

**City Council of Peachtree City
Meeting Minutes
Thursday, August 5, 2021
6:30 p.m.**

The Mayor and Council of Peachtree City met in regular session on Thursday, August 5, 2021. Mayor Vanessa Fleisch called the meeting to order at 6:30 p.m. Others attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor.

Announcements, Awards, Special Recognition

Charles W. Groover, Coordinator for the State Certification Program with the Georgia Association of Chiefs of Police, presented the State Certification Plaque to Police Chief Janet Moon.

Fleisch presented service awards to Master Firefighter Josh Teal for 15 years, Fire Department Lt. Dwayne Gowen for 10 years, and Det. Stephen Stoyell for 10 years.

Public Comment

None

Agenda Changes

None

Minutes

King moved to approve the July 15, 2021, regular meeting and executive session minutes as written. Ernst seconded. Motion carried 4-0, with Madden abstaining due to his absence from that meeting.

Consent Agenda

- 1. Right-of-Way Request from Georgia Department of Transportation**
- 2. FY2021 Budget Amendment ARPA Fund 230**
- 3. Personnel Action – Fire Department**
- 4. Personnel Action- Conventions & Visitor's Bureau**
- 5. Intergovernmental Agreement- American Rescue Plan Projects- PTC WASA**

Ernst moved to approve Consent Agenda items 1-5. King seconded. Motion carried unanimously.

Old Agenda items

07-21-07 Adopt the FY 2022 Budget and Capital Improvement Program

Finance Director Paul Salvatore stated there had been three budget workshop meetings followed by the public hearing required by law, so now Council was being asked to vote on adoption of the proposed budget. The proposed General Fund revenues were \$40,650,787, while appropriations were \$41,204,376, with the use of more than \$500,000 in cash reserves. That use of reserves would mainly pay for cash capital projects. Salvatore showed the projected and the actual figures from the fiscal year (FY) 2021 budget, noting they had budgeted very conservatively, especially on the revenues, due to COVID, but came in better than expected.

The largest sources of revenue were ad valorem taxes and the Local Option Sales Tax (LOST), which, combined with other taxes, made up about 80% of the revenue sources. The ad valorem tax estimate was based on a rollback millage rate that meant no tax increase. The millage rate would be discussed at the next Council meeting. On the expense side, he noted that property taxes barely covered the cost of Police and Fire/Emergency Medical Services (EMS), which, along with Public Works, made up what City Manager Jon Rorie called the "Big Three" in expenditures. About 57% of expenses were for

in-house personnel, and another 18% went for outsourced contractual services. That meant about 75% of the budget was for services provided, while the rest was for supplies, and capital items.

The budget was included in full on the City website, and Salvatore gave the link. He said staff recommended Council adopt the FY 2022 budget resolution and the supporting documents included in their meeting packet.

Madden moved to approve Old Agenda item 07-21-07, adoptions of the FY 2022 Budget and Capital Improvement Program. Prebor seconded. Motion carried unanimously.

New Agenda items

08-21-01 113 Wynnmeade Parkway Drainage Improvements

Stormwater Manager Mike Madison began with a breakdown of the total stormwater system components, saying the numbers were current as of the end of July. There were 7,630 drainage structures such as catch basins, drop inlets, and headwalls, along with 95 miles of stormwater pipe. The City owned and maintained 96 stormwater detention ponds. There were 29.3 miles of roadside ditches, not including the ditches alongside the cart paths. Counting the cart path ditches could easily triple that number, he noted.

He listed stormwater system maintenance tasks, averaged over a five-year period. The Department maintained 45 detention ponds, and that included mowing, removal of trash and sediment, and clearing clogs and obstructions. They maintained 400 drainage structures by clearing obstructions, removing sediment, and performing structure repairs. They cleared an average of 2,950 linear feet of pipe and 6,500 linear feet of ditches each year. On average they swept 280 centerline miles of streets. About 11,000 linear feet of pipe were lined each year on average, and 1,850 linear feet of pipe was excavated and replaced.

