



**CITY COUNCIL OF PEACHTREE CITY
REGULAR MEETING AGENDA
JANUARY 21, 2021
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**
Supervisor of the 4th Quarter – James McDowell, Lieutenant, Police Department
 - IV. 2021 State of the City Address**
 - V. Public Comment**
 - VI. Agenda Changes**
 - VII. Minutes**
January 7, 2021, Regular Meeting Minutes
 - VIII. Quarterly Reports**
 - IX. Consent Agenda**
 - 1. FY2021 Budget Amendment
 - 2. Resolution #01212021-CA2 Fayette County Hazard Mitigation Plan 2020-2025
 - 3. Generator Replacement at Station #81
 - 4. Appointment of City Clerk/Administrative Coordinator
 - 5. Reduction in Fees
 - 6. Traffic Calming Policy Update
 - 7. Proclamation Policy Update
 - X. Old Agenda Items**
 - XI. New Agenda Items**
 - 01-21-03 Public Hearing – Variance to Sign Ordinance for McAlister's Deli on Commerce Drive
 - 01-21-04 Public Hearing – Rezoning Request to Add Multi-Family Use to Laurel Brooke Development on Petrol Point, Zoned LUC-32
 - XII. Council/Staff Topics**
 - XIII. Executive Session**
 - XIV. Adjourn**

We as a city, as a community, and as a country have been through quite a lot this past year.

We are living in volatile times with many issues, trials, and travails and yet we as a city, got through the year very well all things considered.

Our finances are the strongest they have been in 20 years!

That information comes from our finance director who has been here for 20 years.

In light of Covid , in March we made budget adjustments that were prudent and strategic that can help our overall financial position for years to come.

We have spent literally years rebuilding departments and putting in place management to better serve our citizens.

As a result of reinvesting in our community we have once again restored the city to be a place where people want to be on the south side of Atlanta.

This is a huge accomplishment given where we started.

The turnaround has been due in part by all of the council and staff working together to better serve the community in which we live.

Yes, this council works together!

It has always been a goal to be sure that the people of our community are informed. We meet every first and third Thursday at 6:30 and if you cannot be there in person we have been live streaming our meetings for over 10 years. We have social media pages for the city government, the police and fire departments and recreation and our Visit Peachtree City page. Please subscribe to those pages for accurate information.

Our city continued to be hard at work throughout the pandemic.

Both our Police and Fire departments have been actively serving you, some additional duties this year included providing services for protests that were held in the city.

This Mayor and council both respect and support the public safety officials in our city and will continue to do so.

Our recreational staff adapted to the constraints due to Covid. As you know, many events around the world were canceled due to the pandemic. Our facilities throughout the city remained open as much as possible during the year.

We continue to do public works projects with the SPLOST allocation and with general funds. The public works department was busy paving parking lots that believe it or not had never been paved in the 60 plus year history of our city. Both the field at Braelinn and the Girls Softball facility at Meade Field are now paved for our families using those facilities.

As well we have continued to make headway in our quest to improve the quality of our roads. This year we paved just over 15 miles of our approximately 200 miles of road. The funding from SPLOST which passed resoundingly by our community in 2017 continues to make a positive impact on the state of the infrastructure in our city.

We continue to make improvements in the infrastructure that you can see and what you cannot see. To underestimate that achievement would be a mistake that could take us backward into the future.

We also continue to correct projects that were done poorly and quite frankly cheaply in the past. The golf cart bridge beside City Hall is an example of such a project that was completed this year.

The gateway bridge was a project that was identified decades ago and yet it is just being done now. I am grateful that we have a council that works together to make positive things happen and improve the quality of life for our community.

During the recession many complained about empty store fronts and the lack of industry being attracted to our city.

However, due to the policy of reinvesting in our community, that is no longer the case.

Though the true economic impact of Covid on our local businesses is yet to be seen.

Here are our approximate vacancies rates:

Retail 6.7%

Office 9.6

Industrial 2.8%

The pre Covid upswing in the economy as well as the positive impact of improvements we have made in our city led the council to seek advice regarding possible redevelopment plans.

We did a market study of over 400 acres in order to have a better understanding of the potential demands of private property owners.

A detailed market study of this nature has NEVER been done before in Peachtree City. We pride ourselves on being a planned community and yet we have never had certain data to guide us in the decision making process.

Did you know that years ago we didn't know how many road miles we had or how many subdivision entrances we needed to maintain or have procedures in place for groups to rent our facilities?

Happily, I can report that we have that kind of data now so that we can do repair and replacement schedules for much of the infrastructure throughout the city. If a developer wants to redevelop or develop a property we have standards that need to be met. Those enhanced standards are over and above what most municipalities require and it costs more to develop here. That is a good thing as we are looking out for the taxpayers that take on the responsibility of maintaining

that infrastructure after the developer has left and families are enjoying living here in our great city.

We have done so many things to improve the city that the prices for homes and land here have increased. The average age of a home is roughly 30 years old. One of the goals of reinvesting in our community has been to give homeowners the confidence to reinvest in their own homes.

Per the MLS, the average sale price of a home in 2020 was \$458,846 the median sale price was \$400,000.

80 percent of the land in Peachtree City is residential real estate. We have worked when possible, to change that ratio so that we aren't as dependent upon homes for our tax base and insure our future ability to pay for our high quality services.

Yet we must learn from past history and be cautious about placing industries in close proximity to residential homes. We cannot correct the past, we can only learn from it.

Our quality of life has attracted people to our community, the area along the West Village which was approved in 2007 and wasn't started until 2017 is thriving. The Cresswind development is starting its final phase. Ironically, a lot of the residents who purchased in Cresswind were Peachtree City residents who sold their older homes in favor of new. The important thing is that they want to stay in our community and this was an opportunity for them to do so.

Last year at this time we all envisioned a much different 2020 than the one that we received. Here we are again at the start of a new year and things haven't started out as smoothly as we all would have hoped.

You should be very proud of how your city has weathered many of the storms and curve balls that we have been thrown.

Our goal has been simple, to continue to be here providing services for our community. Period.

2021 is an election year here in Peachtree City. Three positions will be up in November, two council seats and the Mayor. This is my last time addressing you as term limits prevent me from running again.

When I ran almost twelve years ago for council, I did so out of gratitude for the community that was a safe place to raise my family and I saw the cracks in the veneer of our city that I thought I could help fill. I continue to be grateful that we have such a wonderful community and I encourage all of you to take the time and become involved and learn more about your community for yourselves.

In the information age there is also much misinformation please take the time to learn and rely upon your own understanding.

As we move forward in uncertain times please keep the faith and remain optimistic.

Let us all take the time to be kind to one another as we embark upon another historical year for our community and the world.

**City Council of Peachtree City
Meeting Minutes
Thursday, January 7, 2021
6:30 p.m.**

The Mayor and Council of Peachtree City met in regular session on Thursday, January 7, 2021. Mayor Vanessa Fleisch called the meeting to order at 6:30 p.m. Others attending: Terry Ernst, Mike King, Kevin Madden, and Phil Prebor.

As required at the first meeting of the year, Council elected a Mayor Pro Tem. King nominated Ernst, and Madden seconded. Motion carried unanimously. The Mayor administered the oath of office to Ernst.

Announcements, Awards, Special Recognition

Fleisch recognized the Finance Department for again achieving the Government Finance Officers Association (G.F.O.A.) award for excellence in financial reporting. Assistant Finance Director Kelly Bush represented Finance Director Paul Salvatore and the Finance Department team.

Public Comment

Teri Biglands asked Council to ban residential burning. She said she had respiratory issues and was having problems with a neighbor who burned on his property. Biglands asked Council to consider at their March meeting the institution of weekly residential yard debris pickup and a ban on outdoor burning.

Minutes

King moved to approve the December 3, 2020, regular meeting minutes as written. Ernst seconded. Motion carried unanimously.

Consent Agenda

- 1. Resolution #01072021-CA1 Indemnification of Public Officials**
- 2. Legal Organ - Fayette County News**
- 3. Resolution #01072021-CA3 Call for Election**
- 4. Renewal of Insurance Brokerage Services**
- 5. Step 2 Annexation Application for 46 Acres on Redwine Road**
- 6. FY2021 Budget Amendment**

Ernst moved to approve Consent Agenda items 1-6. Prebor seconded. Motion carried unanimously.

New Agenda Items

01-21-01 Changes to Stormwater Ordinance Section 1011 and Local Design Manual

City Engineer Dave Borkowski explained that the State was requiring a change in one of the stormwater design requirements. Currently, the City required construction of wet detention ponds with inflow and slow-release treatment of 1.2 inches of rainfall for water quality. The new requirements would be similar to Florida's, where engineers were required to design a system that would infiltrate the first inch of rainfall. This was a better system, he noted, and now required by the Federal government.

However, there were situations listed in the Blue Book, which Borkowski said he had clarified in the local design manual, that would allow exemptions. One was if the ground water was too high. Another was if the soil was too poor. In those cases, the engineers could adhere to the previous requirements. It would not be an arbitrary decision, he assured Council; there were numerical standards stated in the Blue Book. The ordinance change was for the minimum required by the State.

Madden asked what was meant by "treating" the runoff. Borkowski said the new requirements called for the first inch of runoff to go into the ground, where the sediments, heavy metals and other pollutants would be trapped and removed by whatever materials the engineers decided to use, which could be sand or a bio-engineered earth-type material. Madden clarified that the requirement was 1.2 inches now, and they would be going down to 1 inch in the new method.

Madden asked if all existing detention ponds would have to be replaced? Borkowski said they would not, but all future developments would have to adhere to the new requirement.

Would the change save developers money? Prebor inquired. Probably not, Borkowski commented, because this was more involved, with more upfront engineering costs. He said he had not seen any of these designed so he did not know if it would be bigger than a detention pond. Prebor wondered what prompted the change, and Borkowski said it came from the Federal Environmental Protection Agency (EPA).

