

City Council of Peachtree City
Agenda
August 7, 2014
7:00 p.m.

- I. Call to Order
- II. Pledge of Allegiance
- III. Announcements, Awards, Special Recognition
Police Department Promotion – Jamie McDowell *promoted from Col to Sgt - comments from*
American Cancer Society Cancer Action Network – Lights of Hope Luminary *Shirley*
- IV. Public Comment
- V. Agenda Changes
- VI. Minutes
July 14, 2014, Special Called Meeting Minutes *4-0-1 (KL)*
July 14, 2014, Workshop Minutes *4-0-1 (KL)*
July 17, 2014, Regular Meeting Minutes *4-0-1 (KL)*
- VII. Consent Agenda
1. Consider Alcohol License – New – Crosstown Grill, 620 Crosstown Drive *Approved 5-0*
2. Consider Budget Amendment – Lake Peachtree *Approved 5-0*
- VIII. Old Agenda Items
07-14-02 Public Hearing – Consider Variance to Sign Ordinance, Westpark Walk
Retail Center, 100 Commerce Drive. *Approved 5-0*
Request to raise height of monument sign adjacent to SR 74
07-14-03 Consider Amendment to Article VIII. Requirements for Streets and Other
Rights-of-Way
City Manager requests removal to workshop for discussion in September
07-14-04 Consider Amendment to Land Development Ordinance, Sec. 406 Final Plat
Approval Process paragraph (j) - Maintenance Bond Requirements
City Manager requests removal to workshop for discussion in September
- IX. New Agenda Items
- X. Council/Staff Topics
Hot Topics Update
- XI. Executive Session

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

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- II. Pledge of Allegiance**
- III. Announcements, Awards, Special Recognition**
Recognize 2014 USSSA State All-Star Champions – 10U PTC Select (Red) All-star Team
- IV. Public Comment**
- V. Agenda Changes**
- VI. Minutes**
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City Council of Peachtree City
Special Called Meeting Minutes
July 14, 2014
6:00 p.m.

The Mayor and Council of Peachtree City met in a special called meeting on Monday, July 14, 2014, at City Hall. Mayor Vanessa Fleisch called the meeting to order at 6:00 p.m. Other Council Members attending: Terry Ernst, Eric Imker, and Mike King. Kim Learnard was unable to attend.

The purpose of the special called meeting was to consider a joint resolution with the Fayette County Commissioners concerning Lake Peachtree.

Fleisch noted the resolution concerned appealing the Category 1 status of the dam.

King moved to approve the joint resolution with Fayette County to appeal the decision regarding the Category 1 versus Category 2 on Lake Peachtree. Ernst seconded. Motion carried unanimously.

There being no further business, Ernst moved to adjourn the meeting. King seconded. Motion carried unanimously. The meeting adjourned at 6:02 p.m.

Pamela Dufresne, Deputy City Clerk

Vanessa Fleisch, Mayor

City Council of Peachtree City
Workshop Meeting Minutes
July 14, 2014

The Mayor and Council of Peachtree City met in workshop session on Monday, July 14, 2014. Mayor Fleisch called the meeting to order at 6:30 p.m. Other Council Members attending: Terry Ernst, Eric Imker, Mike King, and Kim Learnard.

The purpose of the workshop was to review the SR 54 traffic study.

City Engineer Dave Borkowski introduced Richard Fangmann of Pond + Company, the City's traffic consultant, who gave an overview of the traffic study conducted along SR 54 from Willowbend Road to MacDuff Parkway.

Fangmann said the transportation goals for SR 54 were to reduce congestion, maintain and enhance commercial access, and to provide for future growth. Traffic was observed during the morning (7:00 – 9:00 a.m.) and afternoon peak periods (4:00 – 6:00 p.m.) and Saturday's peak period (1:30 – 3:30 p.m.). He noted the traffic generators were the Industrial Park and the office buildings in Westpark, adding the retail in the area was not as active in the morning as it was during other times of the day.

During the morning peak hours, the congestion was caused by the eastbound traffic. The congestion in the afternoon peak hours was caused by the westbound traffic, with the addition of traffic for the retail components along the corridor. While there was queuing on SR 54 as far back as Willowbend Road, the challenges were the intersections at The Avenue, Huddleston Road, and Planterra Way. There was a lot of traffic coming up Huddleston as people left the Industrial Park, and there was a lot of through traffic in the Planterra Ridge subdivision, all from people trying to avoid some of the congestion on SR 54.

Fangmann continued the heavy westbound queue of traffic coming from Marketplace Boulevard had gaps in it because of the hill. The gaps were created because of the stops at the traffic signals, so the space was not used efficiently and further reduced capacity. He noted the queuing on Saturdays was also in the westbound direction, while the traffic going eastbound was also heavy, but not as bad. On Saturday, approximately one-third of the traffic was going to the Walmart shopping area.

Fangmann continued that there was an overall capacity problem on SR 54. There was simply not enough capacity with four lanes, compounded by the proximity of the median breaks and traffic signals. The Georgia Department of Transportation (GDOT) preferred a minimum of 1,000 feet between intersections. He noted that the median break at Commerce Drive was 450 feet from the signal at SR 54/SR 74, and the signal at the Avenue was 750 feet from the SR 54/SR 74 intersection. The closely spaced intersections and the railroad contributed to the congestion.

There were 1,400 feet between the signals at the intersection of SR 54/Flat Creek/Willowbend and SR 54/Willowbend/Northlake. From the SR 54/Willowbend/Northlake signal, it was 1,600 feet to the SR 54/SR 74 intersection. The distance between SR 54/SR 74 and The Avenue signal was 750 feet, and there were only 550 feet between The Avenue signal and the signal at Huddleston Road. From Huddleston Road, vehicles traveled another 650 feet to the signal at Planterra Way. From Planterra Way/SR 54, it was 1,500 feet to the signal at SR 54/MacDuff Parkway.

Fangmann discussed future growth along the SR 54 and SR 74 corridors. According to the results of the Regional Travel Demand Model, SR 54 would experience moderate future growth, going from 36,000 vehicles per day (vpd) now to 60,000 vpd by 2040. State Road 74 would experience lower future growth with the 29,000 vpd now growing to 33,000 vpd by 2040. Fangmann noted

the Regional Travel Demand Model was developed by the Atlanta Regional Commission (ARC) for the counties in the region and was based population and employment in the area.

There were only a few east-west routes between Coweta and Fayette Counties, which was why a lot more volume would be on the SR 54 in the future. It was serving as a regional route.

Fangmann noted that the extension of MacDuff Parkway to SR 74 would be important, but the benefits would be balanced by local and regional growth. The 2040 volume for MacDuff was predicted to be 16,000 vpd, which was compatible with a two-lane road. The extension would remove approximately 6,000 vpd from the SR 54/SR 74 intersection. Fangmann said the need to six-lane SR 54 existed with or without the extension of MacDuff Parkway. Without the extension of MacDuff Parkway, all the traffic generated from the future residential development would also be using SR 54.

Fangmann said the toolbox of improvement strategies included adding/removing/modifying commercial access, adding turn lanes/short through lane sections, parallel access roads, major intersection improvements at SR 54/SR 74, road widening on SR 54, and alternative intersection configurations on SR 54. Fangmann reiterated that the road would still be over capacity with the improvements, but travel would improve.

Short-term recommendations for the corridor included modifying the access points close to the SR 54/SR 74 intersection. Option 1A was to change the signal at The Avenue to a Continuous Green T. Option 1B was to change Commerce Drive to a right-in, right-out only intersection due to its close proximity to SR 54/SR 74; and Option 1C was to install a new signal at SR 74/Westpark Drive.

Imker said that changing the Commerce Drive intersection to right-in, right-out only could facilitate extending the left turn lane on SR 54 to SR 74, but would upset the businesses in Westpark. Imker asked what Westpark's rights to traffic access were. Fangmann said Westpark did not necessarily need to have a left-in at that entrance. There were other ways to enter the office/retail area. They did not want to make it difficult for businesses and preferred easy access, which was why they looked closely before suggesting the different options.

King asked Fangmann if they had counted the left turn movements onto Commerce Drive from SR 54. Fangmann said it had not been a heavy movement, but there had been some significant crashes at the intersection. Fangmann said there was good access into Westpark when making a right turn off of SR 74.

Imker noted there would be other ways for people leaving Marketplace Boulevard if the SR 54 entrance was right-in, right-out only with the Continuous Green T. Fangmann agreed since the center had access to SR 74.

Fangmann continued that the Continuous Green T had been recommended for the Line Creek/SR 54 intersection, noting it would provide access out of the retail development as well as the best operation along the corridor. The intersection did not meet the GDOT criteria for spacing between traffic signals. The benefit of the Continuous Green T was that one through direction did not stop, and it allowed for greatly improved signal coordination, without overloading the SR 54/Planterra intersection.

Ernst asked Fangmann to explained the plans for SR 54/Planterra.

Fangmann said the short-term recommendations also included modifying the MacDuff Parkway intersection to accommodate needs for side street left turn traffic. He continued that the

Planterra Way intersection would be modified to improve efficiency of side street movements, including pushing back the median nose on the east side of the intersection and constructing a northbound left turn lane to allow removal of the split-phased operation at that signal, which would improve the efficiency of the signal. An inter-parcel connection between Line Creek drive and MacDuff Crossing was also recommended.

Fangmann explained that the current split phasing at the Planterra signal meant the left turns out of Planterra and Walmart were two separate movements. They could not be completed at the same time. The main road was served first. With left turns from Walmart/Home Depot and Planterra Way occurring at the same time, the light on SR 54 could remain green longer. There would be less time overall for the side street movements.

Imker said the proposed improvements could make the cut-through traffic in Planterra Ridge worse. He asked why there was not a recommendation to make the signal at SR 54/Huddleston Road a Continuous Green T. Fangmann said the businesses would be landlocked.

Fangmann noted the short-term recommendations would take less time and cost less money. He continued that one change that could make a big difference would be to add a westbound lane on SR 54 at the SR 54/SR 74 intersection through the Planterra intersection, which would add extra capacity in the critical areas. There was room in the medians to add the extra lane.

Mid-term recommendations included adding a westbound lane through the congested section of SR 54 from SR 74 through MacDuff Parkway. Fangmann continued that constructing a six-lane section along SR 54 from east of MacDuff Parkway through the SR 54/SR 34 intersection was also a recommendation. He explained that, in order to be eligible for state and federal funding, there had to be logical termini, and the SR 54/SR 34 intersection was logical, but it also meant coordinating efforts with another county. The mid-term recommendations cost more money and would take longer to put in place.

Additional recommendations included modifying the Huddleston Road intersection (realignment/dual northbound left turns) to improve the efficiency of the side street's movements. Fangmann said the modification of the Huddleston Road intersection was a mid-term challenge because of the cost. The hill on Huddleston was a challenge, and the intersection needed to be realigned; it should probably be done when the road was widened to six lanes. If the widening did not happen for a while, the City should look at what could be done in the meantime. Once changes were made at Planterra Way, Huddleston would continue to be an issue. The traffic that came through Huddleston backed up significantly, and improvements could relieve some of the cut-through traffic on Planterra Way.

Imker asked if the Huddleston/SR 54 signal could also be a Continuous Green T. Fangmann said the businesses on SR 54 at the signal were landlocked because of the railroad, where the other shopping areas had other access points. There were also worries about overloading traffic at the Planterra intersection.

Extending Riley Parkway to Westpark Drive and constructing major intersection modifications at the SR 54/SR 74 intersection were also included as mid-term recommendations. Extending Riley Parkway to Westpark Drive would provide another connection to Westpark. Fangmann noted major improvements were needed at SR 74/SR 54.

