



CITY COUNCIL OF PEACHTREE CITY
REVISED MEETING AGENDA
JUNE 2, 2022
6:30 p.m.

Peachtree City
Mayor & City Council
Kim Learnard, Mayor
Phil Prebor, Post 1
Mike King, Post 2
Gretchen Caola, Post 3
Frank Destadio, Post 4

-
- I. Call to Order
 - II. Pledge of Allegiance
 - III. Moment of Silence
 - IV. Announcements, Awards, Special Recognition
 - V. Public Comment
 - VI. Agenda Changes
 - VII. Minutes
May 17, 2022, Special Called Meeting Minutes
May 17, 2022, Executive Session Minutes
 - VIII. Consent Agenda
 1. FY2022 Budget Amendment & Reclassification of Code Enforcement Officer (P/T) to Code Enforcement Officer (F/T)
 2. Reclassification of One (1) Police Officer Position to Police Sergeant
 3. FY2022 Budget Amendment and Intent to Finance – Police Car Replacement
 4. FY2022 Budget Amendment and Intent to Finance – Three (3) Code Enforcement Vehicles
 5. FY2022 Budget Amendment – Public Works – F750 Dump Truck Replacement and a Tractor Truck
 - IX. Old Agenda Items
 - X. New Agenda Items
 - XI. Public Hearings

06-22-01	Alcohol License- New - Sweet Tea Lounge 2705 Hwy 54W Ste 5	(Collins)
06-22-02	Alcohol License – New – Urban Exotic Warehouse 500 Northlake Dr, Ste 202	(Collins)
06-22-03	Alcohol License – New – TAKKO 316 City Circle	(Collins)
 - XII. Council/Staff Topics
 1. Peachtree Parkway/Crosstown Drive Intersection Improvements
 - XIII. Executive Session
 - XIV. Adjourn

**City Council of Peachtree City
Special Called Meeting Minutes
Tuesday, May 17, 2022
6:30 p.m.**

The Mayor and Council of Peachtree City met in a special called meeting on Tuesday, May 17, 2022. Mayor Kim Learnard called the meeting to order at 6:30 p.m. Council members attending: Gretchen Caola, Frank Destadio, Mike King, and Phil Prebor.

Announcements, Awards, Special Recognition

Learnard recognized Tyrone Mayor Eric Dial as being in attendance.

Public Comment

None

Agenda Changes

None

Minutes

- 1. April 21, 2022, Council Meeting Minutes**
- 2. April 21, 2022, Executive Session Minutes**
- 3. April 21, 2022, Special Called Work Session Minutes**
- 4. April 21, 2022, Special Called Joint Session Minutes**

King moved to approve the April 21, 2022, Council Meeting Minutes, April 21, 2022, Executive Session Minutes, April 21, 2022, Special Called Work Session Minutes, and the April 21, 2022, Special Called Joint Session Minutes. Destadio seconded. Motion carried unanimously.

Consent Agenda

- 1. FY2022 Budget Amendment – Protective Inspections**
- 2. FY2022 Budget Amendment – Park Enhancement Donations**
- 3. FY2022 Budget Amendment & Reclassification of Admin Clerk (P/T) to Deputy City Clerk (F/T)**
- 4. FY2022 Budget Amendment & Extended Pool Hours**
- 5. Reclassify One (1) Heavy Equipment Operator Position to One (1) Heavy Truck Driver Position**
- 6. Reclassification of Two (2) Part-Time Visitor Center Information Representatives to Two (2) Part Time Staff Assistants in the CVB**
- 7. Reclassify Training Officer and Operations Officer in the Fire Department from Salary Grade 119 to Salary Grade 118**
- 8. Addition of Three (3) Seasonal Part-Time Splash Pad Attendant Positions in the Recreation and Special Events Division**
- 9. Carriage Lane Presbyterian Church Stormwater Facility Management Agreement**
- 10. 134 Colonnade Drive Permanent Drainage Easement**

Destadio moved to accept Consent Agenda items 1-10. King seconded. Motion carried unanimously.

The Mayor noted that the Consent Agenda included acceptance of donations of \$11,000 from the Peachtree City Running Club for enhancements at Luther Glass Park, \$3,000 from the BMX Parents Association for repaving of the BMX pump track, and \$1,800 from the Peachtree City Rotary Club to buy furniture for the Drake Field Pavilion. She said the City was grateful.

Old Agenda items

11-21-02b Reconsider the closure of Crabapple Lane to golf cart traffic effective June 1, 2022, to allow adequate time for Fayette County and Tyrone to install side paths along Dogwood Trail as identified in the Fayette County Transportation Plan

Prebor stated that he and King were on Council last December when they voted to close Crabapple Lane from Tyrone. It was closed to cars and trucks that month, but they decided to postpone the closure to golf cart traffic for six months. He acknowledged it was a difficult project, but Council was hoping to see progress on the project in that time. They had received a letter from Mayor Dial saying they were working on the project, but the Peachtree City residents in Kedron Hills wanted the deadline adhered to. They were concerned about not only current residents, but people in future developments, using their neighborhood as a cut-through. He assured the Tyrone residents in attendance that they wanted them to come to Peachtree City and enjoy the amenities, but the Kedron Hills residents were concerned about so many carts coming through.

Prebor stated that he was asking Council to extend the deadline but cautioned that they would be expecting to see good progress towards creating a path to connect to Peachtree City's path network.

Learnard asked if he had a motion, but King wanted to know if it was up for discussion? She said it was after they had a motion and a second, but Prebor said he wanted to hear the comments first.

They decided to close the road after a meeting in which eight residents spoke about their safety concerns, King remarked. They said people were driving through their yards, and they felt it was unsafe to allow their children to walk on Loring Lane after the school bus let them out. Since then, they had received many "thank yous" from the Kedron Hills community.

He recalled that at that time, Council was looking for something concrete to show that Tyrone was making progress. King stated that he had made a couple of phone calls; one was to Peachtree City's appointee on the Fayette County Transportation Committee, who told him Tyrone had not approached the committee about a path along Dogwood Trail. He read Dial's letter to Council but saw nothing of substance to show they were pursuing the path. King said they had delayed this for six months, and, in another six months, it would be the same thing all over again. It was wrong to deny a resident a piece of their quality of life. The people of Kedron Hills were Peachtree City taxpayers, and that is who Council represented.

