City Council of Peachtree City
Workshop Minutes
May 3, 2016

The Mayor and Council of Peachtree City met in workshop session on Tuesday, May 3, 2016. Mayor Pro-Tem Mike King opened the workshop at 6:30 p.m. Council Members attending: Terry Ernst, Kim Learnard, and Phil Prebor. Mayor Vanessa Fleisch was unable to attend.

The purpose of the workshop was to look at:

What services levels were adequate to focus on the basics of our "Brand"?

- Code Enforcement, Peachtree City Toolbox
  - Tending the Garden
    - Landscaping/Facility Maintenance
    - Stormwater
    - Road and Path Maintenance
  - Public Safety
  - Recreation

City Manager Jon Rorie said this session was titled, "Tending the Garden," and would focus on service levels and what was necessary for the City to maintain its quality of life. The City had struggled since he had been employed by the City to get to a point described as "maintenance mode." Progress had been made, and the idea behind "tending the garden" was to produce results to provide those services as the highest level possible.

Rorie referred to a document on the dais that contained the Retreat Workshop schedule and the FY 2017 Budget schedule. He said staff was working on Budget One, the first draft of the budget. The June 7 meeting workshop was slated for Council goals and objectives, so it could be another Retreat session or it could be the first budget session. They would discuss it at the end of the meeting.

Code Enforcement, Peachtree City Toolbox

Police Chief Janet Moon gave an overview of Code Enforcement activities. Code Enforcement Officer Tim Maret was available to answer questions.

Based on the average of the last five years (2011 – 2015), the number one complaint had been cleanliness of premises (grass) with 487, Moon said. Miscellaneous complaints were second on the list with 402. The remainder of the list included cleanliness of premises (trash), 319; parking restrictions, 248; cleanliness of premises (auto-inoperable vehicles), 189; accessory use to dwellings (recreation vehicles parked in front), 175; signs, 148; and rehabs, 22.

The 2015 case summary included 1,568 new cases, 1,230 Notices of Violation (NOV) Proactive, 933 signs confiscated, 599 parks checks, 252 NOVs Reactive, 59 unfounded complaints, and 30 citations. The abatement periods for taking care of any violations varied from immediately to 90 days, depending on the violation. Moon added the Code Enforcement Officers did a good job of communicating with citizens and working with them on abatement of violations.

Moon continued that Code Enforcement had put together training and made a list of possible violations that police officers might encounter while out on calls for service. By building a partnership between Code Enforcement, Police, and citizens, each was able to be the eyes and ears out in the field on a daily basis.

Rorie asked for an explanation of "reactive" and "proactive" NOVs. Moon said that reactive violations were when citizens called and filed a complaint. Proactive violations were those violations a Code Enforcement Officer observed when they were in the field and took action.

Rorie asked if there were limitations on what the Code Enforcement Officers could do based on a violation in the front yard, side yard, or back yard. Maret said there were clearly limitations on what could be seen from the roadway. Some ordinance changes had been made, such as the amendments to the Recreational Vehicle Ordinance that now limited parking for the vehicles to the side and back of a property and removed the requirement to be parked 20 feet from the rear lot line. Specific complaints could be addressed, but there were limitations on what could be seen in a side or back yard from the street. Code Enforcement had a golf cart that they used to see back and side yards from the cart path.

Rorie asked if there were repeat offenders and violations. Moon said Code Enforcement had recently contacted over 200 businesses that had not renewed their Occupational Tax prior to the May 1 deadline, and 42 of the businesses were repeat offenders for at least two years in a row or more. Rorie asked how those would be addressed. Moon recommended that the 42 repeat offenders be issued citations to appear in Municipal Court, while the others should be given an NOV to rectify the situation within 48 hours.

Maret said Code Enforcement and the City Clerk's office had been working on implementing this for a few years. Business owners received the first notice at the end of October/first of November, then a second notice was sent in February. Code Enforcement had spoken to the repeat offenders a year ago, so they should know the requirements.

