He asked if there was anything in federal law. Meeker said he would have to research it, and he would tap every resource. Rutherford said there had to be a means to keep the crossing open. The City needed to be proactive. Logsdon added that it would also be an eyesore on a major corridor into town.

Rutherford showed the new In Case of Emergency (ICE) stickers provided by the Fire Department. The stickers were the idea of firefighters and were to be used to mark cell phones or telephones. Upon seeing the sticker, emergency personnel would know that the injured or ill person had an ICE contact on the phone. The contacts would be listed with the term ICE before the name of their emergency contact, or ICE2 if there were more than one person that could be contacted.

Plunkett asked about the trashcans at Wilshire Pavilion. Assistant City Manager Colin Halterman said that Public Services Director Tom Corbett was working with the shopping center.

Rutherford said that the multi-use path paving had begun around Village Park. A piece had been paved, and some prep work had been done. The signs were gone. A section of the brand new pavement was already sinking. She also noted that nothing had been done to the black fence behind Balmoral that been damaged by a tree. More damage had been done to the fence. If the owner did not want to put the fence back up, then the broken pieces needed to be taken care of.

Boone noted that he had gotten a letter from Allied Waste. The rates had gone up and two-day service was no longer an option. Public Information Officer/Deputy City Clerk Betsy Tyler said the City had already gotten some citizen calls. Tyler said she had corrected some mistruths and rumors. She was getting fewer service complaints. Peach State was not adding customers on streets they were not already serving. She said she would note more about the complaint calls on the monthly report.

Rutherford moved to convene in executive session for threatened or pending litigation and a personnel issue. Boone seconded. The motion carried unanimously.

Rutherford moved to reconvene in regular session. Plunkett seconded. The motion carried unanimously.

There being no further business to discuss, Rutherford moved to adjourn. Plunkett seconded the motion. The motion carried unanimously. The meeting adjourned at 9:55 p.m.

Betsy Tyler, Deputy City Clerk

Harold K. Logsdon, Mayor

Pamela Dufresne, Recording Secretary

2006 City Event Calendar

		<u>June</u>
		6/1 – City Council Meeting, 7 pm 6/5 & 6 – City Council Workshop (Budget), 6:30 pm 6/15 – City Council Meeting, 7 pm 6/21 – City Council Workshop (Budget), 6:30 pm
<u>July</u>	<u>August</u>	<u>September</u>
7/1 – Comedy Night at The Fred, 6:30 pm 7/3 – Movie Night at The Fred, 8:30 pm 7/4 – Independence Day – City Offices Closed 7/6 – City Council Meeting, 7 pm 7/20 – City Council Meeting, 7 pm 7/29 - Movie Under the Stars, 7 pm, Baseball/Soccer Complex	8/1 – City Council Workshop (Tentative), 6:30 pm 8/3 – City Council Meeting, 7 pm 8/4 – Movie Under the Stars, 7 pm, Baseball/Soccer Complex 8/17 – City Council Meeting, 7 pm 8/26 – Kidz Fest, 11 am – 3 pm at Shakerag Knoll	9/4 – Labor Day, City Offices Closed 9/5 - City Council Workshop (Tentative), 6:30 pm 9/7 – City Council Meeting, 7 pm 9/16 & 17 – Shakerag Arts & Crafts Festival, Shakerag Knoll 9/21 – City Council Meeting, 7 pm
<u>October</u>	<u>November</u>	<u>December</u>
10/3 - City Council Workshop (Tentative), 6:30 pm 10/5 – City Council Meeting, 7 pm 10/14 & 15 – Great Georgia Air Show 10/19 – City Council Meeting, 7 pm 10/21 – PTC Classic Road Race 10/31 – Halloween	11/2 – City Council Meeting, 7 pm 11/7 - City Council Workshop (Tentative), 6:30 pm 11/16 – City Council Meeting, 7 pm 11/23 & 24 – Thanksgiving Holiday – City offices closed	12/7 – City Council Meeting, 7 pm 12/5 - City Council Workshop (Tentative), 6:30 pm 12/21 – City Council Meeting, 7 pm 12/25 & 26 – Christmas Holiday – City offices closed.

2007 City Event Calendar

<u>January</u>	<u>February</u>	<u>March</u>
1/02 - City Council Workshop (Tentative), 6:30 pm 1/4 – City Council Meeting, 7 pm 1/18 – City Council Meeting, 7 pm	2/1 – City Council Meeting, 7 pm 2/6 - City Council Workshop (Tentative), 6:30 pm 2/15 – City Council Meeting, 7 pm	3/1 – City Council Meeting, 7 pm 3/6 - City Council Workshop (Tentative), 6:30 pm 3/15 – City Council Meeting, 7 pm

Note: Items in **BOLD** are new additions

Updated 5/24/06

ADMINISTRATIVE SERVICES MONTHLY REPORT

For Month of: April 2006

	<u>March-06</u>	<u>April-06</u>	<u>FY 2006 YTD</u>	<u>FY 2005 YTD</u>
<u>Human Resources</u>				
Workers Compensation Claims Filed	2	1	10	14
City Vehicle / Equipment Accidents	0	1	7	9
Lawsuit Legal Fees	\$6,226.06	\$7,265.52	\$44,453.84	\$70,046.40

Municipal Court

Fines Collected	\$124,180.65	\$122,499.74	\$867,053.71	\$752,007.88
Online Transactions	212	108	1,206	1,001
Citations Closed	795	743	4,983	4,760
Jail Fund Balance	\$2,243.02	\$2,566.97	\$86,169.92	\$60,354.69

A positive Jail Fund Balance reflects a credit with the County based on jail fees paid versus number of prisoners housed

Public Information

New Businesses Registered	42	27	192	201
Public Contacts, Questions & Complaints	95	58 *	565	475

This includes 2 complaints against Comcast Cable Company, 0 sanitation company complaints (7 to date in May for rate increase, reduction to 1xper week service), and 5 Open Records/Discovery Requests.

Golf Cart Registration - 1455 decals issued as of 5/22/06

* Note: Tyler out 2 weeks in April.

**PEACHTREE CITY BUILDING DEPARTMENT
FY 2006**

	Mar-06	Apr-06	Fiscal Y-T-D 2006	Fiscal Y-T-D 2005
DEVELOPMENT PERMITS:	30	11	107	94
BUILDING PERMITS:				
Single Family Residential	21	10	98	62
Multi-Family Residential	0	0	0	9
Misc.-Pools/fences/additions	79	76	339	341
Commercial/Industrial	27	9	93	73
TOTAL INSPECTIONS:	750	505	4,059	3,683
CERTIFICATE OF OCCUPANCY:				
Residential	13	7	63	113
Commercial	6	5	28	24
Multi-Family Residential	0	0	0	3
CODE ENFORCEMENT:				
Sign Violations	147	133	1456	805
Rehab	18	30	119	114
Notice of Violations	234	364	1323	1712
Citations	6	5	16	12
Stop Work Orders	15	7	79	58
Complaints From Citizens	16	24	101	113
PERMIT FEES COLLECTED:	52,173	41,103	375,009	246,584
POPULATION:	35,924	35,939	35,939	35,720
Based on 2.09 of completed occupancy				

CITY OF PEACHTREE CITY
FINANCIAL SERVICES MONTHLY REPORT (UNAUDITED)
AS OF APRIL 30, 2006

Fund	Cash Balance	Total Investment	Total Cash and Investments	YTD Interest
General Fund	\$ 1,321,018	\$ 10,941,701	\$ 12,262,719	\$ 290,987
Neighborhood Parks Fund	1,804	-	1,804	68
DARE Fund	1,377	-	1,377	58
Federal Seizures Fund	9,190	-	9,190	216
HAZMAT Fund	2,423	-	2,423	70
Library Sales Tax Fund	9,920	-	9,920	292
Police Tuition Fund	3,941	-	3,941	114
Youth Council Fund	773	-	773	27
Fire/EMS Grant Fund	(18,348)	-	(18,348)	-
PD Cert/GEMA Grant	-	-	-	-
Athletic Assoc. Funds	61,754	-	61,754	1,429
Hotel/Motel Tax Fund	-	-	-	-
Library Construction Fund	-	197,826	197,826	15,614
S.P.L.O.S.T.	1,528,569	-	1,528,569	26,086
Public Improvement Funds	648,150	1,011,945	1,660,095	78,570
Debt Service Funds	-	-	-	-
Stormwater Utility Fund	218,596	-	218,596	-
Municipal Court Fund	45,973	-	45,973	-
Landscape Deposit Fund	126,040	-	126,040	-
Total Collateralized Funds	\$ 3,961,180	\$ 12,151,472	\$ 16,112,652	\$ 413,531
Pension Trust Fund	-	8,958,446	8,958,446	-
Grand Total	\$ 3,961,180	\$ 21,109,918	\$ 25,071,098	\$ 413,531

Collateral Analysis as of April 30, 2006		
Safe-keeping Bank	Bank	Total Held
Bank of New York	Wachovia	\$ 17,787,196

