

City Council of Peachtree City

REVISED AGENDA

April 5, 2018

6:30 p.m.

- I. Call to Order
- II. Pledge of Allegiance
- III. Announcements, Awards, Special Recognition
 - Proclamation – Safe Digging Month
 - Proclamation – Alcohol Awareness Month
- IV. Public Comment
- V. Agenda Changes
- VI. Minutes
 - March 6, 2018, Retreat Workshop Minutes
 - March 15, 2018, Regular Meeting Minutes
- VII. Consent Agenda
 - 1. Consider FY 2018 Budget Amendment
 - 2. Consider Quotes for Special GDOT Coating for Lake Kedron Bridge Pile & Sway Bracing – JCH Corporation
- VIII. Old Agenda Items
- IX. New Agenda Items
 - 04-18-01 Public Hearing – Zoning Ordinance Text Amendment to Multiple Residential Zoning Districts, House Color Requirements *(Mike Warrix)*
 - 04-18-02 Consider Request for Private Sewer Extension to 114 Hilltop Drive through City Right-of-Way *(Dave Borkowski)*
- X. Council/Staff Topics
 - Ordinance Preview – Prohibit Parking on West Side of Echo Court *(Dave Borkowski)*
 - Ordinance Preview – Tree Permit Requirements *(Mike Warrix / Robin Cailloux)*
 - Splash Pad Update *(Quinn Bledsoe)*
 - IT Security Update *(Philip Abbott, Cpak)*
- XI. Executive Session
- XII. Adjourn

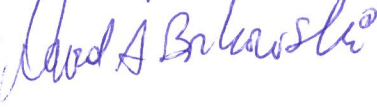
This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Jonathan N. Rorie, City Manager 
Paul Salvatore, Financial Services Director 
Kelly Bush, Assistant Financial Services Director 

FROM: David A. Borkowski, P.E., City Engineer 

DATE: April 3, 2018

SUBJECT: Lake Kedron Bridge Pile and Sway Bracing – Special GDOT Coating
April 5, 2018, City Council Meeting

Recommendation:

Staff recommends that City Council award the coating of the piles and sway bracing to JHC Corporation for the lump sum amount of \$92,000.

Discussion:

The piles and sway bracing for this bridge are in need of maintenance. In order to prevent further degradation, the piles and bracing are in need of a special GDOT coating so they can be protected from the water. Staff contacted three vendors to get quotes and received the following:

JCH Corporation	\$92,000
Engineered Restorations	\$108,500
Comanche Construction	\$97,520

Staff recommends proceeding with JHC as the low proposal amount. Staff has worked with them on similar projects in the past and we were satisfied with their work.

Budget Impact:

Adequate funding is available in the City's Citywide Bridge Maintenance Account 335-4110-541492-CIP 00000076

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 - 04-18-02 Consider Request for Private Sewer Extension to 114 Hilltop Drive through City Right-of-Way *(Dave Borkowski)* **Memo Pending Next Week**
- X. Council/Staff Topics
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**City Council of Peachtree City
Retreat Workshop Minutes
March 6, 2018**

The Mayor and Council of Peachtree City met in a Retreat workshop session on March 6, 2018. Mayor Vanessa Fleisch opened the workshop at 6:30 p.m. Council members attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor. Also present were Planning Commission members Jack Bernard, Lisa Ann Curtis, Paul Gresham, and JT Rabun, along with alternate Michael Link.

Topics for the workshop were Master Planning, Economic Development, and Annexation. City Manager Jon Rorie emphasized this was a forum, not a presentation, and encouraged participation from everyone in attendance. He noted this was the first time he had ever used the term "master planning" in a City meeting because it was difficult to "master plan" in a government environment due to changes in the elected and appointed boards. Rorie commented that the focus would be on strategic planning in regards to economic development and annexation as pieces of a big puzzle. The goal would be to bring all the puzzle pieces together to form a cohesive plan.

Overview Regional Context

Rorie summarized the City's mission statement into one sentence: "We exist to provide high quality services to our residents." He noted that providing high quality services led to a high quality of life, but that was defined differently by everyone. He used packets of candy distributed to all in attendance as an example. Madden noted that the package read "M&M's," but Rorie pointed out that from another perspective, the package read "W&W's." He said defining quality of life was similar: it all depended on the person's perspective.

A 2016 Citizen Satisfaction Survey noted that the top components for quality of life for most respondents were a low crime rate, manageable traffic, and access to the path system, Rorie reported. He presented the schedule of retreat workshops and meetings leading up to the adoption of the FY 2019 Operating Budget and Capital Improvement Program in July.

Rorie quoted from the Dalai Lama, saying, "just as ripples spread out when a single pebble is dropped into water, the actions of individuals can have far reaching effects." He noted that where that pebble was dropped did not matter -- there would be consequences. For instance, if it was dropped in Atlanta or Newnan, there would be consequences to Peachtree City. In turn, what happened in Peachtree City impacted other areas.

Pete Frisina, Fayette County's Director of Planning and Zoning, was present to discuss the County Land Use Plan, Rorie said, adding that nearby communities would be discussed later that evening, with the final topics covering the City's plans for growth and development.

The City Manager pointed out that Fayette County was a member of the Atlanta Regional Commission (ARC), the regional planning and intergovernmental coordination agency for 10 counties surrounding Atlanta. Fayette bordered other counties in the Three Rivers Regional Commission, and these communities impacted Fayette as well. Rorie reported that Metro Atlanta was No. 1 in job growth among the country's major metropolitan areas and that raised the question of where these workers would live, work, and play, which would be a recurring theme throughout the workshop.

Megan Baker of the Fayette County Development Authority (FCDA) would talk about economic development later, Rorie stated. He noted that people did not move where there were no jobs, but there were consequences to that migration. For example, the ARC reported that the region's

population was predicted to go from 5.2 million in 2010 to more than 8 million by 2040, while the region would be home to about 4 million jobs by 2040. Growth was coming, Rorie emphasized, and would impact all communities in the region eventually.

Rorie noted frequent discussions about younger people moving to the City, as well as the growing population of retirees. He cited increased interest in building assisted living developments in the past few months, which would be an important issue in coming years. He said it was interesting to note that if people ages 18-64 moved to Metro Atlanta, they would bring an additional \$4 billion in personal income and provide an additional \$2.5 billion in gross domestic product (GDP). However, retirees would provide \$40 billion in personal income and \$7.8 billion in GDP. He said we were aging in place, and noted that, in general, people of any age wanted many of the same things in their community.

Rorie continued that there was a lot of growth projected for the north side of Atlanta, but that was beginning to shift south. Second ring suburbs were expected to continue their growth through 2040, and Fayette County's population was projected to grow by about 30%, to 143,000, in that time. Coweta County was expected to add about 98,000 people, bringing its population to 240,000. Rorie asked again where these new residents would live, work, and play, adding, "and drive."

Rorie displayed a chart of responses to the Metro Atlanta Speaks 2016 Survey showing that Fayette residents considered traffic as the top problem in the region, followed by crime; all were quality of life issues, Rorie noted. Pointing again to the population growth statistics, he said it was worthwhile to ask why Coweta was projected to see such an increase: was it a result of proximity to I-85 or due to the greater land mass? Challenges such as traffic were regional issues, as was crime.

Continuing with the ripple effect analogy, Rorie said events in Tyrone, Fayetteville, Senoia, and Coweta County all had major impacts on Peachtree City, because those were the communities surrounding the City. He displayed an image depicting the intersection of SR 74 and SR 54, the two state highways through these areas. Rorie read headlines from The Fayette Citizen that described growth plans. He introduced Frisina to talk about the County Land Use Plan and urged listeners to keep in mind the impact of County decisions regarding development on the City.

Frisina displayed a map of the County's previous Land Use Plan, in effect until 2017, noting that it had been updated that year. He showed the new Land Use Plan, which he said was slightly different. In developing the plan, Frisina noted, the County received input from about 1,500 people through an online survey and met with stakeholder groups, such as homeowner's associations (HOAs), business people, environmentalists, and recreational experts. Two things were clear, Frisina stated: people agreed that traffic was a major concern, as was the need for the County to retain its rural character. The new plan reduced residential densities in the County and pointed out a new density category for three-acre home sites. Formerly, there had been categories for one- to two-acre lots, two-to three-acre lots, and five-acre lots. In the 2017 Land Use Plan, Frisina noted, they reduced the area designated for one-acre lots, and split the two- to three-acre lots category into two separate areas for two-acre and three-acre lots. He explained that the southern portion of the County had always been planned as agricultural-residential, with a minimum of five-acre lots.

Frisina noted that the County was primarily a residential development area, and commercial development was limited because of the lack of a sewer system. The County required a septic

system and to have a 100% septic replacement area, so non-residential development for the most part was confined to Peachtree City and Fayetteville. Fayetteville was mostly commercial, while Peachtree City, with its industrial park, had more industry, along with commercial businesses.

Fayette County should be able to house the ARC's projected population growth at the current densities, Frisina continued. Over the years, they had been working to convince the ARC that Peachtree City was basically done with residential growth, and he said they finally seemed to understand. Rorie summed up that most of the County land bordering Peachtree City was earmarked for three-acre or larger lots. He said he wanted people to see how the County Land Use Plan could influence growth in the City in terms of maintaining consistency.

Rorie asked if there was an overlay district on SR 54, and Frisina said there was, along SR 54 East relating to non-residential development, with dimensional requirements, setback standards, landscaping requirements, and architectural standards. He noted that it did not regulate uses, just architecture.

Fleisch was curious about situations where businesses on septic tanks had been approved on the City's border, citing assisted living facilities and day care centers as examples. When there was a septic problem, it became an emergency request to the City for annexation and sewer service. She asked if any new development was planned along SR 54. Frisina said the County did not foresee any land use going past the areas that were already developed. He said in the Sumner Road area, the overlay allowed for some office/institutional uses along SR 54. Many homes were impacted by the highway widening years ago, and they were converted into offices. Additionally, septic tank regulations from many years ago were not as stringent as those required today.

Rorie asked if there was consistency between the City and the County's requirements in the overlay district in regards to setback requirements. Frisina answered that he did not know, but the County called for a 50-foot landscape area along the highway. Rorie said overlay districts and corridors were designed to be gateways to the City, and it would be bad to lose continuity. He noted that representatives from the 74 Gateway Coalition would be speaking later and said he hoped Peachtree City and the County, and perhaps Fayetteville, too, could open discussions soon to form a similar coalition regarding access and mobility on the SR 54 East corridor.

Prebor asked about the boundaries for the overlay district. Frisina explained that actually there were two. One was in the Land Use Plan and dealt with the converted homes he mentioned earlier, Frisina said, while the Overlay Zone was part of the Zoning Ordinance and set requirements for dimensions, architecture, and landscaping. Frisina noted that the Overlay Zone ran the entire length of SR 54 from Fayetteville to Peachtree City. Frisina noted that all development in this zone, except for the Ankle and Foot Clinic, which had been annexed into the City, had occurred prior to the Overlay Zone being established. Frisina clarified that there were no plans for industrial development in the area, and the lack of sewer would limit any development.