There was access that was quicker, he pointed out. They could get to the Dogwood Church area by going .4 of a mile. If they were serious about a path, when Stonecrest was built they would have used a stormwater easement on the southwest corner of that subdivision to cut through to the church. He wanted the City to close the road and be done with it.

While he was not on Council when this decision was made, Destadio said he was hit with emails from both sides when he was campaigning. He was a person who needed data, so he started looking for it, in order to understand the reasoning behind what Council did. He read the minutes and watched the videos of the meetings. He did not see a lot of data, so he went to the City Manager and asked, since speeding was a concern, how many speeding tickets had been issued? He never got any data. He asked if they could install a camera to see how many carts came through? But he never got an answer. He said it was hard for him to make a decision without data.

He and the former City Manager visited the area, and Destadio said he saw how the road had been blocked. He had received emails from Peachtree City residents who had used Crabapple Lane for access to the north. Council did not want people going through a neighborhood, yet they let cart traffic go through Timberlake and other neighborhoods on the other side of town. However, Destadio said Caola pointed out to him that those other areas were not really growing. The Tyrone area was. It was not so much the current carts that were going through there, it was the projection of traffic from several other planned developments.

Destadio said he believed Dial was trying to work a plan, and the interim City Manager had showed him another route for a path through housing areas that were not along Dogwood Trail. King had said that they wanted people to come to Peachtree City, but his concern was that there might be too many people coming, whether from Tyrone, south Fayette, or Senoia. Council would need to realize that they could not have another 500 or 1,000 carts on their paths. They spent \$3.2 million a year on the paths. Council had raised fees for out-of-city cart permits, but Destadio remarked that he was not sure they raised them enough or used the right method to calculate them. It was based on the number of households, but maybe it should have been based on the number of carts.

He concluded that he felt Tyrone was trying and was in favor of extending the deadline for at least six months. They could use an alternate route through the housing areas, not along Dogwood Trail. He was sure they would be talking about this again in six months, and also hoped this would start a conversation about the magnitude of carts coming into Peachtree City and the cost of that.

Caola stated that she understood that people from surrounding communities wanted to come in on carts, but it was important for Peachtree City to manage their entry points. She could support granting Tyrone a limited amount of time to finish a path, but it had already been six months. Another six months would be reasonable, but they should get on it.

If they did entertain six months, Prebor remarked, Tyrone would have to sell them on it. He could not see Peachtree City spending staff time monitoring Tyrone's project.

Was this extension something they could even vote on? Caola inquired. Learnard said they could. Her position was to suspend the deadline to give Tyrone the opportunity to do what they said they would do. She believed they were moving forward and wanted to hear about what they had done.

Learnard invited Tyrone Mayor Dial to speak. He introduced Tyrone Council Member Billy Campbell. Dial said he thought it might be easier in Peachtree City, as a planned community, to put in cart paths than it was for Tyrone. Tyrone had to go through the process of fee simple ownership on property, and some people did not want to sell their property.

Dial stated he did not need to call the Fayette County Transportation Committee to build this path because they would have nothing to do with it. He had talked to the developer who was building a total of 50 more homes in Tyrone. He believed about 40 golf carts had logical access to that location now, and you could add another 50. The County might have development planned there; Dial said he did not know. But the impact from Tyrone was not much. Still, Dial said, they realized and respected that Peachtree City had control over its jurisdiction.

City Council Minutes
May 17, 2022
Page 4

What could he show that Council would consider concrete? Dial stated that he and the developer had talked numbers and routes. It was necessary to go through the church property, and he had spoken with them. He could not speak for the church, but they had given him permission to say they had conversations that were productive, and Dial said he believed they would be able to go through the church property and not come down the street side of Dogwood Trail as first thought. That would have meant a bridge across a wetlands area at a cost of \$800,000 to \$1.2 million, which was a prohibitive amount. Now they were considering another route that made more sense and would not require the bridge. Was that concrete enough for Council? Dial asked. Did they need drawings?

King said he wanted to know why he had not talked to the County Transportation Committee about the original plan, which was running a path down Dogwood Trail, as the Comprehensive Plan stated? Dial said that was just not feasible due to the cost of the bridge. King asked Assistant City Manager Justin Strickland how much a mile of path cost?

King said it cost between \$340,000-\$360,000 a mile. That was on City-owned land, Destadio pointed out. Dogwood Trail had setbacks on either side, King noted; why not ask the County about putting the path there?

They had spoken to property owners while determining the best route, Dial stated, and he thought they had it down to four properties.

A concept drawing would be sufficient for him, Destadio commented. It would give Tyrone an idea of what the cost would be and allow them to budget for it. Dial said that was roughly already done. Destadio added he would like to see something from the church saying they would allow the path to come through their property. That way, both ends would be covered. Council would see a plan and have assurances from the church that they would not block access.

Dial said he had exchanged emails with the pastor this week. They had a campus committee, and its chair was out of town this week.

Destadio remarked that he had heard that this developer was marketing his homes based on the fact that you could access Peachtree City's path network. He hoped that was not something the Town of Tyrone supported.

Connectivity and good neighbor cities were a good thing, Dial commented. He hoped Peachtree City would be happy to say it was next door to a safe and high capita income city in Tyrone. They might say there was access to Peachtree City's paths, but he would not recommend a developer sell homes based on that.

Destadio said he was not so much concerned about the current cart traffic, but about what would be generated from future developments. Dial said he did not see where that would happen unless the County had plans he was not aware of. But that was County property, Destadio stated, and Dial told him Tyrone had half of Crabapple and the County had the other.

They had open discussions with Mayor Dial and those would continue, Learnard said. She asked him if he wanted to say anything else?

