

MINUTES OF MEETING
CITY COUNCIL OF PEACHTREE CITY
April 4, 1991

The City Council of Peachtree City met in regular session on Thursday Night, April 4, 1991, at 7 PM in the City Hall Council Chambers. Mayor Brown called the meeting to order and led those in attendance in the pledge of allegiance.

Members present were: Mayor Frederick Brown, Jr. and Councilmen Edward Bradford, Annie McMenamin, Robert Brooks and Rich. Parlontieri.

Addition of Agenda Items

Motion was made by Mayor Brown that item be added to discuss request for a "Welcome Home" Banner on the Highway 54 pedestrian bridge in honor of the troops returning from the Persian Gulf. Motion was seconded by Brooks. Motion carried unanimously. Items 4-91-2

Announcements, Awards, Special Recognitions

Mayor Brown read a Proclamation regarding the activities of the Civitan Club and proclaimed the week of April 14, 1991 through April 20, 1991 as Civitan International Awareness Week in Peachtree City.

Award

Mr. Bill Harp, representing the United Way, addressed the Council regarding the recent United Way Campaign. Mr. Harp reported that participation by city employees increased in 1991 over 1990 by 102% with increased pledges from \$1,653 to \$3,339 and an increase in givers from 17 to 25. He expressed appreciation to Personnel Officer Jane Miller for her work in the campaign and, on behalf of the United Way of Metropolitan Atlanta and as Area Director for the counties of Clayton, Fayette and Butts, presented to the City a plaque of recognition.

Minutes

Motion was made by McMenamin that minutes of the Council meeting held on March 21, 1991 be approved as presented. Motion was seconded by Bradford. Motion carried unanimously.

New Agenda Items

4-91-1 Public Hearing - Five Year Public Improvement Program and Capital Budget

Mayor Brown called to order the public hearing scheduled for the purpose of allowing public input into the proposed five year public improvement plan. He explained that the final dollar amount of the five year plan would not be approved until the budget hearing later in the year.

The Mayor explained that the plan under consideration at this meeting was

for the years 1992, 1993, 1994, 1995 and 1996. He stated that the PIP Plan was a planning tool and that the most immediate year was obviously the most important but for planning purposes they were all important. The Mayor explained that the first two items in each year were figures for street repairs and carpath repair and those were decided by an evaluation each year by the City Engineer and Public Works Director.

The Mayor then called for consideration of the items scheduled for 1992 and started down the list of 19 items totaling \$1,394,746. Copies of the five year plan were available for those in attendance so that they could follow along as the Mayor reviewed the items.

Mr. Cal Beverly, resident of the Wynnmeade Subdivision, asked to speak because he and a number of other residents of the Wynnmeade Subdivision were present and wanted to address the Council on a number of items. He pointed out that there didn't seem to be funding for anything for Wynnmeade in the 1992 PIP and asked where the carpath crossing over Highway 74 stood. He stated that the Wynnmeade residents felt they were segregated from the rest of the city.

Mayor Brown explained that he and the City Manager and City Planner had met with Mr. Floyd Hardy of the State DOT last week to try to solve the problem of the carpath crossing at grade over Highway 74. Mr. Hardy agreed to take another look at the situation to determine whether or not he could justify a slower speed limit in the area of the crossing. If he could the at grade crossing could be placed back in. The Mayor explained that the City Council did not know that the State was going to withdraw their approval for the crossing when Highway 74 was fourlaned.

The Mayor explained that it was legal for anything except golfcarts to cross Highway 74 at this time without a marked crossing. He stated that he was not in favor of constructing a bridge across Highway 74 unless Village Five became a reality. He stated that it would cost approximately \$450,000 to build a golfcart bridge in that area and, in his opinion, it was not economically feasible to do so at this time.

The President of the Wynnmeade Homeowners Association, Kenneth Crowder, spoke to Council at this time. He stated that he and the residents felt it was time to reconnect the carpath crossing on Highway 74 North and wanted to go on record as objecting to placing the carpath bridge in the 1994-95 PIP Budget. He stated that a significant number of children resided in Wynnmeade and that the residents placed the responsibility on the City to see that their safety needs were provided for, as well as those of other citizens in that section. He felt placing the funding for a bridge in 1994 would be placing them in jeopardy. He also stated that if they did not see any sign of assistance in 1992 the City would be held responsible for any accidents or incidents on Highway 74 that resulted from the City not providing the safest possible crossing in that area.

