

City Council of Peachtree City
MEETING SUMMARY
September 20, 2000
7:00 p.m.

- I. Pledge of Allegiance
- II. Announcements, Awards, Special Recognition
 - Present Proclamation for American Business Women's Association Day (September 22)
 - Present Proclamation for Constitution Week (September 17 - 23)
 - Present Proclamation for Alzheimer's Memory Walk (September 30)
 - Present Proclamation for Code Enforcement Week (October 1 - 7)
 - Employee of the Month - Betsy Tyler
- III. Minutes
 - August 17, 2000 - **Council to review for approval at 10/5/00 Meeting**
 - September 7, 2000 - **Approved**
- IV. Consent Agenda
- V. Old Agenda Items
 - 06-00-05 Public Hearing - Rezoning - Katz Tract - **Approved with Conditions -3-1 (with Dan Tennant opposing)**
 - 09-00-01 Consider Ordinance - Outside Storage Display - **Tabled to 10/5/00 Meeting**
- VI. New Agenda Items
 - 09-00-04 Consider Resolution - Fiscal Year 2001 Budget - **Approved - 4-0**
 - 09-00-05 Public Hearing - Increase in Property Taxes - **Approved 3.84 Millage Rate 4-0**
 - 09-00-06 Consider Policy - Traffic Calming Devices - **Approved 4-0**
 - 09-00-07 Consider Appointment to Planning Commission - **Approved 4-0**
 - 09-00-08 Consider Holly Grove Road Tunnel - **Approved 4-0**
 - 09-00-09 Consider EMS Billing Exceptions and CAM 20-1 - **Approved 4-0**
- VII. Council/Staff Topics
- VIII. Executive Session

Notice: This agenda is subject to change up to 24-hours prior to the meeting.

ANNOUNCEMENTS

1. Present Proclamation for American Business Women's Association Day (September 22)
2. Present Proclamation for Constitution Week (September 17 – 23)
3. Present Proclamation for Alzheimer's Memory Walk (September 30)
4. Present Proclamation for Code Enforcement Week (October 2 – 6)
5. Employee of the Month – Betsy Tyler

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council

FROM: City Clerk 

VIA: City Manager
Director of Financial Services P.S.

DATE: September 13, 2000

SUBJECT: Minutes of August 17, 2000

The minutes of August 17, 2000 will be provided to you for review prior to the meeting.

City Council of Peachtree City
Minutes of Meeting
August 17, 2000
7:00 p.m.

The City Council of Peachtree City met in a regular session, Thursday, August 17, 2000, at 7:00 p.m. in the City Hall Council Chambers. Mayor Robert L. Lenox led those attending in the pledge of allegiance. Other Council members present were: Carol Fritz, Annie McMenamin, Dan Tennant and Bob Brooks.

ANNOUNCEMENTS, AWARDS, SPECIAL RECOGNITION

Mayor Lenox read a Proclamation for Literacy Month.

Mayor Lenox presented the Employee of the Month award to Thomas Holmes.

MINUTES

McMenamin made a motion to approve the minutes of the August 3, 2000, meeting as presented. Fritz seconded the motion. Motion carried unanimously.

CONSENT AGENDA

1. Consider Bids – Holly Grove Church Road
2. Consider Bids - Sumner Road
3. Consider DOT Contract – 2001 LARP

Brooks made a motion to approve the consent agenda items. Fritz seconded the motion. Motion carried unanimously.

McMenamin asked that the 2001 LARP information be placed in the UPDATE.

Brooks made a motion to rearrange the agenda to discuss the annexation issue prior to the Katz Rezoning. Lenox seconded the motion. Motion carried unanimously.

08-00-11 Discussion – Westside Village

Brooks said he wanted to obtain the overall opinion from Council regarding the annexation of the Westside Village. He thanked citizens, volunteers, Mayor Lenox and Betsy Tyler for their work with the task force, but stated that he had decided not to support the annexation. He gave a number of reasons for his decision, such as school and traffic issues. He felt the proposed development plan was beautiful but that it did not reflect the citizens' vision. He said the feedback he had received from residents indicated they wanted lower density and that it should be developed at County standards. He said that since he knew Councilman Tennant also opposed the annexation, he wanted to get feedback from the other Councilmembers on the issue so that the Task Force did not waste their time if there was another Councilmember opposed to the annexation.

McMenamin said she could not support the annexation. She agreed with Brooks' comments. She felt the original proposal provided flexibility to lift the moratorium for purpose of discussion. She

liked the idea that a great deal of citizen input and research was provided. She felt the task force's vote to continue with annexation was weak. She stated that in 1992 she and Councilman Brooks turned down an annexation request because an at-grade crossing of railroad tracks was proposed. She said the same at-grade crossing was put back into the new plan. She felt the density for the proposed annexation was too high and that the development would not benefit the traffic issue and unsafe conditions on Highway 54.

Fritz said she spent a lot of time researching the issue and that she appreciated the citizens' efforts as well. She did not feel they wasted their time because many things were learned about the situation. She said the school issue was important to her and that it seemed to have been disregarded. She said she served on the School Facilities Committee and that their 20-year projection expected 4 to 5 schools every five years because the population of Fayette County was expected to double. She also did not feel the task force was looking at placement of the quarry and wetlands close enough. She said Joel Cowan had stated he chose this location to develop Peachtree City because the watershed in the area would provide water to the residents. She was concerned that wetlands were developed to build Morallion Hills and Braelinn Shopping Center and she felt those were issues that should be watched carefully. She said she had come to the conclusion that she could not support the annexation as discussed by the Task Force, but that she would be in favor of annexation of the property at its current zoning and density.

Brooks made a motion to make a decision that Council would not annex the property on the west side and to recognize the citizens who served on the Annexation Task Force at a future public meeting on behalf of all Peachtree City. McMenamin seconded the motion. Fritz asked if Brooks would consider annexation of the property at the current zoning. Brooks replied that the current zoning was involved in a lawsuit between Pathway Communities and Fayette County and he felt that it would not be wise at this time. Lenox felt the Task Force would support annexation at the current zoning. Tennant said he had not been prepared for the discussion that evening, but he was delighted with what he heard and thanked Council for their remarks. Motion carried unanimously.

OLD AGENDA ITEMS

06-00-05 Public Hearing – Rezoning – Katz Tract

Lenox reconvened the public hearing that was previously tabled and read the rules for conducting such. Doug Dilliard, attorney for the applicant, addressed Council. He stated that the property in question had been zoned for industrial use for 27 years and that for the last 10 years it had been land locked. He stated if Council were to deny the rezoning request it would be an unconstitutional taking of Mr. Katz's property without paying fair, adequate and just compensation. He said Katz's developer, Dan Fields, had served on the Task Force in the spirit of compromise. He said they had amended their development plans to be consistent with the recommendation of the Task Force. He said the Planning Commission had not reviewed the new plan but that it was consistent with the residential concept of the Task Force. He said Mr. Katz owned 180 acres, of which, 100 acres were located in city and 80 acres were located in unincorporated Fayette County. Dan Fields reviewed and explained the proposed plan.

Lenox felt there was a procedural problem. He said Council did not make decisions on rezoning matters without a recommendation from the Planning Commission. Since the proposed plan was

significantly different than what was presented to the Planning Commission, he was reluctant to make a decision without remanding it back to the Planning Commission.

Brooks said he was not supportive of the original plan because he felt the density was too high. He said that if the Planning Commission approved the current plan, he would not reject it.

Tennant felt the plan should be sent back to the Planning Commission.

Lenox felt it was important to try and preserve the road right-of-way to allow access to property that would be eventually developed in the County. He felt it was the City's only opportunity for the City to ensure that there would be access into that area without an at-grade crossing of the railroad tracks.

Brooks noted that several members of the Planning Commission were present that night. He asked them to consider the commuter rail need in that area when reviewing the plan.

Lenox made a motion to close the public hearing, table the item with a target to have it on City Council's agenda on September 20th with a recommendation from the Planning Commission relative to the significant changes in the plan. Fritz seconded the motion. Motion carried unanimously.

Lenox made a motion to take a five-minute recess. Fritz seconded the motion. Motion carried unanimously.

NEW AGENDA ITEMS

08-00-05 Appeal – Wal-Mart – Conceptual Site Plan

The City Manager, Jim Basinger, said the City had received a letter from Ram Development, the applicant, asking for a delay in consideration of their appeal until September 7th to allow further discussions between the attorneys. Brooks made a motion to table the issue until the next meeting. Fritz seconded the motion. Motion carried unanimously.

08-00-06 Appeal – Kedron Commons – Conceptual Plat

Mayor Lenox said the applicant had requested to have this agenda item withdrawn.

08-00-07 Ordinance – Dumpster Regulations

Basinger explained that the proposed ordinance would prohibit solid waste collection companies from servicing dumpsters and compactors between the hours of 11:00 p.m. and 7:00 a.m. in all zoning districts except industrial. He said that over the years the City had periodically received complaints from residents that the metal-on-metal noise disturbs their sleep, and that the complaints appeared to have increased in recent months.

A citizen from Fetlock Meadows address Council with her concerns. She said her sleep had often been disturbed between 3:50 a.m. and 4:45 a.m. She said understood that the proposed

ordinance restricted the hours of 11:00 p.m. to 7:00 a.m., but she felt that 6:00 a.m. would be more reasonable. She stated that some businesses were open for business at 7:00 a.m. and she felt they should be allowed to have their trash picked up before customers were in the parking lot.

Steve Brown suggested that companies could retro fit their containers with rubber stops or plastic lids to keep doors from slamming. He suggested there might be other alternatives to consider as well.

David Langis, Environmental Partners, addressed Council with several concerns about the ordinance. He explained that their companies operated in early morning hours out of concern for the public. He said there were school buses, parked cars, bicycles, or pedestrians during the early morning hours. He said their business was a safety sensitive business and that parking lots were small and access to bins were narrow. He also said they had an agreement with the School System and various business to empty their containers before their operating hours. He was not opposed to some type of conflict resolution, but he felt the proposed ordinance would have an adverse effect on public safety.

Robert Brown, suggested the issue be studied further. Council discussed the issue briefly with the City Manager. Mayor Lenox instructed staff to place information concerning the ordinance in the UPDATE to determine problem areas in the City before proceeding with modifications to the ordinance.

08-00-08 WASA Update

Larry Turner, General Manager for WASA, addressed Council to review the status of sewerage system projects. He said that all Capital Improvement Projects (CIP) that had been planned at the time the system was acquired were complete. He said WASA was implementing an annual CIP program to address deficiencies it may find in the system. He reviewed the CIP projects for the coming year, which totaled \$2.5 million. Projects included: a pump station replacement and standby generator, significant maintenance to the Wynnmeade trunk sewer, and the design and development of the plant expansion. He explained that the original agreement with the City required Council to approve WASA's CIP for the first three years, but that it had expired and no action was required by Council.

Brooks said that WASA's demonstration during the Retreat was impressive. He noted that sewerage rates in Peachtree City had gone from being some of the highest rates in Georgia to being mid-range with a significantly enhanced system.

08-00-09 Consideration of EMS Fee Increases

Basinger explained the proposed revisions for the EMS fees for ambulance transport services. He said the fees had not been revised since 1991. He noted that the City's current base rate of \$175 per trip was the lowest among entities that were surveyed and from staff's perspective; the City could not afford to continue to provide the service at that rate. He stated that in fact, the proposed budget for the Fire Department for FY 2001 was over \$2.2 million dollars. Additionally, 3 new paramedics were hired in the past several years and staff was asking Council for six new paramedics positions in 2001. He said the reasons for the increased manning was a lack of

volunteer paramedics. He also noted that the survey indicated that Fayette County charges \$200 per trip, which was also lower than any of the other entities surveyed and he expected the County to review their rates in the near future and begin making appropriate increases.

Basinger said staff recommended the base rate be increased from \$175 to \$300. He said the increase of \$125 was certainly not an insignificant amount but staff felt the cost of providing this service warrant such an increase.

Councilman Tennant suggested it would be sensitive to waive fees in the event a death occurs.

Ron Mundy addressed Council and supported the fees that were suggested.

Brooks felt that Council should guard against having user fees pay for the entire cost of provided EMS service, but he felt it had been a number of years since the fees had been raised and it was appropriate to do so.

Tennant objected to having a 75% increase in the fee, which was 50% higher than Fayette County's fee. He said he would be more comfortable having an incremental increase over the next four years.

Fritz felt the County was going to raise their fees in the near future and made a motion to approve the cost structure as presented and to instruct staff to review the fees every two years to avoid having the same situation happen again. Brooks seconded the motion and said that six years ago, Council had instructed staff to review user fees on an annual basis as part of the budget process, excluding EMS fees. Brooks moved to amend the motion to waive user fees in the event of a death. Lenox seconded the amendment. Ron Mundy addressed Council and explained that those types of incidents required higher cost medications and equipment. Tennant asked how many incidents resulted in death each year. Fire Chief Lohr replied that he did not have that information readily available. Brooks withdrew his amendment. He stated that he may support waiving the fee in the future but he felt additional information was needed and asked staff to research the issue to determine the cost and procedures involved. McMenamin seconded the withdrawal of the amendment and stated that Chief Lohr had the authority to waive the fee in compassionate circumstances. Fritz said she had the personal experience of having to pay an ambulance bill for an incident that resulted in a death. She said part of the unfortunate process that a family must deal with when a death occurs is paying bills. She empathized with families in that situation and added that in her case, she sent the bill to the insurance company for payment. Lenox called for a vote on Fritz's motion. Motion carried with Tennant opposing.