Madden moved to accept New Agenda item 01-21-01, changes to Stormwater Ordinance Section 1011 and Local Design Manual. King seconded. Motion carried unanimously.

01-21-02 2021 Paving Award

City Manager Jon Rorie stated they had been awarding annual paving contracts since 2017. The numbers had fluctuated in terms of costs, miles, and how much was completed. Last year, they budgeted and spent \$4.8 million on road resurfacing. That was estimated to be for 13 miles, but it turned out that they paved 15.9 miles. Tonight they would consider awarding a contract to pave 15.64 miles, of which roughly 7.8 miles would require full-depth reclamation (FDR). Rorie said he recommended awarding the bid to Atlanta Paving & Concrete in the amount of \$5,297,890.50. That represented spending additional Special Purpose Local Option Sales Tax (SPLOST) dollars to increase the paving rate. It was highly probable, Rorie continued, that they could budget for 15.64 miles of paving and get 18 miles.

Madden commented that the 7.8 miles of FDR showed they were getting the worst roads out of the way, but Rorie said they were attacking it from both ends of the spectrum by repaving roads that were still in decent shape, while also repairing those that required FDR. To focus only on the FDR would skew the rate of resurfacing.

King moved to approve the 2021 paving award in the amount of \$5,297,890.50 to Atlanta Paving & Concrete. Ernst seconded. Motion carried unanimously.

Council/Staff Topics

Traffic Calming Policy Update

Rorie stated that the City had internal operating policies that affected and required certain things. Over the past year, staff had been examining all personnel and internal policies. From time to time, they had amended policies but not looked at the whole broad picture. For the next few months, they intended to bring some of these policies before Council for updates.

Borkowski said the traffic calming policy had been around a long time, but there were some parts of it that needed tweaking. One was the cost sharing arrangement. The policy currently stated that the City and the homeowners association (HOA) would split the cost of installing traffic calming devices 50/50 on a residential street. The City was recommending that the HOA bear 100% of the costs since

the HOA was the one driving the request. The City still would be responsible for maintenance once they were installed.

Also, he noted, the current policy stated that there was a warrant for action if a driver was speeding in any amount. If an HOA requested traffic calming devices, Borkowski stated, the City would put out the traffic counters, count the vehicles, and compute their speeds, using the 85th percentile calculation. In a residential subdivision, if the 85th percentile was even 1 mph over the speed limit, that was a warrant for further action on the City's part to look at putting in some kind of non-physical deterrent at first, then to study it again in six months to see if the 85th percentile speed dropped. This was quite a bit of work, he noted, when there really wasn't a problem if the 85th percentile speed was just a little over the speed limit. That percentile meant that 85% of the drivers were doing the speed limit or less. While there would be a few excessive speeders, overall, the neighborhood did not have a speeding problem.

They proposed giving an allowance of 3 to 5 mph over the 85th percentile on residential streets before warrant of further action. That seemed to make more sense, Borkowski remarked, noting there were no national standards on this. The allowance for village collector streets would be 5 to 7 mph over the speed limit, while community collectors, such as Peachtree Parkway, would be greater than 7 mph over the speed limit.

Those were the only two changes they proposed for this policy, and this was a preview before they voted. Rorie said if a speed hump was installed, the current policy called for an equal cost division between the City and the HOA or the residents. But what were the design criteria and what would it look like? Would the City be paying 50% of \$10,000 or 50% of \$5,000? It seemed fair to require the neighborhood to finance the speed hump because once it was installed on a public road, its maintenance would become the City's responsibility in perpetuity. Tonight, he went on, they were asking for feedback, not adoption. Council could change the percentage or fix a dollar amount.

Regarding the change in parameters that warranted action, Rorie recalled that they received many complaints about speeding and cut-through traffic, but the traffic studies often showed that 85% of the traffic was doing the speed limit or less.

Staff's recommendation was to bring this forward for adoption at the next Council meeting.

Ernst said he had no problems with the changes in the speeds, but wondered if the Police Department was agreeable with that? Rorie said having this range made sense, and he did not believe the Police Department would disagree. They had been involved in many traffic studies where this had come up.

Ernst said he was in favor of residents paying 100% of the costs.

Fleisch asked about roads such as Golfview, with many speed bumps? It was due for repaving, probably FDR. How was it classified? It was not really a neighborhood road.

Borkowski said it was a neighborhood collector. There was no plan to re-evaluate it. It would be restored during paving as it was now.

What type of speed humps were they considering? Fleisch asked. Rorie said they were moving towards more of the cushion-type used on the paths at Battery Way and on the roads at Planterra. There were similar humps at Braelinn Shopping Center. They did not want people to stop, just slow down.

Prebor commented that he did not like the idea of making residents pay 100%, especially if they were not in an HOA. For example, he said if he had purchased a house on Golfview in the 1970s, then saw

increased cut-through traffic when Kedron opened up, he would be angry when the City said it would cost the homeowners for the speed humps. The people that lived nearby wouldn't care because they didn't live on that street. It was no fault of the citizens. He wondered if they could look at each situation on an individual basis?

He went on with a hypothetical situation. What if the State forced them to open up TDK. Now Cameron Trail would become a cut-through. Should the City just tell the residents "Tough luck?" Prebor asked.

Rorie commented that if they treated each situation differently it would put the Engineering Department in the position of having to decide what type of calming device was best for each situation. Did they want to do that? If they were not comfortable with a 100% cost requirement, they could set a cost amount. It would not be good to put staff in a position of appearing to make an arbitrary decision.

Going back to the hypothetical situation, Rorie said Cameron Trail was a neighborhood collector with traffic less than 1,000 vehicles per day or 100 vehicles per hour. If there was a change in the transportation network that put a lot of traffic on this road, and volume exceeded those standards, it met warrant for action No. 1. It did not today, but it would if traffic increased enough to put it in another classification. The only thing left would be to decide what type of traffic calming device was best. Rorie said he thought the design should be driven by this policy. If they had a standard size, they could come up with a cost. The ones at Planterra cost \$4,000 each. Rorie said he felt the cost should be standard in all situations, not 75% in one place or 50% in another or there could be a fixed amount that the City would pay.

Madden noted that the City would have to pay the maintenance costs of these humps forever. What was the average lifespan of each type?

Prebor brought up the Golfview situation again, but Fleisch said it did not apply because that was a different classification of road.

Concrete lasted about 50 years, Rorie told Madden, while asphalt lasted about eight years. Plastic ones worked pretty well; the yellow ones not so much.

Did the City have the ability to dictate the type to the HOA, if the HOA was paying for them? Madden asked. Fleisch said they did because the City owned the roads. Borkowski said the policy stated that the City Engineer would look at the area and recommend the deterrent. He would dictate the type, the width, and the spacing. If the HOA did not agree, it wouldn't be done. Madden confirmed that it had to be pre-approved by Engineering, and Borkowski said it did.

Prebor asked again about Golfview being a different road, and Fleisch explained that all the roads had different classifications. They were talking tonight about strictly neighborhood roads. It would be Pine Circle in that area, not Golfview.

Using Golfview as an example, Rorie said the petition would also include Pine Circle and other roads that fed into Golfview. Those residents would not be excluded from the decision-making or the cost-sharing process. Smokerise was the best example. There were speed humps in one part, but not in the other. A search of the Council meeting minutes showed that members of Council told other members they were not following policy to install the humps. They were installed without everyone being a part of the process. Rorie said his goal was not to satisfy everyone, but to fix the cost to the City.

King said he didn't see how they could standardize the program to one size fits all. There would be exceptions, such as a neighborhood with a lot of kids. Rorie said the most recent request for speed humps was on a residential street. The reason given was that kids could no longer play in the street. Rorie told Council he wanted their feedback and would put this item up for a vote at the January 21 meeting.

Proclamations Policy Update

This update was originally presented to Council in March, just before COVID-19 shut everything down. It dealt with Council proclamations in support of citizens, service groups and the like. The process had evolved and society had changed. How could they decide to do a proclamation for one person and deny it for another because they didn't like the cause?

The policy was included in the meeting packet. Rorie said they would continue, as all governments did, to recognize local service clubs and what they did for the community. He read from the policy: *The City will consider a request for a proclamation, letter of appreciation or support from any group or individual, as long as the group has some type of local appeal and positive impact on the community. Examples include, but are not limited to, recognizing local businesses, groups, schools, or churches if they are celebrating a major milestone or accomplishments; personal milestones; sports teams victories at state level or higher; and citizens who have brought national or international acclaim to Peachtree City.*

However, he noted, some things did not fit neatly into that box. There were some things they should not take a position. There were issues that everyone had a differing opinion on.

He wanted feedback from Council about whether it would be best to present the recognitions during a Council meeting or at a function of the group receiving it. It could also be mailed.

King said there were a lot of times where it would mean more to the group if it were done at their location. Rorie said it might mean more, for instance with veterans groups, if a Council member attended their function. King said they should give the option to the group.

Prebor said the tough part was deciding what group should get a proclamation. Fleisch noted that they got a lot of requests from out of state. This policy made it easy to turn them down by saying it was not local.

This policy was modeled on Fayette County's, Rorie noted, and it was best to have consistency across governments. Fayette County mailed proclamations unless someone from the County was attending a meeting. They recognized County employees at the County Commission meetings.

What was the decision process now? Madden asked. There was none, Rorie said. Council should review each request, Madden stated. If someone was available to attend a meeting, that Council member should then go.

Fleisch asked if he wanted a vote on each request? There was no urgency to decide on a policy, so they should think about it for awhile. Rorie said he wanted their comments. The decision should be policy driven. These were not easy decisions.

Prebor said he thought they should look at what other cities did. Fleisch asked Council to research the policies in other cities.

Ernst said he would have a hard time turning down someone with a request, but there were some requests that were frivolous.

King recalled what he termed the embarrassment of the City's "holiday tree" years ago.

There being no further business, King moved to adjourn. Ernst seconded. Motion carried unanimously. The meeting adjourned at 7:32 p.m.