At 113 Wynnmeade Parkway, Madison explained, there was a relatively small project he needed Council to approve. The stormwater pipe in that area was more than 40 years old, which was impressive, considering it had an average 25-year life span. The pipe system had joint failures, and one section had collapsed. Those failures made it unsuitable for lining; it must be excavated and replaced. Madison showed photos of the area, including where a sinkhole had developed when the pipe joint failed under the street. There was another sinkhole where the pipe had collapsed. He displayed the site plan that showed the area and the location of the pipe that would be replaced as well as a crumbling headwall that would be rebuilt.

They solicited quotes to perform the work and received prices ranging from \$94,761 to \$99,687. The low quote was submitted by Crawford Grading & Pipeline, Inc., and Madison recommended that Council award the project to them.

Madden asked why this pipeline was not suitable for relining? and Madison said the joint had failed, creating a vertical separation that prevented the liner from going through the pipe. They would have to excavate to put in a new section, so they might as well replace it. In the section that went towards the creek, there was a portion that was completely collapsed and also would have to be excavated. Madden clarified that it was not because this was corrugated pipe, and Madison told him it was not, that corrugated pipe could be relined.

Ernst wanted to know if they had used Crawford before and were satisfied? and Madison said they had.

Madden moved to approved New Agenda item 08-21-01, 113 Wynnmeade Parkway drainage improvements. Prebor seconded. Motion carried unanimously.

Rorie explained that he asked Madison to present the summary of the City's stormwater structures and maintenance requirements because earlier in the agenda Council had voted on a budget amendment for the American Recovery Plan Act (ARPA) fund. It was his intention to recommend allocating a large portion of the ARPA money to stormwater projects. He pointed out that Madison said they averaged about 11,000 linear feet of pipe lining each year. There are about 300,000 linear feet total, and it would cost about \$75 million to reline them all.

08-21-02 Step 1 Annexation Request for Approximately 75 Acres on Genevieve Ct and Longboat Subdivision

Planning and Development Director Robin Cailloux said this request was initiated by the Longboat subdivision, which presented a petition signed by nearly 80% of property owners and 89% of their registered voters asking to annex into the City and have access to the path system and services. Staff reviewed the request, and Cailloux said she felt it would create an unincorporated island, which was not legal. She then did the calculations to include the adjacent development on Genevieve Court and SR 54, which contained six office lots and one individual use office lot, and found that it still met the 60% requirement. One property owner there gave verbal consent to be included in the annexation, and another submitted a letter granting consent.

The State required that the owners of 60% of the land area and 60% of the registered voters sign the petition of request. The area met the contiguous requirements of the ordinance. There would be no change in land use. It met the City's step-down policy. There was a medium-density residential development that would be breaking ground within the next few weeks, then the area stepped down in density to the one-acre lots in Longboat. The adjacent land in the County was zoned for lots of three acres or larger.

Annexation would add one mile of road. There was stormwater infrastructure in the right-of-way, and staff would do a more detailed analysis of what other infrastructure and easements might be needed if Council voted to advance this to Step 2. There would be about \$80,000 in additional ad valorem taxes for the City, and that was a low estimate, Cailloux concluded.

Annexation was a two-step process. Step 1 asked Council to review the request to see if it met policy goals. Approval of Step 1 did not mean the annexation was approved. The Step 2 process started the official State timeline. That was when public hearings had to be scheduled and notification sent to the County. After the public hearings, Council had to officially accept Step 2 in order for the property to be annexed.

Fleisch stated the front part of this subdivision was older than the back, and she wanted to ensure that Assistant City Manager/Public Services Director Justin Strickland examined the roads for damage by construction vehicles.

Madden wondered if the stormwater structure met their standards, but Cailloux said it would be premature to answer that. It would be reviewed in the Step 2 process. Madden asked if there would be no rezoning request, and Cailloux said that was correct; they just wanted access to the high-quality City services, such as the path network.

King moved to approve New Agenda item 08-21-02, Step 1 annexation request for approximately 75 acres on Genevieve Court and Longboat Subdivision. Prebor seconded. Motion carried unanimously.

