City Council of Peachtree City
Workshop Minutes
Tuesday, May 4, 2021
6:30 p.m.

The City Council of Peachtree City met in workshop session on Tuesday, May 4, 2021. Mayor Vanessa Fleisch called the workshop to order at 6:30 p.m. Others attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor.

City Manager Jon Rorie recalled that March's retreat session focused on the revenue side of the budget equation, while April's looked at expenses. Tonight, they would focus on 32 goals and priorities previously established by Council. Some were already complete, others were in progress, and others probably would not be done. Beginning the next week, they would begin reviewing budgets with departments in regards to their requests for Fiscal Year (FY) 2022. This would include personnel requests, as well as capital and operational expenses, leading to presentation of the Manager's proposed budget in June.

The five-year financial model was subject to change, Rorie noted, but they were anticipating a revenue stream 6.5% greater than it was last year, totaling roughly $39,939,000. They anticipated expenses of $40,533,000, and the use of cash reserves totaling $594,000. He again stated this was all speculative; it depended on expenses and revenues as well as the millage rate and service capacity and delivery. The speculative model contained a millage rate reduction of a quarter mill, taking the millage rate from 6.232 to 5.990. However, they did not have the requests for the expense side of the equation, nor did they know exactly what the tax digest would be.

At a workshop in December, 2019, Council said improving transportation was one of their greatest priorities. They asked for a city transportation group to establish communication with Coweta County and the Atlanta Regional Commission (ARC) regarding a bypass to the SR 54/74 intersection. This had actually been going on since 2014 when a traffic study yielded 15 project recommendations and the recommendation of a cross-county group to look for solutions. This led to the 2016 continuous flow intersection (CFI)/displaced left turn (DLT) approved by the Georgia Department of Transportation (GDOT). Rorie remarked that some people still did not understand what was planned, and Fleisch asked if they could again highlight the GDOT animation of the DLT on the City's website? Rorie said they could, adding that there would be another public workshop once they got the final engineered plans. GDOT was talking about letting this project for construction in June, 2022.

Rorie said he was tasked with forming the city transportation group with Coweta and the ARC. In February, 2020, he sent an email to the Coweta and Fayette County administrators, along with other interested parties, trying to set up a breakfast meeting where they would discuss these regional transportation issues. However, the pandemic halted those plans. They were finally able to get together on Feb. 24, 2021. The Fayette County Comprehensive Transportation Plan (CTP) had been updated in the years since 2014, but now Coweta was having to update its CTP, so they invited Fayette County and Peachtree City to take part. Two Fayette County Commissioners, two Peachtree City Councilmembers, two Coweta County Commissioners, two of Coweta's transportation plan consultants, and Staff talked about the Coweta transportation plan, with topics including TDK, bypasses, improvements to the SR 54 West corridor, the DLT, and so on. Rorie stated that he went over this timeline to show that there were a lot of moving pieces.

The 2014 traffic study yielded short-term projects totaling $2.7 million. He indicated, on an aerial photograph, an intersection GDOT was converting to right-in, right-out, hopefully complete by the end of the summer. These projects moved slowly because they had a lot of components, such as engineering and right-of-way acquisition. This was a $35,000 project. For the intersection of The Overlook and Line Creek, there was a $350,000 project that included the green T light and the right in, right-out changes on the north side of SR 54. A $626,000 intersection improvement at MacDuff provided two dedicated turn lanes from MacDuff to SR 54. They added signals not to stop traffic, but to improve safety. The $626,000 came from the Special Purpose Local Option Sales Tax (SPLOST) revenues. The project remained unfinished, Rorie continued, because they were still working on a connection from The Overlook to MacDuff Crossing. The next project used $745,000 of SPLOST funds at Planterra Way to help traffic get in and out of the Walmart development as well as the Planterra subdivision. That all added up to about $2 million in projects already on that corridor using private dollars, GDOT dollars, and SPLOST dollars.

The study recommended mid-term improvements totaling $8.2 million, focusing mainly on widening SR 54 on both sides. There were two long-term projects, one was a continuous flow intersection and the other a left turn overpass at SR 54/74. Both were for the purpose of changing the signal from a four-phase to a two-phase. The intersection would work better because half of the signal timing was eliminated. The $10 million for the project would be funded by GDOT, but Rorie noted that GDOT got its money from the gas tax paid by consumers. He indicated that the turn lane from SR 74 North to SR 54 West had been extended as far back as possible. There was a yield sign at the turn, but Rorie said many people thought it should be a stop sign. City Engineer Dave Borkowski said the right turn would be signalized. They would widen the two lanes, and there would be no median separating them.

Prebor asked about access to The Marketplace, and Rorie and Borkowski pointed out how it would be done. Ernst wanted to know if this was the light they had discussed previously? Rorie said it was. Rorie pointed out that it would take the taxes from 40 million gallons of gasoline to pay for this intersection project. Fleisch noted that Georgia got $30 million in Federal funds annually for transportation, and one-third of it was going to one city. As a result of a $70,000 traffic study, they had gotten $10 million-plus for transportation improvement projects.

