

City Council of Peachtree City
Agenda
May 18, 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
 - Distinguished Budget Presentation Award
 - Recognize Community Response Team Graduates
- IV. Public Comment
- V. Minutes
 - May 3, 2006, Workshop Minutes
 - May 4, 2006, Regular Meeting Minutes
 - May 9, 2006, Workshop Minutes
- VI. Consent Agenda
 - 1. Consider Sale of Surplus Property
- VII. Old Agenda Items
 - 05-06-04 Consider Parking Restrictions on Commerce Drive
- VIII. New Agenda Items
 - 05-06-08 Public Hearing – Consider General Design Guidelines Ordinance
 - 05-06-09 Consider Award of Design for Huddleston Pond Spillway Construction and Maintenance Plan
 - 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
- IX. Council/Staff Topics
 - Report on City Engineer's Meeting with CSX Railroad
- X. Executive Session

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

City of Peachtree City
WORKSHOP with PLANTERRA RIDGE HOMEOWNERS ASSOCIATION
Minutes of Meeting
May 3, 2006
6:30 p.m.

The City Council of Peachtree City met in a workshop session on Wednesday, May 3, 2006, at 6:30 p.m. Council Members attending were: Mayor Harold Logsdon, Steve Boone, Stuart Kourajian, Cyndi Plunkett, and Judi Rutherford. Staff members attending were: City Manager Bernard McMullen, Assistant City Manager Colin Halterman, City Engineer Dave Borkowski, Civil Engineer Mark Caspar, Assistant Fire Chief Ed Eiswerth, Captain Terry Ernst, and Public Services Director Tom Corbett. Members of the Planterra Ridge HOA who attended included Manny Guerrero, president; Rob Rothley, vice-president; Debbie Raniere, secretary/treasurer; and Paul Van't Hof, traffic committee chairman, as well as Eileen Shaw, former president of the HOA.

Borkowski gave a brief history of the area and used an aerial photo of the subdivision to indicate the locations where traffic counters had been set up. He noted that the final conceptual site plans were approved in 1998. The site plans for the Wal-Mart and Home Depot were approved in August 2001. The certificate of occupancy for Home Depot was issued in August 2002, and the Wal-Mart's certificate of occupancy was issued in October 2002. The widening of GA 54 began in August 2004. Borkowski said he became involved early 2005.

Borkowski showed a spreadsheet of the traffic counter numbers. Kourajian noted that the northbound traffic had doubled. Plunkett noted that the increased numbers did not reflect any residential growth in the subdivision.

Borkowski said that the Teal Vista and Celadon intersections with Planterra Way were evaluated for three-way stop signs in 2005. The signs were not authorized because the intersections did not meet the warrants. He continued that there was obviously an increase in traffic from 2001 to now. He said the spreadsheet did not reflect accurate numbers since a detailed study was not done on who came in and out of the subdivision. They did not look at the tags. He added that a subdivision with 430 homes could easily generate 800-1,600 trips per day. He also did not have traffic counts prior to the highway widening. Shaw noted that traffic counts had been taken for the Livable Centers Initiative and during the Wal-Mart traffic study. Borkowski said he could not find any data prior to 2001.

Comments from Council and the residents included:

- Many residents now had more cars since children were now teens.
- There was a huge increase in traffic over the weekend due to traffic going to and coming from the commercial area.
- One option was to lower the speed limit from 30 mph to 25 mph. Ernst said drivers could not be ticketed unless they were going 36 mph, but drivers could be

stopped and given a warning. Residents felt that would stop only small percentage of the speeders.

- Traffic-calming devices such as breakdowns and speed bumps were another option. Residents felt the devices worked to some degree. Some devices such as median strips might prohibit residents from getting into their driveways due to the proximity of the homes.
- The numbers on the speeds showed that 85% of the drivers were going 39 mph or less, but there were reports of two drivers going at least 75 mph on Planterra Way.
- People would have to be re-trained to use GA 54 once the widening was completed. Once the work on GA 74 began, people would use Huddleston and Dividend as a bypass. The commercial growth on GA 54 West would continue, so Planterra Way would continue to be a cut-through.
- Another traffic study was needed once the road widening was completed.
- Logsdon said everyone had made good points, and the City would do what it could to mitigate the situation.
- Borkowski said making the streets private was not an option. The City was not allowed by law to abandon roads or municipal right-of-way used by the public.
- Under Mayor Lenox, the City had looked at putting up one gate that the HOA would install and maintain. Emergency vehicles were to have a way to get in and out, even if they had to break through the gate. The HOA would repair the damage. Another option discussed was Jersey barriers. McMullen said he would discuss the possibility of one gate with the City Attorney. Signage that read, "No Through Traffic," might not be legal.
- Another option was to turn Planterra Way into a cul-de-sac below the Tennis Center and Cardiff Park. Boone noted that cut out the ability of residents at that end of the subdivision to use the entrance. There were also safety concerns, and an analysis of how turning the road into a cul-de-sac would affect emergency vehicles.
- The traffic was a safety threat. There had been several near accidents due to cars passing slower traffic, as well as pedestrians and bike riders. There was grave concern for the safety of children who would be going to the pool. There was not a cart path or sidewalk to use in the area.
- Logsdon said he wanted to go over the options again, then designate a staff member to work with the HOA to analyze the options. There were pros and cons on all of them. He understood the concerns, but Council had to look after the entire City. The options discussed included:
 - ✓ Reduce speed limit to 25 mph.
 - ✓ Look at restricting left hand turns onto GA 54 from Planterra Way; making Planterra Way a right-in, right-out only, during certain times of the day; requiring traffic exiting Wal-Mart to turn left or right; not allowing through traffic from Planterra Way to Wal-Mart and Home Depot; and not allowing right turns from GA 54 to Planterra Way during certain times of the day. The DOT would have to be involved.

- ✓ Legal opinion needed from City Attorney for one gate at the Kelly Drive entrance to the subdivision.
 - ✓ Various traffic-calming devices along the spine of the neighborhood would affect those using as a cut-through the most. The devices included speed humps and temporary speed bumps. The HOA would purchase the devices for the City to install.
 - ✓ Convert Planterra Way to a cul-de-sac.
 - ✓ Additional cart paths/sidewalks were needed for the residents to get to the amenity area.
- Rutherford wanted to go ahead and reduce the speed limit as soon as possible.

Logsdon said staff would discuss the issue the next day and get back in touch with Guerrero.

There being no further business to discuss, the meeting adjourned at 7:57 p.m.

Pamela Dufresne, Recording Secretary

Harold K. Logsdon, Mayor

City Council of Peachtree City
Minutes of Meeting
May 4, 2006
7:00 p.m.

The City Council of Peachtree City met Thursday, May 4, 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 read proclamations for Building Safety Week and Older Americans Month. The West Georgia Inspectors Association presented the Fire Department with a \$500 grant for its fire detector program. Logsdon recognized Pat Webster for 20 years of service to the City.

Public Comment

Joe Bowler addressed Council about the dangerous conditions at the Commerce Drive/GA 54 intersection. He asked that Council consider the issue at a meeting and suggested that drivers not be allowed to make a left hand turn from Commerce Drive onto GA 54. He also suggested "Do Not Block Intersection" signs be installed.

Minutes

Rutherford moved to approve the April 17, 2006, special called meeting minutes as written. Kourajian seconded. The motion carried unanimously.

Rutherford moved to approve the April 20, 2006, regular meeting minutes as written. Boone seconded. The motion carried unanimously.

Monthly Reports

Kourajian asked that the new monthly workshops be added to the Events Calendar.

Consent Agenda

- 1. Alcohol License – Change in Owner/Licensee – Wyndham Peachtree Conference Center**
- 2. Consider Budget Adjustments**

Rutherford moved to remove Agenda Item #1 and to approve Agenda Item #2. Boone seconded. The motion carried unanimously.

- 1. Alcohol License – Change in Owner/Licensee – Wyndham Peachtree Conference Center**

Rutherford moved to approve the alcohol license change in owner/licensee at the Wyndham Peachtree Conference Center contingent upon receipt of a satisfactory background check. Plunkett seconded.

City Manager Bernard McMullen explained that as long as the Police Department received a satisfactory background check, then the license would be issued. The applicant normally contacted law enforcement officials for the information, but New Jersey had a new requirement

for the requesting agency to send a letter, so additional time was needed. The letter had been mailed to New Jersey. Rutherford clarified that if the history was not satisfactory, then the Wyndham would have to submit a new application with a different name.

The motion carried unanimously.

New Agenda Items

05-06-01 Public Hearing – Consider Deannexation Request, Platinum Ridge

City Planner David Rast said that Platinum Ridge was a new subdivision in Fayette County, and a portion of the subdivision [28.74 acres zoned Estate Residential (ER)] was located across Camp Creek within the City limits. Camp Creek bordered the eastern boundary of the City and separated the City from the County. Once deannexed by the City, the tract would be zoned similar to the other lots in the subdivision [the property in the County was zoned Agricultural Reserve (AR)]. No zoning changes were being considered for the property in the County. The County Commissioners approved a resolution in support of the deannexation as long as procedures were followed. If Council approved the deannexation, the applicant had agreed to follow the procedures.

Rod Wright, president of Peach State Land Development Company, asked for Council's approval of the deannexation request. Peach State was the developer of Platinum Ridge.

No one spoke either for or against the request.

Rutherford clarified that, once the property had been deannexed, the center of Camp Creek became the boundary for the City limits. Rast said yes.

Rutherford moved to approve the deannexation request for Platinum Ridge. Kourajian seconded. The motion carried unanimously.

05-06-02 Consider Selection of Energy Service Company and Approval of Letter of Intent for Energy Performance Contract

McMullen asked Council to authorize the Mayor to execute a Letter of Intent with Trane, a division of American Standard, Inc., to perform a preliminary energy analysis for the City and to approve Trane as the City's energy services company. He continued that vendors were solicited through the Request for Proposal (RFP) process to do an energy survey and to implement improvements in City facilities. Six firms responded. Three firms ranked significantly higher than the others. Staff interviewed all three firms, and then finished the rankings. All members of the selection committee unanimously selected Trane. McMullen noted that Trane also would not charge the city for the initial step of the energy analysis. He added that 75% of the air conditioning equipment in the City was Trane equipment, which would make it easier when it came to automating some of the equipment. Trane had also pointed out possible energy savings that the other companies had not, such as savings with the swimming pools and working with Georgia Power on street costs. Trane also partnered with Shumate Mechanical, which has maintained the City's air conditioning units for several years.

Rutherford asked if the same staff members participated in all the interviews. McMullen said they had. He verified Rutherford's question that the companies had responded to a Request for Qualifications (RFQ).

Kourajian asked if the City had had an energy analysis before. McMullen said the City had not, but that he had done a couple when he had been with Fulton County, which had been very successful. He explained that Trane would come up with a list of items that would provide an energy savings, such as upgrading the fluorescent light fixtures, which was a typical recommendation. The list would include the preliminary costs on the items, as well as an estimate on the energy and operational savings. The City and Trane would review the list of changes that both agreed upon based on a payback period. Trane would guarantee the utility savings that would finance the payback. The payback period on the changes was usually seven to 10 years and was the time needed to pay back the capital investment. The City would be committed to paying for the design for the changes. Once the design was finished and the costs were finalized, then the proposal would come back to Council for approval of the final contract.

Logsdon asked how it would be budgeted. McMullen said the City knew how much was currently spent on utility costs, and the payback would be based on the savings for those costs, so the budget amount would not change immediately. The City would see a savings after the payback period. Logsdon asked if the City had to follow through with the proposed changes. McMullen explained that the LOI stated that, if Trane came back with a reasonable proposal with reasonable paybacks, then the City intended to go forward. Rutherford clarified that the City had the option to refuse the proposed changes if the payback time was 20 years. McMullen said his guidelines to Trane included a seven-year to 10-year payback.

Kourajian asked how the guarantee would work. McMullen said the company guaranteed savings if the changes were implemented. There was a measurement and validation portion of the contract, which meant Trane would come in at regular intervals to measure and validate the measures. The savings would be primarily through the utility bills.

Rutherford asked if the savings would be cash or in energy units. McMullen said it was both; the analysis would show the kilowatt/hour savings, as well as a cost savings. Some changes might just be a cost savings. Rutherford agreed, but said measurable units of energy would show how much energy was saved as well as a cost savings. If the price of natural gas went down, the City would save money anyway. McMullen said Trane would look at the various utility contracts to determine if it would be better for the City to be under a different rate structure. Nothing would change, but the City would save money if it were under a different rate structure.

Rutherford moved to authorize the Mayor to execute a LOI with Trane, a division of American Standard, Inc., to perform a preliminary energy analysis for the City. Kourajian seconded. The motion carried unanimously.

McMullen said the analysis would start when the City received its utility bills. The analysis should take 30-45 days to complete.

05-06-03 Consider Approval of Multi-Use Path Master Plan 2006/2007

Rast noted that Council had reviewed the plan during Council Retreat. Staff had gone over the plan again based on the comments from Council at the Retreat. A number of projects from the FY 2005 plan were in progress. A number of projects had been moved up into the FY 2006 and FY 2007 plans, which would require Council's approval.

Rast said the projects for FY 2006 included GA 54 East 1 (Robinson Court to Carriage Lane), GA 54 East 2 (Carriage Lane to Peachtree East retail center), Robinson Road North 1 (Robinson Court to Peachtree City United Methodist Church), Robinson Road 2 (Spear Road to Whitfield Farms), Peachtree Parkway North (Walt Banks Road to Interlochen Drive), and Flat Creek multi-use bridge path connections (design). The total path construction would be 3,900 linear feet.

Kourajian asked about liability since the GA 54 East 2 path would be outside City limits. Rast said the City would have to get an easement from the property owner, but the liability would not fall on Stein Mart. Plunkett asked if the property owner had been contacted. Rast said there was a new owner for the retail center, and he had not been able to talk to them yet. Rutherford asked where the City limits were. Rast said the Stein Mart property boundary and the City limits were the same, and the path would extend into the corner of the parking lot.

Kourajian asked if a crossing light would be needed at Carriage Lane. Rast said there was room in the right-of-way to pull the path back from the road. There was not a pedestrian or golf cart crossing there now. Kourajian said the City should probably ask the state about it. Logsdon asked if it had been considered that McIntosh students would use the path to get to the shopping center. Rast said staff had looked at it. Rutherford pointed out it was illegal for carts to cross GA 54. She realized that people did it. Rast said the only way to cross now was at the tunnel near McDonald's, which was a good distance away from this intersection. Rast said staff was looking for a location for a potential bridge crossing over GA 54.

Rutherford asked if there would be some kind of barrier between the path and GA 54. Rast said yes. The DOT initially would not allow the paths in the area, but the City convinced DOT that the paths would be on the far side of the right-of-way, 20-30 feet from the road. The 54 East landscape enhancements included landscaping that would also serve as barrier between the highway and the path.

Rast added that he had received a phone call from a property owner whose home would be bordered by the path. Rast said the property owner was concerned about recently installed landscaping. Rast had assured her that the City would work with her on the landscaping, and he wanted to put that on the record.

McMullen said he wanted to get the paths in the vicinity of McIntosh High School completed before the next school year started. He said there were safety issues for golf carts crossing at Peachtree Parkway and Interlochen. Cart drivers played chicken with the cars that were picking up speed. He wanted to make that the first project to be constructed. Plunkett agreed with McMullen.

Rast said the FY 2007 projects included 13,000 linear feet of path construction. The projects included Holly Grove Road (Robinson Road to Aster Ridge Trail), Robinson Road South (Holly Grove Church Road to Oakdale), Flat Creek multi-use bridge path connections (construction), GA 74 South [Q23, Cooper Circle to South 74 Baseball/Soccer Complex (BSC)], and the Paschall Road multi-use tunnel (Willow Road to Reed Memorial Park).

The paths in the Robinson Road area would provide connectivity to Wilshire Pavilion. There were some topography issues in the Holly Grove Road area. Everyone on the east side of Flat Creek would be able to get to the BSC and the industrial park.

Rast continued that the City was working with DOT on the Paschall Road multi-use tunnel. Rast said staff was taking a close look at the area around The Avenue for a safe path connection. The GA 74 road widening would take the path that paralleled GA 74 that was used to get to the center. There was also concern about the truck traffic on Clover Reach. He said there would be three new tunnels on 74 South – Paschall Road, the future Hannon Sports Park and the BSC, and one in the Holly Grove Road area. There was an existing tunnel at Kelly Drive.

Rast said some of the path recommendations were due to staff observations, and others had come from citizen requests. McMullen said that when Council reviewed the five-year PIP plan for the FY 2007 budget, they would see approximately \$85,000-90,000 per year set aside for cart paths. The funding for the 2007 paths would not be approved until the FY 2007 budget was approved.

