



**CITY COUNCIL OF PEACHTREE CITY
REGULAR MEETING AGENDA**

**Peachtree City
Mayor & City Council:**
Vanessa Fleisch, Mayor
Phil Prebor – Post 1
Mike King – Post 2
Kevin Madden – Post 3
Terry Ernst – Post 4

**MARCH 21, 2019
6:30 p.m.**

- I. Call to Order
- II. Pledge of Allegiances
- III. Announcements, Awards, Special Recognition
Proclamation – Safe Digging Month
Presentation of Lifesaving Awards – Police Officers Anna Lief and Brandon Akins
- IV. Public Comment
- V. 10-minute Talk – Civil Air Patrol, Lt. Col. Joel Seidband and Capt. Candice Serafin
- VI. Agenda Changes
- VII. Minutes
March 5, 2019, Retreat Workshop Minutes
- VIII. Consent Agenda
 - 1. Consider Agreement for Clinical Training Hours
 - 2. Consider Intergovernmental Agreement with Fayette County – Municipal Election 2019
 - 3. Consider Qualifying Location Permit – Shakerag Knoll, BMX BBQ Event, May 31-June 1
 - 4. Consider FY 2019 Budget Amendment – Public Works Street Supplies, Public Works Building Repairs & Maintenance, Recreation Building Repairs & Maintenance
 - 5. Consider FY 2018 Housekeeping Budget Amendment – D.A.R.E. Fund
- IX. Old Agenda Items
- X. New Agenda Items
 - 03-19-01 Public Hearing – Consider Rezoning, GI to LUI, 301 Kelly Drive *(Robin Cailloux)*
 - 03-19-02 Consider Request from GVI-Peachtree City, LLC, and Crescent Communities to Lift Multi-Family Moratorium; Calistoa, Lake McIntosh *(Robin Cailloux)*
 - 03-19-03 Consider Resolution – Regional Planning Grant Application *(Robin Cailloux)*
 - 03-19-04 Consider Resolution – TDK Boulevard *(Jon Rorie)*
- XI. Council/Staff Topics
- XII. Executive Session
- XIII. Adjourn

**City Council of Peachtree City
Retreat Workshop Minutes
March 5, 2019**

The Mayor and Council of Peachtree City met in Retreat workshop session on March 5, 2019. Mayor Vanessa Fleisch opened the workshop at 6:30 p.m. Council Members attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor.

Topics for the Retreat workshop included Comprehensive Plan Initiatives, Development/Re-Development Initiatives and Tools, and Code Enforcement.

Fleisch began by thanking everyone for attending and saying she hoped they would walk away with context and information on the City's status as it celebrated its 60th anniversary. The goal was to present facts, because they liked to make decisions based on facts, she noted. Over the past few years, due to the poor conditions, the City had been in continual crisis mode as different situations arose, such as Lake Peachtree, failing stormwater drains, or the lack of space for incoming businesses, since 97% of industrial space was full. Every day, the Mayor remarked, there was something breaking due to poor workmanship or builder-grade materials not intended for longevity.

Fleisch noted that she spoke to third graders at Kedron Elementary the previous week and asked them to guess the busiest cart path in the system. They all replied that it was the one that went by their house. Fleisch said it was easy to focus mostly on what surrounded us, but Council had to focus on the City as a whole. For the majority of the 10 years she had been in City government, Fleisch reported that she had focused on the failing infrastructure. They had made huge strides, but must ensure that they maintained what they had. Now, for the first time in those 10 years, they were able to take a more proactive, rather than reactive, look at all of the City. She acknowledged that it was easy to go online and get one side of an issue, and thanked the audience for their attendance and desire to understand the processes behind the decisions the City made.

City Manager Jon Rorie asked those attending the meeting to look at the information that would be presented as pieces of a puzzle. He had spent a lot of time putting out figurative brush fires, trying to keep them from becoming conflagrations during his eight years with the City. The idea of this retreat session was to explore what the City could look like. He showed the initial plan for Peachtree City, which had called for a population of about 84,000 people. He asked the audience to imagine 84,000 people tucked in the City's 24 square miles. The current population was around 35,000. Over the years, the original plan had changed. The population and density were downgraded. Now, the City was, in essence, built-out, Rorie said, and the focus should be on what the future would look like.

At this retreat session, they would discuss economic development, redevelopment, Community Improvement Districts (CIDs), traffic and roads, and how they fit into the context of some larger issues. On April 2, there would be a follow-up workshop on facility management and service capacities, and another on May 7 to discuss fiscal control and financial management.

Rorie pointed out that it was easy to put numbers on a piece of paper to represent a spending plan, but it was difficult to determine what those numbers should be. The goal coming out of the May 7 Retreat workshop was for him to make a recommendation in how they approached the next five years, 10 years, and 20 years, in terms of financial control and fiscal management. The other pieces were just tools they would use to get there.

On the agenda, Rorie pointed out, the words "safeguarding our community" were highlighted. There were 35,000 people in the City and probably 35,000 opinions on what this meant. He said they were trying to understand the opportunities and risks that might arise in the future. By understanding them, they might be able to develop choices and be proactive rather than reactive. One topic would be

how they responded as a community to recessions or financial crises, as well as for developments or annexations. They needed to understand the opportunities and risks in order to focus on what choices they could have in the future.

Rorie read the City's mission statement, which said the City government existed for one purpose: to provide high quality services. That was simple, he noted, but the bullet points showed the nuances:

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

Rorie noted that these were easy to write, but harder to implement. Safeguarding the community meant doing something; but what was that "something." Rorie said he was frequently reminded that he needed to listen to citizens, and "which ones?" was his usual response. The concept of high-quality services meant different demands and different service level impacts throughout the City. At this meeting, he wanted to share discussions about the past vs. the future and how the various demands played out day to day.

There were two sides of decision-making, Rorie explained. One was politically acceptable, illustrated by the question "Can't you just?" and the other was administratively sustainable, with the answer "No, I can't." In between was a public policy gap, which Rorie illustrated with a dollar sign. At the February 21 Council meeting, he used this illustration to discuss issues with the path system, such as leashes, horns, striping, and signs. He expanded the discussion to include other things dealt with on a daily basis, including playgrounds. The last playground installed cost \$45,000. There were 24 tot lots throughout the City. If each was replaced with a playground, it would be 24 times \$45,000. Rorie said he made a recommendation several years ago to reduce the amount of money spent on library books by \$25,000. They faced a lot of resistance, but, Rorie pointed out, the world now existed in a digital environment, and there were many forms of media in addition to books. On average, the City spent \$12 or \$15 per streetlight, but the budget was close to \$400,000 per year just for streetlights. He said he frequently got requests for new lights, but the City already spent enough. He asked if that was safeguarding the community. Deer were another issue. The City had 3,700 acres of greenspace that provided a habitat for wildlife. Public Works Director Scott Hicks said a contractor would charge \$150 to remove a dead deer, and there were about 250 a year killed on City roads. Other pieces of the puzzle were recreational user fees, signs, and even pansies, Rorie joked.

Rorie concluded with a quote from Patrick Henry: "I know of no way of judging the future but the past" and one from Abraham Lincoln: "The best way to predict the future is to create it." In between was a balance, and in between was a public policy gap and the day to day decisions City leaders made when they tried to look at what the future held. He went on to say that Mark Twain once quoted British Prime Minister Benjamin Disraeli in saying that "there were three kinds of lies: lies, damned lies, and statistics."

Rorie presented statistics that showed that the metro Atlanta area was number one in job growth, year after year. However, jobs brought people, and people brought traffic. It was great to have all these jobs, but there were consequences. The population in the metro Atlanta area was projected to increase by three million people by 2040. Jobs would increase by four million. Rorie asked what would happen if these numbers were off by 50%. He noted that Coweta County's population, now 140,000, was expected to increase by 98,000 over that same time period. Fayette County, now at 111,000 people, would grow by 32,000. Even if those numbers were off by 50%, they were still talking about moving the city of Charlotte into the metro area. If they were accurate, it would amount to moving the populations of Charlotte and Jacksonville in a 10-county area, and Rorie asked what

would be done to plan for that demand and impact. Rorie showed predicted growth in occupations at various salary levels. High wage jobs in technology and health occupations were expected to increase. Some of the mid-wage occupations, such as office and administrative support personnel, were expected to decline, as were jobs in education and library science. Truck drivers would see more job opportunities. The growth predictions were higher for low-wage occupations, such as retail sales.

These jobs created certain travel patterns, Rorie continued. Each day, about 15,500 City residents left town to go to work, while 16,600 people came into Peachtree City to their jobs. Only about 2,600 people both lived and worked in the City. If the City was basically built-out, and industrial sites were at a minimum, Rorie asked what the City could do to change these numbers and get more citizens to live, work, and play in Peachtree City.

Rorie recalled a book he read about the decline in the national birth rate and its impact. Birth rates were below the replacement levels for all races and ethnicities. The Governor's Office of Planning and Budget estimated that in 2025, Fayette County would have about 13,000 residents between the ages of 10 and 19, as opposed to around 16,000 in 2017. In 2017, there was a population of around 16,000 people in the 60-69 age range; by 2025, the estimate was 20,000. There was a lot of talk about attracting millennials and young families, Rorie stated, but figures showed that retirees had more income and spent more as a group. Retirees would bring \$40 billion in personal income, compared to just \$4 billion for people age 18 to 64. Retirees would add \$7.8 billion to the gross domestic product (GDP), while the younger group would add just \$2.6 billion. He asked Senior Planner Robin Cailloux how often she got inquiries about senior living facilities, and Cailloux said, conservatively, at least twice a month.

The bigger question, Rorie noted, was that if you had this population growth, regardless of age, where would they work and live. There was a lot of discussion locally about apartments and condominiums, and mixed use developments. As populations shifted, people wanted to downsize to something more affordable that required less upkeep. He questioned what type of recreational services would be needed. Rorie noted that school enrollment numbers were declining.

Rorie said that led to some comprehensive planning efforts, which had four focal points. One was economic development, which called for maintaining a diversified economy that encouraged high paying, quality jobs to maximize the tax contribution while meeting the requirements of a healthy environment. The land use component called for establishing appropriate land uses in areas that were suitable for development that would not endanger, but protect, the surrounding environment and aesthetics. Community services called for continually providing adequate levels of services to all areas as needed (By whose standards? Rorie wondered). The transportation component called for establishing and maintaining a comprehensive system that provided safe and convenient circulations through and around the City, including roads, cart paths and rideshare services. Those were overlapping impacts with competing interests.

Council's job was to understand consequences of their decisions. One way to do that was through citizen engagement opportunities to define the who, when, when, where, and how. Means included comprehensive planning, surveys, public meetings, and boards and authorities. Public input registered during the creation of the Comprehensive Plan showed citizens were concerned about the lack of a central gathering place, limited housing type options, the need for redevelopment of retail space, and maintenance of landscaping. Rorie said he wanted listeners to keep those in mind when considering the issues that the City faced every day.

In looking at the consequences of some items in the Comprehensive Plan, Rorie noted that recruiting high quality jobs would shift the tax burden away from residents. Rorie questioned whether the City

should focus on recruiting a manufacturing facility that offered mid-wage jobs that would bring workers to the via SR 54 or 74, noting they would commute out of the City in the afternoon creating more traffic. Rorie said they would shift the focus to technology and trying to in-fill some of the smaller sites in the Industrial Park through different type of light industrial users.

Managing congestion had consequences that City Engineer David Borkowski would discuss later, the City Manager remarked.

The 2006 planning effort listed several areas for redevelopment, and Rorie wondered if the list was still relevant. Braelinn Village retail was on the list, and Rorie mentioned that Kmart was no longer in business, asking what would go in that space. He said he believed they had been asked to look at some type of senior facility there, and Cailloux confirmed this, saying they were approached about 18 months ago, before Kmart officially closed. Also on the list were Stevens Entry and Westpark Walk retail.

Rorie displayed a "wordle" showing the frequency of use of certain words by residents in listing the things they loved about Peachtree City. Prominent on the list were the path system, golf carts, and greenspace. Rorie said the City even regulated the cutting of trees on private property. There were 3,700 acres of public greenspace, and clippings from all those acres were hauled down to the waste yard on SR 74, which he called a million-dollar dump on the gateway to the City. Rorie said there were consequences to the greenspace, such as tree limbs and deer. Safety was also prominent on the list, as was low crime and low accident rate.

The wordle for things residents wanted to improve included the lack of a central gathering space, vacant retail, limited affordable housing options, and too many rental homes. City Clerk Betsy Tyler conducted periodic surveys of residents. A 2016 polling showed that residents thought the biggest challenge for the next 10 years was traffic. Crime came in at number two, although Rorie said it was not running rampant, it was just reported more, and social media made the news more widespread. Surrounding development, such as the projected population increase in Coweta, was also an issue. Rorie said he felt the biggest challenge the City faced was how to be all things to all people at all times and make everybody happy. However, it could not be done. They needed to explore how to prioritize these things for the future.

Cailloux then took over, saying she first would present a couple of status updates on residential development, undeveloped land availability, and vacancy rates at existing developments. Then, she intended to discuss some national trends and how Peachtree City reflected those trends. Tools to protect and promote private investment would also be examined, Cailloux reported.

This year's figures showed the average single-family house in Peachtree City was built in 1993, up from last year's 1991. The houses were not getting younger, Cailloux explained; new construction on the west side lowered the average age. The average condo/apartment unit was built in 1993, while the average townhome was constructed in 1986. The last apartment construction in the City was in 2001, she reported.

A bar graph depicted values per unit and per acre for single-family homes on large and smaller lots, condos, apartments, and townhomes, based on 2018 Tax Assessor data. It showed that single-family homes on more than an acre had the highest average value per unit, just under \$600,000. The greatest value per acre was for a home on a lot less than a quarter-acre in a cluster development, averaging out at \$1.5 million per acre. Most of those homes were recently built, Cailloux pointed out, so they would have a higher value. Nonetheless, when there was more investment on a smaller area, the average value was higher.

Figures from the U.S. Census Bureau's Quick Facts showed that 26% of the single-family homes in the City were rentals. The national average was 17%. This reflected a changing demographic, she noted. The number of people who were choosing to rent was increasing across the board, and the percentage for households making more than \$100,000 had increased by 48% since 2008. Cailloux noted that 2007 and 2008 was when the housing market really began to decline. Among middle income families, the number of renters grew by 18%, while in the lower income range, it grew by 8%. She showed photos of homes currently for rent in Peachtree City at multiple price ranges.

Cailloux shared photos of improvements in the appearance of homes, including one on Sweetgum that had been purchased and renovated and was now on the market. A photo of another home in that neighborhood showed renovations, and Cailloux said these were good quality improvements on these older homes. These improvements resulted in increased property values, and, therefore, increased revenues to the City.

Cailloux also displayed photos of improvement at a home where Code Enforcement had stepped in. She reported that Code Enforcement dealt with 72 homes in the past year. Maintaining property values was important because if too many run-down properties collected in one area, property values would decline. Responding to a question from Fleisch, Cailloux said there were three Code Enforcement officers. Rorie asked if they had an adequate tool box to deal with the issues they faced, noting that a lot of the restrictive covenants in older neighborhoods had expired. Cailloux remarked that the City was restricted to using the International Building Code property management tools. Pointing to areas on the "after" photos, Cailloux remarked that the City could not require the property owner to paint the siding all one color or to cover an exhaust on the side of the house. There were standards adopted for use throughout North America, and the City could only use those tools.

The availability of undeveloped land had both increased and decreased, Cailloux noted. She displayed a map of the City, with the areas that could not be developed shown in green. There were 371 acres of undeveloped land zoned for residential use, but 102 of those, along MacDuff, were in preliminary development. Construction should start by summer. The City had added about 65 acres of developable single-family residential land with the potential to add 80 lots with the annexation on SR 54 East. She showed a 148-acre parcel in the northeast corner of the City that was zoned for one-acre lots. There was space for a few estate-sized lots on Robinson Road, and the remainder of undeveloped residential property was small lots scattered throughout the City. Two areas were already zoned for multi-family, Cailloux noted. There was a seven-acre tract at the end of Cobblestone Creek, and a 30-unit condominium-type development would be permitted on a tract on Rockaway Road.