As for the regular repeat offenders for Cleanliness of Premises, Maret said there was language in the ordinance and on the notices stating one Cleanliness of Premises NOV would be issued per calendar year, then a citation would be issued for subsequent violations in that year. Depending on the violations, the Code Enforcement Officer could use their discretion if it had been six months since the previous violation. If it had only been a few months or so, Maret said a citation would be issued.

Ernst asked what happened with rental properties, whether the owner or the resident was cited. Maret noted the ordinance said the resident and/or agent was responsible for cleanliness of premises. In other areas, the ordinance said it was the owner's responsibility, especially regarding the structure and rehabilitation. Maret added that, if the lease stated the owner was responsible for the grass, then they would contact the owner.

Frank Destadio asked what was being done about developers that violated ordinances, adding there seemed to a rash of that happening.

Planning & Development Director Mike Warrix announced that Code Enforcement would move to the Planning & Development Department from the Police Department on October 1. There would be a lot of benefits to the move. Warrix continued that, under his department, there would be better coordination of interpretation of the codes/ordinances. They would also work together on code revisions. Code Enforcement had the "boots on the ground" end of what his department was writing.

One of the big issues would be aggressive vs. passive enforcement. Warrix said the phone would ring no matter what stance was taken. The City had zero tolerance for code violations.

Staff would work with Council's guidance. Enforcement would be equitable, and there would be no selective enforcement.

Prebor noted that trees were the hot topic of the month, asking what the response was when a friendly notice was given by Code Enforcement and if the notice could be posted on the door or mailbox. Maret said most adults did not want to be told there was a violation, and Municipal Court had determined it was acceptable to leave the notice on the door. Depending on the violation, most notices were usually left on the door.

Maret continued that Code Enforcement Officer Freddy Frank had stopped and asked about the tree-cutting at the U-Haul business on Huddleston Road, and had been told they had approval and provided with confirming e-mails. Most tree removal permits were residential, and they were usually e-mails back and forth. Commercial permits were usually between Planning & Zoning and an intermediary. Staff might not be dealing with someone that worked for the business applying for the permit. Maret said that, currently, the officers could not check to see if there was a tree permit issued from the field with the current software system. With the old software system, they had been able to confirm if permits had been issued. In addition, when Code Enforcement had previously been located in the Planning & Zoning Department, they were usually the first to be on the scene of a violation.

Prebor asked Warrix if there were any techniques that could stop people cutting trees before there was a violation. Warrix said some communities had tree committees or boards that advertised often. He suggested holding a routine workshop with landscaping and tree removal companies.

Ernst referred to the recent tree-cutting at McDonald's on SR 54, asking if the contractor had a permit stating what could be cut. Warrix said the contractor did not have a permit. If the contractor had a permit, it would have stated what could be cut. Warrix added that there were always going to be violations, but communication between the departments was key to keeping the number of violations to a minimum.

Destadio said he had been at McDonald's when the trees were cut, and he had asked the contractor to stop, but the contractor told Destadio he had the authority he needed. Destadio said he knew they did not. (Destadio is Planning Commission chairman, and knew the new landscape plan was on a future agenda.) Developers were willingly violating the ordinances. Destadio said they should have a permit in view when they were working.

Martine Yancey referred to a recent case in her neighborhood when one of the neighbors was having trees cut down in the backyard. Yancey had reached out to City staff after seeing a child under eight years of age at the site. The company's owner was the child's father. The child was removed from the work site. Yancey asked what could be done when there were violations, saying the City needed to be aggressive to get the point across. Violators should be put on probation so they could not work in the City. Commercial permits should be displayed on site. She also suggested some kind of form regarding the City's ordinances should be signed every year to keep everyone up-to-date on the ordinances. The City was headed in the right direction.

Pam Kemp recalled that when Chick-fil-A had come to Council with variance requests for its site on SR 54 between McDonald's and BB&T, they had discussed taking down some of the trees in the buffer between Chick-fil-A and the bank. The trees had all been removed. She had reviewed the meeting minutes, and there had been four conditions when the variance was granted. One of the conditions had to do with the trees. Kemp asked if it was possible to do a tree survey for a request, then mark the trees that were not to be removed. It would help to get rid of the vagueness in a condition or an ordinance.

