

**City Council of Peachtree City  
Special Called Meeting Minutes  
Thursday, July 12, 2022  
6:30 p.m.**

The Mayor and Council of Peachtree City met for a special called meeting on Thursday, July 12, 2022. Mayor Kim Learnard called the meeting to order at 6:30 p.m. Council members attending: Gretchen Caola, Frank Destadio, Mike King, and Phil Prebor.

**Announcements, Awards, Special Recognition**

**Purple Heart City Designation Proclamation**

Learnard introduced Commander Lou Zayas of the Atlanta Chapter of the Order of the Purple Heart, along with members of American Legion Posts 50 and 105 and Veterans of Foreign Wars Post 9949 to join in the proclamation of Peachtree City as a Purple Heart City.

**July 4th Parade Winners**

The Mayor presented trophies to the winners at the July 4<sup>th</sup> parade, which she said was the largest ever, with 125 entries. The winners were:

Grand Marshall's Trophy— Dirty South Strength and Conditioning

Mayor's Trophy—Commemorative Air Force/Airbase Georgia

Most Creative—Sweet Dream Campers

Most Patriotic—Arbor Terrace

Golf Cart First Place—The Cole Family

Golf Cart Second Place—McClanahan Insurance Agency

Golf Cart Third Place—Farmers Insurance-Tim Monihan Agency

**Public Comment**

City Clerk Yasmin Julio stated that, as per policy, the allotted time of 20 minutes for public comments would be divided by the number of speakers, since that number exceeded 10. There were 22 people signed up to speak, and each would be allowed 52 seconds.

Before the public made their comments, Learnard addressed the issue of speed bumps, noting that the City convened an advisory group last fall to look at the issue of safety on the multi-use paths. That group recommended a number of improvements, including speed bumps, and the City listened and acted. However, she stated, there were no plans at this time for any additional speed bumps. Council would regroup and see how to move forward, and she asked the public to allow time for that. Learnard said the public comment portion of the meeting was a time for Council to hear concerns of residents. They wanted to conduct business in a professional manner, and she cautioned against any personal attacks.

Tim Batcha said his family had lived in Planter Ridge for 26 years and had seen through traffic steadily increase, which he said eroded the quality of life, making it impossible to run, walk, or bike along the streets. He was afraid a child would be struck and killed.

Melissa Speice said she lived on Edgewater Way, next to Council Member Caola and her husband. She wanted to see a quick resolution to the situation where those homeowners wanted to make the path next to their home private and closed to the public. They needed clarification from the City if they were allowed to refuse access. If not, the City should advise the Caolas to stand down, she stated.

The Mayor again stated this was a business meeting and asked the audience to stop their applause.

Sadie Painter, age 7, said she lived in Planterra Ridge and asked Council to help make her neighborhood safe.

Richard Cunningham addressed his remarks to Caola, saying she and her husband needed to put their property up for sale tomorrow for \$2 million. Learnard stopped him and asked him to address an issue. Destadio also stated he felt those comments were wrong. Cunningham continued, saying their legacy would be to be known as the couple who destroyed the cart path system in Peachtree City.

Learnard again stated they should stick to the issues with no personal attacks.

Paul Simonseh said he was old enough to ride his bike to his friend's house in Planterra Ridge, but, because of speeding motorists, his parents did not feel it was safe for him to do so. He said the kids of Planterra deserved to be able to enjoy playing outside in their neighborhood.

Joanne Bolan said she lived on Edgewater Way near the cart path in question. The homeowner believed the path was his property, but other people in the area needed to know who decided the future of a path? Was it up to City Council or was it a court matter? If it went to Council, she continued, Caola should not be allowed to vote because it would be a conflict of interest. When would this issue be resolved?

While it was claimed this path was a private pedestrian path, David Richardson stated, it was not; it was a right-of-way easement. In order to eliminate the path, the City would have to abandon the easement, he continued, and they would have to have some criteria for doing that. That could lead to expensive and unnecessary litigation, when all that was needed was better policing, he concluded.

Paula Lempka also asked Council to do something about the volume of traffic in Planterra Ridge. She said she was concerned about younger kids in the neighborhood.

Leo Lempka said he liked to ride his bike around the neighborhood but would never do it around 5 p.m. because of all the traffic.

Sam Kopec of Planterra Ridge also asked Council do something about traffic in Planterra Ridge. He said he was no longer allowed to ride his bike in the neighborhood.

Anna Nelson said she was an inline skater who trained on the paths. The new speed bumps had no gaps for her to get around them, and she asked Council if there was a way to alter them? Also, would cameras be a better option?

Adam Starrett thanked Council for listening to their concerns about traffic in Planterra Ridge. They had seen an increased police presence, but he wanted Council to have the same sense of urgency as residents. He wanted Council to focus less on SR 54/74 traffic and more on the safety of the kids.

Evan Starrett, 9, also asked Council to take action on the traffic in Planterra Ridge so he could safely ride his bike to his friends' houses.

Albert Carter said he did not live in Planterra Ridge, but he knew the area, and urgency was needed.

Ray Stoney, also a resident of Planterra Ridge, said he had three young kids that he feared for. He recounted an incident recently when a car went around a golf cart and almost hit a child on a bike. Council needed a sense of urgency and should consider erecting a gate.

Suzanne Brown said it was good to see such a large crowd at a Council meeting. She asked them why they did not participate in the Comprehensive Plan survey? Brown said that later in the meeting, Council would be voting on the Plan, and they could see how it would affect them. She urged them not to leave.

Planterra traffic was also a concern of Buck Campbell's. He said he wished they would give the issue the same urgency as when they put the speed bumps in front of the Council Member's house.

Sue Murtaugh commented on the fine July 4 parade and the fact that the streets were spotless just two hours after it ended.

Erin Schauer said she and her children recently held a yard sale and were disappointed to learn that they could not put up a sign except on their own property. Only 10 people came to their sale. She said there were unintended consequences when rules were put into place.

Mike Murtaugh of Terrace Tay requested that Council conduct an impact study before adopting a short-term rental ordinance. If it was being done because of safety, what were the safety issues? Also, what would be the economic impact?

Steve Thaxton, a resident for 33 years, asked Council to dismiss the petition asking for changes to the Edgewater path and do it without litigation.

Keith Larson said he, too, was glad to see such a large turnout. He served on the path safety advisory committee and brought up three of its recommendations. First, was that Council should demonstrate their resolve to the residents by adopting a path safety policy that emphasized a best proactive traffic risk management process to provide guidance to City staff. Reconvening the advisory group was another recommendation to provide open meetings for resident input, review, and ongoing assessment of implemented path safety measures. The group did not recommend installing speed bumps everywhere. He said the recommendation brief was absent from the City website and asked that it be put back up.

Nick Ferrante also said he was glad to see the turnout. Government was based on democracy and participation of the people. Trust in government had gone down, but he said the way to get trust back was by participation in the more mundane aspects as well the controversial topics.

### **Agenda Changes**

This was a special called meeting, and no changes were allowed, Julio observed.

### **Minutes**

#### **1. June 16, 2022, Regular Meeting Minutes**

## **2. June 21, 2022, Special Called Workshop Minutes**

King moved to approve the June 16, 2022, Regular Meeting Minutes and the June 21, 2022, Special Called Workshop Minutes. Destadio seconded. Motion carried unanimously.

### **Quarterly Reports**

Prebor noted that the fiscal year was only 75% complete, but they had already collected 90% of the anticipated revenues. He asked Financial Services Director Paul Salvatore to comment. Salvatore said that could be attributed mainly to two things: conservative revenue projections, and inflation, which caused an increase in the amount of sales taxes collected.

Destadio commented that some of the categories in the report were busy in their layout, mainly the Police, job openings, and community development. He hoped they could make them a little more visually appealing.

### **Consent Agenda**

- 1. FY2022 Budget Amendment – Recreation Department**
- 2. FY2022 Budget Amendment – Early Order Police Vehicles**
- 3. FY2022 Budget Amendment – Early Order One (1) Fire F150 Vehicle**
- 4. Addition of GIS Manager in the Financial Services Division**

Destadio moved to accept Consent Agenda items 1-4. King seconded. Motion carried unanimously.

### **Public Hearings**

#### **07-22-01      New Alcohol License – Los Mariachis Mexican Restaurant -2882 Highway 54 West**

Julio said Los Mariachis had done a change in the licensee and the representative, but one of the officers was denied by the State. Even though it was not the licensee who was denied, this meant the establishment lost its State license and had to resubmit. The current applicants met all the State requirements, Julio stated, and were reapplying to get their City license so they could reapply with the State.

