City Council of Peachtree City
Minutes of Meeting
June 15, 2006
7:00 p.m.

The City Council of Peachtree City met Thursday, June 15, 2006, in the City Hall Council Chambers. Mayor Logsdon called the meeting to order at 7:00 p.m. Other Council Members present were: Steve Boone, Stuart Kourajian, Cyndi Plunkett, and Judi Rutherford.

Announcements, Awards, Special Recognitions

Mayor Logsdon and Police Chief James Murray recognized Steven Mitchell for his efforts in apprehending a burglar he found in his garage on May 28.

Public Comment

There were no Public Comments.

Minutes

Rutherford moved to approve the June 1, 2006, regular meeting minutes as written. Kourajian seconded. The motion carried unanimously.

Rutherford moved to approve the June 4, 2006, special called meeting minutes as written. Kourajian seconded. The motion carried 4-0-1 (Plunkett).

Rutherford moved to approve the June 5, 2006, special called meeting minutes as written. Kourajian seconded. The motion carried 4-0-1 (Plunkett).

Consent Agenda

1. **Consider Appointment to Library Commission – Keely Suiter**
2. **Consider Appointment to Planning Commission – Patrick Staples**
3. **Consider Approval of DOT LARP Contract**

Rutherford moved to approve the Consent Agenda. Boone seconded. The motion carried unanimously.

Old Agenda Items

06-06-01 Public Hearing – Consider Rezoning, HomeTech Mortgage Tract, GA 74 North (AR to OI)

David Miller represented the Trison Group, developer of the property. He asked Council to consider the rezoning.

No one spoke either for or against the proposed rezoning.

City Planner David Rast told Council that the 0.461-acre tract was one of the last undeveloped tracts on the corridor. It was located just north of the Fulton Realty tract. The tract was less than one-half acre and had been home to the Mamie Scott family. HomeTech had requested the property be rezoned from AR Agricultural Reserve to OI Office Institutional. The plan was for a freestanding office building for a mortgage business. The proposed plan was in compliance with the City's Land Use Plan. The home and the outbuilding would be removed, and the property would be required to tie into the sewer system. There would be right-in, right-out access at the existing curb cut on GA 74.

Rast continued that the facility would be a single-story 4,000 square-foot building. Rast said there were some minor site plan issues, such as a potential connection into the Campanile's Home Furnishing's driveway, which would provide another access for delivery trucks and interconnection with the other parcels.

Rast said the Planning Commission voted unanimously to recommend approval with conditions. The rezoning was consistent with other parcels rezoned from AR to OI in the area.

Rutherford asked about signage. Rast said that one monument sign on GA 74 was allowed, and buildings this size typically had signage on the buildings. Rutherford asked if Council could add the same condition regarding paper window signs that was added to Campanile's rezoning. Rast said that could be added.

Plunkett said she wanted to be stringent on the landscape plan. The green buffer was nice. Rast said they were trying to do more of a corridor plan for the landscaping. There was not much landscaping there now. The plan included a 20-foot wide tree save and landscape buffer adjacent to GA 74.

Rutherford moved to approve the rezoning for the HomeTech Mortgage tract on GA 74 North with the conditions from the Planning Commission and that no paper signs would be allowed in the windows. Boone seconded.

Rast said he would add the same wording for the paper signs used in the Campanile's rezoning.

Kourajian asked about the road. Rast said that it would be a service road. The plan was to eventually create a secondary road. A short connection of 300 feet was included on the SPLOST list. Kourajian asked if anyone could connect to the road. Rast said that Campanile's had a six-to-eight foot grade and was accessible currently. Everything south of Campanile's had access. Kourajian asked if the project fell under the new design guidelines. Rast said that the HomeTech and Delta parcels fell under the new guidelines, while the other tracts fell under the old guidelines. The corridor was one of the areas being looked at as part of the Comprehensive Plan for guidelines.

The motion carried unanimously.

06-06-02 Public Hearing – Consider Request from Pathway Communities to Lift Multi-family Housing (Zoning) Moratorium for Two Parcels on Petrol Point

Rast gave a brief history of the housing moratorium. If an applicant wanted to develop a multi-family project (and request a rezoning), the applicant had to ask Council to lift the moratorium so staff could discuss the plans. The combined parcels were 7.31 acres and were located at the intersection of Petrol Point and Tivoli Garden. Most of the other uses in the area were small office uses. The site was heavily wooded and was currently zoned GC General Commercial. The land use designation for the area was office. The proposed plan was for a gated community with large homes for empty-nesters who wanted a nice house in the middle of town. All of the homes would have rear-entry garages.

