

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

The City Council of Peachtree City met Thursday, June 1, 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 recognized the graduating seniors who had served on the Youth Council Serving Fayette County. The Starr's Mill High School Girls Soccer Team was recognized as the state 5A champions.

Public Comment

Kim Cort addressed Council regarding Morallion Hills subdivision residents' concerns about the cart bridge over Flat Creek. She said the residents were concerned about crime, security, and noise that would be the result of the golf carts cutting through the subdivision to use the multi-use path to get to the Industrial Park. The bridge construction had caused additional flooding problems, trees were dying and falling, and some homes were now considered to be located in the flood plain. She requested a copy of the Army Corps of Engineers project study.

Wade Williams addressed Council about the CSX siding. No one knew what was happening. He asked if the City was informed about the siding construction, and whether the railroad had informed the City that hazardous materials could be stored in a highly populated and busy area. He asked if there was any update on the situation. Logsdon said the City would address those questions as the "battle" progressed.

Minutes

Rutherford moved to approve the May 18, 2006, regular meeting minutes as written. Boone seconded. The motion carried unanimously.

Monthly Reports

Kourajian referred to the Jail Fund balance and asked how much could be kept in the fund. City Manager Bernard McMullen said he had checked into the Jail Fund and found that the City had to keep paying into the fund, and unused funds would not be returned, according to state law. Administrative Services Director/City Clerk Jane Miller said that a percentage of each fine levied for a citation was required to be sent to the Jail Fund. The City was billed on the number of prisoner days when people were incarcerated. It just happened that currently the City was putting in more money than it was billed for prisoners. State law did not provide any means for unused balances to be returned to municipalities at the end of the year. If the City owed the jail any money at the end of the year, it had to be paid right away. The fund was cumulative, so the balance carried over. Rutherford asked if the City would have to make up any potential shortfall in the Jail Fund. Miller said the City would have to make up any shortfall at the end of the year.

Rutherford announced that Council would hold budget workshops on June 5 and June 6. Kourajian asked Financial Services Director Paul Salvatore if revenues were tracking well. Salvatore said they were.

Logsdon noted that accidents had increased at the GA 54/Commerce Drive intersection. He recalled that a resident had made suggestions regarding the intersection during Public Comment at the May 4 meeting. McMullen said that City Engineer Dave Borkowski was talking to the Georgia Department of Transportation (DOT).

Kourajian noted that accidents had decreased at the GA 54/MacDuff Parkway intersection. Rutherford said that people were probably being more cautious due to the lane shifting because of the construction. Plunkett added that the traffic signal had also been longer.

Consent Agenda

1. Consider Change in Agency Representative and Broker of Record

2. Consider Bid for Removal of Structure at 531 North Fairfield

Rutherford moved to approve the Consent Agenda. Boone seconded.

Kourajian asked what would happen to any building materials that could be salvaged when 531 North Fairfield was demolished. McMullen said that the person doing the work would salvage any material and sell it. Someone had asked the City about moving the building, and he was put in contact with the contractor to see what could be worked out. McMullen said the labor cost in trying to recover materials was very high and, in most cases, was not economical unless the labor was free.

The motion carried unanimously.

Old Agenda Items

02-06-02 Discuss Walt Banks/Peachtree Parkway Roundabout

City Engineer Dave Borkowski said that Council had requested staff to develop some improvement options at the February 2 meeting. The City's traffic consultant, QK4, had done some traffic counts and prepared recommendations. He introduced Jeffrey Dyer of QK4, who designed the concepts for the Peachtree Parkway/Walt Banks Road intersection. Dyer said the report measured the traffic impacts of existing and future traffic, and the forecast years were 2006 (existing), 2011, 2016, and 2026. The 2006 counts were taken in April before school was out.

Dyer continued that the study alternatives included Scenario 1 – no-build; Scenario 2 – added turn lanes; and Scenario 3 – roundabout. The alternates for Scenario 1 included a four-way stop (no-build), side street stop (stop signs on Walt Banks and Peachtree Parkway as the through street), or a signal. The Scenario 2 alternates included an added westbound (WB) right turn (RT) lane (side street stop), an added southbound (SB) left turn (LT) lane and WB RT lane (four-way stop, side street stop), or added northbound (NB) and SB LT lanes and WB RT lane (signal). Scenario 3 was a compact single-lane roundabout.

