

**City Council of Peachtree City
SPECIAL CALLED MEETING & RETREAT WORKSHOP
June 6, 2017
6:30 p.m.**

- I. Call to Order**
- II. Pledge of Allegiance**
- III. Announcements, Awards, Special Recognition**
- IV. Agenda Changes**
- V. Minutes**
 - May 2, 2017, Retreat Workshop Minutes
 - May 18, 2017, Regular Meeting Minutes
- VI. Consent Agenda**
 - 1. Consider Stormwater Maintenance Agreement – Hoshizaki
 - 2. Consider FY 2017 Budget Amendment – Tree Removal & Organic Material Grinding
 - 3. Consider Cancellation of July 6 Council Meeting
- VII. Old Agenda Items**
- VIII. New Agenda Items**
 - 06-17-01 Consider Special Use Permit in General Industrial (GI) Zoning for Dog Kennel, 261 Tiger Way
- IX. Adjourn Special Called Meeting**
- X. Retreat Workshop Items**
 - Discuss PTC Economics

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

**City Council of Peachtree City
Retreat Workshop Minutes
May 2, 2017**

The Mayor and Council of Peachtree City met in Retreat workshop session on Tuesday, May 2, 2017. Mayor Vanessa Fleisch opened the workshop at 6:30 p.m. Council Members attending: Terry Ernst, Mike King, Kim Learnard, and Phil Prebor.

The topics for the workshop were the Comprehensive Plan and Annexation.

City Manager Jon Rorie noted this was the first of two Retreat workshops leading up to the budget workshops that would begin in June. The Retreat workshop on June 6 would focus on PTC Economics, and the first budget workshop was scheduled on June 26.

Planning & Development Director Mike Warrix said the initial public hearing that began the Comprehensive Plan process was held in August 2016, and they would present the draft plan at this meeting. The Steering Committee members had worked diligently on the plan for the last six months.

Senior Planner Robin Cailloux addressed the purpose of the Comprehensive Plan, noting the state mandated the plan be updated every five years. It helped the City keep its Qualifying Local Government status (QLG) with the state, which allowed the City to procure grants and participate in some programs. Planning was also part of the City's genetics, and current residents were reaping the rewards of those planning efforts. The Comprehensive Plan allowed the City to confirm and establish its goals, as well as allowing the City to pay that forward by ensuring a high quality of life for future generations. The Plan also offered a framework on how to implement or achieve the goals.

The timeline for the update began with the public hearing on August 4, 2016. The Steering Committee kickoff meeting was held October 4, 2016, and the first public open house was held on December 8, 2016. The Steering Committee was comprised of a cross-section of citizens and included Scott Bradshaw, Nate Walker, Sean McMillan, Tonya Curry, and Kim Westwood. The committee first met on January 10, 2017. Open houses were held in December and February. The Steering Committee held a joint meeting with the Planning Commission, other City boards, and the Fayette County Development Authority (FCDA) on February 27. The committee met again on April 13 and will also present the draft at the May 8 Planning Commission meeting. The final draft would be on the May 18 City Council agenda, with the Department of Community Affairs review to follow (May – July). The target adoption date by City Council was in late July or early August. Once adopted, the City would retain its QLG status.

The Comprehensive Plan update had been a listening exercise, Cailloux said. It provided an opportunity to listen to the public and Steering Committee. She continued that three major topics had come up – economic development, transportation, and the village concept (land use) and how it could be practically implemented in today's environment. The three areas had intertwined impacts, and the joint meeting was held to talk about those impacts. The goal was to start "breaking down the silos" and understand the interrelated consequences of decisions that were made.

The community had confirmed goals that included protecting the environment and greenbelts, using the village concept for annexations and redevelopments, encouraging quality job growth, providing safe and convenient travel through and within the City, and balancing the levels of service with the City's long-term financial liability. This confirmed established goals that would keep the City heading in the same direction. The committee also identified some policies and

practices that could be measured in achieving those goals, and they helped create the Community Work Program (CWP) in the Comprehensive Plan, which outlined the action items to achieve the goals. The CWP table included the goal, the actions needed to achieve the goal, the responsible department/commission/organization, funding and source, and which year the actions/goals should be accomplished (2018, 2019, 2020, 2021, 2022).

The economic development action items included shifting the tax burden away from residents (increasing commercial and industrial share of tax base). In Peachtree City, the residential tax base was approximately 66% compared to just under 33% commercial/industrial use. Fayette County's tax base was approximately the same as the City's. Coweta County residential property owners made up approximately 57% of the tax base, while commercial/industrial uses were approximately 43% of the tax base. The state tax base average was approximately 51% residential and 49% commercial/industrial.

Cailloux said the City had partnered with the Fayette County Development Authority to attract new development and to keep businesses and jobs that were already here. Many existing companies in the County were doing significant expansions on-site. Rorie added that the Planning Commission, Fayette County Development Authority, and Peachtree City Water & Sewerage Authority were in attendance at this meeting, and the idea was to have this conversation. At the April 20 City Council meeting, an impact fee waiver and a jobs grant were approved for an expansion at Rinnai, and those incentives were driven by ordinances and Council policy. The idea behind them was to encourage expansion and infill in the industrial park.

Transportation action items included encouraging alternative modes, and SPLOST projects would expand the multi-use path system, Cailloux said. She noted that the Georgia Department of Transportation (GDOT) looked at the City as a beacon of a multi-use path community, not only because the City had such an extensive program, but because it had been here for so long. The state was looking to the City to provide guidelines for other communities.

Managing congestion was another item, and there were SPLOST projects on SR 54 that should help. The City was also participating in multi-jurisdictional planning efforts to work with GDOT, such as Fayette County's Comprehensive Transportation Plan and the Gateway Coalition on SR 74 corridor plans.

Rorie noted that transportation was a regional issue that extended throughout South Atlanta. Staff had reached out to surrounding communities and had met with Coweta County recently to look at their transportation plan. It provided the opportunity to look at what Coweta had planned and how it would impact the City and County. Everyone needed to look at traffic long term. Data on projected growth was available, and regional action plans needed to be developed.

Learnard pointed out the City was part of the Atlanta Regional Commission (ARC) and Coweta County was part of the Three Rivers Regional Commission, asking if it could be an issue for any regional plans. Rorie said the City and Coweta County were in the same GDOT region, which was good. Fleisch asked if Coweta was part of the non-attainment area for air quality. Cailloux said Coweta was part of the Metropolitan Planning Organization, which was a federal designation, and were regulated by the same rules as Fayette County. Rorie said having both regional commissions working on the traffic issues would be beneficial.

Cailloux continued that the actions items for land use were to preserve the natural environment (stay the course, explore possible stormwater management incentives) and to develop and redevelop using the Village Concept (define types, redevelopment, annexation). Fleisch asked if there was ever a definitive answer regarding what the "village concept" was. Cailloux said

there was not, and that was an action item. It did not mean the same thing everywhere or to everyone.

Frank Destadio (Planning Commission) said he had gone to most of the meetings on the Comprehensive Plan update, and there had been a great effort put into the plan update. However, he did not see any definitive comments on the quality of Lake Peachtree. He noted that the silt coming down Flat Creek was the real problem with the lake, and they needed to talk about how to slow down that process.

Ernst agreed, saying they had discussed it, but there was no plan. The situation needed to be fixed. Destadio said the siltation would continue if no plan was in place.

Cailloux discussed the Village Concept, noting the state used the term Character Area. One of the goals in Land Use was to define the types of villages, pursue Livable Centers Initiative (LCI) funding, and adopt architectural guidelines, especially along gateways and corridors. Activity centers were another way to look at the Village Concept. The commercial areas were different sizes, and some were regional attractors like the Walmart/Home Depot area, while others had more of a community feel such as Braelinn Village.

Federal transportation money was used to fund the LCI program run by the ARC, Cailloux said. The funds were given to a community to look at how land use was impacting transportation. Another short-term project was to adopt architectural guidelines, which could be different in different parts of the City or along gateways and corridors. Architectural guidelines would help further identify the different villages and village centers.

Redevelopment was another goal for land use. Cailloux said 10 areas had been targeted in the 2006 Comprehensive Plan, asking if they were still appropriate areas for redevelopment. The 10 areas identified were Wynnmeade, Aberdeen Village retail, Westpark Walk retail, Willowbend Center, Huddleston Road, Lake Peachtree, Braelinn Village retail, Peachtree Crossing retail, Steven's Entry, and Peachtree Crossing. The focus should be on the vision or desired result of redevelopment for the areas, as well as appropriate incentives.

Rorie said he was more familiar with the work done at the Braelinn Village retail center, which was a good example. Kroger had been expanded, and there had been architectural updates. There had been some issues with tree removal and landscaping. He asked what would happen if K-mart closed and asked if another big box be recruited. Rorie said progress had been made in these areas since 2006, adding that the City should continue to look at what was happening in the retail centers.

Destadio asked what would happen if ClubCorp sold the private golf courses, asking if the City could handle that situation. The City's long-term vision should include what would happen if any of the golf courses were closed and what the City would want to see on the golf course properties. Prebor pointed out that these courses were different because the residential component was built around and through the courses.

