

City Council of Peachtree City
Meeting Minutes
June 2, 2016
7:00 p.m.

The Mayor and Council of Peachtree City met in regular session on Thursday, June 2, 2016. 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

There were none.

Public Comment

Keri Moyer, Rachel's Ray of Hope Clothing Closet, introduced the non-profit organization to Council. Moyer and her sister, Kim Bridges, started Rachel's Ray of Hope after the death of Moyer's daughter Rachel at the age of 16. The organization provided basic necessities for school, including appropriate school clothing, supplies, and toiletries to underprivileged students in grades pre-K through 12th grade at no cost to the families. The closet resembled a retail store, and students were able to choose their own items. The program served Fayette County and would expand to Coweta County for the 2016 – 2017 school year. The Ray of Hope clothing closet opened in August 2015 and served 146 students. All 400 children on Fayette County's free and reduced lunch list were invited to "shop" at the closet for their necessities before school started in the fall. All the workers were volunteers, and they accepted donations of clothing and funds. Moyer continued that their goal for 2016 was to raise \$25,000 to purchase additional clothing racks and shoe shelves, as well as to expand their current location by renting adjoining office space so they would be able to serve more than 500 students by providing proper school wardrobes and supplies. Moyer said they hoped businesses looking for partners would look at their organization. Rachel's Ray of Hope was located at 165 Bradford Square, Suite C, in Fayetteville.

Minutes

May 3, 2016, Workshop Minutes

May 19, 2016, Regular Meeting Minutes

King moved to approve the May 3, 2016, workshop minutes as written. Learnard seconded. Motion carried 4-0-1 (Fleisch).

Ernst moved to approve the May 19, 2016, regular meeting minutes as written. Prebor seconded. Motion carried unanimously.

Consent Agenda

1. Consider Alcohol License – PTC Package Store, 1001 Peachtree Parkway N, Ste 1007/002

2. Consider Request to Surplus Seized Item – 50 Items

3. Consider Request to Surplus Seized Item – 1996 Ford Explorer

King moved to remove Consent Agenda item 1 from the Consent Agenda. Ernst seconded. Motion carried unanimously.

Ernst moved to approve Consent Agenda items 2 and 3. Learnard seconded. Motion carried unanimously.

1. Consider Alcohol License – PTC Package Store, 1001 Peachtree Parkway N, Ste 1007/002

The applicant had requested this item be continued to July 7 due to issues regarding the lease for the premises. Prebor moved to continue the agenda item to July 7. Ernst seconded. Motion carried unanimously.

Old Agenda Items

10-15-03 Consider Adoption of Right-of-Way Occupancy Ordinance & Associated Fees

City Engineer Dave Borkowski explained that the City did not currently have a right-of-way ordinance or any fees for work that might be done. Staff had been working on the ordinance for several months. They had met with the utility companies and gotten comments on the drafts of the proposed ordinance, and consensus had been reached with all parties.

Borkowski continued that the ordinance established City authority to control its rights-of-way and require permits for new lines and establish fees for the permits. He clarified that it did not include emergency repairs or maintenance items. The permits would be for new lines and extension of lines into new areas. The ordinance also established 20 days as the timeframe for utilities to make repairs to the right-of-way after work was done. If the repairs were not made within the 20-day period, the City would be able to back charge the utility.

Ernst asked how long it would take a utility to get a permit from the City. Borkowski said the review period for permit approval should be two weeks.

Learnard moved to approve Old Agenda Item 10-15-03 Adoption of Right-of-Way Occupancy Ordinance and associated fees. Ernst seconded. Motion carried unanimously.

05-16-02 Public Hearing – Consider Variance Request, Front Setback Requirements, 565 Dividend Dr.

The applicant requested this agenda item be continued to June 16. Ernst moved to continue Old Agenda item 05-16-02, the public hearing on the variance request for the front setback requirement for 565 Dividend Drive, to June 16. King seconded. Motion carried unanimously.

05-16-04 Public Hearing – Consider Variance Request, Side Setback Requirements, Tract 14, Ebenezer Rd.