CITY OF PEACHTREE CITY
GENERAL GOVERNMENTAL FUNDS BUDGET COMPARISON (UNAUDITED)
FOR THE SEVEN MONTHS ENDED APRIL 30, 2006

REVENUES BY MAJOR CATEGORIES				
Description	2006 Budget	YTD Actual	Dollar Difference	Percentage To-Date
General Property Taxes	\$ 9,119,954	\$ 8,628,952	\$ (491,002)	94.62%
Franchise Taxes	2,100,128	1,047,989	(1,052,139)	49.90%
Local Option Sales Tax	6,554,692	3,996,827	(2,557,865)	60.98%
Other Sales & Use Taxes	635,702	359,867	(275,835)	56.61%
Business Taxes	1,921,788	2,002,599	80,811	104.20%
Licenses & Permits	945,801	721,263	(224,538)	76.26%
Grants	310,929	-	(310,929)	0.00%
Charges for Services	1,197,915	511,166	(686,749)	42.67%
Fines & Forfeitures	1,174,904	625,120	(549,784)	53.21%
Investment Income	281,208	290,987	9,779	103.48%
Surplus Carryover	1,947,240	-	(1,947,240)	0.00%
Other Revenue	88,551	7,645	(80,906)	8.63%
Other Financing Sources	395,891	281,453	(114,438)	71.09%
Total General Fund	\$ 26,674,703	\$ 18,473,868	\$ (8,200,835)	69.26%
Hotel/Motel Tax Fund	999,413	629,561	(369,852)	62.99%
Total General & Hotel/Motel Tax Funds	\$ 27,674,116	\$ 19,103,429	\$ (8,570,687)	69.03%

EXPENDITURES BY DIVISION AND/OR TYPE PERCENTAGE OF BUDGET YEAR COMPLETED - 58.3%				
Division and/or Type	2006 Budget	YTD Actual	Dollar Difference	Percentage To-Date
Administrative Services	\$ 1,603,147	\$ 866,308	\$ 736,839	54.04%
Developmental Services	1,852,302	903,707	948,595	48.79%
Financial Services	845,259	481,775	363,484	57.00%
Leisure Services	4,807,693	2,538,726	2,268,967	52.81%
Public Safety	9,516,800	5,140,522	4,376,278	54.02%
Public Works	4,624,521	2,022,676	2,601,845	43.74%
Council Contingency	60,500	-	60,500	0.00%
Non-Profit Organizations	15,000	15,000	-	100.00%
Grant Incentive Program	50,000	-	50,000	0.00%
Transfer to Development Authority	35,000	35,000	-	100.00%
Transfers to Other Funds	3,520,276	1,619,381	1,900,895	46.00%
Liability Insurance	73,486	50,621	22,865	68.89%
Legal Services	155,125	63,975	91,150	41.24%
General Administration	75,000	9,220	65,780	12.29%
Other	(559,406)	-	(559,406)	0.00%
Total General Fund	\$ 26,674,703	\$ 13,746,911	\$ 12,927,792	51.54%
Hotel/Motel Tax Fund				
Transfer to General Fund	333,138	209,854	123,284	62.99%
Transfer to Tourism Fund	666,275	419,707	246,568	62.99%
Total General & Hotel/Motel Tax Funds	\$ 27,674,116	\$ 14,376,472	\$ 13,297,644	51.95%

CITY OF PEACHTREE CITY
FINANCIAL SERVICES MONTHLY REPORT (UNAUDITED)
AS OF APRIL 30, 2006

SUMMARY OF MAJOR EXPENDITURES BY CITY MANAGER APRIL 2006			
Description	Vendor	Award	Date
Crack Sealer Applicator	Reynolds-Warren Equipment Co	\$ 27,846.00	04/10/2006
Grinding Services-Rcycling Center	Tag Grinding Services	20,065.00	04/10/2006
Design-Hip Pocket Road Culvert	Integrated Science and Engineering	14,150.00	04/10/2006

PURCHASING REPORT FOR MONTH ENDED APRIL 30, 2006 AND APRIL 30, 2005		
Activity	Fiscal Year 2006	Fiscal Year 2005
Purchase Orders / Requisitions Processed	189	207
City Store Requisitions Processed	8	12
Sealed Bids Requested	6	15
Requests for Proposals	0	3
Bids Awarded	3	3
Requests for Proposals Awarded	1	4
Contracts Prepared	5	5
Fixed Assets Purchased	3	2

INFORMATION TECHNOLOGY REPORT APRIL 2006 AND YEAR-TO-DATE		
Activity	Current Month	Fiscal Year 2006
Work Orders Created	89	835
Work Orders Closed	64	748
Work Orders Open	24	60
Corrective Work Orders	52	514
Project Work Orders	7	51
Technical Support	26	217
Website Visits	46,323	268,489

**PEACHTREE CITY FIRE/EMS DEPARTMENT
2006 MONTHLY REPORT**

	Mar. 06	Apr. 06	2006 Y-T-D	2005 Y-T-D
FIRE/ACCIDENT CALLS				
Actual Residential Fires	1	0	16	26
Actual Business/Industrial Fires	0	0	6	7
¹ Rescue/EMS Assist	156	106	1009	949
¹ Vehicle/Golfcart Accidents	18	27	176	143
¹ False Alarms	22	23	142	166
² Other	26	24	173	223
Total Engine Response	223	180	1522	1514
 Dispatched Fire Calls	 48	 48	 371	 428
 Response Time Fire	 4:16	 4:44	 4:46	 4:56
 RESCUE/EMS				
Trauma	44	26	424	438
Medical	127	109	822	551
Total # Patients	171	135	1246	989
 Patients Transported	 94	 59	 579	 468
 Dispatched EMS Calls	 179	 132	 1162	 1095
 Total Medic Response	 262	 229	 1581	 1339
 Dispatched Fire/EMS Total	 227	 180	 1533	 1523
 Response Time EMS	 4:22	 4:08	 4:10	 4:10
 EMS BILLING				
Patients Billed	71	46	511	588
 Revenue Generated	 27,549	 17,715	 199,618	 226,481
 ³ Total Revenue Received	 23,708	 24,881	 165,682	 134,336

¹Previously categorized as Other

²Other miscellaneous responses; gas and water leaks, hazmat spills, etc.

³Revenue Received on All Outstanding Accounts

LEISURE SERVICES MONTHLY REPORT

Apr-06

<u>Activity Description</u>	<u>Unit</u>	<u>April 2006</u>	<u>FY 2006 YTD</u>	<u>FY 2005 YTD</u>
Library				
Books Circulated	number	20,525	133,927	107,694
Internet Usage	visits	3,533	16,753	16,096
Computer Lab Use	hours	49	305	132

Recreation

Class/Program Revenue	\$	\$2,528	\$20,615	\$29,741
Playing Surface Mowing	hours	480	1,410	1,398
Playing Field Preparations	hours	870	4,215	4,010
Building Maintenance	hours	481	3,049	2,990
Safety Inspections	visits	50	350	350
Litter Removal	hours	308	1,942	2,032
Complaints answered	number	1	13	8

**PEACHTREE CITY POLICE DEPARTMENT
2006 MONTHLY REPORT**

	MARCH 06	APRIL 06	2006 CYTD	2005 CYTD
PART I CRIMES				
Murder	0	0	0	0
Rape	0	0	0	1
Robbery	0	0	0	2
Aggravated Assault	0	1	2	3
Arson	0	0	0	2
Auto Theft	1	2	12	19
Theft	26	21	97	66
Burglary	2	1	8	6
TOTAL PART I CRIMES	29	25	119	99
ALCOHOL/DRUG ARRESTS				
DUI – TOTAL	25	18	70	78
DUI – ADULT	22	16	63	71
DUI – UNDERAGE	3	2	7	7
MINOR IN POSSESSION OF ALCOHOL	5	5	22	18
DRUG ARRESTS:				
MARIJUANA	6	9	21	28
METHAMPHEDIMINE	1	0	1	4
COCAINE	0	3	3	1
OTHER (opium, etc)	0	0	0	0
ARRESTS				
PROPERTY CRIMES	4	3	41	33
PERSON CRIMES	3	2	11	18
CITY ORDINANCES	40	44	140	143
TRAFFIC OFFENSES	50	60	241	111
OTHER	47	47	195	161
AVERAGE RESPONSE TIME	5.45	6.05	5.74	5.49
CALLS ANSWERED	6165	5737	24,231	25,151
TRAFFIC				
CITATIONS ISSUED	681	498	2558	2318

WARNINGS	498	366	1985	1646
ACCIDENTS	92	97	375	348

TOP 5 ACCIDENT LOCATIONS – MONTH

HWY 54 / COMMERCE DR	8
HWY 54 / HWY 74	6
HWY 54 / WYNNMEADE PKWY	3
HWY 74 / KELLY DR	3
CROSSTOWN DR / PEACHTREE PKWY	2

TOP 5 ACCIDENT LOCATION – Y T D

HWY 54 / COMMERCE DRIVE	28
HWY 54 / HWY 74	18
HWY 74 / CROSSTOWN DRIVE	12
HWY 74 / PEACHTREE PARKWAY	8
HWY 54 / LINE CREEK RD	7