Cailloux continued that, in 2014, an annexation study was done, and the areas considered for annexation included SR 54 eastward, Dogwood Trail northward, Wilksmoor industrial, and Starr's Mill southward. She said this also included coordination with adjacent jurisdictions. The Village Concept and step down zoning should be applied to future annexations. The idea of annexation was to clean up the City's borders, Cailloux said. They should look at what was rural and what was suburban to help clarify the borders.

The SR 54 East area included the Publix shopping center, Shiloh Village (mobile homes), Sumner Road, Governor's Row (office/commercial/undeveloped), Longboat/Genevieve (large lot residential), and Ebenezer Road (agricultural properties along the road).

Rorie said there should not be a piecemeal approach to annexation on SR 54 East, but a phased approach. If an area was urban, then it should be in the municipality. This area was developing as a separate village with residential and commercial components. Annexation should be a high priority to balance out the tax base.

Fleisch noted that two of the recent annexations, Heritage Assisted Living on SR 54 East and the day care center on SR 74 South, were due to failing septic systems. They were annexed because of the health code. There were several businesses in this area that were on septic systems, and she could see similar problems occurring as the businesses got older.

Cailloux said access to sewer would be a major attraction for these properties. They might not need it now, but if they wanted to maximize/increase the use of their property, they might not be able to do so because of a septic system. King said the Fitness Center spent \$500 per year to maintain the septic system, but hooking up to sewer would cost \$17,000.

King said he understood that a certain percentage of homeowners had to agree to annexation of a residential area. Cailloux said 60% of the property owners and 60% of the registered voters had to be in favor of an annexation.

The Dogwood Trail northward area included Crabapple Lane tracts adjacent to Kedron Hills, which was zoned R-22 (half acre minimum, three-fourths acre average); Dogwood Trail tracts; and Sims Roads tracts (connected to Astoria Lane tracts zoned R-43, one-acre lot size).

Rorie said there had been a request to annex the Dogwood Trail tracts, asking how the step-down zoning would apply. Usually the zoning requests that went along with the annexation requests were related to density issues. Either R-22 or R-43 would fit with the surrounding zoning. Cailloux said the most recent tactic used by developers was to look at the gross number of houses that would be permitted on a tract, condense the houses together, and leave a large area of undeveloped property. She said extending R-22 *ad finitum*, would be a continuous sprawl, and the idea of stepping down would provide an end in sight.

Ernst said the City should look long and hard at adding more residential because of the current tax base. Rorie said as the City expanded its borders, the service delivery had to change. Maintaining service levels was the idea behind looking at pockets/areas. It cost \$1.5 million to add a fire station, and Rorie asked what sense it made to annex if the City had to add a fire station. They were looking at a 20-year defined footprint so staff could plan service expansions.

The Wilksmoor Industrial study area included the industrial tract next to the quarry in Tyrone, the agricultural zoned tract next to Cresswind, and islands contiguous to the City. Cailloux said the orphan islands in this area needed to be cleaned up. There were residential areas next to industrial areas. Rorie said there should be movement in this area over the next few years. They wanted to avoid making today's decisions tomorrow's problems. The City dealt with issues daily on the west side of the City because of the proximity of residential zoning to industrial and commercial zoning.

The Starr's Mill southward study area included the Redwine Road horse farms, Jefferson Woods subdivision, Mountbrook subdivision, The Chimneys, Millpond Manor, Brechin Park, and the New

Hope Baptist Church campus. Any movement towards GA 85 would need coordination with Fayette County and Senoia.

Fleisch noted that Brechin Park had a Senoia mailing address, and the Post Office had also wanted The Gates subdivision in the City to have a Senoia address. A petition to have a Peachtree City as The Gates' address had been approved.

WASA board member John Oakey commented that he owned land in two other counties, and a home that was on septic had to be on at least one acre because of septic tank issues. He asked if that was the same for Fayette County. Cailloux said it was, adding that Jefferson Woods, and other subdivisions in the County had one-acre lots. Fleisch noted that Montbrook and The Chimneys were on sewer, saying that sewer for The Chimneys had been part of the sewer purchase and Montbrook was on sewer due to the proximity to the Starr's Mill School Complex.

Rorie said there were areas in the City that had minimum one-acre lots based on the zoning and were designed for septic, which was not a good or bad thing. It was a decision people made. The lot size and soil type determined whether a lot would have a septic system.

Rorie said the budget for long-term sustainability of all City facilities came out of the Comprehensive Plan process, but it had not been driven by just that. Maintenance would be a highlight at the June 6 Retreat workshop. The City had not done a good job of explaining where the money had gone. They would look at how much it cost to expand services. If one mill in the City's budget was worth \$2 million and the City spent \$2 million per year on the cart paths, that was spent on something in this City that no other city had. The City had a master plan for the path system, and 13 of the SPLOST program projects were about extension and expansion of the system.

A huge issue for the cart paths was the south end connectivity, Rorie continued. Fayette County was working with GDOT on a County-wide multi-use path master plan. Rorie and City Engineer Dave Borkowski had spoken to the County Engineer about the GDOT project, particularly in the Redwine Road area.

The City needed to work with planning departments in other cities and counties, Rorie said. The City was a border town and felt the impacts from other common ground. Rorie said he had discussed joint planning between the City and the County with the County Administrator for common standards. As SR 54 East developed toward Fayetteville, working together was more important. Certain areas needed to be looked at long-term even if only an internal agreement level between the two planning entities.

Destadio said the update was a good plan. He wanted to emphasize one thing. Complete Streets (a program where streets were planned, designed, and operated for safe mobility for all users including pedestrians, bicyclists, motorists, and transit users) had come up at the last Steering Committee meeting. He did not know if Complete Streets was worth the effort, noting the City had a good staff and great transportation planning.

Cailloux said if Complete Streets was adopted, it could tie the City to the program. The Comprehensive Plan update suggested it be looked at. The ARC had said it was a conundrum whether the program would be appropriate in Peachtree City given the City's multi-use path system.

Fleisch thanked the Planning Commission and Water & Sewerage Authority (WASA) members for attending the meeting. She said over time there had been changes in Planning and at the airport,

which led to changes to their agreement with the City. Due to recent developments, it was probably time to look at WASA and its relationship with the City.

King said there had been a letter-writing campaign three or four years ago, and there was one now. Whether the issues were perceived or real, there was an accountability problem with the citizens. With the amount of money spent on bonds, it was the citizens and WASA ratepayers paying for the bonds, so they should have a voice. Bringing WASA under City control was an emotional argument that was not very objective as to what needed to be done. There had been a conversation about having a study done to look at all the issues between WASA and the City. The lawyers on both sides were disagreeing about whether or not WASA had the capacity to go outside the City limits. This was not a new issue and had been going on a long time. They needed to put their heads together and fix this perception so everyone understood what was going on. The City was prepared to fund a study if everyone agreed. The attorney who helped with the lake agreement had been recommended, although his availability was not known. This was not just for Council, but also WASA and the citizens.

Prebor agreed, saying he was asked about WASA every day. There was a level of mistrust. Council had to work with WASA for the benefit of all the citizens because that was what they were here to do, and there was a perception they were not working together.

King said he had spoken with Oakey recently, and he had discovered some things from WASA's perspective that he had not considered. This could be fixed.

Ernst said one of the reasons he ran for Council was because of the dysfunction of the prior Council. They argued and could not work things out. This Council had fixed that, and he did not want to have that same dysfunctional attitude with any of the boards in the City.

Rorie asked Joan Young with FCDA to speak about economic development and the City's tax base. Young said it was a timely subject; they had to balance the tax digest and address the cost of services. There was a need to address sites. Peachtree City had an abundance of sites at one time, and the sites were running out. The FCDA had contracted with a site consultant, and they found the County was out of balance. If the sites were not preserved now, residential development would take over. The site consultant would make a presentation on May 17, 8:30 – 11:30 a.m., at the FCDA office. She asked Council to attend.

Young noted that it was a double-edge sword. The FCDA had been very successful with the target industries of headquarters, aviation and aerospace, film and new media, data and data centers, information technology, and advanced manufacturing. They would provide jobs with good paying wages and create a capital investment that would bring in a good amount of taxes. There were three ways to do this. The first was lead generation and recruitment of companies that were a good fit. Step 2 was to beef up business retention, which was huge for the City. They were seeing those efforts pay off with existing industries. Step 3 was new projects, the traditional economic development of project managers from the state calling about companies wanting to relocate.

Young continued there had been \$23 million spent on existing industry expansion projects during FY2017 that created 123 jobs. There were \$100 million in new projects currently looking at the community that could bring a total of 936 jobs. Additional sites would be sorely needed if all the projects came to fruition.

There were several ways to address the lack of sites. There were spotty areas, and infill was one way to address the need. Infill worked, but it was not the easiest solution. Big boxes were great

secondary resources, Young said. If there was an empty big box, she said she would look at recruiting technology companies, research and development companies, or innovation centers to fill the empty space. What might appear to be problem for the City could be a solution for the FCDA.

The FCDA was looking for more business locations for target industries. Annexation was another solution since the City could create what it wanted in an annexed area. Young continued they were also looking at joint development projects. There might be areas with land, but lacking sewer or the needed infrastructure. Joint partnerships were happening throughout the state, and municipalities were sharing the tax base, infrastructure, and land. There had been a tremendous uptick in interest in this community, and the FCDA did not want to tell a company it could not be accommodated.