King asked if they had considered dropping the speed limit on Dogwood to be compatible with cart traffic? Dial told him they were working to change almost all surface streets to a lower speed limit to allow for cart traffic. It would save them from having to go through the process of buying property for paths. But trucks went through on several roads, including Dogwood Trail, and they were not comfortable putting carts on roads where there were large trucks. Plus, he noted, Cresswind and Everton came through those roads, so the volume was quite heavy.

Caola said her concern was that this would get extended out beyond what was considered reasonable. At what point did they set a drop-dead date? Prebor said they could extend it to December 1, but he did not want Dial to come back with a letter similar to what he had sent them this week.

Dial stated that he did not want to mislead anybody and did not want to kick the can down the road. He was trying to get this problem resolved, but he might get to November or December and realize this might not be feasible because the prices were too high. He did not want to promise they would fix it if he did not know that they could, but they were trying. Prebor said that was fine. Dial thanked Council for hearing him.

Learnard asked if anyone from the public wished to speak? She also assured them that Council had read all their emails.

A Cresswind resident said the closing of Crabapple to traffic had impacted him. He, too, felt it was not based on fact. Some of the vehicles might be from Peachtree City. He said it seemed they wanted to make Peachtree City into a gated community. He urged Council to reconsider the road closure.

Kevin Madden stated he was Peachtree City's representative on the Fayette County Transportation Committee and a former Council Member. He did not understand why the Committee had not been approached or why Tyrone's representative had not mentioned anything about future cart paths, but now, after six months when the deadline was approaching, the Mayor was interested. Madden said access should be closed as originally planned to protect the citizens of Kedron Hills and Peachtree City and their children. Council gave Tyrone time, Madden commented, and they had done nothing except show up two weeks before the deadline to ask for more. The idea of just 150 more carts was "malarkey," Madden remarked. A map of that area showed acres of open land down Dogwood Trail that would be developed. They were talking about thousands of carts coming in that were not paying their fair share.

Piper Villareal said she lived in Tyrone and went to Crabapple Lane Elementary and sometimes had to go to Kedron Elementary. Her parents liked to use the golf cart to get her there. Closing the road to golf carts might mean more traffic and also it would make it more difficult to get to school activities and visit friends.

Carol Kane urged both sides to step back from the arguments and remove their emotional attachments to the issue in order to look at facts. Tyrone had to figure out how to pay for this. Peachtree City's reasons for closing were not based on data. She had attended many meetings and things were getting personal. They should be models for our children.

Russ Korn said he was on the board of the Kedron Hills Homeowners Association (HOA) and thanked Council for looking after the needs of the neighborhood. They understood the idea of working with other towns, but at the end of the day, the question was when this path should be closed? What should Tyrone do to show evidence of working towards building a path? He was an attorney and said he read Dial's letter and saw no evidence of an effort. In six months, they would be having this same discussion. If this was extended, he hoped Council would hold them to the agreed upon deadline. Korn also said Dial was careful to state the number of new homes planned for Tyrone, but the issue was what was being built in the County on the other side of Crabapple Lane. There was a neighborhood of 90-plus homes going in right behind Kedron Hills. They were rezoning and developing on the other side of that.

Pam Danz of Peachtree City said keeping this access open was not fair to the people who paid taxes to build and maintain the path system. She understood that out-of-towners paid higher cart permit fees, but it was nowhere near what Peachtree City residents paid in taxes. She also said she understood that the cart drivers from Tyrone came to Peachtree City to shop and eat and, thereby contributed to the Special Purpose Local Option Sales Tax (SPLOST).

A Tyrone resident said the safety issue seemed to have been addressed, but cost had not. The previous speaker said maybe Tyrone residents were not paying their fair share, but he did pay than \$240 a year for a Peachtree City permit. They moved to Stonecrest Preserve for access to the paths, and his disabled daughter, who could not drive a car, could drive a golf cart to get to her job at Kroger. Blocking this path now would cut off her access. He said there were only eight to 10 carts per day going through Kedron Hills. He hoped they would leave it open until there was a solution

Kedron Hills HOA President Scott Beamer noted there had been years of traffic studies and talks with the City about speed humps, Police presence, and other options. Finally, there had been a solution, and it worked. The County's Master Plan for paths did not permit accessing Peachtree City's paths from outside the City using the residential street system , he remarked. This was not something that should be happening. He did not know why they were even having this conversation. It seemed like the Peachtree City Council was trying to manage Tyrone's problem. They had a solution on the books: they said it would close. It was not Peachtree City's problem. There was a 5-0 decision by Peachtree City's Council last year, and that should be sufficient.

A Peachtree City resident said Tyrone had done nothing to move towards meeting this deadline, and he felt the access should be shut off. That is what Council voted to do.

Christine Lewis, a former Peachtree City resident who now lived in Tyrone, noted that they had heavy golf cart traffic in her neighborhood when she lived in Wilshire Estates, and there was not any problem. She remarked that her college-age children used the golf cart to visit their grandparents in Peachtree City. She said they were devastated by this decision, but she urged Council to grant Tyrone an extension of this deadline.

A resident of Loring Lane agreed that carts were not a huge problem now but said there were acres and acres of nearby land to be developed. That is when the problem would get worse. Kedron Hills did not have sidewalks, so people had to walk in the street, and it was dangerous.

City Council Minutes
May 17, 2022
Page 7

Mark Ott asked what facts they were using to support reversing the previous decision? He said he thought he would hear some reasons, such as supply chain problems. Ott recalled that in the fall, the City Manager spoke at length about the reasons for this decision, explaining safety, taxes, costs. Then many Kedron Hills residents spoke about their reasons. He wanted to hear facts if Council reversed its decision.

A Kedron Hills resident said he had noticed that many of the young cart drivers did not obey the rules of the road, such as not stopping at stop signs. He had almost been hit by carts. You were not supposed to be on the road if there was a parallel cart path, but many people went past the path to travel on the road. Now they were talking about a huge influx into Kedron Hills from new developments in Fayette County.

No more citizens who wished to speak.

Learnard said she believed the immediate safety concerns in Kedron Hills had been addressed. The comments had helped her understand that what they really needed to do was plan for the future. They needed an alternative route, and the Mayor commented that no one from Tyrone had said that would be a bad idea or that Peachtree City should not compel them to do that. They were working together to plan for the future.