Planning & Development Director Mike Warrix noted the variance request was for Tract 14 on Ebenezer Road. The 3.85-acre tract was zoned Estate Residential (ER), which required a minimum side building yard setback of 15 feet. The parcel was severely impacted by the floodplain of Camp Creek. The only buildable site was on the northeastern edge of the property. The request was for a 10-foot variance from the 15-foot side setback (leaving a five-foot setback if approved). Warrix said the applicant would need a total of five variances in order to build on the tract.

Eric Brown of Cygnus Peachtree, LLC, the applicant, said they were requesting a 10-foot relief from the required 15-foot side setback in order to build a four-bedroom, two bath home on the tract. The tract was challenging, and this was one of five variances that would be required for the project. Before moving on with the other requests, they wanted to see if this one was possible.

Fleisch, a real estate agent, noted she had shown a neighboring home and had walked the backyard, which was very soggy. Because of the crown of the lot, Fleisch was concerned that runoff would be an issue.

Warrix said the property backed up to unincorporated Fayette County. He had received a letter from Fayette County's Planning and Zoning Department, and the County was concerned by the need for variances on the parcel, as well as the request to decrease the buffer to five feet. The County had suggested additional buffering within the remaining five feet, if the request was approved, which Warrix said would be difficult due to the narrowness of a five-foot setback.

King asked if the neighbor to the north had sent any comments. Brown said they had not contacted the neighbors yet since they were still in the planning stages; however, they would definitely contact the neighbor if this variance was approved. The lot was very wooded, which would provide a natural buffer between the two homes. It was a challenging property.

King said he understood the challenges, and he wanted to work with the applicant. He would like to see all the variance requests at once rather than having them come in piecemeal. Brown said he had documents with him, asking if the list of additional variances had been in the packet. Prebor and Ernst said there had been a list in the packet. Warrix added that the additional variances had been referenced in the staff report.

Ernst clarified that almost the entire parcel was in the floodplain. Brown said it was, adding they were trying to build a house that would add value to the City and the property. Before going further, they would have to invest in an updated elevation plan that would show where the floodplain was actually located since it changed. Prebor noted it could go up or down. Brown said that was correct.

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

Learnard said the City was almost at build-out, and many of the lots that were left could not reasonably be built on. She said if five variances were needed for the lot, then the plan was not a good fit.

Ernst said he agreed, saying it was not a good fit in the floodplain.

Ernst moved to deny Agenda Item 05-16-04 the variance request for Tract 14, Ebenezer Road. Learnard seconded. Motion carried unanimously.

New Agenda Items

06-16-01 Consider Bids for LMIG Paving Projects, 2016

Borkowski said staff recommended Council select Blount Construction for the 2016 Local Maintenance and Improvement Grant (LMIG) paving projects, with the amount to be set by Council. He continued that the bid was to repave 6.4 miles of City streets. Blount submitted the lowest bid at \$3,371,103.56, which included the base bid and possible add-ons. The potential add-ons to the contract included additional striping on various City streets that were not to be paved, adding bicycle lanes to Robinson Road (SR 54 to Redwine Road), removing pavement drop-off on Robinson Road (Crosstown Drive to Redwine Road), and replacing speed cushions in Planterra Ridge subdivision with asphalt tables in areas outside of repaving area. The total for the two recommended add-ons was \$114,818.50 for the additional striping and \$12,870 for the replacement of Planterra Way speed tables.

The budget for paving this year was \$1.6 million. Blount's base bid had come in over budget at \$1,692,961, and staff had worked with Blount to reduce the overall scope. Staff had two options for Council to consider.

Option 1 (total of \$2,090,121.91, overbudget by \$397,000) included the additional striping (\$114,818.50) and Planterra Way speed tables (\$12,870) and full depth reclamation (FDR) of Commerce Drive, Westpark Drive, Rolling Green, Rubicon Road, Willowbend Road, Holly Grove Church Road, Hilltop Drive (east), Stevens Entry, Willow Road, and Planterra Way.

Option 2 (total of \$1,556,854.66, underbudget) included the additional striping (\$114,818.50) and Planterra Way speed tables (\$12,870), and FDR of Commerce Drive, Westpark Drive, Rolling Green, Rubicon Road, Holly Grove Church Road, Hill Top Drive (east), and Planterra Way.

Borkowski continued that staff had been satisfied with the work done by Blount in the past.