Mayor Brown provided a little history regarding golfcart paths in the City. He explained that it had not always been the policy to require the developers to build golfcart paths as part of their development and many sections of town do not have paths i.e. the Hip Pocket Road section, Golfview Drive area and others. Wynnmeade was also one that was built before the City began requiring them.

Mr. Cal Beverly again addressed Council and suggested a revision in the PIP to provide funding for the carpath bridge in the 1992-93 budget. He suggested delaying the parking lot/bridge for the picnic park and use the \$97,700 budgeted for that and delay the carpath from the North side of the Highway 54 bridge to the North Parkway in the amount of \$65,026 and use those funds for the bridge. He felt these items presented much less of a safety issue than the Highway 74 North carpath bridge.

Several other residents of Wynnmeade urged Council to provide a connection from their subdivision to the school, shopping, etc. for safety.

Mr. Larry Gray, Chairman of the Commission on Children and Youth, read a letter from the Commission supporting the construction of a carpath bridge for the Wynnmeade Subdivision across Highway 74. The letter recommended amending the PIP five year plan to provide the safe crossing and asked that safety of children be placed as a high priority by the City Council.

Mr. John Setlock questioned why the Council did not plan for a tunnel in this location such as the one placed near Peachtree Parkway. Mayor Brown explained that there was no anticipation on the part of the City that the crossing already established for Wynnmeade would be taken away by the State DOT.

Councilman Brooks stated that he agreed with many of the statements but he would like to present the entire 1992 projected plan before discussing any changes to it.

Mayor Brown assured the Wynnmeade residents that they would return to the carpath item and then continued on with the remainder of the 1992 plan. He read through the list of 16 items and gave a brief explanation to each of them. Public input was provided on the following items:

Item #6 was listed as landscaping for the Highway 54 median after the fourlaning was completed. Parlontieri questioned when the widening would be completed and Mayor Brown reported that it was projected to be completed at the end of 1991.

Item #14 was listed as Tot Lot funding in the amount of \$15,000. A resident, Ms. Shelly Hammond, suggested that perhaps it would be better to use the tot lot funds to develop a community playground as opposed to a small tot lot in a subdivision. She felt the problem with tot lots was that they were so small only a few children could enjoy the facilities at a time. She suggested perhaps using the funds for a park in Wynnmeade.

At the conclusion of the presentation of the 1992 PIP the Mayor reported that funding for the items listed would be from dedicated PIP funds of \$1,068,436, transfer of General Funds monies of \$281,974 and the remainder of the amphitheater insurance settlement of \$44,363.

Councilman Brooks stated that it had become obvious to him from discussions with the State DOT that the City would have no control regarding the at grade crossing on Highway 74. He also stated that the crossing was one that he was not comfortable with. He felt that in reviewing some of the items on the 1992 PIP and then looking at a number of safety issues, he

felt that he would be on the side of trying to revise the plan. Brooks suggested taking a look at #5 Picnic Park Bridge and Parking Lot listed at \$97,700, #6 listed as Highway 54 Landscaping and #16 listed as Asphalt of Glenloch Recreation Parking Lot, with an eye toward transferring those funds toward the construction of the Highway 74 carpath bridge.

Parlontieri agreed with Brooks and stated that he didn't believe there should be an at grade crossing on Highway 74. He didn't have a problem with delaying the items mentioned by Brooks and stated that he would support the proposal.

Bradford also supported the proposal. He questioned when the items being delayed would be done.

Mr. John Setlock again raised the question of the carpath to be constructed from the North side of the Highway 54 bridge to connect with the North Parkway again. Brooks pointed out that although the PIP had \$65,000 budgeted for the project there was a distinct possibility that Equitable would participate in funding a portion of the project. He would not want to remove that item until the negotiating with the Equitable had been completed.

Motion was made by Brooks that Items 92-5, 92-6 and 92-16 be deleted from the 1992 PIP and those funds totaling \$263,200 be dedicated to the Highway 74 carpath bridge. Motion was seconded by Parlontieri. Bradford stated that he agreed with the proposed action but asked what the plan was for 1993 to complete the project. Brooks stated that he felt in 1993 \$100,000 could be taken from the Highway 54 landscaping and the signalization at Peachtree Parkway and Crosstown Road could be delayed and that \$40,000 be used. McMenamin stated that she had felt all along the bridge was the answer to the Wynnmeade situation and she had questioned the wisdom of allowing children to cross at an at grade crossing even if it was marked and permitted by DOT. She was pleased that the other Council members now felt that way and she would support the motion.