Martha Barksdale, Recording Secretary

Vanessa Fleisch, Mayor

PEACHTREE CITY POLICE DEPARTMENT
2020 QUARTERLY REPORT

			2020 Calendar Year to Date	2019 Calendar Year to Date
	4th Qtr 2020 Oct-Dec	4th Qtr 2019 Oct-Dec		
<u>TOTAL PART I CRIMES</u>	100	130	439	540
CRIMINAL HOMICIDE	0	0	0	1
FORCIBLE RAPE	0	1	7	3
ROBBERY	0	0	4	3
AGGRAVATED ASSAULT	4	1	9	4
ARSON	0	0	1	0
MOTOR VEHICLE THEFT	10	8	28	33
LARCENY - THEFT (SHOPLIFTING, ENTERING AUTOS, ETC)	85	116	375	475
BURGLARY	1	4	15	21
 <u>DUI ARRESTS</u>	 47	 25	 140	 88
 DRUG ARRESTS: Marijuana, Methamphetamine, Cocaine, Other				
 TOTAL DRUG ARRESTS	 97	 41	 249	 156
 <u>OTHER ARRESTS</u>				
 PROPERTY CRIMES	 15	 44	 145	 195
PERSON CRIMES	16	14	69	54
TRAFFIC OFFENSES	47	53	181	204
OTHER	47	80	169	289
 <u>CALLS FOR SERVICE</u>	 29,779*	 8,173	 110,276*	 28,103
**Calls for service include logged security checks and directed patrol in SSI				
 <u>TRAFFIC</u>				
 CITATIONS ISSUED	 3,153	 2,241	 9,604	 7,910
CITY ORDINANCES	61	25	317	265
WARNINGS	3,457	2,820	12,864	10,848
ROADWAY CRASHES	252	262	780	915

TOP 10 ACCIDENT LOCATIONS 2020			
	MONTH		YTD
HWY 54 / HWY 74 HWY 54 / MCDUFF	5	HWY 54 / HWY 74	64
HWY 54/ PLANTERRA	4	HWY 54 / MCDUFF	44
HWY 74 / GEORGIAN	4	HWY 54 / PTREE PKWY	32
HWY 74 / CRABAPPLE	4	HWY 54 / HUDDLESTON	31
HWY 54 / HWY 74	4	HWY 74 / HOLLY GROVE	31
***all other locations had 3 or less		HWY 54 / PLANTERRA	30
		HWY 54 / MARKETPLACE	21
		HWY 74 / CROSSTOWN	21
		HWY 74 / PTREE PKWY	19
		HWY 54 / LINECREEK	18

Human Resources								
Month & Year	Workers Comp Claims	Vehicle/Equipment Accidents	Vehicle Accident Costs	Employee Turnover Rate	Month & Year	Employee Terminations	YTD Terminations Total	YTD Annual Turnover Rate
December-19	0	2	\$5,448	0.85%	December-19	3	10	2.82%
January-20	4	3	\$370	2.26%	January-20	8	18	5.08%
February-20	4	0	\$0	0.85%	February-20	3	21	5.93%
March-20	1	4	\$5,635	1.13%	March-20	4	25	7.06%
April-20	2	0	\$0	0.28%	April-20	1	26	7.32%
May-20	5	3	\$115	0.85%	May-20	3	29	8.17%
June-20	1	0	\$0	0.56%	June-20	2	31	8.73%
July-20	0	0	\$0	0.28%	July-20	1	32	9.04%
August-20	0	0	\$0	1.41%	August-20	5	37	10.45%
September-20	4	2	\$0	1.13%	September-20	4	41	11.58%
October-20	3	2	\$0	0.60%	October-21	2	2	0.60%
November-20	1	2	\$0	2.11%	November-21	7	9	2.71%
December-20	4	1	\$0	1.81%	December-21	6	15	4.52%

2020 Q4

PLANNING & DEVELOPMENT Peachtree City

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PERMITS

AVG. PERMIT REVIEW TIMES

Residential Goal: 5 Day Max.

	Avg.	# Exceed
Engineering	2.6 days	37
Planning	2.0 days	10
Building	3.9 days	28

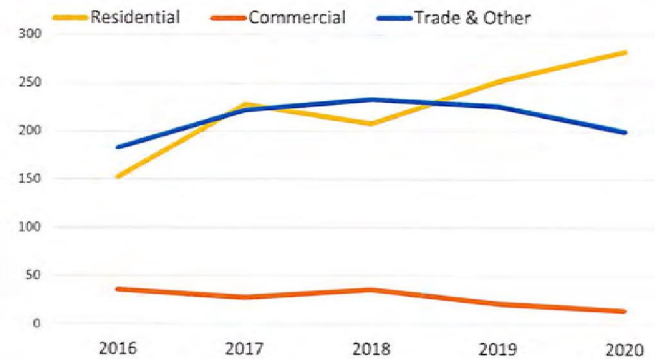
Commercial Goal: 14 Day Max.

	Avg.	# Exceed
Engineering	4.5 days	0
Planning	4.0 days	0
Building	7.0 days	3

PERMIT TYPES

Q4	2016	2017	2018	2019	2020
New Residential	31	65	56	64	79
Residential Alter.	122	163	152	188	204
New Commercial	7	2	4	5	1
Commercial Alter.	29	26	32	17	14
LDP & Engineering	39	66	68	74	72
Trade Permits	100	127	137	123	103
Others	44	29	28	29	25
Total	372	478	477	512	526
Residential	153	228	208	252	283
Commercial	36	28	36	22	15
Trade & Other	183	222	233	226	200
Fees	\$242,609	\$289,899	\$286,241	\$254,826	\$313,104

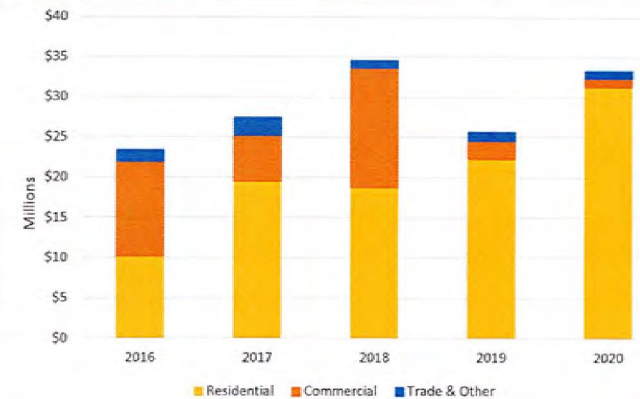
Q4 Comparison: Permits Issued



CONSTRUCTION VALUE

Q4	2016	2017	2018	2019	2020
New Residential	\$8,972,420	\$17,701,273	\$16,084,487	\$19,171,669	\$28,237,314
Residential Alter.	\$1,265,862	\$1,865,083	\$2,749,117	\$3,176,725	\$3,044,084
New Commercial	\$6,550,685	\$2,650,000	\$12,302,746	\$1,390,000	\$145,000
Commercial Alter.	\$5,194,602	\$3,006,600	\$2,457,898	\$804,150	\$891,237
Trade Permits	\$1,435,580	\$2,223,666	\$741,799	\$1,141,359	\$968,824
Others	\$22,456	\$18,745	\$239,843	\$0	\$10,000
Total Value	\$23,441,605	\$27,465,367	\$34,575,890	\$25,683,903	\$33,296,459
Residential	\$10,238,282	\$19,566,356	\$18,833,604	\$22,348,394	\$31,281,398
Commercial	\$11,745,287	\$5,656,600	\$14,760,644	\$2,194,150	\$1,036,237
Trade & Other	\$1,458,036	\$2,242,411	\$981,642	\$1,141,359	\$978,824

Q4 Comparison: Construction Value



2020 Q4

PLANNING & DEVELOPMENT Peachtree City

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DEVELOPMENT PLAN REVIEWS

AVG. PLAN REVIEW TIMES			
Residential Goal: 14 Day Max.			
	Avg.		# Exceed
Engineering	6.0 days		3
Planning	3.3 days		0
Commercial Goal: 14 Day Max.			
	Avg.		# Exceed
Engineering	4.0 days		1
Planning	5.5 days		1

PLAN TYPES	2016	2017	2018	2019	2020
Conceptual Site Plan	3	1	4	2	2
Final Site Plan	9	10	5	5	2
Landscape Plan	3	5	3	6	1
Conceptual Plat	2	3	4	5	5
Road Plans	3	3	7	11	2
Final Plat	7	4	8	7	4
Zonings & Others	6	6	11	12	12
Total	33	32	42	48	28
Subdivisions	12	10	19	23	11
Commercial Plans	15	16	12	13	5
Zonings, etc.	6	6	11	12	12
Fees	\$16,291	\$18,609	\$33,599	\$24,729	\$20,944

Q4 Comparison: Plan Reviews



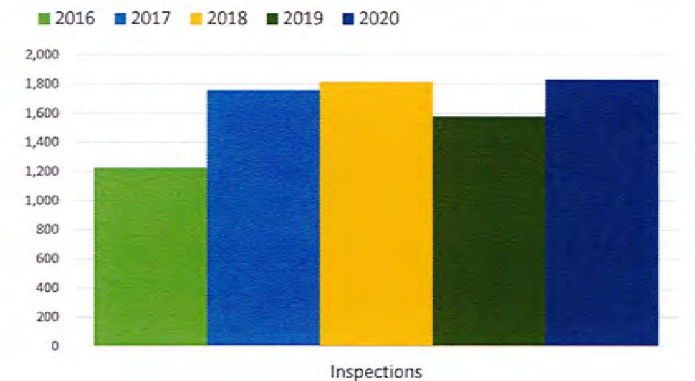
PROTECTIVE INSPECTIONS

Q4 INSPECTION TOTALS			
Year	Inspector	Reinsp.	%
2016	1,228	705	57%
2017	1,758	988	56%
2018	1,817	1,056	58%
2019	1,581	858	54%
2020	1,834	1,035	56%

INSPECTION TYPES	2016*	2017	2018	2019	2020
Rough	361	592	524	457	599
MEPs	251	317	588	474	639
Final	496	684	656	606	559
Other	120	165	49	44	37
Non Bld	7	51	148	97	147
Erosion	7	33	73	12	73

* Incomplete data in software for 2016

Q4 Comparison: Inspections



CITY OF PEACHTREE CITY

RECREATION & SPECIAL EVENTS REVENUE

AS OF December 31, 2020.