The assumed future land uses for the area included the completion of the Target shopping center and associated land uses, along with the undeveloped portion of Lexington Commons. The growth of the overall area was included by applying the compounded annual growth percentage of two percent to existing traffic counts. Dyer said they found there had been very little growth at the intersection during the last two years. The area was mostly built out, with the exception of a small amount of land in Lexington Commons. Two percent per year was a reasonable assumption as far as growth was concerned.

The principal findings were:

- Cart path traffic was concentrated during one hour in the morning (7:45-8:45 a.m.) and an hour in the afternoon (3:15-4:15 p.m.) and was related to the schools. More traffic was generated by the school than later in the evening when people were coming home from work.
- Currently, congestion was observed only during a short peak in the morning and another in the afternoon, within the hours listed above.
- Congestion at the intersection would increase as traffic increased over the next 20 years.
- A roundabout would accommodate the expected traffic growth at this intersection up to the year 2026 at an estimated construction cost of \$350,000.
- Signalizing the intersection and constructing a WB RT lane on Walt Banks Road and a LT lanes on Peachtree Parkway would accommodate projected growth through 2026 at an estimated cost of \$550,000, including a traffic signal (\$460,000 without signalization).
- If the intersection were widened, it would not warrant a signal currently, but the installation of a traffic signal would most likely be warranted 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. The improvements would cost approximately \$520,000 in addition to the \$350,000 for the proposed roundabout, resulting in a total estimated cost of \$870,000. The tunnel would have to come diagonally through the intersection to avoid having to tear down any homes. The tunnel also would require approximately 140 feet of wall, some of which would be 12 feet high.

Dyer presented two options. Option 1 was to construct a roundabout with at-grade crosswalks provided for the cart path along the eastbound and northbound approach roadways, similar to what was designed and presented in February. Option 2 was to construct a WB right-turn lane on the WB approach of Walt Banks Road. Constructing a raised corner island could channelize a right-turn movement. Northbound and southbound LT lanes should be constructed along Peachtree Parkway. The reconstructed intersection could be signalized. If the warrants for a signal were not met by the time the intersection was reconstructed, the intersection could function as a four-way stop on an interim basis until the traffic signal was warranted. If the section were to be signalized, the northbound left turn lane should be relatively short so the occasional left-turning vehicle would not block the intersection. The cart path crossing would need to be relocated further away from the intersection. Pedestrian crosswalks with push buttons would also be needed so pedestrians could cross the street.

Rutherford asked why a school crossing guard could not be put at the intersection during the peak times. Dyer said that would work fine on a short-term basis; however, the amount of traffic would overwhelm a crossing guard in five years to 10 years. The congested period could expand to an hour or more. Dyer added that estimating traffic amounts was an art, not a science, and he had made reasonable assumptions. The growth could be quicker, which meant the congestion would get worse sooner, or slower, which meant it would take longer for the congestion to worsen.

Boone said he still had problems with the roundabout. They were not safe. He liked Option 2 since it provided the ability to signalize the intersection later. Boone moved to adopt Option 2, construct a WB turn lane, RT lane on the WB approach of Walt Banks, and channelize the RT movement by constructing a raised corner island, construct a NB and SB left turn lanes along Peachtree Parkway as in the figure, and to signalize the intersection later. Logsdon seconded.

Logsdon asked how the improvements would be funded. Kourajian said the funding would be a combination of federal grants, SPLOST, and the Lexington Commons developer, according to the staff memo.

Kourajian asked where the golf cart traffic came from. Borkowski went over the multi-use path system in the area. McMullen said he and Assistant City Manager Colin Halterman had observed the area, and most of the cart traffic came from Interlochen, which was connected to Walt Banks. The others came from the path that paralleled Peachtree Parkway. Plunkett asked if the new paths that were planned would change the cart traffic flow. McMullen said more traffic would cross at the intersection, rather than crossing at Interlochen, where there was no stop sign.

Plunkett said she had wanted a third choice, but there were really only the same two choices presented earlier. She had hoped to get the golf carts away from the intersection, since the situation would only get worse. McMullen said, in his opinion based on his observation, that the golf carts were better off crossing at the intersection since people were slowing down to stop. The conflict was at Interlochen where there was no crossing. Plunkett said the crossing at Lake Kedron was worse since cars were picking speed due to the hill. Kourajian said he had a hard time supporting anything that kept the cart crossing at street level. He felt Peachtree Parkway would become a thoroughfare to get to Target at all times of the day.