08-00-10 Employee Pay Plan Study

Basinger said the study was not complete. He requested Council to table the issue until September 7, 2000. Lenox moved to table the issue until September 7, 2000. McMenamin seconded the motion. Motion carried unanimously.

COUNCIL/STAFF TOPICS

Basinger congratulated the City Clerk, Nancy Faulkner, for receiving certification from the International Institute of Municipal Clerks.

Basinger said several Council members would be out of town on September 21, 2000, and it was necessary to reschedule the next meeting to be held a day earlier on September 20, 2000.

George Kadel addressed Council and congratulated Council on their action concerning annexation. He also expressed his appreciation to the Mayor for his efforts.

Jim Steinbach addressed Council and expressed appreciation to Betsy Tyler for her efforts with the Annexation Task Force.

Mark Klynott addressed council and expressed his appreciation to the Mayor and the members of the Task Force.

Lenox made a motion to take a brief recess and adjourn into executive session to discuss a lawsuit. McMenamin seconded the motion. Motion carried unanimously.

EXECUTIVE SESSION

No action was taken in executive session.

Lenox made a motion to adjourn the meeting. Fritz seconded the motion. Motion carried unanimously and meeting adjourned at 9:20 p.m.

Attest: _____
Mayor Robert L. Lenox

City Clerk, Nancy Faulkner

City Council of Peachtree City
Minutes of Meeting
September 7, 2000
7:00 p.m.

The City Council of Peachtree City met in a regular session, Thursday, September 7, 2000, at 7:00 p.m. in the City Hall Council Chambers. Mayor Robert L. Lenox led those attending in the pledge of allegiance. Other Council members present were: Carol Fritz, Annie McMenamin, and Bob Brooks. Dan Tennant was not present.

ANNOUNCEMENTS, AWARDS, SPECIAL RECOGNITION

Mayor Lenox presented two Awards of Recognition to Mark Bunker.

MINUTES

The minutes of the August 17th Council meeting should be available for review and adoption at the September 20th Council meeting.

MONTHLY REPORTS

Mayor Lenox announced that the monthly reports through the end of August were available at City Hall for review.

CONSENT AGENDA

1. Consider Bids – FY2000 LARP Street Resurfacing Program
2. Consider Ambulance Bids

Fritz made a motion to accept the bids as presented for the FY2000 LARP Street Resurfacing Funding and the Ambulance Bid. McMenamin seconded the motion. Motion carried unanimously.

OLD AGENDA ITEMS

08-00-05 Appeal – Wal-Mart – Conceptual Site Plan

Lenox advised that a written request had been received from the developer for the Wal-Mart project indicating that the traffic engineers and attorneys were still discussing this matter and asked that the appeal be rescheduled until the next available City Council meeting at which all the Council members would be present. Lenox said if there were no objections he would table the matter to a later date, which would be announced to the public due to some Council members scheduling conflicts over the next several meetings.

08-00-04 Consider Jail Impact Fees

Basinger addressed Council and advised that the latest jail impact fee schedule proposed by the County had been received, and that Peachtree City had primarily been concerned about the non-residential fee. Basinger said he thought the residential fee, at \$794.12 per unit, had pretty much been agreed on by Council, but that the City had been going back and forth with the County on the non-residential fee. Basinger said basically what the County was proposing now pretty much fell in line with Council's last recommendation to the County. Further, regarding non-residential fees, there would be a *retail trade fee*, which would fall into two categories – one for those structures less than 50,000 square feet at \$4,331.56, and 50,000 square feet or greater would be

\$8,663.12, or double the cost for those below 50,000 square feet. All other fees, whether Office Institutional, Industrial, or whatever, would be \$1,588.24. Basinger said the City Attorney felt that these fees were at a level that probably would not affect the City's ability to work with developers in obtaining needed project improvements as new developments came on line. Basinger said staff recommended that Council adopt the jail impact fee schedule as proposed and submit the proposed fees to the City's Impact Fee Committee for consideration and approval. He said staff would then submit a recommendation and an ordinance incorporating Peachtree City's CIE (Capital Improvement Element) and the fee schedule for Council's consideration and approval at a future Council meeting.

Fritz asked if anyone had discussed the fees with any members of the Development Authority and what their response had been to the jail impact fee proposal. Lenox said he had spoken with a couple of the Development Authority members informally, and the general feeling was that it was reasonable; particularly since the brunt of the fee fell to retail businesses, and that that was probably appropriate. Lenox said further that the Industrial fee was viewed as equitable and not a burden to recruiting. Brooks stated that he had received the same kind of feedback from the same kinds of conversations.

Citizen Steve Brown addressed Council from the audience, and Mayor Lenox reiterated that Commercial fees were a *flat figure*, and that structures of less than 50,000 square feet would pay an impact fee of \$4,331; those over 50,000 square feet would pay twice that - \$8,663 - the same as residential - a flat figure per unit.

McMenamin made a motion to adopt the Jail Impact Fee Schedule as proposed. Brooks seconded the motion. Motion carried unanimously.

08-00-10 Consider Employee Pay Plan

Basinger addressed Council and stated that Mr. Phillip Robertson, Consultant for the Mercer Group, would arrive a little late because his flight had been delayed due to weather and requested that this item be moved towards the end of the agenda.

Lenox said they would hold this item if there were no objections and go on to the new agenda items. There were no objections.

NEW AGENDA ITEMS

09-00-01 Consider Ordinance – Outside Storage Display

Director of Developmental Services Jim Williams addressed Council and stated that the Planning Commission had reviewed and recommended the Outside Storage Display Ordinance for Council's consideration. Williams said he would first like to review the highlights of the ordinance and take some time at the end to answer questions and discuss the matter. He added that Council did not necessarily have to adopt the ordinance at this meeting.

Williams said further that, between the time the Planning Commission acted on the ordinance and now, he had received feedback from some commercial people in town who were unhappy about some of the provisions. Williams explained that the ordinance began by referencing that

products and materials not be displayed or stored outside in any commercial areas unless they were out of sight from the street, or they were in some kind of a fully enclosed structure." This meant that in the case of K-Mart, for example, it could be an outside structure, but that there should be a fence around it, or some kind of containment for it, so that products and materials were not sitting in the parking lot. Williams said the idea was to *not* have big piles of building materials and lawn materials out in the parking lot.

He said the second point was that, if the products were not outside under limited circumstances, and contained within six feet of the building, the products could be stored as long as they were not visible from the street, did not occupy more than 100 lineal feet of the store frontage, and that at least six feet of walkway (if a walkway was intended there) be kept open so people would not have to walk out into the parking areas or drive ways to get around. Williams said further that this was the section he had received the most comment on, and that this ordinance was basically a change from the existing ordinance in that the current ordinance (which was developed several years ago through a committee that was set up to develop it) stated you could have outside storage as long as it was within six feet of the outside of the building. Williams said he thought the current ordinance was easy to administer and had not been overly abused. Williams continued by saying that the new restrictions being proposed were substantially more burdensome. He said that it would come into effect if someone had a newspaper rack and a couple of other things sitting outside (which was commonly done at convenience stores for example), and that these things were considered outside storage and all were visible from off site and they did not have six feet of walkway around them. He said the new ordinance would be aimed at a K-Mart type of situation, but perhaps did not adequately take into consideration the convenience store situation.

Williams said the third type of condition for outside storage and displays would require a temporary use permit. He said this was how the City took care of things like Christmas Tree sales in a parking lot. Williams explained that the vendor would have to meet certain conditions. The conditions were that the time was limited (specifically limited), and that a number of approvals had to be obtained from the Police Department, Fire Department, etc., to ensure the event was handled safely. He said the sale could take place as long as these approvals were obtained, and that it was always necessary to provide for those types of situations. In addition, there should not be a sign that was legible from off site.

Williams explained that the main part of the ordinance had to do with trucks and trailers in commercial areas. The new ordinance intended that trucks would not stay in commercial areas for more than two hours after a delivery was made – that this would give the driver an opportunity to get out and have lunch. Trucks not making a delivery would not be allowed to park in a commercial area unless the owner of the truck was the owner of a business in that commercial area or unless the truck driver was actually doing business in the area. Williams said this was intended to keep someone from parking a truck on a continuing basis in a shopping center parking lot. Williams added that the City had received many complaints over the past year about this issue.

Further, any truck that displayed advertising for a business in a commercial area should be parked so that the advertising was not legible from a public street off site. Also, trucks and trailers should not be stored in a commercial area for more than two hours unless they were stored at a designated loading dock, or unless they were stored in an area that was screened

from public view so that trucks could not pull up and stop all over the commercial area - sometimes waiting several days to be unloaded. He said from time to time trucks would pull up into parking lots and sell from them - pine straw was the most common thing sold in this manner - and that several of the businesses did that with great regularity. Williams said this was usually a pretty messy operation and that sometimes safety was questionable because of the truck and the traffic in the parking lot. Williams advised that these last four conditions addressed the truck and storage portion of it.

Brooks asked that they look at a specific example like Pike's Nursery. He said Pikes had a couple of trailers (more toward the back that he thought were actually behind fences) that sold pine straw. He asked if that would be okay since they were in a "screened area" that was screened from public view. Williams said the Planning Commission said they did not want selling out of a truck - period. Lenox said it was not so much that they sold out of the truck - you go in to buy pine straw, and they asked you to pull your truck around to their truck and that was how they loaded it; otherwise, where were they going to put it and how would they handle it. Lenox asked further if someone could sell out of a trailer in a commercial area if that was part of the temporary use permit. Williams said as long as you had the temporary use permit, you could do this for a short period of time only and as long as it did not cause a safety hazard.

Brooks said he could understand some of the intent, but that he thought it would create an unnecessary hardship. For example, in the Pikes situation, the fact that their trucks were located behind a screened fence that this seemed like a practical way to handle pine straw. Brooks said, frankly, if you were going to unload the pine straw out of the truck and stack it somewhere else, it would almost create more of a mess than just leaving it in the trailer. Brooks said he would like to see the ordinance worded in a way that businesses could at least be practical. Williams said that would be no problem.

McMenamin said she had received some calls from members of the Fayette County Chamber of Commerce requesting that those members be allowed to have an opportunity to participate in discussions in this regard and review the ordinance as it progressed, and that she had advised the Chamber members that this would not be a problem. In addition, McMenamin asked if it would be appropriate to prohibit overnight parking of mobile homes or tourist-type vehicles in this ordinance. She said she was asking this because of a story she had heard that Wal-Mart allowed overnight parking in their parking lots for up to two days. McMenamin added that she understood Wal-Mart was doing this mainly in tourist areas because it was very convenient in a 24-hour parking lot to allow people to park there and do their shopping early in the morning or late at night or when it was convenient. McMenamin said further that it might never happen in Peachtree City, but that she thought it would be a good idea to be proactive in preventing that type of situation from occurring. Williams said they could include this.

Fritz asked to go back to item number two regarding the six-foot walkway requirement. She thought that that requirement could be a real problem for some places because some places did not have the space required for a six-foot walkway, like a convenience store, and felt this would be a real nightmare for a convenience store. She said she thought it was geared more towards a larger store. Fritz said, for example, she felt the requirement that storage not occupy any more than 100 lineal feet, which could possibly be the whole front of a

convenience store, might encourage abuse by smaller businesses. Williams asked Fritz if she felt they should leave it the way it was originally written – that they could use six feet of the outside space. Fritz replied that she did not see that Peachtree City had had a great problem and asked Building Official Tom Carty if the City had experienced any big problems. Carty replied “no.” Fritz asked why the City would want to create more bureaucracy. McMenamin answered that she thought sometimes in the *big box* areas (that the City was now facing), slabs or timbers, etc., were stored in the front and that it was difficult to get around them, and she thought the City was trying to prevent this from occurring.

Lenox said this situation did not preclude the typical store from having a side walk sale four times a year, and felt the store could probably work around some of these rules through the permit process as long as everyone agreed that it was safe. For example, K-Mart displayed their flowers that seemed to stay out for a fairly long time and pretty much fell within the range of the existing ordinance. However, Lenox added that they did block the sidewalk to some extent and would not meet the six-foot pathway issue necessarily, but that the flowers were contained.

McMenamin asked if there would be any restrictions regarding the appearances of the fences mentioned in the ordinance. Williams replied that these restrictions were addressed in the current fence ordinance itself.

McMenamin suggested that a copy of the ordinance be sent to the Chamber of Commerce and to anyone else who was interested in reviewing a copy. In this way, Chamber members and anyone else who wished to review the ordinance, could submit their recommendations and that perhaps Council could discuss those ideas at the next meeting.

Lenox asked how this would impact a restaurant with seating on the outside. Williams said the ordinance would not apply to this situation.

Williams said the only portion that caused a real problem with interpretation was the Yard Time business, which was probably the perfect business for that particular site and did not fit this ordinance at all. He said Council could grant a variance to operate this type of business rather than struggle to make an ordinance that would fit this situation.

Lenox said he did not have a problem with most of the proposed ordinance because it was fairly practical and was, in the interpretation - an application, and that it became tricky to have an ordinance that would not be abused and that was not an undue burden on a business. For example, prior to the issuance of a temporary use permit, Lenox said that portion of the ordinance seemed a little daunting, but in actuality, the business needed to obtain clearance from the Health Department and the rest of it was internal with Peachtree City, and that the City would have a process to get that done pretty quickly in the usual manner. Williams responded that a typical approval for this situation took less than a week. Williams added that the most difficult situations involved *tent sales* because the tent material had to be inspected to ensure the material was not combustible.

