



**CITY COUNCIL OF PEACHTREE CITY
REGULAR MEETING AGENDA
FEBRUARY 6, 2020
6:30 p.m.**

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

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- I. Call to Order
 - II. Pledge of Allegiance
 - III. Announcements, Awards, Special Recognition
CALEA (*Commission on Accreditation for Law Enforcement Agencies*) Presentation to Police Department
Recognize Scott Verock, Police Dept. – 10 Years of Service
 - IV. Public Comment
 - V. Agenda Changes
 - VI. Minutes
January 16, 2020, Regular Meeting Minutes
 - VII. Consent Agenda
 1. Consider R-Cut Construction on SR 54 (Dan Lakly Drive and Governor's Square Intersections)
 2. Consider Budget Amendments – FY 2019
 - VIII. Old Agenda Items
 - IX. New Agenda Items
02-20-01 Public Hearing – Annual Re-adoption of Zoning Map & Ordinance (*Robin Cailloux*)
 - X. Council/Staff Topics
Ordinance Preview – Proposed Amendment to the Alcohol Ordinance
 - XI. Executive Session
 - XII. Adjourn

City Council of Peachtree City
Meeting Minutes
Thursday, January 16, 2020
6:30 p.m.

The Mayor and Council of Peachtree City met in regular session on Thursday, January 16, 2020. Mayor Vanessa Fleisch called the meeting to order at 6:30 p.m. Others attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor.

Election and Oath of Office of Mayor Pro-tem

Ernst nominated Prebor as Mayor Pro-tem. Madden seconded. Motion carried unanimously, and Fleisch administered the oath of office to Prebor.

Announcements, Awards, Special Recognition

Fleisch designated January 25 as Pancake Saturday in Peachtree City, noting the many local projects helped by the funds raised at the Kiwanis Club's annual breakfast. Kiwanis Club President Marc Blouin accepted the proclamation.

The Mayor recognized John Bruschetti of the Fire Department for 15 years of service and Human Resources & Risk Management Director Ellece Brown for 10 years of service. Later in the meeting, Fleisch proclaimed Mandi Noles from Recreation & Special Events as Employee of the Month.

2020 State of the City Address

Fleisch shared her annual State of the City address, focusing on accomplishments in the City over the six years that she had been in office and what was planned for the immediate future. She noted that 2019 had been the City's 60th anniversary, and accomplishments in the last year had laid the foundation for many things to come. She said the City's finances were arguably the best they had been in decades. They had rehabilitated the infrastructure and image of Peachtree City, and Fleisch said she looked forward to a productive and prosperous 2020.

Fleisch commented that the City was blessed to have two Public Safety departments that were among the best in the country. The Police Department had been re-accredited, and the Fire Department had maintained its Insurance Services Office (ISO) 1 rating. The Police Department continued to teach golf cart training classes, and path patrols were up by 16%. The Human Resources Department had instituted an employee referral program to attract quality employees in a tight labor market. The Mayor remarked that it was hard to find volunteers and encouraged citizens to consider volunteering their time to help the City.

Fleisch went on to note that, due to increasing cybercrime, the Information Technology (IT) Department had increased its security efforts. Recreation and the Convention and Visitors Bureau (CVB) had been working together to bring quality events to the community, such as the anniversary celebrations at Flat Creek Club and Drake Field. The new splash pad, community garden, and skateboard park had given the Glenloch area a much-needed boost, she stated. The City was looking at saving taxpayer money in the long run by consolidating some of the parks. Other park improvements included two new rectangular ballfields at Braelinn and paving the parking lots at both Braelinn and Glenloch. Kedron's indoor basketball court was getting a new floor to replace a nearly 30-year-old surface that was meant for outdoor use.

The Stormwater Department had replaced or relined nearly 20,000 linear feet of pipe. Fleisch explained that Peachtree City was low-lying, and years of neglect of the drainage system was taking its toll, with the corrugated metal pipes rusting out. The Public Works Department resurfaced 11 miles of cart paths in 2019.