To give an example of the spectrum of comments, Learnard reported that one person suggested Peachtree City approve a multi-year extension for cart traffic provided that Tyrone include path plans in their 2022 Comprehensive Plan update and include path projects in the 2023 SPLOST project list. Learnard said she believed Peachtree City was a welcoming and gracious and reasonable community, and they invited their neighbors to come on their golf carts, and shop and work. This was about more time, so she believed they should forestall closure while they made plans.

Strickland wanted to add that he had asked the Police Department to take counts of carts at Crabapple over a period of two weeks. On May 3, there were 36 carts, on May 4 there were 22, on May 7, 29, and May 8, 36.

Destadio said he did not disagree with anything that was said. He noted that a lot of the speakers mentioned cars and that problem had been taken care of. No one wanted a lot of carts funneling in there from future developments down the road. He did not feel Council had adequate data when they made this decision. He wanted to see concept drawings. If they got those things, it showed a plan was moving forward, and he thought they should be given that opportunity.

King wanted Tyrone to acknowledge that there was access via Dogwood Trail down to the Kedron Shopping Center now. He and Madden had driven the .4 mile to Farr Road. It was there and was paved. If they reduced the speed limit, carts could get to Dogwood Church and on through. Extending this time period was telling residents they had less of a voice than non-residents. King said he agreed they should try to be good neighbors, but Council gave them six months, and they spit on it. He said he had residents explain why they wanted this closed; he represented them. He said they were taking this down a path of no return. King said he had seen letters from Council Members to residents of Stonecrest in Tyrone asking them to provide input, and that was wrong.

Destadio said there had been emails on both sides. He told King not to imply that he was not listening to the citizens. King said he did not need data when a mother was telling him she was afraid to have

her kids walk by themselves to the school bus stop. That was addressed by stopping the cars, Destadio commented, but King said it was a problem with carts.

Prebor moved to extend the deadline for the path closure from June 1, 2022, until December 1, 2022, to allow Tyrone time to present concrete evidence, in the opinion of Council, that they were making progress, in the opinion of Council, on this path. Destadio seconded. Motion carried 4-1, with Caola, Destadio, Learnard, and Prebor voting in favor, and King voting against.

Council agreed that there would be a six-month time limit, and there would be no more extensions.

New Agenda items

05-22-01 Glenloch Splash Pad Entry Fees

Director of Recreation and Special Events Quinn Bledsoe said she and her staff met with representatives from United Pools to come up with a recommendation to reduce the price at the Glenloch Splash Park. The proposal called for a price for Fayette residents of \$3 for an adult; \$2 for a child ages 3-11, free for a child younger than 2, and \$2 for adults 65 or older. Anyone in street clothes accompanying a child, but not using the splash park, could get in for free. That was already the policy at the pools. Out-of-county entry prices were double those for Fayette residents. People living at least 60 miles outside Fayette County and accompanied by a Fayette resident could pay the Fayette County rates.

She said they open in 10 days. They would use the existing gate inside the pool fence. This would be a trial season, and the plan was for the United Pools staff to be trained on the new fee and procedure. Those who paid for the splash pad only would get an armband so it would be easy to enforce. They would monitor the demand for the splash park. Should they get overrun, they had created a splash park attendant position. Bledsoe said she did not think they would need it, but Council did approve it on the Consent Agenda, so it was there if needed. They should be able to meet their needs by using other part-time employees they already had. At the end of the season, they planned to meet and assess things. The capacity was 70 people, and Bledsoe said she did not think they would get past that number, but if they averaged 50 people a day, the desk folks would need assistance.

Caola asked what the outside of Peachtree City rate was before, and Bledsoe said the in-county rate was \$6 and the out-of-county was \$12.

Prebor said he liked the idea and felt they had made it more reasonably priced for a family. Learnard said she wanted it to be free, but this was a reasonable compromise.

Was there an increase in the splash pad budget from a year ago? King wondered. Bledsoe said there was not.

Prebor moved to approve New Agenda item 05-22-01, Glenloch Splash Pad Entry Fees. Caola seconded. Motion carried unanimously.

Public Hearing

None

Council/Staff Topics

1. Battery Way Park Resident Parking Only

Caola showed the listing for Battery Way Park on the City website, with hours listed from sunrise to sunset, along with features and amenities. She next presented a diagram of what the parking lot looked like, saying the park was on the east side of the lake and was where a lot of visitors parked, along with Drake Field. Battery Way had a tot lot, a multi-use path, trailer entry, and was a very busy place in the summer.

Caola said she was concerned about safety. There were kids playing in the tot lot, while trailers were backing down the ramp where there were also kids playing, and, in general, it was just a tight parking lot with few spaces. There was also a high call volume to the Police Department. She showed photos of kids playing on the boat ramps.

Destadio asked if the previous drawing was done to scale? and Caola said it was.

There had been 486 Police calls to Battery Way over the last three years. That was excessive for a neighborhood park, she stated.

Caola said she had been going to the park over the past few months and keeping a log of out-of-county visitors. Almost every day, she saw more out-of-city people than Peachtree City people.

Pinecrest Boat Ramp was across the lake from Battery Way Park and was underutilized, Caola remarked, and she thought it was a much safer entry point for boats---not for kayaks and paddleboards, but for boats backing up. She showed a photo, saying it had a more appropriate slope for a boat to enter. There was grass on either side. Google reviews showed that people liked Pinecrest because it was much less crowded, but Google mistakenly listed it as closed five days a week when all parks were open seven days a week, sunrise to sunset. The City website did not list the open times, either.

The parking area at Pinecrest was just under an acre, while the paved lot at Battery Way was only a third that size. There was an ordinance that allowed driving only on roadways in an area that was characterized as a recreation facility, Caola pointed out, but she showed another review that said you could park on the grass. People also pulled their golf carts off the paths and onto the greenspace. She showed a drawing of Pinecrest and the possible parking areas. The grass was not doing well on the lower side, so that might be better to gravel for parking.

The City said there was one home at Battery Way and three at Pinecrest, but qPublic showed three at each.

