



CITY COUNCIL

Kim Learnard, Mayor

Frank Destadio, Mayor Pro Tem | Laura Johnson, Post 1

Suzanne Brown, Post 2 | Clinton Holland, Post 3

SCAN FOR AGENDA
PACKET



Revised Meeting Agenda

May 16, 2024 | 9:30 AM

City Hall

1. **Call to Order**
2. **Pledge of Allegiance and Moment of Silence**
3. **Announcements, Awards, Special Recognition**
4. **Presentation**
 - A. Audit Presentation (Mauldin & Jenkins)
5. **Public Comment**
6. **Agenda Changes**
7. **Minutes**
 - A. May 2, 2024 Regular Meeting Minutes
 - B. May 2, 2024 Executive Session Minutes
 - C. **May 7, 2024 Workshop Minutes**
8. **Consent Agenda**
 - A. Reclassification & Position Title Change for one Public Communications Specialist
- Funding Source: 100-1570-511100 Public Communications
 - B. Approval of New Cardiac Monitor Purchase.
- Funding Source: 337-3510-542050-CIP23-15 Capital Equipment Fund - Cardiac Monitor Replacements
9. **Old Agenda Items**
 - A. 08-22-01CST - Crosstown and Peachtree Parkway Roundabout 60% Design (David Borkowski)
10. **New Agenda Items**
 - A. 05-24-06 2024 Paving Bid Award
- Funding Source: 321-4220-541400-SP17-001 SPLOST
335-4100-522270-CIP24-23 LMIG
 - B. 05-24-07 Drainage Easement Abandonment Request- 713 Magnolia Walk (Ted Meeker)

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

This meeting will be held in Council Chambers at City Hall.

11. Public Hearings

- A. 05-24-08 New Alcohol License - Qualified Location Permit - Lela's Place (Applicant)
- B. 05-24-09 Resolution- 05-16-2024PH 2024 Capital Improvement Element (CIE) Annual Update (Kelly Bush)
- C. 05-24-10 Ordinance #1219- Rezoning request for 1 Paschal Road from GI to LUI (Adam Baaklini, property owner)

12. Council/Staff Topics

13. Executive Session

14. Adjourn

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA, please call the City's ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail tallston-bing@peachtree-city.org at least three (3) business days before the scheduled meeting or event to request an accommodation.

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

This meeting will be held in Council Chambers at City Hall

City Council of Peachtree City
Meeting Minutes
Thursday, May 2, 2024
6:30 PM

Call to Order

The Mayor and Council of Peachtree City met in regular session on Thursday, May 2, 2024. Mayor Kim Learnard called the meeting to order at 6:30 p.m. Council members attending: Laura Johnson, Suzanne Brown, Clinton Holland, and Frank Destadio.

Pledge of Allegiance and Moment of Silence

Announcements, Awards, Special Recognition

None

Public Comment

Keith Larson introduced himself as a bike/walk community advocate and noted that May was National Bike Month, an opportunity to encourage safe bike use. He listed special events scheduled for Peachtree City, including a Cub Scout Bike Rodeo and Bike to Work Week, and named all the cycling groups that were active in the city.

Larson also remarked that a comment was made at the last Council meeting about what the path safety group that met for three months in 2021 actually accomplished. Of the 39 measures the group recommended to Council, 19 had been implemented, he reported. These included a limited number of speed humps that were compliant with the Americans with Disabilities Act (ADA), path crossing signs and markings, and vegetation maintenance. He said the navigation app and wayfinding markings were a significant boost to the path system, while two proposals, tunnel repairs and transition ramps, began major components in the 2023 Special Purpose Local Option Sales Tax (SPLOST). Larson called for a standing advisory group to monitor all transportation issues.

Sue Reed of the PTC/Fayette Pickleball Club reported that members had attended tournaments in three states over the past two months, bringing home 24 medals; 95% of those medalists got their first pickleball exposure from training offered by the local club. At the last Council meeting, Reed asked Council to consider letting them use the Kedron courts for two hours a week to offer beginner classes, but said she was still waiting on a response.

Taylor Pessin said she had just completed a 16-week class in which she focused on housing policy in Peachtree City and had intended to formally request to present it to the City. However, she continued, she was disturbed by “racist rhetoric” that came out at the last City Council meeting and felt it was damaging to the community. Exclusionary zoning had perpetuated racial and socioeconomic segregation in Peachtree City, Pessin said. She mentioned that the need to stick to the City’s original plan was often cited as a reason for denying housing development but pointed out that the 1972 Master Plan was filled with inclusionary language that advocated for diversity

in housing types. Pessin said she would like to return to present her study's findings to Council.

Agenda Changes

None

Minutes

Holland moved to approve the April 18, 2024, regular meeting minutes and the April 18, 2024, executive session minutes. Destadio seconded. Motion carried unanimously.

A. April 18, 2024 Regular Meeting Minutes

APPROVED 5-0

B. April 18, 2024 Executive Session Minutes

APPROVED 5-0

Quarterly Reports

A. January 2024 - March 2024

Holland said he appreciated how the information was presented through the use of graphics. The Mayor noted that the Communications staff now had more than 27,000 followers on Instagram. Also, golf cart citations were up 13%, while golf cart collisions were down 38% when compared to the first quarter of last year. She also reported that driving under the influence arrests were up 30%. Interim City Manager Justin Strickland commented that these reports were available on the City website.

Consent Agenda

Destadio moved to approve Consent Agenda items A-G. Brown seconded. Motion carried unanimously.

The Mayor noted that they had just accepted a \$5,000 grant from Walmart, a \$7,000 law enforcement grant from TJMaxx, along with \$2,500 from Floor & Décor to sponsor Sunset Sounds, and \$5,000 from Cooper Lighting to be the presenting sponsor at Sunset Sounds. These sponsorships meant Sunset Sounds was now breaking even.

A. FY2024 Budget Amendment - BSA Software Cloud Conversion Agreement

APPROVED 5-0

B. FY2024 Budget Amendment- Engineering Services

APPROVED 5-0

C. FY2024 Budget Amendment - 2024 Walmart Local Community Grant

APPROVED 5-0

D. FY2024 Budget Amendment- TJX Law Enforcement Grant

APPROVED 5-0

E. FY2024 Budget Amendment - Sunset Sounds Sponsorships

APPROVED 5-0

F. FY2024 Budget Amendment - CVB Incentive Fund

APPROVED 5-0

G. Approve the annual renewal contract of a budgeted maintenance agreement for medical equipment.

APPROVED 5-0

General Discussion

A. Administrative Variance Ordinances

Holland explained that he started working on this in July 2023 and hoped they could discuss it now. His concerns were with sections 1203 and 1204 of the zoning ordinance; 1203 simply named the two types of variances, regular and administrative, while 1204 was adopted in 1992 and had been revised several times, most recently in December 2021. It allowed administrative variances for up to 50% encroachment into the rear setback and for a decrease of up to 25% in a side setback if the property adjoined a City-owned property. It also allowed business owners to request a 25% decrease in required parking spaces and allowed for an increase in the maximum fence or wall height of up to 25%. These administrative variances required the approval of a committee made up of a Council member, the City Manager, and the Planning Director.

Holland said the number of variances that came before Council had remained basically unchanged over the past four years, but the number of administrative variances had increased. Only 77 variances were requested in total over those four years. Another graph showed that regular variances had averaged about 10 a year since 1992, and administrative variances had averaged between zero and five per year but had increased in the past few years. Holland said this increase was what prompted him to begin his research.

There were just three administrative variances for the two years preceding passage of 1204, but 21 since then. Holland said he looked at administrative variances as a shortcut to get a variance approved and avoid putting the request before the entire City Council.

Two options were before them, Holland continued. Council could totally rescind 1204 and slightly revise 1203, but he did not support that. He proposed they make text amendments to 1204 as stated in information he had provided to Council. These would change the makeup of the committee to two Council members and the City Manager and change the numbers in the variance criteria.

He then moved that they initiate the process of text amendments to section 1204 of the zoning ordinance based on changes in the Council packet. Brown seconded.

Learnard asked him to direct her to the page number in the packet where his redlined document could be found. Interim Assistant City Manager Yasmin Julio said they were not in the packet because the only request was that they be ready for the presentation. Brown said they had them in email. City Attorney Ted Meeker said Holland should change his motion from "changes in the Council packet" to "distributed to Council via email."

Holland rescinded his motion, and Brown her second, then Holland moved that they initiate the process of text amendments to section 1204 of the zoning ordinance based on changes in the email sent to Council. Brown seconded.

Learnard asked Holland to enumerate the changes and said Council was not prepared to vote on this because they did not have it in front of them. She was provided with a copy of the changes and read them, mentioning the makeup of the administrative variance committee as being changed to the City Manager and two Council members. Holland said they should change the rear setback required from "not to exceed 50%" to "not to exceed two feet." He wanted to eliminate the requirement that all adjacent property owners be in agreement. Holland recalled a case last year where one neighbor refused to sign off on a request.

Another change from Holland was that instead of "not more than 25% of a building setback adjacent to city property," should be two feet. Also, the HOA should be included in the approval process; however, adjacent property owners should not be involved.

Destadio said that in the past when there was a text amendment, they were all given copies so they could go over them and mark changes they would like. Meeker reminded him that this was just to initiate the process. If they decided to advance this, it would go to the Planning Commission for a public hearing. Staff would review it, as well. Then it would come back to Council for a public hearing and final consideration.

But Destadio's point, Learnard said, was what would go to the Planning Commission? Based on the motion that was made, Meeker replied, the Planning Commission would get what she was holding in her hand. That would be the starting point, Holland agreed. The Planning Commission could make all types of changes. Destadio said all he wanted was a chance to make comments before it was sent forward.

Strickland noted that Holland had emailed this to all Council members a few days prior to this meeting. He said they could move this discussion to the end of the agenda and make copies in the meantime for everyone. Destadio said he never saw that email.

The administrative variance process was created to better serve citizens, Learnard stated, such as those who had a small encroachment into a newly discovered

setback, maybe at an older home. This served citizens by not making them go through the entire variance process, which involved 45 days and a \$300 fee. She said she sat on a variance committee that heard a case of someone building a screened porch on an older home and discovering that the other end of the house was three feet over the setback.

The Planning Department had put together a comparison of administrative variance processes in other nearby jurisdictions, and Peachtree City's was not out of line. In fact, Learnard said, in those other cities, there was no decision to be made. If the variance met the set criteria, it was granted, and the Planning Director was allowed to make that ruling. She said she had not heard of a single problem, concern, or regret with the current administrative variance process and was not prepared to move this forward.

Destadio said he welcomed Holland's suggestions, but thought all Council members should have a chance to look over the proposal and comment before sending it to the Planning Commission.

Johnson commented that she agreed with much of what the Mayor had said. The administrative variance process was good and served citizens well. Peachtree City had a lot of older homes, and a lot of the zoning ordinances came after those homes were built, she observed, adding that the fact they were seeing more administrative variances was the intent in creating the process. She didn't see the requirement of having the neighbors' support as a negative; if they couldn't get that support, the homeowners would come to Council.

Johnson said she supported the changes to an extent because she thought 50% into a rear setback was excessive. She could back sending it on to the Planning Commission, with her only suggestion being to reduce that to 25%. The information from the other jurisdictions was helpful and showed that Peachtree City went above and beyond by having the variance decided by a committee, rather than only the Planning Director.

Holland said he wanted to make sure everyone understood that he didn't want to cancel this process, just make changes.

Brown commented that her initial reaction was to rescind section 1204 but was willing to leave it in place with changes. She thought they should send it to the Planning Commission. Brown clarified that anything done by a prior owner would still be grandfathered in.

Her biggest objection to the current administrative variance rules was allowing a reduction to the rear setback by 50%. It was 25% in 1992, and the committee at that time was one Council member, one Planning Commissioner, and the Planning Director. The City Council created a special exception variance in 2008 that included decreasing the setback next to any City-owned greenbelt by a maximum

of 25%, decreasing parking by up to 25%, and increasing fence height for safety or privacy with no maximum. The 2008 changes kept the administrative variance and changed the committee to one Council member, the City Manager, and the Planning Director.

The current changes were adopted in December 2021 and combined special exception and administrative variances into one administrative variance process, Brown continued. It added rear setback encroachment with a maximum of 50% with letters of support from all surrounding property owners and the HOA and added a maximum height increase for a fence of 25%. The committee structure remained unchanged from 2008.

Brown said she did not like any setback reductions, but the rear one was the most objectionable. In the 1992 version, it appeared that a homeowner was allowed to seek a variance for something done by a prior owner or done before there was a building code. She also objected to the required letters of approval and said she would like to see the administrative variance committee consist of one member of the Planning Commission, one Council member, and the City Manager. She said the Planning Director was too involved in the application process.

The prediction that the last ordinance change would save time was wrong, Brown said, noting that numbers had spiked. She called the changes made in December 2021 a “vast overreach” that was too liberal in granting exceptions to complying with setback, fence height, and parking space requirements. Brown concluded by saying the ordinance needed to be revised or rescinded.

Holland stated he was not against variances, he just wanted them to be correct.

Destadio said there was a process to make changes, and he wanted them to follow the process by giving everyone a chance to add their thoughts. Learnard said that was not the motion on the table, which was whether or not to send Holland's document to the Planning Commission. Destadio said he was against that.

Learnard called for the vote.

Holland asked Meeker if they could add the comments that had been made and send that document to the Planning Commission. Council would be making comments as this evolved, Meeker responded, and it was up to Council to decide when to add the comments. They could still share their opinions with Planning Commission if the proposal was left as it was.

Johnson asked how they could share those opinions, and Meeker said they could send them to Strickland, and he could forward them to the Planning Director for inclusion in the Planning Commission meeting packet.

The motion carried 3-2, with Brown, Holland, and Johnson voting in favor, and

Destadio and Learnard against.

B. Certification of Compliance with O.C.G.A. 36-80-23

Brown said she attempted to get this presentation moved to the next meeting so she could work on it further and added that there were serious issues regarding the new agenda ordinance that needed to be remedied. She was told she could not move this item to the next meeting because she and two other Council members had voted for it to be on the agenda at this meeting.

Brown then moved that this item be moved to the New Agenda items for the May 16 meeting. Holland seconded.

Destadio asked what they were voting on, then asked Brown what she wanted to say. Brown said she was not prepared to do the full presentation, although she would do a presentation if they didn't allow her to move it.

This issue had turned out to be redundant, the Mayor remarked. Peachtree City was not a sanctuary city. Gov. Kemp and the State Legislators had taken care of this issue at the State level. She said nobody she had talked to in Peachtree City had asked for this, and she could not support any further conversation on the topic, nor would she support a resolution. Learnard said she was embarrassed by this.

Johnson commented that she had been thinking about this since it was first suggested by Brown. It had been clear from the feedback she had received that, overwhelmingly, this was not something residents felt was needed and the Assistant Police Chief told her it could do more damage than good.

Destadio agreed with Johnson about valuing the opinion of the police and that this could do harm. He asked if the certificate of compliance was actually signed?

Learnard said it was done every year, and Strickland explained that it was not signed, but the City filled out reports to the State on different things and one was to verify that they were not a sanctuary city.

The Mayor called for the vote, which failed 2-3. Brown and Holland voted in favor of moving the presentation to the next meeting, while Destadio, Johnson, and Learnard voted against.

Since this was on the agenda, and Council voted down the motion to change it, Meeker said Brown should proceed with her presentation.

Brown said she had sent each Council member a copy of House Bill 1105, the Georgia Criminal Alien Track and Report Act 2024 so they could read it prior to the meeting. She said more than 10 million illegal immigrants had entered the United States since January 2021, threatening the safety and security of all citizens. They were obligated to protect citizens and one way was to comply with the laws and

make a clear declaration that they were not a sanctuary city.

Brown asked Strickland to explain what was shown on a slide from the Georgia Department of Community Affairs (DCA) website. Strickland said the City had to do certain things each year to comply with State regulations and, therefore, qualify for State funding. The DCA had listed several jurisdictions that did not comply with certain things and therefore did not receive some or no State funding in certain categories. One requirement was for comprehensive planning, which Peachtree City complied with by updating its comp plan a few years ago. Another required the use of the Federal E-Verify system to verify the citizenship and immigration status of employees. Peachtree City did that. It required a service delivery strategy in which they negotiated with other governments, Fayette County in Peachtree City's case, about the delivery of certain services. Every jurisdiction in the state complied with that.

Finally, there were sanctuary policies. State law said that any local jurisdiction that passed anything to become a sanctuary city would not be qualified to receive any State funding at all. Peachtree City was not on that list. Every year, Strickland affirmed, the City verified with the State that they were not a sanctuary city. It would take an act of Council for Peachtree City to become a sanctuary city.

Brown asked for more information about Peachtree City's use of E-Verify. Peachtree City would have to report any public benefits they did as a service, but they offered none. Strickland said health and retirement benefits for employees were reported.

Another thing they did was report to the State how many occupational tax certificates were issued. Last year it was 2,359. If a business had 10 or more employees, it had to be E-Verified. One extra thing Peachtree City did was the SAVE affidavit. That stood for the Systematic Alien Verification for Entitlements. Business owners had to sign an affidavit saying if they were a citizen, a legal permanent resident, or a qualified alien. If the applicant checked legal permanent resident or qualified alien, Strickland said the City verified their status through a Federal database. Staff had told him no applicant had ever been flagged.

Last year, the City worked with 545 contractors, and anyone with a contract or purchase order greater than \$2,500 had to be reported and pass muster with E-Verify. Any contractor that had one or more employees had to submit those employees to E-Verify.

Strickland said they also had to report to the State that they participated in E-Verify as a City.

Brown said it was a good thing that Peachtree City wasn't on any of the lists, but many cities were. During the 2024 session on the Georgia General Assembly, District 72 Rep. Josh Bonner, who represented much of Peachtree City sponsored

House Bill 1105, the Georgia Criminal Alien Track and Report Act of 2024. She had invited Bonner to attend this Council meeting, but he was unable to. This bill was approved by the House and Senate and was signed into law by the Governor on May 1, Brown reported.

Bonner provided her with a summary of the bill. It required law enforcement officials to work in conjunction with Federal immigration authorities and to send, receive, and maintain information relating to the immigration status of any individual as reasonably needed for public safety purposes. Any local law enforcement agency that acted in violation was subject to the withholding of certain funding. Jailers were required to submit quarterly reports.

Brown said they should thank Bonner for this bill that protected the safety of the public. Bonner had told her he thought Council passing a statement saying Peachtree City was not a sanctuary city would send a message to illegal immigrants. She mentioned that Bonner was a member of the National Guard and could be called to the border. Brown said the bill would become law on December 31, 2024, and she thought they should thank the legislators for protecting citizens.

She went on to read the resolution. In summary, it said that Peachtree City supported HB 1105 and would continue to comply with State law relating to the prohibition of immigration sanctuary policies by local governmental entities and certification of compliance with regulations. It also said Peachtree City would ask the District Attorney to prosecute illegal immigrants accused of crimes to the fullest extent of the law.

It went on to say that illegal immigrants posed a serious threat to homeland security, and that cities were in budgetary distress due to the flood of illegal immigrants into their jurisdiction. Brown's resolution said Council did not support Peachtree City taxpayer funding being used to shelter or maintain illegal immigrants, with the exception of those housed during their incarceration.

Finally, it said the Mayor and City Council of the City of Peachtree City were resolved that Peachtree City was not a sanctuary city and would work to maintain that fact.

Brown moved that Council approve this resolution. Holland seconded.

Learnard said they had always followed the law and would continue to follow the law. Peachtree City was not a sanctuary city. This resolution was redundant and unnecessary because the State had laws in place already to take care of this. She said no one she had spoken to was in favor of this, and several citizens had expressed extreme concern about this measure. Learnard said she did not support this resolution or any further conversation on the topic. This would carry a risk to the city, according to their own police department, she commented.

Destadio asked if Police Chief Janet Moon could comment, and Learnard declined, saying it had been made very clear, both at the last Council meeting and in their two-by-two meetings with the Assistant Police Chief and the City Manager that this was a risk to the city. Destadio agreed, saying the Assistant Chief had told him the same thing.

Johnson said she had already made her comments.

The motion was denied 2-3, with Brown and Holland voting in favor and Destadio, Johnson, and Learnard opposed.

Holland asked if the slides and handout from his presentation on administrative variances could be included in the minutes, and Learnard said the slides weren't presented, so they couldn't be included. Interim Assistant City Manager Yasmin Julio said they had the slides on file, but they couldn't be in the actual minutes. Holland asked why, and Learnard said because they weren't presented during the meeting. Holland said he would like citizens to get the opportunity to see them. Julio noted the meeting was recorded and Holland's presentation would be on the video, which was available to the public.

Strickland said he believed Holland was asking if his proposed changes could be in the next minutes. Julio said how the Mayor read them aloud would be in the actual minutes, but the physical document would not. Meeker noted that the document, plus comments Council members submitted, would be part of the packet moving forward to the Planning Commission.

Old Agenda Items

None

New Agenda Items

A. 05-24-01 FY2025 Non-Profit Funding - Fayette County Council on Domestic Violence, Inc. d/b/a Promise Place

Holland moved to approve New Agenda item 05-24-01, FY2025 Non-Profit Funding - Fayette County Council on Domestic Violence, Inc. d/b/a Promise Place in the amount of \$10,000. Johnson seconded. Motion carried unanimously.

B. 05-24-02 FY2025 Non-Profit Funding - Fayette Senior Services, Inc.

Holland moved to approve New Agenda item 05-24-02, FY2025 Non-Profit Funding - Fayette Senior Services, Inc., in the amount of \$15,000. Johnson seconded. Motion carried unanimously.

Public Hearings

A. 05-24-03 New Alcohol License - Flare Bourbon - 21 Eastbrook Bend, Suite 226

Julio explained that the application was submitted by Flare Bourbon, located at 21

Eastbrook Bend. The applicant, Kamilla Hubner, and the location met all requirements to receive an alcohol license, but this application was different from other alcohol license applications because Flare Bourbon was an alcohol broker, which meant they purchased the alcohol from a manufacturer or distillery to sell to another broker or wholesaler. This was defined by Georgia law. The City Attorney and Staff had found a similar, but not exact, description in Peachtree City's alcohol ordinance in order to approve the application. This would be under "wholesaler," which the City defined as any person who sold alcoholic beverages to retail dealers or consumption dealers.

The application was for an alcohol broker's license, but that did not exist in the City ordinance, applicant Hubner pointed out. She believed the term "wholesale dealer" did not apply and was contradictory to State law to grant a wholesale license to a broker. A broker by definition was not able to manufacture, possess, sell, hold title to, or have an inventory of alcohol, and they did none of those things at their Peachtree City office. They contracted with a distillery, and all alcohol shipped directly from the distillery.

Hubner's position was that there was no ordinance to compel them to obtain a license from the City as a broker in the State of Georgia. They were compliant with all regulations at a Federal and State level, but there was nothing in the City ordinance to cover this. Meeker agreed that the City ordinance should be changed, and Hubner said they would comply once something was in place.

As it stood now, State licensing was being held up because an occupational tax certificate from the City was required. It had been issued but was then rescinded because the City required the alcohol license to be issued in conjunction with the occupational tax certificate. That was the only thing holding up their ability to do business.

Learnard told her Council could either approve or disapprove the license because that was what was on the agenda. What did she want them to do?

Hubner said Council would be voting on a broker's license, which did not exist.

Julio noted that the ordinance said anyone who sold alcohol in the City must hold a license. Even though Peachtree City did not have a broker's license by definition, that did not negate the part of the ordinance that said anyone who sold alcohol must hold a license. Hubner countered that they did not actually sell any alcohol in Peachtree City.

Meeker noted that a couple of years ago they revised the alcohol ordinance because it did not accommodate a business that was now Line Creek Brewery. They tried to write their ordinances as broadly as possible, and he believed Hubner needed a license. Issuing this license would give her an occupation tax certificate and allow her to start the business. In the process, Meeker continued, they would

update the alcohol ordinance to include a broker's license because this was something new they had not dealt with before. However, Hubner had wanted to pursue this before the new ordinance was ready to go to Council.

Staff's recommendation was to issue the license so she could get an occupational tax certificate and begin to do business, Meeker stated. In the meantime, it would be easier for her to get whatever she needed from the City next year to continue with her State license because they were looking to change something to prevent having this debate again. There weren't a lot of brokers in the state, he commented, but the field was growing.

Hubner agreed on the need for change to accommodate brokers. Her concern was that if a wholesale license was issued, that did not apply to them. They were not a wholesaler. That was a Tier Two license in the three-tiered structure for alcohol regulation. Every tier was separate and distinct, and one was not allowed to cross over tiers, she stated. Giving them a wholesaler's license was breaking the law.

Did she want them to turn the license down? Learnard asked again. Hubner asserted that if there was no ordinance in place for them, they should be allowed to start doing business. As Meeker had said, he could get some language in place to ensure correct governance, then they would get an appropriate license. The City had acknowledged that issuing a wholesaler's license would be a breach of the ordinance.

The excise tax provisions in the City ordinance as they related to a wholesaler did not apply to them because they did not collect excise tax, and the City had acknowledged that, Hubner continued. Peachtree City had no broker's license, and a wholesaler's license was the wrong license. This would mean breaching Federal and State laws. At the moment, she stated, issuing them a license as a wholesale dealer would breach at least two State laws as well as the local City ordinance.

Holland asked Meeker if there was a way to accommodate Hubner and allow her to proceed with her business? That's what they were trying to do, Meeker replied. Hubner was correct in saying they did not have a broker's license right now, but they labeled it as such on the agenda so she wouldn't have problems going forward. The City acknowledged there was no excise tax collected. The ordinance was broad, and Staff did not feel like they had the ability to waive that licensing requirement.

Learnard opened the public hearing. No one wished to speak in favor. Keith Larson spoke in opposition, saying the applicant simply needed her occupational tax certificate so she could work with State and Federal authorities to do her trade. She was not directly selling bourbon to Peachtree City residents, so it seemed to him there might be a general license that could suffice and allow the occupational tax certificate to be issued. He recommended Council deny this license because it was inappropriate and issue a general license.

No one else wished to speak, and the Mayor closed the public hearing.

Brown recalled a saying of her mother's: "don't throw out the baby with the bathwater." She thought that might be what Hubner was doing by rejecting the fix the City had offered so she could proceed with her business with the promise they would correct the situation as soon as possible. She suggested Hubner allow them to approve this as it stood because the only other thing they could do was delay her application. Brown said Hubner was qualified for what they were being asked to give her, and they would be glad to do that.

Hubner said all the State needed was the occupational tax certificate. She had offered to pay a licensing fee to be held in trust as a sign of good faith that they wanted to stay in Peachtree City. They had been told by the City that they could not submit the occupational tax certificate to the State until an alcohol license had been issued, but they were requesting to be allowed to use the occupational tax certificate and submit it to the State for their State broker's license while the ordinance was being changed in Peachtree City to accommodate their business.

Destadio asked Meeker if that was an option Hubner had given him, and he said it was. The problem, Meeker continued, was that there were no variance or waiver provisions in the alcohol ordinance as there were in other sections of the ordinance. Ultimately, it was Council discretion, he remarked.

Could they just authorize the occupational tax certificate? Holland asked. Council typically did not get involved in those, Meeker replied.

Learnard suggested they continue with the process. They might decide to approve, and Hubner could be on her way.

Council could make a motion to deny the license but instruct staff to issue the occupational tax certificate, Meeker stated. Learnard asked Hubner if that's what she wanted, and she said they just required the occupational tax certificate.

Brown asked her once more if she was sure they did not want the alcohol license? Hubner said they needed the alcohol license, but it needed to be the correct license, otherwise her business and the City would be breaching State and Federal laws.

Johnson asked Meeker how long it would take to get the right ordinance on their books? He said on the next agenda or the one after. Did Hubner want to table her application until then? Brown asked. Julio said they suggested she do something similar to what Line Creek did and wait on the ordinance, but she was urgent, and that's why they were trying to assist her with this method.

Learnard told Hubner they could approve the alcohol license and send her off to do

business. Hubner said that was not what they were asking because it would be wrong, and it would also trigger a \$5,000 license fee. They just wanted the occupational tax certificate, and Meeker had indicated he could have the wording for the ordinance ready in around 60 days. That would resolve the problem, and no one would be breaking any laws.

Meeker suggested a motion for Staff to issue an occupational tax certificate conditioned upon a broker's license being issued after Council updated the ordinance. Hubner said she could agree to that. Brown asked about a timeframe, and Meeker said no more than 60 days. He said that should be enough time; he already had the definition of the term "broker," which was what they needed to add, along with identifying a separate license and fee. It would just be an administrative type fee, much less than other alcohol licenses.

Meeker said the motion should be to issue an occupational tax certificate to the applicant conditioned on getting a broker's license once the ordinance was amended, not later than 60 days from that day's date. So moved, said Destadio, seconded by Holland. Motion carried unanimously.

B. 05-24-04 Variance request from side setback, 838 Carnellian Lane

Planning and Development Director Robin Cailloux described this property as pie-shaped, zoned Residential (R-22), with a 15-foot side setback. The request was to allow an existing outdoor fireplace structure to encroach 15 feet in that side setback. The fireplace was built without a permit, and when staff was notified of it, the owners were sent a notice of violation. They had since applied for a permit but could not receive it because of the setback violation.

There were six criteria that must be met for Council to grant a variance. These included that there were special circumstances applicable to the property; that strict interpretation would create unnecessary hardship; that there were extraordinary circumstances associated with the request; that granting the variance would not constitute granting a special privilege; and that a variance would not have a material effect on the public health, safety, or welfare or create inconsistencies with the Comprehensive Plan.

Cailloux presented a photo taken by Code Enforcement that showed the fireplace was originally built over the property line and another that showed that the property owner had remedied that.

Applicant Jerry Olin said he and his wife, Joanne, decided to build a fireplace in 2021. He now was asking Council to consider how demolishing this fireplace would benefit Peachtree City or its residents. The plat they received at closing when they bought the house did not show any setbacks. They had always envisioned a patio with a fireplace, seat wall, and a water feature.

They interviewed three landscape design companies, and none raised an alarm

about setback issues or said a building permit was required, Olin continued. They selected Aabby Group, and he said they specifically asked the project manager if they needed a permit, and he told them he had built many such fireplaces in Peachtree City and never got permits. He said because the seat wall was only 18 inches high, a permit was not needed. The Olins also scoured the City website for building permit guidance and could not find any references to an outdoor fireplace as a structure. Aabby Group was a reputable contractor, so they were confident in the information they provided, Olin stated. They found out about the mistakes when Code Enforcement visited them last year.

He said Aabby's mistakes should qualify as a special circumstance. The Olins paid Aabby Group \$62,000 to complete the project three years ago; the fireplace and seat wall alone cost more than \$20,000, Oline reported.