Rorie asked about abatement strategies, noting that abatements were typical and included wins for both the business and the municipality. He discussed zoning, saying they were looking at the ability to add a Special Use Permit to the General Industrial (GI) category that would allow for lighter intensity uses. They were looking at how to infill the industrial park and to keep from having vacant buildings.

Young said tax abatement was a necessary evil. Companies were investing millions of dollars, and typically wanted more benefit up front where most of the costs were. They also wanted to see a community committed to them as well. She added she had never seen a company just relocate because they liked a community. There were negotiations and the art of the deal if they were going to be successful, Young said. The competition was global. Fayette County had to become more competitive if it was going to be successful.

Learnard asked what fixed the fact that residents had to bear the brunt of taxes. Young said it would get worse. People wanted to live in Fayette County because of the quality of life. The County had been so successful that it was very difficult to maintain an inventory of sites. Schools were located on major arteries on sites that would be good for a business. They needed to identify and preserve sites for business recruitment. The County recently lost a business because two nearby counties were willing to give the company the land. Communities were getting hungry, and Fayette County/Peachtree City would have to compete.

Rorie asked Young to define a quality job. Young said it had to be above the median pay, which was currently \$19.81 per hour. A quality job was relative, but FCDA looked at pay scales. If a working person could not make a living wage, then they could not buy a home here. They were not making an investment in the community.

Rorie said there were competing interests. There was no right answer, only the opportunity to seek right answers and second right answers.

The workshop concluded at 8:05 p.m.

Pamela Dufresne, Deputy City Clerk

Vanessa Fleisch, Mayor

City Council of Peachtree City
Meeting Minutes
May 18, 2017
7:00 p.m.

The Mayor and Council of Peachtree City met in regular session on Thursday, May 18, 2017. Mayor Vanessa Fleisch called the meeting to order at 7:00 p.m. Others attending: Terry Ernst, Mike King, Kim Learnard, and Phil Prebor.

Announcements, Awards, Special Recognition

Mayor Fleisch proclaimed May as National Bike Month. Keith Larson, SouthSide Cycling Club, and Shayne Robinson, Peachtree City BMX Parents Association, accepted the proclamation. Several of the youth members of the PTC Rowing Club accepted the proclamation setting the week of May 25 as National Learn to Row Week in the City. The week would end with rowing activities scheduled at Lake McIntosh on June 3. City Manager Jon Rorie recognized employee Savas Mavridis, who would be leaving the City at the end of May, on his selection as an intern under a NASA contract working on guidance, navigation, and controls for rockets with Orbital ATK.

Public Comment

Robinson, president of the Peachtree City BMX Parents Association, thanked Public Works Superintendent Scott Hicks and the crew that helped with putting down the asphalt for the new pump track, Rick Recchio and the landscaping crew for their work on the grounds, and the Police Department for speaking with the young riders and participating at the first Mayors Ride held on May 13. She also thanked Recreation & Special Events Administrator Quinn Bledsoe and her crew for all they did for the event.

Larson, bicycle community advocate for the SouthSide Cycling Club, said Fayette County was making progress on bicycle safety. Over a year ago, he had told Council that many residents were unaware of Georgia's three-foot rule, which required drivers to give cyclists three feet for safety when passing. Over 1,000 bumper stickers had been handed out to people in the last year, and he had seen them on many cars. Hopefully, the bumper stickers informed other motorists of the three-foot rule. As more bicycle lanes were added to the City's roadways, Larson hoped to also see signs regarding the safety rule.

Minutes

May 4, 2017, Regular Meeting Minutes

King moved to approve the May 4, 2017, regular meeting minutes. Ernst seconded. The motion carried unanimously.

Consent Agenda

- 1. Consider Software Purchases**
- 2. Consider Bid for Peachtree Parkway Headwall Replacement – North Georgia Concrete**
- 3. Consider Letter of Support for Transportation Improvement Plan (TIP) Paving Projects**

Learnard moved to approve Consent Agenda items 1, 2, and 3. Prebor seconded. Motion carried unanimously.

Old Agenda Items

04-17-04 Consider Variance Request for Front Building Setback (Carport), 100 Doe Run

Planning & Development Director Mike Warrix noted this item had been continued from the April 20 meeting, and the public hearing had been held. Council had requested the applicants come back with some architectural drawings so they would have an idea of how the carport would look.

Kevin Kerr showed Council architectural drawings of the proposed detached car port they wanted to construct. The carport would be used for keep their cars out of the weather and as a place for the neighbors to gather during inclement weather. The drawings showed the roof was in line with their home, and the materials would complement each other. The carport would have a metal roof. The pedestals for the beams would be rocked in, so they would be more aesthetically pleasing. There would be three beams on each side to support the roof. There were shrubs on the left side, and trees and shrubs along the front that would help to hide the carport.

Warrix reminded Council that the property was zoned R-15 one family residential, which required a 40-foot front setback. The applicants were asking to encroach 13.5 feet into the front setback area, leaving a 27-foot setback.

Ernst said the metal roof appeared to be different from the roof on the house. Kerr said the roof on the home was shingled, and the decorative piece that hung down from the roof on the front of the house was metal on the front. The metal on the carport would match the metal on the front of the house.

Learnard said she could not support the variance request. What was planned was not like anything else in the neighborhood.

Prebor said that, based on the architectural drawing, it looked like the carport would blend in well with the house. It appeared to be part of the house. The neighbors he had spoken with had supported the Kerrs' variance request. There were not many choices for homeowners to move to a home that fit their needs. It looked like the carport would add value to the home.

King said it would add value to the house, and it would be an enjoyment for the neighborhood (on April 20, Kerr had said the structure would also be used during neighborhood get-togethers). The couple had done what Council had asked, and he could not say no to the request.

Fleisch said she was glad to see the drawing, and it had helped her visualize how things would look. Her concern had been the double-frontage lot, and the way the carport would look from the side of the street. She had to vote against the variance.

Meeker said staff had recommended a condition:

- 1. Following completion of construction and prior to issuance of the Certificate of Occupancy, the Applicant shall provide a Foundation Survey to the Building Official that identifies the location of the new construction. The purpose of this survey is to ensure the new construction does not encroach any further into the front setback than permitted by this variance.*

King moved to approve the request for a variance to the front setback to build a carport, subject to the condition imposed by staff. Ernst seconded. Motion carried 3-2(Fleisch, Learnard).

**04-17-05 Public Hearing – Consider Variance Request for Transitional Yard Reduction,
2584 Hwy 54 W (old Pitts Station)**

Learnard asked to be recused, saying she and her husband had been customers of Chance Pitts for 17 years and had developed a personal relationship.

Warrix said this request was for multiple variances – Section 1006.5(c)(2) to reduce the front driveway setback from 20 feet to 7.5 feet, Section 1006.5(e) to reduce the rear setbacks from 75

feet to 30 feet, and Section 916 to reduce the transition yard area from 75 feet to 15 feet – in order to allow redevelopment of the 0.89-acre General Commercial (GC) lot located at 2584 Highway 54. Chance and Linda Pitts were the property owners, and Rick Lindsey was the applicant. The lot was just under one acre in size, and the plan was to build an approximately 7,000 square-foot auto parts store on the tract, which was a permitted use in GC zoning.

Warrix said the tract backed up to residential property and to City property. Due to the proximity to residential property, a 75-foot transition yard buffer was required. He continued that staff was generally supportive of the variance requests primarily due to the small size of the lot. It would be difficult to site any retail or general commercial use on the tract and to meet the current regulations. The small lot was platted and developed in the 1960s. Staff recommended the following condition for approval:

- 1. Following completion of construction and prior to issuance of the Certificate of Occupancy, the Applicant shall provide a Foundation Survey to the Building Official that identifies the location of the new construction. The purpose of this survey is to ensure the new construction does not encroach any further into the setbacks than permitted by this variance.*

Lindsey said he was representing the prospective purchaser of the property. The tract had been a challenge to redevelop, although he had spoken to several people who had been interested in the site over the last few years.

Lindsey discussed each of the variance requests. The encroachment into front setback along SR 54 would be less than the current encroachment, he said. The current curb went further into the 20-foot setback than it would once it was redeveloped. The entrance would be moved to the east and would be more of a right-in, right-out only than it was currently.

On the back part of the property, the request was for a reduction in the rear building setback. Meeting the existing requirement would push the building closer to SR 54, and the parking would be lost in the front. There was an access drive through the Willowbend Center to Willowbend Road that would also be threatened.

The third request was for a reduction in the 75-foot transition yard between the commercial property and the residential property. They would not be moving the building that far, but they were planning to remove the asphalt from the back of the building, so vehicles would not have access to that area. Removing asphalt would be a softer approach in the transition yard than having the asphalt remain in the back.

Lindsey continued that he met with the Twiggs Corner Homeowners Association (HOA) earlier that week, and there had been no concerns about the reduction in the setbacks. The only request was to do something about the sound made when the dumpster was emptied, and the purchaser was looking at sound-dampening blocks.

Lindsey met Prebor on the site, and they had noted there was a partial privacy fence already there on the Twiggs Corners property. Prebor had asked if the current privacy fence could be extended the length of the property, which would help with the sound and the view. Lindsey said they had asked the HOA about doing that, and the HOA had been in favor of it. He had asked about possibly offsetting the newer part of the fence so people would still be able use the footpath through the area to the convenience store across the highway. The HOA wanted to stop people from going back and forth because it was unsafe, and they had asked for a solid wood fence,

Lindsey reported. Landscaping would also help with the sound. Lindsey said there would still be noise when the dumpster was emptied, but the City had ordinances that helped with that.

