

CONSENT AGENDA ITEM SUMMARY
February 2, 2023 City Council Workshop
Item Number: 6B



Presented by: Brian Linton

Department: Technology Services

ITEM SUMMARY:

Seeking approval to pay the invoice for the Civic Clerk website design, at a total cost of \$24,697.74

SPECIAL CONSIDERATIONS OR CONCERNS:

The purpose of this request is to authorize the Technical Services department to pay the invoice

STAFF RECOMMENDATION:

Staff recommends payment as this line item was approved by Council as part of the General Fund Itemized budget for the fiscal year 2022-23

FINANCIAL IMPACT:

Planned and Funded utilizing General Funds Cost \$24,697.74
Cost center code: 100.5.1535.54.2599 (Capital Outlay)

FUNDING SOURCE:

Line Item: 100.5.1535.54.2599

ATTACHMENTS:

Civic Plus Invoice # 202018

OTHER DEPARTMENTAL REVIEW NEEDED:

☒ Yes

☐ No

OTHER DEPARTMENTAL REVIEW

☒ Finance

☐ Fire

☐ Stormwater

☐ Highway and Streets

☐ Main Street

☐ Water Distribution

☐ Human Resources

☐ Police

☐ Water/Sewer Operations



CivicPlus LLC
NEW REMITTANCE ADDRESS
(FOR PAYMENTS ONLY)
CivicPlus
PO Box 1572
Manhattan KS 66505

Invoice PAST DUE

#202018

7/17/2020

PO #

Bill To

Steve Sikes
City of McDonough
136 Keys Ferry Street
McDonough GA 30253

TOTAL DUE

\$24,697.74

Due Date: 11/25/2022

Terms

Net 30

Due Date

11/25/2022

PO #

Approving Authority

Trisha Colpetzer

Qty	Item	Start Date	End Date
0.7	SSL Setup – Client Provided Only per domain (Onetime)	1/12/2020	1/11/2021
0.7	4yr Redesign Ultimate Annual	1/12/2020	1/11/2021
0.7	Department Header Package Annual Fee	1/12/2020	1/11/2021
0.7	Department Header Package Implementation	1/12/2020	1/11/2021
0.7	Apply client-provided website icon	1/12/2020	1/11/2021
0.7	Design unique client logo	1/12/2020	1/11/2021
0.7	Design unique client color theme, font(s), letterhead	1/12/2020	1/11/2021
0.7	GCMS Annual Fee	1/12/2020	1/11/2021
0.7	Hosting & Security	1/12/2020	1/11/2021
0.7	CRT System	1/12/2020	1/11/2021
0.7	Forms	1/12/2020	1/11/2021
0.7	Messaging Add-on per 50,000 message per year (\$0.01 per message)	1/12/2020	1/11/2021
0.7	Ultimate Implementation	1/12/2020	1/11/2021
207.2	Content Development - 1 Page	1/12/2020	1/11/2021
7	Content Migration : PDF to Forms Center (Per page of form)	1/12/2020	1/11/2021
0.7	Up to one (1) day virtual consulting (Pricing per up to 6 department meetings)	1/12/2020	1/11/2021

Please submit payment via ACH using the details below. Please send notification of ACH transmission via email to accounting@civicplus.com.

Bank Name
KS State Bank

Account Name
CivicPlus LLC

Account Number
1046292

Routing Number
101101536

CivicPlus
302 S 4th St.
Suite 500
Manhattan KS 66502



Invoice PAST DUE

CivicPlus LLC
NEW REMITTANCE ADDRESS
(FOR PAYMENTS ONLY)
CivicPlus
PO Box 1572
Manhattan KS 66505

#202018

7/17/2020

PO #

Qty	Item	Start Date	End Date
0.7	CRT Lite Users per user/ per year	1/12/2020	1/11/2021
4.2	Training (Virtual) - half day, up to 4 hours	1/12/2020	1/11/2021
0.7	Custom IdP Integration Annual Fee	1/12/2020	1/11/2021
0.7	Custom IdP Integration Implementation Fee	1/12/2020	1/11/2021

Total \$24,697.74

Due **\$24,697.74**

Please submit payment via ACH using the details below. Please send notification of ACH transmission via email to accounting@civicplus.com.

Bank Name
KS State Bank

Account Name
CivicPlus LLC

Account Number
1046292

Routing Number
101101536

CivicPlus
302 S 4th St.
Suite 500
Manhattan KS 66502

AGENDA ITEM SUMMARY

February 2, 2023

Item Number: 6C



Presented by: Jeremy Newton

Department: Waste Water

ITEM SUMMARY:

Request approval of sand filter rehab by ALLSOUTH Contractors.INC. Approved in FY 2022/2023 budget. Invoice is partial payment for 80% work being complete. Approval was for two filters. One is complete and all parts/supplies are stored on site to complete the second filter.

SPECIAL CONSIDERATIONS OR CONCERNS:

Filters were in dire need of rehabilitation. Without proper filtration we can't meet our permit limits.

STAFF RECOMMENDATION:

Staff recommends approval

FINANCIAL IMPACT:

Partial payment for 80% of work completed: \$167,925.60

FUNDING SOURCE:

Line Item: 505-5.4335.52.3850

ATTACHMENTS:

ALLSOUTH Contractor's INC- INV#2215-001

OTHER DEPARMENTAL REVIEW NEEDED:

☒ Yes

☐ No

OTHER DEPARMENTAL REVIEW

☒ Finance

☐ Fire

☐ Stormwater

☐ Highway and Streets

☐ Main Street

☐ Water Distribution

☐ Human Resources

☐ Police

☒ Water/Sewer Operations

☐ Community Development

☐ Technology Services

☐ Other

GOOD GOVERNANCE

Guiding Principle: Fiscal Responsibility, Accountability, Transparency

ALLSOUTH

CONSTRUCTORS, INC.

P. O. BOX 1616 • COVINGTON, GEORGIA 30015-1616 • (770) 788-8703 • FAX (770) 788-8704

January 18, 2023

Mr. Jeremy Newton
City of McDonough
McDonough, Ga.

Reference: McDonough WWTP ABW Filter rehab

INVOICE 2215-001

Work performed:

Rehab 2 ea ABW Filters

Original Contract amount:	\$209,907.00
Work completed to date and stored on site 80%	\$167,925.60
Less Previous payments:	\$ 0.00
Total Amount Due:	\$ 167,925.60

Terms: Net 10

Make Checks Payable to:

Allsouth Constructors, Inc.

Fed ID No. 58-2167102

CONSENT AGENDA ITEM SUMMARY
February 2, 2023 City Council Workshop
Item Number: 6D



Presented by: William VonDenBosh

Department: Public Works

ITEM SUMMARY:

We had to make an emergency repair to the 8-inch fire line that was broken and leaking water at the shops of Lake Dow

SPECIAL CONSIDERATIONS OR CONCERNS:

Emergency repair with water escaping to bank parking lot.

STAFF RECOMMENDATION:

Staff recommended making the repair.

FINANCIAL IMPACT:

Total Cost \$10,690.83
Water Distribution

FUNDING SOURCE:

Line Item: 505-5.4440.52.3850

ATTACHMENTS:

RDJE invoice # 23-5001-1

OTHER DEPARTMENTAL REVIEW NEEDED:

☐ Yes

☐ No

OTHER DEPARTMENTAL REVIEW

☐ Finance

☐ Fire

☐ Stormwater

☐ Highway and Streets

☐ Main Street

☐ Water Distribution

☐ Human Resources

☐ Police

☐ Water/Sewer Operations

☐ Community Development

☐ Technology Services

☐ Other

RDJE, Inc.

679 Hwy 29 South
Newnan, GA 30263
770-251-2667



Attn: Billy VonDenBosch
City of McDonough
305 Racetrack Road
McDonough, GA 30253

Invoice Date - January 11, 2023
Invoice # - 23-5001-1

Job: Publix @ Lake Dow

<u>Description</u>	<u>Unit</u>	<u>UoM</u>	<u>Unit Price</u>	<u>Total Price</u>
Repaired 8" Fire Line at Existing Vault	1	ls	10690.83	10690.83

Invoice Total	<u>\$ 10,690.83</u>
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Thank You,
RDJE, Inc.



Joe Webb, Project Manager

679 Hwy 29 S. - Suite A
Newnan, GA. 30263
tel. 770-251-2667
fax 770-254-1563

EWR No. 1

DAILY EXTRA WORK REPORT

DATE:	1/5-1/6	DAY	CO. JOB #	CODE NO.	PROJECT NAME	Job: Publix @ Lake Dow
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WORK BEING PERFORMED FOR:

RE: COMPANY P.O. NO.:

CLASS	EMPLOYEE NAME	STD RATE	OT RATE	ST HRS	T 1/2 HRS			DOLLAR AMOUNT	TOTAL LABOR	\$4,044.05
									TOTAL COMPANY EQUIPMENT	\$2,320.16
Super		\$103.10	\$154.65	9	1			\$1,082.55	TOTAL RENTAL EQUIPMENT	\$0.00
Foreman		\$55.46	\$83.19	8	5.75			\$922.02	TOTAL MATERIAL	\$3,762.28
Sr Oper		\$48.03	\$72.05	8	4			\$672.42	SUBTOTAL	\$10,126.49
Operator		\$34.10	\$51.15	8	5			\$528.55	TAX (Material & Rentals Only)	\$0.00
Pipe Lab		\$30.18	\$45.27	8	5			\$467.79	OVERHEAD & PROFIT (Material)	\$564.34
Laborer		\$26.48	\$39.72	8	4			\$370.72	GRAND TOTAL TODAY	\$10,690.83
Tk Driver		\$36.48	\$54.72					\$0.00		
								\$0.00		
								\$0.00	SUMMARY OF WORK COMPLETED TODAY:	
								\$0.00	Repaired 8" Fire Line with 3' of 8" DIP & 1 - 8"	
								\$0.00	Hymax Coupling	
								\$0.00		
								\$0.00		
								\$0.00		
								\$0.00		
					TOTAL LABOR COST			\$4,044.05		

COMPANY EQUIPMENT WORKING TODAY

TYPE OF EQUIPMENT	QTY.	RATE	HOURS DOWN	HOURS WORKED	DOLLAR AMOUNT	EXACT LOCATION OF WORK:
						Publix @ Lake Dow
					\$0.00	
Service Truck	1	\$39.49		8	\$315.92	
CAT 306 Excavator	1	\$175.42		8	\$1,403.36	
Super's Truck	1	\$59.60		9	\$536.40	WORK HEREIN
Trailer	1	\$8.06		8	\$64.48	REQUESTED BY: Billy VonDenBosch
					\$0.00	DATE REQUESTED: 1/5/2023
					\$0.00	CUSTOMER
					\$0.00	NOTIFIED BY:
					\$0.00	
TOTAL COMPANY EQUIPMENT COSTS					\$2,320.16	

RENTAL EQUIPMENT WORKING TODAY

RENTAL EQUIPMENT VOUCHER						
VENDOR NAME	QTY.	RATE	HOURS DOWN	HOURS WORKED	DOLLAR	DISCLAIMER:
					\$0.00	CHARGES HEREIN REPRESENT AN ACCOUNT OF
					\$0.00	MATERIALS RECEIVED AND WORK PERFORMED
					\$0.00	FOR THE DATE SHOWN ABOVE AND IS COMPLETE
					\$0.00	TO THE BEST OF OUR KNOWLEDGE AT THIS TIME.
					\$0.00	RDJE RESERVES THE RIGHT TO ADD TO OR
					\$0.00	SUBTRACT FROM THE CHARGES IN THE EVENT
					\$0.00	OF AN ERROR OR OMISSION.
TOTAL RENTAL EQUIPMENT COSTS					\$0.00	

MATERIAL AND/OR SERVICES RECEIVED TODAY

MATERIALS RECEIVED TODAY						NOTIFIED BY:
VENDOR NAME / DESCRIPTION	PRODUCT DESC.	P.O NO.	QTY	UNIT PRICE	DOLLAR AMOUNT	AND IS IN AGREEMENT:
Atlanta Hydro Vac	Vac truck		1.00	\$2,682.28	\$2,682.28	DISAGREEMENT WITH THE WORK:
RDJE's Stock Yard	8" DIP		18.00	\$35.00	\$630.00	
RDJE's Stock Yard	8" Hymax Coupling		1	\$450.00	\$450.00	REASONS CUSTOMER DISAGREES:
					\$0.00	
					\$0.00	
					\$0.00	DATE COMPLETED: 6-Jan-2023
					\$0.00	TIME KEEPER: Joe Webb
TOTAL MATERIAL COSTS					\$3,762.28	ACCEPTED BY:

Diary and Cost Code Notes and Indexes / Working Conditions

Print records for all Diary and/or Cost Code Note Entries between 1/5/2023 and 1/6/2023

Date	Foreman	Cost Code	Note Index Codes
01/05/2023	THOMPSONJO - JOHN A THOMPSON		Went to meet Billy at this leak to get together a plan for the repair to be done tomorrow. We will bring the 306 excavator, some material and also supply the vac truck. The vac truck will be through Atlanta Hydrovac.
01/06/2023	DUTTON - DYLAN E DUTTON		We loaded 306 on trailer. We loaded everything to repair line. When we arrived on job, we had to pump down vault with 2" pumps. Atlanta hydro vac was on site for half a day. We used the truck to expose all pipes around vault in troubled area. We cut leaking pipe out of the way and replaced it with a 3' piece of ductile and sleeved it back together. Refer to John Thompson's time card for better details on materials used.
		1 GENERAL COSTS 0.000	
		Slot: 1	
		Company Note:	
		Inspector Note:	We loaded 306 on trailer. We loaded everything to repair line. When we arrived on job, we had to pump down vault with 2" pumps. Atlanta hydro vac was on site for half a day. We used the truck to expose all pipes around vault in troubled area. We cut leaking pipe out of the way and replaced it with a 3' piece of ductile and sleeved it back together. Refer to John Thompson's time card for better details on materials used.

Diary and Cost Code Notes and Indexes / Working Conditions

Print records for all Diary and/or Cost Code Note Entries between 1/5/2023 and 1/6/2023

Date	Foreman	Cost Code	Note Index Codes
01/06/2023	THOMPSONJO - JOHN A THOMPSON		3:32 PM, Partially cloudy, 57.3°F, 34.26% Humidity, 9.8 MPH Winds On the job today- Dylans crew, Dylan's crew truck, Excavator #E237, small 5x7 trench box, my pickup truck, trailer #T101 (to haul trench box) trailer #T149 (to haul excavator) Vac truck supplied by Atlanta Hydrovac. We used the city's 3in pump to pump the water out of the hole and used our 2in submersible pump to keep the hole dry when working. Atlanta Hydrovac was on site at 8:00 this morning to hydro-excavate because of the 3 different water lines that were in the ground but unknown where they lay. Also we had a critical fiber optic line in the area that we were working by. Atlanta Hydrovac left the job at 2:00pm going to dump and not to return. For the repair we installed 3lf of 8in DIP using a megalug fitting to tie in to the existing valve and a hymax coupling to connect the new DIP to the existing C900. These materials were supplied by RDJE. We backfilled the excavation with 57 stone supplied by McDonough and dirt also supplied by McDonough. We spread straw over the disturbed area supplied by McDonough. The equipment and material was hauled by Dylan and I to the job today. The excavator was hauled by Dylan and also hauled away from the job by Dylan using his crew truck and the trailer. The trench box was hauled to the job and back to the shop when finished by me (John) using my pickup truck T176 and the trailer.

NOTE:

Filters in effect:

Dates >= 01/05/2023 and Dates <= 01/06/2023.

All Foremen.

Print : Working Conditions.

Print : Daily Diary Notes.

Print : Cost Code Notes.

All Note Indexes.

All Cost Codes.

CONSENT AGENDA ITEM SUMMARY
February 2, 2023 City Council Workshop
Item Number: 6E



Presented by: Emilia Walker

Department: Administration

ITEM SUMMARY:

Request approval to pay invoice to Attorney Shonterria Stokes for serving as the Hearing Officer in two separate Ethics Complaints filed with the City of McDonough on July 18, 2022, and December 10, 2022, in the total amount of \$3,060.00

SPECIAL CONSIDERATIONS OR CONCERNS:

STAFF RECOMMENDATION:

FINANCIAL IMPACT:

Total invoice: \$3,060.00

FUNDING SOURCE:

Line Item 100-5.1530.52.1230

ATTACHMENTS:

Shonterria Stokes invoice #1

OTHER DEPARTMENTAL REVIEW NEEDED:

☐ Yes

☒ No

Shonterria Stokes

INVOICE

829 Fairways Court Suite 210
Stockbridge, GA 30281
P: 678-422-6275

DATE: December 29, 2022
INVOICE # 1

FOR: Ethics Complaint
Review

BILL TO:

City of McDonough Municipal Court
c/o Emilia Walker City Attorney
136 Keys Ferry Road McDonough, GA 30253

DESCRIPTION	HOURS	RATE	AMOUNT
8/17/2022 Received and Reviewed ethics complaint	2.00	\$200.00	\$ 400.00
8/17/2022 Email C.T x's 2 (Christy Taylor)	0.40	\$200.00	80.00
8/17/2022 Email City Atty Elliot	0.20	\$200.00	40.00
8/29/2022 Email C.T Status of Complaint	0.20	\$200.00	40.00
8/29/2022 Email City Atty Elliot	0.20	\$200.00	40.00
8/29/2022 Phone Call City Atty Elliot	0.50	\$200.00	100.00
8/30/2022 Email C.T inquire on service on Councilman reeves	0.20	\$200.00	40.00
8/31/2022 Received Response from J.E regarding Councilman R	0.20	\$200.00	40.00
8/31/2022 Received email from C.R	0.20	\$200.00	40.00
9/6/2022 Received Detailed Response C.R Videos Transcripts etc	2.50	\$200.00	500.00
9/7/2022 Email City Atty J.E	0.20	\$200.00	40.00
9/9/2022 Draft/Prepare Findings Related to Ethics Complaint against	3.00	\$200.00	600.00
9/13/2022 Email from C.R Response	0.20	\$200.00	40.00
9/15/2022 Email draft response to J.E	0.20	\$200.00	40.00
9/15/2022 Email C.T about status/Response	0.20	\$200.00	40.00
9/19/2022 Email investigative findings to Atty, Clerk, C.R E.S	0.20	\$200.00	40.00
9/20/2022 Respond to email inquiry from C.T	0.20	\$200.00	40.00
9/21/2022 Review email from E.S	0.10	\$200.00	20.00
9/21/2022 Review email from Councilwoman S.W	0.10	\$200.00	20.00
9/21/2022 Review Response from S.R	0.10	\$200.00	20.00
12/14/2022 Call from City Attorney E.W	0.20	\$200.00	40.00
12/20/2022 Received and Reviewed complaint	2.00	\$200.00	400.00
12/29/2022 Prepare findings related to complaint	2.00	\$200.00	400.00
SUBTOTAL			\$ 3,060.00
TAX RATE			
Credit			
OTHER			
TOTAL Balance Due			

Make all checks payable to Shonterria M. Stokes

Total due in 15 days. Overdue accounts subject to a service charge of 1% per month.