Williams said if Council had no further input, he would contact the President of the Fayette County Chamber of Commerce to obtain input from their members or anyone else who might want to participate in the matter. Williams also advised that he had sent copies of the proposed ordinance

to those people who called him with concerns and had asked for their input as well.

Lenox added that the convenience store issue was a little tricky because many of them had newspaper racks, ice vending machines, propane cylinders, sometimes soft drinks, etc., all visible from the street, and that the City should make sure we were practical about this kind of circumstance.

Brooks said he thought part of the problem was that consumers wanted these things to be visible from the street (i.e., if you want a newspaper, you want to be able to see a newspaper stand from your automobile). Williams said the way this issue was resolved previously was that if products could be displayed within that six-foot range, it was fair game. He said this kept the huge mounds of Coca-Cola boxes from being displayed because it was difficult to get them up against the wall. Williams added that the proposed ordinance would also impact big racks of tires that some of the service stations put out on display.

Lenox asked if Council wanted to continue this matter to the next meeting, and requested that Williams actively solicit input from the Chamber of Commerce and perhaps the local shopping centers.

Robert Brown addressed Council and said that part of the issue on who would have this might be solved if, instead of saying "not visible from any roads," say "arterial or collector roads." That would get the unsightly displays off of the City's main roads and onto side roads where they would be more appropriate, and that this would also take care of "Yard Time" because that was not on an arterial or collector road. In addition, the issue of the convenience stores could possibly be handled by a minimum of any display under 10 lineal feet and could take the entire sidewalk because if a convenience store even had a sidewalk, it was maybe six feet wide anyway, so if they said six feet, they would cover the whole thing. Brown continued by saying that the primary reason for implementing this ordinance would be to take care of the big displays on the big box-type stores. Further, regarding whether products could be sold out of trailers, that Councilman Brooks was correct, it sometimes made a bigger mess to unload the trailer, but that if products were sold out of trailers, they should be screened and the trailers at Pikes Nursery were not screened – they were clearly visible from the highway. Brown said further that it was mentioned at the Planning Commission meeting that there were a number of golf cart dealers on Huddleston Road and the golf carts took up much more than six feet. Another point Brown raised was the parking of vehicles overnight in Wal-Mart. He said he did not think this issue would fit this category because this would be an amendment to the Sign Ordinance, and since those motor homes parking in the Wal-Mart parking lot were not part of Wal-Mart's advertising, and since the homes did not actually advertise for Wal-Mart, that this might not be appropriate for the Sign Ordinance, but it might be appropriate to cover this in another ordinance.

Lenox said he completely agreed, and that he did not want vendors selling anything out of trucks, - including pine straw. If the truck was not parked in the parking lot – in other words – the truck was in a contained area or part of the operations area of the establishment – that this was a different story.

Steve Brown addressed Council and advised that the Home Depot in Snellville, Georgia, had devised a system where the tractor-trailer could actually run into the store itself with decking that was put up after the trailer was pulled in, and this enabled them to sell from the container inside

the store. He added that newspapers had extra protection under the law, so that newspaper racks could not be moved even if Council wanted to move them. Brown said the Supreme Court always ruled in favor of newspaper stands.

Lenox said they would continue this matter to the September 20th meeting.

Basinger addressed Council and advised that Mr. Phillip Robertson, of The Mercer Group, had arrived.

08-00-10 Consider Employee Pay Plan

Lenox advised that Council would now return to this item to consider the Employee Pay Plan.

(Note: The Mercer Group will be referred to as "The Group" for reporting purposes in this transcript.)

Basinger addressed Council and stated that Mr. Phillip Robertson would present the proposed Pay and Classification Plan and the process by which it was developed, but that he would like to make several comments first. Basinger said that, in preliminary meetings between staff and individual Council members over the past few weeks, it was generally felt that staff should pursue implementing the plan at the 75th percentile as opposed to the 50th or 85th percentiles. He said The Mercer Group estimated the cost of implementing the study at the 75th percentile to be almost \$500,000. He said further that certainly this was a major increase to the salary line item should Council approve the plan at that level. He advised that staff had attempted to provide Council detailed information on the salary increases based on the 75th percentile.

Basinger advised that it appeared that, due to an Open Records request, some very preliminary working papers and incomplete information on the study had unfortunately been distributed to some employees. Basinger stated further that he knew, based on this preliminary and incomplete information, that some of those employees were prematurely concerned about some aspects of the Plan as it related to them, and rightly so. As stated in the Plan provided to Council, and as Mr. Robertson would explain, employees who disagreed with their new grade, salary or position title could file an appeal. Basinger said further that, if Council felt uncomfortable approving such a large expenditure tonight and desired additional information or time to consider this matter, then staff would recommend Council table this item. However, in the interest of the City's employees, should Council elect to table this item tonight, and a plan not be acted on until after October 1st, he recommended that Council consider taking action tonight to make the plan – whenever it might be approved – retroactive to October 1st. Basinger then suggested that Council proceed with Mr. Robertson's presentation.

Mr. Phillip Robertson, Consultant for The Group, addressed Council and explained that the study itself had two parts – a compensation part and a classification part – done independently of each other and brought together at the end as they fit positions into an overall pay plan. Regarding compensation, comparable local organizations had been identified to survey for their salary levels – minimum and maximum – for certain chosen positions. Those positions were called *benchmark positions* and were chosen specifically because they were fairly common positions throughout the market. Robertson asked Council to keep in mind that no individual employee's salary was set by whether or not their position was chosen as a benchmark position – that benchmark positions

were a survey tool. Further, that the consultants had tried to pick positions from every area in the City's overall pay plan. In this way, when the market was surveyed, the consultants were able to put together an overall market pay plan to show Council where the City's overall pay plan was in the market. Robertson said the organizations chosen for the survey were Alpharetta, College Park, Decatur, Fayetteville, LaGrange, Newnan, Roswell, Marietta, Clayton County, Coweta County, Fulton County, and Spalding County. Robertson said he also surveyed and that, in gaining information from private organizations, confidentiality had to be promised, and that a part of the survey, their names would not be divulged in a public meeting or on written record. If Council wanted this information, he would be glad to share it with them at another time. Robertson advised further that the Marietta salary survey every year, had been used as one piece of data in the overall data. In response to Council's question, Robertson said the Human Resources Department for the City of Marietta had performed their survey.

Hearing no comments or questions from Council regarding the choice or applicability of the comparable organizations, Robertson continued regarding the benchmark positions stating that the consultants had chosen positions from every area of the City's overall pay plan, which included the following positions: Library Assistant, Maintenance Worker I and II, Secretary, Equipment Operator, Executive Secretary, Code Enforcement Officer, Building Inspector, Police Officer – Certified and Basic, Engineering Technician, Purchasing Agent, City Planner, Building Official, Police Lieutenant, Fire Training Captain, System Administrator, Public Works Superintendent, City Engineer, Fire Chief, Police Chief, Firefighter EMT, Firefighter Paramedic, and Firefighter Lieutenant. Further, that comparable organizations had been contacted and if they had positions that matched the duties of those positions in Peachtree City, the minimum and maximum salary was collected enabling the consultants to construct an overall market pay plan to present to Council. Robertson explained that, in constructing the overall pay plan, it was determined that Peachtree City was a bit below the average for the market. Upon instruction, budget and implementation figures were developed to put the pay plan to market, which would have been at the 50th percentile, the 75th percentile, as well as for the 85th percentile. Robertson said their recommendation was at the 75th percentile, and that the implementation amount was about a half million dollars.

Hearing no comments or questions from Council, Robertson continued with the classification portion of the study. Robertson said that the consultants had looked at every position in the City and had prepared questionnaires. When the questionnaires were completed, interviews with employees holding every position in the City were held. Once the results of the interviews were compiled, The Group went through the classification portion of the study. Each position was compared to ten compensable factors. Each factor had a level and there were points associated with those levels. Robertson explained that by adding up total points, The Group was able to make recommendations on putting positions at a particular pay grade in the pay plan.

compensation side of the study, Robertson said that The Group had looked at every position in the City and had prepared questionnaires. When the questionnaires were completed, interviews with employees holding every position in the City were held. Once the results of the interviews were compiled, The Group went through the classification portion of the study. Each position was compared to ten compensable factors. Each factor had a level and there were points associated with those levels. Robertson explained that by adding up total points, The Group was able to make recommendations on putting positions at a particular pay grade in the pay plan.

Robertson asked Council if there were any questions regarding the classification portion of the study. Robertson continued and said that at the end of the study, The Group had positions they had recommended pay grades for, they had an overall pay plan, and by slotting those positions into the pay plan, The Group was able to bring the two parts of the study together and recommend

a new pay plan for the City.

In answer to Lenox's question regarding the overall return rate by employees of the questionnaires, Robertson replied he thought it was 93%. Robertson advised that a lot of times when multiple employees were in one position such as EMT Firefighter, it was easier for them to get together and fill out one questionnaire once they agreed they were all doing the same job instead of having them all fill out individual questionnaires that said basically the same thing.

Brooks said he was unable to compare the current recommendations The Group was making as compared to what some of the job descriptions were before. Robertson said The Group usually did not take a firm stand on position recommendations until after Council had acted to accept the methodology, and that there was a part of the study that dealt with appeals. For example, if an employee felt The Group had missed something in the factor evaluation system, or if there was something that was misunderstood during the interview, or something was not clear on the questionnaire, The Group offered an opportunity for the employee and their supervisor and department head to go over all the factors in that factor evaluation system for their particular position. Robertson said it was not until that time that The Group really said these were their final recommendations on positions.

In response to Brooks question regarding whether The Group made many revisions regarding position descriptions, Robertson replied that it was within normal range. He explained that The Group usually found in some positions that were under-compensated or under-classified, and a lot of positions that were well classified, and just a couple that were basically over classified. He said The Group never recommended that anyone's salary be reduced even in an over-classified position.

Brooks said he thought the plan was really not that far off, and that it was interesting if you looked at the governing entities south of I-20, even with the City's current pay system (before the Reevaluation), the City was 2% above (not below) and that the maximum was only 2% below, so actually it made a comment that the system has worked fairly well. Brooks said he understood the basic process, and that this was obviously a very important issue. He said further that, although he understood the more significant factors in general, he had not yet been able to feel totally comfortable on some of the transitions of positions – specifically some of the reclassifications. Brooks added that he felt the study was still a work in progress and that he also had some philosophical questions that might or might not be solved tonight.

Lenox advised that this was the first time a study had been done in almost ten years, that Council tried to be very careful regarding salary administration, and that he felt the City had an excellent group of employees and Council had always tried to compensate everyone fairly. He said further, that the City had instigated the study to find out if the City's pay plan was comparable. Lenox said he found it interesting that the overall – for something that had not been done in ten years – the City was pretty close. Further, that in the individual areas, which a lot of people regarded as some of the City's lower-paid jobs, the City had fallen behind in their salaries. Lenox said the City should implement the plan, whether it was done exactly as suggested or if it was modified, and that the pay scale needed to be updated. He said he believed that the Plan should be implemented at the 75th percent level with 50% being the average of the market. Further, that the City's employees were not average employees, and he thought that Peachtree City residents would agree with that. Lenox said the employees did an outstanding job and that they were a

very service-oriented group. He said Council had worked very hard at paying the employees fairly and providing a good working environment, and that this was part of that process. He said further that he certainly understood the process, which was very complicated because The Group was trying to relate different jobs in terms of ten characteristics - each of which had a completely different mix of responsibilities and problems. Lenox said that, for a public organization like the City, he thought it was the only way to determine classifications - that the City had to do it that way - unlike private organizations who were much more secretive. He said while there might be some questions on Council's behalf or on an employee's behalf about job classification in a particular instance, he thought the important thing was that the City had the right process so that if Council or an employee had a question, they could get an unbiased answer to understand how their job was rated. Lenox concluded his remarks saying that he thought that the process was pretty good overall.

McMenamin asked Robertson if The Group had discussed the classification or reclassification with the employee during the interviews, or was The Group not prepared to talk with the employee about classification. Robertson replied that the interview with the employees was part of the classification development. McMenamin said that, because she thought perhaps there were no follow-ups with employees, it might have caused some concern for them. She said she felt uncomfortable with some reclassifications without the employee being told because the employee might feel their new classification did not fit. Robertson said that The Group had tried to explain the process to every employee, and that if they disagreed, there would be an appeals process once Council had acted. Further, that until Council accepted the process as it was, there was basically nothing to appeal because The Group was outside of the City with the process at present and that once the Plan was accepted, The Group could open appeals with employees who felt that their particular classifications were inaccurate or that there were things that were not accurately reflected in the factors.

In response to Lenox's question, Robertson explained that The Group was asking Council for a ratification of this process tonight so that the process could be continued.

Basinger addressed Council and stated that one concern for a lot of employees was how their positions would be slotted in. Basinger asked Mr. Robertson to comment on this point.