Rutherford moved to approve the Multi-use Path System Plan 2006 and 2007. Boone seconded.

Plunkett noted that people liked the signs that went up when on work paid for by SPLOST. Rutherford said the similar signs could go up that had work was paid for by tax dollars.

The motion carried unanimously.

05-06-04 Consider Parking Restrictions on Commerce Drive

City Engineer Dave Borkowski asked Council to consider restricting parking on Commerce Drive except in the designated area. Parking would be prohibited on the west side of Commerce Drive between Westpark Drive and Aberdeen Parkway, and on the east side of Commerce Drive except in the designated area of approximately 130 feet. He continued that there was a need for improved traffic control in the area. Vehicles were parking on both sides of the street in the World Gym area. The parked vehicles were blocking sight distances. The area designated for parking was 130 feet, or room for approximately six cars to parallel park on Commerce Drive. Plunkett said there were usually about 20-30 cars on the street. Borkowski said there were about a half dozen cars parked on the street the last time he went by the area. The gym owner had been contacted, and he had an agreement with the bank to the north of the gym to use their parking. An outparcel area that was part of the tract was also another option for additional parking. Borkowski continued that staff had recommended that cars could also be parallel parked in the retaining wall area on the gym's site. The area was wide enough for two-way travel. Borkowski added that he had contacted the credit union across the street about using parking there, but the credit union had declined.

Plunkett asked if the parking spaces could be impervious if the outparcel area was turned into parking. Rast said there was not enough parking now, and any development on the outparcel would mean more parking was needed. The site plan could be revised.

Dar Thompson, the World Gym owner, told Council that his original site plan for the gym had included 176 parking spaces, but the Planning Commission told him that many spaces would not be used, so islands were put in the parking lot. He said he wanted to work with the City on the problem. Thompson gave Council copies of another proposal, as well as the original site plan. He said the plan was similar to Best Buy and the previous Gold's Gym. He went over the plan with Council. He said the outparcel had been approved for a 6,000 square-foot slab and a 12,000 square-foot building. If the outparcel were ever sold, that would put the parcel at 45,000 square feet with 132 parking spaces, including 10 spaces in the back. He said that put the parking at two and one-half spaces per 1,000 feet.

Rutherford asked if Thompson's proposal would have to go back through the planning process. Rast said it would, and it would have to meet the new parking standard. Rutherford asked if the issue could be tabled until Thompson's plan went back through the Planning Commission. Once they knew how many spaces were allowed, Council would have a better handle on what to do, or there could be no parking on the street at all.

Rutherford moved to table the parking restrictions on Commerce Drive until the plan could go back to the Planning Commission so they could look at the areas where the owner wanted to add parking and look at no parking on Commerce Drive. Plunkett clarified that parking would remain what it was currently if the matter was tabled. McMullen said that was correct. Rast said the next available Planning Commission meeting was the second Monday in June (June 12). Logsdon said he would like to see some relief in the area before that. Thompson proposed that the parking be staggered along the street. Rutherford said she would amend her motion to table the Commerce Drive piece for two weeks to get more information on Thompson's request to put cars on either side. She asked if the people had started parking at the bank yet. Thompson said that employees parked at the bank during the day. He noted there had not been an accident yet. Boone said he had gotten complaints from citizens, especially during the peak hours. Rutherford said that was immaterial. She continued that staff needed time to look at the recommendation. Logsdon agreed. Borkowski said he would look at the areas in more detail. Cars in the street also blocked the sight distance for golf carts on the adjacent path. Rutherford said the long-term solution was no parking on Commerce Drive, but there had been a request to look at parking on the other side. Rutherford said she wanted to table the issue for two weeks so Borkowski could take another look at the area. If Borkowski came back and said it could not happen, it would be fine, but Rutherford asked Borkowski to take a harder look at the spaces. Plunkett seconded. The motion carried unanimously.

05-06-05 Consider Revisions to Travel Expense CAR

Assistant Finance Director Janet Camburn went over the proposed amendments to City Administrative Regulation (CAR) 8-2 Travel Expenses. She explained that the City currently referenced receipts, but not itemized receipts. Staff would like to include itemized receipts. The allowance for tips would increase from 15% to 20%. Language had been added that stated the

City would not reimburse for alcohol. The changes also included updating the language to reflect the daily or per meal amounts as based on the U.S. General Services Administration (GSA) determined annually by primary destination, which would be posted for employees on a regular basis, so the CAR would not have to be amended each time the rates changed. Employees could also access the GSA website. Plunkett asked if it was close to what the City allowed now. Camburn said it was very close. Plunkett asked why the City did not set a per diem rate so receipts would not be required. Camburn said the amount was similar to a per diem, but the City policy had always required receipts. Rutherford noted that the federal government also required itemized receipts. She said she would rather see itemized receipts.

Camburn continued that there had also been a change in lodging requirements. The City would cut checks ahead of time and provide proper documentation to save on the state sales tax, hotel/motel taxes, and any local taxes.

Rutherford moved to approve the revisions to the travel expense CAR. Boone seconded.

Kourajian asked what happened if a receipt was lost, or an itemized receipt was not provided. Camburn said itemized receipts would be given if asked. She added if it was absolutely impossible to come up with an itemized receipt, then Finance would accept a handwritten receipt from the employee, especially if the employee had used a credit card. Employee travel was actually random and was usually for education, training, or conferences. Kourajian asked how much was spent on meal reimbursement. Camburn said she would have to check. Boone asked if the hotel/motel charges should be attached. Camburn said yes.

The motion carried unanimously.

05-06-06 Consider Award of Construction Contract for Satellite Auto Shop

Public Services Director Tom Corbett said 38 invitations to bid had been sent out, eight firms attended the pre-construction meeting, and four companies submitted bids. The low bidder was R.L. Ward, LLC, of Newnan, for \$498,500. Corbett said the company had excellent references and had built the Hybrid Fuel building in the City. The location would be in the Public Works yard, so the name had been changed to the Annex. If approved, the contractor was ready to start the next day.

Logsdon noted that the annex was needed. The mechanics had to work on vehicles outside in the rain. Corbett added that the yard also had to be closed off sometimes when working on the larger vehicles.

Boone moved to approve the satellite auto shop facility construction bid for the amount of \$498,500. McMullen said the project was part of the Bricks and Mortar loan. Logsdon seconded.

Kourajian asked when construction would begin. Corbett said it could start the next day. Kourajian asked why the satellite auto shop was needed. Corbett said the old facility was tiny, and a dump truck barely fit inside. During the winter, the doors were closed and gas furnaces

were used. The fire vehicles did not fit in the building under any circumstances and would only get larger. Some of the vehicles the stormwater utility would have would also be too large. Corbett said effective repairs could not be done outside in the winter. Kourajian asked if the current facility could be expanded. McMullen said the ceiling needed to be considerably higher. The building also needed be longer. The current building could be expanded, but rebuilding the existing building could cost as much as building a new one. There were pits in the existing building, and the new shop would have lifts to put the vehicles up so they could be worked on properly. The lifts would be purchased separately, and the money was budgeted.

Plunkett asked if the work on the larger vehicles could be contracted out. McMullen said an analysis had been done two years ago that found maintenance would be more economical if it was done in-house. He said they looked at utilization and productivity. A consultant compared what would be done under a contract compared to what the City could do. Doing the work in-house cut out the profit mark-up. Plunkett asked at what point the City would break even with the cost of the building. McMullen said that was not part of the analysis.

Rutherford said that need was relative. When she looked at everything that was needed, she was not willing to spend the money for the shop. At the end of the day, tough decisions had to be made. Logsdon clarified that they were suggesting that the work that was done outside be outsourced. Logsdon said it was not fair to ask those employees to lie in the rain and cold to work on the vehicles. Plunkett said she was just requesting the answers to her questions.

Kourajian asked how many City vehicles could not fit in the current building. McMullen said he would get that confirmed. Kourajian said if the majority fit into the building and the situation was workable, then he agreed with Rutherford. Boone said he had been to the facility and seen the conditions. He said it was life safety issue. Plunkett agreed, but asked how long it would take to pay off the \$500,000 investment. Rutherford said there were certain things that always had to be sent out, especially for the fire trucks. Corbett indicated that had changed with the recent employee certifications, and now about 99% of the maintenance work was done by the City. McMullen noted fire trucks could not be sent out with all of the equipment due to security of the equipment. The vehicles had to be unloaded, taken to Atlanta, then re-equipped when they were returned. Kourajian asked how long a vehicle might be out of service. Assistant City Manager Colin Halterman said that one vehicle had been out of service for a month.

Plunkett asked if the County had a large enough facility to do the work, and if the City could contract with the County. Corbett said that the way his department operated now someone could stay after hours to work on emergency vehicles if there was not a replacement vehicle. The bulk of the overtime was due to work on emergency vehicles. The City had chosen to maintain control over those vehicles. He said it was rare that his employees were not working on some emergency vehicle on a Friday afternoon. Routine maintenance was done. Corbett continued that 50% of the overtime was on vehicle repairs. The bulk of that work done on emergency vehicles was on Fridays and Mondays.

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

Plunkett said she did not have enough information to approve the annex at this time. She was willing to bring the matter back once her questions were answered.

05-06-07 Consider Award of 2006 Asphalt Milling Program

Corbett said the asphalt milling was part of the paving project with Fayette County. The milling would be done primarily on Peachtree Parkway. They would be taking up two inches of asphalt before resurfacing. One bid, The Miller Group, Inc., had been submitted for \$182,533. Corbett explained that there were only a few companies in the state certified for this type of work. It was a good bid. The company had excellent references, and the state also used them. Once approved, the company would meet with the County to work out a schedule. Miller was already doing milling work for the County.

Rutherford asked what the City got in return for the asphalt. McMullen said that recycling the asphalt was part of the state requirement, and the return was included in the bid price. He said it did help lower the price. Halterman noted that one ton of asphalt cost \$25 one year ago and cost \$48.55 per ton today. Halterman said one ton covered about 20 square yards one inch deep.

Rutherford moved to award the 2006 asphalt milling program to The Miller Group, Inc., for \$182,533 for the combinations of Base Bid 1 and Base Bid 2, for the LARP-funded streets. Plunkett seconded. The motion carried unanimously.

Council/Staff Topics

McMullen noted that the Three Dollar Café had called for the final inspections.

McMullen said the First Baptist Church expansion plans were on the agenda for the May 8 Planning Commission workshop. Rutherford asked if any land had been identified for the proposed swap. McMullen said they were waiting for a survey.

Plunkett asked what the timeline was for looking into what could be done to alleviate the cut through traffic and speeding in Planterra Ridge. McMullen said he and Halterman had discussed the issue and recommended lowering the speed limit to 25 mph and putting in temporary speed bumps along Terrane Ridge. The City and Planterra Ridge Homeowners Association (HOA) would share the cost, and the HOA would agree with the location of the temporary speed bumps. They were going to wait for at least six weeks after GA 54 was completed before doing any traffic studies. Rutherford asked if the traffic study on Smokerise would be done after the new Kedron center opened. McMullen said yes. Rutherford said studies should be done on any other streets that could be used as a cut through before the center opened so the City would have some base numbers.

McMullen reminded Council that Student Government Day was scheduled on May 9.

Logsdon said he had played golf over the weekend. There were seven houses on the Flat Creek course with two real estate signs in the back yard, and there was an equal amount at the Braelinn course. He asked that Code Enforcement look into the matter.

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

Rutherford moved to reconvene in regular session. Boone 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 10:33 p.m.

Betsy Tyler, Deputy City Clerk

Harold K. Logsdon, Mayor

Pamela Dufresne, Recording Secretary

City of Peachtree City
JOINT WORKSHOP with WASA
Minutes of Meeting
May 9, 2006
7:30 p.m.

The City Council of Peachtree City met with WASA in a workshop session on Tuesday, May 9, 2006, at 7:37 p.m. Council Members attending were: Mayor Harold Logsdon, Steve Boone, Cyndi Plunkett, and Judi Rutherford. Stuart Kourajian arrived at 7:45 p.m. Staff members attending were: City Manager Bernard McMullen, Assistant City Manager Colin Halterman, and City Engineer Dave Borkowski. WASA members attending were: Mike Harman, chairman; Wade Williams, secretary/treasurer; Tim Meredith; Jeff Prellberg; and WASA General Manager Larry Turner. Richard Ferry, Senoia City Manager, also attended. The purpose of the workshop was to discuss sewer access on Huddleston and Hip Pocket Roads and to discuss the City of Senoia's request for wastewater treatment.

Turner gave a brief history of WASA (a copy of the PowerPoint presentation is included in the meeting file). The Authority was created in 1987 by an act of the Georgia Legislature. WASA acquired the Georgia Utility assets in May 1997. At that time, there were three wastewater treatment plants (WWTP) with a 4.9 mgd capacity, 142 miles of gravity sewer, 26 lift stations (only eight with standby power capability and none with telemetry), and the general condition of the system was described as poor to good. Today, WASA has two WWTPs with 6 mgd capacity, 171 miles of gravity sewer, 37 lift stations (all with telemetry and standby power availability), the general condition of the system was good to excellent, state of the art treatment process with urban reuse and ultraviolet disinfection, and lower than average rates for the Atlanta metro area.

Turner also went over the FY 2005 financials. The budgeted revenues were \$6,240,500, and the actual revenues were \$6,537,222. The budgeted expenses were \$5,647,789, and the actual expenses were \$5,793,202. Turner said \$151,308 was added to WASA's reserves in FY 2005.

According to the Metropolitan North Georgia Water Planning District's Long-term Wastewater Management Plan 2030, WASA's capacity should expand to 8 mgd in 2011-2020. The proposed increase in the capacity was not due to growth in the City. Turner explained that, according to the plan, all of the septic systems in the County would be absorbed by the sewer system during that time period.

Turner discussed the system design and the current flow projections. The current contingency flow was 0.76 mgd. With the closing of Photocircuits, another 0.18 mgd was available for a total available capacity of 0.94 mgd. Turner noted that the request from the City of Senoia was for 0.50 mgd, which would leave the City with 0.44 mgd of available capacity. The maximum daily flow in 2005, with Photocircuits open, had been 3.89 mgd. Now, the maximum daily flow was approximately 3.7 mgd.

Turner said WASA would not know how much the closing of Photocircuits affected the budget until the end of the year. Photocircuits had been 8% of the total budget, and had been the biggest user. The budget was slightly in the red currently. The budget cost centers included administration, WWTPs, operators, laboratory, the collection system, maintenance, and technical services.

Rutherford noted that Senoia had a few options, one of which was to build its own plant. She noted that Tyrone was also growing and the state could expect the City to pick up the slack. McMullen said that a Development of Regional Impact (DRI) in Tyrone had just been approved. The development would have its own plant. The Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) were not following the state plan when approving DRIs. Rutherford agreed, and added that Tyrone had community systems approved by the state that failed at a regular rate. The state was not following its own recommendations.

Turner pointed out that Council also needed to consider money. If Council approved the request from Senoia for wastewater treatment, the City's sewer rates would not have to double. The agreement with Senoia had to be firm before he could go to the bond market to do what needed to be done. Kourajian asked what would happen if Senoia wanted to up its capacity to 0.6 mgd. Turner said that Senoia would incur strong financial penalties for exceeding 0.5 mgd.

Turner addressed the sewage spill into Line Creek that occurred on May 6. The spill occurred at the Rockaway Road treatment plant and was due to the failure of the operator to react to flow stoppage. When the operator was relieved at the end of his shift, the new on-duty operator noticed the problem right away. Turner said the EPD had determined there had been no significant impact on Line Creek. He anticipated that WASA would receive a consent order and a fine. WASA would also be required to monitor Line Creek more often for a year. The tests would be done daily for a month, then weekly.

McMullen added that, with all of the City's properties platted and no more annexations, the City's population might get to 37,000. If the West Village annexation occurred, the population would increase by another 3,000-4,000. There could be 1,000-1,200 additional housing units if the annexation were to take place. Kourajian asked what was the recommended capacity. Turner said the Environmental Protection Division (EPD) required an expansion plan when the system was at 90% of the maximum flow. Logsdon asked how soon an expansion could take place. Turner said it would take approximately four years providing the permitting process sped up.

Turner showed an aerial view of Hip Pocket Road that showed the properties on septic systems. Plunkett asked if the area residents had been surveyed to see if they wanted to connect to sewer. Turner said they had not. He continued that a low-pressure system would be the least expensive to install, but was not as reliable as a gravity system. A gravity system was the most expensive to retrofit. WASA had looked at the area in 2000, and the cost would have been \$7,200 per lot. Today, the cost to put all the homes on

sewer would be \$10,000 per lot. The cost included constructing the grinder pump and lines, plus a connection fee of \$1,750. Boone asked if WASA could set up a special tax district. Turner said he was not sure, but the City did have authority to set up special assessment districts.