Fayette County had recently closed off Lake McIntosh, Lake Horton, and Lake Kedron to everyone who was not a Fayette County resident. Caola said this might mean extra visitors to Lake Peachtree, which restricted water access to Peachtree City residents only. The County charged a \$300 fee for an annual pass.

If they decided to close parking at Battery Way and Pinecrest to Peachtree City residents only, there were plenty of other nearby options, and Caola showed a map of them. She proposed removing the words "boat ramp" from the Battery Way webpage and adding that water access was restricted to

Peachtree City residents and their guests. Cars and trucks with trailers must use Pinecrest. The website would also say that kayaks and paddleboards could enter at Battery Way.

Caola said her goals for Battery Way were to increase safety for children, pedestrians, and golf carts, reduce the number of Police calls, increase parking for Peachtree City residents, relocate trailers to Pinecrest, and allow kayak and paddleboard entry at either location. Her proposed date for starting this was July 1 and proposed changes included limiting parking to Peachtree City residents only, allowing access to the parking lot to vehicles with a decal, updating the Battery Way website, and allowing parking on the grass at Pinecrest until a proper surface was installed.

King said it was a good idea to get any vehicle with a trailer to go to Pinecrest. He wondered why the Police did not ticket more non-residents for parking at Battery Way?

Destadio mentioned that the interim City Manager estimated the cost of a paved lot at \$25,000. That was for asphalt, Strickland noted.

Prebor said he did not like the idea of having to get a decal if he was a city resident, but he was in favor other than that.

The CAD drawing highlighted the concern for safety, Destadio remarked.

Learnard noted that the park was open sunrise to sunset, so anyone there after that was in violation. Caola said the main issue was the lack of parking. There were about 20 spaces, and, on a Saturday afternoon, every one was taken and fewer than half the vehicles had Fayette County tags. So, the issue there was enforcement of the fact that lake access was for Peachtree City residents only. Caola said a lot of people met there to walk. They could park at the Fred, at Drake Field, the community garden, just not at Battery Way.

Learnard asked why there were 300 calls in 2020 and only 150 in 2021? Caola pointed out there were the same number of ordinance violations two years in a row. Citations for disorderly children, meaning teenagers, was consistent from year to year. She did not believe limiting the parking to only Peachtree City residents would reduce this. Misbehavior came from all counties, Caola remarked, but her goal was to reduce those numbers.

What was the problem they were trying to solve? Learnard asked. Trailers backing past a tot lot and a multi-use path, she replied. Caola pointed out there were 43 golf cart accidents last year on the east side of the lake that involved the Police.

Prebor asked Police Chief Janet Moon if she had any comments, and she said she needed some time to look at it.

Learnard said she wanted to understand what problems they were trying to solve, what the current status was, and how to achieve their purpose. Spreading out the out-of-town visitors and allowed their own residents to have access to Battery Way was the end game, Caola replied.

Prebor said he liked the fact that Battery Park was more of a community park. If you wanted to just walk around the lake, you could park at Drake Field or the library. They were not denying anyone that. He recalled there was a lot of misbehavior at Battery Way at the beginning of the pandemic.

Safety was a concern, Destadio said, along with ensuring space for residents. That was what he got out of the presentation. There did not need to be an accident for safety to be an issue. Caola said this was something both officers suggested when she and Destadio did ride-arounds with them.

Were most of the Police calls at night when the parks were closed? King asked. Caola said she did not know how many were at night, but it seemed like a ridiculous amount of police usage.

This was the right conversation to have at the right time, Learnard remarked, and she wanted to make sure they understood what problem they were addressing. But this was a great start, and she thanked Caola for her work.

2. Peachtree Parkway and Crosstown Drive

Strickland said he wanted to update them on the roundabout project that City Engineer Dave Borkowski discussed at the previous meeting. They were moving forward on the design. It was about 50% complete, and when it was 90% complete, the City would give its comments and continue to the final design.

Had Council voted to approve a roundabout for this intersection? Destadio inquired. He had read the traffic study and the level of service they were looking at for 2022 and then in 2040 did not improve that much. They had looked at a single roundabout, a turbo roundabout, and a roundabout with an additional right turn coming off Crosstown going north on Peachtree Parkway. He recalled that at the time, he wondered what they would gain because the study did not show a significant improvement in the level of service. It was an F that would move up to a D. He recalled them having a good conversation, but did not remember them approving anything, so why were they spending money on a design?

Subsequent to that discussion, Learnard said they learned the County was putting in a roundabout at Peachtree Parkway and Redwine Road. Destadio said he did not disagree with that, but did they agree to spend money on the Crosstown/Peachtree Parkway intersection?

Strickland said this was from a previous agreement. They just narrowed it down from the three options.

Destadio said he remembered discussion of a stop light and of additional right turns. There were questions about whether the SPLOST dollars could be used for a signal instead of a roundabout or vice versa. He did not recall them approving anything and asking the interim City Manager to get an answer to that question.

King said that was correct, and Learnard agreed.

Strickland pointed out there was \$1.5 million tied up in a 2003 County SPLOST project for a roundabout, and Destadio said he remembered the former City Manager talking about how he was trying to figure out how to not lose that money.

That was why the design process was continuing, King remarked.

Borkowski said they did not hear a lot of negative feedback about the roundabout after the last meeting, but he might have misunderstood Council's wishes. If that was not the consensus, they could bring it back to a Council meeting with all the numbers, level of service and so on, and have the engineer there for an official recommendation to Council and a vote.

They could do that, Destadio said, but first he wanted to ask Borkowski to look at the minutes of the last Council meeting where they asked the interim City Manager to verify the status of the SPLOST money. He wanted to know the status of that before they got all the other information.

King said they wanted to use that \$1.5 million for the design of the extended right turn lanes to south Peachtree Parkway. That was right, Destadio said; could the SPLOST money be used or would it be lost?

They knew it could be used for a roundabout, Learnard commented, but what if they decided on something different, such as a signal? That was the question, Destadio replied.

Learnard said they would curtail this conversation until they learned more.