Undeveloped commercial land consisted of 56 developable acres that were zoned General Commercial (GC) or Limited Use Commercial (LUC), 41 of which were in the land annexed on the east side, along Governor's Row and Peachtree Court as well as what was known as the Bradshaw Family tracts. Aside from these two large parcels, the next large site was a 4.6-acre tract in Lexington Village; there were two 1.5- and 2-acre tracts in Bridgepark, located in front of the Hilton Garden Inn on SR 74. The remainder were small lots with unique constraints, such as topography, railroad, environmental issues, etc. There were 22 developable acres of office-zoned land. An area off of World Drive had the ability for an all-suites hotel or an office building. Two parcels were at the entrance to The Gates subdivision, and the remainder had unique challenges. The parcel across from The Gates had a pond and some wetlands, so it appeared much larger than it actually was. There were some odd-shaped pieces off Tivoli Gardens Road, Cailloux noted.

Cailloux went on to say there had been a good amount of industrial development over the past year, leaving a total of 235 developable acres, most of it in the airport and owned by the Airport Authority. They were currently adding a 5,000 square-foot hangar. There was an 11-acre tract that

could be impacted by navigation easements. Of that, there were only two lots of the size needed to attract a major industrial tenant. Four lots were in the mid-range in terms of size and about 18 lots of three to eight acres that would not be considered suitable for a manufacturing site, but could be used for warehousing or storage. There were 14 lots of up to three acres, but in the industrial world, Cailloux pointed out, that was not a developable parcel. The City might want to look at combining them and redeveloping with surrounding parcels or options for light industrial categories.

Commercial vacancy rates had increased over the past year, from 3 to 5%. Most of that could be attributed to the loss of Kmart. Some of the older commercial developments had lowered their rental rates, and there had been a lowering of the average sale per square foot. Office vacancies improved by 1%, to 10%, which Cailloux said was a healthy number. She added that about 75,000 square feet of office space would hit the market by fall, already occupied, when SMC³ completed construction. Industrial vacancies were consistent with last year at about 1.9 or 2%. There were many projects built as speculative buildings and immediately occupied, such as 115 Paschal or the two parcels next to Osmose.

Prebor asked what a good vacancy rate was for commercial space. Cailloux said the City did not want to see more than a 10% rate, but noted that countywide, the vacancy rate was around 16%. Peachtree City was doing well compared to its neighbors, but needed to watch for dropping rents. The City must ensure that properties were well-maintained.

Cailloux went on to put this in national context because Peachtree City was impacted by larger realities. Large retailers such as JC Penney, The Gap, and Victoria's Secret were all closing stores. In 2018, bankruptcies included Sears, Nine West, and Brookstone. To put it into context, online sales constituted only 10% of all retail sales. Clearly, there was a shift, and the percentage had doubled over the past year and was expected to continue. However, Cailloux cautioned, citizens should expect to start seeing ghost towns in retail areas. Online retailing was attractive because prices were often cheaper, there was more selection, and it was convenient. Retailers were both going into online sales and re-focusing their brick and mortar stores into more of an "experience" with smaller stores. Nordstrom had small stores called Local, and Publix offered GreenWise. Target had a concept that could be from 12,000 to 30,000 square feet. Retailers were experimenting more with this neighborhood scale. If you could order something online, it was cheaper to store it in a warehouse at \$5 per square foot than to store it in a commercial store and pay \$20-\$25 a square foot. The smaller footprint stores still allowed people to see and touch items and to talk with associates.

Figures from the Federal Reserve Economic Development division showed the housing bubble and crash of the mid-2000's, along with rise in the property values that followed. The International Monetary Fund said the typical housing bubble occurred every 13 years and lasted about five years, which was exactly what the graph showed. A slowdown in price growth was occurring, Cailloux commented, the first since 2014. A typical bubble took four years to get to the top and four years to reach the bottom. Typically, it went back to where it was when the bubble started. However, that did not happen in the last bubble, possibly due to government intervention, Cailloux speculated, the bubble did not go back down to its starting point. Instead, it began to climb. Financial expert Charles Hugh Smith anticipated two future scenarios. One was that the truncated bubble would repeat itself, and all the gained value would not be lost. The other predicted a return to the point where the bubble started. Cailloux noted that prices on Victorian-era homes that were occupied today, with inflation factored in, still had the same value as they did when they were built.

This showed it was not unusual for these bubbles to even themselves out over time. She said it might look scary, but it was a normal economic cycle.

"What if it were wrong," Rorie asked. Cailloux responded that she was a planner, so she liked to plan

for the worst and hope for the best. Rorie said the City was obligated to plan for the worst. Cailloux gave reasons why this bubble was bound to happen. They included the massive amount of student loan debt millennials had, which averaged about \$30,000. Salaries were not keeping up with housing prices. Foreign investors were leaving the market, and there had been a demographic change in what type of housing people desired. Nationwide, about 667,000 new homes sold in 1991, and that number spiked to 1.283 million in 2005 before falling to 614,000 in 2017. The demand for apartment dwellings increased over that time. In 1997, about 200,600 units were constructed, while in 2017, about 350,000 apartments were built. By 2030, the nation will need 4.6 million new apartment units, an average of 418,000 units a year. Only 8% of new housing units built in 2017 were condos, about one-fifth of the number reported in 2006 and fewer than any year since 1974, when records were first kept. Cailloux said she heard that the financing to build condominiums had just vanished. The Great Recession left many feeling that condos were just too unstable of a product.

In 2016, 1.5 million older adults lived in nursing homes, up considerably from 1970 when they started tracking these figures. In 1970, there were 879,000 nursing home beds, up to 1.6 million in 2016. Assisted living facilities had developed since the early 1980s, Cailloux commented, noting that her mother was a senior services social worker, so this was a common topic of conversation in her family. Prior to 1985, these assisted living facilities did not really exist. They came about due to federally-funded construction, and now major corporations had whole units devoted to constructing assisted living operations. These facilities bridged the gap between home and nursing homes. They had some communal living spaces and included meal services. Medical care could be purchased on an a la carte basis. There was a huge demand for these services. Cailloux said she had talked to developers about property and mentioned it was near another assisted living facility and was told it did not matter, there would be tenants.

Cailloux noted she had gone over existing status of development, what was available, vacancy rates, and national trends; now it was time to examine how this would impact Peachtree City and its land use planning. Topics discussed in the Comprehensive Plan and in other planning activities included mixed use developments, the City's goal of 25% greenspace, shifting land use slightly away from residential and towards commercial (a 75/25 land use split, rather than the current 80/20). Cailloux said there was no perfect formula; it varied according to a city's goals. Should there be some densification or allow development to sprawl out, which came with a higher cost of providing services, she asked. They also needed to look at what tools could be used to help property owners modernize their existing inventory.

Rorie pointed out that in the 75/25 split, the 25% did not necessarily mean all retail or all industrial, and those same standards applied to annexations. He discussed how that worked in recent annexations, such as the one on SR 54 East, with 105 acres that was already developed. In this case, it might be 75% commercial/25% residential, leaving about 25% of the total as greenspace. The recent annexation met or exceeded those goals. The numbers might move a bit, but they wanted to apply those goals.

Fleisch recalled that during the public input on the Comprehensive Plan, residents were asked to define the village concept, and Cailloux remarked they got two different answers. Some people said it did not apply anymore because they drove to go shopping. Others replied that there needed to be a dense, commercial job core, then a step down in intensity from multi-family to single-family and down to the estate lots. That was the pattern the City had been using. The Mayor noted there were a lot of "I don't know" responses. Cailloux said she wanted to talk about modernizing the village concept in talking about redevelopment plans.

Cailloux moved the discussion on to tools that could be used to encourage private investment, including Community Improvement Districts (CIDs), redevelopment, and assessment districts. The

General Assembly must grant a government the power to form a CID, and the City did have a bill in the current session seeking this power. The property owners must agree to this self-taxation. A majority of the property owners must consent as well as property owners totaling 75% of the value. There would not be a lot of owners of small properties forcing the owner of a large tract into the CID unless the math worked out. The state prohibited residential, multi-family, and tax-exempt properties from being part of a CID. They could be in the area and enjoy the benefits of the projects, but they would not pay the tax assessment or have voting rights in the CID.

Once the consent of the governed had been obtained, they would approach the local government and ask to create the CID. A CID was made up of a board of directors with some members appointed by the City and others elected by the CID members. This board set the millage rate and the budget priorities. There was a maximum of 25 additional mills on top of regular property taxes, but the average in Georgia was four or five mills. The highest was 12 mills in Cherokee County. They could issue debt that would not be counted toward the City's debt limit. This debt could be issued for infrastructure projects such as streets, sidewalks, paths, stormwater, public transportation, parks, and sewer. There were a few in very dense areas that included transportation, such as shuttle buses.

Examples of potential CIDs in Peachtree City included the Huddleston Road area, which did not have sewer, which would help maximize their property values. Using a rough estimate of \$1.5 million to construct sewer to serve these properties, which had a current value of \$19 million. At five mills, they would generate \$38,000 a year for the CID, and at 12 mills, they would generate \$91,000 for the CID. It would take 40 years to raise enough money for the sewer project at five mills, and 17 years at 12 mills. Cailloux looked at smaller projects that might be more feasible, such as intersection improvements for Huddleston and SR 54, using the cost of the Planterra project, about \$750,000 as a guide. At five mills, it would take 20 years to fund this project, and eight years at 12 mills. She then looked at the Special Purpose Local Option Sales Tax (SPLOST) project of a multi-use path at \$206,000. It would take five years to generate that money at five mills, and two years at 12 mills. There were two sides to this formula, Cailloux noted – the property values and the millage rate.

Rorie asked how many properties there were in this hypothetical CID, and Cailloux said 42 or 43. Rorie said he wanted to clarify that consent of the governed was required in addition to support from the City. He noted that 51% of the property owners had to approve, and they had to represent 75% of the property value. At the end of the day, as Cailloux's calculations showed, Rorie said a CID was not a magic bullet. This was a tool, whether it was ever used or not was another matter.

Fleisch wanted Cailloux to explain more about how a property owner could benefit by getting increased value even if they were paying additional taxes. Cailloux said if the CID board was able to use some form of debt financing and put the sewer in before the money was raised, the value of sewer would greatly increase the value of that property. If, because of sewer, you were able to develop or redevelop that property, you would see greater returns. The point was that the millage alone would not be enough; it would have to be used in a suite of tools, such as debt financing.

Rorie said the property owners would have to determine for themselves if the juice was worth the squeeze.

Prebor remarked that he owned property on Huddleston. He asked if a large property owner could force him to fund a project, even if he objected, if the math worked out. Rorie pointed out that a resolution of support from the City would be required. Cailloux said it was also a scale issue. A small CID would not generate enough revenue to fund a major project. Rorie told Prebor that a private property owner could not benefit individually from the CID.

Madden wanted to clarify that the City would not be on the hook for whatever debt structure the CID set up.

Another example would be along SR 54 East, in the area of Aberdeen Village Shopping Center, the blue roofs across the highway, and the Westpark area. The estimated value was about \$30 million, and at five mills would generate about \$60,000 a year. The City had commissioned a study that estimated the cost of a connector road from Westpark to Northlake Drive at \$1 million. It would take about 17 years at five mills or seven years at 12 mills to raise this amount of money. The same study recommended improvements at the Willowbend/Northlake/SR 54 intersection. Using a \$750,000 planning estimate, it would take 13 years at five mills and five years at 12 mills. Even though the property value was increased, thereby increasing the revenue, it was still expensive, Cailloux pointed out.

Cailloux's final example was at the SR 54/74 intersection. She took out all the residential properties, leaving commercial developments valued at \$305 million. That would generate \$611,000 a year at five mills, and almost \$1.5 million at 12 mills. Constructing an overpass/underpass at SR 54/74 could require the City to come up with a 20% match for an 80% government grant. That match amount would be \$11 million of the total project cost of \$55 million. It would take 18 years for five mills and eight years at 12 mills.

Fleisch pointed out that this project would probably require condemning and demolishing some of the properties within the CID, and Rorie said they would be discussing that aspect later.

The CID was one tool to encourage redevelopment, but local governments had other means to aid private property owners. The government could streamline the permitting and planning process to help property owners reduce their risk. Cailloux said they recently hired a consultant to help create a concept for redevelopment of the area along SR 54 near City Hall and Aberdeen Village Shopping Center, knowing it would be impacted by the 54/74 improvements. Goals included creating a walkable, mixed-use area, with new public spaces, and connection to existing public spaces. Greenspace should be enhanced and protected. It should be human-scaled, which meant they were not talking about high-rises, but buildings of four stories or less. It must be economically realistic. A survey by the Atlanta Regional Commission (ARC) showed that people were looking for these qualities in their living space.

The conceptual vision from that planning effort met those goals, Cailloux reported, showing a map of the area with the redevelopment ideas depicted. The curve in Willowbend Road was much lessened, helping to create a grid pattern with new developable blocks. Some existing buildings remained, including The Bridge recreation complex, City Hall, and the First Baptist Church, which would become a visual anchor for a new greenspace plaza framed by mixed-use type buildings. This framing was important because these were not through-streets like SR 54 or 74. Once you were in the development, you needed to park and get out of your car and walk, she explained. The sense of enclosure would help slow cars down and create a more pedestrian-friendly environment. There would be a combination of on-street parking, internal parking lots encircled by buildings, and the possibility of enclosed decks. She pointed to one lot that would be built up so there would be an almost-underground parking area below. Another example was an internal parking lot that could be converted to a parking deck, surrounded by buildings. The plan also incorporated some of the traffic study recommendations that Borkowski would discuss later. The intersections with Northlake and Flat Creek would be altered.

Cailloux noted that it was important to remember that this redevelopment would be initiated by private property owners. The City would not come in and condemn properties and somehow build it for them. It would be done and agreed on by private property owners. She said those owners had

been approached and were in general support of the vision. The last Planning Commission meeting included a workshop that presented a conceptual plan with a private property owner and their firm. She showed the Aberdeen Village Shopping Center on the larger map and said what was proposed was not exactly like the plan, but, as long as what was proposed met some of the goals, it would fit in. The plan showed that the Bank of America/office building and the dentist's office would remain, and additional buildings would be centered around the block concept with a community center at the end of the area. A rendering of what was proposed showed the rebuilt Partners Pizza and Y-Knot Bar in one building. An internal street would become a commercial area, with mixed-use on the ground and apartments above. The remaining area would be apartments, served by the community center, which would house a pool, gym, and other amenities.

Over all, the tract was 9.3 acres if the bank and dental office buildings were included. The current taxable value of the property was \$3.5 million in the 2018 assessment. The property owner proposed a \$45 million private investment. There would be 7,000 square feet of restaurant space, 5,000 square feet of small scale retail, and 27,000 square feet of office space. There would be no more than 200 apartment units. Although there would be an annual property tax increase of about \$115,000, the City needed to consider that there was an increase in density, traffic impacts, and impacts on immediate neighbors. Some of that was good, Cailloux remarked, such as possible increases in property values. Other impacts, such as increased traffic and noise, wouldn't be good.

This was the first type of project of this kind in Peachtree City, and it would set a precedent or example for future redevelopment throughout the City. The developer had said this was the first apartment development of this type that he had worked on. Previously, his apartments had been more like Camden, set apart from other areas.

An improvement assessment was one more tool for redevelopment that Cailloux said she wanted to discuss. Article VII of the City Charter gave the City power to assess property for improvements. Those improvements had to be new roads, paths, sewers, sidewalks, or maintenance of those, and they must serve the area of the assessment. A property owner could not be charged if they did not have access to the new service, Cailloux explained. It could not be a system wide improvement. It would be levied on the property based on that property's use of the infrastructure. Public property that benefited from the improvements could be assessed, too. It must be repaid over a four-year term, with interest. It was not as flexible as other financing tools, she noted.

Prebor asked if they, as a Council, could decide to improve an area and make the property owners pay for it. Cailloux said a neighborhood that did not have sidewalks was an example, and Prebor commented "whether they wanted that sidewalk or not." Cailloux said he was correct in this comment, noting that the property owners paying the assessment had to have access to the improvement.