City Manager Jon Rorie recalled that Council had looked at using additional cash reserves for repaving during last year's budget discussions. Staff had recommended not using cash reserves at that time, which was the right recommendation for the FY 2016 budget. One of the options would require Council to appropriate another \$397,000 from cash reserves. On December 1, 2015, an end-of-year unaudited report of finances was given. Staff had projected using more than \$400,000 in cash reserves for FY 2015, but only spent \$56,000. Since that time, \$300,000 had been pulled from cash reserves for the spillway design. Rorie said staff recommended Option 2 because it was within the budgeted funds.

Fleisch noted that Rolling Green had been built in 1975, and had never been repaved. Rorie said staff was also looking to contract with the County for some limited repaving projects.

Prebor said he did not want to use Cash Reserves for paving.

Learnard moved to approve Option 2 totaling \$1,556,854.66 to Blount Construction for FY 2016 paving. King seconded. Motion carried unanimously.

**06-16-02 Consider Job Investment Grant Program & Application – Interfor U.S. Inc.,
700 Westpark Drive, Suite 100**

Emily Poole, vice-president of economic development at the Fayette County Development Authority (FCDA), addressed Council regarding the application for a job investment grant from Interfor U.S., Inc. Interfor was a forestry products company, and the Peachtree City location was the regional southeast headquarters. Fifty new jobs had been created, and employees had been hired between July 2014 and August 2015.

Poole continued that the Peachtree City Jobs and Investment Grant Program had been created in 2011 to encourage the creation of jobs. The requirements included the creation of at least 25 jobs that paid 120% of the City's per capita income for the current year. The jobs had to also fall within a certain category – corporate office headquarters, corporate office business support center, logistics and distribution, advanced manufacturing, research and development, and medical and laboratory.

Learnard clarified that the application was one page. Poole said another sheet had been attached that showed the salary breakdown, but that had not been in the Council packet. She continued that Interfor planned to periodically add jobs at the corporate facility. Prebor noted that the 50 positions had been filled more than a year ago. Poole said they planned to add jobs periodically, and this was just the timeframe they submitted.

Rorie said Council might need to revisit the program and make some modifications, adding the per capita income might change. Poole added that Council might want to look at the targeted industries and narrow the scope.

King moved to approve New Agenda item 06-16-02 Consider Job Investment Grant Program & Application – Interfor U.S. Inc., 700 Westpark Drive, Suite 100. Ernst seconded. Motion carried unanimously.

Council/Staff Topics
FCDA Projects Update

Darryl Hicks, chairman of the FCDA, thanked Council, saying there had been a lot of transition within the FCDA and the City had been there for support. One of the keys to success was hiring Joan Young, originally as interim director, and bringing Poole back on staff.

Poole gave an overview of the FCDA for City Council, noting that it was a statutory authority created under Georgia law. The FCDA board was composed of nine members – five selected by the Fayette County Board of Commissioners, one member from the City of Peachtree City, one member from the City of Fayetteville, one member from the Town of Tyrone, and one member from the Peachtree City Airport Authority. In addition to herself, the current staff included President/CEO Joan Young and Sarah Deslaurier, the office manager. The FCDA board was empowered to issue Industrial Revenue Bonds (IRBs) that were designed to help offset the capital investment for a new company. It was also empowered to offer incentives.

Poole reviewed the project process, and noted that sources of new projects included the state, Metro Atlanta Chamber of Commerce, site selectors, lead development, and Georgia Power. Partners included the state Office of Economic Development, Metro Atlanta Chamber of Commerce, Atlanta Regional Commission (ARC), state Department of Labor, Clayton State University, and Southern Crescent Technical College.

Targeted industries included corporate headquarters/corporate training facilities, film/new media, data centers, information technology, advanced manufacturing, and aviation/aerospace, all high-end industries offering higher pay. These would also be the only types of companies that would be incentivized. Fayette County had one of the most educated and sophisticated workforces in the metro Atlanta area, and Poole noted approximately 43% of residents had a bachelor's degree or higher.

Poole focused on project updates, noting Wencor, an FAA-approved provider of aircraft replacement parts, and Assa Abloy, a global leader of door opening solutions, had located in former Photocircuits buildings that were now beautiful facilities. Wencor had an \$8.75 million capital investment in its building, and the company had 80 employees with an average wage of \$59,000 in 2015. In 2016, Wencor had 180 jobs with an average wage of \$63,000. Several existing companies were planning expansions, including Projects "Soar" (probably by third quarter of 2016), "Widget," and "Bubbles." Fayette County was competing with other states for these projects, and Poole said the FCDA hoped to keep them in Peachtree City.