The applicant was not present. Learnard opened the public hearing. No one wished to speak either in favor or in opposition, and she closed the public hearing. Council had no questions, except for Destadio saying he at first wondered why this request was needed but was satisfied with Julio's explanation.

Destadio moved to accept item 07-22-01, New Alcohol License – Los Mariachis Mexican Restaurant - 2882 Highway 54 West. Prebor seconded. Motion carried unanimously.

#### **07-22-02      FY 2023 Proposed Budget and Capital Improvement Program**

Salvatore said the law required one public hearing before Council adopted the budget at the August 4 meeting. Tonight, he had a brief presentation, then wanted to hear feedback from the public and instructions from Council.

An overview showed the current year's budget of \$40,650,787 beside the proposed budget for next year of \$45,223,105. This was an 11% increase, which he said came from the reasons discussed earlier—projecting low for revenues this year and accounting for inflation. Appropriations were also jumping about \$4.5 million, or 11%. The use of cash reserves, about \$550,000, also remained about the



same. They were ending up with a higher fund balance, 49%, that last year's 45%, thanks to the fiscal year (FY) 2021 audit being higher than anticipated.

He moved on to discuss the revenues by category, pointing out that the greatest source was taxes, which was driving the 11% increase. Ad valorem taxes and Local Option Sales Tax (LOST) were the two biggest tax categories. No millage rate increase was proposed for next year, but Salvatore pointed out that tax bills would go up due an estimated 14% increase in tax digest value. Total property tax revenues were estimated at \$18.8 million. LOST collections were estimated to increase by about 3% due to a change in the distribution formula agreement with the County and other municipalities. Estimated LOST revenue was \$10.25 million.

A rundown of the millage rate history showed a steady decline from 2012 when the Great Recession began to ease. There was a half mill drop in 2017 when the last Special Purpose Local Option Sales Tax (SPLOST) passed. Right now the millage rate was about 6 mills, so there had been a 1.135 mill reduction over the past decade. However, if the SPLOST failed to pass in the March referendum, the City's millage rate would have to increase to about 6.8 mills, Salvatore remarked. That would generate \$2.6 million, while the SPLOST generated over \$10 million. The millage rate increase would at least make up what was spent on street paving.

The 8% hotel/motel tax was another major revenue source and took the biggest beating during COVID but had almost come back to normal levels. They had estimated collections of about \$1.2 million, but Salvatore said it could easily be more. This tax was split three ways. For every 8 cents on the dollar, 3 cents went to the General Fund for unrestricted use, 1.5 cents went to Tourism Product Development (TPD), while 3.5 cents went to the Convention and Visitors Bureau (CVB).

A pie chart illustrated that taxes made up more than two-thirds of their revenues.

Salvatore next showed a listing of expenses, along with how much the average home paid in taxes to support each entry, both as a total and broken down by each dollar. Most went to Police, Fire/Emergency Medical Services (EMS), and Public Works. Growth on the expense side was mostly from personnel due to growth and recovery from COVID cutbacks. New positions included two officers and a detective for the Police Department, a full-time public communications specialist, a full-time fire inspector, three part-time splash pad attendants, and a full-time code enforcement officer.

Some positions would be reclassified, and this included, on the recommendation of the consultants, phasing out the geographic information system (GIS) contract positions and replacing them with an in-house manager, analyst, and technician. They were moving ahead now with these changes. The CVB had asked to give up three part-time positions for one full-time staff assistant that would be fully funded by the CVB. A Human Resources specialist position was being restored from part-time to full-time, as was a library circulation specialist, which would enable the library to extend its hours from 3 p.m. to 5 p.m. on Saturdays and open at 10 a.m. instead of noon on Tuesdays and Thursdays. The library position would come before Council as a budget amendment because they were looking at starting it in September to coincide with the start of school.

There had been 8.5% inflation over a 12-month period, Salvatore noted, along with supply chain issues. The City instituted a 5.2% cost of living adjustment (COLA) over the past year, and the FY 2023 budget included another 5% COLA to start in January after a vote by Council in December.

Contractual services, supplies, and vehicles and equipment had all taken a hit from inflation and the supply chain. Vehicles were especially hard hit with supply chain issues, and Salvatore reminded them that just that evening they had voted to pre-order police vehicles and a fire truck so they would be available next year.

Salvatore showed a pie chart of expenditures by department and another that broke spending down by account category, which showed that the major portion was for services, either provided in-house or contracted out. A summary of the General Fund showed revenues and expenses, along with how the cash reserves were being used. The total was \$45,782,973.

In addition to the General Fund, they budgeted for two additional funds. The Stormwater Utility Fund, which Salvatore described as being in "maintenance mode," had no major expenses foreseen. About \$480,000 was budgeted for renewal and extension projects, such as pipe lining, and the total budget was a little more than \$2.5 million. Federal funds from the American Rescue Plan Act (ARPA) would help pay for pipe lining and catching up with the pipe replacement schedule.

The amphitheater had a budget of about \$1.4 million, and Salvatore said it was doing exceptionally well this season. He noted the good support from community sponsors and was budgeting \$170,000 but expected it would be more. On the expense side, most of the money went to actual programs, such as talent and support crews.

A list of Capital Improvement Program (CIP) projects included facilities improvements, park improvements, Public Works equipment, Police and Fire vehicles, technology, the non-SPLOST portion of street resurfacing, and the second half of the payment to the County for Stagecoach Road. The total in the CIP Fund was approximately \$5.7 million.

The five-year financial model Salvatore first displayed assumed failure for the SPLOST referendum and showed a .8 mill increase for 2024. They would be able to keep the reserves at just under 50%. A rosier picture was painted in the model in which the SPLOST had passed, which eliminated the need for any millage rate increase. The reserve level could be maintained at about 51%.

The Mayor opened the public hearing and asked who wished to speak in favor?

Clint Holland thanked Salvatore for an excellent presentation and said he wanted to make sure all the citizens understood the need to vote for the SPLOST. He was surprised to find that so many people did not know what a SPLOST was and said the City website should have an explanation.

Chris Parker said people needed to understand that a .8 increase in millage was significant, and they faced a decision of either that or passing the SPLOST.

Keith Larson commented that the model showed what it would take for them to maintain the aging infrastructure and how that could be impacted without SPLOST. Without the SPLOST revenue, they would have to face up to some hard fiscal realities. He urged everyone present to talk it up to their friends. He also said he was glad to see pay raises for employees. The City also needed money to continue its life cycle plan for maintaining its aging stormwater pipes. He pointed out that the SPLOST meant shoppers from other areas were contributing to Peachtree City's revenues.

Michael Lee said he was in the business of accounting and financial statement preparation, and he appreciated the sense of responsibility that went into this presentation. He agreed that it was sensible to move away from contract services.

Lynn Lasher remarked that she appreciated the transparency and thanked Salvatore for the five-year model.

No one wished to speak in opposition, and Learnard closed the public hearing.

Destadio noted that support for non-profits was listed at \$30,000. He was aware that had been discussed but did not know that Council had approved the change in the amount for inclusion in the budget.

They did not get any solid direction to take it out or reduce it or increase it, Salvatore replied, and Destadio said they could talk about it later.

Destadio also said he would like to see them hire the officers that they had discussed with the Police Chief and the Assistant Chief in 2024 rather than 2023, if SPLOST passed. He stated they were needed, based on the last security briefing.

Salvatore said he anticipated that question and had created an alternate model in case the SPLOST did not pass. One model showed a 49% reserve, but they could still add the .8 mills and have a little lower reserve percentage in order to go ahead and hire the officers with cash reserves.

Destadio said he was talking about doing this only if the SPLOST passed, and Salvatore said it would add about \$350,000. The model if the SPLOST passed showed a 51% reserve; adding these positions would drop it to about 47%.

His question, Destadio continued, was could they move the 2024 Police officers to 2023 if the SPLOST passed? Yes, Salvatore answered, but it would impact the cash reserves. However, the cash reserve policy was to maintain at least 31%, so there would still be a comfortable buffer.

King stated that he wanted to see the SPLOST committee's recommendations before approving any new Police expenditures out of the General Fund. That would be a decision to be made after the SPLOST vote in March. Destadio said he agreed but hoped they would be able to discuss it after the SPLOST vote.

The SPLOST group would present its recommendations to Council in August, Assistant City Manager Justin Strickland stated. The final list had to be submitted to the County by October. He also pointed to the line on the model that was for "addition to or use of fund balance." They could dip into the fund balance for a few years to hire the additional officers, but the percentage would start to rise by FY 2025.