THANK YOU FOR YOUR BUSINESS!

STATE OF GEORGIA
CITY OF MCDONOUGH

RESOLUTION NO. 23-02-02

**A RESOLUTION AUTHORIZING THE CITY OF MCDONOUGH TO PARTICIPANT
IN ADDITIONAL NATIONAL SETTLEMENTS PROVIDING LOCAL FUNDING TO
CITIES TO HELP REMEDIATE THE IMPACTS OF THE OPIOID CRISIS AND FOR
OTHER LAWFUL PURPOSES**

WHEREAS, the City of McDonough (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia;

WHEREAS, the duly elected governing authority of the City of McDonough, Georgia, are the Mayor and Council (“City Council”) thereof;

WHEREAS, proposed nationwide settlement agreements (“Settlements”) have been reached that would resolve opioid litigation brought by states, local political subdivisions, and special districts against parties which include two pharmaceutical manufacturers, Teva and Allergan (“Manufacturers”), and three pharmacies, CVS, Walgreens, and Walmart (“Pharmacies”);

WHEREAS, the Settlements require the settling Manufacturers and Pharmacies to pay billions of dollars to abate the opioid epidemic;

WHEREAS, the Settlements cause for funding to be provided to participating states and subdivisions to remediate and abate the impacts of the opioid crisis;

WHEREAS, the City Council desires through this Resolution to authorize the City’s participation in these Settlements; and

WHEREAS, this Resolution is enacted to safeguard and promote the public health, safety, and general welfare of the City.

NOW, THEREFORE, BE IT RESOLVED, by the governing authority of the City of McDonough, Georgia, as follows:

Section 1. The Mayor and City Clerk, in consultation with the City Attorney, are hereby authorized to execute forms and related documentation for the City to participate in national opioid Settlements providing funding to participating states and cities to remediate and abate the impacts of the opioid crisis.

Section 2. It is hereby declared to be the intention of the City Council that:

- (a) All sections, paragraphs, sentences, clauses and phrases of this Resolution are or were, upon their enactment, believed by the City Council to be fully valid, enforceable and constitutional.
- (b) To the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Resolution is severable from every other section, paragraph, sentence, clause or phrase of this Resolution. No section, paragraph, sentence, clause or phrase of this Resolution is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Resolution.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Resolution shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the City Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Resolution.

Section 3. The City Attorney and the City Clerk are authorized to make non-substantive editing and renumbering revisions to this Resolution for proofing and renumbering purposes.

Section 4. The effective date of this Resolution shall be the date of adoption, unless provided otherwise by the City Charter, state and/or federal law.

BE IT SO RESOLVED, this 2nd day of February, 2023.

ATTEST:

CITY OF MCDONOUGH, GEORGIA:

Christy L. Taylor, City Clerk

Sandra Vincent, Mayor

APPROVAL AS TO FORM:

Emilia C. Walker, City Attorney

National Opioid Settlements: Teva, Allergan, CVS, Walgreens, and Walmart

Jackson city, GA

Reference Number: CL-394301

***TO LOCAL POLITICAL SUBDIVISIONS AND SPECIAL DISTRICTS:
THIS NOTICE CONTAINS IMPORTANT INFORMATION ABOUT NATIONAL OPIOID SETTLEMENTS.***

SETTLEMENT OVERVIEW

Proposed nationwide settlement agreements (“Settlements”) have been reached that would resolve opioid litigation brought by states, local political subdivisions, and special districts against two pharmaceutical manufacturers, Teva and Allergan (“Manufacturers”), and three pharmacies, CVS, Walgreens, and Walmart (“Pharmacies”). Local political subdivisions and special districts are referred to as “subdivisions.”

The Settlements require the settling Manufacturers and Pharmacies to pay billions of dollars to abate the opioid epidemic. The Settlements total over \$20 billion. Of this amount, approximately \$17 billion will be used by participating states and subdivisions to remediate and abate the impacts of the opioid crisis. Depending on participation by states and subdivisions, the Settlements require:

- Teva to pay up to \$3.34 billion over 13 years and to provide either \$1.2 billion of its generic version of the drug Narcan over 10 years or an agreed upon cash equivalent over 13 years;
- Allergan to pay up to \$2.02 billion over 7 years;
- CVS to pay up to \$4.90 billion over 10 years;
- Walgreens to pay up to \$5.52 billion over 15 years; and
- Walmart to pay up to \$2.74 billion in 2023, and all payments to be made within 6 years.

As provided under the Agreements, these figures are net of amounts attributable to prior settlements between the Defendants and certain states/subdivisions, and include amounts for attorneys’ fees and costs.

The Settlements also contain injunctive relief governing opioid marketing, sale, distribution, and/or dispensing practices.

Each of the proposed settlements has two key participation steps.

First, each eligible state decides whether to participate in each Settlement. A list of participating states for each settlement can be found at <https://nationalopioidsettlement.com>.

Second, eligible subdivisions within each participating state decide whether to participate in each Settlement. The more subdivisions that participate, the more funds flow to that state and its subdivisions. Any subdivision that does not participate cannot directly share in any of the settlement funds, even if the subdivision’s state is settling and other participating subdivisions are sharing in settlement funds. If the state does not participate in a particular Settlement, the subdivisions in that state are not eligible to participate in that Settlement.

WHO IS RUBRIS INC. AND WHAT IS THE IMPLEMENTATION ADMINISTRATOR?

The Settlements provide that an Implementation Administrator will provide notice and manage the collection of participation forms. Rubris Inc. is the Implementation Administrator for these new Settlements and was also retained for the 2021 national opioid settlements.

WHY IS YOUR SUBDIVISION RECEIVING THIS NOTICE?

Your state has elected to participate in one or more of the Settlements with the Manufacturers and/or the Pharmacies, and your subdivision may participate in those Settlements in which your state has elected to participate. This notice is also sent directly to counsel for such subdivisions if the Implementation Administrator has their information.

*If you are represented by an attorney with respect to opioid claims, please contact them. **Subdivisions can participate in the Settlements whether or not they filed a lawsuit or are represented.***

WHERE CAN YOU FIND MORE INFORMATION?

Detailed information about the Settlements, including each settlement agreement, may be found at: <https://nationalopioidsettlement.com>. This website also includes information about how the Settlements are being implemented in most states and how funds will be allocated within your state.

You are encouraged to review the settlement agreement terms and discuss the terms and benefits with your counsel, your Attorney General's Office, and other contacts within your state. Information and documents regarding the Settlements and your state allocation can be found on the settlement website at <https://nationalopioidsettlement.com>.

Your subdivision will need to decide whether to participate in the proposed Settlements, and subdivisions are encouraged to work through this process before the **April 18, 2023** deadline.

HOW DO YOU PARTICIPATE IN THE SETTLEMENTS?

The Settlements require that you take affirmative steps to "opt in" to the Settlements.

In the next few weeks, you will receive documentation and instructions from the Implementation Administrator or, in some cases, your Attorney General's Office. In order to participate in a settlement, a subdivision must sign and return the required Participation Form for that settlement.

Please add the following email addresses to your "safe" list so emails do not go to spam / junk folders: dse_na3@docusign.net and opioidsparticipation@rubris.com. Please monitor your email for the Participation Forms and instructions.

All required documentation must be signed and returned on or before **April 18, 2023**.

STATE OF GEORGIA
CITY OF MCDONOUGH

ORDINANCE NO. 23-02-02

**AN ORDINANCE AMENDING TITLE 2, ADMINISTRATION AND PERSONNEL, OF
THE CITY OF MCDONOUGH, GEORGIA, CODE OF ORDINANCES; ENHANCING
ADMINISTRATIVE EFFICIENCY AND CLARITY AND FOR OTHER LAWFUL
PURPOSES**

WHEREAS, the City of McDonough (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia;

WHEREAS, the duly elected governing authority of the City are the Mayor and Council (“City Council”) thereof;

WHEREAS, the City is authorized pursuant to Section 2.17(b) of the City Charter to adopt ordinances, resolutions, rules and regulations as the City Council deems necessary and for the peace, good order, protection of life, property, health, welfare, sanitation, comfort, convenience, prosperity, and well-being of the City;

WHEREAS, the City Council desires through this Ordinance to promote administrative clarity and efficiency with respect to the administration of oaths, generally, within the City; and

WHEREAS, this Ordinance is in the best interest and general welfare of City operations, residents, the general public and City.

IT IS HEREBY ORDAINED BY THE GOVERNING AUTHORITY OF THE CITY OF MCDONOUGH as follows:

Section 1. Title 2, Administration and Personnel, of the City of McDonough Code of Ordinances, is hereby amended by amending Section 2.02.080, Reserved, to read as follows:

TITLE 2 – ADMINISTRATION AND PERSONNEL

CHAPTER 2.02 - CITY COUNCIL RULES OF PROCEDURE

2.02.080 – Oaths, generally.

The mayor shall be authorized to administer oaths as may be needed and/or required in City ordinances, rules, regulations and/or administrative affairs, and as authorized by state law.

Section 2. It is hereby declared to be the intention of the City Council that:

- (a) All sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the City Council to be fully valid, enforceable and constitutional.
- (b) To the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. No section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the City Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance.

Section 3. The City Attorney and City Clerk are authorized to make non-substantive editing and renumbering revisions to this Ordinance for proofing and renumbering purposes.

Section 4. The effective date of this Ordinance shall be the date of adoption, unless provided otherwise by the City Charter, state and/or federal law.

BE IT SO RESOLVED, this ____ day of _____, 2023.

ATTEST:

CITY OF MCDONOUGH, GEORGIA:

Christy L. Taylor, City Clerk

Sandra Vincent, Mayor

APPROVAL AS TO FORM:

Emilia C. Walker, City Attorney

**STATE OF GEORGIA
CITY OF MCDONOUGH**

**A RESOLUTION
PLEDGING TO PRACTICE AND PROMOTE
CIVILITY IN THE CITY OF MCDONOUGH**

WHEREAS, the City Council of the City of McDonough (the “Council”), the governing body of the City of McDonough, Georgia (the “Municipality”), recognizes that robust debate and the right to self-expression, as protected by the First Amendment to the United States Constitution, are fundamental rights and essential components of democratic self-governance; and

WHEREAS, the City Council further recognizes that the public exchange of diverse ideas and viewpoints is necessary to the health of the community and the quality of governance in the Municipality; and

WHEREAS, the members of City Council, as elected representatives of the community and stewards of the public trust, recognize their special role in modeling open, free and vigorous debate while maintaining the highest standards of civility, honesty and mutual respect; and

WHEREAS, City Council meetings are open to the public and thus how City officials execute their legal duties is on public display; and

WHEREAS, civility by City officials in the execution of their legislative duties and responsibilities fosters respect, kindness and thoughtfulness between City officials, avoiding personal ill will which results in actions being directed to issues made in the best interests of residents; and

WHEREAS, civility between City officials presents an opportunity to set a positive example of conduct and promotes thoughtful debate and discussion of legislative issues, resulting in better public policy and a more informed electorate while also encouraging civil behavior between residents; and

WHEREAS, civility between City officials is possible if each member of the elected body remembers that they represent not only themselves, but the constituents of their district and city; and

WHEREAS, in order to publicly declare its commitment to civil discourse and to express its concern for the common good and well-being of all of its residents, the City Council has determined to adopt this resolution.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION ONE

The City of McDonough pledges to practice and promote civility within the governing body as a means of conducting legislative duties and responsibilities.

SECTION TWO

The elected officials of the City Council enact this civility pledge to build a stronger and more prosperous community by advocating for civil engagement, respecting others and their viewpoints, and finding solutions for the betterment of the City of McDonough.

SECTION THREE

This pledge strives to ensure that all communication be open, honest, and transparent as this is vital for cultivating trust and relationships.

SECTION FOUR

This pledge strives to show courtesy by treating all colleagues, staff and members of the public in a professional and respectful manner whether in-person, online or in written communication, especially when we disagree.

SECTION FIVE

This pledge strives to ensure mutual respect to achieve municipal goals, recognizing that patience, tolerance and civility are imperative to success and demonstrates the Council's commitment to respect different opinions, by inviting and considering different perspectives, allowing space for ideas to be expressed, debated, opposed, and clarified in a constructive manner.

SECTION SIX

This pledge demonstrates our commitment against violence and incivility in all their forms whenever and wherever they occur in all our meetings and interactions.

SECTION SEVEN

The City of McDonough expects members of the public to be civil in its discussion of matters under consideration by and before the [City/Town] [Council/Commission], with elected officials, staff, and each other.

ADOPTED this ____ day of _____, 2023.

Mayor

Councilmember

Mayor Pro Tem

Councilmember

Councilmember

Councilmember

Councilmember

ATTEST:

City Clerk

AGENDA ITEM SUMMARY
February 2, 2023 City Council Workshop
Item Number: 10



Presented by: Steve Morgan

Department: Highways & Streets

ITEM SUMMARY:

Approval to allow StreetScan to perform a pavement assessment of estimated 167 miles of paved roadways within the City limits This proposal consist of the 4 following components:

1. Data Collection – ScanCar Data Collection,Data Processing and Pavement project Management \$ 35,045.00
2. Software – Streetlogix Modules – Asset Management \$ 14,000.00
3. 360 Imagery – 360 Streetview Imagery \$ 8,350.00
4. Traffic signs(360 Required) – all signs(estimated 3,013 signs) + 4 Attributes \$ 24,104.00

SPECIAL CONSIDERATIONS OR CONCERNS:

The last pavement assessment was done around 2015. This rates the road conditions in the City limits. We use this information when we are preparing out LMIG road list each year.

STAFF RECOMMENDATION:

Staff recommends moving forward with this work.

FINANCIAL IMPACT:

The assessment cost of \$ 81,499.00 will be paid from T-SPLOST

FUNDING SOURCE:

Line Item:

ATTACHMENTS:

Quote from StreetScan \$ 81,499.00

Quote from Vaughn & Melton Consulting Engineers \$ 55,420.62 (this only consist of road scan)

OTHER DEPARMENTAL REVIEW NEEDED:

☐ Yes

☒ No

StreetScan

streetlogix



Pavement and Asset Management Proposal

McDonough, GA

January 17, 2023

Proposal for the City of McDonough, GA

Prepared for:

Steve Morgan

Director of Facilities & Asset Management

City of McDonough, GA

305 Racetrack Rd

McDonough, GA 30252

678-614-4287

Prepared by:

StreetScan Inc.

605 Salem Street

Wakefield, MA 01880

617.399.8236

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Pavement and Asset Management Proposal
McDonough, GA

January 17, 2023

Steve Morgan, Director Facilities & Asset Management
City of McDonough
305 Racetrack Rd
McDonough, GA 30252

Thank you for your interest in StreetScan. Municipalities worldwide are faced with aging infrastructure and limited budget resources to repair and maintain them. Having the ability to monitor the health of your street network utilizing comprehensive and repeatable data, collected via vehicles equipped with imaging systems allows your staff to optimally allocate repair and maintenance budgets. This is now made possible in an affordable, objective way utilizing StreetScan's advanced mobile sensing vehicles and Streetlogix cloud-based asset management software.

Our service offering includes:

- Data Collection: semi-automated vehicle survey of paved CL miles.
- Data Processing of pavement condition and assets.
- Data Visualization: pavement monitoring system including StreetScan's Pavement Rating (PCI) Report.
- Pavement Management Planning: maintenance and budget options, suggestions and scenarios; via our optional cloud-based software Streetlogix.

Also available (see Appendices for more details):

- 360° imagery Viewer
- Optional asset extractions including pavement markings, traffic signs, sidewalks, curbs, trees, etc.

On behalf of the team at StreetScan, we are pleased to submit this proposal for your review. We strive to be as accurate as possible in our initial projections and cost estimates and look forward to meeting with you soon to discuss any questions you may have.

Yours truly,



Kim Roemer
Sr. Account Manager

1. ABOUT US

At StreetScan/Streetlogix, we come to work each day because we want to solve our clients' biggest problems when it comes to managing their street assets. We have a Smart City Service Offering that provides clients with an intelligent, objective, and affordable way to manage those assets.

Throughout the history of business, people have used data to make more informed decisions. Streetlogix enables exactly this for our municipal clients.

Municipalities no longer must spend months working within complicated excel spreadsheets. Now, they can leverage the power of AI to improve their decision-making abilities with a few clicks of the mouse.

StreetScan made a name for itself when it received an \$18 Million dollar U.S. federal grant to develop a new sensing and analytics platform to monitor roads. At the time, this was a 5-year Research project called Versatile Onboard Traffic Embedded Roaming Sensors (VOTERS) being overseen by Northeastern University. Throughout this five-year process, the group worked with numerous Boston area municipalities in perfecting the service offering. In 2015, StreetScan spun out of Northeastern and since then has been offered commercially across the U.S. & Canada.

The StreetScan Smart City Service Offering combines critical transportation infrastructure assessments with the leading industry pavement and asset management platform, saving our clients time and money. Our data collection vehicles, ScanCars and E-scooters, enable municipalities to extract and monitor critical assets such as sidewalks, streets, traffic signage, pavement markings, and other transportation infrastructure assets.

The robust and highly customizable, AI and web-based GIS asset management platform, Streetlogix, has changed the landscape in the industry. Municipalities can now optimize their budget within a user-friendly GIS environment. The system provides objective information on the current state of their infrastructure and makes maintenance and repair recommendations, including prioritization of sidewalk projects. Using unparalleled data visualization and budget optimization tools, our clients have created defensible data-driven Capital Improvement Plans while successfully justifying their budgeting requests.

StreetScan has grown to service over 280 customers throughout the U.S. and Canada. To date, we have assessed approximately 45,000 centerline miles of road, 8,500 miles of sidewalk, and 40,000 ramps. With a team of 50+ professionals stationed throughout two countries, we continue to expand and grow, bringing on new municipal customers all over North America.

The company continues to innovate, introducing new software tools for Work Order Management and Citizen Engagement solutions to better manage and maintain critical infrastructure assets. Our Work Order Module has helped municipalities go from inefficient in-house emailing systems and spreadsheets to an easy-to-use platform that allows users to effectively schedule, track, and manage all work orders at the office and in the field.

We are also working on providing infrastructure scanning equipment that can be 'kitted' and sent to clients who choose to conduct infrastructure scans themselves. As our customers' needs evolve, so do our services and resources.

StreetScan will change how you maintain your infrastructure assets – for the better and for the future.

2. OUR TEAM



Kim Roemer – Sr. Account Manager – Kim holds a Bachelor of Science degree in Business Management from the University of Missouri Columbia and is passionate about working with organizations to get more bang for their buck. Before joining Streetlogix, Kim was an advocate for organizational design efficiency via automation software, SmartDesignServer. Her deeply rooted interest in advocating for efficient organizations stems from an early and robust alignment with Bizlibrary, a then start-up organization in St. Louis, MO, established to meet the specific training and budgetary needs of small and mid-sized organizations in both the public and private sectors. At Streetlogix, Kim strives to provide software solutions to local government that positively impact citizens' daily lives.