Fleisch said that term limits meant she would be making only one more State of the City address. She explained that she had been in public office since 2009, and when she joined the Council, the City was beginning to look not so wonderful. She related that an executive from a company in Norcross came down to look at the City as a possible site for relocating their business. He decided against it, saying, "Peachtree City looked like a place people used to care about." To illustrate that, she showed photos of the condition of areas in the City that had been neglected. She recalled that grass was no longer getting mowed on a regular schedule in 2009. Council and staff held a workshop on the matter, and a satisfaction survey of residents at that time showed that the uncut grass was their number one complaint. Fleisch remembered asking the then-Public Works Director if the City would ever look as good as it did in 1991, and he said "no." While she was heartbroken to hear that, Fleisch said those words were a motivating force. She increased her efforts to rectify the situation.

When the City cut staff in the Public Works Department, Fleisch pointed out, the things they needed to take care of did not go away. She displayed a list of all the items Public Works was responsible for with its 65 employees. Also, they had realized they did not have an accurate inventory of City property, including subdivision entrances, street signs, tennis courts, and so on. In addition, the City had to maintain 192 miles of roads, and some were not in the best of shape. They contracted with Infrastructure Management Services (IMS), and, for \$70,000 or \$80,000, got an evaluation of the condition of City roads. IMS also measured the amount of curb and gutter and counted signs. In total, the street network was a \$250 million asset that had been neglected.

In 2011, Fleisch went on, one of the first things they did was get a roughly \$3 million bond passed. They listed their priorities, putting tennis courts at the top. At Blue Smoke Park, the developers had put a tennis court on top of a burial pit for construction materials and tree trunks. The courts were sinking. It was lot less expensive to eliminate the tennis court than to repair it. That was happening all over the City. There was a tot lot in Cedar Park that no one knew was the City's responsibility. She recalled that the tower at the BMX track had been condemned three times. They rebuilt the tower with bond funds at a lot less cost than the original quote. She said Rorie had come on board by then and noted he was very talented at getting the lowest price for various projects. Fleisch presented a list of all the projects accomplished with the 2011 bond.

After taking office as Mayor in 2014, Fleisch said Council had compiled another list of projects. Fleisch said she was proud of how far the City had come. She noted that the holes in the spillway were discovered in March of 2014, after the list of bond projects had been compiled in January. They could very easily still be in court over that, the Mayor pointed out, but were fortunate that things went the City's way, and they were able to build the spillway. The spillway was the least expensive option, and they wanted to ensure that it was maintenance-free. No one should have to touch it for years.

All the projects completed between the 2011 and 2014 facilities bonds totaled about \$6 million. Fleisch pointed out there were quite a few roofs on the 2014 project list, along with many other projects that were accomplished.

The 2019 budget for road resurfacing was \$4.8 million, with \$1.8 million coming from the General Fund and \$3 million generated by the Special Purpose Local Option Sales Tax (SPLOST). In 2019, they had resurfaced about 13 miles of road with this money. The City had 192 miles of road which, divided by 13, equaled 15 years to complete a paving cycle. The lifespan of a road was 15 to 20 years. Fleisch pointed out that some of the roads were past their normal lifespan, and they discovered that some of the City's older roads had been improperly built with no roadbeds. The SPLOST would run out in 2023, and she wondered where the \$3 million would come from to keep up with the necessary paving. The Mayor said she was saying all this to make the point that, while

some people advocated cutting back on expenses, it came with a cost. She noted that these figures did not include cart path maintenance or any of the other things funded by SPLOST. With too much cost cutting, Fleisch remarked, it would be easy to return to the previous situation caused by 20 years of neglect.

Fleisch recalled that in her work as a realtor, they were encouraged to explain the City's village concept to clients. Each village was made up by a recreation area, an elementary school, a fire station, and a retail area. Aberdeen, Glenloch, Kedron, and Braelinn all fit the bill. Wilksmoor would never have an elementary school due to a drop in enrollment. There was a question about what type of fire station would be in Wilksmoor in the coming years. Braelinn had two fire departments. One was a full fire station, but the other was a small quick response station established because the assisted living communities on the south side generated so many medical calls. It was important to consider how to maintain the ISO 1 rating when looking at what to put in Wilksmoor.