08-21-03 Contract Award- All Children's Playground and FY21 Budget Amendment

Strickland and Recreation Programs Manager Cathy Wilder presented information on the replacement of All Children's Playground, which Strickland said seemed to be the most popular playground in the City. The request for proposal (RFP) process began with the formation of a citizens' committee to develop a vision for the new playground. The City received seven proposals based on those specifications. Staff scored the proposal and made a unanimous recommendation for the vendor Playworld. It came in at budget, but an additional shade package was included in the recommendation to Council, based on input from the citizens' committee.

Wilder went over the renderings. The playground area was a little more than 10,000 square feet, she noted, with a special area designated for younger children. There were several types of swings, including a multi-generational swing that allowed a child and an adult to swing together. The younger children's area featured a "tiny town" with small structures, along with tunnels and slides. Ample shade was provided, especially over slides and seating areas. A miniature golf cart was a unique feature that Wilder pointed out.

Multiple types of entrances allowed access to the playground, including a rock wall and a rope ladder. Donor bricks from the previous playground site would be incorporated into the entrance area.

Prebor asked about the timeframe, and Wilder said it would take about 120 days from receipt of the notice to proceed. The materials would be delivered in 60 days.

Madden wanted to know about the surface. It was a bonded rubber composite surface, Wilder responded, and confirmed that it should reduce injuries from falls. What was the lifespan of the equipment? Madden asked, and Wilder replied that it was 20 to 25 years for most playgrounds.

Ernst said he was on the committee and was impressed with the effort recreation staff put into the process. This playground would be impressive, he remarked.

Rorie pointed out that this playground would be in a different location than the current one. Wilder said it would be on the opposite side of the oak tree that stood along the fence line. The move would take advantage of shade provided by that tree and also provide more square footage. The previous playground was about 8,500 square feet, and this one would be a little more than 10,000.

During removal of the old equipment, the playground would be closed for just seven days. That was one of the shortest amounts of time proposed.

Ernst moved to approve New Agenda item 08-21-03, contract award- All Children's Playground and FY21 Budget Amendment. King seconded. Motion carried unanimously.

Council/Staff Topics

1. New Variance Type for Residential Additions Encroaching into Rear Setbacks

Cailloux noted that recently Council had been asked to rule on variance requests of a very similar type, and she believed that trend would continue. Prior to this year, they had seen an average of two setback variance requests a year. More than half of the variance requests over the past five years had been made since May 2020. She said she believed this was a result of trends such as aging in place,

working from home, and providing space for extended families. These were things discussed in the Comprehensive Plan, and the City wanted to encourage it. There was not much land available for new construction, and residents wanted to stay in Peachtree City.

Staff had been looking at ways to reduce the impediments for people who wanted to expand their homes, but were running into issues with setback requirements. There were three types of variances regulated by ordinance. The standard variance was the most common. The request had to be evaluated by the six criteria listed in the ordinance, and the applicant had to prove a hardship of some type. A public hearing was required. Less common was the special exception, which allowed for a setback reduction up to 25% next to a greenbelt. The applicant did not have to prove hardship, but did have to go through the public hearing process. The third type was an administrative variance, which was for an existing condition not created by the current property owner. A review committee consisting of the Mayor or a Council member, along with the City Manager, looked at the request and made a ruling. No public hearing was required, so this was a much quicker process. Due to the required advertising, the public hearing process could take from two to three months, Cailloux pointed out, while an administrative variance request could usually be resolved in a week or two.

She wanted Council's feedback on a proposal to combine most setback variance requests into an administrative type if they met certain criteria. They could not request more than 7.5 feet of encroachment into a side setback or more than 15 feet into a rear setback. Exterior materials, roof pitch, and colors must match or conform to the primary structure. The applicant must provide written approval from adjacent property owners and the homeowners' association (HOA), if there was one. If these thresholds were met, it would become an administrative variance. It would still be reviewed by the Council member and the City Manager, but would be a much shorter process than what was currently required.