Peachtree City Director of Planning and Development Mike Warrix said Frisina had always been a staunch advocate of cooperative planning between the jurisdictions. He reported that he had attended at least a half dozen staff meetings between planners where interjurisdictional development opportunities were discussed, and he looked forward to continuing that relationship. Frisina said he would like to see the County and City work together without regard to jurisdictional boundaries in pursuit of a common goal.

SR 74 N Corridor

Rorie then reiterated that the City was not in charge of traffic control on SR 74 and SR 54 because they were state roads. There were no easy solutions to traffic problems. He introduced Richard Fangmann of Pond and Associates and the 74 Gateway Coalition, to discuss findings of the SR 74 Comprehensive Corridor Study. He pointed out the presence of County Engineer Phil Mallon, County Commissioner Randy Ognio, chair of the County Transportation Committee, and Shayne Robinson, the City's representative on that committee.

Fangmann said he had just left a countywide transportation open house in Tyrone, and the overwhelming opinion from the citizens in attendance was the importance of maintaining traffic flow on SR 74. He explained that the Gateway Coalition was concerned with the SR 74 corridor from U.S. Highway 29 in Fairburn to SR 54 in Peachtree City, running through Fairburn, Tyrone and Peachtree City. The goals of the SR 74 Comprehensive Corridor Study were to establish a unified stakeholder vision, understand long-term transportation needs, address congestion and future growth needs, and provide capacity to maintain corridor mobility.

The study included data on travel patterns into and out of the City, showing that 15,500 people who live in Peachtree City travel to work outside the City each day, while about 16,600 people who were not City residents traveled to the City to work daily. There were around 2,600 who lived and worked in the City, according to the study's findings. Fangmann indicated that most of the trips for those who worked outside the City were to the north and east, towards Atlanta.

Fangmann said the travel patterns for workers commuting into the City were more evenly distributed, coming from all directions. He felt the number of people who lived and worked in the City was a little low, but that seemed to be the case for all the cities in the survey, as though the number of people who worked from home might be underreported.

Fangman showed figures that indicated about 32% of workers commuted fewer than 10 miles, while about 27% went 10-24 miles to work, 31% traveled 25-50 miles, and nearly 10% commuted for a distance of more than 50 miles. Fangmann pointed out that the distance most workers traveled would take them to the Airport, into Atlanta or on to the northern suburbs. A higher percentage of workers coming into the City were coming from shorter distances, up to 24 miles away, as opposed to the City residents who traveled farther for work. Fangmann said he believed this was because there were more service jobs in Peachtree City, while City residents held professional jobs that were found in the Atlanta area. He said workers in service jobs were more inclined to take work close to home.

Access management, accessibility, and mobility rated high among respondents to the survey used in the Corridor Study, Fangmann noted. He explained that access management was how entry points to the highway were managed and their locations. Accessibility meant increasing connectivity where needed, and mobility was how to get people through the corridor. He said these three topics were rated highest by respondents, with mobility recognized as most important or second most important by most respondents. Fangmann said studies in other areas often showed the opposite, focusing on appearance or biking lanes, for instance. Rorie noted that greater access and mobility were competitors, and it was a struggle to balance them. Fangmann said that was the role of access management. The more numerous the access points, Fangmann noted, the less mobility there was in the corridor. He said something like the SR 54 corridor would be referred to as a "challenged corridor" because it was trying to do all things, such as provide frequent access points for businesses as well as serve as a traffic corridor for longer trips.

Fangmann explained that the 2015 population of the SR 74 Corridor area was about 60,000 and was expected to grow to about 72,000 by 2040. The employment along the corridor was about 30,000 in 2015 and projected to be 41,000 in 2040. Employment would grow at a more rapid rate than population.

Right now, he said, there were about 36,000 cars a day on SR 74 and capacity would be, at the upper end, about 40,000. The coalition was looking at ways to accommodate the additional traffic, such as widening the road to six lanes or initiating intersection improvements. He mentioned the R-cut at Sandy Creek as an example of what could be done at other intersections. Fleisch clarified that there were 36,000 cars per day traveling the SR 74 corridor, the same figure as the number of cars that travel between SR 74 and MacDuff Parkway each day in a much tighter space. Fangmann said it was around the same volume, but access points were more spread out, pointing out that access management could deal with connections between businesses, keeping vehicles from having to get back on the highway.

Fangmann indicated alternative intersection options, such as the displaced left turn or continuous flow intersection, which could take the capacity to the next level. He showed examples such as the continuous green T intersection, which relieved traffic at the Overlook. He noted that it would be better if those were more spread out. The restricted crossing U-turn at Sandy Creek had mixed reviews, but he said adding other U-turns on a systematic basis might be a better approach.

Rorie noted that when the SR 54 West traffic study had been done in 2014, there had some improvements recommended for the SR 74 North corridor. The Westpark area was one of the considerations for improvement, including making Commerce Drive at Westpark a right-in/right-out at SR 54. The City had been informed there could be litigation, so they dropped the idea, but added it might be time to consider it again.

Rorie said he frequently received emails from citizens saying a traffic light was needed at SR 74 and South Kedron Drive, and the Police Department had monitored accident data there. Now there was a study showing a light was needed at Westpark Drive, plus the one at South Kedron, and another at Aberdeen Parkway. If access management and mobility were priorities, then putting traffic signals in to simply make everybody stop was not the answer. The purpose of traffic signals was to provide safe movement. Rorie said it was time to look at a right-in, right-out option for South Kedron, although that would not make everyone happy. From the South Kedron intersection, it was 1.2 miles on Kedron Drive to the signalized North Kedron intersection. Mobility must be the priority when making any changes, and that was why this conversation was so important. Not everyone would welcome the changes, but increased density and traffic demanded them.

Fangmann noted that now was a good time to consider the improvements because there was not an overload of traffic signals along SR 74 North. Fleisch said the Georgia Department of Transportation (GDOT) had a \$10 million project planned for SR 54/SR 74 in 2020 and was now beginning construction to expand the right hand turn lane by Longhorn. She asked if it would be better to wait until 2020.

Mayor Fleisch understood that GDOT was trying to restrict the use of signals, and Fangmann said that was the case, and they were trying to enhance traffic flow through other means. He said one of the reasons GDOT was pushing the R-cut median style was that, in addition to minimizing the need for traffic signals, it provided an improvement in safety by getting rid of left turns at signals and spacing out decision points. Fangmann mentioned the Sandy Creek Road/SR 74 intersection

as an example. Someone who wanted to cross SR 74 [from Laurelmont Drive] to Sandy Creek would need to turn right onto 74 South, then make a U-turn then turn right onto Sandy Creek. Few drivers wanted to go straight across at that thoroughfare, and this pattern might not work at a more heavily-traveled intersection. He pointed out the decision points – right onto 74, then left to cross the northbound lanes and get on Sandy Creek. He said this was less dangerous than speeding straight across. Rorie said it was a common practice to make a right, then a U-turn, at many intersections.

Bernard commented that this had changed his mind about putting a traffic light at SR 74/Senoia Road/Lexington Pass. He said many drivers tried to go straight across and needed to be educated about the dangers, asking how to get the message out. Rorie said the City tried to communicate through the weekly **Updates** newsletter, as well as social media posts; however, they could not reach everyone. Ernst said he hoped people would spread the word about these Retreat meetings so there would be a bigger crowd at the next one.

Fangmann said it was important to note the ability to get more funding for the SR 74 Corridor. The state fuel tax provided revenue and freed up federal money. The City could partner with the ARC to ensure the projects being planned met everyone's needs. Mallon and the County were working on a comprehensive transportation plan, Fangmann noted, making sure that the City had input and communicating with ARC as well.

Rorie said planning for transportation improvements for SR 74 was a cooperative effort among the City, County, Gateway Coalition, and the ARC. He added that the City and County needed to apply the same concepts used for SR 74 North to the SR 54 East Corridor. It was not only about setbacks and aesthetics, but also access management and mobility along that corridor. Rorie noted again that what happened in surrounding communities impacted the City, pointing out that Tyrone had taken a leading role in determining how to manage access on SR 74. He said there was commercial development near Fairburn, but those businesses were set back from the road and were interconnected.

Peachtree City Senior Planner Robin Cailloux showed how the boundaries of nearby cities had grown since 2003, noting that their borders were approaching Peachtree City. Rorie said the City needed to join with these governments to help plan for growth instead of being a target for negative impacts. He pointed out that if the City were not sitting at the table, then it would feel all the pain that came with growth, with no gain. He understood not all the changes would be popular, but the growth had to be accommodated. Rorie said the City must plan to survive and maintain quality of life in the midst of change.

Economic Development

Rorie introduced Megan Baker, Business Retention and Expansion/Project Manager for the Fayette County Development Authority. He also presented FCDA President Joan Young and FCDA Representative Tom Fulton.

Baker defined economic development as the creation of jobs and wealth and the improvement of quality of life. She showed photos of recent groundbreakings for several businesses, noting that attracting businesses to a community allowed residents to work near their homes, thereby improving their quality of life.

Baker said having more industry strengthened and balanced a community's tax base, taking the tax burden off residents. She pointed out that residents paid 40 cents of every tax dollar they used,

while businesses only used 40 cents of every tax dollar they paid. In Fayette County, 70% of taxes came from residential property, and 24% came from industrial and commercial. Baker noted that in the City, this number was probably more like 80/20.

Piedmont Fayette Hospital was the largest private employer in Fayette County, Baker noted, but the other largest employers were all in the City. She cited Panasonic, Eaton, Hoshizaki, Osmose, Ply Gem, and Gerresheimer as examples, pointing out that Peachtree City had 38 companies from 16 different countries. Silon from the Czech Republic would open on April 12. She said that it was a huge asset to be part of the global economy, enabling Fayette County to compete worldwide.

Aviation-related companies were a target for the FCDA, Baker continued, because they brought good jobs, were good corporate citizens, and complemented the existing industries or were suppliers or buyers. She highlighted Zodiac Aerospace, which was just acquired by Safran, and was now the third-largest aerospace provider in the world, except for aircraft manufacturers. Headquarters were another target sector, she said, noting that Fayette was a destination for small- and medium-sized business headquarters. Access to Hartsfield-Jackson Atlanta International Airport was a factor, as were quality of life issues, such as good schools. She said Osmose, Sany, Panasonic, Eaton, and Rinnai were examples.

While the City had many great companies and a great quality of life, there were challenges in attracting business to the County. Suitable land was in short supply, as were buildings to meet industrial and office space needs. Also a problem was the lack of mixed-used development that appealed to younger people. Another challenge was the aging workforce. Baker summed up what sustainable community development looked like, saying it was a long-term process that required a commitment of time and resources, sometimes without success. Leadership development, community development, and economic development were all part of the process, Baker noted.