Think beyond the obvious, Rorie encouraged, saying the next slide would elaborate, and this was a critical point. Two or three years ago, he said he spent an enormous amount of time dealing with the concept of extending sewer service to Tyrone. One of the things that would frequently be said was "Why extend service to Tyrone when we don't even have sewer service on Hip Pocket?" That was a valid question. These were small lots that today could not be developed with septic systems; it would not be allowed. Now those systems were beginning to fail. Property owners were asking to hook into the sewer system. For example, Rorie related, a property owner could say they wanted to run a private main through the City right-of-way. They would put a pump and pipe it into the system to serve only their house, passing all the other homes in the neighborhood. Then their neighbors might want to do the same thing. There would be all of these little pipes in the public right-of-way when it would better serve the public purpose to have sewer run to these homes. A public-private partnership could be arranged to facilitate this because it was as good public purpose for the City.

Rorie said the purpose of an assessment district was to support projects that were for the public good. He noted there were curbs and sidewalks all over the City that most people did not use, because they were not in their neighborhoods, yet City money was used to maintain them. In creating an assessment district, the City would work with homeowners for the common good, not demand they finance a project they did not want.

Prebor said Hip Pocket was a good example that made sense. Rorie said he did not want a sidewalk, but, if he needed to do sewer, he would like the joint purchasing power that would benefit the whole neighborhood.

Madden asked if a certain percentage of homeowners would be required to give their approval, and Rorie told him that would be the right thing to do, whether it was regulated or not. Fleisch said, unlike a CID, this was for residential, not commercial property. Madden said he felt an improvement assessment was a tool that a residential neighborhood could use to affect improvements and would need approval of the residents. Rorie noted that staff recently specifically recommended against approving a grinder pump and a small pipe in the City right-of-way for this reason. The public right-of-way should not be used by an individual. Madden said he wanted everyone to understand this was not a power grab by the City.

Rorie said if residents were told they would be taxed \$10 to keep failing septic systems on Hip Pocket from dumping sewage into Lake Peachtree, everyone would be willing to pay the \$10. However, if the money was being used to put in a sidewalk on Hip Pocket, they would not be so agreeable. There was no public purpose in that. Improvement assessments should be for something in the public interest.

Rorie asked City Engineer Dave Borkowski to talk about the path system, traffic and intersections, and facilities updates and bonds. Rorie said they had already focused on private investments through CIDs and improvement assessments. Now it was time to talk about public investments. The City had a fiduciary responsibility to maintain its \$206 million in roadway assets. There were \$45 million in City facilities that must be maintained. The City's signature amenity was the 100-plus mile path network, but it still lacked connections in some areas, Rorie pointed out. He wanted to talk about public investment through General Fund dollars and SPLOST in terms of road and path resurfacing, and facility upgrades.

A discussion about roads and paths would consist of two major topics, Borkowski noted: maintenance and repair and access vs. mobility. The City had 192.8 miles of roads, a \$206 million asset that did not include the value of tunnels, bridges, and signals, and well as the 100 or so miles of cart paths. It was a lot to pack into 24 square miles. In 2018, they started out with an overall average pavement condition of 61 out of 100, with 100 being newly built and 0 being reverted to dirt. Pavement condition went to 64 in 2019 due to the paving that had been done during 2018. The current plan of attack was to increase the system condition and reduce the number of failed roads (backlog). That equated to investing about \$5.8 million a year, with \$1.8 coming from the General Fund and \$3.78 million from the SPLOST. There had to be a system wide look at the roads; they could not just focus on one set of roads, such as "worst first." Engineer Jonathan Miller had worked with Infrastructure Management Services (IMS) to come up with a cost-effective system wide maintenance/repair plan. Borkowski showed that the current budget for road maintenance would increase the pavement condition and decrease the number of failed roads, or backlog. If spending were reduced to \$4.8 million, pavement condition would increase, but the backlog would increase as well. In the long run, that would cost more because it would require more money per mile to fix those roads.

Rorie wanted to highlight the IMS recommended budget of \$4.8 million per year. He noted that the current General Fund budget was \$1.8 million. If they did nothing but repave roads, the condition

would go down. They were one year into the SPLOST, spending an average of \$5.5 million obtained through a combination of General Fund and SPLOST money. Rorie asked what would happen in year seven. They needed to consider how to increase the General Fund budget for road resurfacing from \$1.8 to \$4.8 million. That was a \$3 million increase which represented about 1.5 mills in the current ad valorem tax. The roadway system was a \$206 million publicly-owned asset. They had a duty to repair, replace, and fix the roads. Prebor noted that they were behind on road repairs, and Rorie agreed. By the end of the meeting, Rorie promised he would have a statement regarding budgeting going forward. Past administrations mismanaged this, he acknowledged.

Madden noted that 89% of the roads repaired in 2018 needed to be full depth reclamation (FDR) because the roads were not maintained in prior years.

Borkowski pointed out that over the past few years they had invested \$330,000 in maintaining bridges and tunnels in the path network, doing things like painting and fixing cracks. In an effort to safeguard these things in the future, they were putting money aside each year, with \$150,000 budgeted for maintenance in the General Fund. They inspected the bridges and tunnels every couple of years.

Rorie broke in to note that this was not a lot of money. He was working on an intergovernmental agreement (IGA) with Fayette County in which the County and the City would evenly split the cost of a bridge. Each half would be \$200,000. Peachtree City had 29 tunnels and 35 bridges. This was another piece of the overall picture of what to do and how to do it. They had to look forward, rather than backwards. Setting aside \$150,000 a year was a good policy.

The bridge connecting City Hall to Picnic Park had pretty much reached the end of its useful life. Borkowski said they had kept it painted, but underneath it was rusted. They were weighing the pros and cons of repairing vs. complete replacement. That would be about \$180,000.

Getting to access vs. mobility, Borkowski referred to the SR 54 West Corridor Study, done to give a system wide perspective. Transportation improvements could be as small as one intersection or a whole corridor. They had to look at the effects of a problem and where those effects would be felt. This study covered the area of SR 54 from MacDuff Parkway to Commerce Drive. You could not have both access and mobility, he noted. Based on that study, there had been improvements on the intersections with MacDuff, Planterra, and Line Creek, and they were working on developing an access road between the MacDuff shopping center and the Line Creek shopping center. An inter-parcel connection between MacDuff and Planterra was planned to help with traffic.

Borkowski presented a video of the intersection of SR 54 and Huddleston Road, which he said was its "own little animal" due to grading and alignment. It had a "wonky" connection and sight issues. Rorie said they had had several conversations with the Georgia Department of Transportation (GDOT) about what could be done at this intersection. The question included whether a lot of money should be invested, and how a "right in, right out," would it impact retailers in the area. It was not part of the study, but was worthy of consideration.

Borkowski pointed out traffic backup on the video, but said it did not show how far the traffic stretched. Another slide showed that there were 200 left hand turns an hour from Huddleston onto 54 at peak times. For comparison, the number of left hand turns from Willowbend at City Hall to 54 West was 21 per hour at 5 p.m. Rorie and Borkowski projected that most of the traffic on Huddleston was coming from the Industrial Park and heading towards Coweta County. This route was far less congested than coming up SR 74 to 54. The problem was being transferred to another area. Rorie asked what could be done to improve the 74/54 intersection so more of those commuters would be willing to take it. They traffic signals and were trying to get "do not block the box" markings in place. There were plans that showed the widening of 54. People would fill the widened road, though, by

taking the path of least resistance, which was Huddleston, he said.

Rorie noted that 36,000 vehicles per day went through the 54/74 intersection. Roughly 69% ended up on the east side of the intersection, going to the Fayetteville area from Coweta. He noted this was a state route, owned and maintained by GDOT, and asking who should pay for upgrades.

Borkowski asked if it would make sense to put in an R-cut or right in, right out when the Huddleston intersection was redeveloped. Prebor wondered if it was included in GDOT's plans for widening 54. Rorie said there were no plans. Borkowski noted that GDOT was working on a displaced left turn (DLT) at the 54/74 intersection, and asked if it would make sense to do something with Huddleston at the same time. There were 14 seconds dedicated for the Huddleston left turners to get onto the 54. If that turning option was eliminated, that time could be re-allocated.

Commerce Drive was included in the Corridor Study, Borkowski continued. At peak times, only 47 cars per hour turned left out of Commerce towards Fayetteville. He said it would make sense to make this a right in, right out movement, and they were talking with GDOT about incorporating it into the DLT project. If they did, it could help the movement of traffic turning south on 74.

A video of the 54/74 intersection showed traffic in the mornings, focusing on the left turns. Rorie pointed out the left turn movement from 54 headed east to 74 North. He said he often heard the suggestion that the queue length should be extended to accommodate more north-turning cars, keeping them out of the flow lane at peak traffic hours. There were stormwater drains along the corridor. Rorie questioned who should be responsible for moving those drains. This was where a CID in the 54/74 area could be appropriate so the property owners in that area could pay for it since it was in their interest.

In general, Borkowski noted, this intersection had many problems. In the southbound right turn lane, folks flooded the storage. There were numerous ways to solve these problems, but the issue was who would pay for the solution.

Rorie showed a slide of a roundabout in Carmel, Indiana, that incorporated an underpass and overpass. This structure was given to him as an example of what could be at 54/74. However, the Indiana intersection was surrounded by nothing but empty land.

Rorie went on to say that the continuous flow intersection (CFI) and DLT project would cost about \$10 million, 100% GDOT funded. Rorie said he would prefer something a little longer-term than a CFI, but he was realistic. The overpass/underpass was estimated at about \$55 million, split 80/20 between GDOT and the City. Peachtree City's 20% would be about \$11 million to fund 36,000 vehicles per day coming from the west side of Peachtree City to get to their jobs on the east side. This traffic was projected to increase by 60% over the next 20 years. He said it should be 100% GDOT money since 54 and 74 were state routes. Certainly, Peachtree City should use some of its money for improvements here. But, he noted, the \$10 million for the CFI was a third of all a special fund GDOT had available. He said he would love to see an overpass/underpass, but wondered how much easement would be required and if it would lead to cutting off portions of The Avenue or Longhorn or Commerce Drive. The CFI was on schedule for 2020. Right now they were going through engineering and environmental. Acquiring easements would take months.

Rorie said were it not for SPLOST funds he would never have recommended spending \$1.6 million on the MacDuff and Planterra intersections. Frank Destadio, chairman of the City Planning Commission, asked about traffic from the Industrial Park that turned left off SR 74 to head into Coweta. Rorie said there would be a DLT there as well.

Citizen Caren Russell asked about widening SR 54. Rorie said he did not believe that was planned. It could be part of a long-term plan, he noted, but there currently was no long-term funding. She asked if he was serious about a cut-through to Planterra from Line Creek and MacDuff. Rorie said it would be inter-parcel access, not a cut-through. It would connect MacDuff Crossing to Planterra to keep traffic moving. She asked if he would discuss this with the homeowners' association (HOA) in Planterra Ridge. That had been a big discussion when the Line Creek development went in. Rorie said he had no timing for this project.

The SR 74 Corridor North Study was a multi-jurisdictional study that ran from the 54/74 intersection up SR 74 past I-85 towards Fairburn. It looked at access vs. mobility, future traffic growth, along with pedestrian and bicycle access. Recommended improvements in the Peachtree City area included R-cuts to restrict turns at some intersections. GDOT had recently completed one at Kedron Drive South with a concrete median to prevent left turns out of Kedron Drive. The entire study was about balancing access and mobility. Borkowski showed a graph that showed how increased access limited mobility and vice versa.

A study of the 54 East corridor looked at the area from the 54/74 intersection to the ultimate planned City limits on the east side, incorporating existing development and new annexations. R-cuts for some intersections were proposed, including at Governor's Square. Options for paying for these improvements included SPLOST, CIDs, developers, and GDOT. They had talked to GDOT about obtaining Quick Response grants.

The County Wide Transportation Plan (CTP) was being updated now, Borkowski noted, as it was every five years. It looked not only at Fayette County's needs, but considered what was going on in neighboring counties and how Fayette would tie into that. Council would eventually be asked to pass a resolution of support for this plan. He showed a list of Peachtree City area projects included in the plan, with major ones highlighted. The extension of TDK Boulevard from Peachtree City into Coweta factored heavily into these, he noted. This was a project Coweta highly sought to help with traffic on their side of 54.

Fleisch broke in to note that this Council had no will to support this project, with King stating this Council would lay down in the road to stop it.

Rorie said the TDK extension was not a funded project. The first highlighted project was TDK Boulevard at Crosstown Drive, followed by TDK Boulevard Extension, Peachtree Parkway at Crosstown Drive, SR 54 widening, and TDK Boulevard at Dividend Drive. With the exception of SR 54 widening and Peachtree Parkway at Crosstown Drive, all these circled around and connected to the TDK extension. If there was no support in the CTP for the TDK extension, and the City was not willing to support it, Council should ask Rorie to give them a resolution of opposition to the TDK extension. That would set the stage for removing these projects off the plan.

Madden said he thought it was essential to discuss this. It would cost \$55 million to build an overpass at 54/74. Shop owners would be expected to form a CID and raise \$11 million to build it while their stores would be closed for years during construction. To expect them to do that was impossible. He said he had brought this up to the Fayette County Transportation Department and Council had discussed it on many occasions. When he knocked on doors during his election campaign, Madden went on, 80% of the questions he got were about the 54/74 intersection.

Two bypasses were needed, Madden noted. Coweta County needed to widen SR 85 and SR 16 so there could be a southern bypass of Peachtree City, allowing their 29,000 cars that went to Fayetteville to pass through the southern part of Peachtree City. Coweta needed to consider a northern bypass for the traffic that sought to go to the Interstate or for the people north of Newnan

to get to their jobs in Fayetteville. There was no way, even if the City threw \$100 million at 54/74, that they could take care of the current traffic or that from the 3,000 homes that were about to be built on the Coweta-Fayette line. If the ARC was not interested in having a serious proposal from Coweta County to widen those roads to create at least two bypasses, Madden said there was no way he would support a proposal to extend TDK Boulevard.

King commented that it was not necessarily ARC's fault. Over the years, Coweta County had looked to move their traffic from west to east and back home; they had not looked to the north to I-85. The lack of improvements on the exits from Newnan to SR 74 showed that. Those could be improved. If TDK was opened up into Fayette County, traffic would go right down Crosstown to Ebenezer, back to 54 and flood the road with traffic. Fayette County had not realized how much this would cost them in the next 25 or 30 years for purchasing property just to build a four-lane. He said he agreed with Madden on the southern bypass. They could very well connect north of Peachtree City, in Dogwood or that area, it would be just a little over a mile to Minnix Road and there would be another connection on the north side. Otherwise, Peachtree City would be a doormat for east-west traffic.

To start, Fleisch said, they should pass a resolution against the TDK projects in the CTP.

They had talked about this many times, Prebor remarked, and noted that it was a regional problem. They had tried to coordinate Three Rivers, ARC, Coweta, and Fayette counties. He said while everyone was in agreement that TDK was a bad idea, SR 85 in Fayetteville also had huge traffic backups headed into Fayetteville. As far south as SR 85 might not be far enough for a bypass.

Rorie said he tried to lay out nuances of decisions. They did not want to widen SR 85 in Fayette County. They were looking at a CTP that considered TDK projects, and Peachtree City did not want an extension. However, there was a population forecast that said Coweta County would grow by 98,000 people over the next 20 years, asking where would those people go. Rorie said they could not look at any one of these issues – redevelopment, traffic, whatever – in isolation. Staff and Council had done this for the entire eight years he had been there. They had made incremental budget adjustments and considerations and came to the point where they had developed a master plan. Now the question was how to execute it. Then it came to getting ARC and Three Rivers together. They were both part of the same organization, the Metro Planning Organization, which looked at traffic. It came down to access and mobility. Rorie noted that you could drive 75 mph on the Interstate because people could not enter all over the place. Greater access decreased mobility; to attain greater mobility, access must be limited. That must constantly be balanced. Yes, there was a need for a north and a south bypass. He said if it was Council's will, he would bring them a resolution at their March 21 meeting showing their lack of support for the TDK extension. Fleisch said she wanted it to mention that the entities involved needed to actively seek a solution.

When Council was given a briefing on the CTP several months ago, Ernst recalled, he asked what Coweta was doing and was told that they would be updating their CTP within the next year, after Fayette had completed its plan. Ernst wondered how would that work if the two sides were not talking to each other. Coweta did not have a traffic problem; Peachtree City did, so it appeared they were not interested in spending money on their side to help the traffic.