Several sites in the City were available for developments, and the lot sizes were 37 acres, two 40-acre sites, 10+ acres, 60 acres, and seven acres. Poole added that one of the expansion project companies was considering two of the available sites. Poole continued that Peachtree City was an impeccable community with a sophisticated quality of life. Poole added that the FCDA was working with an aviation company that wanted to expand around Atlanta Regional Airport – Falcon Field. There were a lot of opportunities available.

Support of elected officials and citizens was important when a company was looking to make a capital investment in the community. The quality of life enhanced the hard assets such as land and poised Peachtree for success in the next round of opportunities, Poole said.

Incentives were a necessity to be competitive in today's market, Poole continued. If a community was not willing to issue incentives in some form, it would be removed from the list. Incentives might not make a business choose the City or the County, but it would increase the chances of selection.

Learnard asked why a development authority needed a budget. Poole said marketing and promoting the community was needed to targeted industries and get the word out about what was available in Fayette County/Peachtree City. Funding was needed to market, present, and package the community in such a way that it attracted businesses.

Prebor asked how the FCDA measured the job it was doing. Poole said that, typically, it was via the jobs created or capital investment. FCDA staff was working on a list of what had been done within the last five years. Prebor said that would be helpful.

SPLOST Project Update

Rorie discussed the recommendations provided by the Infrastructure Advisory Group (IAG) on the proposed Special Purpose Local Option Sales Tax (SPLOST) referendum under consideration for the November ballot, and which were presented to Council on May 19. He had also received some citizen feedback. Rorie noted that some of his recommendations would be counter to those made by the group, saying he had to look at things differently from his position. The IAG had evaluated approximately \$84 million in projects, and the list had been narrowed down to approximately \$42 million in projects "if feasible." It was time to work on the list that would be presented to Fayette County for inclusion in the SPLOST. The projects had been broken down into general categories.

Currently, the projects were prioritized as Tier 1 (funded first) or Tier 2 (projects to be completed if additional funding was available). The estimated revenues for the City from a five-year SPLOST would be \$37,580,607 and \$45,433,722 for a six-year SPLOST. The list of "if feasible" projects for the City totaled \$41,915,986. Rorie emphasized that the SPLOST was a county tax and could only be initiated by the Board of Commissioners. Eligible projects included projects properly charged as a capital asset; police cars, fire trucks, ambulances; roads, streets, bridges, sidewalks, paths to include new construction or improvements for the preservation such as resurfacing; or storm water and drainage issues. All projects had to be approved as generally stated on the referendum ballot.

Rorie continued that critical determination for project listing was based on funding, engineering, operations, etc. (program management). Funding shortfalls required scaling back a project or funding from other funding sources (General Fund). Projects could not be abandoned. Funds could be shifted from other projects, but all projects had to be completed. If a project was deemed Impractical, unserviceable, or unrealistic, the funds had to be returned to the County to reduce debt, reduce ad valorem taxes, or both. Voters could be asked to approve reallocation for a modified purpose.

Rorie said the recommendations were based on a five-year SPLOST.

The projects on the Public Safety list were all Tier 1 and totaled \$2,130,100. Rorie did not recommend any changes to the Public Safety projects.

Project	Public Safety Project Description	Estimated Project Cost
Public Safety Vehicle	Replacement of Medic 83 Ambulance	\$246,000
Personal Protective Equipment	FD-Self Contained Breathing Apparatus Replacements	\$270,000
Radios	P25 Compliant Digital Radio Replacements for Police, Fire and Public Works	\$494,100
Public Safety Vehicle	Replacement of Fire Department Aerial Apparatus- Quint 84	\$1,000,000
Personal Protective Equipment	Police-Mobile Coban Camera Replacements- 20 @ \$6,000	\$120,000
Public Safety Estimated Total Cost		\$2,130,100

Parks and Recreation projects totaled \$1,391,500. Rorie recommended that two projects on this list be moved (highlighted in blue). One of the projects (\$200,000 estimate) was to add a passive park to enhance access to Lake Peachtree from the island in the lake (referred to as Snake Island). Rorie noted that a wood pedestrian bridge from the shore to the island would cost \$1,200 per linear foot. There were also three proposed locations for the bridge, with one location spanning 34 feet, the second location spanning 52 feet, and the third spanning 54 feet. The goal was to provide access to the island, but there were concerns, including maintenance if the island was cleaned up. The scope of the project had to be carefully defined by Council. A passive park would allow people to walk around the shore and fish from the bank. The purpose of the park would drive the cost of the park.