Kourajian asked Dyer how he came up with the two percent growth rate. Dyer explained that for 2011, he took the 2004 Target traffic study, which predicted that 19% of the Target traffic would generate from the south on Peachtree Parkway. Rutherford questioned why the Target traffic was not counted until 2011. Dyer said the Target traffic would probably not make a big difference until 2011. Dyer said the 19% was a conservative assumption in order to accommodate some of the Lexington development traffic. Kourajian said 19% of the Target traffic would come from the City center from Peachtree Parkway. Dyer said the report said that up to 19% of the vehicles leaving the Target center would use Peachtree Parkway, but much of that 19% would originate north of the intersection.

Kourajian said there had to be a solution for an at-grade cart crossing. Borkowski said the solution was a grade-separated tunnel for \$1 million. Rutherford said a tunnel was a solution, but there could also be paths on both sides of the road or a bridge. Plunkett said a tunnel in another location would not be as cost prohibitive. Borkowski said a tunnel or bridge, no matter where it was built, would be as cost prohibitive. He continued that it would be better for a crossing to be closer to the intersection since the traffic would be slowing down for the stop signs. Borkowski said there was a magnitude of options for at-grade crossings. Kourajian said he did not support any at-grade crossing. Boone said the City could look at a tunnel or bridge down the line. Until the traffic did increase, the danger was less once the improvements were made. Neither Rutherford nor Plunkett wanted to see the intersection signalized.

Dyer added that four-way stops worked most safely and efficiently when there was only one approach lane in each direction since there was less opportunity for potential conflict and confusion as to which driver should go first. A southbound left turn lane would be needed on Peachtree Parkway. The issue would not be there for a WB turn lane since the turn would be channelized. A signal was recommended because the City probably would not want to operate the intersection as a four-way stop on a long-term basis. Logsdon said no one wanted to see a signal at the intersection. Option 2 appeared to be the best choice. Change was inevitable; the intersection was stressed.

The motion failed 2 (Logsdon, Boone)-3 (Kourajian, Plunkett, Rutherford).

Kourajian moved to modify Option 2 and to construct a WB RT lane on the westbound approach of Walt Banks Road, to channelize the right movement by constructing a raised corner island, construct NB and SB LT lanes on Peachtree Parkway, and to not signalize in the future. Logsdon seconded. The motion carried 3 (Logsdon, Kourajian, Plunkett)-2 (Boone, Rutherford).

Plunkett asked about the request for a crossing guard. Rutherford added the changes would be great for the cars, but not the carts. She asked if the project would come back to Council. McMullen said the project itself would come back to Council. He said the cost of the guard was included in the proposed FY 2007 budget, which was effective October 1. He would address the funding from August through September through adjustments in the current budget, and he should be able to approve it based on the amount.

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

Logsdon noted there had been a request to continue the agenda items until June 15. Rutherford moved to continue both agenda items and move them to the June 15 agenda and to move Agenda Item 06-06-04 ahead of Agenda Item 06-06-03. Boone seconded. The motion carried unanimously.

06-06-04 Consider Request from Dr. Anthony Lawson for Extension of Sewer to 1330 Highway 74 South

Rutherford said that the Starr's Mill school complex was on sewer, and Council had recently approved the neighboring Scarbrough and Rolader residential subdivision request. Dr. Lawson requested that that his parcel at the GA 74/Redwine Road intersection be connected to sewer. Rutherford asked the WASA General Manager Larry Turner if there was any objection to the request. Turner said there was no objection. Rutherford said it made sense and would put the entire corner on sewer.

Turner said Dr. Lawson would not be able to get to the force main from his location, but he would have to tie in on Rolader's gravity sewer line. Lawson said he was aware of that, and had spoken to developer. The total line would be approximately 100 to 200 feet. He said Rolader had also suggested he could tie into the line between two of the homes that would back up to Panther Path. He said his children attended People's Elementary School, and the septic field for his parcel was adjacent to the school. Lawson added that the parcel behind his had a separate address. The development would only have his main office and two new buildings in the back. Sewer access would not change what he could build. Sewer access would allow him more room for parking. If the property were on septic, the field would be 15 feet from the Peeples Elementary School playground. Rutherford clarified that Lawson understood he would have to go a greater distance to tie into the line via the residential subdivision. Lawson said he did.