Prebor said they were continuing the policies that would hold them in good stead if there was a downturn, such as in the economy or with COVID. That was the idea behind the reserve fund, Salvatore remarked. King said keeping it around 50% would enable them to continue services for about seven years.

Passing SPLOST would not change the sales tax rate, King observed, but shoppers from other counties who spent money in Peachtree City would be paying a tax to Fayette County.

Did they need a motion tonight? Learnard asked, and Salvatore said they did not. This would come to Council for adoption at its August 4 meeting, and he said needed to be aware of any changes so he could put the budget resolution and supporting documents together.

Caola asked Police Chief Janet Moon what the hiring of three new officers would do, in consideration of her prediction of a 26% increase in part one crimes for the remainder of the year?

Moon said she could not guess a percentage, but these officers would allow them to form a crime suppression unit and target certain areas. The largest area of part one crimes was in the larceny category, which was shoplifting, entering autos, and theft. There was also an increase in felony drugs and driving under the influence, so they would target that, Moon stated.

Destadio thanked Salvatore for making this easy to understand.

**07-22-03      Variance Request – 1280 Highway 74**

This was in the south end of the City, Planning and Development Director Robin Cailloux noted, pointing out the property on a zoning map. It was currently developed as an office building. An aerial photo showed the property, the school campus, and the Fayette County Animal Shelter. Cailloux noted this property was developed under County regulations and annexed into the City in 2009. The County required one parking space per 300 square feet of office space, while Peachtree City called for one space per 250 square feet.

Peachtree City annexed the adjacent horse farm in 2021 and zoned it residential. That triggered an ordinance requirement on this property that it had no control over. It required there be a 75-foot transitional buffer on their property adjacent to the residential zoning. Staff saw this coming and, as a condition of the annexation, had the owners designate a buffer on the residential property. She showed that buffer on the zoning map.

Right now, this site had grandfather status, which meant the property could continue to be non-conforming, but adding the new building would revoke that. Therefore, the owners needed a variance because they wanted to build another office building on the property, similar in size to what was there now. They believed the 1/300 parking ratio was adequate and wanted to officially eliminate the 75-foot buffer requirement. They wanted to re-establish the standard 20-foot rear setback that was standard for Office-Institutional (OI) zoning.

Staff had looked at the variance criteria. The first asked if the request would be in harmony with the general purpose of the Zoning Ordinance, one policy of which stated that the purpose of zoning was to promote desirable living conditions. Cailloux pointed out that granting this variance would reduce stormwater runoff and the heat island effect because of the smaller paved parking area. She also noted that the buffer still existed between the office and residential uses.

It also satisfied two other criteria: that there were special conditions and extraordinary circumstances not applicable to other properties in the same zone. She again noted that the property was

developed under County standards, and the annexation of the adjacent property caused requirements to be added to their property. However, staff had required the buffer be added to the residential property.

Staff believed the regulations created an unnecessary hardship because requiring the buffer would create a double-size buffer. It did not constitute a special privilege inconsistent with the property's limitations. There would be no detrimental effects on public health or safety, and it didn't create an inconsistency with the goals or policies of the comprehensive plan, one of which articulated the desire to preserve water quality by reducing runoff from parking and another that called for the separation of different land uses by a buffer.

She said the applicant was available to answer questions. He introduced himself as Darrell Baker of Randolph Williams, representing the property owners. Baker said the property was purchased in the early 2000s before annexation. The owners always intended to build a second building, and there was only one place on the site to put it due to a power line easement. He felt these variances would just clean up the zoning in the area.

Learnard opened the public hearing, asking who wished to speak in favor.

Suzanne Brown said this was tied to another agenda item—the purchase of an easement for a golf cart path and fire station exits for a potential station to be built on the animal shelter property. She said she was in favor of a station on the south side of town. She hoped Council would grant the request to purchase those easements as well as grant this variance request because there was no other way for the owner to have proper use of his property. As it now was configured, if there was a call to the east, the fire truck would have to make a right turn, then go to the light and make a U-turn. The easement would let them go through this property and turn left on SR 74. She said if Council did not grant this variance, the owners might not let them have the easement.

Keith Larson asked if any consideration was given to alternate-mode parking spaces? The City was looking to expand path system connectivity to this property, and he hoped they would re-paint some of the existing parking to allow for cart parking. A bike rack would be useful, too.

Chris Parker wondered if the easements were conditional to the change? Would the 75-foot buffer remain green space? Whose burden would it be?

No one else wished to speak either in favor or opposition, and Learnard closed the public hearing.

Cailloux responded that this variance and the easement purchase were not related. They became aware of the problem during the discussion about the purchase of the easement, but they needed the variances regardless of whether the City purchased the easements or not. In no way had they conditioned the purchase of the easements upon the granting of this variance, she stated.

The buffer would be the responsibility of the homeowners association (HOA) at Mill Farms, the new subdivision to be built on the adjacent property, she noted.

City Attorney Ted Meeker also pointed out that contract zoning was not allowed under Georgia law. They could not stipulate one item on the other.

Destadio wanted to know what kind of building this would be? Baker said the existing building was called the Starr's Mill Professional Center, with a combination of medical and other offices. He imagined this would be similar. It would be two stories, up to 20,000 square feet, he added.

How many spaces made up the difference between 250 square feet and 300? Destadio asked, and Cailloux said about 40. This was next to a pond, and it would be challenging to add another 40 spaces. He asked if the pond be able to handle the runoff? Cailloux replied that they could not use that detention pond; they would have to create their own.

Destadio moved to approve Item 07-22-03, Variance Request – 1280 Highway 74. Prebor seconded. Motion carried unanimously.

**07-22-04      Rezoning Request from GI to LUR of 6.4 acres on MacDuff Parkway Adjacent to Cresswind Subdivision**

This property was in the northwest part of the city; Cailloux pointed out SR 74 and Kedron Drive on a zoning map, along with the traffic light at Old Senoia Road and Kedron, then MacDuff. The property in question was highlighted in yellow, and Cailloux indicated a smaller adjacent piece of property to the north and said that was not included in this request. She called it a "weird holdover from before the railroad was built." That section was partly in Tyrone and partly in the County.

The applicant met with the Planning Commission in December. At that time, staff requested an internal green space as part of the design; this would have required reducing the outer buffers. Area residents came to that meeting and said they were at peace with the development but would prefer the wider buffer. The Planning Commission recommended they meet with the Cresswind HOA, and they did. A plan with wider buffers was the final iteration.

The developer wanted to build attached townhomes, and Cailloux pointed out the 100-foot evergreen buffer adjacent to the 100-foot buffer that was on Cresswind and a 50-foot buffer adjacent to the railroad.

Staff evaluated this request using the criteria from the Zoning Ordinance. The first asked if it conformed with the policy and intent of the Comprehensive Plan? The current Future Land Use (FLU) showed this property for industrial, but the proposed plan that Council would hear about later had it marked for residential use. It would promote the location of industrial uses in the Industrial Park, thereby eliminating the potential for industrial/residential conflict. It would support the village concept because higher density residential was already nearby, including other townhomes and an apartment complex. It did not meet the condition of shifting the tax burden towards industrial and commercial users.

This met the policy of requiring developers to provide infrastructure, and the 100-foot buffer would fulfil the policy of creating a sense of neighborhood using buffers. This would contribute to a broad range of housing opportunities; only 3% of the City's current housing was attached townhomes.

Another criterion asked if the use was compatible with surrounding uses? Cailloux pointed out the area along the railroad north of SR 74 was already residential, and there was no history of that residential use affected railroad operations.



The fourth criteria asked if the property had economic use as currently zoned? It did, Cailloux stated. It could be an industrial site; given its odd shape, it would most likely be something like self-storage units or a lay-down yard, which was basically outdoor storage for industrial supplies.

They also examined if granting the request would be a burden to public infrastructure or services? A 2014 traffic study of the MacDuff area looked at this property and others around it and concluded the traffic impact from industrial use would be almost twice what it would be if zoned residential. It would add about 12 students to the school system and was zoned for Kedron Elementary, Flat Rock Middle, and Sandy Creek High. They had a letter from utilities saying there was adequate capacity.

Were there existing or changing conditions that affected the use or development of this property? Cailloux said the property immediately to the south was still zoned industrial, but there was a church on it. All other formerly industrial properties to the south had been rezoned for residential in 2007 and 2018. That, she stated, was a significant change in condition that supported this rezoning request.