Rorie said he had met with some Battery Way neighbors regarding the proposed bathroom at Battery Way and the Snake Island upgrades (residents asked for a name change), and they had concerns about both. Limiting the access and scope of the park on the island would address some of their concerns. Rorie's question was how to define the scope and limit it 20 years from now. City Attorney Ted Meeker said Council would have to put a deed restriction on the area, saying that was the only way to limit how the island could be used going forward.

Learnard said they needed to be clear on how the money would be spent. She suggested calling it Lake Peachtree Island for now. Installation of a bridge from All Children's Playground to Drake Field would cost \$250,000. Rorie said that bridge would be approximately 170 feet and would go over the area where a stream entered the lake.

The proposed estimate for the Splash Pad at Glenloch was \$330,000, but it included parking enhancements and other things, Rorie said. The estimate for a "Lazy River" feature at Glenloch came from USA Pools and AquaPlay Solutions. The feature would basically be another pool, with its own filtration system. Rorie said \$150,000 was too low, and it would cost anywhere from \$225,000 to \$500,000.

Learnard said she agreed that the items highlighted in blue should come off the list. The funding could be used for more cart paths.

Rorie continued there had been some resistance from the neighbors to adding bathrooms at Battery Way. Rorie said there was potential for bathrooms at Line Creek.

Fleisch asked Recreation & Special Events Administrator Cajen Rhodes how old the bathrooms were at Kedron Fieldhouse & Aquatic Center. Rhodes said Kedron opened in 1997, and the bathrooms and showers were original. The water heads, valves, toilets, and sink fixtures had been replaced when needed, but there had not been a full upgrade/replacement of the main structure. Fleisch said her concern was taking on more maintenance, asking how often the bathrooms were cleaned. Rhodes said the bathrooms at the Peachtree City Athletic Complex were cleaned three times a week. The restrooms at Picnic Park and the BMX track were cleaned every day. Ernst asked how much maintenance was required at those restrooms. Rhodes said there were always issues. Rhodes added that the restrooms now had commercial-grade fixtures. Some bathrooms had residential-grade fixtures, and when they were replaced, it was with commercial fixtures.

Prebor supported the mobile restrooms. Learnard said they needed to be done, but she did not feel it should be a capital outlay project. They could find that money in the budget. Rorie said he recommended moving the mobile restrooms to the FY 2017 Public Improvement Program (PIP). Learnard said if those two items were removed, she would support the restrooms at Line

Creek. Fleisch did not support restrooms at either Battery Way or Line Creek. King did not support bathrooms at Battery Way, but he did support bathrooms at Line Creek Nature Area.

Project	Parks and Recreation Project Description	Estimated Project Cost
Snake Island	Development and addition of new passive park to enhance access to Lake Peachtree	\$200,000
All Childrens Playground	Addition of Bridge/Causeway ACP to Drake Field	\$250,000
Glenloch Recreation	Addition of "Splash Pad" feature to Glenloch Recreational Facility	\$330,000
Glenloch Recreation	Addition of "Lazy River" feature to Glenloch Recreational Facility	\$150,000
Line Creek Park	Addition of restroom facility at Line Creek Nature Area Park	\$150,000
Battery Way	Addition of restroom facility at Battery Way Park	\$150,000
Mobile Facility	Mobile Restroom to facilitate Special Events	\$35,000
	10% Project Contingency	\$126,500
Parks and Recreation Estimated Total Costs		\$1,391,500

Rorie looked at Transportation projects next, noting the seven projects totaled \$3,608,000 and recommending the removal of three projects (highlighted in blue) to Tier 2. The projects to be moved included the extension of the left turn lane and the restriction of left turn movements into and out of Commerce Drive at SR 54 (\$150,000). At SR 74/South Kedron Drive, a conversion to right-in and right-out only was planned (\$30,000). Rorie recommended moving the Commerce Drive projects and the South Kedron Drive project to Tier 2. He recommended removing the installation of traffic-calming devices on North Peachtree Parkway at the intersections of Loring Lane and Tinsley Mill. Learnard said the title "Transportation" was misleading, saying transportation in the City was golf carts. Learnard and Ernst supported moving SR 74/S. Kedron Drive off the list.