Several years ago, the City submitted its Comprehensive Plan to the Atlanta Regional Commission (ARC). A citizen advisory group concluded that in order to make up the \$3 million from SPLOST, they would have to make the land work harder and generate more income. That called for redevelopment. In order to determine what that redevelopment should look like, the City applied for a grant from the ARC, which funneled federal funds to its member jurisdictions. When the City had done the traffic study in 2014, Fleisch recalled, they presented the ARC with a 500-page report on SR 54 West. The ARC grant gave the City the opportunity to look at about 400 acres, from the City Hall area through the SR 54/SR 74 intersection, almost to Huddleston Road. That process was getting underway now and would include citizen volunteers, along with a company that did marketing studies. Redevelopment of this area would provide more of a tax base through newer development. She noted the average age of a home in Peachtree City was 29 years, and about 80% of the land in Peachtree City was residential.

The Livable Cities Initiative (LCI) grant was for \$128,000, and the City must match 20%, or about \$30,000. Fleisch said this was one of the largest grants the ARC had ever given. They wanted to look at the SR 54/SR 74 area because in October 2016, they learned that the Georgia Department of Transportation (GDOT) had allocated \$10 million for a continuous flow, or displaced left turn (DLT), at the intersection of SR 54/SR 74. The City had to look at redevelopment with the knowledge that the SR 54/SR 74 intersection would not look the same in five years. Sales taxes were the second largest source of income, so they did not want to lose Westpark or The Avenue to an overpass or underpass. That might be necessary in 20 or 30 years, but the LCI would allow them to shift development so there would not be major damage to the tax base.

Peachtree City was responsible for 39% of the total tax base of Fayette County, Fleisch noted. The unincorporated county provided about 37%. Peachtree City had a smaller land mass than the County, but because of what they had, they provided a larger percentage of the tax base.

Comments on social media had led the Mayor to believe that people did not understand how good things were in Peachtree City. She said 91% of office space was occupied, as was 98% of industrial space. Retail space was 94% occupied, but the large empty square footage of the old Kmart skewed that number. The average home price in Peachtree City in 2013 was \$284,000, while today it was \$398,000. That boded well for the City's future.

Fleisch explained various ways that citizens could get in touch with the City. She commended the Police and Fire Departments for doing a good job with their Facebook page and said improving communication was something all departments were working on.

Fleisch concluded by saying they were proud of where the City was and looked forward to the results of the LCI study and the construction of the DLT in the next couple of years.

Public Comment

There were no public comments.

Agenda Changes

There were no changes to the agenda.

Minutes

King moved to approve the December 3, 2019, workshop minutes. Ernst seconded. Motion carried unanimously.

King moved to approve the December 12, 2019, regular meeting minutes. Ernst seconded. Motion carried 4-0-1, with Fleisch abstaining due to her absence from that meeting.

Quarterly Reports – 4th Quarter 2019

There were no comments.

Consent Agenda

1. Consider Indemnification of Public Officials
2. Consider Legal Organ – Fayette County News/Today in Peachtree City
3. Consider Alcohol License – Positano's Pizza, 300 City Circle, Suite 1520
4. Consider Acceptance of Safety Grant and Liability Management Grant from GMA
5. Consider FY 2020 Budget Adjustments – Personnel
6. Consider FY 2020 Budget Adjustment – Capital Projects
7. Consider FY 2020 Budget Adjustment – ARC Grant for LCI Study
8. Consider Elimination and Replacement of Position in Grounds Maintenance Department
9. Consider Bid for Bridlepath Lane Headwall Repair – McLeRoy, Inc

Ernst moved to approve Consent Agenda items 1 – 9. King seconded. Motion carried unanimously.

Old Agenda Items

GDOT Presentation – SR 74/SR 54 Displaced Left Turn

City Engineer Dave Borkowski introduced Keith Strickland, a senior transportation engineer with Stantec Consulting. Strickland said Randy Blair and Robert Reid of GDOT's Office of Program Delivery were present. He said he would present a brief overview of a Displaced Left Turn (DLT) and show what the GDOT was planning to construct at the intersection of SR 54/SR 74.

A DLT, Strickland explained, allowed more green time at an intersection by separating the left turns that approached the intersection from the main intersection. A new intersection was constructed approximately 400 to 500 feet in advance of the main intersection to allow the left turns to cross over the intersection and travel in the opposite direction; therefore, when they got to the main intersection, there was no through traffic. He presented an animation of a typical DLT, which he said was similar to what would be constructed at SR 54/SR 74.