Next, Rorie showed a 2019 email from Coweta County's transportation planner to Fayette County's Engineer, Phil Mallon, with copies to Peachtree City Engineer Dave Borkowski and Planning Director Robin Cailloux, among others. It read: "Coweta County staff met with Jace McQuivey (Property Reserve, the owners of McIntosh Village) and John Walker (Kimley Horn) this afternoon. In the meeting, John mentioned a project in the draft Fayette County CTP update that would connect MacDuff Parkway and Minix Road. Can you confirm if this project is included in the Fayette CTP? Given Peachtree City's recent removal of the TDK Boulevard Extension, it is highly unlikely that the Coweta County Board of Commissioners will support a connector from MacDuff to Minix."

Looking at the proposed widening of Palmetto Road, Rorie said Coweta supported the widening, given the industrial and commercial growth in this area. They did not support widening Rockaway Road from two to four lanes, saying it would greatly impact the residential character of the road as well as detrimentally impact downtown Senoia. Coweta's position was that corridor-level operational improvements should be included, but that could come up in the next CTP. They also supported the widening of SR 85 from Fayette to Coweta (most likely ending at SR 16), but that was GDOT's responsibility.

Rorie said he was sharing this because if it was easy, it would have already been done, and, also, no one wanted these transportation projects in their backyard. There was never a good place or a good time for major transportation projects.

Prebor asked if GDOT was making the bridge at the new Publix in Coweta a four-lane? Rorie said he didn't know, but imagined they would be. It made sense to go ahead and do it while they were building it.

R-cuts had been installed at about $36,000 each at Senoia, Kedron, Governor's Square, and Dan Lakly. In lieu of a signal, they could control access and mobility through R-cuts and J-cuts on super streets.

Council also requested updates on projects with other entities. The South Fulton Community Improvement District (CID) reconstruction project at the I-85/SR 74 interchange was delayed because of the costs of right-of-way acquisition.

Council also wanted to look at adding flashing yellow left turn arrows at some intersections, but Rorie said studies had shown they would be ineffectual due to the amount of oncoming traffic. Improvements to the Huddleston Road/SR 54 intersection had been examined. At peak hours, the intersection operated at a "C" level right now; after the addition of turning lanes, it would still be a "C." Maybe they should look at other improvement ideas if they were going to spend the money, Rorie conjectured. That was a mid-term recommendation in the 2014 study. He said it would probably depend on when the properties adjacent to it were developed.

Planning for bridge replacements was another item on the 2019 priorities list, but Rorie said he had not followed through on that. Engineering consultants should look at every bridge and map out the needed projects into a long-term plan.

Signalization at Peachtree Parkway and World Drive was complete.

Under land use planning, a goal was to relocate the Recycling Yard from the City's south side entrance, maybe moving it to property behind the Police Department that belonged to the Water and Sewerage Authority (WASA). The problem was that there were about 20,000 cubic yards of dirt piled up at the Recycling Yard, and the cost to move it was estimated at $30 per cubic yard, for a total of $600,000. They were working on it, but would nott meet the year and a half timeline Council set.

The 2010 Arcadis Plan for sewer extensions on Huddleston Road/parallel path network included about 8,000 feet of 8-inch pipe, 33 4-foot manholes, 1.62 acres of easement, and a budget number of $1.2 million in 2011. Rorie proposed a $2 million budget number to account for increases in construction costs. Peachtree City could receive about $11 million from the American Rescue Plan to help with this.

Council also asked they look at relocating Public Works, which was off McIntosh Trail. The thought was that they could co-locate it with the Grounds Division off the south side, but at this point it would be expensive to move or modify the current layout, with minimal return on the investment. This was the highest and best use for the property right now. They had built the Grounds Division from the ground up, with about 28 staff. They were purchasing a small adjacent piece of land from WASA to expand.

Cailloux said Council listed an objective of establishing a redevelopment committee based on the goal of utilizing and maximizing existing public infrastructure and tax-dollar investment by encouraging redevelopment of aging commercial, industrial, and residential areas where appropriate. Instead of growing and sprawling, which would require more fire and police stations, they would use the infrastructure already in place and redevelop the land served by it. The goal would be for this committee to identify potential redevelopment locations and establish some minimum design requirements. For instance, they knew people liked central gathering spaces, so was there a way to require their inclusion?

The makeup of the committee, which would be appointed by Council, would be similar to a Comprehensive Plan committee or the Livable Centers Initiative (LCI) committee. It could include residents, local business owners, architects, developers, financial experts, and property owners of the redevelopment sites. This could eventually lead to the formation of CID boards or Development Authorities by establishing a framework for local volunteers to continue to guide the redevelopment efforts.