Robertson replied that there was a process by which longevity was taken into consideration in putting employees into the new pay plan and that by using the formula on Page Ten of the proposed Plan, if an employee had been in a position for a particular amount of time, the employee was put at the particular step that related to the amount of time based on the following formula:

- Less than 12 months - Step One
- 12 to 23 months - Step Two
- 24 to 35 months - Step Three
- 36 to 59 months - Step Four
- 60 months or over - Step Five

Robertson said this represented employees whose salaries were at the 75th percentile and would be below that particular step given. Another example of how this would not be used to penalize an employee was that if an employee had been here 58 months and their salary was at the 75th percentile, it would be higher than Step Five, then that employee would be moved to the Step

closest to their salary – only higher – they would not be brought back down to Step Four because of their months with the City. Robertson said there were other recommendations The Group had made to implement the Plan if Council would like to go on to that part of the Plan, or if Council would like, they could discuss the particular methodology.

Firefighter/Paramedic Lt. Ron Mundy addressed Council from the audience and referred to Page 10 of the Pay Plan Study. He asked about that particular paragraph that stopped at 60 months and over. Mundy said it was his understanding that another document had been presented to the staff that addressed the issue up to 180 months and over that increased the position to Step 7. Robertson replied that the basis for submitting that information (found on page 10) was his own misunderstanding of the rationale that the City wanted to use and apologized for any false hopes that someone would have received from that document. Robertson said once he presented that document to the City, he was advised that that was not what the City had wanted. Mundy asked Robertson to give his opinion as to whether or not he thought that was equitable. Robertson replied that, speaking personally from the studies The Group had conducted, he thought the City had been very, very generous. He said the usual tact of municipal and county organizations that The Group dealt with was to make sure that the employees who fell below the minimum in their new pay grade were moved to their new pay grade. If there was any money left over, try to give some kind of cost of living implementation and beyond that, people should be happy with it. Additionally, Robertson stated that because the City went the extra step, he personally did not have a problem changing it to Step 5 because even Step 5, based on The Group's experience, was very generous.

Regarding the hiring schedule, The Group recommended that hiring be allowed up to Step 10 with the approval of the City Manager. He said further that it was a 20-Step Plan, which was fairly accepted out in the world in the current labor market where things were fairly tight, and that the City Manager should be allowed to approve hiring up to the mid-point. Robertson said that a lot of times when you have a really good candidate and you have to bring an action to the board, sometimes that extra three, four, or five days or a week could spell the difference in getting the candidate.

Regarding the Merit Pay, Robertson said The Group recommended that the City continue the Merit Pay System, and that it was always good to find an organization that had a Merit Pay System. He said The Group also recommended that the City have a separate Annual Market Adjustment based on CPI or whatever the City wanted to base it on. The important thing about the recommendation was to try to keep Merit Pay and the Annual Market Adjustment separate. He said a lot of times organizations would try to meld the two together and the Merit end suffered in the bargain.

Regarding employee promotions, Robertson explained that if an employee was promoted to a higher grade, The Group recommended that the employee receive at least a 5% increase in pay. With the step system, sometimes you could go from Step 5 in one pay grade to Step 3 in the next highest pay grade, and it was really the same salary; so basically you would be giving more responsibility to an employee without any additional money.

Robertson continued saying that The Group recommended that the City implement a policy that dealt with Market Impact Positions. He said a lot of times the local market, or market mandated by State Statute, could bring to bear forces on a particular position that really didn't need to be

addressed through classification. Robertson cited the example that, after the hurricane in Florida, the State passed a really restrictive statute that dealt with Building Inspectors, and once the Grandfather Period ran out, Building Inspectors were sought by all the organizations, and a lot of the organizations would artificially inflate the classification of Building Inspectors to be able to offer them more money to start because it was such a competitive market. Further, The Group recommended that the City deal with market forces head on. Robertson advised if the City had difficulty filling a position or keeping someone in a position, and if employees were going somewhere for more money, that it was easy for other employees to understand (continually) that something other than classification was taking that person or that position away. Robertson said the City should go out into the markets, look at the hiring rates, and raise the hiring rate for the City's positions to the market. Also, if there were other incumbents, or if there were any incumbents in that position, to keep someone from feeling put upon by someone coming in at the same salary that the employee was making when the employee had been with the City for years, The Group recommended raising the incumbent's salary by whatever percentage the City had to raise the salary to the market hiring rate. Robertson added that under Building Inspectors, the particular category indicated on Page 12 of the Pay Plan, dealt with Code Enforcement, Senior Code Plans Examiner and Development Inspector and that The Group recommended an incentive process be built into the Southern Building Code certifications. He said The Group, with the help of City staff, had identified the certifications that would fit into that particular structure. Further, that incentive be awarded, if it was included in someone's annual development plan, and that an incentive be awarded for every second certification that was received. In this way, the City would be asking employees to do one certification on their own, and an incentive would be awarded for the second certification, which would be a one-step increase in pay.

Regarding the Fire Department, Robertson said the City currently had a position titled Fire Maintenance Specialist, and that the person doing that work currently was a paramedic, and The Group felt that instead of tying that particular function just to a Paramedic, once that person retired or was promoted, the City might not want to be bound by a Paramedic, so The Group recommended a 5% increase to either an EMT or a Paramedic who would be performing that maintenance position in the Fire Department. In this way, the City would have more flexibility. Further, The Group recommended a \$25 Special Team Payment per week for special teams for weeks that employees were in training or performing special team activities. Robertson said The Group also recommended a similar stipend for Training Officers and for part-time, on-call Paramedics and EMTs. The Group recommended that the City look at the current structure in which there was really no movement, and what was available for their pay, and to look at giving increase or to develop some kind of salary advancement structure for those employees.

Brooks commented that he knew training was very, very important for all employees of the City, but particularly for Firefighters because training represented a significant portion of time when the Firefighters were not actually out firefighting. Brooks asked if, when an employee went into training, the training was additional to their normal responsibilities, or if the training was part of their responsibilities, and asked what the employee would be doing if they were designated as part of a special team.

Acting Fire Chief, Stony Lohr, addressed Council and stated that special teams were in addition to their regular duties (i.e., the HazMat Team, which was a highly technical and much more dangerous position). Brooks asked if employees rotated through the special teams for brief periods of time. Lohr responded that once a team was designated, it would depend on how many

training events they attended or how many events they responded to, and that once an employee was on a team, the employee stayed on the team until they no longer wanted to participate. Brooks asked why The Group chose to pay the team members \$25 per week as opposed to the training being a part of the employee's job when they were on the designated special team, or if they had the duties of performing as a training officer, why wouldn't they get a step increase by classification. Robertson said that Training Officers or Special Teams was usually something an employee would do of their own volition, and employees participated because they had an interest in it, and because they had the capability. Further, a lot of times things might come up in the employee's lives that would make that extra effort something the employee could not do. For example, if an employee were on a HazMat Team, there might be times an employee would have to get off the team for other reasons, and that if the pay was in a pay structure, then the employee would be in a particular spot in the Pay Plan, and then when they came off the team, the City would have to lower them; in effect, it was not technically a demotion, but it would be viewed as a demotion. Robertson explained, for example, if the employee was at Step 9, and the employee got off the team, the City would have to put that employee at Step 8. Robertson said if the City did it with a stipend structure, when someone came off a team, they would no longer receive the stipend for as long as they were on the team and for whatever reasons they had to come off the team, but the employee would not suffer any damage to their base pay.

Regarding the Police Department, for Uncertified Police Officer, The Group recommended they be hired at 5% below the minimum of a Certified Officer, and when the Officer received the certification, the 5% increase would be advanced. For advanced certifications, with the City Manager's approval, The Group recommended that Police Officers be hired two steps above the hiring rate, and for current employees who obtained an advanced certification, a 2-step incentive was recommended. On special teams, overtime compensation was recommended for any activation of the special team. Further, this request came from the special team commander who advised he did not want anyone on his special team if they were there just for the money. The special team commander wanted to be sure the employees participated because they wanted to be there, but The Group felt there should be some recognition for people who served on the SWAT Team or SRT. The Police Department already had a Field Training Officer stipend, and The Group recommended that this current form of compensation be continued.

Robertson advised that once The Group started appeals, they would be able to make a recommendation regarding Fair Labor Standard Act designations for all positions, and would also recommend a strict adherence to Fair Labor Standard Act provisions on overtime.

Lt. Mundy addressed Council again and asked them to refer to Page 12, which included a recommendation that all future promotions require the employee to have Paramedic Certification. Robertson said this was currently in debate, and that was The Group's recommendation based on other fire departments The Group had dealt with in the past – there were debates on either side. Robertson continued that there were two sides – one was that if you had someone genuinely gifted in command, who understood when they needed to delegate to someone who knew more, and to lock them out of the command structure might be a disservice to the organization. Robertson added that he did not think the requirement had been totally decided. Mundy said he guessed that would be one of the issues if Council chose to adopt the Plan. Lenox stated he regarded that as a philosophical decision rather than a Pay Plan decision. Lenox said the impression Council got was that it wasn't necessarily the standard – there were departments that did it both ways and came as something Council might want to consider or recommend, and he

thought they certainly needed to consider it. Lenox said part of that would be a discussion with the department and with senior staff.

Basinger said that decision was really a department decision that Mundy really needed to work with the other management people in the department on because that decision was made at the Fire Department level and not by the City staff. Mundy said all he was asking was why that was left out because he thought they skipped over it. Basinger said it was left out because the Fire Department asked for it to be left out, and that Robertson did not skip over it, it wasn't in the report. Mundy said he was trying to determine who the ultimate authority would be regarding the decision on the Market Impact Positions. Robertson said Mr. Basinger would make that decision.

McMenamin asked, when The Group made recommendations, if department heads and the City Manager have some input into agreeing with The Group at some point before the Plan was finally developed, or how many steps The Group went through before the first draft was ready, and what The Group's dialogue with staff had been throughout the process initially. Robertson said The Group was not keen on surprising top management staff and that they tried to touch base at every point along the way. McMenamin asked if there had been a debate on some of the issues. For example, The Group explained their reasoning and the department head had the opportunity to express their concerns or disagreements, but then how was the decision made. Did The Group always agree with the department heads and staff's recommendation or did they sometimes win because The Group thought their ideas were the best. Robertson said there were some issues about which The Group felt very strongly, and in those cases they made the case very strongly. Robertson added that there were issues in the interviews that they had told employees they would do, and bring forward, and that was something they always did. He said further that, one thing to keep in mind when the study was over, was that The Group would go back home and the last thing they wanted to do was to leave Council with something that would cause internal strife and would be debated after they left. McMenamin said she hoped the department heads and staff would be looking out for the City's employees, and that they would try to argue on the best side of the employee or at least obtain an opinion from The Group as to what was the best thing for the employee.

Lenox asked if there were any other questions, comments, or input and if everyone was comfortable with continuing the process at this time because he thought that was what Council needed to do. Fritz said she was not comfortable with it, that she would like to have a couple of workshops because she had a lot of questions about things that should be discussed in a workshop. Lenox asked Fritz if her questions were about the process or the market analysis or did it deal with individual cases in question. Fritz said some were to do with the process and some with individual cases that were in question, and the process by which they were reached. Lenox said Council should be very concerned with the process, the accuracy of the market study, and with the philosophy of the level at which the City's employees were to be paid. He continued, saying he did not think it was appropriate for Council to be concerned about individual employees unless there was an argument that could not be resolved with the consultants and the staff because that was staff's job. He said the only way to resolve any problems with the City's 200 plus employees was when the Plan was finalized. He thought perhaps 90% of the City's employees would be happy with what Council decided and 10% of the employees would have a variety of questions relative to their grade, classification, or pay, and that 90% of those issues would be resolved through meetings and open discussions. However, Council would not get to

that point unless they agreed that the basic process was pretty good, and he was satisfied that it was. Lenox said the consultants had an excellent reputation, and they had recommended a Plan that was more sophisticated and more flexible than plans used in the past. Lenox said he thought the City had done a pretty good job over the past ten years and that it was timely to conduct the study at this time to determine where the City should be. He said he did not want the process to be held up because he thought the employees should know what their salary would be next year as soon as possible. Fritz said she did not have a problem with the market analysis or with The Group, but that she did have some questions and issues with the process and staff's involvement with it, and would like some time to discuss this a little further. Fritz added that she was still not sure where this would end up with all the steps and reclassifications, and was having a hard time putting it all together.

Lenox said it was the Council's job to set salary levels and do everything they could tonight within the parameters of the philosophical direction, and that the direction was to survey the market very carefully, characterize and categorize every job very carefully, and then Council would want to pay all of the employees above the average of what was determined. He said beyond that point, he really viewed it as largely a staff function to implement the Plan unless there was some major problem in which Council needed to become involved.

Brooks said philosophically he agreed with what the Mayor said, and he thought Council's overall role in the process should be one of guidance. He said he thought Council should go to the point where they felt comfortable with how positions had been reclassified. But then, at the point where that fit in individually, and where people started to get plugged in, some of that should already be defined and certainly that was not Council's role; it was staff's role if Council felt comfortable about it. Brooks said further that he thought there were some concerns regarding the transition area between implementation and general philosophy. He said that these concerns needed to be addressed and Council needed to feel comfortable before they proceeded. He also said Council needed to work through this fairly quickly and that part of the problem and part of the reservations were that the City started a little late with this a few months ago and Council felt under the gun. Brooks said he thought he was right in the middle because he heard Fritz' concerns, and was sympathetic to them, and that certainly Council should take the time to go through those concerns. However, at the same time, most of Council's concerns should be on the level that the Mayor had just described.