The DLT concept was developed more than 20 years ago and had been used worldwide at more than 60 intersections, mostly in the United States. The concept won the 2002 American Association of State Highway and Transportation Officials (AASHTO) National Award for Innovation. A map of the U.S. indicated the locations of operational DLTs or those that were under design or construction. Strickland said GDOT was at the forefront of this concept with two operational DLTs, both in north Atlanta.

Strickland shared information about one of the initial DLTs constructed in Baton Rouge, LA. The intersection had many similarities with the Peachtree City intersection. Before the DLT was proposed, the State of Louisiana had proposed a grade separation at the intersection due to the number of disruptive left turns. The City of Baton Rouge looked at alternatives and proposed the DLT. Strickland said the DLT had significantly improved the operation of the intersection. He displayed a photo that showed both the dual crossover left turns and the two through lanes in each direction. After implementation, the intersection showed a 50% reduction in delays and a 40% decrease in travel times. It reduced the average travel time through the intersection from three to four minutes to 30 or 40 seconds, Strickland reported. The total number of crashes was reduced by 25%, and serious crashes went down by 34%. Taking the left turn lanes out of the main intersection removed some major conflict points. The public had been skeptical of the DLT concept at first, Strickland remarked, but after the project was open, it had very positive reception. Since this was the first time a DLT had been constructed in the state, the Louisiana DOT was interested in the public's reaction. A survey showed it had a very favorable reception once drivers realized how much it reduced congestion.

Strickland said there was no need to tell anyone present how bad things were at the SR 54/SR 74 intersection. It would only get worse over time, and GDOT felt it was critical to do something to reduce the delays. Even though the DLTs would be on SR 74, it would help the traffic on SR 54 by reducing the overall signal cycle lengths. Right now, because of the congestion at that intersection, that signal was controlling all the cycle lengths up and down SR 54, causing those intersections to operate less efficiently. This concept should reduce the number of accidents, at least those related to left turns. The DLT concept would have a much lower impact on the adjacent properties than a grade separation would.

Strickland showed depictions of the intersection as it was now, and with the DLT, pointing out the crossover turns on SR 74 about 400 feet before the intersections. To prevent wrong way maneuvers, the right turns would be separated and taken to the outside of the left turns. As a driver approached the intersection on SR 54, the first chance to turn right would be into the right turn lane, which would eventually merge into the through lane. Another slide showed how to navigate a DLT, which he described as very intuitive because the driver turned left to go left. GDOT was proposing overhead signs for the SR 74 approach to reinforce exactly where those crossover left turns occurred.

There were some unique features to this project, Strickland explained. GDOT was planning to increase the capacity of the southbound right turn lane on SR 74 to westbound SR 54 by making it a free-flow movement. The project would build another westbound lane so that cars turning right would not have to compete with any other traffic. The only access change would be the right-in, right-out driveway at The Avenue on SR 74. Right now, that driveway could be accessed from all approaches, but this design meant that driveway would be located on the right turn lane, so the ingress would be only for traffic coming from Coweta County, eastbound on SR 54 and making a right turn to go south.

Fleisch recalled that they met with GDOT about a year ago and expressed their concern about traffic backup from the Longhorn Steakhouse going towards Coweta. She thanked Strickland for incorporating their concerns into this plan. She noted that the federal funding designated for the project was about a third to a half of the federal money coming to Georgia. There were more than 500 cities in Georgia and 159 counties, and Peachtree City, population 35,000, was getting between \$9-\$10 million, which the Mayor called "amazing." The City would not be required to put up matching funds.

Strickland said citizens who wanted to learn more about the project were invited to a public open house at the library on January 23 where they could see plans and ask questions.

King inquired about the timeline. Strickland said the project would begin in 2021 and take about two years to complete.

New Agenda Items

There were no New Agenda Items.

Council/Staff Topics

There were no Council/Staff topics.

Prebor moved to convene in executive session to discuss the lease, sale, or acquisition of real estate at 7:30 p.m. Ernst seconded. Motion carried unanimously.