The next steps, according to Fangmann, were to coordinate with GDOT and property owners regarding access point modifications (Line Creek access and Market Place/Commerce Drive/Westpark Walk). Coordination was also needed with partner agencies [GDOT, Fayette

County, and Atlanta Regional Commission (ARC)] regarding programming, funding and further development of recommendations.

King asked what the time frame would be to install a Continuous Green T intersection. Fangmann said one could be constructed in a few months. The main work would be in the medians. Just a simple traffic signal with minor modifications could take three to four weeks.

Caryn Russell said the problem on SR 54 was during high peak times when people blocked the intersections and people could not make left turns, so she saw no reason for a right-in, right-out at Commerce Drive. She noted that the problem with the light at The Avenue was not people crossing SR 54 to get to the other shopping center, but people making a left turn to go west on SR 54. She said making that intersection a Continuous Green T would encourage cutting through The Avenue. People who wanted to cross SR 54 to get to Marketplace from The Avenue would not be able to do so. Fangmann said that movement was not very heavy, but those people would be inconvenienced.

Russell continued she was very disappointed in the recommendations for SR 54/Planterra Way, saying it would encourage more cut-through traffic if an extra left turn lane onto SR 54 was added. Nothing addressed letting the residents get out of the neighborhood, and an extra lane for a right turn onto SR 54 was what was needed. No consideration had been given to the subdivision residents. Fangmann said the left-turn lane should give those cutting through the ability to get out of the subdivision faster, so the residents could get to the light. Russell said the residents could not make a right turn out of the subdivision due to the traffic.

Borkowski said he had spoken to GDOT about that issue, and they had discussed adding a sensor in the right turn lane to help Planterra and Cardiff Park residents get out on SR 54.

Fleisch stated the study was done for the City, and it still had to be vetted through the DOT and ARC, adding they would make any adjustments they wanted as well. The workshop was just the kick-off. Russell asked who would make the point if the City did not. Fleisch said many of the things had already been discussed with GDOT.

Borkowski said that, when it came to designing modifications at SR 54/Planterra Way, adding an extra right-turn lane on Planterra was just a matter of City funding versus something the state would have to pay for. Fangmann added that, if an additional left-turn lane was constructed, there would be another lane for residents. He understood Russell's concern.

Ernst reminded those attending the meeting that all comments should be directed to Mayor and Council since Council would be making the decision. The study had been presented.

Russell asked Council when the cut-through traffic would be addressed.

Learnard said the point of the study was to understand the factors that played into the backup on SR 54 westbound. Two Continuous Green T's would keep the flow going to reduce the congestion, removing the prohibitions on SR 54 that the cut-through traffic was trying to avoid. Learnard said she understood Russell's points about the traffic going left out of Planterra, but she disagreed that the plans would encourage cut-through traffic in Planterra. The point was to keep traffic moving on SR 54 so people would take the main roads as originally intended.

Imker said the signal timing could be controlled to discourage the cut-through left turn by making the light so long the people would find travelling the main roads as fast or faster.

Russell asked if another right turn lane from SR 74 North onto SR 54 West could be added, so there would be two right turn lanes, possibly changing the far right straight lane into a right-turn lane.

Imker referred to the funding, noting the total for the short-term projects was \$2.7 million. The bulk of the funding (\$1.4 million) was for the access road to MacDuff Crossing from the other shopping areas. If that access road was not built, the price immediately dropped \$1.4 million. Imker understood the Line Creek retail developer was willing to pay for the Continuous Green T signal at the Line Creek intersection, which cost approximately \$400,000. The cost of the remaining short-term projects was now \$1.1 million, which was palatable with citizen support. The sum of the mid-term projects was approximately \$9.5 million. The long-term projects were estimated at \$15 million.

Steve Gleason asked Council to confirm there would not be a connection from the new shopping center to Planterra Way. Council confirmed that an access road was not included.

Tim Lydell asked why the traffic growth predictions for SR 74 were so much less than on SR 54. Fangmann said more traffic was going back and forth along SR 54 than was headed up to I-85. Fangmann clarified they studied the road with the plan that MacDuff Parkway would be extended, taking 6,000 vpd off SR 54. More and more traffic was going through Peachtree City to Newnan. There were more north-south routes than east-west routes. The numbers on SR 74 would be 6,000 vpd higher if not for MacDuff Parkway. Lydell said another east-west connection was needed, possibly a road from Coweta County to Castlewood to SR 74. Fangmann said they were not asked to look at new road connections as part of the traffic study, but alternate routes would siphon off traffic from SR 54. Lydell said the traffic was going to increase, and his point was alternate routes were needed to siphon the traffic off before reaching the City.

Felix Kelly suggested connecting Dogwood Trail across SR 74 North until it hit Major Road, which ran into Raymond Road, and then Newnan. The connection was only 1,500 feet. He also supported extending TDK Boulevard into Coweta County. Fangmann said those routes would relieve traffic on SR 54.

Frank Destadio, Planning Commission member, asked if the highway would be widened at the Overlook retail area so traffic leaving the center would be able to accelerate into traffic if a Continuous Green T intersection were approved. Fangmann said the median was wide in that area, and it would be reconstructed.

John Gardner said the traffic on SR 54 was not the City's problem, but was Coweta County's problem. He suggested banning left turns onto SR 54 from 4:00 – 7:00 p.m. from Planterra Way and Huddleston Road in order to force everyone onto SR 54. Gardner felt the City was being ripped apart and should petition Coweta County to four-lane its roads to I-85. He asked Council to consider a six-month test of the left-turn ban to see if it would work. If it did not work, then it was reversible.

There being no further business to discuss, the meeting adjourned at 7:45 p.m.

Pamela Dufresne, Deputy City Clerk

Vanessa Fleisch, Mayor

**City Council of Peachtree City
Meeting Minutes
July 17, 2014
7:00 p.m.**

The Mayor and Council of Peachtree City met on Thursday, July 17, 2014, at City Hall. Mayor Vanessa Fleisch called the meeting to order at 7:00 p.m. Other Council Members attending: Terry Ernst, Eric Imker, Mike King, and Kim Learnard.

Announcements, Awards, Special Recognition

Rosemary Griffin of the Fire Department was recognized as the Employee of the Month. Mayor Fleisch recognized the winners from the July 4th Parade, including Golf Cart – Peachtree City Garden Club, third place; Rambeck Law PC, second place; New Neighbors League, first place. Peachtree City Girls Softball received Most Patriotic honors, and A Better Way Ministries earned Most Creative. The Mayor's Trophy was awarded to the Peachtree City Community Emergency Response Team (PTC CERT), and Peachtree City Sk8s was recognized with the Grand Marshal's Trophy.

Fleisch gave an update on Lake Peachtree, noting that Council had learned the dredging of the lake would not begin until January 2015, with a probable end date in May 2015, according to an e-mail from County Administrator Steve Rapson. A joint press release from the City and the County dated July 3 had incorrectly stated the dredging would be completed by January 2015.

Minutes

Learnard moved to approve the June 16, 2014, workshop minutes; June 17, 2014, workshop minutes; and the June 19, 2014, regular meeting minutes as written. Ernst seconded. Motion carried unanimously.

Monthly Reports

Fleisch noted the Fire Department report for the second quarter was on the dais.

Imker pointed out the Mrosek lawsuit accounted for approximately \$2,700 of the City Attorney's bill for June. He continued the City was spending taxpayer's dollars on what he considered a frivolous lawsuit that he wished would be dropped. The total for this lawsuit was quite significant.

Imker continued that Yamaha had donated a golf cart to the City, including a maintenance cycle with possible replacement in three to four years. The donation was on the Consent Agenda for this meeting for acceptance.

Consent Agenda

1. Consider Bid for Lenox Road Drainage Improvement – Construction 57, Inc.
2. Consider Adoption of Comprehensive Plan – 2014 Partial Plan Update (Short Term Work Program, Capital Improvements Element, and Impact Fee Summary Report)
3. Appoint Alternate to Fulfill Unexpired Term on WASA Board – John Dufresne
4. Consider Budget Amendments – FY 2014
5. Consider Donation of Golf Cart to Police Department from Yamaha
6. Consider Acceptance of PTC SK8 as Volunteer Association
7. Consider Development Agreement – Brent West Village
8. Consider Amendment to Building Ordinance – Swimming Pool Drains
9. Consider Agreement on Governance of the Fayette County Development Authority

Fleisch noted there were staff memos on the dais for Consent Agenda items 5 – 9.

Imker moved to take item 7, the Brent West Village development agreement, off the Consent Agenda for discussion. Learnard seconded. Motion carried unanimously.

Imker moved to approve Consent Agenda items 1 – 6, 8, and 9. King seconded. Motion carried unanimously.

7. Consider Development Agreement – Brent West Village

Imker asked staff for more information on this agenda item, asking for background on the issue, where the development was, and the implications of any commitments of the City.

City Attorney Ted Meeker said the development agreement recited the zoning conditions that were imposed when the property was annexed, noting the 403-acre parcel (known at that time as the Levitt tract) had been annexed in 2007. Following the annexation, a lawsuit disputing the annexation was filed by a resident. The annexation was upheld by a Georgia Supreme Court ruling in November 2011. The economy had played a role since that time in delaying development.

Imker asked why the property had three different names. Meeker explained that Levitt & Sons planned to develop the property and applied for the annexation. Brent West Village had owned the property continuously throughout the process. Brent Scarbrough was one of the principals in Brent West Village. Imker noted this property was close to Kedron Drive, where the extension of MacDuff Parkway would connect to get to SR 74,

Meeker continued that the development agreement confirmed the zoning conditions and made them part of the deed records. Over the years, parties did not know certain conditions were part of a development. Actually recording the agreement as a part of the deed record put the property owner, including all subsequent owners, on notice of what the conditions for approval were for a particular development.

Imker asked why Wieland's part of the westside annexation apparently had a successful agreement finalized, while this one did not. Meeker said he did not believe either developer had signed the development agreement. Both annexations were approved, and the development agreement was a condition of approval. Rather than filing the agreement during the lawsuit and possibly having the annexation overturned, the decision was made to hold off on signing the agreements. The annexation had been upheld. Technically, the Brent West Village agreement had been approved in 2007 when the City Council approved the annexation and zoning for the tract. Given the length of time, staff felt it was prudent for the current Council to ratify the development agreement rather than just having the Mayor sign it.

Imker asked why both agreements were not done at the same time. Meeker said Wieland had not presented their agreement to the City yet. Once the lack of finalized agreements had been discovered, Brent West Village was quick to get the development agreement signed and delivered to staff so it could be added to the next meeting agenda.

Imker asked what the implications were if the agreement were not approved. Meeker said that, in 2007, Council made signing and recording the agreement a condition of zoning. If Council did not sign the agreement, it would violate one of the conditions it had imposed. Imker asked if that left the City open for a lawsuit. Meeker said it would.

Imker said his concern was that now both Brent West Village and John Wieland Homes & Neighborhoods needed development agreements signed, and by piecemealing it, they would not capture the entire intent of the westside development with all the conditions, leading to the completion of MacDuff Parkway. He continued that during the rezoning from industrial to residential of the 87 acres just to the east of the annexed area owned by Wieland on May 15, Council had been briefed by Wieland representatives who told Council MacDuff Parkway would be completed in 17 months. He had heard there was some resistance to that obligation now.

Imker said he would rather vote on both development agreements at the same time so Council could understand the commitment by both parties.

Imker asked Meeker if there were any legal implications from considering both agreements at the next meeting. Meeker said he did not believe there were any. Meeker continued if Imker was talking about revising the agreements to include an additional condition or time limitation that would have significant legal implications. Imker said that was what he wanted.