Staff was of the opinion that most of the rezoning criteria were satisfied. She listed some conditions they had attached including that the streets be built to City standards, and the buffer be built according to plan and a fence along the railroad. They must present a landscape plan for City approval. Each unit must be faced with either brick, stone, or cementitious siding and include windows and architectural details on the sides. There must be two canopy trees per unit in addition to the buffer. A gazebo was shown on the site plan and should be built. The final plat should have a notice of the railroad proximity.

Patrice Frady represented the applicant, Brent Holdings. She recalled that they began meeting with Cresswind representatives after the Planning Commission meeting in 2021. Their concerns included extending the buffer between Cresswind and the townhome community and preserving trees. However, in the following weeks they were approached by City staff to add a retail/commercial component to the development. To look into the viability of this, they employed KB Advisory Groups to do a feasibility and cost study analysis. It took three months to complete the study and KB Advisory Groups concluded that, based on the limited history of live/work units in Peachtree City, along with the low commercial density in the area and higher rents that would be required to cover costs of construction, they did not believe this project was feasible and would consider it a high-risk development.

The study concluded that Peachtree City was a strong and well-established housing market. MacDuff Parkway and Senoia Road were not established commercial corridors. Due to the project's "unproven" location and site/parking constraints, a single, 30,000 to 35,000 square foot mixed-use building was unlikely to generate sufficient rental income to cover associated development costs. Constructing a live/work unit might be a viable option but generated more risk and generate significant less revenue. The 36-unit townhome project provided the least development risk.

She stated that the developers had worked with Cresswind to keep them informed of any public hearings and changes to the plans. The goal was to develop a community that would complement existing residential development and not one that would become a revolving door of retail space or empty storefronts.



As staff stated, since 2017, Frady remarked, 46 of the 58 acres designated for future industrial use had been developed for housing. With more than 450,000 square feet of commercial space roughly 1.25 miles away and a large office node 3.25 miles away, they felt a townhome development was the best use of this property.

Learnard opened the public hearing, asking who wished to speak in favor?

Chris Parker asked about the railroad's rights of eminent domain, and Meeker told him that was a risk the property owners would incur. Parker asked how Cailloux got the figure of 12 new students? She replied that came from a formula the school system used.

Nick Ferrante said he felt what mattered was what Cresswind residents wanted. This property could be storage units or a railroad spur. There was a lot that could go there that would be less ideal for the residents of Cresswind. He pointed out that current taxes on the property were \$1,065 per year, while at build-out they would jump to \$96,000 with the property valued at \$7.7 million. He was usually against rezoning industrial to residential, but he felt this was a good use of this property, considering the development already surrounding it.

Ed Markowitz, a Cresswind resident for three years, told Council he and his wife felt that, out of all the things that could be put on this land, this proposal was the best possible outcome. He appreciated the developer's receptiveness to the opinions they had shared.

Cresswind HOA President Mike Aquino said he wanted to make it clear Markowitz was not speaking for the community, and neither was he. Aquino said the developer had been very attentive to their concerns, holding several meetings with the community. He did not know what all the residents thought, but he did know that once they understood what could be built there, they were agreeable to this project.

No one else wished to speak in favor, and Learnard called for those who wanted to speak in opposition.

Suzanne Brown said she disagreed with the study's findings that commercial development wouldn't work at this location. She speculated that the developer had an agreement with the property owner to the north to buy that land and traffic Tyrone residents through Peachtree City. Most of that property was in Tyrone, and she remarked that this request to change the zoning on six acres might be tied to a future request to annex 24 more acres and rezone for what? The site plan showed "future access" at the end of the cul-de-sac, Brown pointed out. To what?

She said Council had made many bad decisions about rezoning industrial to residential over the years. This should have been a wide-open area for a bypass around the SR 54/74 intersection. This request complied with only four of the six criteria, Brown continued, and the yet-unapproved Comprehensive Plan was cited. It did not comply with the current plan.

She said she would be able to stomach a change to General Commercial (GC) or Limited Use Commercial (LUC) more than having it as Limited Use Residential (LUR). People along MacDuff, she remarked, should be demanding rezoning to commercial. They needed commercial development, not something that would provide a highway to the north and more traffic. She said Brent West went

to a lot of trouble to show Council they could not do anything else on this property, but she did not agree. They knew it was zoned GI when they bought it, Brown went on, so let them figure it out. If Council rezoned this, they would be back with the annexation request.

Claudia Eisenberg said she was concerned about the townhomes being bought by investors and becoming rental properties, maybe for short-term housing. Would you want to live next door to a hotel?

Michael Lee said he was concerned about parking being too tight on the one road in the development. He called on Council to slow down development. Other properties in this area would be next. He felt that everything was for profit.

No one else wished to speak, and Learnard closed the public hearing.

King said he appreciated the input from the Cresswind residents. He remarked on all the surrounding residential development on land that was rezoned starting in 2007. Thirty-six homes would not make a big difference in traffic, but it would make 36 new residents happy, and they could enjoy what all of them enjoyed today.

Destadio said he was concerned that Cailloux used the new Comprehensive Plan as a guideline. Cailloux said she only used the proposed FLU. The policies were part of the current Comprehensive Plan. The staff report said it was from the 2022 Plan, Destadio continued, but he said he would not argue.

The 23.2 acres to the north, Destadio continued, had been owned by Martha Lee, but the ownership changed to Nana Holdings. According to qPublic, she sold that parcel in July 2021 and had a holdout on another sale until July 10, 2022. Destadio said he did not know if that was to Brent Holdings or not, but it seemed suspicious. One of his concerns was that they would be within 200 feet of the sewer line and could tie in, even if it wasn't annexed. The people in Cresswind needed certain amenities nearby, and Destadio said that was one of the reasons the developers pulled back after getting that input from the Planning Commission meeting.

He said the study gave reasons he could use to argue that Peachtree City did not need mixed-use development anywhere. It was not Council's job to make things economical for the developer. If Scarbrough did not think it was economical, he did not have to put in a laydown yard, he could sell the land to someone who would put in a beauty salon or something that would be an amenity for people in the area.

There was a lot of opposition when he pulled it back, and Destadio said he still believed there was opposition on Council. They did not know about Nana Holdings or tying into sewer. There were better opportunities for Cresswind residents other than more housing. There was housing all over the place. This was not the best use of that property, and he said he would vote "no."

Prebor said he did not like the idea of putting a little island of commercial property there. The study made the point that they would need more traffic to support commercial. Destadio said it would come from Cresswind golf carts. But if that was viable, someone would have done it, Prebor went on,

telling Destadio he was getting in the way of free enterprise. He appreciated the fact that they looked at the possibility.

Prebor stated he did have an issue if they all became rentals. Cailloux responded that affordability and rentals was a huge nationwide issue, and the State legislature had convened a committee to look at it.

Learnard recalled that the recent Partners Pizza development was limited to two rentals. Cailloux said the City could not require that, but the applicant could offer, and the City could accept. Frady said it was not their goal to rent the property; it would be for sale at market price, and they would be open to a condition. Cailloux asked if they could establish an HOA that limited the number of rentals? and Frady said that could be done. Cailloux said the standard in HOAs across the City was no more than 25%. Frady agreed that no more than nine could be rentals, and Cailloux said they could make that a condition of rezoning.

Meeker stated this would be a condition to establish an HOA that would limit rental occupancy to not more than nine units. That would be an added condition to what staff already had in its report.

Caola asked Frady if she was aware of the property in Tyrone that had been mentioned? and she replied in the affirmative. Caola asked her if that was something this developer might buy? Frady replied they had a contract on 10 acres. Caola asked about the price of the townhomes, and Frady said they would be above \$400,000.

Prebor mentioned that he saw the need for this type of housing. His customers expressed an interest in downsizing to a lower-maintenance home still in Peachtree City. If they were willing to limit the rentals to 25%, he said he could support it.

Destadio asked Frady if they intended to tie into Peachtree City's sewer line from the parcel they were considering purchasing? Frady said they would first have to de-annex the property from Tyrone. So they wanted to de-annex and annex into Peachtree City? Destadio queried. That would be a conversation they would entertain, she replied.

Caola said she had no further questions.

Learnard asked Cailloux to clarify the parking arrangement. Each unit had a two-car garage with a driveway that could hold two more vehicles, she said. There was also a small area with about 10 parking spaces next to the mailbox area.

Could Cailloux talk about the pass-through road?, Learnard asked, and Cailloux said that was a convoluted conversation. The ownership of that property had been in the same family since before the railroad was put in place. It was originally part of the property now on the north side of the railroad. This all dated back to the 1800s. Cailloux said she had looked at every deed for this property, and there was no access easement. It was essentially landlocked, and that was illegal in Georgia, although it did happen. That was not a condition they would want to perpetuate so they had required the developers to preserve an access easement to that property. They were not requiring them to give it away or sell it, just to keep it open as an option so the property would be accessible.