Olin said he believed he and his wife had more than adequately met the six criteria for a variance. He also noted that the fireplace sat halfway down his neighbor's 300-foot driveway that was more than 200 feet from the nearest home. They also were screened from the neighbor's home by plantings. The fireplace could be seen by a vehicle for just a matter of seconds, he remarked, and was not visible from any other side of the house.

Many neighbors had voiced their support for allowing the fireplace to remain. They said it added character and beauty to the home and the neighborhood. Demolishing the fireplace would leave a gaping hole in the tiny backyard, Olin stated, and would come at considerable expense.

At its shallowest point, the fireplace was less than three feet into the setback and averaged less than 50% of the side setback. He again asked how demolishing this fireplace would benefit Peachtree City or its residents and asked Council to grant this variance.

The Mayor opened the public hearing. No one wished to speak either in favor or in opposition, and she closed the hearing.

Johnson said Council was there to serve the citizens and, in this case, these were good citizens who built this in good faith. They should have gone to the Building Department and asked questions, but she didn't think anything was done with malicious intent.

This did go 100% into the setback, which was something she didn't like to hear, but the only portion out of compliance was something the size of a chimney. The part that backed up to the neighboring property was on the driveway, and she didn't think it hurt their neighbor because that was not where their house was. It was on the other side of a hedge, and the driveway was 300 feet long. In their narrative, the applicants said that neighbor originally said the fireplace was okay as long as it was on that side of the hedge.

Johnson said she felt it would be a hardship for Council to make them tear down this \$60,000 fireplace because of something the size of a chimney. She would support it staying.

Brown said this was difficult, but the ordinance said a building permit was required for anything regulated by code. Only the fireplace chimney was regulated because it was taller than five feet; the regulations were in place to prevent tipping or other failure. She said she did not believe this particular chimney would tip, but that was how the ordinance was written.

She asked Olin if he had any physical evidence of what Aabby Group told him? He said he did not, but they accepted the information they were given by Aabby and the other two contractors they spoke with. He also said they couldn't find anything on the City website regarding fireplaces. His wife said Aabby Group would probably admit that they said a permit was not needed.

Brown confirmed with Olin that they didn't have a survey done prior to construction. She asked if they personally spoke to anyone in the Building Department prior to beginning construction on the fireplace, and Olin said they did not. Did they ask anyone from Aabby Group to come to this meeting with them? They did not, Olin replied.

She asked if they could reduce the height of the chimney to five feet or under? Cailloux noted if the chimney height was five feet or less, they did not need a building permit at that point and therefore did not need a variance.

Destadio wanted to know about the complaint filed by their neighbor that was mentioned in the applicant's submitted narrative. That neighbor, Ryan Aversman, came to the microphone. Brown called a point of order and asked if they were allowed to ask questions of someone other than the applicant at this point? The Mayor said it would be allowed.

Aversman said the Olins made it seem like he waited two years, then went to check the permit status of the chimney, and that was not the case. Two years after the fireplace was built, he related, he discovered a deer fence had been erected on his property. He texted Olin about it and got no response, so he ordered a new survey. The entire deer fence was on his property, and the surveyor also pointed out that portions of the fireplace, the seating wall, and the water feature were also on his property. His complaint had nothing to do with permits or setbacks.

Holland referred back to the variance criteria that mentioned practical difficulties or unnecessary hardships as well as exceptional or extraordinary circumstances. Nothing special could be granted, and the variance must not be detrimental to the public health, welfare or safety. Holland acknowledged that a mistake was made, but the Olins' request met these criteria for a variance.

Learnard said granting this variance was what best served the citizens.

Holland moved to approve Public Hearing item 05-24-04, variance request from side setback, 838 Carnellian Lane. Destadio seconded. Motion carried 4-1, with Destadio, Holland, Johnson, and Learnard voting in favor; Brown opposed.

C. 05-24-05 Variance request from maximum fence height, 101 Cockspur Road

This property was at the corner of Cockspur Court and Golfview Drive, Cailloux noted, and the house faced Cockspur. The applicant wanted to build a six-foot tall privacy fence. The ordinance limited the height of any fence located between the plane of a house and a road frontage to four feet, and that would apply to the portion of the fence along Golfview. She showed how the fence would be nine feet out from the corner of the house. The rest of the fence could be six feet by right, she stated.

The applicant, Bryan Bureau, had provided Council with photos. He told them that this was a house his grandparents had lived in for 50 years, and now he and his wife planned on raising their family there.

He had two options: one was to run the fence directly off the corner of the house or go towards the road and build a four-foot, 50% see-through fence. He explained that the only rear exit of the house was at that corner and was the way his kids got into the backyard. He said he worked in property management and had to back his trailer up to that area because of a manhole and a stormwater drain. He needed the nine feet for room between the back door and his truck.

He said he didn't want a four-foot see-through fence along Golfview because that road was used as a cut-through for nearby neighborhoods. He regularly collected a variety of garbage thrown out by drivers from his yard. He also mentioned that a six-foot fence would be safer for his kids and their friends while they were playing.

If this variance was not granted, he said his option would be to plant a row of trees along the fence line, and he didn't want to do that for fear of roots growing into underground water lines. Tree branches also would be a factor for motorists if they grew over the road.

He concluded by saying the rule regarding fence height might not be best for his family or for people driving down Golfview Drive.

The Mayor opened the public hearing. Keith Larson spoke in favor of the variance, saying it was a straightforward request that would benefit Bureau's family. He recalled other discussions of what constituted a back or side yard, but this was Bureau's backyard for practical purposes.

No one else wished to speak in favor or opposition, and the Mayor closed the

public hearing.

Holland said he had to put up a four-foot fence when his daughter was young, and she quickly learned how to get over it. He also recalled that he had voted down a similar variance request and now regretted it, so he wouldn't do that again.

Destadio asked Cailloux to explain about the two front yards. She said the ordinance defined a front yard as the area between the plane of the house and any public road. Technically, that meant this house had two "front yards." The fence ordinance said any fence between the plane of the house and the right-of-way was limited to a maximum height of four feet. The 50% transparency came into play only when the driveway also crossed that yard. The 50% picket fence type design would only be required on the Golfview side if he kept with the plan to put it nine feet out from the house. He could put up a six-foot privacy fence if the fence ran straight from the corner of the house, she said.

Brown confirmed that again with Cailloux. Brown then said that zoning codes were in place for a reason, often to protect the neighbors. They also controlled what contractors could do by forcing them to comply with specific guidelines. Bureau could build a six-foot fence if he moved it in by nine feet, she remarked.

Johnson said she appreciated Cailloux's explanation and noted that her family could not build a privacy fence due to zoning regulations. She said she was fine with this variance.

Learnard asked how this differed from a recent request they heard regarding a fence around a pool on Bluesmoke, near this house. Fences around a pool currently could go through the administrative variance process, Cailloux responded, and applicants could request up to a 25% height increase, which would make it a five-foot tall fence. There was a conflict between pool safety codes and Peachtree City's ordinance, so they created the administrative variance process for those situations. In this case, a pool was not involved, so they couldn't use that process.

Holland moved to approve Public Hearing item 05-24-05, variance request from maximum fence height, 101 Cockspur Road. Johnson seconded. Motion carried 3-2, with Holland, Johnson, and Learnard voting in favor; Brown and Destadio opposed.

Council/Staff Topics

A. Memorial Day Service

Holland said there would a Memorial Day service at 9 a.m., hosted by the City and American Legion Post 50 at the flagpole at City Hall.

B. JROTC Posting of Colors

He also asked Council if they would approve a posting of the colors by the Sandy Creek High Junior Reserve Officers Training Corps (JROTC). The other Council members agreed to this.

C. Upcoming opportunities for citizen involvement

Holland said he wanted to tell the citizens that the City Manager was working to get citizen advisory committees set up.

D. Early voting for May 21, 2024 Primary

Brown noted that the primary election was May 21, and early voting was in progress. She advised voters to pull up a sample ballot before voting because it was lengthy.

E. Replacing Moment of Silence with Invocation

Brown then noted that the U.S. Senate, the Fayette County Commission, the Coweta County Commission, the Tyrone Town Council, and the Fayetteville City Council, among others, all began their meetings with an invocation. Peachtree City Council had discussed this before and settled on having a moment of silence, but she said she did not find that sufficient.

In the Georgia House of Representatives, one member opened with prayer or a moment of reflection, she stated, saying it established a sense of reverence in the chamber and allowed legislators to think on their roles. She had three examples of invocations.

Learnard asked her if she had a proposal, and she said she did. Learnard said she should continue, and Brown said she would if Learnard would not interrupt her.

She read an invocation that was offered by the Georgia's Speaker of the House. She had learned that many groups had a member of the Council or Board give a short invocation, and anyone who chose to observe a moment of silence instead could do so.

Destadio called a point of order and said they had talked about invocations before Brown joined Council. He said he wanted this brought to a vote. Learnard asked Brown what she would like them to do. Brown said she would like her to stop interrupting so she could finish what she was reading.

As a Board Member, Destadio had the right to call point of order, Learnard replied. Brown said she was going to make a motion, and Learnard asked her to make it, please.

Brown moved that they put the subject of having an invocation on the next Council agenda. Julio then pointed out that as a Council/Staff topic, they could seek consensus, but could not vote on the item. Meeker said he would be talking about that in a minute, but that was correct.

This was not something she had discussed with Brown, Learnard stated, and Brown replied that they didn't have to talk about it before bringing it up in Council/Staff topics. That was true, the Mayor replied, but it would be respectful if she knew about a topic ahead of time. It did not have to be discussed with her, Brown answered, and Learnard told her she was out of order and that she had the floor.

Learnard continued by saying that notifying her before this meeting would have been respectful. She was not prepared at all to advance a conversation about this and would have appreciated the courtesy of prior notice. She told Brown she had reached out to her several times about sitting down together and talking, but they hadn't been able to make that work. Learnard said she was not in any way prepared to move this conversation forward.

Destadio said they had talked about his before and, as a Catholic, he had no problem with prayer. His concern was that he had seen this done at County Commission meetings, and it went from a Catholic prayer to a Jewish prayer, to Muslim, and so on. He said they finally stopped the prayers and reverted to a moment of silence. Peachtree City had a moment of silence, and anyone who wished to could pray, as he did.

Emotions were riding high right now, Johnson commented, but she thought both an invocation and a moment of silence were seeking for good. She thought they had no problem with the moment of silence, but it was disturbing to her that a prayer, something that should bring peace into a meeting, might not have that effect if instituted.

Johnson said she also said a prayer during the moment of silence. She also had reached out to friends in the community who were of different religions, and they had told her that a moment of silence was something they felt more comfortable with. She felt that Council was responsible for creating an atmosphere of peace and mutual respect, and that would be best served by continuing with the moment of silence.

Holland, too, was a Catholic and said he prayed every day for Council and staff. He believed an invocation was a way to invoke God to come down and guide them in their decisions. He said he would like to have an in-depth discussion on this topic.

Learnard said the record should show they did not have consensus to move this forward.

F. May 16, 2024 meeting time reminder

Learnard noted that the next meeting would be May 16 at 9:30 a.m. The second meeting in June would be June 20 at 9:30.

G. Special Pops Tennis Program

Learnard said she was wearing her Special Pops t-shirt to honor and highlight the Fayette County Schools' special pops tennis program. Developmentally disabled middle and high schoolers up to age 21 came to the Tennis Center each week in the spring and fall to play. Graduation was last Friday, the Mayor said, and 160 students and adults attended. She commended the Tennis Center staff and the volunteers for their work with this program.

H. PTC101

Peachtree City 101 graduated 22 citizens who had spent eight weeks learning about the city's operations. The City was run by their neighbors, and it took everyone working together, Learnard remarked.

I. May 7, 2024 Workshop

There would be a Council workshop on May 7 to discuss revisions to the fee schedule.

J. Ralph N. Jones Boat Ramp

On May 18, the Ralph N. Jones Memorial Boat Ramp would be dedicated.

Learnard read a note she had received from a citizen who commended the Building and Zoning Department for their professionalism, knowledge, and customer service.

K. Spring Clean-Up

Strickland mentioned the spring cleanup set for the weekend.

L. May 8, 2024 Slice of the City

The Slice of the City program was set for May 8 at the Tennis Center. This was a chance for residents of Wilksmoor Village to come out and talk with staff about what was going on in their village.

M. Southeast Emmy Nomination

Strickland also mentioned that a video the communications staff created honoring local veterans for Veterans Day had been nominated for a Southeast Emmy.

N. Allow motions to be made in Council/Staff Topics

Meeker said they did not vote on Council/Staff topics because Georgia law and City ordinance said that items that were voted on must be on the agenda before Council took action. If they voted on something not on the agenda, the public had not received notice and that was always a matter of concern.

There had been some growing pains after Council changed the method of adding items to the agenda, which Meeker acknowledged was to be expected with any new process. He did not think it would be inappropriate that if they got to that point in Council/Staff topics, for a motion to be made to put something on an agenda. It was not the final action; all they would be doing was voting to put it on a future

agenda for final action. The public would still have a chance to come out and voice their opinions.

Meeker also said he thought if an item was put on an agenda through this process, it should be under New Agenda items, not General Discussion as it had been at that night's meeting. It became a Council agenda topic once it was placed on the agenda. They could make a procedure if they wanted the person who introduced it to lead the discussion, but as it was written now it should just be treated like any other agenda item. Meeker went on to say it would be easier for staff if they knew exactly what would be on the agenda at the next meeting as opposed to trying to decipher it from reading minutes and everybody's comments. A concrete motion would be more efficient for staff and the public.

Executive Session

Destadio moved to adjourn to executive session at 8:51 p.m. to discuss personnel, pending or threatened litigation, and the purchase, lease, or sale of real estate. Holland seconded. Motion carried unanimously.

Brown moved to reconvene in regular session at 9:58 p.m. Holland seconded. Motion carried unanimously.

Adjourn

There being no further business, Destadio moved to adjourn the meeting. Brown seconded. Motion carried unanimously.

The meeting adjourned at 9:59 p.m.

Martha Barksdale, Recording Secretary

Kim Learnard, Mayor

City Council of Peachtree City
Meeting Minutes
Tuesday, May 7, 2024
6:30 PM

Call to Order

The Mayor and Council of Peachtree City met at the workshop on Tuesday, May 7, 2024. Mayor Pro Tem Frank Destadio called the meeting to order at 6:30 p.m. Council members attending: Laura Johnson, Suzanne Brown, and Clinton Holland. Mayor Kim Learnard was not present.

Discussion Items

A. Fee Schedule Update

Interim City Manager Justin Strickland said this workshop was dedicated to updating the City's fee schedule, which had been neglected in Peachtree City. Not all fees would increase, but they should be examined as a soft opening to the budget process.

Destadio suggested they recite the Pledge of Allegiance. After that, Strickland reviewed the budget policy, which was to maintain existing service levels in all divisions and departments. A baseline was agreed upon by staff and Council through the budget process, and anything added or removed had to be justified. Anything added had to have some type of revenue associated with it to pay for it.

They were required by law to have a balanced budget, and Strickland noted that everything had a cost in at least one of the four M's: manpower, money, machines, materials. They would see as they reviewed the fees that the proposed changes were related to one of those four things.

The City's mission statement said they wanted to ensure a safe and healthy environment for citizens, provide consistency in delivery of services, respond in a courteous, timely, and effective manner, and promote a sense of community.

Finally, they needed to keep in mind the vision and values adopted last year. The vision statement of Uncompromised Excellence had been helpful for not just staff, but Council and even citizens, Strickland observed. The values of Professionalism, Accountability, Teamwork, Honesty, Sustainability, and Safety (PATHSS) tied back into the vision statement.

He said his goal would be to review the fee schedule with staff and Council every year at the start of the budget preparation process. The last time it was looked at was in 2019. Holland asked if changes were made then, and Strickland said they were. There had been considerable increases and changes in a lot of things since 2019, so it was past time to review this, he stated. The fee schedule covered

charges for services, which made up 4.2% of this year's budget, and fees for licenses and permits, which was 3.5%.

Fire Chief Clint Murphy said he would talk about emergency medical services (EMS) transport fees, then the Fire Marshal would talk about construction fees.

EMS fees were charged mostly to patients who were transported to the hospital, but one service that did not involve transport was a facility lift assist in which the medics went to an assisted living facility and physically picked up a person who had fallen and put them back in their bed or chair. Even though the facility where they lived was called "assisted living," the facility's policies did not allow staff to pick up the residents. The Fire/Rescue Department is currently doing this for free, Murphy observed, although it required manpower and money. He proposed they charge the facility \$125 per call, an amount recommended by their billing company based on what other agencies charged. In fact, other jurisdictions usually had higher fees than what he was suggesting.

The next services were based on Medicare labels. Basic Life 1 would go from \$750 to \$888. Advanced Life 1 would jump from \$825 to \$1,054, and Advanced Life 2 would be increased from \$900 to \$1,803. The difference between those latter two were the amount of drugs needed and the skill level used. He said they might break even on their costs with these increases.

What service was provided by Basic Life 1? Holland asked, and Murphy said it was very basic treatment, such as blood pressure monitoring. No drugs were administered. Advanced cardiac life support was not needed; the patient was just sick or hurt and needed transport to the hospital. The level of care required went up at the next two levels, with Advanced Life 2 being a cardiac arrest, for instance.

Destadio asked about saline, and Murphy said he believed that was covered in Basic Life 1. Advanced care was related to the level of skill of the provider and procedures, as well as the drugs and materials needed. Destadio said they should at least provide saline to someone who had fainted, and Murphy assured him these fees had nothing to do with how they treated a patient at the time of the call; it was all on the back end.

Another common call was treatment/no transport, and Murphy gave the example of a diabetic with low blood sugar. The EMTs administered D-50, the patient snapped out of it, and signed a form saying they did not want to be transported because they could handle the condition at home. The drug still cost money, so this was a way to recoup the cost. They had left this at the same rate of \$125.

Mileage charges were set by Medicare, then the Department added a percentage to it, the Chief said. The current charge was \$10, and he proposed raising it to \$17.88.

He again said all of these proposed changes came from the billing company. That company looked at what other jurisdictions were charging.

Strickland said the facility lift assist was named that because it applied only to residential facilities. It did not apply to people who lived in private homes. Murphy said that was correct; people paid taxes for them to come to their houses and assist them. But these assisted living facilities had staff and charged residents to live there, so they should have to cover the cost of Peachtree City being used as their staff.

Were these fees paid by Medicare or private insurance? Holland asked. Murphy said Medicare had a flat billing rate that was not this. If someone had Medicare and supplemental insurance, this was the amount they would be charged. The billing company put out a list of fees every six months, and they could choose to up the fees every six months if they desired, the Chief reported. He thought it was better to look at it annually and make incremental changes to stay somewhat level with the field.

Holland commented on the figures proposed, and Murphy said he had rounded them up to the next whole dollar, except for the mileage. These were based on the fee analysis from the billing company based on what everyone in the area charged. Murphy said these fees probably would not cover their costs; they never had. This was just a supplement to taxes.

Murphy said he had rescinded all CAMs and CARs except 20-1. Council could rescind the current CAM and do a fee schedule all in one. Previously, Strickland explained, they had fees in multiple places that were approved as different documents. They wanted to wrap all their fees into one master document in order to eliminate having so many policies that not everyone had access to, that were hard to find, or even forgotten about.

Once this workshop was over, Council would get a copy of all the proposed master fee schedule. When that appeared for a vote on an agenda, probably the item after it would be to rescind this CAM, Strickland remarked.

Fire Marshal Jeff Felmet said he did not believe many changes were made to these fees during the 2019 review. He looked at many metro Atlanta jurisdictions to get an idea of comparable fees and also considered what Safebuilt charged on the Building Department side for similar inspections, as well as what his time was worth.

There were several types of inspections and plan reviews that they had been doing without charging. One was the site plan review, which was the first thing that came through to them for new construction or renovation projects. Felmet proposed a \$100 fee.

Felmet proposed that fire plan reviews of buildings more than 10,000 square feet should go from the current 1.5 cents per square foot to 2 cents per square foot, which equaled an increase from a minimum of \$150 to a minimum of \$200. They were looking at adding \$25 to fire sprinkler plan reviews for a new cost of \$175. The same changes were proposed for automatic fire extinguishment system reviews, which were for hoods in restaurant kitchens. An inspection for special suppression systems, such as those in computer rooms, would carry a fee of \$175; currently there was no charge.

If a site plan did not pass the first inspection, was there another charge for the second review? Destadio wondered, and Felmet said there were revision fees, but they were added in at the Building Department level. It would depend on the magnitude of the change, he stated.

These fees seemed low to Holland based on the amount of Felmet's time each inspection would take. Felmet again said he based the figures on what other jurisdictions charged. He would be open to charging more if that is what Council wanted. He thought this would cover costs and would be fair. While an inspection of a 10,000 square foot-plus building might take awhile, the developers were paying for it through all the other inspection and review fees required of them.

Destadio said that was a good answer; they were not trying to make money, just cover the costs as best they could. The key word was "fair," Holland added. Felmet also noted these numbers were from 2022, but most other cities had not increased their fees since then.

Fire alarm plan review was also moving from \$150 to \$175. Another item they had never charged a fee for was prefabricated paint booths, which State law required to be permitted and certified. That fee would be \$175.

Another new fee was \$150 for an 80% inspection. Felmet explained that when a building was under construction, there had to be an inspection before the ceiling was installed. He would check for things such as that the electrical junctions were closed up, that the sprinkler heads were positioned correctly, and that any fire-rated walls or assemblies were intact. When the building was finished, he did a final inspection to make sure it was up to fire codes, and was asking to raise the fee from \$100 to \$150.

If a new fire alarm system was installed, a fire alarm acceptance test was required in which they set off the alarm to make sure everything was working. That fee, too, would jump from \$100 to \$150. If only minor changes to the fire alarm system had been made, he suggested an inspection cost \$50 instead of the current \$25.

Holland questioned charging the same fee for the final certification of occupancy (CO) inspection regardless of the building's size. Felmet said that was a valid point, but he was unable to find a jurisdiction that charged per square foot for either the

CO or the 80% inspection. He believed they could make up the cost when they did the plan review, which would be significantly higher on a larger building.

Both the kitchen hood acceptance test and the fire extinguishing system acceptance test were proposed to go from \$50 to \$100. He was asking to increase the costs for water line pressure tests of sprinklers, both above and below ground, from \$25 to \$100, and raise the fire sprinkler acceptance test from \$50 to \$100 and the sprinkler certificate from \$25 to \$50.

Larger buildings with sprinkler systems often needed supplemental pumps. Felmet was seeking to charge a fee of \$175 for the installation permit and plan review. The cost of the fire pump acceptance test would be \$100, but he suggested eliminating the fee for a fire base CO inspection.

Destadio had asked earlier about the costs of having to re-inspect a building that failed a first inspection. Felmet here noted that he was proposing initiating a \$150 charge for both 80% and CO re-inspections. Currently, there was no charge.

Brown asked why there had never been fees for some of these inspections. Did the Fire Department not ask for them or did a Council decide not to put them in place? Felmet said he was told at the start of his career that fees were based on the State Fire Marshal's fees. Maybe the State Fire Marshal was not charging those fees at the time? The fee schedule as it was now was in place before he had this position, but he did not know how they arrived at it.

Interim Assistant City Manager Yasmin Julio noted that many times the State would pass a new requirement, but the City did not go back and attach a fee to that service. They would be shown examples of that later. Brown remarked that the only fee schedule discussions she had been involved in were for short-term rentals. Like that, here they needed to charge enough to not be a drain on the budget, but also not to make a profit. Citizen taxpayers who had no need for these inspections should not be paying for them. Julio again stated that she felt the fee schedule just had not been updated as new regulations were passed.

Felmet then talked about International Fire Code (IFC) 510, which was new. It required that buildings of more than 10,000 square feet be tested to see how responder radio signals performed in them. If a booster system was needed, the Fire Marshal would have to conduct a review, and Felmet was proposing a \$175 fee.

They currently conducted annual inspections of all businesses in the city at no cost and that would continue, Felmet said. No fee would be charged for a first re-inspection, but if a second follow-up inspection was needed, the fee would go from the current \$50 to \$100.

He thought the fee should remain at \$100 for inspections on new occupancy tax

permits. They always did a walk-through before a business opened. Most things were caught during inspections during the building process, but sometimes there were issues. That fee should remain at \$100, Felmet stated. He was asking that blasting permit fees at construction sites be raised from \$100 to \$200 for a 30-day permit.

The Recreation Department had a lot of fees, Recreation and Special Events Director Cathy Wilder remarked, and its fee schedule was being evaluated as part of the ongoing Master Plan development process. Strickland added that the consultants working on the Master Plan would come to Council and present their recommendations in a few months, then Council would have to decide if they wanted to update the Recreation fee schedule at this point or wait until next year's cycle.

Wilder had pulled a couple of things regarding special events that she thought Council should consider now. Event organizers often hired the Rec Department maintenance techs to help with things like equipment setup, trash pickup, or electrical systems monitoring. Currently, the fee was \$25 an hour, and Wilder proposed raising it to \$35, which would be the equivalent of an overtime rate. That would be paid directly from the organizer to the tech. Sometimes, the organizer requested a supervisor, and that fee had also been \$25, but that was less than they were paid from the City. To compensate them more fairly, Wilder proposed setting the fee at \$45 an hour. This would also apply to contracting with a facility coordinator if the Amphitheater was rented out. Destadio asked about that, and Wilder said it was not for concerts, it was if the Amphitheater was rented out for a private event, which was not common, but did happen.

The Rec Department had a lot of equipment that could be rented. They had recently rebuilt their portable light poles and were proposing a rental fee of \$5 per pole. There was a lot of setup involved, both for safety and to prevent harm to the poles, so they were asking to require an installation fee of \$140 to have the City staff do it.

Planning and Development Director Robin Cailloux said a lot of the recommended development fee increases were simply an attempt at catching up to what they were paying contractors for these inspections. Right now, all of the plat reviews required when creating a new subdivision carried a fee of \$300 plus \$5 per lot. They were asking for an 11% increase to \$330 plus \$15 per unit or lot, whichever was greater. The word "unit" was added because condominiums did not have individual lots. The 11% was reflective of the cost they were being charged, along with inflation.

The City had always charged a different fee for the first re-submittal, the second re-submittal, and so on, but were charged the same amount from the consultants and contractors. Cailloux proposed eliminating the different fees and making them all the same every time the plan had to be re-submitted. Right now they were charging

\$400 minimum or the amount charged by a consultant, with a lot of other clarifying language. She said they should look at a \$500 minimum fee.

Destadio asked what consultant she meant? Cailloux said they used engineering consulting firms; right now, it was Abbott. Abbott charged a flat hourly rate. The City charged the property owner the minimum, then got an invoice from Abbott. If Abbott's bill was higher, they went back to the developer to cover it.

How did they get Abbott? Destadio inquired, and Cailloux said they were professional services through the Engineering Department. There had been problems recently, Destadio said, and Cailloux said they were thinking about bringing it in-house. Should that not be approved, they would issue a request for proposal (RFP) for these services.

What about when they did a survey, and the survey was wrong? Destadio continued, and Cailloux said that was regulated by the State Licensing Department. If a survey was wrong, the only recourse was for the property owner who bought that service to complain to the Georgia Secretary of State and follow through with the review process to determine if that license should be revoked. Destadio told Strickland that qualified people needed to evaluate that RFP if one was issued.

Holland asked if these recommended fee increases would cover the actual costs incurred by the City? State law was very specific that they could not make money, Cailloux noted. Some of these processes were totally in-house, so the 11% increase was just for staff time. They made sure they were compensated for the amount of time spent, so she felt the annual review process would be helpful. The consulting fees were written so that they charged the minimum, and if the final cost was more than that, it was passed right on to the developer or the property owner.

Would it not be easier to continue in this way and have a solid amount to pass on to a developer? Brown asked. If the situation changed, and they went in-house, Cailloux replied, they would need time to compare the actual salary costs with what they were recouping so that next year when they came to Council, they would know what needed to be changed and why. So, they would do a self-analysis of every job, Brown said, and Cailloux agreed, saying she ran those numbers every month.

Non-residential development would see similar increase for conceptual site plans. Final site plans would increase from \$500 to \$625 plus \$15 an acre. These fees covered initial reviews such as erosion and soil control. Charging the same fee for each resubmittal should encourage the submittal of good plans initially.

A land disturbance permit (LDP) was an all-encompassing, one-time fee that covered the initial inspection. Inspections were outsourced to a third-party engineering firm, and the fees charged to property owners were not even close to what this firm was charging the City. Cailloux proposed a 66% increase from \$240

to \$400, with the statement that \$400 was probably lower than what they were being charged. Again, they currently had multiple fees for resubmittals of erosion control plans; she proposed a \$400 minimum fee.

Before the LDP could be issued, an initial inspection was required. The City was being charged \$100, but was charging the developer only \$60, so Cailloux suggested an increase to \$100, with the re-inspection fee jumping to \$165.

Cailloux moved to fees for the other work. Not all of the fees would be changed, she noted, but she would go over the ones that she recommended. She thought the fee for a Step Two annexation should be raised from the current \$750 plus the rezoning fee for both the Step One and Step Two. Step One was a general evaluation of the project and its impact on the Comprehensive Plan, while Step Two involved a lot more work, such as examining things such as how schools would be affected and how would Public Safety be impacted. She was asking for an increase to \$840 plus the rezoning fees to account for the increased costs of staff time.

Cailloux said she had tried for awhile to get a tree removal fee passed, but previous City Councils had denied it. Cailloux pointed out that a Safebuilt employee worked in the Zoning Department. The City paid Safebuilt \$90,000 for this, and about 40% to 50% of that worker's time was spent dealing with tree removal permits. Charging a fee would help them recoup the costs. She said she had looked at what other jurisdictions charged to arrive at a fee of \$15 per permit. Some charged more, others less, some charged only for tree removal for commercial projects; \$15 was comparable to Newnan, she stated.

They did not track the number of trees per permit, but issued 240 permits last year, Cailloux continued. Charging \$15 per tree would enable them to track it per tree, so next year she would have a way to evaluate what they were charging and see if it needed to be changed.

Holland said he had about 75 pine trees removed from his property about four years ago. He assumed the tree removal company would pass the cost on to homeowners. Cailloux said the tree companies made the homeowners obtain the permits.

She also explained that the fee would be charged only for trees that required permits, which were trees of more than 16 in circumference inches or larger, along with a few others of nine inches or larger. Some jurisdictions issued timbering permits if the site was more than one acre.

Was the condition of the tree taken into account? Destadio asked. The ordinance said if a tree was dead or dying, a permit was not needed. This could mean visibly dead or attested to through a letter from an arborist. The did ask that the homeowner notify them that they were having trees cut in this case.

Destadio said he hated to see people take down trees and wished they had an arborist on staff. Cailloux said they did have one now, but they only looked at trees on public property.