WITH COMPARISONS TO December FY2018 FY2019 & FY2020

Percent of budget year completed to date:

25%

	ACTUAL THRU DECEMBER			ORIGINAL		CURRENT	ACTUAL	%
	FY 2018	FY 2019	FY2020	BUDGET	BUD	BUDGET	THRU	%
RECREATION REVENUE				FY 2021	ADJ.	FY 2021	December	Collected
							FY2020	To Date
County Operating Grant	37,500	37,500	37,500	150,000		150,000	37,500	25.00%
Events	1,464	490	575	1,500		1,500	575	38.33%
Sponsors	1,500	2,000	-	2,000		2,000	-	0.00%
Program Fees - Recreation	5,626	7,064	860	78,412		78,412	860	1.10%
Program Fees - Kedron	23,391	12,126	4,766	221,249		221,249	4,766	2.15%
Program Fees - Kedron Open Gym	5,932	3,670	6,828	25,224		25,224	6,828	27.07%
Program Fees- Athletic Tournaments	-	7,280	-	14,500		14,500	-	0.00%
Facility Maintenance Rec.- Athletic Assoc.	13,813	59,834	46,643	71,250		71,250	46,643	65.46%
Facility Maintenance Ked- Athletic Assoc.	4,635	9,475	10,080	24,201		24,201	370	1.53%
Facility Rental- Tennis Center	6,000	4,000	4,000	24,000		24,000	4,000	16.67%
Facility Rental - Recreation	1,134	434	758	8,381		8,381	758	9.04%
Facility Rental - Kedron	4,458	1,561	-	12,848		12,848	-	0.00%
Program Fees - Pool Fees/Passes Kedron	10,414	10,007	6,301	89,313		89,313	6,301	7.05%
Program Fees - Kedron Swim Teams	12,168	11,793	1,240	68,835		68,835	11,198	16.27%
Program Fees - Kedron Swim Lessons	4,704	2,060	-	17,033		17,033	-	0.00%
Program Fees - Rec Pool Revenue Glenloch	-	-	-	6,500		6,500	-	0.00%
	\$ 132,739	\$ 169,294	\$ 119,551	\$ 815,246	\$ -	\$ 815,246	\$ 119,799	14.69%

Special Events: October- Sunset Sounds: 150 December- Hometown Holiday: 500

Recreation: NA

Tournaments Notes: December- Softball Tournament: 200

Amphitheater; NA

Peachtree City Code Enforcement 4th Quarter Report 2020

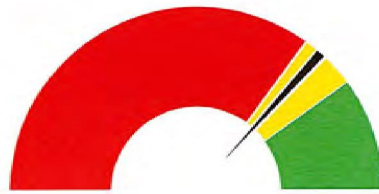
Case Type

Building and Property Maintenance
Health and Sanitation
Land Development
Miscellaneous
Parking
Parks & Recreation
Signs
Taxes
Zoning
Totals

NOV					SWO					Citation					Unfounded					Totals				
Q1	Q2	Q3	Q4	YTD	Q1	Q2	Q3	Q4	YTD	Q1	Q2	Q3	Q4	YTD	Q1	Q2	Q3	Q4	YTD	Q1	Q2	Q3	Q4	YTD
44	38	27	24	133	10	15	3	4	32	2	1	0	0	3	3	4	2	1	10	59	58	32	29	178
128	332	91	143	694	0	0	0	0	0	0	0	0	2	2	8	1	3	4	16	136	333	94	149	712
43	25	24	20	112	1	0	1	1	3	0	17	0	6	23	5	0	3	3	11	49	42	28	30	149
3	10	2	2	17	0	0	0	0	0	0	0	1	0	1	2	1	0	1	4	5	11	3	3	22
84	89	29	25	227	0	0	0	0	0	0	0	0	0	0	3	2	0	2	7	87	91	29	27	234
0	23	2	1	26	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	24	2	1	27
34	17	6	21	78	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	35	17	7	21	80
22	59	89	52	222	0	0	0	0	0	2	1	0	4	7	0	0	0	1	1	24	60	89	57	230
20	33	10	15	78	1	0	0	0	1	0	0	4	1	5	1	2	0	1	4	22	35	14	17	88
378	626	280	303	1587	12	15	4	5	36	5	19	5	13	42	22	11	9	13	55	417	671	298	334	1720

Confiscated Signs

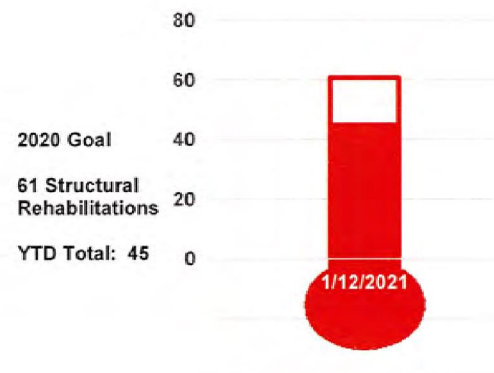
179 185 85 282 731



Proactive Enforcement for 4th Quarter 2020 is 72.3 Percent.

Goal is 80 Percent

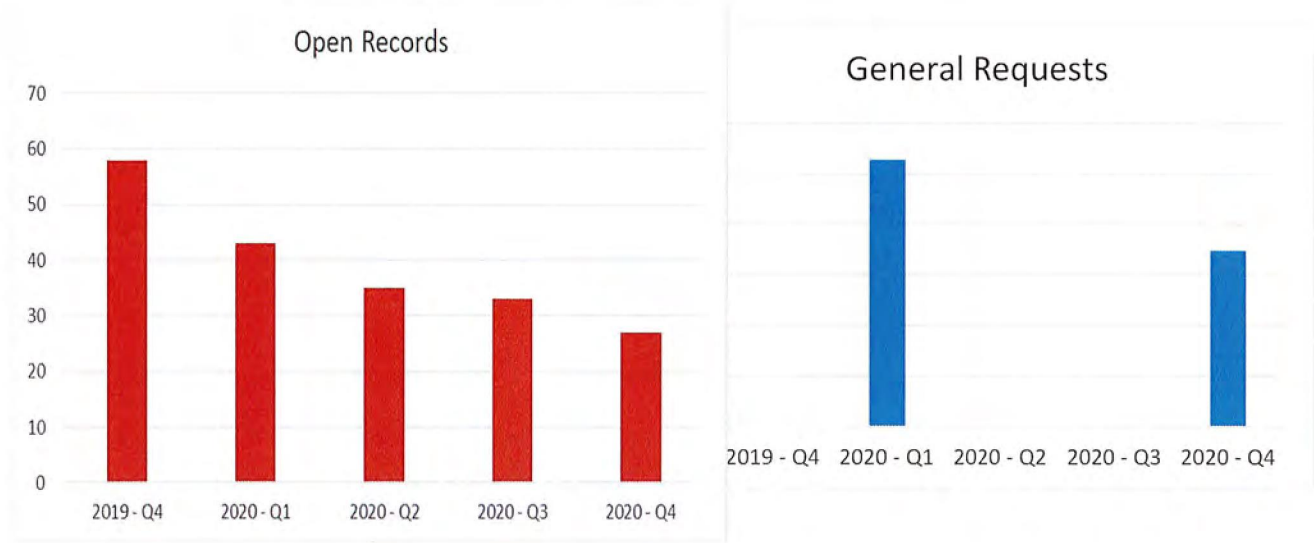
Year To Date Proactive Enforcement is 78.52 Percent.



2020 Total Enforcement Actions -- Goal is 1963



Public Information / City Clerk



CITY OF PEACHTREE CITY
INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager *JNR*
Paul Salvatore, Director of Financial Services *PS*
Kelly Bush, Assistant Finance Director *KB*

FROM: Janet Moon, Police Chief *JM*

DATE: January 14, 2021

SUBJECT: LPR Provider Replacement and FY21 Budget Amendment
January 21, 2021 City Council Consent Agenda

Recommendation:

That City Council approve the attached budget amendment and authorize a three-year agreement with Flock Group, Inc.

Discussion:

Peachtree City Police Department began a project with Cintel Inc. in 2019 for a small implementation of license plate reader technology. The implementation was not successful, as the vendor failed to meet minimum performance requirements. Insight LPR purchased Cintel and the new management attempted to reconcile the failed implementation but could not meet reasonable performance metrics with the technology in place. The Police Department terminated pursuit of this implementation in return for \$30,000 in remediation from InsightLPR.

The FY 2021 Police Department budget includes \$19,800 in Machinery & Equipment carried over from FY 2020 due to the above-referenced failed implementation with the previous vendor. The addition of this \$30,000 in remediation from the previous vendor, upon approval of the attached budget amendment, will create a balance of \$49,800. The Police Department seeks authorization to expend that \$49,800 in a new purchase for the same project purpose but from a different vendor. The new vendor is Flock Safety, an Atlanta based company that has a demonstrated record of successful implementations in many surrounding jurisdictions.

Budget Impact:

The attached budget amendment will increase both revenues and expenditures in the General Fund by \$30,000.