Fleisch said she participated in an FCDA workshop years ago that mentioned publicity as being a factor. Baker said that, especially at the state-level, it was known if a community was easy to work with and eager to attract business. She said it was important to keep your name out there and try to have a fast turnaround on information requests. Rorie said the City and County must be careful in its actions so things were not playing out in the media in a negative fashion. He again pointed out that heavy traffic on the 74 Corridor could be a factor in a business deciding not to move to Fayette. Baker said landing a business was becoming more and more competitive, and the FCDA worked very hard to take advantage of the assets offered by the City and the County.

Future Land Use

After a short break, Cailloux referred to the findings of the 2016 Satisfaction survey that showed residents wanted City leaders to focus planning efforts on traffic congestion, and taxes, high-paying jobs, among other items. She showed the original 1957 plan for the City that projected the final population at 85,000. Cailloux pointed out SR 54 and SR 74 on the plan, noting the industrial park was in the same place on the plan and in the real world.

Cailloux read a quote she appreciated from urban planner Doug Allen: *"Real history is not made by preserving old buildings or freezing the present... Real history is made when each successive generation ... can write their own story into a place."*

Cailloux noted the City had recently updated its Comprehensive Plan, dividing it into four plan elements – Economic Development, Land Use, Community Services, and Transportation.

Economic Development meant maintaining a diversified economy that encouraged high paying, quality jobs, and maximum tax contribution while meeting the requirements of a healthy environment. Land Use covered appropriate land uses in areas suitable for development that would not endanger but protect the surrounding environment and aesthetics. Community Services dealt with quality of life issues and called for adequate levels of service in all areas as needed for the residents. Establishing and maintaining a comprehensive transportation system that provided safe and convenient circulation through and around the City, including roads, cart paths, and rideshare services was what the Transportation section described.

Cailloux presented a map showing existing land use, noting that 50% of the City's land was consumed by residential development, and 26% was open space, with 4% used for services that could include churches, public works buildings, or similar structures. This meant that about 80% of the developed physical land space was dedicated to residential uses, leaving 20% for retail, office, and industrial use.

Another slide showed where the City's revenue was generated, reiterating what Baker had touched on earlier. Cailloux pointed out that commercial development contributed much more revenue than it consumed in services, while residential use consumed a higher percentage of services. She presented 2017 data showing that 66% of the City's tax base came from residential land use, while 34% was from commercial. Fayette County got 74% of its tax money from residential, she said, while Coweta County's residential property brought in 70% of the taxes. Statewide, residential property accounted for just 51% of the tax base. This differential was common on a macro scale because big players like Atlanta skewed the numbers.

Cailloux reflected on how the tax burden could be shared with commercial and industrial users. She mentioned that the City could look at undeveloped land and try to understand why it was not in use. Another option was redevelopment of existing properties, but she said that would not be a topic covered that evening. Rorie would discuss annexation, another option, later in the meeting.

Cailloux showed a map of currently undeveloped properties already zoned for development. The City currently had 21 acres of undeveloped land for retail use, 22 acres for office, 286 acres for industrial, and 1,292 acres for residential use. Most of that residential acreage was in the Everton and Crosswind developments.

Cailloux said 1,185 residential lots were actively being developed, with 270 possible lots/units that were currently zoned for residential were not being developed at this time. These were mostly the mixed use in Lexington and some one-acre lots throughout the City. There were 191 new residential lots in the pipeline if the rezonings were approved. There was not a lot of room for new residential growth. Cailloux explained that, even though the City wanted new industrial and commercial developments, residents were needed to attract retail and office developments.

There was some undeveloped land zoned for retail uses, but Cailloux noted that it was just 2% of all the land in the City zoned for retail use. Currently there was a 3% retail vacancy rate, which was very low. There were 92 acres of office use in the City, with 22 remaining acres zoned for office. With density at the current rate, this would add 7% to the existing capacity. She said there was an 11% office vacancy rate, which was better than average.

Cailloux said there were more than 2,000 existing acres of industrial use land. Much of the remaining industrial land was encumbered or undevelopable, in wetlands or flood plains, so she

pulled that land out to determine that there were 286 developable acres, which was about 13% of the total usable industrial land in the City. There were about 30 parcels available, but half of those were eight acres or smaller, and most companies needed more land than that. There were four lots that were 11-17 acres and three that were 35-45 acres. Cailloux said topography issues could hamper development on some lots. Proximity to the airport could also limit development. Fleisch asked if this included industrial property inside the airport fence. Cailloux said it did, but she had pulled most of that property out because it was encumbered by flood plain.

Cailloux reiterated there was some opportunity for infilling available property, and staff would be looking for guidance from Council regarding redevelopment or annexation. Bernard asked if there was a need to annex additional land to have available property for industrial growth. Cailloux said that was a usable tool, but not her place to decide.

Annexation

Rorie said annexation was a public policy question. The City needed to think what the coming growth in the region would look like and address the question head on. There were several questions, including if the City should expand to include urban fringe properties by annexing one property at a time. Another issue involved establishing natural growth boundaries for the purposes of enhancing long-range planning for police and fire stations, parks, and connections to the multi-use path system. He said the City had to be careful not to expand so much that expensive additional services were required. Annexation should be for cause, not "because."

He reflected on Cailloux's comments that many of the lots were too small for large industries or corporate headquarters. Perhaps they could be marketed to entrepreneurs who needed only a small lot, Rorie mused, noting that just such a business, a family-owned gym, had come before the Planning Commission the previous week.

Rorie said the goal was to balance what was desired with what was possible. A strategy was needed to consider every proposal. In 2014, the City came up with an analysis of growth boundaries. Several times in the past few years, the City had been approached about annexing the Dogwood Trail area, which comprised about 200 acres abutting both Tyrone and Peachtree City. He said it posed density and sewer questions, and he was sure it would come up again. The SR 85 South intersection with SR 74 was another piece of land that would be decided on in the future in regards to annexation. SR 54 East was also a corridor the City needed to look at, Rorie noted.

Rorie said he was sometimes asked why Peachtree City did not annex the Fisher's Crossing area in Coweta County, primarily because there could be a cart path to the movie theater. He said at first he laughed it off, but now had been thinking about the possibility of annexation and the additional tax money that commercial area would bring in. That corridor was zoned for commercial development and was the gateway to the SR 54/74 intersection. Peachtree City had an interest in how that corridor developed, but it would be 20 years or so out.

The north MacDuff area included the last remaining pieces of unincorporated Fayette County between Peachtree City and Fayette County, Rorie noted. He clarified with Police Chief Janet Moon that if law enforcement personnel were needed there, it would be the Fayette County Sheriff's Department that responded, even though the land was surrounded by Peachtree City and Tyrone. The same situation applied to fire and EMS service. Rorie said he was actively pursuing the owner of this property about applying for annexation to the City. He said it could be swept into the City with a limited use residential (LUR) zoning. He mentioned the Hardy-Kidd-Whitlock

property as another bit of land that was currently zoned industrial, but should be residential.

The SR 54 East corridor was the perfect example of why a controlled corridor was needed. He said some parts of the country had extraterritorial jurisdictions for areas that bordered on a city limits. Rorie noted that could include overlay districts, repeating that it was sometimes necessary to annex for cause. SR 54 East used City police and fire on one side of the road, and County on the other. This was what led to intergovernmental agreements that enabled services to be provided in an efficient and effective manner and was a good argument for annexation. Some people along the corridor were leery of annexation due to the eventual need to comply with the City's regulations, Rorie reported.

Most of the City's tax base was supported by residential. In 2009, when property values dropped, tax revenues dropped, too, meaning services had to be cut or taxes raised. Sales tax revenues also went down during that recession. Services required revenue. Economic development required residential density, as did the ability to attract fine restaurants. Rorie said it was important to consider why there were office and retail vacancy rates. Redevelopment might be the answer, and state and federal grant money was often connected to population, so it was important to promote and maintain residential growth.

The down side to annexation included the high cost of increased services, such as building new fire stations, and the expansion of infrastructure, such as water and sewer lines, Rorie commented.

Another example of annexation for cause was the need for life-long communities and mixed-use development. The concept of huge developments of only single-family homes was going away. In the City, this was apparent in the lofts at Lexington Circle, which included residential lofts over retail establishments. Rorie felt millennials and older people wanted the same things in a community. He noted The Villages in Florida as an example of a mixed-use development for retirees. Neighborhood retail and services were a desired feature, Rorie said, describing a main street type area where you could walk to an ice cream shop, with larger homes on the outskirts. He said they had looked twice at an assisted living proposal in Lexington, as well as one near City Hall and another on the south side.

Rorie concluded the presentation with the fiscal year 2019 budget schedule, noting the next retreat workshop would be April 3, with Council Focus Topics as the subject. Service strategies would be the topic at the May 1 retreat meeting, including solid waste collection. He said it as it now stood, the City was resurfacing many roads, but then there were multiple huge garbage trucks coming down the new roads every day and damaging the surfaces. He gave dates for budget workshops as well, and asked for Council suggestions on topics for the April 3 retreat.

Fleisch asked Young and Baker how Coweta had gotten to a 70/30 split in residential and commercial tax revenues. Young said Coweta was actively recruiting commercial development by increasing their incentive offerings. Baker said attracting new business was getting more competitive and more customized, with the standard 10/10 tax deal not usually sufficient. Young said incentives were becoming more creative, such as offering health care packages. She said the FCDA is narrowing the focus to the target industries and seeing what drives them. The FCDA did not advocate giving away land, but it was worthwhile to see what a project was worth and negotiate incentives. Rorie clarified that the standard 10/10 was a 10% tax increase per year over a 10-year period, meaning full taxes were not paid until year 11.

Fleisch asked Warrix about Community Improvement Districts (CIDs) and how a CID might be used

along SR 54. Warrix said CIDs were self-taxing districts, with the businesses and industries paying fees that were usually used for roadway improvements, but they could be used for sidewalks or paths. Cobb and Gwinnett counties had several CIDs, which could be useful along corridors such as SR 74 or SR 54. Fleisch asked if consumers paid the money as a type of sales tax. Cailloux said the fee was paid by the businesses owners, but, Prebor observed, they probably passed the cost on to their customers.

Bernard said residents of Lake Oconee had formed a CID to provide improvements the county would not fund. Rorie suggested that CIDs could be a topic at the April 3 retreat session, and asked Warrix and Cailloux to find examples of how they had been used in commercial corridors. Livable Centers Initiatives (LCIs) around City Hall would be discussed in the future as well.

The workshop concluded at 9 p.m.

Martha Barksdale, Recording Secretary

Vanessa Fleisch, Mayor

City Council of Peachtree City
Meeting Minutes
March 15, 2018
6:30 p.m.

The Mayor and Council of Peachtree City met in regular session on Thursday, March 15, 2018. Mayor Vanessa Fleisch called the meeting to order at 6:30 p.m. Others attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor.

Announcements, Awards, Special Recognition

The Mayor and Fire Chief Joe O'Connor honored Fred (Joey) Leonard, Jr., Fire Department for 25 years of service.