They were seeking to increase utility right-of-way permits from \$200 to \$300 to account for staff time. Another new fee would be for a path encroachment permit. Cailloux used the example of a property owner who was having a tree removed, and it would be easier and cheaper to access the tree from a nearby path rather than through the homeowner's yard. She proposed initiating a fee of \$50 to cover path wear and tear from the heavy equipment, as well as staff time.

Holland asked if that fee should be higher, but noted there were few other cities to compare this with. Cailloux commented that there had been a few cases where they had taken someone to court over actual damage done to the paths, and they had been charged the cost of repairs. Of course, that was much more than \$50, but \$50 was an aggregate spread out over the number of permits they issued each year, which was more than 40, but less than 100.

She said they could get rid of the fee for a special exception variance application since those variances no longer existed.

Moving on to building permit fees, Cailloux proposed increasing the demolition re-inspection fee from \$75 to \$100 to reflect increase costs from Safebuilt.

A major change was coming in how they charged for building permits. Currently, there were four ways to figure out how much to charge. One was to base it on the construction value, but a law passed this year by the Georgia General Assembly would remove that option. Cailloux said she had not been able to find any jurisdiction in the State of Georgia that did not use the construction value to determine permit fees, although some places assessed costs by square footage for small projects. The International Code Council (ICC) used the construction cost method to charge jurisdictions for plan reviews.

Since this method would no longer be an option, Cailloux said she was working with the Georgia Municipal Association (GMA) and Safebuilt, which had experience in other states where a per square foot method was used in some jurisdictions and would be returning to Council with a new method because it had to be changed to comply with the law.

In response to a question from Destadio, she explained that they currently used a permit fee schedule. Anything from \$0 to \$2,500 was .013 cents per construction value. The range decreased as the project got more expensive, but it was all based on the value of the project. Cailloux said she did not disagree with this change, considering that the cost of construction had gone through the roof. For example, a 2,000-square-foot basic single-family home would have a much lower construction

value than a million-dollar luxury dwelling of the same size. However, the amount of work that went into a plan review was the same, so it was not equitable to ask the builders of the million-dollar home to pay more.

Holland asked about a timeframe for the new law. Cailloux replied that it would take effect July 1 of this year. She said the Governor had not signed it as of last week. Holland said he believed it would automatically become law if the Governor did not sign it after a certain number of days.

Interim City Clerk Stacey Collins said the ordinance stipulated that fees for new alcohol licenses issued after July 1 should be 50% of the yearly fee, but the fee schedule did not reflect that. She was asking that the fee schedule show that between July 1 and December 31, new licenses would be half price. A malt beverage license would be reduced to \$387.50; wine to \$287.50; a package license at 50% would be \$2,500; Sunday sales would be \$250.

Massage regulatory fee certificates were adopted in Ordinance 1201 in September 2022. Fees were decided at the time of passage, but not included in the fee schedule. Initial certificates should be included at \$250, and yearly renewals would be \$200.

Collins also mentioned something discussed at the last Council meeting. The Alcohol Ordinance was being amended to include alcohol broker licenses, and fees would be added when this was approved.

The fee for storm water had not been reviewed or revised since 2012, Strickland remarked, but they were in the process of a cost of service and utility rate study. A firm had been engaged to do the study, and it would come back with recommendations. There were needed capital projects that could not be paid for given the current status of the fund, and this study would determine what rate changes were needed to preserve the fund's solvency.

Also, they were talking with a firm about possibly issuing a storm water bond. They had to dredge Lake Peachtree at some point, and, right now, there were no funds identified for that project. There was an agreement with the County to cover some of the costs, but Peachtree City would also be responsible for a portion. The firm also was considering streambank restoration projects, such as erosion at Luther Glass Park and at some creeks.

They also had to continue the storm pipe replacement and rehabilitation program. There were staffing needs in the storm water utility, Strickland continued, noting there were seven employees before COVID, but now there were five. He said he wouldn't be comfortable having seven, considering the status of the fund if rates remained unchanged.

Holland said they would need to know what the cost of the dredging and

streambank restoration would be and noted these would be ongoing projects. Strickland stated they had to state specific projects that a bond would fund, but Holland was correct that the needs would be ongoing. He said he hoped they wouldn't wait as long in the future to do a study.

Destadio said he worked with the company that dredged the lake the last time and saw a document that said Peachtree City and Fayette County agreed to dredging every five years. What happened to that agreement?

Strickland said that agreement might exist, but he had not seen it. He and Julio had reviewed a 2016 agreement for a topographic survey of the lake, with the County paying for the first one and the City paying for the second. That agreement specified the end date of 2030. Destadio said County Manager Steve Rapson signed the document he saw, and Strickland said they would have to dig for it.

Julio said the 2016 document said there was an intent to dredge every couple of years but did not specify every five years.

Strickland said ordinance section 42-83 required waste haulers to pay the city a franchise fee of \$1 per customer per quarter. Those dollars paid for Keep Peachtree City Beautiful (KPTCB). The ordinance was adopted in 2009 and had never been updated. Staff were recommending that the ordinance be amended to require a \$2 per quarter per customer fee. This would require new agreements with the city's three waste haulers. This change was recommended because costs had increased, and the City had been subsidizing KPTC over the past few years. The fee increase would put them in the black without help from the City.

KPTCB Director Al Yougel said his organization was overwhelmed by the amount of cardboard they got thanks to the boom in home shopping. He would support cutting costs by restricting recycling to only Peachtree City residents.

The franchise fees had been \$1 for a long time. That was \$4 a year, Yougel remarked, and he would support raising it to \$12; that would be \$1 a month.

Brown said she had to show proof of residency at the recycling center when she lived in Florida or pay a fee. She thought that was appropriate. Strickland pointed out that Yougel had said that if you weren't a Peachtree City resident, you would be turned away. That was what they did already at the Rockaway facility, and Yougel was proposing they begin this at McIntosh Trail, too.

That is how the county landfill worked, Destadio noted, and Brown said they had a fee schedule that set rates according to what you were dumping. Strickland said the system they were looking at would not be pay as you go; the costs would be covered by the fees paid to the waste hauler, and only Peachtree City residents could use the facilities.

Johnson asked what other cities did? Peachtree City, with the three trash collectors, was unique; most places had a single hauler, Strickland replied. Julio added that the Keep America Beautiful program was different in every jurisdiction.

They should not compare because Peachtree City was behind, Yougel remarked. A lot of other places would collect your recyclables and yard waste from your front yard, but not Peachtree City. They tried having one waste hauler years ago. Their problem now, he continued, was all the cardboard and all the delivery trucks on the streets. They needed to handle these issues to the benefit of the residents.

Yougel also noted that most other cities mandated that every dwelling have residential trash service, but Peachtree City did not. You had to have a mailbox and storm water, but not trash service. He noted that much of the trash from those homes without trash service went into the trash cans on the paths, which KPTCB emptied.

He added that they should not be afraid to start controlling costs. He had to put up a gate, and that would take money.

Strickland said he understood from Yougel that they should ask for \$12 a year for each customer and if Council had no objections, that's how he would proceed. Destadio confirmed that they were not agreeing to raise charges but only to allow Strickland to do an analysis. He said he would get with Yougel, and it should be easy to analyze. Destadio feared it would provoke more people to use the path trash cans.

Holland asked if there was any way to charge people who did not have trash service? Everywhere he had ever lived had required trash service. Yougel noted that everyone paid for storm water. He said about 1,600 to 1,800 households did not have trash collection service, so they were losing at least \$1,600 a month.

The trash collection companies were required to report how many customers they had every quarter, Strickland noted, and the City could use those numbers to calculate the number of households that weren't paying for trash collection.

Holland wondered if the fees could be added to the tax bill? He asked Strickland to come back with a plan to make sure everyone was paying for KPTCB's services. How could he do that? Brown wanted to know.

This was a different topic, Strickland responded, adding that the City had looked into requiring people to have trash service from a single hauler before, but that idea was shelved due to public outcry. He did not want to spend a lot of staff time looking into that unless there was actual interest from Council.

Brown said she had a plan where they stuck to the three current haulers and divided the City into jurisdictions. Charges would be through taxes.

Johnson said that would be a good topic to address in the future. She mentioned that KPTCB was operating in the red, and she wanted to see justification for \$4 per quarter. As a non-profit, KPTCB could not make money, Strickland commented.

Strickland went over the workshop schedule staff had set up. There would be workshops on June 6 and 18, and a public hearing on July 18. The budget would be adopted in August.

Strickland concluded by saying his motto for this budget process would be "taking care of what we have," carrying through with former City Manager Robert Curnow's maintenance theme from the previous year. There would, of course, be other things, such as new personnel and filling in gaps in service, but maintenance of existing facilities, personnel, and programs was his main goal.

Johnson thanked staff for this work on this. Holland echoed that statement and said he thought they should look at fee schedules on an annual basis.

Adjourn

There being no further business, Destadio adjourned the meeting at 8:11 p.m.

Martha Barksdale, Recording Secretary

Kim Learnard, Mayor

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: Teaa Allston-Bing, Director - Human Resources & Risk Management 5/7/2024
Paul Salvatore, Finance Director 5/7/2024
Yasmin Julio, Interim Assistant City Manager 5/7/2024
Justin Strickland, Interim City Manager 5/9/2024

DATE: May 16, 2024

SUBJECT: Reclassification & Position Title Change for one Public Communications Specialist

Recommendation:

Approve the reclassification and title change for one (1) Public Communications Specialist to Communications Manager.

Discussion:

Public Communications has identified a position reclassification and title change that ensures the job description accurately reflects the duties and responsibilities currently being performed by the employee and complies with legal and regulatory requirements related to employment classification. The communications manager will manage other public communication staff members within the department. Additionally, this position will now serve as the Public Information Officer. The City Clerk previously performed this duty.

Budget Impact:

The requested reclassification would increase the Public Communications salary and benefits by \$1,264 for the current fiscal year. This funding is available in salary savings. The total cost for a full year will be \$3,068 salary and benefits and will be budgeted in FY25 accordingly.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: Kane Hicks 5/1/2024
Clint Murphy, Fire Chief 5/7/2024
Paul Salvatore, Finance Director 5/9/2024
Yasmin Julio, Interim Assistant City Manager 5/9/2024
Justin Strickland, Interim City Manager 5/9/2024

DATE: May 16, 2024

SUBJECT: Approval of New Cardiac Monitor Purchase.

Recommendation:

Approve the purchase of one LifePak 15 cardiac monitor from Stryker, Inc. as a replacement for an aging cardiac monitor in the amount of \$46,999.98.

Discussion:

The Fire Department seeks to purchase (x1) LifePak 15 cardiac monitor which includes batteries, chargers, and all other accessories. This cardiac monitor will be placed into service as a future replacement for an aging cardiac monitor.

Budget Impact:

The purchase was budgeted in the approved 337-3510-542050-CIP23-15.

Attachments:

1. LifePak15



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: Kelly Bush, Assistant Finance Director 5/9/2024
Paul Salvatore, Finance Director 5/9/2024
Yasmin Julio, Interim Assistant City Manager 5/9/2024
Justin Strickland, Interim City Manager 5/9/2024

DATE: May 16, 2024

SUBJECT: 08-22-01CST - Crosstown and Peachtree Parkway Roundabout 60% Design

Recommendation:

N/A

Discussion:

Staff has previously brought the design of a roundabout at Crosstown and Peachtree Parkway to Council for consideration and approval. The last direction staff received was to bring the design and cost estimate up to 60% design level and bring it back to council for approval. Our consultant (ISE) has completed an updated traffic study and plan revisions based on staff's latest comments and is currently working on updating the 60% cost estimate. Staff will have a presentation prepared for the Council meeting outlining changes to the roundabout design and an updated cost estimate. Staff will make this presentation and request direction from City Council if they desire to move on to 100% design.

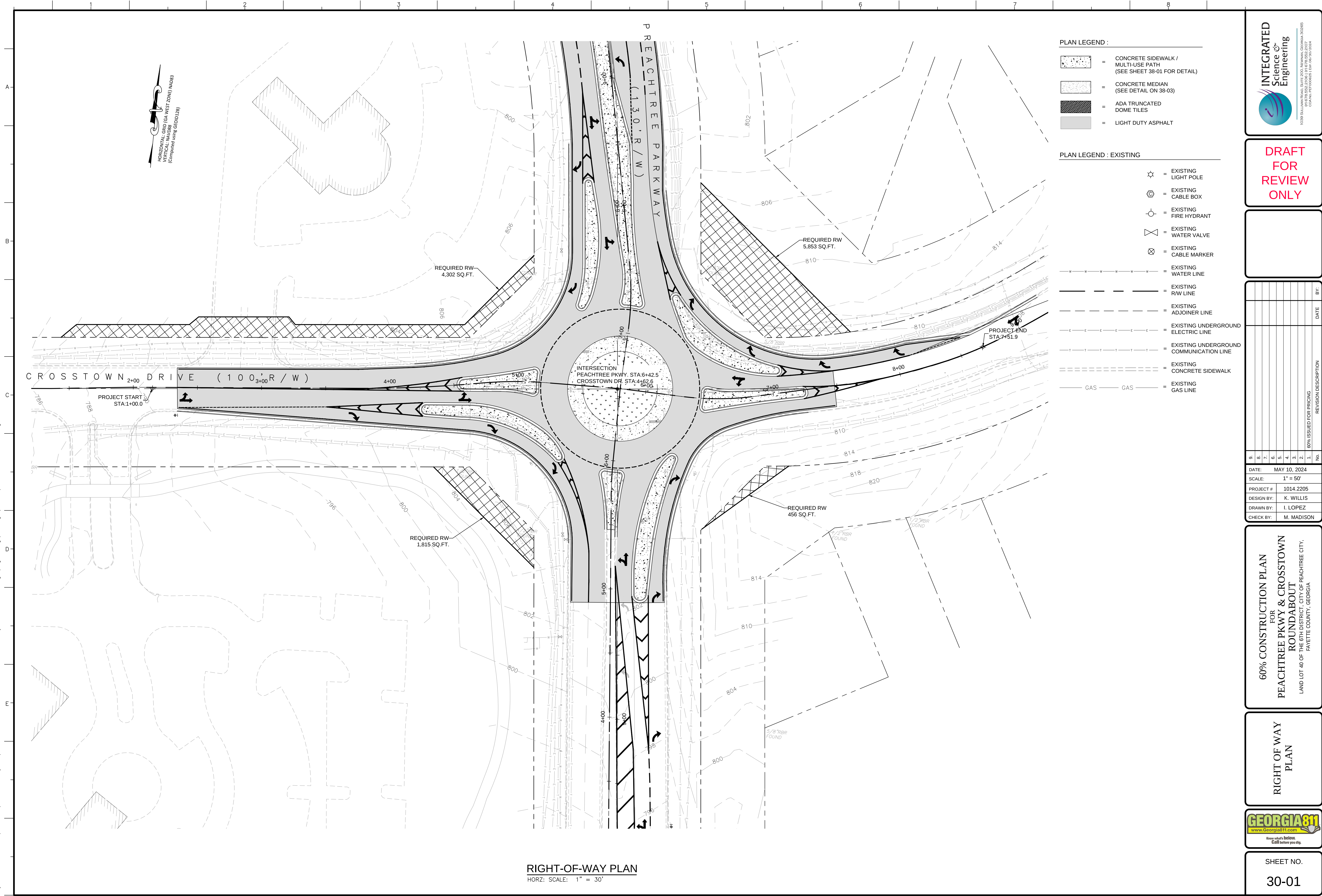
Budget Impact:

Engineering costs to proceed to 100% design will be included in the construction cost estimate that ISE is currently preparing.

Attachments:

1. 60% Design Final_5_10_2024 14
2. Crosstown Dr & S Peachtree Pkwy

May 10, 2024 -- 5:22pm -- P:\Peachtree City GA\1014.2205 - Crosstown & Peachtree Parkway Roundabout Design\Engineering\Drawings\Sheets\RIGHT OF WAY PLAN.dwg



INTEGRATED Science & Engineering

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TEL: 770.283.1100 FAX: 770.283.1101
WWW.INTEGRATEDSE.COM

DRAFT FOR REVIEW ONLY

No.	DATE	BY:
9.		
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60% ISSUED FOR PRICING

REVISION DESCRIPTION

DATE: MAY 10, 2024

SCALE: 1" = 30'

PROJECT #: 1014.2205

DESIGN BY: K. WILLIS

DRAWN BY: I. LOPEZ

CHECK BY: M. MADISON

60% CONSTRUCTION PLAN FOR PEACHTREE PKWY & CROSSTOWN ROUNDABOUT

LAND LOT 40 OF THE 6TH DISTRICT, CITY OF PEACHTREE CITY, FAYETTE COUNTY, GEORGIA

RIGHT OF WAY PLAN

GEORGIA811

www.Georgia811.com

Know what's below. Call before you dig.

SHEET NO.

30-01

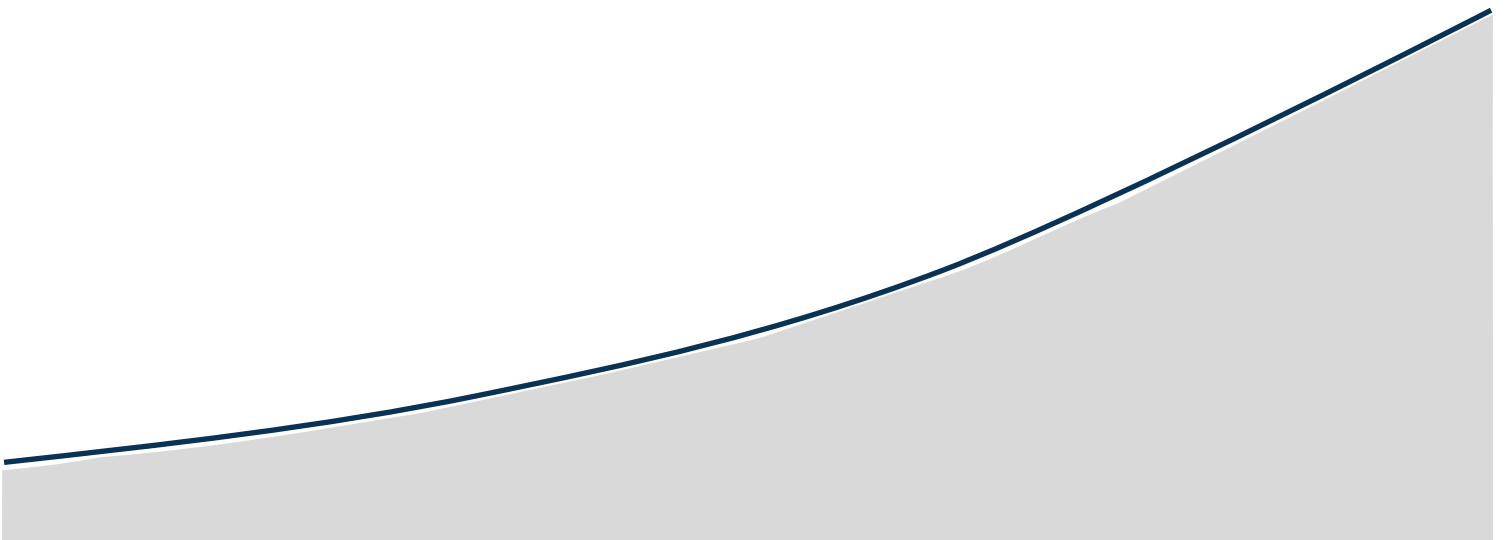
INTERSECTION IMPROVEMENT STUDY

Prepared For

INTEGRATED SCIENCE & ENGINEERING

CROSSTOWN DRIVE & S PEACHTREE PARKWAY
PEACHTREE CITY, GA

April 12, 2024



Report Submitted: April 12, 2024



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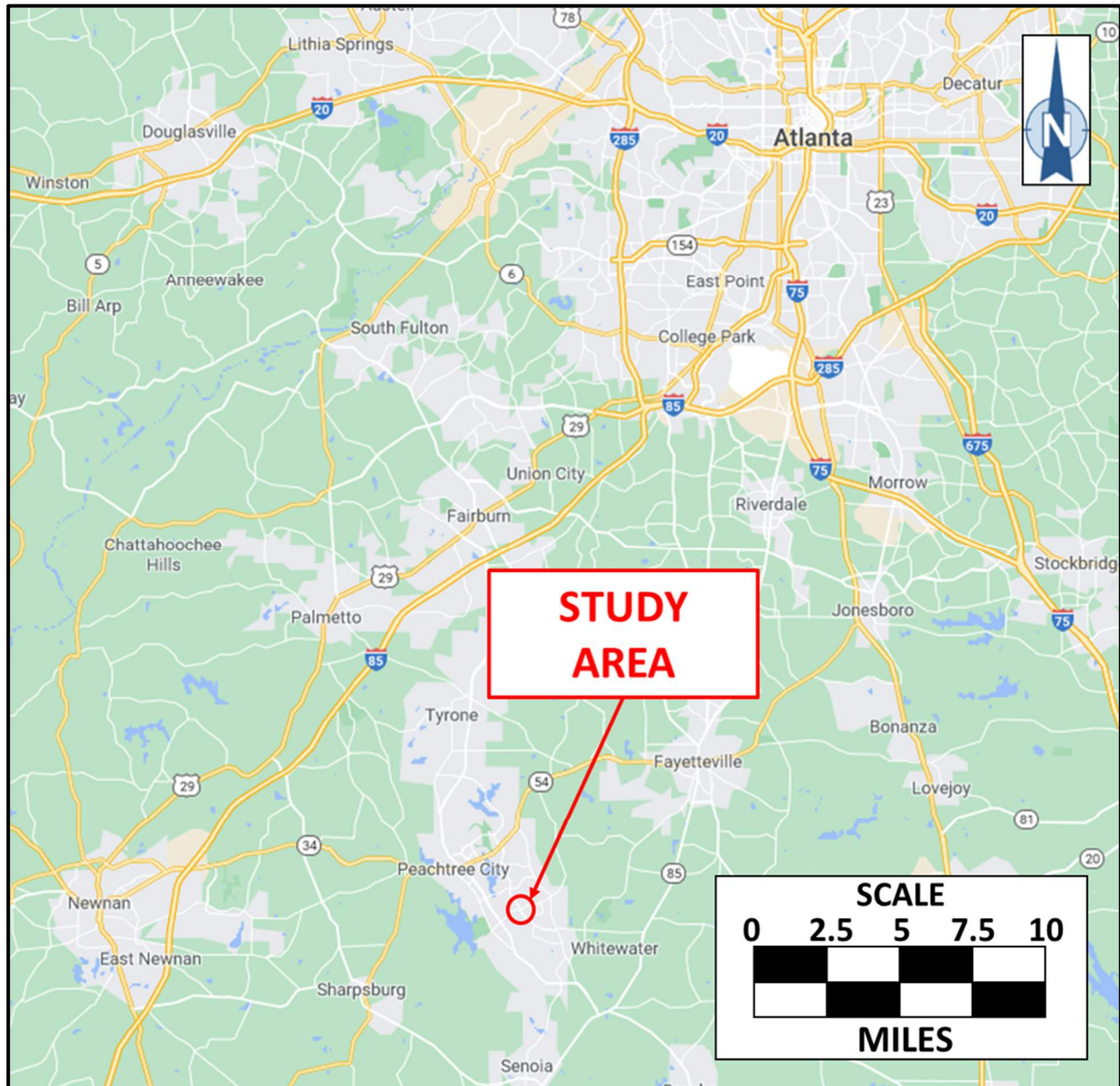
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INTRODUCTION

The intersection of Crosstown Drive and S Peachtree Parkway is in southeast Peachtree City, Georgia. The purpose of this study is to analyze and evaluate the efficacy of a proposed roundabout concept from March of 2020. The project location is shown in Figure 1. The layout of the proposed roundabout concept is included in Appendix A.

Figure 1: PROJECT LOCATION MAP



The study intersection is shown in Figure 2.

Figure 2: STUDY INTERSECTION MAP



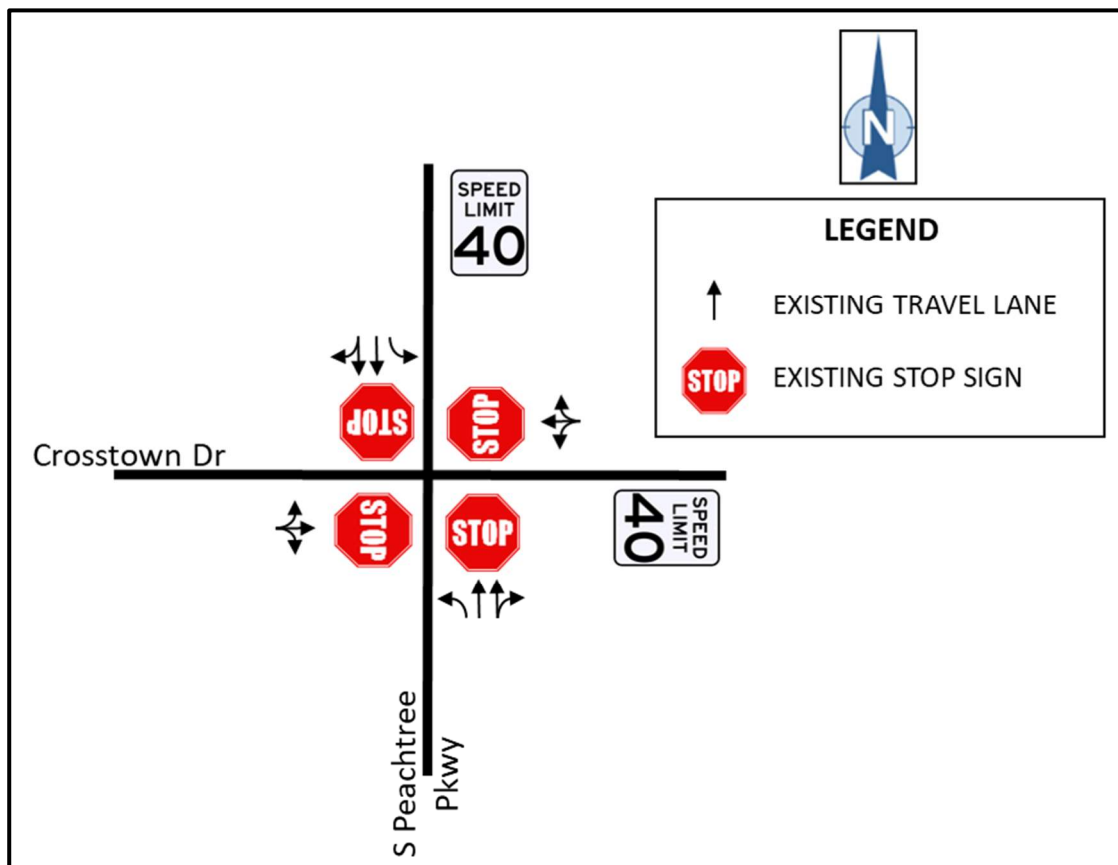
EXISTING CONDITIONS

An existing conditions inventory was conducted of the current conditions at the study intersection, including roadway geometry, traffic control, and traffic volumes.

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area is shown in Figure 3 below. There are no sidewalks or bicycle lanes at the intersection, but there is a golf cart path off the southwest corner.

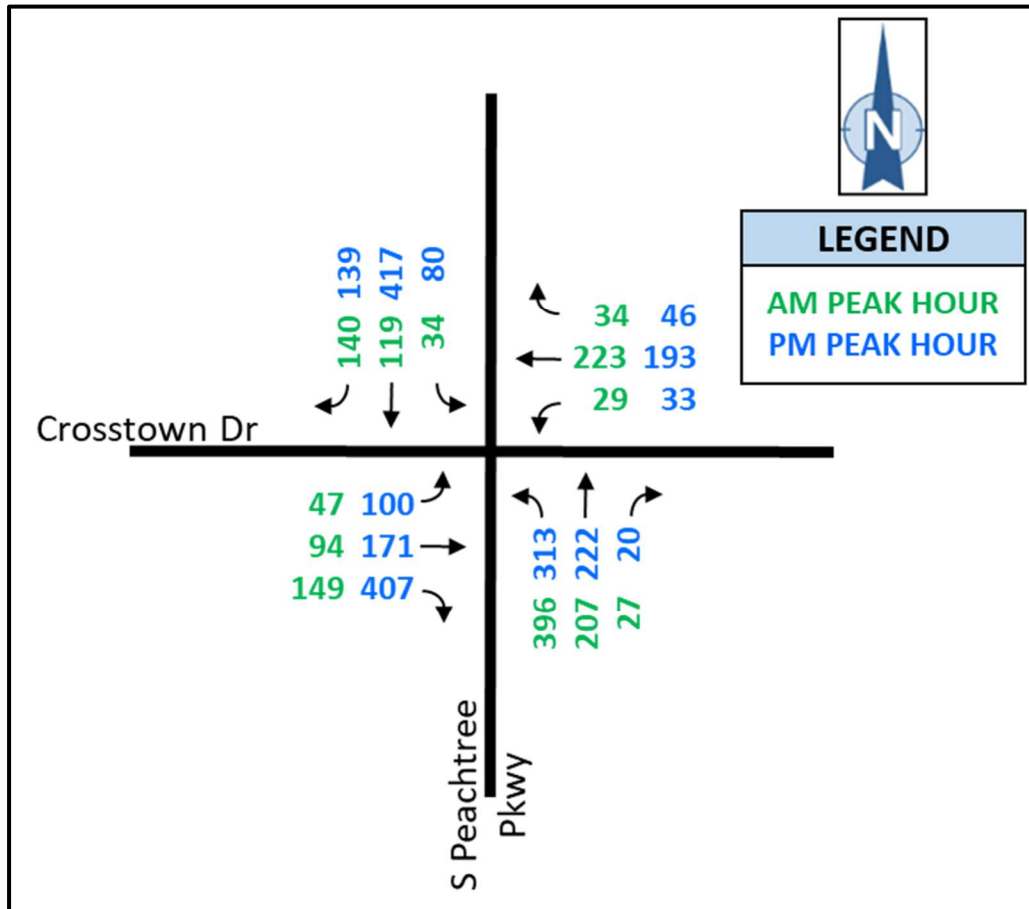
Figure 3: EXISTING CONDITIONS



EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersection on Wednesday, March 13, 2024 from 7:00 AM to 7:00 PM while local schools were in session. The observed peak hours are 7:30 to 8:30 AM and 5:00 to 6:00 PM. Existing peak hour turning movement volumes are shown in Figure 4 below. The turning movement data is provided in Appendix B.

Figure 4: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed on S Peachtree Parkway to collect bi-directional 24-hour traffic data on Wednesday, March 13, 2024. This data was used to compare the volumes to the GDOT count station volumes. The recorded daily volumes and truck percentages are shown in Figure 5 below. The ATR data can be found in Appendix C.