Imker said he wanted a commitment from both developers, he wanted to tell them what would happen if the road was not completed, and he wanted to do that at the next meeting. He said Wieland's representative had implied both developers were committed to the completion of MacDuff Parkway in 17 months. Imker believed it would be 2016 before the road was done. Meanwhile, the developers had the ability to add another 400 homes on MacDuff Parkway without completing the road. He wanted both developers to commit to completing the road by October 2015. Imker asked Council to continue the agenda item until the next meeting. He was trying to protect the citizens' interests.

Fleisch verified that the verbiage concerning MacDuff Parkway was the same in both development agreements, adding she did not see a time limit in the agreements. Meeker said there were no time limits, but the road was tied to certificates of occupancy for the homes. Fleisch said they could not get certificates of occupancy until MacDuff Parkway was completed, which should cost approximately \$8 million. She noted homes on the Scarbrough tract could not be sold until the road was completed, which should be the driving force for getting the road done.

King said that only 100 certificates of occupancy would be issued for the Wieland rezoning until the road was completed. The developer could build 1,200 homes, but no one could live in them until the road was finished. It behooved the developer to finish MacDuff Parkway.

Imker said he was trying to use good management and oversight techniques to get a commitment from both parties at the same time at the next meeting, saying Wieland led Council to believe the Parkway would be completed in 17 months. Otherwise, they should tell Council what the true timeline was.

Fleisch said there was a lot in the development agreement she did not like, but it had been approved by a previous Council.

Learnard agreed with Imker that both developers should come before Council to discuss the road completion at the next meeting, but she felt postponing a decision on the development agreement did not give Council any leverage.

King pointed out there was nothing that said the road would not be completed in 17 months.

City Engineer Dave Borkowski gave an update on the road completion, saying they were around the 60-day point in the 17 months. Staff had received plans from Wieland for its segment of the road, reviewed them, and sent comments back. Staff had not seen the plans yet from Brent West Village for its portion of the road, or for the bridge. Imker pointed out the timeline was at day 62.

Learnard asked Borkowski if he was confident a building permit would be issued in 28 more days. Borkowski said it would depend on when the plans were submitted. Wieland would be resubmitting their portion, and Scarbrough's engineering companies (Rochester and Blue Ridge) still had to submit plans.

Fleisch asked the status of the request to CSX regarding the bridge. Borkowski said the City had not approved the bridge yet. It had to go back through the City process, and he did not know where things stood with CSX.

Imker said he wanted both developers to attend the next Council meeting to give a more detailed outline of the plans for the road. He wanted to keep as close as possible to finishing the road in 2015. It was in everyone's best interests.

Ernst asked Borkowski if he knew why Wieland had not resubmitted the plans yet. Borkowski said he did not, and they had not contacted him.

Fleisch asked who owned the land set aside for the road. Borkowski said he understood Wieland owned the southern portion and Scarbrough owned the northern portion. Fleisch pointed out the road was being built by a private enterprise at the cost of \$8 million. They were applying for the permits, and they could not sell a house until MacDuff was built. If the development agreements were opened back up, the City could end up not getting the road.

Learnard suggested that, as a professional courtesy, she would like for a representative from each developer to attend the next meeting for a detailed update, asking City Manager Jim Pennington to extend an invitation. She did not see a reason to hold off on approval of the development agreement.

Learnard moved to approve Consent Agenda item 7. King seconded. Motion carried 4 -1 (Imker).

Old Agenda Items

06-14-05 Public Hearing – Consider Variance to Water Resources Protection Ordinance, 424 Robinson Road

Senior Planner David Rast addressed Council, saying the 4.6-acre tract was zoned R-43, and the applicant wanted to subdivide the tract into four one-acre lots, each with access to Robinson Road. Toney Martin of Martin Dobson Homes was the applicant for the variance. The proposal met the City's definition of subdivision and required on-site stormwater and water quality protection. He continued that the City's Water Resources Protection Ordinance defined "subdivision" as the following:

Subdivision include all divisions of a tract or parcel of land into two or more lots, building sites, or other divisions for the purposes, whether immediate or future, of sale, gift, or building development and includes all divisions or development of land involving a new street or a change in an existing street. It shall also include resubdivision, the process of subdividing and the land or area subdivided; provided, however, divisions of land into parcels of five acres or more where no new street is involved are not included in this definition.

Section 1006(b)(4)a of the ordinance, which referred to the installation, development, and maintenance of stormwater facilities designed for storage of stormwater runoff in residential subdivisions, stipulated the following:

In residential subdivisions, these facilities shall be located on tracts of land, designated as city-owned greenbelt on the recorded plat, with sufficient area around the perimeter to provide access for maintenance purposes and shall be immediately adjacent to or be provided with an access easement to a public street. The access easement shall provide at least ten feet of width outside of above-ground obstructions including trees, headwalls, weirs, settling basins or other drainage structures.

Rast continued that Section 1006(b)(4)c required the City to maintain those structures.

Rast and Borkowski had been meeting with the applicant over the last month to review the application. Rast said the tract was very long and very narrow. It ran approximately 1,500 linear feet along Robinson Road, and the depth ranged from 120 feet to 180 feet. Once subdivided, Rast said there would be four very long and narrow lots. If the developer complied with the ordinance the number of lots would be reduced, and there would be another maintenance burden for the City's stormwater utility. Staff and the developer looked at having the stormwater facilities located on each lot, with the maintenance being the responsibility of each homeowner.

Rast said staff recommended approval of the variance with the conditions noted, and the addition of a fourth condition for it to be stated on the property deeds and subdivision plats that the homeowner was responsible for maintaining the stormwater and water quality on their lots. The conditions included:

1. *Stormwater and water quality features shall be provided on each lot in accordance with the Water Resources Protection Ordinance.*
2. *To the greatest extent practicable, existing vegetation shall be preserved on each lot to assist in water quality efforts.*
3. *No less than a 30-foot undisturbed buffer shall be provided along the rear property line of each lot abutting the Fetlock Meadows subdivision. Except for perpendicular utility crossings, existing vegetation within this buffer shall be preserved to the greatest extent practicable.*
4. ** The stormwater and water quality features on each lot shall be located within the stormwater easements on each lot. The Final Plat, as well as the Restrictive Deeds and Covenants and the individual deed for each lot shall include language stating that the individual property owners shall be responsible for maintaining the stormwater and water quality feature on each individual lot. (*Wording approved by City Attorney via e-mail on July 21)*

Applicant Toney Martin said the variance would save the City money since the homeowners would maintain the stormwater infrastructure on their lots. The plans would contain the water on the individual properties. A berm would be built on the back of the properties to protect the adjacent homes on the back of the lots.

Imker asked Martin to confirm the width of the building area was 47 feet. Martin said the buildings would have a small footprint, but would be good quality homes. His company believed in protecting the environment, and the homes would be similar to those in the Serenbe community.

Fleisch opened the public hearing.

Vicki Davis noted that she lived off Windgate Road in a two-home subdivision named Smithfield Farm. The original lot had been five acres, and it was subdivided in 1985. They were not allowed to each have a driveway at that time, and they shared a driveway. Davis said she had no problem with the plans, but she asked Council to be consistent with the zoning, saying this was spot zoning along the Robinson Road thoroughfare. She continued that Avalon Park had wanted two to three entrances onto Robinson Road, but were only allowed to have one entrance to the subdivision. Tracts that were not at least three to five acres had to share access to Robinson Road. This plan would put four driveways on four one-acre tracts within 1,500 feet, on a rise that created blind spots. She noted the Phillips/Huddleston families had three homes on five acres with one driveway on Robinson Road, which was what Council allowed.

The public hearing closed.

Imker said Davis had raised an interesting point regarding the driveways, noting that homes along Peachtree Parkway North shared driveways. Rast said property owners on Peachtree Parkway North had to apply for a variance from Council to have a new curb cut. Peachtree Parkway North was considered a scenic road from Flat Creek to Gin Branch.

King asked Rast if driveways were prohibited on Robinson Road. Rast said they were not.

Learnard reminded everyone that Council was not voting on driveways, but on a variance to the stormwater ordinance to allow individual stormwater units on individual lots, as opposed to a stormwater structure to service all four lots.

There was some question as to whether the project would come before Council for a rezoning. Rast said the property was zoned R-43, which had a minimum one-acre lot. A rezoning was not required to subdivide the tract.

Imker asked if there was any ordinance or reason to prevent each lot from having a driveway on Robinson Road. Rast said there was not.

Rast asked Meeker to help with the verbiage for the fourth condition. Meeker said the condition should read, "The applicant should submit language to be placed on the deed to evidence the property owners will be responsible for the stormwater facility maintenance on each lot." The developer should submit the wording for approval.

Ernst asked if the wording would be on the deed for each owner. Meeker said that was why it would be recorded.

King moved to approve 06-14-05 Consider Variance to Water Resources Protection Ordinance, 424 Robinson Road subject to the four conditions stated. Learnard seconded. Motion carried unanimously.

New Agenda Items

07-14-01 Public Hearing – Consider FY 2015 Budget

Financial Services Director Paul Salvatore reviewed the highlights of the FY 2015 proposed budget, beginning with a review of the projected year-end for FY 2014.

The beginning fund balance for FY 2014 was \$11,564,572. The projected General Fund revenues for FY 2014 were \$29,411,774, and the General Fund expenditures were \$30,692,859, for a deficit of \$1,281,085. The ending fund balance was estimated to be \$10,265,487, or 33%.

Additional appropriations of cash reserves for FY 2014 totaled \$1,406,046, including infrastructure improvements, \$644,829; technology (Matrix/Spillman/Enterprise Resource Planning), \$290,000; landscaping/contracting services, \$253,500; SR 54 traffic study, \$25,828; and FY 2013 carryovers, \$122,379.

The proposed General Fund budget for FY 2015 totaled \$32,285,952, a 3.25% increase over the current FY 2014 budget. Department operating budgets were \$28.8 million of the total, \$650,000 was set aside for non-department (general administration) costs, and \$3.4 million would be used for operating transfers, including \$102,000 to the Peachtree City Airport Authority.

Salvatore continued that the revenue issues for the proposed FY 2015 budget included the depletion of the last of the 2005 Special Purpose Local Option Sales Tax (SPLOST) funds, which

would be used for the paving of Crosstown Drive. The Property Tax Digest would remain flat. There was also continued uncertainty concerning the future of Court fines, title ad valorem tax (TAVT) revenues, and the impact of Local Option Sales Tax (LOST) and motor vehicle property taxes. A one mill increase in the Maintenance and Operation (M&O) millage rate was proposed.

Expenditure issues for FY 2015 included the demand for improvements in quality of landscaping services; demand for improvements in upkeep of the path system, roads, and other infrastructure; the need to keep up with the maintenance of City buildings and facilities; and the need to keep up with technology.

Salvatore noted the one mill estimate was \$1,725,000, and would cover landscaping improvements, \$635,000; infrastructure improvements (mainly bridge maintenance), \$200,000; an increase in path maintenance, \$75,000; an increase in street paving, \$717,000; litter removal [Keep Peachtree City Beautiful (KPTCB)], \$45,760; and technology improvements, \$52,240.

The proposed FY 2015 General Fund included 3% to implement the pay/classification/benefits study. Salvatore pointed out the model had always included 2% with no millage increase. The addition 1% would cost approximately \$135,000. The funding for the Public Services Director had been removed from the budget, \$86,000. The Defined Benefit Pension Contribution was also reduced by \$60,000.