Gene Weatherup of Weatherup Construction went over the concept for the tract. He said the buildings would be grouped in units of three and four and would look like large homes. There would be winding roads and lots of landscaping. The projected cost was $375,000 – $475,000 per home, and there would be no rental units. The homes would be three stories, two stories on the front, with rear-entry garages. The homeowners would come in from the garage and go up a private elevator to the main floor. There would be two master suites. The maximum number of units planned was 28, but the number could go up or down since the engineering had not been done.

Logsdon asked what happened with the elevator when the power was out. Weatherup said there would a 110-volt motor powered by battery. The elevators would work as long as the batteries ran. The dividing walls of the structures would be concrete and four-hour fire rated. There would also be a sprinkler system, although the buildings would be basically non-combustible.

Residents who spoke against lifting the moratorium included Linda Wojcik and Phyllis Aguayo. Their comments included:

- Most buildings in the City were not three stories high;
- Council should slow down growth where it could;
- The location was not in accordance with the Land Use Plan;
- The City's complement of multi-family housing had been reached;
- It would put more traffic on GA 54;
- And, it would set a precedent for changes on GA 54.

Kourajian asked what the parcels were currently zoned. Rast said the zoning was GC, and the land use designation was office. Rutherford asked what was allowed in GC zoning. Rast said just about everything was allowed; it was very open. Rutherford asked if homes were included in GC zoning. Rast said it did not include homes. At one time, multi-family was included in GC, but that changed in the early 1990s.

Boone asked what the maximum density could be on the parcels. Rast said that the density could be higher depending on how it was laid out. Village Park had 10-12 units per acre. Boone asked Weatherup why he wanted to put high-end homes in a primarily commercial area. Weatherup said it was the location. It was near doctors' offices and stores, and had easy access to the path system. It might not be the most aesthetically desirable place, but hills on the property gave it character.

Kourajian said the homes were impressive. He liked the idea of the location, but he was not ready to support opening up the multi-family moratorium.

Boone said he had received a lot of e-mails on the subject from area residents who did not support the location. He said it would be a nice project in other areas of the City, but not this one.

Plunkett asked if lifting the moratorium lifted it for everyone or just this project. Rast said it was only lifted for this parcel. Plunkett clarified that lifting the moratorium would just allow staff to work with the applicant

Rutherford said it was not consistent with the Land Use Plan. The one thing that had held together was the Land Use Plan

Rutherford moved to deny the request from Pathway Communities to lift the multi-family housing moratorium for the two parcels on Petrol Point. Kourajian seconded. The motion carried unanimously.

New Agenda Items

06-06-07 Public Hearing – Consider Adoption of Transmittal Resolution for Community Assessment and Community Participation Program – Comprehensive Plan

Rast said the documents were the first two items required by the Department of Community Affairs (DCA) and Atlanta Regional Commission (ARC) for the ultimate adoption of the updated Comprehensive Plan. The documents were the culmination of 10-12 months of staff research and the involvement of the advisory board. The Community Assessment described where the community was today. The Community Participation Program outlined how they were going to go out into the community and established the schedule. The summer would be busy for staff and the advisory board. Rast continued that, by adopting the transmittal resolution, Council was allowing staff to send the program to the DCA and the ARC for approval. It would then come back to Council for ultimate approval. Rast said some minor modifications had been made to the documents, mostly formatting and grammar. There were also some blanks left that now had information.

There was no public comment.

Rutherford moved to adopt the transmittal resolution for the Community Assessment and Community Participation Program for the Comprehensive Plan. Plunkett seconded. The motion carried unanimously.

Hear Presentation from Airport Authority

Mayor Logsdon asked that this agenda item be moved earlier in the agenda. (A copy of the presentation is included in the meeting file.) Airport Authority (PCAA) Chairman Jerry Cobb introduced PCAA members Doug Fisher, who developed the presentation, Matt Davis, Rick Mendenhall; John Crosby and Andrew Bolton, Falcon Field; Carol Comer, Georgia Department of Transportation (DOT) aviation branch; and Phil Cannon, Federal Aviation Administration (FAA) Atlanta Airport district office. Dick Davis and Ron Price of Prime Engineering were the consultants.