3. Public/Tunnel Artwork

Strickland stated that they had installed murals on the entrances to tunnels at Best Buy and The Avenue and showed photos. The one at The Avenue was done by an employee of the Grounds Department, while a local company did the Best Buy tunnel. The Avenue mural was sprayed onto the concrete, but panels had to be installed at the Best Buy tunnel due to bleeding in the cement. Both had been sealed with anti-graffiti sealant. The Best Buy tunnel cost \$8,500, while the tunnel at The Avenue was \$5,390.

Tonight, he wanted to know whether Council wanted to continue with this mural program? Destadio asked how many tunnels there were? Strickland said 11 that were concrete. That meant 22 murals with one on each side. Most of these tunnels were on State roads.

Caola said this should be a low priority. The Police and Fire Departments needed to be taken care of first. Others agreed.

4. Revised Library Hours

Library Director Jill Prouty recalled that the library closed in March 2020 due to the pandemic, then reopened at reduced hours to give them time to decontaminate returned materials and perform cleaning routines. This went on for several months, but the library was still operating at reduced hours. Now, they wanted to open longer hours to better serve the public. They were open until 7 p.m. Tuesdays and Thursdays and wanted to extend that until 8 p.m. They had some successful programs that started at 6 p.m., but the people who attended them were not allowed time to check out materials when the programs ended if the library closed at 7.

This would not cost any additional money; they would just shift some people around. She said she hoped to be able to add more hours in the future. There was a vacant part-time position that was funded. Learnard asked how it was possible to do this without any more money? Prouty said staff was

there until 8 anyhow, and often were present in the morning before the doors opened. They could have people come in later.

She wanted this to start June 1. Destadio asked about the new hours, and Prouty said they would change from 7 to 8 on Tuesday and Thursday.

Prebor said he had rather the high schoolers go to the library in the evening, than to Battery Park. Prouty said they had a lot of teens at night, but most of the people who wanted it open later were the people who went to the 6 p.m. programs.

King moved to adjourn to executive session at 8:20 p.m. to discuss the sale or acquisition of real estate. Prebor seconded. Motion carried unanimously.

King moved to reconvene in regular session at 8:44 p.m. Prebor seconded. Motion carried unanimously.

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

The meeting adjourned at 8:44 p.m.

Martha Barksdale, Recording Secretary

Kim Learnard, Mayor

CITY OF PEACHTREE CITY
INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Bernard McMullen, Interim City Manager *Bernard McMullen*
Ellece Brown, Director, HR & Risk Management *EB*

FROM: Robin Cailloux, Planning & Development Director

DATE: May 23, 2022

SUBJECT: **Request to Reclassify Code Enforcement Officer from Part-Time to Full-Time in the Code Enforcement Office**
June 2, 2022 City Council Meeting

Recommendation

Approve reclassifying the part-time Code Enforcement Officer position (Salary Grade 106) in the Code Enforcement Office to a full-time position in the same salary grade effective Monday, 6/6/2022.

Discussion

During the reduction-in-force and reorganization in 2020, the Code Enforcement staff was reduced from one (1) full-time Senior Code Enforcement Officer and two (2) full-time Code Enforcement Officers to one (1) Senior Code Enforcement Officer and one (1) full-time and one (1) part-time Code Enforcement Officers. Over the past twelve months, however, management has determined that the reduction in staff within that Office is not conducive to an efficient working environment. A review of case history since 2010 shows an average of between 100 – 200 cases per officer per month. While this rate remains constant over the years, the reduction in staff has resulted in a steady decrease of enforcement cases.

Budget Impact

The cost of this reclassification will be approximately \$19,888. The attached budget amendment will increase both revenues and expenses in the Code Enforcement Department by \$19,888.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Bernard McMullen, Interim City Manager *Bernard McMullen*
Police Chief Janet Moon *Janet Moon*

FROM: Ellece Brown, Director, HR & Risk Management *EB*

DATE: May 25, 2022

SUBJECT: Request to Reclassify One Police Officer to Police Sergeant in the Police Department
June 2, 2022, City Council Meeting

Recommendation:

That Council approve reclassifying one (1) Police Officer (Salary Grade 110) to Police Sergeant (Salary Grade 114) in the Police Department effective Monday, 6/6/2022.

Discussion

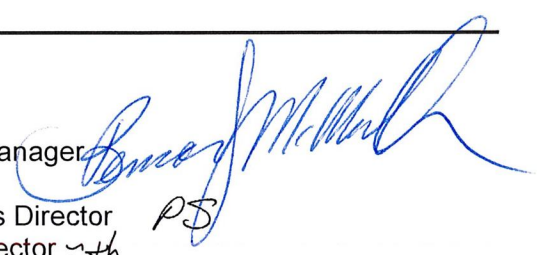
The Peachtree City Police Department has been approached with an offer to participate in the Homeland Security Investigations (HSI) Organized Crime Drug Enforcement Task Force (OCDEF) Financial Group. In order to meet the requirements of this Task Force, the Task Force Officer that the Police Department will provide should be at the Police Sergeant's level. The Police Department previously participated in a State task force but withdrew due to staffing limitations and unfilled vacancies. Since we are currently near full staff, management is willing to take on the necessary burden of providing the Task Force Officer in order to take advantage of this opportunity. However, in order to meet operational needs, we will need to promote a current employee to fill the Police Sergeant position. Therefore, a reclassification of one Police Officer to a Police Sergeant is necessary.

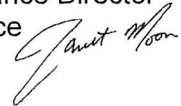
Budget Impact:

The cost of this reclassification will not exceed approximately \$22,162 depending on who is promoted to the Police Sergeant position. Funds are available in the FY2022 Police Department budget to cover this additional expense.

CITY OF PEACHTREE CITY
INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Bernard McMullen, Interim City Manager 

FROM: Paul Salvatore, Financial Services Director *PS*
Kelly Bush, Assistant Finance Director *KB*
Janet Moon, Chief of Police 

DATE: May 25, 2022

SUBJECT: FY2022 Budget Amendment and Intent to Finance
June 2, 2022 City Council Consent Agenda

Recommendation

Approve the attached budget amendment to the FY2022 budget resolution and the intent to finance an additional police car in the Fiscal Year 2022 Fund 337 CIP budget.