McMenamin said she would agree with that, and that her problem was not so much with the process, that she knew it took a long time to match it all up, put it together, understand it, and that even after several meetings with the staff, it was very hard to read and match and compare pages. She said the easiest part of it was probably the process, but there were still some problems within the process that she had concerns about.

Brooks said his one overall general concern was, and agreed with the Mayor that the City did have a very good group of employees, who were better than average, that they needed to be compensated accordingly. Further, the City had the least number of employees per capita of any other City or County in the area and that Council was very well aware of it and very appreciative of it. He said his first reaction was that if the City was going to have a basic pay rate, minimum and maximum, that that basic pay rate should be at 50% from the standpoint of how the pay grade was set up and then move people within the pay grade and manipulate them that way, but at this point in time, with some of the information he had seen, he was not sure if this undermined what

the City was trying to accomplish. He said, the market that was used for the survey, which was the total Atlanta-Metropolitan area, and included Alpharetta and Roswell, and that even if the City came in at 50% of the overall metropolitan area of Atlanta, it would still put the City above average – at about 60%. He said if the City came in at 75% of the overall market, it would probably put us at 80% or a little above on the south side of I-20. Brooks said he was trying to be honest, but at the same time he wanted to be able to accomplish the goal that the Mayor expressed, which was that the City had a better than average group of employees and they should be compensated in that manner, and the easiest way to do it might be to put everyone at the 75th percentile. Brooks said, however, that he understood there were some implementation concerns.

Basinger addressed Council and said if Councilmember Fritz had concerns, that possibly Lenox and himself or two Councilmembers and himself could talk about the concerns and determine what could be done to resolve them. Fritz said that was possible.

McMenamin said she was more interested in the dialogue that Robertson had shared with the staff and with the department heads. Also, she was more interested in the appeals process for the employees as far as the compression that might take place. She said further that those were her general concerns, but thought they were after the process. She said her biggest difficulty was keeping track of making sure the Plan was done right for the employees, and that while she kept hearing that Council should not think of employees as individuals, she had difficulty not thinking of the employees as individuals.

Robertson advised that part of the process was to address employee concerns through the appeals process. He said basically no one had a classification until the appeal process was completed. McMenamin said she had forgotten that point because Mr. Basinger had told her that one other time and that it was an important clarification. Robertson said at the beginning of the study, for The Group's purposes, no one had a job description, they did not look at job descriptions, and if an employee said he needed eight years experience to do this job and the job description said four, it was immaterial to The Group and they would usually take what the employee said. He said further that it would have to be reviewed by the employee's supervisor, and that The Group did not look at the job descriptions for the study, and that there were no job classifications until the end of the study when the entire appeals process was completed.

Basinger suggested Council adopt the Plan tonight, noting that the City would have the appeal's process, which he understood would be handled strictly by The Mercer Group. Then, if there were further problems that had not been resolved after the appeal process, maybe he and several Councilmembers could discuss those individual situations.

McMenamin said her concern was more with compression. For instance, the Fire Department. - just because they were a group of people that might be very close in time and rank, there might be a larger group of people being compressed. She asked Robertson if he would view those employees as a group or as individuals? Robertson said that all the EMTs would be viewed as a group. If one EMT appealed, and that appeal was granted, that appeal would apply to everyone in that position.

Fritz asked what would happen if Council had a concern about a market value maybe being a little over rated, and that obviously the employee would certainly not appeal the process if that happened. She asked how Council would bring that into effect? Robertson said the market did

not determine anyone's individual pay grade or salary, that they looked at the market to determine the overall pay plan. He said further that there was no market data to bring into the appeal to say a specific salary was too low; the market data was considered in the overall pay plan. He said if they had eight or ten other organizations *exactly* like Peachtree City, they could do a one-to-one comparison on position-to-position for salaries, but he did not know of any other single organization exactly like Peachtree City. He said the market had to be for overall pay plan purposes and Council could set the overall pay plan at whatever level Council desired, but once the overall Pay Plan was set, that would be the determinant of minimum and maximum salary ranges for every employee.

Lenox said, if there was a particular classification that Council or staff felt something was wrong within the study – whether it was too high or too low – then certainly it was Council's responsibility to give input on this. Robertson said that would be along the classification line, and that classification was open for discussion. Robertson said once they started outside of the concept of Market Impact Positions, and once they started bringing market to bear on individual salaries and individual pay grades, it degenerated very fast and the City would pretty much lose all the internal equity gained through the use of a factor evaluation system.

Fritz said she felt like she was being told on one hand that this was none of her business, and on the other hand she was being told yes, maybe she could have some input. She asked if she approved the Plan, was she out of the process? Lenox said he was not ready to approve the entire Pay Plan so to speak, but he was satisfied with the process, and that the process at this point was only two-thirds of the way there. Lenox said Council had a very important part of the process yet to go, and in doing that, Council would find out if there were any major problems or not because they would then find out if they had any appeals. Lenox said he thought they needed to discuss it further, but he was just trying to get a sense of Council as to whether to proceed with the plan.

McMenamin commented that perhaps Robertson could make Councilmember Fritz more comfortable with the appeal process. Robertson replied that The Group would make sure every employee knew they had the right to appeal. Employees would be given a description of their job from the factor evaluation system, and the employee would be advised where (within that factor evaluation system) their particular job fell. He said a lot of times you had to make sure the employee understood that when you were looking at a particular position and you were classifying it against factors – one factor – the overall word for it was that it was at the *mastery level* and a lot of people, especially in skilled trades would look at that and say they *were* a master of their skilled trade. However, when you were looking at the overall organization, the only person that had the mastery necessary to administer the entire organization was Mr. Basinger. He said further that one of the functions of the appeal process was so that people could actually get into the process itself and look at their ten factors when compared to the overall organization. Further, a lot of the appeal process was about people understanding how The Group came up with the recommended classification, and that was something that was absolutely necessary for employees to accept a pay plan. He explained that a lot of the pay plan was acceptance, and that usually when The Group went through the appeal process, they would show the employees how The Group had arrived at their classification, that the supervisor would be there, and questions about what the minimum qualifications for the position would be addressed. He explained further that most of the appeals were agreed upon as to whether the position had been properly classified, but that The Group never went on the assumption that someone would understand the process in the

beginning.

Brooks said he had some concerns philosophically about an overall rate plan, as far as a minimum and a maximum, but after listening to some of Robertson's comments, for Council to suggest an overall minimum and maximum, would totally mess it up and cause the implementation to be reworked. Brooks said, from the standpoint of staff guidance, he felt comfortable with implementing the Plan at the 75th percentile. He said he thought the most important thing for Council to do that evening would be to come to two conclusions. One was that Council should feel comfortable with the overall process and whatever reservations Council still had, they could be worked out as part of the continuing process. And, two, was for Council to be able to take some kind of monetary value into the budget discussions that would take place after this agenda item was concluded.

Brooks made a motion to accept the presentation of the Pay Plan and Classification Study, that Council agreed with the general guidelines and information that had been collected, and that the 75th percentile of the market be embraced. Brooks then asked Fritz and McMenamin if they felt comfortable implementing the Pay Plan on October 1st. McMenamin said she thought Council wanted to go through the process before they actually adopted the Plan. Fritz said she thought there was a lot more to it. Brooks then made a motion to go on with the process.

Robertson said from a consultant's standpoint, he liked to believe that people stepped back and only looked at things from a pragmatic standpoint, and that a lot of times whether someone would appeal their position or not, had a great deal to do with their salary. That, without deciding on the 50th or 75th percentile, usually the appeal was opened after people were notified of their position title, their grade, their step, and their salary. He said that was the complete body of information an employee would need to have before they decided whether or not they were going to appeal. Brooks said that was why he made the comment about the 75th percentile. He said he felt comfortable with that because it was the most pragmatic way to achieve the goals Council had discussed. Fritz said those were the kinds of details she had been looking at in order to be totally comfortable with everything.

City Attorney Rick Lindsey addressed Council and stated that a second was needed for the motion before any further discussion, or the motion would die. Brooks restated the motion that Council accept the Pay Plan and Classification Study as presented, acknowledging that it was still a work in progress to some extent, and that Council accept it at the 75th percentile of the market so that further implementation and the appeal process could be implemented. Lenox said he would add to the motion that it be continued to the next meeting. Fritz advised she would not be in attendance at the September 20th Council meeting.

McMenamin asked if that would give time to complete the process, the appeals, the interviews with the employees, etc. Robertson said there were some administrative things he did not really have control over and did not know what kind of corner Council would paint themselves into by telling someone what their salary would be before the beginning of the program or fiscal year. He said the employees would have to be notified of their salary, grade, step, and title, and then be given probably at least two weeks to decide on whether or not they wanted the appeal and, during that time, give the employee the guidelines for preparing the appeal before handing it back in.

Lenox said what he thought he was hearing everyone say was they were all comfortable with the

process, but that he had not heard anyone express any problem with the 75th percentile. He said had essentially completed their study to the point where Robertson was prepared, with Council's approval, to go to each employee and say this is your title, your grade, your step, and this is what you're paid, and this is how the Plan worked. Lenox said if Council was philosophically comfortable with the 75th percentile, it seemed they should proceed with that because how else would Council find out if they had any misunderstanding problems.

Basinger said he thought what Council was saying was that they wanted to hear the results of the appeal process and be sure all of those were worked out before Council approved the Plan. McMenamin and Fritz agreed that was correct. McMenamin added that, once the Plan was approved, it was retroactive until October 1st as far as the pay was concerned, so that it could be plugged into the budget at the 75th percentile right away.

Lindsey suggested they bring the matter back for discussion at the October 19th Council meeting because he felt Council would need about six weeks to accomplish this. Lindsey advised this should be the last part of the motion, and that a second was still needed before any more discussion. Lenox seconded the motion and said he wanted to make sure Council did this correctly, that Council was comfortable with the decision when they made it, that Council might need to continue the process until they got comfortable, and that Council agreed on that the 75th percentile was appropriate for the City's pay scale. He said he thought he had heard from Council, at one time or another, agree that however long it took them – hopefully by the end of October – that any increases would be retroactive to October 1st. Everyone agreed they were comfortable with that. Lenox said they would continue the matter until the October 19th, giving six weeks to go through the notification, appeal and discussion process. Lenox asked for all those in favor, motion passed unanimously.

Lenox announced that Council would take a two-minute recess.

09-00-02 Public Hearing – FY2001 Budget

Basinger addressed Council and stated that a Budget Workshop was held on July 20 at which time the proposed Fiscal year 2001 Budget and Public Improvement Program was discussed in detail. Basinger said Council would again discuss both the proposed Budget and Public Improvement Program, but at this point, staff did not plan on getting into the level of detail provided at the Workshop unless Council so desired.

Basinger continued, saying at the workshop staff discussed two items that were not included in the budget at that time, but were included in this budget. As reflected on this chart, one was the Pay Plan that Council had taken action on earlier tonight, and the second was the three new firefighter positions.

Basinger said the FY2001 budget totaled just over \$27.0 Million dollars compared to \$24.7 Million in 2000. He said year in and year out this increase was really not meaningful due to the varying amounts of carryover projects. In fact, the re-budgeted program totaled almost \$5 Million for 2001 and included the new Police Station. In addition to the re-budgeted items, the larger expense areas included the Operating Budget at almost \$13 Million, the PIP at over \$3 Million for FY2001, Debt Service at \$731,000 and Self-Insurance at just over Two and One Quarter Million dollars.

Hearing no questions or comments, Basinger then addressed the major revenue and expense sources in the budget. Basinger asked Council to please note that General Fund revenues were projected to total just over \$16.5 Million dollars. This was a 4.23 % increase in projected new money or \$669,700 - certainly, a conservative projection. Basinger commented that, as he had stated each year, this new money was the key measurement in evaluating budget increases.

Basinger explained further that the City's major sources of revenue continued to be Local Option Sales taxes and Ad Valorem Property Taxes. He said staff was projecting a conservative 3 percent increase in the LOST and an 8 percent increase in the Ad Valorem Property Taxes. The 8 % projected increase included both reassessment and growth. He said until the City received the digest, which he understood would be delivered tomorrow, staff did not know what percentage would be growth and what percentage would be reassessment. In addition, a new State law required Council to either roll back the amount attributable to reassessment or publicly advertise it as a tax increase. Basinger said the budget presented was based on no roll back. Basinger pointed out that Building Permits and related revenues were projected to decrease due to the continuing decline in residential development.

Hearing no questions or comments, Basinger continued and explained that the pie chart reflected on the screen indicated the percentage of revenue by source. Basinger said further that LOST accounted for the largest percentage, followed by Ad Valorem Taxes, and in third place was Utility Franchise Taxes.

Basinger continued and stated that the budget was based on the current millage rate of 4.06 Mills, which had been the rate for a number of years now. Basinger asked Council to please note the drop in the rate over the years.

Basinger said if there were no questions on revenues, he would discuss expenses. He said the first major expense was the Operating Budget. The Operating Budget at the Workshop represented a 6.51% increase with the major increases in the Public Safety areas of Fire and Police. However, as stated earlier, the three additional paramedic positions and the Pay Plan Study had impacted the total Budget. Basinger asked Council to please note that the Pay Plan costs were a separate line item at the bottom and had not been disbursed throughout the divisions, and would not be disbursed until Council approved the proposed Employee Pay Plan. He said the Operating Budget now totaled \$12,892,919 or an 11.82 percent increase.