The purchaser would be taking a problematic property and developing it into something more modern, Lindsey said. The old fuel tanks would be removed to alleviate any potential issues, and the stormwater detention would be underground. They also wanted to do something to soften the look along SR 54. Lindsey said it would be a win-win.

Fleisch opened the public hearing. No one spoke for or against the variance requests. The public hearing closed.

King pointed out this was an example of the few properties left in the City that would be postage stamp-sized if all the current code requirements were met. This plan would get the area cleaned up so it would look better and fix an eyesore.

Ernst clarified that the inter-parcel access road through to the Willowbend Center would still be open. Lindsey said it would. Ernst said some of the other businesses in the center had been concerned about the access being closed off. He and King were both glad the tanks would be removed.

Prebor said he was glad they would be getting the tanks out of the ground. The property had been for sale for a few years, and this was an improvement.

Fleisch said she had a number of concerns about the tract and the three variances. She noted there was a tract for sale at the corner of SR 54/Robinson Road that was about the same size, and she did not believe it was worth approving the variances.

King moved to approve the variance request for the transitional yard reduction at subject to the condition at 2584 Hwy 54 W, the old Pitts gas station, subject to the conditions set by staff. Prebor seconded. Motion carried 3-1 (Fleisch)-1 (Learnard).

New Agenda Items

05-17-01 Public Hearing – Consider Comprehensive Plan Update Transmittal Authorization

Warrix noted this was the second of two required public hearings regarding the Comprehensive Plan update. The first hearing had been held in August before any work had begun on the document. The second hearing was required before the draft was sent to the Atlanta Regional Commission (ARC), so the reviewing process could begin. He asked Council to authorize the Mayor to execute the submittal letter to the ARC. The ARC would send the plan to the Department of Community Affairs (DCA) for state approval. The draft should be ready for formal adoption by Council by July.

Fleisch opened the public hearing. No one spoke for or against the issue. Fleisch closed the public hearing.

Learnard moved to approve transmittal of the draft Comprehensive Plan to the ARC for regional and state review. Ernst seconded. Motion carried unanimously.

05-17-02 Public Hearing – Consider Variance Request, Section 1004.4 (h) Zoning Ordinance, Rear Setback Encroachment, 1020 Pinehurst Drive

Warrix said the property was zoned GR-12, General Residential, and the applicant was Sandra K. Whittenberg. The applicant was seeking a variance to the rear setback requirement in order to

build a 10-foot X 15-foot screened-in porch over an existing 10-foot X 10-foot patio. There would be a five-foot encroachment into the existing 20-foot rear setback. The home backed up to the 11th hole at Braelinn Golf Course. Staff recommended approval with the following condition:

- 1. Following completion of construction and prior to issuance of the Certificate of Occupancy, the Applicant shall provide a Foundation Survey to the Building Official that identifies the location of the new construction. The purpose of this survey is to ensure the new construction does not encroach any further into the affected setback than permitted by this variance.*

Whittenberg said there were two reasons to ask for the variance for the screened-in porch. One was for privacy when she was sitting on her patio. She felt like she was intruding on golfers as the foursomes went by. Whittenberg said she was also allergic to insect bites and was currently taking antibiotics due to some bites she received recently.

Fleisch opened the public hearing. No one spoke for or against the variance request. The public hearing closed.

Prebor said there were letters from the neighbors in 1016 and 1018 in the meeting packet, but there was not one from 1022 Pinehurst. Whittenberg said that property was currently vacant. Ernst added there was an approval letter from the HOA.

King said he had no concerns, adding Council had granted a variance for a screened-in porch in the same subdivision 'approximately 18 months ago, and it had enhanced the property's appearance.

Ernst said he had no concerns. He noted there was a small creek near Whittenberg's home, and he had noticed a lot of bugs in the creek when he was playing golf.

Learnard moved to approve the variance for 1020 Pinehurst Drive. Ernst seconded. City Attorney Ted Meeker pointed out that Learnard had not included the condition from staff in the motion. Ernst withdrew his second. Learnard moved to withdraw her motion.

Learnard moved to approve the variance for 1020 Pinehurst Drive subject to the condition in the Council packet. Ernst seconded. Motion carried unanimously.

05-17-03 Public Hearing – Consider Text Amendment, Section 1008, Zoning Ordinance, General Industrial District, Establishment of Procedures for Special Use Permit

Senior Planner Robin Cailloux addressed Council, saying that staff recommended the creation of a special use permit within the General Industrial (GI) zoning district. She noted that the zoning ordinance said anything not expressly permitted within zoning districts was prohibited. She continued that staff had received inquiries from property owners regarding uses in the GI district that were not permitted, but were considered as compatible uses. The proposed special use permit was based on the existing special use permit for the General Commercial GC zoning district.

The criteria for a special use permit in GI zoning included occupying an existing building, being a permitted use in the City's Light Industrial (LI) zoning district, being appropriately accommodated on the specific property, general conformance with the City's Comprehensive Plan, compatibility with the existing development and land uses, and being in the public interest and general welfare

of the citizens of the City. Staff proposed a text amendment that would allow for special use permits in GI zoning. The special use permit was subject to approval by City Council.

Cailloux reported the Planning Commission held a public hearing on the text amendment on May 8 and supported the proposed changes.

Rorie said there were zoning procedures that were not in place and would need to be looked at for development and redevelopment. The key aspect of the text amendment was to occupy an existing building. A special use permit would not be allowed on vacant land that should be used for GI, but would encourage redevelopment and infill on vacant properties.

The public hearing opened. No one spoke for or against the text amendments. The public hearing closed.

Learnard moved to approve the text amendment to Section 1008, Zoning Ordinance, General Industrial District, Establishment of Procedures for Special Use Permit as presented. Ernst seconded. Motion carried unanimously.

05-17-04 Public Hearing – Consider Text Amendment, Section 908 Zoning Ordinance, Accessory Uses, Temporary Storage Structures in Residential Districts

Cailloux noted that the Planning Commission also supported this text amendment. The proposed amendments defined temporary storage structures and when they were appropriate. Code Enforcement was receiving an increased number of complaints regarding the use of temporary storage structures ("pods" and shipping-style containers). Staff believed the uses were appropriate on residential properties, but not for long-term storage. The proposed changes set a time limit of 30 days or during active construction. The structure would have to be removed within 30 days of the permit expiration or after the Certificate of Occupancy (CO) was issued.

The public hearing opened. No one spoke for or against the text amendments. The public hearing closed.

Pamela Kemp asked to speak after the hearing, and Fleisch reopened the public hearing. Kemp asked what would happen to the structures with projects, such as painting, that did not need a building permit or projects that took longer than 30 days to complete. She was not opposed to extending a permit for 30 days. Cailloux said there might be an opportunity to work with property owners on that. There were situations that had to be approved by the Planning Director, but there was not an opportunity to extend a permit for 30 days the way the draft ordinance was written.

Prebor said extensions should be allowed, citing the time it would take to get insurance money after flooding that could take longer. King agreed, saying either Warrix or Cailloux could approve extensions based on the circumstances.

Meeker said there were permits that would generally be pulled for situations such as flooding, and the temporary storage only had to be removed within 30 days of the final inspection. There were permits and inspection processes for larger projects. The temporary use should remain capped at 30 days.

Fleisch closed the public hearing.

Learnard moved to approve the text amendment to the Zoning Ordinance, Section 908, Accessory Uses. Prebor seconded. Motion carried unanimously.

05-17-05 Consider Bids for SPLOST Path Crew Equipment

- **Ford F-750 Dump Truck – Peach State Truck Center**
- **Ford F-350 – Allan Vigil Ford**
- **Root Cutter Machine – Vermeer Southeast**
- **Asphalt Spreader – Reynolds Warren Equipment**

Public Works Superintendent Scott Hicks asked Council to approve the equipment purchases, which would be used on projects funded by the Special Purpose Local Option Sales Tax (SPLOST). The total bid price was \$311,779.27, and \$385,000 had been budgeted. The bids had come in \$73,000 under what had been budgeted. Council had approved the purchase of a bobcat in April.

Rorie clarified that staff was asking Council to approve the bids, but purchases would not be immediate. Hicks said it took four to five months to get a dump truck. Rorie said it did not make sense to wait to order the equipment until the SPLOST funds starting coming in. Once the equipment arrived, the crews would be able to hit the ground running based on the lead time for delivery of the equipment. Rorie added it was a strategic move to help with cash flow.

Ernst asked why it took five to six months to get a dump truck. Hicks said dump trucks were built after they were ordered. There were two different parts to the vehicle. King asked if there was not an F-750 available at any of the vendors. Hicks said there was not.

Ernst moved to approve New Agenda item 05-17-05 for the items listed. King seconded. Motion carried unanimously.

05-17-06 Consider Contract with IMS Paving for Paving Management/Evaluation/Assessment Services

Civil Engineer Jonathan Miller addressed Council, saying staff recommended Council approve Infrastructure Management Services (IMS) to serve as a professional contractor and to approve the contract for a pavement management assessment for a not-to-exceed cost of \$86,416 for FY 2017.