Public Comment

Eric Imker announced the 10th annual Monopoly Tournament, set for April 14. He said it was the largest such competition in the country, and about 128 players were expected to compete.

Minutes

King moved to approve the March 1, 2018, regular meeting minutes as written. Madden seconded. Motion carried unanimously.

Old Agenda Items

02-18-04 Consider Rezoning Request, AR to LUR, 279 Senoia Road

City Engineer Dave Borkowski presented information on drainage issues on and surrounding the tract that had been brought up by area residents at the February 15 Council meeting and discussed what could be done to rectify drainage problems. He showed a site map of the property and the adjacent lots in the Saranac and Ardenlee neighborhoods and indicated lots where homeowners had reported drainage problems.

Borkowski had suggested that builder Chad Floyd provide two preliminary concept sketches of the development showing pre- and post-construction drainage. He showed the lots backing up to Saranac on the pre-developed map and indicated the ditch behind them. A dotted area represented the drainage area that flowed to the ditch now, Borkowski said, noting that this area was almost an acre. What was proposed, he explained, was mass grading and removal of the hill to take the drainage area away from those lots. He said the size of the drainage area would decrease from one acre to about three-quarters of an acre, and it should reduce runoff from the hill.

Borkowski said he still had some concerns about part of that area being City greenbelt. The developers were proposing an additional 20 feet of greenbelt along the back of those lots. He said there had been problems in other neighborhoods about water flow from greenbelts impacting private property, and the City had been sued. He added that he wanted to ensure that the 20-foot greenbelt could stay private to limit City liability.

The developers would not be using the existing farm pond for drainage, but building a new drainage pond to capture the runoff and send it to a creek that ran through Ardenlee, Borkowski noted. The developers had been told that the City would scrutinize that drainage system to ensure there were no storm drain issues in Ardenlee. Borkowski conceded that smaller lot subdivisions such as this one were a challenge regarding drainage. Larger lots meant there were many options for manipulating water and controlling the direction of its flow.

Another concern involved plans to connect to the City's path system. Borkowski showed an oblique view of the existing corridor, adding there was a drainage pipe underneath the path and a swale that traveled around the back of Saranac. He said the developers had planned to build a path along the center of the swale into the new subdivision. Borkowski listed his concerns with that plan, noting that the plats for Saranac and Ardenlee showed a 45-foot wide City greenbelt between them. City ordinance required a 50-foot greenbelt to build a new path between residential lots, meaning Council would have to grant a variance if the path was built according to the developer's plans.

The other issue Borkowski noted was that the final plat showed the path running up the center of the swale in order to limit tree cutting in the buffer between subdivisions. Borkowski pointed out in an aerial photograph that the mouth of the drainage pipe underneath the existing path was on a residential lot, not on the greenbelt. The greenbelt was a little further to the west, and the swale was close to the property line, perhaps on the actual property. The path would have to be shifted, taking out more trees than developers had planned, which could be a point of contention. He showed more photos of where the path must run, noting the issues with drainage that homeowners had reported could have been brought about by fences erected and trees planted along and across the swale. He showed an open swale that allowed for free flow of water as it was designed.

Ernst asked Borkowski to identify which trees would need to be removed, referring to several strips of trees. Fleisch noted that it appeared that a planting of Leyland cypresses would need to be removed, and they appeared to be on City property. The owner of the property with the Leylands, Cindy Kilpatrick, said she had gotten permission by the City to plant those 17 trees. Kilpatrick said part of the water did flow through her property and asked for clarification about the location of the path.

Fleisch asked applicant Jerry Peterson and Chad Floyd of Chadwick Homes if they wished to comment. Peterson noted that they were proposing to put the pipe underneath the path, extending it and making it so it could pick up additional water. He said Borkowski had covered other issues well. Peterson said they would replace any trees that needed to be removed, and they would move existing trees, if possible. City Manager Jon Rorie noted that the success rate in moving existing trees was about 80%, depending on when they were moved.

Madden asked Borkowski if there was not sufficient greenspace to put the path on the east side of the Leyland cypress trees. Borkowski responded that anything within 45 feet of the path would be affected. Prebor clarified with Kilpatrick about the location of the greenbelt in relation to her property and the trees. Borkowski said the greenbelt started close to the center of the swale, and no building could be done to the left because it was private property. Kilpatrick asked if this meant the 17 Leyland cypresses would have to go, again noting that she received permission to plant them. It would be a grading exercise to get in there, Borkowski told her. She noted there was a drainage ditch to the left where all of Saranac's water went.

Ernst asked if the path had to be built, with Borkowski responding that he did not know if it was a zoning requirement or not. Prebor said the new subdivision would be isolated without a connection to the path system if the path was not built.

Prebor asked Peterson if the lots would be graded so Saranac received less runoff water into the ditch and swale, noting that drainage was the major issue for Saranac and Ardenlee residents. Stormwater Manager Mike Madison said the post-developed drainage map showed that the

area would be graded so that water ran to the street on both sides, then carried to a drainage pipe. Prebor pointed out that this would mean less water coming into Saranac. Fleisch said that this was the whole point of Council's continuing this rezoning from the February 15 meeting. She noted the advantage of the same builder that developed Saranac working on this new project, saying this would give relief to Saranac and be advantageous to the new development as well.

Borkowski said the City would require that no additional runoff leave the property. Coming towards Saranac, the drainage area would be smaller due to the cutting off of the hill, meaning less water coming into the ditch.

Madden mentioned that Borkowski had proposed the City give back 20 feet of the greenspace to property owners in the new development and asked about the impact on the buffer between Saranac and the new development. Borkowski said it would not be a case of giving back anything, but that the developers would not be donating 20 feet on the new development side of the greenbelt. He said the City already owned a 20-foot strip on the Saranac side, and the developers were planning on donating a 20-foot strip of the back of the property on the new side. He said the City could label it as an undisturbed buffer instead of greenbelt.

Madden asked, and Borkowski confirmed, that the concern was that if there was a severe runoff problem, the City could be sued if it owned the greenbelt. Madden noted that if drainage was the issue, the undisturbed buffer must be done in such a way that property owners knew the property could not be built on. City Attorney Ted Meeker said it would still be considered a greenbelt, but the City would not own it.

Peterson proposed having the homeowners association (HOA) own that strip of land since it would own the detention pond as well. Meeker stated it did not matter who owned the land, just as long as it was not the City.

Peterson remarked that there was another way to incorporate a path, perhaps a little longer, but possible. He explained the path could run along the north side and follow the creek to the street in Ardenlee. He said there was potential for this alternate route if the original path could not be followed.

Fleisch asked how to best move forward with a motion if the path site was still to be determined. Rorie said site specific requirements could be included in the ordinance. He recommended Council revise the ordinance included in their meeting packet. Meeker noted that this was a draft ordinance that could be used if Council wished to approve the rezoning request with amendments. Rorie said he would like to include some additional language regarding the path location as well as in some of the other clauses.

Fleisch asked Rorie to go over all the additional language that Staff recommended adding to the LUR zoning amendment. Rorie proposed that they require the developer to *"Provide a maximum of 15 single-family detached units, each with a minimum floor area of 1,600 square feet, provided the development meets all applicable stormwater requirements without variances."* Rorie said that would allow developers to reduce the number of lots if stormwater control required it, but limit the number of lots to 15.

Warrix proposed language for item Section 1013A.17(g)(5), that *"The Applicant shall coordinate with city staff in providing a location for the multi-use path connection."* Meeker and Rorie added,

"A path connection to the existing path at the Saranac subdivision shall include a pipe for the conveyance of stormwater to be located under the path and designed to receive stormwater from the area adjacent to the path. Any trees removed for a path connection to the existing path at Saranac subdivision shall be replaced within the greenbelt with like size and species of plants as trees removed. "

Another change suggested by Meeker was related to related to (g)(7), which referenced a 50-foot-wide greenbelt along the frontage of Senoia Road. He suggested the addition of this requirement – *A 20-foot-wide undisturbed buffer shall be provided along the southern boundary of the property.* Meeker said it would be left to the developers if they wanted to include ownership of this buffer with the lots or deed it to the HOA.

Fleisch asked if these changes had been discussed with Peterson and Floyd. Meeker said some had, and Rorie clarified that not all of them had been discussed.

Rorie noted that #6 should be struck from item (g) of Section 1. This regarded use of the existing pond as a detention pond, which would not be allowed.

Rorie pointed out that more than lot-to-lot grading would be required to deal with stormwater issues, so #9 should be deleted to allow for the additional grading to the lots.

Paragraph #11 required a clearing and grading plan be submitted for each residential lot prior to issuance of a Land Disturbance Permit, and Rorie pointed out that was consistent with all developments in the City.

Prebor moved to approve the ordinance, with the changes listed by staff. Ernst seconded. Motion carried unanimously.

New Agenda Items

03-18-02 Consider Bid for Drake Field Pavilion Project

Rorie said the Drake Field Pavilion project had been discussed for many months, and architectural renderings and engineering drawings had been completed. The pavilion was the premier enhancement to Drake Field. The City received three bids, with Dockery Group LLC submitting the low bid of \$391,698, with bid alternates included. Rorie had met with the low bidder to negotiate the roofing and lumber packages, among other items, resulted in a price of \$280,000, down from the original bid of \$391,698. He recommended the contract be awarded to the Dockery Group LLC for their low bid of \$280,000.

Fleisch asked when the building project would begin, and Rorie said it would be soon, weather permitting.

King moved to approve New Agenda Item 03-18-02, bid for Drake Field Pavilion project at \$280,000. Ernst seconded. Motion carried unanimously.

03-18-03 Consider Bid for 2018 Paving Projects

Rorie noted that this project was another that had been in the works for months. The Special Purpose Local Option Sales Tax (SPLOST) included many projects for road resurfacing or infrastructure improvements and called for eight miles of road resurfacing and eight miles of seal

coating annually. He said Civil Engineer Jonathan Miller had worked hard to develop a six-year plan for this work.

Miller said they solicited bids from several companies and opened them on March 6. Atlanta Paving submitted the lowest bid at \$3,891,965.92. Miller said a review of bid documents and references were acceptable. Staff had identified roads that needed to be added to the this project, which included, but were not limited to MacDuff Parkway, Flat Creek Road, and Kelly Drive/McIntosh Trail. Staff was asking Council to approve an amount not to exceed \$4,900,000, which would cover the additional roadwork. He reported there were sufficient funds in both SPLOST and the General Fund to cover this work. A total of \$26 million in SPLOST funds were dedicated to paving, with 86% of that earmarked for resurfacing and reconstruction.

This year's road projects were determined with the Pavement Condition Evaluation System (PACES). The pavement analysis from Infrastructure Management Services (IMS) should be in by April 20, and that would reset all ratings and adjust the paving schedule for next year.