Attachments: Budget Amendment, Quote from Flock Group, Inc.
kb: council reports/Budget Amendments for 2021

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 21-09

DATE 01/21/2021

[illegible]

NOW, THEREFORE, BE IT RESOLVED that this Council hereby amends the Fiscal Year 2021 Budget Resolution increasing both Revenue and Expense in the General Fund for LPR provider replacement

Entered

Approved

flock safety

FLOCK GROUP INC. SERVICES AGREEMENT ORDER FORM

This Order Form together with the Terms (as defined herein) describe the relationship between Flock Group Inc. ("**Flock**") and the customer identified below ("**Customer**") (each of Flock and Customer, a "**Party**"). This order form ("**Order Form**") hereby incorporates and includes the "GOVERNMENT AGENCY CUSTOMER AGREEMENT" attached (the "**Terms**") which describe and set forth the general legal terms governing the relationship (collectively, the "**Agreement**"). The Terms contain, among other things, warranty disclaimers, liability limitations and use limitations.

The Agreement will become effective when this Order Form is executed by both Parties (the "**Effective Date**").

Customer: Peachtree City Police Department

Contact Name: Asst. Chief Matthew Myers

Address: 350 Highway 74 S
Peachtree City, GA 30269

Phone: 770-487-8866

E-Mail: mmyers@peachtree-city.org

Expected Payment Method:

ACH or check

Billing Contact: payables@peachtree-city.org

(if different than above)

Initial Term: 36

Renewal Term: 12 Months

Billing Term: Annual payment due Net 30 per terms and conditions

*Special Billing Terms

Year 1: \$49,800

Year 2: \$12,225

Year 3: \$12,225

Renewal: \$24,750

Flock Group Inc.

Today's Date - Jan 14, 2021

Order Form

Peachtree City Cameras 1-

11

This proposal expires in 30 days.

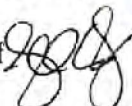
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CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Jonathan N. Rorie, City Manager 

FROM: Joe O'Connor, Fire Chief 

DATE: January 14, 2021

SUBJECT: *Recommendation for Adoption of 2020 Fayette County Hazard Mitigation Plan January 21, 2021*

Recommendation:

Recommend Council adopt a resolution in support of the 2020 revision of the Fayette County Hazard Mitigation Plan

Discussion:

The Federal Emergency Management Agency's Disaster Mitigation Act of 2000 requires every community to have an approved Hazard Mitigation Plan. The goal of this plan is to have communities identify risks both man-made and natural and establish a blueprint for the future to reduce the effects of disasters in their communities. The plan also establishes and prioritizes mitigation goals and objectives to minimize human suffering and repetitive damages from a variety of disasters. By approving the 2020 updated plan the City of Peachtree City is not obligated to complete or commit any funding to any project within the plan; it does however bring us into compliance with the Mitigation Act of 2000 and continues to make us eligible to receive grant funding and federal disaster assistance.

Peachtree City assisted in the revised plan through the participation of members of the Fire, Police, Engineering, and Storm Water Departments. By approving the 2020 update to the previous plan, Peachtree City, remains eligible for continued hazard mitigation and disaster recovery grants and other types of federal and state funding for projects such as emergency warning sirens.

Budget Impact:

There is no budget impact to adopt the revised plan; however, failing to adopt the plan could put into jeopardy federal and state grants that may potentially be available for disaster recovery or mitigation projects contained within the plan.

County of Fayette
City of Peachtree City

RESOLUTION #01212021-CA2

FAYETTE COUNTY HAZARD MITIGATION PLAN 2020-2025

WHEREAS, Fayette County and its municipalities recognize that it is threatened by several different types of natural and man-made hazards that can result in loss of life, property loss, economic hardship and threats to public health and safety; and

WHEREAS, the Federal Emergency Management Agency (FEMA) has required that every county and municipality have a pre-disaster mitigation plan in place, and requires the adoption of such plans in order to receive funding from the Hazard Mitigation Grant Program; and

WHEREAS, a Hazard Mitigation Plan is a community's plan for evaluating hazards, identifying resources and capabilities, selecting appropriate actions, and developing and implementing the preferred mitigation actions to eliminate or reduce future damage in order to protect the health, safety and welfare of the residents in the community; and;

WHEREAS, the Fayette County Hazard Mitigation Plan 2020-2025 has been prepared in accordance with FEMA requirements of 44 CFR 201.6; and

WHEREAS, the Plan will be updated every five years.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Peachtree City, Georgia, that:

1) The City of Peachtree City, Georgia, has adopted the Fayette County Hazard Mitigation Plan 2020-2025; and

2) It is intended that the Plan be a working document and it is the first of many steps toward improving rational, long-range mitigation planning and budgeting for Fayette County and its municipalities.

PASSED, APPROVED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF PEACHTREE CITY, GEORGIA, IN REGULAR SESSION THIS 21ST DAY OF JANUARY, 2021

Vanessa Fleisch, Mayor

Phillip E. Prebor, Councilman

Mike King, Councilman

Kevin Madden, Councilman

Terry Ernst, Councilman

ATTEST: _____
Yasmin Julio, City Clerk

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council Members

VIA: Jonathan N. Rorie, City Manager *JNR*
Paul Salvatore, Financial Services Director *P.S.*
Angela Egan, Purchasing Agent *AE*
Scott Hicks, Public Works Superintendent *SH*

FROM: David McDaniel, Facility Manager *DM*

DATE: January 11, 2021

SUBJECT: Generator Replacement at Station #81
January 21, 2021, City Council Consent Agenda

Recommendation:

That Council award Herr Electric the generator replacement project at Fire Station #81 for the price of \$ 70,177.00

Discussion:

Staff received quotes from three (3) qualified contractors:

Herr Electric	\$ 70,177.00
Frontier Electric	\$ 85,400.00
Prime Power	\$ 108,346.41

Budget Impact:

Sufficient funds have been budgeted in the CIP Fund 335.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council

FROM: Jon Rorie, City Manager 

DATE: January 12, 2021

SUBJECT: Consider Appointment of City Clerk/Administrative Coordinator
January 21, 2021, City Council Meeting

Recommendation:

That Council appoint Yasmin Julio as City Clerk/Administrative Coordinator, ratifying the appointment date to January 11, 2021.

Discussion:

As a personnel action, it is the responsibility of the City Council to appoint the City Clerk. **Sec. 2.14 - City Clerk** of our City Charter reads:

The City Council shall appoint a City Clerk who shall not be a Councilmember. The City Clerk shall be the custodian of the official City seal and City records; maintain City Council records as required by state law or by ordinance; and perform such other duties as may be required by the City Council. The City Clerk shall report to the City Manager and shall be subject to all of the rights, privileges and obligations of the City's personnel policies; however, the City Clerk can be terminated or removed from such position only by the City Council. The City Council may appoint the City Manager to serve as the City Clerk.

During the April 7, 2020, Council meeting, the City Manager Jon Rorie was appointed as the interim City Clerk. The position for City Clerk/Administrative Coordinator was recently posted, and a successful candidate screening/selection process was completed. The recommendation is to appoint Yasmin Julio as City Clerk/Administrative Coordinator.

Budget Impact:

Salary and benefits for the City Clerk/Administrative Coordinator position were approved in the FY 2021 budget.

CITY OF PEACHTREE CITY
INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager *QR (By RV)*

FROM: Paul J. Salvatore, Financial Services Director *PS*

DATE: January 15, 2021

SUBJECT: Recommended Reduction in Charges
January 21, 2021 City Council Meeting

Recommendation

To reduce FY 2021 charges for both Business/Occupational Taxes and Alcoholic Beverage Licenses by 20%.

Discussion:

As the city has benefitted financially from the receipt of CARES Act funding, staff recommends reducing all Business/Occupational Taxes and Alcohol License Fees charged during FY 2021 by 20% and processing partial refunds to those who have already paid. The City Attorney has verified the city's authority to take this recommended action.

Budget Impact

Based on FY 2021 budgeted revenue estimates, the recommended reduction of charges will result in reduced revenue of approximately \$89,000 for Business/Occupational Taxes and \$74,089 for Alcohol Licenses. Total impact estimated is \$163,089.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan Rorie, City Manager 

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

DATE: January 15, 2021

SUBJECT: Traffic Calming Policy
January 21, 2021, City Council Meeting

Recommendation:

That City Council approve and authorize the Mayor, City Manager and City Clerk to sign the attached Traffic Calming Policy.

Discussion:

At the previous Council meeting, staff presented some proposed changes to the existing traffic calming policy. One change was altering the installation cost share from a 50/50 split between the City and the petitioning group or homeowners association (HOA), to 100% cost paid by the HOA. The other change was giving a reasonable range of speeds above the posted speed limit that vehicles would have to be traveling to meet one of the five warrants for action.

Staff feels that these updates are reasonable and practical and request approval from City Council.

Budget Impact:

There is no budget impact for this item.

Attachment - Policy



CITY OPERATING POLICIES AND PROCEDURES

Policy/Procedure 10-01: Traffic Calming

OPR: Engineering

I. Purpose

The purpose of this regulation is to establish standard procedures for the implementation of the City's response to the traffic complaints arising as a result of perceived speeding and/or high traffic volumes within City owned right-of-way

II. Policy

It is the policy of the City of Peachtree City The City is committed to the safety of its citizens and realizes the potential need for additional traffic calming measures on City streets. The City intends to outline a fair and equitable procedure for the study, installation, and funding for traffic calming measures.

A) Public Complaints

Should a resident, residential community, neighborhood group, or Home Owners Association (HOA) have concerns with traffic in their area, a written request for an evaluation must be filed with the City Engineer. All requests should include the area of concern and complaint type (speed, volume). If an active HOA exists, then the request must come from the HOA.

The person or group requesting the evaluation will be referred to as the Requestor.

B) Review of Complaints

Review of complaints will proceed in the following manner

Table 1: Review and Action Procedure	
	Action
1.	City Engineer receives written request and implements traffic study
2.	Review data to determine if non-physical deterrents are warranted
3.	Implement Non-Physical Deterrent(s)
4.	Collect post installation traffic data and review for improvement
5.	If no improvement, City Engineer determines Study Area* and recommends physical deterrents
6.	Requestor to petition Study Area to attain 2/3 support for measure
7.	Recommendations will be presented by City Engineer for the Requestor, Police, Fire, and City Council approval
8.	Construction of temporary physical deterrents
9.	Follow up monitoring
10.	Construction of permanent physical deterrents or re-evaluation and placement of different type

* Study Area: The road network surrounding the road(s) being considered for traffic calming measures that would be affected by the placement of the measures.