Rorie asked Cailloux how this redevelopment committee would work with the 80,000 square foot of space formerly occupied by the Braelinn Village Kmart? She replied that the property owner would have to be at the table, but they also would want to engage the surrounding communities and find out what they would like to see. It could not be all greenspace, because that did not make money for the developer, but perhaps there could be some greenspace, along with amenities that the community felt were missing. Rorie confirmed with her that the property was zoned General Commercial (GC) and that storage units would be a permitted use. He noted there was a company that purchased vacant Kmarts and turned them into storage units. He said they had enough storage in Peachtree City, so this Kmart was not a market, but Cailloux remarked that she got regular inquiries about where storage businesses might locate. Rorie emphasized this property was zoned GC, with certain uses permitted by right, so an investor could come in and buy it and convert it to anything that fell into the GC category. There would be no public input, Cailloux added.

Prebor asked about the price of the old Kmart, but Cailloux and Rorie said they did not know. Prebor recalled that Council had pondered what they could do about it. Council had the authority to establish a Downtown Development Authority, Rorie mentioned. They could create a development authority for this area, giving them some say-so in what went on. You had to be careful to distinguish between public and private property, but the potential was there. The whole purpose of these redevelopment committees was to let the people in the community have input.

There was a goal to redevelop the McIntosh Trail area, but Rorie again said it was cost-prohibitive at this time.

Cailloux commented that she had often stated the need to update their development ordinances and had presented the idea of a Unified Development Ordinance. Their development ordinances were in multiple chapters. The Unified Development Ordinance would combine all those and make the process transparent. Right now, there were conflicting ordinances that needed to be reconciled. Also, the way development was reviewed had changed. The law still required somebody to submit 20 paper copies. They had just spent years digitizing all that paper, and she did not want more, but the ordinance required it and needed updating. They had made some piecemeal changes, but every time you opened up and changed one section, there was the possibility of creating conflict in another, Cailloux cautioned.

Rorie asked her what her title was, and she said it was Planning Director. However, in the ordinances, she was referred to variously as Zoning Administrator, Zoning Director, City Planner; she was the City's landscape architect. The point was, Rorie continued, there were all these things in conflict. Right now they were dealing with the zoning of the railroad and the creation of an overlay district at the airport. They needed to eliminate conflicting and outdated ordinances with the help of legal consultants.

Staff often talked about locally-incentivized economic development. What was the secret sauce? It consisted of a lot of economic development tools. One was the development of central gathering places which gave a sense of place. He cited Drake Field and Line Creek Brewery as examples. That did not mean they needed to be chasing night life in an attempt to attract younger people. People of all ages liked hanging out at Drake Field.

Fayette residents paid a premium to have high-quality schools, and that was an economic development tool as well, but you had to figure out how to incentivize it.

What could they do to attract talent? Cailloux said most of the employees at the big industries did not live in Peachtree City. When it came to opening up an architectural firm or something similar, it was hard to recruit quality talent. Two highly-respected architectural firms, based or started in Peachtree City, had to open Atlanta offices because they could not convince new graduates to move here. Peachtree City was a great place to live, but maybe it was not so appealing to young professionals.

Ernst said he thought Peachtree City needed a trade school that could train welders, mechanics and the like. Not everyone should or wanted to go to college. Rorie said they had discussed the impact of Southern Crescent Tech, Georgia Military College, Clayton State University, and Point University. They were talking about workforce development. Cailloux pointed out they did have some of this happening. Alta Refrigeration was working with the State to train new workers at their facility. They either stayed with Alta or were quickly recruited to other companies.

Encouraging business retention and expansion was key. What should they be doing to support this? Also, Rorie continued, they needed to explore whether they should be hunting one company with 50 jobs or hunting 10 companies that provided five jobs each? They did not have the land mass for new large industrial facilities like Panasonic. They did have vacant properties that could house smaller businesses. Redevelopment was about filling in these vacant spaces rather than pursuing a trophy company where you had to offer tax abatement and other incentives. He recalled that one of the companies they talked to had the availability of mass transit high on their list. That was one of the key points for Amazon's location to New York. That would not happen in Peachtree City, but it showed what companies wanted.

The secret sauce was a lot of different ingredients, Rorie concluded. It was not one specific thing; it was everything.

They had completed 10 of 17 SPLOST projects on the path system, most notably the 54 Gateway Bridge at $3.2 million, including $1 million of dirt work. The Flat Creek Nature Area project was overspent at $230,000, rather than $217,000. The SR 54 East cemetery project was not complete. It was estimated at $220,000, which Rorie said would take a 10-foot wide path 1,400 feet. They needed to look at it in terms of network and route efficiency and factor in the new school.

Under Impact Fee projects, Rorie said there were about three-quarters of a mile short of being able to take a side path down Robinson Road all the way to Redwine. They were working with the County on the Redwine tunnel to connect to the network around Starr's Mill High. They did not know exactly where it would land or if it would be a tunnel or a high intensity activated crosswalk (HAWK) signal. A connection through the animal shelter property was also in the works.