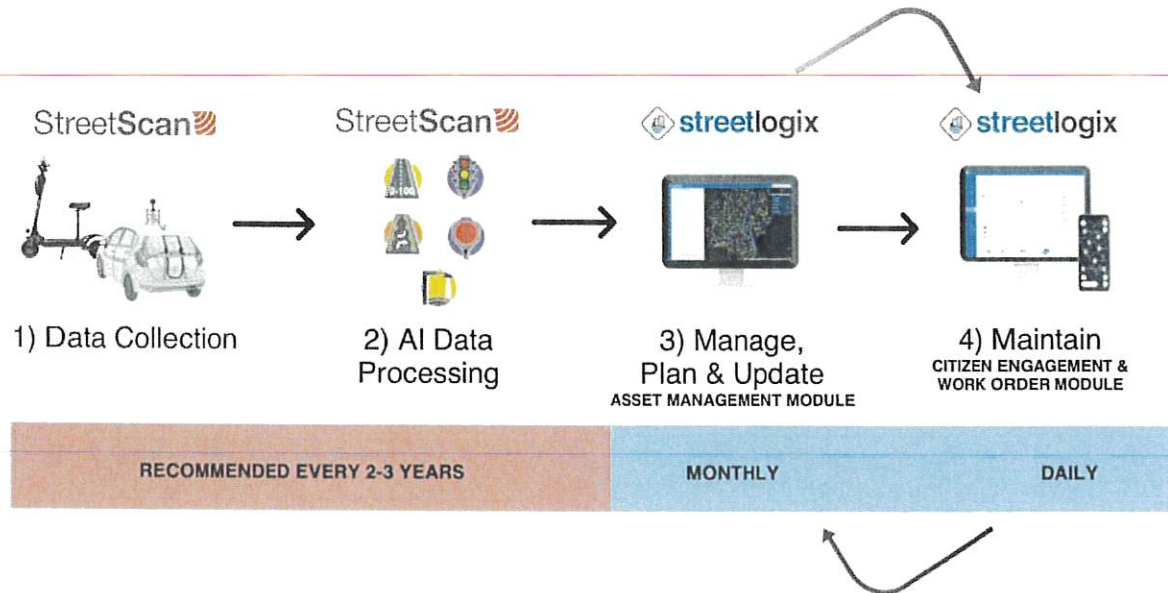
Ahmad Hassan – Director of Operations – At StreetScan, Ahmad is responsible for overseeing our North American operations and ensuring our customers' needs are met. Ahmad graduated from The Lebanese American University with an MBA in Business Management as well as a BS in Computer Science and gathered over 20 years of experience in the world of IT, most of which was in the GIS field. He co-founded Orion Middle East, a leader in the GIS mapping industry working throughout the Middle East region and consulted for several IT and GIS projects. Prior to joining StreetScan, Ahmad created iCare, a management system designed for schools and daycares currently in use in 15 countries around the world.



Chris Hahn – Director of Customer Success – Chris works closely with our customers throughout their implementation of Streetlogix and on-going customer care, helping to ensure that clients reach their goals for integrating asset management technologies to enhance their operations. Chris brings over 16 years of progressive experience in the software industry, most recently focusing on municipal enterprise level software solutions. Chris is primarily responsible for streamlining business operations, using his vast experience to ensure that consistent delivery and client satisfaction are the cornerstones of our customer's experience. Using his business analyst background, Chris is well positioned to understand customers' needs and goals to help tailor solutions that optimize their operations and workflows.

3. THE STREETSCAN/STREETLOGIX SYSTEM

StreetScan's vehicle-based data collection and cloud-based asset and work order management platform optimize your road budget and provide user-friendly analytics about the status of your street assets.



Data Collection/Processing

StreetScan's vehicles equipped with imaging systems detect pavement & sidewalk surface distresses without interrupting traffic flow.

Optimized algorithms evaluate and prioritize repairs of assets, including pavement, sidewalks, traffic signs, and more.

See Annex for more details on Data Collection.

Data Management

Collected data goes into Streetlogix, our unique **cloud-based software**, allowing municipalities to visualize and manage road assets to schedule maintenance within a user-friendly GIS environment.

Our Work Order module, with its easy-to-use interface, allows municipalities to schedule, track and manage work orders, both in the office and in the field.

4. ASSET MANAGEMENT SOFTWARE

Streetlogix's **Asset/Pavement Management Module** is a cloud-based mapping, analysis, and decision-making tool for the public sector. Use it to create maps, analyze data and plan road repairs, sidewalk projects, traffic signs and right-of-way budgeting decisions. Your data and maps are stored in a secure and private infrastructure and can be configured to meet your mapping and IT requirements.

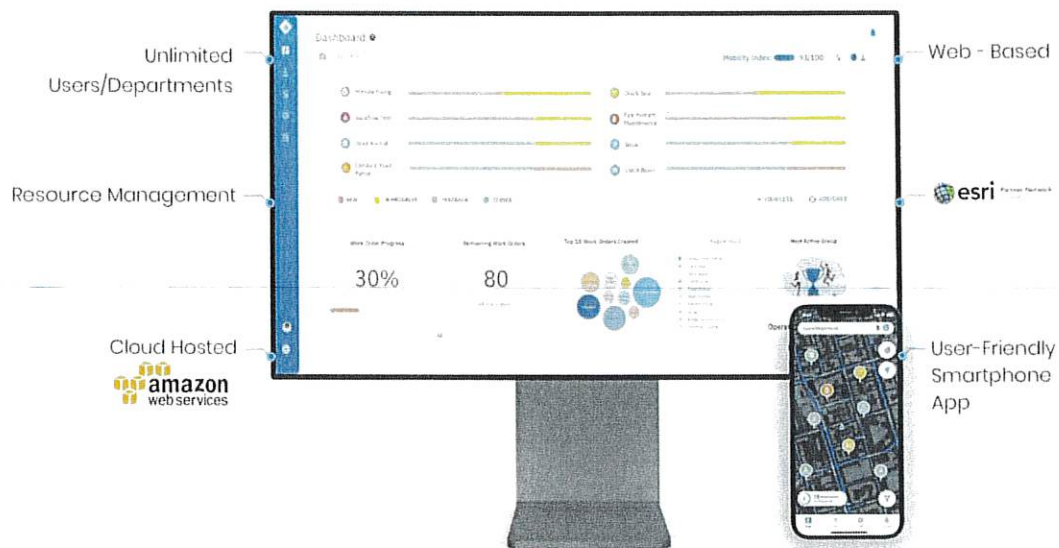
Asset Management Key Features:



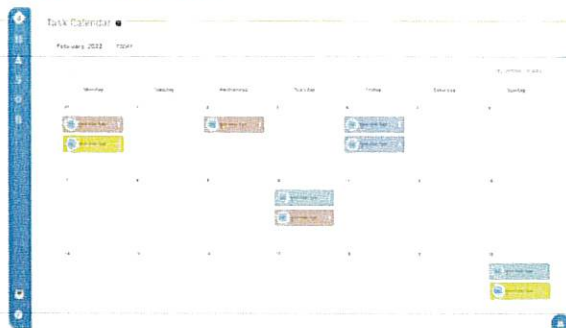
5. WORK ORDER MANAGEMENT SYSTEM

Streetlogix's **Work Order Management System** brings greater organization, efficiency, and accountability to your task management planning, allowing you to effectively schedule, track and manage all work orders, as well as monitor work order performance metrics in a centralized dashboard. Plus, you can track and complete work orders in the field using our app on your mobile device.

Work Order Key Features:



TASK CALENDAR



MOBILE APPLICATION



6. CITIZEN ENGAGEMENT APP

Streetlogix's **Citizen Engagement App** empowers your residents to submit service requests while enabling you to easily monitor the submissions. Our 311 application ensures your residents that each request is heard, acknowledged, and tracked. It is simple to use, easy to set up, and allows automatic updates for residents on efforts to keep their community functioning. Streetlogix Citizen Engagement app helps you build a collaborative, transparent and stronger community.



Complete work order integration



7. PRICING OVERVIEW

7.1 DATA COLLECTION (STREETSCAN)

PAVEMENT MANAGEMENT				
	SERVICES INCLUDED	CENTERLINE MILES	\$/CL	TOTAL
StreetScan 	ScanCar Data Collection	167 mi	\$180	\$30,060
	Data Processing			
	Pavement Project Management		\$20	\$3,340
Mobilization and Setup Cost				\$5,539
TOTAL				
DISCOUNT (Winter Discount 10% - January-March)				(\$3,894)
TOTAL				\$35,045

7.2 SOFTWARE (STREETLOGIX)

STREETLOGIX SOFTWARE MODULE PRICING					
streetlogix MODULES	POPULATION	ANNUAL LICENSE	ANNUAL DATA	IMPLEMENTATION FEE	TOTAL
ASSET MANAGEMENT	30,445	\$7,000	\$1,000	\$6,000	\$14,000
UNLIMITED USERS					

7.3 OTHER SERVICES AND ASSETS

360 Imagery collection is required for Traffic Sign extraction from collected data.

PRODUCT	ASSETS	UNIT	QTY (EST.)	PRICE (\$/UNIT)	TOTAL
Assets Extracted from Imagery & Additional Field Measurements					
360 Imagery	360 – Streetview Imagery	CL-M	167	\$50	\$8,350
Traffic Signs (360 Required)	All Signs + 4 Attributes	Sign	3,013	\$8	*\$24,104

*If selected as a service, Traffic Signs will be uploaded as an individual GIS layer within Streetlogix. 360 imagery required.

8. OPTIONAL TOTALSTREETS PACKAGE

It's a struggle to keep up with maintenance & repairs when upfront costs are prohibitive and often leave you with short-term fixes rather than a long-term strategy. With **TotalStreets**, your community can now benefit from a cost-effective, end-to-end pavement management solution while **spreading the cost in equal payments over three years**.

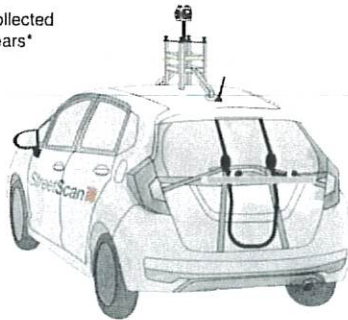
How much does it cost?

SERVICE	YEAR 1	YEAR 2	YEAR 3	TOTAL
StreetScan 	\$35,045			\$35,045
 streetlogix	\$14,000	\$8,000	\$8,000	\$30,000
360 Imagery	\$8,350			\$8,350
Total Cost	\$57,395	\$8,000	\$8,000	\$73,395
<u>With Subscription:</u>				
TotalStreets Solution	\$24,465	\$24,465	\$24,465	\$73,395

*Other StreetScan and Streetlogix assets and modules can be added upon request. Contact us for information and pricing.

What's included?

1. Data Collected
every 3 Years*



2. PCI Score

Standard PCI Rating Scale	
85 - 100	Good
70 - 85	Satisfactory
55 - 70	Fair
40 - 55	Poor
25 - 40	Very Poor
10 - 25	Serious
0 - 10	Failed



3. 360 HD Imagery



4. Maintenance &
Repair Strategies



5. Asset Management Software,
Data Hosting, Support,
Advanced Analytics (3 years)

 streetlogix

APPENDIX A – SCOPE OF WORK AND DELIVERABLES

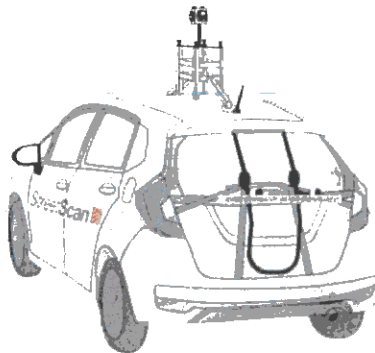
How StreetScan's Pavement Management Approach Works

StreetScan offers a technology-based Pavement Management approach for continuous health monitoring of your road network. Combining years of R&D at Northeastern University, StreetScan's vehicles and cloud-based software, Streetlogix, save you time and make your repair dollars go further. We have developed a four-step process to effectively Scan, Process and Manage your road data.

STEP 1: DATA COLLECTION

Roads

Vehicle Deployed: ScanCar



StreetScan utilizes 3D imaging technology to measure road defects, such as cracking and bumps. The 3D imaging cameras provide a 8' of lateral road coverage and seamless road coverage in the direction of travel at speeds up to 65 mph. A 360° camera system provides imagery of the road surface and ROW. An Inertial Measurement Unit (IMU) enabled GNSS position system provides position location, even in the event of intermittent GPS satellite coverage.

Data collected is processed to assign an overall condition rating for each road. The rating ranges from 0-100, where 0 is the worst possible road and 100 is the best.

Sidewalks

Vehicle Deployed: E-Scooter



StreetScan has developed a scooter-based approach which captures all the necessary distresses. StreetScan utilizes high resolution 2D imaging technology to collect sidewalk video, and identify distresses such as cracks, surface distortions, general uplifts, and tree uplifts. A mobile phone and high-grade GPS device are used for controlling data collection.

Data collected is processed to assign an overall condition rating for each sidewalk. The rating ranges from 0-100, where 0 is the worst possible sidewalk and 100 is the best.

STEP 2: DATA EXTRACTION

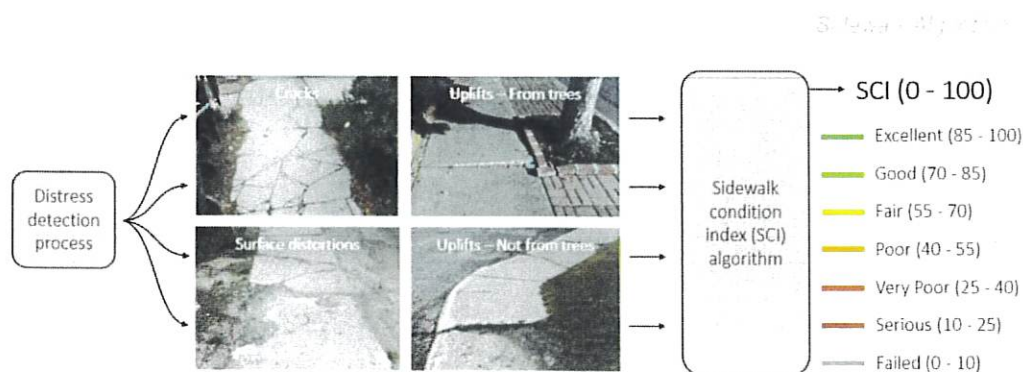
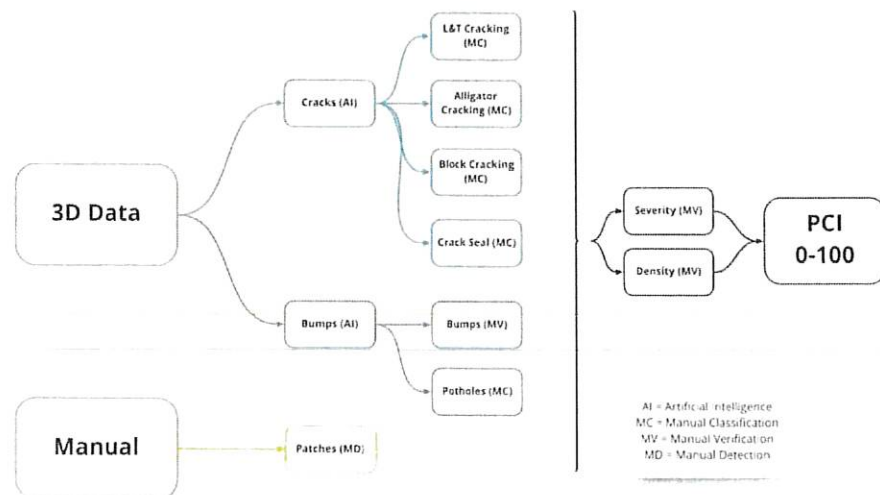
Roads

The collected data (TBs/day) is uploaded to the StreetScan server, where automated software processes the raw sensor data. Using advanced processing algorithms, the sensors' raw data is converted into meaningful parameters representing different aspects of pavement condition. Several of our key indicators are fused to determine the **StreetScan Pavement Condition Index (PCI)** for each road segment. StreetScan's GIS specialists segment the pavement evaluation data based on our clients historical street segmentation or from intersection to intersection in the absence of that data.

Sidewalks

Data collected from the E-Scooter system is processed to identify the following for each sidewalk: material, quantity, location, and severity of distresses such as cracks, surface distortions, general uplifts, and tree uplifts. The distress information for each sidewalk is input to StreetScan's proprietary algorithm to calculate the sidewalk's condition rating.

StreetScan's basic approach uses a weighted failures scheme per linear distance for a given sidewalk segment. Individual failure or feature types are given various weightings depending on their contribution to perceived sidewalk condition. As an example, an uplift is considered to have more impact to the sidewalk quality than grass, so it is given a greater weighting in the rating formula.



STEP 3: DATA VISUALIZATION AND ANALYTICS

Roads

Municipal staff will be given access to Streetlogix, our GIS web-based application, to view and analyze all collected survey data in addition to data from other sources to assist in decision making.

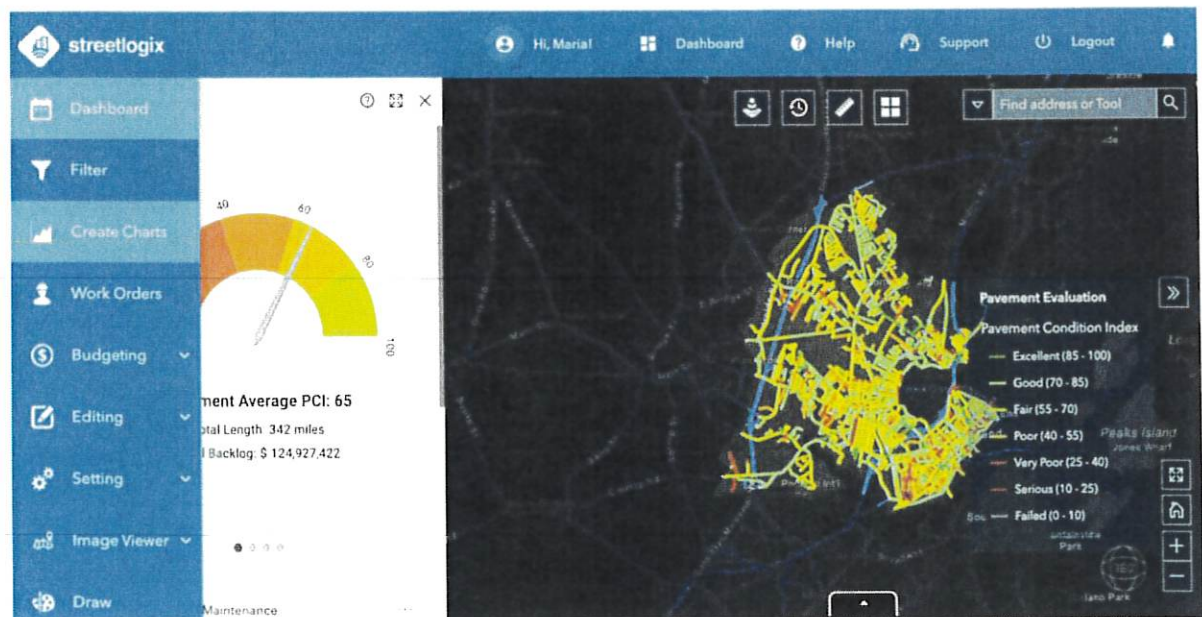
This provides staff an easy-to-use tool to quickly review PCI results, distress data and 360 images along with pavement history and other data that the municipality wants to be integrated. All data is hosted in the cloud, allowing users to login from anywhere on any computer to view the results. Streetlogix has many data import and export features making it compatible with any existing GIS solution concerning asset management. Streetlogix provides powerful data visualization and management tools including 360° viewer and extensive charts and dashboards (example below).