PUBLIC SERVICES MONTHLY REPORT

APRIL 2006

<u>Activity Description</u>	<u>Unit</u>	<u>April- 06</u>	<u>FY 2006 YTD</u>	<u>FY 2005 YTD</u>
Street Patching	Hrs.	375	2,377	533
Street Crack Sealing	Hrs.	174	425	461
Drainage Maintenance	Hrs.	152	901	2,146
Street Sweeping	Hrs.	0	292	279
Cart Path Paving	Ft.	4,715	25,277	6,612
Cart Path Prepped For Paving	Ft.	1,005	12,889	~~~
Cart Path Litter Removal	Hrs.	227	911	664
Cart Path Drainage Maintenance	Hrs.	0	1,673	903
R.O.W. Mowing	Hrs.	512	1,046	1,241
R.O.W. litter Removal	Hrs.	279	2,866	1,994
General Maintenance	Hrs.	277	1,893	2,798
Mowing (Subdivision Entrances)	Hrs.	347	1,780	2,513
Landscape Maintenance	Hrs.	3	557	535
Landscape Planting/Mulching	Hrs.	14	3,660	1,724
Litter Removal	Hrs.	0	0	14
Subdivision Sign Maintenance	Hrs.	27	168	215
Traffic Sign Maintenance	Hrs.	173	1,144	1,206
Vandalism Repairs	Hrs.	5	31	79
Vandalism Repairs	Dls.	115	1,046	1,382
Citizen Requests Answered	Num.	85	425	717
Community Service	Hrs.	24	160	51
<u>RECYCLING SITE</u>				
Manhours	Hrs.	74	466	453
PARTICIPANTS				
Recycling	Num.	329	1,653	1,562
Composting	Num.	1,684	6,774	10,195
Mulch Pick Up	Num.	138	672	541

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: City Manager 
Assistant City Manager 

FROM: Administrative Services Director / City Clerk 

DATE: May 21, 2006

SUBJECT: Consider Change in Agency Representative and Broker of Record
June 1, 2006, Council Agenda

Recommendation:

Consider naming J. Smith Lanier & Co. as Agency Representative with R. Dave Knight as Broker of Record for the City's medical insurance program.

Discussion:

In November 2004 the City changed our group medical coverage from American Medical Security to United Healthcare. At that time, two brokers quoted the same coverage with United Healthcare and were interviewed to serve as Broker of Record to represent our interests with the insurance company and to help resolve any problems that might occur. R. Dave Knight with J. Smith Lanier and Chris Clark with Palmer and Cay (now part of Wachovia) were the two who were interviewed. R. Dave Knight from J. Smith Lanier had been our long time Broker of Record and had always provided excellent service. However, his quote for providing his services was \$5,000 more than Mr. Clark quoted and, therefore, Mr. Clark was appointed Broker of Record.

As some of you know there were numerous problems that occurred during and after the transition to United Healthcare. Staff was not completely satisfied with the effort Mr. Clark put forward in trying to resolve these problems. Staff was used to Mr. Knight's more aggressive representation, which had always led to quick resolution of problems.

Several weeks ago, Mr. Clark left Wachovia and Wachovia assigned a new broker to handle the City's account. At that time City staff discussed the feasibility of getting Mr. Knight reappointed as the Broker of Record. Mr. Knight was contacted and quoted that same amount the City is currently paying for this service. Based on the past performance of Mr. Knight and the unknown abilities of the newly assigned broker, staff is requesting that Council name J. Smith Lanier & Company as Agency Representative and R. Dave Knight as Broker of Record.

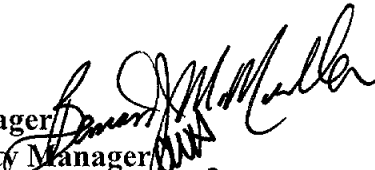
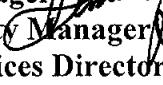
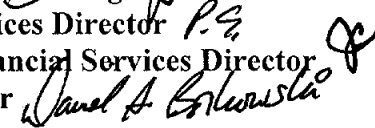
Budget Impact:

No increase in budget.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: Bernard McMullen, City Manager 
Colin Halterman, Assistant City Manager 
Paul Salvatore, Financial Services Director P.S.
Janet Camburn, Assistant Financial Services Director
Dave Borkowski, City Engineer 

FROM: Angela Egan, Purchasing Agent 

DATE: May 22, 2006

SUBJECT: Removal of Structure at 531 North Fairfield
June 1, 2006 Council Meeting

Recommendation:

Staff recommends contracting for removal of the structure at 531 North Fairfield with Brent Scarbrough & Company for the bid price of \$17,543.75.

Discussion:

Bid packages were mailed to demolition companies, house movers and general contractors as well as posted to the City's website. Four vendors attended the mandatory pre-bid meeting and site visit held at 531 N. Fairfield. Those vendors are:

MassAna Construction	McCoy Grading, Inc.
Brent Scarbrough & Co.	V.E. Properties

Two bids were received as follows:

Brent Scarbrough & Company	\$17,543.75
McCoy Grading	\$20,350.00

Budget Impact:

There are adequate funds available in the 2006 Stormwater Utility budget (521-4250-54-1100 Project U02) for the removal of the structure.

Attachments

06-135BSW
Relocation/Salvage Rights
BID TITLE: to Structure @ 531 N. Fairfield

CITY OF PEACHTREE CITY BID TABULATION SHEET

- NO BID BOND
- PRE-BID ATTENDANCE MANDATOR
 - massana • Scarbrough
 - mc Coy • V.E. Properties

DATE: May 9, 2006, 10:00 a.m.

BIDS OPENED BY: *Charlottesville Burns*
WITNESSED BY: *Angela Egan*

BUDGET: unbudgeted

TIME COMPLETED: 10:05

[illegible]

CITY OF PEACHTREE CITY, GEORGIA

BID/TENDER FORM

Owner:

City of Peachtree City
151 Willowbend Road
Peachtree City, GA 30269

Bidder's Name and Address:

BRENT SCARBROUGH & CO INC
155 ROBINSON DRIVE
FAYETTEVILLE, CA 30214

Due Date: 05/09/2006

1. Pursuant to and in compliance with the Invitation to Bid and the proposed Contract Documents relating to the demolition project known as:

RELOCATION/SALVAGE OF STRUCTURE AT 531 FAIRFIELD DRIVE

Including Addenda #1, the undersigned, having become thoroughly familiar with the terms and conditions affecting the performance and costs of the work at the place where the work is to be completed, and having fully inspected the site and all particulars, hereby proposes and agrees to fully perform the work within thirty (30) calendar days and in strict accordance with the Contract Documents, including furnishing any and all labor and materials, and to do all of the work in accordance with the Contract Documents for the following lump sum, hereinafter referred to as the Base Bid of:

Base Bid \$ \$17,543.75

2. The undersigned has checked the above figure, and understands that the City will not be responsible for any errors or omissions on the part of the undersigned in preparing this bid.
3. In submitting this bid, it is understood that the right is reserved by the City to reject any or all bids and waive all irregularities in connection herewith.
4. The undersigned declares that the person or persons signing the bid is/are fully authorized to sign on behalf of the firm listed and to fully bind the firm listed to all of the bid's conditions and provisions thereof.
5. It is agreed that no person or persons or company other than the firm listed below or as otherwise indicated has any interest whatsoever in this bid or the contract that may be entered into as a result of this bid and that in all respects the bid is legal and firm, submitted in good faith without collusion or fraud.
6. It is agreed that the undersigned has complied or will comply with all requirements of local, state, and federal laws, and that no legal requirements had been or will be violated in making or accepting this bid, in awarding the contract to him/her and/or in the prosecution of the work required.
7. The City will not be bound to enter into a Contract with the low bidder unless a mutually acceptable cost is reached.
8. The undersigned agrees to commence actual physical work on the site with an adequate force and equipment no later than ten (10) days after bid award and complete the work within six (6) calendar days. Time frame may be changed at any time by the City at its discretion to a time mutually acceptable to the City and the Contractor.
9. The undersigned agrees that this proposal may not be revoked or withdrawn after the time set for the opening of the bids but shall remain open for acceptance for a period of ninety (90) days following such time.
10. If written notice of the acceptance of this bid is mailed or delivered to the undersigned within sixty (60) days after the date set for the opening of this bid, or any other time thereafter before it is withdrawn, the undersigned will execute and deliver to the Owner proof of insurance coverage and performance bond or cashiers check, all within ten (10) days after personal delivery or after deposit in the mails of the Notice of Award of this bid.

11. The names of all persons interested in the foregoing bid as principals are listed below:

IMPORTANT NOTICE: If a bidder is a corporation, give legal name of the corporation, state where incorporated, and the name of its president and secretary. If a partnership, give the name of the firm and the names of all individual co-partners composing the firm. If the bidder is an individual, give first and last name in full.