Rorie explained that main roads often led into a subdivision, then broke off to the left or right into cul-de-sacs. Systems such as PACES or IMS rated the roads, but might deem only the more-heavily trafficked main roads as needing resurfacing. However, it would sometimes make sense to pave the smaller cross streets while the paving equipment was in the area. Rorie said the bid was constructed to allow for these add-on projects when they made practical and rational sense. He said the \$4.9 million would consist of \$3 million in SPLOST funds and \$1.8 million from the General Fund.

Historically, Rorie noted, the City had had to delay paving or eliminate projects due to inadequate funding. The six-year SPLOST had allowed for a very thoughtful and pragmatic package that Council should approve.

Madden asked about the Kelly Drive/McIntosh Trail project. Miller said it would be the portion of road from SR 74 to Peachtree Parkway. He said it needed to be in the bid, but staff had wanted to make sure everything with the spillway project was going well. Madden said the east side of the intersection was in very bad shape, but Rorie said it might not be the worst in the City. Miller noted that the PACES ratings were a little old, and he felt the IMS ratings would be more accurate.

King said this was basically 10% of the paving projects for the \$29 million from SPLOST plus the \$1 million the City put into paving projects each year. He said this would be a good start until they had a more objective way of measuring it.

Madden asked Rorie about where public works trucks entered and exited on McIntosh, which increased the wear and tear. Rorie said that area would constantly be beat up, and they might transition from asphalt to concrete for more durability under the heavy truck traffic.

Fleisch emphasized again that it was just beginning. Prebor said a citizen had told him just that day how glad they were to see projects going on all over the City.

Madden moved to approve New Agenda Item 03-18-03 and accept the 2018 paving projects as presented. Prebor seconded. Motion carried unanimously.

Council/Staff Topics

Update on Lake Peachtree Spillway Project

Spillway Project Manager Dan Davis of Integrated Science and Engineering (ISE) noted that the project started in September, and, at this point, the contractor was three or four weeks behind schedule. The contractor was now working until 6:30 at night and on weekends to make up time. A week of freezing weather and frequent rain had been factors beyond the contractor's control that put the project behind schedule, Davis reported.

Davis continued that the contractor hoped to gain back a week of lost time, and he believed the contractor could make up a little more time to hit a completion date of mid-June. Substantial completion was defined as when they could close the valve and begin filling the lake. After that point, the contractor would have two months to finish punch list items, but Davis did not believe it would take two months estimating the time needed to be about 30 days. He said they were looking at closing the valve around June 15, when the original projected date had been May 14. They would meet with the contractor the following day to compare the number of weather days claimed by the contractor to ISE's records. Davis expected the records to be close.

Rorie asked Davis to focus on the next target for raising the lake to its highest possible level without closing the valve. Davis said when the remainder of the foundation was completed, which should be around April 13, the lake could be raised two feet. Rorie said he would be more comfortable setting a date of April 20, noting it was based on weather. Davis showed how the project was progressing with a diagram depicting which weirs had been poured. Fleisch pointed out that the forms had to stay in place until the concrete was set, so it looked like less had been completed than actually was the case.

Davis mentioned the bridge collapse in Miami earlier that day and noted that being in a hurry could result in problems. It was worthwhile to take time and do things properly. He noted that the spillway project was continually inspected for compliance.

A property owner had asked him about the height of the spillway, so Davis presented a depiction showing the capability of the structure to pass water. He explained that the middle section looking downstream was the lowest and would moderate the normal pool of the lake (78.5 feet). The next section that stepped up was for larger storms, while the taller ones on the outside would handle the "Noah's Ark storms." Someone on the lake in a canoe or kayak, approaching the spillway, would see the piano key weir structure protruding approximately five feet above the water.

Davis said a group of elementary school students had visited the site recently, and he reported some fun facts that were compiled to share with the children. There would be 3,840 cubic yards of concrete in the spillway. Each concrete truck carried 7.5 cubic yards of concrete, which meant 512 truckloads of concrete would be brought to the site – enough to fill four two-story houses. The spillway would weigh 15 million pounds, about as much as the entire population of Fayette County, and would be capable of passing 100,000 gallons of water per second.

Rorie said Davis had been asked to update Council on spillway progress about every other month. Things did not happen rapidly, but progress was obvious. Weather had been a factor, but the contractor was making an effort to catch up. As part of the effort to address other lake-related issues while the lake was down, the boat ramps were substantially completed except for landscaping. Work on the island bridge was continuing as time and other priorities permitted. He said the bridge was now shore to shore.

The Kedron Bridge piling painting was scheduled as well, Rorie noted, which meant lowering the level of that lake. He said he had talked to the County about early renovations to the docks while the lake level was down.

Rorie noted that he realized the vegetation in Lake Peachtree was starting to green up, and he felt that would not be a problem if work remained on schedule. Rorie said work was in an acceptable range for finishing near the projected dates.

Request for Open Container Zone/The Avenue

Rorie said staff had been working with Andrew Moth, property manager of The Avenue Peachtree City, on a request to change the ordinances regarding open containers and public consumption of alcohol and had asked Moth to come before Council to explain his request.

Moth said he was requesting an open container zone at The Avenue Peachtree City that would allow guests to enjoy alcoholic beverages outside of restaurants and their patios. Moth elaborated that they were requesting that customers ages 21 or older be allowed to purchase one 16-ounce alcoholic beverage from a restaurant licensed to sell alcohol and carry that beverage, in a designated container, through a specified area during normal business hours. He showed a map with the alcohol consumption areas marked in blue, noting that these areas would be sidewalks, crosswalks and common areas. The parking areas would be strictly prohibited.

This was not a way to sell more alcoholic beverages, Moth stated. Rather, management saw it as a means to redevelop and grow. The Avenue Peachtree City was currently creating gathering spaces and soft seating areas and would be installing public wireless Internet in the coming months. They wanted to create a downtown atmosphere and attract new restaurants. Moth showed a slide that indicated the location of the three restaurants at The Avenue that sold alcohol, restating that the open-carry zone would not result in an increase in alcohol sales or consumption because of the limited number of restaurants with alcohol permits.

Other cities that had adopted such a policy included Suwanee, Roswell, and Alpharetta, Moth noted. Alpharetta had two open air consumption areas, one downtown and the other at Avalon, a shopping area similar to The Avenue, but much larger. Moth said they envisioned a policy similar to that of Avalon's and noted that Avalon and The Avenue were owned by the same firm, which meant the company would have a strong grasp of the requirements and how to execute them. He showed Alpharetta's ordinance and pointed out its similarities to what he was proposing. Moth also presented a map of Roswell's carry district, which was restricted to a few streets downtown. Their ordinance had the same requirements as Alpharetta's.

Moth realized security could be an issue and outlined what The Avenue already provided, including the installation of 36 security cameras and constant coverage of a security guard.

Moth presented a copy of the proposal, along with a letter of support from the Peachtree City Convention and Visitors Bureau.

Fleisch asked how late The Avenue's restaurants were open. Moth said Monday-Thursday was until 10 p.m., Friday and Saturdays were 11 p.m., and Sunday hours were 12:30-10 p.m. King asked how they would prevent people in golf carts from carrying beverages. Moth replied that golf carts were considered to be the same as cars, noting that consumption in parking lots was absolutely prohibited. After a drink was purchased, he said, there was four-hour time period in which it must be consumed, and receipts were required to be shown upon request.

The Mayor asked Police Chief Janet Moon if a similar policy was in effect in Suwanee when she worked there. Moon replied that it was, but that Suwanee's situation was very different, with mixed-use retail and dwellings, along with a 10-acre amphitheater and outdoor art exhibits that gave people somewhere to go.

Ernst was interested in the designated cups in which the alcoholic beverages would be sold. Moth said the cups would have The Avenue logo on one side and the restaurant logo on the other.

Fleisch asked if Moth saw the creation of this district as a way to attract additional restaurants, and Moth confirmed this was so, adding he hoped it would attract quality restaurants. He noted they were planning on a number of renovations to create a downtown-type atmosphere with fire pits and areas for musical entertainment.

Fleisch thanked Moth for attending the meeting and explaining his request.

Executive Session

King moved to convene in executive session for threatened or pending litigation at 7:42 p.m. Ernst seconded. Motion carried unanimously.

Ernst moved to reconvene in regular session at 8:23 p.m. King seconded. Motion carried unanimously.

There being no further business to discuss, Ernst moved to adjourn the meeting. Prebor seconded. Motion carried unanimously. The meeting adjourned at 8:24 p.m.

Martha Barksdale, Recording Secretary

Vanessa Fleisch, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Jonathan Rorie, City Manager 

FROM: Paul J. Salvatore, Financial Services Director *PJS*
Kelly Bush, Assistant Finance Director *KB*
David McDaniel

DATE: March 28, 2018

SUBJECT: FY2018 Budget Amendment
April 5, 2018 *City Council Consent Agenda*

Recommendation:

It is Staff's recommendation that City Council approve the attached budget amendment to the Fiscal Year 2018 Budget Resolution.

Discussion:

The attached proposed budget amendment will reallocate budgeted funding from the Capital Improvement Fund 335 Facilities Improvement account to the General Fund 100 Building Department's Building Repair and Maintenance account. This move is housekeeping in nature, the funds are being used for facilities maintenance projects, however, the expenditures are not capital expenditures, so in accordance with generally accepted accounting principles, should be expensed through an operating account.

Budget Impact:

The proposed budget amendment will increase both the revenues and the expenditures in the General Fund by \$75,000 and reduce expenditures in the Capital Improvement Fund amending the Fiscal Year 2018 Budget Resolution.

Attachments
Budget Amendment

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

18-12

04/05/2018

[illegible]

NOW, THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2018 Budget Resolution to :

Reallocate budgeted funds from Fund 335 Capital Infrastructure to the General Fund Building Department Building Repairs and Maintenance gl for ongoing non capital building maintenance projects.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

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

FROM: Robin Cailloux, AICP Senior Planner 

DATE: March 19, 2018

SUBJECT: Proposed Ordinance Change: House Color Single Family Zoning Districts
April 5, 2018 City Council Meeting

Recommendation:

That Council adopt the proposed ordinance changes to Sections 1001, 1002, 1002A, 1003, and 1011, to add exterior dwelling color requirements in one-family residential zoning districts.

Discussion:

Staff recommends a proposed text amendment to Sections 1001, 1002, 1002A, 1003, 1011, single-family residential zoning districts to regulate exterior colors of residential dwellings. The intent of the proposed ordinance changes is to maintain surrounding home values and the high quality aesthetics of the City.

The proposed amendments affect:

- R-1 one-family residential district
- R-10, R-12, R-15, and R-22 one-family residential districts
- R-43 one-family residential district
- VR residual villa residential district
- ER estate residential district

The Planning Commission approved the request with the additional text defining historical colors and allowing the Planning and Development Director the ability to approve colors on unique buildings. The recommended text amendments are highlighted in red text on the attached draft ordinance.

Budget Impact:

There are no budget impacts associated with this request.