Kourajian asked what the benefit of connecting to sewer would be for someone whose septic system was working fine. Logsdon said Council needed to consider what was best for the entire City, and that was to get the area on sewer to protect Lake Peachtree. He noted that the lots were small, and the property owners probably would not have room for another field and would not be able to get a permit for a new system. McMullen said Council's hammer was that the owners whose systems failed would have to come to Council to get permission to put in a pressure line in the right-of-way. One line in the right-of-way was fine, but there would be problems when there were six-12 lines and one ruptured. It would be difficult to find out which property the line belonged to, and there would be another spill while staff was figuring it out.

Logsdon said they should contact the homeowners association in the area and find out if the residents were interested.

Turner said that when the City acquired the system, a few property owners on Huddleston Road contacted WASA about connecting to the system. The uses in the area were commercial and industrial. The problem had been how to apportion the cost due to the various uses. The property owners did not like the cost, and the matter was put on a back burner. Halterman added that WASA would also be required to resurface the entire street.

Logsdon said Huddleston Road needed sewer. It was a prime area for redevelopment. He asked how the City could make it happen. McMullen said there would have to be a special assessment district. They would have to get all of the property owners to buy in in terms of redevelopment of the whole area. Connecting to sewer would increase the property values. It would also be possible to freeze the property values in terms of taxes for a period of time. Plunkett said that, just because there were hurdles, there was no reason not to explore the possibility and to ask the questions. Logsdon asked how many of the property owners had to participate in order to do the work. McMullen said the optimum situation would be for the City to work with one developer. Plunkett said there should a similar incentive for residential neighborhoods. Rutherford said they would get a better price when they sold.

Logsdon asked if the City should meet with property owners and explain the concerns about the septic systems. Rutherford said she wanted to get the information on the tax districts first. Logsdon said the information from WASA was good, and he wished there were an easy answer.

Turner said that, since Hip Pocket Road would be a low-pressure system, it would be best for all the homes to go on the system at the same time. Kourajian asked if there were a

minimum number required for the system to work properly. Turner said 80% of the homes would be needed to keep the flows going and the odors down. The homeowner would provide the outlet and pay the electricity. WASA would install the pumps, the force main, and connect the line to the houses.

Plunkett noted that the bottom line for the Senoia request was that WASA had the capacity. Entering into an agreement with Senoia would offset the cost of the system for the City residents, and the state would eventually mandate the connection. Turner added that WASA had lost 0.5 mills in revenue and would have to start dipping into its reserve funds.

Kourajian asked Turner if WASA was taking in less than it cost to run the system. Turner said WASA was currently taking in less money than it took to run the system. Harman added that it had been a good year for sewer connection fees, which had helped, but it would take a year to see what the closing of Photocircuits would do to the budget. He explained WASA's rate structure. He said that if industry was responsible for 20% of the total flow, then 20% of the cost was assessed to industry. If other industrial or commercial users did not replace Photocircuit's flow, then residential users would have to take over a bigger share of the costs. The rates would increase. Harman said the City did not need the capacity that Senoia was requesting. Rutherford asked if Senoia would do the billing and collections. Harman said Senoia would pay WASA, then would do its own billing and collections. It was a great deal for WASA and the City. Kourajian said he was not sure it was a good deal for everyone. Harman said everyone's rates would increase. Otherwise WASA was not operating in the black – it was about the degree of loss. Turner said the City would not see another user like Photocircuits. Atlanta was out of water, and the state's development officials were turning away industries that needed a lot of water. Rutherford asked how often WASA looked at its rate structure. Turner said every two years. Photocircuits had been 8% of WASA's budget.

McMullen asked Council if anyone needed more information. Kourajian said he would like to see more financial information. The request from Senoia would be placed on the June 1 Council agenda.

There being no further business to discuss, the meeting adjourned at 9:17 p.m.

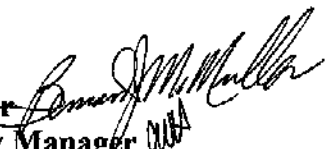
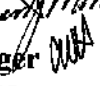
Pamela Dufresne, Recording Secretary

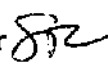
Harold K. Logsdon, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Bernie McMullen, City Manager 
Colin Halterman, Assistant City Manager 
Richard McDowell, Fleet Manager 
Angela Egan, Purchasing Agent 
Janet Camburn, Assistant Financial Services Director 

FROM: Tom Corbett, Public Services Director 

DATE: May 3, 2006

SUBJECT: Sale of Surplus Property
May 18, 2006, City Council Agenda

Currently we pay Georgia Tire Recycling, Inc., to haul away all of our used tires to be recycled. The fee is anywhere from \$2.00 to \$10.00 per tire, and includes both truck and passenger vehicle tires. Attached are copies of two recent manifests.

We have now received an offer from TCI Tire Centers of Ellenwood to **purchase** our cast-off truck tires, for the purposes of retreading and reselling. This amounts to another form of recycling, but with the added bonus of bringing in cash to the City.

TCI is offering \$55 per casing on all major brands, such as Michelin, Bridgestone, Goodyear, and Yokohama (original casings no more than 5 years old), and \$20 for any other truck tire that does not meet that specification

TCI will either credit a purchase ticket for the trade-in tires whenever we buy new tires from them, or will send the City a check for other used tires that are not a direct trade-in. We are not required to buy tires from TCI in order to sell our used tires to them. They are a general purchaser of used tire casings. (We do not buy theirs, or any other, recapped tires.)

With your permission we will begin using TCI as our tire recycler.



Georgia Tire Recycling, Inc.
1593 Huber Street
Atlanta, GA 30318
Phone: 404.355.0547

Manifest GA - N^o 102089
Code

☐ NTCS HAULER ☒ SUB HAULER	☐ LOCAL HAUL ☐ LONG HAUL	TRUCK NO. _____	☐ GATE	☐ CASH ☒ CHARGE ☐ CHECK	ACCOUNT NO. <u>10822</u>
PO# <u>04-58727</u>				OK# _____	

1. CUSTOMER/GENERATOR INFORMATION AND CERTIFICATION:

Invoice Date and Time of Pickup: 1/17/2006 ☐ AM ☐ PM

Registration Number / Type of Generator: 04-58727

Area Code / Telephone Number: 7-487-5183

Company Name: Recycled City PW

Street Address: 209 M^eINTOSH TRAIL

City: Perkville State: GA Zip: 30269

I certify that the information provided above is true and correct. I am aware that falsification of this manifest may result in suspension, revocation, or denial of renewal of my generator registration.

Print Name: X Greg Turks

Signature: X Greg Turks
Waste Tire Generator

Item Code	Description	Quantity	Price	Amount
GP	Passenger Tires	79	2.00	158.00
R	Passenger Rims			
LT	Light Truck Tires	4	15.00	60.00
TT	Truck Tires	4	10.00	40.00
GF	Farm Tires			
	Trailer #			
	Retalls			
ADJ	Factory Adjustments			
	Misc.			
		87		\$218.00

Cost for hauling away →

TOTAL

REMIT TO: NATIONAL TIRE RECYCLING, LLC 310 EAST I-30, SUITE M 105, GARLAND, TX 75043, 1 972-228-5672

2. TRANSPORTATION INFORMATION AND CERTIFICATION:

Company Name: Miller Express Inc

Registration Number: 075-04-11 Truck Number: _____

Print Name: Michael Bell

*Signature: Michael Bell

3. SECONDARY TRANSPORTER INFORMATION AND CERTIFICATION:

Company Name: _____

Registration Number: _____ Driver's License Number: _____

Print Name: _____

Signature: _____

*I hereby certify that the scrap tires received from the scrap tire generator (see Part I of this form) will be delivered to the destination designated by said generator and that the completed and signed manifest will be returned to the generator within 30 days from this date.

ADJUSTMENT BOX	Passenger Tires	Truck Tires	Location and Intended Use of Removed Tires:
# of Tires Picked Up: _____			

4. PROCESSOR INFORMATION AND CERTIFICATION:

060-004-STP
Registration/Permit Number

Enter quantity of scrap tires received in the appropriate box:

Tons 87 Number _____

Company Name: Georgia Tire Recycling, Inc
Street Address: 1593 Huber Street
City, State, Zip: Atlanta, Georgia 30318
Telephone Number: (404) 355 0547



I hereby certify that this is a facility approved by the Georgia Environmental Protection Division to receive scrap tires and that I have received the quantity of scrap tires entered above.

Signature: [Signature]

Date: 1/17/06

Print Name: _____

RTG of Georgia, Inc.

1593 Huber Street
Atlanta, GA 30318
Phone: 1.404.355.0547

Manifest GA -
Code

75177

☐ RTCS HAULER	☐ LOCAL HAUL	TRUCK NO.	☐ GATE	☐ CASH ☐ CHARGE ☐ CHECK	ACCOUNT NO.
☐ SUB HAULER	☐ LONG HAUL			PO# 55-01-1-000	

Part I. CUSTOMER/GENERATOR INFORMATION AND CERTIFICATION:

12/1/2008
Invoice Date and Time of Pickup

Registration Number / Type of Generator
7-5183

Area Code / Telephone Number
678-441-1111

Company Name
304 N. E. WIDISH TRAIL

Business Address
304 N. E. WIDISH TRAIL

City State Zip
3024

I hereby certify that the above indicated scrap tires were collected in the normal course of business in _____ County, State of _____ and are destined to be transported to the facility indicated above.

Print Name: _____

Signature: _____
Scrap Tire Generator

PLEASE PAY FROM THIS INVOICE

REMIT TO: Recovery Technologies Group Inc. 7000 Boulevard East Guttenburg, NJ 07093

Item Code	Description	Quantity	Price	Amount
P	Passenger Tires	81	11.25	911.25
	Passenger Rims			
	Light Truck Tires			
T	Truck Tires	24	8.00	192.00
	Farm Tires			
	Trailer #			
	Recalls			
	Factory Adjustments			

Enter quantity of scrap tires to be transported in the appropriate box:

Tons Number

SUBTOTAL 1232.5

TAX

INVOICE TOTAL

Part II. TRANSPORTATION INFORMATION AND CERTIFICATION:

1116 F x Press Inc
Company Name

060-028-CR
Registration Number

Truck Number

Print Name
Michael Kelly

Signature
Date

Part II.A. SECONDARY TRANSPORTER INFORMATION AND CERTIFICATION:

Company Name

Registration Number

Driver's License Number

Print Name

Signature

*I certify I received the quantity of scrap tires shown in Part I from the scrap tire generator identified in Part I of this form.

ADJUSTMENT BOX	Passenger Tires	Truck Tires	Location and Intended Use of Removed Tires
# of Tires Picked Up:			

Part III. PROCESSOR INFORMATION AND CERTIFICATION:

080-003-STP
Registration/Permit Number

Enter quantity of scrap tires to be transported in the appropriate box:
 Tons Number

Company Name
Street Address
City, State, Zip
Telephone Number

Recovery Technologies Group of Georgia, Inc.
1593 Huber Street
Atlanta, Georgia 30318
(404) 355-0547

Name of End User/Processor/Sorter

Business Address

City State Zip

Telephone Number

Permit Number (if applicable)

I hereby certify that this is a facility approved by the Georgia Environmental Protection Division to receive scrap tires and that I have received the quantity of scrap tires entered above.

Signature: _____ Date _____

Print Name: _____



City of Peachtree City

**Jeff Hilger
Commercial Sales
TCI Tire Centers
Ellenwood, Georgia
404-427-5822**

**\$55.00 Casing credit on all major brands. (Michelin,
Bridgestone, Goodyear, and Yokohama)
Virgin casings no older than 4 years old.**

5 ~~20~~

All other casings: \$20.00 each

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: City Manager *Bernard M. Mallick*
Fire Chief *[Signature]*
Police Chief *[Signature]*
Public Services Director *[Signature]*
Developmental Services Director

FROM: City Engineer *David A. Bales*

DATE: May 12, 2006

SUBJECT: Ordinance Prohibiting Parking on Commerce Drive - Update
May 18, 2006 City Council Meeting

Recommendation:

Staff is recommending that Council adopt an amendment to Chapter 78 of the Peachtree City Code of Ordinances prohibiting parking on the east and west sides of Commerce Drive between Westpark Drive and Aberdeen Parkway except in designated areas.

Discussion:

The Ordinance to prohibit parking on certain areas of Commerce Drive between Aberdeen Parkway and Westpark Drive was tabled from the May 4, 2006, City Council Meeting. Staff was asked to look at the property to see if there were ways to get more parking on-site and also to re-evaluate certain areas in the street to see if more spaces were available.

Staff has worked with the owner of the World Gym, and they have come up with ways to get approximately 60 more spaces on the property. Making two-way traffic one-way in some areas and angling parking would accomplish this. However, this option will take several months. The owner of World Gym has stated that he wants as much parking in the street as he can get to help with peak times at the facility until the reconfiguration of the off-street parking is completed.

Staff has also looked at additional spaces on Commerce Drive. Due to sight distance issues, the only place we could have additional spaces in the street would be a 60-foot strip in front of the Southern Community Bank. This would only allow another three vehicles to park in the street, a total of nine vehicles. After the off-street parking is completed, staff recommends eliminating all street parking on Commerce Drive.

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Ordinance Prohibiting Parking on Commerce Drive
May 12, 2006

Budget Impact:

There will be an operational cost to the Public Works Department to make and install signs and paint the curbing so that the no parking area can be legally enforced.

Attachments

cc: City Engineer's File
Public Services Director
Public Information Officer
Administrative Services Staff Assistant

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES OF THE CITY OF PEACHTREE CITY, GEORGIA, AS AMENDED SO AS TO LIMIT PARKING ON COMMERCE DRIVE; 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 Section 78-24 of the Code of Ordinances of the City of Peachtree City, Georgia, as amended, is hereby further amended as follows:

Sec. 78-24. Parking on Commerce Drive.

(a) Parking is prohibited on both sides of Commerce Drive North beginning at Aberdeen Parkway and continuing northward to its terminus, a distance of 600 feet.

(b) Parking is prohibited on the West side of Commerce Drive from its intersection with Aberdeen Parkway to a point 133 feet south of the center of the intersection. Parking is also prohibited on the West side of Commerce Drive from its intersection with Westpark Drive to a point 817 North of the center of the intersection. Parking is prohibited on the East side of Commerce Drive from its intersection with Westpark Drive to a point 437 feet North of the center of the intersection. Parking will also be prohibited on the East side of Commerce Drive from its intersection with Aberdeen Parkway to a point 434 feet South of the center of the intersection.

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.

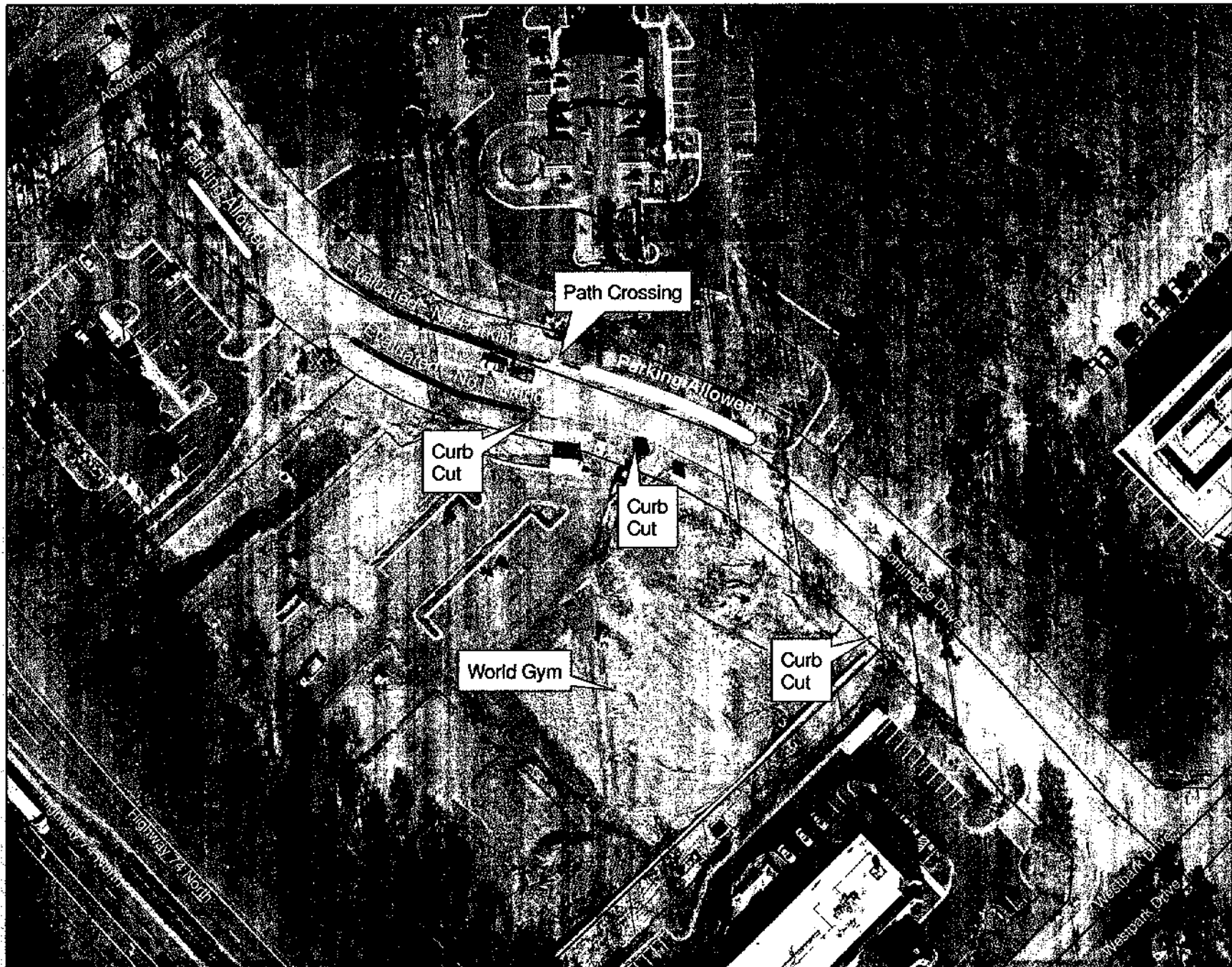
Section 4. This ordinance shall be in full force and effect upon its official adoption by the City Council.