Rorie stated they were not making progress on 54/74, and he did not believe they should commit General Fund tax dollars to handle an improvement on a state route. That should be state or federal money. He said he would get a resolution to Council to consider at their March 21 meeting.

Rorie then focused on a project that remained on the horizon: intersection improvements for Crosstown Road/Peachtree Parkway. He showed concept site plans, the first of which was an extension of the right turn lanes. Instead of getting caught in the queue for straight traffic, motorists

would have dedicated lanes for turning east and west. Traffic backed up just one hour a day, morning or afternoon, he repeated, asking how much they would be willing to spend for one hour a day. Another concept called for a traffic circle, but the concern was that they did not have an engineered plan that was to scale. Rorie cautioned if it was going to do it in today's dollars, it should be designed, engineered, and build with the future in mind. There needed to be two lanes going around. Without engineered plans, they did not know what the footprint would be required to put in a two-lane roundabout.

The City had a funding source of roughly \$1.5 million, Rorie continued. The intersection improvement was an identified 2004 SPLOST project, and Fayette County had some leftover money they had committed to this project.

The improvement did not have to be a roundabout, Rorie remarked. The design and engineering task order for this roundabout came in at about \$200,000. Rorie asked Council to consider what if this was a signaled intersection that blinked red and yellow 22 or 23 hours a day. It could be timed to accommodate peak turning hours. Right now, he said they had a concept that was not to scale and would cost \$200,000 to get it to scale, asking Council if they were willing to spend \$200,000 to see if it would fit. The task order was prepared, but Rorie asked Council to think about it. They did not have to decide at this meeting.

Fleisch asked about the \$550,000 in SPLOST money earmarked for the right turn lanes, asking if that would be part of the plan for signalization. Rorie said it would; the right turnouts were needed regardless of any other changes.

Drone footage shot at 5:00 p.m. showed the right turning traffic heading east and turning south on the Parkway. Borkowski fast forwarded to show how fast traffic backed up, and Rorie pointed out the need for extended turn lanes. Borkowski said there was no way to use engineering standards to calculate the intersection's efficiency. It should never have been built this way, he commented. Rorie joked that was obvious without knowing any formulas, asking if they should look at this as a roundabout that no one could get into because it was not big enough or should they do a signalized intersection, even it was operational for a few hours per day.

Madden remarked that this was exactly where the people in Coweta County expected to dump their traffic from TDK Boulevard. If the picture could be extended further, you would see Oak Grove Elementary School, he noted.

Ernst asked if the signalization would be needed if the right turn lanes were extended to two lanes eastbound. Prebor said that was an excellent point. Rorie said he knew Borkowski would say the most efficient use of that intersection was a roundabout. Prebor said they knew most of the traffic was turning right, asking if there could be two turn lanes. Rorie countered that the most bang for the buck would be to build the two-lane roundabout in today's dollars. Although extending lanes and signalization were good choices, Rorie said if the roundabout was done, it should be done right and not have to be re-done on down the road. Whatever was done should be done now, in today's dollars.

Prebor said he had a lot of experience with this intersection. He said in the mornings when traffic backed up, he went down towards Huddleston Elementary on McIntosh Trail. Prebor noted that he looked to the left and picked out a car to see if he would see it again on SR 74. Coming the opposite way, if it was backed up, he cut through the Kmart parking lot. It was faster than sitting through the intersection. He said when he got to the intersection, he hoped the guy in front would pull over a little to the left so he could squeeze in and make his turn.

Unlike the 54/74 intersection, any money spent on improvements at Crosstown/Peachtree Parkway would benefit City residents, Rorie said. That was why it should be a priority. He needed to move forward with the \$200,000 engineering study or explore other options.

Prebor asked how much signalization cost, and Fleisch said it depended. Prebor mentioned Ernst's suggestion of the extended right turn lanes on two sides, adding that was a \$550,000 SPLOST project.

Fleisch recalled that they counted the number of trees that would come down when they got the roundabout design because they were concerned about destroying the character of that corner. Obviously, a double roundabout would pretty much get rid of every tree, she commented.

Borkowski said part of the task order would be to situate the roundabout to minimize tree loss, to minimize the easements they would need to get, and basically to find the best location to build it as big as needed. Potentially it could be striped for one lane, with room to add two as needed.

Rorie asked if the roundabout could be offset into the bank or into Arbor Terrace. It would probably have to be offset into the greenspace towards the residential component. They always had to look at the nuances and the impacts. The biggest challenge would be making everybody happy. That was impossible, but there were always consequences that someone would not like.

Rorie told Council he would not move forward rapidly with the roundabout task order, but he would invest some dollars for better cost estimates for the right turnouts and signalization. He would look at it as Part A, Part B, and Part C and give Council some options to pick and choose.

Internally, Rorie reported, the City used its resources to generate statistics about turning movements on school days at the intersection of Peachtree Parkway and Crosstown Road.

In closing, he noted that they had discussed economic development, redevelopment, CIDs, and that there was no single right concept. They would be discussing facility management and improvements in service capacity related to the Police, Fire, Engineering departments and so on. Another topic would be the function of recreational facilities and how demographic changes might warrant a shift. He asked if City should continue doing things just because they had always been done or should they cut back in some areas. Finance Director Paul Salvatore would be discussing fiscal controls and management at the next Retreat workshop.

Rorie said he asked Salvatore to chart the ad valorem and Local Option Sales Tax (LOST) for a given year. Ad valorem was the tax on the value of property, such as a tax on a home. He charted that for his house, showing how his taxes had gone up over a five-year period. He also wanted to know, given a base year, how they had tracked LOST revenues. The greatest revenue stream for the City was the ad valorem tax. LOST was the second greatest. There was a recession in 2008 and 2009. Property values went down during that time, and ad valorem taxes dropped. Purchasing declined, so LOST taxes dropped as well. In 2008, the City faced a \$1 million revenue shortage that forced them to make some extreme budgetary decisions. In 2007, the LOST revenue for the City was \$7,161,121. In 2016, it was \$6,787,000. By 2017, it was up to about \$7.6 million. It took 11 years of recovery to get the LOST back to pre-recession levels. Ad valorem tax revenues also tanked, but it did not take 11 years of recovery because in 2008 they did a 1.37 millage increase; in 2009, .012; 2010, 1.25; and in 2012, .372. They were not in control of LOST revenues, but were in control of ad valorem so they did a millage increase. They were trying to balance revenue with spending when they were facing, on average, a \$1 million shortfall.

In her opening comments, Rorie recalled, the Mayor noted they were finally seeing light at the end of the tunnel. He said he had been against millage reductions ever since he had been City Manager

because he knew what that deferred maintenance meant in terms of causing higher expenses eventually. His goal for these Retreat workshops was to show that safeguarding the community meant having the capacity to provide the services demanded by the citizens. That cost money. Secondly, he said it would be poor fiscal management if they did not anticipate recessionary cycles and plan for those. Rorie reported that he intended to call for an increase in the fund balance to do two things. The current fund balance target was to maintain 25% of the budget for the purpose of operating over a three-month period. That target did not anticipate or save for a reduction such as what occurred during the last recession. Rorie stated he hoped to increase the fund balance by at least \$5 million so they could cover a \$1 million gap for a period of three to five years during the next recession, whenever that would be. In the absence of that, the City would face the same choices it did in the past. It would have to lay off personnel, defer capital expenditures, or simply not do something. That was not good fiscal management. The City had come a long way, but it was time to buttress against an upcoming recession by saving for that eventuality as opposed to having to take Draconian or extreme measures because they did not plan for the future.

Prebor asked if it would be safe to say that when the projects were delayed, it wound up costing a lot more money because they had not had the money to maintain the infrastructure.

Fleisch remarked that infrastructure had been neglected long before the recession, even when the City had the money. The spillway crevices did not happen overnight, she noted. Those caverns were decades in the making. In 2009, before she was elected to Council, 23 Public Works employees were let go, Fleisch commented.

Rorie asked for Council's indulgence to read his response to an email he had received. The commenter noted Rorie's remarks about sustainability and asked if that meant a tax increase. Rorie noted that the City should have budgeted in the past for required maintenance, but did not. When he arrived in 2011, the City was in a state of disrepair due to neglected maintenance, Rorie wrote, going on to say that the best example was they had to delay paving Crosstown Road for two years. He said he believed the City had been poorly managed in the years leading up to the Great Recession. This left them with little choice but to implement extreme budgetary measures. He noted that he did not know about future revenue streams, but they were witnessing rising costs of materials and labor. This did not mean a tax increase was imminent, but Rorie responded that he had a responsibility to produce a budget that provided for the maintenance of City assets and infrastructure. That had required an increase in the millage rate in the past. He said a 25% fund balance was weak. It sustained operations for just three months, but not the lost revenue for the three to five years a recession might last. They did not want to limp along from year to year or do what past administrations had done, putting off painful decisions. The delay made problems worse, and, Rorie continued, represented poor fiscal management.

Rorie concluded by saying he would like to know there were enough cash reserves to cover them for at least five years of recession. That was good fiscal management.

The workshop concluded at 9:37 p.m.

Martha Barksdale, Recording Secretary

Vanessa Fleisch, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Jonathan Rorie, City Manager

FROM: Joe O'Connor, Fire Chief 

DATE: March 12, 2019

SUBJECT: Approval of Memorandum of Agreement with Georgia EMS Academy Consortium Training Program
March 21, 2019 City Council Agenda

Recommendation:

The Fire Department requests the Mayor and Council approve and direct the Fire Chief to sign the attached memorandum of agreement with CrewSolutions, Inc. to provide clinical experience to their students.

Discussion:

Many members of our community, including some of our firefighters, have participated in Emergency Medical Technician (EMT) training through the program offered by Crew Solutions, Inc. doing business as Georgia EMS Academy Consortium. Every EMT student is required to gain clinical experience during their course to understand the challenges of providing emergency medical care in the pre-hospital setting.

The agreement would allow the experienced men and women of the Peachtree City Fire - Rescue Department to serve as clinical preceptors for Georgia EMS Academy's program. We believe this would be a positive experience for both the students and our staff, potentially creating the opportunity to recruit additional trained and certified members for our team.

Budget Impact:

This project should have no budget impact.

MEMORANDUM OF AGREEMENT

Between

PEACHTREE CITY FIRE DEPARTMENT

And

CREWSOLUTIONS, INC (GEORGIA EMS ACADEMY CONSORTIUM)

EMERGENCY MEDICAL TECHNICIAN – ONLINE PROGRAM

- I. The purpose of the Memorandum of Agreement is to provide related instruction and practice as a part of the respective education program designed to benefit the students in accomplishing their goals.

II. AFFILIATING AGENCIES

CrewSolutions, Inc. (GeorgiaEMSAcademy.com) and PEACHTREE CITY FIRE DEPARTMENT (hereafter “AMBULANCE SERVICE”)

III. AFFILIATION AGREEMENT

This is a mutual agreement between the Affiliating Clinical Institution and the School that provides for the Affiliating Clinical Institution to accept students in the nursing and allied health programs for faculty supervised clinical experience. It is acknowledged by both parties that each party is an independent contractor and that nothing in this Agreement is intended nor shall be construed to create an employer/employee relationship, a joint venture relationship, or to allow either party to exercise control or direction over the manner and method by which the other party performs its duties under this Agreement. In no event shall the employees or agents of “AMBULANCE SERVICE” be considered to represent themselves as agents, officers, servants, or employees of the “SCHOOL” (or vice versa). In addition, this agreement makes for the following procedures:

- A. The School and the Affiliating Clinical Institution jointly agree that students will be accepted and assigned to jobs and otherwise be treated without regard to race, color, national origin, sex, religion, age, handicap or disability.
- B. The Affiliating Clinical Institution will serve as a clinical laboratory and will furnish facilities for the students in such manner and at such time as the parties herein mutually agree.
- C. The Affiliating Clinical Institution will not be required to provide free treatment for injuries to students or instructors which occur during clinical assignments. Students or instructors may request treatment at personal

expense. The School shall, to the extent required by law or policy, offer to participants at substantial risk of directly contacting body fluids or airborne tuberculosis pathogens, antibody and or antigen testing and vaccination in accordance with requirements of the Occupational Safety and Health Administration and the Centers for Disease Control Prevention.

In the event of an exposure, the School will be responsible for offering appropriate testing to the affected participant, providing appropriate medical care, counseling, and record keeping in accordance with the School's exposure control plan. In no instance shall the School's responsibility as defined in the paragraph exceed a period of one year after the participant leaves the program in accordance with State Policy.

Affiliating Clinical Institution will use its best efforts to appropriately test the source patient and to obtain the patient's consent to disclosure of test results, to the School's infection control officer.

- D. The AMBULANCE SERVICE will retain responsibility for the care of the patients and will maintain administrative and professional supervision of students, insofar as their presence affects the operation of the AMBULANCE SERVICE and/or patient care.
- E. Clinical rotation will be planned by the faculty of the respective programs, in conjunction with the Affiliating Clinical Institution's representative, in order to meet requirements mandated by respective School, licensing/certification Board.
- F. No instructor or student will receive monetary or other reimbursement from the Affiliating Clinical Institution for work done during clinical rotation.

IV. THE AFFILIATING CLINICAL INSTITUTION AGREES TO:

- A. Provide a program of clinical experience for the students to engage in so as to benefit their knowledge of the respective program. The number of hours and experience may vary each year but will be mutually agreed upon with the School. The clinical experience is limited to ambulance rotations.
- B. Observe the following personnel policies:
 - 1. Students to observe the clinical hours/days mutually agreed upon with the School. Permit faculty and students to observe School calendar for holidays and events.

2. Students to be allowed to make up time lost due to unavoidable absences as scheduled with the Affiliating Clinical Institution.
3. Students shall wear the accepted School uniform during clinical experience.
4. Make provision for orientation of faculty members of the School to the facilities, philosophies, and policies of the Affiliating Clinical Institution.
5. Assist in the orientation of the student, to the Affiliating Clinical Institution and clear channels of administration for the use of equipment and records as necessary for teaching purposes and in accordance with Affiliating Clinical Institution policies.

V. THE SCHOOL AGREES TO:

- A. Assure those students with unsatisfactory performance (grade of less than C) in the classroom and/or clinical practicum will not be placed on clinical assignments.
- B. Provide specific written clinical behavioral objectives for the Clinical Institution staff prior to student rotation. Conferences will be scheduled with Affiliating Clinical Institution staff during rotation to discuss student learning, student performance and patient services.
- C. Submit a schedule with names of affiliating students at least two weeks prior to the affiliation date.
- D. Provide for all administrative functions required by the Affiliating Clinical Institution necessary for smooth operation of the program (i.e., joint review of the use of clinical facilities.)
- E. Assure observance of Affiliating Clinical Institution policies and procedures by the students and faculty and will further comply with the Joint Commission, State and Federal Standards and Practices.
- F. Assure that each student and faculty member has professional liability insurance in the amount of (\$1,000,000.00) one million dollars per each occurrence with a maximum of \$5,000,000.00 per policy period to cover acts or omissions in the amount mutually agreed upon by the School and Affiliating Clinical Institution. School maintains a facility/Corporate" insurance policy in amount of (\$1,000,000.00) one million dollars per each occurrence with a maximum of \$5,000,000.00 per policy period to cover acts and omissions mentioned above.
- G. Assure that each student has had a physical and dental exam before entering clinical practicum. Students will also document completion of immunizations Hep B, MMR, and TB Tyne test. Documentation will be provided to the Affiliating Clinical Institution upon request.
- H. Assure that students have been educated on current HIPPA guidelines before beginning clinical rotations. The SCHOOL agrees not to require its students to use or disclose any individually identifiable health information about any patients

of "AMBULANCE SERVICE" in any reports, essays, class discussions, etc. and agrees to report to "AMBULANCE SERVICE" any unauthorized use or disclosure of protected health information obtained from access to patients or records of "AMBULANCE SERVICE", if the "SCHOOL" becomes aware of any such unauthorized use or disclosure.

- I. Provide clinical preceptor training and document per State Guidelines (T-2B)
- J. Students shall wear name tags identifying their status with the "SCHOOL", and clearly display their name, identifying them as "Emergency Medical Technician Students" or other similar identification as required by "AMBULANCE SERVICE" and acceptable to the "SCHOOL".
- K. Provide appropriate "AMBULANCE SERVICE" officials records that indicate the names of all participating students enrolled in the clinical program, permanent home address, and permanent home telephone numbers. SCHOOL provides the AMBULANCE SERVICE with a copy of student criminal background checks.