Sidewalks

Municipalities are given access to our GIS web-based application, Streetlogix, to view and analyze all collected survey data in addition to data from other sources to assist in decision making.

This provides clients an easy-to-use tool to quickly review sidewalk condition results, distresses, and sidewalk images. All data is hosted in the cloud allowing users to login from anywhere on any computer to view the results. Streetlogix has many data import and export features making it compatible with any existing GIS solution. Streetlogix provides powerful data visualization and management tools including 360 viewer and extensive charts and dashboards (example below).

Portal view: Overall stats and available layers



STEP 4: MAINTENANCE PLANNING

Roads

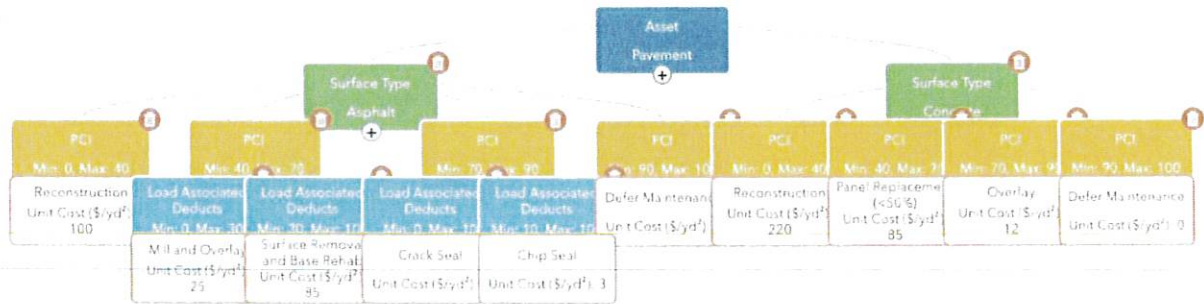
Once the inventory condition database and GIS web-app have been finalized, the work on implementing the pavement management side of the software begins. While pavement condition indicators are concerned with the current condition of the network, the management side of the process concerns itself with the analysis of condition, prediction of future condition, generation of maintenance options and pavement management scenarios. At this stage, the Client's preferred repair methods and associated costs are used to customize our Streetlogix asset management module. The results are compiled and reported to the client in our Streetlogix software and as a digital storymap.

Our decision-trees are highly configurable and we work with staff to tailor it to ensure our AI will provide the necessary maintenance and repair suggestions. All decision trees & underlying data will be editable by staff.

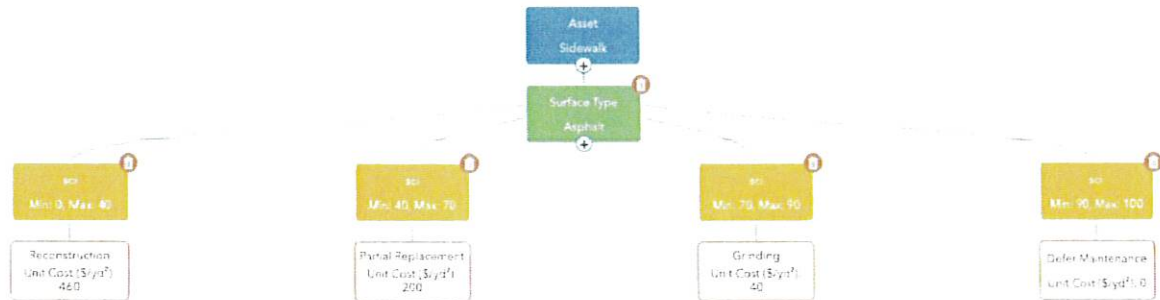
Sidewalks

Once the inventory condition database and GIS web-app have been finalized, the work on implementing the sidewalk management side of the software begins. While sidewalk condition indicators are concerned with the current condition of the network, the management side of the process concerns itself with the analysis of conditions, prediction of future conditions, generation of maintenance options and sidewalk management scenarios. At this stage, the Client's preferred repair methods and associated costs are used to customize our sidewalk management modules. The results are compiled and reported to the client in our Streetlogix software & digital storymap.

Roads:



Sidewalks:



APPENDIX B – OPTIONAL SERVICES AND ASSET COLLECTION

360° Imagery

Asset	Description
360° Imagery	360° Panoramic Imagery

Traffic Signage

Attributes	Description
Sign Category	Regulatory, Warning, Guide, School, Recreation, Information, General
Sign Name	Federal or State MUTCD designation or custom designation for specialized signs
GPS Location	Global Positioning System (GPS) location (+/- 5 meters)
Sign Condition	Good, Fair, Critical rating assessed through review of daytime digital images

Roads GIS Database

StreetScan creates a Roads GIS Database by using a list of target roads or any State DOT database. Road segmentation will be intersection to intersection unless directed otherwise by the client. All data is provided as a GIS layer.

Deliverable:

- GIS layer of Roads segmented intersection to intersection

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September 28, 2022

Ms. Sandra Vincent
Mayor, City of McDonough
136 Keys Ferry Street
McDonough, GA 30253

RE: Asset Management Services
V&M Job No. 22-03224-000

Dear Mayor Vincent:

Vaughn & Melton Consulting Engineers (V&M), a JMT Company is pleased to submit our scope of work for road assessment (Service A) consulting services for the city of McDonough Georgia. The City of McDonough has 542 Streets totaling 195.23 centerline miles of paved roadways within the City Limits. Per your direction and selection, this proposal also provides all **Transportation Infrastructure Asset Management** services for your paved city streets. Below is the scope, deliverables, schedule, and costs associated with this proposal. We have provided multiple levels of scope that you may select from. You are encouraged to favorably consider A through D services, at a minimum, to accomplish a true Transportation Infrastructure Asset Management Program for the City of McDonough.

Scope:

- A. Pavement Assessment and Rating Reports (Rating 100 down to 0) of 195.23 miles of City of McDonough paved roadways. Each roadway will begin with a 100 rating and will be downgraded per deficiency, ranging from a selection of 10 different deficiencies, yielding the final rating. This evaluation will establish a priority list of roadways, from 100 being the best to 0 being the worst, for the City of McDonough. The Pavement assessment will be completed by V&M staff with 30 years of experience in evaluating roads utilizing PACES methodology, while employed by the Georgia Department of Transportation. V&M will schedule a meeting with city staff to present the results of the assessment.
- B. Includes "A" Pavement Assessment services above plus recommendations for pavement preservation and/or resurfacing. This service will include photos of the deficiencies and the recommendations for improvements on all roadways rating below 70 at the City's request.
- C. "A" + "B" services above plus cost estimates for the recommended pavement preservation or resurfacing. These estimates will be completed on all roadways rating below 70 at the City's request.
- D. "A" + "B" services above plus Pipes, Culverts, & Drainage Structure Assessments. These manual inspections will only be performed on cross drains (not longitudinal

pipes) and only on accessible structures. Pipes terminating at drainage structures such as catch basins, drop inlets, and manholes will prompt an evaluation of that structure. This service will provide the City of McDonough with pipe deficiencies and ratings of drainage structures beneath their roadways allowing deficient pipe to be fixed or replaced before improving the pavement.

- E. GIS Database Layer to include pavement assessment reports generated in "A" services; photos and recommendations generated in "B" services; cost estimates generated in "C" services; and drainage assessment reports generated in "D" services.
- F. Development of Contract Documents to aid the LETTING of Roadway Construction/Maintenance Improvements as needed.
- G. Provide oversight (CEI, Construction Engineering Inspection) for improvements performed by City of McDonough's Contractor personnel who is awarded the LET Contract.

Deliverables:

- A. Pavement evaluation reports along with a summary that provides a prioritized roadway ratings list. V&M will schedule an in-person meeting to explain the results of the assessment.
- B. "A" deliverables plus electronic and hardcopy photos and reports that indicate the recommendations for preservation or resurfacing.
- C. "A" + "B" deliverables plus electronic and hardcopy cost estimates on all roadways falling on or below a rating of 70.
- D. "A" + "B" deliverables plus electronic and hardcopy of reports representing the field inspection of cross drain pipes.
- E. Geo Layer compatible with the City's GIS system.
- F. Contract Documents package sufficient to let Roadway Maintenance Improvement Projects.
- G. On-site oversight, CEI, Construction Engineering Inspection, of Construction/Maintenance Improvements performed by V&M personnel.

Schedule:

- A. Less than 90 days from notice to proceed.
- B. "A" duration plus 60 days = 150 days from notice to proceed.
- C. "A" + "B" duration plus 60 days = 210 days from notice to proceed.
- D. Schedule unknown without first performing "A" + "B" + "C" services.
- E. Schedule based on desired number of assets to be captured in GIS system.
- F. Schedule provided as needed.
- G. Schedule provided as needed.

Costs:

- A. \$55,420.62 (\$284.21 per mile assuming 195.23 centerline miles).
- B. \$2,200.00 per street/roadway assessed.

- C. \$5,000.00 per street (we will only provide cost estimates on roadways falling on or below a rating of 70 or selected roads/streets by City of McDonough Management).
- D. \$600.00 per cross drain pipes and culverts; assessed cross drain pipes terminating at a structure such as a catch basin, drop inlet, or manhole \$350.00 per structure.
- E. Fee cannot be developed without first doing the assessment revealing the number of City assets.
- F. \$5,000.00 per package for LETTING including up to 3 streets/roadways.
- G. CEI, Construction Engineering Inspection services to be developed on a per hour basis of \$170.00 per hour including all truck, materials and supplies. Inspection personnel will be retired GDOT Area Engineer/District Maintenance Engineer with 30 years of experience.

COMPENSATION

- A. The terms will be Lump Sum and invoiced monthly as % complete. The LS fee for Service A is \$55,420.62.
- B. The terms will be Lump Sum and invoiced at the completion of the work for Service B.
- C. The terms will be Lump Sum and invoiced at the completion of the work for Service C.
- D. The terms will be Lump Sum and invoiced at the completion of the work for Service D.
- E. The terms will be Lump Sum and invoiced at the completion of the work for Service E.
- F. The terms will be Lump Sum and invoiced at the completion of the work for Service F.
- G. The terms will be invoiced monthly for CEI manhours work for that month.
- H. "Additional Services" will be provided on a cost-plus fixed fee basis at such time that additional services are deemed necessary. "Additional Services" may also be negotiated and authorized on a lump sum fee basis for additional scope tasks as deemed necessary.

This scope may be amended as needed according to your project requirements and V&M will modify any effort or fees at your request to better suit your needs. I thank you for the opportunity to work with you on this project and I look forward to its successful completion. If you have any questions or need further information, please do not hesitate to contact me at 404-804-4571 or dbmillen@vaughnmelton.com.

Payment for Services:

Invoicing will occur at the completion of each itemized service authorized by the City of McDonough. Payment is expected within 30 days of the date of invoice. Past due balances will be subject to a service charge of 1.5% per month.

Please review and select desired services below. If you find this proposal acceptable, please sign, scan and email to dbmillen@vaughnmelton.com for my records.

Select desired services....

- Service A only _____
- Service A + B _____
- Service A + B + C _____
- Service D _____
- Service E (GIS services with any service above) _____

VAUGHN & MELTON CONSULTING ENGINEERS, INC.

300 CHASTAIN CENTER BLVD. • KENNESAW, GA 30144 | [P] 770.627.3590 | VAUGHNMELTON.COM



A JMT COMPANY

Service F _____

Service G _____

Signature _____

Authorized Agent

Date _____

Sincerely,

A handwritten signature in black ink that reads 'David B. Millen'. The signature is written in a cursive style with a large, stylized 'D' and 'M'.

Vaughn & Melton Consulting Engineers, Inc., a JMT Company

David B. Millen, PLS | Associate Vice President | Sr. Project Manager

RESOLUTION NO. 23-02-02.1

**A RESOLUTION OF THE CITY OF MCDONOUGH, GEORGIA, AUTHORIZING THE
APPOINTMENT OF COMMISSIONERS TO THE MCDONOUGH URBAN
REDEVELOPMENT AUTHORITY AND FOR OTHER LAWFUL PURPOSES**

WHEREAS, the City of McDonough (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia;

WHEREAS, the duly elected governing authority of the City of McDonough, Georgia, are the Mayor and Council (“City Council”) thereof;

WHEREAS, on or about August 17, 2015, the City adopted Resolution 15-8-17(A), confirming and ratifying its prior activation of the City of McDonough Urban Redevelopment Agency (“URA”) under the Georgia Urban Redevelopment Law, O.C.G.A. § 36-61-1, et seq.;

WHEREAS, pursuant to Res. 15-8-17(A), the URA shall “consist of nine (9) voting members, who ...serve for terms of office of three (3) years” and “hold office until [their] successor has been appointed and has qualified”;

WHEREAS, “Members shall be appointed by the Mayor, subject to approval by the City Council.” URA Bylaws Art. II, Sec. 2 & OCGA § 36-61-18(b);

WHEREAS, the City Council desires through this Resolution to fill the eighth and ninth URA seats which are subject to appointment as a result of a vacancy and expiration of term;

WHEREAS, this Resolution is in the best interest and general welfare of City residents, the general public and City.

NOW, THEREFORE, BE IT RESOLVED, by the governing authority of the City of McDonough, Georgia, as follows:

Section 1. Certificate of Appointment.

The City Council hereby certifies and approves the appointment of the following additional members to the City URA Board of Commissioners, who shall serve for three-year terms from their appointment herein, and hold office until their successors are appointed and qualified:

Seat ¹	Commissioner	Term Length
8		3 years

¹ URA seats 1 through 7 were appointed by the City Council on or about November 21, 2022.

9	3 years
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Section 3. It is hereby declared to be the intention of the City Council that:

- (a) All sections, paragraphs, sentences, clauses and phrases of this Resolution are or were, upon their enactment, believed by the City Council to be fully valid, enforceable and constitutional.
- (b) To the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Resolution is severable from every other section, paragraph, sentence, clause or phrase of this Resolution. No section, paragraph, sentence, clause or phrase of this Resolution is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Resolution.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Resolution shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the City Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Resolution.

Section 4. City legal counsel and the City Clerk are authorized to make non-substantive editing and renumbering revisions to this Resolution for proofing and renumbering purposes.

Section 5. The effective date of this Resolution shall be the date of adoption, unless provided otherwise by the City Charter, state and/or federal law.

BE IT SO RESOLVED, this ____ day of _____, 2023.

ATTEST:

CITY OF MCDONOUGH, GEORGIA:

Christy L. Taylor, City Clerk

Sandra Vincent, Mayor

APPROVAL AS TO FORM:

Emilia C. Walker, City Attorney

STATE OF GEORGIA
CITY OF MCDONOUGH

ORDINANCE NO. 23-01-17

**AN ORDINANCE AMENDING TITLE 17, ZONING, OF THE CITY OF MCDONOUGH,
GEORGIA, CODE OF ORDINANCES; ENCOURAGING POSITIVE DEVELOPMENT;
CREATING A HIGHWAY CORRIDOR OVERLAY DISTRICT AND FOR OTHER
LAWFUL PURPOSES**

WHEREAS, the City of McDonough (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia;

WHEREAS, the duly elected governing authority of the City are the Mayor and Council (“City Council”) thereof;

WHEREAS, the City is authorized pursuant to Section 1.12(15) of the City Charter to adopt zoning related ordinances, rules and regulations as the City Council deems necessary and reasonable to insure a safe, healthy, and aesthetically pleasing community;

WHEREAS, promoting the general health, safety, and welfare of the community through sustainable development where residents and visitors can live, work, eat, and play is of high priority of the City;

WHEREAS, the City desires through this Ordinance to promote economic growth, improve public safety and encourage healthy, balanced and diversified development through the creation of a Highway Corridor Overlay District; and

WHEREAS, this Ordinance is in the best interest and general welfare of City residents, the general public and City.

IT IS HEREBY ORDAINED BY THE GOVERNING AUTHORITY OF THE CITY OF MCDONOUGH as follows:

Section 1. Title 17, Zoning, of the City of McDonough Code of Ordinances is hereby amended by adding a new Chapter 17.80, Highway Corridor Overlay District, which shall read as follows:

TITLE 17 - ZONING

CHAPTER 17.80 - HIGHWAY CORRIDOR OVERLAY DISTRICT

17.80.01 - Purpose of article.

A. Purpose. The purpose of the highway corridor overlay district is to:

1. Promote the general health, safety, and welfare of the community where residents and visitors can live, work, eat, and play.
2. Promote economic development by diversifying the employment base for a stronger City.
3. Improve public health and provide safe and efficient movement within the overlay district by promoting development patterns that encourage physical activity such as walking and bicycling.
4. Encourage a balanced mix of retail, professional, residential, civic, entertainment, and cultural uses.
5. Improve the efficient operation of traffic around the City.
6. Provide accessible, sufficient parking in an unobtrusive manner.
7. Create an attractive gateway that is aesthetically appealing and environmentally responsible.
8. Encourage innovative development projects that set standards for landscaping, open space, community design, and public amenities.
9. Establish consistent and harmonious design standards for public improvements and private property development within the overlay district so as to unify the distinctive visual quality of City.

17.80.02 - Definitions.