This _____ day of _____ 2006.

Harold K. Logsdon, Mayor

Attest: _____
City Clerk

World Gym



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: City Manager *Benjamin J. Miller*
Developmental Services Director

FROM: City Planner/ Zoning Administrator *David*

DATE: May 12, 2006

SUBJECT: Proposed amendments to Article VII. General Design Requirements
May 18, 2006 City Council agenda

Recommendation:

Staff recommends that City Council adopt the proposed amendments to Article VII. General Design Requirements, which will repeal the existing ordinance in its entirety and replace it with a new ordinance entitled "General Development Standards and Design Requirements" (Attachment "A") and authorize Staff to incorporate the amended ordinance into the City's Land Development Ordinance.

Discussion:

In an effort to develop a comprehensive ordinance identifying standards for development and re-development, Staff has been researching ordinances from various municipalities as well as working closely with the Planning Commission and City Council to review the language within the proposed ordinance. The initial draft of this ordinance was presented to the Planning Commission in a workshop format at their meeting on February 13, 2006 (Attachment "B"). After several modifications, the proposed draft was then presented to the Planning Commission and City Council at a joint workshop on March 6, 2006 (Attachment "C").

At that meeting, a number of concerns were raised and Staff was requested to conduct additional research and revise the ordinance accordingly. Based on these comments and the results of our research, Staff felt we should delete the existing "General Design Guidelines" ordinance in its entirety and replace it with a new ordinance titled "General Development Standards and Design Guidelines." The ordinance is formatted into several divisions, identifying general standards for site design, subdivision design, street design, building design and lighting design. The ordinance also identifies specific submittal requirements for these items that would be reviewed and approved by the Planning Commission as a part of the conceptual site plan approval process.

Proposed amendments to Article VII. General Design Requirements

May 12, 2006

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The intent of this ordinance is to identify general standards that each development must adhere to. During the site plan review process, specific items could be addressed and incorporated into the site plan or the design of the individual buildings to ensure the proposed development met the intent of this ordinance. As the city continues to develop and various areas begin to redevelop, the requirements of this ordinance will enhance and unify the appearance of each development that will ultimately enhance the overall character of the community.

At their meeting on May 8, 2006, the Planning Commission unanimously recommended that these amendments be approved by City Council (Attachment "D"). A copy of the existing ordinance is included as Attachment "E").

Budget impact:

There are no budget impacts associated with this request.

Attachments

**AN ORDINANCE TO AMEND ARTICLE VII, GENERAL DESIGN REQUIREMENTS,
OF THE PEACHTREE CITY LAND DEVELOPMENT ORDINANCE
IN ITS ENTIRETY TO ESTABLISH
"GENERAL DEVELOPMENT STANDARDS AND DESIGN GUIDELINES"
FOR ALL DEVELOPMENT WITHIN THE CITY OF PEACHTREE CITY,
AND FOR OTHER PURPOSES**

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PEACHTREE CITY, and it is hereby ordained by authority of the same, that Article VII of the Land Development Ordinance be repealed in its entirety and amended as follows:

ARTICLE VII. GENERAL DEVELOPMENT STANDARDS AND DESIGN GUIDELINES.

Sec. 701. Purpose and intent.

The review and approval of site plans, building design, landscaping, site lighting and signage for all new developments and the re-development of existing properties should achieve and maintain high quality and appearance that will enhance and be compatible with the character of the surrounding area and will uphold and promote high quality development throughout the City of Peachtree City.

Site planning and design of projects proposed adjacent to different land uses should carefully address the potential undesirable impacts on existing uses. These impacts may include traffic, parking, circulation and safety issues, light and glare, noise, odors, dust control and security concerns.

Specifically, the intent of this Ordinance is as follows:

- (a) To encourage high quality appearance for all developments on major and minor thoroughfares throughout the city;
- (b) To provide proper standards that ensure a high quality appearance for Peachtree City, and promote good design while also allowing individuality, creativity, and artistic expression;
- (c) To encourage the proper use of the land by promoting an appropriate balance between the built environment and the preservation or conservation of open space;
- (d) To preserve and improve property values and protect private and public investment; and

- (e) To preserve and protect the identity and character of Peachtree City and to enhance the business economy.

DIVISION 1. STANDARDS FOR SITE DESIGN.

Sec. 702. Protecting the natural environment.

Prior to preparation and submittal of a site plan, the Applicant should evaluate the proposed development's compatibility with the existing environment to determine the limitations and capabilities of the site for development. To the greatest extent practicable, the site plan shall be prepared in a manner that will conserve and protect natural resources, including air quality, trees, natural vegetation, existing topography, streams, creeks, wetlands, watersheds, water quality, and wildlife habitat. Development of each site should be limited to a level that does not exceed the capabilities and requirements of a healthy environment.

Existing vegetation should be retained to the maximum extent possible. Clearing of native vegetation should be limited to that required for the provision of essential purposes (i.e., access, building, sewage disposal, etc.). Where appropriate, existing native vegetation should be enhanced with plantings of the same variety.

Sec. 703. Access.

The entire parcel, rather than simply a particular project, shall be considered in formulating and approving access plans. Interparcel site access, for pedestrians, golf carts and vehicles, should be provided to adjacent properties when land uses are compatible. Common access easements for shared driveways along state highways and busy streets are strongly encouraged.

If at all feasible with the development plan, service functions (e.g., deliveries, maintenance activities) shall be integrated into the circulation pattern in a manner that minimizes conflicts with vehicles and pedestrians. Commercial and industrial developments should have service and loading areas separate from main circulation and parking areas.

Sec. 704. Grading plan.

Developments should be designed to fit the existing contours and landform of the site and to minimize the amount of earthwork. Excavation and earthwork should be kept to a minimum to reduce visual impacts and erosion. Where cut and fill is required, balancing the cut and fill is highly encouraged.

Abrupt or unnatural-appearing grading is strongly discouraged. Every effort should be made to avoid the creation of harsh, easily eroded banks and cuts. The height and length of retaining walls should be minimized and screened with appropriate landscaping. Tall, smooth-faced concrete retaining walls should be avoided in highly

visible areas. Where this is not possible, the walls shall be finished in a manner that is compatible with the exterior of the building and screened with landscaping. Terracing should be considered as an alternative to the use of tall or prominent retaining walls, particularly in highly visible areas.

Sec. 705. Fences and walls.

The design of fences and walls shall be compatible with the architecture of the main building(s) and should use similar building materials. All walls or fences 50 feet in length or longer, and four feet in height or taller, should be designed to minimize visual monotony by changing plane, height, material or material texture, or significant landscape massing.

Sec. 706. Multi-use paths.

The planning commission shall require multi-use paths in order to facilitate pedestrian and golf cart access from residential and commercial developments to schools, parks, playgrounds and other city amenities via the multi-use path system. If, at the time of conceptual approval, there are no completed multi-use paths to which the multi-use paths of the proposed developer can be linked, the planning commission shall require that the developer, in lieu of installing the multi-use paths, dedicate the easements and deposit a cash payment with the city council equal to the cost of installing the multi-use paths. This cost shall be determined by the city engineer. Such deposit shall be placed in a multi-use path construction fund to be established by the city council. When the multi-use system is extended to the boundary of the development, the city council will use the deposit to construct the multi-use paths in the development.

Sec. 707. Utility lines.

All utility lines within Peachtree City shall be placed underground with the following exceptions:

- (1) Those lines which were in place above ground prior to May 21, 1987;
- (2) Those lines, temporary in nature, which are intended to provide immediate service to an area for a period not to exceed 180 days, subject to the approval of the city engineer;
- (3) Major transmission lines which do not provide service to adjoining properties, but are intended to distribute service between substations, subject to the approval of the city engineer; and
- (4) When an electric distribution line already exists overhead on, adjacent to, or across the street from a piece of property zoned for industrial use, that line may be extended overhead to the industrial property provided the

overhead line extension is placed underground at the closest feasible point to the property line and does not attach directly to any structure on the property;

- (5) Underground utility lines being installed, relocated or upgraded within Peachtree City shall be located in accordance with standard drawings 303 and 304 in the "DESIGN STANDARDS" section at the rear of the [this] land development ordinance. Those utilities being placed along publicly owned and maintained rights-of-way shall follow drawing number 303. Those utilities being placed along privately owned and maintained streets shall follow drawing number 304. Exceptions may be granted by the city engineer with the concurrence of the utility company or companies involved.

Sec. 708. Solid waste minimization.

- (a) *Intent of article and declaration of public policy.* It is the intent of this article to require consideration for material recovery, reuse, recycling, mulching, composting and other solid waste reduction methods during the planning and land development process. It is hereby declared to be public policy that the interests of the general public are best served by minimizing introduction of solid waste into the waste stream, both during construction/development and during operation/use of facilities. This applies to both residential and commercial development.
- (b) *Standards.* All persons proposing development or construction shall submit a plan to the city planner during the site plan approval process which describes and provides means for reducing, minimizing or eliminating solid wastes which might otherwise reach a landfill. The waste minimization plan should address the construction and operation of the facility under development, to include:
 - (1) Land clearing;
 - (2) Construction;
 - (3) Landscaping; and
 - (4) Operation/occupancy of the facility (this applies to commercial/ industrial facilities and multifamily residential complexes; not to single-family residences).
- (c) Examples of solid waste minimization plan elements include but are not limited to:

- (1) Mulching and stockpiling land clearing debris for future use in landscaping;
- (2) Stump burning and burial sites during land clearing;
- (3) Material separation and recovery areas for construction debris;
- (4) Sites for materials separation, recycling, and composting during operation and occupancy of completed facilities. This applies to commercial/industrial facilities and multifamily residential complexes.

DIVISION 2. STANDARDS FOR SUBDIVISION DESIGN.

Sec. 709. Suitability of land.

Land that is subject to flooding, improper drainage or erosion or that is for topographical or other reasons unsuitable for development use shall not be platted for any use that will continue or increase the danger to health or safety, unless the hazards are first corrected.

Sec. 710. Name of subdivision.

The name of the subdivision must be approved by the planning commission, and it shall not duplicate nor closely approximate the name of an existing subdivision.

Sec. 711. Access.

Access to every subdivision shall be provided by way of a public or private street.

Sec. 712. Parks, playgrounds and recreation areas.

- (a) *Recreation standards.* The city shall require that land be reserved for parks and playgrounds or other recreation purposes by the developer of each single-family subdivision or multifamily development in locations designated on the master plan or where such reservations would otherwise be appropriate. Each reservation shall be of suitable size, dimension, topography, and general character and shall have adequate street access for the particular purposes envisioned by the planning commission. Those areas shall be shown and marked on the final plat, "Reserved for park and/or recreation purposes." When recreation areas are required, the planning commission shall determine the number of acres to be reserved basing that determination upon the premises that three acres of recreation for every 100 dwelling units is required. The planning commission shall refer such proposed reservations to the local government official or department in charge of parks and recreation for

their recommendations. The developer shall dedicate all such recreation areas to the city government as a condition of final subdivision plat approval.

- (b) *Minimum size of park and playground reservations.* Land reserved for recreation purposes should normally be an area of at least four acres. When procedure contained in (a) above would yield less than four acres, the commission may require that the recreation area be located at a suitable place on the edge of the subdivision so that additional land may be added at such time as adjacent land is subdivided. In no case shall an area of less than two acres be reserved for recreation purposes.

- (c) *Alternative procedure.*

- (1) *Money in lieu of land.* Where, with respect to a particular single-family subdivision or multifamily development, the reservation of land required pursuant to this section does not equal the percentage of total land required to be reserved, the city shall require, prior to preliminary plat or final site plan approval, that the applicant deposit with the city clerk a cash payment in lieu of land reservation. Such deposit shall be used by the city for improvement of neighborhood park, playground, or recreation areas including the future acquisition of property. The planning commission shall determine the amount to be deposited, based on the following formula of \$500.00 multiplied by the number of dwelling units proposed for the residential development less a credit for the amount of land actually reserved for recreation purposes, if any; as the land reserved bears in proportion to the land required for reservation.

- (2) *Public facility in lieu of land and/or money.*

- a. A facility (e.g., passive park, playground, swimming pool, tennis courts, ball field, etc.) may be constructed in lieu of the designated land requirements as determined by this section. Such facilities must be of equal or greater value than the designated requirements, and must be approved by the city council.
- b. Facilities constructed in greenbelt areas may qualify for partial credit of land in lieu of money. The following credits shall be permitted:
 - 1. Greenbelts required by this ordinance--No credit.
 - 2. Greenbelts with cart paths--One-third credit.

3. Greenbelts with cart paths, including improvements such as: picnic tables, picnic grills, picnic shelters, etc.--Two-thirds credit.
4. Greenbelt areas that include larger recreational areas (e.g., the three recreation ponds in Braelinn Village)--Full credit.

In order to receive any credit for cart paths in any greenbelt area, the cart path must extend over or through a minimum of 75 percent of the greenbelt area measured along the longest boundary.

Acceptance of the proposed public greenbelts by the planning commission will be a condition of final plat or final site plan approval. The developer shall complete the greenbelt improvements within an appropriate and reasonable time period established between the developer and the planning commission but in no event later than one year after final plat or final site plan approval.

- (d) [Recreation needs.] A developer who is developing a portion of his holdings may propose an overall plan for recreation needs. The planning commission shall review the plan. If the plan conforms to the intent and purpose of this ordinance, the planning commission may accept the plan as the recreational need plan for the designated area. As the developer develops portions of the designated area, he shall submit a letter describing how he is satisfying the requirements of the plan.
- (e) [Notes.] If the land to be reserved is located other than shown on the final plat, then appropriate notes as to size, location and other identifying data shall be shown on the final plat being approved.
- (f) Other recreation reservations.
 - (1) The provisions of this section are minimum standards. None of the paragraphs above shall be construed as prohibiting a developer from reserving other land for recreation purposes in addition to that required by this section.
 - (2) When subdivisions or developers provide private recreational areas and facilities, partial credit may be given to meet the requirements set forth in this section. The planning commission will apply the formula described in section 705(c)(1) (\$500.00 per dwelling unit) on an equal basis with the private facility subject to a maximum of one-half credit of total amount required by the formula of \$500.00 per dwelling unit. The developer shall complete the private recreational facilities within an appropriate and reasonable time period established between the developer and the planning

commission but in no event shall the period exceed one year from final plat on final site plan approved.

Sec. 713. Easements.

Easements, where required, shall have a minimum width of ten feet. The city engineer may require sewer easements in subdivisions not currently served by a sewer system if, in his opinion, the subdivision may some day be served by a sewer system. Where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater or drainage easement subject to approval by the city engineer.

Sec. 714. Special screening.

Special screening shall be required of all commercial and multifamily subdivisions or developments on the sides that abut streets or single-family residential subdivisions, and the applicable setback areas of multiple frontage lots in single-family residential subdivisions. The intent of this special screening requirement is to hinder the view of the screened structure from the abutting single-family residential subdivision and/or to provide an area between street and commercial area. The area between street and commercial area shall be at least ten feet wide and shall run from property line to property line except for the ingress and egress areas and shall be included on the landscape plan.