Completed projects included the Wendy's path for $7,080. The Police Station path was about $20,000, which was around $30,000 under budget. The Flat Creek Nature path was $29,000 over the 2010 Master Plan estimate, while the Crosstown/Valvoline crossing was $150,000 over the estimate. The estimate called for painting lines across Crosstown, but they found that safety and mobility required a hybrid beacon signal, resulting in a cost overrun.

They were working on what to do about a bridge/tunnel at Crosstown. GDOT had denied a request for an at-grade crossing. Then they met with GDOT to request a crossing at Eaton and Cooper Lighting, but GDOT pointed out there were railroad tracks in the way. Now they had been permitted for a crossing at Panasonic and were working with SANY for an easement acquisition. They were working on easement acquisition for a bridge from U-Haul to the vacant Crosstown Car Wash. Even with all that, Rorie noted, there would be no connection to Clothes Less Traveled and Gil-Roy's Hardware.

They had been focused on the MacDuff Gateway Bridge at $3.2 million. The Lake Peachtree Bridge design was 30% complete. Rorie stated that this project frightened him because it would involve closing the bridge for eight to 10 months. If they were going to replace the bridge, they should consider replacing the pilings, which would raise the estimated cost from the $500,000 estimated in the SPLOST to $800,000 to $1 million. Borkowski said engineers said the wood pilings were still good, but they would need to be replaced at some point. They had six years to complete these SPLOST projects, and this would probably be the last ones done.

A goal was to start a Path Ambassadors program as a way to regulate path use. About $44,000 of the Solid Waste Franchise went to Keep Peachtree City Beautiful, as did $50,000 out of the General Fund, along with another $45,000. They bought them a Kubota and a trailer to help clean up the illegal dumping on the paths. That did nothing to regulate safety, so the Path Ambassadors program was started with five part-time Code Enforcement officers who rode the paths and visited all the parks. They met with kids at the Skate Park to enforce safety rules. The program had been positively received, he said, adding they should let it go another year and see how it evolved.

Recreation and Special Events Director Quinn Bledsoe reported that another objective was to look at the Kedron pool bubble. One option was to not replace the bubble, leading to a six-month season from April through September. The savings would be about $100,000 by eliminating the United Pool contract and utilities for those months, along with $8,000 in staff costs to put up and take down the bubble. There would be a $50,000 loss of revenue, however, leaving them with a $50,000 savings. Eliminating the bubble would displace the Southern Crescent Aquatic Team (SCAT) swimmers and the high school swim teams. Bubble replacement at a cost of about $700,000 was another option. Expensed at 1% interest, that would equal $74,000 for 10 years. The operational expenses would continue. They also had talked to a design/build company that specialized in aquatic centers about constructing a permanent structure. They estimated a cost of $3 million to $3.5 million. At 1% interest, this would come to about $370,000 a year for 10 years.

The original bubble replacement, Rorie noted, was budgeted at $250,000 around 2010. That led to the Capital Improvement Program (CIP) in the 2012 budget, and the ultimate cost was more than $700,000.

Ernst asked how long it would take to build a permanent structure, and would the pool need to be closed? Bledsoe replied that they did not get into that type of detail, but she thought the pool would definitely need to be closed during the build. Ernst noted that the swim teams would have to find another place for that time.

Fleisch asked her to elaborate on the revenues. They would lose $50,000 in revenue by being closed from October through March, Bledsoe stated, but they would also save about $108,000 in expenses by cutting back on the contract and the costs for staff to put up and take down the bubble. Fleisch noted that the cost for a new bubble would be about $370,000; did the swim teams pay $370,000 a year? No, Bledsoe replied. The Mayor asked what would it take to make this pool revenue neutral? A lot, Bledsoe noted. Fleisch said the County considered a new building to replace facilities at Kiwanis Park, and she believed it was estimated at $7 million. One of the County Commissioners supported this building, while the others did not. Fleisch said she found it interesting that the same Commissioner was lamenting the fact that the County paid Peachtree City $150,000 a year for use of their facilities, when it would cost them $92,000 a month in debt service for the same type of facilities.

Salvatore pointed out that it was not just the building expenses; there were ongoing maintenance expenses. Rorie asked how Kedron was built, and Finance Director Paul Salvatore said it was through a General Obligation (GO) bond in the early 1990s. Fleisch said a lot of things were built then, including the Peachtree City Athletic Complex (PAC). She went back to maintenance costs, saying someone would have to pay for them.

King said he would like to see them discuss a building and not continue with having to move the bubble every year. He wondered how many residents used the pool in the winter? King went on to recall that the Tennis Center needed major work as well, so maybe they needed to look at a GO bond to pay for these things.

Fleisch asked if these bubbles were still being built? Bledsoe said the company that built this bubble was still doing it, and a person from there had been in town to see about repairs. He commented that this was the smallest bubble they built. So a new bubble could be an option, the Mayor noted.