Figure 5: ATR DATA



SAFETY EVALUATION

CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersection. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years of data.

Table 1 summarizes the crash frequency at the intersection of Crosstown Drive and S Peachtree Parkway. Detailed crash data is provided in Appendix D.

Table 1: CRASH DATA SUMMARY, CROSSTOWN DR & S PEACHTREE PKWY

YEAR	TOTAL CRASHES	INJURY CRASHES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				RIGHT- ANGLE	HEAD ON	REAR END	SIDE- SWIPE	
2018	5	1	0	1	0	4	0	0
2019	1	0	0	0	0	1	0	0
2020	7	3	0	3	2	1	0	1
2021	10	2	0	4	0	4	1	1
2022	9	4	0	2	0	3	1	3
Total	32	10	0	10	2	13	2	5

According to the crash history, rear ends are the most prominent type of crash, accounting for 41% of the total collisions in the past five years. No fatalities were reported during this time period.

TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Fayette County census data and historic trends from the nearby GDOT count stations.

CENSUS DATA

The census data from the Atlanta Regional Commission (ARC) population forecast for Fayette County is shown in Table 2.

Table 2: CENSUS DATA

FAYETTE COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2020	119,194	-	-
2050	143,785	20.6%	0.63%

Source: Atlanta Regional Commission (ARC) Fayette County 2050 Population Forecast

The data shows an increase of the population in Fayette County of 20.6%, or a yearly rate of 0.63%, between 2020-2050 (over 30 years).

HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study intersection. This data was used to establish historic growth rates in the area. Figure 6 below shows the count stations near the study intersection.

Figure 6: GDOT COUNT STATIONS



Table 3 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2010 through 2022.

Historic data reported by the GDOT for each of the count stations can be found in Appendix E.

Table 3: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 113-0334	GDOT Count Station 113-8083
2010	7456	-
2011	*6870	*3500
2012	*6750	3786
2013	*6710	*3350
2014	7530	*3350
2015	*7830	*3600
2016	*8090	4440
2017	*8560	*4230
2018	8535	*4220
2019	*7720	4462
2020	7110*	3490*
2021	7690*	4250*
2022	7832	4360*

Source: GDOT Geocounts Database System-

*Estimated counts not used in trend analysis.

TREND ANALYSIS

Figures 7 below, and 8 on the following page, show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

Figure 7: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

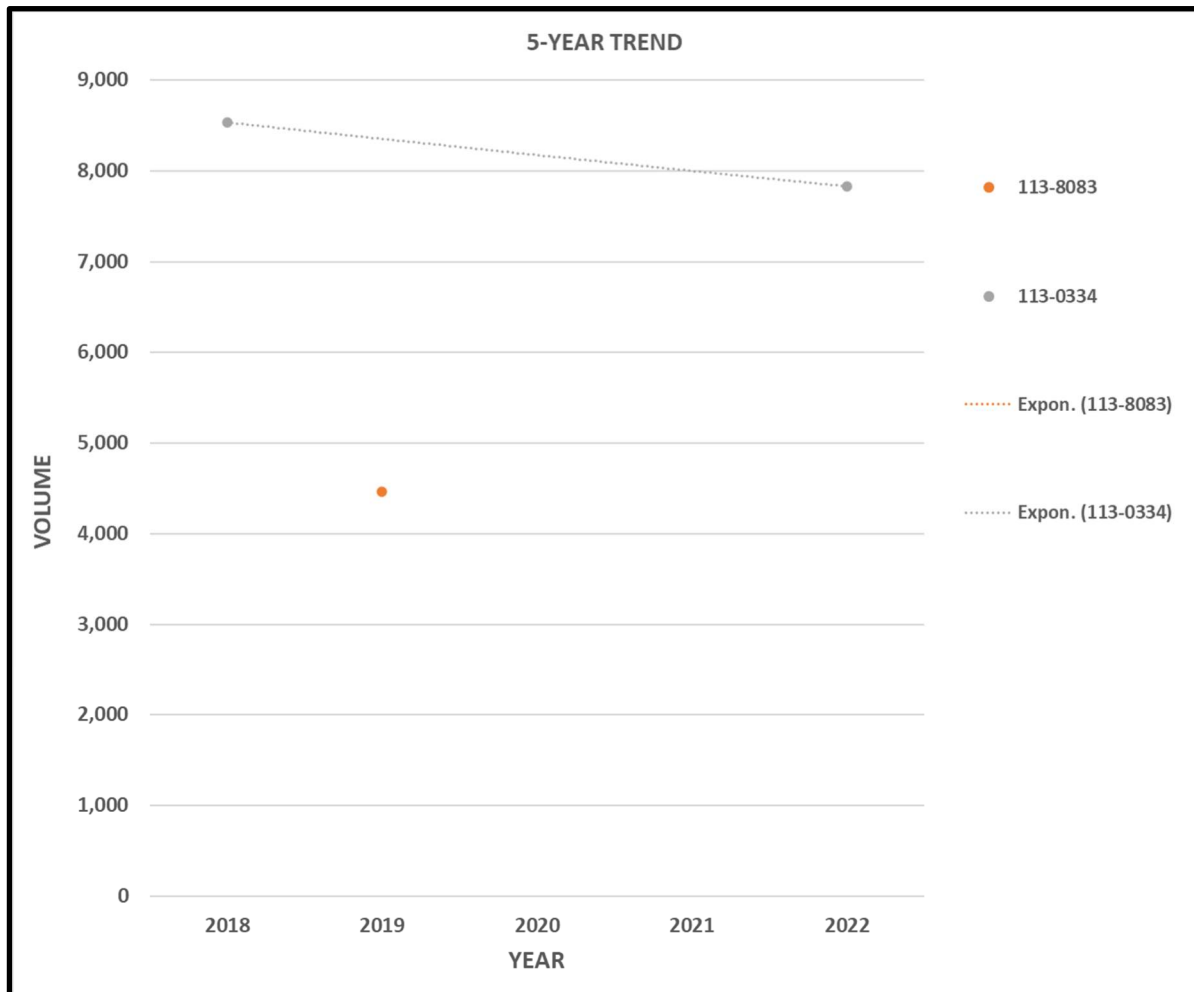
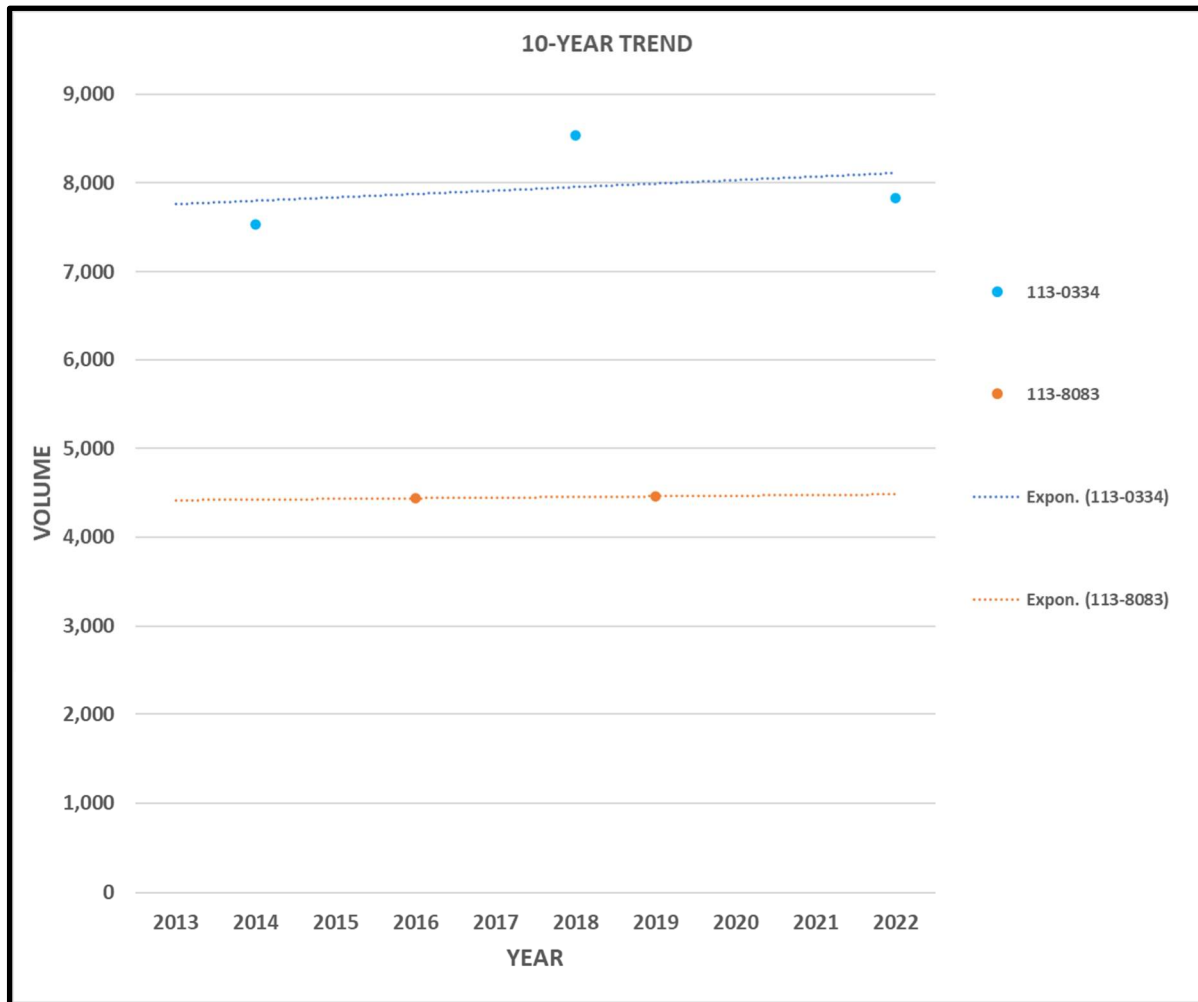


Figure 8: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS



Growth rates were developed based on the 5-year and 10-year analyses of count station data shown above. Table 4 shows the resulting trend rates.

Table 4: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year
113-0334	-1.7%	0.39%
113-8083	0.0%	0.05%
Blended Trend Rates from Count Stations	-1.11%	0.27%

Note: Rates are calculated based on annual compounding.

GROWTH RATE

The ARC population forecast for Fayette County projects an annual population growth rate of 0.63%. Based on the data available from the nearby GDOT count stations, the growth trend was calculated to be -1.11% for the past five years and 0.27% for the past ten years.

Based on these rates and the surrounding area, the annual growth rate was established to be **0.5%** for the purpose of the study.

GROWTH FACTOR

A growth factor was established by applying the growth rates to the following equation, shown below:

Growth Factor = (1 + r)ⁿ

Where:

r = *growth rate*

n = *number of years*

The volume projections were calculated using the following values as ‘n’, taken as the time period between the 2024 Existing Year and each corresponding phase.

- Existing Year (2024) to Base Year (2026) – n=2
- Existing Year (2026) to Design Year (2046) – n=20

Growth factors are provided in Table 5.

Table 5: GROWTH FACTORS

PROJECTED YEARS	
Base Year (2026)	Design Year (2046)
1.01	1.10

Figures 9 and 10 on the following pages show the estimated traffic volumes at the study intersection for the Base Year (2026) and Design Year (2046).

Figure 9: PROJECTED 2026 VOLUMES

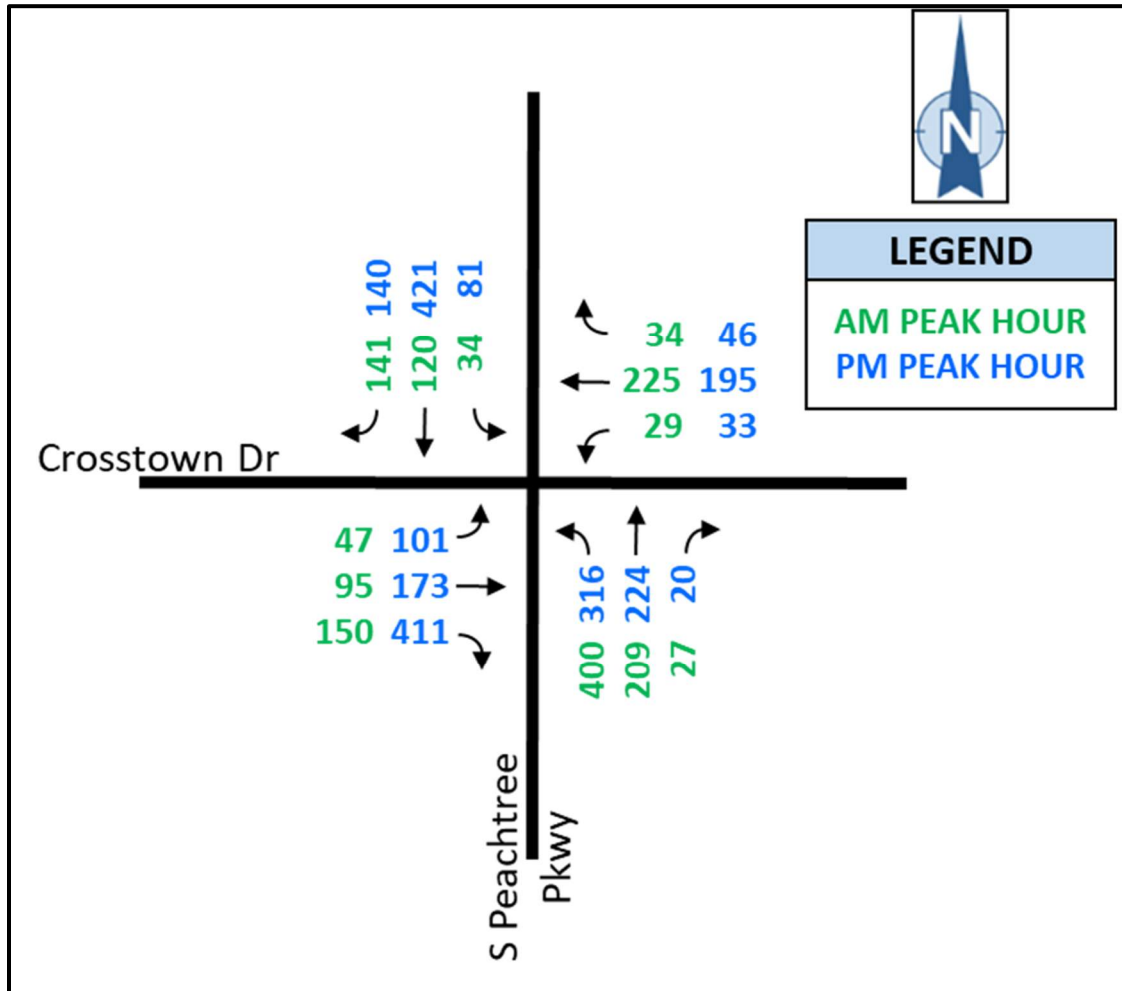
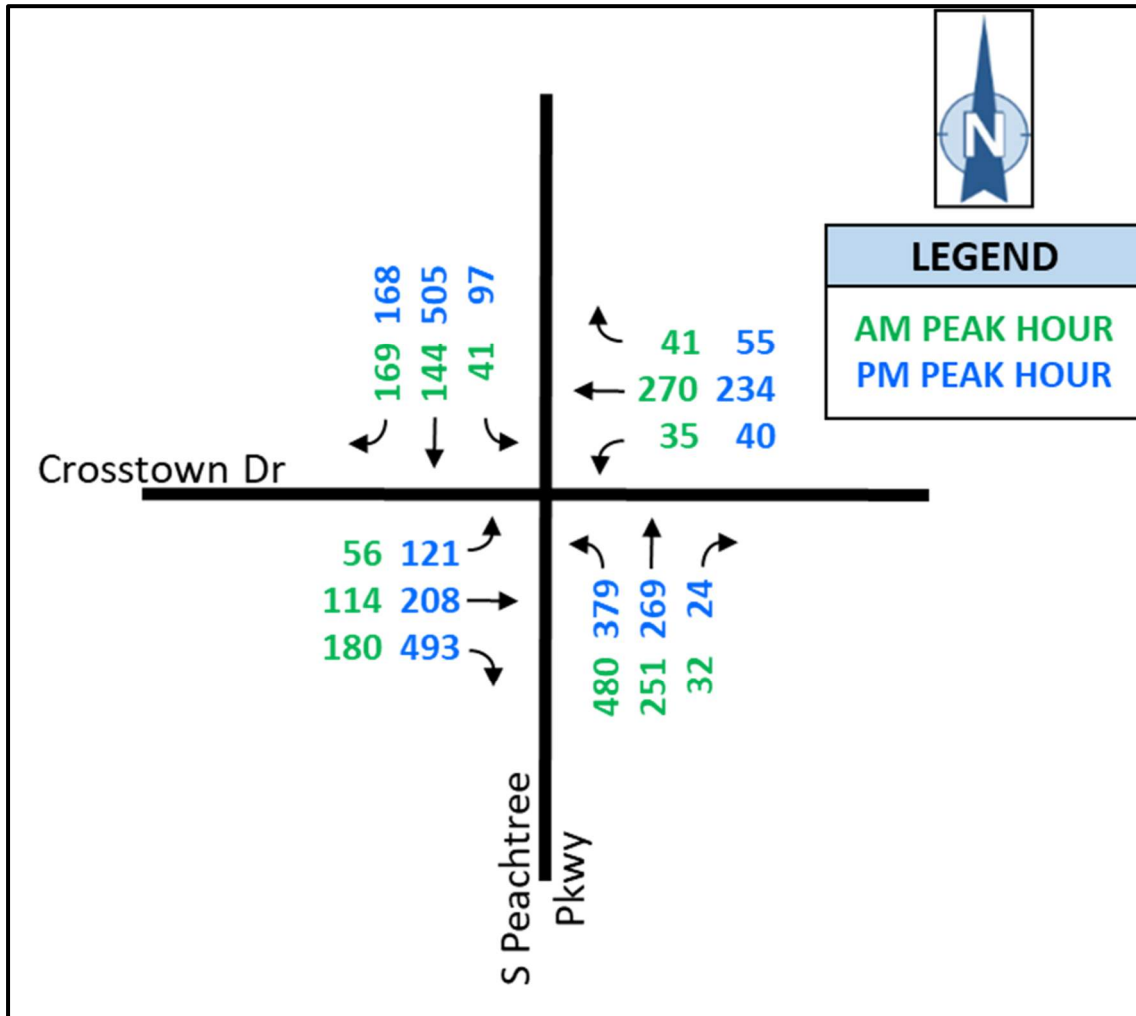


Figure 10: PROJECTED 2046 VOLUMES



CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 6th Edition, and with the use of *Synchro 12* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 6. The target LOS to achieve is D or better.

Table 6: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 6th Edition

EXISTING CONDITIONS

The intersection was evaluated under existing conditions. The results of the capacity analysis are summarized in Table 7 below. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for existing conditions can be found in Appendix F.

Table 7: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR
Crosstown Dr & S Peachtree Pkwy	EB-L/T/R	E (49.5)	F (451.1)
	WB-L/T/R	F (53.0)	E (49.5)
	NB-L	F (173.3)	F (73.2)
	NB-T/R	C (18.0)	C (22.4)
	SB-L	B (14.4)	C (18.6)
	SB-T/R	C (22.5)	E (46.5)

Capacity analysis results indicate that under existing conditions multiple movements are currently experiencing either LOS ‘E’ or ‘F’ in at least one of the AM or PM Peak hours.

Table 8 below shows the 95th percentile queue length, in feet, for the study intersection under existing conditions.

Table 8: 95TH PERCENTILE QUEUE LENGTH (FT), EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING CONDITIONS	
		AM PEAK HOUR	PM PEAK HOUR
Crosstown Dr & S Peachtree Pkwy	EB-L/T/R	213	1255
	WB-L/T/R	218	165
	NB-L	548	228
	NB-T/R	53	50
	SB-L	10	23
	SB-T/R	78	158

25 ft = 1 car

PROJECTED CONDITIONS

The intersection was evaluated under projected conditions, with projected 2026/2046 background growth traffic volumes. The results of the capacity analysis are summarized in Table 9 below. Capacity analysis reports for projected conditions can be found in Appendix G.

Table 9: CAPACITY ANALYSIS RESULTS, PROJECTED NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	2026		2046	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Crosstown Dr & S Peachtree Pkwy	EB-L/T/R	F (50.6)	F (464.4)	F (116.6)	F (696.5)
	WB-L/T/R	F (54.7)	F (51.1)	F (125.5)	F (103.7)
	NB-L	F (180.5)	F (76.2)	F (311.2)	F (152.4)
	NB-T/R	C (18.2)	C (22.7)	C (23.9)	D (29.4)
	SB-L	B (14.5)	C (18.8)	C (16.2)	C (22.3)
	SB-T/R	C (22.8)	E (48.1)	D (33.6)	F (92.2)

Capacity analysis results indicate that under projected conditions, the operations experienced under the existing conditions are expected to continue to degrade.

Table 10 below shows the 95th percentile queue length in feet for the study intersection under projected no-build conditions.

Table 10: 95TH PERCENTILE QUEUE LENGTH (FT), PROJECTED NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	2026		2046	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Crosstown Dr & S Peachtree Pkwy	EB-L/T/R	215	1283	373	1698
	WB-L/T/R	223	168	385	265
	NB-L	563	233	793	363
	NB-T/R	53	50	75	73
	SB-L	10	23	13	30
	SB-T/R	80	163	123	250

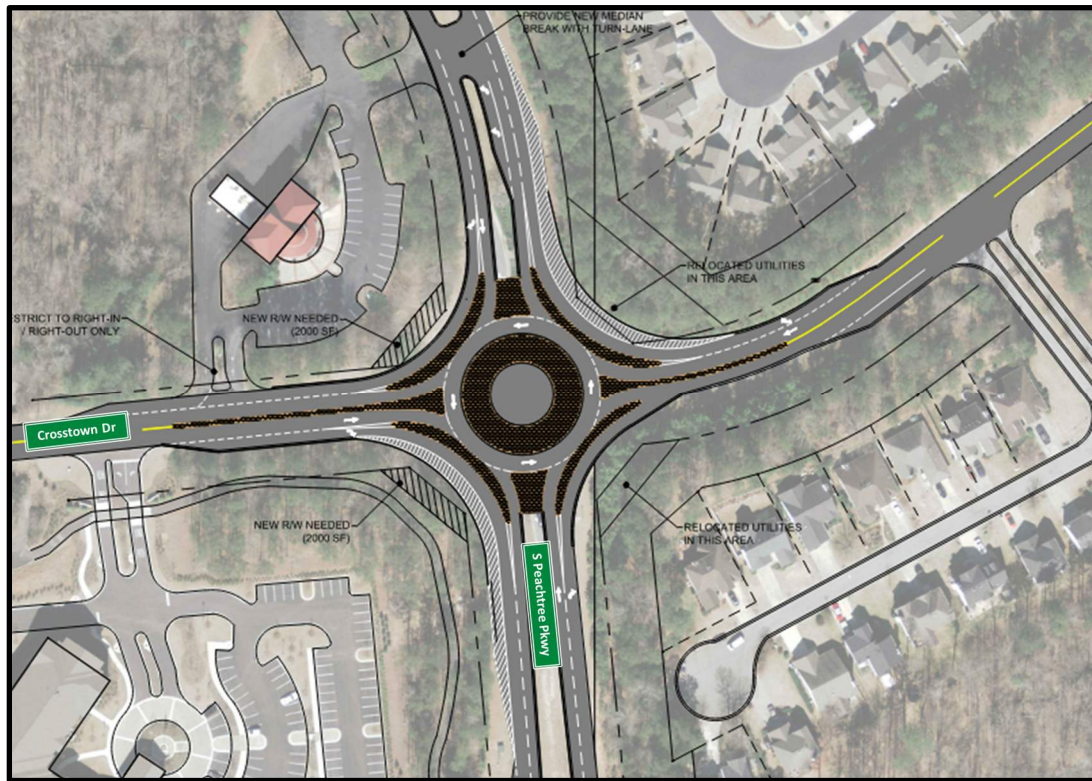
25 ft = 1 car

INTERSECTION IMPROVEMENT ANALYSIS

CAPACITY ANALYSIS RESULTS – PROPOSED ROUNDABOUT ALTERNATIVE

As previously stated, a concept for a roundabout alternative for this intersection was produced in March of 2020. This section is dedicated to evaluating the concept, and to identify if any adjustments are necessary. The concept layout for the roundabout is shown in Figure 11.

Figure 11: ROUNDABOUT CONCEPT



The roundabout analysis software Sidra was utilized to analyze the concept roundabout. The results of the capacity analysis are summarized in Table 11 below. Capacity analysis reports for the alternative can be found in Appendix H.

Table 11: CAPACITY ANALYSIS RESULTS, PROPOSED ROUNDABOUT

INTERSECTION	APPROACH	BUILD 2026		DESIGN 2046	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Crosstown Dr & S Peachtree Pkwy	EB	A (3.8)	A (7.1)	A (4.2)	B (10.3)
	WB	A (8.1)	A (6.1)	B (14.3)	A (8.9)
	NB	A (4.4)	A (7.9)	B (10.6)	B (11.2)
	SB	A (6.1)	A (8.3)	A (8.4)	B (13.4)
	Intersection	A (6.8)	A (7.5)	A (9.6)	B (11.2)

The capacity analysis results indicate that under proposed conditions, all approaches are expected to operate at LOS B or better during both peak hours.

Table 12 below shows the 95th percentile queue lengths (in feet) for all movements for the proposed roundabout intersection under projected conditions.

Table 12: 95TH PERCENTILE QUEUE LENGTH (FT), PROPOSED ROUNDABOUT

INTERSECTION	APPROACH-MOVEMENT	BUILD 2026		DESIGN 2046	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Crosstown Dr & S Peachtree Pkwy	EB	22	83	29	156
	WB	77	53	170	88
	NB	112	100	188	205
	SB	39	118	64	263

25 ft = 1 car

SUMMARY OF FINDINGS

- This study included the analysis of a proposed roundabout concept for the intersection of Crosstown Drive and S Peachtree Parkway in Peachtree City, Georgia.
 - 2026 and 2046 were used as the base and design years, respectively.
- The peak hours were observed as 7:30 to 8:30 AM and 5:00 to 6:00 PM based on TMC's recorded on March 13, 2024.
- An ATR was placed on S Peachtree Parkway at the same location as GDOT Count Station 113-0334 and collected the following data:
 - Northbound
 - Vehicles per Day: 3800
 - Truck Percentage: 2.1% (2.1% SU, 0.0% COMB)
 - Southbound
 - Vehicles per Day: 5184
 - Truck Percentage: 2.1% (2.0% SU, 0.1% COMB)
- The concept for the roundabout was developed in March of 2020.
- A safety evaluation was performed for the study intersection in the form of a crash analysis for the past five years. There were 32 collisions, 41% of which were rear ends.
- Based on census data, GDOT count station data, and the area, an annual growth rate of 0.50% was established for the study for developing projected traffic volumes.
- Capacity analysis results under existing conditions show that at least one movement for each of the approaches is experiencing failing operation in both the AM and PM peak hour.
- Capacity analysis results indicate that under projected conditions, the operations experienced under existing conditions are expected to continue to degrade through 2046.
- Based on the roundabout analysis, the roundabout layout from the proposed concept is expected to operate at LOS 'B' in both peak hours through 2046.

CONCLUSION

Based on the findings from the study, the roundabout concept, as drawn in the March 31, 2020, layout, is expected to operate at LOS 'B' in both peak hours through 2046, this is in contrast to the poor operations that the current configuration is expected to produce in the same time period. Therefore, if pursued, the roundabout should be constructed as illustrated in the March 31, 2020 concept.

APPENDICES

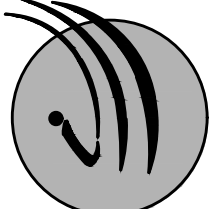
CONCEPT PLAN	A
TURNING MOVEMENT DATA	B
ATR DATA	C
CRASH DATA.....	D
GDOT COUNT STATION DATA	E
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS	F
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS	G
CAPACITY ANALYSIS RESULTS – ROUNDABOUT.....	H

APPENDIX A

CONCEPT PLAN







INTEGRATED

Science & Engineering

1033 Sullivan Road, Suite 202, Marietta, Georgia 30066

770.532.2107

Atlanta, Savannah

--

Date	Drawn by	Check by	Project #	Design by	Review by	Rev.	Description	Date	App.
03/31/20			1014.2001						
50'	25'	0'	50'						
SCALE: 1" = 50'									

PEACHTREE CITY

CROSSTOWN ROAD CONCEPT PLAN

5TH DISTRICT OF PEACHTREE CITY, GEORGIA

CONCEPT 1

SINGLE-LANE ROUNDAABOUT

WITH SLIP LANES

DRAWING NO.