Learnard said Council had left it up to Planning Commission to work with the contractor on that buffer between Chick-fil-A and BB&T, adding this was something the Planning Commission did well. King agreed that the City needed to be more specific and actually mark trees that were not to be cut. Warrix also agreed that they needed to be more specific.

Rorie said staff needed to look at the "who, what, when, and why" of what the City was trying to achieve. A reason for this type of session was to look at what was being done and whether it should be changed to have the desired outcome. One of the things key to the issue was unity of command. Staff had been working on the command structure for several months. Currently there was a division under the Police Department that required interpretation from the Planning & Zoning Department, which created communication gaps. There should not be an intermediary between two divisions. No matter what kind of permit was needed/issued, there was a consistency problem. Clearly, better results were needed. Something different had to be done.

Tending the Garden

- **Landscaping/Facility Maintenance**

Rorie said a lot of decisions had been made over the last couple of years. It had been a huge task and resources had been allocated, noting Recreation & Special Events Administrator Cajen Rhodes would address some of the issues. He added that he used to get landscaping and grass complaints beginning in March. It was May, and Rorie said he had not received any complaints. There was a positive difference. The right-of-way mowing was still outsourced, which was working, but was not perfect. Building & Grounds Supervisor David McDaniel had a spreadsheet for all the maintenance to set up maintenance schedules. Significant progress had been made.

- **Stormwater**

Stormwater Manager Mike Madison gave an update on the Stormwater Utility, pointing out that the annual revenue from monthly and semi-annual billing was $2.3 million (actual revenue, excluding bond proceeds). Thirty percent of the revenue was used for revenue bond debt service, 25% for personnel costs (salaries, benefits, uniforms, etc.), 8% was spent on buildings, vehicles, and equipment (fuel, maintenance, utilities, etc.), 3% covered administrative/office costs (office supplies, legal services, printing, postage, computer/supplies, etc.), and 34% went to stormwater services (pipe, structures, tools, system maintenance materials, engineering/design costs, plan and specification preparation, bid project costs, stormwater permit compliance costs, pipe cleaning services, CCTV services, and more).

Completed projects for FY 2015-2016 included the replacement of failed pipe systems in The Marks, Interlochen, Wilshire Estates, The Estates, Emerling Grove, and Pinegate ($50,000); repair of severe roadway embankment erosion along Stevens Entry ($8,000); installation of additional 50 feet of 18-inch water pipe along Spear Road ($4,000 – separate project from recent emergency repairs made); installation of 2,000 feet of six-inch water line at the Peachtree City Athletic Complex (PAC); installation of 900 feet of two-inch water line at Drake Field; and Spear Road culvert replacement ($297,000).

Madison reviewed the top five upcoming in-house replacement projects and their estimated costs – Glenloch/Bridlepath cart path, 18-inch and double 36-inch culverts failed, $9,500; Parkgate Lane, severe erosion at 36-inch pipe outlet undercutting pipe system, $17,500; Alderly

Lane – end 40 feet of pipe filing and other sections severely corroded, $20,000; Westpark Drive cart path, pipe undersized and causing path to overtop resulting in failure of path, $9,500 and Flat Creek Road, pipe systems trenched through causing sinkholes in roadway embankment, $9,700.

Completed stormwater bond projects included the Preston Chase subdivision, which had a project budget $135,625 and was completed for $111,060; Rockspray Pond Dam, with a project budget of $929,425 and was completed for $917,965; Bradford Estates/Creekside Crossing/Southside Church (BCS) Pond stilling basin with a project budget of $120,000 (repair and stabilize severe outlet erosion), completed for $85,223; Kedron Pond West Dam, project budget of $740,000, completed for $739,745; and Kedron Pond East Dam, project budget $805,170, completed for $814,386; and Harbor Loop drainage, project budget $1,775,000, project completed for $436,000.