Sec. 715. Fire protection.

- (a) *Single-family residential developments.* Fire hydrants shall be installed in all single-family residential developments that are served by a public water supply at locations shown on the preliminary plat as approved by the fire chief. In no case shall the distance between fire hydrants exceed 600 feet.
- (b) *All other developments.* Fire hydrants shall be installed in all other developments which are served by a public water supply main, six inches or larger, located in the right-of-way adjacent to the development site. Accessibility for firefighting equipment shall be maintained through all stages of construction. Fire hydrants and water service shall be installed to within 300 feet of the units under construction. If the units are of wood framing, the fire hydrants shall be installed before framing begins. The location and number of fire hydrants shall be approved by the fire chief.

DIVISION 3. STANDARDS FOR STREET DESIGN.

Sec. 716 Conformance to adopted transportation plan and other plans.

No collector or arterial street shall be constructed unless it conforms to the city's transportation plan.

Sec. 717. Continuation of existing streets.

Existing streets shall be continued at the same width, unless other width is approved by the city council.

Sec. 718. Street jogs.

Street jogs shall have centerline offsets no less than 125 feet.

Sec. 719. Reserve strips.

Reserve strips controlling access to streets and public grounds shall not be permitted unless approved by the city council.

Sec. 720. Permits for street cuts.

Prior to cutting a city street, the person or entity seeking that street cut must obtain a street cut permit from the city.

Sec. 721. Culs-de-sac.

Except where topographic or other conditions make a greater length desirable or unavoidable, culs-de-sac should not be greater in length than 1,200 feet.

Sec. 722. Scenic roads.

- (a) Scenic roads, as defined in section 1102(h) of this ordinance, may be established from time to time by the city council upon the recommendation of the planning commission.
- (b) If any road, or section of a road, within the city is proposed for scenic road status, an application shall be made to the city planner. This application shall follow the form and content of an application for a limited use commercial zoning classification. Also this application shall be administered in accordance with the requirements for a limited use commercial rezoning proposal.
- (c) Only those roads classified as arterials, major collectors, and minor collectors are eligible for scenic road status. For any proposed scenic road, a plan must be prepared specifically for that road. That plan must include the specific construction, maintenance, and landscape standards that will apply to the road and the adjoining property.

Sec. 723. Buffer standards for major thoroughfares.

In order to protect the health, safety, and welfare of its citizens, the city has determined that buffer standards need to be adopted and enforced for the property along its major thoroughfares. These standards are intended to promote an orderly development process by setting forth specific standards to be consistently applied to all building sites along major thoroughfares; they are intended to maintain and enhance the aesthetic standards that have already been established as a part of the city's streetscape; they are intended to ameliorate air quality and water runoff problems; they are intended to help reduce traffic congestion and unsafe driving conditions; and they are intended to encourage an orderly pattern of planned development along all the major traffic arteries in the city, as opposed to the sprawl and strip commercial development that typically characterizes unplanned development without proper buffer standards.

The buffer standards have been established for the four main categories of major thoroughfares: arterial highways, community collector roads, village collector roads, and scenic roads. The specific thoroughfares within each of these categories are identified, standards are presented for both residential and nonresidential land uses along the thoroughfares, and special conditions and exceptions are presented for each classification.

723.1 Arterial highways.

There are two arterial highways in Peachtree City: SR 54 and SR 74. The following buffer standards shall apply to all residential and nonresidential development along these highways:

- (a) *Residential buffers.* A continuous 100-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to an arterial highway.
- (b) *Nonresidential buffers.* A continuous 60-foot-wide tree-save/landscape buffer shall be established for any nonresidential development adjacent to an arterial highway.
- (c) *Special conditions and exceptions.*
 - (1) The required tree-save/landscape buffer for any nonresidential property may be reduced as follows, subject to the approval of the city landscape architect and the planning commission:
 - a. A buffer may be reduced from 60 feet to 50 feet, provided the developer installs additional landscaping that amounts to at least ten percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance.

- b. A buffer may be reduced from 60 feet to 40 feet, provided the developer installs additional landscaping that amounts to at least 20 percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance.
- (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to an arterial highway unless the zoning of the property is changed or there is a major change in the intensity of the existing use.
- (3) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to an arterial highway if that lot is less than one acre in area or has an average depth of 200 feet or less (measured from the right-of-way of the adjacent arterial highway). For these lots, the minimum buffer shall be not less than 20 feet wide.
- (4) For any existing lot which is adjacent to an arterial highway and which has an average depth of between 200 feet and 220 feet (measured from the right-of-way line of the adjacent arterial highway), the required buffer width may be established at 20 feet plus the number of feet the average depth of the lot exceeds 200 feet. This means that the depth of a buffer for these lots could range from 20 feet minimum to 40 feet maximum.
- (5) The buffer requirements for paragraphs (a) and (b) above may be reduced by ten feet if a nonresidential lot is located between an arterial highway and a parallel service road and if a tree-save/landscape buffer at least 30 feet wide is established adjacent to the service road.
- (6) For lots that front on an arterial highway and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards for each of the adjacent major thoroughfares shall apply.

723.2 Community collector roads.

There are 17 community collector roads, either existing or proposed, in Peachtree City. They include: Crosstown Drive, Dividend Drive, Ebenezer Road, Flat Creek Road, Huddleston Road, Kelly Drive, McIntosh Trail, MacDuff Parkway, Northeast collector (proposed), Paschall Road, Peachtree Parkway North (scenic road), Peachtree Parkway South, Robinson Road, Rockaway Road, Senoia Road (Old SR 74), TDK Boulevard extension (proposed), TDK Boulevard/ Crosstown Drive.

The following buffer standards shall apply to all residential and nonresidential development along these roads:

- (a) *Residential buffers.* A continuous 50-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to a community collector road.
- (b) *Nonresidential buffers.* A continuous 50-foot-wide tree-save/landscape buffer shall be established for any nonresidential development adjacent to a community collector road.
- (c) *Special conditions and exceptions.*
 - (1) The required tree-save/landscape buffer for any nonresidential property may be reduced as follows, subject to the approval of the city landscape architect and the planning commission:
 - a. A buffer may be reduced from 50 feet to 40 feet, provided the developer installs additional landscaping that amounts to at least ten percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance.
 - b. A buffer may be reduced from 50 feet to 30 feet, provided the developer installs additional landscaping that amounts to at least 20 percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance.
 - (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a collector road unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.
 - (3) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a community collector road if that lot is less than one acre in area or has an average depth of 200 feet or less (measured from the right-of-way of the adjacent collector road). For these lots, the minimum buffer shall be not less than 20 feet wide.
 - (4) For lots that front on a community collector road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards for each of the adjacent major thoroughfares shall apply.

723.3 Village collector roads.

There are 16 village collector roads, either existing or proposed, in Peachtree City. They include: Aberdeen Parkway (scenic road), Braelinn Road, Cameron Trail, Fishers Luck, Georgian Park, Holly Grove Road, Kedron Drive, Log House Road, Northlake Drive, Riley Parkway (scenic road), Stevens Entry (SR 54 to Peachtree Parkway), Sumner Road, Walt Banks Road, Willowbend Road, Windgate Road and Wisdom Road.

The following buffer standards shall apply to all residential and nonresidential development along these roads:

- (a) Residential buffers. A continuous 25-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to a village collector road.
- (b) Nonresidential buffers. A continuous 25-foot-wide tree-save/landscape buffer shall be established for any nonresidential development adjacent to a village collector road.
- (c) Special conditions and exceptions.
 - (1) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a village collector road unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.
 - (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a village collector road if that lot is less than one acre in area or has an average depth of 200 feet or less (measured from the right-of-way of the adjacent collector road). For these lots, the minimum buffer shall be not less than 20 feet wide.
 - (3) For lots that front on a village collector road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards for each of the adjacent major thoroughfares shall apply.

723.4 Scenic roads, Peachtree Parkway North.

Peachtree Parkway North is classified as a scenic road from Gin Branch to Flat Creek Road. The following buffer standards shall apply to all residential and nonresidential development along this road:

- (a) Residential buffers. A continuous 100-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to the scenic road portion of Peachtree Parkway North.

- (b) Nonresidential buffer. A continuous 50-foot-wide (minimum) city-owned greenbelt buffer and a continuous 50-foot-wide (minimum) undisturbed natural buffer, or a continuous 100-foot-wide (minimum) city-owned greenbelt buffer shall be established for any nonresidential development adjacent to the scenic road portion of Peachtree Parkway North.
- (c) Special conditions and exceptions.
 - (1) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing developed lot adjacent to the scenic road portion of Peachtree Parkway North unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.
 - (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot that is less than two acres in area or has an average depth of 300 feet or less (measured from the right-of-way of the Parkway). For these lots, the minimum buffer shall be not less than 50 feet wide.
 - (3) For lots that front on one scenic road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards shall apply for all of the adjacent major thoroughfares.

723.5 Scenic roads, Aberdeen Parkway and Riley Parkway.

Aberdeen Parkway is classified as a scenic road from Northlake Drive to Commerce Drive on its south side and to tract A-V-19 on its north side. Riley Parkway is classified as a scenic road from Aberdeen Parkway to Flat Creek Road. The following buffer standards shall apply to all residential and nonresidential development along these roads:

- (a) Residential buffers. A continuous 50-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to the above scenic roads.
- (b) Nonresidential buffers. A continuous 50-foot-wide (minimum) undisturbed natural buffer shall be established for any nonresidential development adjacent to the above scenic roads. At the option of the owner/developer, a 50-foot-wide city-owned greenbelt buffer may be substituted for the required undisturbed natural buffer.
- (c) Special conditions and exceptions.

- (1) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing developed lot adjacent to the above scenic roads unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.
- (2) For lots that front on one scenic road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards shall apply for all of the adjacent major thoroughfares.

DIVISION 4. STANDARDS FOR BUILDING DESIGN.

Sec. 724. Applicability.

The intent of these standards is to enhance the visual appearance of the community as a whole, as well as the commercial appeal of individual establishments. The mission or intent of this requirement is to adopt design standards which, over time, will establish a streetscape and image that will make the City of Peachtree City unique to surrounding jurisdictions, establishes a unifying theme, presents the traveling public with a sense of arrival, is harmonious with its surrounds, is aesthetically pleasing and enhances the character of the community.

As such, the following goals, at a minimum, are established:

- (a) To encourage the rehabilitation/ redevelopment of commercial areas.
- (b) To reinforce and promote the established "village center" planning concept and associated retail and commercial development.
- (c) To facilitate and encourage safe, attractive, and convenient pedestrian circulation and alternate forms of transportation within a development, along a corridor and throughout the community.
- (d) To promote and encourage new development to be compatible in both scale and character with adjoining developments.
- (e) To use landscaping techniques to soften the effect and blend each development with the surrounding areas.
- (f) To further energy conservation and stormwater management through better design.
- (g) To ensure that quality development throughout the city is obtained.

Development or redevelopment of all retail, commercial, office and/ or industrial tracts lying within 500 feet of the centerline of SR 74 or SR 54, or within 500 feet of the

centerline of any scenic road, community or village collector as defined by this ordinance, shall comply with the requirements of this Ordinance.

Each new development and/ or changes to existing development located within these areas shall be reviewed by the Planning Commission for conformance with these guidelines. There shall be no alteration of the existing condition of land, uses, structures, landscaping or lighting within these areas without approval of the Planning Commission. However, if a proposed development will not be visible from the road once the project is completed, the Planning Commission may waive review of the development.

The compatible relationship of each development within these areas is of critical public concern for any building or site enhancements. The intent of the design review is not to stifle innovative site planning, engineering, or architectural design but to assure respect for and reduce incompatible and adverse impacts on the visual experience. The Planning Commission shall base their review on the guidelines established herein as the sole basis for their review.

Sec. 725. Architectural design.

The design of all structures, walls, fences, signs, light fixtures and accessory buildings shall be unobtrusive and of a design, material and color that blend harmoniously with the natural surroundings, and the scale of neighboring architecture, complying with the intent of this section. Innovative, high quality design and development is strongly encouraged to enhance property values and long-term economic assets along designated corridors.

Diversity of architectural design is highly encouraged. However, multiple buildings on the same site or within the same development should be designed to create a cohesive visual relationship between the buildings.

"Franchise architecture" for single or multiple buildings within a development should be avoided in order to create buildings that complement one another. Franchise architecture is defined as building design that is trademarked or identified with a particular franchise, chain or corporation and is generic or standard in nature. Franchises or national chains should follow the standards of this ordinance to create a building that is compatible with the development in which it is located, utilizing similar architectural design, building materials or color selections to blend in with the surrounding development.

Architectural design should be compatible with the developing character of the neighboring area. Design compatibility includes complementary building style, form, size, color, materials, and detailing. The Architect should consider each of the following contexts as part of the design process:

- (a) Size (the relationship of the project to its site);

- (b) Scale (the relationship of the building to those around it);
- (c) Massing (the relationship of the building's various parts to each other);
- (d) Fenestration (the placement of windows and doors);
- (e) Rhythm (the relationship of fenestration, recesses and projections);
- (f) Setback (in relation to setback of immediate surroundings);
- (g) Materials (their compatibility with the surrounding developments); and,
- (h) Context (the overall relationship of the project to its surroundings).

Buildings should incorporate alcoves, arcades, awnings, covered walkways, porticoes or roofs that protect pedestrians from the rain and sun. In addition, when appropriate, buildings should incorporate changes in mass, surface, lighting or finish to emphasize entranceways.

Blank walls that can be seen from any street (public or private) are prohibited. Walls shall have offsets, jogs, or other distinctive changes in the building façade. Long or continuous wall planes shall be avoided, particularly in pedestrian activity areas, where buildings should exhibit more detail and elements appropriate for close range pedestrian view.

The height of proposed buildings should be coordinated with the height of adjoining structures, especially where buildings will be located very close to each other. It is often possible to adjust the height of a wall, cornice, or parapet line to match that of an adjacent building. Similar design linkages, such as window lines, should be placed in a pattern that reflects the same elements on neighboring buildings.

Sec. 726. Exterior building materials and architectural elements.

All sides of a building may have an impact on adjoining developments and should be considered for treatment with an architectural finish of primary materials (i.e., brick, wood and stone), unless other materials demonstrating equal or greater quality are used. As a general rule, front facades should be at least 80 percent brick and/ or stone. Side facades should be at least 50 percent brick and/ or stone. Rear facades do not have a minimum requirement for primary materials and can consist entirely of secondary materials (e.g., stucco). Tertiary materials (i.e., wood and metal) should be used for decorative elements and trim only.

The following types of building materials should not be used on any part of the exterior of a building exposed to public view:

- (a) metal building without exterior skin

- (b) prefabricated steel panels
- (c) highly reflective, shiny, or mirror-like materials
- (d) mill-finish (non-colored) aluminum metal windows or doorframes
- (e) aluminum, vinyl or fiberglass siding or roofing materials
- (f) unfaced or painted concrete block
- (g) pre-cast concrete panels or exposed, unfinished foundation walls
- (h) exposed plywood or particle board

Sec. 727. Exterior color selection.

Material or color changes generally should occur at a change of plane. Piecemeal embellishment and frequent changes in material should be avoided.

Facade colors should be low reflectance, and subtle, neutral, or earth-tone colors. High-intensity colors, metallic colors, black, or fluorescent colors should not be used.

Building colors should be carefully chosen so that each building color complements that of its neighbors. Colors can be classified as the "base" color (used on the majority of the building surface), "trim" color (used on the window trim, fascia, balustrades, and posts), and "accent" color (used on signs, awnings, and doors). The base color should consist of more subdued earth tones or brick shades. Trim colors should have contrasting lighter or darker shade than the base color. If natural brick is used, it should not be painted.

Sec. 728. Primary color(s).

A maximum of three predominant colors should be designated as a primary unifying element. Accent colors should not be considered predominant colors. Flexibility may be used to allow additional colors and/ or a range of predominant colors provided that these colors are in the same family of colors or are similar to each other. Any color specified as a primary unifying element shall be dominant in the building facade.

Sec. 729. Accent colors.

Accent colors may be used as a secondary unifying element provided they are used throughout the development.

Sec. 730. Awnings.

The use of awnings on buildings is encouraged to provide protection from sun, wind, and rain, and to improve aesthetics of the building exterior. It is recommended that awnings be constructed with a durable frame, covered by a canvas material. Aluminum and other metal canopies are acceptable in most instances, particularly when integrated into shopping center designs.

Solid colors are preferred over striped awnings, but striping is permitted if colors complement the character of the structure or group of buildings.