Rutherford moved to approve Dr. Lawson's request to tie in with the proviso that he understood he would tie into Rolader's, not the force main. Kourajian seconded.

Plunkett clarified that extending the sewer to Dr. Lawson's property would not increase density on his property. Lawson said he understood. The plan was for a total of 20,000 square feet. Rutherford agreed that people needed to understand what was going to happen.

Dennis Chase asked if there would be any pre-treatment issues since it was a medical office. Turner said medical offices had to deal with hazardous waste disposal separately, but Dr. Lawson also had to get permission from Fayette County to tie into the sewer. McMullen clarified that Lawson would have to get the appropriate clearances from Fayette County and the Board of Education. Lawson said he was talking to both entities.

Kourajian said the request was not to take the sewer further out into the County. He added that with sewer available on either side of the property, sewer was a cleaner and safer choice. Rutherford agreed.

The motion carried unanimously.

06-06-03 Consider Approval of City of Senoia Request to Enter an Agreement with WASA to Provide Wastewater Treatment

Richard Ferry, Senoia's city manager, addressed Council. He gave a brief history of Senoia's current wastewater treatment system, which included 10 pump stations, three ponds, 115 acres for land application system (LAS), and an Environmental Protection Division (EPD) permit that

allowed approximately 490,000 gallons per day. Senoia had taken over Southern Mills' LAS in 2000, which had a capacity of about 80,000 gpd. There had been failures in two subdivision sewage systems built in the 1980s, and Senoia took over the systems. In 2002, Senoia petitioned EPD to increase capacity. Ferry said the system was presently running at approximately 40% capacity. The capacity would be exceeded when the population reached 4,200, including commercial growth.

Ferry noted an excerpt from the Metropolitan North Georgia Wastewater Management Plan (NGWPD) – "Wastewater from the Line Creek Watershed will be managed through a regional project with Peachtree City." He added that the same plan had the decommissioning of the Senoia LAS as a proposed project in 2021-2030.

Ferry said that Senoia had two other options available, including expanding the present LAS system or building a new treatment facility in the Keg Creek/Line Creek area. Both options were feasible, but the option with the City was the best and would provide the needed capacity. If the request were approved, Senoia would build the infrastructure to pump the wastewater to the City's treatment plant on GA 74. Ferry said they would like to take everything from the Keg Creek basin and send it to the City, which allowed growth in other areas of Senoia. He asked Council to approve the resolution authorizing the Peachtree City Water and Sewerage Authority to enter into a contract with Senoia for up to 0.5 million gallons per day (mgd) of treatment capacity.

Plunkett asked how many building permits would be available if Senoia's request were granted. Ferry said he had not done a study to determine the number, but there would be another 500-600 homes in the Keg Creek basin on Rockaway Road. A portion of those homes was already under construction.

Kourajian asked how many homes per acre could be built under Senoia's zoning if sewer was available. Ferry said the City only had two zoning categories – R-40, one unit per acre, and a conservation subdivision, which was based from the mandate from the NGWPD. Ferry said Senoia altered it a bit. He explained that .9 was used as a multiplier for a 100-acre tract, which would be a maximum 90 lots. They preferred the homes be clustered so there would be a large amount of greenspace. Ferry noted that Senoia would not change its zoning ordinance regardless of Council's decision; however, the conservation subdivision zoning could only be used if the development was on sewer. If there were no sewer available, the R-40 zoning had to be used. Kourajian asked if the state had any requirement for at least one-acre lots for septic systems. Turner said he was sure there was a one-acre requirement for septic, but was not able to quote it. Kourajian said Senoia's Council could change what they would accept in the conservation subdivision zoning to allow more density. Ferry said the present Council had no desire to increase density, but he could not predict future Councils.

Logsdon asked Turner about the state's plan to decommission Senoia's current wastewater treatment plant. Ferry said that was what the NGWPD had. Logsdon asked what that meant. Turner said Senoia had a .5 mgd facility now and wanted .5 mgd from the City. The state wanted Senoia to decommission their current plant and send everything to the City in the future.

Turner said they would deal with the plan at some point in the future. Ferry said he understood that LAS were not favored by the NGWPD, and they were looking at options to put the water back into the creek so residents downstream could use the creek as well.

Turner said that the NGWPD was the service area for both municipalities, as well as both Fayette and Coweta Counties. He briefly went over the plan, and noted that the EPD would ensure compliance with the plan. The key point was that EPD would conduct an audit when any new permits or permit renewals were received to determine if local governments were in compliance. Turner said Borkowski had just received the City's audit letter for the stormwater permit renewal. WASA had not received the letter yet.