12. Addendum Receipt: The receipt of the following addendum to the specifications is acknowledged.

Addendum No. 1 dated 04/28/2006

Addendum No. _____ dated _____

Date of Bid: 05/09/2006

Firm Name: Brent Scarbrough & Co., Inc

Business Address: 155 Robinson Drive
(No post office boxes)

Fayetteville, GA 30214

Submitted By: 
(Signature in blue ink)

Shane Waters
(Printed name)

Telephone Number: 770/461-8603

Fax Number: 770/461-0470

E-mail Address: rob@brentscarbrough.com

Tax I.D. # 58-1761943

NOTE: Bidders should not add any conditions or qualifying statements to this bid or otherwise the bid may be declared irregular as being not responsive.

CITY OF PEACHTREE CITY

QUESTIONNAIRE SHEET

The undersigned guarantees the truth and accuracy of all statements and answers herein contained.

1. How many years has your organization been in business as a Contractor?

20 years

2. What is the last project of this nature that you have completed? Give project name and describe the scope of the project, contact person, address and telephone number.

Church and Carwash demo- Hwy 54

Best Buy/ Office Depot Site

3. Have you ever failed to complete work awarded to you: if so, where and why?

No

4. The following are named as all corporations or individuals for which you have performed work in the last three (3) years: (Give company name, contact person, address, telephone number and the project name).

RAM Development- Doug McMurrain/ 404-275-7100 (Best Buy)

Brad Cole Construction- Brooks Lewis/ 770-834-4681 (Walmart Hiram)

REL Properties Inc.- Mark McCarthy/ 404/456-2043 (McCart's Landing)

Development Site Services- Jenny Perry/ 678-870-3774 (Lakeshore) Subd.)

(use additional pages as needed)

5. Have you personally inspected the proposed work and have you a complete plan for its performance?

Yes

6. Will you sublet any part of this work? If so, specify all possible contractors, giving business name, phone, contact and type of work:

No

(continued)

(use additional pages as needed)

7. State the true, exact, correct and complete name of the partnership, corporation, or trade name under which you do business, and the address of the place of business. (If a corporation, state the name of the President and Secretary. If a partnership, state the names of all partners. If a trade name, state the names of the individuals who do business under the trade name.) It is absolutely necessary that this information be furnished.

Brent Scarbrough & Co., Inc.

Correct Name of Bidder

- (a) The business is a (Proprietorship) (Partnership) (Corporation).

- (b) The address of principal place of business is:

155 Robinson Drive

Fayetteville, GA 30214

- (c) The telephone number and facsimile number are:

770/461-8603 Fax 770/461-0470

- (d) The names of the corporate officers, or partners, or individuals doing business under a trade name are as follows:

Brent Scarbrough
Name

President
Title

Shane Waters
Name

Vice President
Title

Name

Title

Brent Scarbrough & Co., Inc.
Bidder

- (e) The name(s) of the agent of the corporation registered with the Secretary of State and address:

Shirley Ramsey
Name

Secretary
Title

155 Robinson Drive Fayetteville, GA 30214
Address

END OF SECTION

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council Members

VIA: City Manager *Benjamin J. McCalla*
Financial Services Director P.S.
Assistant Financial Services Director
Developmental Services Director *WJ*

FROM: City Engineer *David A. Zerkow*

DATE: May 24, 2006

SUBJECT: Walt Banks and Peachtree Parkway Intersection Improvements
June 1, 2006 City Council Agenda

Recommendation:

Staff requests Council to give guidance on which intersection improvement option to pursue for the Walt Banks Road and Peachtree Parkway intersection.

Discussion:

At the February 2, 2006, City Council meeting, staff presented the concept of a roundabout at the Walt Banks Road and Peachtree Parkway intersection. Council requested staff to develop other intersection improvement options in addition to a roundabout to provide Council with additional information to make a decision on the type of intersection improvements to be made.

The City's transportation consultant, QK4, has taken traffic counts and prepared a detailed report on several intersection improvement options (see attached Executive Summary and Figures 1-4 detailing the proposed improvements). QK4 will be in attendance and will provide a brief overview of each option and will be available to answer questions.

Budget Impact:

Funding available for this project includes SPLOST funds, Federal Grant funds and contributions from the developer of Lexington Commons.

Attachments

cc: City Engineer's File

EXECUTIVE SUMMARY

Principal Findings

- Cart path traffic is concentrated during one-hour in the morning (7:45-8:45) and an hour in the afternoon (3:15-4:15), and is related to the schools.
- Currently, congestion is observed only during a short peak period in the morning and another in the afternoon, within the hours listed above.
- Over the next 20 years, as traffic increases, congestion at this intersection will increase.
- A roundabout could accommodate the expected traffic growth at this intersection up to the year 2026 – Estimated construction cost: \$350,000.
- Signalizing this intersection and constructing a westbound right-turn lane on Walt Banks Road and left-turn lanes on Peachtree Road could accommodate projected growth through the year 2026 – Estimated construction cost: \$550,000, including traffic signal (\$460,000 without signalization).
- If this intersection were widened, it would not warrant a signal today, but it will warrant installation of a traffic signal within the next five years.
- Construction of a grade-separated tunnel under the intersection/roundabout for the cart path would require right-of-way, wall construction, earthwork, and a long culvert. These improvements would cost approximately \$520,000 in addition to the \$350,000 for cost of the roundabout, resulting in a total estimated cost of \$870,000. Figure 2 shows this concept.

Recommendations

Based on the assumptions and analysis included in this report, there are two viable options for improving the intersection of Peachtree Parkway and Walt Banks Road.

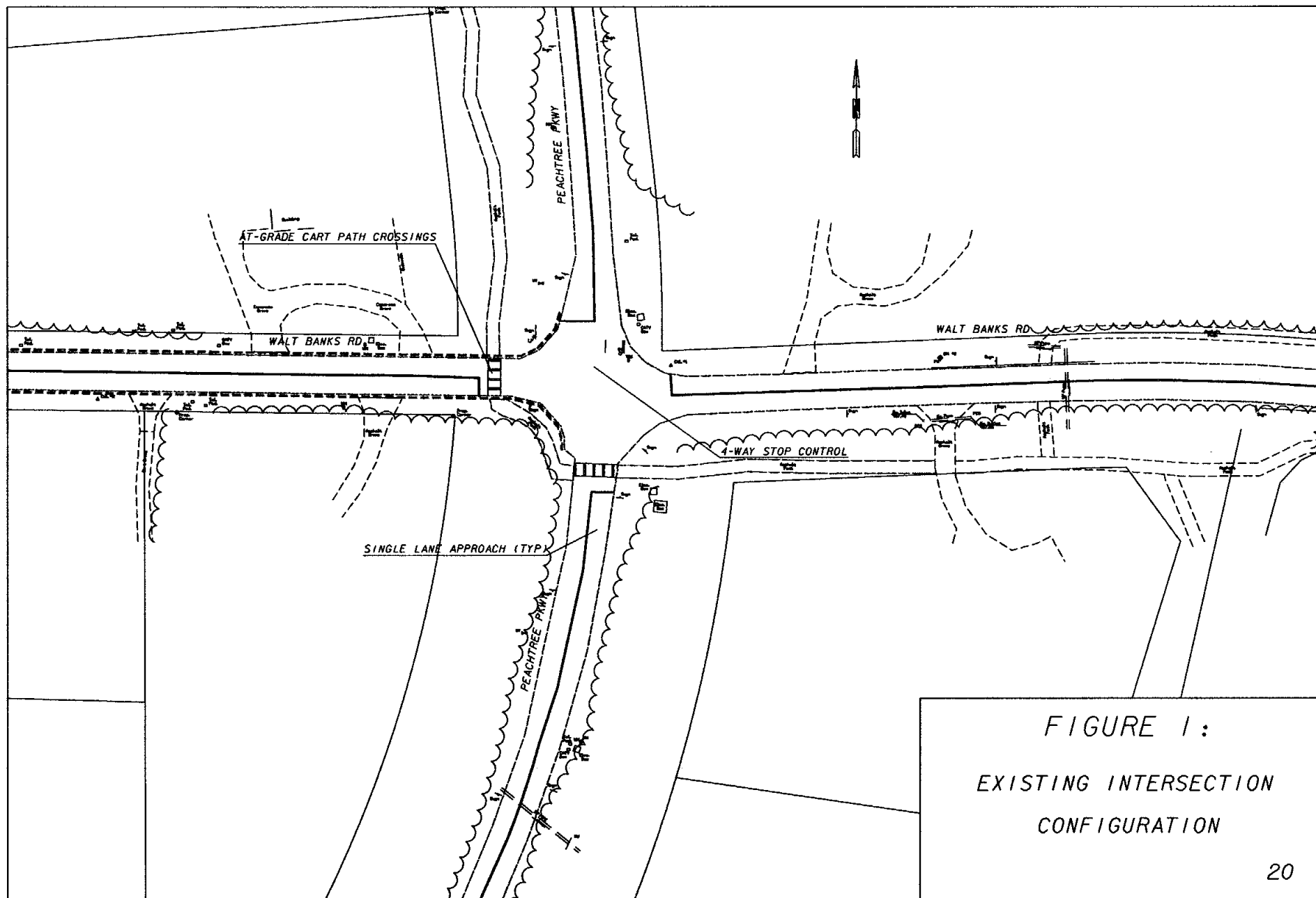
Option 1:

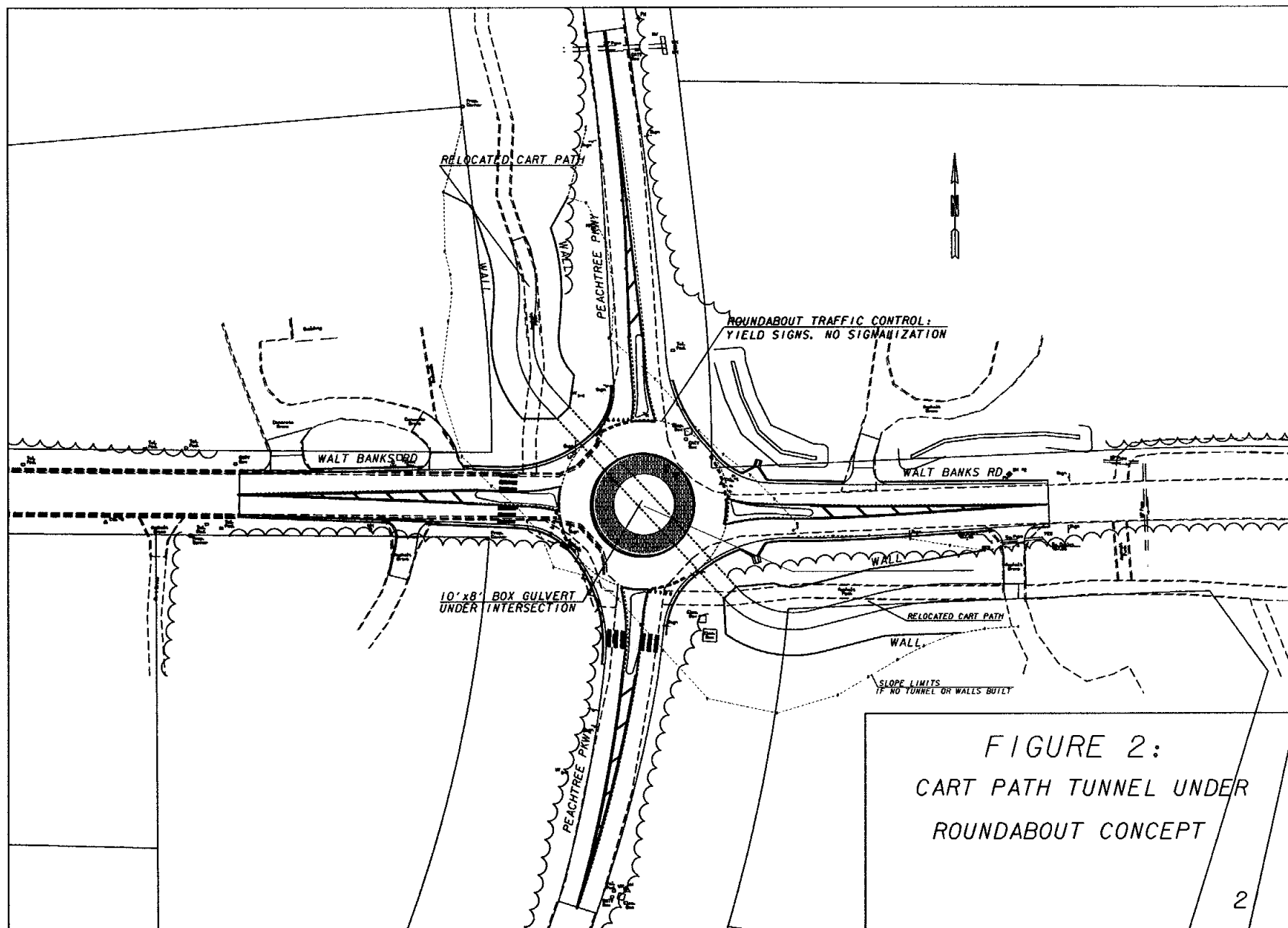
Construct a roundabout, with at-grade crosswalks provided for the cart path along the eastbound and northbound approach roadways. Figure 3 shows this concept.

Option 2:

Construct a westbound right-turn lane on the westbound approach of Walt Banks Road. Channelize this right-turn movement by constructing a raised corner island. Construct northbound and southbound left-turn lanes along Peachtree Parkway. Figure 4 shows this concept.

Signalize the reconstructed intersection. If signal does not meet warrants by the time the intersection is reconstructed, operate reconstructed intersection on an interim basis as a four-way stop, until the intersection does meet warrants.





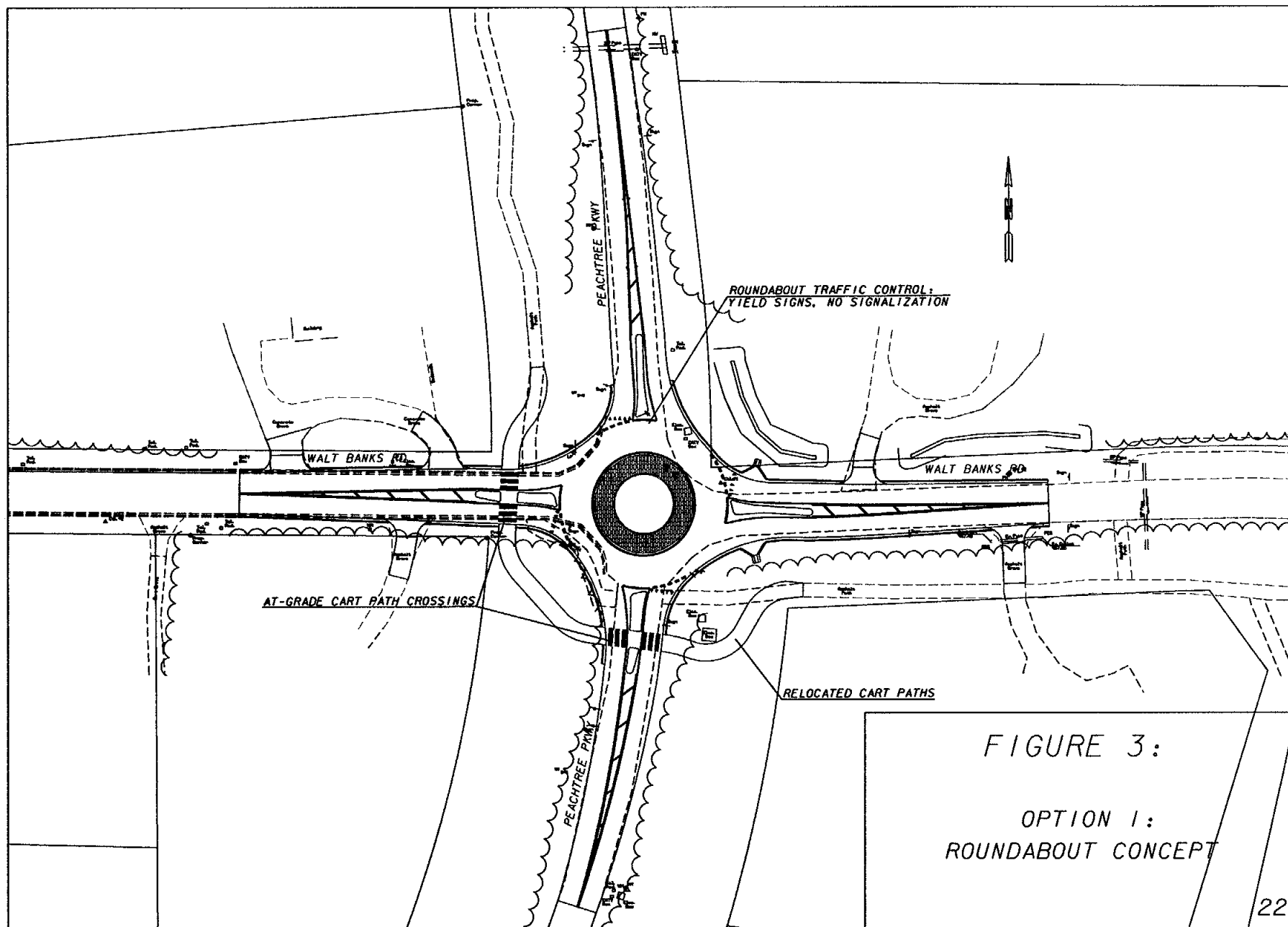
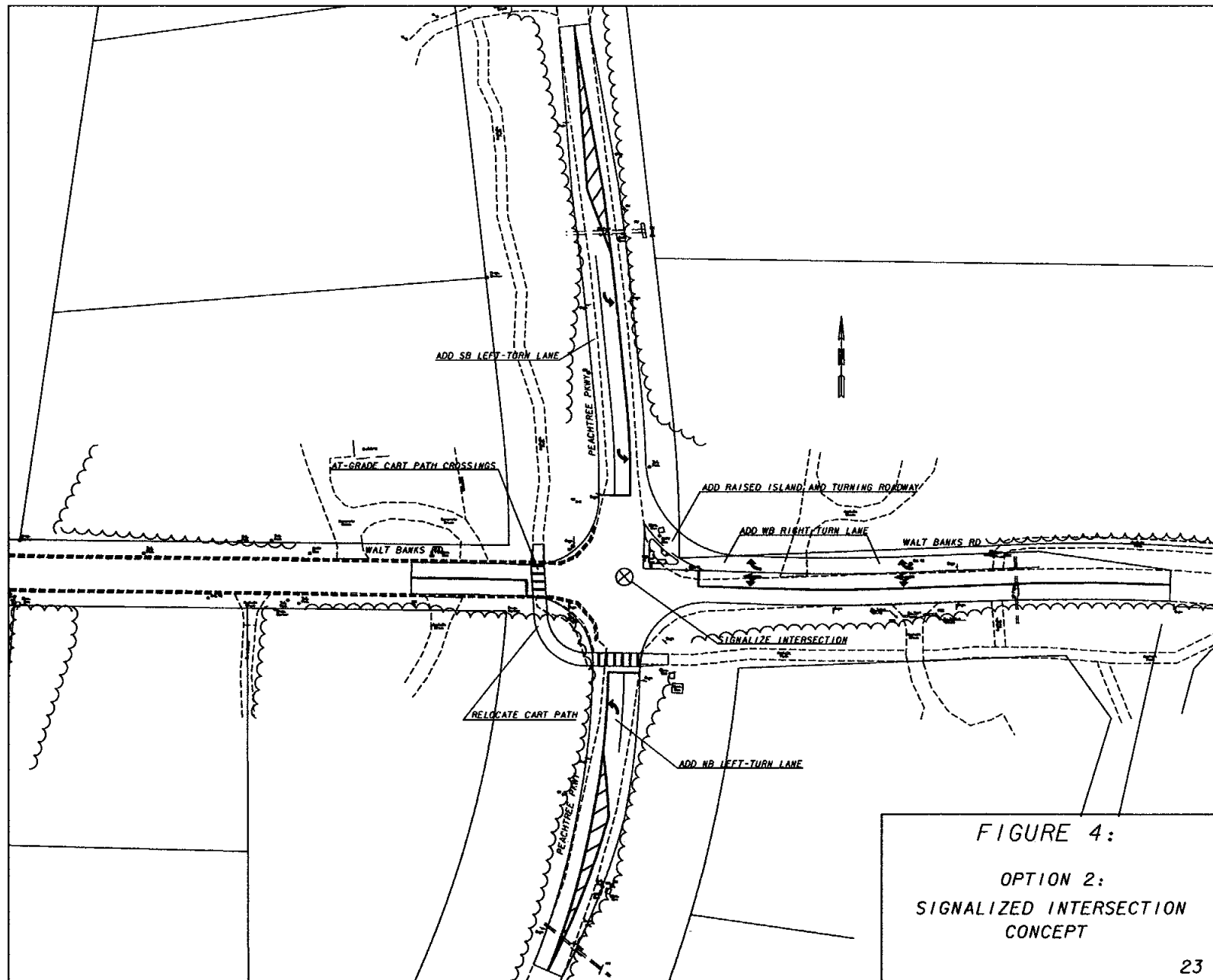