Awnings are encouraged for first floor retail uses to provide architectural interest and to encourage pedestrian activity. Where awnings are used, they should be designed to coordinate with the design of the building and any other awnings along the same block face. Awnings on second floor windows can be used to soften the appearance of a particular elevation or to assist in reducing the scale of the overall building.

DIVISION 5. STANDARDS FOR LIGHTING DESIGN.

Sec. 731. Building and site lighting.

All exterior lighting should be architecturally compatible with the building style, material, and color selections. Architectural and shoebox style cutoff fixtures shall be used in all parking areas as opposed to cobra type light fixtures and directional floodlights. Exterior lighting of the building and site should be designed so that light is not directed off the site, and the light source is shielded from direct offsite viewing. All outdoor light fixtures should be fully shielded or be designed or provided with light angle cut-offs, so as to eliminate uplighting, spill light, and glare.

Exterior architectural, display and decorative lighting visible from the designated corridors shall be generated from a concealed light source with low-level fixtures. Any lighting fixture used to illuminate parking areas, access drives or loading areas shall be of such design, so as to minimize the amount of ambient lighting perceptible from adjacent properties. In no case shall any lighting impair the vision of motorists on the corridor.

Entrances into developments from the designated corridors may be lighted for traffic safety reasons, provided such lighting does not exceed the applicable footcandle requirements specified below. Excessive illumination of signage, buildings, or site features should be avoided. Roof lighting and down-lighting washing the building walls are strongly discouraged.

731.1. Mounting height.

Fixture mounting height should be appropriate for the project and the setting. The overall height of all lighting within parking lots should not exceed 30' in height from finish grade to the top of the light fixture. Lower mounting heights are encouraged where sites are located adjacent to residential areas or other sensitive land uses. Use of low, bollard-type fixtures that are three to four feet in height, are encouraged as pedestrian area lighting.

731.2. Light fixtures.

All light fixtures should be a cutoff luminaire whose source is completely concealed with opaque housing and should not be visible from any street. This provision includes lights on mounted poles, as well as architectural display and decorative lighting visible from the corridor. Fixtures should be mounted in such a manner that the cone of light is not directed at any property line of the site. Only incandescent, fluorescent, metal halide, mercury vapor or color corrected high-pressure sodium light may be used. The same type of lighting must be utilized for all fixtures and light sources on the site.

731.3. Illumination levels.

All site lighting should be designed so that the level of illumination measured in footcandles (fc) at any one point meets the standards below. The Planning Commission shall have the discretion to allow limited flexibility as to variations in the minimum and average levels, if the proposed levels are below the following standards. The Planning Commission shall not allow flexibility for proposed levels which exceed the maximum levels, unless such levels strictly conform to the recommended levels within the IESNA Lighting Handbook.

At property lines including right-of-way	Minimum level	Average level	Maximum level
At property line abutting a residential use	None	-	0.5 fc
At property line abutting a retail use	None	-	1.0 fc
At property line abutting an office use	None	-	1.5 fc
Off-street parking lots	Minimum level	Average level	Maximum level
Parking lots	0.5 fc	3.0 fc	6.0 fc
Walkways and streets	0.2 fc	1.0 fc	2.0 fc
Landscape and decorative	0.2 fc	.50 fc	3.0 fc
Pedestrian	0.2 fc	2.0 fc	5.0 fc

Lighting underneath canopies for service stations or similar uses shall be restricted to no more than two 320-watt recessed lighting fixtures (including lenses) mounted flush with the bottom of the canopy on each side of a gasoline pump or other design that meets the standards of this ordinance. Lighting for canopies for service stations and other similar uses shall not exceed an average of 12 fc as measured at the ground level at the inside of the outside edge of the canopy. Lighting for ATM machines shall be recessed and mounted flush with the actual canopy above the ATM machine

and shall comply with the latest requirements identified within the IESNA Lighting Handbook or established by Federal regulations.

Decorative wall packs may be used only at service entrances to buildings and shall not be used to draw attention to the building or provide general building or site lighting. Wall packs on the exterior of a building shall be shielded (full cut-off type bulb or light source not visible from off-site) to direct light downward and be of low wattage (100 watts or lower).

Illumination of all monument signage shall be by an externally located steady light source, which is shielded and directed solely at the sign. The intensity of the light shall not exceed 20 fc at any one point on the sign face. Colored lamps are not permitted.

Sec. 732. Electrical streetlighting.

- (a) Electrical streetlighting shall be installed in all subdivisions.
- (b) Adequate streetlighting shall be determined and approved by the city planner during the approval of a preliminary plat. One copy of the approved streetlighting plan shall be forwarded to the electrical utility company servicing the subdivision.
- (c) The developer shall provide adequate lighting at street intersections, and dead-end streets including culs-de-sac, and all at-grade cart paths crossing with collectors or arterial.
- (d) As a minimum, luminaires are to be mounted at least 16 feet above grade. As a maximum, luminaires are to be mounted not more than 28 feet above grade. Adjustment in spacing and luminaire height may be made due to street curves, topography and natural foliage and type of equipment. A design within the range of the minimum and maximum shall be considered for approval that produces the effective horizontal illumination of 0.2 footcandle.
- (e) Poles, fixtures and all related materials must be available standard stock items through the electric utility company servicing the subdivision or must be approved by the city planner.
- (f) The developer shall pay the cost of installing the streetlights to the city planner and forwarding it on to city clerk during or before final plat approval. The city clerk shall forward the payment to the utility.
- (g) Peachtree City will accept monthly charges for street light units on public property after negotiation and contract with the utility company following satisfactory implementation of subsections (a) through (f) above.

DIVISION 6. SUBMITTAL REQUIREMENTS.

Sec. 733. Submittal requirements.

As a part of the conceptual site plan submittal, the Applicant shall be required to provide the following information to the City Planner for review and distribution to the Planning Commission for consideration:

- (a) Schematic architectural elevations for all buildings or a set of Design Guidelines that include the unifying elements that are to be incorporated within the overall project (including each outparcel);
- (b) Identification of primary physical characteristics of each building including predominant color(s), exterior materials and architectural features;
- (c) Primary landscape theme (general, not specific);
- (d) Proposed building heights;
- (e) Proposed lighting plan (general);
- (f) Other elements which may be relevant to a specific development and how they are compatible with the adjacent sites; and
- (g) Signage program (general).

Color samples shall be submitted to the Planning Commission as a part of the conceptual site plan review process and shall be kept on file once approved. Colored renderings may be required, but shall not be a substitute for this requirement. In addition to listing the color(s), the design guidelines shall also describe how and where the color will be used. It is recognized that the same color on a different material may not match exactly.

A lighting plan shall be required for all non-single family residential developments of one acre or more in size. When required, lighting plans shall illustrate all proposed lighting on a site and buildings. The plan should illustrate areas of night illumination and the amount of light at various places measured in footcandles (fc). When required, the lighting plans shall consist of either isofootcandles (connecting points of equal light illumination levels, similar to a topographic contour) or a photometric grid with individual spot readings). No lighting plan shall be approved which will result in direct light that exceeds the requirements or is otherwise inconsistent with the provisions of this section.

Sec. 734. Requirements following project completion.

The present owner and all subsequent owners of the property shall maintain all appearance features, lighting and landscaping approved by the Planning Commission.

Changes beyond the owner's control shall be restored by the owner, unless otherwise provided.

Any modifications to any element of the site plan, building design or lighting initially approved by the Planning Commission will require subsequent review and approval by the Planning Commission.

Section 2. Article VII of the Land Development Ordinance is hereby repealed in its entirety.

Section 3. Any ordinances or parts of ordinances in conflict with this ordinance are, to the extent of such conflict, hereby repealed.

Section 4. 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 hereby 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 illegal, invalid or unconstitutional.

Done, Ratified, and Passed this ____ day of _____, 2006.

Harold K. Logsdon, Mayor

Attest: _____

City Clerk

**EXCERPT FROM APPROVED MINUTES
PLANNING COMMISSION MEETING**

February 13, 2006

Discussion of proposed Architectural Design and Lighting Ordinance.

Mr. Rast presented an overview of the draft of the proposed Architectural Design and Lighting Ordinance. He explained that Staff had done a lot of research and had related the ordinances of other municipalities to the issues the City had been dealing with during the past few years. He explained how this document was being structured. The first several sections dealt with the direction the architecture and design of the buildings should go, and the end of the document would deal more with the specific requirements to which the developments would have to abide.

Mr. Rast noted that the ordinance did not suggest creating a separate body to review prospective plans. Instead, it put this responsibility on the Planning Commission; and he felt that all of the Commission was capable of doing that. He said he tried to incorporate some of the items contained within the 54 West Guidelines as a basis and then expanded on that.

As far as applicability, Mr. Rast quoted from the proposed ordinance:

Development or redevelopment of all retail, commercial, office and/ or industrial tracts lying within 500 feet of the centerline of SR 74 or SR 54, or within 500 feet of the centerline of any scenic road, community or village collector as defined by the city's Buffer ordinance, shall comply with the requirements of this Ordinance.

He noted that this would capture 90 percent of the commercial, office, and retail sites within the City. He thought this was particularly important because a lot of the old areas of the City would be redeveloped in the future. By requiring that essentially each development had to abide by the Ordinance, there would be uniform design throughout the City.

The site design standards within the ordinance would address the desired feel of each of the developments and included the following:

- Protecting the natural environment – the site plan, the grading, the impact on the adjoining property, and how the overall site related together;
- Access – entry to and exit from the site.
- The grading plans - Preserving as much of the natural vegetation as possible to create more of a cohesive transition between sites.
- Architectural design standards – allowing diversity of architecture but providing that multiple buildings on the same site or within the same development be designed to create a cohesive visual relationship between the buildings.

Mr. Payton told Mr. Rast that he would like to see more “shall be’s” as opposed to “should be’s” within the ordinance. He noted that legally the two were diametrically opposed.

Mr. Rast stated that the first part of the Ordinance established what the City was looking for. Later in the Ordinance, standards would be set for the exterior building materials and the architectural elements desired. Each development would have to abide by these standards; they were not suggestions.

Mr. Payton noted that this would be especially important for redevelopment.

Mr. Rast added that the ordinance also addressed exterior color selection. He pointed out that subtle, neutral, earth tone colors were specified and high intensity or fluorescent colors were prohibited.

Mr. Payton and Mr. Scott both stated that they did not want to see another "billboard" like the Best Buy building.

Mr. Payton stated that he would really like to see the section on site lighting tightened up to be more like the GA 54 West Guidelines. Mr. Rast said that the lighting standards could either remain as part of the Urban Design Guidelines or they could be a separate ordinance. He would probably prefer that it be part of the Urban Design Guidelines so that there would be one hand-out for prospective developers.

Mr. Rast stated that the Ordinance addressed the lighting style and how entrances were designated as well as specifics such as mounting height, type of fixture, illumination levels, etc. He added that this section of the ordinance had been sent to a lighting consultant who was doing a lot of the lighting in GA 54 West for his comments.

Mr. Rast explained that a lighting plan would have to be submitted for each development, and the photo metrics within that plan would have to show that there was minimal spill at the property line. He wanted to reduce the lighting and spillover on some of the sites, and he thought changing the type of lighting, installing shields, and adjusting the height of the poles in parking lots would be helpful. He noted that wall pack lighting was specifically prohibited unless certain provisions were met.

Mr. Mullin complimented Mr. Rast on the wording that was used in the proposed ordinance.

Mr. Rast stated that a requirement to submit schematic elevations was included in this ordinance. He thought it might be necessary to require two separate submittals, one for the site plan and one for the schematic elevations, because typically the design of the building was not discussed until the engineering was done.

Mr. Rast pointed out that there were some comments from the City Manager and the City Attorney that had not yet been incorporated into this draft. He asked that the Commissioners provide him comments within the next couple of weeks. He would then try to incorporate all of the comments into a modified document.

Mr. Payton suggested holding a workshop with City Council to discuss this proposal and the plans to take it to the Planning Commission for approval prior to forwarding to City Council. Mr. Rast agreed that this was a good idea. Mr. Payton thought this would expedite the ultimate approval of the ordinance, and he wanted to get it in place as quickly as possible. He commended Mr. Rast for his efforts with this ordinance; he thought it was "good stuff."

In that regard, Mr. Rast stated that City Council wanted to have a workshop with the Planning Commission and the developers and property owners in Lexington Circle to talk about the development. He noted that there were one or two Council members who were concerned about the direction the development was going. They suggested the workshop as a means of ensuring everyone was on the same page with this development.

Mr. Rast further stated that the current zoning allowed up to 300,000 SF of retail, office, and restaurant space. In comparison, the new Target development was 280,000 SF. He thought that, in looking at what had been approved for Lexington Circle, it might be a good idea to revisit the zoning and change it to reflect the desired outcome for the property. He noted that probably less than 40,000 SF of retail had been built thus far in Lexington Circle.

The workshops ended at 9:46 p.m.

**EXCERPT FROM MINUTES (UNAPPROVED)
JOINT CITY COUNCIL/ PLANNING COMMISSION WORKSHOP**

March 6, 2006

Proposed Urban Design Guidelines Ordinance

Mr. Rast explained that the Urban Design Guidelines would be adopted Citywide and were minimum standards. He said some of them were based on the design guidelines for Lexington Circle, and some were based on some of the other design guidelines within the City.

After a brief recess, Mr. Rast presented the proposed Urban Design Guidelines Ordinance. He explained that Pathway Communities (formerly the Peachtree City Development Corporation) was no longer as involved in reviewing the architecture and other building-related items of new development within the City. Consequently, during the last year or so, Staff and the Planning Commission had found it increasingly frustrating when working with developers who wanted to know where in our Ordinance certain requirements for development were spelled out.

In developing these guidelines, Mr. Rast stated that he had tried to address the entire aspect of developing a site, not just the design of buildings and their materials. This ordinance addressed placement of the building on the site, grading of the site, location of access points, cart path connection, etc. The design guidelines were general yet specific in nature. He had done a lot of research with other municipalities who had design guidelines. He noted that a lot of municipalities had a separate architectural review board or design review board. He said he wanted to stay away from creating another review mechanism. He thought the Planning Commission had the ability to do that and that they had done a great job working with Staff on some of these sites.

Mr. Rast further stated that this was an overview of how he would like to structure the Ordinance. He stated that there was currently a section of the Land Development Ordinance that dealt with general design guidelines, and he would like to take that language and augment the information in the proposed ordinance to come up with a combined design guidelines ordinance to replace that section.

Mr. Rast said that Mr. Mullin had some comments relative to this proposal, and he also had received a couple of comments from the lighting consultant he had been working with on the GA 54 West project.

Mr. Mullin stated that this was exactly what was needed. He knew it was a difficult thing to do but also that it was very helpful for applicants. He said that they had found it was best to keep it as simple as possible and to use a lot of graphics, photos, and bulleted notes. He added that the guidelines should be as specific as possible in order to get the kind of quality the City wanted.

Mr. Rast pointed out that urban design was different, and people had different concepts of what urban design meant.

Ms. Rutherford stated that because this ordinance would apply to the whole city, she was did not think it was "urban." She was pleased that this was being addressed and agreed that the guidelines should be tighter and more specific.

Ms. Plunkett thought it would be easier for residents to ask permission so that Council could grant variances than to deny certain types of development.

There was considerable discussion about the City's redevelopment and the need to have guidelines in place. Ms. Rutherford pointed out that people came to this community because it was planned, and having ordinances that were too tight was preferable to being too open. Mr. Mullin wondered if redevelopment should be handled separately.

Mr. Rast also addressed how the Comprehensive Plan related to redevelopment. He also noted that because of the way the City had developed, the areas that were prime for redevelopment were surrounded by residential development. Ms. Rutherford noted that both residential and commercial redevelopment were critical.

Mr. Rast said he did not want to rush into this because he thought it was important to be sure the Ordinance included everything we wanted -- something that really set the tone for where we want the City to go as far as development and redevelopment.

Mr. Rast stated that he would continue to work on the ordinance and then arrange another workshop to be sure everyone understood and was comfortable with it.

The workshop was concluded at 8:48 p.m.

**EXCERPT FROM MINUTES (UNAPPROVED)
PLANNING COMMISSION MEETING**

May 8, 2006

Minutes from this meeting are unavailable at this time and will be sent by e-mail next week. We apologize for the inconvenience.

ARTICLE VII. GENERAL DESIGN REQUIREMENTS

Sec. 701. Suitability of land.

Land that is subject to flooding, improper drainage or erosion or that is for topographical or other reasons unsuitable for development use shall not be platted for any use that will continue or increase the danger to health or safety, unless the hazards are first corrected.

Sec. 702. Name of subdivision.

The name of the subdivision must be approved by the planning commission, and it shall not duplicate nor closely approximate the name of an existing subdivision.

Sec. 703. Access.

Access to every subdivision shall be provided by way of a public or private street.