Discussion

Attached please find the budget amendment 22-27 for fiscal year 2022 submitted for your approval. This is housekeeping for insurance reimbursement and replacement of a police vehicle.

Budget Impact

The proposed budget amendment will increase both revenue and expenditures in the General Fund, the CIP Fund 337, and the Debt Service Fund.

CITY OF PEACHTREE CITY
INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Bernard McMullen, Interim City Manager BJM

FROM: Paul Salvatore, Financial Services Director PS
Kelly Bush, Assistant Finance Director ~~~xb~~
Robin Cailloux, Planning and Development Director

DATE: May 27, 2022

SUBJECT: FY2022 Budget Amendment and Intent to Finance
June 2, 2022 City Council Consent Agenda

Recommendation

Approve the attached budget amendment to the FY2022 budget resolution and the intent to finance three Code Enforcement vehicles in the Fiscal Year 2022 Fund 337 CIP budget.

Discussion

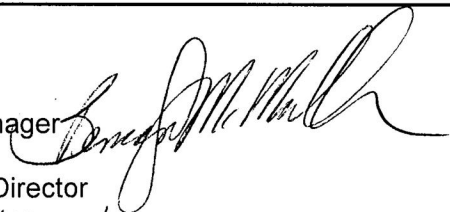
Attached please find the budget amendment 22-28 for fiscal year 2022 submitted for your approval. The current supply chain crisis environment has created the need to purchase, rather than lease, three Code Enforcement vehicles. The attached budget amendment and intent to finance provides the city the mechanism to purchase two of these vehicles right now as they are available and possibly a third if it becomes available, then include them in our routine capital equipment financing at the end of the fiscal year.

Budget Impact

The proposed budget amendment will increase both revenue and expenditures in the CIP Fund 337.

CITY OF PEACHTREE CITY
INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Bernard McMullen, Interim City Manager 

FROM: Paul Salvatore, Financial Services Director
Kelly Bush, Assistant Finance Director 
Justin Strickland, Assistant City Manager/Public Works Director 

DATE: May 27, 2022

SUBJECT: FY2022 Budget Amendment
June 2, 2022 City Council Consent Agenda

Recommendation

Approve the attached budget amendment to the FY2022 budget resolution to early order a F-750 Dump Truck Replacement and a Tractor Truck for Public Works in the Fiscal Year 2022 Fund 337 CIP budget.

Discussion

Attached please find the budget amendment 22-29 for fiscal year 2022 submitted for your approval. The current supply chain crisis environment has created the need to early order a F-750 Dump Truck Replacement and a Tractor Truck for Public Works. These vehicles are on next year's proposed budget for our routine Equipment Financing, but due to the supply chain crisis need to be ordered within the next month when the window opens to receive them by next year.

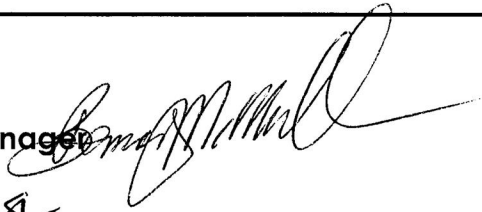
Budget Impact

The proposed budget amendment will increase both revenue and expenditures in the CIP Fund 337.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council

VIA: Bernard McMullen, Interim City Manager 

FROM: Stacey Collins, Deputy City Clerk 

DATE: May 10, 2022

SUBJECT: Alcohol License – NEW – Sweet Tea Lounge, 2705 Highway 54 W, Suite 5
June 2, 2022, City Council Meeting

Recommendation:

Approve the attached application for a new alcohol license for Sweet Tea Lounge, 2705 Highway 54, Suite 5.

Discussion:

The applicant has submitted a request for a new alcohol license. Mr. Elijah Watts has requested that he be appointed as the Licensee and as the License representative.

The business location and Mr. Watts meet the requirements of the alcohol ordinance to be granted a license.

Budgetary Impact:

The budgetary impact of the alcohol beverage license will be positive. The applicant will be required to pay the annual fee for wine of \$575.



Office of the City Clerk

City of Peachtree City
 151 Willowbend Road
 Peachtree City, GA 30269
 Phone: 770-487-7657
 Fax: 770-631-2505
PeachtreeCityGA.gov

Application for Alcoholic Beverage License

Business Name: sweet Tea Lounge	Business Location: 2705 Suite 5 Hwy 54 W Peachtree city, GA 30269	Number of Serving Bars: 1
Nature of Business: Boba Tea cafe	Mailing Address: [REDACTED]	Business Phone Number: 678-956-0629
Name of Licensee: Elijah Watts	Home Address: [REDACTED]	Home/Cell Phone Number: 678-956-0629
Name of License Representative:	Home Address:	Home/Cell Phone Number:

Type of License:

Retail Consumption Dealer		Retail Package Dealer		Wholesale Dealer		Manufacturer	
Malt Beverage		Malt Beverage		Malt Beverage		Malt Beverage	
Wine	☒	Wine		Wine		Wine	
Distilled Spirits		Distilled Spirits		Distilled Spirits		Distilled Spirits	
Sunday Sales		Holidays					

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

Name: Individual Owner's Name, Partners' Names, Corporation Name, and name of Contact Person regarding License Changes, Taxes, etc.	Address: Please provide Home Addresses for the individuals listed	Phone Numbers: Please provide Home and Business Phone Numbers for individuals listed
Elijah Watts	[REDACTED]	678-956-0629
Jalen Bolton		

Contact Person:

Elijah Watts / Jalen Bolton

E-mail Addresses for License Applicant(s):

Contact@sweettealounge.com

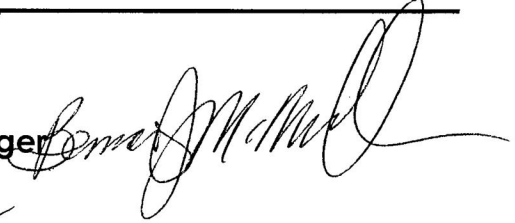
Is any person who owns an interest in the Alcohol License an employee of the City of Peachtree City? YES/NO

If YES, please provide name of employee: _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council

VIA: Bernard McMullen, Interim City Manager 

FROM: Stacey Collins, Deputy City Clerk 

DATE: May 9, 2022

SUBJECT: Alcohol License – NEW – Urban Exotic Warehouse
June 2, 2022, City Council Meeting

Recommendation:

Approve the attached application for a new alcohol license.