The road would be up to City standards and turned over to the HOA? Learnard inquired, and Cailloux said that was what they proposed. The HOA would own the road and have to right to approve connectivity for a value they would determine.

So how would they not purchase that property and tie more homes to their development? Destadio asked. Cailloux said they had indicated interest in purchasing the property and developing it as residential. She felt it would be in Peachtree City's benefit that it be residential, rather than industrial. Tyrone probably felt differently, she added. They were very protective of their industrial area. She had spoken to the Tyrone Planning Director, and Tyrone was not supportive of de-annexing this property. They also had a legal opinion that said that was not feasible; the only way to get this property annexed into Peachtree City would be through a legislative act. She said another attorney might disagree, but that was the opinion Tyrone was going with. Cailloux said she believed this was a conversation they would continue to have in the future because there was absolutely no access to that property short of building a bridge over the railroad.

Learnard said she had been hopeful they could get commercial development there to serve Cresswind, but she showed the KB study to a few people she trusted in commercial real estate, and they said KB was a reputable firm and that the cost per square foot numbers were reasonable. The Mayor stated it was a poor commercial location, especially if you compared the foot traffic to the Kedron Kroger area. They would have to charge a lot less rent, and it would be risky. There would be parking issues, and no one wanted to look at the back of a commercial building from their homes.

Learnard said Cailloux had done a brilliant housing study they had been referring to. Prior to Everton, it said, there had not been any new townhomes or condos built in Peachtree City in more than 16 years. All new townhomes and cluster homes were sold before they began construction. Four days was the average time a Peachtree City townhome stayed on the market before it was sold. That was less than homes.

For all those reasons, Learnard stated, she was in favor of this rezoning.

Meeker said the motion should include all the conditions Staff listed in its report, plus the additional condition that an HOA be created, and it limit the number of rentals to nine.

King moved to approve item 07-22-04, Rezoning Request from GI to LUR of 6.4 acres on MacDuff Parkway Adjacent to Cresswind Subdivision with the conditions specified in the meeting packet and with the additional condition proposed and agreed to by the applicant this evening as to the creation of an HOA and the rental restriction of not more than nine units. Prebor seconded.

Motion carried 3-2 with Caola and Destadio dissenting.

Learnard then called for an eight-minute break, saying they would reconvene at 9 p.m.

#### **07-22-05      Comprehensive Plan Update 2022**

This was a public hearing with no action required, but there was another item to follow that required action, Cailloux explained, noting its similarity to the budget process. This was one of the final steps in the Comprehensive Plan update process that kicked off in February. The Comprehensive Plan was a

community-driven document that had a 20-year horizon, she explained. It set broad community goals and policies that helped guide daily decisions. It had to include a Community Work Program (CWP), which was a five-year plan for achieving those policies and goals. The recommendations were to guide decisions and prioritize projects, but they were not laws or ordinances.

Cailloux described the Comprehensive Plan update as an intense community participation project. Council appointed an eight-person steering committee which met monthly, and there was a public workshop every month, as well, along with concurrent online surveys. There were also interviews with directors and chiefs to make sure information was correct and up to date.

They were required to identify needs, issues, opportunities, challenges, and changes in the community. The top three issues the community identified as needing attention was headed by traffic congestion at the SR 54/74 intersection or SR 54 West in general.

Number two was developmental policies, which Cailloux said was not one issue in particular, but could be looked at together. It was a divisive issue, with strong opinions on either side. Some supported slower growth or a complete halt to growth, while others wanted to see a different kind of growth. When looked at as a whole, she continued, it meant the community was saying they wanted to look at how they had developed as a city and how development would continue.

The third issue identified was a desire for more special events and opportunities for the community to gather. The need for a space to gather was a holdover from the previous Comprehensive Plan, she pointed out.

People were asked what were changing conditions in the community and in their lives. One thing that was often mentioned was a change in demographics; Peachtree City's population was older than the metro average by about 2% in the over 65 age group. But several people noted there were many young families moving in, too. The idea was that the population was changing, and the City needed to re-evaluate services so it continued to meet their needs.

As a result of the global pandemic, there had been changes in how people used their homes. That might include working from home, combining households to accommodate several generations, and promoting aging in place so the people who built the community could continue to reside here as their needs changed.

Another changing condition that was mentioned was growth in Fayetteville and in Coweta County. As a result of SR 54 being the only major east-west transportation corridor on the south side of Atlanta, Peachtree City bore the brunt of traffic from these growing communities. Cailloux recalled that traffic congestion was the top issue and went on to say that improving the SR 54 West congestion was the top priority listed.

They also asked people what they loved about Peachtree City as a way to identify what the policies should protect. The path system was listed first. Second was green space, which included natural areas and parks. The third-ranked value was the sense of security that people wanted to maintain.

Another question asked what people wanted local government to focus on in the next five years? Traffic congestion at SR 54/74 was first, which was not a new issue. Next came continued

maintenance of recreation facilities and growth of special events. A third priority was discussion and evaluation of development policies and standards.

Staff and the committee used these values and priorities to develop policies for specific topic areas. Cailloux noted that at least half of the policies were carried over from the current plan. These topics, called plan elements by the Department of Community Affairs (DCA), were often interdependent, she said. They were required to have one on natural resources and another on broadband. Others were community priorities and included public communications, community facilities, housing, and economic development.

They took those policies and tried to figure out ways to apply them to the problem through the five-year CWP, she stated. She showed a sample of one of the CWP pages, pointing out that it listed the project, identified a general timeline within those five years, provided a cost estimate and a funding source, and identified a responsible party.

Examples in the CWP that addressed some of the top values included expanding the multi-use path system per the Master Path Plan, dredging Lake Peachtree as scheduled, and constructing a fire station to serve the west side. Examples that addressed top priorities included partnering with the Georgia Department of Transportation (GDOT) on a northern bypass study, updating the Recreation Master Plan, last done in 2011, and updating the 2014 Annexation Study.

Another requirement of the Comp Plan was identification of land use and development patterns, Cailloux continued. They took this opportunity to officially define the "village concept," as well as a village and a village center. She said these terms had been in the ether for many years, but they had never defined them as a community. They were defining a village center as *"a place of high pedestrian activity where a diversity of land uses were located near one another so that a person might reach all of their daily needs within a 15-minute walk."*

They looked at existing village centers that were defined through historic plans, and Cailloux said she also asked the community if the Publix East and Sprouts area should be considered the Lexington village center, and they said it should. They also identified the Wilshire Pavilion area as a village center. She showed a map with all the village centers circled.

They also created a FLU map with three guiding policies: protect single-family subdivisions at the density they were currently developed; protect all green space; do not add or expand office or commercial outside those village centers, which would help control spot zoning and sprawl. There were no changes to the existing FLU categories, but a mixed-use category was added with some stipulations such as maximum height and additional amenities. This category was added to the FLU map only where it was currently zoned.

Tonight, Cailloux explained, they were going to hear public comments, then she would ask Council to adopt a resolution to transmit the Plan to the State for review, adding that was not a resolution to adopt, just a submission to the State to make sure it met Georgia law. The State would send it back in about 40 days, and they would incorporate any State comments and applicable public comments. The final draft would come before Council in September for final adoption. Afterwards, the State would issue them the Quality Local Government status letter, and staff would update Council annually on the CWP status.



The Mayor opened the public hearing and asked those who wished to speak in favor to come forward.

Keith Larson thanked everyone who participated in the process and commended Cailloux for her diligence. He said he believed this was the most comprehensive Plan the City had ever had. It was focused on getting at what was important and what the City needed.

He had some suggestions for the CWP that would include opportunities for the community to become involved. In the Community Facilities Implementation Strategy, Larson said, item C mentioned continued support for the Parks Citizen Advisory Group. He said it should call for them to implement and support the Parks and Recreation Citizen Advisory Group. Parks and recreation were important to the community, but the committee no longer existed. Council needed to get it going again.

The Plan mentioned continued support for Fayette Senior Services, and Larson pointed out that 19% of the demographic was now senior. They needed to review senior services to see what could be done to improve delivery of services. Larson also noted one of the goals was to encourage alternate mode transportation, but they did not have anything in the CWP other than maintaining the roads and paths. He said they needed to update bicycle and cart parking requirements. He said Peachtree City was one of the few cities in the nation without a bicycle parking ordinance. Council needed to establish a path safety citizen advisory group to make sure they continued to deliver the promise of a safe and effective multi-use path network.