Sec. 704. Conformance to adopted thoroughfare plan and other plans.

No collector or arterial street shall be constructed unless it conforms to the thoroughfare plan of the city.

Sec. 705. Parks, playgrounds and recreation areas.

- (a) *Recreation standards.* The city shall require that land be reserved for parks and playgrounds or other recreation purposes by the developer of each single-family subdivision or multifamily development in locations designated on the master plan or where such reservations would otherwise be appropriate. Each reservation shall be of suitable size, dimension, topography, and general character and shall have adequate street access for the particular purposes envisioned by the planning commission. Those areas shall be shown and marked on the final plat, "Reserved for park and/or recreation purposes." When recreation areas are required, the planning commission shall determine the number of acres to be reserved basing that determination upon the premises that three acres of recreation for every 100 dwelling units is required. The planning commission shall refer such proposed reservations to the local government official or department in charge of parks and recreation for their recommendations. The developer shall dedicate all such recreation areas to the city government as a condition of final subdivision plat approval.
- (b) *Minimum size of park and playground reservations.* Land reserved for recreation purposes should normally be an area of at least four acres. When procedure contained in (a) above would yield less than four acres, the commission may require that the recreation area be located at a suitable place on the edge of the subdivision so that additional land may be added at such time as adjacent land is subdivided. In no case shall an area of less than two acres be reserved for recreation purposes.
- (c) *Alternative procedure.*
 - (1) *Money in lieu of land.* Where, with respect to a particular single-family

subdivision or multifamily development, the reservation of land required pursuant to this section does not equal the percentage of total land required to be reserved, the city shall require, prior to preliminary plat or final site plan approval, that the applicant deposit with the city clerk a cash payment in lieu of land reservation. Such deposit shall be used by the city for improvement of neighborhood park, playground, or recreation areas including the future acquisition of property. The planning commission shall determine the amount to be deposited, based on the following formula of \$500.00 multiplied by the number of dwelling units proposed for the residential development less a credit for the amount of land actually reserved for recreation purposes, if any; as the land reserved bears in proportion to the land required for reservation.

(2) *Public facility in lieu of land and/or money.*

- a. A facility (e.g., passive park, playground, swimming pool, tennis courts, ball field, etc.) may be constructed in lieu of the designated land requirements as determined by this section. Such facilities must be of equal or greater value than the designated requirements, and must be approved by the city council.
- b. Facilities constructed in greenbelt areas may qualify for partial credit of land in lieu of money. The following credits shall be permitted:
 1. Greenbelts required by section 707 of the [this] ordinance--No credit.
 2. Greenbelts with cart paths--One-third credit.
 3. Greenbelts with cart paths, including improvements such as: picnic tables, picnic grills, picnic shelters, etc.--Two-thirds credit.
 4. Greenbelt areas that include larger recreational areas (e.g., the three recreation ponds in Braelinn Village)--Full credit.

In order to receive any credit for cart paths in any greenbelt area the cart path must extend over or through a minimum of 75 percent of the greenbelt area measured along the longest boundary.

Acceptance of the proposed public greenbelts by the planning commission will be a condition of final plat or final site plan approval. The developer shall complete the greenbelt improvements within an appropriate and reasonable time period established between the developer and the planning commission but in no event later than one year after final plat or final site plan approval.

- (d) *[Recreation needs.]* A developer who is developing a portion of his holdings may propose an overall plan for recreation needs. The planning commission shall review the plan. If the plan conforms to the intent and purpose of this ordinance, the planning commission may accept the plan as the recreational need plan for the designated area. As the developer develops portions of the designated area, he shall submit a letter describing how he is satisfying the requirements of the plan.
- (e) *[Notes.]* If the land to be reserved is located other than shown on the final plat, then appropriate notes as to size, location and other identifying data shall be shown on the

final plat being approved.

(f) *Other recreation reservations.*

- (1) The provisions of this section are minimum standards. None of the paragraphs above shall be construed as prohibiting a developer from reserving other land for recreation purposes in addition to that required by this section.
- (2) When subdivisions or developers provide private recreational areas and facilities, partial credit may be given to meet the requirements set forth in this section. The planning commission will apply the formula described in section 705(c)(1) (\$500.00 per dwelling unit) on an equal basis with the private facility subject to a maximum of one-half credit of total amount required by the formula of \$500.00 per dwelling unit. The developer shall complete the private recreational facilities within an appropriate and reasonable time period established between the developer and the planning commission but in no event shall the period exceed one year from final plat on final site plan approved. (Ord. No. 438, 7-2-1987)

Sec. 706. Special screening.

Special screening shall be required of all commercial and multifamily subdivisions or developments on the sides that abut streets or single-family residential subdivisions, and the applicable setback areas of multiple frontage lots in single-family residential subdivisions. The intent of this special screening requirement is to hinder the view of the screened structure from the abutting single-family residential subdivision and/or to provide an area between street and commercial area. The area between street and commercial area shall be at least ten feet wide and shall run from property line to property line except for the ingress and egress areas and shall be included on the landscape plan.

Sec. 707. Buffer standards for major thoroughfares.

In order to protect the health, safety, and welfare of its citizens, the city has determined that buffer standards need to be adopted and enforced for the property along its major thoroughfares. These standards are intended to promote an orderly development process by setting forth specific standards to be consistently applied to all building sites along major thoroughfares; they are intended to maintain and enhance the aesthetic standards that have already been established as a part of the city's streetscape; they are intended to ameliorate air quality and water runoff problems; they are intended to help reduce traffic congestion and unsafe driving conditions; and they are intended to encourage an orderly pattern of planned development along all the major traffic arteries in the city, as opposed to the sprawl and strip commercial development that typically characterizes unplanned development without proper buffer standards.

The buffer standards have been established for the four main categories of major thoroughfares: arterial highways, community collector roads, village collector roads, and scenic roads. The specific thoroughfares within each of these categories are identified, standards are presented for both residential and nonresidential land uses along the thoroughfares, and special conditions and exceptions are presented for each classification.

707.1 Arterial highways.

There are two arterial highways in Peachtree City: GA 54 and GA 74. The following buffer standards shall apply to all residential and nonresidential development along these highways:

- (a) *Residential buffers.* A continuous 100-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to an arterial highway.
- (b) *Nonresidential buffers.* A continuous 60-foot-wide tree-save/landscape buffer shall be established for any nonresidential development adjacent to an arterial highway.
- (c) *Special conditions and exceptions.*
 - (1) The required tree-save/landscape buffer for any nonresidential property may be reduced as follows, subject to the approval of the city landscape architect and the planning commission:
 - a. A buffer may be reduced from 60 feet to 50 feet, provided the developer installs additional landscaping that amounts to at least ten percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance.
 - b. A buffer may be reduced from 60 feet to 40 feet, provided the developer installs additional landscaping that amounts to at least 20 percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance.
 - (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to an arterial highway unless the zoning of the property is changed or there is a major change in the intensity of the existing use.
 - (3) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to an arterial highway if that lot is less than one acre in area or has an average depth of 200 feet or less (measured from the right-of-way of the adjacent arterial highway). For these lots, the minimum buffer shall be not less than 20 feet wide.
 - (4) For any existing lot which is adjacent to an arterial highway and which has an average depth of between 200 feet and 220 feet (measured from the right-of-way line of the adjacent arterial highway), the required buffer width may be established at 20 feet plus the number of feet the average depth of the lot exceeds 200 feet. This means that the depth of a buffer for these lots could range from 20 feet minimum to 40 feet maximum.
 - (5) The buffer requirements for paragraphs (a) and (b) above may be reduced by ten feet if a nonresidential lot is located between an arterial highway and a parallel service road and if a tree-save/landscape buffer at least 30 feet wide is established adjacent to the service road.
 - (6) For lots that front on an arterial highway and have a second or third frontage on another arterial highway, community collector road, village

collector road, or scenic road, the respective buffer standards for each of the adjacent major thoroughfares shall apply

707.2 Community collector roads.

There are 16 community collector roads, either existing or proposed, in Peachtree City. They include: Old GA 74 (Senoia Road), Westside Collector (proposed), Peachtree Parkway North (scenic road), GA 74 Frontage Road (proposed), Northeast Collector (proposed), Flat Creek Road, Huddleston Road/Dividend Drive, Peachtree Parkway South, Peachtree Parkway Extension (under construction), Robinson Road, Paschall Road, Kelly Drive/McIntosh Trail, TDK Boulevard/Crosstown Drive, TDK Boulevard Extension (proposed), Ebenezer Road, and Rockaway Road. The following buffer standards shall apply to all residential and nonresidential development along these roads:

- (a) *Residential buffers.* A continuous 50-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to a community collector road.
- (b) *Nonresidential buffers.* A continuous 50-foot-wide tree-save/landscape buffer shall be established for any nonresidential development adjacent to a community collector road.
- (c) *Special conditions and exceptions.*
 - (1) The required tree-save/landscape buffer for any nonresidential property may be reduced as follows, subject to the approval of the city landscape architect and the planning commission:
 - a. A buffer may be reduced from 50 feet to 40 feet, provided the developer installs additional landscaping that amounts to at least ten percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance.
 - b. A buffer may be reduced from 50 feet to 30 feet, provided the developer installs additional landscaping that amounts to at least 20 percent of the caliper inches of the trees required for the entire site by the Landscape Ordinance. (Ord. No. 695, 8-20-1998)
 - (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a collector road unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.
 - (3) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a community collector road if that lot is less than one acre in area or has an average depth of 200 feet or less (measured from the right-of-way of the adjacent collector road). For these lots, the minimum buffer shall be not less than 20 feet wide.
 - (4) For lots that front on a community collector road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards for each of the adjacent major thoroughfares shall apply.

707.3 Village collector roads.

There are 16 village collector roads, either existing or proposed, in Peachtree City. They include: Kedron Drive, Georgia Park, Line Creek Parkway (proposed), Wisdom Road, Riley Parkway (scenic road), Aberdeen Parkway (scenic road), Northlake Drive, Stevens Entry North, Walt Banks Road, Willowbend Road, Windgate Road, Fishers Luck, Cameron Trail, Log House Road, Braelinn Road, and Holly Grove Road.

- (a) *Residential buffers.* A continuous 25-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to a village collector road.
- (b) *Nonresidential buffers.* A continuous 25-foot-wide tree-save/landscape buffer shall be established for any nonresidential development adjacent to a village collector road.
- (c) *Special conditions and exceptions.*
 - (1) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a village collector road unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.
 - (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot adjacent to a village collector road if that lot is less than one acre in area or has an average depth of 200 feet or less (measured from the right-of-way of the adjacent collector road). For these lots, the minimum buffer shall be not less than 20 feet wide.
 - (3) For lots that front on a village collector road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards for each of the adjacent major thoroughfares shall apply.

707.4 Scenic roads, Peachtree Parkway North.

Peachtree Parkway North is classified as a scenic road from Gin Branch to Flat Creek Road. The following buffer standards shall apply to all residential and nonresidential development along this road:

- (a) *Residential buffers.* A continuous 100-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to the scenic road portion of Peachtree Parkway North.
- (b) *Nonresidential buffer.* A continuous 50-foot-wide (minimum) city-owned greenbelt buffer and a continuous 50-foot-wide (minimum) undisturbed natural buffer, or a continuous 100-foot-wide (minimum) city-owned greenbelt buffer shall be established for any nonresidential development adjacent to the scenic road portion of Peachtree Parkway North.
- (c) *Special conditions and exceptions.*
 - (1) The buffer requirements for paragraphs (a) and (b) above shall not apply

to any existing developed lot adjacent to the scenic road portion of Peachtree Parkway North unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.

- (2) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing lot that is less than two acres in area or has an average depth of 300 feet or less (measured from the right-of-way of the Parkway). For these lots, the minimum buffer shall be not less than 50 feet wide.
- (3) For lots that front on one scenic road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards shall apply for all of the adjacent major thoroughfares.

707.5 Scenic roads, Aberdeen Parkway and Riley Parkway.

Aberdeen Parkway is classified as a scenic road from Northlake Drive to Commerce Drive on its south side and to tract A-V-19 on its north side. Riley Parkway is classified as a scenic road from Aberdeen Parkway to Flat Creek Road. The following buffer standards shall apply to all residential and nonresidential development along these roads:

- (a) *Residential buffers.* A continuous 50-foot-wide (minimum) city-owned greenbelt buffer shall be established for any residential development adjacent to the above scenic roads.
- (b) *Nonresidential buffers.* A continuous 50-foot-wide (minimum) undisturbed natural buffer shall be established for any nonresidential development adjacent to the above scenic roads. At the option of the owner/developer, a 50-foot-wide city-owned greenbelt buffer may be substituted for the required undisturbed natural buffer.
- (c) *Special conditions and exceptions.*
 - (1) The buffer requirements for paragraphs (a) and (b) above shall not apply to any existing developed lot adjacent to the above scenic roads unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.
 - (2) For lots that front on one scenic road and have a second or third frontage on another arterial highway, community collector road, village collector road, or scenic road, the respective buffer standards shall apply for all of the adjacent major thoroughfares.

(Ord. No. 678, 10-16-1997; Ord. No. 695, 8-20-1998)

Sec. 708. Continuation of existing streets.

Existing streets shall be continued at the same width, unless other width is approved by the city council.

Sec. 709. Street jogs.

Street jogs shall have centerline offsets no less than 125 feet.

Sec. 710. Reserve strips.

Reserve strips controlling access to streets and public grounds shall not be permitted unless approved by the city council.

Sec. 711. Easements.

Easements, where required, shall have a minimum width of ten feet.

The city engineer may require sewer easements in subdivisions not currently served by a sewer system if, in his opinion, the subdivision may some day be served by a sewer system.

Where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater or drainage easement subject to approval by the city engineer.

Sec. 712. Permits for street cuts.

Prior to cutting a city street, the person or entity seeking that street cut must obtain a street cut permit from the city.

Sec. 713. Electrical streetlighting.

- (a) Electrical streetlighting shall be installed in all subdivisions.
- (b) Adequate streetlighting shall be determined and approved by the city planner during the approval of a preliminary plat. One copy of the approved streetlighting plan shall be forwarded to the electrical utility company servicing the subdivision.
- (c) The developer shall provide adequate lighting at street intersections, and dead-end streets including culs-de-sac, and all at-grade cart paths crossing with collectors or arterial.
- (d) As a minimum, luminaires are to be mounted at least 16 feet above grade. As a maximum, luminaires are to be mounted not more than 28 feet above grade. Adjustment in spacing and luminaire height may be made due to street curves, topography and natural foliage and type of equipment. A design within the range of the minimum and maximum shall be considered for approval that produces the effective horizontal illumination of 0.2 footcandle.
- (e) Poles, fixtures and all related materials must be available standard stock items through the electric utility company servicing the subdivision or must be approved by the city planner.
- (f) The developer shall pay the cost of installing the street lights to the city planner and forwarding it on to city clerk during or before final plat approval. The city clerk shall forward the payment to the utility.
- (g) Peachtree City will accept monthly charges for street light units on public property after negotiation and contract with the utility company following satisfactory implementation of

subsections (a) through (f) above.

Sec. 714. Culs-de-sac.

Except where topographic or other conditions make a greater length desirable or unavoidable, culs-de-sac should not be greater in length than 1,200 feet.

Sec. 715. Fire protection.

- (a) *Single-family residential developments.* Fire hydrants shall be installed in all single-family residential developments which are served by a public water supply at locations shown on the preliminary plat as approved by the fire chief. In no case shall the distance between fire hydrants exceed 600 feet.
- (b) *All other developments.* Fire hydrants shall be installed in all other developments which are served by a public water supply main, six inches or larger, located in the right-of-way adjacent to the development site. Accessibility for firefighting equipment shall be maintained through all stages of construction. Fire hydrants and water service shall be installed to within 300 feet of the units under construction. If the units are of wood framing, the fire hydrants shall be installed before framing begins. The location and number of fire hydrants shall be approved by the fire chief.

Sec. 716. Off-street automobile parking.

Off-street automobile parking shall be provided in accordance with all applicable provisions of this article and the Peachtree City zoning ordinance [appendix A].

- (a) *Plans required.* A detailed parking plan for all uses other than single-family residential uses shall be submitted to the city planner as part of the final site plan.
- (b) *Design standards.* All parking facilities, including entrances, exits and maneuvering areas, shall comply with the following provisions:
 - (1) Shall have access to a public or private street;
 - (2) Shall have all spaces marked with paint lines, curbstones or other similar designations;
 - (3) Each space shall have not less than 162 square feet, and shall be not less than nine feet wide and 18 feet deep, exclusive of passageways; there shall be adequate interior drives to connect each space with a public street;
 - (4) Shall be drained so as to prevent damage to abutting properties or public streets;
 - (5) Design of the parking area including space and driveway arrangement shall conform to the geometric design standards of the Institute of Traffic Engineers;
 - (6) Adequate lighting as determined by the city engineer shall be provided if the facilities are to be used at night;

- (7) The parking area shall be permanently maintained by the owners or the occupants;
- (8) Parking lots in developments permitted by the city and used by the public shall be constructed of a minimum of four inches of dense aggregate base and 1 1/2 inches of type "E" or "F" surfacing;
- (9) Handicap parking shall be provided in accordance with all applicable state and federal standards.