Cobb said the airport covered over 300 acres. The runway was 5,220 feet long and 100 feet wide. The aircraft capacity was 60,000 pounds, dual axle for continuous use. The airport could handle larger aircraft for occasional use only. There were approximately 53,000 operations per year; no scheduled operations were planned. Georgia DOT classified the airport as a level three business airport of regional impact. The airport was also designated as a Hartsfield reliever for general aviation. There were three non-precision approaches. Currently, the airport had over 40,000 feet of leasable common hangar space and 5,400 feet of leasable office space. The airport generated $270,000 in annual property tax revenue for the County. The airport had 165 based aircraft and employed 20 people. There were 80 businesses adjacent to the field that employed approximately 125 people. There were also several commercial operators at the airport, as well as a flight school and two air charter operations. There was an aircraft sales operation. There were also a couple of aviation maintenance operations. Fayette County's Rescue Air One helicopter was based at the airport and was manned around the clock. LandAir Mapping had a maintenance facility at the airport and offices on Dividend Drive. The Commemorative Air Force's facility was located at the airport. Aircraft Spruce on Dividend Drive did not have access to the airport at this time. The Planning Commission was looking at a plan for a proposed restaurant that would be located off the airport property.

Cobb said that the annual revenue average for the last three years had been over $1.5 million. The FY 2005 revenues were $1.8 million, and revenues for FY 2006 were on track to exceed FY 2005. He continued that 90% of revenues had come from two sources – fuel sales (67%) and hangar rental/tie-down fees (23%). The hotel/motel tax proceeds were appreciated and were used for capital/non-operating expenses. The goal was to be totally self-sufficient. Airport development was guided by the master plan approved by the FAA. The airport operated against monthly budgets and annual capital plans; budget performance was reviewed monthly at the PCAA meetings. Financial statements were audited annually, which was not required but was a sound business practice. Growth prospects and development opportunities were very positive.

Cobb continued that the focus and the PCAA's intention was to run the airport on sound business principles, to provide a superior level of customer service compared with peer airports (Southern Crescent and Metro-Atlanta), to sustain an acceptable mix of personal/pleasure aviation with facilities and services suitable for corporate operations, and to create an attractive gateway to the City and the region for its industrial base.

Cobb said that Area B (near Dividend Drive and Aviation Way) would have 20 hangars, and Area C would have slightly more. The hangars were large enough for business jets. Rutherford asked if the buildings were leased or owned. Cobb said that was an open subject right now. Area B was waiting for design funding. Construction should start in 2007, with the first occupancy in 2008. Area C was waiting for study results. The next step was to acquire FAA/state funding. Construction should begin in 2008, with the first occupancy in 2009. The hangars would be large enough for business jets.

Cobb continued that obtaining the precision approach would help the airport the most. He explained that a precision approach was precise horizontal (left and right) and vertical guidance. A precision approach was used at Hartsfield during bad weather. The airport's existing approaches provided only horizontal guidance. Landing minimums were lower with a precision approach, which increased the likelihood for aircraft using the airport to be able to do so during adverse weather. He said the precision approach would not only be used when the weather was bad. Some flight departments would not dispatch business aircraft into an airport without a glide path. Pilots would select Falcon Field over other airports in the area. Safety was the number one benefit. The airport's newest approach was an LPV approach, which provided lateral and vertical guidance. The application for state funding for the precision approach had been submitted. They had gotten a letter recently that the request had been approved. The airport had to have 25% of the cost set aside for the state funding. The airport had to have 5% of any federal money. The PCAA had to generate that money, which was not reimbursable. The approach would be in operation in late 2007. Plunkett asked what the payback time was. Cobb said he could not put a number on that, but traffic always increased tremendously.

Cobb showed a map of the proposed TDK extension realignment. He said the PCAA had contributed $10,000 to the City in 2004 for engineering to get the project moving. Since then, the PCAA had spent another $20,000 in fees and appraisal costs, and planned to spend another $50,000 in non-reimbursable funds. He said the airport had obtained approval for a $2 million grant to re-route the road and relocate two holes on Planterra Golf Course to preserve safe airport operations. The only way to get the money was to move the holes out of the runway safety area. In close coordination with the City, a Memorandum of Understanding (MOU) was developed and presented to all parties on May 6, 2006. The parties involved included the City, Pathway Communities, Sequoia Golf, Fayette County, and the FAA. The grant would be lost if the MOU was not executed by July 31, 2006. If that grant fell through, there were no assurances that the City would get the funding back. Cobb said the airport could operate without moving the holes. The benefits to the airport of realigning the road included preservation of the runway protection zone and preservation and control of the runway safety area. The road would be built without spending up to $750,000 of the City's funds.