VI. OTHER SPECIAL CONDITIONS/REVISIONS AS AGREED TO JOINTLY.

- A. Visits by "SCHOOL": "SCHOOL" may make on-site visits to evaluate students' learning experience upon reasonable notice to "AMBULANCE SERVICE" subject to such rules and regulations as may be established by "AMBULANCE SERVICE" for such visits.
- B. Licenses: "SCHOOL", and each student and preceptor associated with the "SCHOOL" program, shall be responsible for furnishing "AMBULANCE SERVICE" with a copy of all licenses, which are required in order for the student and/or preceptor to perform the functions contemplated herein.
- C. Governing Law: This Agreement has been executed and delivered in and shall be interpreted, construed and enforced pursuant to and in accordance with the laws of the State of Georgia.
- D. OSHA Guidelines: "SCHOOL" warrants to "AMBULANCE SERVICE" that all students rendering activities at "AMBULANCE SERVICE" under this Agreement have been oriented to and are fully aware of OSHA's federal guidelines for blood born pathogens and tuberculosis. Additionally, all students have been instructed and certified in the use of medically required personal protective equipment.
- E. NOTICE: Notice to the parties shall be in writing posted by U.S. Mail, certified postage prepaid, return receipt requested, deemed to be served on the day of mailing; if sent by some other mode of communication, the notice is deemed served on the date of receipt to: CrewSolutions, Inc., POB 127, Demorest, Ga 30535, 404.806.0584

VII. The Affiliating Clinical Institution may require the School to withdraw any student whose work or conduct may have a detrimental effect on patients or personnel; and/or reserve the right not to accept any student who has previously been discharged by Affiliating Clinical Institution for reasons which would make acceptance as a clinical student inexpedient.

The School may request the withdrawal of any student whose progress, achievement, or adjustment does not justify continuance in the School education

program.

VIII. DISCONTINUATION/TERMINATION OF AGREEMENT:

This agreement shall be effective 1/7/2019 and shall continue and shall continue in effect and automatically renewed on a yearly basis with the provision that either party may terminate this agreement upon 90 day notice in writing to the other. If either party wishes to terminate this agreement it is understood that students enrolled in the program shall be given the opportunity to complete the full sequence of clinical rotations in the education program.

CrewSolutions, Inc (GeorgiaEMSAcademy.com)	PEACHTREE CITY FIRE DEPARTMENT
_____ Matthew G. Crews CEO	_____ Chief Joe O'Connor
Date: _____	Date: _____

CITY OF PEACHTREE CITY
INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Jonathan N. Rorie, City Manager 

FROM: Betsy Tyler, Public Information Officer/ City Clerk 

DATE: March 14, 2019

SUBJECT: Consider Intergovernmental Agreement for 2019 Municipal Election
March 21, 2019, City Council Meeting

Recommendation:

That Council approve and authorize the Mayor to sign the attached agreement with Fayette County for conducting the 2019 municipal election.

Discussion:

In January, Council approved the formal resolution calling for the November 5 Municipal Election and designating the Fayette County Board of Elections as the Elections Superintendent and Absentee Ballots Clerk. The attached contract finalizes that arrangement. Peachtree City contracts this service because Fayette County owns the voting equipment and the County elections staff attends annual training and conducts annual elections, which ensures that Peachtree City's municipal elections are held in accordance with State and Federal law.

The attached agreement gives the Fayette County Board of Elections the authority to conduct the November 5 Municipal Election and any necessary Run-off Election in December. This includes transportation and setup of voting equipment, issuing absentee ballots, staffing the polls, and training and paying poll workers.

The City will reimburse the County for all expenses incurred in managing the election, and City Staff will continue to qualify candidates and notify the State of candidates who must file campaign reports.

These are the standard terms under which the County conducts our elections every two years. The Board of Commissioners has approved the contract.

Budget Impact:

The proposed FY 2020 Budget will include funding for the November 5 Election and runoff-election, which would be required for any seat in which no candidate receives 50% plus one of the votes cast.

STATE OF GEORGIA

COUNTY OF FAYETTE

**INTERGOVERNMENTAL AGREEMENT FOR CONDUCTING MUNICIPAL
ELECTIONS**

This Agreement entered into this _____ day of _____ 2019 between the CITY OF PEACHTREE CITY, a municipal corporation lying wholly or partially within Fayette County, Georgia, hereinafter referred to as "The City" and Fayette County, Georgia, a political subdivision of the State of Georgia hereinafter referred to as "The County".

WITNESSETH:

WHEREAS, the City in performance of its governmental functions will hold the elections hereinafter described; and,

WHEREAS, under the provisions of the Georgia Election Code, particularly O.C.G.A. § 21-2-45 of the Official Code of Georgia Annotated, the City may, by ordinance, authorize the County to conduct such elections and the City has heretofore adopted such an ordinance; and

WHEREAS, the County has staff and equipment to conduct such elections; and

WHEREAS, the County desires to assist said City in the conduct of its municipal elections.

NOW THEREFORE, for an in consideration of the premises contained herein, it is hereby agreed as follows:

1.

This Agreement shall govern the conduct of the City of Peachtree City's general election to be held on November 5, 2019 and any and all run-offs which may be necessary and any special elections that may occur within twelve (12) months of this Agreement.

2.

Fayette County through the Fayette County Board of Elections shall operate as superintendent of the aforementioned elections and shall perform any and all functions of the City or any of the City's officials in connection with the conduct of such elections with the exception of duties pertaining to the qualification of candidates and pertaining to the responsibility of acting as the Qualifying Officer and providing notification to the State Elections Commission concerning candidacy compliance.

3.

A City official shall operate as the Superintendent with respect to the qualification of candidates. Such official shall perform any and all functions of the City or any of its officials in connection with the qualifications of candidates in accordance with O.C.G.A. § 21-2-45(C)(2). Further, such official shall be responsible for acting as the Qualifying Officer and for notification to the State Elections Commission concerning candidacy compliance.

4.

The County shall supply all of the necessary manpower and transportation to pick up, deliver, set up, store, and return to the County all of the voting equipment used in the elections along with all ancillary equipment and necessary supplies.

5.

All the voting equipment shall be programmed by the Center for Elections currently located at Georgia's Secretary of State's Office- Elections Division.

6.

All absentee ballots shall be ordered, issued, mailed, and accounted for by the County.

7.

Staffing for the polling locations and training of the staff shall be provided by the County.

8.

All expenses and charges incurred in the performance of said elections (except for the actual cost of the State-owned voting system and State-owned ancillary equipment) shall be the responsibility of the City. Said expenses and charges shall include but not be limited to the following: all costs of training and providing personnel for the elections, costs of printing, mailing and processing absentee ballots, the costs of expendable supplies and a pro-rated maintenance cost for the voting equipment. An invoice for the costs and expenses of the elections shall be submitted to the City and the City shall remit payment of the invoice to Fayette County within thirty (30) days of receipt of the invoice.

9.

To the extent permitted by law, the City shall indemnify, defend and hold harmless the County from any liability and/or litigation expenses to which the County may be subjected as a consequence of or as a result of the elections for the City. The City will furthermore, to the extent provided by law, reimburse the County for any and all necessary legal representation, by counsel chosen by the County, in any action arising from the conduct of the City elections. Said reimbursement shall be paid by the City within thirty (30) days of invoice by the County.

10.

This intergovernmental contract is a full and complete statement of the agreement of the parties as to the subject matter hereof and has been authorized by proper action of the respective parties.

11.

Should any provision of this Agreement or application thereof to any person or circumstance be held invalid or unenforceable, the remainder of this Agreement or the application of such provision to any person or circumstance, other than those to which it is held invalid or unenforceable, shall not be affected thereby, and each provision of this Agreement shall be valid and enforceable to the full extent permitted by law.

12.

Should it be necessary to comply with any legal requirements, the necessary members of the County's personnel may be temporarily sworn in as officers and employees of the City.



FAYETTE COUNTY, GEORGIA

By: _____

Randy C. Ognio, Chairman

Attest:

Tameca P. White, County Clerk

CITY OF PEACHTREE CITY

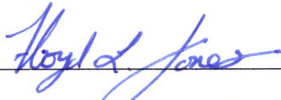
By: _____

Vanessa Fleisch, Mayor

Attest:

Betsy Tyler, Clerk

Attest:

_____

Floyd L. Jones, Elections Director

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Jonathan N. Rorie, City Manager 

FROM: Betsy Tyler, Public Information Officer/City Clerk 

DATE: March 14, 2019

SUBJECT: Consider Qualifying Location and Alcohol Special Event Permit – portion of Shakerag Knoll
March 21, 2019, City Council Meeting

Recommendation:

That Council consider issuing a two-day Qualifying Location Permit for Shakerag Knoll for the BMX Special Events Permit for Friday and Saturday, May 31 and June 1, 2019.

Discussion:

While alcohol is generally not allowed in City Parks, Peachtree City has some exceptions to this rule. Drake Field has a Qualifying Location Permit for alcohol at special events. Alcohol is also allowed at The Gathering Place and the Frederick Brown, Jr. Amphitheater, but is not typically permitted in the shared parking area for both.

This year, Peachtree City BMX is celebrating its 40th Anniversary and is hosting a celebration event that will also be a fundraiser for the club. A key component of the event is the Kansas City Barbecue Society (KCBS) State Barbecue Championship, and the BMX Association has asked to have beer during the Barbecue portion of the program.

Staff has delineated a portion of the parking lot at Shakerag Knoll and McIntosh Trail Recreation Area (map attached) to facilitate the request while maintaining the 300-foot distance from the Huddleston Elementary School property line, per the requirements of our ordinance. The location also reflects the BMX Associations intent to keep beer with the barbecue activities and not at the BMX track-property during the races.

Budget Impact:

This item budgetary impact would be minimal. The Special Event Permit will be issued to the BMX Association, a non-profit organization.

McIntosh Trail Qualifying Location Permit Area



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Jonathan Rorie, City Manager 

FROM: Paul J. Salvatore, Financial Services Director *P.S.*
Kelly Bush, Assistant Finance Director *KB*

DATE: March 14, 2019

SUBJECT: Budget Amendments FY2019
March 21, 2019 City Council Consent Agenda

Recommendation:

It is Staff's recommendation that City Council approve the attached budget amendment to the FY2019 budget resolution.

Discussion:

The attached budget amendment is requesting an increase to Public Works street supplies, Public Works building repairs & maintenance, and Recreation building repairs & maintenance.

Street Supplies: We received \$35,000 in additional Local Maintenance and Improvement Grant (LMIG) funds and \$20,000 in donations for safety, regulatory and street signs. The first part of this budget amendment adjusts budgets to allow for the additional revenue and expense.

Building Maintenance: We budgeted for facilities improvements in the Capital Improvement Project Fund 335 for ongoing Building Maintenance. The second part of this budget amendment transfers \$40,000 from Fund 335 to the General Fund for non-capital building repairs & maintenance.

The attached Budget Amendment will increase the Public Works street supplies expense budget \$55,000, Public Works building repairs & maintenance expense budget \$20,000 and Recreation building repairs & maintenance \$20,000.

Budget Impact:

The proposed budget amendment will increase both the revenues and the expenditures of the FY 2019 General fund budget by \$95,000 with funding from grants, donations and inter-fund transfers.

Attachments
Budget Amendment

kbb/Council Reports/Budget Amendments for FY2019

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

19-07

03/21/2019

[illegible]

NOW, THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2019 Budget Resolution increasing both Revenue and Expense in the General fund \$95,000 for signs and building maintenance.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Jonathan Rorie, City Manager 

FROM: Paul Salvatore, Director of Financial Services *p.s.*
Kelly Bush, Assistant Finance Director *KB*
Janet Moon, Chief of Police

DATE: March 14, 2019

SUBJECT: FY 2018 Budget Amendments –
March 21, 2019 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 budget amendment is housekeeping in nature. During fiscal year 2018 the City received contribution from the Kiwanis Club of PTC in the amount of \$1,199.00 for the Police Department's D.A.R.E. program. This contribution resulted in a budget overage in the D.A.R.E. Fund 202 for fiscal year 2018 of \$277. The attached budget amendment increases both the revenues and expenses in that fund \$300.

Budget Impact:

Be it resolved the attached budget amendment will increase both revenues and expenditures in the D.A.R.E. fund by \$300.

Attachments: Budget Amendment.

kb: council reports/Budget Amendments for 2018

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 18-27

DATE 09/30/2018

[illegible]

NOW, THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2018 Budget Resolution to account for donation to the DARE Fund 202.

Entered _____

Approved _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager 

FROM: Robin Cailloux, AICP
Planning and Development Director 

DATE: March 13, 2019

SUBJECT: Rezoning 301 Kelly Drive, 303 Kelly Drive & 401 Dividend Drive from
General Industrial (GI) to Limited Use Industrial (LUI-5)
March 21, 2019 City Council Meeting

Applicant:	Rick Lindsey
Property Owner:	Robert Vanecek & Richard Bearden
Land Use – Existing & Proposed:	Industrial
Future Land Use Map:	Industrial

Request

The property owners of the development located at the southeast corner of Kelly Drive and Dividend Drive are requesting the rezoning from GI General Industrial (GI) to LUI Limited Use Industrial. The proposal is to rezone to LUI to continue operating in its current configuration and does not propose any changes to the property.

Discussion

The subject property is developed into three (3) separate buildings with the addresses of 301 Kelly Drive, 303 Kelly Drive, and 401 Dividend Drive. The site was built in 1987 under the GI zoning district regulations, which at the time permitted all the uses and conditional uses listed in the Light Industrial (LI) district.

The City adopted new GI and LI ordinances in 2008, which removed most of the LI uses and conditional uses from the GI district. The Applicant is seeking the rezoning to allow them to have all of the permitted uses in the GI and LI zoning districts similar to the uses they once had, as well as regain a conditional use once permitted in the LI zoning district:

- Retail business; provided such business is incidental to a permitted use or is intended to primarily serve the commercial needs of the uses permitted in the LI zoning district;

The table attached to this report lists all the currently permitted uses in the GI and LI zoning districts that the applicant would retain (in addition to the one listed above). The City's

301 Kelly Drive, etc. - Rezoning Request

Page 2

Future Land Use Map designates the subject property for Industrial uses. The proposal conforms with the Future Land Use designation of the property.

Evaluation Criteria:

Staff has reviewed the proposal based on the criteria established in Section 1304(d) of the City's Zoning Ordinance:

(1) *Whether the zoning proposal is in conformity with the policy and intent of the land use plan;*

The request conforms to the policies and intents of the future land use plan.

(2) *Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;*

The proposed zoning category will not change the way the site is currently used and therefor is suitable to adjacent properties.

(3) *Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;*

The proposed zoning category will not change the way the site is currently used and therefor will not negatively affect the surrounding properties.

(4) *Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;*

The property is developed into smaller buildings with individual business suites. The existing structures are not fully compatible with the intent and uses of the General Industrial (GI) zoning code, which serves large scale manufacturing uses. These heavier industrial uses typically need large buildings for equipment for the production and storage of raw materials.

While the property can continue operations in the current zoning category as legally non-conforming uses, the long term economic viability of the site is reduced by the 'grandfathered' status.

(5) *Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools;*

The proposal will not change the uses on the site, and therefore will not add any additional burden to public facilities.

(6) *Whether there are other existing or changing conditions affecting the use and development of the property which give supportive grounds for either approval or disapproval of the zoning proposal.*

The existing development on the site supports the approval of the zoning proposal.

301 Kelly Drive, etc. - Rezoning Request

Page 3

Planning Commission Action

The Peachtree City Planning Commission conducted a Public Hearing on this request at their February 25, 2019 regular meeting. At that meeting, Commissioners unanimously recommended approval of the request to Council.

Recommendation

Staff is of the opinion that the proposed rezoning meets the criteria for rezoning and recommends approval of the request with the following conditions incorporated into the ordinance:

- Sit-down restaurants shall be permitted up to 4,000 gross square feet per tenant so long as the property owner demonstrates there is adequate parking on site for the restaurant and all other existing uses in the development.
- Retail uses shall be permitted on site so long as the publically-accessible showroom of the tenant is less than half of the total tenant space and that the property owner demonstrates there is adequate parking on site for the retail use and all other existing uses in the development.