APPENDIX B

TURNING MOVEMENT DATA





(303) 216-2439
www.alltrafficdata.net

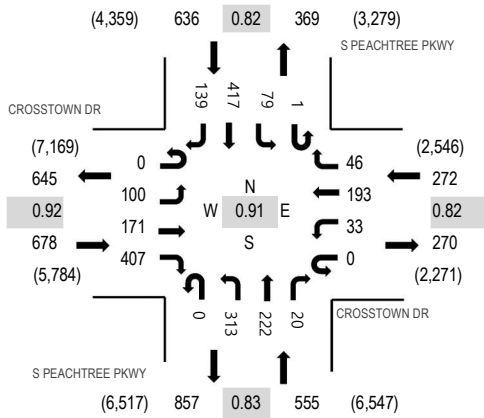
Location: 1 S PEACHTREE PKWY & CROSSTOWN DR AM

Date: Wednesday, March 13, 2024

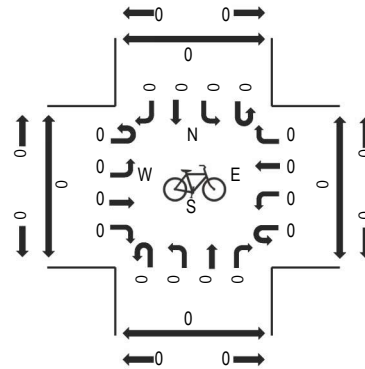
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

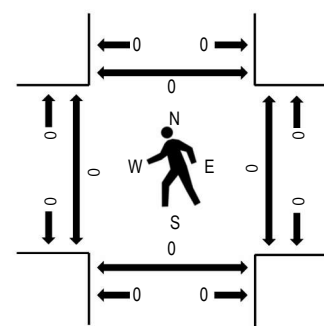
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CROSSTOWN DR				CROSSTOWN DR				S PEACHTREE PKWY				S PEACHTREE PKWY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	4	26	31	0	3	24	4	0	77	15	9	0	10	14	11	228	1,355	0	0	0	0
7:15 AM	0	6	20	31	0	10	62	8	0	73	26	10	0	24	20	15	305	1,475	0	0	0	0
7:30 AM	0	10	14	34	0	13	70	15	0	91	48	5	0	10	22	30	362	1,499	0	0	0	0
7:45 AM	0	11	43	17	0	7	67	7	0	113	67	12	0	14	39	63	460	1,447	0	0	0	0
8:00 AM	0	14	22	51	0	4	52	6	0	95	39	3	1	4	32	25	348	1,362	0	0	0	0
8:15 AM	0	12	15	47	0	5	34	6	0	97	53	7	0	5	26	22	329	1,340	0	0	0	0
8:30 AM	0	20	13	44	0	0	33	6	0	90	57	5	0	1	25	16	310	1,320	0	0	0	0
8:45 AM	0	12	20	68	0	4	38	17	0	93	60	7	0	1	37	18	375	1,306	0	0	0	0
9:00 AM	0	11	20	57	0	0	29	7	0	103	27	2	0	9	41	20	326	1,300	0	0	0	0
9:15 AM	0	9	25	59	0	3	34	4	0	94	29	8	0	5	24	15	309	1,267	0	0	0	0
9:30 AM	0	14	20	59	0	2	38	13	2	74	26	4	0	3	25	16	296	1,279	0	0	0	0
9:45 AM	0	21	14	59	0	6	33	7	0	99	42	5	0	9	58	16	369	1,320	0	0	0	0
10:00 AM	0	6	21	55	0	2	26	5	0	91	29	6	0	5	30	17	293	1,296	0	0	0	0
10:15 AM	0	9	15	64	0	9	30	7	0	93	29	6	0	10	34	15	321	1,329	0	0	0	0
10:30 AM	0	15	18	63	0	7	33	9	0	88	36	5	0	6	34	23	337	1,343	0	0	0	0
10:45 AM	0	13	19	65	0	3	30	3	0	82	42	8	0	14	45	21	345	1,365	0	0	0	0
11:00 AM	0	11	10	62	0	4	28	5	0	87	39	6	0	12	46	16	326	1,421	0	0	0	0
11:15 AM	0	12	16	64	0	5	38	11	0	84	38	6	0	9	33	19	335	1,490	0	0	0	0
11:30 AM	0	15	24	66	0	4	37	6	0	81	53	4	1	11	34	23	359	1,538	0	0	0	0
11:45 AM	0	20	32	62	0	7	36	12	0	101	43	6	0	9	48	25	401	1,558	0	0	0	0
12:00 PM	0	16	28	68	0	7	30	6	0	89	51	3	0	9	64	24	395	1,532	0	0	0	0
12:15 PM	0	11	29	76	0	7	38	6	0	93	33	4	0	10	53	23	383	1,538	0	0	0	0
12:30 PM	0	18	29	73	0	8	28	9	0	89	44	4	0	7	56	14	379	1,569	0	0	0	0
12:45 PM	0	18	14	72	0	4	32	4	0	90	37	5	0	8	58	33	375	1,576	0	0	0	0
1:00 PM	0	22	31	82	0	1	45	3	1	83	41	4	0	8	48	32	401	1,592	0	0	0	0
1:15 PM	0	15	33	83	0	3	36	4	0	97	41	7	0	17	57	21	414	1,623	0	0	0	0
1:30 PM	0	15	39	70	0	5	33	2	0	78	41	4	1	18	61	19	386	1,637	0	0	0	0
1:45 PM	0	12	21	72	0	6	37	7	0	105	48	2	1	12	45	23	391	1,722	0	0	0	0
2:00 PM	0	24	33	98	0	6	31	8	0	69	43	8	0	16	69	27	432	1,774	0	0	0	0
2:15 PM	0	20	36	89	0	6	46	7	0	71	55	8	0	19	57	14	428	1,757	0	0	0	0
2:30 PM	0	14	34	93	0	17	57	17	0	79	57	3	0	15	56	29	471	1,770	0	0	0	0
2:45 PM	0	20	34	104	0	5	29	9	0	99	46	1	0	9	59	28	443	1,737	0	0	0	0
3:00 PM	0	22	34	92	0	4	39	4	0	76	35	15	1	17	61	15	415	1,758	0	0	0	0
3:15 PM	0	19	41	95	0	13	29	4	0	89	51	10	0	12	66	12	441	1,826	0	0	0	0

3:30 PM	0	17	36	89	0	5	38	8	0	96	41	7	0	9	71	21	438	1,886	0	0	0	0
3:45 PM	0	13	48	92	0	5	39	10	0	94	47	2	1	12	68	33	464	1,929	0	0	0	0
4:00 PM	0	19	47	113	0	12	35	9	0	85	53	6	1	10	64	29	483	1,962	0	0	0	0
4:15 PM	0	17	46	89	0	7	58	9	0	80	47	3	1	30	90	24	501	1,980	0	0	0	0
4:30 PM	0	26	28	97	0	8	40	7	0	84	57	6	0	16	83	29	481	2,064	0	0	0	0
4:45 PM	0	22	44	87	0	9	40	7	0	80	66	11	0	14	86	31	497	2,111	0	0	0	0
5:00 PM	0	14	41	101	0	10	43	11	0	74	41	3	0	19	108	36	501	2,141	0	0	0	0
5:15 PM	0	17	48	87	0	11	44	11	0	78	83	11	1	17	140	37	585	2,114	0	0	0	0
5:30 PM	0	25	40	112	0	6	54	16	0	74	51	2	0	22	91	35	528	2,000	0	0	0	0
5:45 PM	0	44	42	107	0	6	52	8	0	87	47	4	0	21	78	31	527	1,883	0	0	0	0
6:00 PM	0	28	43	123	0	3	37	8	0	69	36	7	0	13	88	19	474	1,743	0	0	0	0
6:15 PM	0	19	36	96	0	6	48	9	0	79	52	3	0	17	81	25	471		0	0	0	0
6:30 PM	0	15	31	78	0	5	45	5	0	84	38	2	0	19	69	20	411		0	0	0	0
6:45 PM	0	19	42	87	0	7	30	5	0	82	33	3	0	17	47	15	387		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	3
Lights	0	100	171	401	0	33	188	46	0	306	217	20	1	79	412	138	2,112
Mediums	0	0	0	5	0	0	5	0	0	7	5	0	0	0	3	1	26
Total	0	100	171	407	0	33	193	46	0	313	222	20	1	79	417	139	2,141

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.9%				1.8%				2.2%				0.9%				1.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	2.6%	0.0%	0.0%	2.2%	2.3%	0.0%	0.0%	0.0%	1.2%	0.7%	1.4%
Peak Hour Factor	0.92				0.82				0.83				0.82				0.91
Peak Hour Factor	0.00	0.66	0.92	0.89	0.00	0.57	0.90	0.72	0.25	0.88	0.74	0.75	0.75	0.66	0.76	0.56	0.91

APPENDIX C

ATR DATA





All Traffic Data Services

1 - S PEACHTREE PKWY NORTH OF CROSSTOWN DR

NB	Time	Lights	Mediums	Trucks	Total
	3/13/2024	2	0	0	2
	3/13/2024 12:15:00 AM	0	0	0	0
	3/13/2024 12:30:00 AM	2	0	0	2
	3/13/2024 12:45:00 AM	0	0	0	0
	Hour	4	0	0	4
	3/13/2024 1:00:00 AM	2	0	0	2
	3/13/2024 1:15:00 AM	0	0	0	0
	3/13/2024 1:30:00 AM	0	0	0	0
	3/13/2024 1:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	3/13/2024 2:00:00 AM	0	0	0	0
	3/13/2024 2:15:00 AM	1	0	0	1
	3/13/2024 2:30:00 AM	1	0	0	1
	3/13/2024 2:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	3/13/2024 3:00:00 AM	1	0	0	1
	3/13/2024 3:15:00 AM	0	0	0	0
	3/13/2024 3:30:00 AM	0	0	0	0
	3/13/2024 3:45:00 AM	1	0	0	1
	Hour	2	0	0	2
	3/13/2024 4:00:00 AM	1	0	0	1
	3/13/2024 4:15:00 AM	1	0	0	1
	3/13/2024 4:30:00 AM	2	0	0	2
	3/13/2024 4:45:00 AM	3	0	0	3
	Hour	7	0	0	7
	3/13/2024 5:00:00 AM	1	0	0	1
	3/13/2024 5:15:00 AM	4	0	0	4
	3/13/2024 5:30:00 AM	5	0	0	5
	3/13/2024 5:45:00 AM	1	0	0	1
	Hour	11	0	0	11
	3/13/2024 6:00:00 AM	9	0	0	9
	3/13/2024 6:15:00 AM	10	2	0	12
	3/13/2024 6:30:00 AM	16	2	0	18
	3/13/2024 6:45:00 AM	28	3	0	31
	Hour	63	7	0	70
	3/13/2024 7:00:00 AM	23	0	0	23
	3/13/2024 7:15:00 AM	39	1	0	40
	3/13/2024 7:30:00 AM	72	1	0	73
	3/13/2024 7:45:00 AM	82	3	0	85
	Hour	216	5	0	221
	3/13/2024 8:00:00 AM	59	1	0	60
	3/13/2024 8:15:00 AM	69	2	0	71
	3/13/2024 8:30:00 AM	83	0	0	83
	3/13/2024 8:45:00 AM	88	1	0	89
	Hour	299	4	0	303
	3/13/2024 9:00:00 AM	44	1	0	45
	3/13/2024 9:15:00 AM	41	1	0	42
	3/13/2024 9:30:00 AM	49	4	0	53
	3/13/2024 9:45:00 AM	67	3	0	70
	Hour	201	9	0	210
	3/13/2024 10:00:00 AM	36	4	0	40
	3/13/2024 10:15:00 AM	43	2	0	45
	3/13/2024 10:30:00 AM	57	3	0	60
	3/13/2024 10:45:00 AM	56	2	0	58
	Hour	192	11	0	203
	3/13/2024 11:00:00 AM	53	2	0	55
	3/13/2024 11:15:00 AM	61	0	0	61
	3/13/2024 11:30:00 AM	74	1	0	75
	3/13/2024 11:45:00 AM	73	2	0	75
	Hour	261	5	0	266
	Total	1,260	41	0	1,301
	Percentage	96.8%	3.2%	0.0%	



All Traffic Data Services

1 - S PEACHTREE PKWY NORTH OF CROSSTOWN DR

NB	Time	Lights	Mediums	Trucks	Total
	3/13/2024 12:00:00 PM	72	1	0	73
	3/13/2024 12:15:00 PM	47	3	0	50
	3/13/2024 12:30:00 PM	68	3	0	71
	3/13/2024 12:45:00 PM	59	0	0	59
	Hour	246	7	0	253
	3/13/2024 1:00:00 PM	65	1	0	66
	3/13/2024 1:15:00 PM	56	4	0	60
	3/13/2024 1:30:00 PM	56	3	0	59
	3/13/2024 1:45:00 PM	67	1	0	68
	Hour	244	9	0	253
	3/13/2024 2:00:00 PM	74	1	0	75
	3/13/2024 2:15:00 PM	81	1	0	82
	3/13/2024 2:30:00 PM	85	3	0	88
	3/13/2024 2:45:00 PM	72	3	0	75
	Hour	312	8	0	320
	3/13/2024 3:00:00 PM	61	1	0	62
	3/13/2024 3:15:00 PM	71	3	0	74
	3/13/2024 3:30:00 PM	64	2	0	66
	3/13/2024 3:45:00 PM	70	1	0	71
	Hour	266	7	0	273
	3/13/2024 4:00:00 PM	79	3	0	82
	3/13/2024 4:15:00 PM	73	1	0	74
	3/13/2024 4:30:00 PM	89	0	1	90
	3/13/2024 4:45:00 PM	95	0	0	95
	Hour	336	4	1	341
	3/13/2024 5:00:00 PM	65	1	0	66
	3/13/2024 5:15:00 PM	110	2	0	112
	3/13/2024 5:30:00 PM	90	2	0	92
	3/13/2024 5:45:00 PM	99	0	0	99
	Hour	364	5	0	369
	3/13/2024 6:00:00 PM	72	0	0	72
	3/13/2024 6:15:00 PM	80	0	0	80
	3/13/2024 6:30:00 PM	58	0	0	58
	3/13/2024 6:45:00 PM	57	0	0	57
	Hour	267	0	0	267
	3/13/2024 7:00:00 PM	48	0	0	48
	3/13/2024 7:15:00 PM	42	0	0	42
	3/13/2024 7:30:00 PM	44	0	0	44
	3/13/2024 7:45:00 PM	38	0	0	38
	Hour	172	0	0	172
	3/13/2024 8:00:00 PM	40	0	0	40
	3/13/2024 8:15:00 PM	30	0	0	30
	3/13/2024 8:30:00 PM	31	0	0	31
	3/13/2024 8:45:00 PM	23	0	0	23
	Hour	124	0	0	124
	3/13/2024 9:00:00 PM	25	0	0	25
	3/13/2024 9:15:00 PM	16	0	0	16
	3/13/2024 9:30:00 PM	18	0	0	18
	3/13/2024 9:45:00 PM	15	0	0	15
	Hour	74	0	0	74
	3/13/2024 10:00:00 PM	10	0	0	10
	3/13/2024 10:15:00 PM	9	0	0	9
	3/13/2024 10:30:00 PM	13	0	0	13
	3/13/2024 10:45:00 PM	9	0	0	9
	Hour	41	0	0	41
	3/13/2024 11:00:00 PM	3	0	0	3
	3/13/2024 11:15:00 PM	4	0	0	4
	3/13/2024 11:30:00 PM	1	0	0	1
	3/13/2024 11:45:00 PM	4	0	0	4
	Hour	12	0	0	12
	Total	2,458	40	1	2,499
	Percentage	98.4%	1.6%	0.0%	
	Grand Total	3,718	81	1	3,800
	Percentage	97.8%	2.1%	0.0%	



All Traffic Data Services

1 - S PEACHTREE PKWY NORTH OF CROSSTOWN DR

SB	Time	Lights	Mediums	Trucks	Total
	3/13/2024	1	1	0	2
	3/13/2024 12:15:00 AM	2	0	0	2
	3/13/2024 12:30:00 AM	3	0	0	3
	3/13/2024 12:45:00 AM	0	0	0	0
	Hour	6	1	0	7
	3/13/2024 1:00:00 AM	0	0	0	0
	3/13/2024 1:15:00 AM	1	0	0	1
	3/13/2024 1:30:00 AM	1	0	0	1
	3/13/2024 1:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	3/13/2024 2:00:00 AM	1	0	0	1
	3/13/2024 2:15:00 AM	0	0	0	0
	3/13/2024 2:30:00 AM	1	0	0	1
	3/13/2024 2:45:00 AM	0	0	0	0
	Hour	2	0	0	2
	3/13/2024 3:00:00 AM	5	0	0	5
	3/13/2024 3:15:00 AM	0	0	0	0
	3/13/2024 3:30:00 AM	0	0	0	0
	3/13/2024 3:45:00 AM	2	0	0	2
	Hour	7	0	0	7
	3/13/2024 4:00:00 AM	2	0	0	2
	3/13/2024 4:15:00 AM	0	0	0	0
	3/13/2024 4:30:00 AM	6	0	0	6
	3/13/2024 4:45:00 AM	5	0	0	5
	Hour	13	0	0	13
	3/13/2024 5:00:00 AM	7	0	0	7
	3/13/2024 5:15:00 AM	3	0	0	3
	3/13/2024 5:30:00 AM	3	1	0	4
	3/13/2024 5:45:00 AM	8	0	0	8
	Hour	21	1	0	22
	3/13/2024 6:00:00 AM	11	0	0	11
	3/13/2024 6:15:00 AM	10	0	0	10
	3/13/2024 6:30:00 AM	22	1	0	23
	3/13/2024 6:45:00 AM	35	1	0	36
	Hour	78	2	0	80
	3/13/2024 7:00:00 AM	33	2	0	35
	3/13/2024 7:15:00 AM	55	3	1	59
	3/13/2024 7:30:00 AM	59	3	0	62
	3/13/2024 7:45:00 AM	113	3	0	116
	Hour	260	11	1	272
	3/13/2024 8:00:00 AM	58	4	0	62
	3/13/2024 8:15:00 AM	53	0	0	53
	3/13/2024 8:30:00 AM	42	0	0	42
	3/13/2024 8:45:00 AM	53	3	0	56
	Hour	206	7	0	213
	3/13/2024 9:00:00 AM	69	1	0	70
	3/13/2024 9:15:00 AM	44	0	0	44
	3/13/2024 9:30:00 AM	42	2	0	44
	3/13/2024 9:45:00 AM	81	2	0	83
	Hour	236	5	0	241
	3/13/2024 10:00:00 AM	51	1	0	52
	3/13/2024 10:15:00 AM	54	4	1	59
	3/13/2024 10:30:00 AM	62	1	0	63
	3/13/2024 10:45:00 AM	74	6	0	80
	Hour	241	12	1	254
	3/13/2024 11:00:00 AM	73	1	0	74
	3/13/2024 11:15:00 AM	58	3	0	61
	3/13/2024 11:30:00 AM	65	4	0	69
	3/13/2024 11:45:00 AM	80	2	0	82
	Hour	276	10	0	286
	Total	1,348	49	2	1,399
	Percentage	96.4%	3.5%	0.1%	

1 - S PEACHTREE PKWY NORTH OF CROSSTOWN DR

SB	Time	Lights	Mediums	Trucks	Total
	3/13/2024 12:00:00 PM	95	2	0	97
	3/13/2024 12:15:00 PM	85	0	1	86
	3/13/2024 12:30:00 PM	76	1	0	77
	3/13/2024 12:45:00 PM	95	4	0	99
	Hour	351	7	1	359
	3/13/2024 1:00:00 PM	88	0	0	88
	3/13/2024 1:15:00 PM	91	4	0	95
	3/13/2024 1:30:00 PM	95	4	0	99
	3/13/2024 1:45:00 PM	79	2	0	81
	Hour	353	10	0	363
	3/13/2024 2:00:00 PM	108	4	0	112
	3/13/2024 2:15:00 PM	86	4	0	90
	3/13/2024 2:30:00 PM	95	4	1	100
	3/13/2024 2:45:00 PM	93	3	0	96
	Hour	382	15	1	398
	3/13/2024 3:00:00 PM	93	1	0	94
	3/13/2024 3:15:00 PM	87	3	0	90
	3/13/2024 3:30:00 PM	99	2	0	101
	3/13/2024 3:45:00 PM	111	3	0	114
	Hour	390	9	0	399
	3/13/2024 4:00:00 PM	103	1	0	104
	3/13/2024 4:15:00 PM	143	2	0	145
	3/13/2024 4:30:00 PM	127	1	0	128
	3/13/2024 4:45:00 PM	130	1	0	131
	Hour	503	5	0	508
	3/13/2024 5:00:00 PM	162	1	0	163
	3/13/2024 5:15:00 PM	191	2	2	195
	3/13/2024 5:30:00 PM	148	0	0	148
	3/13/2024 5:45:00 PM	129	1	0	130
	Hour	630	4	2	636
	3/13/2024 6:00:00 PM	120	0	0	120
	3/13/2024 6:15:00 PM	123	0	0	123
	3/13/2024 6:30:00 PM	107	1	0	108
	3/13/2024 6:45:00 PM	78	1	0	79
	Hour	428	2	0	430
	3/13/2024 7:00:00 PM	89	0	0	89
	3/13/2024 7:15:00 PM	71	0	0	71
	3/13/2024 7:30:00 PM	47	0	0	47
	3/13/2024 7:45:00 PM	65	0	0	65
	Hour	272	0	0	272
	3/13/2024 8:00:00 PM	82	0	0	82
	3/13/2024 8:15:00 PM	64	0	0	64
	3/13/2024 8:30:00 PM	57	0	0	57
	3/13/2024 8:45:00 PM	57	0	0	57
	Hour	260	0	0	260
	3/13/2024 9:00:00 PM	41	0	0	41
	3/13/2024 9:15:00 PM	27	0	0	27
	3/13/2024 9:30:00 PM	18	0	0	18
	3/13/2024 9:45:00 PM	22	1	0	23
	Hour	108	1	0	109
	3/13/2024 10:00:00 PM	10	0	0	10
	3/13/2024 10:15:00 PM	13	0	0	13
	3/13/2024 10:30:00 PM	9	0	0	9
	3/13/2024 10:45:00 PM	5	0	0	5
	Hour	37	0	0	37
	3/13/2024 11:00:00 PM	6	0	0	6
	3/13/2024 11:15:00 PM	4	0	0	4
	3/13/2024 11:30:00 PM	0	0	0	0
	3/13/2024 11:45:00 PM	4	0	0	4
	Hour	14	0	0	14
	Total	3,728	53	4	3,785
	Percentage	98.5%	1.4%	0.1%	
	Grand Total	5,076	102	6	5,184
	Percentage	97.9%	2.0%	0.1%	

APPENDIX D

CRASH DATA



CRASH SUMMARY REPORT

P'tree Pkwy & Crosstown

Created on April 8, 2024

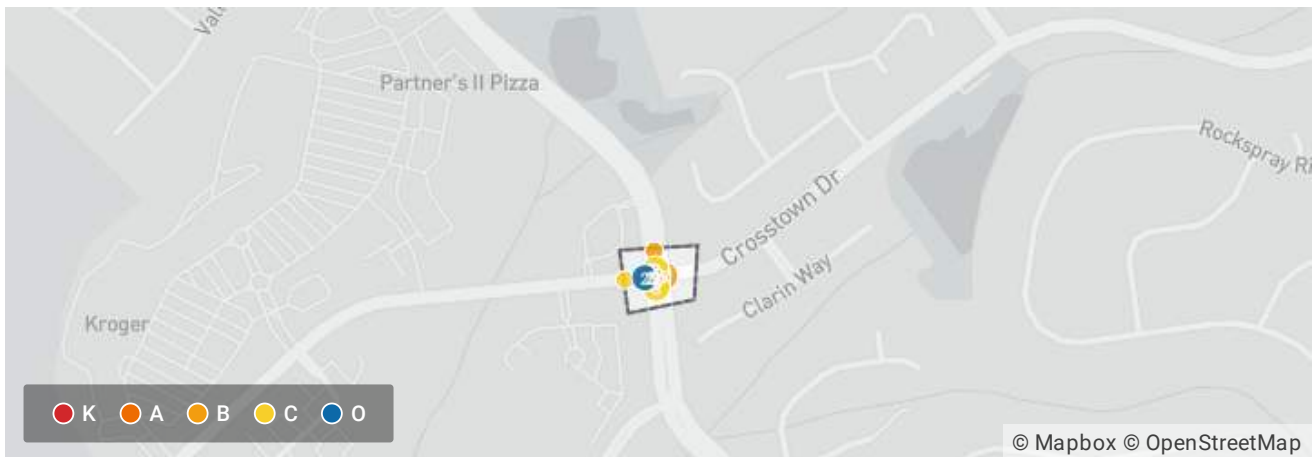
Created by James Slay

Data extents: January 1, 2018 to December 31, 2022



Applied Filters

Shape: Polygon



Total Crashes

32

Fatal Crashes

0

GDOT Summary

Collisions Dataset

Intersection Related	32	100.00%
Total Crashes	32	100.00%
Distracted Driver (Suspected)	15	46.88%
Single Motor Vehicle Involved	4	12.50%
Distracted Driver (Confirmed)	3	9.38%
Impaired Driving (Confirmed)	2	6.25%
Large Truck Related	2	6.25%
+ 4 more	0	0%

KABCO Severity

Collisions Dataset

(O) No Injury	22	68.75%
(C) Possible Injury / Complaint	7	21.88%
(B) Suspected Minor/Visible Injury	3	9.38%
+ 3 more	0	0%

Date and Time (Year)

Collisions Dataset

2022	9	28.13%
2021	10	31.25%
2020	7	21.88%
2019	1	3.13%
2018	5	15.63%
+ 5 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
12 am - 2 am	1	3.13%
4 am - 6 am	1	3.13%
6 am - 8 am	2	6.25%
8 am - 10 am	2	6.25%
10 am - 12 pm	3	9.38%
12 pm - 2 pm	7	21.88%
2 pm - 4 pm	5	15.63%
4 pm - 6 pm	4	12.50%
+ 4 more	7	21.88%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	13	40.63%
Angle (Other)	8	25.00%
Not a Collision with Motor Vehicle	5	15.63%
Head On	2	6.25%
Left Angle Crash	2	6.25%
Sideswipe-Opposite Direction	2	6.25%
+ 3 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	21	65.63%
On Roadway - Non-Intersection	7	21.88%
Off Roadway	2	6.25%
On Roadway - Driveway Intersection	1	3.13%
On Roadway - Railroad Crossing	1	3.13%
+ 12 more	0	0%

Most Harmful Event (Crash Level)	Collisions Dataset	
Motor Vehicle in Motion	25	78.13%
Deer	3	9.38%
Motor Vehicle in Motion - In Other Roadway	1	3.13%

Over Turn	1	3.13%
+ 34 more	0	0%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
No Contributing Factors	30	93.75%
Following Too Close	11	34.38%
Failure to Yield	8	25.00%
Disregard Stop Sign/Signal	3	9.38%
Other	2	6.25%
Under the Influence (U.I.)	2	6.25%
(None)	1	3.13%
Improper Backing	1	3.13%
+ 35 more	4	12.52%

Area: County	Collisions Dataset	
Fayette	32	100.00%
+ 158 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D3	32	100.00%
+ 6 more	0	0%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	32	100.00%
Distracted Driver (Suspected)	15	46.88%
Older Driver Related (65+)	9	28.13%
Young Driver (Age 15-19)	8	25.00%
Young Adult Driver (Age 20-24)	7	21.88%
Older Driver Related (55-64)	6	18.75%
Roadway Departure	6	18.75%
Distracted Driver (Confirmed)	3	9.38%
+ 10 more	5	15.63%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	26	81.25%
Deer	3	9.38%
Curb	1	3.13%
Motor Vehicle in Motion - In Other Roadway	1	3.13%
Other/Unknown	1	3.13%

Tree	1	3.13%
+ 33 more	0	0%
Vehicle Type (Crash Level)		Collisions Dataset
Passenger Car	19	59.38%
Sports Utility Vehicle (SUV)	14	43.75%
Pickup Truck	10	31.25%
Van	2	6.25%
Panel Truck	1	3.13%
+ 19 more	0	0%
Roadway Contributing Factors		Collisions Dataset
No Contributing Factors	29	90.63%
Incident Response Scene	1	3.13%
+ 12 more	0	0%
Vehicle Contributing Factor (Crash Level)		Collisions Dataset
No Known Defects	31	96.88%
Windows / Windshield	1	3.13%
+ 11 more	0	0%

APPENDIX E

GDOT COUNT STATION DATA





0000113_0334 - 113-0334 - CSX 068307LCS0759R

County: Fayette

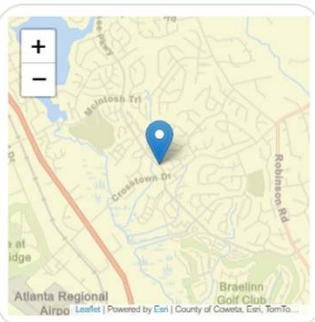
Route number: 00034007

LRS section: 1133034007

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.37892479, -84.55783653

Site Data



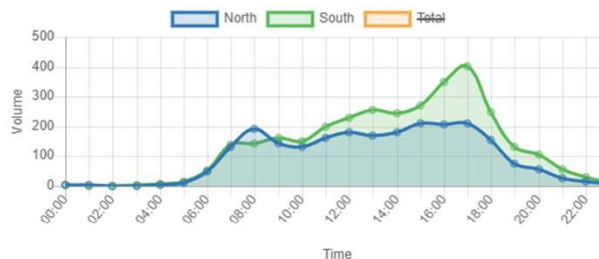
Count History

Year	Month	Count type	Duration	Count
2024	February	Class	48 hours	8,290
2022	February	Class	48 hours	7,832
2018	March	Class	48 hours	8,535
2014	July	Volume	48 hours	7,530
2010	August	Volume	48 hours	7,456

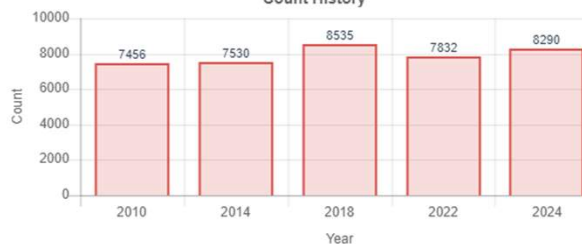
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	6,710	7,280	7,830	8,090	8,560	7,660	7,720	7,110	7,690	7,030
K-Factor	-	0.104	0.104	0.104	-	0.122	0.122	0.122	0.122	0.128
D-Factor	-	0.600	0.600	0.600	-	0.610	0.610	0.610	0.610	0.660
Future AADT	-	-	-	8,420	10,800	10,200	11,200	11,200	12,300	8,860

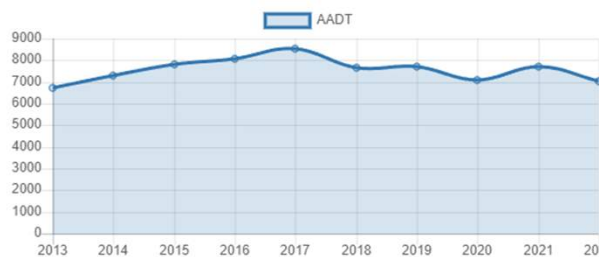
Average Hourly Volume



Count History



AADT Trend



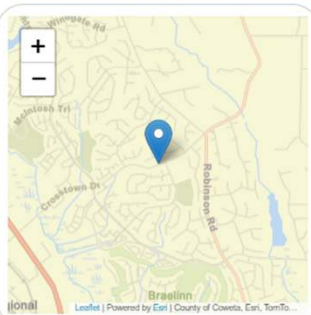
Vehicle Classification 2024

1. Motorcycles 2 axes, 2 or 3 wheels.		0.25%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		79.67%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		16.70%
4. Buses 2- or 3-axle, full length.		0.46%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.32%
6. Single-unit trucks 3-axle, single-unit trucks.		0.18%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.37%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.05%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%



0000113_8083 - 113-8083 - CS 059707/Crosstown Rd bn
Robinson Rd & Peachtree Pky
City: Peachtree City **County:** Fayette
Route number: 00059707
LRS section: 1133059707
Functional class: 7U - Local (Urban)
Coordinates: 33.3802447638967, -84.5470149010618

