

**City Council of Peachtree City
Meeting Minutes
Thursday, April 1, 2021
6:30 p.m.**

The Mayor and Council of Peachtree City met in regular session on Thursday, April 1, 2021. 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

Fleisch presented the Team Recognition Award to Grounds Maintenance, Recreation and Special Events personnel Elvis Berisha, Trevor Cooper, Jerry Delva, Ramon Gonzalez, Ronald Grooms, Jonathan Henson, Robert Hiltzheimer, Rickey Mahone, Rick Recchio, George Richardson, Kenny Sayer and Shamon Thomas.

Public Comment

There was none.

Minutes

King moved to approve the March 18, 2021, regular meeting minutes as written. Ernst seconded. Motion carried unanimously with Fleisch abstaining due to her absence from the meeting.

Consent Agenda

- 1. New Alcohol License –CM Chicken, 2705 Highway 54, Suite 6 & 7**
 - 2. Laurel Brooke Stormwater Facility Maintenance Agreement**
 - 3. 214 Smokerise Trace Stormwater Pipe Replacement**
 - 4. 2021 State Homeland Security Program Grant Submission**
 - 5. Non-Profit Funding - Fayette Senior Services**
 - 6. Non-Profit Funding - Fayette Council on Domestic Violence, Inc., d.b.a. Promise Place**
 - 7. 2021 Citizen Corp Community Emergency Response Team Grant (CERT)**
 - 8. Budget Amendment FY2021 – LMIG**
 - 9. Cancel April 15th City Council meeting due to lack of agenda items**
- Ernst moved to approve Consent Agenda items 1-9. Madden seconded. Motion carried unanimously.

Old Agenda items

None

New Agenda items

Fleisch noted that approval of the zoning map had been pulled from the agenda due to pending litigation.

04-21-02 Limiting turning movement of Stagecoach Road private driveway

City Engineer Dave Borkowski presented an overview map of the area in discussion, pointing out SR 54 on the east side of the city, along with Walt Banks Road, Carriage Lane, and Robinson Road. He showed the intersection of Stagecoach and Robinson and indicated the location of the middle school currently under construction on Stagecoach. The school had been a topic of concern, Borkowski continued, because of questions about the traffic it would generate.

The Board of Education (BOE) commissioned a traffic study that showed the intersections of SR 54 at both Robinson and Walt Banks were rated "D" now and would still be "D" in the future after recommended improvements were made. The first recommendation was to make a connection between Stagecoach and Carriage Lane, and that had been done. Another

was to make Stagecoach a two-lane, paved road and make intersection improvements at Carriage Lane and Robinson Road at SR 54 by adding turn lanes. The traffic study recommended encouraging the use of Carriage Lane and Walt Banks at SR 54 because that intersection had a better existing level of service than the Robinson Road intersection. The study showed that traffic would overload some left turn lanes. At Robinson and SR 54, 450 feet of storage was needed; currently, there were 250. It could not be increased because it would back up into the storage lane on the other intersection. Borkowski noted that at the existing Booth Middle School, which the new school would replace, traffic backed up through the parking lot and onto Peachtree Parkway to the existing cart path crossing, a distance of approximately 1,555 feet. Although not an apples to apples comparison, that should give them an idea of the demand they were talking about.

One way to encourage more traffic at the SR 54/Carriage Lane intersection would be to eliminate some movements at the Stagecoach and Robinson intersection. They could eliminate left turns, which would also help mitigate backups to the signal at SR 54 as well as keep traffic moving in and out of the Carriage Lane intersection. This could be done by installing plastic bollards, striping and signage, which would be fairly inexpensive. Borkowski said he had a quote for the bollards at \$3,500 to \$3,700. With the signage and striping, it should come to about \$4,000 to \$5,000.