FIGURE 3:
OPTION 1:
ROUNDBOUT CONCEPT



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: City Manager *Bernard J. McMiller*
Developmental Services Director *David*

FROM: City Planner/ Zoning Administrator *David*

DATE: May 26, 2006

SUBJECT: **Proposed Rezoning: HomeTech Mortgage tract, SR 74 North**
June 1, 2006 City Council agenda

With the concurrence of the Applicant, City Staff is requesting that this item be continued until the June 15 City Council meeting.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: City Manager *Bernard J. McCall*
Developmental Services Director *David*

FROM: City Planner/ Zoning Administrator *David*

DATE: May 26, 2006

SUBJECT: Request by Pathway Communities to lift the moratorium on multi-family housing, Stevens Entry tract
June 1, 2006 City Council agenda

With the concurrence of the Applicant, City Staff is requesting that this item be continued until the June 15 City Council meeting.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

FROM: City Manager 

DATE: May 25, 2006

SUBJECT: Consider Approval of a City of Senoia Request to Enter an Agreement with WASA to Provide Wastewater Treatment
June 1, 2006, City Council Meeting

Recommendation:

That Council consider authorizing Peachtree City Water and Sewerage Authority (WASA) to provide up to 500,000 gallons per day of wastewater treatment service to the City of Senoia.

Discussion:

The City of Senoia has requested that WASA provide wastewater treatment service for the City of Senoia. Under the terms of the Bonds to finance WASA's acquisition of the sewer system in 1997, the Mayor and Council must authorize any extension of the sewerage system outside the city limits.

At the workshop on May 9, Council discussed this request and a number of questions were asked. Attached are the answers provided by WASA to those questions, along with the formal request from the City of Senoia.

Representatives from both the City of Senoia and WASA will be present at the meeting to address Council about the request.

Budget Impact:

This item will have no impact on the City of Peachtree City's budget. It will provide an additional revenue stream to WASA to offset the loss of their primary customer, Photocircuits, thus potentially impacting the monthly rates paid by WASA customers, who are primarily Peachtree City residents.

- What is the projection for a financial gain/loss for year ending 10/31/2006?

The FY2006 budget was basically a breakeven budget. Currently expenditures are on track; however, we expect to exceed budgeted expenditures by approximately \$100,000 due to the City's extensive paving program this year. Rate revenue is currently showing a \$200,000 deficit which if continue at the same rate would produce a \$500,000 deficit.

- What is the financial projection for FY2007 without Senoia?

We have not made any projections on the FY2007 budget; however, we do not see any replacement revenue for the Photocircuits stream except to use the reserves for any shortfall.

- What is the financial projection for FY2007 with Senoia?

It wouldn't change. The capacity that Senoia is interested in acquiring is for future growth on the south side of town and we wouldn't expect any flows from Senoia until at least 2009.

- Are all of the financial reserves built up to at least the minimum requirement?

There is no legal requirement for a minimum reserve fund. According to Fitch Ratings in its Water and Sewer Revenue Bond Rating Guidelines, published in April 2004, the median days of cash on hand for the twenty-two "AA" rates issuers they surveyed was 220 days. The median for "AAA" rates issuers was 614 days. The current book reserve is approximately 310 days; however, approximately \$2 million of that is planned for capital improvement. That makes the actual reserve more in the range of 189 days. The Authority's financial advisor recommends a cash reserve of between 180-365 days.

- If the reserves are met and the FY2007 projection is positive, is a rate reduction possible?

The Authority has only had one rate increase since 1992 and our rates are well below the average for the Atlanta metro area. The Authority strives to maintain low rates and providing capacity to Senoia will help maintain that goal.

- If WASA is and will be running in the black, and the reserves are up to requirement, could they be saving money in a fund to start laying sewer in Hip Pocket?

The bond covenants state that WASA cannot provide any free services; therefore, WASA could not use its revenues to benefit individual property owners. Customers that have already paid for their sewers pay these revenues. I expect that if we even thought about it that we would be challenged in court.



City of Senoia

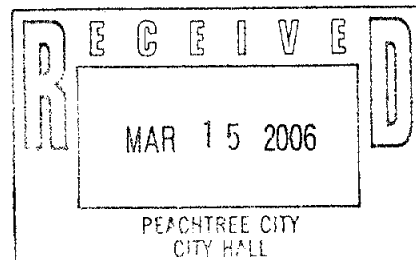
P.O. Box 310
Senoia, GA 30276
TEL. 770-599-3679
FAX 770-599-0855

Robert K. Belisle
Mayor

Richard W. Ferry
City Administrator

March 13, 2006

Mr. Bernard McMullen
City Manager
City of Peachtree City, Georgia
151 Willow Bend Road
Peachtree City, Georgia 30269



Re: City of Senoia
Long Term Wastewater Treatment Agreement

Dear Mr. McMullen:

In 2004, the City of Senoia completed its initial phase of construction of a city-wide sewerage system. Based on water balances, the land application area can satisfactorily handle a flow of 514,000 gallons per day. The existing Land Application System permit allows a daily treatment rate of 490,000 gallons per day. If present rates of development continue in Senoia, the City will exceed its wastewater treatment capacity by 2010.

Because of this, the Council commissioned its engineer, G. Ben Turnipseed Engineers, Inc., to study the City's present capacity and provide alternatives for any necessary expansions. One alternative presented is to pump the wastewater to Peachtree City. This option is in accordance with the wastewater implementation plan for the Metropolitan North Georgia Wastewater Management Plan. In this plan it states that "wastewater from the Line Creek Watershed will be managed through a regional project with Peachtree City." It further states the existing plan is not proposed to be expanded until 2020 when the plant will be decommissioned and all wastewater will be treated at Peachtree City facilities.