Turner discussed design vs. current flow. He noted that the remaining .44 mgd (what would be left if the Senoia request was approved) was twice the amount projected in 2000. The City's top two industrial customers, which paid \$500,000, were gone. He continued that the media had reported that Senoia would pay a lower rate than current customers. Turner said that was false. He explained that if the rates were broken down into treatment and transportation, the rates would be basically the same. He said Senoia was paying its own transportation cost because they were bringing the sewage to the Rockaway Road treatment plant. Senoia was not paying a lesser cost for the same service. Turner said it would be a win-win-win situation. WASA would operate more efficiently with additional flow, and the additional funds from Senoia's customers would offset a potential rate increase for City customers. It was also a good option for Senoia.

Boone said he had received several e-mails. The concern was that the system's capacity would be maxed out, and that there would be substantial growth. He asked Turner to explain the transportation costs. Turner said that, according to the North Georgia plan, the Rockaway treatment plant would expand to 8 mgd. WASA was in discussions with the state about the plan, but would need help to expand the plant. WASA was planning in the event the state dictated the expansion take place. Turner said the individual customer paid a rate that included treatment and the operation of the pump stations and collection system. Turner said WASA was still negotiating with Senoia, so no rate had been set. He continued that, since Senoia was bringing the waste to the treatment plant, they were looking only at the true cost of treatment.

Boone asked if there would be any sanctions against the City if it did not support Senoia's request. Turner said he did not know. All indications were that the state was serious about enforcing the plan because middle Georgia was running out of water. He had no idea what the sanctions would be. Boone said he wanted to make sure the City's residents got the best deal. They had to make sure the City's residents were taken care of first. Turner said he understood that and took it seriously.

Plunkett asked if there would be a sewer rate increase to make up for the loss of Photocircuits. Turner pointed out that Photocircuits had been eight percent of the revenue. The average sewer bill was approximately \$28, but could be more. The industrial rate was higher than the residential rate because of the way the bills were calculated. WASA looked at the total flow from industrial/commercial customers and decided how much money was needed from that sector. They looked at residential customers the same way, and calculated a rate for them.

Residential customers had a minimum rate. A portion of Photocircuit's eight percent would be moved to the residential side, which meant the residential rate would increase at some point. Rutherford figured the residential bill might increase \$3 a month. Turner said that would be a rough estimate.

Kourajian said he did not dispute the fact that WASA could handle Senoia's wastewater or that it was a win-win-win situation. The City had an infrastructure to handle the City's population. As the development and population inside and outside the City grew, the roads could not handle the population increase, which was evident on GA 54. If sewer were extended, there would be denser population growth dumping traffic onto the roadways. Traffic was a major concern. There would be congestion outside the City's borders. Turner said he appreciated Kourajian's position. WASA was a utility and was no different from Georgia Power or Fayette County Water. They provided a service to customers, and they had the capacity to do that. Historically, sewers had been used to control growth. Fayette County was doing that now. Other issues could be dealt with in different ways. There was already sewer service on Rockaway Road, so the area would continue to grow.

Logsdon asked Ferry if Senoia had a backup plan. Ferry said their engineer had conducted a study in 2004, which had four options. Obtaining capacity from the City had been the first choice. The second option was to build a larger LAS, which would have a higher cost initially, but would have a lower cost in the long run. The third option was to build a treatment plant on Keg Creek, Line Creek, or Dead Oak Creek. A fourth option was to find a way to pump the wastewater to a place that needed it for irrigation. Senoia was also looking at working with Coweta County and Newnan Utilities.

Logsdon asked Turner what would happen to the capacity if Council turned down the request. Turner said the capacity would just sit there unused.

Rutherford said sewer was preferable to other options from an environmental standpoint, but she had the same concerns as Kourajian. There was no way to get around the fact that growth in Senoia affected Peachtree City. She was responsible to the citizens of the City, and she was responsible for avoiding anything detrimental to the quality of life. The additional traffic was not positive for the City, especially if they were coming through town to get to work. She could see the "win" side, but she also saw the "lose" side. She was not sure this was something the City should do right now. Turner said what Senoia did would not be affected by Council's decision. Rutherford said there was not the infrastructure in place to support the growth. She said that Council's decision would not affect the growth pattern in Senoia, but the growth pattern in Senoia would affect the quality of life in the City.