Miller continued that the City's roadway infrastructure was valued at over \$83 million and had three million square yards of pavement. Historically, staff had used the Pavement Condition Evaluation System (PACES) to evaluate roadway conditions every two years. In 2014, the PACES survey revealed that approximately 64 of the 179 centerline miles fell below a rating of 80, which indicated a need to perform maintenance or to resurface.

Miller described how pavement deterioration accelerated over time, using a 20-year paving life as his example. Pavement in excellent to good condition would only lose 15% quality in the first eight years, but would lose another 40% over the following three years. It was an exponential rather than linear. If the City could invest \$1 at the 15% mark, then the pavement could be brought back to an "excellent" condition. If the City waited another three years to do anything the cost would go up \$8, or it would cost eight times more.

The City hoped to bring pavement back to the 15% mark with the help of SPLOST funds and the IMS Paving system. The PACES currently being used was a visual rating of pavement management and was completely subjective, Miller said.

Staff had researched two additional methods of evaluating and prioritizing road projects. The first was to have the City's consulting engineers perform a visual assessment survey by qualified

engineers, with the results incorporated into the City's GIS database. The process was time-consuming and the cost quote exceeded \$400,000 for assessing all roads within the City.

The second method was to assess pavement condition using advanced technology to conduct objective pavement distress surveys as provided by IMS. Miller continued that IMS had adopted industry standard data collection protocols and enhanced them through the acquisition of objective roughness measurements and structural condition data using non-destructive laser technology to assess roadway conditions. The quote for the IMS assessment was \$86,416, and it included a five-year prioritized rehabilitation plan that optimized the use of available funds using cost benefit techniques.

IMS would give the City the best bang for the buck, Miller said. The machinery the company used would take samples every 100 feet, and 30 – 40 miles could be surveyed per day. The process was safe and repeatable, and the ratings were based on better information. It should take approximately a week to collect the samples.

Deferring repaving and maintenance ended up costing the City more money, Miller explained. If a street requiring a thick overlay was deferred, the incremental cost was about 100%. If a street slipped from a thin to moderate overlay, the increase was approximately 25%. Arterial roads had the highest priority, followed by collectors then local roads. The order of rehabilitation selection would be based on the cost of deferral.

The information provided by IMS would also help create logical projects. Segments (either block-to-block and/or intersection-to-intersection) would be aggregated to form projects, and the segments must be homogeneous as it blended the data. Rehabilitation was based on the project and could be street or neighborhood based. It would help keep projects from being scattered throughout the City.

Rorie said there were two moving pieces in the SPLOST program for the 179 miles of centerline, including how many miles were rated below 80 and at what point a road required either a full depth reclamation, HA5, or mill and overlay. Sixty-four miles of road in the City were rated below 80. For the City to achieve an update on those 64 miles, a project budget of approximately \$5.3 million for paving was needed annually. Those funds included \$3.5 million for each year of the SPLOST projects, plus \$1.8 million from the General Fund. Staff wanted to focus on the best use of the money available. The IMS Paving survey would provide a more objective approach to getting the work done.

Rorie continued that the City had struggled to get maintenance to where it was now, whether it was paving, painting, or roofs. When maintenance was deferred, the City was looking at increased costs. The idea behind the IMS Paving assessment was to provide objective criteria to make cost-effective, efficient decisions for the next six years. The City would be able to reach performance benchmarks. As the City came out of the six-year SPLOST period, staff would be able to develop a funding and pavement strategy to last into the out years.

Prebor said it was great news to be able to put a dollar amount on the cost to maintain the roads. Miller added that it did not mean some roads would not get deferred, but it would help to save money and to make better decisions regarding deferrals.

King moved to approve New Agenda item 05-17-06, the contract with IMS Paving for paving management/evaluation/assessment services for an amount not to exceed \$86,416. Prebor seconded. Motion carried unanimously.

Council/Staff Topics

Preview – Purchasing Ordinance Amendments

Rorie said the policy for bids and price quotations had been in effect for multiple years. It had been updated, but was now outdated on the purchasing limits. Some cities did not have a competitive bid process for items under \$100,000. A competitive bid processes needed to be in place; however, the question was when to ask for sealed bids versus calling vendors for quotes. The City Hall window replacement project was an example. There was no need for copious writing for the scope and specifications for a window replacement. The scope was limited, so staff could ask for quotes. However, currently anything over \$40,000 required a bid or a Request for Proposal (RFP). The amendment would allow for competitive quotes that were written based on a defined scope for anything in the target range between \$40,000 – \$100,000. Local vendors were encouraged to apply, and the requests were placed on the website. Rorie said his approval authority for anything \$40,000 or less would not change. Council would still have approval on the quotes between \$40,000 – \$100,000. Financial Services Director Paul Salvatore noted any expenditures over \$100,000 were required by the state to go out for bid or RFP.

Preview – Fire Department Fee Schedule

Fire Chief Joe O'Connor discussed the proposed changes in the fees for the Fire Department, noting that if approved they would be effective October 1. Emergency Medical Services (EMS) fees that would increase included Ambulance – Basic Life Support Transport would cost an additional \$200 (\$550 to \$750); Ambulance – Basic Life Support Transport 1 would increase by \$200 (\$625 to \$825); Ambulance – Basic Life Support Transport 2 would increase by \$225 (\$675 to \$900); and Helicopter Assistance would decrease by \$200 (\$200 to no charge).

Fees for ambulance patients were set by state or federal statute 52% of the time in Peachtree City, O'Connor said, adding that they were Medicare or Medicaid patients. What the City charged had little bearing on what the government chose to pay. Private insurance did pay a percentage based on the fees charged. Fayette County's fees were similar to the City's, and Coweta County charged less for EMS fees, but more for mileage. O'Connor explained that, for Helicopter Assistance, the private entity that would charge the person transported charged more than enough, and the charge was usually upwards of \$50,000. By comparison, O'Connor said the City's \$200 fee to package the patient and call the helicopter could be covered by the goodness of the community. Learnard asked if any of the \$50,000 came back to the City. O'Connor said it did not. He added staff felt the mileage fee was accurate at \$10 per mile, and there was no need to change it.

The third follow-up for an annual inspection under Fire Marshal Fees would increase by \$25 (\$75 to \$100). There had been a \$100 flat fee for a Certificate of Compliance regardless of the size or complexity of the business' building, but the fee had been restructured. A basic certificate of compliance had decreased by \$50 (\$100 to \$50). Additional tests and certifications had been added under Certificate of Compliance, including Sprinkler Certification without Flow Test, \$25; Sprinkler Flow Test, \$50; Alarm Certification without Alarm Test, \$25; Alarm Test, \$50; Hood System Balloon/Flameout Test, \$50; Other System test (Paint Booth/Clean Agent System), \$50; Underground Piping Pressure Test, \$25; and Above Ground Sprinkler Plumbing Pressure Test, \$25. O'Connor added that the increases in fees were comparable to neighboring jurisdictions, and the Fire Marshal fees were typically in-line with those charged by the state fire marshal's office.

Rorie said the Fire Department Fee Schedule would be on a Consent Agenda item on June 15, and it would likely be the last change to the fee schedule this calendar year. Salvatore clarified that the policy was to go no more than three years without reviewing fees. Rorie said Recreation fees would probably be evaluated in 2018.

Rorie reminded Council that the June 1 meeting had been cancelled. A special called meeting/Retreat workshop would be held June 6. There were some items that needed to be addressed on June 6. The topic for the Retreat workshop would be PTC Economics or what the budget represented. The proposed budget would be presented at a workshop on June 26.

King noted the annual Memorial Day observance would be Monday, May 29, 9:00 a.m., by the Veterans Memorial at City Hall Plaza.

Executive Session

Meeker said there were no items for Executive Session.

There being no further business, King moved to adjourn. Ernst seconded. Motion carried unanimously. The meeting adjourned at 9:01 p.m.

Pamela Dufresne, Deputy City Clerk

Vanessa Fleisch, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

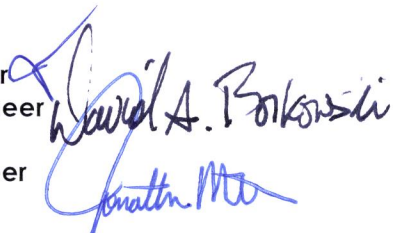
TO: Mayor & Council Members

VIA: Jonathan N. Rorie, City Manager
David Borkowski, P.E., City Engineer

FROM: Jonathan Miller, E.I., Civil Engineer

DATE: June 1, 2017

SUBJECT: Hoshizaki Stormwater Maintenance Agreement
June 6, 2017, City Council Meeting



Recommendation:

Staff recommends that City Council Authorize the Mayor to sign the attached stormwater maintenance agreement with Hoshizaki America.

Discussion:

The City's stormwater management ordinance requires that all new developments submit an agreement to the City stating that they will maintain the stormwater best management practices that they install. The agreement does not obligate the City financially or require the City to perform maintenance.

Hoshizaki has submitted their agreement to the City and staff recommends signing the agreement in accordance with our ordinance.

Budget Impact:

There is no budget impact with this item.