ATTACHMENT

AN ORDINANCE TO AMEND ARTICLE X OF THE PEACHTREE CITY ZONING ORDINANCE, AS AMENDED, TO PROVIDE FOR THE REQUIREMENTS FOR EXTERIOR COLORS OF DWELLINGS; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO ESTABLISH AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

NOW THEREFORE, BE IT AND IT IS HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEACHTREE CITY, GEORGIA, THAT:

Section 1. Article X, Section 1001 – R-10, R-12, R-15, and R-22 one-family residential districts, subsection (1001.4) Other Requirement, of the Zoning Ordinance of the City of Peachtree City, Georgia, as amended, is hereby further amended by adding a subparagraph (k) as follows:

(1001.4) Other requirements: Unless otherwise specified in this ordinance, uses permitted in R-10, R-12, R-15 and R-22 residential zoning districts shall conform to the following standards:

- (k) Exterior colors shall be low reflectance, and subtle, earth-tone, or historical colors from a major paint manufacturer's historical palette. Bright high-intensity colors, bright metallic colors, or fluorescent colors shall not be used. Material or color changes generally should occur at a change of plane; painted patterns and frequent changes in material and/or color selections shall be avoided. Building colors should be carefully chosen so that each building color complements that of its neighbors and/or the development. Unique buildings can be granted exceptions by the Director of Planning and Development.

Section 2. Article X, Section 1002 – R-43 one-family residential district, subsection (1002.4) Other requirement, of the Zoning Ordinance of the City of Peachtree City, Georgia, as amended, is hereby further amended by adding a subparagraph (k) as follows:

(1002.4) Other requirements: Unless otherwise specified in this ordinance, uses permitted in R-43 residential zoning districts shall conform to the following standards:

- (k) Exterior colors shall be low reflectance, and subtle, earth-tone, or historical colors from a major paint manufacturer's historical palette. Bright high-intensity colors, bright metallic colors, or fluorescent colors shall not be used. Material or color changes generally should occur at a change of plane; painted patterns and frequent changes in material and/or color selections shall be avoided. Building colors should be carefully chosen so that each building color complements that of its neighbors and/or the development. Unique buildings can be granted exceptions by the Director of Planning and Development.

Section 3. Article X, Section 1002A – VR residual villa residential district, subsection (1002A.4) Other requirements, of the Zoning Ordinance of the City of Peachtree City, Georgia, as amended, is hereby further amended by adding a subparagraph (m) as follows:

(1002A.4) Other requirements: No new VR villa residential districts shall be created. VR is a residual district designation whereby land already zoned VR may carry out their approved development plan or modify their project based on the provisions of this section, subject to the following additional limitations:

- (m) Exterior colors shall be low reflectance, and subtle, earth-tone, or historical colors from a major paint manufacturer's historical palette. Bright high-intensity colors, bright metallic colors, or fluorescent colors shall not be used. Material or color changes generally should occur at a change of plane; painted patterns and frequent changes in material and/or color selections shall be avoided. Building colors should be carefully chosen so that each building color complements that of its neighbors and/or the development. Unique buildings can be granted exceptions by the Director of Planning and Development.

Section 4. Article X, Section 1003 – ER estate residential, subsection 1003.4 Other requirements, of the Zoning Ordinance of the City of Peachtree City, Georgia, as amended, is hereby further amended by adding a subparagraph (i) as follows:

(1003.4) Other requirements: Unless otherwise specified in this ordinance, uses permitted in ER residential zoning districts shall conform to the following standards:

- (i) Exterior colors shall be low reflectance, and subtle, earth-tone, or historical colors from a major paint manufacturer's historical palette. Bright high-intensity colors, bright metallic colors, or fluorescent colors shall not be used. Material or color changes generally should occur at a change of plane; painted patterns and frequent changes in material and/or color selections shall be avoided. Building colors should be carefully chosen so that each building color complements that of its neighbors and/or the development. Unique buildings can be granted exceptions by the Director of Planning and Development.

Section 5. Article X, Section 1011 – R-1 one-family residential district, subsection (1011.4) Other requirements, of the Zoning Ordinance of the City of Peachtree City, Georgia, as amended, is hereby further amended by adding a subparagraph (j) as follows:

- (j) Exterior colors shall be low reflectance, and subtle, earth-tone, or historical colors from a major paint manufacturer's historical palette. Bright high-intensity colors, bright metallic colors, or fluorescent colors shall not be used. Material or color changes generally should occur at a change of plane; painted patterns and frequent changes in material and/or color selections shall be avoided. Building colors should be carefully chosen so that each building color complements that of its neighbors

and/or the development. Unique buildings can be granted exceptions by the Director of Planning and Development.

Section 6. All ordinances or parts thereof which conflict with the provisions of this ordinance are, to the extent of such conflict and except as hereinafter provided, hereby repealed.

Section 7. Should any provision of this ordinance be declared invalid by a Court of competent jurisdiction, such decision shall not affect the validity of this ordinance as a whole or any provision thereof other than the provisions specifically declared to be invalid. The City Council declares that it would have passed this ordinance and each subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more subsections, sentences, clauses or phrases may be declared invalid.

Section 8. This ordinance shall be in full force and effect upon its official adoption by the City Council.

This _____ day of _____ 2017.

Vanessa Fleisch, Mayor

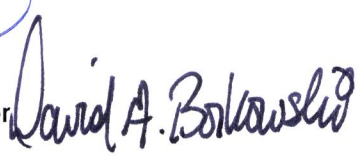
Attest: _____
Betsy Tyler, City Clerk

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Jonathan N. Rorie, City Manager 

FROM: David A. Borkowski, P.E., City Engineer 

DATE: April 2, 2018

SUBJECT: Consider Request for Private Sewer Extension to 114 Hilltop Drive through City
Right-of-Way
April 5, 2018, City Council Meeting

Recommendation:

Staff does not recommend approval of the request to place a private sewer line in the City's public right-of-way.

Discussion:

Staff was approached with a request to eliminate the septic system on the aforementioned property and connect to the public sewer system. Staff had discussed the possibilities with the owner's representative, Brad Barnard, and provided him with a copy of the City's policy on septic system failures (attached).

The attached policy is geared towards septic system failures and preserving our right-of-way for future needs. This particular situation does not fit the procedure exactly since the septic system is not failing, but more space is needed for the development of a pool.

Mr. Barnard has complied with all of the requested items under the policy for permitting this work, including the maintenance agreement (attached). The last two remaining items that would be needed would be asbuilt drawings (to be done at end of project) and Council authorization to use the City's right-of-way.

Staff is recommending denial of the request for the following reasons:

1. The septic system is not currently failing. The intent of the policy was to establish a procedure for residents to eliminate all reasonable on-site options for their septic system failures/problems before requesting to use the City's right-of-way to attach to public sewer.

2. The right-of-way is a limited space reserved for public utilities and the needs of the City as a whole. As more private sewer lines are allowed in the right-of-way there is less space for other utility work to commence, and it increases the risk of a sewage spill as these private lines are not located when you call 811.
3. The issue of septic systems and their eventual connection to public sewer is a big picture issue that should not be dealt with a piecemeal (one house at a time), but on an entire neighborhood/ regional basis.

Budget Impact:

This item should have no budgetary impact.

Peachtree City Policy for Septic System Failures

Procedure for Resolving a Septic System Failure

1. Contact Fayette County Environmental Health to tell them the problems experienced and request an evaluation of the existing septic system.
2. Once Environmental Health has evaluated the system and confirmed there is a problem, they will advise the homeowner of options to explore including immediate onsite repair options available or if additional information is needed such as soils reports or alternative system design proposals. Environmental Health can supply the homeowner with a list of approved individuals capable of performing soil surveys and designing specific systems.
3. Environmental Health will review testing reports and advise the homeowner on options for repair and/or replacement.
4. If no system can be permitted on the property then the homeowner will have to pursue the option of connecting to the public sewer operated by the Peachtree City Water and Sewerage Authority (WASA).
5. If connection to public sewer is not an option and the septic system continues to fail, then home may need to be vacated and the certificate of occupancy for the home revoked.

Should a homeowner decide that they would rather connect to the public sewage system instead of permitting an on-site septic system then they must follow the procedure below.

Procedure for Permitting a Private Sewage Line in City Right-of-Way

1. Homeowner must work with Fayette County Environmental Health and complete steps 1 through 3 above and develop cost estimates for the on-site options.
2. Homeowner must contact WASA to determine which manhole they can permit a connection to.
3. Homeowner must hire a professional engineer to develop a set of plans that meet City of Peachtree City and WASA standards for sewer design (either pressure or gravity). These plans must contain at a minimum the following information.
 - i. Surveyed property lines
 - ii. Easements
 - iii. Topography
 - iv. Existing utility locations
 - v. Existing above ground features
 - vi. Erosion control measures
 - vii. Grinder pump calculations and details (if pressure option is chosen)
 - viii. Force main size, details and locations along with method of installation (if pressure option is chosen). Method of installation is either open

trench or boring. The City does not allow open trench installation across roads or driveways.

- ix. Sewer main size, details, and locations along with method of installation (if gravity option is chosen). Method of installation is either open trench or boring. The City does not allow open trench installation across roads or driveways.
4. City of Peachtree City and WASA must review and approve the plans in step 3 above.
5. Homeowner must sign a maintenance agreement that they will be responsible for maintenance of the private line.
6. Homeowner must provide an as-built drawing showing location of installed sewer lines.
7. City Engineer must take the signed maintenance agreement to City Council for approval and necessary signatures. Justification must be provided to City Council as to why connection via private line in right-of-way is necessary and can not be done on-site. Any easements needed to be conveyed to the City must be presented and approved at the same time.

Contacts

City of Peachtree City
David Borkowski
City Engineer
153 Willowbend Road
Peachtree City, Georgia 30269
770-631-2538

**Peachtree City Water and
Sewer Authority**
Stephen Hogan
General Manager
1127 Highway 74 South
Peachtree City, Georgia 30269
770-487-7993

**Fayette County
Environmental Health**
Robert Kurbes
Environmental Health
Specialist III
153 Willowbend Road
Peachtree City, Georgia 30269
770-631-2538



Georgia Department of Public Health
District 4 Public Health
Fayette County Health Department

J. Patrick O'Neal, MD, Commissioner | Nathan Deal, Governor

Olugbenga Obasanjo, M.D., PhD, MPH, District Health Director

Fayette County Health Department

Environmental Health Section

140 Stonewall Ave, Suite 200, Fayetteville, Georgia 30214

Phone: (770) 305-5415 • Fax: (770) 305-5183

www.district4health.org

August 14, 2017

Mr. Brad Barnard, GC

RE: 114 Hilltop Drive, Peachtree City, GA 30269
Connection to Sewer System for Proposed addition.

This department has received and reviewed the proposed site plan for this project. Currently the site is served by an on-site sewage management (septic) system that was installed 5/19/2011 for a previous renovation project. The septic system was inspected and approved by this department at that time. There appears to be no malfunction of the septic system at this time.