The Golfview Drive drainage project was ongoing and had a project budget $1,223,000. The Woodsdale pipe lining project was underway with a budget of $450,000. The Wynnmeade subdivision project was also ongoing with a construction estimate of $690,000. Miscellaneous pipe lining projects would go out for bid in the early summer, and $500,000 was budgeted.

Madison said there was $1.8 million in the stormwater bond contingency, and the projects they hoped to also complete, with construction estimates, included Peachtree Parkway headwall replacement ($150,000), Braelinn/Creekside/Southside detention pond rehabilitation (rehabilitate earthen dam and construct emergency spillway, $450,000); Crosstown Drive culverts (lining, $250,000); Flat Creek Road culvert (lining, $140,000); Detention Pond #140 (off Bluesmoke) rehabilitation, ($225,000); and additional lining projects ($450,000).

Rorie asked Madison how many feet of corrugated metal pipe were left. Madison said he did not know, but 50 – 60% of it was more than 25 years old, which was beyond its design life. Rorie noted that corrugated metal pipe was no longer used for anything City-owned or maintained.

- **Road and Path Maintenance**

Public Works Superintendent Scott Hicks briefed Council on the five-year street plan. The streets scheduled for paving this summer were rated between 55 and 82. Paving for streets was currently out for bid, and the list included Southworth Court, Commerce Drive (Westpark to Aberdeen Drive), Rolling Green, Westpark Drive, Adell Court, Holly Grove Church Road, Rubicon Road, Hilltop Drive (west), McIntosh Trail (Peachtree Parkway to Flat Creek Bridge), Steven's Entry (SR 54 to Peachtree Parkway), Willow Road, Planterra Way, Georgian Park (Peachtree Parkway to SR 74 and SR 74 to Peachtree Parkway), and Willowbend Road. The length to be paved totaled 32,300 feet, and the estimated cost was $1,950,637.02.

Rorie said there was a backlog of road resurfacing projects, and the budget for this fiscal year was $1.8 million. The average cost for paving was $315,000 per mile. Hicks said the estimated costs were based on full-depth reclamation (FDR) rather than repaving. They were finding many of the roads needed FDR based on testing. Rorie added that all the 2016 projects needed FDR. Hicks pointed out that Rolling Green (the subdivision was approved in 1975) had never been repaved. He continued that the City was past the point of making good roads better; it had to make bad roads better.

As for cart path maintenance, Hicks said the cart path crew was around the five-mile point of the nine miles they hoped to complete annually. The goal this year was to hit 9.1 miles.

Rorie asked if it had been worth it to get the paths ready for paving in the winter months. Hicks said it had been worth it. Staff had only received a few complaints.

Ernst asked when paving had to stop because of the temperatures. Hicks said the temperature had to be 45° at 8:00 a.m. and rising all day. The asphalt was 325° when it was put in the truck, and the warmer it was outside, the better it was to put down.

Public Safety

Fire Department

Fire Chief Joe O'Conor discussed what "good" looked like at the Fire Department, adding the people in his department were remarkable, and the surveys showed that. In 2015, 72% of the calls (2,784) were for emergency medical services compared to 2% (73) for fires. False alarms/false calls accounted for 8% (298), 5% (178) were good intent calls, Hazard condition – no fire were 3% (122) of the calls, and 10% (399) were service calls.

O'Conor continued that the 2013 Matrix Study recommended the establishment of baseline and benchmark response time objectives as published by the Commission on Fire Accreditation International for "suburban" communities 90% of the time. He noted that Council adopted the Matrix recommendations on December 19, 2013.

O'Conor explained that benchmarks were those times identified as a high standard and used to plan future efforts; benchmarks were the ideal. Baselines were the standard which the Department committed to perform at and evaluate compliance. As baselines were achieved consistently, the standard would move up toward the benchmark goal.

O'Conor looked at key performance objectives. The baseline for "Call Handling Time" was 90 seconds no less than 90% of the time. Call Handling Time was the time for processing by the Fayette County 911 Center of an incoming 911 phone call, including the dispatching of fire response units. Eighty-eight percent (88%) of all calls were handled in 90 seconds.