King said he felt she was on the right track. Most of the requests they heard were for very small variances, often on oddly-shaped lots. He was in favor of making the process easier on the residents. Most of these requests had been approved, he recalled.

Cailloux said all of the setback variances that had been approved over the past five years met the requirements she recommended.

Madden asked if the 7.5 feet on the side setback recommendation was 50% of the required setback? and Cailloux said every zoning category had its own required side setback. Some were 0; some were 7.5, 10, or 15 feet. She said she would write the ordinance to say "50%, not to exceed 7.5 feet." That would take the largest setback and cut it in half. Was the rear setback normally 30 feet? Madden continued. Cailloux said it was and she would word that the same way.

If they changed the ordinance, Madden said, he had been concerned that people would say "we have 7.5 feet, maybe we'll ask for 10 feet." But he was okay with the stipulation that the City Manager and a member of Council had to approve it.

King said it could be a Consent Agenda item for them all to vote on if there was a difference of opinion among Council. Prebor asked if that was possible? It could be pulled from the Consent Agenda for discussion, King stated. But that would mean the applicant would have to come to the meeting, which was what they were trying to avoid, Prebor remarked, and Madden agreed, noting that it would have to be advertised as a public hearing.

Cailloux stated that they were trying to avoid the burden placed on homeowners. For example, there was going to be one on the agenda at an upcoming Council meeting where the applicant filed at

the beginning of summer. They wanted to build a deck, but the variance request would not be heard until September. These changes could help reduce such long waits. She also pointed out that the ordinance would tell people what their recourse was if denied. If the review committee denied it, the ordinance could say the next step would be a public hearing before Council.

Was there a timeframe they would have to wait or could they appeal immediately? Prebor inquired. Cailloux said they would still have to meet the State's requirements for advertising public hearings, and that would add about three or four weeks.

Ernst commented that he was not 100% comfortable with this proposal, saying he did not want to open the floodgates. He acknowledged that the recent ones they had approved had all been legitimate, but he wanted to see how it would be worded.

Fleisch recalled that they had done one in Masters Square, and Cailloux recalled two on Hip Pocket - one to accommodate a garage and another for a master bathroom expansion. Those were pie-shaped lots. There was one on Amelia for a sunroom, and the one in Masters Square. She asked Cailloux to include in her presentation how much people were investing in their houses. The average age of a home in Peachtree City was about 32 years, and Fleisch said it would be interesting to see what all this investment would bring to the City.

Rorie added that he was generally supportive of this, but with reservations. He was not supportive of Council re-writing their setback requirements one variance at a time. However, he recognized there were issues when people wanted to make maximum use of their properties. His objections were more with the side setback than the rear setbacks. He had an issue with lowering requirements for side setbacks in developments of cluster homes. One problem was the lack of separation between homes, which posed a hazard in case of fire. Cailloux said you did not want them closer than 10 feet. There was a Public Works aspect, too. The easement for a stormwater pipe was 20 feet. If you looked at a development of cluster homes, like Village on the Green, the separation was 10 to 12 feet. The stormwater pipes ran in between. If an encroachment with the administrative variance was allowed, Rorie continued, it would run right over the stormwater pipes.

Cailloux said they could remove the side setback as part of the administrative variance and only include rear setback requests. Rorie said that was his point. Prebor proposed maybe a smaller percentage for the side? Rorie asked about 25%. He said he was glad to see this discussion, and again stated his support, but with reservations on the side setbacks. Staff would return with a proposal reflecting this.

2. Multi-use Path Project Updates

Rorie said this was not only an update on path projects, but a look at connectivity, convenience, and other factors related to the multi-use path network. Peachtree City participated in the development of the County Transportation Plan in 2019. The goals included making Fayette a desirable place for all citizens, developing regional strategies, and maintaining fiscal responsibilities. The need to identify and develop additional road connectivity with Coweta County was recognized, which led to the formation of a working group consisting of Fayette County, Coweta County, Senoia, Tyrone, Peachtree City, the Atlanta Regional Commission (ARC), and the Georgia Department of Transportation (GDOT). Rorie said he wanted to highlight some things from the Fayette plan that would relate to the Coweta plan, which was being updated.