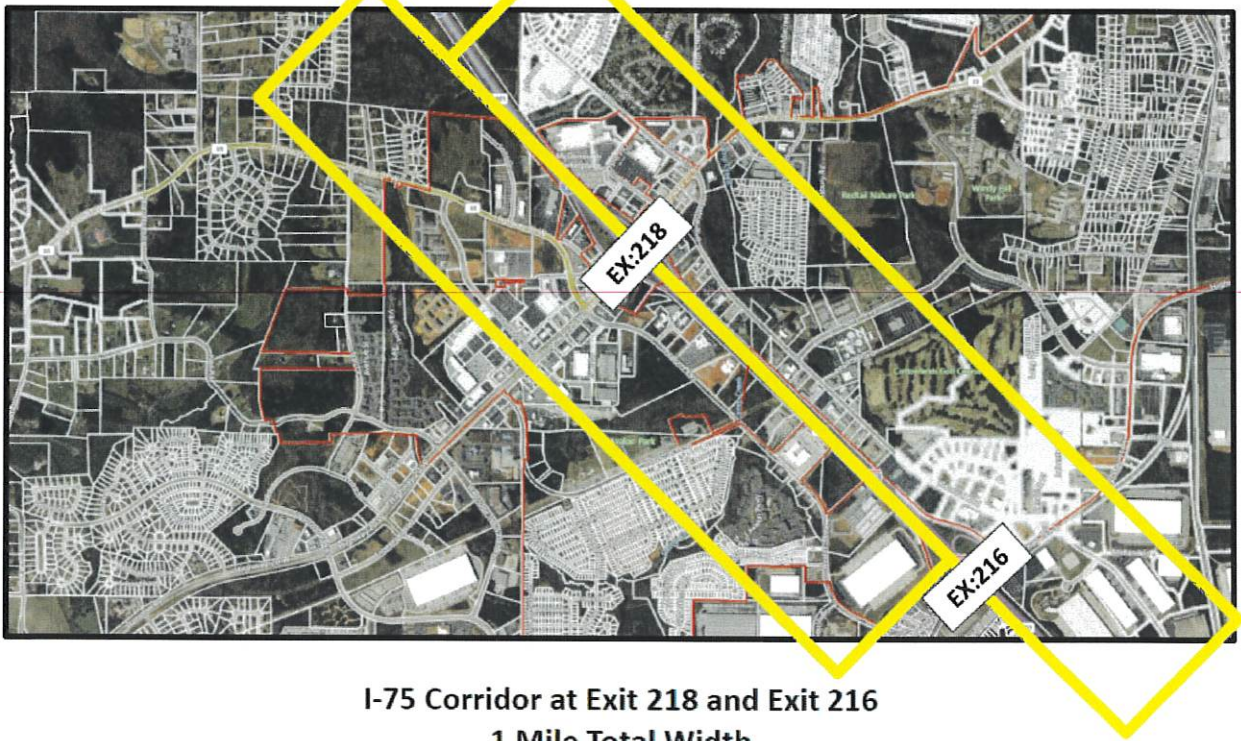
As used in this chapter, unless specifically stated otherwise, the following terms shall be defined as indicated in this subsection. Where any definition for a term used in this subsection conflicts with a definition for such term elsewhere appearing in the City Zoning Code, the definition contained in this subsection below shall prevail:

1. "AASHTO" means American Association of State Highway and Transportation Officials.
2. "Administrator" means the director of the City Community Development Department or designee.
3. "Architectural review committee (ARC)" means a panel of City staff which consists of the community development director, the City planner, and the building official.
4. "City Zoning Code" means Title 17, Zoning, of the City Code of Ordinances.
5. "Civic use" means "social, institutional, or infrastructure-related activities; social, cultural, or religious assembly" as established in the City Zoning Code, and hospitals.
6. "Commercial use" is a term collectively defining retail, office, and lodging uses.
7. "Existing street" means a public street that is open, under construction, or completely funded, or approved at the date of application for review under this chapter .
8. "Front" means to place an element, such as a building, along the front setback.
9. "Front yard" means, in addition to the definition established in Appendix A, all yards abutting a street shall meet the setback requirement for front yards.
10. "GDOT" means the Georgia Department of Transportation.

11. "Industrial use" means "Industrial use, manufacturing, and waste-related activities" as established in the City Zoning Code.
12. "Mixed-use building" means building containing at least two (2) different uses.
13. "Occupiable space" means a covered and conditioned building area utilized for any use except parking, storage, or mechanical features.
14. "Office use" means "office activities" as established in the City Zoning Code and medical and dental offices and related services.
15. "Overlay district" means the highway corridor overlay district, as such boundaries are established in this chapter.
16. "Retail use" means "shopping, business, or trade activities" and "restaurants-type activity" as established in the City Zoning Code and fitness clubs, spaces, and gyms.
17. "Residential use" means "residential activities" as established in Title 17, City Zoning Code.
18. "Sidewalk area" means an area improved for walking along an existing street, primary grid, or secondary grid that begins at the street curb, or edge of pavement if no curb exists, and consists of a contiguous and continuous landscape zone and pedestrian zone.
 - a. "Sidewalk landscape zone" means the paved or unpaved portion of the sidewalk area adjacent to the street and reserved for trees, groundcover, and street furniture including, waste receptacles, traffic signs, newspaper boxes, bicycle racks and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
 - b. "Sidewalk pedestrian zone" means the paved portion of the sidewalk area reserved for pedestrian passage and unobstructed by any permanent objects to a height of eight (8) feet above the paved surface. The pedestrian zone shall be adjacent to the landscape zone and shall have a consistent cross-slope not exceeding two (2) percent.
19. "ULDC" means the City's Unified Land Development Code.
20. "Use" means a land use or function of classification category.

17.80.03 – Boundaries.

The provisions of this chapter shall apply to all land parcels within the highway corridor overlay district. The highway corridor overlay district shall consist of all parcels within the City abutting and/or within the two rectangular boundaries (highlighted in yellow) depicted on the map below:



I-75 Corridor at Exit 218 and Exit 216
1 Mile Total Width
½ Mile Radius from I-75 Centerline

The highway corridor overlay district boundaries includes all parcels of land within the City abutting Highway 81 W, Industrial Blvd., Highway 20, Hampton Road, Highway 155 S, Willow Lane, Avalon Parkway, South Point Blvd. All state routes and associated rights-of-way are within the jurisdiction of the GDOT and any improvements within these respective rights-of-way are subject to GDOT. All property contained within any parcel within the highway corridor overlay district shall continue to be within the highway corridor overlay district and subject to this chapter, even if the parcel is subdivided in the future.

17.80.04 – Variations, procedural requirements and site planning.

- A. *Variations.* There shall be two (2) types of variations from the requirements of this district: administrative waivers and variances. Whether a variation requires an administrative waiver or a variance shall be determined by the administrator.
 1. Administrative waivers permit a practice that is not consistent with a specific provision of this chapter, but is justified by its intent or purpose, or by hardship. The administrator or their designee shall have the authority to approve or disapprove administratively a request for an administrative waiver in accordance with City Zoning Code, administrative waiver, in addition to granting relief from the following:
 - a. Site planning.
 - b. Development standards.

- c. Sidewalks and streets.
 - d. Frontages.
 - e. Architecture.
 - 2. Variances permit a practice that is not consistent with a provision nor the purpose of this chapter. Variances shall be granted only in accordance with City Zoning Code, variances.
- B. *Procedural Requirements.* Procedural requirements shall adhere to the City Zoning Code.
- C. *Site Planning: All Sites.*
- 1. Notwithstanding, the requirements of City Zoning Code, buffer requirements, there are no minimum buffers within this district other than the stream buffer protection requirements, according to the City Zoning Code. Where this district abuts an area not within it, the requirements of the City Zoning Code shall apply.
 - 2. The requirements of the City Zoning Code shall apply to all sites regarding joint access driveways and cross access easements.
 - 3. Floodplain management and flood damage prevention requirements of the City Zoning Code shall apply to all sites regarding watershed protection areas.
 - 4. Open space areas should be delineated on each conceptual plan, which shall receive approval from the building and plan review department.

17.80.05 - Effect of highway corridor overlay district provisions.

- 1. *Application.* This overlay district is supplemental to the underlying zoning district classifications established in the City's Unified Land Development Code governing all properties and approvals within this overlay district. The provisions of this chapter shall be overlaid upon and shall be imposed in addition to said underlying zoning regulations and other City ordinances. The Community Development director and/or their designee is authorized to promulgate and enforce such rules, regulations, guidelines, and standards as may be reasonably necessary or desirable to give effect to the provisions of this chapter.
- 2. *Relationship to Underlying Zoning District Standards and Other Provisions of Unified Land Development Code.* In any case where the standards and requirements of the highway corridor overlay district conflict with those of the base-zoning district or with other provisions of the Unified Land Development Code, the standards and requirements of the highway corridor overlay district shall govern.
- 3. *Exceptions.* The provisions of this chapter shall not apply to the following:
 - a. Completion of work subject to preliminary plats, site development plans, construction plans, building permits, and interior finish permits, approved by the City prior to the adoption of this chapter.
 - b. Improvements and additions that are made to a single-family residence previously permitted and built on a lot of record prior to the adoption of this chapter .

- c. Construction of a single-family dwelling on an existing lot of record within a single-family residential subdivision with final plat approved prior to the adoption of this chapter, provided that the new construction shall be of a similar floor area, materials and design as the single-family dwellings on adjacent lots in the same subdivision.
- d. Construction, rehabilitation, restoration, repair of a nonresidential structure, interior renovations or interior finishes within an existing structure, or addition to an existing nonresidential structure that was authorized by issuance of a City permit prior to the adoption of this chapter shall not be subject to the provisions of the highway corridor overlay district, provided that such construction is on a lot of record and does not affect a change to more than twenty (20) percent of the existing permitted structure or five thousand (5,000) square feet, whichever is less.

D. *Nonconforming uses.*

- 1. Within the overlay, there may exist lots, structures, or uses of both land and structures which were lawful prior to the adoption of this chapter, but which would be prohibited, regulated, or restricted under the terms of this chapter as adopted or subsequently amended. Nonconforming lots, uses, and structures may continue in their nonconforming status with the limitations and/or requirements for nonconforming lots, structures, and use under the ULDC.
- 2. Vested/grandfathered nonconforming uses. To avoid undue hardship, the lawful but nonconforming use of any structure or land at the time of the enactment of this overlay district or any subsequent amendment may be continued even though the use does not conform to the provisions of this overlay, except that the nonconforming use:
 - a. Shall not be changed to another nonconforming use.
 - b. Shall not be re-established after abandonment or removal from the property for more than fifteen (15) days in the case of a nonconforming manufactured home, or its abandonment for six (6) months or more for all other uses, unless the premises are under a continuing lease but are unoccupied by the nonconforming use, regardless of the intent of the owner or occupier to resume the nonconforming use.
 - c. Shall not be extended to occupy any area of land not contained within the current lot of record.
 - d. Shall not be extended into any new building or structure unless such new building or structure is connected to existing buildings or structures and is contained wholly within the land currently utilized for the nonconforming use; however, where a new building or structure is not to be attached to an existing building or structure, the nonconforming use may be extended into such a new building [or] structure provided that any such new building or structure has a coverage area which does not exceed three (3) percent of the total square footage of the lot and is contained wholly within the land currently utilized for the nonconforming use.
 - e. If an existing use was lawfully established in a zoning district that is subsequently amended to require conditional use approval for such use, the existing use shall not require a conditional use permit.

- f. Any intended but not yet existing nonconforming use for which a vested right was acquired prior to the adoption of this overlay district or the adoption of an amendment to it shall be prohibited unless such intended nonconforming use for which a vested right was acquired is actually commenced within one (1) year of the adoption of this overlay district or the adoption of an amendment to it, regardless of the intent or expectation to commence or abandon such nonconforming use.
3. Notwithstanding anything to the contrary herein, the vested/grandfathered status created herein may be transferred and assigned to a new owner of the real property to which such rights apply, provided, however, that the new owner, in order to avail himself of such rights, must put the property to the vested/grandfathered use within six (6) months of the date of the sale of the real property.

E. *Building plan application.*

1. All building plans submitted pursuant to an application for a building permit should clearly indicate all of the proposed building materials and colors for each façade.
2. The plans should clearly show the location and calculate the amount/percentages of all building materials per façade.
3. Groups of buildings on the same parcel of land may be reviewed and permitted as a single project rather than individual buildings.

17.80.06 - Network standards.

A. *Access management standards.*

1. *Connectivity.* Within all nonresidential or multifamily developments or any single-family residential development of five (5) or more acres, the following standards shall apply unless a variance is sought and obtained from the board of zoning appeals due to unusual topography or environmental constraints such as major streams and rivers that create a severe and unique hardship:
 - a. No local street may be longer than six hundred (600) feet without an intersection with another local through street. Cul-de-sac streets shall not count as through streets.
 - b. Continuous pedestrian walkways shall be provided to connect building entrances to required ten-foot wide sidewalks along street frontage.
 - c. A cul-de-sac street that ends within two hundred (200) feet of the right-of-way of an adjacent collector or arterial street shall provide a five-foot wide sidewalk in a ten-foot wide easement connecting the sidewalk on the cul-de-sac to the sidewalk on the adjacent collector or arterial street.
 - d. Dead-end streets, including cul-de-sac streets, shall not exceed three hundred (300) feet in length and shall not serve more than thirty (30) dwelling units.
2. *Vehicular access points.* Minimum number of driveways or streets required per table 17.80.06.A2 below:

Table 17.80.06.A2: Minimum Vehicular Access Points

Type of Development	Minimum Number of Vehicular Access Points to Public Streets provided that the minimum separation standards are met per ULDC requirements.
Nonresidential, less than 50 required parking spaces	1
Nonresidential, 50—299 required parking spaces	2
Nonresidential, 300—999 required parking spaces	3
Nonresidential, 1,000 or more required parking spaces	4 or more

3. *Utilization and provision of connections to and from adjacent developments and developable parcels.*
 - a. All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.
 - b. All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred (600) feet along each development plan boundary that abuts potentially developable or re-developable land.
4. *Interparcel access.* For developments along an arterial or collector street, except where a variance is sought and obtained from the zoning advisory board pursuant to chapter 11 because of topographic or other site-specific constraints that create a unique and severe hardship, compatible developments, as determined by the planning director, shall provide a network of nonresidential access streets that meet the following:
 - a. Access streets shall be constructed for a commercial or multifamily residential development that abuts another commercial or multifamily residential development, whether existing or planned. The development of the site shall incorporate the following:
 - i. Continuous nonresidential access street, where necessary to connect adjacent parcels along the thoroughfare.
 - ii. Driveway aprons, stub-outs and other design features to indicate that abutting properties may be connected to provide cross access.
 - b. New commercial or multifamily property that abuts a planned, new or existing multifamily residential property shall provide for a five-foot wide sidewalk connecting the two (2) uses.

- c. New multifamily residential development that abuts a planned, new or existing commercial property shall provide for a five-foot wide sidewalk connecting the two (2) uses.
5. *Driveways.* Driveway connections to public streets shall be consistent with the following standards:
- a. Driveway connections shall not be permitted within the controlled access zone of an intersection.
 - b. Outparcels with less than two hundred (200) feet of road frontage are restricted to internal access only.
 - c. Driveways that enter a major thoroughfare at traffic signals must have at least two (2) outbound lanes (one (1) for each turning direction) of at least eleven (11) feet in width, and one (1) inbound lane with a maximum width of eleven (11) feet. All lanes shall align with respective lanes on the opposite side of the intersection.
 - d. No residentially developed property may have a curb cut in excess of thirty (30) feet in width, and no nonresidential property may have a curb cut in excess of forty (40) feet without approval of the community development director.
 - e. Except for single-family and two-family residences, driveway grades shall conform to the requirements of the Georgia Department of Transportation Regulations for Driveway and Encroachment Control.
 - f. Except where driveways are on opposite sides of a raised median, commercial or industrial driveways, or public roads, on opposite sides of a street shall either directly align or have offsets per ULDC requirements, as measured between the extended centerlines of such driveways. Along county roads, where property frontage width is such that the minimum offsets cannot be met, or intersection sight distance cannot be met with a driveway location that meets or exceeds the minimum spacing requirement, the community development director may allow placement of a driveway with a lesser offset distance. Where lack of frontage does not provide for the minimum spacing, the driveway may be required to be a joint use driveway with the adjoining owner.
 - g. Whenever possible, driveways on undivided arterials, collector streets, or local streets should align with driveways (if any) on the opposite side of such street.
 - h. On a divided arterial street that includes a median, driveways should align with median breaks whenever possible. Driveways not meeting this standard shall be limited to right turn access and right turn egress.
 - i. Driveway throat length. The length of a driveway or "throat length" for a commercial or office development shall be designed in accordance with the vehicle storage required for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe

conflicts with on-site vehicle circulation. The throat lengths specified in table 17.80.06.A5 are generally acceptable guidelines intended for the major entrance driveway of a commercial development.

Table 17.80.06.A5: Driveway Length for Commercial Centers

Commercial Center Total Gross Floor Area	Length of Principal Driveway*
Under 25,000 square feet	50 feet—60 feet
25,000—50,000 square feet	60 feet—85 feet
51,000—100,000 square feet	85 feet—135 feet
101,000—150,000 square feet	135 feet—180 feet
151,000—200,000 square feet	180 feet—200 feet
Over 200,000 square feet	200 feet or more
Note: * For driveways that allow right turns only the throat length may be reduced by one-third (1/3).	

6. *Deceleration lanes.*

- a. A major driveway entering a street classified as a collector or above with a regulated arterial speed thirty-five (35) miles per hour or greater shall be required to provide a deceleration lane consistent with the standards set in chapter 8.
- b. An acceleration or deceleration lane that would begin or end within seventy-five (75) feet of another driveway or intersecting street shall be lengthened so that it connects with the adjacent street or driveway.

7. *Crosswalks.*

- a. All intersections on streets posted at twenty-five (25) mph or less shall contain crosswalks that connect to sidewalks in all quadrants. For streets posted at over twenty-five (25) mph, crosswalks shall be placed when determined as warranted by engineering study by a professional traffic operations engineer and such studies are subject to community development department's review and approval.
- b. Crosswalks shall be either demarcated with high-reflectivity thermoplastic paint or brick pavers, as determined by the community development director.

B. *Parking requirements.* Off-street parking shall be required as provided in the City's zoning ordinance, except as provided in this subsection:

1. *Maximum number of parking spaces.* The maximum number of parking spaces that may be constructed on impervious surfaces shall be no more than one hundred twenty-five (125) percent of the minimum number of required parking spaces. Parking spaces in excess of one hundred five (105) percent shall be constructed on pervious surfaces recommended in paragraph 3.b. of this subsection.
2. *Pedestrian circulation.* Parking areas shall be designed to facilitate safe and convenient use by pedestrians. Commercial and multifamily developments shall

provide designated pedestrian pathways or sidewalks connecting the front entrance of the principal building to the sidewalk along the abutting street, including marked crosswalks across interior driveways.

3. *Paving materials for parking lots.*
 - a. All parking areas shall be paved with asphalt, concrete, or pervious materials approved by the community development director.
 - b. Pervious paving. Recommended pervious paving materials include those described in the current edition of the Georgia Stormwater Management Manual as the porous concrete or modular porous paver systems under the limited application stormwater structural controls.
 - c. Paving areas shall be of sufficient size and strength to support the weight of service vehicles.
4. *Landscaped strip to screen parking lots and loading areas.*
 - a. Where a parking lot or loading area for a commercial, industrial, or institutional use is located adjacent to the public right-of-way, it shall be screened from the public right-of-way consistent with the City Zoning Code.
 - b. Setbacks for screening areas facing the highway corridor overlay district shall be based on future right-of-way consistent with City guidelines.

17.80.07 - Public improvement standards.

Public rights-of-way (new and existing streets/roads) within the highway corridor overlay district shall be improved in accordance with the following standards:

- A. *Street standards.* Public rights-of-way located within the highway corridor overlay district shall be classified by type (i.e. arterial, collector, local, or nonresidential access) by the Community Development Department and shall be consistent with design guidelines as follows:
 1. *Arterial:*
 - a. Forty-five (45) mph design speed.
 - b. Minimum one hundred twenty-foot right-of-way.
 - c. Ten-foot (minimum) wide landscaped strip.
 - d. Ten-foot (minimum) wide sidewalk.
 - e. Pedestrian lights are required in landscaped strip.
 - f. Street trees are required in landscaped strip.
 - g. The location of required public improvements in the GDOT right-of-way is subject to GDOT permit approval. Any required public improvement not meeting GDOT permit approval is required to be located outside of planned right-of-way.
 2. *Collector:*
 - a. Thirty-five (35) mph design speed.