Site Data



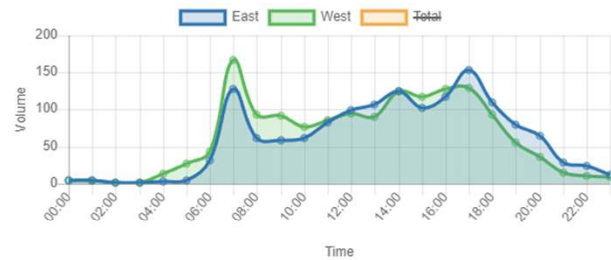
Count History

Year	Month	Count type	Duration	Count
2019	December	Class	48 hours	4,462
2016	March	Class	48 hours	4,440
2012	May	Volume	48 hours	3,786

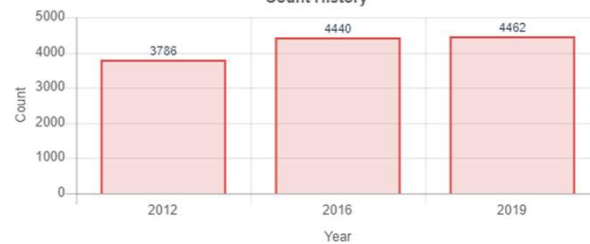
Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated
AADT	3,350	3,350	3,600	4,000	4,230	4,220	4,250	3,940	4,250	4,360
K-Factor	-	-	-	0.103	-	-	-	0.115	0.115	0.115
D-Factor	-	-	-	0.600	-	-	-	0.560	0.560	0.560
Future AADT	-	-	-	4,140	5,330	6,020	7,050	7,050	8,100	7,200

Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2019

1. Motorcycles 2 axes, 2 or 3 wheels.		0.21%
2. Passenger cars 2 axes. Can have 1- or 2-axle trailers.		76.43%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		18.72%
4. Buses 2- or 3-axle, full length.		0.67%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.96%
6. Single-unit trucks 3-axle, single-unit trucks.		0.59%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.39%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.01%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0%

APPENDIX F

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS



Intersection	
Intersection Delay, s/veh	71.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕		↵	↕	
Traffic Vol, veh/h	47	94	149	29	223	34	396	207	27	34	119	140
Future Vol, veh/h	47	94	149	29	223	34	396	207	27	34	119	140
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	4	5	7	7	3	3	1	2	0	0	3	4
Mvmt Flow	58	116	184	36	275	42	489	256	33	42	147	173
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	49.5	53	115.1	19.8
HCM LOS	E	F	F	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	16%	10%	100%	0%	0%
Vol Thru, %	0%	100%	72%	32%	78%	0%	100%	22%
Vol Right, %	0%	0%	28%	51%	12%	0%	0%	78%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	138	96	290	286	34	79	180
LT Vol	396	0	0	47	29	34	0	0
Through Vol	0	138	69	94	223	0	79	40
RT Vol	0	0	27	149	34	0	0	140
Lane Flow Rate	489	170	119	358	353	42	98	222
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.283	0.423	0.286	0.868	0.883	0.114	0.253	0.541
Departure Headway (Hd)	9.444	8.933	8.689	9.293	9.576	10.378	9.899	9.334
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	386	405	416	394	381	348	365	388
Service Time	7.144	6.633	6.389	6.993	7.276	8.078	7.599	7.034
HCM Lane V/C Ratio	1.267	0.42	0.286	0.909	0.927	0.121	0.268	0.572
HCM Control Delay, s/veh	173.3	18	14.8	49.5	53	14.4	15.9	22.5
HCM Lane LOS	F	C	B	E	F	B	C	C
HCM 95th-tile Q	21.9	2.1	1.2	8.5	8.7	0.4	1	3.1

Intersection	
Intersection Delay, s/veh	174.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕		↵	↕	
Traffic Vol, veh/h	100	171	407	33	193	46	313	222	20	80	417	139
Future Vol, veh/h	100	171	407	33	193	46	313	222	20	80	417	139
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	1	0	3	0	2	2	0	0	1	1
Mvmt Flow	110	188	447	36	212	51	344	244	22	88	458	153
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	451.1	49.5	50.3	41
HCM LOS	F	E	F	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	15%	12%	100%	0%	0%
Vol Thru, %	0%	100%	79%	25%	71%	0%	100%	50%
Vol Right, %	0%	0%	21%	60%	17%	0%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	313	148	94	678	272	80	278	278
LT Vol	313	0	0	100	33	80	0	0
Through Vol	0	148	74	171	193	0	278	139
RT Vol	0	0	20	407	46	0	0	139
Lane Flow Rate	344	163	103	745	299	88	305	305
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.936	0.42	0.262	1.934	0.806	0.238	0.788	0.758
Departure Headway (Hd)	12.096	11.549	11.349	9.345	11.809	12.133	11.605	11.222
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	303	314	319	395	308	298	315	327
Service Time	9.796	9.249	9.049	7.106	9.509	9.833	9.305	8.922
HCM Lane V/C Ratio	1.135	0.519	0.323	1.886	0.971	0.295	0.968	0.933
HCM Control Delay, s/veh	73.2	22.4	18	451.1	49.5	18.6	46.5	41.9
HCM Lane LOS	F	C	C	F	E	C	E	E
HCM 95th-tile Q	9.1	2	1	50.2	6.6	0.9	6.3	5.9

APPENDIX G

CAPACITY ANALYSIS RESULTS - BACKGROUND CONDITIONS



Intersection	
Intersection Delay, s/veh	74.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕		↵	↕	
Traffic Vol, veh/h	47	94	150	29	225	34	400	209	27	34	120	141
Future Vol, veh/h	47	94	150	29	225	34	400	209	27	34	120	141
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	4	5	7	7	3	3	1	2	0	0	3	4
Mvmt Flow	58	116	185	36	278	42	494	258	33	42	148	174
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	50.6	54.7	119.8	20
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	16%	10%	100%	0%	0%
Vol Thru, %	0%	100%	72%	32%	78%	0%	100%	22%
Vol Right, %	0%	0%	28%	52%	12%	0%	0%	78%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	400	139	97	291	288	34	80	181
LT Vol	400	0	0	47	29	34	0	0
Through Vol	0	139	70	94	225	0	80	40
RT Vol	0	0	27	150	34	0	0	141
Lane Flow Rate	494	172	119	359	356	42	99	223
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.301	0.429	0.289	0.874	0.892	0.114	0.256	0.547
Departure Headway (Hd)	9.485	8.974	8.731	9.34	9.619	10.425	9.945	9.381
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	385	404	414	392	380	346	363	387
Service Time	7.185	6.674	6.431	7.04	7.319	8.125	7.645	7.081
HCM Lane V/C Ratio	1.283	0.426	0.287	0.916	0.937	0.121	0.273	0.576
HCM Control Delay, s/veh	180.6	18.2	14.9	50.6	54.7	14.5	16	22.8
HCM Lane LOS	F	C	B	F	F	B	C	C
HCM 95th-tile Q	22.5	2.1	1.2	8.6	8.9	0.4	1	3.2

Intersection												
Intersection Delay, s/veh	179.8											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	101	173	411	33	195	46	316	224	20	81	421	140
Future Vol, veh/h	101	173	411	33	195	46	316	224	20	81	421	140
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	1	0	3	0	2	2	0	0	1	1
Mvmt Flow	111	190	452	36	214	51	347	246	22	89	463	154
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	464.4	51.1	52.1	42.3
HCM LOS	F	F	F	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	15%	12%	100%	0%	0%
Vol Thru, %	0%	100%	79%	25%	71%	0%	100%	50%
Vol Right, %	0%	0%	21%	60%	17%	0%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	316	149	95	685	274	81	281	280
LT Vol	316	0	0	101	33	81	0	0
Through Vol	0	149	75	173	195	0	281	140
RT Vol	0	0	20	411	46	0	0	140
Lane Flow Rate	347	164	104	753	301	89	308	308
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.948	0.425	0.264	1.964	0.815	0.242	0.798	0.767
Departure Headway (Hd)	12.178	11.63	11.431	9.395	11.904	12.225	11.696	11.313
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	302	312	316	391	307	296	312	323
Service Time	9.878	9.33	9.131	7.156	9.604	9.925	9.396	9.013
HCM Lane V/C Ratio	1.149	0.526	0.329	1.926	0.98	0.301	0.987	0.954
HCM Control Delay, s/veh	76.2	22.7	18.2	464.4	51.1	18.8	48.1	43.2
HCM Lane LOS	F	C	C	F	F	C	E	E
HCM 95th-tile Q	9.3	2	1	51.3	6.7	0.9	6.5	6

Intersection												
Intersection Delay, s/veh	137.6											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	56	114	180	35	270	41	480	251	32	41	144	169
Future Vol, veh/h	56	114	180	35	270	41	480	251	32	41	144	169
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	4	5	7	7	3	3	1	2	0	0	3	4
Mvmt Flow	69	141	222	43	333	51	593	310	40	51	178	209
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	116.6	125.5	203.8	27.6
HCM LOS	F	F	F	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	16%	10%	100%	0%	0%
Vol Thru, %	0%	100%	72%	33%	78%	0%	100%	22%
Vol Right, %	0%	0%	28%	51%	12%	0%	0%	78%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	480	167	116	350	346	41	96	217
LT Vol	480	0	0	56	35	41	0	0
Through Vol	0	167	84	114	270	0	96	48
RT Vol	0	0	32	180	41	0	0	169
Lane Flow Rate	593	207	143	432	427	51	119	268
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.604	0.532	0.358	1.118	1.141	0.144	0.322	0.689
Departure Headway (Hd)	10.723	10.204	9.96	10.378	10.651	11.596	11.109	10.537
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	344	355	364	354	346	311	326	346
Service Time	8.423	7.904	7.66	8.078	8.351	9.296	8.809	8.237
HCM Lane V/C Ratio	1.724	0.583	0.393	1.22	1.234	0.164	0.365	0.775
HCM Control Delay, s/veh	311.2	23.9	18.1	116.6	125.5	16.2	19	33.6
HCM Lane LOS	F	C	C	F	F	C	C	D
HCM 95th-tile Q	31.7	3	1.6	14.9	15.4	0.5	1.4	4.9

Intersection	
Intersection Delay, s/veh	282.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕		↵	↕	
Traffic Vol, veh/h	121	208	493	40	234	55	379	269	24	97	505	168
Future Vol, veh/h	121	208	493	40	234	55	379	269	24	97	505	168
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	1	0	3	0	2	2	0	0	1	1
Mvmt Flow	133	229	542	44	257	60	416	296	26	107	555	185
Number of Lanes	0	1	0	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	1
HCM Control Delay, s/veh	696.5	103.7	97.4	78.8
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	15%	12%	100%	0%	0%
Vol Thru, %	0%	100%	79%	25%	71%	0%	100%	50%
Vol Right, %	0%	0%	21%	60%	17%	0%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	379	179	114	822	329	97	337	336
LT Vol	379	0	0	121	40	97	0	0
Through Vol	0	179	90	208	234	0	337	168
RT Vol	0	0	24	493	55	0	0	168
Lane Flow Rate	416	197	125	903	362	107	370	370
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	1.186	0.534	0.332	2.48	1.032	0.302	0.997	0.961
Departure Headway (Hd)	13.428	12.873	12.671	10.539	13.708	13.747	13.21	12.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	275	282	286	352	268	263	277	285
Service Time	11.128	10.573	10.371	8.239	11.408	11.447	10.91	10.52
HCM Lane V/C Ratio	1.513	0.699	0.437	2.565	1.351	0.407	1.336	1.298
HCM Control Delay, s/veh	152.4	29.4	21.5	696.5	103.7	22.3	92.2	81.7
HCM Lane LOS	F	D	C	F	F	C	F	F
HCM 95th-tile Q	14.5	2.9	1.4	67.9	10.6	1.2	10	9.4

APPENDIX H

CAPACITY ANALYSIS RESULTS - ROUNDABOUT



MOVEMENT SUMMARY

 Site: 101 [2026 AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] ft				mph
South: P'tree Pkwy														
3	L2	400	1.0	494	1.0	0.532	8.1	LOS A	4.4	111.9	0.55	0.37	0.55	32.5
8	T1	209	2.0	258	2.0	0.532	8.1	LOS A	4.4	111.9	0.55	0.37	0.55	32.3
18	R2	27	0.0	33	0.0	0.022	2.6	LOS A	0.1	2.9	0.30	0.13	0.30	35.8
Approach		636	1.3	785	1.3	0.532	7.8	LOS A	4.4	111.9	0.54	0.36	0.54	32.5
East: Crosstown Dr														
1	L2	29	7.0	36	7.0	0.375	9.0	LOS A	3.0	77.4	0.89	0.79	0.89	33.6
6	T1	225	3.0	278	3.0	0.375	8.8	LOS A	3.0	77.4	0.89	0.79	0.89	33.5
16	R2	34	3.0	42	3.0	0.033	3.1	LOS A	0.2	4.6	0.45	0.25	0.45	35.5
Approach		288	3.4	356	3.4	0.375	8.1	LOS A	3.0	77.4	0.84	0.73	0.84	33.7
North: P'tree Pkwy														
7	L2	34	0.0	42	0.0	0.213	6.1	LOS A	1.5	39.3	0.80	0.67	0.80	34.7
4	T1	120	3.0	148	3.0	0.213	6.2	LOS A	1.5	39.3	0.80	0.67	0.80	34.4
14	R2	141	4.0	174	4.0	0.193	5.9	LOS A	1.3	34.8	0.78	0.64	0.78	33.9
Approach		295	3.1	364	3.1	0.213	6.1	LOS A	1.5	39.3	0.79	0.66	0.79	34.2
West: Crosstown Dr														
5	L2	47	4.0	58	4.0	0.131	3.8	LOS A	0.8	20.7	0.43	0.25	0.43	35.5
2	T1	94	5.0	116	5.0	0.131	3.8	LOS A	0.8	20.7	0.43	0.25	0.43	35.3
12	R2	150	7.0	185	7.0	0.138	3.8	LOS A	0.8	22.0	0.39	0.22	0.39	35.0
Approach		291	5.9	359	5.9	0.138	3.8	LOS A	0.8	22.0	0.41	0.24	0.41	35.2
All Vehicles		1510	2.9	1864	2.9	0.532	6.8	LOS A	4.4	111.9	0.62	0.46	0.62	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\Engineer2-GA\OneDrive - Lumin8\GA Eng - Active Projects\24-20-1883 - Peachtree Pkwy at Crosstown Dr Study - ISE\STUDIES\Roundabout\Project1.sip9

MOVEMENT SUMMARY

 Site: 101 [2026 PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh ft		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: P'tree Pkwy														
3	L2	316	2.0	347	2.0	0.484	8.1	LOS A	3.9	99.8	0.70	0.54	0.70	32.6
8	T1	224	2.0	246	2.0	0.484	8.1	LOS A	3.9	99.8	0.70	0.54	0.70	32.5
18	R2	20	0.0	22	0.0	0.016	2.8	LOS A	0.1	2.2	0.41	0.21	0.41	35.7
Approach		560	1.9	615	1.9	0.484	7.9	LOS A	3.9	99.8	0.69	0.52	0.69	32.7
East: Crosstown Dr														
1	L2	33	0.0	36	0.0	0.272	6.6	LOS A	2.1	52.5	0.81	0.68	0.81	34.7
6	T1	195	3.0	214	3.0	0.272	6.8	LOS A	2.1	52.5	0.81	0.68	0.81	34.4
16	R2	46	0.0	51	0.0	0.039	3.1	LOS A	0.2	5.6	0.48	0.28	0.48	35.6
Approach		274	2.1	301	2.1	0.272	6.1	LOS A	2.1	52.5	0.75	0.61	0.75	34.6
North: P'tree Pkwy														
7	L2	81	0.0	89	0.0	0.511	9.3	LOS A	4.7	118.1	0.82	0.74	0.91	33.3
4	T1	421	1.0	463	1.0	0.511	9.3	LOS A	4.7	118.1	0.82	0.74	0.91	33.1
14	R2	140	1.0	154	1.0	0.139	4.5	LOS A	0.9	22.8	0.65	0.48	0.65	34.7
Approach		642	0.9	705	0.9	0.511	8.3	LOS A	4.7	118.1	0.78	0.69	0.85	33.5
West: Crosstown Dr														
5	L2	101	0.0	111	0.0	0.291	6.4	LOS A	2.3	56.4	0.77	0.62	0.77	34.2
2	T1	173	0.0	190	0.0	0.291	6.4	LOS A	2.3	56.4	0.77	0.62	0.77	33.9
12	R2	411	1.0	452	1.0	0.407	7.5	LOS A	3.3	82.5	0.76	0.61	0.76	33.2
Approach		685	0.6	753	0.6	0.407	7.1	LOS A	3.3	82.5	0.76	0.61	0.76	33.5
All Vehicles		2161	1.2	2375	1.2	0.511	7.5	LOS A	4.7	118.1	0.75	0.61	0.77	33.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\Engineer2-GA\OneDrive - Lumin8\GA Eng - Active Projects\24-20-1883 - Peachtree Pkwy at Crosstown Dr Study - ISE\STUDIES\Roundabout\Project1.sip9

MOVEMENT SUMMARY

 Site: 101 [2046 AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES [Total HV] veh/h %		DEMAND FLOWS [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. Dist] veh ft		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: P'tree Pkwy														
3	L2	480	1.0	593	1.0	0.661	10.9	LOS B	7.4	188.2	0.70	0.53	0.76	31.2
8	T1	251	2.0	310	2.0	0.661	10.9	LOS B	7.4	188.2	0.70	0.53	0.76	31.0
18	R2	32	0.0	40	0.0	0.027	2.7	LOS A	0.1	3.6	0.34	0.16	0.34	35.8
Approach		763	1.3	942	1.3	0.661	10.6	LOS B	7.4	188.2	0.68	0.52	0.74	31.3
East: Crosstown Dr														
1	L2	35	7.0	43	7.0	0.579	16.1	LOS C	6.6	170.2	1.00	1.09	1.33	30.4
6	T1	270	3.0	333	3.0	0.579	15.8	LOS C	6.6	170.2	1.00	1.09	1.33	30.4
16	R2	41	3.0	51	3.0	0.042	3.3	LOS A	0.2	6.2	0.51	0.31	0.51	35.4
Approach		346	3.4	427	3.4	0.579	14.3	LOS B	6.6	170.2	0.94	1.00	1.24	30.9
North: P'tree Pkwy														
7	L2	41	0.0	51	0.0	0.313	8.6	LOS A	2.5	64.3	0.93	0.83	0.93	33.4
4	T1	144	3.0	178	3.0	0.313	8.8	LOS A	2.5	64.3	0.93	0.83	0.93	33.2
14	R2	169	4.0	209	4.0	0.280	8.1	LOS A	2.2	56.4	0.90	0.80	0.90	32.8
Approach		354	3.1	437	3.1	0.313	8.4	LOS A	2.5	64.3	0.92	0.82	0.92	33.0
West: Crosstown Dr														
5	L2	56	4.0	69	4.0	0.165	4.2	LOS A	1.1	27.6	0.49	0.31	0.49	35.3
2	T1	114	5.0	141	5.0	0.165	4.2	LOS A	1.1	27.6	0.49	0.31	0.49	35.1
12	R2	180	7.0	222	7.0	0.172	4.2	LOS A	1.1	28.8	0.45	0.27	0.45	34.8
Approach		350	5.9	432	5.9	0.172	4.2	LOS A	1.1	28.8	0.47	0.29	0.47	35.0
All Vehicles		1813	2.9	2238	2.9	0.661	9.6	LOS A	7.4	188.2	0.74	0.62	0.82	32.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\Engineer2-GA\OneDrive - Lumin8\GA Eng - Active Projects\24-20-1883 - Peachtree Pkwy at Crosstown Dr Study - ISE\STUDIES\Roundabout\Project1.sip9

MOVEMENT SUMMARY

 Site: 101 [2046 PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: P'tree Pkwy														
3	L2	379	2.0	416	2.0	0.627	11.5	LOS B	8.1	205.0	0.85	0.82	1.10	31.2
8	T1	269	2.0	296	2.0	0.627	11.5	LOS B	8.1	205.0	0.85	0.82	1.10	31.0
18	R2	24	0.0	26	0.0	0.020	2.9	LOS A	0.1	2.9	0.47	0.25	0.47	35.6
Approach		672	1.9	738	1.9	0.627	11.2	LOS B	8.1	205.0	0.84	0.80	1.07	31.2
East: Crosstown Dr														
1	L2	40	0.0	44	0.0	0.401	9.8	LOS A	3.4	87.7	0.96	0.86	0.96	33.1
6	T1	234	3.0	257	3.0	0.401	10.0	LOS B	3.4	87.7	0.96	0.86	0.96	32.8
16	R2	55	0.0	60	0.0	0.050	3.4	LOS A	0.3	7.6	0.55	0.34	0.55	35.4
Approach		329	2.1	362	2.1	0.401	8.9	LOS A	3.4	87.7	0.89	0.77	0.89	33.2
North: P'tree Pkwy														
7	L2	97	0.0	107	0.0	0.698	15.5	LOS C	10.4	262.9	0.99	1.14	1.53	30.6
4	T1	505	1.0	555	1.0	0.698	15.6	LOS C	10.4	262.9	0.99	1.14	1.53	30.4
14	R2	168	1.0	185	1.0	0.189	5.5	LOS A	1.3	34.0	0.75	0.60	0.75	34.2
Approach		770	0.9	846	0.9	0.698	13.4	LOS B	10.4	262.9	0.94	1.02	1.36	31.2
West: Crosstown Dr														
5	L2	121	0.0	133	0.0	0.416	9.1	LOS A	3.7	91.5	0.92	0.80	0.92	32.8
2	T1	208	0.0	229	0.0	0.416	9.1	LOS A	3.7	91.5	0.92	0.80	0.92	32.6
12	R2	493	1.0	542	1.0	0.556	11.0	LOS B	6.2	155.9	0.92	0.87	1.10	31.5
Approach		822	0.6	903	0.6	0.556	10.3	LOS B	6.2	155.9	0.92	0.84	1.03	32.0
All Vehicles		2593	1.2	2849	1.2	0.698	11.2	LOS B	10.4	262.9	0.90	0.88	1.12	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\Engineer2-GA\OneDrive - Lumin8\GA Eng - Active Projects\24-20-1883 - Peachtree Pkwy at Crosstown Dr Study - ISE\STUDIES\Roundabout\Project1.sip9

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: Jonathan Miller, Public Works Director 5/6/2024
Paul Salvatore, Finance Director 5/9/2024
Yasmin Julio, Interim Assistant City Manager 5/9/2024
Justin Strickland, Interim City Manager 5/9/2024

DATE: May 16, 2024

SUBJECT: 05-24-06 2024 Paving Bid Award

Recommendation:

Award the 2024 paving bid to Atlanta Paving and Concrete in the amount of \$5,555,555.00.

Discussion:

Staff solicited bids from several paving companies, and four bids were received. Bids were opened on May 2, 2024 and are as follows:

ATL PAVING & CONC	\$5,555,555.00
BLOUNT	\$5,615,396.28
CW MATTHEWS	\$6,545,563.07
SUMMIT	\$5,961,996.74

Staff has reviewed the references and bid documents provided by Atlanta Paving and Concrete and finds them acceptable.

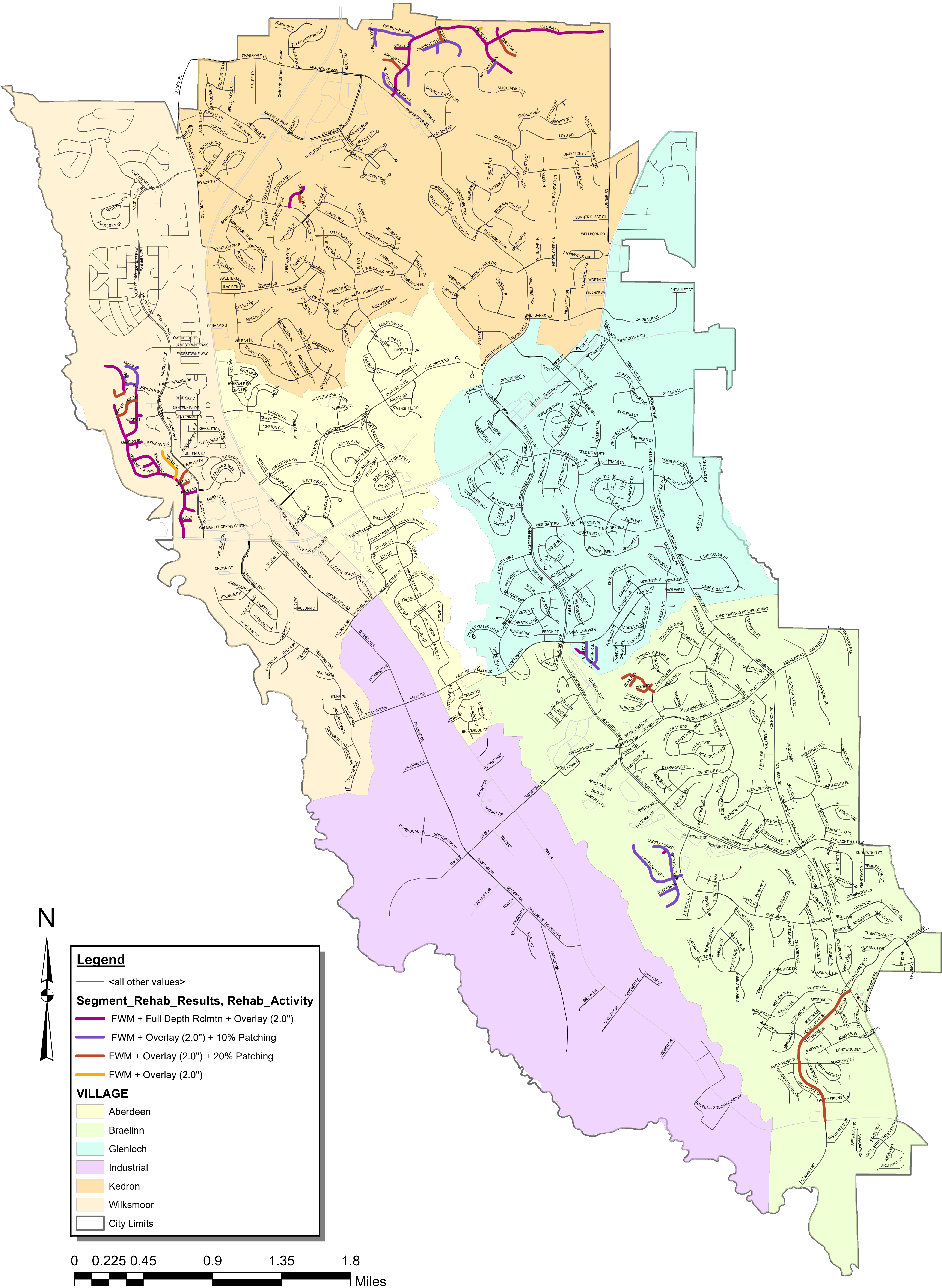
Budget Impact:

There are sufficient funds available in the LMIG Program (335-4100-522270-CIP24-23) and SPLOST Program (Account 321-4220-541400-SP17-001).

Attachments:

1. 2024 Paving

2024 PROPOSED PAVING



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: David Borkowski, City Engineer 5/10/2024
Yasmin Julio, Interim Assistant City Manager 5/10/2024
Justin Strickland, Interim City Manager 5/10/2024

DATE: May 16, 2024

SUBJECT: 05-24-07 Drainage Easement Abandonment Request- 713 Magnolia Walk

Recommendation:

Approve or deny the property owner's request to abandon 4' of the existing drainage easement along the rear of 713 Magnolia Walk.

Discussion:

City Staff has reviewed the property in question and the encroachment of the pool construction into the existing drainage easement. This easement was platted as part of the Smokerise Corners development and deeded to the City to maintain the designed drainage along the rear of these properties. In the area of the easement, the hydrology design calls for a ditch to carry storm water runoff from the rear of the lots along Magnolia Walk into the neighborhood storm water pond where it is treated for water quality and detained for flood control per the requirements of the City Ordinances.

Originally, the property owner submitted a permit application for the construction of a pool in the rear of their property. The permit documentation showed the pool and all associated structural improvements to be located outside the drainage easement and was approved. During a construction inspection of the pool, it was discovered that the pool was not built according to the approved plans and a wall had been built 3.8' into the city's drainage easement. The owner has therefore requested the city abandon a portion of the easement that their pool wall encroaches onto. The drainage easement abandonment would be 4' wide along the entire 70' length of the rear property line, 280sf. The owner retained the services of an outside engineer to review the approved as-built hydrology study, existing conditions of the property, and surrounding neighborhood. Their engineer's report is attached and shows that if the city chooses to abandon the requested portion of the drainage easement, it will not adversely impact the original storm water design nor the proper drainage of storm water from properties located upstream or downstream of this property.

If this abandonment is approved by Council, the homeowner would be responsible for recording the abandonment deed with the Fayette County Clerk and any associated charges.

Budget Impact:

None

Attachments:

1. McCarthy Drainage Easement Abandonment Request
2. #713 MAGNOLIA WALKasbuilt survey
3. 713 Magnolia Walk- photo
4. 2024.05.09 713 Magnolia Walk Pool Memo



P.O. Box 63, Sharpsburg, GA 30277
6786322217

Peachtree City Manager and Peachtree City Council members,

We are requesting your attention regarding a matter at the home of Joli McCarthy at 713 Magnolia Walk, Lot 7, PTC.

Issue: Although we did our due diligence in researching the site and surveying the property, unfortunately we received inaccurate information. The original survey company and home builder advised the drainage easement started 22' from the back of the house. We measured from the back corner of the home to the stated 22' drainage easement. On 3/13/24, the pool foundation was poured. When we conducted the pool wall foundation survey, we learned that the original easement measurement information was incorrect. Please see the attached photo. Our survey measured from the back corner of the structure (blue), and the builder/original survey company measured from the base of the foundation (red), which did not account for a 4' covered porch area. The measurement inaccuracies resulted in a 3'8" overage into the stated easement area.

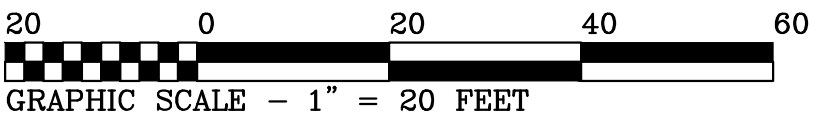
Solution: We are requesting the city please abandon the 3'8" drainage easement back to the homeowner so we can continue with finishing the swimming pool. The city will maintain 17'4" in available drainage easement as well as 50' of city greenbelt.

Important supporting information: Currently, there is nothing in or above ground at this drainage easement. There are no plans for this drainage easement. The natural run-off runs through the city-owned greenspace and not in the drainage easement. This drainage easement is currently landscaped and maintained by the homeowner. The homeowner states there have never been any storm water issues in this area. We have asked several neighbors who have stated the same. It is also of great importance to note the back wall of the pool is a 16" raised concrete wall that would also serve as a retaining wall to divert water away from the homeowners' and surrounding homes.