The estimate to install traffic calming devices on Peachtree Parkway North at the Loring Lane and Tinsley Mill intersections would cost \$950,000. Rorie recommended removing the project because the traffic counts at this time did not justify it. Learnard, Prebor, and Ernst agreed.

Project	Safety and Operational Intersection Improvements Project Description	Estimated Project Cost
Crosstown @ Peachtree Parkway	Add right turn lanes to facilitate efficient all four way stop intersection.	\$550,000
SR 54 @ Commerce Drive	Add left turn lane extension and restrict left turn movements into and out of Commerce Drive.	\$150,000
SR 74 @ S.Kedron Dr	Convert to right-in and right out only from S. Kedron Drive	\$30,000
SR 54@ Planterra Way	Intersection improvements to facilitate side street traffic movement and eliminate split-phase signal to increase traffic flow along 54 corridor	\$650,000
SR 54@ MacDuff Parkway	Intersection improvements to facilitate side street traffic movement and eliminate split-phase signal to increase traffic flow along 54 corridor	\$650,000
N.Peachtree Pkwy @ Loring Lane and Tinsley Mill	Install traffic calming devices at N. Peachtree Pkwy/Loring Lane and N. Peachtree Pkwy/Tinsley Mill	\$950,000
SR 74@ N. Kedron Dr.	Extend left turn lane capacity of N. Kedron Dr.	\$300,000
	10% Project Contingency	\$328,000
Safety and Operational Intersection improvements Estimated Total Costs		\$3,608,000

Resurfacing and maintenance transportation projects were estimated to cost \$19,926,500, and included milling, patching, leveling, and resurfacing seven additional miles of roadway per year for five years and seal coating eight miles of roadway annually. No changes were recommended.

Project	Road Resurfacing/Maintenance Project Description	Estimated Project Cost
Resurfacing	Milling, patching, leveling, and resurfacing of approximately 7 additional miles of roadway per year based upon the PACERS Rating System.	\$16,435,000
Maintenance	Seal Coat 8 Miles per year based upon the PACERS Rating System	\$1,680,000
	10% Project Contingency	\$1,811,500
Road Resurfacing/Maintenance Estimated Total Costs		\$19,926,500

Repairs and maintenance for 11 pathway bridges and 17 pathway tunnels totaled \$770,000. The estimate was based on an actual bid process, with some additional funding for labor and other items. Rorie did not recommend any changes. Learnard asked Rorie to change the name to multi-use paths rather than pathways. Rorie said he could, but he was using the term "pathways" since that wording could help secure grant funds. Carlotta Ungaro with the Fayette County Chamber of Commerce said multi-use was a "clunky" word, and "pathways" was a friendlier term.

Project	Pathways Tunnel and Bridge Maintenance Project Description	Estimated Project Cost
	Costs Based on 2016 Competitive Bid Process	\$700,000
Pathway Bridges	Repairs and Maintenance for eleven (11) Pathway Bridges: B14, B17, B28, B23, B19, B24, B26, B03, B08, B21, and B27	
Pathway Tunnels	Repair and Maintenance for seventeen (17) Pathway Tunnels: T19, T06, T10, T11, T16, T05, T02, T03, T04, T08, T13, T20, T22, T24, T26, T28, T29	
	10% Project Contingency	\$70,000
Pathways Tunnel and Bridge Maintenance Estimated Total Costs		\$770,000

Rorie discussed the multi-use path projects, which would include new equipment and new personnel. Rorie reminded Council that it was cheaper to pave and maintain the paths in-house than to contract it out. The additional equipment and five personnel would allow the City to build new paths and fill in the gaps in the system, as well as add an additional three miles to the nine-mile goal for resurfacing each year. Learnard was concerned the cost of the employees would not be covered by the SPLOST.