This was the only place in Fayette County where students could swim in the winter, Madden remarked, adding that where he was from, the Board of Education included pools at their schools. Fleisch said her high school had one. It was where they learned to swim, Madden noted, which was an important skill, and it was important to the community to have a place that taught swimming and water safety. He would like to see it put before the people in a bond referendum. Salvatore noted that the bubble replacement was paid for through a bond.

Fleisch asked what the repairman thought about the condition of the bubble? Rorie noted that the old bubble was installed in 1995, added after the GO bond. In 2002, they got quotes to put it into the five-year plan. In 2010, they made major repairs to the bubble envelope, and the bubble was budgeted for replacement in 2012. The bubble was an air-supported structure, so it could not have cracks or faulty seals. If you looked at the history, the first bubble lasted a long time, but had major repairs. There was a correlation to their vehicle program in which vehicles were replaced on a schedule for financial smoothing, but there were repair costs. It was always cheaper to fix it than replace it, but you came to a point where it was not just cracks, it was mildew or other things. It was impossible to give an exact lifespan. The key was to look at the cost structure and what it would be in terms of debt. Kedron was a structure built upon debt and maintained with debt. Now they were talking about more debt, but the time to do something was now.

Prebor said they needed to look at all factors when deciding on a bubble versus a building, noting he was familiar with a building with a metal roof that had far outlasted its estimated lifespan. Rorie mentioned maintenance costs, such as new roofs. Rorie asked Borkowski about the roofs at the Tennis Center, and he said they needed repairs estimated at $100,000 to repair leaks. Rorie said it was important to do things with the right materials as opposed to doing it cheaply. They were having to repair a lot of cheap work now.

They had hinted around at a GO bond, Ernst remarked, saying he would like to see a list of projects and their costs so it would be put on the November ballot for citizens to decide. There was a timeline they needed to follow, Rorie noted, so they should move on this now. There was a 90-day period in which they had to notify the Elections Superintendent. Their bond attorney said they would have to adopt a bond referendum around July for the November election. Salvatore said they needed to get an estimate as close as possible to what the actual cost would be. Fleisch asked if it would be one question with a lot of projects or line items? Rorie said it could be either. He could bring something Reserve, the owners of McIntosh Village) an

Prebor and Ernst said that was a good idea. King noted that this was an election year, and they might have a new Council in January. Would the new Council be obligated to follow through on the bond projects if they were approved? Salvatore said they would.

Fleisch asked if Council would have to vote to raise taxes after the bond was approved? Salvatore told her the referendum would contain information about mills associated with the debt service. It also would spell out what the annual operating expenses were. The debt service portion would be handled through the bond millage rate. The disclosure was in there about the ongoing maintenance costs because that could impact future maintenance and operations (M&O) rates. The initial estimate for Kedron in 1991 said it would cost about $60,000 a year to maintain; now, it was up to about $1 million a year. That included the pool contract, staffing, building maintenance, and utilities, in the range of $800,000 to $900,000. It was offset by revenue, and Rorie pointed out that everything was revenue/expense. He noted that all the costs were expressed in the ballot language so people would know what they were voting for.

Fleisch asked if Council was required to do anything after the referendum? Salvatore said he did not understand the question, and King explained that if the bond passed, would the next Council be mandated to follow through with it? Salvatore said he would have to check with the bond attorney.

Potentially there could be three new Council members next year, Ernst remarked. Did they want to wait another year for prices to go up on things they knew they needed to do?

Bledsoe had worked with Facilities Manager David McDaniel and Jonathan Fralich at the Tennis Center to come up with a five-year plan for the Tennis Center in terms of future costs. Most of the items on their list would not get done, Rorie stated.

Bledsoe noted these were not hard numbers, but were good estimates. The most pressing need was to rebuild the 12 hard courts, which had exceeded their 25-year lifespan. They budgeted about $30,000 annually to repair cracks in the asphalt. The cost to rebuild was estimated at $800,000. These 12 hard courts that they would rebuild were outside; there were six under the roof. Rebuilding the six outdoor clay courts would be $175,000. It would cost $60,000 for the remaining light upgrades and painting of the poles. Building improvements including roofs, painting, HVAC, carpet, would total about $547,000. In year five, the parking lot would be repaved for about $175,000. Rorie said a lot of parking lots needed repaving across the city, but it was a question of when to do that rather than repave a road.

For every $100 room rented in a Peachtree City establishment, $8 went to the Hotel/Motel Tax, Rorie explained. Roughly $3 of that went to the City's General Fund, and its use was unrestricted. Another $3 went to the Convention and Visitors Bureau (CVB) to be used for marketing and tourism. Tourism Product and Development (TPD) got the remaining $2. TPD money could only be used for certain purposes. TPD was the result of an initiative voted on and approved in 2012 and okayed by the General Assembly as local legislation. TPD funds were earmarked specifically for the Tennis Center, the Amphitheater, the BMX track, and the PAC. The 2021 budget for TPD funds was about $159,000. They were expecting it to come in about $8,000 short, but they could deal with that. The five-year estimate, assuming that tourism rebounded, was for the TPD fund to total about $954,000. Historically, Rorie noted, the Tennis Center, Kedron, and other facilities were created and supported by long-term debt. A 2011 Facilities and Authorities Bond provided maintenance at Kedron and the Tennis Center. They were also paying on a 2014 bond. Rorie noted that revenues from the hotel/motel tax were cut in half during the pandemic. They lost close to $350,000 for the unrestricted funds in the General Fund.