Cobb continued that additional projects in the 20-year master plan included resurfacing the runway within the next five years at an estimated cost of $1 million. An additional 240,000 square feet of ramp space was needed within the next five years at an estimated cost of $1 million. A 5,000 square-foot expansion of the FBO was planned for 2011 for an estimated $1 million for offices, car rental space, and other uses. There would be unknown requirements and timing for security, which could include perimeter fencing, security cameras, and around-the-clock surveillance. The website upgrade should be completed before the end of the year and would provide an enhanced marketing tool, as well as enhanced communication for users. The estimated cost was $7,000.

Cobb said the PCAA's goals and concerns included running a fiscally responsible airport, optimizing safety for users and residents, optimizing runway capability, no increase in the size or type of aircraft, clearing the runway safety areas, and no scheduled passenger or cargo operations. The PCAA would like to have 6,000 feet for the runway eventually. He added that the 9th Annual Great Georgia Airshow was scheduled October 14-15. Proceeds from the airshow went to local nonprofit organizations. The participating producers included the Dixie Wing of the Commemorative Air Force and the Kiwanis Club of Peachtree City. More than $100,000 was distributed to local non-profit organizations from last year's event. The airport staff and the Peachtree City Tourism Association supported the event. Cobb encouraged everyone to visit the airport. He said it was an attractive gateway to the City.

Kourajian asked how Falcon Field served as a reliever for Hartsfield. Davis said Falcon Field was designated as such in the system. The intention was to help shunt more FAA funds to the smaller airports. It was intended to encourage general aviation traffic out of the major metropolitan areas.

Kourajian asked how the cost of fuel was affecting sales. Crosby said sales were about the same, if not a bit more. He noted that the cost of fuel had gone up 36 cents a gallon in two weeks. There had been a decrease in recreational flying, but corporate traffic was the same.

Kourajian asked if the hangars in Area B were expected to sell quickly. Cobb said the Letters of Interest had been filed regarding hangars. He said there was no way to tell. Crosby said there were 10 large aircraft on the list and 25 smaller aircraft.

Kourajian asked what other airports in the area had a precision approach. Crosby said Falcon Field was the only reliever in the Atlanta area without the system. Plunkett asked if the approach would be in place by the end of 2007. Cobb said it would happen by then. Kourajian asked about the yearly maintenance cost for the approach. Cobb said there would be maintenance, and there was maintenance on the equipment the airport had now. There were maintenance contracts. It would be part of the operating budget.

Kourajian asked if airport property abutted the Planterra Golf Course. Cobb said yes. Kourajian asked if there had to be an agreement with Sequoia Golf to get the road. Cobb said the $2 million was available only if the runway safety area was clear. Cobb said the airport could only buy the land where the two holes were currently located. Sequoia would have to buy the land to move the holes to.

Steve Moore of Certainteed asked about the horizontal and vertical approaches. Certainteed was located next to the airport's approach. He wanted to ensure there were no problems with the approach changes and his company's tower. Crosby explained that Certainteed's tower was the controlling factor on the approaches currently. Any changes to the approaches were made with the tower in mind.

Bill Nigro asked if the length of the runway would be increased since the new precision landing required a lower slope approach. Cobb said the airport already owned a navigation easement that should take care of it. Cobb said that planes with a full load of fuel could not take off on a hot summer day now. Nigro noted that an extension of the runway would be 500 feet closer to the railroad tracks, which could be a problem when taking off or landing when a train was going by. The north end only had a golf course and golfers. He asked if they had considered a tunnel rather than reconfiguring the road. McMullen said a tunnel had been considered, but it would cost millions. The tunnel would have to go down 16-28 feet through a lot of rock. Nigro asked what the TDK extension would cost in addition to the acquisition of the property. McMullen said the City was responsible for the design of the road and right-of-way acquisition. The County was responsible for construction, and the County had funding in its budget, as well as funds from DOT. Coweta County was responsible for the road on their side of the county line. Logsdon said the bridge across the creek would be the biggest expense. Cobb said that was the purpose in getting the grant funds. He reiterated that the funds were only available if the road was moved out of the runway safety area.

06-06-08 Informational Presentation of Master Recreation Plan

Recreation Commission Chairman David Ring and Vice-Chairman George Martin gave the presentation to Council. (A copy of the presentation is included in the meeting file.) Ring introduced Recreation Commission members Joe Frazar, Ken Hartzog, and Colleen Sugar. He added that former Recreation Commissioners Cyndi Plunkett (currently serving on City Council) and Rob Learnard had also done a lot of the work.