"Turn Out Time" was the time between dispatch notification and unit response, and the baseline was also 90 seconds no less than 90% of the time. Turn Out in 90 seconds occurred on 80% of all calls.

"Travel Time" measured the time for the arrival of the primary company to a fire suppression incident or emergency medical incident. The baseline was six and one-half minutes (390 seconds) or less 90% of the time. The Department's travel time was within 390 seconds on 92% of their calls. The second unit answered many calls rather than the primary company.

"Demand for Service" trends had shown an increase. The population south of Crosstown represented 15 – 20% of the City. Nearly 35% of all calls were south of Crosstown, which included the recent increase in size of the Somerby retirement community. O'Conor said they expected the demand for EMS to continue to rise as the population aged.

In 2000, the City had 500 fire calls, and in 2015, there were just under 1,000. EMS calls had increased from 1,500 in 2000 to 3,000 in 2015. The total number of calls had jumped from 2,059 in 2000 to 3,853 in 2015.

O'Conor noted that, in March, the second or third closest responder needed to respond on 15% of calls because the primary unit was on another call. Responses to assisted living facilities accounted for nearly 20% of all calls for service.

The risk of fire loss would also increase as properties aged. O'Conor said they must work to improve prevention, encourage safer construction codes, and enforce life safety codes.

O'Conor pointed out that, based on Census data, 10% of the City's population were in their 60s, and they accounted for 12% of the ambulance patients. Citizens in their 70s were 5% of the population, and 16% of ambulance patients. Residents ages 80 – 100 were 3% of the population, and 33% of the ambulance patients. For comparison, O'Conor noted that residents in their 30s comprised 10% of the population, and 7% of ambulance patients. People in their forties were 18% of the population and 7% of ambulance patients. Citizens in their 50s were 17% of the population, and 8% of ambulance patients.

With 1,500 additional homes to be built in Wilksmoor, the Fire staff was looking at the possible impact and how to deliver services at the same level to the new homes without degrading service delivery to the rest of the City.

Balanced distribution of resources throughout the City would allow for the shortest possible response times, which could prevent loss of life in a cardiac arrest and meet the community's high expectations. Distributing resources throughout the City provided the ability to quickly gather an effective fighting force of 15 firefighters (number required for basic functions when fighting fires) and also allowed for the simultaneous performance of essential firefighting duties.

Impact fees allowed the financial burden of expanding government services, including public safety capacity (stations and apparatus), to be paid by those responsible for the increased demand for service. However, the use of impact fees was limited by law. Impact fees could not be used for personnel or operating expenses; those costs should be supported by the growth of the tax base. The Fire and EMS service received a portion of the collected impact fees for all new construction, O'Conor said. Fire Protection was assigned $615 for each new home constructed.

O'Conor said the question was when to expand services, saying staff had to think beyond tomorrow, not in one-year blocks of time. The process included continual monitoring of Key Performance Objectives to determine if service demand was impacting service delivery. Expanding service was expensive and slow. Building a fire truck was a one-year process, and building a fire station from the ground up was a two-year process. There were ways to speed things up a bit, but the quality had to be there.

O'Conor went over the phases of expanding the EMS and Fires Service and building a station. The first phase was to acquire property for the station. Phase 2 was to bid the design and engineering of the station (30 days), and Phase 3 was to award the design and engineering to a qualified contractor. During Phase 4, staff worked with the architect and engineer to design a station to meet anticipated community needs over the next 50 years (90 – 120 days). Finalization of design plans and preparation of bid documents for construction (30 days) was the fifth phase.

Phase 6 was time dependent on the rate of construction and included monitoring building permits for appropriate building point to trigger construction. Bidding the construction project (30 days) was Phase 7, and Phase 8 was researching bidders and awarding the construction contract.

Construction of the station under the supervision of a professional construction manager was Phase 9. Construction usually took one year. Phase 10 was accepting the new station and preparing the living space to be occupied 24 hours per day (30 days). Phase 11 involved using an existing quick response vehicle and staff to provide initial minimal coverage to underserved areas with long response times. In Phase 12, additional response vehicles were put out to bid and constructed as specific needs became clear (one year).