Nick Ferrante said this update was an improvement over the 2017 Plan. It was inclusive of progressive zoning and interactivity between the community and government. Ferrante said he was excited especially about the creation of an Economic Development Authority. He commended Cailloux, staff and the committee for their work.

Chris Parker asked if Council realized they just voted against the village center concept in their rezoning vote because that changed the 15-minute walk status of that area? He also wondered what the plan was for annexation along SR 74 south to SR 85? They were currently leasing fire houses. What were the plans for ownership and building? He said Council needed to consider dropping the rental maximum to 20% from 25%. In his neighborhood, three houses had sold to investment companies over the last few months. Was that limit extended to investment companies? Parker commented that the lights at the SR 54/74 intersection were horribly out of sequence, and GDOT needed to address that first. He noted there had been comments about path privatization, and he hoped they would listen to the citizens who had made it the number one amenity.

No one else wished to speak in favor, and Learnard asked who wanted to speak in opposition?

Clint Holland, a member of the Comprehensive Plan Committee, said Cailloux had done a fine job on most of what she had done, but he was speaking in opposition because the analysis of some things in the Plan were incorrect--in the survey, in particular. Holland said he did the analysis himself, and he was a former teacher of mathematics and engineering at the University of Colorado in Denver. The questions on the survey were not binary, and therefore not correctly structured. There could be four or five answers, and people might say they wanted something, but that could be 10%

or 90%. He did not want urban and suburban mixed use. The City was not ready for it now, Holland stated. People told him they did not want this place turned into Alpharetta.

He said he analyzed the question on the Kmart building redevelopment on a binary basis, and 36% said they supported urban or suburban mixed-use there, but 55% said to leave it as commercial or big box retail. His analysis showed just 19% supported suburban mixed use on Huddleston Road, not 51%, and 43% supported suburban mixed-use in all redevelopment sites, according to his analysis, while 57% said "no." Urban mixed-use had 23% for and 77% against.

Suzanne Brown said the Plan was not ready to be submitted; Council and the Steering Committee requested raw survey data weeks ago, she continued, but received it just six days ago after she filed an Open Records request. She said she reviewed the documents and shared her findings with Council. There were just 581 respondents to the full Comprehensive Plan survey, not 968 like they were told. The five-question short development survey did have 968 respondents, but 581 responses was not acceptable in a city with more than 26,000 adult residents. Several IP addresses had multiple responses, some as many as 10. That was not acceptable, she continued.

Conducting accurate and unbiased surveys was an actual science, Brown remarked, with professionals who studied how to reach a target audience and how to write and administer a survey and how to evaluate answers to get high accuracy and low bias. The survey failed to ask basic questions other than neighborhood so they could ensure the survey mirrored the City's demographics.

What built the bias into the survey? Brown asked, replying that the choice of words and questions, the picture content and placement on the survey forms, the style of answers options, letting respondents pick more than one answer, but not letting them pick do nothing more than one time. The survey was available only online with no written notice to every person in the City. This ruled out a lot of people without Internet access or technology skills, she claimed. The survey had a lot of misleading words and inaccurate descriptions, Brown continued. There should have been a "do nothing" option for people who did not want change. The Planning Director was not a survey expert, and this survey was biased, inaccurate, and unusable, Brown stated, adding that having the resolution to send it forward on the same agenda as this public hearing showed that Council didn't care what the public had to say.

Also, she added, how was it that Brent West was able to do an entire study that supported residential use because LUC was unfeasible? Apparently, they needed to build 36 condos to sell for more than \$18 million in order to make money. But this plan recommended LUC in all the village centers, and Brown said she found that unacceptable.

She called on Council to do another survey that was free of bias or, if that overwhelmed them, then reaffirm the same principles in the 2017 Plan. Better yet, she suggested, would be to adopt a housing moratorium to give themselves time to address the other issues that had been kicked to the curb by all the variances and zoning changes. Fayetteville had done it.

Mixed-use may have been in some of the plans in the 1970s, Brown observed, but they realized their mistake and ditched the idea. Instead, they made village centers surrounded by housing, not with

housing inside them. Putting mixed-use in the Comprehensive Plan gave the message that all submissions were pre-approved, she said. Instead, leave it out so there was latitude to deny plans.

She summarized everything that she felt contributed to the bias: the survey was only online; there was no postcard to inform residents; there were no paper surveys; the questions were confusing and did not match with information; people were forced to choose an answer they did not agree with because their preference was not there; there was an option to choose more than one answer except for the choice of "do nothing."

One way to check a survey's validity was to replicate its findings using another method, and Brown thought they should compare online results to surveys on paper, saying she said she hoped Council had read her emails and looked at her data. The comments that people put on the surveys didn't match what was in the Plan, she concluded.

Joanne Bolan said she found the survey confusing and misleading. There were several questions where what she wanted was not an option. Most of the people she had asked about the survey did not know it existed. She felt that people who were supporting a certain outcome were very supportive in passing it around. Peachtree City's senior population might not know to go on the website and take the survey. This was not a representation of the people of the City, she stated.

No one else wished to speak, and Learnard closed the public hearing.

Caola asked if the Plan could be modified after they transmitted it to the State? Cailloux said it could. The Mayor said it should have been transmitted in June, and asked Cailloux to clarify. Cailloux replied that the State required a certain number of public hearings, consideration of environmental criteria, land planning, broadband, and several other things.

Cailloux also said she wanted to clarify that she checked the 10 identical IP addresses Brown mentioned, and they were from the public library.

What was the timeframe? Destadio asked. Some of them had concerns about the content, so why did the Mayor have to sign this transmittal, only for them to send a list of concerns back to Cailloux, along with the State's comments? They would be looking at a different plan altogether. It seemed redundant.

They would not want to change the major content of the plan, Cailloux responded. If they wanted to do that, she said she would advise them to start the process all over again. The QLG status had already lapsed because they did not get the Plan transmitted by June, and the State had already reached out to ask what the issue was. Cailloux said she explained that they were the only jurisdiction in Georgia with term limits on its elected officials, so they decided to wait until January to begin the process because there was the possibility of having three new elected officials.

She stated she certainly would not recommend starting the process over, but that did not mean there could not be follow-up studies, such as an update of the annexation study. Destadio asked what if there were more serious concerns than annexation? There were several topics he did not like, and he was not ready to send it forward. He wanted to sit down with Cailloux and go through his concerns, but that might change the plan.

It depended on the scale of the changes, Cailloux continued, noting she sent the Plan around and had the opportunity to sit down with some Council members in the last week. They made some clarifications and minor changes.

Destadio told her that she could not expect them to read this Plan in detail and give her comments in just a few days. It was a significant Plan with a significant impact to the City. Cailloux recalled that he attended the public hearings, so he had been a part of this process since the beginning. Cailloux said the Plan included the public comments, and it was made public in late June. This was normally an 18-month process that they decided to fit into six months, Cailloux stated; they knew upfront this would be a tight timeline.

Learnard said they had to be careful with changes because this came from citizens. A Comprehensive Plan was a data collection process with public input from citizens. It gave Council a roadmap going forward, she stated. This was valuable data; it told Council what the citizen priorities and values were, and she said they needed to go ahead and send it to the State so they could see that the components they required were there. That did not mean they could not make adjustments, but they had to be careful, the Mayor remarked, because the idea was that this came from the citizens.

Destadio said he disagreed, likening this process to the Livable Centers Initiative (LCI) when he was a member of the Core Team. Then, he continued, he asked for months to see a copy of the survey responses, and when he did, the answers were not at the percentages they said they were. This Plan did not represent what he was hearing. He recalled when they presented a redevelopment plan for the Jim Royal property, most people were against it, and some threatened to leave the City if it was adopted because they did not want to live in Alpharetta. When he read this Plan, he commented, he did not see Peachtree City—he saw a new version of Peachtree City. There were some things he thought were good, but they needed to slow down.

He asked why they needed an updating of the accessory dwelling ordinance, saying that was something Prebor had talked about? They had talked about partnering with GDOT for a northern bypass, but he was not ready to put it in the Comprehensive Plan. He said he could go on, but he did not see the Peachtree City where he had lived for 20 years in this Plan. He wanted to see the city grow, but it did not need to happen overnight. This was not what he wanted to see Peachtree City become, he concluded, and he was not ready to send this forward.

Destadio told Cailloux that her comment said the Comprehensive Plan Committee approved this, but he said he was at the last meeting, and several committee members asked if they needed another meeting to review the edits? Cailloux, he continued, told them it was not necessary. The Committee did not approve this Plan.