Comparison of Permitted Uses in the
General and Light Industrial Categories

GENERAL INDUSTRIAL (GI) USES	LIGHT INDUSTRIAL (LI) USES
Accessory uses;	Accessory uses to permitted uses;
Agriculture and forestry;	Agriculture and forestry;
Aircraft hangar and maintenance facility;	Ambulance service;
	Amusement or recreational activities located wholly within a building;
	Animal hospital, veterinary clinic, kennel, animal boarding or animal grooming salon;
	Assembly and distribution of products and merchandise;
	Automatic teller machine, provided that it is not a part of, or on the same parcel as, a bank or financial institution;
Automobile repair and maintenance facility;	Automobile repair and maintenance facility;
	Automobile, truck and trailer leasing or rental facility;
Aviation facility;	Bakery and catering service;
Building contractor and related construction;	Barber and/or beauty shops;
Building material sales and service (wholesale, no sales to the general public);	Building material sales and service (wholesale, with no sales to the general public);
Commercial greenhouse or plant nursery (wholesale);	Cabinet shops and furniture repair;
	Car wash facility;
Distribution facility;	Day care facilities;
	Dry cleaning plant operations and service outlets;
	Electrical/electronic appliances, sales and service;
	Electrical/electronic supply facility;
Electrical, cable, telephone or other public utility;	Electrical, telephone or other public utility station;
	Electronic, video or mechanical game amusement center;
	Emissions and inspection testing;
	Equipment rental;
	Fabricating shops (woodworking, upholstery, sheet metal, etc.);
	Farm and garden supply stores, including nurseries and greenhouses;
	Floor coverings sales and supply;
	Fraternal clubs and lodges (non-commercial);
	Furniture repair, refinishing, refurbishing and upholstery;
	Glass sales and installation;

Comparison of Permitted Uses in the
General and Light Industrial Categories

GENERAL INDUSTRIAL (GI) USES	LIGHT INDUSTRIAL (LI) USES
	Golf cart rental, sales and service facility;
	Hardware sales;
	Health service clinics, including accessory pharmacies;
	Indoor shooting range;
	Light manufacturing, processing, and assembly;
Manufacturing and assembly;	Lighting assembly, sales and service;
Offices, professional;	Office furniture sales and supply;
Outdoor storage facilities, excluding junk, salvage yards or wrecked vehicles;	Paint sales and supply;
	Photography studio, photo processing facility;
	Plumbing and/or HVAC sales and supply;
Printing services;	Printing, blueprinting, book binding, Photostatting, lithography and publishing facility;
Public government buildings, facilities and utilities;	Public buildings, facilities and utilities;
Radio, television, recording and/or rehearsal studio facility;	Radio, television, recording and/or rehearsal studio facility;
Ready-mix concrete plants and pre-cast concrete manufacturing and sales;	
Recovered materials processing facility;	
Recycling collection centers;	
Research and development facility;	
Research laboratories, including medical and dental labs;	Research laboratories, including medical and dental labs;
Self-storage warehouse facility;	Self-storage mini-warehouse facility;
	Sign painting and fabricating shops;
	Small electric motor repair;
Sewage treatment facility;	Studio for teaching music, voice, dance, karate, etc.;
	Telegraph or messenger service;
Trade or vocational school;	Trade or vocational school.
Transportation equipment storage and maintenance facility;	
Truck fleet maintenance shop;	
Warehouse and storage facility;	
Wholesale trade and distribution facility, including office showrooms and display areas	

**AN ORDINANCE TO AMEND THE
PEACHTREE CITY ZONING ORDINANCE
TO REZONE 10.2 ACRES OF LAND
LOCATED WITHIN THE CITY LIMITS OF PEACHTREE CITY
ON DIVIDEND DRIVE AND KELLY DRIVE WITH ADDRESSES OF 301 KELLY DRIVE,
303 KELLY DRIVE, AND 401 DIVIDEND DRIVE, PARCEL 0614 007,
FOR LIMITED USE INDUSTRIAL, AND FOR OTHER PURPOSES**

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF PEACHTREE CITY, AND IT IS HEREBY ORDAINED by authority of the same that:

Section 1. The Peachtree City Zoning Ordinance Article X, Requirements by District, Section 1014A, Specific Limited Use Industrial Districts, be amended to add Section 1014A.5 Limited-use industrial district no. 5 as follows:

(1014A.5) *Limited-use industrial district no. 5*

- (a) The tract of land as described below shall be rezoned from its present classification of GI General Industrial to LUI-5 Limited Use Industrial, subject to the conditions set forth herein.

All that tract or parcel of land lying and being in Land Lots 58 and 59 of the 6th Land District of Peachtree City, Fayette County, Georgia and from a plat of survey by Winfred D. Kirk dated February 19, 1977, recorded in Plat Book 9, page 205, Fayette County Records, being more particularly described as follows:

BEGINNING at an iron pin at the intersection of the southeasterly right of way line of Kelly Drive with the northeasterly right of way line of Dividend Drive and running thence north 67°46' east 603.08 feet along said southeasterly right of way line of Kelly Drive to an iron pin at the right of way of the Atlantic Coast Line Railroad; running thence south 24'24" east along the southwesterly right of way line of said Railroad 723.81 feet to an iron pin; running thence south 65°27'30" west 604.61 feet to an iron pin on the northeasterly right of way line of Dividend Drive; running thence north 24°15' west along the northeasterly right of way line of said Dividend Drive 748.11 feet to the iron pin at the intersection of said right of way lines of Kelly Drive and Dividend Drive and the point of beginning, being improved property of an area size of 10.2 acres having a one-story brick building and appurtenances thereon.

- (b) This tract of land is illustrated on the survey by Winfred D. Kirk dated February 19, 1977, a copy of which is attached hereto as Exhibit "A" and incorporated herein by express reference.

(1014A.5.1) *Permitted uses.*

Those uses identified in the GI General Industrial and LI Light Industrial zoning districts.

(1014A.5.2) *Conditional uses.* The following uses shall be permitted in the LUI-5 zoning district on a conditional basis:

- (1) The conditional uses identified in the GI General Industrial and LI Light Industrial zoning districts with the same conditions.
- (2) Sit-down restaurant up to 4,000 gross square feet per tenant. The owner of the property shall provide documentation to the city indicating there is sufficient parking on the site to accommodate the proposed use as well as the other tenants within the buildings, and that parking will not interfere with existing service courts, loading docks and/or truck traffic. The owner of the property shall also include a detailed site plan identifying where parking will be provided for each use within the building or buildings.
- (3) Retail sales so long as the publicly-accessible retail showroom of the tenant occupies less than half the gross floor area of the industrial tenant. The owner of the property shall provide documentation to the city indicating there is sufficient parking on the site to accommodate the proposed use as well as the other tenants within the buildings, and that parking will not interfere with existing service courts, loading docks and/or truck traffic. The owner of the property shall also include a detailed site plan identifying where parking will be provided for each use within the building or buildings.

(1014A.5.3) *Other requirements.*

- (a) Minimum zoning lot area: 20,000 square feet.
- (b) Minimum lot width: 100 feet.
- (c) Minimum front setback depth: 30 feet.
- (d) Minimum side setback depth: 20 feet.
- (e) Minimum rear yard: 20 feet.
- (f) Maximum building height: Unlimited, but if the height of a proposed building exceeds 35 feet, as measured from finish grade to the ridge line or the tallest portion of the roof, the proposed site access, site circulation and building design details regarding the overall building layout, proposed construction methods, and overall fire protection plan shall be reviewed and approved by the fire marshal and building official in accordance with current fire and building codes prior to the review by the city planning commission. The fire marshal and building official may impose additional or alternative requirements to the approval based on conditions to include, but not limited to, the type of building, construction type and/or the planned occupancy and use of the building and overall life safety considerations. In addition to this review, federal air space regulations may apply should the building exceed 35 feet in height.
- (g) Maximum structure size for retail uses permitted in this district: 10,000 square feet. There is no maximum structure size for other non-retail uses permitted in the LUI-5 zoning district.

- (h) No automobile parking or service areas will be permitted within the required front setback depth.
- (i) No open burning will be permitted on any zoning lot.
- (j) All industries must be approved by state and federal regulatory agencies relative to meeting standards for environmental quality.

Section 2. 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 3. 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 4. This ordinance shall be in full force and effect upon its official adoption by the City Council.

Done, Ratified, and Passed this 21st day of March, 2019.

Vanessa Fleisch, Mayor

Phil Prebor, Post 1

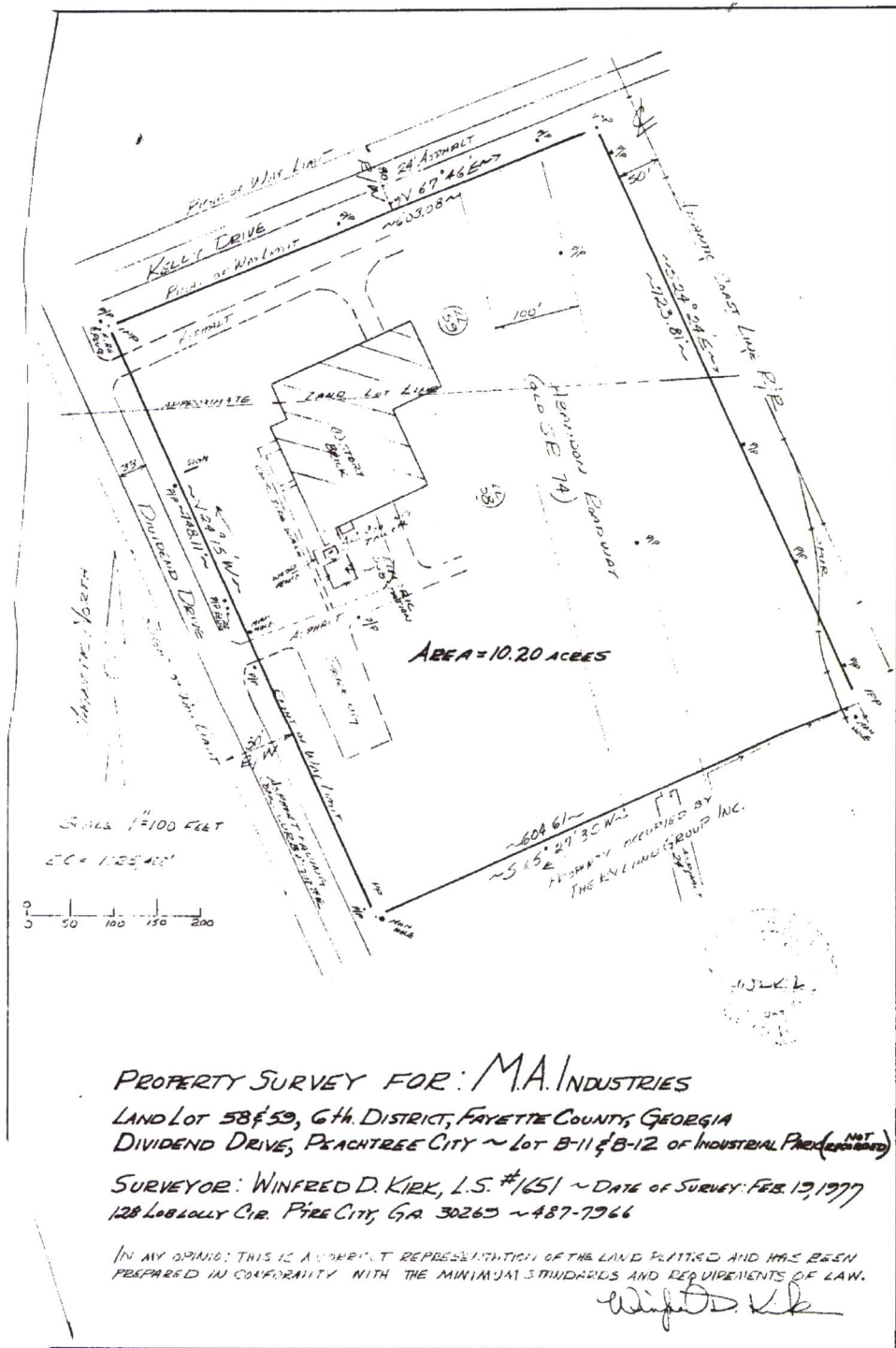
Mike King, Post 2

Kevin Madden, Post 3

Terry Enrst, Post 4

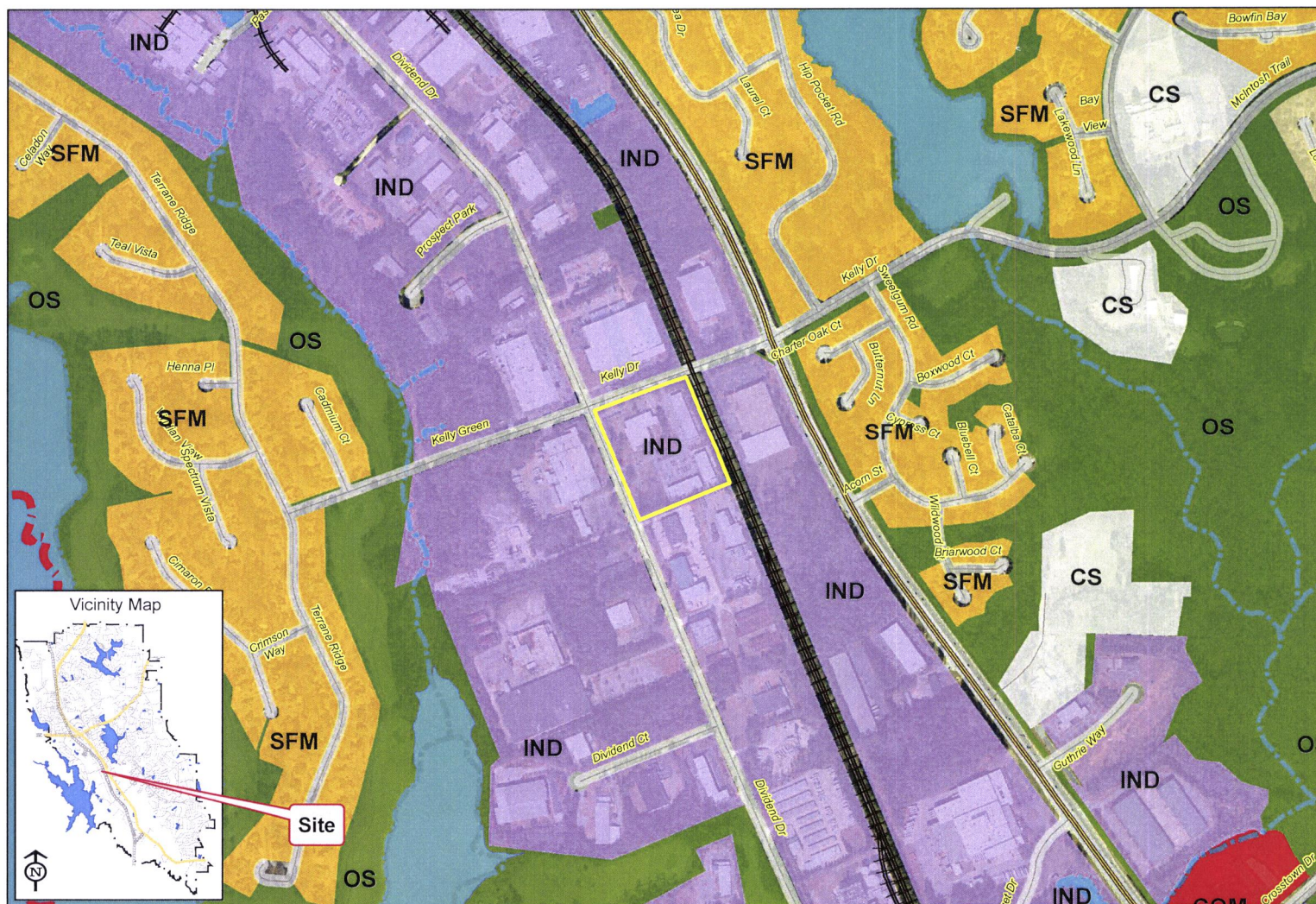
Attest: _____
City Clerk

EXHIBIT "A"