In Phase 13, staff would continue to monitor the demand for EMS and fire protection as home construction continued for a second trigger point that would require, and financially support, additional staff (two per shift or six total). The time would be dependent on the rate of construction.

During FY 2017, a 16-year old fire engine would be replaced as part of the Public Improvement Program (PIP) capital budget. Staff also hoped to use Impact fees to pay for the design and engineering of the MacDuff station.

O'Conor said there might be some resources that could be deployed differently to serve areas that were underserved without investing in additional people or apparatus so the process of covering the underserved area could begin.

Learnard asked when a new station would become the plan. O'Conor said it was usually linked to the percentage of building permits that were issued. If the economy or construction slowed, the City would not be getting ahead of itself. Learnard asked if the City owned any land for a new station. Rorie said three acres of land would be deeded to the City from the Everton development. Learnard said she would like to look at the timeline later, noting things could change in time. Rorie said the design would be a footprint layout that could be set on a given lot of given size, which would allow the City to put the design on the shelf. Staff was looking at what the parameters should be to begin expanding services.

DeStadio suggested looking at site adapting an existing station. He noted the County had a new station on SR 74. If that station fit the City's needs, the cost would be less to site adapt it to the land that was available, which would reduce design cost and time. O'Conor said staff had looked at doing that, and the County had given staff the architect's name, as well as the cost information on the construction. It was bigger than needed. Coweta County had also built very economical stations recently that had a footprint that could be modified.

Ernst asked how much time it took to train a new firefighter. O'Conor said the volunteer program was in place, and the City had been in a unique position to hire certified people, as well as hiring people that had been certified in other places. There had also been great success in recruiting. They could ramp up certified people relatively quickly. The Department had a process to identify qualified internal candidates for promotion. O'Conor did not expect adding staff to take a protracted amount of time.

Police Department
Moon said she and O'Conor had been discussing the expansion of services, adding it would also affect the Police Department. They were looking at combining facilities, and having an area/room for the Police Department in the next fire station that was built.

Moon discussed Part I crime statistics over the last 10 years. Part 1 crimes included homicide, forcible rape, robbery, aggravated assault, arson, motor vehicle theft (including golf carts), larceny (theft, entering auto, shoplifting), and burglary. In 2005, there had been 354 Part 1 crimes in the City. In 2009, there were 665 Part 1 crimes, and 637 were reported in 2008 (the highest years during the 10-year period). The numbers dropped to 456 in 2013 and 452 in 2014. There was an increase in 2015 with 533 reported.

Larceny-theft accounted for 63% of the Part 1 crimes between 2005 – 2015. Motor vehicle theft was the next largest group at 19%. The remaining crimes were burglary, 11%; aggravated assault, 3%; robbery, 2%; arson, 1%; and forcible rape, 1%.

Moon continued that the City enjoyed a relatively low Part 1 crime rate. Theft was the number one crime each year of the 10-year period. Golf cart theft outnumbered auto theft each year. In 2015, there were seven auto thefts and 33 golf cart thefts. The most golf carts were stolen in 2011 (77), while fewer cars were taken that year (three).

There had been several cases of entering auto in 2016 (taking valuables out of cars), including some that occurred not far from City Hall. Moon said all the vehicles had been unlocked, urging residents to make sure they removed valuables from their vehicles.

Compared to other Class B cities in 2015, Peachtree City had the lowest number of Part 1 crimes with 533. Gainesville had 2,042, LaGrange had 2,026, Dalton reported 1,398, Newnan had 1,237, and Rome had 901 (did not include shoplifting data). In addition, Suwanee reported 676 Part 1 crimes in 2015. There had been a change in software systems, and the way things were counted had changed. Moon believed there would be more uniformity as 2016 came to an end. She pointed out the data did not include traffic stops.

There were 53,713 calls for police services in 2012, 47,320 in 2013, 51,042 in 2014, and 50,820 in 2015. Moon noted the response time had increased from 4.38 minutes in 2012 to 5.57 minutes in 2015. To date, the response time was staying below six minutes.