- b. Minimum eighty-foot right-of-way.
 - c. Depending on adjacent land use, lanes shall conform to one (1) of the following two (2) options:
 - i. Two (2) travel lanes at twelve (12) feet with center turn lane at fourteen (14) feet in commercial areas.
 - ii. Two (2) travel lanes at twelve (12) feet with turn lane at intersection provided between intersections for planned developments or residential areas.
 - d. Twenty-four-inch wide curb and gutter.
 - e. Eight-foot (minimum) wide landscaped strip along outside curb.
 - f. Eight-foot (minimum) wide sidewalk outside landscaped strip.
 - g. Pedestrian lights are required in landscaped strip. On roads posted at thirty (30) mph or greater, pedestrian lights shall be placed per chapter 5 of the GDOT Design Policy Manual.
 - h. Street trees are required in landscaped strip. On roads posted at thirty (30) mph or greater, street trees shall be placed per chapter 5 of the GDOT Design Policy Manual and the GDOT Policy for Landscaping.
3. *Local streets:*
- a. Twenty-five (25) mph design speed.
 - b. Minimum fifty-foot right-of-way.
 - c. Two (2) travel lanes at eleven (11) feet each.
 - d. Twenty-four-inch wide curb and gutter.
 - e. Seven-foot (minimum) wide landscaped strip along outside curb.
 - f. Five-foot (minimum) wide sidewalk outside landscaped strip.
 - g. Pedestrian lights are required in landscaped strip.
 - h. Street trees are required in landscaped strip.
4. *Nonresidential access street:*
- a. Twenty-five (25) mph design speed.
 - b. Minimum fifty-foot right-of-way.
 - c. Two (2) travel lanes at eleven (11) feet each.
 - d. Eighteen-inch wide curb and gutter, twenty-four (24) inches if public right-of-way.
 - e. Five-foot (minimum) wide landscaped strip along outside curb, eight-foot if public right-of-way.
 - f. Eight-foot (minimum) wide sidewalk outside landscaped strip.
 - g. Street trees are required in landscaped strip.

5. *Underground utilities are required for all street frontages:* Upon written application, an exception may be granted by the board of zoning appeals in cases where, due to unique topography or the presence of rock, the installation of underground utilities would present a severe and unique hardship.
- B. *Street trees.* Subject to the Community Development Department's review and approval, canopy trees shall be provided in street rights-of-way including medians and required landscaped strips adjacent to all streets. For roadways/streets either classified as collector or above, or posted at thirty (30) mph or greater, the tree types, sizes, and lateral offset to trees are to be governed by chapter 5 of the GDOT Design Policy Manual and the GDOT Policy for Landscaping. Trees and vegetation shall be located such that such vegetation shall not be located within the required sight lines necessary for intersection sight distance based on the road's posted speed limit.
1. Appropriate street tree species include the following:
 - a. Large trees—Average spacing forty (40) feet on center:
 - Sawtooth Oak
 - Gingko (Variety: President, Autumn Gold, male gender)
 - Princeton Elm
 - Chinese Elm (varieties Allee, Athena, Drake, Bosque)
 - Bald Cypress (variety: Shawnee Brave)
 - Zelkova (variety Green Vase or Village Green)
 - Northern Red Oak
 - Trident Maple
 - b. Small trees—Average spacing twenty (20) feet on center:
 - Crepe Myrtle
 - Saucer Magnolia (variety: Butterflies)
 - Chinese Fringe Tree
 - Golden Rain Tree
 - Texas Redbud (*Cercis reniformis*)
 - Kousa Dogwood
 - Washington Hawthorn "Princeton Sentry"
 - Zelkova (variety: Wires)
 2. No more than twenty-five (25) (or twenty-five (25) percent of the total number, whichever is greater) of the trees installed may be of any one (1) genus.
 3. No more than twenty-five (25) percent of the street trees used in a single development shall be of the small tree species, unless limited by roadway classification or posted speed limit that affect tree type placement.

4. Pedestrian lights meeting the requirements of this chapter may be considered when spacing street trees to allow forty (40) feet of separation between pedestrian lights and large trees, and twenty (20) feet of separation between pedestrian lights and small trees.
- C. *Improvement guarantees.* At the option of the City, the developer may be required to provide to the City financial security to guarantee the installation of project improvements under this chapter. The developer's financial guarantee may be any of the following:
1. An escrow of funds with the county;
 2. An escrow of funds with a bank upon which the county can draw;
 3. An irrevocable letter of credit or commitment upon which the county can draw;
 4. A performance bond for the benefit of the county upon which the county can collect; and
 5. Any other form of guarantee approved by the board of commissioners that will satisfy the objectives of this subsection.

The guarantee shall be in an amount sufficient to secure the full costs, as determined by the Community Development Department director, of the construction cost of the improvements, based on the most recent edition of Georgia Department of Transportation "Item Means Summary" or other comparable standardized cost estimation procedure.

17.80.08 - Property development standards.

- A. *Additional uses.* Parcels zoned for commercial uses shall be allowed to be developed with a mixture of commercial and residential uses according to City development standards, provided the future land use map provides a maximum density for the subject parcel.
- B. *Prohibited uses.*
1. Self-service storage (except indoor storage designed to mirror class "A" commercial office space), mini-warehouses, or warehousing and distribution not currently zoned for these uses (M-1 or M-2), as of adoption of this chapter.
 2. Salvage, junk, wrecking, recycling, waste, and scrap yards.
 3. Adult bookstore.
 4. Sexually oriented businesses or establishments.
 5. Pawnshop or loan brokers, other than mortgage loan brokers.
 6. Rooming and boarding houses.
 7. Automotive repair and maintenance, except car washes.
- C. *Ground floor area limitation.* New commercial buildings may not exceed one hundred fifty thousand (150,000) gross square feet in ground floor area. New commercial buildings greater than one hundred fifty thousand (150,000) gross square feet must obtain conditional use approval. In determining whether to grant an increase in ground

floor size beyond one hundred fifty thousand (150,000) square feet, the zoning advisory board shall consider the following factors, in addition to those listed in chapter 11:

1. The building site will provide convenient inter-connections with adjacent uses and properties that serve both pedestrians and automobiles.
2. The floor area of the proposed building is the smallest feasible to serve the function of the proposed use.
3. The architectural design of the building reduces the perceived size of the building by appropriate articulations and variations in the massing, façade, roofline, materials, colors, and textures of the building exterior.
4. The building and site meets or exceeds all other standards set forth in this chapter and by the City Zoning Code.

D. *Lot standards.*

1. Minimum lot size shall be as follows:
 - a. For outparcels or stand-alone commercial projects: One (1) acre.
 - b. For commercial lots within a common development with shared parking and interconnectivity: One-half (½) acre.
2. Minimum commercial lot frontage: One hundred seventy-five (175) feet along an arterial.
3. Nonresidential lots shall be generally rectangular with a ratio of depth to frontage not greater than 4:1.
4. Residential subdivisions shall comply with one (1) of the following two (2) requirements:
 - a. Reverse-fronting lots are required for residential subdivisions along streets classified as arterials or collectors, subject to subparagraph b. below. Reverse-fronting residential lots shall be platted with a landscaped access easement restricting vehicular access placed adjacent to the public right-of-way. Such easement shall be a minimum of twenty (20) feet in depth and include one (1) of the following:
 - i. A continuous four-foot high solid wall constructed entirely of brick or stone masonry.
 - ii. A four-foot high fence constructed of a combination of brick or stone masonry pillars with iron pickets.
 - iii. A vegetated strip of canopy trees, shrubs, and groundcover that provide a full landscape buffer.
 - b. If a residential lot is separated from the arterial or collector street by a minimum twenty-foot wide landscaped strip and a residential street, a residential lot may face an arterial or a collector street.

E. *Environmental controls.*

1. Stormwater management design shall comply in all respects with the current edition of the Georgia Stormwater Management Manual and ULDC.
2. Parking lot landscaping. Parking areas shall incorporate landscaped areas as required in chapter 5. Such landscaped areas shall cover at least twelve (12) percent of the parking area.

F. *Dumpsters.*

1. *Location.*
 - a. Dumpsters and trash receptacles shall be located where they are not visible from adjacent residentially zoned properties and shall be adequately screened from view from all other adjacent properties and streets.
 - b. Dumpsters shall be enclosed either within a building or out of sight from public streets or located outside to the rear of the principal building.
 - c. Dumpsters shall be set back a minimum of five (5) feet from all property lines. If a buffer is required on the subject property line, the dumpster shall not be located within the buffer.
2. *Pad.*
 - a. Dumpsters shall be placed on concrete pads of sufficient size and strength to support the weight of service vehicles.
 - b. Restaurants and other food service establishments shall place dumpsters on concrete pads that are designed to slope into a drain that is equipped with a grease trap.

G. *Lighting.*

1. *Parking lot, sidewalk, and building illumination.*
 - a. Lighting shall be designed to prevent light spillover on to adjacent properties. All lighting shall be fully shielded, have recessed luminaires, downcast, or be cut-off luminary fixtures mounted in such a manner that the cone of light is directed downward and does not cross any property line of the site.
 - b. Only incandescent, florescent, metal halide, low-pressure sodium, LED, or color corrected, high-pressure sodium may be used. The same type of lighting must be used for the same or similar types of lighting on any one (1) site.
 - c. Pedestrian lights shall be consistent with the City's Zoning Code.
 - d. Pedestrian light average spacing shall not exceed one hundred twenty (120) feet.
 - e. Parking light fixtures shall be the box head type, shall have a maximum height of thirty-five (35) feet, and shall employ a fluted pole. All parking light fixtures and poles shall be black.

- f. Individual pedestrian lights shall be maintained in good order and shall be illuminated between dusk and dawn each night.
- g. Lighting shall be consistent with specifications set forth in Table 17.80.08.G.

Table 17.80.08.G: Lighting Specifications

	Pedestrian Light	Parking Light
Height	15 feet	35 feet
Color	Black	Black
Pole Type	Fluted	Fluted
Fixture Type	Unspecified	Box Head
Shielding	Semi-cutoff, cutoff, or full-cutoff	Full-cutoff
Spacing	120 feet	Unspecified

- 2. *Security lighting restrictions.*
 - a. Full cutoff luminaires shall be used for all security lighting.
 - b. The number of luminaires remaining on for security lighting shall not exceed one-fourth ($\frac{1}{4}$) the total number of each type of luminaire number by four (4), any remainder is counted as a whole number.
- 3. *Drive-under canopies and pump islands at fueling stations.* The luminaire shall be recessed into the canopy ceiling so that the bottom of the luminaire does not extend below the ceiling.
- H. *Architectural standards.* The following design guidelines and standards apply to all newly constructed buildings used for commercial, industrial, or residential purposes.
 - 1. *General architectural requirements.*
 - a. The use of a common palette of building materials should be maintained for building façades to create a consistent and traditional architectural identity. Traditional architecture shall include, for example, the use of brick, pitched roofs, low-profile signage, and subdued colors. For large commercial/retail buildings and multifamily buildings, variations in façade, roofline and depth should be provided to lend the appearance of multitenant occupancy. All design and construction shall be subject to architectural review by the county or its designated architect to ensure adherence with this subsection K and the structures of traditional architecture.
 - b. All ground or roof-mounted mechanical, HVAC, and like systems shall be screened from public street view (within three hundred (300) feet) on all sides by an opaque wall or fence made of brick, stucco, split face block, or landscaping.
 - c. For all commercial buildings, roof-mounted mechanical, HVAC, and like systems shall be screened from public street view (within three hundred (300) feet) on all sides by a raised parapet or pitched roof along the edge of the roofline.

- d. Contrasting accent colors on any single façade shall be limited to no more than ten (10) percent of the total wall area for any single façade.
 - e. Materials otherwise not permitted, may be used for an accent provided that a contrasting materials accent on any single façade shall be limited to no more than ten (10) percent of the total wall area for any single façade.
 - f. Permanent mounted exterior neon lights shall not be allowed.
 - g. Buildings that are located on outparcels and all accessory buildings shall be constructed of materials complementing the principal building with which they are associated.
 - h. Back-lit awnings, roof-mounted lights, and/or roof mounted flag poles are not permitted. Satellite dishes shall be located and painted to blend with the background as much as practical.
2. *Building materials.* Table 17.80.08.H and this subsection outlines allowed building materials that are may be used and combined to create a consistent, attractive, interesting and long-lasting building design:

Table 17.80.08.H: Allowed Building Materials

Brick	Stone	Glass	Tilt/Pre-Cast	Stucco		Concrete Blocks	CMU/Split-Face Block	Cementitious Fiber-Board	Metal	Tile
Yes	Yes	Yes	No*	Max. 40% per façade		No	Max. 10% per façade	No**	No	No
		* Allowed for industrial buildings.								
		** Allowed for residential buildings. Buildings must have a minimum 4:12 roof pitch.								

- a. Allowed building materials.
 - i. Brick, except that brick veneers that are intended to simulate brick exteriors are not acceptable;
 - ii. Stone. Natural stone such as, but not limited to, granite, limestone, acid marble are allowed building materials. Terra cotta and/or cast stone, which simulate natural stone, are also acceptable. Painted stone is not allowed;
 - iii. Split-face block/concrete masonry unit (CMU) is restricted to ten (10) percent of the surface area of the façade;
 - iv. Tilt/architectural pre-cast concrete permitted for industrial developments only;
 - v. Stucco is restricted to forty (40) percent of the surface area of a façade;
 - vi. Natural wood and/or cementitious fiberboard siding are allowed only for residential buildings;

- vii. Glass;
 - viii. Exposed concrete block, metal, and tile are not allowed as building materials on a façade.
 - b. Ratios and amounts of allowed building materials.
 - i. Accent/trim exterior building material. Small amounts of building materials such as wood, tile, etc., may be used to enhance the façade of the building or for decorative elements, but should not exceed ten (10) percent of total wall area per façade.
 - ii. Façade calculations. With the exception of accent/trim materials, there shall be no more than two (2) primary building materials used. When stucco is used as a building material for a façade, it is restricted to forty (40) percent of the total. The allowed façade materials shall not apply to entry doors and/or roll-up doors.
 - c. The amount of permitted material shall be calculated using the gross square footage of wall area per façade. For example, a building has a front façade with a gross façade area of one thousand two hundred (1,200) square feet with four hundred (400) square feet consisting of windows and doors. Begin with one thousand two hundred (1,200) square feet for required building material calculations. A wall area of one thousand two hundred (1,200) square feet shall have no more than four hundred eighty (480) square feet of stucco on the front façade [e.g. one thousand two hundred (1,200) square feet × forty (40) percent = four hundred eighty (480) square feet]. The balance shall be brick or other allowed material. Trim or accent material may account for up to ten (10) percent or one hundred twenty (120) square feet.
- 3. *Roof requirements.* Materials for pitched roofs shall be limited to architectural dimensional grade asphalt shingles, natural slate, natural terra cotta, natural wood shake, copper or factory finished sheet metal.
 - a. Gabled/hipped roofs. All one-story buildings less than ten thousand (10,000) gross square feet must have a gabled/hipped roof (between 4:12 and 12:12).
 - b. If a gabled/hipped roof is not possible, a combination of flat roof and gabled/hipped roof is required. Provide a gabled/hipped roof on front and side of the building to screen view of any flat roof. Create arcades, porches, and other features with pitched roof.
 - c. Flat roofs. Building materials for flat roofs shall meet local codes.

Exposed metal flashing shall be copper or factory finished sheet metal. If factory finished metal flashing is used, such as standing seam, the color must be subdued to blend with other materials or of a color to simulate weathered copper or bronze. All buildings with flat roofs should include parapet articulation on the front façade(s) of such building. There shall be roof articulations/offsets at a minimum of one (1) per each one hundred twenty-five (125) linear feet of length by a change in the top line of the parapet. Additional articulation may occur at any lesser distance. If the front façade is

less than one hundred twenty-five (125) linear feet of length, then a minimum of one (1) roof articulation must occur.

- d. Other. Drive under canopies may have flat roof with vertical or factory formed facing of finished sheet metal or other material meeting the requirements of this chapter.
4. *Arcade/structural canopy for retail use.* For any multitenant commercial development, a covered arcade/structural canopy shall be provided along the front façade of the building. Arcades are covered walkways connected to the principal building. They should be a minimum of five (5) feet in width and designed to provide covered areas for relief from the weather. Different arcade/structural canopy designs may be used for each individual tenant/business within a multitenant commercial development provided that they blend aesthetically with the front façade of the building and has the approval of the building owner and the planning director.
5. *Street orientation.* Principal building entrances shall be oriented to public streets.
6. *Building height.* Unlimited for new development.
7. *Building massing and modulation.* The massing of building façades longer than one hundred fifty (150) feet that are approximately parallel to the right-of-way and oriented to a public street shall be modulated to increase visual interest, as follows:
 - a. Building façades that are less than five hundred (500) feet long shall be modulated at intervals no greater than one hundred (100) feet in length.
 - b. Building façades that are more than five hundred (500) feet long shall be modulated with intervals no greater than twenty (20) percent of the length of the façade.
8. *Minimum area.* No nonresidential building shall have less than two thousand (2,000) square feet of heated floor space.
9. *Minimum cornice height.* Building design shall include minimum one-foot high contrasting cornices along the entire front façade of buildings and extending for a distance of at least ten (10) feet along the sides of buildings.
10. *Minimum high-contrasting base.* Building designs shall include a minimum two-foot high contrasting base, along the entire front façade of buildings and extending for a distance of at least ten (10) feet along the sides of buildings.
11. *Satellite dish antennae.* No satellite dishes shall be permitted within view from public streets.
12. *Off-street loading areas.* Off-street loading areas shall be located in the rear of buildings and screened from view from adjacent property or streets.
- I. *Signage.* Except as provided in this subsection, signage shall comply with the requirement of applicable City ordinances.

1. Ground signs and entrance signs shall be limited to a monument based signs with the monument base extending to the height and full width of the bottom of the signable area. The sign structure shall be constructed of materials consistent with the architecture and exterior treatment of the building.
2. The maximum sign area of any ground sign, inclusive of any border and trim, but excluding the base, apron, supports and other structural members shall be:
 - a. Ground signs on lots zoned commercial or industrial, including shared signs, on lots with more than one (1) tenant shall be no greater than fifty (50) square feet in sign area.
 - b. Ground signs on lots zoned commercial or industrial with one (1) tenant shall be no greater than thirty-two (32) square feet in sign area.
 - c. Ground signs on lots zoned O-I shall be no greater than thirty-two (32) square feet of sign area.
 - d. Ground signs for single business premises shall be no greater than thirty-two (32) square feet in sign area.
3. Sign illumination.
 - a. Automatic changeable copy signs and neon signs are prohibited.
 - b. Signs may be illuminated internally, subject to ULDC requirements. LED is acceptable. External lighting fixtures are acceptable provided that fixtures are directed downward and away from streets and adjacent property and public streets. All lighting shall be fully shielded, have recessed luminaries, or be full cut-off luminary fixtures.

Section 2. Supplementary maps providing additional clarity on the boundaries of the highway corridor overlay district are attached hereto.