C) Warrants for Action

Table 2: Warrants for Action			
Warrant	Community Collectors	Village Collectors	Residential Streets/Neighborhood Collectors
1. Minimum Traffic Volume	>8000 vpd or 800 vph	>4000 vpd or 400 vph	>1000 vpd or 100 vph
2. Cut thru traffic	50%	40%	25%
3. 85 th percentile Speed	≥7mph over speed limit	5-7 mph > speed limit	5 mph > speed limit
4. Community support*	67 %	67%	67%
5. Accidents per year	6	6	3
6. Percent ADT **Exceeding posted Speed limit	30%	30%	25%

* A community petition stating a concern with the traffic in the Study Area.

** ADT is Average Daily Traffic

Non-Physical Deterrents

Should any of the warrants in Table 2 apply, any of the following non-physical solutions can be implemented with the concurrence of the City Engineer and the Police Chief.

Non-physical deterrents do not involve the use of physical controls (speed humps, roundabouts) or impediments on the roadway system. They are comprised of actions and programs, which are primarily educational, and enforcement based.

Uniform Residential Speed

One Tool is for all residential streets to have a uniform speed limit not to exceed 25 mph.

Designated Residential Zone

The *Official Code of Georgia, Section 40-14-8 (b)* provides that the limitations in subsection (a) [no {radar speed detection} case can be made unless the speed of the vehicle exceeds the posted speed limit by more than ten miles per hour] shall not apply in properly marked residential zones. Roads with speed limits of 35 miles per hour or more shall not be considered residential streets.

Therefore, a Non-Physical Deterrent is to have a residential street be designated and properly marked as a residential zone so that the 25-mph speed limit is enforceable. This tool, if adopted by the City Council and approved by the Georgia Department of Transportation, would be part of the Police Department Traffic Enforcement strategies.

Neighborhood Traffic Safety Program (Education)

This is a program comprised of neighborhood meetings, letters, pamphlets, etc., alerting residents within a neighborhood to speeding and other traffic/pedestrian safety concerns. The City Engineer, with the cooperation of the Police Chief, would conduct this program for any neighborhood association or other residential group requesting it. This neighborhood awareness program would hopefully, result in neighbors more closely obeying existing traffic laws and in improved safety for all roadway users.

Traffic Signing and Pavement Markings

This includes signs for residential zone designation, speed limits, no thru traffic and other necessary information needed for motorists under the Traffic Calming Program.

Stop Signs

Data provided by the Institute for Transportation Engineers (ITE), shows that stop signs are not effective in controlling speed or volume and have a high violation potential. Therefore, the City of Peachtree City will not use these as means of traffic calming.

No Right/Left Turn Signs

The ITE shows that no turn signs can be effective in controlling traffic volume. It also does not impede emergency response vehicles. The down side of this control is that it has a potential to be violated.

No-Truck Enforcement

In general, trucks are allowed on residential streets unless otherwise posted. If truck traffic is shown to be a problem, the Police Chief will request Council approval for the street to be designated as "No through truck traffic" The Public Works Department will make certain that the proper signing is in place to enforce the No-Truck ordinance.

Traffic Enforcement Actions

This is a traditional enforcement activity on the part of the City Police Department's traffic enforcement officers. The City Engineer will provide the Police Department data from the traffic study as to the severity of violation and the time of day when most violations occur.

Radar Speed Trailer Deployment

When appropriate, the City Engineer will contact the Police Chief requesting deployment of its radar speed trailer to educate motorists regarding the fact that they may be significantly exceeding the posted speed limit. The trailer deployment also can result in allowing concerned neighbors to see that actual speeds may not be as high as what had been perceived.

Landscaping

This is a method by which the land adjacent to the curb is landscaped so as to give the appearance of a narrower corridor. This appearance would cause a motorist to slow down. With the assistance of the City's arborist or landscape architect, a landscaping plan will be developed for the desired effect.

Physical Deterrents

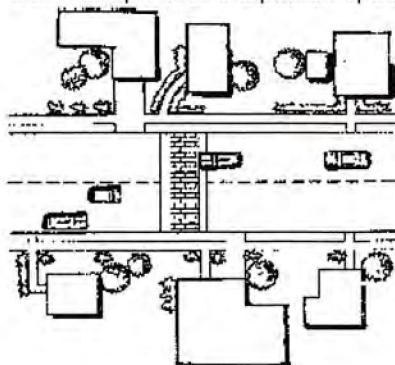
If following a four-month trial of a Non-Physical Deterrent traffic data does not improve, then a physical deterrent will be considered.

The City Engineer will review the data and determine if/which one, or combination of the following deterrents would aid in the reduction of traffic concerns. The City Engineer will make a recommendation to the Requestor and follow the Implementation Procedure at the end of this Physical Deterrents section.

Speed Humps

A speed hump is a raised portion of pavement designed to reduce speed. Speed humps will be used only for speed limits 30-mph or less. Also, all of the following must apply.

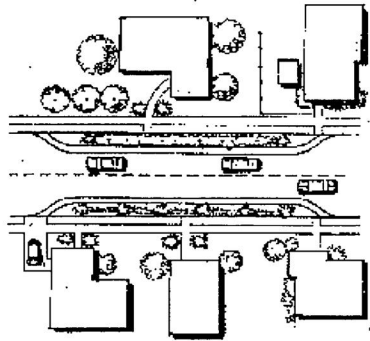
- Streets must be classified as Residential or Neighborhood Collectors and must not be a higher classification.
- Travel width must be less than 28 feet and have no more than two travel lanes
- Horizontal curves must have a 300 foot radius or greater
- Vertical curves must support adequate stopping sight distance
- Grade must be less than or equal to 8%
 - Must be placed between 200 feet and 600 feet apart
- The Requestor must pay 100% of the cost of materials and installation.
- Speed studies must show that the 85th percentile speed for the proposed street is greater than 10 mph over the posted speed limit



www.rediweld.co.uk

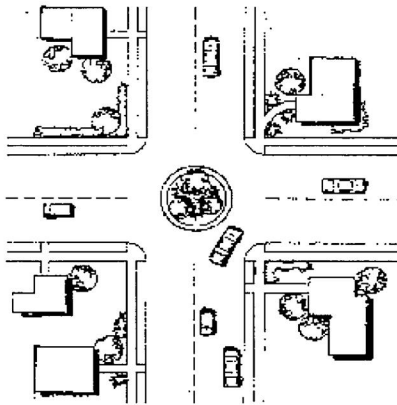
Chokers

The ITE shows that chokers are not very effective at reducing traffic and only have a minor impact on speed. Also, this method provides a minor constraint to emergency vehicles.



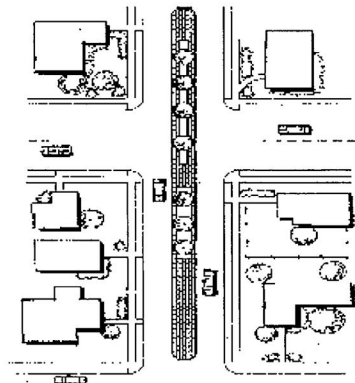
Traffic Circles

Although traffic circles can cause minor constraints to emergency response vehicles, they can effectively reduce both speed and volume of traffic flow.



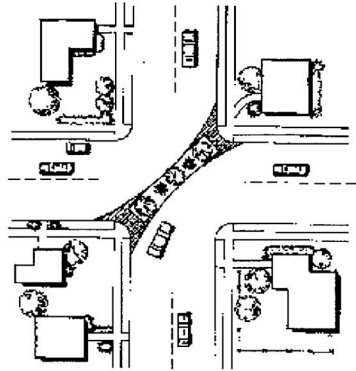
Median Barrier

Median barriers are effective at reducing volume, but unlikely to reduce speeding. Also, they are a minor constraint to emergency vehicles.



Forced Direction Diverters

Forced direction diverters include forced turns, semi-diverters, diagonal diverters and cul-de-sacs. These force the flow of traffic to take a desired route. These methods are very effective at controlling volume and potentially speed. They do however impose some constraints to emergency response vehicles.



III. Implementation Procedure

If all warrants in this ordinance have been met, coordination and approval must be met as follows:

- Police Chief and Fire Chief must approve, indicating minimal impediments to emergency routes
- 67% (2/3) of the residents in the Study Area must support the installation of the devices
- The Requestor must agree to pay 100% of the cost of materials and installation
- The City Engineer must have factual data supporting the proposed control
- The City Manager must concur with the recommendation
- The City Council must approve the recommendation
- Upon approval, placement of temporary physical deterrents will be placed and the results will be evaluated. If the temporary devices perform as expected, permanent deterrents will be constructed. If the devices do not perform as expected alternative devices may be considered.

IV. Approvals

City Clerk

City Manager

Mayor

Date

Date

Date

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council

VIA: Jonathan N. Rorie, City Manager 

FROM: Yasmin Julio, City Clerk/Administrative Coordinator 

DATE: January 15, 2021

SUBJECT: City Operating Policies & Procedures- Policy 1-04 Proclamations, Letters of Appreciation & Support
January 21, 2021, City Council Meeting

Recommendation:

Adopt City Operating Policy 1-04

Discussion:

The purpose of a proclamation is to recognize organizations or citizens for extraordinary achievements, however issuing proclamations could also give the impression that the city supports events and/or issues of a controversial nature. This purpose of this policy is to provide staff procedural guidance regarding the issuance of proclamations or letters of appreciation and support for those individuals/organizations who have had a positive impact within the community.

Discussion:

There is no budgetary impact.

Attachment



CITY OPERATING POLICIES AND PROCEDURES

Policy/Procedure 1-04: Proclamations, Letters of Appreciation and Support

OPR: City Clerk

I. Purpose

The purpose of this policy is to address procedures and guidelines for issuing proclamations, letters of appreciation or support and other forms of recognition issued by the City of Peachtree City for a particular event, program, cause or recognition of an individual, school or business.

