

**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.

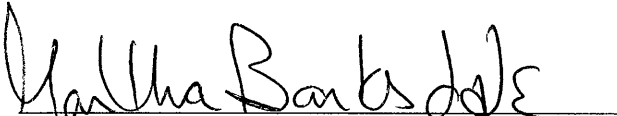
Fleisch asked if he wanted a vote on each request? There was no urgency to decide on a policy, so they should think about it for awhile. Rorie said he wanted their comments. The decision should be policy driven. These were not easy decisions.

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