In accordance to Peachtree City policy for connecting to public sewer with a private sewage line in the City Right of Way, this department has been contacted concerning the proposed swimming pool, spa and decking/patio addition for this property. A significant portion of the existing septic system is located in the area of the proposed addition and would be required to be relocated in order for this department to be in a position to approve the proposed addition and site plan. Due to the type (gravel bed) of system installed in 2001, it does not appear possible to relocate the portions of the system in question without relocation of the entire system drainfield. In 2011, when this department was working on the previous addition/remodel project, a proposed septic system reserve area was developed as part of that project. A partial copy of the proposed reserve is attached and can be utilized by the homeowner to develop a cost estimate of the proposed relocation of the existing system as per the Peachtree City Policy. Due to the limited space, available on this site suitable for septic system use, the reserve area proposal does require significant site modifications including removal of the secondary driveway (left side of property) and retaining wall (front yard), and re-grading the front yard to create a consistent slope of no more than 20%.

This department has no objections to the connection of this property to the public sewer system upon obtaining required Peachtree City approvals and permits. If the proposed connection is approved, this department would need to be involved in the verification of the proper abandonment of the septic system components as needed (3 tanks on right side of house) in accordance with the current septic system regulations.

If you have any questions or additional information is needed, please do not hesitate to contact me at 770-305-5147.

Sincerely,



Robert F. Kurbes
Environmental Health County Manager

Rfk
XC: file

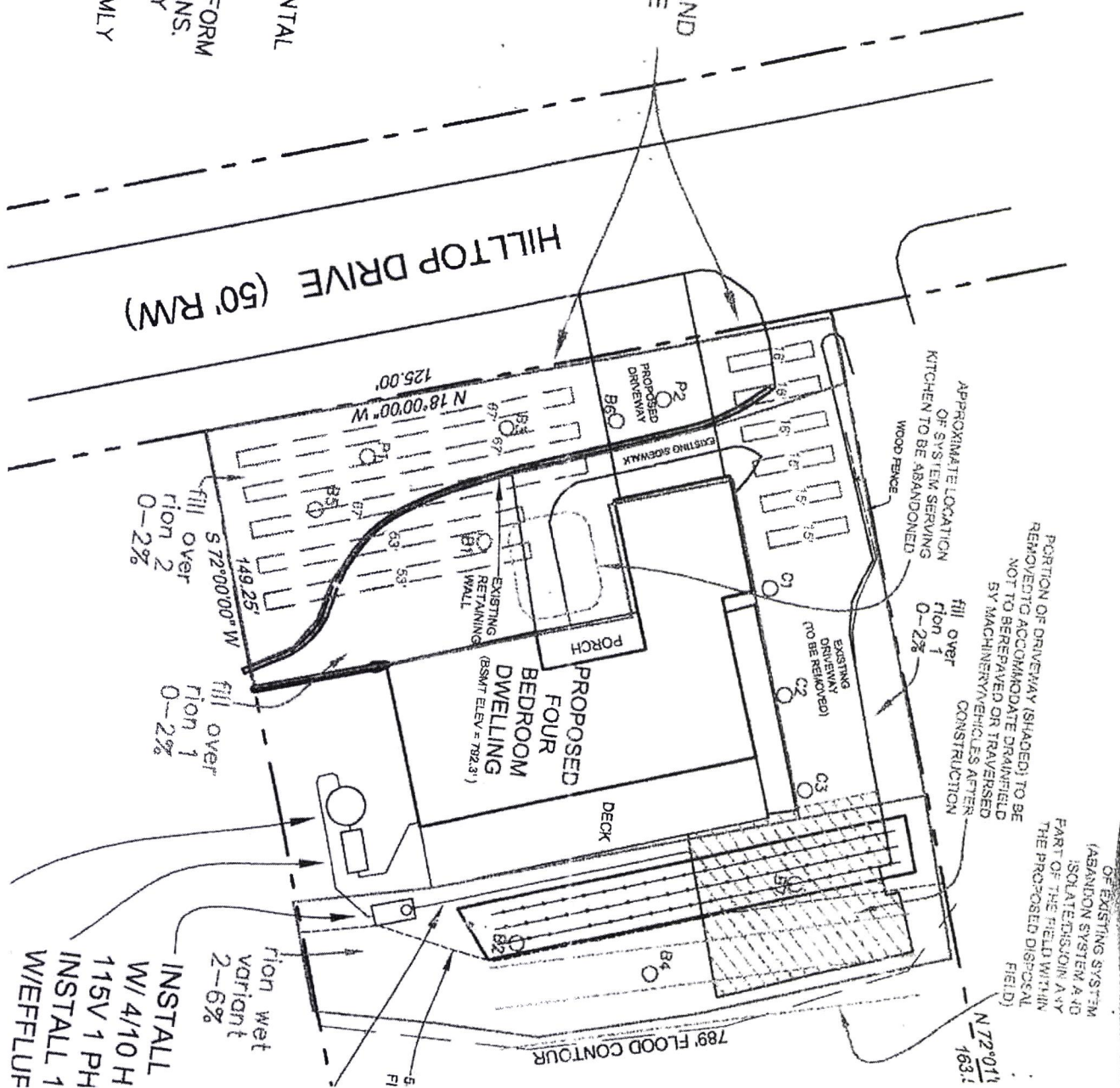
District 4 Public Health

Serving Butts, Carroll, Coweta, Fayette, Heard, Henry, Lamar,
Meriwether, Pike, Spalding, Troup and Upson Counties

400 LF CONVENTIONAL
GRAVEL TRENCH AS SHOWN
INSTALLATION WOULD BE C...

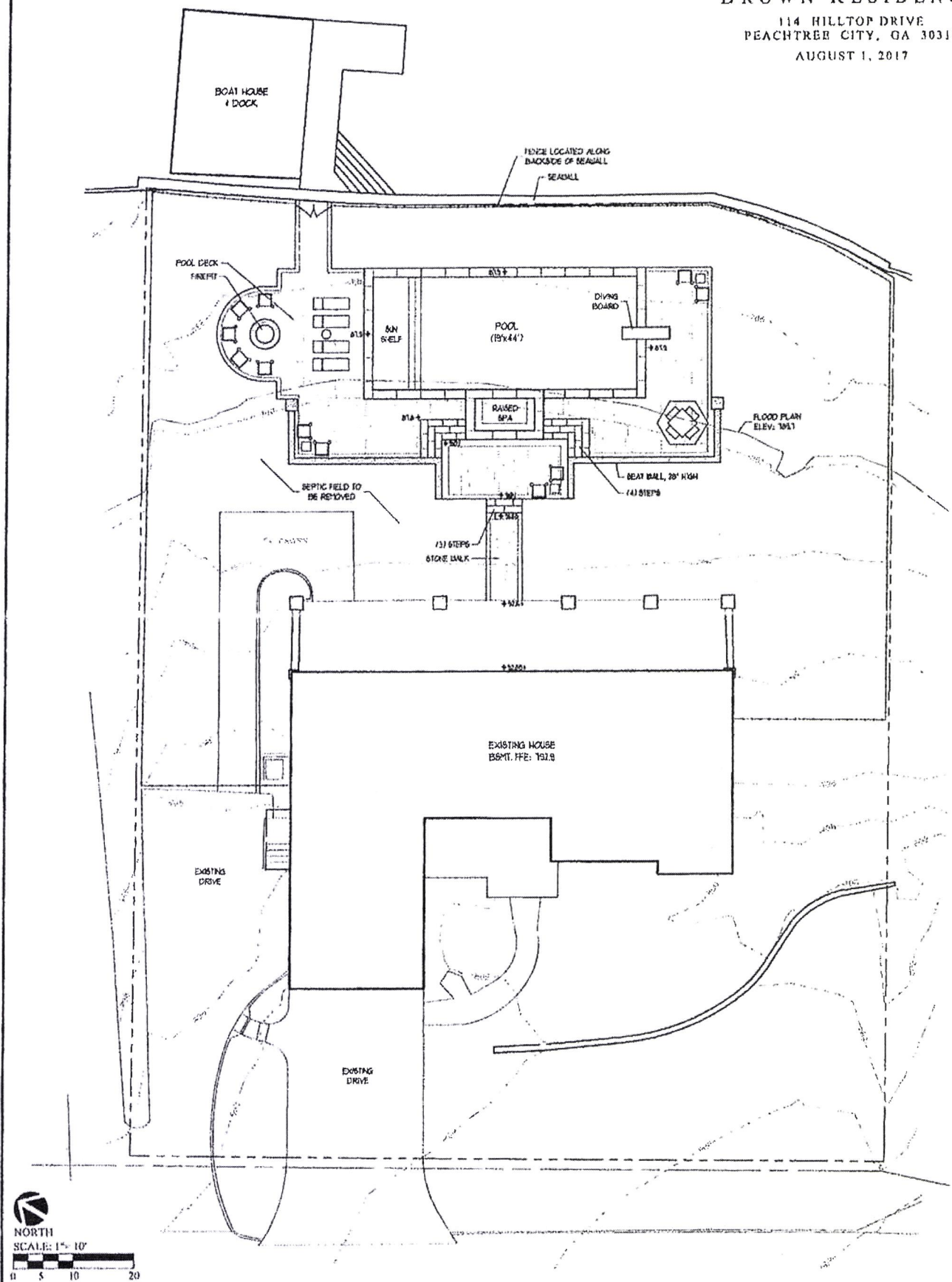
- THESE STIPULATIONS SHOULD BE
CONSIDERED DURING HOUSE AND
DRIVEWAY CONSTRUCTION.

IN BASED ON SOILS STUDY BY APPLIED ENVIRONMENTAL, INC. SURVEY BY W.D. GRAY AND ASSOCIATES, INC. AVAILABLE GEORGIA HANDLING AND METHODS MUST CONFORM TO GEORGIA HANDLING AND DISPOSAL REGULATIONS. RESSURE JOINTS SHALL BE PRIMED AND CHEMICALLY TREATED. ACTOR IS TO INSTALL CONCRETE TANKS ON UNIFORMLY STABLE COMPACTED GROUND. AND PUMP TANKS SHOULD BE WATER TIGHT AND PRIOR TO DIGGING ON SITE. THE APPROPRIATE UTILITY SHOULD NOT BE DAMAGED.