Recorded 4-6-77 W A Ballard Clerk

Peachtree City
City Council
March 21, 2019



Dividend Drive Center
301 Kelly Drive, 303 Kelly Drive, and 401 Dividend Drive
Current Zoning District: GI General Industrial
Requested Zoning: LUI Limited Use Industrial

Peachtree City
Planning Commission
February 20, 2019





REZONING APPLICATION

Planning & Development
153 Willowbend Rd, Peachtree City, GA 30269
P: (770) 487-5731
WWW.PEACHTREE-CITY.ORG

LOCATION	Address <u>381 + 303 Kelly Dr. + 401 Dividend Dr</u>		ZONING & LAND USE	Zoning <u>GI</u> <u>LUI</u> Existing Proposed	
	Parcel #(s): <u>0614007</u>			Land Use Map <u>Industrial</u> <u>Industrial</u> Existing Proposed	
Property Size: <u>10.184 acres</u>					
APPLICANT	Name <u>Robert Vanecek + Richard Bearden</u>		OWNER	Name <u>Same</u>	
	Address <u>P O Box 3224</u>			Address <u>401 P O Box 3224</u>	
City, State, Zip <u>Peachtree City, GA 30269</u>		City, State, Zip <u>Peachtree City, GA</u>		Phone # _____	
Phone # <u>(770) 486-8445 (Attorney)</u>		Email _____		Email _____	
Email <u>RICK@LLPTC.com (Attorney)</u>					
OPEN SPACE & PUBLIC	Open Space <u>0</u> Acres <u>0</u> %		MULTI-USE PATH	Distance to nearest multi-use path: <u>< 80</u> ft.	
	Land Dedicated for Public Use <u>0</u> (school, emergency response, public park, greenbelt, etc.)			Linear feet of multi-use path to be provided: <u>0</u> ft.	
TRANSPORTATION	Name of access or adjacent street		# of access points		
	<u>Kelly Drive</u>		<u>1</u>		
	<u>Dividend Drive</u>		<u>1</u>		
	Estimated trip generation (Bases on ITE ratios)		ADT		
	Vehicle Type: <u>Same as today</u>				
Vehicle Type: _____					
Vehicle Type: _____					
FIRE SUPPRESSION	Automatic Fire Sprinklers: ☒ Yes ☐ No, why? _____		Briefly describe daily operations: (Number of employees, etc. A separate detailed explanation may be included in the Written Narrative) <u>Same and similar uses that exist on site today and that have existed on site for almost 20 years</u>		
	Automatic Fire Alarm: ☒ Yes ☐ No, why? _____				
	Hazardous Material On Site? (If yes, describe type and method of storage to the right:) ☐ Yes ☐ No		Material(s): _____ Storage: _____		

With the signing and submittal of this application, the property owner authorizes the Peachtree City Staff to enter onto the property to collect data. By signing below, I certify that the above listed information and the accompanying materials are accurate.

Applicant Signature: [Signature] Date: 1/31/2019

Property Owner Signature: [Signature] Date: 1/31/2019



Planning & Development
153 Willowbend Rd, Peachtree City, GA 30269
P: (770) 487-5731
WWW.PEACHTREE-CITY.ORG

DISCLOSURE OF CAMPAIGN CONTRIBUTIONS & GIFTS

The undersigned below, making application for rezoning action, has complied with the Official Code of Georgia Section 36-67A-1, et. seq. *Conflict of Interest in Zoning Actions*, and has submitted or attached the required information on this form as provided.

All individuals, business entities¹, or other organizations² having a property interest, financial interest, or other interests³ in property subject of this application are as follows (attach additional if necessary):

Richard Bearden

Robert Vaneeck

Have you as applicant or anyone associated with this application or property, within the last two (2) years immediately preceding this application, made campaign contributions aggregating \$250 or more to a member of the Peachtree City Planning Commission or the Peachtree City Mayor and City Council? Please circle your response:

YES

NO

IF YES: Please complete the following section (attach additional sheets if necessary).

Name and Official Position of Government Official	Contribution Description and Dollar Amount	Date of Contribution

I do hereby certify the information provided herein is both complete and accurate to the best of my knowledge.

[Signature]

Signature of Applicant

[Signature]

Signature of Applicant's Representative

Signature of Notary Public

Richard Bearden

Type/Print Name and Title

Richard P. Lindsey, Attorney

Type/Print Name and Title

(Affix Seal Here)

¹ Business entity may be a corporation, partnership, limited partnership, firm, enterprise, franchise, association, trade organization, or trust.

² Other organization means non-profit organization, labor union, lobbyist, or other industry or casual representative, church, foundation, committee, club, charitable organization, or educational organization.

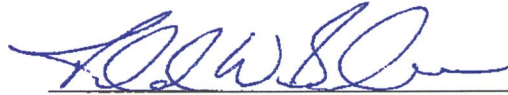
³ Property interest means the direct ownership of real property and includes any percentage of ownership. Financial interest means direct ownership of 10% or more of the total assets or capital stock of a business entity.

LETTER OF REPRESENTATION

Please note that we are represented in our rezoning request by attorney Richard "Rick" Lindsey of Lindsey & Lacy, PC. Please direct all communication to him at the following address, telephone number and email address:

Rick Lindsey
Lindsey & Lacy, PC
2002 Commerce Drive, North
Suite 300
Peachtree City, GA 30269
(770) 486-8445
rick@llpc.com

Thank you.



Richard Bearden

Robert Vanecek

NARRATIVE SUPPORTING REQUEST TO REZONE PROPERTY FROM GI TO LUI

The property located at 401 Dividend Drive, 301 Kelly Drive and 303 Kelly Drive is currently zoned General Industrial (GI). The property was developed many years ago with multiple buildings located around the site and parking around the various buildings in accordance with and inside the parameters of the GI ordinance in effect at the time. At that time and for many years following, the GI zoning ordinance permitted uses found under the Light Industrial (LI) zoning district. Such uses in the GI zoning district are still permitted today but only under a Special Use Permit. Otherwise, the uses currently permitted in the GI district are substantially different from those permitted under the former GI ordinance in effect at the time of the property's development. The subject property's development and configuration of buildings now effectively prevent the use of the property under much of the GI ordinance that states:

It is intended that the GI zoning district be established and reserved for basic or primary types of industrial uses which *involve extensive manufacturing, processing or assembly operations*. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible environment for *industries which require sizable tracts of land and/or employ large numbers of workers*. The intention is also to *reserve and protect undeveloped areas of Peachtree City* which are suitable for such industries, and to discourage encroachment by other uses which are capable of adversely affecting the basic industrial character of the district.

(Sec. 1008.1, PTC Ordinances; emphasis added.)

The property falls outside of the stated intent of the GI zoning ordinance as it is not undeveloped. It has been fully developed for many, many years. Additionally, as developed and built, the property cannot attract and is not conducive to extensive manufacturing, processing or assembly operations. It also cannot be used for an industry that would employ large number of workers. In fact, since the property abuts Kelly Drive, an entrance into Planterra, such an intensive industrial use would present an unwanted neighbor for that community.

Because the property was developed lawfully and according to the provisions of the GI ordinance at the time the buildings were constructed, the current uses are "grandfathered" and permitted under Section 906 of the PTC Ordinances as lawful, nonconforming uses. However, Section 906 contains conditions that, if interpreted narrowly, could result in an erosion of the types of uses that the development and buildings were constructed to accommodate. This potentially places the City and the landowner at odds over future tenants or potential tenants. The landowner wishes to avoid all such unpleasantness and wishes to rezone the property to Limited Use Industrial (LUI) to reflect exactly what is on the ground today and the uses permitted under both GI and LI zoning districts. This permits the uses more akin to those that were available at the time the property was developed. The landowner is not seeking to expand the intensity of the use of the property; the landowner simply seeks to avoid an erosion of the uses and potential uses over time.

In many ways, this requested rezoning mirrors a request for a Special Use Permit as governed under Section 1008.5 found under the GI ordinance. That ordinance permits LI uses in the GI zoning district. The standards for granting the Special Use Permit are strikingly similar to those reviewed for a rezoning. The landowner meets all of those standards.

(1) The requested rezoning is in conformity with the policy and intent of the land use plan.

The existing development of the property was designed to match the permitted uses under the GI ordinance in effect at the time of development. Those uses included services and certain retail uses, some of which were intended to serve the commercial needs of the businesses and employees found in the industrial park. The GI zoning ordinance at the time of development and the GI zoning ordinance in effect today also permit churches and other places of worship and athletic training facilities. With the issuance of a Special Use Permit under the current ordinance, the uses permitted in the LI district are also allowed in the GI district. These uses include barber/beauty shops, day care facilities, floor coverings sales and supply, health service clinics, and other similar type uses. The landowner has consistently rented space to providers of such services and products. These various tenants have worked in harmony with the industrial businesses located on the adjoining and nearby properties. These tenants have offered products and services to meet the needs of the businesses located in and employees working in the industrial park, as well as the everyday citizens of Peachtree City. As stated earlier, the landowner is not seeking to intensify the use of the property but to maintain the level and variety of uses that have existed on the property for almost twenty years. The landowner simply desires to continue to lease space to tenants who provide these products and services, all of which are identified as appropriate in the industrial area under the current ordinances.

The requested rezoning does not change the current land use. It is not seeking to change the current community design. The requested rezoning does not alter the current economic development from that which exists today on the property. The rezoning does not increase the fire and rescue needs of the property, does not change how water is provided to the site, does not change the sewer service or affect transportation in the area.

(2) The requested rezoning is suitable in view of the use and development of adjacent and nearby property.

The existing development has been on the ground for many years; some of the buildings have been on the property for almost twenty years. No change is sought and the current uses on the property are suitable in view of the industrial uses and development on the adjacent and nearby properties.

(3) The requested rezoning will not adversely affect the existing use or usability of adjacent or nearby property.

As stated above, the existing development has been on the ground for many years and has not had any adverse impact that affects the use or usability of adjacent or nearby property.

- (4) The requested rezoning will preserve the current economic use of the property; the failure to rezone could have an eroding and negative effect on the economic use of the property.**

The landowner is seeking this rezoning to preserve the current and historic uses of the property. The landowner is not seeking to increase or intensify such uses. The current use of the property falls under both the GI ordinance and the lawfully, nonconforming use ordinance, Section 906. If the City were to interpret Section 906 narrowly and disallow uses that are not currently found on the property, the universe of possible tenants immediately becomes smaller from that the property was designed to accommodate and will continue to shrink over time and could shrink to such a small group that the current configuration of the improvements on the property makes it economically unfeasible. If such were to occur, the property eventually could come into disrepair and become a blight on the area. Such possibilities are avoided with the rezoning that seeks a preservation of the current and historic use of the property to provide tenant space for those uses permitted in GI and LI districts.

- (5) The requested rezoning will not result in a use which will or could cause an excessive or burdensome use of the existing streets, transportation facilities, utilities or schools.**

The landowner is seeking this rezoning to preserve the current and historic use of the property. As such, there will not be any increase in the use of the existing streets, transportation facilities, utilities or schools.

- (6) There are no existing or changing conditions that support a disapproval of the requested rezoning; to the contrary, the requested rezoning will prevent negative deterioration of the property that could result from decreasing use possibilities of the property.**

The requested rezoning seeks to preserve the current and historic uses of the property and does not seek to expand those uses or drastically alter those uses. The property was developed and the buildings configured on the site to attract tenants that offer services and products permitted in the current LI and GI zoning districts and which were permitted in the GI ordinance in existence at the time the property was developed. Restricting the uses only to those permitted in the current GI zoning district and to the lawful nonconforming uses needlessly decreases the group of potential tenants for which the buildings were constructed and the property developed for no compelling reason that would benefit the area or the city at large.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager 

FROM: Robin Cailloux, AICP
Planning and Development Director 

DATE: March 13, 2019

SUBJECT: Consider Appeal from GVI- Peachtree City, LLP to Lift Multi-Family
Rezoning Moratorium
March 21, 2019 City Council Meeting

Recommendation:

Pursuant to the appeal procedures outlined in Section 1404 of the Multi-Family Rezoning Moratorium, Staff is not providing a recommendation to Council on this request.

Discussion:

On February 21, 2019, GVI – Peachtree City, LLC submitted a formal request (attached) that City Council consider lifting the moratorium on multi-family rezoning for a 36.98-acre tract of land identified on the attached location map. The property is currently zoned General Industrial (GI) and designated as Industrial (IND) on the city's adopted Future Land Use Plan Map.

The Applicant desires to submit a rezoning application requesting that the property be rezoned to accommodate a proposed mixed-use development consisting of office, retail, single-family, and multi-family uses. Prior to the acceptance of a rezoning application, the moratorium must be lifted by Council. Lifting the moratorium in no way obligates the city to ultimately rezone the property as desired by the Applicant. Should Council lift the moratorium, Staff would then be authorized to accept, process, and provide recommendations on a subsequent rezoning application.

Budget Impact:

There are no budget impacts associated with the request. Should Council lift the moratorium, Staff will analyze potential budget impacts as a part of the rezoning process.

Attachments

Calistoa
Off Clubhouse Drive and NAECO right-of-way
Zoning District: GI General Industrial

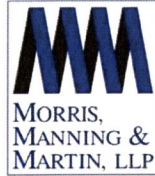
Peachtree City
City Council
March 21, 2019



Calistoa
Off Clubhouse Drive and NAECO right-of-way
Future Land Use: Industrial

Peachtree City
City Council
March 21, 2019





February 21, 2019

Jessica L. Hill, Esq.
404-504-7754
jhill@mmmlaw.com
www.mmmlaw.com

VIA EMAIL AND FEDERAL EXPRESS

Peachtree City
c/o Robin Cailloux, AICP Senior Planner, Peachtree City
151 Willowbend Road
Peachtree City, Georgia 30269

Re: Request to remove the multi-family moratorium in Section 1403 of the Peachtree City Code of Ordinances

Dear Robin:

Please accept this application to remove the moratorium in Section 1403 of the Peachtree City Code of Ordinances prohibiting acceptance of zoning applications that allow development of property with multi-family use. The request to remove the moratorium applies to the 36.98 acre property listed as PIN 615028 in the Fayette County GIS and further described on the master plan included in this submittal (the "Property"). This request is being made on behalf of GVI-PEACHTREE CITY, LLC, the owner of the Property and their development partner, Crescent Communities (collectively, the "Applicant").

The Property is currently zoned GI and the Applicant proposes to apply to partially rezone the Property to LUC to develop the Property. The proposed LUC development consists of a mixed use project with multi-family, townhome, single family, office and retail uses. The Applicant specifically requests the conditional uses outlined in Section 1006A.3, part c. The aggregate square footage of the rezoned parcel will not exceed 499,500 gross square feet. In collaboration with Atlanta Regional Airport – Falcon Field, the rezoning proposal would also expand the current runway protection zone on a portion of the Property to complement the proposed reduction of the displaced threshold by 385' to the north on Runway 13. The development would comply with section 550 of the FAA Airport Improvement Program Sponsor Guide and FAA guidelines found in 14 CFR Part 77.

Pursuant to Section 1404 of the Peachtree City Code of Ordinances, please place the request on the next available Mayor and City Council agenda. If you have any questions regarding the request, please contact me.

Sincerely,

Jessica L. Hill
Attorney for Crescent Communities



calistoa
Lake McIntosh

Drawing created by: Kimley-Horn & Associates, Inc. (KHA) for Crescent Communities, LLC (CCL) on 08/01/2019. Project Name: Calistoa Lake McIntosh. Project Number: 19-0001. Drawing Title: Aerial View. Drawing Scale: 1" = 100'. Drawing Date: 08/01/2019.

This rendering, together with the concepts and designs presented herein, is an illustration of services, it is provided only for the specific purposes and uses set forth in this program. It is not intended to be used for any other purpose. It is not intended to be used for any other purpose. It is not intended to be used for any other purpose.