Improvement: The homeowners are committed to keeping the drainage easement accessible and beautiful.

----- Tim Broadwell -----
Pres/Owner Atlanta Pool Solutions

Joli McCarthy
Homeowner
713 Magnolia Walk, Peachtree City



THIS BLOCK RESERVED FOR THE CLERK
OF THE SUPERIOR COURT.

- NOTES:
1. THE PURPOSE OF THIS PLAT IS TO POOL UNDER CONSTRUCTION.
 2. REFERENCES FOR THE BOUNDARY/NOTES INFORMATION SHOWN HEREON WERE MADE TO PLAT BOOK 101, PAGES 47-50 OF FAYETTE COUNTY RECORDS.
 3. DATE OF FIELDWORK: MARCH 2024.
 4. THIS PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY FEMA FLOOD INSURANCE RATE MAP NUMBER 113113C0091E WITH AN EFFECTIVE DATE OF SEPTEMBER 26, 2008.

LEGEND	
E.O.P.	= EDGE OF PAVEMENT
R/W	= RIGHT OF WAY
I.P.F.	= IRON PIN FOUND
I.P.P.	= IRON PIN PLACED
C.T.	= CRIMPED TOP PIPE
R.B.	= REINFORCING BAR
O.T.	= OPEN TOP
N/F	= NOW OR FORMERLY
B/L	= BUILDING LINE
P.P.	= POWER POLE
L.L.L.	= LAND LOT LINE
D.B.	= DEED BOOK
P.B.	= PLAT BOOK
C.M.F.	= CONCRETE MONUMENT FOUND
P.O.B.	= POINT OF BEGINNING
A.K.A.	= ALSO KNOWN AS
U.E.	= UTILITY EASEMENT
D.E.	= DRAINAGE EASEMENT
L.P.	= LIGHT POLE
F.H.	= FIRE HYDRANT
W.M.	= WATER METER
M.F.F.E.	= MINIMUM FINISHED FLOOR ELEVATION
L.A.G.	= LOWEST ADJACENT GRADE
H.A.G.	= HIGHEST ADJACENT GRADE
D.I.	= DROP INLET
J.B.	= JUNCTION BOX
C.B.	= CATCH BASIN
T.B.M.	= TEMPORARY BENCHMARK

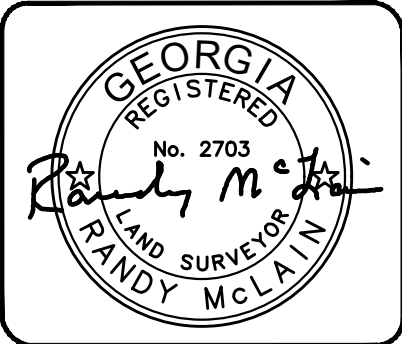
DATE: MARCH 25, 2024	ISSUE		
SCALE: 1"=20'	No.	DESCRIPTION	DATE
ACREAGE:			
CITY:			
DRAWN: TM			
CHECKED: RM			
PROJECT #: 24-090			

IN MY OPINION, THIS IS A TRUE AND CORRECT REPRESENTATION OF THE PLATTED PROPERTY AND HAS BEEN PREPARED IN CONFORMITY WITH THE STANDARDS AND REQUIREMENTS OF LAW.

RANDY MCCLAIN
GEORGIA R.L.S. #2703

SURVEY FOR:

JOLI MCCARTHY
JEREMY WILSON
TAX PARCEL 071932007
LOT 7 SMOKERISE CORNERS P.B. 101 PGS 47-50
LAND LOT 70 - 7TH. DISTRICT
FAYETTE COUNTY, GEORGIA



McLAIN SURVEYING, INC.

LAND SURVEYING - LAND PLANNING - LAND DEVELOPMENT

6 MADISON STREET
NEWNAN, GEORGIA 30263
PHONE: 770-251-8523 - EMAIL: tmclain339@numail.org

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OF LAND. MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMIT, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

THE DATUM (BASE FOR THE BEARINGS) FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPMENT BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)-STATE PLANE COORDINATE SYSTEM OF GEORGIA-WEST ZONE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR, GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.



April 22, 2024
Revised May 9, 2024

Attn: Tim Broadwell
Atlanta Pool Solutions
P.O. Box 63
Sharpsburg, GA, 30277

Regarding: 713 Magnolia Walk
Peachtree City, GA 30277

Subject: Pool Encroachment into Drainage Easement.

Mr. Broadwell:

Per your request, I have reviewed the survey and as-built drainage study, and I have inspected the subject site referenced above. The purpose of my review and inspection was to determine if the pool construction at the subject property was encroaching into existing drainage improvements, or whether said construction will have any impact on the rear drainage of the subject property and adjacent lots.

The subject property is located at 713 Magnolia Walk, in Peachtree City. The property is located on the north side of Magnolia Walk, an improved street including curb, gutter, sidewalk and storm drain improvements. During my inspection, I opened manhole covers for catch basins adjacent to the subject property and verified that runoff from the front yards of the homes located on Magnolia Walk, as well as runoff tributary from the street itself, is collected and conveyed in the storm drain system that is referenced in the As-Built Hydrology report, and is not tributary to the rear yards of the properties located on the north side of Magnolia Lane.

Upon inspection, I observed that there is an existing drainage swale behind the rear yard of the subject property. The existing swale location measures approximately 30-feet north of the northerly pool wall. To the east of the existing swale, there are four rear yards tributary, to the upstream existing drainage swale that continues through the subject site. To the west of the existing swale, there are six rear yards tributary to the continuation of said swale. The existing drainage swale outlets to a project detention basin south and west of the subject property. Immediately north of, and adjacent to the subject property, there is an existing access gate from Sumner Road, presumably built for drainage maintenance purposes.

I also observed that several other properties have rear yard encroachments into the drainage easement, including retaining walls and fences.

Based on my observations, I have prepared the following rational method calculation of the anticipated flow in the existing drainage swale, at the downstream end of the subject property, for the 100-year recurrence event:

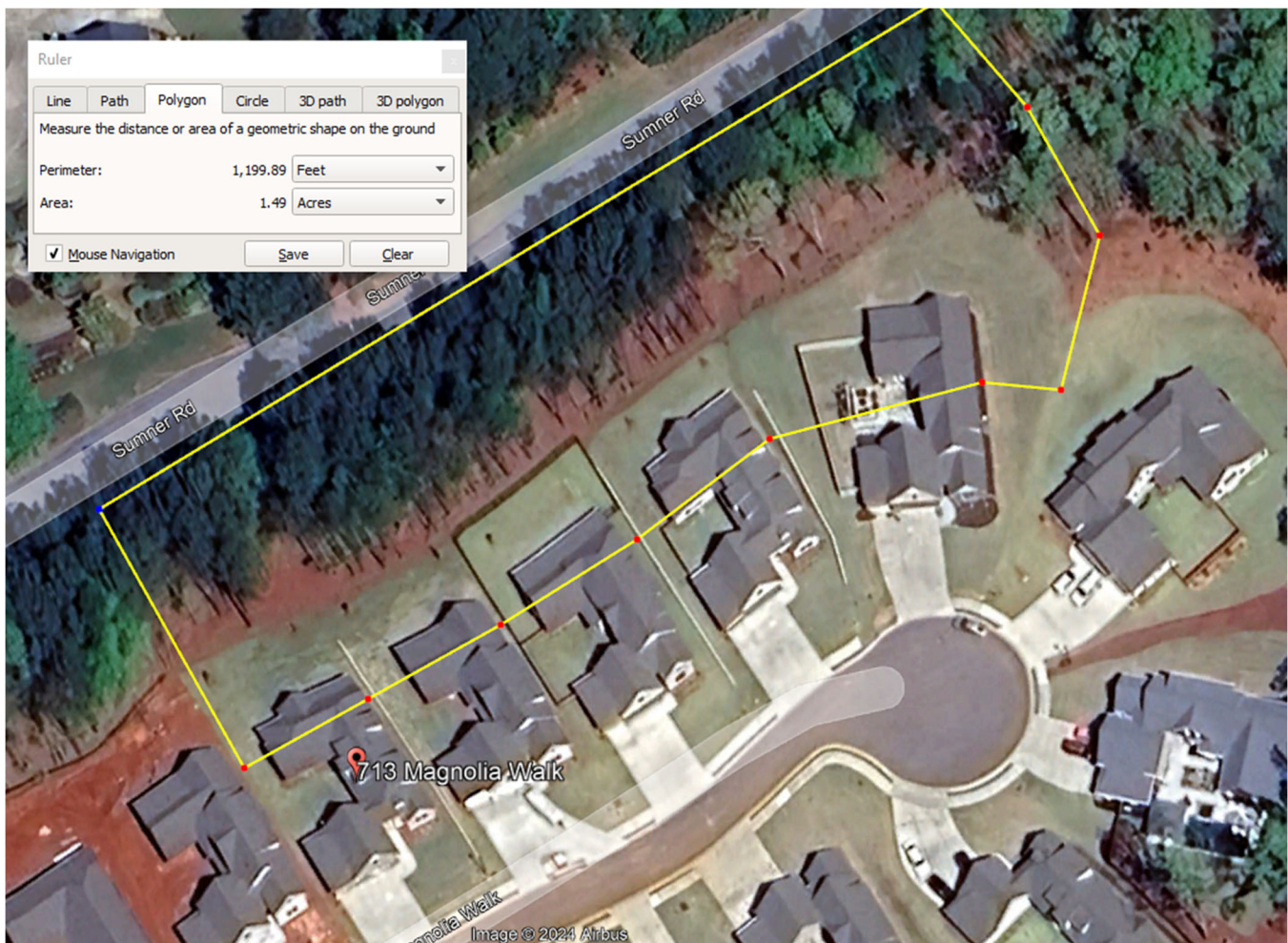
$Q \text{ (CFS)} = CIA$ [Basic rational method formula]

$C = 0.68$ (residential one acre lots to approximate residential development and City Greenbelt Buffer tributary to subject swale)

$I = 8.22$ inches per hour (per As-Built Drainage Study)

$A = 1.5$ Acres (per Google Earth measurement (see below))

$Q_{100} = 0.68 \times 8.22 \times 1.5 = \mathbf{8.38 \text{ CFS}}$



Area Tributary to Rear Yard Swale

Based on my measurements and observations. I found the existing swale at the rear yard to be approximately 30-feet north the pool wall, and approximately 60 feet south of the existing Sumner Road pavement. The existing swale is approximately 2-feet lower than the grade north of the pool wall.

Flow depth and width were calculated for the existing swale using Manning's equation for open channel flow, assuming the following:

Channel Type – Trapezoid

N – Value = 0.022 (weathered earthen channel)

Side slopes = 30 Horizontal : 2 Vertical

Channel Slope = 1%

$Q_{100} = 8.38$ CFS

And result as follows:

Maximum Flow Depth = 0.44 feet

Flow width = 14.08 feet

I have reviewed the As-Built Hydrology Study, prepared by Hovey and Associates Inc., dated May 5, 2021. It is my understanding that the As-Built Drainage study was provided by the City. The As-Built study, unfortunately, does not address the rear yard swales for the subject and adjacent parcels. The study only addresses project storm drain pipes and does not depict tributary areas with graphic exhibits. As verified by observations, the drainage swale in question does not appear to be tributary to any of the pipes referenced in the study. Additionally, there is no evidence of any of the pipes referenced in the study draining to the swale. Therefore, I find that the As-built Study has little to no bearing or value with regard to determining the capacity of the existing swale, or the impact of encroachments thereto.

I have reviewed the survey exhibit prepared by McLain Survey, Inc., Dated March 25, 2004. The survey exhibit indicates a potential encroachment of the pool into the existing drainage easement of approximately 3.8 feet. However, the exhibit also indicates that the precise location of the drainage easement cannot be accurately surveyed, as the original plat lacks sufficient dimensions to locate the easement with respect to property lines.

Therefore, based on my observations, measurements, review of existing documents and calculations, I find the following:

- The section of the flowline of the existing drainage swale north of the subject property lies entirely within the City Greenbelt area.
- The construction of the pool has not altered the location of the flowline.
- The existing flowline is approximately 30-feet north of the pool wall.
- There are other existing private improvements on adjacent and upstream lots, likely within the drainage easement, that are closer to the flowline, and could potentially have a greater impact to the flow than the subject pool wall.
- There is sufficient access for maintenance of the drainage swale, via the existing gate and the pool wall does not prohibit access at the subject property or in either direction for maintenance purposes.
- The 100-year flow tributary to the swale has an approximate maximum top width of 15 feet, the limits of which are 15 feet north of the pool wall.
- The easement in question cannot be located accurately with respect to the property lines as it is only shown graphically on the original plat.
- The easement in question does not appear to be mutually exclusive, as other private improvements exist within what appear to be the limits of the easement.

In summary, it is my professional opinion that the pool walls, as constructed, does not alter, or prevent the up or downstream flows in the subject drainage swale. Further, the pool walls as constructed do not prevent access to or the maintenance of the existing drainage swale.

Therefore, the pool walls as constructed at 713 Magnolia Walk will not adversely impact the original stormwater design and not adversely impact drainage upstream or downstream of the pool.

If you have any questions regarding the contents of this memo, please contact me.

Regards,



Robert Winslow, PE



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: Yasmin Julio, Interim Assistant City Manager 5/7/2024
Justin Strickland, Interim City Manager 5/9/2024

DATE: May 16, 2024

SUBJECT: 05-24-08 New Alcohol License - Qualified Location Permit - Lela's Place

Recommendation:

Approve the attached application for a Qualifying Location Permit.

Discussion:

Lela's Place, located at 110 Genevieve Court, has applied for a Qualified Location Permit. Ms. Lela Hinds Peterson has requested to be appointed as the Licensee. Many families hold special events at this location and a Qualified Location Permit will allow those who desire to serve malt beverages and wine the ability to do so.

Budget Impact:

The budget impact will be positive as Lela's Place will have to pay \$150 per year for the Qualified Location Permit and each Special Event Permit issued is an additional \$50.

Attachments:

1. Application_Redacted
2. 1000009014

[illegible]

ALCOHOLIC BEVERAGE LICENSE APPLIED FOR
Lela's Place
Hearing before City Council of the City of Peachtree City
On the 16th day of **May** 2024 at 6:30 p.m.



Lela's Place
VENUE & EVENT PLANNING
www.LelasPlace.com



CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: Robin Cailloux, Planning Director 5/9/2024
Kelly Bush, Assistant Finance Director 5/9/2024
Yasmin Julio, Interim Assistant City Manager 5/9/2024
Justin Strickland, Interim City Manager 5/9/2024

DATE: May 16, 2024

SUBJECT: 05-24-09 Resolution- 05-16-2024PH 2024 Capital Improvement
Element (CIE) Annual Update

Recommendation:

Approve the attached Transmittal Resolution and authorize staff to submit the 2024 Capital Improvements Element Annual Update draft report to the Atlanta Regional Commission and Georgia Department of Community Affairs for their review and approval.

Discussion:

Staff has prepared a draft 2024 Capital Improvements Element (CIE) Annual Update. The update consists of a Financial Report and an addendum to the city's recently adopted Community Work Program component of the Comprehensive Plan. This update is required by the Georgia Development Impact Fee Act and the Georgia Planning Act.

Budget Impact:

There are no changes to the adopted FY 2024 budget associated with this request.

Attachments:

1. CIE 2024 Transmittal Resolution
2. Draft CIE 2024 Annual Update Report

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF PEACHTREE CITY
AUTHORIZING THE TRANSMITTAL OF THE
2024 CAPITAL IMPROVEMENTS ELEMENT (CIE) ANNUAL UPDATE
OF THE PEACHTREE CITY COMPREHENSIVE PLAN
TO THE ATLANTA REGIONAL COMMISSION FOR REVIEW.**

WHEREAS, the City of Peachtree City has prepared an annual update to a Capital Improvements Element; and

WHEREAS, the annual update of the Capital Improvements Element was prepared in accordance with the Development Impact Fee Compliance Requirements established by the Georgia Department of Community Affairs (DCA), and a Public Hearing was held on May 16, 2024 at 9:30 A.M. in the City Hall Council Chambers at 151 Willowbend Road in Peachtree City; and

BE IT THEREFORE RESOLVED, that the Mayor and Council of the City of Peachtree City does hereby submit the annual update of the Capital Improvements Element (CIE) covering the five-year period 2024 – 2028 to the Atlanta Regional Commission for review, as per the requirements of the Georgia Planning Act of 1989.

SO RESOLVED, this 16th day of May, 2024

Kim Learnard, Mayor

Laura Johnson, Post 1

Suzanne Brown, Post 2

Clint Holland, Post 3

Frank Destadio, Post 4

Attest: _____
City Clerk

Capital Improvements Element

2024 Annual Update

Financial Report & Community Work Program

*Adopted by Mayor and City Council
On TBD*

City of Peachtree City, Georgia

Introduction

This Capital Improvements Element (CIE) Annual Update has been prepared based on the rules and regulations pertaining to impact fees in Georgia, as specified by the *Development Impact Fee Act* (DIFA) and the Department of Community Affairs (DCA) documents *Development Impact Fee Compliance Requirements* and *Standards and Procedures for Local Comprehensive Planning*. These three documents dictate the essential elements of an Annual Update, specifically the inclusion of a financial report and a schedule of improvements.

According to the *Compliance Requirements*, the Annual Update:

“...must include: 1) the Annual Report on impact fees required under O.C.G.A. 36-71-8; and 2) a new fifth year schedule of improvements, and any changes to or revisions of previously listed CIE projects, including alterations in project costs, proposed changes in funding sources, construction schedules, or project scope.” (Chapter 110-12-2-.03(2)(c))

This Annual Update itself is based on the Peachtree City Capital Improvements Element, as adopted by the City on April 9, 2017.

Financial Report

The Financial Report included in this document is based on the requirements of DIFA, specifically:

“As part of its annual audit process, a municipality or county shall prepare an annual report describing the amount of any development impact fees collected, encumbered, and used during the preceding year by category of public facility and service area.” (O.C.G.A. 36-71-8(d)(1))

The City’s fiscal year runs from October 1 to September 30. Thus, the financial report included here is based on the audit prepared for FY 2023. The required financial information is summarized in Table 1, and detailed information for each public facility category appears in Tables 2 through 5.

Schedule of Improvements

In addition to the financial report, the City has prepared a five-year schedule of improvements (Community Work Program (CWP), as specified in the *Compliance Requirements* (Chapter 110-12-2-.03(2)(c)), which states that local governments that have a CIE must “update their entire Short Term Work Program (Community Work Program) annually.” The required annual CWP update addendum is presented as Table 6.

TABLE 1: SUMMARY City of Peachtree City Annual Impact Fee Financial Report FY 2023					
Public Facility Service Area- Citywide	Parks & Recreation	Police	Fire	Admin. Fees	TOTAL
Beginning Impact Fee Fund Balance at September 30, 2022	\$3,805,316.92	\$365,412.62	\$589,823.36	\$0.00	\$4,760,552.90
Impact Fees Collected in Fiscal Year 2023	\$443,110.20	\$19,587.57	\$96,783.78	\$16,779.67	\$576,261.22
Accrued Interest	\$365.22	\$33.10	\$60.46	\$0.00	\$458.78
(Project Expenditures)	-\$43,153.87	\$0.00	-\$93,106.96	\$0.00	-\$136,260.83
FY 2023 (Administrative/Other Costs)				-\$16,779.67	-\$16,779.67
(Impact Fee Refunds)					
Ending Impact Fee Fund Balance at September 30, 2023	\$4,205,638.47	\$385,033.29	\$593,560.64	\$0.00	\$5,184,232.40
Impact Fees Encumbered	\$4,205,638.47	\$385,033.29	\$593,560.64	\$0.00	\$5,184,232.40

TABLE 2: PARKS & RECREATION								
City of Peachtree City Annual Impact Fee Financial Report FY 2023								
Project Description	Project Start Date	Project End Date	Estimated / Actual Cost of Project	Max. % Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2023	FY24- FY29 Impact Fees identified	Status / Remarks Responsible Party
SR 54 W gateway bridge	FY2018	FY2025	\$ 3,750,000	66%	SPLOST17	\$3,000.00	\$ 363,000	project re-opened due to excessive erosion
N Peachtree Pkwy North Hill connection	FY2021	FY2024	\$ 257,333	66%	SPLOST17		\$ 169,840	in design
SR 54 E (Peachtree East to PTC UMC)	FY2018	FY2026	\$ 2,600,000	66%	SPLOST17		\$ 1,716,000	in design. Estimated costs increased due to utility relocation, stormwater management and easement acquisition
SR 54 parallel bridge at Lake Peachtree	FY2020	FY2025	\$ 645,129	66%	SPLOST17		\$ 425,785	under construction
N Peachtree Pkwy Walt Banks to Lake	FY2022	FY2025	\$ 359,070	66%	SPLOST17		\$ 236,986	under construction. Hawk signal installed
HWY 74 crossing near Crosstown Road	FY2017	FY2029	\$ 20,000	66%	SPLOST17		\$ 13,200	planning
Path connectivity to neighboring communities	FY2018	FY2029	\$ 465,495	66%	SPLOST17		\$ 307,227	planning
SR 74 North Gateway Bridge & path connection	FY2023	FY2029	\$ 4,000,000	66%	General Fund		\$ 2,640,000	cost estimate increased
Smokerise Point (existing to White Springs Ln)	FY2023	FY2029	\$ 20,901	66%	General Fund		\$ 13,795	planning
Smokerise Point (Ashley Way to Sedgewick Dr)	FY2023	FY2029	\$ 37,866	66%	General Fund		\$ 24,991	planning
Sumner Road sidepath	FY2023	FY2029	\$ 126,840	66%	General Fund		\$ 83,714	planning
SR 54 East crossing	FY2023	FY2029	\$ 4,000,000	66%	General Fund		\$ 2,640,000	cost estimate increased
Prime Point Share the Road connection	FY2023	FY2029	\$ 141,800	66%	General Fund		\$ 93,588	planning
Steven's Entry at N Peachtree Parkway	FY2019	FY2029	\$ 41,516	66%	General Fund		\$ 27,401	planning
Willow Road sidepath	FY2023	FY2029	\$ 147,670	66%	General Fund		\$ 97,462	planning
SR 74 S parallel connection (Police to Crosstown)	FY2023	FY2029	\$ 157,476	66%	General Fund		\$ 92,834	planning
Crosstown frontage path (Crosstown Ct to Arbor Ter)	FY2019	FY2029	\$ 134,570	66%	General Fund		\$ 88,816	planning
Crosstown Dr. over Flat Creek (northern side of RoW)	FY2019	FY2029	\$ 64,422	66%	General Fund		\$ 42,519	planning. Wetland area may make infeasable
P'tree Pkwy S sidepath (Village Pk to Fairways)	FY2023	FY2029	\$ 180,740	66%	General Fund		\$ 119,288	planning

TABLE 2: PARKS & RECREATION City of Peachtree City Annual Impact Fee Financial Report FY 2023								
Project Description	Project Start Date	Project End Date	Estimated / Actual Cost of Project	% Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2023	FY24- FY29 Impact Fees identified	Status / Remarks Responsible Party
Robinson Rd sidepath (Braelinn Rd to Colonnade)	FY2023	FY2023	\$ 132,566	66%	General Fund	\$19,070.00		complete. Realigned to remove fewer trees and lower costs
Robinson Rd sidepath tunnel connections	FY2023	FY2029	\$ 54,687	66%	General Fund		\$ 36,093	planning
Holly Grove Rd sidepath	FY2023	FY2029	\$ 150,318	66%	General Fund		\$ 99,210	planning
Mill Farms path connection to Meade tunnel	FY2023	FY2029	\$ 226,896	66%	General Fund		\$ 8,751	Est. cost increased due to increase in land costs
Connection from Mill Farms to existing SR 74 tunnel	FY2024	FY2029	\$ 50,178	66%	Dev. Agreement		\$ 33,117	planning
Hwy 74 s parallel connection (PAC to Cooper Cir)	FY2023	FY2029	\$ 346,734	66%	General Fund		\$ 228,844	planning
Hwy 74 S parallel connection (Cooper to Dividend)	FY2023	FY2029	\$ 187,611	66%	General Fund		\$ 123,823	planning
Dividend sidepath (74 to TDK)	FY2023	FY2029	\$ 372,073	66%	General Fund		\$ 245,568	planning
Falcon Drive path connecting Dividend Dr path to airport	FY2024	FY2029	\$ 51,609	66%	General Fund		\$ 34,062	planning
TDK parallel connection (74 to Dividend)	FY2023	FY2029	\$ 155,114	66%	General Fund		\$ 102,375	planning
TDK parallel connection (Dividend to Park)	FY2023	FY2029	\$ 380,734	66%	General Fund		\$ 251,284	planning
Dividend sidepath (TDK to Paschall Rd)	FY2023	FY2029	\$ 639,138	66%	General Fund		\$ 421,831	planning
Peachtree Villas path connection	FY2023	FY2029	\$ 45,310	66%	General Fund		\$ 29,905	planning
Huddleston Road path	FY2022	FY2024	\$ 231,704	66%	SPLOST17, Grants		\$ 152,925	planning
Fulton Court connection	FY2024	FY2029	\$ 8,590	66%	General Fund		\$ 5,669	planning
Senoia Road frontage path	FY2026	FY2029	\$ 355,323	66%	General Fund		\$ 234,513	planning
Panasonic connection (Flat Creek to Dividend Dr)	FY2022	FY2023	\$ 149,316	66%	General Fund			complete. No impact fees used
New Booth Middle School Stagecoach Path	FY2022	FY2023	\$ 126,267	66%	General Fund	\$21,083.87		complete- no RoW purchase required
			\$ 17,064,995			\$43,153.87	\$ 11,204,418	
Notes: Estimated Cost of Project figures are either Net Present Value from either the SPLOST 2017 report or are construction estimate costs based on current FY expenditures. For example, Actual FY23 expenditures on construction materials for path paving have been used to create an average per-linear-foot cost of constructing a new path (\$71.58/lf in FY23), which is then multiplied by the length on the project.								

TABLE 4: POLICE City of Peachtree City Annual Impact Fee Financial Report FY 2023								
Project Description	Project Start Date	Project End Date	Estimated Cost of Project	Max % Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2023	FY24- FY29 Impact Fees Identified	Status/ Remarks
Building Expansion	FY2015	FY2029	\$ 691,738	100%	N/A	\$0.00	\$ 677,338	Relocated expansion project to new PD building
			\$ 691,738			\$ -	\$ 677,338	
Notes: All figures are Net Present Value from 2017 CIE								

TABLE 5 FIRE PROTECTION City of Peachtree City Annual Impact Fee Financial Report FY 2023								
Project Description	Project Start Date	Project End Date	Estimated/ Actual Cost of Project	Max. % Funding from Imp. Fees	Other Funding Sources	Expenditures in FY 2023	FY24- FY29 Impact Fees Identified	Status/ Remarks
Station 86	FY2019	FY2026	\$ 3,062,162	100%	N/A	\$ 63,950.00	\$ 2,504,691.40	planning
Engine F550 (Heavy vehicle)	FY2019	FY2024	\$ 592,842	100%	N/A		\$ 592,842.28	on CIP
Station 83 Expansion	FY2022	FY2029	\$ 100,000	100%	N/A	\$29,156.96	\$ 21,580.04	in design
Heavy Vehicle	FY2026	FY2026	\$ 610,694	100%	N/A		\$ 610,694.28	on CIP
			\$ 6,998,975			\$93,106.96	\$ 3,729,808	
Notes: All figures are Net Present Value from 2017 CIE								

**TABLE 6:
COMMUNITY WORK PROGRAM ADDENDUM /
SCHEDULE OF IMPROVEMENTS
FY 2024 – 2028**

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
<i>Fire Protection & EMS</i>							
Station 86	City-wide	FY2019	FY2026	\$3,062,162	100%	Up to 100% Impact Fees On-Hand, Bonds, or General Fund	Fire Department
Engine F550 (Heavy Vehicle)	City-wide	FY2020	FY2025	\$592,842	100%	Up to 100% Impact Fees On-Hand or Debt Service	Fire Department
Station 83 Expansion	City-wide	FY2022	FY2029	\$100,000	100%	100% Impact Fees On-Hand	Fire Department
Heavy Vehicle Engine 85	City-wide	FY2026	FY2026	\$950,000	100%	100% Impact Fees On-Hand, SPLOST 23	Fire Department
Replace Staff Vehicle (2204)	City-wide	FY2024	FY2024	\$75,000	0%	Debt Service	Fire Department
Station 82 Exterior Building Sealant	City-wide	FY2024	FY2024	\$65,000	0%	Facility Maintenance Fund	Fire Department
Replace Staff Vehicle (22007)	City-wide	FY2025	FY2025	\$60,000	0%	Debt Service	Fire Department
Oxygen Generator	City-wide	FY2025	FY2025	\$200,000	0%	Debt Services	Fire Department

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Fire Protection & EMS, continued							
Fire Training Tower	City-wide	FY2025	FY2025	\$100,000	0%	ARPA	Fire Department
Replace Staff Vehicle (22025 & 22026)	City-wide	FY2026	FY2026	\$120,000	0%	Debt Service	Fire Department
SCBA Compressor	City-wide	FY2026	FY2026	\$200,000	0%	Debt Service	Fire Department
Replace Reserve Medic 83	City-wide	FY2027	FY2027	\$500,000	0%	Debt Service	Fire Department
Staff Vehicle Replacement	City-wide	FY2027	FY2027	\$50,000	0%	Debt Service	Fire Department
Replace Ford Explorer	City-wide	FY2028	FY2028	\$50,000	0%	Debt Service	Fire Department
Replace 2011 Reserve Engine	City-wide	FY2028	FY2028	\$800,000	0%	Debt Service	Fire Department
Police							
Building Expansion	City-wide	FY2015	FY2024	\$691,738	100%	100% Impact Fees	Police Department
Police Vehicle Replacements (10)	City-wide	FY2024	FY2024	\$680,000	0%	Debt Service	Police Department
Code Enforcement Maverick	City-wide	FY2024	FY2024	\$35,000	0%	Debt Service	Planning & Development
Police Vehicle Replacements (10)	City-wide	FY2025	FY2025	\$680,000	0%	Debt Service	Police Department
Gate opener	City-wide	FY2025	FY2025	\$15,000	0%	Facility Maintenance Fund	Police Department
Flooring Replacement	City-wide	FY2025	FY2025	\$40,000	0%	Facility Maintenance Fund	Police Department