Section 3. It is hereby declared to be the intention of the City Council that:

- (a) All sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the City Council to be fully valid, enforceable and constitutional.
- (b) To the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. No section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Ordinance.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the City Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid,

unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance.

Section 4. The City Attorney and City Clerk are authorized to make non-substantive editing and renumbering revisions to this Ordinance for proofing and renumbering purposes.

Section 5. The effective date of this Ordinance shall be the date of adoption, unless provided otherwise by the City Charter, state and/or federal law.

BE IT SO RESOLVED, this ____ day of _____, 2022.

ATTEST:

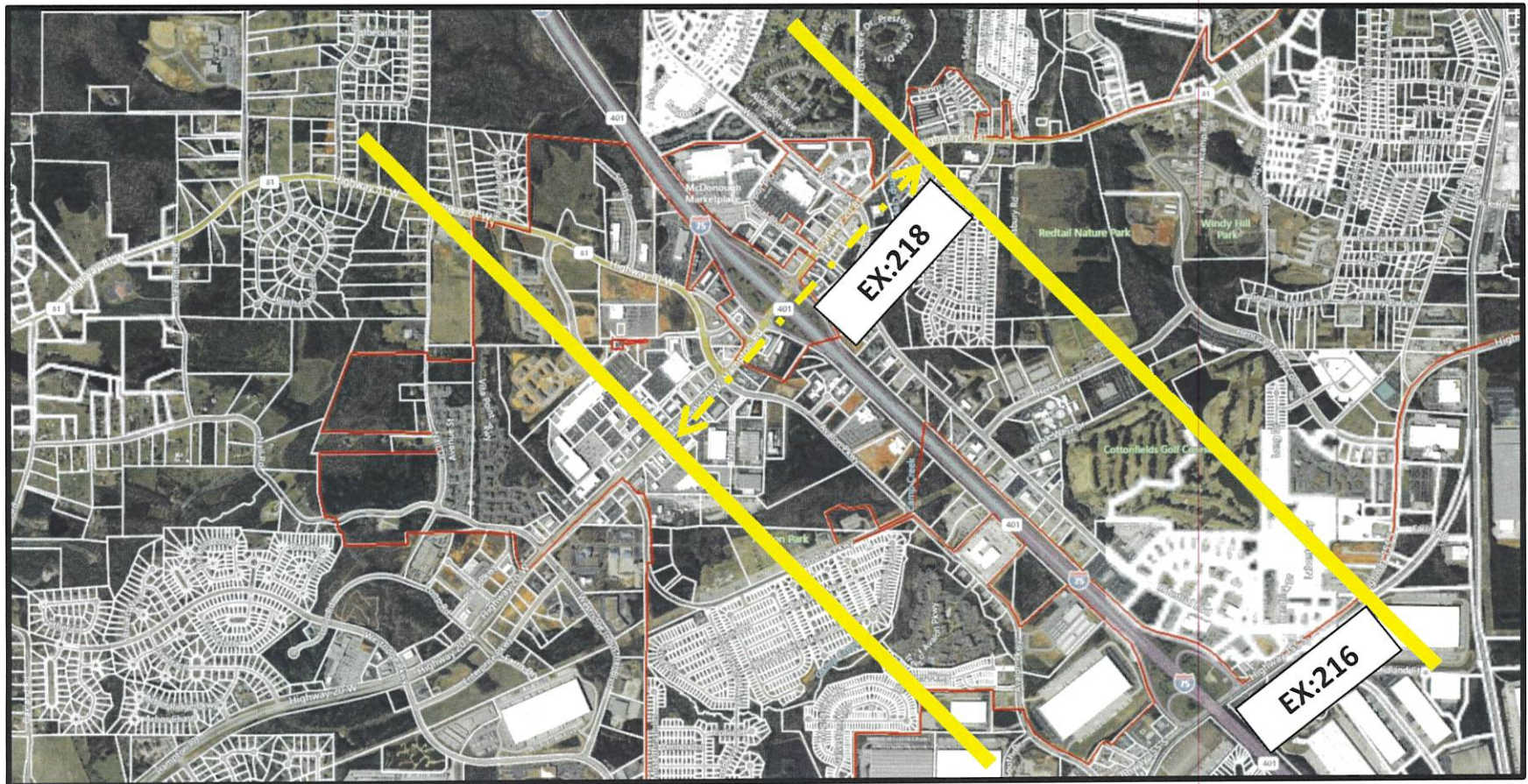
CITY OF MCDONOUGH, GEORGIA:

Christy L. Taylor, City Clerk

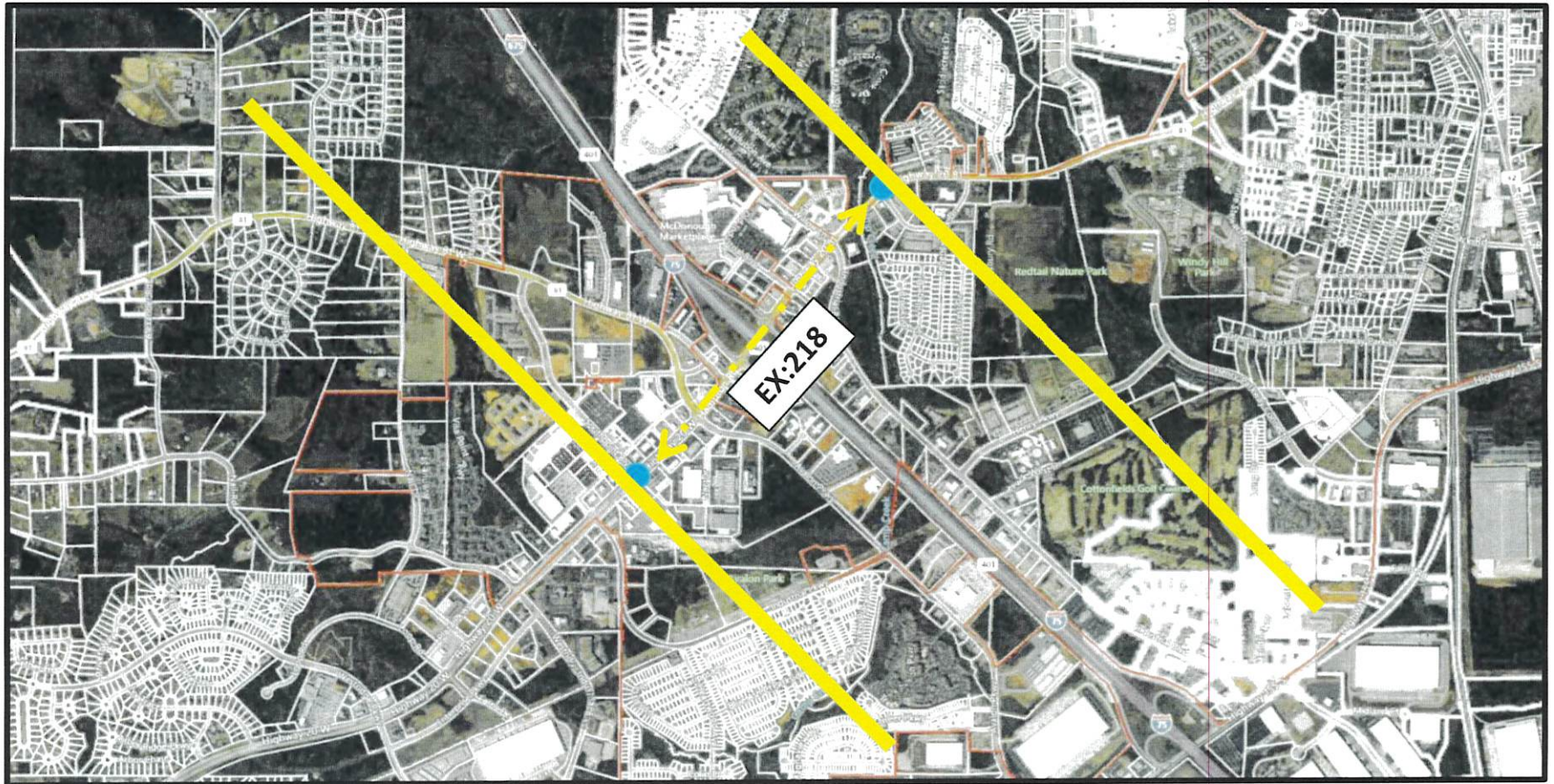
Sandra Vincent, Mayor

APPROVAL AS TO FORM:

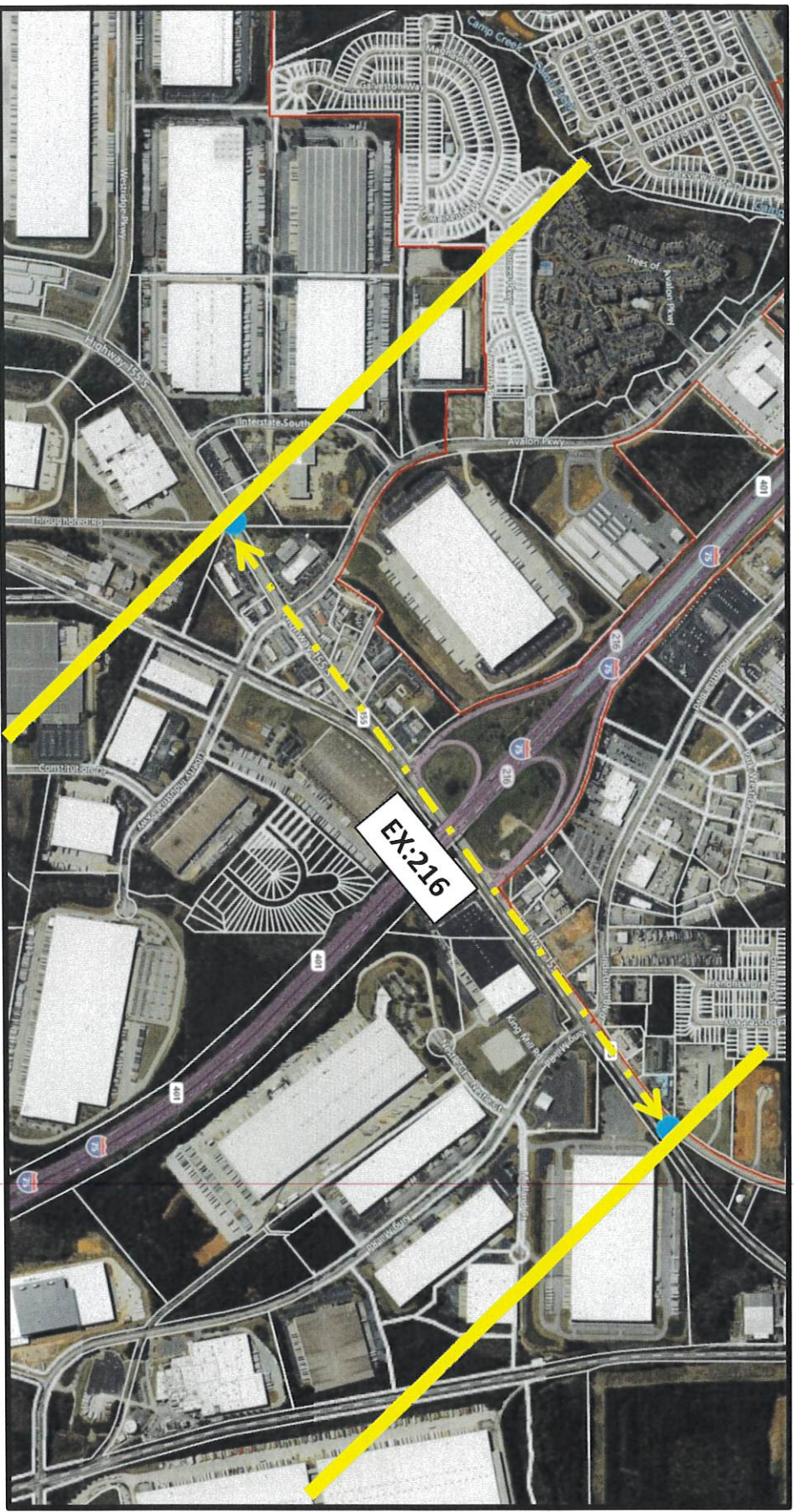
Emilia C. Walker, City Attorney



I-75 Corridor at Exit 218 and Exit 216
1 Mile Width
 $\frac{1}{2}$ Mile Radius from I-75 Centerline



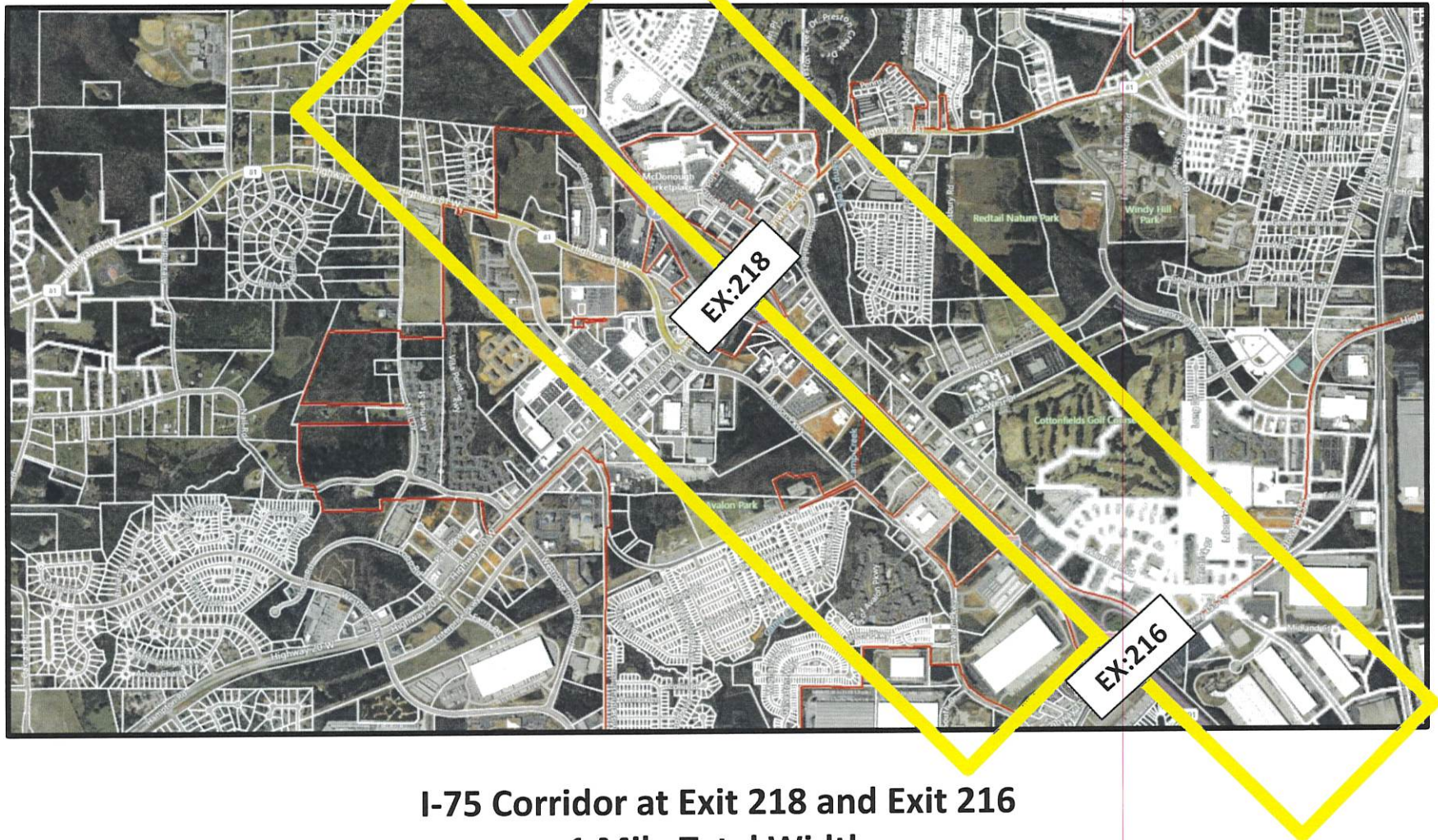
I-75 Corridor
Exit 218
½ Mile Radius from I-75 Centerline