STATE OF GEORGIA
COUNTY OF FAYETTE

After Recording Return to:
City Manager, City of Peachtree City
151 Willowbend Road
Peachtree City, Georgia 30269

Peachtree City STORMWATER FACILITY MAINTENANCE AGREEMENT

THIS AGREEMENT, made and entered into this 18th day of MAY, 2017, by and between
(Insert Full Name of Owner) Hoshizaki America, Inc. hereinafter called
the "Landowner", and the City of Peachtree City, hereinafter called the City. WITNESSETH, that
WHEREAS, the Landowner is the owner of certain real property described as (Tax Map/Parcel
Identification Number) 0612007 as recorded by deed in the land
records of the City of Peachtree City, Georgia, Deed Book 631 Page 519 and 526, hereinafter
called the "Property".

WHEREAS, the Landowner is proceeding to build on and develop the property; and WHEREAS, the Site
Plan/Subdivision Plan known as Proposed Hoshizaki America HQ Office
Expansion and Renovation Project, (Name of Plan/Development)

hereinafter called the "Plan", which is expressly made a part hereof, as approved or to be approved by the City, provides for detention of stormwater within the confines of the property; and

WHEREAS, the City and the Landowner, its successors and assigns, agree that the health, safety, and welfare of the residents of City of Peachtree City, Georgia, require that on-site stormwater management facilities be constructed and maintained on the Property; and

WHEREAS, the City requires that on-site stormwater management facilities as shown on the Plan be constructed and adequately maintained by the Landowner, its successors and assigns.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants contained herein, and the following terms and conditions, the parties hereto agree as follows:

1. The on-site stormwater management facilities shall be constructed by the Landowner, its successors and assigns, in accordance with the plans and specifications identified in the Plan dated 3/2/16, titled C-2 on file in the office of the City Engineer and incorporated herein by express reference.
2. The Landowner, its successors and assigns, shall adequately maintain the stormwater management facilities. This includes all pipes, channels or other conveyances built to convey stormwater to the facility, as well as all structures, improvements, and vegetation provided to control the quantity and quality of the stormwater. Adequate maintenance is herein defined as good working condition so that these facilities are performing their design functions. The Stormwater Structural Control Maintenance Checklists found in the latest edition of the *Georgia Stormwater Management Manual* are to be used to establish what good working condition is acceptable to the City.
3. The Landowner, its successors and assigns, shall inspect the stormwater management facility and submit an inspection report annually. The inspection shall be performed by a registered professional engineer with experience in stormwater facility design, construction, and maintenance. The purpose of the inspection is to assure safe and proper functioning of the facilities. The inspection shall cover the entire facilities, berms, outlet structure, pond areas, access roads, etc. Deficiencies shall be noted in the inspection report.
4. The Landowner, its successors and assigns, hereby grants permission to the City, its authorized agents and employees, to enter upon the Property and to inspect the stormwater management facilities whenever the City deems necessary. The purpose of inspection is to follow up on reported deficiencies and/or to respond to citizen complaints. The City shall provide the Landowner, its successors and assigns, copies of the inspection findings and a directive to commence with the repairs if necessary.
5. In the event the Landowner, its successors and assigns, fails to maintain the stormwater management facilities in good working condition acceptable to the City, the

City may enter upon the Property and take whatever steps necessary to correct deficiencies identified in the inspection report and to charge the costs of such repairs to the Landowner, its successors and assigns. The Landowner shall be given notice of the deficiencies identified in the inspection report so as to take the necessary corrective action. Such corrective action shall be completed within thirty (30) days of the Landowner's receipt of such notice. In the event that the Landowner cannot complete such remedial action within this time period, the Landowner shall provide a schedule for completion, which schedule must be approved by the City. This provision shall not be construed to allow the City to erect any structure of permanent nature on the land of the Landowner outside of the easement for the stormwater management facilities. It is expressly understood and agreed that the City is under no obligation to routinely maintain or repair said facilities, and in no event shall this Agreement be construed to impose any such obligation on the City.

6. The Landowner, its successors and assigns, will perform the work necessary to keep these facilities in good working order as appropriate. In the event a maintenance schedule for the stormwater management facilities (including sediment removal) is outlined on the approved plans, the schedule will be followed.
7. In the event the City pursuant to this Agreement, performs work of any nature or expends any funds in performance of said work for labor, use of equipment, supplies, materials, and the like, the Landowner, its successors and assigns, shall reimburse the City upon demand, within thirty (30) days of receipt thereof for all actual costs incurred by the City hereunder.
8. This Agreement imposes no liability of any kind whatsoever on the City, and the Landowner agrees to hold the City harmless from any liability in the event the stormwater management facilities fail to operate properly.
9. This Agreement shall be recorded among the land records of City of Peachtree City, Georgia, and shall constitute a covenant running with the land, and shall be binding on the Landowner, its administrators, executors, assigns, heirs and any other successors in interests.

WITNESS the following signatures and seals:

HOSHIZAKI AMERICA, INC.

Company/Corporation/Partnership Name (Seal)

By:

Jim Procuro, SVP Sales + MARKETING

(Type Name and Title)

[Signature]
Witness

The foregoing Agreement was acknowledged before me this 18th day of MAY, 2017, by

PATRICIA B. CONFER
Patricia B. Confer

NOTARY PUBLIC

My Commission Expires: 1-31-2020

COUNTY OF FAYETTE, GEORGIA



Mayor of Peachtree City

Witness

The foregoing Agreement was acknowledged before me this ____ day of _____, 20____, by

NOTARY PUBLIC

My Commission Expires: _____

Approved as to Form:

City Attorney

Date

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Jonathan Rorie, City Manager 

FROM: Scott Hicks, Public Services Superintendent 
Paul J. Salvatore, Financial Services Director 
Kelly Bush, Assistant Finance Director 

DATE: May 19, 2017

SUBJECT: Budget Amendments FY2017
June 6, 2017 City Council Consent Agenda

Recommendation:

It is Staff's recommendation that City Council approve the attached budget amendment to the FY2017 budget resolution.

Discussion:

The attached budget amendment is requesting an increase to Public Works contractual services due to increased demand for tree removal and organic material grinding. The increased demand is in response to storm damaged, dead and dying trees. Dead trees need to be removed for safety concerns. The attached Budget Amendment will increase the Public Works Contractual Service Expense Budget for tree removal by \$50,000 and for organic material grinding for \$40,000 with the funding from the General Fund Reserve. This should provide funding for the remainder of the fiscal year.

Budget Impact:

The proposed budget amendment will increase both the revenues and the expenditures of the FY 2017 General fund budget by \$90,000 with the revenue coming from reserves.

Attachments
Budget Amendment

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: Jonathan N. Rorie, City Manager 

FROM: Betsy Tyler, Public Information Officer/City Clerk 

DATE: May 31, 2017

SUBJECT: Consider Cancellation of July 6, 2017, City Council Meeting
June 6, 2017, City Council Meeting

Recommendation

That Council cancel the July 6, 2017, Regular Meeting.

Discussion

Due to the proximity to the holiday on Tuesday, July 4, and associated travel plans for many in the community, staff is recommending the cancellation of the Thursday, July 6, Regular City Council meeting. There are currently no agenda items that would be displaced by this action, and no applications pending in the Planning Department that would require consideration on that date.

Budget Impact

This item should have no budgetary impact.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager
Michael Warrix, AICP Planning and Development Director

FROM: Robin Cailloux, Senior Planner

DATE: May 31, 2017, 2017

REQUEST: Special Use Permit – 261 Tiger Way, Dog Kennel and Grooming Facility
June 6, 2017 City Council Meeting

Background

Section 1008.5 of the Zoning Ordinance authorizes the Mayor and City Council to review and approve Special Use Permits within the General Industrial (GI) zoning district. Certain uses, because of their unique characteristics or potential impacts on adjacent land uses, are not generally permitted within the GI zoning district as a matter of right, but may, under the right set of circumstances and conditions be acceptable in certain specific locations.

The Applicant, Royal Bed and Biscuit, is requesting a General Industrial Special Use Permit for the property at 261 Tiger Way to allow for a dog kennel and grooming facility. Kennels are not a permitted use in the GI General Industrial zoning district. The subject property is 1.46 acres and improved with a warehouse building approximately 10,000 square feet in size. According to tax records, the building was constructed in 1988.

Review

The applicant has provided a narrative along with the application (attached) describing the proposal as required by the Zoning Ordinance. Because the applicant is not proposing to make any substantive changes to the property, staff did not require a site plan as part of the application.

Under the Special Use Permit provisions in the GI zoning district, the applicant must meet six (6) conditions in order to be approved. These conditions are listed below with staff comments:

(1) Occupy an existing building;

The proposed use will occupy the existing building on the property.

(2) Be appropriately accommodated on the specific property;

The Applicant is not proposing to make any significant changes to the property. They would use the existing building and parking lot and fence the existing grass area adjacent to the building. The use would require 20 parking spaces, and 23 spaces are provided on the site.

(3) Be in conformance with the comprehensive plan;

Staff finds that the location of the kennel in the industrial district furthers the comprehensive plan policy of locating industrial uses in the industrial park. In addition,

GI Special Use Permit- 261 Tiger Way

Page 2

use of vacant industrial buildings reduces the tax burden on residents and encourages a diverse economy.

- (4) Be operated in a manner that is compatible with the surrounding land uses and overall character of the immediate area;**

The property is in an industrial area developed in the mid to late 1980s. Directly behind the property is a self-storage facility. On either side of the site are similar metal buildings used for warehousing and associated offices.