Another option for eliminating those turns, he went on, would be to do something with concrete and asphalt. They could put a concrete island in the middle of the intersection and create a small right turn lane in and another right turn out lane. They would need to push the existing cart path back and do some grading. He didn't have quotes on this, but estimated it would cost around \$70,000, but certainly no more than \$100,000.

Tonight, Borkowski told Council, he was seeking feedback. Did they want him to get bids on either of these options?

City Manager Jon Rorie stated this work would all be in the City's right-of-way, not on the Stagecoach private driveway. The only improvements they could do there might be a little grading. Anyone entering or exiting via Stagecoach would be traveling over private property. Borkowski indicated the point at which it became a private drive, and Rorie said they wouldn't be doing anything on the private side, just at the right-of-way at Robinson Road.

Fleisch asked Borkowski if they needed more measurements or could this go straight to bid? He said he had everything needed to go to bid.

Madden pointed out that Stagecoach was a gravel road, and, unless the BOE purchased rights and paved it, he did not see how it could be a viable route to move traffic. He noted that cars waiting to pick up kids at the present school backed up about 1,600 feet, and, here, there was only about 500 feet, leaving a backup of 1,000 feet onto SR 54 which would cut off one of the two eastbound lanes. He was concerned that right after this intersection, there was a small left turn lane to Walt Banks, so the other lane on SR 54 would be choked off with cars waiting to turn left to get to McIntosh High. Madden went on to say Stagecoach had to be a viable roadway. They had frequently discussed that this was not the right place to build a school.

Fleisch asked him to confine his comments to Borkowski's request.

Ernst said he believed all Borkowski wanted to know was if they wanted to do the pylons or the concrete. Rorie stated the case was clear that there were only three ways to get in and out of that school: Carriage Lane, SR 54, and Robinson Road. They couldn't do anything rapidly that would make

an improvement along the SR 54 corridor, but the intersection with Robinson was critical. Did Council want them to put this project out to bid to convert the Stagecoach right-of-way off Robinson Road into a right-in, right-out only or should they look at other options? One simple thing they could do would be to put the bollards in the middle.

Fleisch proposed that they place the bollards and also bid out the other proposal. By the time the bids were received, they should have a sense of what was needed.

King said he did not want to do away with a right-in, right-out option because that was a blind left turn coming out of Stagecoach. Also, there would be a plethora of golf carts that would use that road regardless, he continued.

Fleisch said that was why she proposed doing both and asked Borkowski how quickly they could get the bollards installed? He said they could be installed in-house, but he did not know how long it would take to get them. Rorie said it would take 30 to 60 days.

The right-in, right-out was doing nothing but cramming more traffic onto SR 54, Prebor remarked, saying he felt they should explore other options. They met that week with School Board Member Randy Hough, and he was going to ask the School Board to consider working with the Methodist church to see if the intersection could be moved down and alleviate the problem of traffic backing up on SR 54. It was doing a disservice to Peachtree City residents to just cram everyone on SR 54.

King said that would require the BOE purchase a portion of Stagecoach at least to the point where they could turn into the church parking lot. Prebor asked if there had been any discussion by the BOE about purchasing Stagecoach, and Rorie said he believed there had been.

Fleisch said they needed to confine the discussion to the issue at hand and wondered what would be the best way to form a motion for the bollards and the bids on the concrete?

Did they have to vote now? Prebor asked. Fleisch said they needed to go ahead because it would take 30 to 60 days to get the bollards installed. Prebor said it should not take that long. It would not solve the problem, and Fleisch commented that nothing would solve the problem. It would help, Prebor continued, to route the traffic further south on Robinson. That would take the BOE's cooperation, but he said they should try for that first.

Putting the bollards out was an inexpensive way to get the right-in, right-out on the table, King said, and maybe that would give the BOE impetus to get the easement to cut through the church property. Ernst agreed, adding that he would never be in favor of letting school buses turn left onto Stagecoach from Robinson. He liked the idea of going further south through the church parking lot, but, for now, he was in favor of installing the bollards to make it a right-in, right-out.