The Capital Budget totaled \$1,666,267, according to Salvatore. No major facility improvements were budgeted in the five-year capital budget. The FY 2014 Facilities Bond was moving forward, and the basic facility repair and maintenance would be funded from General Fund resources moving forward. Under Public Works, the Capital Budget included \$200,000 for Citywide bridge maintenance, \$65,350 for street light installations, \$140,000 for truck replacements (dump and pick-up trucks), \$457,000 for new and replacement equipment, and trucks and equipment funded with a five-year lease. Under Public Safety, the Capital Budget included \$520,263 for nine replacement patrol vehicles, \$223,128 to replace Medic Unit 83 (ambulance), and \$50,526 for three Lucas Cardio-Pulmonary Resuscitation machines. All Public Safety items would be funded with a five-year lease.

The bond millage rate would remain at 0.332 mills. Salvatore said debt service supported by General Fund resources totaled \$3,059,016 (facilities bonds and capital leases), which was a decrease of \$96,300 from what was budgeted for FY 2015 in last year's model. The General Obligation (GO) Bond debt service was \$618,845.

Fleisch opened the public hearing.

Frank Artilles asked Council why the City was moving away from outsourcing the landscaping since most cities were moving to contracting out services.

Pennington said staff and Council had discussed the issue extensively. The City had gone through the same contractors the last three years, and they could not do the job or accept the terms set in the contracts. The City was getting bad reviews from the public and staff. It was more expensive to maintain landscaping in-house. One company took care of the landscaping and medians, and another took care of the rights-of-way. Per the contract, the grass was cut twice a month. The time was not scheduled by the City. During certain growing seasons, the contractors were unable to respond in the appropriate time.

Artilles asked if the City had evaluated other contractors. Pennington said the City had only gotten three bids, from the same companies that had been dismissed twice. They were the only

companies that would bid in the City. The names were TruGreen, Brinkman, and ValleyCrest. They had rotated doing different things. Staff has not been satisfied with any of them on any of the tasks.

Artiles said it seemed very strange to bring the landscaping back under the City. He asked whether the poor work was because the contractor was bad or because the job the City wanted was not doable by any contractor. Pennington said the City could not get the same contractors that were available on the northside of Atlanta. Only three companies had ever bid on the contracts, and they had not performed to the levels the citizens wanted. He was not saying they were not good companies, but they did not live up to the City's standards. The terms of the contracts were very specific. One company was dismissed twice within the last two years. Staff had tried to find another company to bid.

Artiles said he was a relative newcomer to the City and he did not have any way to compare the work. The bigger the government, the worse things were. He would continue to be skeptical that City employees with much higher expenses could get better work done than a contractor that had better reasons to economize than the City.

Pennington said he understood Artiles' position. The biggest problem was the contractor did not have ownership in doing the job, and ownership was the key. The City had contractors in other areas. This was one area that had been evaluated, and it was clear it was not working.

Artiles noted that, per the information presented, 1% of salary was equal to \$135,000. He noted the City's payroll was about 40% of the budget, asking how that compared to other cities of the same size. Salvatore said the City provided services, and the majority of the budget was for employees that were needed to provide the services to citizens. It was more capital intensive in the Fire Department and Public Works because of the equipment needed. Pennington said that to have a payroll as 40% of the budget was low. Salvatore said payroll was closer to 60% of the budget in most cities.

Garrett Merkley asked how much was spent on the contractors. Community Services/Interim Public Services Director Jon Rorie said the estimate was \$550,000 for the all three contracts, and the costs in-house would be \$850,000. Merkley noted there were only three bids, asking if there were other companies interested. Pennington said he did not know.

Fleisch closed the public hearing.

Learnard suggested the residents meet with the City Manager to see cities generally cut the budget during tough economic cycles, saying the nice-to-haves were generally cut first. Over time the City started to look poor, and Council started adding things back into the budget. Artiles said he did not accept the vicious cycle argument. There was a 70% increase in the landscaping/mowing budget, which was sizable. When only three companies bid on something, there must be a problem with the outsourcing documents. He did not understand.

Salvatore said there had been numerous e-mails and complaints from people upset about the way things looked. The City always contracted with the lowest bidder, and the bidder was in business to make money, so they found ways cut corners. The City was just reacting.

John Gardner said he was glad the City was taking over the landscaping, saying 50% of the plantings had died. He asked if the landscaping crews had performed maintenance on the facilities during the off-season. Fleisch said they had, and that was part of the problem with the maintenance since the contracting had begun.

King said the contract was basically for six months a year. Bringing the landscaping under the City again would give the City the flexibility to do more with the taxpayers' money.

Imker asked if this public hearing was the only one scheduled for the FY 2015 budget. Salvatore said only one public hearing was required. Imker asked about the one mill rate increase. Salvatore said more advertising would be required, including the five-year tax history and advertising the notices of tax increase. Three public hearings were also required to be held at certain times specified by state law. Two would be held on August 14 (one in the morning and one in the evening), and the last public hearing and the adoption of the millage rate and budget were scheduled for the August 21 Council meeting.

Imker asked Salvatore to explain what a rollback was. Salvatore said any time more tax revenue came in, the millage rate could be lowered, so the City would generate the same revenue as the year before. The rollback would offset the revenue from the increased values.

Tom Brogan asked if Council had ever considered increasing the money available for landscaping to attract more bidders. Pennington said the City had not only done away with the crews, but also some of the equipment, which had to be replaced. The cost for FY 2015 included the equipment. The costs for landscaping would not be as much in future years.

Imker said he wanted to hear all the public input before making his hour-long presentation to Council and the citizens at the end of the third millage rate public hearing. He asked if the City purchased products made in the United States. Rorie said they tried. The Requests for Proposal were sent out, and the quotes came in. Staff evaluated the quotes based on cost, quality, and how well the equipment met the specifications. There were no provisions in the ordinances that allowed staff to distinguish between US or foreign products. Imker said staff should give Council the choices, and he would advocate for what he felt was the right move to make. If there was a business in the City that carried a product, the City should buy from them.

Imker asked if the new Facilities Authority bond would require a rating evaluation. Salvatore said it would not based on his discussion that day with the bond attorney. It would be a private placement as opposed to a public offering, which would need the rating.

Imker noted the City would still pay 0.3 mills for a General Obligation (GO) bond, or \$618,000, in FY 2015. He reminded the residents that bond paid for the Library (approximately \$400,000 annually) and the 1993 Recreation Bond (refinanced in 2003 and costing \$200,000), which would be paid off in a few years. Salvatore said the five-year model showed decrease in the bond millage in either 2018 or 2019.

Salvatore added that, regarding purchasing US products versus foreign products, the ordinances had a provision for brand name purchasing. The National Institute of Governmental Purchasing did not endorse buying from local vendors, although it was politically popular, because they might not be the low bid. If a vendor knew the City's policy was to buy from only from City business and the vendor was the only business that sold a particular product, then price usually went up.

No action was required.

07-14-02 Public Hearing – Consider Variance to Sign Ordinance, Westpark Walk Retail Center, 100 Commerce Drive

Fleisch noted the legal notice did not run in the City's legal organ when required, and asked Council to continue the public hearing until August 7.

King moved to continue 07-14-02 Public Hearing – Consider Variance to Sign Ordinance, Westpark Walk Retail Center, 100 Commerce Drive to August 7. Imker seconded. Motion carried unanimously.

07-14-03 Consider Amendment to Article VIII. Requirements for Streets and Other Rights-of-Way

Rast said the amendment specifically addressed concrete sidewalks. The City did not require nor prohibit sidewalks, only a connection to the closest available cart path. Most of the developments in the City did not include sidewalks. Some of the recent subdivisions in the General Residential zoning districts had included sidewalks during construction. There had been several recent requests from the new development in Wilksmoor Village to include sidewalks.

At the last meeting, staff had asked Council for direction, and Rast said staff was told the City did not want to discourage the installation of sidewalks, but the City did not want to maintain the sidewalks or be held liable for them. Staff researched ordinances from different jurisdictions and looked at several case studies prepared by Georgia Tech for the City of Atlanta. Rast said Atlanta had over 2,200 miles of sidewalks. Staff took the best of the best to create the proposed ordinance.

The ordinance included design, installation, and maintenance guidelines for new sidewalks, as well as language regarding the permitting requirements and location of plant materials. Inspection protocols, bond requirements, and maintenance and repair responsibilities were also addressed. The burden of maintenance and repair would fall on the homeowners association (HOA) or the property owner whose property adjoined the sidewalk. Any new sidewalk would require an encroachment permit. The section of the ordinance dealing with roads had been updated to include sidewalks. The sidewalk locations were required to be shown on construction plans, as well as the ramp locations at corners and crosswalks.

Rast pointed out that, rather than having a piecemeal approach to putting the sidewalks as the subdivision developed, which created gaps in the sidewalk, the ordinance would require construction of the sidewalks as part of the overall subdivision so they would be in place when the final plat was approved. Language regarding the maintenance would be included on the final plat. The sidewalks would be included in the performance bond requirements for the subdivision. After the two-year maintenance period, the City Engineer would inspect the sidewalks, notifying the property owner or HOA if repairs were needed.

Rast said the City Engineer had researched many guidelines that had been incorporated into design and placement of sidewalks, including language regarding what kind of vegetation could be planted along the sidewalks to help prevent the root infiltration that was an issue on the cart paths. Staff did not want to discourage sidewalks, but wanted to establish design and inspection procedures. Staff recommended Council adopt the ordinance as written.

Imker said the proposed ordinance added more regulations.

Fleisch noted that Cedarcroft had sidewalks. Cottage Grove and Albemarle were built in the 1990s and had sidewalks. She asked what happened when repairs were needed to existing sidewalks.

Rast said when there was an issue, those subdivisions notified Public Works. The repairs were done in-house. Public Works had had to replace some sidewalks in Cedarcroft. There were currently no design specifications, with no minimum depth requirement for the concrete. The subdivision was out of the maintenance period, so the City owned and maintained the sidewalks, and a lot of repairs had been required. Fleisch said Cedarcroft did not have an HOA, and Cottage Grove and Albemarle had HOAs that took care of landscaping. Rast said

Centennial had an HOA that maintained landscaping and internal parks, but the City was responsible for the sidewalks. Governor's Row had street trees planted next to the sidewalks, and there had been a lot of issues with raised sidewalks. The subdivision had an HOA, but the City was responsible since the sidewalks were in the right-of-way.

Fleisch had a concern about builders putting down all the sidewalks in the subdivision, then having to tear them up to put in driveways.

City Engineer Dave Borkowski said it would be an added burden on the builder, but they would go to an extra level of care to protect the sidewalks. It would not be impossible. The goal was to keep the sidewalks from having a piecemeal look. He showed an overhead of a subdivision where the sidewalks were not completed throughout the neighborhood. There were large gaps in the sidewalks between homes.

Imker said the ordinance should have been in place decades ago. It would put the onus on the builders and HOA with oversight by Code Enforcement to see the sidewalks were properly maintained without using taxpayer money.

Ernst asked if those subdivisions that already had sidewalks would be grandfathered in. Rorie said the City still owned those sidewalks. Borkowski said the ordinance would be for new subdivisions or for older ones that might decide to add sidewalks.

Fleisch reiterated her concern was laying out the sidewalks first.

Donna Black, a representative from The Gates, LLC, said there was a way to have sidewalks and achieve what Council wanted. The sidewalks should remain optional. She suggested building the sidewalks outside of the right-of-way and having the HOA maintain them so an easement would not be needed for the HOA to maintain them. She continued that sidewalks did not fit well in the right-of-way due to utility location and other issues. When sidewalks were installed before the home construction, 25 feet would have to be cut for the driveways. That concrete would be wasted and would have to go somewhere. Lots were not fully graded when roads went in, which required more mass clearing at the time of development.

Learnard told Black her points were well taken. Sidewalks would still be optional, and the HOA would maintain them. She was not sure whether the ordinance required the sidewalks to be located in the rights-of-way or for them to be completed in the beginning of development.