CONCEPT SITE PLAN
BROWN RESIDENCE

114 HILLTOP DRIVE
PEACHTREE CITY, GA 30319
AUGUST 1, 2017



Georgia Department of Community Health On-Site Sewage Management System Inspection Report

County Fayette	Construction Permit 056-10-OSSM-100331	Atu Type Delta Whitewater DF-60	Product Info Gravel	Health Dist 4	Date 5/19/2011
Property Location Lake Peachtree Lot 19 A 114 Hilltop Dr Peachtree City, GA 30269			Property Owner Eric & Ruthie Brown		County Fayette
			Sewage Disposal Contractor Jackie Couch		

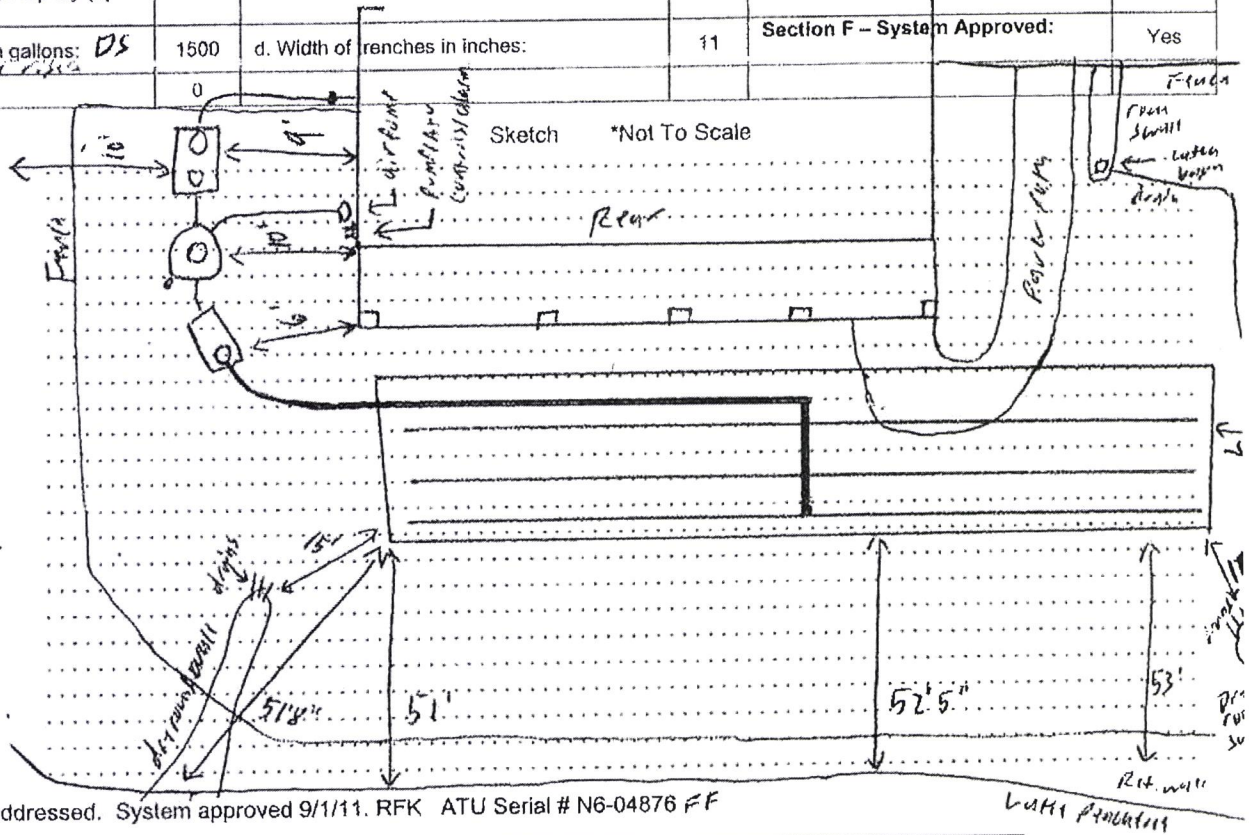
All Items: Blank = not applicable; 0 = unknown

Section A - General		1. Type Water Supply: (1) Public (2) Community (3) Individual		1	3. Filler Type - Tuftite EF-6		e. Number of trenches:	1
2. House Structure: (1) New (2) Existing < 1yr. (3) Existing > 1yr		3	4. Septic tank material: (1) Precast concrete (2) Poured in place (3) Other	1	5. Dosing tank capacity in gallons: DS <i>found w/ 1000 gal tank</i>	1000	f. Distance between trenches:	0
3. Sewage Disposal Installation: (1) New, (2) Repair to existing system		3	6. Dosing observed?	No	7. Grease trap capacity in gallons:		g. Average trench depth:	32
4. If repair to existing system, Years existing system installed:		> 10yrs	8. Distance between septic tank and well:				h. Aggregate proper size:	Yes
5. Percolation Rate: Minutes/Inch:							i. Aggregate proper depth:	Yes
6. Is property part of a subdivision?		Yes					j. Distance from building foundation:	5 to patio
Section B - Facility		1. Type Facility: see facility codes below		1.	Section D - Secondary treatment		k. Nearest property line: (1) Front (2) Rear (3) Right side, (4) Left side	4
2. Water Usage determined by: (1) No. of bedrooms, (2) No. of gallons		1	2. Absorption Field: (a) Total square feet:	957	1. Field Layout Method: (1) Distribution box (2) Level field (3) Serial (4) Mound (5) Other		l. Distance to nearest property line:	7
3. Number of bedrooms or gallons:		4	b. Total linear feet:	89			m. Distance from privy or absorption field to well:	
Section C - Primary Treatment		1. Sewage Disp Method (1) Septic Tank (2) Construction privy (3) Pit privy (4) Aerobic unit (5) Other		1	c. Length of each trench in feet:	89	Section E - Agency Time	235
2. Septic tank capacity in gallons: DS <i>found w/ 1500 gal tank</i>		1500	d. Width of trenches in inches:	11	Section F - System Approved:		Yes	
Tank #2 Capacity		0						

Facility Type Codes:

- (1) Residence
- (2) Apartment
- (3) Institution
- (4) Service Station
- (5) Restaurant
- (6) Church
- (7) Tourist
- Accommodation
- (8) Launderette
- (9) Mobile Home
- Other (Specify) _____

Other: _____



Remarks: All items addressed. System approved 9/1/11. RFK ATU Serial # N6-04876 FF

Inspected By Robert F Kurbes	Title EHS	Health Agency Fayette County Health Department
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Form 3884 (Rev. 5-84) ws 20010406



October 30, 2017

David Borkowski, P.E.
City Engineer
City of Peachtree City
153 Willowbend Rd.
Peachtree City, GA 30269

RE: 114 Hilltop Sanitary Sewer Private Lift Station

Dear Mr. Borkowski,

I have reviewed the proposed private lift station and the plans have addressed the requirements of the Authority. The plans show the line to be installed into an existing manhole which should be acceptable. Please use this as an approval for this work.

Sincerely,

Nathan B. Brooks

Nathan B. Brooks, CPII
Construction Coordinator
Peachtree City Water and Sewerage Authority

STATE OF GEORGIA
COUNTY OF FAYETTE

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

Peachtree City Private Sewer Maintenance Agreement

THIS AGREEMENT, made and entered into this 25 day of October, 20 17, by and between (Insert Full Name of Owner) ERIC REX BROWN hereinafter called the "Landowner", and the City of Peachtree City, hereinafter called the City. WITNESSETH, that WHEREAS, the Landowner is the owner of certain real property described as (Tax Map/Parcel Identification Number) 073203001 as recorded by deed in the land records of the City of Peachtree City, Georgia, Deed Book 3704 Page 115, hereinafter called the "Property".

WHEREAS, the Landowner is proceeding to construct a private sewer in the City's right-of-way; and WHEREAS, the Site Plan known as Grinder pump Design & site plan (Name of Plan/Development) and dated Oct. 10, 2017, hereinafter called the "Plan", which is expressly made a part hereof, as approved or to be approved by the City, provides for the location of the private sewer line(s); and

WHEREAS, the City requires that the private sewer line(s) as shown on the Plan be constructed and adequately maintained by the Landowner, its successors and assigns, including any homeowners association.

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

1. The private sewer line(s) shall be constructed by the Landowner, its successors and assigns, in accordance with the plans and specifications identified in the Plan.
2. The Landowner, its successors and assigns, including any homeowners association, shall adequately maintain the private sewer line(s). This includes all pipes, connections, lift stations, manholes and any other conveyances built to convey the sewage to the sewer system that is owned and maintained by the City of Peachtree City Water and Sewerage Authority. Adequate maintenance is herein defined as good working condition so that these facilities are performing their design functions and no sewage is spilling out of the line(s) or other

appurtenances.

3. The Landowner, its successors and assigns, shall inspect the sewer line(s) and all appurtenances and submit an inspection report annually. The purpose of the inspection is to assure safe and proper functioning of the facilities.

6. The Landowner, its successors and assigns, will perform the work necessary to keep these facilities in good working order as appropriate. In the event a maintenance schedule for the sanitary sewer line(s) is outlined on the approved plans, the schedule will be followed. Should the Landowner receive written notice from the City of work that is needed to keep the facilities in good working order, and should such Landowner either fail to commence such work within ten (10) day of the receipt of such written notice, or should such Landowner fail to complete such work within forty-five (45) days of the receipt of such written notice, the City shall be authorized to perform such work as is needed to keep the facilities in good working order and charge the cost of such work to the Landowner. The Landowner agrees that the cost of any such work performed by the City shall constitute an improvement to the Landowner's Property, the street address of which is 114 HILLTOP DRIVE, Peachtree City, Fayette County, Georgia 30269, and that the City may file a lien pursuant to Title 44 of the Official Code of Georgia Annotated in an amount equal to the costs associated with the work performed by the City and all costs incurred by the City regarding the collection of such amount from the Landowner, including but not limited to attorneys' fees and filing fees. In addition, the Landowner agrees that any amount owed to the City shall accrue interest at the rate of twelve percent (12%) per annum, such interest to begin accruing on the 31st day after the completion of such work by the City.

7. In the event the City, authorized agent, separate utility or individual performs work of any nature in the right-of-way causing damage to the private sanitary sewer lines, the City, authorized agent, separate utility or individual will in no way be responsible for the repair. The Landowner, its successors and assigns assumes all responsibility for the repair and liability for any sewage spills caused herein.

8. This Agreement imposes no liability of any kind whatsoever on the City and the Landowner agrees to indemnify and hold the City harmless from any liability in the event the private sanitary sewer line(s) fail to operate properly. This indemnification shall include, but is not limited to, any claims by third parties relating to injuries sustained as a result of the line(s) failing to operate properly, or any fines imposed upon the City or the Water and Sewer Authority of Peachtree City as a result of such line(s) failing to operate properly.

9. This Agreement shall be recorded among the land records of City of Peachtree City, Georgia,

and shall constitute a covenant running with the land, and shall be binding on the Landowner, its administrators, executors, assigns, heirs and any other successors in interests, including any homeowner's association.

WITNESS the following signatures and seals:

ERIC R BROWN
Owner/Company/Corporation/Partnership Name (Seal)

By:

OWNER

(Type Name and Title)

[Signature]

Witness

The foregoing Agreement was acknowledged before me this 30 day of Oct, 2017, by

Rhonda Harmon
Rhonda Harmon
NOTARY PUBLIC Notary Public, Henry County, GA
My Commission Expires: My Commission Expires May 23, 2019
COUNTY OF Fayette, GEORGIA

Mayor of Peachtree City

Witness

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

NOTARY PUBLIC
My Commission Expires: _____
COUNTY OF _____, GEORGIA

Approved as to Form:

City Attorney Date