Boone asked Turner about the NGWPD's projection that WASA's capacity would expand to 8 mgd between 2011-2021. Turner said that was what the plan had, but one of the assumptions for that projection was that there would be sewer in Fayette County. He did not know how the state would enforce that.

Chase told Council that several steps had been taken, and some significant information had been omitted. He said a previous Mayor and Council had promised the citizens that sewer would not leave the City limits eight years ago. A similar promise was made six years ago during the watershed assessment. He continued that Line Creek could not support more wastewater than it currently received. Line Creek would either be downgraded to a sewage collateral or the wastewater would require further treatment, which would be very expensive. It was not realistic for the City to expect to be able to increase capacity in the creek. Once the sewer capacity was sold to Senoia, it would be gone forever from the City's residents. The costs would be astronomical if the sewage had to be treated to near drinking water standards. Also, Lake McIntosh had not been considered during the watershed assessment. The state and federal governments would not consider it. When the lake was built, it would change the dynamics of Line Creek and the amount of water flowing to the wastewater treatment plants. It would probably be more difficult to expand capacity and could throw both wastewater treatment plants out of compliance.

Logsdon asked, if Senoia built its own facility, which creek the wastewater would go into. Chase explained that, after the state looked at the water levels; it cut back on the capacity the City could build at the time. There was not much more water joining Line Creek between Rockaway Road and where Senoia would be allowed to build a plant. The state would have to step down the stream, which meant it would no longer be available for fishing, and then Senoia would be in violation of the Endangered Species Act. Logsdon said that was his point; Senoia would also put wastewater into Line Creek. Rutherford pointed out there were two other creeks in Senoia.

WASA Chairman Mike Harman said the information was correct, but misguided. WASA was permitted for 6 mgd per day. During the summer months when flows were not as high, the excess water had to be pumped to the ponds at Planterra Golf Course. The golf course used the water for irrigation. Some of the wastewater also had to be pumped back across GA 74 to Flat Creek. WASA had the ability to pump 5 mgd into Line Creek during the winter, but that decreased in the summer. WASA also had to take into account everything that could happen in the City when considering flow conditions. There was nothing that could happen, with the exception of the City annexing another 3,000 acres that would use the .44 mgd. Selling capacity to Senoia would not affect the quality of life in the City. Senoia did not want to diminish their city's quality of life just because Senoia had the ability to send sewage someplace else. WASA was trying to look out for the best interests of all the citizens.

Rutherford asked if anyone had considered the change in flows with Lake McIntosh. Turner said he did not know. WASA had a seasonal discharge permit. From October to May, WASA could put 6 mgd into Line Creek. From May to October, the flow was limited to 4.9 mgd. The remaining 1.1 mgd had to go to either urban reuse or to the golf course. All permits were based on the minimum flow in the stream for a seven-day period on a 10-year frequency. Even if the lake was built, the flow in the stream had to be maintained.

Harman said WASA currently had 9,000 residential customers. The rates for residential customers would increase approximately \$6 per month to make up the \$500,000. There were

groups of customers, and the rates were based on the percentage of the total flow from each group. The proportion would change. The residential would be the larger user and would bear the brunt of a rate increase. Kourajian asked if the costs would also go down because Photocircuits was gone. Harman said they would not. The costs were fixed, and it took a certain amount just to run the plant.

Rutherford asked how WASA's revenues were without Photocircuits. Turner said they were about \$200,000 short now, and he expected to be about \$400,000 short by the end of the year. Money would be taken out of the cash reserve.

Logsdon said the issue was complex. He summarized that approval of Senoia's request would not change the growth patterns in or out of the City. If the request were turned down, the City's rates would likely go up. Plunkett reiterated that once the capacity was given away, the City could not get it back. Rutherford added that the contract would be for 30 years. The County was not inclined to go on sewer now, but Tyrone was having problems. Turner said the reason Tyrone went to Fairburn for capacity was because it was too expensive to tie into the City's system since the treatment plants were on the south side of the City. Rutherford said it was not the City's business to control growth in Senoia, but Senoia's growth did affect the City. Water quality truly affected quality of life.

City residents Juan Matute, Tom McBrayer, and Robert Brown spoke against the request.

Kourajian moved to deny Senoia's request to enter an agreement with WASA to provide wastewater treatment. Rutherford seconded. The motion carried unanimously.

