

**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.

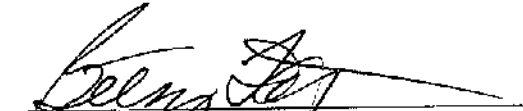
McMullen reminded Council that Student Government Day was scheduled on May 9.

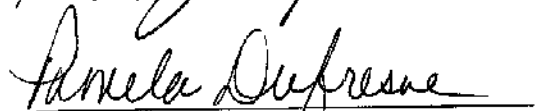
Logsdon said he had played golf over the weekend. There were seven houses on the Flat Creek course with two real estate signs in the back yard, and there was an equal amount at the Braelinn course. He asked that Code Enforcement look into the matter.

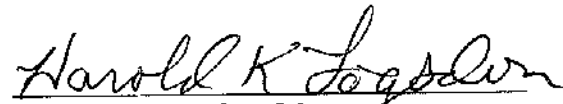
Rutherford moved to convene in executive session for threatened or pending litigation, a personnel issue, and acquisition of real estate. Kourajian seconded. The motion carried unanimously.

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

  
Pamela Dufresne, Recording Secretary

  
Harold K. Logsdon, Mayor