The City of Senoia wishes to seek the consent of the City Council of Peachtree City to enter into a contract with the Peachtree City Water and Sewer Authority for a long term wastewater treatment agreement.

If you have any questions, please feel free to contact me.

Thank you,

Robert K. Belisle
Mayor, City of Senoia

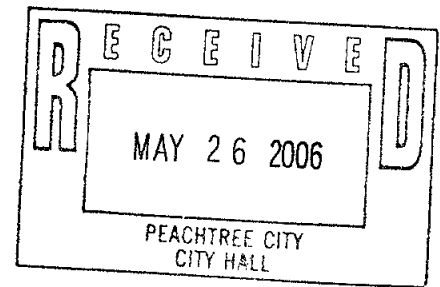
CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council
FROM: Bernie McMullen 
DATE: May 26, 2006
SUBJECT: Request to Extend Sewer to 1330 Highway 74 South
June 1, 2006 Council Agenda Item

Attached is a letter from Dr. Anthony Lawson requesting Council consider authorizing the extension of sewer to his office property located at 1330 Highway 74 South (the historic Peeples House). Larry Turner is out of the office until Tuesday and, therefore, staff does not have anything from him indicating his position on this request. Staff will forward any correspondence from Mr. Turner regarding this request prior to the June 1, 2006 council meeting.

Attachment



1330 Highway 74, South • May House • Fayetteville, GA 30215
Phone (770) 631-2502 • Fax (770) 631-2503

5/23/06

Harold Logsdon
Mayor, Peachtree City

Mayor Logsdon:

I write this letter to ask you to bring to the Peachtree City City Council my request for sewer system access to the corner of Highway 74 and Redwine Road. Currently, my medical practice is located inside the historic Peeples house. In addition, a new office building is being built directly behind the main house. The final plan is for three offices to be built with a total combined square footage of 18,000 sqft.

The property street address is 1330 Highway 74. The zoning is Office/Institutional per Fayette County descriptions. It is a five acre parcel that sits directly in front of the Starr's Mill School complex and is adjacent to the recently approved Rolader home development on Redwine Road.

The property line is approximately 50 feet from the forced main sewer line that provides service to the school complex and therefore falls under current state regulations. I have discussed the issue with Nathan Brooks at the water and sewer authority. He does not believe this would adversely impact the school pumping system. I am currently in contact with Mike Satterfield with Fayette county school facilities management discussing the impact on the school complex as well as Mr. Rolader. The plan will be to install a system that links both the housing development and my office along the same sewer line.

I ask you to bring this request to the full City Council at the next available council meeting for questions and discussion. Please feel free to have your staff contact me at any time with questions or concerns before that time. I thank you for your time and consideration.

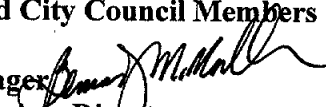
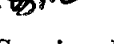
Sincerely,

Anthony Lawson, MD
1330 Hwy 74
Fayetteville, GA 30215
(770) 631-2502

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council Members

VIA: City Manager 
Public Services Director
Police Chief 
Fire Chief 
Financial Services Director 
Assistant Finance Director 
Developmental Services Director 

FROM: City Engineer  for DAB

DATE: May 24, 2006

SUBJECT: Proposed Traffic Calming Ordinance
June 1, 2006 City Council Agenda

Recommendation:

Staff Recommends that City Council revise Article VII of The Land Development of the official Code of Ordinances to include a new Section 805.

Discussion:

Currently, the City does not have an official policy or ordinance pertaining with issues of speeding or excessive volumes of traffic through neighborhoods. Staff, in response to several neighborhoods requesting installation of traffic calming devices in their neighborhoods, has prepared an ordinance to address these concerns. The traffic calming ordinance provides a procedure that individuals or neighborhoods would follow in order to have traffic calming measures implemented. This ordinance takes the requestor through the initial request and investigation, to the installation of temporary controls, and then to the installation of permanent measures.

The ordinance was compiled from several sources including the manual on *Traffic Calming State of Practice*, and other City ordinances on traffic calming measures. Staff considers this ordinance to represent the best options from these sources for traffic calming measures.

Budget Impact:

There will be an impact to the street resurfacing program funding depending on the number of traffic calming projects approved and the amount of matching funds provided for installation of traffic calming measures.

Attachment

cc: City Engineer's File

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF PEACHTREE CITY, GEORGIA, AS AMENDED SO AS TO PROVIDE FOR THE IMPLEMENTATION OF TRAFFIC CALMING MEASURES; AND FOR OTHER PURPOSES.

NOW THEREFORE, BE IT AND IT IS HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEACHTREE CITY, GEORGIA, THAT:

Section 1. That Article VII of the Land Development Ordinance of the City of Peachtree City, Georgia, as amended, is hereby further amended by adding a new section 805, as follows:

Sec. 805. Traffic Calming.

The consideration, approval, and implementation of citizen-requested traffic calming measures on existing city-owned streets shall be in accordance with the Policy established by the Mayor and City Council of Peachtree City, as such policy may be amended from time to time. A copy of the Policy established by the Mayor and City Council of Peachtree City is on file in the office of the City Clerk.

Section 2. All ordinances or parts thereof which conflict with the provisions of this ordinance are, to the extent of such conflict and except as hereinafter provided, hereby repealed.

Section 3. Should any provision of this ordinance be declared invalid by a Court of competent jurisdiction, such decision shall not affect the validity of this ordinance as a whole or any provision thereof other than the provisions specifically declared to be invalid. The City Council declares that it would have passed this ordinance and each subsection, sentence, clause and phrase thereof, irrespective of the

fact that any one or more subsections, sentences, clauses or phrases may be declared invalid.

Section 4. This ordinance shall be in full force and effect upon its official adoption by the City Council.

This _____ day of _____ 2006.

Harold K. Logsdon, Mayor

Attest: _____
City Clerk

**Purpose
Policy****Section I
 II****I. Purpose**

The purpose of this Ordinance is to outline the City's response to the traffic complaints arising as a result of perceived speeding and/or high traffic volumes within City owned right-of-way.

II. Policy

The City is committed to the safety of its citizens and realizes the potential need for additional traffic calming measures on City streets. The City intends to outline a fair and equitable procedure for the study, installation, and funding for traffic calming measures.

A) Public Complaints

Should a resident, residential community, neighborhood group, or Home Owners Association (HOA) have concerns with traffic in their area, a written request for an evaluation must be filed with the City Engineer. All requests should include the area of concern and complaint type (speed, volume). If an active HOA exists, then the request must come from the HOA.

The person or group requesting the evaluation will be referred to as the Requestor.

B) Review of Complaints

Review of complaints will proceed in the following manner

Table 1: Review and Action Procedure	
Action	
1. City Engineer receives written request and implements traffic study	
2. Review data to determine if non-physical deterrents are warranted	
3. Implement Non-Physical Deterrent(s)	
4. Collect post installation traffic data and review for improvement	
5. If no improvement, City Engineer determines Study Area* and recommends physical deterrents	
6. Requestor to petition Study Area to attain 2/3 support for measure	
7. Recommendations will be presented by City Engineer for the Requestor, Police, Fire, and City Council approval	
8. Construction of temporary physical deterrents	
9. Follow up monitoring	
10. Construction of permanent physical deterrents or re-evaluation and placement of different type	

* Study Area: The road network surrounding the road(s) being considered for traffic calming measures that would be affected by the placement of the measures.

C) Warrants for Action

Table 2: Warrants for Action			
Warrant	Community Collectors	Village Collectors	Residential Streets/ Neighborhood Collectors
1. Minimum Traffic Volume *	>8000 vpd or 800 vph	>4000 vpd or 400 vph	>1000 vpd or 100 vph
2. Cut thru traffic	50%	40%	25%
3. 85 th percentile speed	10 mph > speed limit	5 mph > speed limit	> speed limit
4. Community support**	67 %	67%	67%
5. Accidents per year	6	6	3
6. Percent ADT exceeding speed limit ***	30%	30%	25%

* vph is Vehicles per hour, vpd is Vehicles per day

** A community petition stating a concern with the traffic in the Study Area.

*** ADT is Average Daily Traffic

Non-Physical Deterrents

Should any one of the warrants in Table 2 apply, any of the following non-physical solutions can be implemented with the concurrence of the City Engineer and the Police Chief.

Non-physical deterrents do not involve the use of physical controls (speed humps, roundabouts) or impediments on the roadway system. They are comprised of actions and programs, which are primarily educational, and enforcement based.

Uniform Residential Speed

One Tool is for all residential streets to have a uniform speed limit not to exceed 25 mph.

Designated Residential Zone

Streets may be designated as a residential zone so that 25 mph can be enforced. The *Official Code of Georgia, Section 40-14-8 (b)* provides that the limitations in subsection (a) [no {radar speed detection} case can be made unless the speed of the vehicle exceeds the posted speed limit by more than ten miles per hour] shall not apply in properly marked residential zones. Roads with speed limits of 35 miles per hour or more shall not be considered residential streets.

This tool, if adopted by the City Council and approved by the Georgia Department of Transportation, would be part of the Police Department Traffic Enforcement strategies.