II. Criteria

The City will consider a request for a proclamation, letter of appreciation or support from any group or individual, as long as the request has some type of local appeal, and positive impact on the community. Examples include, but are not limited to: recognizing local businesses, groups, schools or churches if they are celebrating a major milestone or accomplishment; public awareness campaigns; sports team victories at state level or higher; and citizens that have brought national or international acclaim to Peachtree City. Proclamations or letters will NOT be issued for; political matters, controversial issues, events or organizations with no direct relationship to the City, business endorsements or personal milestones. The City of Peachtree City has the right to deny requests.

III. Process

Requests must be made in writing to the City Clerk's office using Attachment 1 with a minimum of two weeks advance notice. The requester should be a citizen of Peachtree City. An organization may only ask for one proclamation per annum. The request MUST CONTAIN the following: facts about the subject matter, specific title of proclamation, date proclamation is needed, name and brief description for the event and requested proclamation language, although the City retains the rights to edit the language. The City Clerk and the City Manager will approve the issuance of the proclamation, if all parameters are met. Normally all proclamations and letters are to be mailed, proclamations will not be presented during Council meetings/City events. If schedule permits, the Mayor, Mayor Pro tem or a Councilmember may attend a function or event to present a proclamation upon special request.

IV. Approvals

City Clerk

Date

City Manager

Date

Mayor

Date

Attachment 1.



PROCLAMATION REQUEST

Name of person Requesting Proclamation (include contact #, email, & mailing Address)	
This proclamation is for (Entity, Organization, Individual, etc.)	
Location where the proclamation will be presented (private event)	
Date/Time proclamation will be presented	
Additional important information about recipient/or sample proclamation (PLEASE BE SPECIFIC)	

Submit completed form to yjulio@peachtree-city.org

ATTENTION: Submitting this form does NOT guarantee that a Proclamation will be provided.

Proclamation Request

Peachtree City receives multiple requests for proclamations each year. Here are a few guidelines if you would like to request one,

- The request must be made in writing with a ***minimum of two weeks advance notice***
- You must include contact information - name, phone number, email address
- You must include:
 - Facts about the subject matter
 - Specific title of proclamation
 - Date proclamation is needed
 - Name and brief description for the event
 - ***Requested proclamation language***
- Proclamations will be mailed. ***Proclamations are not presented at Council meetings/City Events.***

Policy:

- City of Peachtree City has the right to deny requests
- Proclamation may be edited
- Person making request should be a citizen of Peachtree City
- Proclamations are to recognize:
 - an organization's event or special action
 - an extraordinary achievement
 - public awareness campaigns
 - arts and cultural celebrations
 - certain events or causes which positively impact the community and conveys an affirmative message to residents
 - groundbreaking/business openings
 - Organizations may only request one proclamation annually
- Proclamations are ceremonial (no legislative or legal value)

Proclamations will NOT be issued for:

- Political matters
- Controversial issues
- Events or organizations with no direct relationship to the city
- For profit
- Business endorsement
- Letters of Congratulations, including:
 - Retirements
 - Birthdays
 - Wedding /Wedding Anniversaries
 - Deceased persons
 - Religious events or celebrations
 - Family/Class reunions

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: January 18, 2021

SUBJECT: Public Hearing: Consider Variance Request, painted wall sign & exceeding maximum size, 2025 N Commerce Drive (McAlister's Deli)
January 21, 2021 City Council Meeting

Discussion:

City Staff noticed additional signage on the new McAlister's deli that was not approved as a part of the sign permit. Code Enforcement issued a Notice of Violation to remove the signage that was not permitted.

The Applicant is requesting a variance from the permitted sign types as per the definition of a Wall Sign per section 66-3 of the Sign Ordinance. A wall sign is defined as a sign that "is fastened directly to the exterior wall of a building and extends from the surface of the wall no more than 15 inches." The applicant is requesting to keep the sign, which is a vinyl sticker much like paint that is directly applied to the surface of the building. This does not meet the city's definition of a wall sign.

In addition, the applicant is requesting more wall sign area than permitted. The sign ordinance allows a maximum of 100 square feet of wall signage. The applicant has utilized this and is requesting a variance to allow 20 additional square feet of wall signage.

As part of the application, the Applicant has included a justification narrative, elevations and sign plans showing the proposed sign on the building side.

Variance Criteria

Section 66-7(i) of the Peachtree City Sign Ordinance states the City Council shall be limited to the following hardship situations:

- (1) *Where the proximity of existing signs on adjoining lots causes the subject property to be ineligible, due to spacing requirements, for a sign of the type sought; or*

Staff Comment: The application does not meet this requirement.

300 City Circle Variance Request

Page 2

- (2) *Where visibility of a conforming sign from the proposed street and within 50 feet of the proposed sign would be substantially impaired by existing trees, plants, natural features, signs, buildings or structures on a different lot; and*

Staff Comment: The application does not meet this requirement.

- (3) *Placement of the sign elsewhere on the lot would not remedy the visual obstruction;*

Staff Comment: The application does not meet this requirement.

- (4) *Such visibility obstruction was not created by the owner of the subject property; and*

Staff Comment: The application does not meet this requirement.

- (5) *The variance proposed would not create a safety hazard to vehicular traffic or pedestrians as determined by the city engineer.*

Staff Comment: Granting of a variance in this case would not create a safety hazard.

ATTACHMENTS

Design Team Sign Company
255 Old Morris Chapel Road
Adamsville, TN 378310
December 3, 2020

Lora Hooks
Senior Planner
City of Peachtree City
153 Willowbend Road
Peachtree City, GA 30269

Ms. Hooks,

RE: MCALISTER'S DELI- 2025 N COMMERCE DRIVE

The McAlister's Deli located at 2025 N Commerce Drive received a code violation pertaining to City Ordinance 66-7. The violation is referencing the orange vinyl arrow associated with the Pick-up window.

We are requesting a variance for the arrow to remain the size as is installed currently. The arrow does not contain the McAlister's logo. The pick-up window is a relatively new concept for McAlister's Corporation and is an important element during these unprecedented times of our nation. The size of the arrow is 30" x 144". Given the distance the building is from Joel Cowan Parkway and length of the wall space the arrow is proportionate to the space and enhances visibility. With the current square footage of the wall signs on the front and right elevation only 10 square feet is allowed for the arrow. If the arrow is reduced to 10 square feet that will negate the purpose and visibility tremendously.

Thank you for your time,



John Harris
Design Team Sign Company



PICK-UP

And it's not too late to add a **SWEET TEA!**

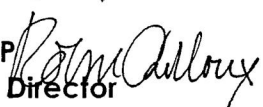


CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jonathan N. Rorie, City Manager 

FROM: Robin Bechtel Cailloux, AICP 
Planning and Development Director

DATE: January 18, 2021

SUBJECT: Text Amendment to LUC-32 to allow multi-family use
January 21, 2021 City Council Meeting

Request

Laurel Brook Development LLC, the Applicant, is requesting to amend the text of the LUC-32 ordinance and master plan to replace 10 single-family lots with 20 condominiums and 4 ground-level live/work units.

Location

The subject property is located at 105 Petrol Point. The 8.8-acre tract is bound to the north by City Greenbelt and the Shakerag Hill office condominium park, to the east by the NAPA Auto store, to the south by the Campus private school and to the west by City Greenbelt. The property is currently under development for the mixed use project approved within the LUC-32 zoning ordinance.

Proposed Master Plan

The proposed revision to the approved Master Plan replaces 10 single-family lots located in the southwest corner with two condominium buildings, each 3 stories with 10 condominium residential units, 2 ground-level live-work units, and underground covered parking. Another modification is the replacement of the surface-level detention pond in the southwest corner with a formal park and underground detention.

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;***

LUC-32 Text Amendment

Page 2

As noted by staff in the original LUC-32 rezoning report, the City does not currently have a mixed-use future land use category. This will likely be addressed in the upcoming Comprehensive Plan update, which will begin in 2021.

Staff has identified three (3) Comprehensive Plan policies that are relevant to the text amendment request:

- Provide a broad range of housing opportunities with an appropriate mix of homes regarding size, type, price, and location ...
- Continue to require developers to provide necessary infrastructure in their developments
- Create a sense of neighborhood by developing separate and identifiable subdivisions surrounded by open spaces and appropriate landscape buffers.

Staff is of the opinion that the proposal meets all of these policies. The current approved master plan has 3 different housing types: residential lofts above ground-level commercial, larger-lot single family homes, and smaller-lot single family homes. The proposed text amendment would introduce 2 new housing types: live/work units and owner-occupied multi-family units. This fine-grain composition of 5 different housing types within the overall development meets the City's Comprehensive Plan policy to encourage a broad range of housing choices.

The other proposed change of replacing the surface-level detention pond with a park and underground detention satisfies the City's policy of requiring developers to provide necessary infrastructure (in this case, stormwater infrastructure), and creating a sense of neighborhood through the use of open spaces.

(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 multi-family residential use and park are compatible with the surrounding greenbelt, commercial uses, and private school.

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

The proposed multi-family residential use and park will not adversely affect the adjacent land uses. The relocation of parking to under the building rather than surface level parking lots and/or allies will have a lower visual impact on the adjacent greenbelt.

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

The property does appear to have a reasonable economic use as currently zoned.

LUC-32 Text Amendment

Page 3

(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;

Using the Institute of Transportation Engineers (ITE) trip generation data, the currently approved 10 single-family lots would produce about 95 daily trips over the course of 24 hours. The proposed multi-family units with ground-level live/work units would generate about 86 daily trips over the same 24-hour timeframe. The ITE empirical data has been collected over decades, and recent verification of mixed-use trip generation data shows that the typical resident of a multi-family mixed use building are far less likely to make daily automobile trips than the typical resident of a single-family home due to demographics and the ability to travel by other modes such as walking.