Rast said there was a two-foot landscape strip behind the back of the curb, then a four-foot sidewalk, which would put them in the right-of-way. Learnard said she did not see how the sidewalks could be taken out of the rights-of-way since they would be that much closer to the house. Rast said the building setbacks in General-Residential zoning were much less than in other residential zonings. Some developments wanted to bring the homes closer to the street, so Rast did not see how the sidewalk could be taken out of the right-of-way, saying the sidewalk would be right at someone's front steps or would push the homes farther back.

Dennis Floyd of Chadwick Homes said there would be tremendous burden to adhere to the ordinance. There were a lot of underground utilities that were never put in on time, which meant tearing up the sidewalks, yards, and driveways. Less government was best. This requirement would increase the expense of everyone who bought a new home, as well as existing homeowners. He was not aware of any repairs made to sidewalks in his subdivisions. If an HOA was going to maintain the sidewalks, Floyd did not understand why the City would be so involved.

Fleisch said part of it was because the City did not have a policy regarding HOAs, and they wanted a sidewalk that lasted. She said the agenda item should be continued so staff could come up with other possibilities.

Floyd said there definitely was not enough communication with developers and builders, and more input was needed in addition to City staff's.

Pennington said many issues had been discussed. He recommended Council continue the agenda item. Some tweaking was still needed.

Learnard appreciated the work that had gone into the ordinance, saying the only issue she had was the requirement to put the sidewalks in before the homes were built.

Imker said the intent had been to get the City out of maintaining the sidewalks. He said the developers should suggest a location, with staff approval, and the process should be simplified.

Imker moved to continue agenda item 07-14-03 to the next Council meeting. Learnard seconded. Motion carried unanimously.

07-14-04 Consider Amendment to Land Development Ordinance, Sec. 406 Final Plat Approval Process paragraph (j) - Maintenance Bond Requirements

Borkowski noted that, currently, streets must be maintained by the developer for two years after the final plat was signed, requiring a maintenance bond of 110% of the cost of construction. After reviewing the requirement, staff believed 110% was too restrictive because it assumed everything in the development would fall apart within the first two years. He noted that The Gates was the first subdivision that had fallen under the ordinance since it had been created. Staff had looked at the bond requirements in other cities, and there was no consistent amount. Ten percent was not enough, and staff felt 50% of the cost of construction was more reasonable and fair. The 110% requirement severely affected the developer's bonding capacity.

Imker said this was the City's opportunity to request something from the developers. He did not think 110% was unreasonable. If a developer used the wrong materials and the road failed, it would have to be replaced. Imker said he was willing to negotiate with Wieland and Scarbrough on the bond requirement for MacDuff Parkway if they were willing to pay the City \$10,000 a day if the road was not completed according to the timeline. He was tired of giving things to developers without the citizens getting something for it.

King said Council was throwing roadblocks. The City wanted really good developers and builders, but the roadblocks would not bring in the best. The town still had to grow. The reduction from 110% to 50% would still bring a quality development. They were not giving them something for free.

Ernst said he was not opposed to Imker's suggestion within reason, but there had to be some kind of give and take, especially if the weather was bad.

Fleisch asked if this ordinance had been in place when the original development agreement for the westside annexation had been done. Rorie said the ordinance was in place, but then the economy collapsed. The Gates had been the first subdivision to be built since the ordinance was enacted. Staff anticipated this issue would keep coming back. There would always be housekeeping issues with the ordinances.

Learnard said she did not consider an ordinance that had been in place since 2008 or so a roadblock, asking if the 110% bond meant The Gates would not develop. Borkowski said it

would limit the future work the developer would get. The developer paid the 110% for the first phase of The Gates. The City required 110% for performance bonds to cover the costs of material and labor for work that was not done. The maintenance bond was for work that had been done and been tested. It was to cover the City if something went wrong. Learnard said she had no problem with 110%. It had been in effect for seven years, and any developer that came to City knew about it.

Imker said he wanted to continue this discussion until August 7 also, so Council could discuss it with Wieland and Scarbrough. He would consider a lower amount, but wanted the option.

King said Council was looking at developers like they were evil, adding the City had developed the way it did because of developers. He had not seen a substandard proposal. The roadblocks/detours would create an atmosphere where no one wanted to work with the City.

Imker moved to continue agenda item 07-14-04 until the next meeting. Learnard seconded. Motion carried unanimously.

07-14-05 Consider Bid for Excavator

Rorie reported that five bids had been received ranging in price from \$169,000 (Yancey Brothers) to \$128,756 (Border Equipment). Staff's recommendation was to award the bid to Border Equipment.

Imker asked that a thorough inspection of the company recommended for the bid be included in the staff recommendation. Rorie said that Purchasing had checked out the company.

King moved to approve agenda item 07-14-05, the bid for the excavator. Ernst seconded. Motion carried unanimously.

07-14-06 Consider Acknowledgement of Highway 54 Corridor Study by Pond

Pennington said this agenda item was simply acknowledging receipt of the study. Imker asked why Council needed to vote on this. Pennington said the question was whether Council accepted the study, making it official, and would provide it to the Georgia Department of Transportation and the Atlanta Regional Commission.

Ernst moved to approve agenda item 07-14-06 Consider Acknowledgement of Highway 54 Corridor Study by Pond. Imker seconded. Motion carried unanimously.

07-14-07 Consider Intersection Improvements Permit for Line Creek Drive and SR 54

Pennington explained that approval of this agenda item would authorize the Mayor to request the permit to reconfigure the intersection.

Imker asked if the developer was at the meeting. Jim Lowe with Trinity Development stepped to the microphone. Imker asked how the intersection reconfiguration would be funded. Lowe said the developer would fund it at an estimated cost of \$350,000. The construction should take six months. Imker said he just wanted that information on record. Imker continued that he did not agree with another light on SR 54 between MacDuff Parkway and Wal-mart. He was not convinced it would not slow traffic down.

Ernst moved to approve agenda item 07-14-07 Consider Intersection Improvements Permit for Line Creek Drive and SR 54. King seconded. Motion carried 4 – 1 (Imker).

Council/Staff Topics

Pennington announced the City's Police Department earned first place in 2013 National Law Enforcement Challenge for efforts in traffic safety from the International Association of Chiefs of Police.

Interim Police Chief William McCollom said this had been the fourth consecutive year the City's department had won or placed in the competition. The award was very comprehensive and covered more than how many tickets were written. It was about the City's traffic plan, programs, and strategies for compliance. The competition forced the Department to look at safety and how it could impact the number of injuries, which was down 20% over the five-year period.

Pennington reported the pre-construction meeting on the renovation on the Braelinn Kroger had been held the day prior to this meeting. Activity was scheduled to begin on July 21. He noted some people might not be able to get to the shopping center via the cart path behind the building. Kroger would continue to operate during the renovation. Adjacent businesses were being moved to other parts of the shopping center. Work on the expansion should be done by April 2015, then the interior work would begin. It should be completed by October 2015.

Pennington continued there had been queries about the cart path tunnels under SR 74 South, and when they would open. The completion of the tunnel to the Peachtree City Athletic Complex (PAC) was long-term, but work on the tunnel from Meade Field to Rite Aid should begin soon. The developers for The Gates and Somerby of Peachtree City were helping financially with the cart path and tunnel. The City needed to obtain the right-of-way on the Rite-Aid side, and staff hoped to complete the connection by the first of the year.

Learnard moved to convene in executive session for personnel and threatened or pending litigation at 9:34 p.m. Ernst seconded. Motion carried unanimously.

Ernst moved to reconvene in regular session at 10:50 p.m. Learnard seconded. Motion carried unanimously.

There being no further business, King moved to adjourn the meeting. Learnard seconded. Motion carried unanimously. The meeting adjourned at 10:51 p.m.

Pamela Dufresne, Deputy City Clerk

Vanessa Fleisch, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council
VIA: City Manager 
FROM: Deputy City Clerk 
DATE: July 23, 2014
SUBJECT: Alcohol License – NEW – Crosstown Grill
August 7, 2014, Regular Meeting

Recommendation:

Staff recommends Council consider granting a provisional license for Crosstown Grill and continue the agenda item until August 21

Discussion:

Crosstown Grill, 620 Crosstown Drive, has submitted a request for a new alcohol license. Mr. Francis Maguire has requested he be appointed as the Licensee and as the License Representative. Mr. Maguire will attend the meeting on Thursday, August 7, to answer any questions you may have.

Due to press problems at our legal organ, the legal notice was not published on July 23. However, it was published on July 26, which does not meet the requirement of the Alcohol Ordinance that the notice run 15 days prior to the Council meeting. The sign was posted on July 21.

Mr. Maguire has met all the legal requirements to issue the license. The City Attorney has indicated that Issuing a provisional license will allow Mr. Maguire to apply for his state license, until Council can formally affirm the license on August 21 following the advertising requirement being met.

Budgetary Impact:

The budgetary impact of the alcoholic beverage license will be positive. The applicant will be required to pay the annual fee for the sale of beer wine, and distilled spirits, which is \$5,000. If they choose to serve on Sunday, they will pay an additional \$500 annually.

Attachments

620 Crosstown Dr

Application For Alcoholic Beverage License

Business Name: Crosstown Grill Inc	Business Location: Suite 0P1 Crosstown Dr PTC GA	
Nature of Business: Dine in restaurant	Mailing Address: 30276 275 Johnson St Senoia GA	Business Phone Number: will follow
Name of Licensee: Crosstown Grill Inc / Francis Maguire	Home Address: Suite 0P1 Crosstown Dr PTC GA	Home Phone Number: 404 981 0083
Name of License Representative: Francis Maguire	Home Address: 125 Highgrove Dr Fayetteville GA 30215	Home Phone Number: 404 981 0083

Please indicate type of licenses applying for:

Retail Consumption Dealer		Retail Package Dealer		Wholesale Dealer	
☒	Malt Beverage	☐	Malt Beverage	☐	Malt Beverage
☒	Wine	☐	Wine	☐	Wine
☒	Distilled Spirits	☐	Distilled Spirits	☐	Distilled Spirits

Please complete information below (use separate sheet if necessary):

NAME	ADDRESS	PHONE NUMBERS
Individual Owner's Name, Partners' Names, Corporation Name and the name of the name of a Contact Person regarding License Changes, Taxes, etc.	Please provide Home Addresses for the individuals listed:	Please provide Home and Business Phone Numbers for individuals listed:
Crosstown Grill Inc	Suite 0P1 Crosstown Dr PTC 30269	will follow
Francis P Maguire	125 Highgrove Dr Fayetteville 30215	404 981 0083

Is any person who owns an interest in the license an employee of the City of Peachtree City? YES (NO)

If YES, Please Provide Name of Employee: n/a

State of Georgia

City of Peachtree City

I, H.C. "Skip" Clark II, Chief of Police for the City of Peachtree City, do hereby certify that:

Francis Patrick Maguire
125 Highgrove Dr.
Fayetteville, GA 30215

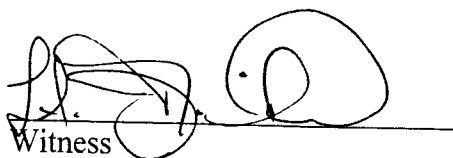
has been investigated and found not to have been convicted of, nor to have entered a plea of nolo contendere, to any felony or misdemeanor relating to the sale or use of alcoholic beverages or illegal narcotics or drugs within five (5) years prior to the date of the application for this license.