Ernst moved to reconvene in regular session at 7:38 p.m. Madden seconded. Motion carried unanimously.

There being no further business to discuss, King moved to adjourn at 7:39 p.m. Madden seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Vanessa Fleisch, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan Rorie, City Manager 
Paul Salvatore, Financial Services Director *PS*
Kelly Bush, Assistant Financial Services Director *KB*
Angela Egan, Purchasing Agent

FROM: City Engineer

DATE: January 29, 2020

SUBJECT: R-Cut Construction on SR 54 at Dan Lakly Dr. and Governor's Sq.
February 6, 2020, *City Council Meeting*

Recommendation:

Staff recommends that the City Council authorize the payment of \$71,570 to the Georgia Department of Transportation (GDOT) for the construction of R-Cuts at Dan Lakly Drive and Governor's Square on SR 54.

Discussion:

Managing access and mobility on SR 54 has been a topic of discussion for some time. In March of 2019, the City completed an access management study for the SR 54 East corridor. This study recommended improvements and policies for preserving traffic flow. Two of the projects were R-Cuts at the aforementioned locations.

The GDOT reviewed the study and was interested in collaborating with the City on some of the projects. The GDOT has designed and bid out the R-Cuts at Dan Lakly Drive and Governor's Square. Bids received total \$71,570 for both intersections.

In the City's SPLOST Program, Project 7 provides for additional SR 54 and SR 74 Corridor Improvement projects. Staff is recommending that \$71,570 be allotted from SPLOST Project 7 for the construction of the aforementioned improvements.

Budget Impact:

There are sufficient budgeted funds available in account #321-4220-541400-SP17-007 for this project.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager 

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

DATE: January 31, 2020

SUBJECT: Budget Amendments – Fiscal Year 2019
February 6, 2020 City Council Consent Agenda

Recommendation:

It is Staff's recommendation that City Council approve the attached budget amendments to amend the 2019 budget resolution.

Discussion:

Attached please find budget amendment 19-22 for fiscal year 2019 submitted for your approval. This budget amendment is housekeeping in nature and is necessary to prepare for the annual audit and to issue financial statements for the fiscal year ended September 30, 2019.

Budget Impact:

The proposed budget amendment will increase both the revenue and the expense in the Hotel/Motel Tax Fund.

If you have any questions, please do not hesitate to contact either Paul Salvatore or Kelly Bush.

Thank you for your attention to this matter.

Attachments

kbb/Reports to Council/Budget Amendments FY2019

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 19-22

DATE 09/30/2019

[illegible]

NOW, THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2019 Budget Resolution to budget for Hotel/Motel Tax funds received and dispensed after fiscal year end.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council Members

VIA: Jonathan N. Rorie, City Manager 

FROM: Robin Bechtel Cailloux, AICP, Director Planning & Development 

DATE: January 30, 2020

SUBJECT: Consider Adoption of Official Zoning Map and Zoning Ordinance
February 6, 2020 City Council Agenda

Recommendation:

That Council re-adopt the Official Zoning Map and Zoning Ordinance as presented by staff.

Discussion:

The purpose of this agenda item is for Council to officially re-adopt the Peachtree City Zoning Map and Zoning Ordinance. These documents have been readopted annually by the City Council to ensure their validity and legal standing.

The Official Zoning Map and Zoning Ordinance have been updated as appropriate to reflect all map amendments adopted during calendar year 2019. No text amendments or annexations were adopted in 2019.

The Planning Commission recommended adoption of the map and zoning code at their January 27th public hearing. Copies of the Official Zoning Map and Zoning Ordinance have been available for public inspection at City Hall and on the City website.

APPROVED ZONING MAP AMENDMENTS-2019

1. Widget Drive from GI General Industrial to LUC-31 Limited Use Commercial
2. 301 Kelly Drive et al from GI General Industrial to LUI-5 Limited Use Industrial
3. 263 Greenwood Lane from ER Estate Residential to R-43 Single Family Residential
4. 320 Dividend Drive et al from GI General Industrial to LUI-6 Limited Use Industrial
5. 105 Petrol Point et al from GC General Commercial and OI Office Institutional to LUC-32 Limited Use Commercial

Budget Impacts:

There are no budget impacts associated with this request.