Ring noted that the steps in developing the plan included reviewing the previous master plan, reviewing the County Master Plan, reviewing recreation standards, updating the mission statement, defining planning assumptions, setting goals and objectives, and supporting the City's Comprehensive Plan. Leo A. Daley was hired to assist in the plan's preparation. The document included three books. Ring said they had looked for reasonable solutions to problems. The process had been more important than the plan. Updates would be annually, noting that the Field of Hope had never been in the master plan, but the opportunity became available.

Ring said the process for gathering information included surveys of City facilities, as well as citizens, and was geared toward passive activities and commercial recreation. They met with athletic associations, the Senior Council, the Youth Council, quasi-public organizations such as the YMCA, and adult organizations. A public meeting had been held, and plans had been discussed during the Council retreats. General comments and complaints were also considered.

Martin went over the identified deficiencies and needs, which included new or redesignated fields for soccer, lacrosse, football, baseball, and softball; a multi-purpose activity center; a teen center; new courts for basketball, volleyball, outdoor racquetball, and badminton; use of the 22 acres at the Baseball/Soccer Complex (BSC); The Gathering Place expansion; converting existing pools into family water parks; new, outdoor walking paths with exercise equipment; upgrading and adding tot lots and playgrounds; noise abatement; additional supported and unsupported picnic shelters at parks; and restrooms at selected parks opened during park hours.

Martin noted that there was an ongoing discussion with First Baptist Church regarding the use of its new facility. The Fayette Family YMCA was also planning to build a new multi-purpose facility. He continued that there was definitely a need for space for teens, but there was no agreement on what the space would look like. They were leaning more towards a teen program concept that would also be tied to using space at First Baptist. Martin said a middle school program was scheduled to begin this summer at the Glenloch facility. Mitigation of this problem was also tied to the First Baptist facility. Martin added that they also needed to fully understand the impact of the First Baptist proposal before looking at an expansion of The Gathering Place.

The Commission was not opposed to delaying the project, but would not support an unreasonable delay.

Martin continued that the City had to beg, borrow, and steal time for youth basketball. The program was actually turning kids away. The cost to develop the remaining 22 acres for a multi-use concept at the BSC was estimated at $1.25 million. The Commission felt strongly this would not be an expansion of the soccer program. A number of different sports could be helped. Martin said that an existing pool could be converted into a family water park at minimum expense. Tot lots and playgrounds needed to be added and upgraded, and was a continuation of work done over the last few years. Martin said additional supported and unsupported picnic shelters were needed at the parks, also a continuation of the upgrade over the last few years. They also wanted to provide restrooms at selected parks that were open during peak usage hours.

Boone asked if there were any plans to expand the skateboard park at the Shakerag complex. Rutherford said the whole process needed to be reconsidered. It should be in a place of its own, and it should be redesigned. She suggested filling in a pool.

06-06-09 Consider Step One Annexation Request from Levitt & Sons

Rast said the Step One annexation application was for property located north of the property John Wieland was trying to annex into the City. There were representatives from Levitt & Sons and their consultants. Shannon Oliver of the Smith, Gambrell & Russell law firm addressed Council. She noted that Levitt & Sons was the oldest residential builder in the country. She introduced Steve Tye of Levitt & Sons and Brian Rochester and Bill Smith of Rochester and Associates, the engineering firm working on the project.

Oliver said Levitt & Sons was an innovative leader in the type of community the company proposed to build. The plan for the area considered for possible annexation was to build an active adult community for ages 55 and over, as allowed by the law, called "Seasons of Peachtree City." The plan currently had 750 single-family detached homes ranging in size from 1,500-3,000 square feet on 7,000 square-foot lots. There would be a variety of plans available. The open space would be landscaped. The amenity package included a 27,000 square-foot clubhouse on 10 acres. The clubhouse would have a performing arts center, billiards room, card rooms, an arts and crafts center, a computer room, a library, a fitness center, indoor and outdoor pools, and at least eight tennis courts with stadium seating. There would also be a horticultural center with a greenhouse. At least one-third of the property would be dedicated as open space. The builders had chosen this area since Peachtree City was the epitome of a master-planned community.