Moon looked at a distribution map that had the City broken down into the five police districts with the calls for service for each district, adding that traffic stops were included and showed 65,000 calls for service. District 1 had almost 17,000 calls for service, and it included the SR 54/SR 74 corridor, with a lot of traffic and retail.

Moon looked at 864 roadway collisions, noting there had been two fatalities, 191 accidents with injuries, 148 hit and run accidents, 22 unrestrained occupant collisions, 22 speed-related collisions, 12 driving under the influence (DUI) collisions, 11 unrestrained occupant with injury collisions, six speed-related with injury collisions, and four DUI collisions with injury. The top five accident locations in 2015 included SR 54/SR74, 77; SR 54/Peachtree Parkway, 44; SR 74/Crosstown/TDK Boulevard, 40; SR 54/Huddleston Road, 39; and SR 74/Kedron Drive, 28.

Following too closely was the top contributing factor in 78% of the accidents at the SR 54/SR 74 intersection. Failure to yield was the reason for 5.25% of the accidents (angle/t-bone accidents), and 16.75% were caused by other factors such as changing lanes improperly.

There were 44 golf cart accidents in 2015, Moon said, and 25 resulted in injuries. Eighteen of the 44 accidents involved a driver aged 16 years or younger. Of those 18 accidents, 10 accidents resulted in injuries.

In 2014, 7,022 citations were written compared to 9,939 in 2015. Golf cart involved citations numbered 238, and golf cart involved warnings totaled 356. Moon added a total of approximately 8,000 warnings had also been written, which was a good balance.

Prebor noted that District 3, which included the Industrial Park, had 15,000 calls for service. Ernst and Moon both noted that the Police Department was in that district, and the number included all the walk-ins, as well as accidents and traffic stops. Moon noted a tremendous amount of people came into the station to file reports.

Ben Nelms of ***The Citizen*** said he had written many entering auto stories over the last several years, and he always put something at the bottom of the story reminding people to not leave anything visible in their cars. He noted the recent cases of Entering Auto at McCurry Park in Fayetteville, saying the cars were all locked. However, the two that had been broken into had valuable items that were visible, even quarters and dimes.

King noted there were only five keys or so that fit all golf carts, asking people to put their golf carts in "tow" when they were left unattended. Most people did not know where the "tow" switch was, and until the switch was reversed, the golf cart would not go anywhere.

Recreation

Recreation and Special Events Administrator Cajen Rhodes discussed the City's recreational amenities and usage. The City had approximately 416 acres of park land, more than 90 miles of multi-use paths, 32 different parks housing 23 playgrounds and tot lots, one roller hockey/multi-purpose rink, 14 baseball fields, 10 soccer fields, seven softball fields, two football fields, two lacrosse fields, nine public tennis courts, 24 tennis courts at the Tennis Center, 10 basketball courts, one BMX track, fishing ponds and lakes, 32 structures, and three pools.

Rhodes continued that there were 72 recreational programs offered, including 37 weekly summer camp options, in FY 2015, with 3,772 participants. There were 18 different sports programs for youth and adults in 2015, with 10,289 participants.

Thirty-seven special events took place in 2015, with a total attendance of 77,000. In 2015, 27 athletic tournaments were held in the City, with 28,260 attending and $2 million in direct spending. Rhodes said the average was $40/person/per day for the duration of the tournaments.

The amenities the City had were heavily used, Rhodes said. Staff was making sure the pictures in the PowerPoints matched the reality of what was on the ground. It took a great deal of maintenance for the athletic fields, playgrounds, structures, buildings, and pools.

Staff was always looking to find ways to make maintenance easier and more cost effective, Rhodes continued, adding staff was developing a master maintenance plan for the facilities. The changes started with the tennis courts in 2012. There would no longer be linear crack repairs on the asphalt courts. The City was now using synthetic surfacing that would be replaced every four to five years, although there were still some asphalt courts. The outdoor basketball courts were on the same maintenance schedule as the tennis courts. The City had also taken over all the mowing at the facilities and fields, and Rhodes reported that complaints had dropped from approximately 25 per week to zero. Fertilization was also done in-house now, and the cost was probably 50% of what had been paid to contractors. Swimming pools needed to be resurfaced every seven to eight years, and the Glenloch pool was due soon. There were also other maintenance issues with pools that had to be taken care of when problems arose.