Neighborhood Traffic Safety Program (Education)

This is a program comprised of neighborhood meetings, letters, pamphlets, etc., alerting residents within a neighborhood to speeding and other traffic/pedestrian safety concerns. The City Engineer, with the cooperation of the Police Chief, would conduct this program for any neighborhood association or other residential group requesting it. This neighborhood awareness program would hopefully, result in neighbors more closely obeying existing traffic laws and improved safety for all roadway users.

Traffic Signing and Pavement Markings

This includes signs for residential zone designation, speed limits, no thru traffic and other necessary information needed for motorists under the Traffic Calming Program.

Stop Signs

Data provided by the Institute for Transportation Engineers (ITE), shows that stop signs are not effective in controlling speed or volume and have a high violation potential. Therefore, the City of Peachtree City will not use these as means of traffic calming.

No Right/Left Turn Signs

The ITE shows that no turn signs can be effective in controlling traffic volume. It also does not impede emergency response vehicles. The down side of this control is that it has a potential to be violated.

No-Truck Enforcement

In general, trucks are allowed on residential streets unless otherwise posted. If truck traffic is shown to be a problem, the Police Chief will request Council approval for the street to be designated as "No through truck traffic" The Public Works Department will make certain that the proper signing is in place to enforce the No-Truck ordinance.

Traffic Enforcement Actions

This is a traditional enforcement activity on the part of the City Police Department's traffic enforcement officers. The City Engineer will provide the Police Department data from the traffic study as to the severity of violation and the time of day when most violations occur.

Radar Speed Trailer Deployment

When appropriate, the City Engineer will contact the Police Chief requesting deployment of its radar speed trailer to educate motorists regarding the fact that they may be significantly exceeding the posted speed limit. The trailer deployment also can result in allowing concerned neighbors to see that actual speeds may not be as high as what had been perceived.

Landscaping

This is a method by which the land adjacent to the curb is landscaped so as to give the appearance of a narrower corridor. This appearance results in reduced speeds. With the assistance of the City's arborist or landscape architect, a landscaping plan will be developed for the desired effect.

Physical Deterrents

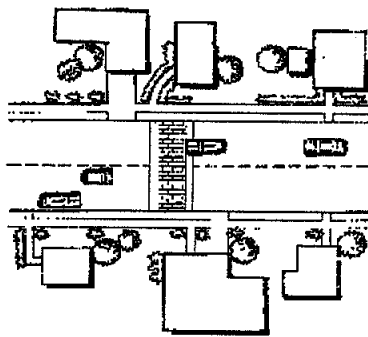
If following a four-month trial of a Non-Physical Deterrent and traffic conditions does not improve, then a physical deterrent will be considered.

The City Engineer will review the data and determine if/which one, or combination of the following deterrents would aid in the reduction of traffic concerns. The City Engineer will make a recommendation to the Requestor and follow the Implementation Procedure at the end of this Physical Deterrents section.

Speed Humps

A speed hump is a raised portion of pavement designed to reduce speed. Speed humps will be used only for speed limits 30-mph or less. Also, all of the following must apply.

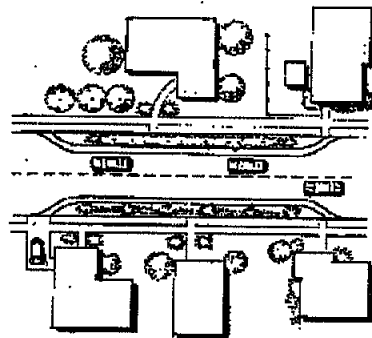
- Streets must be classified as Residential or Neighborhood Collectors only.
- Travel width must be less than 28 feet and have no more than two travel lanes
- Horizontal curves must have a 300 foot radius or greater
- Vertical curves must support adequate stopping sight distance
- Grade must be less than or equal to 8%
 - Must be placed between 200 feet and 600 feet apart
- The Requestor must pay 50% of the cost
- Speed studies must show that the 85th percentile speed for the proposed street is greater than 10 mph over the posted speed limit



www.rediweld.co.uk

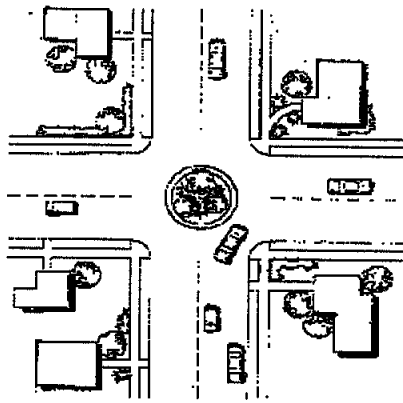
Chokers

The ITE shows that chokers are not very effective at reducing traffic and only have a minor impact on speed. Also, this method provides a minor constraint to emergency vehicles.



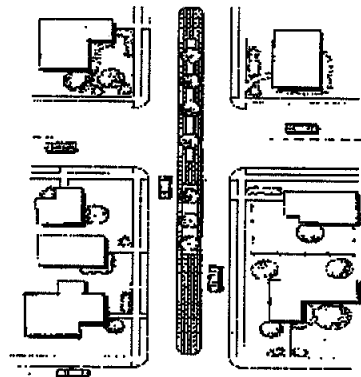
Traffic Circles

Although traffic circles can cause minor constraints to emergency response vehicles, they can effectively reduce both speed and volume of traffic flow.



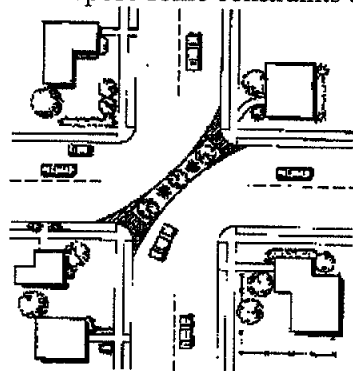
Median Barrier

Median barriers are effective at reducing volume, but unlikely to reduce speeding. Also, they are a minor constraint to emergency vehicles.



Forced Direction Diverters

Forced direction diverters include forced turns, semi-diverters, diagonal diverters and cul-de-sacs. These force the flow of traffic to take a desired route. These methods are very effective at controlling volume and potentially speed. They do however impose some constraints to emergency response vehicles.



Implementation Procedure

If all warrants in this ordinance have been met, coordination and approval must be met as follows:

- Police Chief and Fire Chief must approve, indicating minimal impediments to emergency routes
- 67% (2/3) of the residents in the Study Area must support the installation of the devices

- The Requestor must agree to pay 50% of the cost of materials and installation
- The City Engineer must have factual data supporting the proposed control
- The City Council must approve the recommendation
- Upon approval, placement of temporary physical deterrents will be placed and the results will be evaluated. If the temporary devices perform as expected, permanent deterrents will be constructed. If the devices do not perform as expected alternative devices may be considered.

APPROVAL:

Mayor & Council

City Manager

Assistant City Manager/Developmental Services Director

City Engineer

CITY OF PEACHTREE CITY

INTER-OFFICE MEMORANDUM

TO: Mayor Logsdon and Members of Council

VIA: City Manager, ATTN: Mr. Bernie McMullen *Bernie McMullen*
Assistant City Manager, ATTN: Mr. Colin Halterman *CH*
Director of Finance, ATTN: Paul Salvatore *PS*
Assistant Director of Finance, ATTN: Janet Camburn *JC*
Purchasing Agent, ATTN: Angela Egan *ae*

FROM: *SL* Stony Lohr
Fire Chief

DATE: May 22, 2006

SUBJECT: 6000-PSI Breathing Air Compressor Contract Award
(Council Agenda June 1, 2006)

1. RECOMMENDATION. Staff recommends that Council approve a contract award for one 6000-PSI Breathing Air Compressor system to B&T Enterprises, the low bidder. This bid meets all the specifications of the City of Peachtree City bid #06-143BFD for the subject air compressor system..

2. DISCUSSION.

a. The current Fire Department air compressor system was manufactured in 1995. The current compressor is designed for 100 hours of operation per year. Presently the Fire department is operating it over 400 hours per year. The compressor was designed to fill 2216-PSI cylinders and the Fire Department is currently using 4500-PSI cylinders adding to the overworking of the system. In the last twelve months a total of \$5,096.75 has been spent on repairs in addition to the annual maintenance contract of \$2188.76. It is expected that a \$7,000 overhaul will be required within the next twelve months. The new compressor system is the largest air-cooled compressor available from MAKO and is designed for the Fire Department's usage rate. All parts and labor will be covered under warranty for the first twenty-four months and parts for the next thirty-six months. A maintenance contact is still required for routine services.

b. Bids Received. The following bids were received and opened at 1500 hours on May 18, 2006 by David Williamson in the presence of Angela Egan .

B&T Enterprises, Sharpsburg, GA	\$45,972.00
Breathing Air Systems, Reynoldsburg, OH	\$53,000.00
NAFECO, Decatur, AL	\$55,627.00

3. BUDGET. The proposed air compressor meets the needs and specifications of the Fire Department, and is currently budgeted for FY2006 in account 355-3510-54-2530 (\$55,000).