Basinger stated further that the bar graph being displayed on the screen compared the Division Operating budgets by dollar allocation. He said one could readily see the importance that Council placed on Public Safety, Leisure Services and Public Services, that .87 cents of each dollar was spent on Public Safety, Leisure Services, Public Services and Developmental Services, and that only 13 cents of each dollar was spent on the Administrative and Financial operation of City government.

Basinger said regarding the new Personnel Positions, that a major on-going cost in the Operating Budget was new personnel. At Retreat staff briefed Council on the need to add 9 full-time positions and one part-time new position. This included 3 maintenance workers, a Librarian, a part-time Developmental Services secretary, a Fire

Department Secretary, a Police Captain, and 3 Firefighter Positions. As stated earlier, the Fire Chief had requested to add 3 more firefighter positions for a total of 6 in FY2001.

Basinger said further that, periodically Council was shown a chart that compared Peachtree City with other municipalities in the Atlanta area based on the number of employees per one thousand population. Due to the number of employees staff was requesting this year, he thought it was appropriate to update that chart. He said the City still had the lowest ratio in this area. Basinger added that to ensure the comparison of apples to apples, employees assigned to utilities operated by any of these cities were deducted from their employee count.

Basinger discussed the status of the Council Contingency Fund, which had been funded in the amount of \$ 700,000. As requested by Council at Retreat, staff had already set aside \$25,000 of this amount for contracting with non-profit organizations.

Basinger continued and said that the Self Insurance budget totaled \$2,257,157 and included just over \$938,000 for employee's Health expenses, \$219,000 in property and casualty insurance coverage, plus \$1,100,000 in Cash Reserves in the Self-Insurance fund. Basinger advised that this met past Council's objective of keeping at least \$1 Million Dollars in Self Insurance reserves.

Basinger said the City's Debt Service Fund totaled \$731,429 and included the Recreation bond issue and the GMA brick and mortar program financing for the new Police Station.

Basinger advised that this concluded his presentation on the proposed 2001 Operating Budget and asked if there were any comments or questions before he discussed the Public Improvement Program.

In response to Fritz's question regarding the \$25,000 set aside for contracting with non-profit organizations, Basinger confirmed that Senior Services was included as a line item under the Council Contingency Fund.

Brooks said his paperwork indicated that Council Contingency was \$861,000. Basinger said the City had money set aside for land acquisition, but that the new money going in the budget this year was \$700,000 and that the money for the land acquisition was being carried over.

Basinger stated that the final major item area he would like to cover was the Public Improvement Program. As reflected on the chart presented, the FY 2001 Public Improvement Program totaled just over \$3.2 million dollars. At Retreat Council wanted additional funds placed in Street and Cart Path Maintenance and that had been done. Major projects included the Sumner Road reconstruction, The Gathering Place expansion, improvements at the Amphitheater, the Multi-Purpose Rink, the Neely Fire Station renovations, the Police Vehicle Lease Program, and the Facilities Build-out Plan.

In response to Fritz's question as to whether the Public Works' mower blades were adjustable, Basinger said he would get clarification on this from the Public Works Supervisor, Bobby Thompson.

Basinger said that at Retreat Council had also directed staff to move up the Library expansion from 2003 and 04 to 2002 and 03. He asked Council to please note that Phase I of II of this addition had been funded and said that Phase II of II was in the 2003 PIP.

Basinger advised Council that there were several carryover projects of public interest on which he would like to comment. First, was the Police Station, which was on schedule and was projected to be completed by December 10, 2000.

The next project was the Highway 54 Cart Path Bridge. The bridge had been closed to golf carts due to deterioration of the approach spans. He said the spans were on order from Steadfast, the Alabama fabricators that built the bridge. However, the City was having problems with Steadfast in giving our spans some priority. Since Steadfast did such a good job on the bridge structure, staff would prefer to stay with them on the approach spans. He said staff did have another delivery date set for the end of October. In the meantime, it was just not safe to reopen the bridge and that, and that the City had received some citizen calls on this issue due to the lack of activity. Basinger said he hoped the City would receive some media coverage on this issue.

Basinger continued and stated that the final project that had significant public interest was the signalization of the Highway 54 and Flat Creek Road intersection at City Hall. He said that the poles for the signals had been delivered and placed on the right-of-way of the Northwest corner of the intersection, and installation should start next week, weather permitting.

Basinger concluded his comments on the Proposed 2001 Budget and Public Improvement Program and said that staff recommended Council's approval and would be pleased to answer any questions Council might have.

Basinger added that no action was necessary this evening because there would be another public hearing on the proposed budget and staff would ask for Council's approval at that time.

Brooks pointed out that Council had wanted a Cash Reserve Fund of about \$1 Million, and that last year's Fund was approximately \$800,000. He said this year, the City had surpassed that amount and felt that it was important to have a good Cash Reserve Fund because it had helped with things like improvement of the City's bond rating. He said further that the City was no longer in a position like they were ten years ago when the City had to worry about Tax Anticipation Notes, etc. He said he thought the City might want to consider using some of the Cash Reserve Fund, decreasing that and rolling back the millage rate so that it equaled the increase from the assessments. Brooks said further that he wanted to introduce this philosophically and that, as staff received numbers in the next few days, this could be discussed further. Brooks added that if you look at the Council Contingency Fund and the Cash Reserve Fund, that that was \$2.4 Million.

Basinger said in the Council Contingency Fund, the City had \$700,000 *unallocated*. In Cash Reserves the City had \$1.6 Million, and that staff's objective was to have 90 days in Cash Reserves, which meant the City needed \$2.8 Million. Brooks said that was why he thought a philosophical conversation was needed, but that he understood the City would have income coming in periodically during the year for cash flow. However, this general fund Cash Reserve was money that was just sitting aside in an account that was not committed to anything and was an unrestricted source of cash. Basinger said the Council Contingency Fund was strictly in case

of an emergency situation or they ran out of cash. He said based on the recommendations of the Georgia Finance Officer's Association, (the experts in that area), the City should have three months of cash reserves, but that Council did not have to follow that principal.

Lenox said he thought Brooks had a good point that warranted a good philosophical discussion, and that he would rather do it in the context with the Digest and the Millage Rate information.

Steve Brown addressed Council and asked if the City had a priority list for land acquisition or a timetable.

McMenamin said her top priority was Drake Field, and that perhaps the rest of Council had the same priority. She said it was zoned Commercial, and she would love to have that piece of property for the City.

Lenox said there was a lot of property in the City that was well situated, and he thought the old water treatment facility that the County owned, the parcel behind Photocircuits, and Drake Field were three important parcels of land.

COUNCIL/STAFF TOPICS

Basinger announced that the Council meeting for Thursday, September 21st had been rescheduled to Wednesday, September 20th.

Lenox made a motion to take a five-minute recess and to reconvene into Executive Session to discuss a personnel matter. Brooks seconded the motion. Motion carried unanimously.

EXECUTIVE SESSION

No action was taken in executive session.

Lenox made a motion to adjourn the meeting. Brooks seconded the motion. Motion carried unanimously and meeting adjourned at 11:00 p.m.

Attest: _____
Mayor Robert L. Lenox

Gloria Reid, Executive Secretary

POSITION PAPER
Proposed Rezoning: Katz/Peachtree City Holdings Tract
West of GA 74 and North of GA 54
Director of Developmental Services
September 13, 2000

Situation:

John Wieland Homes (JWH), acting as agent for the owners, has submitted an application to rezone 101.58 acres on the west side of Peachtree City from GI General Industrial to GR-4 General Residential. The property is owned by Grant Development (81.92 acres) and Peachtree City Holdings (19.66 acres). If the property is rezoned as proposed, JWH intends to develop a subdivision for 300 single-family homes at a density of about three units per acre. The application is included with this paper as Attachment "A."

Facts:

1. The property proposed for rezoning has been zoned GI General Industrial for more than 25 years. The Land Use Plan, adopted in 1985, indicates that the property should be developed for industrial purposes.
2. In 1995 the Land Use Plan was updated. As a part of that effort, the City anticipated the possible creation of a new village on the west side of the City. That village would include the subject property. In the event the new village were, in fact, to materialize, the subject property was proposed for reclassification to Single-Family Cluster at a density not to exceed four units per acre (Attachment "B").
3. The property is bordered on the north by land that is zoned and land use planned the same as the subject property.
4. The property is bordered on the east by the CSX Railroad and GA 74.
5. The property is bordered on the south by the major east-west pedestrian path and undeveloped land currently zoned GR-4 General Residential. That adjoining land is proposed for development as a 218-unit residential subdivision at a density of 3.4 units per acre. It is known as the Cedarcroft project.
6. The property is bordered on the west by land outside the City limits in the unincorporated area of Fayette County. That land is currently zoned Agricultural and is land use planned for one- to two-acre residential lots. This adjoining property is also owned by the applicants.
7. An application for rezoning the property was initially submitted on February 4, 2000. That application was for a subdivision of up to 408 homes. On May 8, 2000, the Planning Commission voted to recommend denial of the request (Attachment "C").

6. Furthermore, the developer should install berms as necessary along the railroad right-of-way to help protect residents from possible future train derailments.
7. The developer should install the proposed extension of MacDuff Parkway from the south property line to the north property line as a part of the development of the adjoining residential areas. The Parkway should be designed with a landscaped median and be built to collector road standards.
8. The developer should have prepared by a qualified traffic engineer a Traffic Study to determine the potential impact of this proposed project on the surrounding street and highway system as well as whether or not the project is in compliance with the City's Traffic Impact Ordinance.
9. The plan submitted by the applicant as a part of this request is illustrative only. The developer should prepare a detailed development plan for a cluster project that will provide for a maximum amount of undisturbed buffers and green space on the site. That plan must be approved by the Planning Commission as a part of the concept plat process.
10. The detailed development plan for the area should include, as a minimum, several small parks, tot lots, and/or neighborhood recreation areas.
11. The detailed development plan for the area should provide for the extension by others of a northern loop road from MacDuff Parkway to Wynnmeade.
12. The developer should make available to the Board of Education, at no cost to the Board, a tract of about 20 acres for an elementary school site. The school site should be in the southern portion of the unincorporated area so as to be in a central location, it should have direct access to MacDuff Parkway, and it should be located on the property as far as possible from the railroad.

5 The staff feels that the proposed residential development by John Wieland Homes, with housing prices starting in the low \$200's, will provide a positive stimulus to the housing conditions in the adjacent Wynnmeade area.

The proposed project will provide an important link in the extension of a collector road from GA 54 to GA 74. This has been identified by the Fire Department as an essential

element in the proper provision of emergency services to the Westside area, even without any additional annexation.

The proposed project will also provide for an important link between MacDuff Parkway and the northern portion of Wynnmeade, also considered by the Fire Department to be an essential element for emergency services in the area.

Finally, the proposed project provides an opportunity to allocate a 20-acre site for a future elementary school in the area. This is a need that has been identified by the Board of Education, and it is an area that has been tentatively approved by the Board's staff as being a suitable site.

With adherence to the conditions outlined above, the staff feels that the proposed project would have a positive impact on the surrounding area and the community as a whole.

JBW/jir

Attachments "A" – "D"

August 18, 2000

Mr. Jim Williams
Director of Developmental Services
151 Willowbend Road
Peachtree City, Georgia 30269

Re: Zoning Application 06-00-05, the rezoning of the 102-acre Katz Property
from GI to GR4

Dear Mr. Williams:

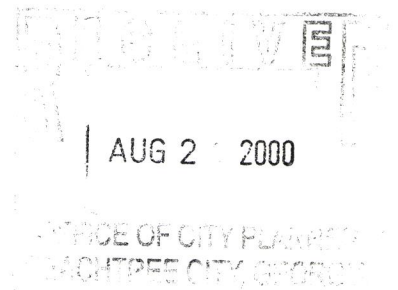
Pursuant to the Peachtree City Council's request at its August 17th meeting, John Wieland Homes and Neighborhoods respectfully requests to amend the above referenced application. Enclosed is a revised impact analysis along with a copy of the amended site plan. The remainder of our application remains unchanged. If you have any questions, please feel free to call me at (770) 996-2400, ext.140.

Sincerely,



Dan Fields
Vice President

DF/tmk
Enclosure



LETTER OF INTENT

APPLICATION TO AMEND PEACHTREE CITY ZONING ORDINANCE FILED BY JOHN WIELAND HOMES, INC. PERTAINING TO PROPERTY LOCATED IN LAND LOTS 158 OF THE 7TH DISTRICT OF FAYETTE COUNTY, GEORGIA

The Petitioner, John Wieland Homes and Neighborhoods, Inc., wishes to rezone an approximately 102 acre tract of land (the "Property"), from General Industrial ("GI") to General Residential - 4 ("GR4"). The proposed rezoning will permit a suitable use in view of the fact that the property located in Peachtree City located southwest of the Property is currently residential and Cedarcroft, the residential subdivision adjacent to the southern boundary of the Property is currently under development.

The Property is particularly suitable for residential use, best indicated by adjacent zonings to the west as AG and the south as GC, which is being developed as GR4. Over the past years, the Owners of the Property have been most cooperative in connecting the Wynnmeade neighborhood to the City, including granting an easement for the construction of the golf cart path. The Owners also participated in the cost of constructing Line Creek Parkway south of the Property. The proposed zoning would continue to bridge residential development from the Wynnmeade subdivision into the heart of Peachtree City and establish the West End as a viable residential village.