Meeker explained that the additional employees could be considered as contract employees for the duration of the SPLOST, the same as working with contractors. When the projects were completed, the City could either absorb the employees into the budget or let them go. Putting the work out to bid would include labor costs, and some work could be done cheaper in-house. Meeker said the personnel cost would have to be limited.

The blue highlight over the personnel item designated the employees would be paid with SPLOST funds, Rorie said, adding that the City had bid out path paving three times, and the bids were always higher than when done in-house.

Project	Pathways Annual Repair and Maintenance Project Description	Estimated Project Cost
City Wide based upon rating	Resurface 12 Miles per year based on resurfacing Schedule	
	<i>Equipment Purchases</i>	
	750 Dump	\$90,000
	350 Dump Truck	\$60,000
	Asphalt Spreader	\$165,000
	S-Bobcat	\$60,000
	Root Cutter Machine	\$70,000
	<i>Supplies/Materials</i>	
	Additional Supply Costs: Gravel and Asphalt (\$73,000 per mile X 3 Miles x 5 Years)	\$1,095,000
	<i>Labor</i>	
	1-Equipment Operator, 1-Truck Driver, and 3- Maintenance Techs x 5 Years	\$1,500,000
	10% Project Contingency	\$304,000
Pathways Tunnel and Bridge Maintenance Estimated Total Costs		\$3,040,000

New paths (additions) were designed to fill gaps in the system, Rorie said. Some of the paths were needed for safety, while others were for connectivity, and some were in the Master Path Plan. The costs were for materials only. He noted that the path crew was adding three miles a year now, in addition to nine miles of repaving. An additional crew was needed to get more work done. Rorie recommended moving the Huddleston Road path to Tier 2, saying he did not see the need for one, but others reminded him it was important for connectivity and most of the golf cart dealers were on Huddleston Road.

Rorie recommended dropping the SR 74 South (Phase I Master Plan Project #41) path addition (\$444,170), saying the Georgia Department of Transportation (GDOT) did not want any cart paths in the right-of-way along state highways and did not allow motorized carts on the sidewalks.

Southside access was important, as the area was growing. Rorie said staff had asked about an at-grade crossing on SR 74 South, and GDOT said they would not allow any at-grade crossings without a traffic signal.

Ernst was concerned about Huddleston Road, saying they wanted to put in a sewer line. Prebor said he supported the Huddleston Road path, noting it was important area for golf carts. Rorie said putting as Tier 2 kept it on the list if funding was available.

GDOT would not permit any at-grade crossings along SR 74 South without a traffic signal, so the City should focus on paths on the southside. He recommended the bridges highlighted in blue be moved to Tier 2. The bridge over SR 54 at MacDuff Parkway (Master Plan Project #54) had been discussed for years. The City had the land needed on both sides of the highway.

Project	Pathways Access and Connectivity Enhancements Project Description	Estimated Project Cost
Pathway Addition	SR 54 E (Peachtree East to PTC United Methodist Church Master Plan 10 & 11)	\$88,000
Bridge Addition	SR 54 W multi-use bridge and gateway feature (Master Plan Project # 54)	\$1,971,000
Bridge Addition	HWY 54/74 Gateway Bridge (Access to West Park) Corkscrew?	\$1,971,000
Pathway Addition	N Peachtree Parkway Path	\$215,000
Pathway Addition	Flat Creek Nature Area (PAC/ MOBA to Crosstown Drive Master Plan #26)	\$217,227
Pathway Addition	North Peachtree Pkwy (Flat Creek Rd connection-Master Plan Project #14)	\$42,712

Pathway Addition	Crosstown Dr. Crossing (Master Plan Project #24)	\$26,993
Pathway Addition	Robinson Road - Whitfield Farms connection (Master Plan Project # 15)	\$132,000
Pathway Addition	Crosstown Drive (Wendy's connection-Master Plan Project # 25)	\$7,080
Pathway Addition	SR 74 South (Phase I Master Plan Project #41)	\$444,170
Pathway Addition	Paschall Rd(Master Plan Project # 48)	\$42,260
Pathway Addition	Huddleston Road (Master Plan Project # 50)	\$206,000
Pathway Addition	Cedarcroft to 74 Bridge Path via long drainage easement adjacent to MacDuff	\$200,000
Bridge Addition	Hwy 74/Crosstown Bridge/Tunnel	\$1,971,000
Pathway Addition	Walt Banks and N. Peachtree Pkwy to Kedron Crossing	\$300,000
	10% Project Contingency	\$783,444
Pathways Access and Connectivity Enhancements Estimated Total Cost		\$8,617,886

The Lake Peachtree spillway/dam enhancements were included at a total cost of \$2,200,000. Learnard noted the County had agreed to provide \$2 million for those projects. The funding for a dam and a spillway would be at least \$3 million, and this would assure enough funding was available. Learnard wanted to change the wording, so it would be clear. This money was to augment the County funding and add enhancements such as a cart path bridge.