Oliver continued that the development would address a growing need in the metro area. Studies indicated that one of every ten residents in the metro area was over the age of 60, and 17% of the County's population was over the age of 55. By 2010, the County's "over 55 "population would increase 25%. There needed to be options for places to live, and the Seasons would fit those needs. She said Levitt & Sons had always contemplated the property would be annexed into the City. The land was an unincorporated island located directly west of the City. It was the right time and the right project. She said the development would contribute to, and maintain, property values. The homes would range in price from $200,000 to $500,000, which was consistent with new construction in the area.

Oliver continued that the development would generate substantial tax revenue without the tax expenditures. Oliver noted that they had provided the information to Council prior to the meeting, but they were in the process of revising the numbers due to new information. She continued that there would be fewer school age children to impact the schools. The homeowners association would maintain the private roads. The developer would also contribute their pro rata share to the extension of MacDuff Parkway, which addressed a transportation need.

Oliver said The Seasons was a perfect fit with the City. The developer had met with members of the Senior Adult Council and area builders to try to arrange a community meeting for input and feedback.

Rochester discussed MacDuff Parkway. He showed where the proposed project would tie into Old Senoia Road on the site plan and where the existing Kedron Drive ended. He also showed the proposed route for the MacDuff Parkway extension, and how the development would tie into the road.

Rutherford referred to the City's Land Use Plan and noted that the housing should decrease in density with distance from the central area. She said the City had actively worked to keep that type of density away from the City's perimeter. The proposed development was to be gated, so it would not be open to the public. School taxes were separate from City taxes. The schools would reap a great benefit, but not the City. The primary services used by citizens over 55 were fire, emergency medical services, and police. Although the City would not maintain the roads, it would provide extensive services for 750 homes. She wanted to start with a level playing field on those items. She was interested to see what the City would receive, but the development would cost more in public safety than it would bring in.

Logsdon said he was a proponent of the annexation and buildout of the West Village. He liked the plan. He understood the Land Use Plan, but felt an exception was needed. The City was in need of a senior development. The City had gotten away from the Land Use Plan on the southside with Wilshire subdivision, and had changed it in other areas as well. However, Logsdon agreed with Rutherford that the development was too dense. The tax revenue would at best break even. Rutherford noted that the largest part of the revenue would go outside the City. Logsdon agreed, but noted that the "over 55" population should not create more traffic congestion during peak hours. He would like to move forward to the next phase.

Plunkett said she also had several concerns, but was willing to listen. She did not think the plan was the best. There were too many houses.

Boone referred to the information regarding the tax estimates. He asked Rast if the model was correct. Rast said staff was working with Levitt & Sons on the assessed value, and the numbers in the information were not accurate and were being revised.

Linda Wojcik, Phyllis Aguayo, and Bill Nigro spoke to Council regarding their concerns for the proposed project. The concerns included:

- A gated community set a bad precedent. Senior drivers only got worse, and the City did not have mass transit. There were also water shortages in the state. There should not be growth for growth's sake.
- It was against the Land Use Plan. There were environmental concerns, and a question as to how much of the property was buildable. The County zoning in the area had already been held up by court decisions. The carrot of helping to extend MacDuff Parkway was wonderful, but there would be more traffic to use the road.
- There was concern about the age restriction when it came to resale. The current County zoning would only allow 200 units if all the land was buildable. The land should be annexed, but the concern was the density.

Kourajian said he liked that it would get the bridge over the railroad track taken care of, the property would be annexed into the City, and that there would primarily be one builder. He did not like the number of homes. He would not support that many homes.

Boone also liked the idea of annexing the property, but also had a problem with density. He was concerned about public safety services for that many homes.

Plunkett said some of the services would be taken care of by impact fees. Rutherford noted that an impact fee was a one-time fee. In past, the fees had been used to build recreation facilities, and the City had not ramped up to support those things. Plunkett agreed, but said the impact fees would help with the infrastructure. Kourajian said he was willing to let them work with staff, but did not want to lead them down a primrose path. Plunkett said it would have to be much lower in density. Oliver said that was the advantage to the two-step process. The developer had heard the City's concerns. Rutherford said the Land Use Plan was one of the things that made the City what it was. There was more density on the south edge of the City, but she had not participated in that decision. She would not support this project as presented. It was not a win for the City. A gated community was not welcoming.

Plunkett told the developer that John Wieland had put up money to help pay the City's cost in working on and reviewing the annexation plans. She asked if Levitt & Sons would be interested in doing the same thing. Rutherford added that staff was also in the middle of the Comprehensive Plan. Dan Groswald, regional president of Levitt & Sons of Georgia, said his company was willing to work with the Planning staff and Council to defray the costs if that was what was needed to get to the next step. Groswald said they would also agree to up to $20,000.