H.C. "Skip" Clark II
Chief of Police

7/1/14

Date



Witness

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: James L. Pennington, City Manager 

FROM: Paul J. Salvatore, Financial Services Director *P.S.*
Kelly Bush, Assistant Finance Director

DATE: July 28, 2014

SUBJECT: Budget Amendments – Lake Peachtree Dam
August 7, 2014 City Council Consent Agenda

Recommendation:

It is Staff's recommendation that City Council approve the attached budget amendment to amend the 2014 budget resolution.

Discussion:

Attached please find budget amendment 14-014 for fiscal year 2014 submitted for your approval. Budget amendment 14-014 is being proposed in response to the ongoing costs associated with the Lake Peachtree Dam. Staff has set up a project to track fees associated with the analysis of the effects of a hypothetical breach, as well as the design/engineering, construction and legal fees for this project. Staff is proposing to appropriate \$100,000 of General Fund fund balance (cash reserves) to transfer to the FY2014 PIP Fund. This is staff's best estimate as to what the costs may be for this project through September 30, 2014. Any unspent funds would be carried over to FY 2015.

Staff would also like to take this opportunity to remind Council that the FY 2015 Manager's Proposed Budget does not include any further appropriations to cover any future expenses that may be incurred for this project. Additional funding, if needed, would have to come from further use of cash reserves, or some other expense savings and/or revenue windfall(s) that may be realized during FY 2015. Another possible funding source would be to delay the purchase of some capital equipment, if possible, or cut expenses in other areas, should additional funds be needed for this project.

Budget Impact:

The proposed budget amendments will increase the General Fund budget by \$100,000 and the FY2014 PIP Fund in the amount of \$100,000.

Attachments

Budget Amendments 14-014

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

14-014

07/28/14

<i>ACCOUNT</i>	<i>PROJECT</i>	<i>DESCRIPTION</i>	<i>INCREASE</i>	<i>DECREASE</i>
100-0000-389025	CIP-082	Surplus Carryover	100,000	
100-1505-611350	CIP-082	Transfer to PIP Fund 334	100,000	
334-0000-391200	CIP-082	Operating Transfer from Fund 100	100,000	
334-4110-541904	CIP-082	Infrastructure - Lake Peachtree Dam	100,000	
Total			400,000	-

Explanation:
Increase the budgets in the General Fund and Public Improvement Projects Fund 334 in order to fund the Design/Engineering, Construction, and Legal Fees associated with the Lake Peachtree Dam.

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POSITION PAPER

TO: Mayor and Council Members

VIA: City Manager 
Community Services Director

FROM: Senior Planner 

DATE: August 1, 2014

REQUEST: Consider Variance Request to Section 66-16(3) of the Sign Ordinance
Westpark Walk retail center (100 Commerce Drive)
August 7, 2014 City Council Agenda

Situation:

Mr. Paul Ludwig of CORO Realty Advisors, LLC ("Applicant") desires to replace and upgrade an existing, single-sided monument sign facing HWY 74 with a new, double-sided monument sign at the Westpark Walk retail center located at 100 Commerce Drive. The subject tract is zoned GC General Commercial.

The first floor of the retail center sits approximately 20-25' below the grade of HWY 74.

The location of the proposed monument sign sits approximately 4' below the grade of HWY 74.

Section 66-16(3) of the Sign Ordinance stipulates:

Computation of sign height. The height of a sign shall be computed as the distance from the base of the sign at normal grade to the top of the highest attached component of the sign. Normal grade shall be construed to be the lower of:

- a. Existing grade prior to construction, or
- b. The newly established grade after construction, exclusive of any filling, berming, mounding, or excavating solely for the purpose of locating the sign.

In cases in which the normal grade cannot reasonably be determined, sign height shall be computed on the assumption that the elevation of the normal grade at the base of the sign is equal to the elevation of the nearest point of the crown of a public street or the grade of the land at the principal entrance to the principal structure on the zoned lot, whichever is lower.

The maximum height of monument signs shall be no greater than five feet.

Proposed Variance: Westpark Walk retail center

August 1, 2014

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Because "normal grade" cannot reasonably be determined, the elevation of the normal grade at the base of the sign would be established as *"the grade of the land at the principal entrance to the principal structure on the zoning lot."* The principal entrance to the Westpark Walk retail center is on Commerce Drive.

The Applicant is seeking relief from Section 66-16(3) of the Sign Ordinance which would allow them to raise the height of the base of the proposed monument sign no more than four feet, which would allow the bottom of the sign panel to be level with the crown of the adjoining road (HWY 74). Because the base is considered a part of the monument sign, the overall height of the monument sign would be increased to 9'. The Applicant has indicated that evergreen plant material would be installed to screen the masonry base of the new monument sign.

A copy of the variance application and supporting documentation is included as Attachment "A."

Facts:

1. The subject tract is zoned GC General Commercial and has frontage on HWY 74, HWY 54 and Commerce Drive.
2. The principal entrance to the site is off of Commerce Drive.
3. The ground floor of the principal structure on the site is located 20-25' below the grade of HWY 74.
4. The location of the proposed monument sign would be 4' below the grade of the crown of HWY 74.
5. Normal grade, as defined in the Sign Ordinance, cannot reasonably be determined.
6. In accordance with Section 66-16(3) of the Sign Ordinance, normal grade at the base of the sign would be established as *"the grade of the land at the principal entrance to the principal structure on the zoning lot."*
7. The principal entrance to the principal structure on the zoning lot is Commerce Drive.

Discussion

The Westpark Walk retail center was developed in 1990 and has undergone a series of cosmetic renovations and upgrades through the years. While the property has frontage on HWY 74, HWY 54 and Commerce Drive, access is limited to three curb cuts on Commerce Drive.

Proposed Variance: Westpark Walk retail center

August 1, 2014

Page 3

The current renovation project is fairly extensive and has included relocating various tenants, implementing architectural upgrades throughout the center, repairing and repainting the metal roof, EIFS panels and storefronts, enhancing and augmenting existing landscaping and installing new lighting fixtures within the parking lot.

The Applicant has also worked closely with City Staff and the Planning Commission to develop and update the former Sign Program for the retail center. In addition to detailed criteria for individual tenant spaces, the Sign Program identifies a new identification sign for the retail center (recently installed on the new stair tower), and the installation of new monument signs on HWY 74 and on HWY 54. The purpose of these signs is to increase visibility for the individual tenants within the retail center.

The purpose of the Sign Ordinance is to encourage the effective use of signs as a means of communication in the city; to maintain and enhance the aesthetic environment and the city's ability to maintain and attract sources of economic development and growth; to improve pedestrian and traffic safety; to minimize the possible adverse effect of signs on nearby public and private property; and to enable the fair and consistent enforcement of these sign restrictions.

Review criteria:

Based on the review criteria established within Section 1207 of the city's Zoning Ordinance, City Council shall not grant the request unless all of the following findings can be made:

- (a) **There are special circumstances applicable to the property, including location, shape, size, surroundings, or topography so that the strict application of this ordinance denies the property of privileges enjoyed by other property in the vicinity and under identical zoning district classification;**

Staff findings:

Special circumstances supporting the variance include the change in grade from HWY 74 to the ground floor of the retail center; the steepness of the slope where the proposed sign would be located, and the visibility of the retail center from HWY 74.

- (b) **The strict or literal interpretation and application of this ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Zoning Ordinance, or would deprive the Applicant of privileges granted to others in similar circumstances;**

Staff findings:

The strict or literal interpretation and application of this ordinance would establish normal grade at the base of the sign as "the grade of the land at the principal entrance to the principal structure on the zoning lot." In other words,

Proposed Variance: Westpark Walk retail center

August 1, 2014

Page 4

the base of the sign could be no taller than five feet as measured from the grade of the primary entrance off of Commerce Drive.

The Applicant is seeking relief from this specific section of the ordinance, which would allow them to establish "normal grade" at the base of the sign such that it is equal to the elevation of the nearest point of the crown of a public street (HWY 74).

- (c) **There are exceptional or extraordinary circumstances or conditions applicable to the property involved or the intended development of the property which preclude the applicant from complying with this ordinance and that do not apply generally to other property in the same zoning district and which prevent the applicant from complying with existing regulations;**

Staff findings

Exceptional or extraordinary circumstances or conditions related to this property include the fact the retail center sits 20-25' below the grade of HWY 74 and that normal grade as defined in the Sign Ordinance would limit, or prevent, any visibility to the monument sign adjoining HWY 74. This is a unique situation and one we have not faced in the past.

- (d) **The granting of such variance will not constitute the granting of special privileges inconsistent with the limitations on other property in the same zoning district; and**

Staff findings

Granting the variance would not constitute granting special privileges. If the variance is granted, the bottom of the sign panel would be no taller than 5' in height as measured from the normal grade of the adjoining roadway, which would be consistent with most, if not all, of the monument signs already permitted and installed within the city.

- (e) **The granting of such variance will not be materially detrimental to the public health, safety, or general welfare nor injurious to property or improvements in the zone or neighborhood in which the property is located.**

Staff findings

Granting the variance would not be detrimental to the public health, safety or general welfare nor would it be injurious to property or improvements within the GC General Commercial zoning district. Increasing the height of the proposed monument sign would allow it to be visible from the adjoining roadway, which would be consistent with monument signs for other retail developments within the city.

Proposed Variance: Westpark Walk retail center

August 1, 2014

Page 5

- (f) **The granting of such variance will not create inconsistencies with any objective of the Comprehensive Plan.**

Staff findings:

Granting the variance would support the findings of the most recent update to the Comprehensive Plan, which included the following verbiage related to Westpark Walk:

Developed in the mid 1980's, the multi-building Westpark Walk retail center has already seen the redevelopment of the former Westpark Walk Theatre, which was torn down to accommodate a new restaurant and additional retail space. The overall development includes a variety of retail, office and restaurants and has experienced a resurgence in occupancy since the completion of The Avenue retail center across SR 54 and 74. As the existing retail and commercial sites continue to dwindle, it is envisioned the prime location of this retail center will spur interest in a mixed-use redevelopment, potentially including a mix of residential, retail and office use.

While the mixed-use component has yet to materialize, the recent renovations and remodeling are consistent with the redevelopment of the retail center as suggested.

Options:

In accordance with Section 1202 of the Zoning Ordinance, variances shall only be granted upon showing that:

- a) Relief, if granted, would be in harmony with, or could be made to be in harmony with, the general purpose and intent of the zoning ordinance; or
- b) The application of the particular provision of the zoning ordinance to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or topography, would create an unnecessary hardship for the owner while causing no detriment to the public.

Recommendation:

Based on the analysis and findings presented herein, and without the benefit of considering additional evidence that may be presented at the Public Hearing, Staff recommends that City Council grant a variance to Section 66-16(3) of the Sign Ordinance for the property located at 100 Commerce Drive specifically to establish "normal grade" such that the bottom of the sign panel is equal to the elevation of the nearest point of the crown of a public street (HWY 74) subject to the following understandings and conditions:

Proposed Variance: Westpark Walk retail center

August 1, 2014

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1. The masonry base of the monument sign shall be no taller than four feet in height from existing grade, and the sign panel on top of the masonry base shall be no taller than 5' in height. The overall height of the monument sign shall be no taller than 9' in height from existing grade.
2. Evergreen plant material shall be installed at the base of the new sign to assist in screening the masonry base. The Applicant shall coordinate with the City Landscape Architect following completion of the sign to determine the quantity, location and species of plant material required to achieve proper screening. The intent is to maintain this plant material at a height of 4'.

Attachments



Please use blue or black ink to fill out this form.