- (5) Promote and protect the public interest and general welfare of the citizens of the city;**

The proposed use does not harm the public interest or the general welfare of city residents.

- (6) The use is a permitted use in the Light Industrial (LI) zoning district.**

Kennels are a permitted use in the LI zoning district.

Recommendation

The Zoning Ordinance states that the GI zoning district is intended for "industries which require sizable tracts of land and/or employ large number of workers." Although Tiger Way is zoned GI, it has developed in a lighter industrial character. The lots are all around one acre in size and used for storage, office uses, and light assembly. Staff is of the opinion that the introduction of a kennel would not detract from nor adversely affect the industrial character already established along Tiger Way.



SPECIAL USE PERMIT GI ZONING DISTRICT APPLICATION

153 Willowbend Rd, Peachtree City, GA 30269
P: 770-487-5731 F: 770-631-2552
WWW.PEACHTREE-CITY.ORG

Fee: \$250

Receipt # 00006800

Date Filed 5/24/17

Case # PSU17-0001

SITE LOCATION	Address <u>261 Tiger Way</u> <u>Peachtree City, GA 30269</u>	SPECIAL USE INFORMATION	Existing Use <u>Industrial</u>
	Parcel # <u>073302006</u>		Proposed Use <u>Kennel</u>
	Lot Size: <u>63,379.9</u> <u>1.155</u> Square Feet Acres		Hrs of operation: <u>7am</u> to <u>7pm</u>
	Building: <u>10,000</u> <u>0</u> <u>10,000</u> Existing Square Feet Proposed New Square Feet Total Square Feet		# of employees: <u>6</u> Existing Proposed
APPLICANT	Name <u>Royal Bed & Biscuit, LLC</u>	OWNER	Name <u>S.F.B. Properties, LLC</u>
	Address <u>311 Friendship Church Rd.</u>		Address <u>PO Box 2446</u>
	City, State, Zip <u>Brooks, GA 30205</u>		City, State, Zip <u>Peachtree City, GA 30269</u>
	Phone # <u>770-856-9962</u>		Phone # <u>404-403-6499</u>
	Email <u>rlinfo@bellsouth.net</u>		Email <u>triall@viallins.com</u>
LOCATION OF	Major Thoroughfare frontage? ☒ No ☐ Yes: _____ name of road _____ ☐ Arterial ☐ Scenic ☐ Community Coll. ☐ Village Coll.		
	Tree Save/Landscape Buffer: <u>no changes</u> required width _____ Other Buffers or Transitional Yard Requirements: <u>no changes</u>		
	Multi-Use Path Connections: ☐ Existing on site ☐ Proposed on site ☒ None on site. Nearest connection: _____		
	Stormwater Retention: <u>no changes</u>		
FIRE INFORMATION	Automatic Fire Sprinklers: ☐ Yes ☒ No, why? _____		Briefly describe daily operations: <u>Kennel & boarding facility</u>
	Automatic Fire Alarm: ☐ Yes ☒ No, why? _____		
	# of Fire Hydrants: <u>0</u> Existing <u>0</u> Proposed		
	Hazardous Material On Site? (If yes, describe type and method of storage to the right:)		
	☐ Yes ☒ No		Material(s): _____ Storage: _____

With the signing and submittal of this application, the property owner authorizes Peachtree City staff to enter onto the subject property to collect data and other information in order to accurately prepare reports or other documentation for review by the City Council.

By signing below I hereby certify that the above listed information and the accompanying materials as requested are accurate.

Applicant Signature: _____ Date: _____

Property Owner Signature: Phil White, owner Date: 05-19-2017

Please complete the Submittal Checklist.

OFFICE ONLY

This request, along with the required fee and supplemental documents, has been properly submitted and is hereby accepted for consideration by the City Council:

Signature: [Signature] Date: 5/26/17 Date of City Council Meeting: 6-6-17

The proposed use for the property located at the address of 261 Tiger Way Peachtree City, Georgia is a dog boarding and daycare facility for dogs and a refuge for homeless and/or neglected animals within the city limits of Peachtree City, as well as Fayette County. The refuge is intended to be a temporary safe haven for the aforementioned animals, until we can get the animals adopted out into a permanent loving home. The animals will be housed entirely at the property, again on a temporary basis, being cared for by volunteers within the organization.

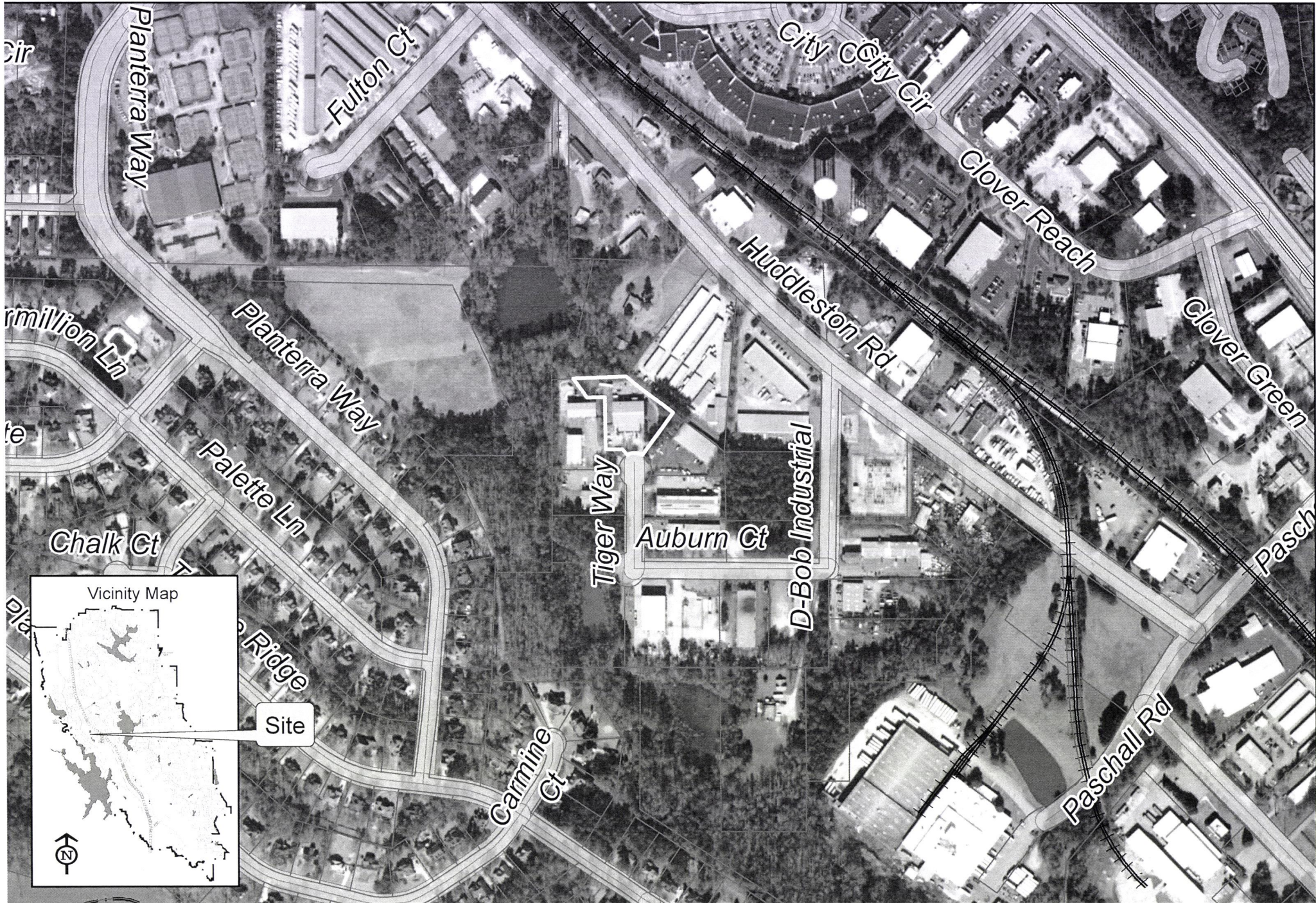
The location that is going to be used, is already completely developed as so far as the physical structure and falls within the guidelines of the goals and policies of the comprehensive plan for Peachtree City. The only general improvements to the location will be the erection of fencing that will fall within the guidelines of Peachtree City as well.

The physical location is in an industrial area and will not encroach or impair any of the surrounding industrial businesses or locations thereof. As so far as adequate utilities, stormwater drainage, parking, loading areas, landscaping and other development standards as required by the city, with this being an existing property it already meets the aforementioned guidelines.