About $1.727 million in potential expenses had been identified at the Tennis Center that could be offset with $954,000 of TPD funds. How could they make up the $800,000 difference? Rorie said it was his understanding that Council would like to see this put into a list for a GO bond with specifics and cost estimates so they could make a decision.

Prebor asked if Kedron could be eligible for TPD funds? Rorie said they might be able to stretch it a little, but not likely. It had to be attracting outside people and they did not attract many swim meets. Would a permanent cover attract swim meets? Prebor asked. Rorie said no, and confirmed with Salvatore that the most they had ever gotten for TPD was about $280,000. Bledsoe noted that the size of the pool would limit the type of meets they could host. They would need a timing system as well. The pool would need to be 50 meters long and 25 yards wide, and Kedron was not even close.

Fleisch clarified that it took $1 million a year to operate Kedron, and Bledsoe said that included the building and staff. Rorie said it was difficult to separate out the pool costs from the fieldhouse.

Another goal on Council's list was consideration of a floating kayak launch near Drake Field/All Children's Playground. Currently, you could launch kayaks at Drake Field, Battery Way, and Pinecrest. Rorie stated he would not consider a floating launch at Drake or Battery Way, but would consider a dock compliant with the Americans with Disabilities Act (ADA) at Pinecrest or Spyglass Island, but this was a low priority item.

Another goal was lighting upgrades at the Tennis Center. They had faced a proposal for lighting upgrades to LED at the Tennis Center for about $130,000, Rorie commented. At some point, the City had commissioned an energy audit, and one of the recommendations to cut costs was to switch from 1,000 watt lights to 750 watts at various facilities. The lights degraded over time, and tennis players were eventually unable to see. They upgraded the covered court lighting, as well as performing upgrades at other recreational facilities. They had done upgrades at Kedron and on the lights at the tennis courts at Pebblepocket, along with a new electrical box there. They had upgraded the tennis courts at Glenloch and the Tennis Center lights. They had spent $82,000 in lighting upgrades since 2019. They added $25,000 in 2015 to a $46,000 grant at the Tennis Center.

Fleisch said this pre-dated her, so she asked Salvatore if they did a debt instrument to change thermostats and other things? He replied that a $1 million note was refinanced into the first facilities bond and was paid off now.

Prebor asked if the LED lights resulted in savings, but Rorie said they did not upgrade to LED; they just went back to 1,000-watt lights. They did not have an estimate of what the LED change would do. They had installed boxes at Pebblepocket and would be doing so at other courts so individual players had to pay for their own electricity, Madden pointed out. Taxpayers would not be footing the bill. Rorie said that should result in about a $40,000 reduction in the electric bills, and they needed to look into potential cost savings for switching to LEDs to see if it would be worth it.

Bledsoe reminded Council they were converting the Braelinn tennis courts into six pickle ball courts and showed them what it would look like. The end to end measurement was their critical point. Each court needed to be at least 30 feet by 60 feet, so the end to end layout required a length of at least 120 feet. Also, sun considerations mandated a north-south layout. Currently, they had 105 feet, 11 inches by 118 feet, 3 inches, which was wide enough, but about two feet short. They were close to the north-south layout. There were 1,400 linear feet of cracks in the asphalt, with a repair cost of $13 to $14 a foot. The fence was in fair condition at best, Bledsoe went on, and some asphalt was crumbling around the perimeter.

One option was to repair the cracks, take out the north fence and add three feet of surface and another foot for the fence. With all new fence, this would cost about $60,000.

Madden asked if they were talking about four or six courts? He thought they agreed on four. Bledsoe said it did not matter because even with four, they had to have the length for them to be regulation. They had the area for six courts, and Bledsoe noted that it would be less than $3,000 more to add two courts. They had to add the length no matter if there were four or six.

How old were these courts? Fleisch wondered. The 1980s was their best guess. Fleisch asked if they should re-do everything? Bledsoe said if they added the additional surface, they would just do a cut and add it, along with the asphalt repair.

Another option was to remove the existing courts and built new asphalt courts to the correct dimensions at a turnkey cost of about $74,000. She added that these figures were actual quotes, but a third option was an estimate. It consisted of removing the existing courts and replacing them with six-inch concrete of the correct dimensions. The estimated cost of just the concrete surface was about $90,000. If they used heavy-duty four-inch concrete, it would go up to about $100,000.