Installing the bollards now would be premature, Madden remarked. The school was not anticipated to open until December, so they would have until September or October to make a decision. They could order the bollards and use them elsewhere if they were not used here. That would give the BOE the opportunity to explore its options.

How would that change that particular intersection? Ernst inquired. Madden said most of the traffic would leave the school and head west, north, or south. It was not realistic to expect all those buses to turn onto SR 54. A crossing guard could help the buses turn onto Robinson Road. Anything they could do to assist traffic in getting away from SR 54 would help. It would not solve the problem, but it could

improve traffic flow. He recommended they table this until their next regular meeting, which would give the BOE a month to work something out to improve the traffic flow.

King said he wanted the conversation to offer solutions; they knew they had a problem. If they could do the right-in, right-out and get the buses to travel on Wingate to Robinson, then move northward to do a right-in onto Robinson, it might add about three miles to the bus traffic per day. It would be an additional fuel cost for the BOE, but it would be safer.

Fleisch called for a motion.

Ernst moved to limit turning movement of Stagecoach Road private driveway to right-in, right-out by installing bollards. King seconded. Motion carried 3-2, with Madden and Prebor voting against.

04-21-03 Wireless Telecommunication Facilities Ordinance Revisions - Small Cell Technology

Borkowski showed a photo of a small cell site located unobtrusively on an existing power pole and said that was their goal. Peachtree City changed its ordinance in 2017 to promote this. Since then, he related, the State had adopted Senate Bill 66, taking regulatory power from the municipalities, so Peachtree City had revised its ordinance to comply with those requirements. The revisions had been approved by the telecommunications consultant.

Review times were changed because the law now required the City reply to requests from carriers within 20 days. The City's fee structure was the same as what the State now required, so no changes were needed. There were a few design standard revisions along with housekeeping items such as making it clear they were regulating inside a right-of-way versus outside.

What most people would be interested in was what was allowed inside a residential subdivision, he noted, and the State's rules said no new poles could be installed. Everything would have to be located on existing poles. The antennas could not be larger than six cubic feet in volume, which was about two foot by two foot by two foot. They were limited to 10 feet above the existing pole height within the right-of-way, and if they attached to an industrial building outside the right-of-way, for example, they could go just 10 to 15 feet higher than the building.

Borkowski said they had developed an application and outlined a process for review, so they were good to go.

Rorie recalled there were citizen complaints several years ago regarding the mono-pole off Crabapple that related to Georgia Power's operation. The City could not regulate that. Many people asked why they could not have put the antenna on the water tank right beside it, which was a logical argument, Rorie continued. A few years later, small cell towers were coming into use to roll out 5G, and vendors began to contact the City about them. There had been at least two people who came before Council to say the City should prohibit the rollout of 5G. Right now, the American Rescue Plan talked about broadband and 5G. These rules had been five-plus years in the making, he stated, and he suspected that next year, they would be right back to deal with more housekeeping issues. All they were asking for now was housekeeping to the current ordinance to bring it into compliance with State law. They had no choice.

Fleisch pointed out this was what they did with other ordinances as well.

Madden said it was important to note that since 2017, the State Legislature, with support from the tech companies, were trying to pass a law that would restrict municipalities from controlling the towers' appearances in the rights-of-way. He said he was glad to hear that it had been voted down again,

but he was sure they would continue to seek restrictions on how the municipalities allowed the rollout in the rights-of-way. If they passed this law next year, it would supersede local ordinances, so they needed to be aware.

Prebor asked if the deadlines set in the ordinance were reasonable and would not put the City in a bind to get back to the applicant? He said he hoped it had been vetted well.

Rorie told him there was nothing they could do about the timelines, and City Attorney Ted Meeker noted they were mandated.

Ernst moved to approve New Agenda item 04-21-03, Wireless Telecommunication Facilities Ordinance Revisions - Small Cell Technology. Madden seconded. Motion carried unanimously.