06-06-05 Consider Traffic Calming Ordinance

Borkowski said the proposed ordinance established a fair and consistent procedure that was not in place currently. The ordinance provided a process for the preliminary investigation that did not involve the installation of a physical device on the ground. The data for the ordinance had been compiled from several sources, including transportation professionals.

Rutherford said she wanted to make sure the requirements were quantifiable and could be measured consistently in every neighborhood. Borkowski said there was a table in the ordinance with the warrants for action.

Plunkett asked if Planterra would have to go back through the process. Borkowski said that Planterra would technically be grandfathered since the City had already started working on the problem. Plunkett said she did not want to slow down anything going on in Planterra. Borkowski said it had already been decided to install temporary speed bumps in Planterra. Rutherford said there had been a workshop, but Council had not approved anything for Planterra. There was a list of recommendations, but no vote had been taken. Her understanding was that the residents were to work with City staff, then come back to Council with the recommendations. She agreed with Plunkett that Planterra should not have to start over again. Plunkett said that should be part of the motion. Rutherford said she wanted to ensure the plan for Planterra came back to Council. Plunkett said the motion should exempt Planterra from the procedure, not from

Council approval. Meeker said he would rather see Council include Planterra in the motion now than make an exception later on.

Rutherford moved to approve the traffic-calming ordinance and that Planterra had already started their project and would not be subject to this ordinance specifically. Boone seconded.

Kourajian asked Rutherford to clarify what she meant. Rutherford said Planterra would not be subject to the warrants in the new ordinance. Plunkett said they would be required to come back for approval of the plan. McMullen told Council he might have misunderstood their direction concerning Planterra. He understood Council had wanted staff to proceed with three items – lower the speed limit to 25 mph, put in temporary speed bumps, and to do another traffic study after GA 54 was completed and traffic was back to normal. The letter regarding the speed limit had been sent to the state. Borkowski had met with the homeowners association regarding the speed bump placement. Borkowski said he was going to meet with the homeowners association and go over each specific location. He asked Council if he should bring the speed bump plan in for approval. Kourajian said he did not want the speed bumps installed until Council saw the plan. McMullen said staff would work out the plan and bring it back to Council.

The motion carried unanimously.

06-06-06 Consider Approval of Air Compressor Bid (Fire Department)

Assistant Chief Ed Eiswerth addressed Council and recommended that Council approve the bid for one 6000-PSI breathing air compressor system to B&T Enterprises, the low bidder. The company met all specifications.

Rutherford moved to approve the purchase of the air compressor bid from B&T Enterprises, Sharpsburg, GA, for a sum not to exceed \$45,972. Kourajian seconded. The motion carried unanimously.

Council/Staff Topics

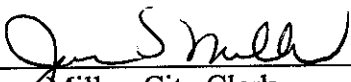
Administrative Services Director/City Clerk Jane Miller noted that, at close of business, 1,940 new decals had been issued, 841 had come to City Hall to register, 571 had mailed in registrations, and 528 had registered online. To date, 2,700 notices had been mailed. Another 2,900 notices would be sent out the next week. Several people had come to City Hall to register because they had seen the decals on other golf carts. The turnaround time was good so far for the mail-in and online registrations. Miller said staff was using two different sets of decals with City Hall walk-in registrations starting with the number one. The set for mail-in and online registrations started at 2000. Miller said everyone should have the new decals by October 31. The next mailing was the second of five mailings. The last mailing would go out September 1.

Rutherford moved to convene in executive session for threatened or pending litigation, future acquisition of real estate, and a personnel issue. Boone seconded. The motion carried unanimously.

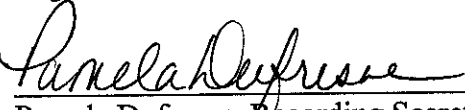
Rutherford moved to reconvene in regular session. Kourajian seconded. The motion carried unanimously.

Rutherford moved to authorize the City Attorney to extend an offer to Richard Sims for the acquisition of property for the price as discussed in executive session. Logsdon seconded. The motion carried unanimously.

There being no further business to discuss, Rutherford moved to adjourn. Kourajian seconded the motion. The motion carried unanimously. The meeting adjourned at 10:55 p.m.


Jane Miller, City Clerk


Harold K. Logsdon, Mayor


Pamela Dufresne, Recording Secretary