The applicant has provided a letter from the utilities showing that adequate capacity for water and sewer are available for the proposed change.

The Fayette County School Board of Education (BOE) provided Peachtree City with student generation data from new multi-family developments across the County. Although the proposed development includes ground-level businesses and the BOE data does not include an identical development, the typical student-generation rate of multi-family units is lower than the rate of single-family homes. Therefore, the proposed revision to replace the single-family homes with the multi-family units and live/work units will generate nearly identical number of students: 3.8 for the proposed condominiums compared to 3.4 for the existing approved single-family homes.

(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.

There are no identified changing conditions.

Planning Commission Action

The Peachtree City Planning Commission conducted a Public Hearing on this request at their January 8, 2021 regular meeting. At that meeting, Commissioners voted to recommend approval of the request to Council.

Recommendation

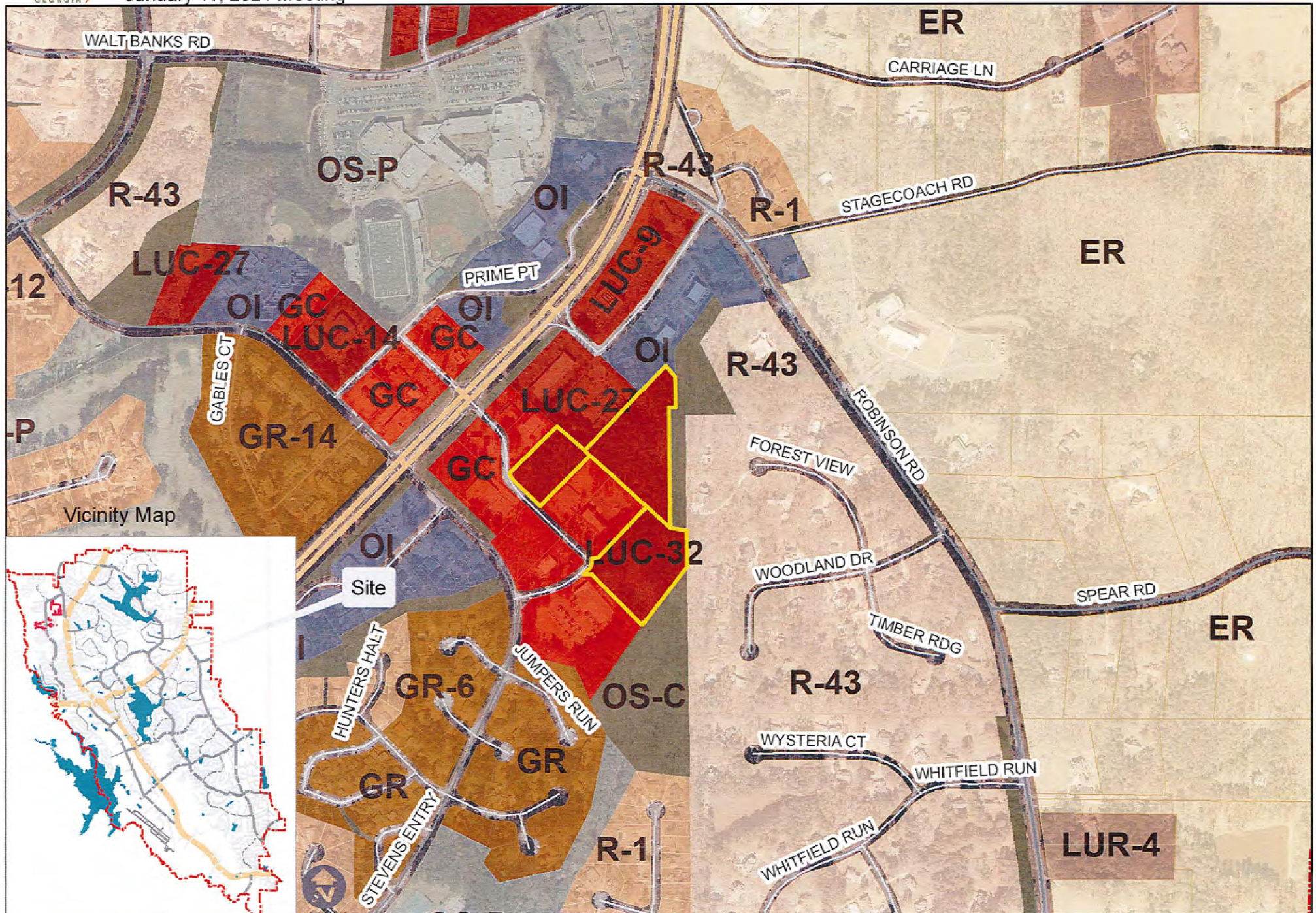
Staff is of the opinion that the proposed rezoning meets a majority of the criteria for text amendment and recommends approval of the request with the following conditions in addition to the existing LUC-32 ordinance conditions:

- The property shall develop in conformance with the proposed master plan. Any substantive change to this plan or any of the conditions of the rezoning shall require a new rezoning action.

LUC-32 Text Amendment

Page 4

- The two multi-family condominium buildings shall be architecturally similar to the elevations proposed by the applicant, and shall include at least 25% brick or stone along every façade. Paint colors for the building shall be limited to neutral colors with the intent of complimenting and blending with the natural environment.
- Parking shall be provided at a minimum ratio of 1.5 spaces per unit, and 2 spaces per live/work unit. This shall be a combination of covered parking and surface-



NARRATIVE SUPPORTING REQUEST A TEXT AMENDMENT TO LUC-DIST. 32

The property is located along Petrol Point (Tax Parcel # 07181 6002). This is a part of the tract of land that was rezoned to LUC by the City Council on November 7, 2019. The applicant is requesting a text amendment to permit twenty (20) high-end condominiums and four (4) live-work condominiums in the mixed-use development.

When the applicant originally approached the City about rezoning the property to LUC, the proposal included condominiums; however, the City still had the multi-family rezoning moratorium in place. The applicant elected to remove the condominiums from the rezoning application to wait and see what the City Council decided to do about the moratorium. Since the City Council allowed the moratorium to expire, the applicant would now like for the City to consider amending the text of the LUC District No. 32 and allow the inclusion of two three-story buildings with underground parking accessible by elevators to house twenty (20) condominiums and four (4) live-work condominiums, two of which will be located on the first floor of each building. The applicant intends to construct high-end units with underground parking that will serve a housing niche in the already approved mixed-use development. As with the previously approved rezoning, the condominium buildings will be reflective of the North Cove architecture.

The condominium units will be designed for seniors who wish to downsize to an upscale, maintenance-free, residential lifestyle. This type of housing unit, as a part of a mixed-use development, is not currently available in Peachtree City.

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

The land use plan calls for this area of Peachtree City to be office and commercial. The City Council and Planning Commission recognized the challenges faced by this property as it remained undeveloped for decades. The property lies between GR (high density residential), General Commercial, Limited Use Commercial and Open Space which separates the property from R-43 (low density residential) properties. As such, the rezoned property serves as a transition from the higher intensity uses from the lower intensity uses. The requested text amendment to permit 20 condominiums and 4 live-work condominiums will simply provide more housing options on this unique tract of land.

The developer will work with the Fire Department to ensure that all of the units are properly and safely designed and situated on the property.

County water is available to the site as is sanitary sewer. WASA has provided confirmation that it has the capacity needed for the proposed development.

Access to the property is along Petrol Point which has direct connection to Hwy. 54 and access to Hwy. 54 via Stevens Entry at a signalized intersection. Travel to and from this development will be easy.

(2) The text amendment will permit a use that is suitable in view of the use and development of adjacent and nearby property.

The requested text amendment is suitable in view of the use and development of adjacent and nearby property. The current permitted uses in the LUC District 32 include single family detached residential units, detached townhomes, a bed and breakfast, and offices. The development is bordered by property zoned Open Space Conservation, General Commercial and Limited Use Commercial. The property located to the east of the Open Space Conservation property is the Robinson Woods subdivision, zoned R-43. The mixed-use proposal is a good transition from the commercial uses located to the west of the property and the residential property located to the east of the Open Space Conservation property. The text amendment provides another housing option in this mixed-use development.

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

The requested text amendment will not impact the residential area located to the east as a fairly substantial Open Space Conservation area that is about 100 feet wide extends along the entire eastern edge of this property. The property is bordered on the other sides by commercially zoned property. Access to the property is along Petrol Point which has direct connection to Hwy. 54 and access to Hwy. 54 via Stevens Entry at a signalized intersection. The text amendment permitting the development of 20 condominiums and 4 live-work condominiums will complement the mixed-use development and will complement the area.

(4) The property to be affected by the text amendment has a reasonable economic use as currently zoned but the amendment will permit a housing type not currently available in the City.

The rezoning of the property by the City Council in November of 2019 created an economic use of this property that had not previously existed. The text amendment will provide an opportunity for the development of a few high-end condominiums, which will serve a housing need not presently available in Peachtree City and could serve as a model for future development in the City.

(5) The text amendment will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

The requested text amendment will add 20 condominium units and 4 live-work condominium units to the area, all of which are accessible by Petrol Point. The nearby access to Hwy. 54 via both Petrol Point and Stevens Entry will provide quick and easy travel to other areas of Peachtree City and the surrounding areas. The development will also connect to the multi-use path system. While not age-restricted, the condominium units will be conducive for and attractive to seniors. As such, many of the units will not be occupied by school-age children. All utilities are available to the property and WASA has stated it has the capacity for this proposed development.

(6) There are existing conditions affecting the use and development of the property which give supportive grounds for approval of the zoning proposal.

As stated previously, the property was rezoned in November of 2019 for a mixed-use residential, office and commercial development. The requested text amendment will allow 20 high-end condominiums and 4 live-work condominiums to be included in the development and provide another housing option for Peachtree City residents.



Pearce@pscottarch.com // 6 State of Mind St., Suite 200, Bluffton, SC // 843.837.5700