Plunkett moved to approve the Step 1 annexation application with Levitt & Sons agreeing to offset the cost of the staffing to the Planning Commission up to $20,000. Boone seconded. The motion carried unanimously. Rutherford reiterated to the applicant that this was strictly the process.

06-06-10 Consider Planterra Traffic-Calming Measures

City Engineer Dave Borkowski asked Council to approve the placement of nine temporary speed bumps along Terrane Ridge and Planterra Way. Staff met with the homeowners association representatives to determine mutually agreeable locations. He showed the locations on a map. There would not be a speed bump on Kelly Green. Staff did not feel it was needed since there was a multi-use path on the side of the road and there were no driveways. The homeowners association agreed to pay 50% of the cost of the materials and installation, which was approximately $3,055. There was currently funding for the project in the Public Works budget.

Rutherford moved to approve the temporary placement of the speed bumps and the signs for Planterra traffic-calming measures. Plunkett seconded.

Plunkett asked how quickly the devices could be installed. Borkowski said it would take three weeks to order them, and another week to install them. Plunkett said she would like to see if there was a measurable decrease in traffic through the neighborhood six weeks after the devices were installed.

Boone referred to the memo in the Council packet from Assistant Fire Chief Ed Eiswerth regarding fire and EMS response. The bumps would not be located at intersections. If the traffic declined once GA 54 was completed, the devices should be removed since they were temporary. Borkowski said that was the intent. Plunkett noted that the temporary devices were the least intrusive of the options presented. Logsdon added that the homeowners association had accepted the risk. Rutherford said she hoped they had notified the other homeowners.

Kourajian asked what the devices looked like. Borkowski said they were like the ones in the City Hall parking lot. Kourajian asked how far apart the devices would be. Borkowski said the maximum distance was 600 feet, which was the maximum distance to be effective. The closest was 250 feet, which was at the Teal Vista intersection.

Kourajian asked City Attorney Ted Meeker if the homeowners association could speak for all the residents. Meeker said it was the same issue as with the Smokerise subdivision. It did cause him concern, especially if a dissenter had problems with any of the issues that had been raised. Kourajian asked Fire Chief Stony Lohr if the speed bumps caused the same problems as the speed humps. Lohr said the speed bumps were much more intrusive.

Kourajian said the City's cost was approximately $3,055, and asked subdivision's cost. Borkowski said it was equal to the City. The cost for each speed bump was $678, including installation. Borkowski said the devices would belong to the City at the end of day.

Nigro asked when the work on GA 54 West would be completed. Plunkett said it would be about six weeks. Nigro noted it would be four weeks before the devices would be installed. He said it seemed foolish to spend the money for two weeks. Rutherford said Council and the residents were not convinced that people would not still cut through the subdivision. Nigro predicted that once GA 54 opened, the traffic would go away. Kourajian agreed, and added that part of the issue was modifying people's behavior.

The motion carried unanimously.

06-06-11 Consider July 3rd as Employee Holiday

City Manager Bernard McMullen said that July 4th was on a Tuesday. He asked Council to consider giving the employees July 3rd as a holiday, giving the employees a four-day weekend. He noted that a lot of the employees would take the day off anyway.

Rutherford said she was concerned about the public safety staff, which had no choice but to work. She also asked about the library. She noted that the library had remained open during Christmas because they had used part-time staff. She said she had no problem with that.

Rutherford moved to provide, Monday, July 3rd, as an additional paid employee holiday this year. Plunkett seconded.

Plunkett asked how the additional holiday would work for public safety employees. McMullen said that public safety employees would receive an additional eight hours of holiday pay, or could accumulate eight hours.

The motion carried unanimously.

06-06-12 Consider Canceling July 6th Meeting

Rutherford moved to cancel the July 6th meeting since there was nothing scheduled on the agenda. Plunkett seconded. The motion carried unanimously.

06-06-13 Consider Approval of Fee for Teen Activities at Glenloch (TAG) Program

Leisure Services Director Randy Gaddo said staff was requesting $3,500 from Council Contingency to fund the pilot program. The funds would be used to purchase recreational equipment and programming requirements. The program was developed as a means to validate the teen program and was designed for 11-15 year olds. Booth Middle School was targeted due to its proximity to Glenloch. The program was designed to be self-supporting. Registration would begin on July 15, and the program would run through the school year.
Rutherford clarified that the funds were just to purchase equipment and materials, and that the salary was covered by the Recreation budget. Gaddo said the salaries were part of the self-supporting aspect of the program.