VARIANCE APPLICATION

153 Willowbend Rd, Peachtree City, GA 30269

P: 770-487-5731

F: 770-631-2552

WWW.PEACHTREE-CITY.ORG

Admin. Variance Fee: \$25.00

Variance Fee: \$250.00

Receipt # 303334

Date Filed 01/10/14

Case # V-2014-03

Office Use Only

VARIANCE LOCATION	Street Address <u>100 Commerce Drive</u> <u>Peachtree City, GA 30269</u>	PROPERTY OWNER	Name <u>WPW Limited Partnership - Robin Mathews</u>
	Zoning District: ☐ Residential ☐ Multi-Family ☒ Commercial/Industrial/Office		Phone <u>202-223-8220</u>
VARIANCE TYPE: ☐ Administrative ☐ Special Exception ☒ Variance (check one below)	Variance from which ordinance: ☒ Sign ☐ Fence ☐ Land Development ☐ Zoning	PROPERTY INFO	Subdivision: _____
			Phase: _____ Lot # _____
APPLICANT	Name <u>Paul Ludwig - Coro Realty Advisors, LLC</u>	SUPPORTING DOCUMENTS	Please submit the following evidentiary items in support of this application and the requested variances. (Please check off the items that are attached to this application) ☒ Site plan (with property lines and proposed work) ☐ A detailed report justifying the requested variance ☐ Letters of support from adjacent property owners ☐ Digital Photographs \ Renderings (CD or Email) ☒ Other Items Demonstrating Need (topo. Survey, etc)
	Address <u>3715 Northside Parkway 400 Northcreek Suite 100</u>		
	City, State, Zip <u>Atlanta, GA 30327</u>		
	Phone # <u>404-846-4032</u>		
	Email <u>pludwig@cororealty.com</u>		

ADMINISTRATIVE VARIANCE	1.) Is a current survey included with the application? ☐ Yes ☐ No	Briefly describe why this variance is being requested: (A separate detailed report is still required to be attached to this application)
	2.) Does the application pertain to a zoning setback? ☐ Yes ☐ No	
	3.) Is the violation an existing setback violation? ☐ Yes ☐ No	
	4.) How long has the violation existed? _____ Years	
	5.) What is the required setback? _____ Feet	
	6.) How much of a variance is being requested? _____ Feet	
	7.) Were you the owner of the property when the violation occurred? (If not, who was?) ☐ Yes ☐ No	

SPECIAL EXCEPTION	1.) Is a current survey included with the application? ☐ Yes ☐ No	Briefly describe why this variance is being requested: (A separate detailed report is still required to be attached to this application)
	2.) Has property been rezoned or deed restrictions? ☐ Yes ☐ No	
	3.) Is the violation an existing setback violation? ☐ Yes ☐ No	
	4.) Application for a bldg setback, fence, or parking? (Circle One)	
	5.) What is the required setback, height, or spaces? _____	
	6.) How much of a variance is being requested? _____	

VARIANCE	Please review the ordinances and instructions on the back of this page.		Briefly describe why this variance is being requested: (A separate detailed report is still required to be attached to this application) Allow the base of the monument sign on Hwy 74 to be level with the sidewalk. This will require a 4 foot base.
	1.) Is a current survey included with the application? ☒ Yes ☐ No	2.) How much of a variance is being requested? <u>4</u> Feet	
	3.) Were you the owner of the property when the violation occurred? (If not, who was?) ☐ Yes ☐ No		

I hereby certify that I am the owner of the property on which a variance is being requested and that all information provided as a part of this application is true and correct.

Signature of Owner/Agent: _____

Date 07/01/2014

OFFICE ONLY

ADMINISTRATIVE VARIANCE	Signature: _____
Date of Acceptance: _____	Date of Hearing: _____
☐ Approved ☐ Denied	
☐ Approved with Conditions	

SPECIAL EXCEPTIONS & VARIANCE FROM ORDINANCES	This application, along with the required fee and all necessary supplemental documents, has been properly submitted and is hereby accepted for consideration by the City Council at a public hearing in the City Council Chambers at 7:00 PM on the date shown below:	
Signature: <u>David E. Bant</u>	Date of Acceptance: <u>07-10-14</u>	Date of Public Hearing: <u>07-17-14</u>

Variance Application
Form 1-10-14

*advertising error for 7-17 mtg
continued to 08-07 mtg. (S.O.)
www.peachtree-city.org
Fax: 770-631-2552



404-846-4000

400 Northcreek, Suite 100
3715 Northside Parkway
Atlanta, Georgia 30327

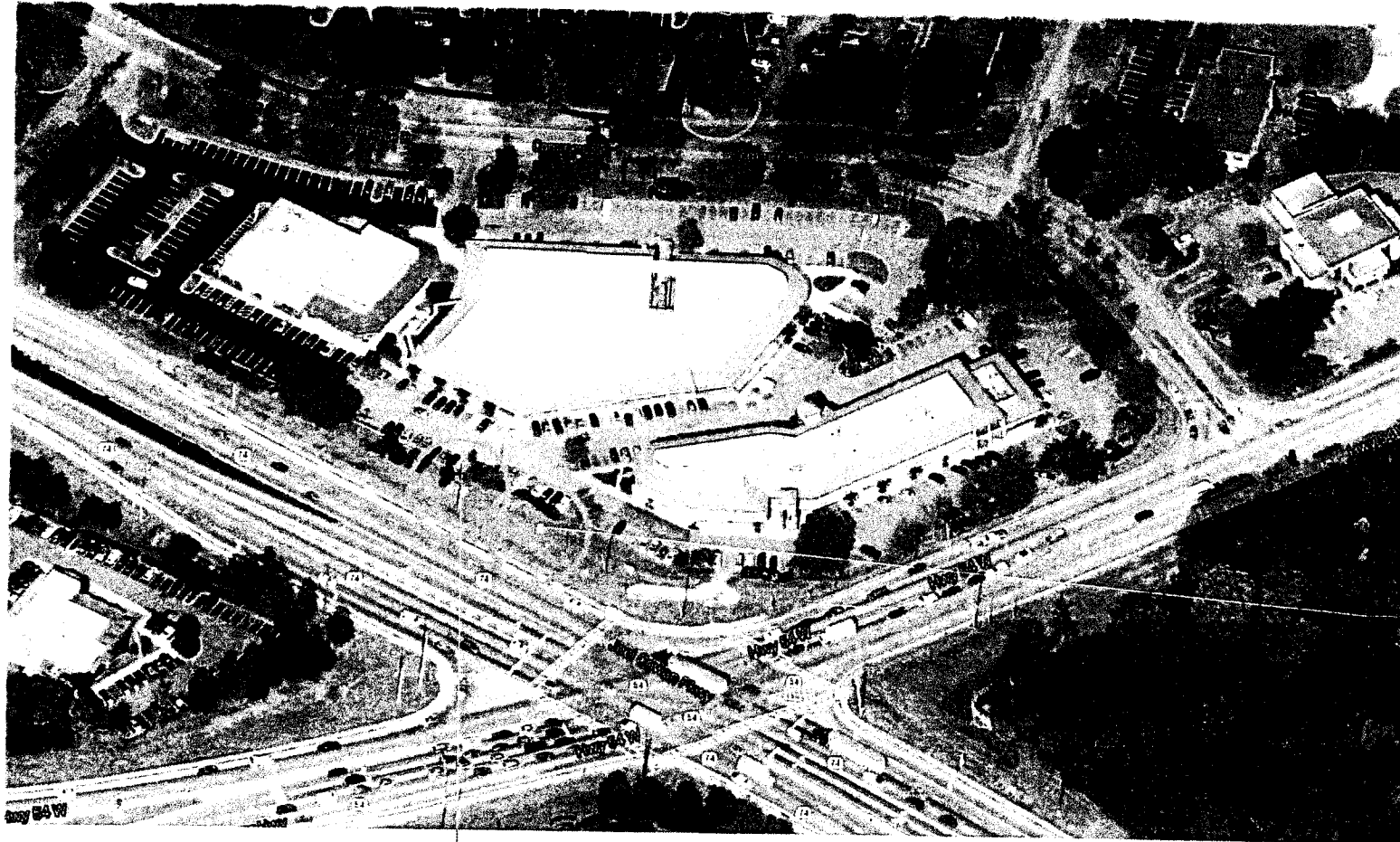
Fax: 404-846-8660

West Park Walk

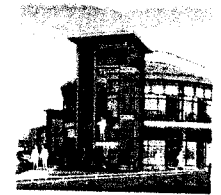
Sign Variance Request

As a part of the overall redevelopment of the shopping center, new property signage is a major part. The property is located approximately 20 feet (varies) below the grade at the intersection of Hwy 74 and Hwy 54. Over the years this lack of visibility has been a major factor in attracting tenants to the shopping center. To increase visibility, a new stair tower has been added and new monument signs proposed along Hwy 54 and Hwy 74. The placement of the Hwy 74 sign has been a challenge due to the grade issues, GDOT ROW and utility easements. Due to those issues, we cannot simply fill the site to raise the sign to the eye level of the passerby's. Subsequently, we are asking for a variance allowing for additional signage base (4 feet). The total height of the sign will be no higher than 5 feet above the sidewalk along Hwy 74. We propose to screen this base with plantings approved by City staff.

As mentioned above, signage is just one part of over a million dollar upgrade to the shopping center. This renovation includes new stair tower, sign panels, louvers, ramps, stairs and handrails, landscaping and paving. However, visibility and awareness is an important part of having successful business's and a shopping center.

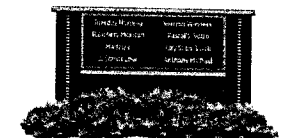


Existing Multi-Tenant Monument Sign To Be
Removed



Westpark Walk
Peachtree City, Georgia

Proposed Location For New
Multi-Tenant Property
Identification Monument Sign



Highway 74
Monument Sign

PROPERTY MONUMENT SIGN

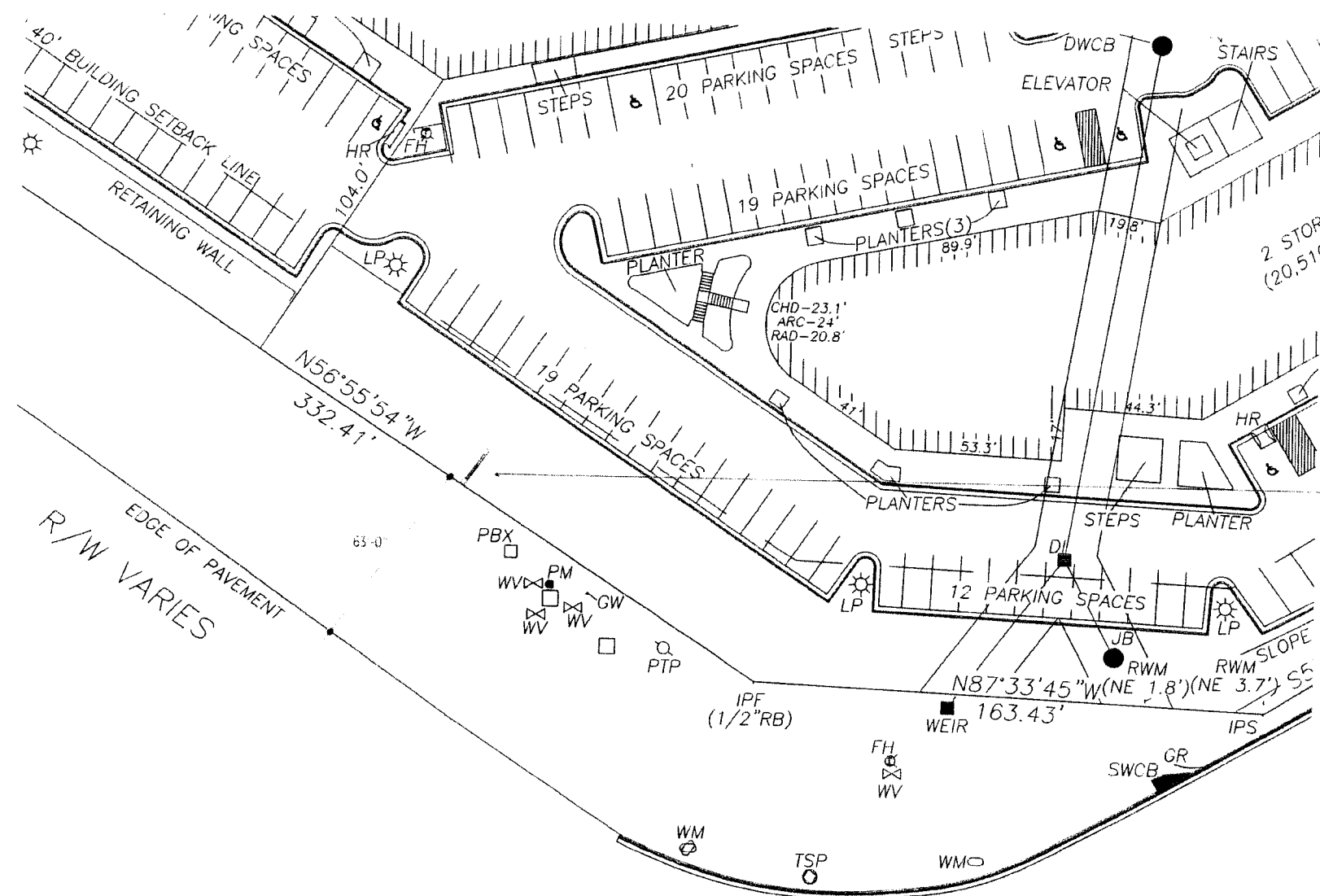
Issued For City Review Approval: 07 July 2014