Project	Lake Peachtree Spillway/Dam Enhancements Project Description	Estimated Cost
Lake Peachtree Spillway	Replace Spillway to meet Category 1 Standards	\$1,000,000
Lake Peachtree Dam	Upgrade Dam to meet Category 1 Dam Upgrade	\$1,000,000
	10% Project Contingency	\$200,000
Spillway/Dam Estimated Total Cost		\$2,200,000

Rorie recommended the projects below be eliminated, noting the South Kedron Drive project would be added:

Elimination		
Project	Parks and Recreation	Estimated Cost
Glenloch Recreation	Addition of "Lazy River" feature to Glenloch Recreational Pool	\$150,000
Mobile Facility	Mobile Restroom to facilitate Special Events	\$35,000
Transportation		
N.Peachtree Pkwy @ Loring Lane & Tinsley Mill	Install traffic calming devices at N. Peachtree Pkwy/Loring Lane and N. Peachtree Pkwy/Tinsley Mill	\$950,000
Pathways		
Pathway Addition	SR 74 South (Phase I Master Plan Project #41)	\$444,170
Total Reduction from Estimated Cost		\$1,579,170

Public Information Officer/City Clerk Betsy Tyler noted Council had asked to add the Huddleston Road path to Tier 2. The following projects were also recommended for Tier 2:

Tier 2		
	Transportation	Estimated Project Cost
SR 54 @ Commerce Dr	Add left turn lane extension and restrict left turn movements into and out of Commerce Drive.	\$150,000
SR 74 @ S.Kedron Dr	Convert to right-in and right out only from S. Kedron Drive	\$30,000
Pathways		
Bridge Addition	HWY 54/74 Gateway Bridge (Access Avenue to West Park) Corkscrew?	\$1,971,000
Bridge Addition	Hwy 74/Crosstown Bridge/Tunnel	\$1,971,000
Total Reduction from Estimated Cost		\$4,122,000

Rorie said the list below gave a breakdown on where the funding would be spent. The projects were in the range for a five-year SPLOST.

Peachtree City 2016 SPLOST	
Projected Sales Tax Collections	\$37,580,607
Public Safety	\$2,130,100
Parks and Recreation	\$1,200,650
Transportation	\$22,324,300
Pathway System	\$7,681,544
Cat I Dam/Spillway Replacement	\$2,200,000
Total Estimated Costs	\$35,536,594
Tier 2 Projects	\$4,122,000

Prebor asked if what appeared on the City's ballot would be the same as what appeared for County voters. Meeker clarified that the SPLOST would be one question on the ballot for all voters in the County.

Rorie said there were discussions on a unified presentation. Learnard asked if there would be a map showing where all the projects were. Rorie said there would be a map and detailed information for Peachtree City projects. Learnard noted that Cobb County had good information on its website, and that's what she wanted for the City residents.

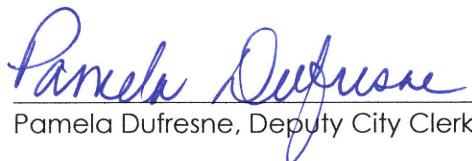
Learnard asked where the Cultural Arts Center was on the list. Rorie said he did not know if it would go on the ballot. The proposal was before the County Commissioners.

Executive Session

Learnard moved to convene in executive session for threatened or pending litigation at 9:02 p.m. Ernst seconded. Motion carried unanimously.

Learnard moved to reconvene in regular session at 9:33 p.m. Ernst seconded. Motion carried unanimously.

There being no further business, Learnard moved to adjourn at 9:34 p.m. King seconded. Motion carried unanimously.


Pamela Dufresne, Deputy City Clerk


Vanessa Fleisch, Mayor