CRESCENT COMMUNITIES, LLC 1100 PARKWAY N., SUITE 100 FARMINGTON, CT 06030 PHONE: 860.676.2000	PROJECT CALISTOA LAKE MCINTOSH 1100 PARKWAY N., SUITE 100 FARMINGTON, CT 06030 PHONE: 860.676.2000
SHEET NO. 0000000000	SHEET NO. 0000000000
DESIGNED BY JMA	DESIGNED BY JMA
REVIEWED BY BV	REVIEWED BY BV
DATE 08/01/2019	DATE 08/01/2019
PROJECT NO. 19-0001	PROJECT NO. 19-0001
PROJECT VISION C0-00	PROJECT VISION C0-00

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager 

FROM: Robin Cailloux, AICP
Planning and Development Director 

DATE: March 14, 2019

SUBJECT: Resolution of Support for the Grant Application to the
Atlanta Regional Commission
March 21, 2019 City Council Meeting

Request

That City Council approve the Resolution of Support for the grant application to the Atlanta Regional Commission and commitment of the budgeted matching funds if the grant is awarded to Peachtree City.

Discussion

The Atlanta Regional Commission (ARC) has issued a combined call for applications for the Livable Centers Initiative (LCI) and Community Development Assistance Program (CDAP). Staff has prepared an application to the grant program, requesting \$160,000 to facilitate a planning project that will establish a vibrant, walkable village tentatively called the "City Centre". The requested elements of the planning project are:

- Facilitation of a robust public participation plan (estimated 28% of budget)
- Market study for land use programming (est. 13% of budget)
- Land Use, Parking, and Multi-modal plan (est. 31% of budget)
- Stormwater pond and green infrastructure design & maintenance guidelines (est. 15% of budget)
- Architectural guidelines (est. 13% of budget)

Staff has identified the proposed planning study area as shown in Figure 1 (attached). It includes the area studied last year in the Conceptual Redevelopment Potential, as well as the SR 54/ SR 74 intersection and property on the north side of SR 54. These are areas that are most likely to be impacted by the GDOT Displaced Left Turn Lane project, set to go under construction in 2021. They are also part of the oldest village in Peachtree City, Aberdeen Village.

The LCI program has been reformed by the ARC this year to focus on areas served by transit or planned transit, or areas that are identified as Main Street or Downtown communities on the Regional Unified Growth Policy Map. Peachtree City does not

ARC grant application Resolution of support

Page 2

qualify as any of these (we do have a Major Retail Attractor identified on the Regional Unified Growth Policy Map). Therefore, the more likely funding source will be the CDAP. The ARC reviews applications on how the proposal addresses these eight regional challenges:

- Housing Affordability
- Green infrastructure
- Workforce Development
- Historic Preservation
- Access to Healthy Food
- Lifelong Communities
- Creative Placemaking
- Smart Communities

The grant application highlights how the plan will address issues identified by the public during the Comprehensive Plan process, especially increasing housing options for people of all life stages (Housing Affordability and Lifelong Communities), preserving the City's greenbelt and path system (Green Infrastructure), the need to redevelop aging retail strip centers and the desire to create a central gathering space (Creative Placemaking).

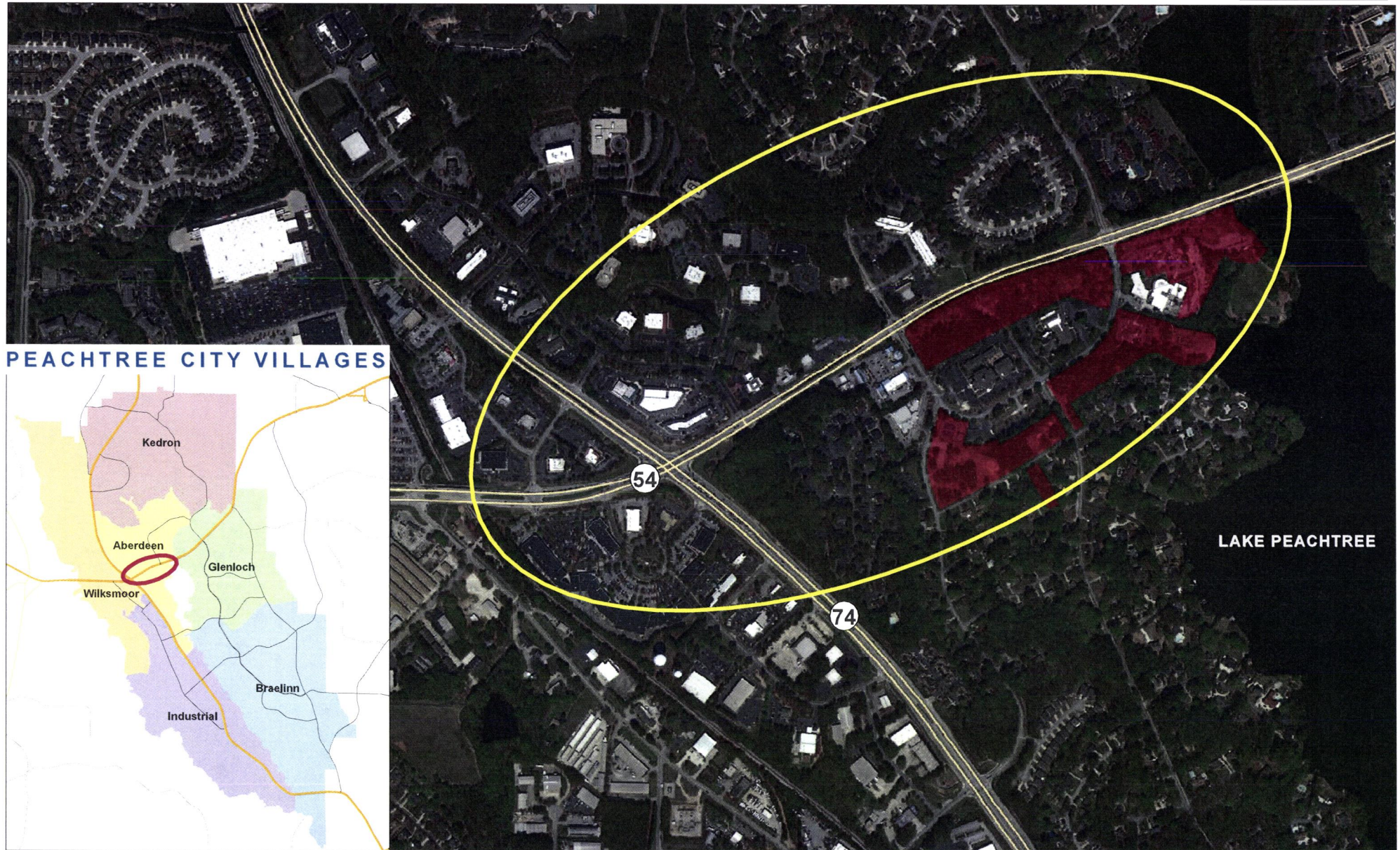
Budget Impacts:

The required 20 percent matching local funds are included in the City's Fiscal Year 2019 Budget.

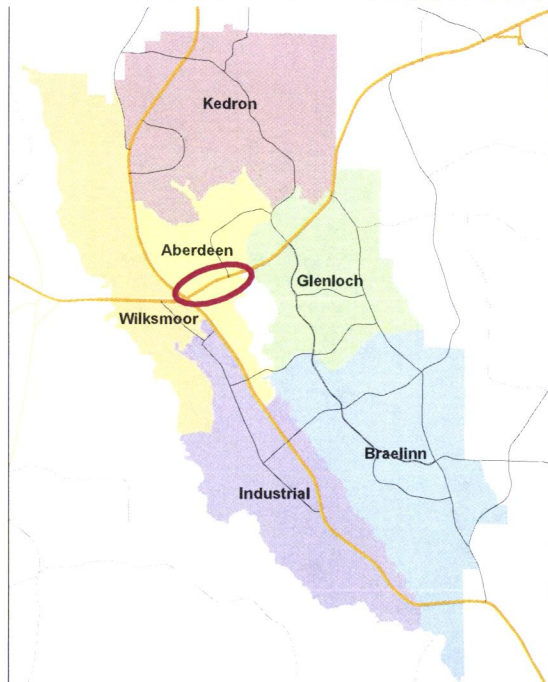
PEACHTREE CITY LCI & CDAP GRANT APPLICATION PLANNING STUDY AREA

0 750 1,500 3,000 Feet

Legend
Underutilized Public Land



PEACHTREE CITY VILLAGES



**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF PEACHTREE CITY IN SUPPORT OF
THE COMMUNITY DEVELOPMENT ASSISTANCE APPLICATION AND
A COMMITMENT FOR LOCAL REQUIRED MATCH
OF ANY AWARDED GRANT MONIES FROM THE
ATLANTA REGIONAL COMMISSION**

WHEREAS, the City of Peachtree City has completed the 2017 Comprehensive Plan in accordance with the revised Local Planning Standards as adopted by the Georgia Department of Community Affairs (DCA) with the planning assistance of the Atlanta Regional Commission staff; and

WHEREAS, Comprehensive Plan Community Input element identified the community's concerns about and desire for redevelopment of aging retail, the lack of a central gathering space for the citizens of Peachtree City, their continued support of protecting and enhancing the City's over 3,700 acres of greenspace, the desire to address growing stormwater issues; the need for different and affordable housing options for people of all life stages and abilities; and the support of working with regional partners to address transportation impacts on the City of Peachtree City, especially at the intersection of two State Routes, SR 54 and SR 74; and

WHEREAS, the City of Peachtree City has expended public monies for the preparation of a Conceptual Redevelopment Vision for an area within the grant application study area in order to address immediate re-development pressures; and

WHEREAS, the City of Peachtree City has expended public monies for the preparation of a Corridor Study along State Route 54 East from the intersection of SR 54 and SR 74 to the intersection of SR 54 and Ebenezer Road located outside the City limits, and including anticipated redevelopment inside the proposed study area of the Community Development grant; and

WHEREAS, the City of Peachtree City has adopted the Budget for Fiscal Year 2019 that includes funds for the complete re-writing of the Peachtree City Zoning Ordinance and Land Development Ordinance as an anticipated need to implement the findings of the Community Development grant planning efforts; and

WHEREAS, the City of Peachtree City is actively preparing a Request for Proposals for the re-write of the Peachtree City Zoning Ordinance and Land Development Ordinance; and

WHEREAS, the City of Peachtree City has adopted the Budget for Fiscal Year 2019, which includes the local matching funds of \$32,000 to the requested \$160,000 Community Development grant.

BE IT THEREFORE RESOLVED, the Mayor and Council of the City of Peachtree City do hereby adopt this resolution in support of the Community Development Assistance grant application for Peachtree City; and furthermore,

BE IT THEREFORE RESOLVED, the Mayor and Council of the City of Peachtree City do hereby commit to the expenditure of matching funds required to be provided by the local authority of the grant monies awards by the Atlanta Regional Commission.

SO RESOLVED, this 21st day of March, 2019.

Vanessa Fleisch, Mayor

Phil Prebor, Post 1

Mike King, Post 2

Kevin Madden, Post 3

Terry Ernst, Post 4

Attest:

City Clerk



Peachtree City

Mayor & City Council:

Vanessa Fleisch, Mayor

Phil Prebor – Post 1

Mike King – Post 2

Kevin Madden – Post 3

Terry Ernst – Post 4

March 21, 2019

Mr. Jared Lombard, AICP
Atlanta Regional Commission
229 Peachtree Street, Suite 100
Atlanta, Georgia 30303

Dear Mr. Lombard:

On behalf of myself and City Council of the City of Peachtree City, it is my pleasure to transmit our application for 2019 funding through the Livable Centers Initiative (LCI) and Community Development Assistance Program. If awarded, the funds will be used toward the preparation of the City Centre Redevelopment Plan. The study area is located between the intersection of two regional corridors to the west, State Route 54 and State Route 74, and Lake Peachtree to the east, a drinking water reservoir for Fayette County. It is our intent to create a walkable, vibrant mixed-use village for people of all ages and abilities through the redevelopment of aging retail strip centers and under-utilized public property. We must do so while protecting the environment around Lake Peachtree and becoming more resilient to extreme weather.

Through the public planning process facilitated by the grant, we will address issues already identified by our citizens in the 2017 Comprehensive Plan, which was completed with the assistance of ARC staff. These include the need for a diversity of housing types, the need to address traffic impacts of the SR 54 / SR 74 intersection, the desire to protect our 100+ miles of multi-use paths, and the desire to protect water quality of our lakes. We are confident that a fully-funded grant application will result in an actionable plan that the City is committed to achieving.

As further indication of the City's commitment to the project, City Council has already expended funds in pre-planning efforts and budgeted funds for anticipated implementation steps. Some of these efforts include developing a Conceptual Vision plan, a Corridor Study for SR 54 East, budgeting for the matching funds for this grant, and budgeting for the complete overhaul of our Zoning and Land Development ordinances.

If you have any questions or need any additional information, please contact either myself or the City Manager, Jonathan Rorie. We are excited about once again participating in the LCI program and the prospect of being a participant in the Community Development Assistance Program, and we look forward to your agency's favorable response to our application. As always, it is a pleasure working with you and the Atlanta Regional Commission.

Sincerely,

Vanessa Fleisch
Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

FROM: Jonathan N. Rorie, City Manager 

DATE: March 14, 2019

SUBJECT: Consider Resolution of Opposition to the TDK Boulevard Extension
March 21, 2019, City Council Meeting

Discussion:

During the Transportation discussion at the March 5, 2019, City Council Retreat Workshop, Council asked staff to prepare a resolution regarding the removal of the proposed TDK Boulevard Extension from the Fayette County Comprehensive Transportation Plan. The resolution is attached for Council consideration.

RESOLUTION OF THE CITY OF PEACHTREE CITY IN OPPOSITION TO THE EXTENSION TDK BOULEVARD AS THE PRIMARY NEW EAST-WEST CONNECTION BETWEEN FAYETTE AND COWETA COUNTIES AND REQUESTING REMOVAL OF SAID PROJECT FROM THE FAYETTE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

- WHEREAS:** Coweta and Fayette Counties share a common border, geographic region and tie to metropolitan Atlanta, and see significant inter-county migration among their residents for industrial, commercial, and social reasons; and
- WHEREAS:** Access between Coweta County and southern Fayette County is served by two primary arterial corridors, those being the SR 34/54 Corridor and the SR 85/74 Corridor, and the secondary corridor of Rockaway Road; and
- WHEREAS:** These three corridors have seen significant increases in traffic volume over the past two decades, serving to limit access between the two counties; and
- WHEREAS:** Some 29,000 vehicles per day enter the SR 54/74 Intersection in Peachtree City via SR 54 from the west to access the sole Interstate 85 interchange in Fayette County via Highway 74 N, to continue on SR 54 through Peachtree City to Fayetteville and beyond, or to access the Peachtree City Industrial Park on SR 74 S;
- WHEREAS:** Fayette County is expected to grow by 32,000 to a population of 143,000 over the next 20 years, while Coweta County is expected to grow by 98,000 residents to a population of 240,000 in the same period; and
- WHEREAS:** While the additional access corridors serving Fayette County will be necessary to address existing traffic and provide capacity for growth in both counties; and
- WHEREAS:** The extension of TDK Boulevard off SR 74 in southern Peachtree City to McIntosh Trail in southern Coweta County has been identified by both Coweta County and Fayette County in their respective Comprehensive Transportation Plans as a desirable means to increase east-west connectivity between the two counties; and
- WHEREAS:** Peachtree City supports the access of employees to the Peachtree City Industrial Park, but not at the cost of creating a major east-west connector of Crosstown Road; and

WHEREAS: Coweta County has both a vested interest and a shared responsibility in providing for the adequate access of Coweta County residents commuting to Atlanta and Fayetteville.

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Council of Peachtree City do hereby officially oppose the TKD Boulevard Extension into Coweta County and do hereby request that the Fayette County Board of Commissioners remove the TDK Boulevard Extension from the identified projects in the Fayette County Comprehensive Transportation Plan

BE IT FURTHER RESOLVED that our goal is for Peachtree City and Fayette County, as part of the Atlanta Regional Commission, and Coweta County, as part of the Three Rivers Planning Commission, to meet jointly for the purposes of identifying and agreeing upon additional and alternate east-west connections between the two counties.

So Resolved this ____ day of _____ 2019.

ATTEST:

Betsy Tyler, City Clerk

Vanessa Fleisch, Mayor

Mike King, Councilmember

Terry Ernst, Mayor Pro-Tem

Phil Prebor, Councilmember

Kevin Madden, Councilmember