Rutherford moved to approve the proposed fee schedule and funding in the amount of $3,500 from Council Contingency to purchase the startup furniture, fixtures, and equipment for the TAG program at Glenloch. Boone seconded. The motion carried unanimously.

Rutherford asked Gaddo if scholarships would be available. Gaddo said they were already contacting various groups.

<u>Council/Staff Topics</u>

Discuss Relocation of Football Program

Gaddo reported to Council that it was not feasible, as a short-term solution to noise issues, to move the football program from Riley Field to Meade Field. The fields at Meade were not the adequate length, and the width was only marginally acceptable. The concession building was not large enough, and there was not enough practice space. The fields were not lighted, and parking was not adequate. Rockaway Road would also not be able to handle the additional traffic. Gaddo continued that they were considering a multi-purpose field on the 22 acres at the BSC, but it would still take two years before the field could be used for football. Staff was continuing to work with the football association, and the association had taken extraordinary measures to mitigate the noise. The goal was to eliminate all the 8 p.m. games at Riley Field. Most had been moved to other locations. The last games would be at 6 p.m. and should end by 8 p.m. The association was still working on moving the 6 p.m. games to an earlier time. The first games would be the last weekend in August. Kourajian asked about night practices. Gaddo said the loudspeakers were not used at practices, and the crowd noise was not at the same level during practices. Rutherford asked if the County had any multi-purpose fields that could be used. Gaddo said the County did not, but depending on the final registration numbers, the association would work with Brooks to hold games there.

Plunkett reported that the City was being considered as the start city for the 2007 Tour de Georgia. The request for proposal would be sent soon. A financial commitment would be required from the Peachtree City Tourism Association (PCTA), as well as a time commitment. The economic benefit included approximately 380 hotel rooms that would be needed. Everyone would be coming here and spending money in restaurants and hotels. Fayetteville did not feel it could be a start city, but was willing to work with the City. Fayetteville did not have the hotel accommodations needed, or restaurants within walking distance. It was a big public relations opportunity for the City, but required a big commitment of time and sponsorships.

Kourajian asked if the PCTA had voted to eliminate the Council Member from the board yet. McMullen said the PCTA had not had a meeting yet. The deadline for applications was June 16. Plunkett added that there were only four members, and there had been problems getting a quorum.

Kourajian asked if there was a completion date on GA 54 West. McMullen said the highway would be paved in three sections. The section from Fisher Road to Line Creek bridge had already started. The section from the CSX railroad bridge to the Line Creek bridge would start on June 19, with the final phase, CSX railroad bridge to GA 74, scheduled to begin on June 26. The primary items left were the traffic signals and pedestrian crossing locations. McMullen said he been told they would be finished by the end of June.

Rutherford asked what was going on with the TDK extension. McMullen said a meeting with all the parties involved was scheduled on June 19.

Plunkett said she had received a lot of calls and e-mails about mowing and keeping Peachtree Parkway looking good. She asked if the work was behind schedule. McMullen said he did not have an answer yet, but had asked Public Services for a report.

Kourajian asked if there had been any response to the letter sent to the County regarding over-taxation. McMullen said there had not been a response yet. Rutherford noted that the next budget workshop was scheduled on June 21. Rutherford said she wanted to schedule a special called meeting prior to the workshop to discuss the over-taxation as well as some other items. McMullen said the Police Department had heard from the state regarding the speed limit on Planterra Way, so Council also needed to vote on that issue.

Rutherford moved to convene in executive session for threatened or pending litigation and a personnel issue. Plunkett seconded. The motion carried unanimously.

Rutherford moved to reconvene in regular session. Boone seconded. The motion carried unanimously.

Rutherford moved to extend the meeting past 11:00 p.m. Kourajian seconded. The motion carried unanimously.

Rutherford moved to convene in executive session for threatened or pending litigation or a personnel issue. Kourajian seconded. The motion carried unanimously.

Kourajian moved to reconvene in regular session. Plunkett seconded. The motion carried unanimously.

There being no further business to discuss, Kourajian moved to adjourn. Rutherford seconded the motion. The motion carried unanimously. The meeting adjourned at 11:55 p.m.

Jane Miller

Jane Miller, City Clerk

Harold K Logsdon

Harold K. Logsdon, Mayor

Pamela Dufresne

Pamela Dufresne, Recording Secretary