Sec. 717. Reserved.

Sec. 718. Cart paths.

The planning commission shall require cart paths in order to facilitate pedestrian and golf cart access from residential and commercial developments to schools, parks, playgrounds and other city amenities via the cart path system. If, at the time of conceptual approval, there are no completed cart paths to which the cart paths of the proposed developer can be linked, the planning commission shall require that the developer, in lieu of installing the cart paths, dedicate the easements and deposit a cash payment with the city council equal to the cost of installing the cart paths. (This cost shall be determined by the city engineer.) Such deposit shall be placed in a cart path construction fund to be established by the city council. When the cart path system is extended to the boundary of the development, the city council will use the deposit to construct the cart paths in the development.

(Ord. No. 418, 12-18-1986)

Cross references: Cart path design standards, § 804.

Sec. 719. Utility lines.

All utility lines within Peachtree City shall be placed underground with the following exceptions:

- (1) Those lines which were in place above ground prior to May 21, 1987;
- (2) Those lines, temporary in nature, which are intended to provide immediate service to an area for a period not to exceed 180 days, subject to the approval of the city engineer;
- (3) Major transmission lines which do not provide service to adjoining properties, but are intended to distribute service between substations, subject to the approval of the city engineer; and
- (4) When an electric distribution line already exists overhead on, adjacent to, or across the street from a piece of property zoned for industrial use, that line may be extended overhead to the industrial property provided the overhead line extension is placed underground at the closest feasible point to the property line and does not attach directly to any structure on the property;
- (5) Underground utility lines being installed, relocated or upgraded within Peachtree City shall be located in accordance with standard drawings 303 and 304 in the

"DESIGN STANDARDS" section at the rear of the [this] land development ordinance. Those utilities being placed along publicly owned and maintained rights-of-way shall follow drawing number 303. Those utilities being placed along privately owned and maintained streets shall follow drawing number 304. Exceptions may be granted by the city engineer with the concurrence of the utility company or companies involved.

(Ord. No. 433, 5-21-1987; Ord. No. 647, 8-17-1995; Ord. No. 683, 12-4-1997)

Sec. 720. Scenic roads.

- (a) Scenic roads, as defined in section 1102(h) of this ordinance, may be established from time to time by the city council upon the recommendation of the planning commission.
- (b) If any road, or section of a road, within the city is proposed for scenic road status, an application shall be made to the city planner. This application shall follow the form and content of an application for a limited use commercial zoning classification. Also this application shall be administered in accordance with the requirements for a limited use commercial rezoning proposal.
- (c) Only those roads classified as arterials, major collectors, and minor collectors are eligible for scenic road status. For any proposed scenic road, a plan must be prepared specifically for that road. That plan must include the specific construction, maintenance, and landscape standards that will apply to the road and the adjoining property.

Sec. 721. Solid waste minimization.

- (a) *Intent of article and declaration of public policy.* It is the intent of this article to require consideration for material recovery, reuse, recycling, mulching, composting and other solid waste reduction methods during the planning and land development process. It is hereby declared to be public policy that the interests of the general public are best served by minimizing introduction of solid waste into the waste stream, both during construction/development and during operation/use of facilities. This applies to both residential and commercial development.
- (b) *Standards.* All persons proposing development or construction shall submit a plan to the city planner during the site plan approval process which describes and provides means for reducing, minimizing or eliminating solid wastes which might otherwise reach a landfill. The waste minimization plan should address the construction and operation of the facility under development, to include:
 - (1) Land clearing;
 - (2) Construction;
 - (3) Landscaping; and
 - (4) Operation/occupancy of the facility (this applies to commercial/industrial facilities and multifamily residential complexes; not to single-family residences).
- (c) *[Examples.]* Examples of solid waste minimization plan elements include but are not limited to:

- (1) Mulching and stockpiling land clearing debris for future use in landscaping;
- (2) Stump burning and burial sites during land clearing;
- (3) Material separation and recovery areas for construction debris;
- (4) Sites for materials separation, recycling, and composting during operation and occupancy of completed facilities. This applies to commercial/industrial facilities and multifamily residential complexes.

(Ord. No. 639, 5-4-1995)

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: City Manager *Demetrius M. Mulla*
Financial Services Director *RS*
Assistant Finance Director *Q*
Purchasing Agent *one*
Developmental Services Director

FROM: City Engineer *David A. Binkowski*

DATE: May 11, 2006

SUBJECT: Design of the Huddleston Pond Spillway Construction and Maintenance Plan
May 18, 2006 City Council Agenda

Recommendation:

Staff recommends that Council award the design of the Huddleston Pond Spillway Construction and Maintenance Plan to Schnabel Engineering in association with Integrated Science and Engineering (ISE) for the amount not to exceed \$44,050.

Discussion:

Currently the pond's principal spillway is a corrugated metal standpipe. This standpipe is rusted and leaking from underneath. There is also significant seepage along the underside of the outlet pipe. This leaking and seepage has caused the lake elevation to drop significantly and has endangered the fish population. A temporary plug has been placed in the down invert of the drainpipe to minimize leakage while the solution is designed. In addition to the degradation of the standpipe, the dam is currently covered in pine trees and has very steep side slopes. These conditions add to the debilitation to the dam. A design is needed to replace the existing structure with a new system that will maintain the pond's original capacities. Also, to ensure safety in accordance with the Safe Dams Act, the top of the dam and tree covering will need to be altered to insure proper dam stability.

In April 2006, staff solicited Request for Proposals (RFPs) for design of the principal spillway and maintenance plan for Huddleston Pond. Four design firms responded to the RFP as follows:

Company	Cost
Diversified Engineering Science, Inc. (DES)	\$25,550
Schnabel/ISE	\$44,050
Ross Consulting Engineers, P.C.	\$59,370
PBS&J	\$71,855

Staff evaluated the four companies based on the criteria in the RFP. The weighted criteria included price (30%), similar project experience and references (30%), demonstrating understanding of the RFP (30%) and references (10%). See the attached summary of the evaluation process.

For the Price Proposal, staff assigned the highest score to DES because they had the lowest price, followed by Schnabel/ISE, Ross Consulting Engineers, P.C. and PBS&J. For the Similar Project Experience, staff assigned the highest score to Schnabel/ISE because they are a firm which focuses on dam construction. In addition, one of their employee's previous projects was the Huddleston Pond improvements in the 1970's. The others firms, although having some dam experience, received lower scores because their focus was not on dam design/construction. For Demonstrating Understanding of the RFP, staff assigned the highest values to PBS&J, Schnabel/ISE and Ross. This rating was assigned because they all had a very good understanding of the nature of the task with few discrepancies. DES did not address several of the issues that were brought up in the RFP.

Therefore, with consideration of the weighted scores, staff recommends awarding the design to Schnabel/ISE.

Budget Impact:

When approved by City Council, funds totaling \$44,050 will be transferred from the Stormwater Capital Outlay fund.

Attachment

cc: City Engineer's File

EVALUATION SUMMARY
DESIGN OF HUDDLESTON POND SPILLWAY CONSTRUCTION & MAINTENANCE PLAN
COMBINED EVALUATION

Company	Amount	Price Proposal (30% weight)	Similar Project Experience and Project Team Qualifications (30% weight)	Demonstrating Understanding of the RFP (30% weight)	References (10% Weighted)	Weighted Score
Diversified Engineering Science, Inc.	\$25,550.00	5.0	2.7	1.7	3.0	3.1
Schnabel Engineering	\$44,050.00	2.9	5.0	4.6	5.0	4.3
Ross Consulting Engineers, P.C.	\$59,370.00	2.2	4.6	4.1	5.0	3.8
PBS & J	\$71,855.00	1.8	3.5	4.9	5.0	3.5

Note: Rate firms from 1 to 5 with 5 being the highest.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: City Manager *Barbara Miller*
Developmental Services Director

FROM: City Planner *David*

DATE: May 12, 2006

SUBJECT: Consider request from Flexxon Operating, LLC to swap a portion of a city-owned tract adjacent to GA 54 West with a portion of their property encompassing the existing pond within the Line Creek Nature Area
May 18, 2006 City Council agenda

Recommendation:

Because this is a legal matter involving the potential swap of city-owned property, Staff is unable to provide a recommendation at this time.

Discussion:

Flexxon Operating, LLC recently purchased the former Adamczyk tract and the Days Inn tract within the GA 54 West corridor (Attachment "A") and plans to combine these parcels and develop an upscale retail center. As a part of this development, Flexxon is proposing to swap a portion of their property with a portion of a city-owned tract adjacent to GA 54 (Attachment "B").

The property Flexxon is proposing to swap with the city is located at the rear of their site and encompasses approximately 50% of the existing pond within the Line Creek Nature Area. The city and the Southern Conservation Trust have been trying to acquire this property from the former owner for many years (through donation) as a way to protect the pond and increase the overall size of the nature area. The subject tract is currently zoned OS Open Space and its Land Use designation is OS Open Space.

The property Flexxon desires from the city abuts GA 54 and would provide additional highway frontage for their development. Flexxon is also proposing to provide access to the Line Creek Nature Area through their development as well as assisting with design and construction of the approach ramp that will interconnect their development with the multi-use bridge that is proposed to span GA 54. The subject tract is currently zoned OS Open Space and its current Land Use designation is OS Open Space.

Flexxon Operating, LLC

May 12, 2006

Page 2

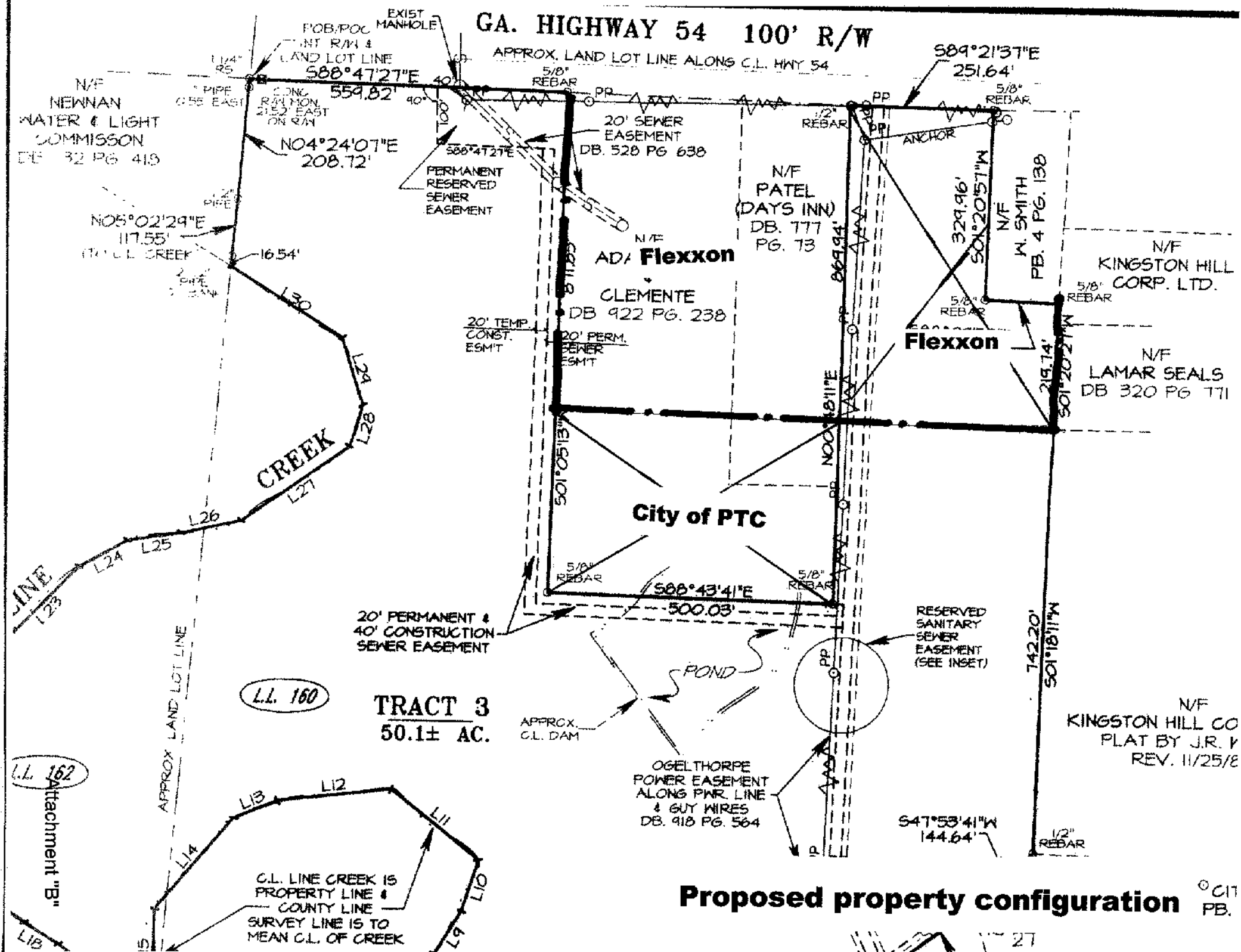
Flexxon has provided a schematic site plan and typical elevations of their proposed development, and is aware the site plan and building elevations will need to comply with the GA 54 West Design Guidelines (Attachment "C").

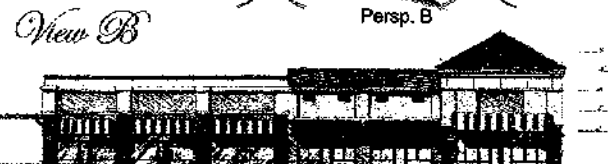
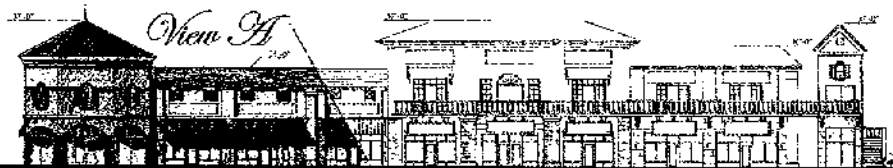
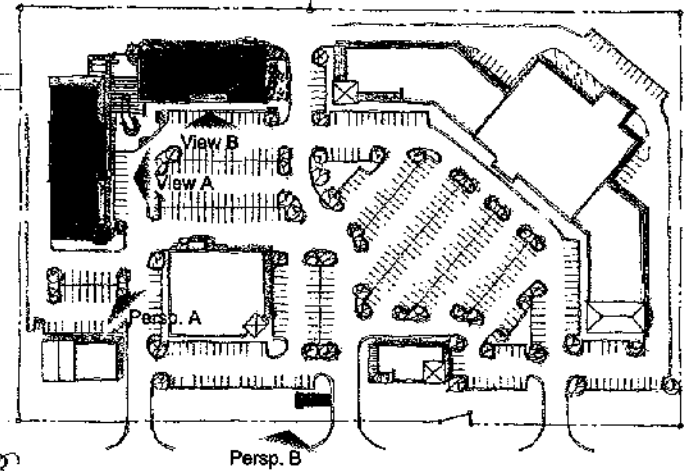
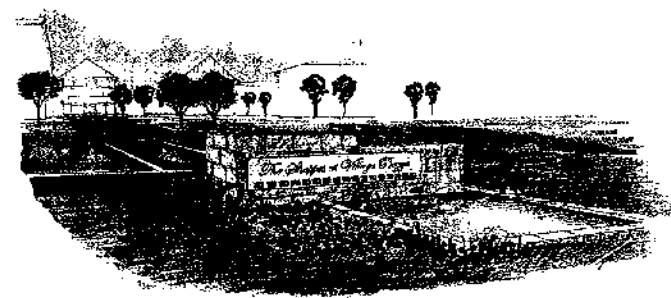
Should Council elect to consider this request, the City Attorney has indicated that appraisals must be completed for each parcel, and the appraisals must show that the parcel being obtained by the city is of equal or greater value than the parcel that the city is swapping.

Budget impact:

Flexxon would be responsible for paying for all appraisals associated with this land swap and for all surveys indicating the new parcel boundaries.

Attachments





The Shoppes at Village Piazza
PEACHTREE CITY, GEORGIA

Developed by: FLEXXON OPERATING, LTD.
74 NORTH 11, 2000

RANDALL PAULSON & ASSOCIATES
ARCHITECTS