2.01



Westpark Walk
Peachtree City, Georgia

Landscape features to be added around
building base to include: 1. 10' x 10' x 4' 1/2' extended planter box to be located to
allow for plant growth.



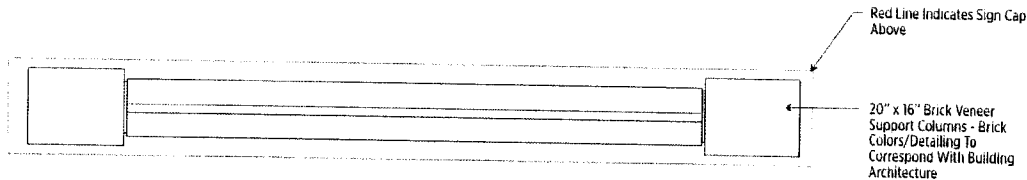
1" = 30'-0"

Highway 74
Monument Sign

2.02

PROPERTY MONUMENT SIGN

Issued For City Review Approval 07 July 2014



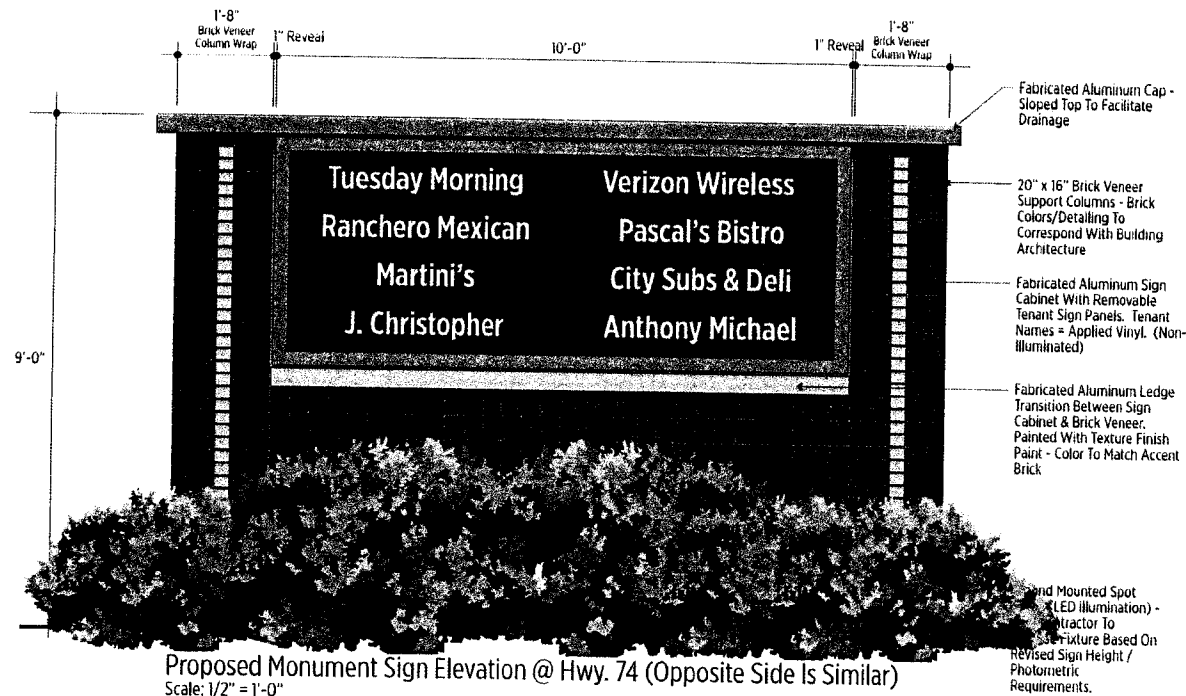
Plan View/Horizontal Section
Scale: 1/2" = 1'-0"

FOR DESIGN INTENT ONLY

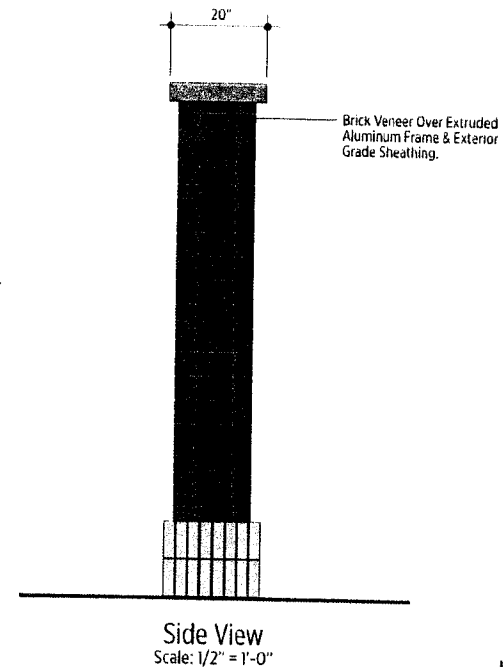
The contents of this drawing have been generated by Illustrative Design Intent only and shall not be used for fabrication purposes. Final Engineering of all fabrications, details & installation to be done by the sign contractor. The contractor shall be the sole responsibility of the sign contractor. The signature and seal of the engineer is required for the plan to which the sign will be installed to be used for all final drawings.



Westpark Walk
Peachtree City, Georgia



Proposed Monument Sign Elevation @ Hwy. 74 (Opposite Side Is Similar)
Scale: 1/2" = 1'-0"

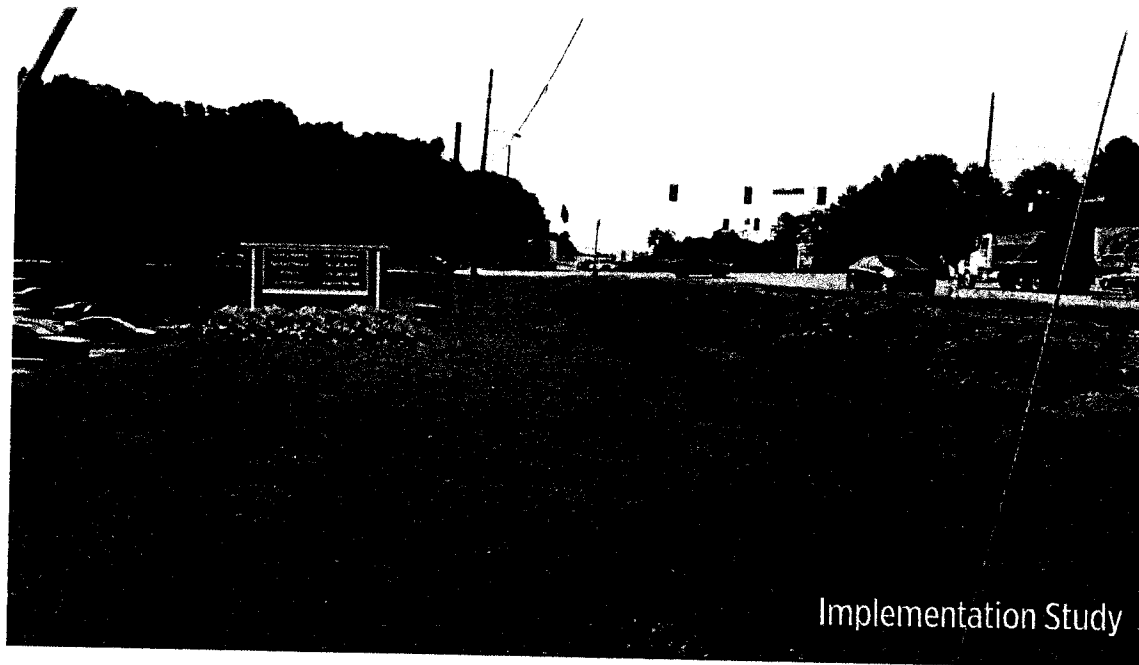
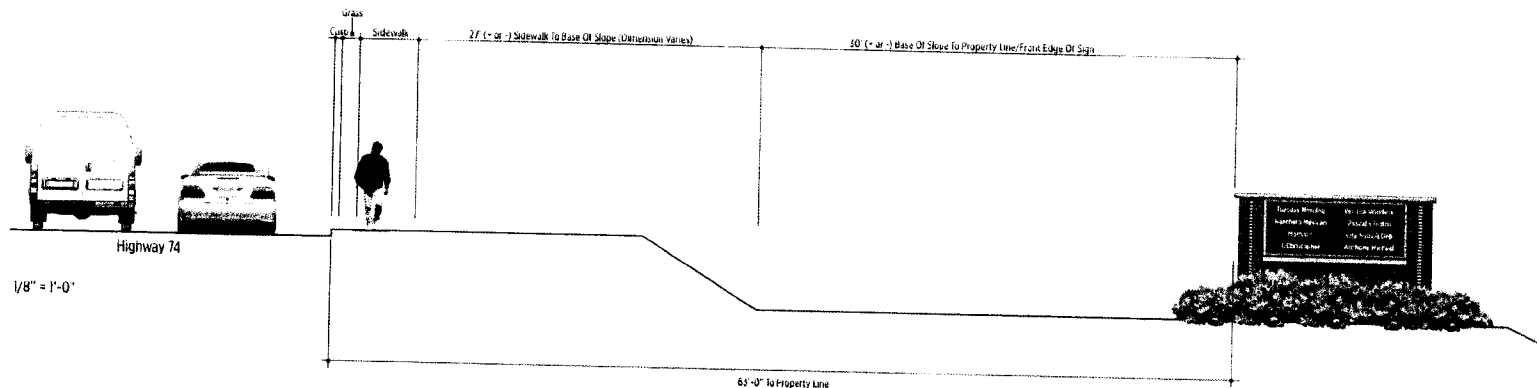


Side View
Scale: 1/2" = 1'-0"

PROPERTY MONUMENT SIGN

Issued For City Review/Approval: 07 July 2014

Highway 74
Monument Sign



PROPERTY MONUMENT SIGN

Issued For City Review/Approval: 07 July 2014

Highway 74
Monument Sign

2.04