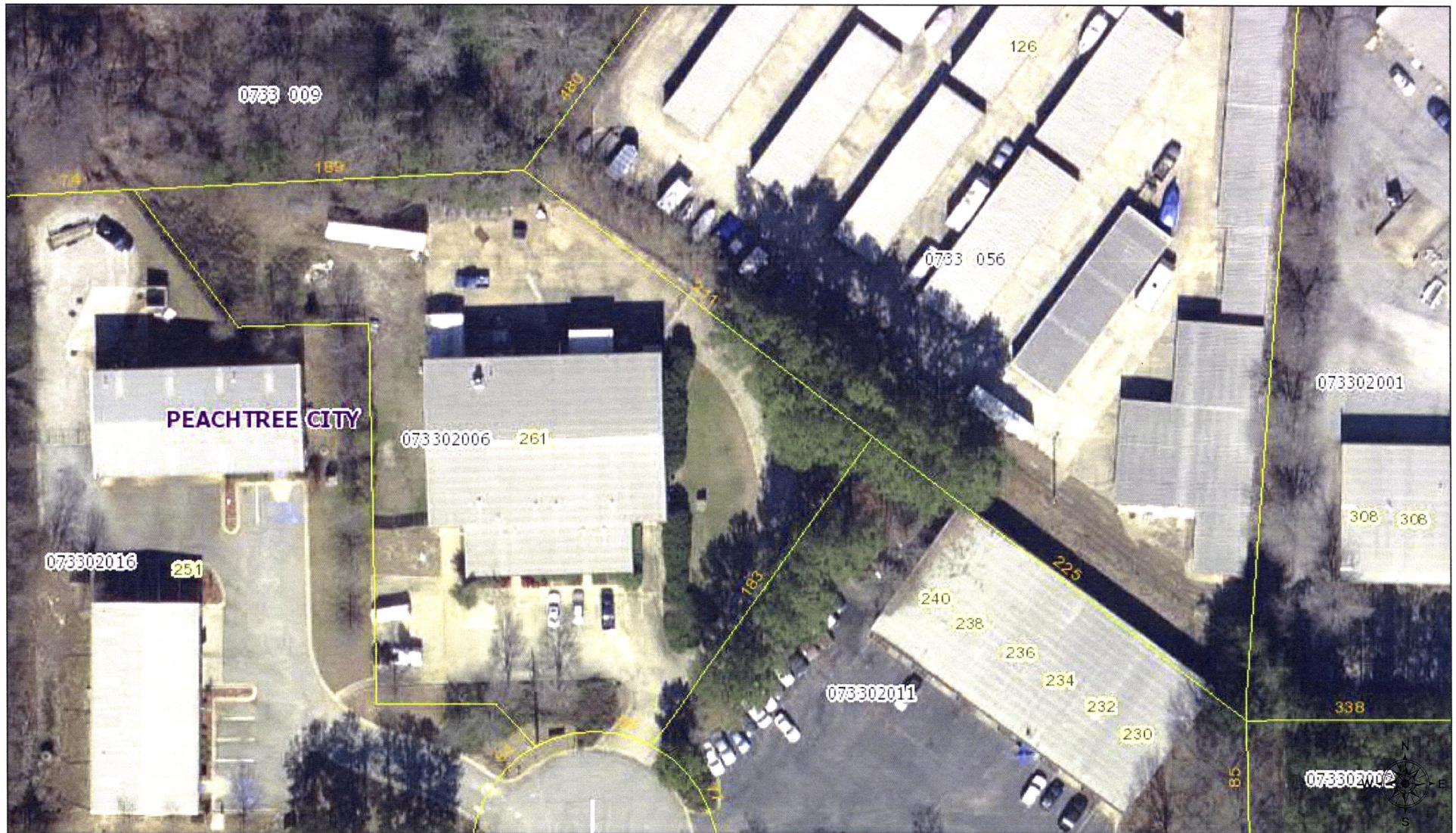
The proposed business that will be housed at the above listed address will be compatible with the General Industrial zoning district in that the location will be used in an industrial environment so to speak. The environment established by the business will continue to encourage the formation and continuance of a compatible environment for other industries.

Royal Bed and Biscuit
261 Tiger Way
Zoning District: GI, General Industrial
Request: Special Use Permit - GI for Kennel

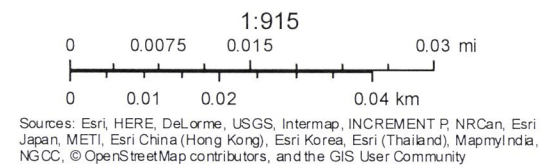
Peachtree City
City Council
June 6, 2017



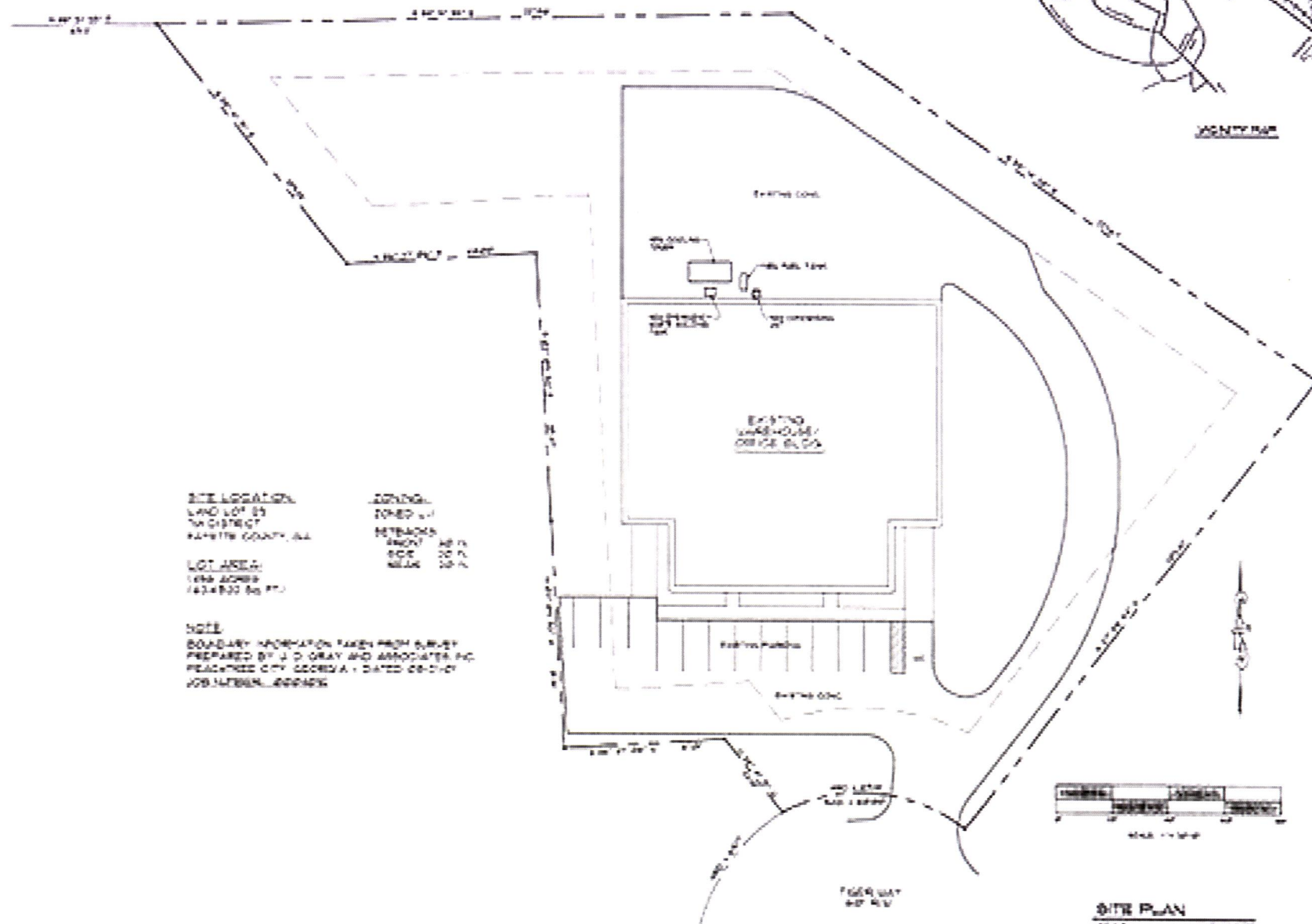
GoMaps



May 30, 2017





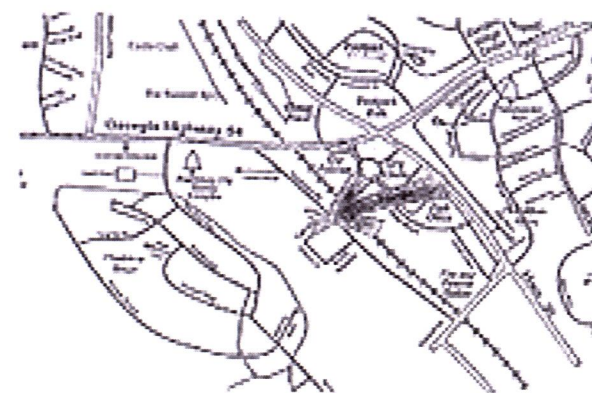


SITE LOCATION
 LAND LOT 85
 7th DISTRICT
 FAYETTE COUNTY, ALA.

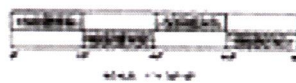
LOT AREA
 1666 ACRES
 1434830 Sq. Ft.

NOTE
 BOUNDARY INFORMATION TAKEN FROM SURVEY
 PREPARED BY J. D. GRAY AND ASSOCIATES, INC.
 PEACHTREE CITY, GEORGIA - DATED 08-21-07
 JOB NUMBER 0000456

ZONING
 ZONED L-1
 SETBACKS
 FRONT 40 FT.
 SIDE 20 FT.
 REAR 20 FT.



VACANT LAND



SITE PLAN
 SCALE 1" = 100'