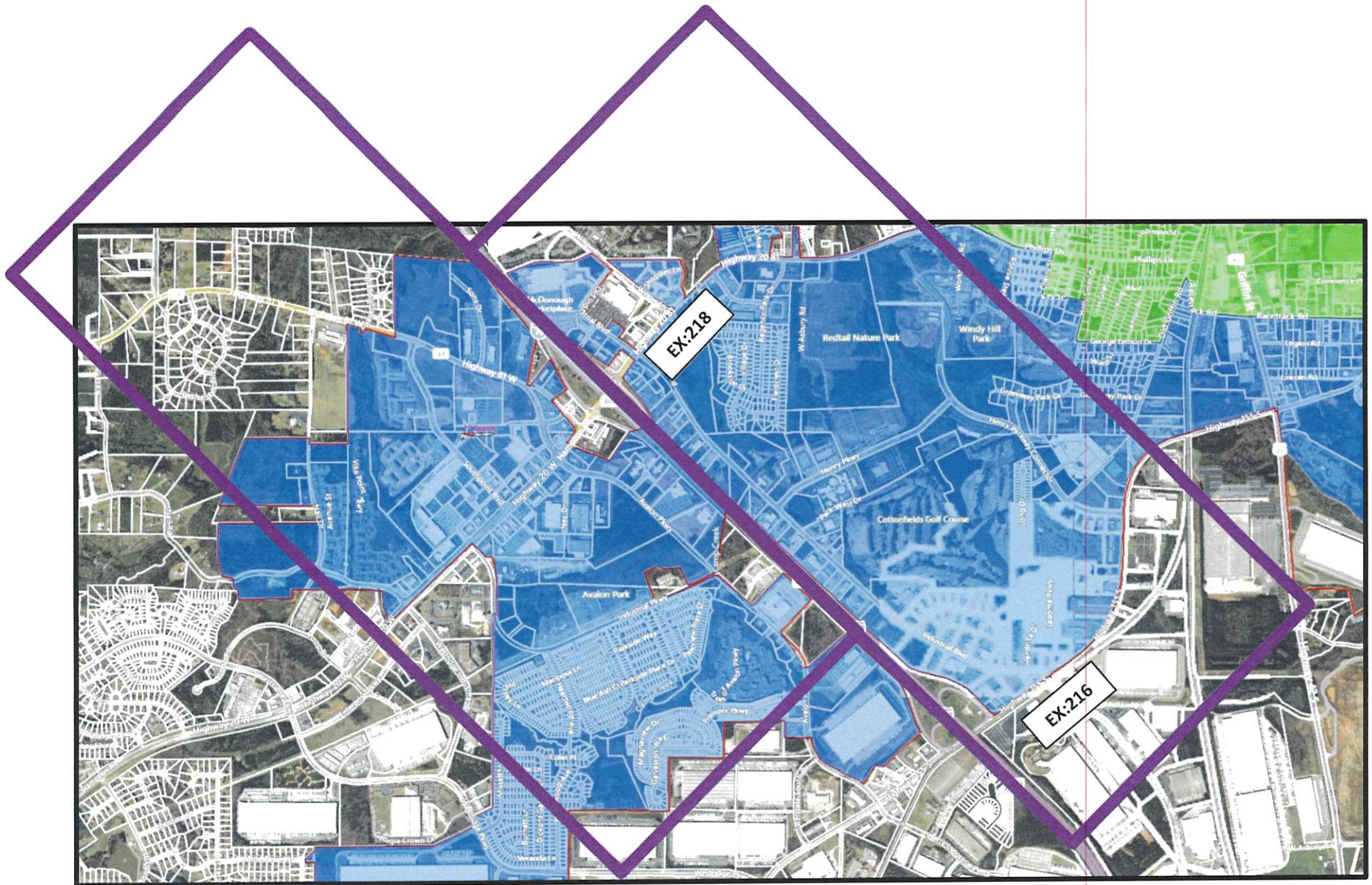
I-75 Corridor

Exit 216

½ Mile Radius from I-75 Centerline



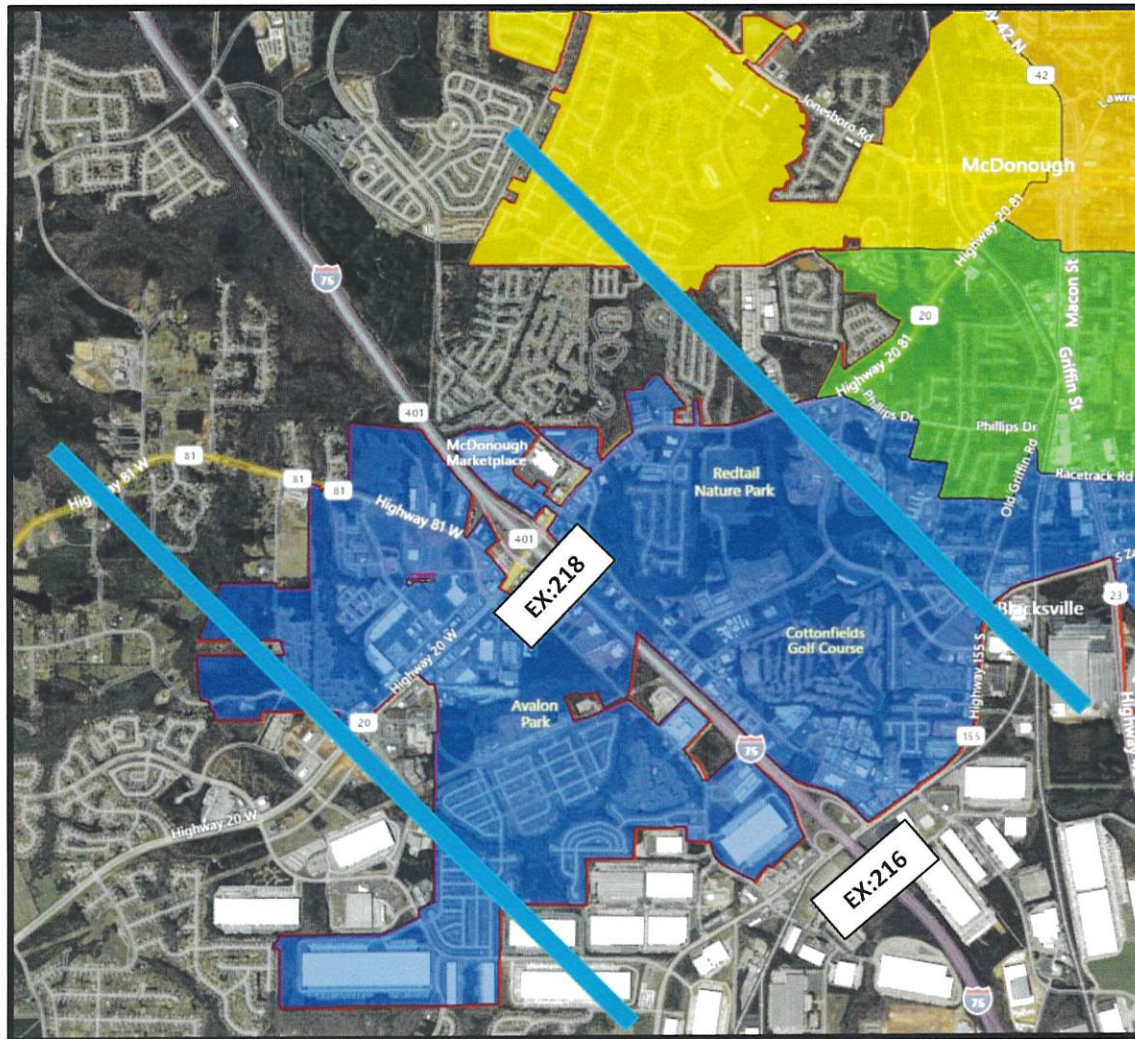
I-75 Corridor at Exit 218 and Exit 216
1 Mile Total Width
½ Mile Radius from I-75 Centerline



I-75 Corridor at Exit 218 and Exit 216

Blue color : District 4 (Kam Varner) / Green color: District 1 (Rufus Stewart)

1 Mile Radius from I-75 Centerline



**I-75 Corridor
Exit 218 and Exit 216
1 Mile Radius
from I-75 Centerline**

District 1 – Green/Rufus Stewart
District 2- Yellow/Jamal Burt
District 3-Green/Scott Reeves
District 4: Blue/ Kam Varner

STATE OF GEORGIA
CITY OF MCDONOUGH

RESOLUTION NO. 23-02-02.2

**A RESOLUTION IMPLEMENTING A LIMITED MORATORIUM ON THE
ACCEPTANCE AND/OR PROCESSING OF APPLICATIONS FOR MULTI-FAMILY
AND HOTEL DEVELOPMENTS WITHIN THE CITY OF MCDONOUGH AND FOR
OTHER LAWFUL PURPOSES**

WHEREAS, the City of McDonough (“City”) is a municipal corporation duly organized and existing under the laws of the State of Georgia;

WHEREAS, the duly elected governing authority of the City of McDonough, Georgia, are the Mayor and Council (“City Council”) thereof;

WHEREAS, the City Council is vested with the power under Article XI, Sec. 2, Par. 4 of the Georgia constitution to adopt and implement zoning regulations for the City;

WHEREAS, the City has experienced a proliferation of multi-family developments and hotels within the City within the past decade, which have brought about increased traffic, burdens on its public safety departments and excessive demands on utility infrastructure;

WHEREAS, there currently exists an adequate number of multi-family and hotel developments in the City, providing temporary and/or affordable housing opportunities for low and moderate-income current and future residents and visitors; further, a significant number of properties within the City, unaffected by this moratorium, are currently zoned for multi-family and/or hotel developments, further meeting such future housing needs;

WHEREAS, the courts have recognized Georgia local governments' inherent ability to impose moratoria when acting on behalf of the public welfare;

WHEREAS, the City Council finds that in order to protect public welfare, it is appropriate and necessary for the City to evaluate and review current and future housing needs of the City and consider zoning ordinance amendments, particularly relating to multi-family and hotel developments; and

WHEREAS, this Resolution is enacted to safeguard and promote the health, safety, and public welfare of the City.

NOW, THEREFORE, BE IT RESOLVED, by the governing authority of the City of McDonough, Georgia, as follows:

Section 1. Findings.

In order to adequately study, evaluate and review relevant issues and/or recommended ordinance amendments, and in addition to any other findings and/or facts stated herein, the City Council further finds:

1. It is necessary that the City have opportunity to consider recommendations for zoning ordinance amendments, thus justifying a limited cessation of approvals and acceptances of multi-family and hotel land use developments, as set forth herein;
2. Substantial detriment and irreparable harm may result if further commitments are made for approval of new multi-family and hotel developments in the City;
3. The City is currently awaiting the results of an evaluation and proposed revisions of the zoning ordinance by an outside consultant;
4. It is necessary and in the public's interest to delay, for a reasonable and finite period of time, the acceptance or processing of any applications for such land development projects pending the possible amendment of the City's zoning ordinance;
5. The concept of public welfare is broad and inclusive, the values it represents are spiritual as well as physical, aesthetic and monetary; and that it is within the City's power "to determine that a community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled;" Berman v. Parker, 348 U.S. 26 (1954); Kelo v. City of New London, 545 U.S. 469 (2005); and
6. Public welfare includes the valid public objectives of aesthetics, conservation of the value of existing lands and buildings within the City, preserving neighborhood characteristics, enhancing and protecting the economic well-being of the community, facilitating adequate provision of public services, and preservation City resources;

Section 2. Moratorium.

- a. **Imposition.** There is hereby imposed a moratorium and temporary suspension on the City's acceptance and/or processing of:
 1. Applications for the rezoning of property within the City to "RM-75 Multi-Family Residential," "RTD" and/or "RCD;" and/or
 2. Land use and development permit applications for hotel developments. For purposes of this Resolution, the term "hotel" shall have a meaning as defined under Sec. 5.06.010 of the City Code of Ordinances.
- b. **Duration.** Unless otherwise amended by the City Council, the duration of this moratorium shall be until June 18, 2023, to afford the City adequate time to study, evaluate, and/or adopt, if deemed appropriate, amendment(s) to the City's ordinances;
- c. **Exemptions.** This moratorium shall have no effect upon:
 1. Property zoned "RM-75 Multi-Family Residential," "RTD" and/or "RCD" as of the time of the adoption of this Resolution;" or
 2. Applications pending with the City as of the time of adoption of this Resolution for the rezoning of property to "RM-75 Multi-Family Residential," "RTD" and/or "RCD."
 3. Hotel land use and hotel development permit applications pending with the City as of the time of adoption of this Resolution. Additionally, this Resolution shall not restrict considerations of applications and/or permits for remodeling, repair and/or improvements to hotels in existence as of the time of adoption of this Resolution.

- d. **Vesting.** Pursuant to Georgia law, a property owner, prior to the adoption of this Resolution, may have acquired vested rights in approval of a project, which includes the rezoning of property to "RM-75 Multi-Family Residential," "RTD," or "RCD." In that event, such an owner shall have to right to submit a written request, which shall include verified supporting data, documents, and fact, requesting review by the City Council at a scheduled meeting of facts or circumstances which the owner feels substantiates a claim for vesting and the grant of an exception to this Resolution.

Section 3. It is hereby declared to be the intention of the City Council that:

- (a) All sections, paragraphs, and sentences of this Resolution are or were upon enactment believed by the City Council to be fully valid, enforceable and constitutional.
- (b) To the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Resolution is severable from every other section, paragraph, sentence, clause or phrase of this Resolution. No section, paragraph, sentence, clause or phrase of this Resolution is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Resolution.
- (c) In the event that any phrase, clause, sentence, paragraph or section of this Resolution shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the City Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Resolution.

Section 4. The City Attorney and the City Clerk are authorized to make non-substantive editing and renumbering revisions to this Resolution for proofing and renumbering purposes.

Section 5. This Resolution shall become effective immediately upon its adoption, unless required otherwise by the City Charter, state and/or federal law. As of the time of adoption, any subsequent action taken by any City employee, representative or agent which is contrary to this Resolution will be deemed in error, null and void and of no effect whatsoever.

BE IT SO RESOLVED, this ____ day of _____, 2023.

ATTEST:

CITY OF MCDONOUGH, GEORGIA:

Christy L. Taylor, City Clerk

Sandra Vincent, Mayor

APPROVAL AS TO FORM:

Emilia C. Walker, City Attorney

Instructions

Following are the instructions and forms for applying for a land lease or license with Norfolk Southern and its subsidiaries. **Submit your application and check for fee payment to the Real Estate address above.**

1. You must submit a fully completed **Application Form**. Please be sure you provide the complete legal name of the applicant, are explicit in the proposed use of the property, and that you sign the application. Please send the original application to NS and retain a copy for your records.
2. Any **application fees must be paid** at the time of submission of your application. All fees are non-refundable. Please **make your check payable to Norfolk Southern Corporation**.
3. An **exhibit** representing the location of the proposed lease property, with dimensions, should be attached to your application. See the Sample Exhibit provided in this section for an example of what this item should look like, and the kind of information it should include.
4. A **general location map** of the property must also accompany your application. Examples include such data as county highway maps with the location marked, USGS topographical maps with the location marked, or applicable county tax maps with the area highlighted, etc. The proposed leased or licensed property should be highlighted.
5. Please read the **insurance overview** and make certain you can comply with all requirements.
6. **Be sure to submit any attachments** specifically called for with the application such as agreement copies, sublessee agreements, legal documentation of proposed assignment, and sketches of parking lots, etc.

Processing of your application requires NS management review and approval and may involve several departments at NS. The proposed site may not be used prior to the execution of a formal agreement with NS.

Insurance

Each tenant/licensee shall be required to obtain, at its sole cost and expense, various types of insurance coverage with various limits. These insurance coverages must be of a form and be underwritten by insurance companies that meet with the NS' approval. In addition, the tenant/licensee may be required to pay NS a risk-financing fee in certain instances. The types of insurance typically required by NS include:

Commercial General Liability Insurance

Automobile Liability Insurance

Worker's Compensation Insurance

Railroad Protective Liability Insurance (during construction or maintenance only)

Norfolk Southern generally requires a policy of Commercial General Liability Insurance with a combined single limit of not less than \$2,000,000 per occurrence for injury to or death of persons and damage to or loss or destruction of property. Specific insurance requirements will be provided to you in the agreement covering your request when it is approved by the Railroad.

Hazardous Materials

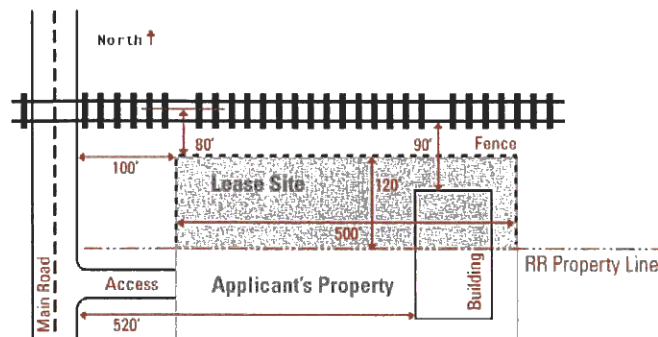
Prohibition of Certain Potentially Environmentally Damaging Operations On Company Property:

Electronics, electrical transformer repair or reconditioning, asbestos manufacturing, blast furnaces, steel works, rolling and finishing mills, smelting and/or refining, wood treatment or tie plants, salvage operations, junk yards, scrap dealers, drum or barrel reconditioners, battery recycling, tire storage or recycling, waste disposal operations of any kind including landfills, surface impoundments and waste piles, incinerators, sewage systems, electroplating operations, fuel blending, waste or used oil recycling or reclamation, explosives disposal, manufacturing or detonation, bulk oil storage or any facility requiring a TSD hazardous waste permit or any hazardous waste transloading facility.

The foregoing list of prohibited activities on company property is not exclusive. All proposed leases will be carefully evaluated to determine if the proposed activities pose an unreasonable environmental risk.

Exhibit/Sketch

An exhibit/sketch of the proposed leased property, with dimensions, should accompany all applications. Any planned improvements on the property, with dimensions from the nearest track, should also be depicted. Below is an example of what the sketch might look like, and some of the dimensions it could include.



Try to provide as many details or landmarks that identify the premises as possible. Mileposts generally exist along every mile of the RR and are similar in appearance to the mile markers found along interstates. If you have a GPS (Global Positioning System), please include property latitude and longitude.

If milepost markers are readily accessible or visible on the property, we appreciate your including the details but your safety is our foremost concern.

Maps

Examples include such data as county highway maps with the location marked, USGS topographical maps with the location marked, or applicable county tax maps with the area highlighted, etc. The proposed lease or licensed area should be highlighted. Please indicate which direction is north.

NORFOLK SOUTHERN CORPORATION LAND LEASE APPLICATION FORM

APPLICANT INFORMATION

The application fee of \$500 is enclosed (mail-in applications only). Check # _____

Legal Name of Applicant (party to agreement) _____ Tax ID _____

Mailing Address Street _____
Street _____

City _____

State _____ Zip _____

Billing Address Street _____
Street _____

City _____

State _____ Zip _____

Name of Contact _____

Title _____

Phone # (_____) _____ Fax # (_____) _____

E-Mail Address _____

Billing Contact _____

Title _____

Phone # (_____) _____ Fax # (_____) _____

E-Mail Address _____

Applicant is a (Provide state of formation for Corporation and Partnerships, and name of owner for Sole Proprietorship)

☐ Corporation – State: _____

☐ Limited Partnership – State: _____

☐ Limited Liability Company – State: _____

☐ Non-Profit – State: _____

☐ Individual: State: _____

☐ Government Entity: State: _____

☐ Other (specify and state of formation): _____

☐ Sole Proprietorship – State and name of owner: _____

PROPERTY INFORMATION

Location of property Lat/Long: _____ / _____

Street (if applicable) _____

Nearest Town _____ County _____ State _____ Railroad Milepost: _____

Approximate area of property to be leased (specify square feet or acres) _____ SQFT _____ AC

Are there railroad tracks located on the land? ☐ Yes ☐ No

How close will the leased property be to the centerline of the nearest track _____ Yds _____ Ft

On which side of the track is the leased area situated? ☐ N ☐ S ☐ E ☐ W

Your intended purpose for this property (be specific) _____

(if storage, state commodities to be stored) _____

Do you anticipate shipping by rail at this location: ☐ Yes ☐ No

Are there any existing improvements (buildings, pavement, fences, billboards, etc.) on the property? ☐ Yes ☐ No

If yes, specify _____

Who owns them? _____

Will you make improvements to the land? ☐ Yes ☐ No If yes, specify _____

Are you aware of any storage tanks on the property? ☐ Yes ☐ No ☐ Above Ground ☐ Underground

How Many? _____ Owned by ☐ Railroad ☐ Applicant ☐ Other _____

What is stored in tanks? _____ Distance from nearest track _____ Yds _____ Ft

How will property be accessed? ☐ Public road adjacent ☐ Across Railroad Property not covered by this lease

☐ Across Railroad tracks ☐ Other (specify) _____

LAND LEASE APPLICATION FORM FOR

Legal Name of Applicant (Tenant): _____ Date: _____

Will there be parking on this property? ☐ Yes ☐ No Will this be commercial / public parking? ☐ Yes ☐ NoWill parking be for your employees and customers only? ☐ Yes ☐ No

Parking Details _____

Are you aware of any existing or former agreements covering this property? ☐ Yes ☐ No

If yes, provide licensee's name & company _____

Will any portion of property be subleased? ☐ No ☐ Yes ☐ All ☐ Part (specify) _____

Sublessee: _____

Address: _____

Phone Number: _____

Specific Use of Property by Sublessee _____

A copy of your agreement with the Sublessee is REQUIRED, please attach to this application

Term: _____ Rental/Purchase Price: \$ _____ Billing Frequency: _____

I/We understand that submission of this application does not authorize occupation of the property and that approval is contingent upon the availability of the property and the negotiation of a formal lease agreement. Exact rental rates and other requirements will be forwarded to Applicant after the application has been reviewed and approved by Norfolk Southern.

Signed _____**Date** _____[Reset Form](#)