Mayor Brown stated that he felt Council was acting too hastily on this item. He felt they should give DOT time to act on the proposal and he felt this could be decided at budget time if necessary. He also pointed out that new plans for the bridge now indicated that an additional \$30,000 would be needed. McMenamin stated that the DOT solution would be to allow the at grade crossing. Parlontieri also felt that the DOT solution was not acceptable.

City Manager Basinger pointed out that extensive work will be necessary for the City to obtain the necessary easements for the construction of the bridge. He stated that the staff will need to start work on this earlier than usual.

Motion to approve amending the 1992 PIP plan for establishing a project to construct a carpath bridge across Highway 74 North was approved with Mayor Brown voting nay.

Mayor Brown then read the PIP for the year 1993 which listed items 93-1 through 93-17 and totaled \$1,446,000. He announced that, according to the previous action, item 93-5 Highway 54 Median Landscaping for \$100,000 had

been changed to the Highway 74 Cartpath Bridge.

When the Mayor reach item #93-8 listed as Tot Lot for \$15,000, Shelly Hammond again addressed Council regarding tot lots. She did not feel they were serving the community as planned and urged Council to consider building playgrounds instead. Another resident pointed out how much the Pebblepocket Park playground was being used since it had been refurbished.

Council felt that the tot lot plan was in response to a large number of citizen requests, however, it now appeared that possibly it was not what was wanted by most citizens. They felt that these funds would be set aside for this type recreation and a decision would be made later on where the funds would be spent that would best serve the citizens.

Mayor Brown continued reading the list of items for 1993 and when he reached item 93-13 listed as Peachtree Parkway/Crosstown Signalization for \$40,000 he stated that this item had been transferred by previous action to the Highway 74 Cartpath Bridge.

Brooks asked that the Peachtree Parkway/Crosstown Signalization be dropped from the PIP plan altogether and possibly be added to a list of items to be considered at some future date. Mayor Brown pointed out that the Braelinn Shopping Center was expanding and the traffic will increase in that area. He would rather leave the traffic light in the plan for a future year.

Mayor Brown completed the list of items for 1993 totaling \$1,446,000 and reported that the funding would be from Dedicated PIP Funds totaling \$1,191,000 and a General Fund Transfer of \$255,000.

At this time the City Manager, Jim Basinger, pointed out that the Recreation Commission had submitted a recommendation for a cartpath and park in the Wynnmeade Subdivision for the year 1992. Mayor Brown felt that this should be discussed at this time and called on the representative from the Wynnmeade Association who had been working on this project to present the plan.

Mr. Alberto Gallando, resident of Kings Ridge Drive in Wynnmeade, addressed Council. He explained that the residents had addressed the Recreation Commission several weeks ago and asked that development be started on city owned land in Wynnmeade for a park to help keep the children out of the street. He reported that the city staff had been working on costs for developing the park and asked that a city representative present those to Council.

The Director of Public Services, Colin Halterman, explained that staff had prepared cost estimates for developing the park over a three year period. The first year was proposed at \$46,200 which would include the survey/topographical/tree location, grading, landscaping, seeding, fertilizing/mulching, paved parking and a basketball court.

The second year was proposed at \$22,500 which would be a cart path, picnic tables/benches/grills.

The third year would be for a volleyball court, playground equipment and an exercise court costing an estimated \$94,000.

Halterman presented plans for the development of a cartpath in Wynnmeade totaling \$118,000.

Mr. Orville Barber, resident of Wynnmeade, stated that the homeowners would be willing to do anything they could in the way of labor or landscaping to save money. He realized that they were asking for a lot but stressed the need for the park, particularly the basketball court.

Brooks asked if the Recreation Commission had discussed the location of tot lots and wondered if they considered the Wynnmeade Park a more higher priority. Mr. Tim Kaigler, member of the Recreation Commission, stated that they did consider the Wynnmeade Park a higher priority than tot lots and hoped that funds could be transferred to build the park.