The Committee was asked if they supported that the content reflected the public process, Cailloux remarked, and they agreed that it did. There were some edits, such as for punctuation, and one Holland wanted about annexation. Nothing was changed other than that. Destadio asked her if the Committee did not ask her if they should have another meeting to review the edits? Cailloux said Holland did, but it was not necessary because it was just edits. Then why did she tell Council it was approved? Destadio asked. Cailloux said she asked the specific question on whether or not the

Committee agreed that the document represented accurately the public participation process, and they did.

The Mayor asked for comments from the other members. Prebor wanted to know how many opportunities there were for the public to share input? Cailloux said there were twice a month meetings, plus the public hearings—so at least 12. Prebor said there were 12 opportunities for people to state their opinions—in person, Learnard noted. As for the survey, Prebor said he was on a committee many years ago where they painstakingly tried to put together a survey, but you just could not get people to respond. He thought that was because most people were happy here.

Destadio reminded Prebor that he was there for the LCI, but Prebor said he wasn't talking about the LCI and told Destadio he could speak when the Mayor gave him the floor. Staff and the Committee had tried their best to get people to respond. There probably were people who didn't get their voices heard and were not aware this was happening, but it was not for lack of effort.

Could they change the plan? Prebor asked, and Cailloux said they could. Prebor then stated that if they did not like what came from the Plan, they could change it.

The LCI, Destadio recalled, was all set to go until the public meeting at the Aquatic Center. He told Prebor they could not forget the LCI as an example of this, but Prebor replied that they were not debating the LCI now; that was not the subject. Destadio said it was the subject; the subject was that they did not get out a big enough survey. They were ready to pass the LCI until everybody came out to the Aquatic Center, then they decided against it.

Prebor referred back to the citizens' committee he was on years ago and said they tried everything to get survey responses and citizen involvement. It was not that easy. Destadio said he appreciated that.

King reported that he was one of the Council members who talked with Cailloux, and there were some parts of this Plan he disagreed with. He said it seemed like "make work," with the State saying they had to do something they really did not need to do. King said he agreed with Prebor that they could not force citizen participation. This was an effort the Comprehensive Plan Committee had put forward, and they tried their best. There was a document that they needed to send forward to let the State make its comments. They would send it back, then Council could massage it.

Caola said she sent the survey personally to a number of people and posted a link on her Facebook page. If they had a lack of participation, it was not for lack of effort from the City. She recalled that she attended most of the meetings; some were full, but most were the same 20 or so faces.

Strickland remarked that he had participated in Comprehensive Plan updates in other governments he had worked for, and, with the timeline they had, he felt Cailloux had done a fantastic job managing the group and the process.

**Old Agenda items**

None

**New Agenda items**

**07-22-06      Comprehensive Plan Update 2022 Transmittal Resolution**

King moved to approve New Agenda item 07-22-06, Comprehensive Plan Update 2022 Transmittal Resolution. Prebor seconded. Prebor clarified that they were voting to transmit the Plan but could change it before they adopted it. Destadio said he believed they were not listening to the people because the people there tonight were telling them the plan was flawed. Caola again noted they would be able to modify this Plan; it was not a done deal. Motion carried 4-1 with Destadio dissenting.

**07-22-07      Authorize Purchase of Multi-Use Path and Inter-Parcel Access Easement**

Cailloux showed the property on a map, pointing out Holly Grove Road and the Animal Shelter. She noted that the City had been talking with the property owners for more than a year, trying to purchase an interparcel access easement and a path easement.

The interparcel access easement would allow for the potential future access from the Animal Shelter property to this property so the Animal Shelter property would have access to a median curb cut on SR 74. The City had recently purchased the Shelter property and was considering it as a location for a future fire station. About 70% of the calls for that station would be at Somerby, which would require a right turn. When they returned, they could use the full access median, go through the parking lot and into the fire station. If they needed to turn left, they could utilize the curb cut in the median on SR 74.

She pointed out the path access, and, on the Master Path Plan, showed the tunnel underneath SR 74, which connected to the Rite-Aid property, and the easement would allow for a path connection between the tunnel, through the Mills Farms subdivision, and north to the proposed Starr's Mill school tunnel and/or the Foreston Place at-grade crossing. This provided a shorter alternative for path users from the south side of SR 74 to connect to the school campus. It would open up the south side to the entire path network.

Staff was recommending the purchase of these easements for a total of \$141,000. Meeker said they should add a condition that it was subject to final legal review because he had not seen the final version of the agreement, although he did not anticipate any issues.

Destadio moved to approve New Agenda item 07-22-07, Authorize Purchase of Multi-Use Path and Inter-Parcel Access Easement in the amount of \$141,000 subject to final legal review. Prebor seconded. Motion carried unanimously.

**07-22-08      Establish Project and FY2022 Budget Amendment – Station 86**

Strickland recalled that Council discussed the west side fire station during the budget workshop in June. The location was three acres the City already owned across from the main entrance to Cresswind. This station would open up coverage to Cresswind, Kedron Drive, and the commercial area further down MacDuff.

Fire Chief Clint Murphy showed a map of the current 1.5 mile zone coverage they had with the stations now in place, pointing out a large open spot in the West Village not covered in that 1.5 mile area. They knew in 2007 that they would have around 1,600 homes in that area and began planning then. About 90% of that number of homes had been built already, and they got this land from Cresswind around 2014, Murphy stated. This station would give them coverage for all of Cresswind and almost down to the Chatsworth area and into the Kedron Drive area. This would speed up response times and improve coverage for Insurance Services Offices (ISO) standards.



This station's location would provide another access to SR 54. He pointed to Station 81's coverage area along SR 74, noting that they had to go through the SR 54/74 intersection to get north of SR 54. Station 86 would be able to get to the same area from MacDuff.

Strickland reviewed the information presented during the budget workshop, noting that they had accelerated the timing of this project due to rapidly increasing costs and also because the administrative offices at Station 82 had reached capacity. The City took out some debt last year with a plan to refurbish and expand Station 82, but now they had decided to move the admin offices to the new station. This would up the cost of the project from what was budgeted a few years ago.

They were expecting a \$4.1 million cost for the new station with the admin offices. They would reallocate \$496,000 from the 2022 facilities bond that was purposed for Station 82. About \$541,000 could be obtained through impact fees, \$1.3 million from the American Rescue Plan Act (ARPA) contingency funds, with \$750,000 reallocated from stormwater, plus \$1 million reallocated from ARPA for water and sewer. In all, about \$3 million would come from ARPA. If needed, Strickland continued, additional funds could come from 2023 impact fee collections.

King noted they were building a \$4.1 million fire station and did not have to borrow money, plus it was on property they currently owned. Prebor brought up that they already had the equipment. Strickland said that was correct; they had a firetruck and an ambulance. King asked if that engine was purchased with the 2017 SPLOST? and Murphy said it came out of impact fees. It was urgently needed, and they should press on, Destadio remarked.

Caola moved to approve New Agenda item 07-22-08, Establish Project and FY2022 Budget Amendment – Station 86. King seconded. Motion carried unanimously.

**07-22-09      Parking/Boat Ramp Use at Battery Way and Pinecrest**

Strickland said this presentation was in response to Council inquiry about Battery Way and possible conflicts resulting from the path going through the ramp area where trailers backed up to put their boats in the water. A map showed the location of Battery Way on the east side of Lake Peachtree; it was accessed from Peachtree Parkway, then Battery Way. Pinecrest was on the west side off Hip Pocket, then Pebblestump or Hilltop.

The City contracted with a company to put cameras to monitor activity at both ramps, and at Drake Field because there was a small ramp there. The cameras were placed all day on Friday through Sunday, June 10 through 12. Strickland showed an aerial photo of Battery Way and how the trailers had to cross the path to back in, along with a photo of Pinecrest and the route a trailer would have to take. Strickland also presented numbers of how much the ramps were used each day. A photo of Drake Field showed the ramp, but it was not heavily used and only one trailer was tracked there.

A comparison of Battery Way and Drake Field showed a total of 50 trailers at Battery Way over that weekend, with Pinecrest having a total of 97. Total usage at Battery Way was 269, while Pinecrest was 211. The use of trailers at Battery Way was 18.6%; at Pinecrest, it was 46%.

Destadio asked if total usage included kayaks and small inflatables, and Strickland said it did, noting that the report details included all that.

He showed a ground level photo of the ramp at Battery Way, pointing out the ramp and the path crossing. There were speed humps on each side, and they had gaps in the middle, he pointed out. There was a playground near the approach to the ramp. There was no City data on incidents between trailers and path users, he stated, but King commented that there were always 15 or 20 kids swimming in the lake right at the ramp area. Strickland agreed that it was a congested area and, although they had no data right now, there was the potential for incidents.