It is the intention of John Wieland Homes and Neighborhoods, Inc. to develop a single-family residential neighborhood that would permit a use consistent with other single-family residential developments in the area, and that no other existing or changing conditions affecting the development of the property should cause this proposal to be disapproved.

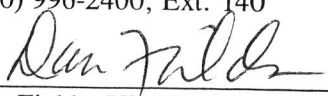
With access through the Cedarcroft neighborhood and other high-density residential uses to the south and access through proposed residential property to the north, there is no reasonable economic use of the property as presently zoned. Therefore, John Wieland Homes, Inc. respectfully submits that the zoning classification for the Property be reclassified to GR-4.

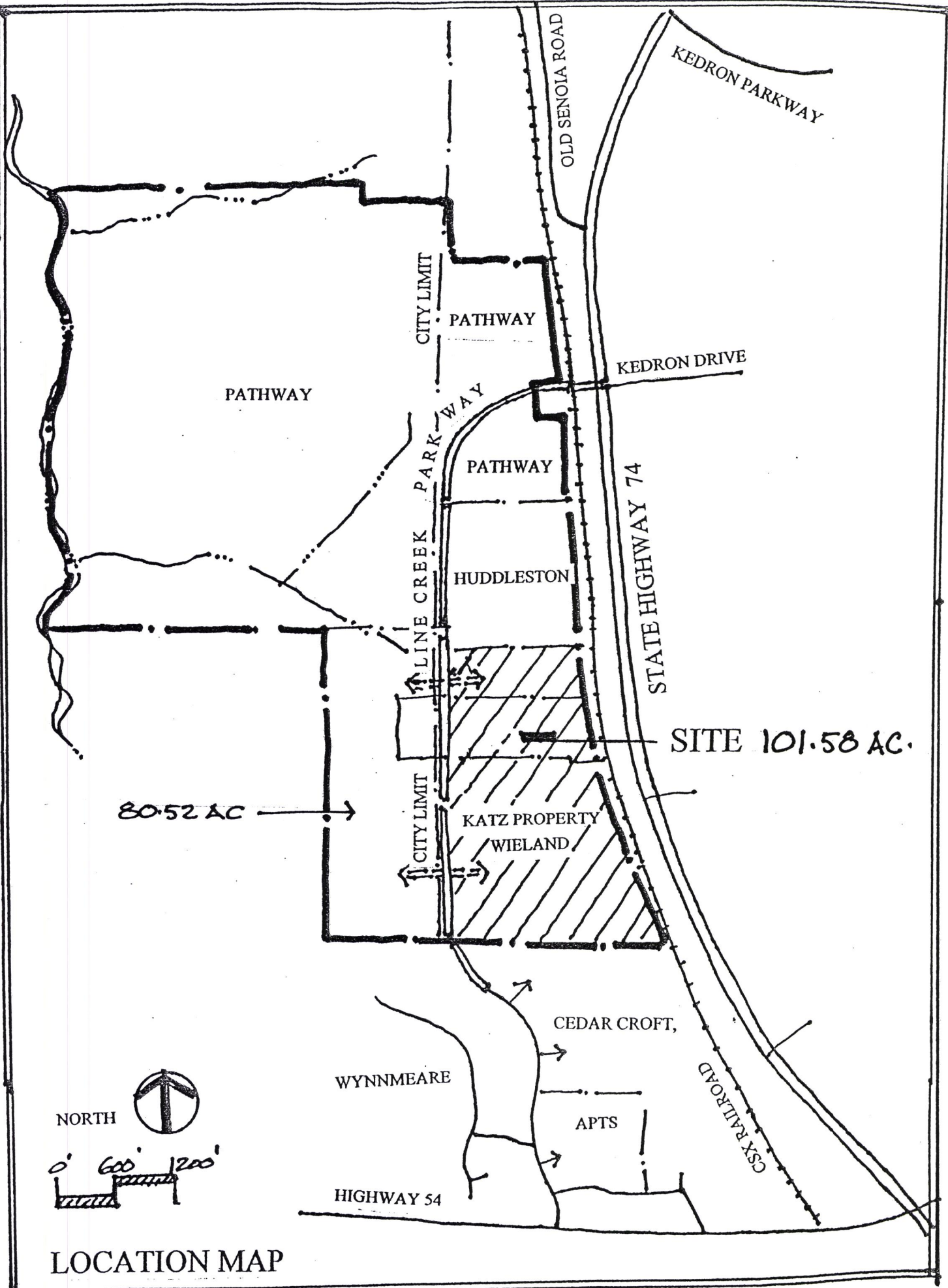
Petitioner: John Wieland Homes, Inc

Address: 1950 Sullivan Road
Atlanta, GA 30337

Contact Person: Dan Fields

Telephone Number: (770) 996-2400, Ext. 140

Submitted By: 
Dan Fields, Vice President



LOCATION MAP

IMPACT ANALYSIS

LAND LOTS: 158
DISTRICT: 7
ROAD NAME: Georgia Highway 74
ZONING REQUEST: 102 acres from GI to G-4
PETITIONER: John Wieland Homes and Neighborhoods, Inc.
ADDRESS: 1950 Sullivan Road, Atlanta, GA 30337
CONTACT PERSON: Dan Fields, Vice President
DAYTIME PHONE #: (770) 996-2400, ext. 140

The following analyzes the impact of the above-proposed zoning:

A. TAX BASE

The estimated additional property tax revenues of the proposed zoning would be approximately \$257,100, based on its development as a 300 home, single-family neighborhood. In addition, Impact Fees and other fees would result from the development of this neighborhood.

B. PUBLIC EDUCATION

Peachtree City Elementary School is located at 201 Wisdom Road, approximately 1 mile east of the Property. According to Mike Satterfield, School Facilities Director for the Fayette County Board of Education, Property lies in the Peachtree City Elementary School district. The current enrollment at Peachtree City Elementary is 417 students, with a school capacity of 555 students.

Booth Middle School is located at 250 Peachtree Parkway South, approximately 3 1/2 miles east of the Property. Its current enrollment is 1061 students, with a capacity of 900.

McIntosh High School is located at 201 Walt Banks Road, approximately 4 1/2 miles east of the Property. Its current enrollment is 1476 students, with the capacity for 1425 students.

According to the Fayette County Board of Education each new home in the county adds 1.13 students to the school system. Based on that statistic, the total number of additional students from these 300 homes would be phased into the school system gradually. It is estimated that there will be approximately 44 elementary school students added each year. There would be approximately 12 middle school and 12 high school students added each year during the build-out period.

C. EMERGENCY SERVICES

The Property currently lies in Zone # 1 for police services, with the nearest station located approximately 2 miles to the southeast at 153 Willow Bend Road. According to the Chief of Police for the Peachtree City Police Department, the residential development planned for the Property, phased in over a 10 year period, should not have a significant, detrimental impact on the police department's ability to provide services to the community.

Currently, the nearest fire station and emergency medical services unit is Station # 1, located at Paschall Road & Highway 74, approximately 2 1/2 miles southeast of the Property. Additionally, two other stations, one at Peachtree Parkway North and Highway 54 and another at Crabapple Lane, may serve the Property as secondary units. The Peachtree City Fire Department declined to comment about the possible impact that the development of the Property may have on emergency services, citing a policy that dictates comment be withheld until the application and plan have been reviewed by the Peachtree City Planning Office.

D. RECREATION

In accordance with the City's land use plan objective to encourage recreational facilities in single-family residential developments, on-site amenities are planned, including a clubhouse, two lighted tennis courts, a pool, and tot lot.

Other major recreational facilities near the site include football and baseball fields at the Riley Fields Recreation Center at 176 Wisdom Road, and the Kedron Fieldhouse and Aquatic Center, which houses two pools, two basketball courts, and a game room, at 202 Kedron Drive and The Peachtree City Tennis Complex. Other than the approved Line Creek Parkway connection, there are no plans to provide vehicular access the Wynnmeade neighborhood park.

E. CITY DEVELOPMENT PLAN

The proposed zoning complements the neighboring uses and encourages use of Property consistent with other residential developments in the northwest Peachtree City area. To develop the property as currently zoned would potentially diminish residential values in the immediate area.

Wynnmeade has long been the solitary residential enclave in the northwest end of the City, separated from the rest of the city in terms of both geography and quality of life. The proposed zoning will work to link Wynnmeade to the rest of Peachtree City, drawing attention to the needs of west-end residents and stimulating the birth of a larger west-end village similar to Glenloch, Aberdeen, Braelinn, and Kedron.

The proposed zoning will help to protect the integrity of this existing and the developing residential areas to the south, assuring that incompatible uses cannot encroach upon the community's developing residential character. Although the Property is zoned for industrial uses, industrial development in such close proximity to Wynnmeade and Cedarcroft could further harm its residential character and possibly negatively impact residential values. Industrial

development in this location would also be in conflict with the city's development objective to "develop a defined Industrial Park separate from the city's residential development."

F. EXISTING ZONING CLASSIFICATIONS

The Property is within Peachtree City and are currently zoned General Industrial ("GI"). Adjacent zonings are as follows:

- Although not contiguous, the Wynnmeade subdivision, lying to the west and southwest of the Property, is currently zoned R1;
- West of the property is approximately 53 acres located in unincorporated Fayette County. The property is zoned Agricultural Residential ("AR") According to Fayette County Land Use Plan, the property located between the Wynnmeade subdivision and the Property is designated LOW DENSITY (.5-1 Unit/Acre);
- The property to the south, also known as the Cedarcroft subdivision, is zoned General Commercial ("GC") and is currently being developed by Ravin Homes as General Residential-4 ("GR4");
- The land to the immediate east of the Property, is owned by CSX Railroad and is zoned GI (cemetery is owned by Property owner);
- The land east of Highway 74, south of Wisdom Road, is zoned GC;
- The land to the north of the Property is zoned GI and is owned by Peachtree City Holdings, LLC and Cottonwood Properties.

G. PUBLIC SERVICES AVAILABLE TO PROPERTY

Utility availability letters have been obtained from Fayette County Water System, Coweta-Fayette Electric Membership Corporation, and Georgia Natural Gas Company and are attached to the application. Sewer will also be available to the property, but is discussed in detail in the analysis of impact on utilities.

H. ACCESS TO PROPERTY

Cart paths would be provided within the greenbelts and would connect with existing cart path located at the southern boundary. Several years ago, the Property owner entered into an agreement with Peachtree City to allow the cart path to be built across Property. The agreement also granted the Property owner access to Highway 54. It is the intent of the Owner and Applicant to continue Line Creek Parkway through the Property to the northern boundary (as indicated on the proposed site plan).

CONSTITUTIONAL CHALLENGE

APPLICATION TO AMEND PEACHTREE CITY ZONING ORDINANCE FILED BY JOHN WIELAND HOMES, INC. PERTAINING TO PROPERTY IN LAND LOTS 158 OF THE 7TH DISTRICT OF FAYETTE COUNTY, GEORGIA.

This is to comply with the mandate of the Georgia Supreme Court decisions, which require rezoning applicants to present constitutional issues to the zoning authority as a condition precedent to seeking judicial relief.

John Wieland Homes, Inc. ("Wieland") is the rezoning petitioner with respect to the approximately 102-acre tract of land at issue in this rezoning application (the "Property"). Wieland respectfully submits that the Zoning Ordinance of Peachtree City, as amended from time to time ("Zoning Ordinance"), is unconstitutional to the extent that it classifies any of the Property in the following zoning classifications:

General Industrial ("GI"). The Property is particularly suitable for residential development in the General Residential - 4 ("GR-4") category. The existing zoning classifications of the Property pursuant to the Zoning Ordinance and the pattern of development of the adjacent area deprive the current owner of any reasonable use and development of the Property. Additionally, all zoning classifications intervening between the existing zoning classifications and the GR-4 zoning classification, the zoning classification requested hereunder, would deprive Wieland of any reasonable use and development of the Property.

Accordingly, Wieland respectfully submits that the current zoning classifications of the Property established in the Zoning Ordinance constitute an arbitrary and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm Wieland. All zoning classifications intervening between the existing zoning classifications and the zoning requested hereunder would constitute an arbitrary and unreasonable use of the zoning power because they bear or would bear no substantial relationship to the public health, safety, morality or general welfare of the public and would substantially harm Wieland. Further, the existing zoning classifications constitute and all zoning classifications intervening between the existing zoning classifications and the GR-4 zoning classification would constitute a taking of Wieland's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment to the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

Further, Wieland respectfully submits that the City Council's failure to approve the requested zoning would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between Wieland and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

However, Wieland remains hopeful and confident that these issues can be resolved through the rezoning process in a manner that will benefit Wieland and inure to the best interests of Peachtree City.



Dr. JOHN D. DECOTIS
SUPERINTENDENT

FAYETTE COUNTY BOARD OF EDUCATION

P.O. BOX 879
FAYETTEVILLE, GEORGIA 30214-0879
PHONE: (770) 460-3535
FAX: (770) 460-8191

February 3, 2000

BOARD MEMBERS:
DEBBIE CONDON, CHAIR
GREG POWERS, VICE-CHAIR
CONNIE HALE
MICKEY LITTLEFIELD
WOODY SHELNUTT

Peachtree City Planning and Zoning Department
151 Willowbend Road
Peachtree City, GA 30269

Attention: Mr. Jim Williams

RE: Rezoning for Katz Property - West of 74/North of 54

Dear Mr. Williams:

The Fayette County Board of Education Facilities Planning Division has reviewed the above listed request for rezoning and is providing the information listed below.