Discussion regarding the park followed with comments made by the homeowners that possibly the parking lot could be graveled at first to cut costs. The City Manager pointed out that there had been problems in locating tot lots in subdivisions because the residents did not seem to want them, therefore, possibly those funds could be transferred to the Wynnmeade Park. Mayor Brown suggested that any funds provided by Equitable for the cartpath from the Highway 54 cartpath bridge could be dedicated to the park. He felt that at least \$27,000. could be available there and with the \$15,000 for the tot lots there could be \$42,000 available. If the \$27,000 did not materialize the project could be delayed one year and use the \$40,000 from the traffic signal discussed earlier. The homeowners association suggested that the tot lot be started first using equipment that the Recreation Department had available.

Motion was made by Mayor Brown that item 92-14 for tot lots in 1992 PIP be dedicated to the Wynnmeade Park Phase I and any funds from Equitable for item 92-3 be provided for the Park. Motion was seconded by Parlontieri. At this point Councilman Bradford indicated that he owned property near the park property and he felt it might be best for him to abstain from voting on this issue. Motion carried with Bradford abstaining from the vote.

Mayor Brown then asked that Phase II of the Wynnmeade Park be added to the 1993 PIP adding \$25,400 to the total with funding to be from the General Fund. This was with agreement of the Council members.

Mayor Brown then presented the 1994 PIP and read the list of items through 94-20 totaling \$2,813,200. Parlontieri asked that item 94-5 Cart Path Bridge for \$200,000 be changed to Picnic Park Parking lot/ Bridge for \$97,700 and Highway 54 Landscaping for \$85,000 leaving a balance in that item of \$17,300 which could be applied to Wynnmeade Park Phase III at some future date.

After the 1994 PIP plan had been read a motion was made by Parlontieri that Items 94-14 Highway 74/Dividend Drive Traffic Signal for \$42,000 and Item 94-15 Highway 74/Wisdom Road Traffic Signal for \$42,000 be deleted and the funds applied to the Glenloch Parking Lot paving at \$84,000. The lights to be moved to some subsequent year. Motion was seconded by Brooks. Motion carried unanimously.

Mayor Brown pointed out that with the revisions in the 1994 plan there was

a savings of \$21,300 and he suggested that these be applied to Phase III of Wynnmeade. This was agreeable to Council.

The Mayor then read through the 1995 PIP plan totaling \$1,959,500 and called for comments from the public or Council. Parlontieri pointed out that 95-9 should be changed to Highway 54 Landscaping for \$100,000 and this presented a \$100,000 savings for that year. The Mayor recommended the \$100,000 be deleted from the total. This was agreeable to Council.

Mayor Brown then read through the items for 1996 pointing out that these would be subject to change through the years to come. He then thanked everyone who had participated in the public hearing for the five year plan and closed the hearing.

A copy of the original and revised Five Year PIP Plan is attached to the minutes.

4-91-2 Welcome Home Banner for Highway 54 Bridge

Mayor Brown explained that a request had been received from residents for a banner on the Highway 54 Cartpath Bridge to welcome the troops home. He stated that it would be up for approximately thirty days or whatever timeframe Council felt appropriate.

Motion was made by Mayor Brown that the banner be approved for each side of the bridge and that the banners and the flags remain on the bridge through July 4th. Motion was seconded by Bradford. Motion carried unanimously.

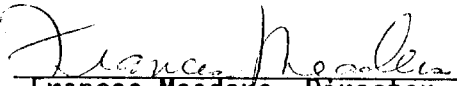
Motion was made by Mayor Brown that the meeting be recessed to be reconvened in executive session to discuss lawsuits of Simon/Justice, Black and Kelly and one personnel item. Motion was seconded by Brooks. Motion carried unanimously.

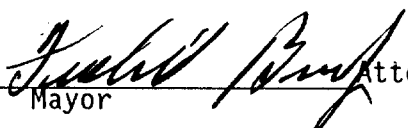
Executive Session

Appointment of Members to Development Authority

Motion was made by Mayor Brown that Thomas E. Farr and Michael L. Carroll be reappointed to terms on the Development Authority to begin 4/7/91 and expire 4/7/97. Motion was seconded by Brooks. Motion carried unanimously.

There being no further business a motion was made by Mayor Brown that the meeting be adjourned. Motion was seconded by McMenamin. Motion carried unanimously. The meeting was adjourned at 9:45 PM.


 Frances Meaders, Director of
 Administrative Services


 Mayor