What was preferable, asphalt or concrete? Fleisch wondered. Concrete held up better, Bledsoe replied, but players preferred asphalt. Fleisch said asphalt was easier on knees, and Rorie said they preferred it, too, because of ball bounce. He pointed out they would have a 50- to 60-year turnaround with concrete, as opposed to asphalt. Asphalt cracked and required repeated patching. Every time you repaired a crack, you could end up with dead spots. That was happening with the courts at the Tennis Center. They included an estimate for installing concrete courts for that reason, but Rorie pointed to the uptick in price and noted that it did not include netting, posts, fencing, and surface. If they used concrete, it would cost more than $200,000 to build six pickleball courts, more than twice the cost of removing and rebuilding them.

Fleisch confirmed with Bledsoe that the price for brand new asphalt courts, with fencing and everything was $74,000. She asked if they needed further approval from Council? Rorie said they did not; they were proceeding with the asphalt courts.

What about the basketball courts at Braelinn? Fleisch asked. They were fine, said Bledsoe. They would be replacing a goal that had rusted out, but there were still three goals there. Prebor asked if there was a way to get the goals up to 10 feet? Bledsoe said they would look into it.

Another goal was a quarterly dialogue with the County and other municipalities. They did this, and it was coordinated through the Fayette County Chamber of Commerce as needed.

Council had also asked about moving municipal elections to even-numbered years. Rorie read from a letter written by the legal counsel for the Georgia General Assembly that said a lawsuit would probably result that would force the City to continue to conduct elections in odd-numbered years. There did not appear to be any authority under State law that would allow Peachtree City to modify its charter and hold elections in even-numbered years.

Providing a forum for questions from citizens was another goal, but Rorie said he did not know what else they could do. Suggestions included email, surveys, which people said were biased; workshops and retreats, which few people attended, along with Council and Planning Commission meetings. Working on communications was a goal. Rorie said he was tired of debating the pros and cons of social media. They would continue to post things and would continue to be attacked when someone wanted to attack. They had switched from a textual to a graphic format for the weekly updates. He had asked City Clerk Yasmin Julio to look at developing a newsletter to be included twice a year with the stormwater bills and once as an independent mailing. It would talk about new projects and go into background on other topics. He recalled that they had repaved 251 streets since 2016, which equated to about 60 miles out of 191 road miles. They started with Crosstown Drive, which they had to delay paving for two years in order to collect enough municipal infrastructure grant (MIG) funds to do it. If you went to Crosstown today, seven years after the project first began, you would see depressions in the making due to heavy traffic, Rorie remarked. This showed that they always had to consider where to target paving dollars. That was the kind of information they would be sharing in the newsletter. After 20 years, he continued, the Gateway Bridge was complete, except for its sign, at a cost of almost $3.2 million. They added plants, as well as fencing for ADA access. It was funded through SPLOST and impact fees. They were trying to engage, but it was tough.

Fleisch went back to the 251 roads that had been paved since 2017. Before that, Julio noted, it was an average of eight streets per year. Rorie recalled that King had advocated getting that number up, and that was why they decided to allocate $1.8 million in the General Fund for paving. If they left it at $1.8 million, they would be severely underfunded, though.

Rorie showed the costs associated with changing the facade on buildings that needed sealing, which were Fire Stations 81, 82, 83, and 84, plus City Hall and the Library. Changing the facade would cost three times as much as resealing. The best course of action was to continue to move forward like they were doing. They had applied for a grant to reseal the library, which was part of the 2011 Facilities Authorities Bond and the cycle date to redo it was 2022. The grant would be a 50/50 match, so the City's cost would be around $70,000. About $350,000 in the General Fund was dedicated to facilities improvements, and the Finance Department had encumbered the money to get the grant application done.

They were collecting impact fees for the expansion of the Fire Department, but Rorie said he would list these public safety projects as part of the GO bond. Money was at 1% right now, and construction costs were going through the roof, so it was best not to wait on these projects.

They were also planning to add a metal storage building at Station 81. It would hold items now stored in the basement at McIntosh Place, such as the bubble. Rorie noted storage was an additional cost that was often overlooked.

They had nowhere near enough impact fees to pay for the planned 3,000 square foot expansion of the Police Department. GO bond or not, he said, they needed to go ahead and make a move on these projects. Delay would be costly.

A 200 square foot deck would have cost $950 in materials in April, 2020. In April 2021, the cost had jumped to $3,360. Google said costs for lumber had increased 250%, and Cailloux noted that by May, Amazon reported a 300% increase. Rorie showed the sign for the Everton subdivision. Where it previously read "from the $400s," it now said "from the $500s." Fleisch said a builder told her he used to get a lumber package for $17,000, but now it was $47,000. The Calder model at Everton had gone from $370,272 in April, 2020, to $482,000 in April, 2021. They had been having staff conversations about what was affordable. He wondered what the Cresswind models cost for 55+ homes? Council often discussed apartments, condos, step-down housing, and this was part of that conversation.

Rorie explained that it was cheaper to use metal than lumber right now—hence, the metal storage building. However, if demand for metal went up, it would drive prices up, too. In October, 2020, the consumer price index-universal (CPI-U) number was 1.2%; in March, 2021, it was 2.6%.