Discussion:

Urban Exotic Warehouse, 500 Northlake Drive, Suite 202, has submitted a request for a new alcohol license. Ms. Cheri Mills has requested she be appointed as the Licensee and as the License Representative.

The business location and Ms. Mills meet the requirements of the alcohol ordinance to be granted a license.

Budgetary Impact:

The budgetary impact of the alcohol beverage license will be positive. The applicant will be required to pay the annual fee for wine of \$575.



Office of the City Clerk

City of Peachtree City
 151 Willowbend Road
 Peachtree City, GA 30269
 Phone: 770-487-7657
 Fax: 770-631-2505
PeachtreeCityGA.gov

Application for Alcoholic Beverage License

Business Name: URBAN EXOTIC WAREHOUSE	Business Location: 500 NORTHLAKE DR, STE.202 PEACHTREE CITY, GA 30269	Number of Serving Bars:
Nature of Business: ART STUDIO	Mailing Address: [REDACTED]	Business Phone Number: 770-906-6655
Name of Licensee: URBAN EXOTIC WAREHOUSE	Home Address: 500 NORTHLAKE DR, STE.202 PEACHTREE CITY, GA 30269	Home/Cell Phone Number: [REDACTED]
Name of License Representative: CHERI MILLS	Home Address: [REDACTED]	Home/Cell Phone Number: [REDACTED]

Type of License:

Retail Consumption Dealer		Retail Package Dealer		Wholesale Dealer		Manufacturer	
Malt Beverage		Malt Beverage		Malt Beverage		Malt Beverage	
Wine	x	Wine		Wine		Wine	
Distilled Spirits		Distilled Spirits		Distilled Spirits		Distilled Spirits	
Sunday Sales		Holidays					

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

Name: Individual Owner's Name, Partners' Names, Corporation Name, and name of Contact Person regarding License Changes, Taxes, etc.	Address: Please provide Home Addresses for the individuals listed	Phone Numbers: Please provide Home and Business Phone Numbers for individuals listed
CHERI MILLS, URBAN EXOTIC WAREHOUSE	[REDACTED] 500 NORTHLAKE DR, STE 202 PEACHTREE CITY, GA 30269	[REDACTED] 770-906-6655

Contact Person:
CHERI MILLS

E-mail Addresses for License Applicant(s):
URBEX@URBEXWAREHOUSE.COM

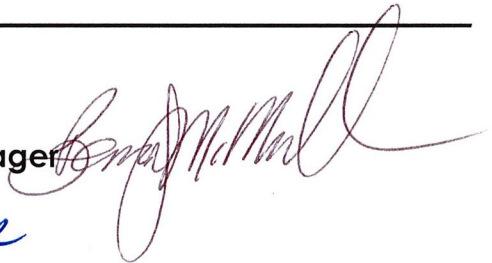
Is any person who owns an interest in the Alcohol License an employee of the City of Peachtree City? YES/NO

If YES, please provide name of employee: _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council

VIA: Bernard McMullen, Interim City Manager 

FROM: Stacey Collins, Deputy City Clerk 

DATE: May 9, 2022

SUBJECT: Alcohol License – NEW – TAKKO
June 2, 2022, City Council Meeting

Recommendation:

Approve the attached application for a new alcohol license.

Discussion:

TAKKO, 316 City Circle, has submitted a request for a new alcohol license. Mr. James E. Porter has requested he be appointed as the Licensee and as the License Representative.

The business location and Mr. Porter meet the requirements of the alcohol ordinance to be granted a license.

Budgetary Impact:

The budgetary impact of the alcohol beverage license will be positive. The applicant will be required to pay the annual fee for malt beverage, wine, and distilled spirits, which is \$5,000 annually, plus \$500 for Sunday sales.



Office of the City Clerk

City of Peachtree City
 151 Willowbend Road
 Peachtree City, GA 30269
 Phone: 770-487-7657
 Fax: 770-631-2505
PeachtreeCityGA.gov

Application for Alcoholic Beverage License

Business Name: TAKKO	Business Location: 316 CITY CIRCLE PTC, GA 30269	Number of Serving Bars: 1
Nature of Business: FAST CASUAL	Mailing Address: [REDACTED]	Business Phone Number: 404-358-3970
Name of Licensee: James E. Porter	Home Address: [REDACTED]	Home/Cell Phone Number: 404-358-3970
Name of License Representative: JAMES E. PORTER	Home Address: [REDACTED]	Home/Cell Phone Number: [REDACTED]

Type of License:

Retail Consumption Dealer		Retail Package Dealer		Wholesale Dealer		Manufacturer	
Malt Beverage	☒	Malt Beverage	☐	Malt Beverage	☐	Malt Beverage	☐
Wine	☒	Wine	☐	Wine	☐	Wine	☐
Distilled Spirits	☒	Distilled Spirits	☐	Distilled Spirits	☐	Distilled Spirits	☐
Sunday Sales	☒	Holidays	☐		☐		☐

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

Name:	Address:	Phone Numbers:
Individual Owner's Name, Partners' Names, Corporation Name, and name of Contact Person regarding License Changes, Taxes, etc.	Please provide Home Addresses for the individuals listed	Please provide Home and Business Phone Numbers for individuals listed
RJC FOOD GROUP LLC	[REDACTED]	404-358-3970
RAYMOND LINDHOLM	[REDACTED]	404-358-3970
JAMES E. PORTER	[REDACTED]	[REDACTED]

Contact Person:

JAMES E. PORTER

E-mail Addresses for License Applicant(s):

RJC FOOD GROUP@GMAIL.COMIs any person who owns an interest in the Alcohol License an employee of the City of Peachtree City? YES ☒ NO ☐

If YES, please provide name of employee: _____