First, he highlighted a corridor improvement at Crosstown Drive from Dividend Drive to Robinson Road, reflecting on the difficulty of making turns at some intersections from Crosstown. It was listed in the plan

with a cost estimate of \$1,827,000. Safety improvements could include signalization, roundabouts, turning movements, any number of things in increase the traffic flow along Crosstown and TDK.

Other long-range projects in the transportation plan included the widening of SR 54 from four to six lanes with grade separation at the intersection with SR 74 at an approximate cost of \$60 million. In order to seek federal money, the project had to be listed somewhere, Rorie continued. There were pros and cons, and, as of now, it was an unfunded long-range project. Widening the road would just make it easier to travel and result in more traffic. Path projects in the plan included \$2 million for a bridge over SR 54 at Walt Banks Road, and Rorie said that price was low. Another \$2 million path project was a bridge over SR 54 at Genevieve Court. They were also listing a bridge widening on TDK Boulevard at the railroad track for \$2 million. That would require a lot of permitting with the railroad, and Rorie said the odds of that bridge being upgraded until it actually failed were slim. Unfunded projects recommendations mainly included sidepaths such as along Crabapple Lane and at the Kedron boat docks.

Several projects were underway with the goal of developing sidepaths to connect SR 54 to Redwine Road. These project were unfunded in the transportation plan, but they were funded through the Special Purpose Local Option Sales Tax (SPLOST).

Funding, of course, was always necessary, Rorie explained. Gas tax funded federal projects, such as the displaced left turn on SR 54/74. Peachtree City had to compete for those dollars. The SPLOST budget was based on a flat growth rate of 1.65%. They had to budget conservatively to ensure the projects could be completed. Sales tax money was influenced by people spending more, but also by inflation.

The SR 54 West corridor was a regional issue, not a local one. GDOT controlled and owned that road. Fayette representatives had met with Coweta officials and consultants who were putting together the Coweta County Transportation Plan. They talked about TDK. The Peachtree City Council had passed a resolution in non-support of a TDK extension. Rorie said he thought that was appropriate under the circumstances. Rorie displayed a map showing trips from Coweta to Fayette at peak period and also per day. Traffic was heavy in the mornings going east and heavy in the evenings going west. There was also an impact to the north-south traffic on SR 74.

Many Peachtree City residents commuted to Coweta County each day, but many more Coweta residents worked in Peachtree City, mainly at the Industrial Park. In the mornings, this did not create much of a traffic tie-up because it required a right turn, but in the evenings, traffic was held up by the left turns required to head west on SR 54.

Among the topics discussed by the Fayette and Coweta leaders were SR 54/74 improvement opportunities and spending \$200,000-\$500,000 on another study to look at alternatives. They also analyzed the 2020 GDOT SR 54 Reliever Feasibility Study. Rorie said they had shared that information with the Fayette County Transportation Committee, of which Madden was a member. The study evaluated two alternatives south of SR 54, but neither provided substantial improvements.

Prebor clarified that this was a study GDOT commissioned and paid for to see if there was any value to the proposed alternatives.

A map displaying the study area highlighted areas of congestion and showed areas of school transportation activity. It showed routes for two alternatives. Alternative A and Alternative B would each cost \$22 million. Alternative A, which was the TDK Extension, with a build-out in 2040, would speed

up the travel on SR 54 West by about two minutes. Alternative B was about the same. It was estimated that these Alternatives would take about 2,390 vehicles off the corridor. The conclusion was that the proposed reliever routes did not substantially improve traffic on SR 54.

The study recommended a closer look at potential connections along the entire Fayette-Coweta boundary and evaluate the feasibility of a reliever route north of SR 54. It also called for coordination with Fayette County on the SR 54 widening project mentioned in the County transportation plan.

Rorie again pointed out that the shortest route from A to B was a straight line (SR 54). If they did anything, it would be painful, costly, and they would have to ask themselves "was the juice worth the squeeze?"