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Police, continued							
Officer Wellness Equipment	City-wide	FY2025	FY2025	\$30,000	0%	General Fund	Police Department
Code Enforcement Maverick	City-wide	FY2025	FY2025	\$24,300	0%	Debt Service	Planning & Development
Police Vehicle Replacements (10)	City-wide	FY2026	FY2026	\$680,000	0%	Debt Service	Police Department
Laptop Replacements (30)	City-wide	FY2026	FY2026	\$115,000	0%	Debt Service	Police Department
Police Vehicle Replacements (10)	City-wide	FY2027	FY2027	\$680,000	0%	Debt Service	Police Department
VMS Trailer Replacement	City-wide	FY2027	FY2027	\$20,000	0%	General Fund	Police Department
Laptop Replacements (30)	City-wide	FY2027	FY2027	\$115,000	0%	Debt Service	Police Department
Police Vehicle Replacements (10)	City-wide	FY2028	FY2028	\$680,000	0%	Debt Service	Police Department
Laptop Replacements (30)	City-wide	FY2028	FY2028	\$125,000	0%	Debt Service	Police Department
Surveillance Equipment Upgrades	City-wide	FY2028	FY2028	\$25,000	0%	General Fund	Police Department
SR 54 eastside path from PTC UMC to Peachtree East Shopping Center	City-wide	FY2018	FYFY2023	\$2,600,000	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Recreation Facilities							
SR 54 Gateway Bridge	City-wide	FY2018	FY2025	\$3,750,000	66%	66% Impact Fees on-hand / 34% SPLOST 17	Public Works
N Peachtree Parkway North Hill connection	City-wide	FY2021	FY2024	\$257,333	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
SR 54 E (Peachtree East to PTC UMC)	City-wide	FY2018	FY2026	\$2,600,000	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
SR 54 parallel bridge at Lake Peachtree	City-wide	FY2020	FY2025	\$645,129	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
N Peachtree Parkway from Walt Banks to Lake Kedron	City-wide	FY2022	FY2025	\$359,070	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
SR 74 S crossing study near Crosstown Drive	City-wide	FY2019	FY2029	\$20,000	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
Path connectivity to neighboring communities	City-wide	FY2018	FY2029	\$465,495	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
SR 74 N Gateway bridge and path connections	City-wide	FY2023	FY2029	\$4,000,000	66%	Impact Fees / General Fund	Public Works
Smokerise Point (to White Springs Ln)	City-wide	FY2023	FY2026	\$15,061	66%	Impact Fees / General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
<i>Recreation Facilities, continued</i>							
Smokerise Point (Ashley Way to Sedgewick Dr)	City-wide	FY2023	FY2026	\$27,286	66%	Impact Fees / General Fund	Public Works
Sumner Road side path	City-wide	FY2023	FY2026	\$91,400	66%	Impact Fees / General Fund	Public Works
SR 54 E crossing	City-wide	FY2023	FY2026	\$1,200,000	66%	Impact Fees / General Fund	Public Works
Prime Point share-the-road connection	City-wide	FY2023	FY2026	\$102,180	66%	Impact Fees / General Fund	Public Works
Steven's Entry at N Peachtree Parkway	City-wide	FY2019	FY2029	\$41,516	66%	Impact Fees / General Fund	Public Works
Willow Road side path	City-wide	FY2023	FY2026	\$106,410	66%	Impact Fees / General Fund	Public Works
SR 74 S parallel connection from PD to Crosstown	City-wide	FY2023	FY2026	\$113,476	66%	Impact Fees / General Fund	Public Works
Crosstown frontage path (Crosstown Ct to Arbor Ter)	City-wide	FY2019	FY2029	\$134,570	66%	Impact Fees / General Fund	Public Works
Crosstown Drive over Flat Creek (north side of RoW)	City-wide	FY2019	FY2029	\$64,420	66%	Impact Fees / General Fund	Public Works
Peachtree Parkway S side path from Village Park to Fairways	City-wide	FY2023	FY2026	\$130,240	66%	Impact Fees / General Fund	Public Works
Robinson Road side path (Braelinn Rd to Colonnade)	City-wide	FY2023	FY2026	\$95,526	66%	Impact Fees / General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
<i>Recreation Facilities, continued</i>							
Robinson Road tunnel and path connections	City-wide	FY2017	FY2026	\$39,407	66%	Impact Fees / General Fund	Public Works
Holly Grove Road side path	City-wide	FY2023	FY2026	\$108,318	66%	Impact Fees / General Fund	Public Works
Mill Farms path connection to Meade tunnel	City-wide	FY2023	FY2026	\$177,106	66%	Impact Fees / General Fund	Public Works
Hwy 74 S parallel from PAC to Cooper Cir	City-wide	FY2023	FY2026	\$249,854	66%	Impact Fees / General Fund	Public Works
Hwy 74 S parallel from Cooper Cir to Dividend Dr	City-wide	FY2023	FY2026	\$135,191	66%	Impact Fees / General Fund	Public Works
Dividend Dr side path from 74 to TDK	City-wide	FY2023	FY2026	\$268,113	66%	Impact Fees / General Fund	Public Works
Falcon Drive path	City-wide	FY2024	FY2029	\$51,609	66%	Impact Fees / General Fund	Public Works
TDK parallel connection from 74 to Dividend Dr	City-wide	FY2023	FY2026	\$111,774	66%	Impact Fees / General Fund	Public Works
TDK parallel from Dividend Dr to Lake McIntosh	City-wide	FY2023	FY2026	\$274,354	66%	Impact Fees / General Fund	Public Works
Dividend side path from TDK to Paschall Road	City-wide	FY2023	FY2026	\$460,557	66%	Impact Fees / General Fund	Public Works
Peachtree Villas path connection	City-wide	FY2023	FY2026	\$32,650	66%	Impact Fees / General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
<i>Recreation Facilities, continued</i>							
Huddleston Road path	City-wide	FY2022	FY2023	\$257,720	66%	66% Impact Fees On-Hand / 34% SPLOST17	Public Works
Senoia Road frontage path	City-wide	FY2026	FY2029	\$355,323			
Capital Equipment Replacements: Explorer (5063), zero-turn mower, F350 (5041)	City-wide	FY2024	FY2024	\$32,000	0%	Debt Service	Recreation & Special Events
Meade Field/ PAC Light Replacements- All	City-wide	FY2024	FY2024	\$1,835,000	0%	ARPA	Recreation & Special Events
Glenloch Pool Pump	City-wide	FY2024	FY2024	\$12,000	0%	Facility Maintenance Fund	Recreation & Special Events
Kedron Pool Concrete Deck	City-wide	FY2024	FY2024	\$30,000	0%	Facility Maintenance Fund	Recreation & Special Events
Capital Equipment Replacements: F150 (5054), zero-turn mower (2)	City-wide	FY2025	FY2025	\$60,560	0%	General Fund	Recreation & Special Events
Glenloch Pool Shade Structure	City-wide	FY2025	FY2025	\$75,000	0%	Facility Maintenance Fund	Recreation & Special Events
Kedron Fieldhouse Roof	City-wide	FY2025	FY2025	\$900,000	0%	ARPA	Recreation & Special Events
Capital Equipment Replacement: F-150 (5003)	City-wide	FY2026	FY2026	\$38,000	0%	Debt Services	Recreation & Special Events

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
<i>Recreation Facilities, continued</i>							
Kedron Backboard & Hydraulics	City-wide	FY2026	FY2026	\$80,000	0%	Facility Maintenance Fund	Recreation & Special Events
Library HVAC System	City-wide	FY2026	FY2026	\$325,000	0%	General Fund	Library Services
Capital Equipment Replacement: F250 (3), zero-turn mowers (2)	City-wide	FY2027	FY2027	\$181,740	0%	Debt Services	Recreation & Special Events
Braelinn Playground Pavilion	City-wide	FY2027	FY2027	\$125,000	0%	General Fund	Recreation & Special Events
Kedron Pool Resurfacing	City-wide	FY2027	FY2027	\$40,000	0%	Facility Maintenance Fund	Recreation & Special Events
Playground Upgrade	City-wide	FY2028	FY2028	\$85,000	0%	General Fund	Recreation & Special Events
Kedron Pool Resurfacing	City-wide	FY2028	FY2028	\$40,000	0%	Facility Maintenance Fund	Recreation & Special Events
Capital Equipment Replacements: 2 Asphalt rollers (3883 & 5185), Ford Ranger (3083), Isuzu NPR Flatbed (3086), F-150 (3087), F-250 (5025), zero-turn mower (3)	City-wide	FY2024	FY2024	\$352,750	0%	Debt Service	Public Works
Street Resurfacing-	City-wide	FY2024	FY2024	\$432,458	0%	LMIG Grants	Public Works
Public Buildings Facilities Improvements	City-wide	FY2024	FY2024	\$350,000	0%	General Fund	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Public Works							
Capital Equipment Replacements: Tractor (3827), F-250 (Street Crew & 5060), Kubota (3247 & 3858), Skid Steer (3493), F-350 (5072), Zero-turn Mowers (2)	City-wide	FY2025	FY2025	\$344,435	0%	Debt Service	Public Works
Street Resurfacing	City-wide	FY2025	FY2025	\$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2025	FY2025	\$350,000	0%	General Fund	Public Works
Capital Equipment Replacements: Asphalt spreader, F-250 (5021), Zero-turn Mowers (2)	City-wide	FY2026	FY2026	\$278,140	0%	Debt Service	Public Works
Street Resurfacing – LMIG Match	City-wide	FY2026	FY2026	\$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2026	FY2026	\$350,000	0%	General Fund	Public Works
Capital Equipment Replacements: F-750 (3021), Tandem Dump (3012), F-250 Quad, zero-turn mower (2)	City-wide	FY2027	FY2027	\$259,500	0%	Debt Service	Public Works

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Public Works, continued							
Street Resurfacing- LMIG Match	City-wide	FY2027	FY2027	\$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements, Reroof City Hall	City-wide	FY2027	FY2027	\$1,250,000	0%	General Fund, ARPA	Public Works
Capital Equipment Replacements: Asphalt roller (3896), F350 (3033), zero-turn mower (2)	City-wide	FY2028	FY2028	\$162,400	0%	Debt Service	Public Works
Street Resurfacing – LMIG Match	City-wide	FY2028	FY2028	\$450,000	0%	General Fund	Public Works
Public Buildings Facilities Improvements	City-wide	FY2028	FY2028	\$350,000	0%	General Fund	Public Works
PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Technical Services							
PC replacements (86)	City-wide	FY2024	FY2024	\$230,000	0%	Debt Service	Finance
MS SQL Server Software Upgrades	City-wide	FY2024	FY2024	\$85,000	0%	Debt Service	Finance
Storage Replacement	City-wide	FY2024	FY2024	\$185,000	0%	Debt Service	Finance
IP Phone System	City-wide	FY2024	FY2024	\$105,000	0%	Debt Service	Finance
Data Center Switch	City-wide	FY2024	FY2024	\$60,000	0%	Debt Service	Finance

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
<i>Technical Services, continued</i>							
Firewall Replacement	City-wide	FY2024	FY2024	\$69,000	0%	Debt Service	Finance
Data Security – AI add-on	City-wide	FY2024	FY2024	\$55,000	0%	Debt Service	Finance
BS&A Cloud Upgrade	City-wide	FY2024	FY2024	\$250,000	0%	Debt Service	Finance
Physical Security	City-wide	FY2024	FY2024	\$31,000	0%	Debt Service	Finance
Server Replacements	City-wide	FY2025	FY2025	\$97,000	0%	Debt Service	Finance
MS Server Software	City-wide	FY2025	FY2025	\$95,000	0%	Debt Service	Finance
Network Access Control	City-wide	FY2025	FY2025	\$65,000	0%	Debt Service	Finance
Security IDS	City-wide	FY2025	FY2025	\$95,000	0%	Debt Service	Finance
Vnware	City-wide	FY2025	FY2025	\$65,000	0%	Debt Service	Finance
Data Security	City-wide	FY2025	FY2025	\$60,000	0%	Debt Service	Finance
Physical Security	City-wide	FY2025	FY2025	\$45,000	0%	Debt Service	Finance
Data Center UPS	City-wide	FY2025	FY2025	\$80,000	0%	Debt Service	Finance
Misc. Software upgrades	City-wide	FY2026	FY2026	\$55,000	0%	Debt Service	Finance
HP Nimble Storage	City-wide	FY2026	FY2026	\$195,000	0%	Debt Service	Finance
Cisco Switch Replacements	City-wide	FY2026	FY2026	\$195,000	0%	Debt Service	Finance
Data Center UPS	City-wide	FY2026	FY2026	\$85,000	0%	Debt Service	Finance
Data Security Upgrades	City-wide	FY2026	FY2026	\$55,000	0%	Debt Service	Finance
PC Replacements	City-wide	FY2026	FY2026	\$245,000	0%	Debt Service	Finance
PC Replacements	City-wide	FY2027	FY2027	\$230,000	0%	Debt Service	Finance

PROJECT DESCRIPTION	SERVICE AREA	PROJECT START DATE	PROJECT COMPLETION DATE	ESTIMATED PROJECT COST	PORTION CHARGEABLE TO IMPACT FEES	SOURCES OF FUNDS & SHARE	RESPONSIBLE PARTY
Technical Services, continued							
Microsoft Server Software upgrades	City-wide	FY2027	FY2027	\$80,000	0%	Debt Service	Finance
Vmware Upgrades	City-wide	FY2027	FY2027	\$50,000	0%	Debt Service	Finance
Storage Replacement	City-wide	FY2027	FY2027	\$95,000	0%	Debt Service	Finance
Tape Drive Replacements	City-wide	FY2027	FY2027	\$52,000	0%	Debt Service	Finance
Data Security Upgrades	City-wide	FY2027	FY2027	\$50,000	0%	Debt Service	Finance
Wireless Network Replacement	City-wide	FY2027	FY2027	\$120,000	0%	Debt Service	Finance
Physical Security Upgrades	City-wide	FY2027	FY2027	\$30,000	0%	Debt Service	Finance
Server Replacement	City-wide	FY2028	FY2028	\$97,000	0%	Debt Service	Finance
Microsoft SQL Upgrade	City-wide	FY2028	FY2028	\$85,000	0%	Debt Service	Finance
HP Nimble Storage	City-wide	FY2028	FY2028	\$220,000	0%	Debt Service	Finance
Firewall Replacement	City-wide	FY2028	FY2028	\$95,000	0%	Debt Service	Finance
Tape Drive Replacement	City-wide	FY2028	FY2028	\$52,000	0%	Debt Service	Finance
Misc. Software Upgrades	City-wide	FY2028	FY2028	\$60,000	0%	Debt Service	Finance
Data Security Upgrades	City-wide	FY2028	FY2028	\$50,000	0%	Debt Service	Finance
Veeam/Backup upgrade	City-wide	FY2028	FY2028	\$49,000	0%	Debt Service	Finance

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, Interim City Manager

FROM: Robin Cailloux, Planning Director 5/8/2024
Yasmin Julio, Interim Assistant City Manager 5/8/2024
Justin Strickland, Interim City Manager 5/9/2024

DATE: May 16, 2024

SUBJECT: 05-24-10 Ordinance #1219- Rezoning request for 1 Paschal Road
from GI to LUI

Recommendation:

Staff is of the opinion that the proposed rezoning request meets all the criteria for rezoning and recommends approval of the request with the Planning Commission recommended conditions (reworded for legal application):

1. All access and utility easements, cross parking agreements, and other internal agreements between the owners of the two tracts of land shall be duly satisfied and recorded as part of the sale of the individual buildings or tracts of land, and that the city shall not be responsible for interpreting or providing relief for any issues related to the subdivision of the property.

Discussion:

The property owner of 1 Paschall Road is requesting to rezone the property from GI General Industrial to LUI Limited Use Industrial to allow for subdivision of the lot with a zero-foot side-setback between the existing buildings, as shown on the attached survey. The applicant is not proposing any land-use changes to the property, nor is he proposing any new construction at this time.

The applicant would like to transfer ownership of half the property to another business entity. However, using the existing rail line as a demarcation between the lots, Lot 2 would not conform with the required side setback in the GI zoning district of 20 feet. Lot 1 would not have any public road frontage, which is required to be at least 200 feet in the GI zoning district. Therefore, the City cannot approve the subdivision as it is currently zoned.

Therefore, the applicant is requesting to rezone to the LUI zoning district to allow for the proposed lot subdivision. The Limited Use zoning district allows for the City Council to approve flexible development standards, such as reduced setbacks. Rezoning for the

purpose of subdividing existing developed lots has been previously approved on the following properties in the City:

1. 776 HWY 74 S, LUI-2 for the Panasonic campus
2. 665 HWY 74 S, LUI-3 for the multi-tenant industrial building on site
3. 725 HWY 74 S, LUI-4 for the Perrigo Direct property
4. 100 Line Creek Drive, LUC-29 for the Overlook Shopping Center

Evaluation Criteria:

Per Section 1304 of the Zoning ordinance, City Council shall consider the following factors, where relevant, when evaluating a proposed change to the zoning map:

1. Whether the zoning proposal is in conformity with the policy and intent of the land use plan;
2. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;
3. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;
4. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;
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;
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.

Because the land use of the property is not changing from its current use, staff is of the opinion that the request meets all evaluation criteria.

Comprehensive Plan and Future Land Use Map

The future land use for the property is industrial. The request does not change the current industrial use, and therefore complies with the City's adopted Future Land Use Map.

Planning Commission Action

The Peachtree City Planning Commission conducted a Public Hearing on this request at their April 22, 2024 regular meeting. At that meeting, Commissioners voted 4-0 to recommend approval of the request with the following conditions:

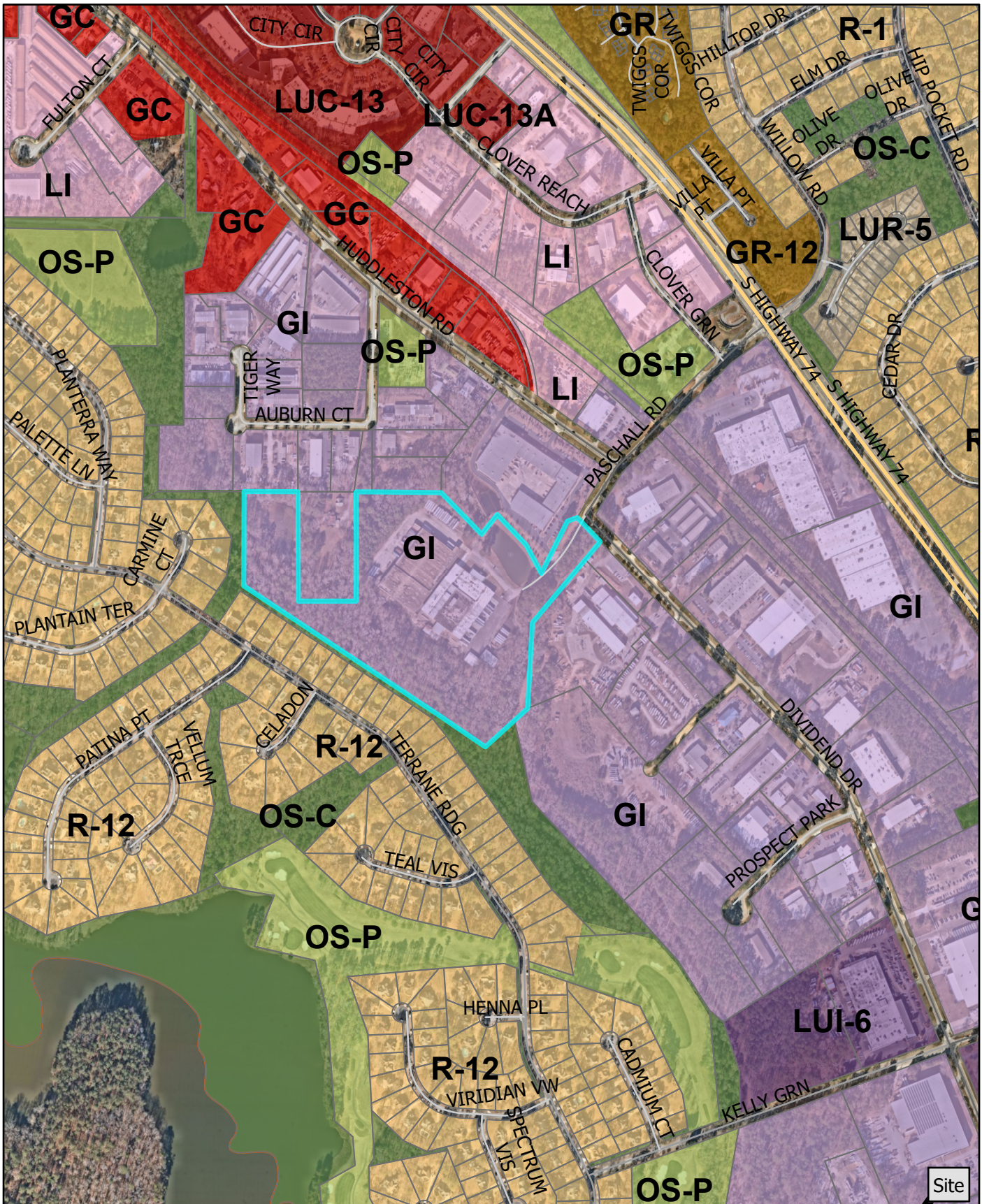
1. An access easement be granted to Paschall Road from the front lot to the rear lot.
2. A utility access easement be granted between both lots to ensure that each lot has access to water, sewer, electrical, gas, and telecommunication utilities.

Budget Impact:

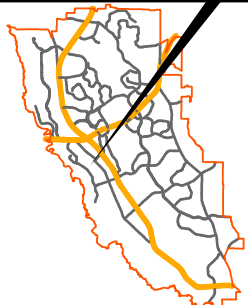
There are no budget impacts associated with this item.

Attachments:

1. Zoning Map
2. Applicant Narrative
3. Proposed Subdivision Survey
4. Draft LUI Ordinance



Site

	Zoning Map			
	1 Paschall Road Rezoning Request From GI to LUI 7			2024
	For informational purposes only			

APPLICANT NARRATIVE

Applicant: Adam Baaklini

Property: 06-17-006

Address: 1 Paschall Rd, Peachtree City, Ga 30269

Rezoning Application

Written Narrative

The property is currently zoned General Industrial and has been since the inception of the Peachtree City Industrial Park. It was the first industry to locate in the newly developed Industrial Park in 1961.

Within the property, there are 2 buildings (split by a discontinued railroad spur). I am looking to split off the 2nd building (70k+ sq ft) and put it under a new entity. I desire to rezone the property to Limited Use Industrial and to create a special use district to allow for the subdivision. I also request to keep all of the GI standards for permitted use (Section 1008.2), conditional use (Section 1008.3) and other requirements (Section 1008.4) EXCEPT reduce the side setback between Lot 1 and Lot2 as shown on the plat to zero feet.

- (1) The 2nd building was constructed in 1980, in compliance with the land use plan at the time. The building is used by my operating company (Salvage Trading) for the textile and cotton industry and will continue to be used by my operating company if the split is approved.
- (2) Continued use of the building will not affect development or use of nearby property.
- (3) Continued use of the building and property will not have any adverse impact on adjacent or nearby property.
- (4) The economic use of the property will be extended with improvements.
- (5) Rezoning the property will have no impact on current transportation, utilities, or schools.
- (6) The economic life of the property will be extended and provide employment opportunities for the area.

1. Land Use

The rezoned use of the property will have no effect on the current comprehensive land use plan, as the intended use of the property will not change. The buildings and property are practically out of sight from a public roadway and does include green space separating the property from the nearest residential neighborhood (that was built after our property was already in use). Impact on public and educational facilities would not be any greater than in the past and considered nil.

Land use will not be affected, and access will continue via Paschall Road. There will be a set-back variance requested between two buildings separated by a discontinued railroad spur track.

Applicant: Adam Baaklini
Property: 06-17-006
Address: 1 Paschall Rd, Peachtree City, Ga 30269

2. Community Design

The property is located in the Peachtree City Industrial Park and has been since its inception. There will not be any impact on the nearby community.

3. Economic Development

Improvements are necessary to preserve and extend the economic life of building 2 and preserve the current tax base to the county and city.

The plan is to continue to use both buildings for my internal use via my operating company Salvage Trading LLC. By subdividing the property I will be able to put the second building under a new entity and bring in my brother (Nader Baaklini) as a partner. The new funds Nader will bring will go towards extensive repairs and upgrades (new roof, new concrete loading yard, etc) that will improve the economic life of the building.

4. Fire and Rescue

Both buildings are fully protected with their own sprinkler systems. Building 1's construction is masonry brick, while Building 2's construction is poured concrete walls, both of which are noncombustible.

5. Potable Water

City water is already connected to both buildings.

6. Sewer

Sanitary sewer service is already connected to both buildings.

7. Transportation

Will be primarily commercial, same as it has been in the past.

THIS BLOCK RESERVED FOR THE CLERK
OF THE SUPERIOR COURT.

N/F
Peachtree City
No Reference Deed Found

LEGEND

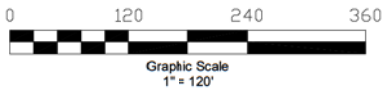
APPROX.=APPROXIMATE
B/L=BUILDING LINE
C/L=CENTERLINE
CTP=CRIMP TOP PIPE
D.B.=DEED BOOK
D.E.=DRAINAGE EASEMENT
ESMT.=EASEMENT
EP=EDGE OF PAVEMENT
F.W.P.D.=FIELD WORK
PERFORMED DATE
L.L.=LAND LOT
L.L.L.=LAND LOT LINE
N/F=NOW OR FORMERLY
N.T.S.=NOT TO SCALE
OH/U/L=OVERHEAD UTILITY LINES
P.B.=PLAT BOOK
PG.=PAGE
P.O.B.=POINT OF BEGINNING
P/P=POWER POLE
RBF=REBAR FOUND
RBS=REBAR SET
RW=RIGHT OF WAY
U/P=UTILITY POLE

CLOSURE STATEMENT
THE FIELD DATA UPON WHICH THIS PLAT IS
BASED HAS A CLOSURE PRECISION OF ONE
FOOT IN 40,200 FEET AND AN ANGULAR ERROR
OF 00° 00' 01" PER ANGLE POINT AND HAS BEEN
ADJUSTED USING THE COMPASS RULE
METHOD.

THIS PLAT HAS BEEN CALCULATED FOR
CLOSURE AND IS FOUND TO BE ACCURATE
WITHIN ONE FOOT IN 100,000+ FEET.

ANGULAR & LINEAR MEASUREMENTS WERE
OBTAINED USING A LIECA TS02 TOTAL STATION
& GEOMAX CHAMPION PRO GPS ON THE
TRIMBLE NETWORK.

Lot #	Total Lot Area	Area Inside Floodplain=%	Area Outside Floodplain=%
Lot 1	593,408.1 S.F.	76,315 S.F.=13%	516,811 S.F.=87%
Lot 2	665,357.0 S.F.	102,259 S.F.=15%	563,098 S.F.=85%



Job No. SA20-105A

Drawn By: j.e.c. Reviewed By: s.a.g.

Issue Date: 09/09/20

F.W.P.D.: 08/24/20

Revisions Date

PAGE 1 OF 2



Prepared For:

Property Location

Land Lot 59 and 60 Of The 6th Land District
Fayette County, Georgia
Peachtree City, Ga.

S.A. GASKINS &
ASSOCIATES, LLC

surveyors planners development consultants
P.O. BOX 321 BROOKS, GA 30205
770-460-9342
sagaskins@bellsouth.net

**AN ORDINANCE TO AMEND THE
PEACHTREE CITY ZONING ORDINANCE AND
PEACHTREE CITY ZONING MAP TO REZONE 28.9 ACRES OF LAND
LOCATED WITHIN THE CITY LIMITS OF PEACHTREE CITY
AT 1 PASCHALL ROAD, PARCEL 0617 006,
FROM GI TO LUI, AND FOR OTHER PURPOSES**

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

Section 1. The Peachtree City Zoning Ordinance Article X, Requirements by District, Section 1014A, Specific Limited Use Industrial Districts, be amended to add Section 1014A.07 Limited-use industrial district no. 7 as follows:

- (a) The zoning of the property described below shall be rezoned from the current zoning designation of GI General Industrial to LUR-19 Limited Use Residential. Said property is more particularly described as follows:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING LOCATED IN LAND LOT 59 and 60 OF THE 6TH LAND DISTRICT, City of Peachtree City, Fayette County, Georgia and being shown as "Tract 2", containing approximately 28.92 acres of land on that certain survey prepared by Georgia Land Surveying Co., bearing the seal of Josh L. Lweis, IV, Georgia Registered Land Surveyor No. 3028, dated July 15, 2016, last revised December 14, 206, recorded in Plat Book 49, Pages 173-174, in the office of the Clerk of Superior Court of Fayette County, Georgia.

- (b) This tract is illustrated on the "Property Location" survey, prepared by S.A. Gaskins & Associates, LLC by Swinson A. Gaskins, Sr. #1620, dated September 9, 2020 attached hereto as Exhibit "A" and incorporated herein by express reference.
- (c) It is intended that the LUI-07 zoning district be established specifically to subdivide the existing 28.9-acre site into two tracts of land in accordance with the conditions set forth in this ordinance.

It is understood that any additional development as defined by this ordinance shall be done in accordance with the Peachtree City Zoning Ordinance and the Land Development Ordinance. Substantial changes from the Exhibit "A" Property Location plan referenced above shall require a rezoning action.

- (d) *Permitted Uses.* All permitted uses identified in the GI zoning district, Section 1008.2 of the Peachtree City Zoning Ordinance.
- (e) *Conditional Uses.* All conditional uses and conditions identified in the GI zoning district, Section 1008.3 of the Peachtree City Zoning Ordinance.
- (f) *Other Requirements.*

1. All other requirements identified in the GI zoning district, Section 1008.4 of the Peachtree City Zoning Ordinance, except (b) Minimum lot width, and (d), Minimum side setback
2. All access and utility easements, cross parking agreements, and other internal agreements between the owners of the two tracts of land shall be duly satisfied and recorded as part of the sale of the individual buildings or tracts of land, and that the city shall not be responsible for interpreting or providing relief for any issues related to the subdivision of the property.

Section 2. All ordinances or parts thereof which conflict with the provisions of this ordinance are, to the extent of such conflict and except as hereinafter provided, hereby repealed.

Section 3. Should any provision of this ordinance be declared invalid by a Court of competent jurisdiction, such decision shall not affect the validity of this ordinance as a whole or any provision thereof other than the provisions specifically declared to be invalid. The City Council declares that it would have passed this ordinance and each subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more subsections, sentences, clauses or phrases may be declared invalid.

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

Done, Ratified, and Passed this 16th day of May, 2024.

Kim Learnard, Mayor

Laura Johnson, Post 1

Suzanne Brown, Post 2

Clinton Holland, Post 3

Frank Destadio, Post 4

Attest: _____
City Clerk

EXHIBIT "A"