Braelinn Recreation Complex had been completely renovated, and a walking trail and cart path had been added. Shade had been added to picnic tables. The goal was to make the larger complexes well-rounded and more than sports fields. Rhodes explained. A playground had been added at the Peachtree City Athletic Complex (PAC), which provided younger siblings attending games with something to do. Adding amenities to sports complexes served a larger demographic.

Future challenges included maintenance and the proposed spray park at Glenloch Recreation Center. Rhodes noted that the Citizen Committee had asked Council keep it as part of the budget process, and staff had loaded the spray park into the proposed budget to start the conversation. The Skate Park at Shakerag had not been touched yet, and it did not look like it belonged in the City. The ramps were wooden and home-made. Improvements were part of the Facilities Bond project list. Determining the design and construction was a struggle.

Ernst said everything Rhodes had discussed had been done in-house, and there had been no complaints. Ernst said the pay raise issued two years ago had been money well-spent. The City's employees were great.

Facilities Authority Bond Projects
Rhodes reported that 13 of the 33 projects on the list had been completed. Ten projects were in progress, and 10 projects were parked. Rhodes explained that parked projects were waiting for the City Manager to make them a priority. Rorie said a lot had happened in the background, and the projects were done on a priority basis. The parked projects had not yet been addressed. Focusing on small bites was better than doing all the projects at once. Rhodes added staff had been doing a good job with the projects and in saving money for contingency, which currently had $245,689 in it.

Rorie said the Retreat workshops had started off with the City's mission statement:

The Mayor, Council Members and Employees of the city of Peachtree City recognize that our primary responsibility is to provide high quality services to our residents. We are therefore committed to:

- *Ensuring residents a safe and healthy environment in which to live, work and enjoy leisure time*
- *Providing consistency in the delivery of municipal services in a fiscally responsible manner*
- *Responding in a courteous, timely, and effective manner to the expressed needs, concerns, and expectations of our residents*
- *Promoting a sense of community through family oriented activities and citizen involvement.*

The City existed to provide services, and the first commitment to ensure "a safe and healthy environment in which to live, work and enjoy leisure time" brought up several goal statements that were broad and strategic in nature. Citizens funded resources to meet the needs and desires of the community. Community safety was a broad goal, and it had to be broken down into day-to-day objectives. If it was worth doing, it was worth measuring to see if the City was doing well. He referred to the recent citizen survey, and the majority felt safe. The percentage was lower when referencing safety on the cart paths.

Rorie suggested reports that would show how different areas were meeting the benchmarks and showing what service level was provided.

Rorie said the June 7 workshop was listed as a session to discuss Council goals and objectives. He asked if Council wanted to hold the June 7 workshop, including a discussion on what Council would like to see in the budget. As an alternative, the June 7 workshop could be cancelled since the first budget workshop was scheduled June 27/28. However, another workshop might be needed before the budget workshop to discuss some of the items Council had already mentioned. They were moving into the budget development process.

Prebor said he would like to meet on June 7 to rehash everything and get citizen comments. It would be an opportunity to ensure the communication was clear.

Learnard asked if everything would dovetail with the Infrastructure Advisory Group (IAG) presentation. Rorie said they hoped to present the list to Council on May 19.

Ernst said he did not think a meeting was needed on June 7, especially with the IAG presentation on May 19. They might reconsider holding a meeting on June 7 after the May 19 meeting. King agreed that he wanted to see what happened on May 19.

Prebor commended Rorie and staff for putting together a maintenance schedule so the costs would be known in the years to come. King thanked staff for the professionalism and quality of the briefings.

The workshop concluded at 9:00 p.m.

Pamela Dufresne

Pamela Dufresne, Deputy City Clerk

Vanessa Fleisch, Mayor