Strickland said he would review some path projects that were in the works. The infrastructure for the Gateway Bridge was complete, and it was open for use. They still had to mount the "Peachtree City" sign on the western side of the bridge, but were awaiting GDOT approval. The retaining walls would be stained, and landscaping was needed, but that would have to wait until cooler weather arrived.

The crossing at Crosstown had been re-stripped, and there was a new retaining wall on the McDonald's side that had just been stained. The crossing should open August 12. The signal there was a High Intensity Activated Crosswalk (HAWK) signal with a 30-second crossing time. When someone pulled up in their golf cart, they would press a button to change the signal and stop traffic on Crosstown. Climbing fig would be planted on the retaining wall, and pampas grass at the top of the wall. Strickland showed a video of how a HAWK crossing worked. When the light changed to solid red, traffic on the road had to stop. If it was flashing red, they had to yield to a cart, but if there was no cart in the intersection, they could go through, almost like a four-way stop. Flashing yellow meant the signal was about to turn red, and no signal meant traffic could proceed as normal.

A connection of the Flat Creek path to Dividend Drive was in the works. The State permit had been received, and the next step was to purchase land from SANY at a cost of \$126,100 and pay Panasonic \$7,000 for an easement. Attorneys were reviewing the final terms of the purchases, then work could begin. Prebor and Fleisch noted that this was a big deal.

What Strickland called the U-Haul path would connect the new Crosstown path to the Police Department. It would come in at the back of the Days Inn to the woods, proceed in front of U-Haul and connect to the paths at the Police Department. They would need easements from Days Inn, McDonald's, and U-Haul, but all three had been contacted and were receptive to the idea. The path had been flagged and was in the design phase. It went through a floodplain, so that would require special consideration.

Next, Strickland showed the path that led into the Best Buy parking lot from the tunnel under SR 54. They were looking at a way to ease access to Walmart and Home Depot. The property owner was receptive, so there was a good likelihood this project would be completed. At the nearby Home Depot/Aldi/Walmart intersection, which was a three-way stop, there were private roads owned by Walmart and Home Depot. Strickland showed the path crossings at this congested intersection. They were looking at ways to get the golf cart traffic out of the intersection by eliminating several crossings and creating new paths. Strickland said most cart drivers used the connected parking lots rather than the paths anyway. They still had to contact the merchants about these changes.

A new crossing with a HAWK signal was being considered along North Peachtree Parkway at the Kedron boat docks. This signal would operate the same way as the one on Crosstown and another on

Rockaway Road. Considerations when choosing a site for a HAWK crossing were sight distance and the volume of traffic. It was not feasible to install them if the traffic volume was less than 6,000 vehicles per day. Peachtree Parkway met that standard. This project was still in the design phase.

Fleisch asked about easements, and City Engineer Dave Borkowski said they might have enough right-of-way.

With an eye to the new middle school, a potential connection from Carriage Lane to the Peachtree East Shopping Center was in the design phase. They were currently working on engineering for the church portion. The property owners were receptive. This path started as a SPLOST project with no connections to the network. They were now trying to figure out how to get cart traffic to Robinson Road in the area of the new school, probably by constructing a path along Stagecoach Road.

Rorie said he had been talking to the Board of Education about this path. Stagecoach was a gravel road, and that was the only option to get to the school. There was another way to run a path, but the property owner would not provide an easement. The cost to purchase the 1,400 feet they would need to do what they could would be about \$150,000. They were having to figure out the connections, and it would be expensive. Did they want to pave Stagecoach? They had already installed bollards to prevent a left turn onto it.

The Mayor asked if Stagecoach was wide enough for a separated cart path? Rorie said that was something to be considered. He added that he did not have an answer to all these concerns, but the school was being built, and they needed to do something.

Mill Farms was a subdivision still in the planning stages, but there was a path proposed to connect it to Wilshire Pavilion, and Strickland showed the route. The land was recently annexed. An offer of \$141,000 had been made for an easement, but it had been rejected, and the City was not going to offer more money.