Council/Staff Topics

Converting two Tennis Courts to six Pickleball Courts

Recreation and Special Events Director Quinn Bledsoe noted there was a contingent of passionate pickleball players in Peachtree City. Over the past few years, they had lined tennis courts to accommodate pickleball play and added pickleball lines to the new floor at the Kedron gym. Now they had the opportunity to create some dedicated pickleball courts that would have nets at the correct heights and be regulation size.

She presented a photo showing the current condition of the Braelinn tennis courts. They were Nova Pro courts and required regular maintenance. The photo showed that the mat was pulling away from the taping done to keep it in place, and this was normal wear and tear. She said she met Phil Castagna, Vice President of the PTC-Fayette Pickleball Association, at the courts and discussed converting two of the courts into four pickleball courts. He took that back to the members, and they were excited about having courts specifically for pickleball.

The tennis courts were scheduled for maintenance this year, Bledsoe continued, but instead of doing that maintenance, they were considering converting them to pickleball courts. She showed a drawing Castagna had done that showed six pickleball courts could be sited on the space, but she said the dimensions would not support six courts. They were looking at overlaying the two existing tennis courts with four pickleball courts in the existing footprint. That would involve removing the Nova Pro mat and repairing the cracks in the asphalt, which would cost about \$13 to \$14 a linear foot, and there could be from 1,500 to 2,000 feet of repairs needed. They would pull out the tennis posts and fill those holes, then reset pickleball posts, apply several layers of the acrylic product used on tennis courts, and line it for pickleball. She said the cost was estimated at \$50,000 to \$60,000. It could be done this spring, but they needed to wait for warmer and drier weather.

Bledsoe said they had been planning to create pickleball courts for a while and had considered other locations, but felt this was the right place and the right time to move forward. The association wanted parking, bathrooms, and dedicated courts, and this location satisfied all that.

Madden confirmed that the court surface would be asphalt and asked if it was easier to maintain than the Nova surface? Bledsoe said it depended on how many cracks they had to fill. One company guaranteed its work for five years, which was a good warranty. That did not cover new cracks, only those that reappeared. Was it less maintenance? That was a tossup because you couldn't predict the number of cracks you might get. The Nova court could bubble up, Madden remarked, and Bledsoe agreed, saying it could stretch like carpet.

Fleisch noted the Nova Pro was a band-aid because, at that time, they did not have the money to repair the courts.

Rorie said he and Bledsoe dealt with these courts back in 2012. Nova Pro had a 25-year warranty provided acrylic was applied every five years. They were told in 2012 they might need to rebuild those courts in the near future, but they applied the Nova Pro and got nine more years. They had no idea how many cracks there would be when the Nova surface was peeled off. Rorie noted there was an expectation for them to rebuild 12 courts at the Tennis Center over the next five years. That would be about \$700,000 to \$800,000. Rorie said if it came to a situation at Braelinn where they needed to patch extensively or rebuild, he would recommend the rebuild and get a longer term investment.

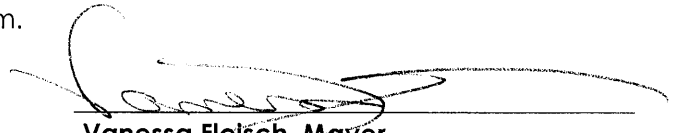
Madden wondered if there would be space for benches? Bledsoe indicated where they would be and also pointed out a three-foot fence that would keep the ball from entering the adjacent court.

Rorie pointed out that about three years ago they sold the cell tower leases on Rockaway Road and put the proceeds into a park enhancement fund. That is where the money was coming from to pay for this renovation.

There being no further business, Ernst moved to adjourn. Prebor seconded. Motion carried unanimously, and the meeting adjourned at 7:25 p.m.



Martha Barksdale, Recording Secretary



Vanessa Fleisch, Mayor