Land acquisition was a goal. They had four acres off Robinson Road and three acres along MacDuff Parkway that was for the purpose of building a fire station. When the Everton group decided not to use 17.5 acres for a school, they deeded it to the City. They would look at it as a possible site for a quick response fire station. Fleisch noted they had added more than 20 acres of greenspace to the

City in the past four or five years. When they annexed land for Towson Village on SR 54 East, they required them to dedicate one acre for a quick response station. Rorie said he believed the City should say it was done with expanding its boundaries for now. Expansion would result in taking on more mass that would have to be serviced.

It was important to them in 2014, Fleisch recounted, that they assess what they had and what they could take care of. So many things had been neglected, and they intentionally set the growth boundaries with an eye towards what was manageable. The focus now should be redevelopment within those boundaries. They did continue to look at land acquisition when it came to path connections, tunnel locations, and bridges, Rorie stated.

Future dredging of Lake Peachtree/siltation sources was also a goal. Rorie said he had asked engineers to redo the bathymetric survey from 2014/15. It said they had accumulated about 10,000 cubic yards of silt over the last five years. Rorie said he asked for this survey because he never wanted to have to address a dry dredge in Lake Peachtree again. They needed to determine when it would be most cost effective to do a wet dredge so they could pile that silt somewhere and let it dry out and be hauled away. Should they do it every 20 years, or handle it on a micro level and look at every five or 10 years? There needed to be stream bank restoration on the other side to keep the silt from coming in. They could put the silt at Drake Field to dry out, but there would be complaints, so maybe it should be hauled away. The idea was to come up with a plan of action.

They anticipated getting $11 million from the American Rescue Plan. Rorie said he did not understand one of the restrictions. He read that the money could not "be used to directly or indirectly offset a reduction in net tax revenue resulting from a change in law, regulation, or administrative interpretation during the covered period from March 3, 2021, to the end of the fiscal year in which the local government last uses these funds, that reduces the tax (by providing for a reduction in a rate, a rebate, a deduction, a credit, or otherwise) or delays the imposition of any tax or tax increase." They were awaiting the administrative code that defined what that meant. Another provision said the funds could not be deposited into any pension fund.

The money could be used to respond to the public health emergency and its negative economic impacts. It could be used to respond to workers performing essential work by providing premium pay. It could also help local governments make up for the reduction in revenue due to the health emergency. Rorie asked Salvatore if he thought that meant they could use the funds to help recover budget losses, and Salvatore said he did, such as with the hotel/motel taxes.

Another use was to make necessary investments in water, sewer, and broadband infrastructure. Rorie said he believed that if they received a windfall of $11 million, the bulk of that should be invested in the infrastructure for a long-term gain in economic development. That could mean the extensions of water and sewer to underserved areas or the rollout of broadband infrastructure. They should figure out how to invest that money into infrastructure improvements that would be transformative for the community by bringing in new rate payers. He would look at Huddleston, Hip Pocket, and the newly-annexed area on SR 54 East. If you redeveloped an area, you got greater tax revenues. Sewer was an investment in the community. He would invest in underground assets to be sure they did not become underground liabilities. He noted that the oldest water pipes in the county were in Peachtree City. Rorie said they hoped to have the administrative regulations around mid-May, so what they were talking about was speculation.

In the financial model, there were speculating on seeing about a $39,939,386 revenue source in 2022. Behind that figure was real property ad valorem taxes. What impact would the rising costs have on the Fayette County tax digest for both new construction and reassessed values? They anticipated a 5% uptick in real property ad valorem. They would assume that about 2% of that was new growth, and 3% was an increase in assessed value. Ad valorem tax revenues would go from $16 million to $17 million.

Rorie said they would begin reviewing departmental budgets in the next week. He said he did not expect expenses to go down. There were some pandemic-related items that would be adjusted. Fire Chief Joe O'Conor had talked about all of the protective gear they had had to purchase over the past year. They would balance the revenue and expenses stream with the use of cash reserves.

Rorie continued, if they did a millage rate rollback of a quarter mill, it would result in a $700,000 loss of revenue. They would have to absorb that on the expense side of the equation. A $7 million GO bond would cost about $700,000 a year. The rollback would reduce the tax on the average home of $400,000 by $36 a year. If they held the millage rate the same, they would have that money to fund the GO bond. The catch was that they had to adopt a millage rate before the GO bond referendum could be held in November. They would need to signal to voters that they would still have a 6.232 millage rate, and, of that, 5.990 would be the M&O millage rate, and the remainder would be for the GO bond.

Rorie asked Council to let him know of any other projects they wanted included on the GO Bond list so he could present it by the first meeting in June. They would meet to adopt the budget in June, he said.

There being no further business, Fleisch adjourned the workshop at 9:15 p.m.

Martha Barksdale, Recording Secretary

Vanessa Fleisch, Mayor