Parking at Pinecrest was all grass; the only asphalt there was the ramp, Strickland reported, although they had a conceptual drawing of what could be an asphalt parking lot. His estimate of the grass parking area at Pinecrest was 12,700 square feet; Battery Way's parking lot footprint was 13,600 square feet. He presented a mock-up of a potential asphalt parking lot at Pinecrest, emphasizing this was a conceptual drawing. They had met with citizens at Pinecrest that week, and Strickland said there were concerns about the length of the spots and the impact of the impervious surface so close to the lake.

Staff's recommendation was to construct a parking lot at Pinecrest for a cost of \$60,750, and, once that was complete, install bollards on the boat ramp at Battery Way to restrict launching of watercraft via trailer to alleviate conflict with the multi-use path. People would still be able to walk up and launch. Signage and marketing materials would be utilized to direct trailer users to Pinecrest.

The Mayor acknowledged that a lot of people had attended and stayed through the whole meeting in order to comment on this, so she would allow a 10-minute public comment period. She asked them to be respectful.

Bob Grove of the Lakeside subdivision said he had lived in Peachtree City for 41 years. He towed his boat on his golf cart and never had any problems at Battery Way. Carts were able to pass in front of him while he was putting the boat in the water. He felt 50 was a very large number. Grove said they should look at Pinecrest and take action about the big trailers, many from out of the county, and large boats that were not allowed on the lake.

Tom Fulton of Hilltop Drive said there were no big boats going in at Battery Way; it was golf cart trailers or canoes or kayaks. He disputed the numbers, saying he lived next to the Pinecrest ramp and had never seen even 10 trailers a day. Enforcement would be the key to eliminating traffic problems; officers should spend a few weeks checking for residency, he stated. He said he had never seen a problem with parking at Pinecrest. Paving it with marked spaces would create conflict, he remarked, due to the size of the spaces. Right now, parking was flexible.

Cedar Point resident Henry Stone also said the numbers were not accurate as to boat traffic or the number of swimmers. He told Council they just voted for a fire station when they said they didn't have the funds available and suggest they take the \$61,000 for the parking lot and use it on the fire station.

Caola pointed out that Stone was incorrect; they did have the funds for the fire station.

Chris Parker said this was an unbelievable discussion to be having when zero incidents had been reported. He said it reeked of personal opinion and an agenda.

Mary Ann Grove echoed others, saying there had not been any incidents, and the Battery Park dock should be left alone.

Scott, another Hilltop resident, said changes were not necessary. There was no issue at Pinecrest. It would not be fair to the neighborhood to make a change. If Battery Way was crowded, people could come to Pinecrest. The numbers were not accurate, he added.

Keith Larson said he saw very few big trailers at the boat launches. He felt they would be denying access to residents of the east side of town, especially the aging residents. Pinecrest improvements could be okay if they used crush and run instead of an impervious surface for the parking area. He said he talked to people who were launching kayaks at Battery Way and most lived on the west side of town and said they had never heard of Pinecrest.

If the numbers were correct about launches from Battery Way, Jimmy Romo of Hilltop Drive remarked, and they moved them to Pinecrest, they would be creating a traffic problem and exacerbate the problems on SR 54/74. They were talking, too, about eliminating green space in a prime area. He said he would like to see a safe swimming area created.

Another Hilltop neighbor, Tom Slay, said if it "ain't broke, don't fix it". Wayne Gardner agreed, adding that if they had \$60,000 to burn, make the splash pad free.

Jack Hawkins of Edgewater asked Council not to limit access to the lake through these measures.

Amy Smith of Hilltop said there had been no issues. She pointed out this was the only access for emergency vehicles on that side of the lake.

Anna Marie Hewett said she lived on the lake and disagreed with the numbers generated from the count. She said she did not know where this topic originated, but it was not a concern of Peachtree City residents.

Caola explained this started with a survey of out-of-county tags in the parking lot. Water access was supposed to be limited to Peachtree City residents. She said she was okay with leaving Pinecrest's parking area as green space. But even though there had not been any incidents involving trailers backing up, it did not mean an accident could not happen.

Destadio asked the audience to be considerate, saying they had their opportunity to talk. Learnard said they were having a discussion among Council. Destadio, too, felt they should not wait for an accident. He said he put his boat in at Kedron and had seen people run right across the path of his trailer as he backed up.

This started out as a safety concern, nothing more, he continued, but people had been belligerent towards Council members and needed to learn civility. Council was considering people's safety, Destadio said, adding he found it disingenuous that everybody objected to the numbers. They accepted the numbers from the Comprehensive Plan, he remarked, even though they did not work, but in this case, they said the numbers were all wrong. He believed the staff's numbers, and he said he was sure they would go back and review them. Strickland said they would look at the footage.

This was initially going to be a discussion of limiting parking at both locations to Peachtree City residents only, Caola reported, but the Solicitor said they could not do that. Fayette County made all

three of their lakes Fayette County only, but Peachtree City could not, she remarked. She wished they could enforce Lake Peachtree as Peachtree City only, noting she sent them all a photo of a trailer with Cobb County tags.

That was not entirely what the Solicitor said, Meeker observed. She said it would be a challenge to enforce it. For example, Meeker said, what if King had a boat and invited him to go fishing? The ordinance read that the lake was for Peachtree City residents and their invited guests. What if King's truck would not start, and he asked Meeker to pull the boat over in his truck? Meeker said he lived in Coweta County. His truck would have a Coweta tag; he would be issued a citation, even though he was King's invited guest. So, it was not a question of whether they could enforce this; there would be challenges, though.

It was not about excluding anyone, Caola stated, it was about allowing only Peachtree City residents to use their lake. But it had been turned into a situation that had nothing to do with that.

Destadio said he was in favor of making some moves, but he did not believe they needed to pay \$60,000 to pave a parking lot. He also told the audience that if they believed the fire department was not paid for, then they were not paying attention. It was completely paid for.

King said it seemed like they had a solution looking for a problem. Paving Pinecrest, in his opinion, would be totally off limits. There was nothing wrong with parking on grass. By trailers, he thought they were looking at all types of trailers. He said he was concerned about safety with backing a trailer into a crowded area, but he thought it would be best to leave things as they were.

Was swimming allowed? Prebor asked, and King said this was the only reservoir in the county that allowed swimming. Destadio said they pulled 2.5 million gallons of water from it every day, but King said the same spigot took water from Lake Kedron, which was a County lake. It was comparing apples and oranges. Prebor said he would like to see them provide a safe place for people to swim that was not near the boat ramp. Destadio said a beach had been mentioned, and Learnard said they could look into that.

Prebor said he agreed with Caola that they needed to try to limit lake use to Peachtree City residents and guests.

Caola asked if they could table or withdraw this topic? Learnard said they could, and Caola asked if tabling it meant they could still discuss how to limit water access to Peachtree City residents only?

Learnard said she lived on the lake and used to own a boat. She felt there were no big problems at Battery Way, saying the Police Chief had told her there had been no citations or other issues regarding boat trailers there. Enforcement of the laws they already had was key. Keeping the lake for Peachtree City residents and their guests should be the goal, and Learnard said she believed that was Caola's original intention. She said she would not want to restrict trailers in any way at Battery Way. It seemed to her that there were two ramps because they needed two ramps. She added she certainly did not want to pave the "lovely little green space" at Pinecrest.

Caola said she would like to table this and figure out a way to restrict access to Peachtree City residents.

Meeker said they needed a motion to continue this discussion indefinitely. Prebor made that motion, seconded by King. Motion carried unanimously.

**Council/Staff Topics**

None

Prior to going into executive session, Meeker explained there was a City ordinance that said meetings could not go beyond 11 p.m. unless Council voted to extend them. Prebor moved to extend the meeting past 11 p.m. Destadio seconded motion carried unanimously.

King moved to adjourn to executive session at 10:38 p.m. to discuss pending or threatened litigation and the sale or acquisition of real estate. Destadio seconded. Motion carried unanimously.

Prebor moved to reconvene in regular session at 11:40 p.m. Caola seconded. Motion carried unanimously.

King made a motion to authorize the City Attorney to deny the claims made by Mr. Russell Pickron. Prebor seconded. Motion carried unanimously.

There being no further business, Caola moved to adjourn the meeting. Destadio seconded. Motion carried unanimously.

The meeting adjourned at 11:41 p.m.

---

**Martha Barksdale, Recording Secretary**

---

**Kim Learnard, Mayor**