Rorie took over to talk about the various projects connected to the Redwine tunnel, which had been discussed for years. A connection between Redwine and Robinson had been on the cart path master plan since at least 2010. In 2017, Fayette County listed a tunnel in this general location as a SPLOST project. It would feed the Starr's Mill school complex. The School Board rejected the tunnel location because of how the traffic had to interface around the school. The County asked if they could move the tunnel to Redwine and Robinson? Peachtree City and the County entered into an intergovernmental agreement allowing this, and the City agreed to help by providing access to complete what they called a "federal aid project." That led to the question of what to do at the Foreston Place crossing. A tunnel or some type of grade-separated crossing would be safest, but was it possible? If they declared the tunnel an infeasible project, how would the SPLOST dollars be allocated? Right now, Rorie continued, the SPLOST allocation for this was about \$900,000, but the total for a tunnel was \$1.5 million. That was okay because they deliberately underestimated SPLOST revenues.

Rorie said discussions continued over this. There were a lot of players involved: the federal government, Peachtree City, Fayette County, the Transportation Committee, the Board of Education. Fleisch pointed out this was a County road, so that limited Peachtree City's options. The developer would pay for a connection from Mill Farms to Foreston, Rorie went on, and they should load up all the connections needed along Robinson as impact fee projects and get them done. It would increase the connectivity on that side, but you would not have to cross the road. You could turn right until you got to a tunnel or a HAWK signal crossing. There was no single right answer or simple answer, but they needed to evaluate the second right answers on how to pull these projects together. He said he would

be following up with the County Manager. The Transportation Committee had recommended that they consider a bridge instead of a tunnel because it would be cheaper. Rorie pointed out that the 180-foot bridge at the spillway was \$750,000, not including concrete or access ramps. They were trying to move those projects forward, but it was tough.

Fleisch asked what would the total impact fees from Mill Farms be? Cailloux said it was \$4,200 times 75 units for a total of \$315,000.

Rorie showed a map of the path network in the general area of the proposed tunnel. Strickland pointed out the roundabout way he had to travel to get his children from his home to school.

Fleisch said she would like to know how much they had spent and how many miles they had added to the path network over the past four years. She noted the cost of the Crosstown crossing was more than \$300,000.

Madden thanked Strickland for the comprehensive report on the path system upgrades. He said at his first meeting of the County transportation committee, the representative from Tyrone discussed the possibility of the County making golf carts legal on County roads around a new development off Dogwood Trail. Madden said he objected because that would give all residents north of Dogwood the ability to come into the Peachtree City system. He said he explained that Peachtree City residents had 11,000 golf carts, and there were 1,500 registered users outside the City who did not contribute to the \$2 million it cost to maintain the path network. The new people who wanted access, Madden continued, should have to pay dearly for that privilege. It was time to put together a citizens' committee to discuss the future of the path system and the rates for non-residents who wished to use it. He added that he was proud to have been a member of this Council and of all the work they had done to improve the path system.

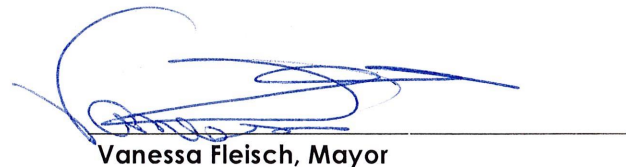
Madden suggested that the committee consist of a member from each of the villages. Fleisch said Council should submit names. Rorie asked them to send names to Strickland.

Fleisch asked about the timeline for the displaced left turn (DLT) at SR 54/74. Borkowski said GDOT estimated it to begin in June 2022, but that depended on getting the right-of-way from property owners. They were working on the final design. That June 2022 date was when bids would be put out, not the start of work. The City had donated the land it needed to, but that was just one corner. Rorie pointed out they were coordinating with GDOT to coordinate the turning movements at Commerce and Westpark, too. Fleisch noted that the DLT was \$10 million, funded entirely by GDOT.

There being no further business, Prebor moved to adjourn. Madden seconded. Motion carried unanimously, and the meeting adjourned at 8:40 p.m.



Martha Barksdale, Recording Secretary



Vanessa Fleisch, Mayor