If this application is approved, school system data shows it will impact the schools listed below as follows:

<u>School</u>	<u>Facility Capacity</u>	<u>Current Enrollment</u>	<u>Zoning will Increase Students by</u>	<u>Trailers Currently On Site</u>
Kedron Elementary	800	805	300	6
Booth Middle	900	1061	75	13
McIntosh High	1476	1425	75	6

I hope this information will be beneficial in your deliberations for this rezoning request.

Sincerely,

A handwritten signature in cursive script that reads "John D. Decotis".
Dr. John DeCotis
Superintendent



March 2, 2000

Mr. Mark Lipsmeyer
John Wieland Homes & Neighborhoods
PO Box 87363
Atlanta, GA 30337

Re: Katz Property Watershed Protection Plan

Dear Mr. Lipsmeyer:

Integrated Science & Engineering, Inc. (ISE) has prepared this letter in response to the review comments provided to you by Peachtree City on February 8, 2000. Specifically, the comments requested information on, "what measures will be taken to protect the quality of water runoff, given the location of the project and the proposed intensity of development." Upon review of the overall topography for the proposed site, ISE feels confident that a comprehensive storm water management plan can be designed and implemented for the project. The proposed storm water management plan would address both storm water quantity and storm water quality issues associated with the proposed development.

The proposed site development could have several components integrated into the design to address the issues associated with stormwater management. Possible components could include establishment of base line water quality levels prior to construction, water quality monitoring during construction, possible utilization of wetland filtration areas, "first flush" water quality basins, and other selected Best Management Practices (BMPs) related to storm water management. All of the components outlined above would be in addition to the standard BMPs required in the Georgia Soil and Erosion Control Manual. The actual BMPs that will be incorporated into the site design will be established through discussions with JWH, Peachtree City and the design team at ISE.

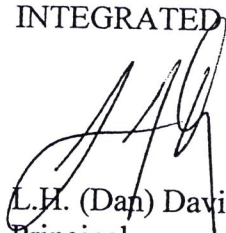
ISE has considerable experience in the areas of both stormwater management and water quality monitoring. ISE recently completed design and construction of an award winning regional detention pond in Griffin, Georgia that utilizes traditional storm water detention design in conjunction with constructed wetlands to filter typical contaminants present in storm water runoff. ISE intends to utilize similar BMPs and other engineering methods in an effort to implement a cost effective and practicable storm water management program to protect water quality associated with this property.

March 2, 2000
Page 2 of 2

ISE appreciates the opportunity to assist you with this project. Should you have any questions or comments please feel free to call us at (770) 461-4292

Sincerely,

INTEGRATED SCIENCE & ENGINEERING, INC.



L.H. (Dan) Davis, P.E.
Principal



Ronald A. Feldner, P.E.
Principal

LHD/RAF

Becky Morris

Peachtree City Water and Sewerage Authority

February 17, 2000

Mr. Rob Gibbons
Integrated Science & Engineering
275 South Lee Street
Fayetteville, GA 30214

REF: Sewer Capacity – Katz Property (West of Highway 74 inside City Limits)

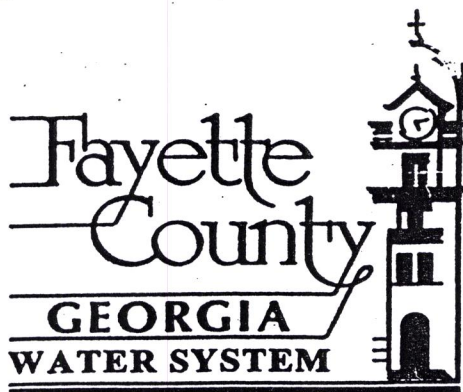
Dear Mr. Gibbons,

Concerning your request for sewer capacity to serve a proposed development of 400 residential homes, the Authority has conducted an investigation of the lines serving this development. For estimation purposes we assumed that the site would require approximately 120,000 gallons per day of capacity. The proposed development would be part of the West Village Basin. At the present time there is capacity available for this flow. The capacity is based upon current flow estimates and is not a guarantee of additional capacity. As long as the development is initiated within the next calendar year (February 17, 2000 – February 17, 2001) the Authority will provide capacity for this development. The project will be considered as being initiated when the final site plans have been approved by the Authority and City of Peachtree City.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Scott McDonald".

W. Scott McDonald
Technical Services Division Manager



Tony V. Parrott, Director

April 20, 1999

Ms. Donna Black
John Wieland Homes
1950 Sullivan Road
P.O. Box 87363
Atlanta GA 30337

KATZ E-PCDC

Dear Ms. Black:

The Fayette County Water System has water available to serve these tracts from our 20-inch water line on the east side of Highway 74. Please be advised that to get this service to your proposed property, it will require that John Wieland Homes bore Highway 74 and the railroad rights/of/way.

If you need addition information, call me at 770-461-1146 ext 101.

Sincerely,

Tony Parrott, Director
Fayette County Water System

TECHNICAL MEMORANDUM

To: Beth Malczewski, John Wieland Homes
From: Marsha Anderson, Street Smarts
Date: 25 July 1997
Subject: Peachtree City Housing Development

Introduction

This report summarizes the results of the traffic study conducted for John Wieland Homes for the proposed housing development to the north of S.R. 54 and west of S.R. 74 in Peachtree City, Georgia.

The project will consist of 326 single family dwelling units. The buildout year for the development is 2009.

Figure 1 shows the location of the site.

This report is divided into sections which detail the essential steps in determining the impact of the development. The work plan and the organization of material is as follows:

- Inventory the existing roadway network
- Collect existing traffic data
- Identify planned improvements to the road network
- Determine number of trips generated by the development
- Distribute the new traffic on the roadway network
- Analyze future conditions of the road network
- Report results and conclusions
- Make recommendations

2/25/00

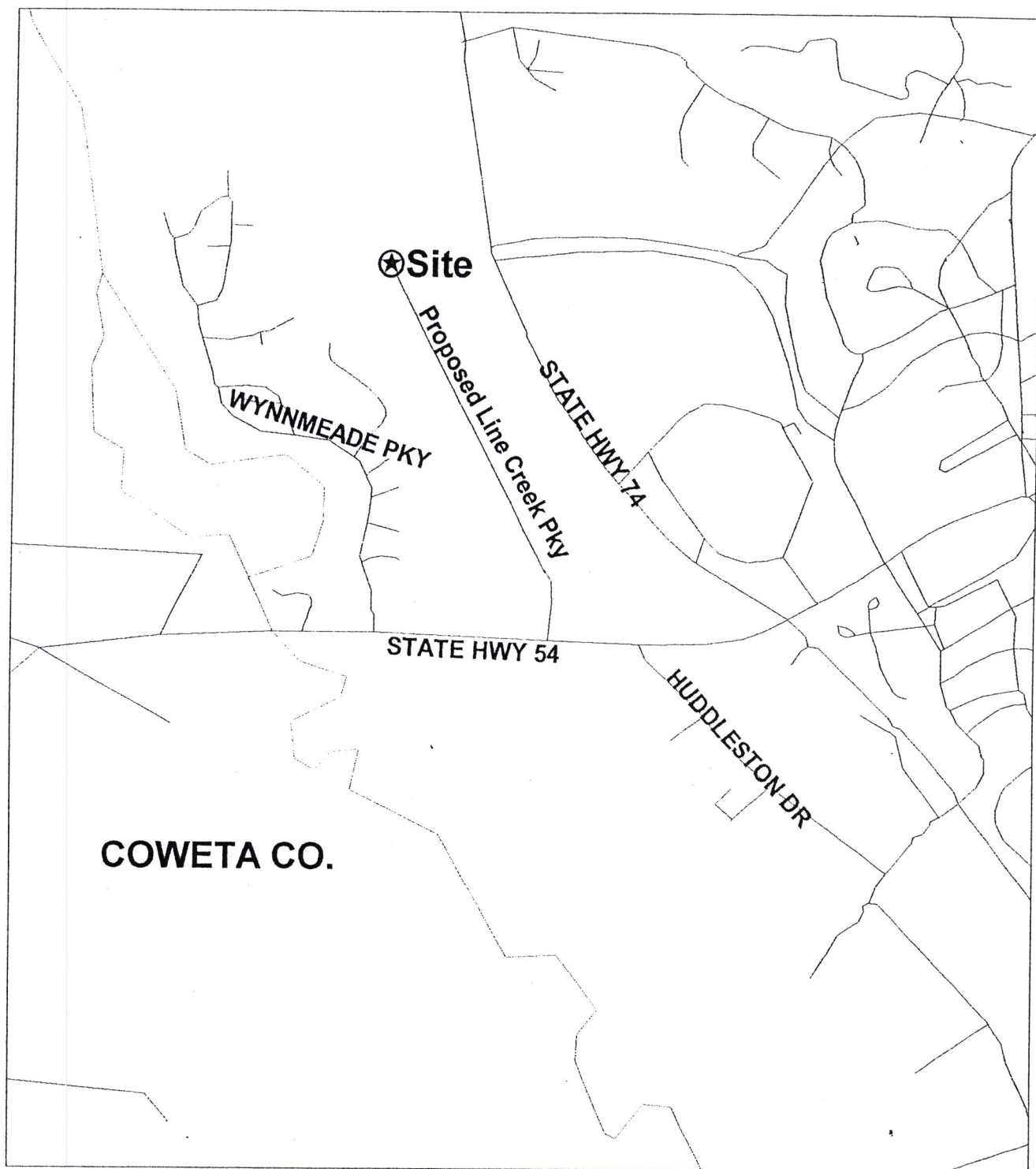


Figure 1. Site Location

Roadway Inventory

In order to determine existing traffic conditions in the area, an inventory was made of the major roads surrounding the site. The following describes the primary road network in the vicinity of the new development:

1. S.R. 54 is a two-lane arterial west of S.R. 74 and a 4-lane divided arterial east of S.R. 74. S.R. 54 runs east through downtown Peachtree City toward Fayetteville and west into Coweta County to connect with S.R. 34, which runs west to I-85 and Newnan. S.R. 54 has a 45 mph speed limit and serves a mixture of land uses. There are traffic signals on S.R. 54 at S.R. 74 and at Wynnmeade Parkway. There is a bridge on S.R. 54 over the railroad between S.R. 74 and Huddleston Drive. There is another bridge on S.R. 54 over Line Creek at the Fayette-Coweta county line, west of Wynnmeade Parkway.
2. S.R. 74 is a 4-lane divided arterial north of S.R. 54 and a 2-lane arterial south of S.R. 54. It runs north through Tyrone toward I-85 and Fairburn and south toward S.R. 85, which in turn runs north to Fayetteville and Atlanta and south to Columbus. S.R. 74 has a 50 mph speed limit north of S.R. 54. Much of the land along S.R. 74 to the north is undeveloped. S.R. 74 has a 40 mph speed limit south of S.R. 54 and serves mainly industrial and office uses.
3. Huddleston Drive is a 2-lane collector with a 30 mph speed limit that runs parallel to S.R. 74 to the west from S.R. 54 to where it ties into S.R. 74. It forms the south leg of a T-intersection with S.R. 54. There is a stop sign on Huddleston Drive at S.R. 54. Left turns off of S.R. 54 onto Huddleston Drive are restricted from 3 to 6 p.m. Monday through Friday; however, several vehicles were observed making this turn anyway.
4. Wynnmeade Parkway is a two lane residential road with a 30 mph speed limit. It forms the north leg of a T-intersection with S.R. 54. There is a traffic signal and turn lanes on S.R. 54 at Wynnmeade Parkway.
5. Line Creek Parkway is a proposed roadway that will serve three proposed developments: Line Creek Apartments (399 units), Cedarcroft subdivision (218 single family units), and the John Wieland Homes development. Information provided by the developer indicates that the probable configuration of the roadway will be two lanes with a landscaped median. It will form the north leg of a T-intersection with S.R. 54.

Existing Traffic Conditions

A.M. and P.M. peak hour turning movement counts were collected for the following intersections:

- S.R. 54 and S.R. 74
- S.R. 54 and Huddleston Drive
- S.R. 54 and Wynnmeade Parkway

The turning movement counts were performed after school was out for the summer. Based on previous experience, the count data were increased by 10% for the existing conditions analysis to reflect conditions when school is in session.

The A.M. counts also had to be adjusted due to construction activity on S.R. 54. Construction was being done on S.R. 54 west of S.R. 74 on the morning of the day the counts were taken. One lane of S.R. 54 was closed, and flagmen would alternate between letting the eastbound and westbound traffic move. While the directional distribution of the turning movements collected was felt to be unaffected by this activity, it was felt that the volumes would probably be lower than they would have been under normal operating conditions.

The volumes were adjusted based on comparison of the P.M. turning movement count collected at the intersection of S.R. 74 and S.R. 54 for this study and the count performed in May 1994 as part of the *Major Thoroughfare Report for Peachtree City* which Street Smarts prepared for the City of Peachtree City in September 1995.

Figure 2 shows the existing peak hour turning volumes after they were adjusted for school traffic and construction activity.

Twenty-four hour directional counts were also taken using automatic traffic recorders on S.R. 54 between Huddleston Drive and Wynnmeade Parkway and on S.R. 74 south of S.R. 54.

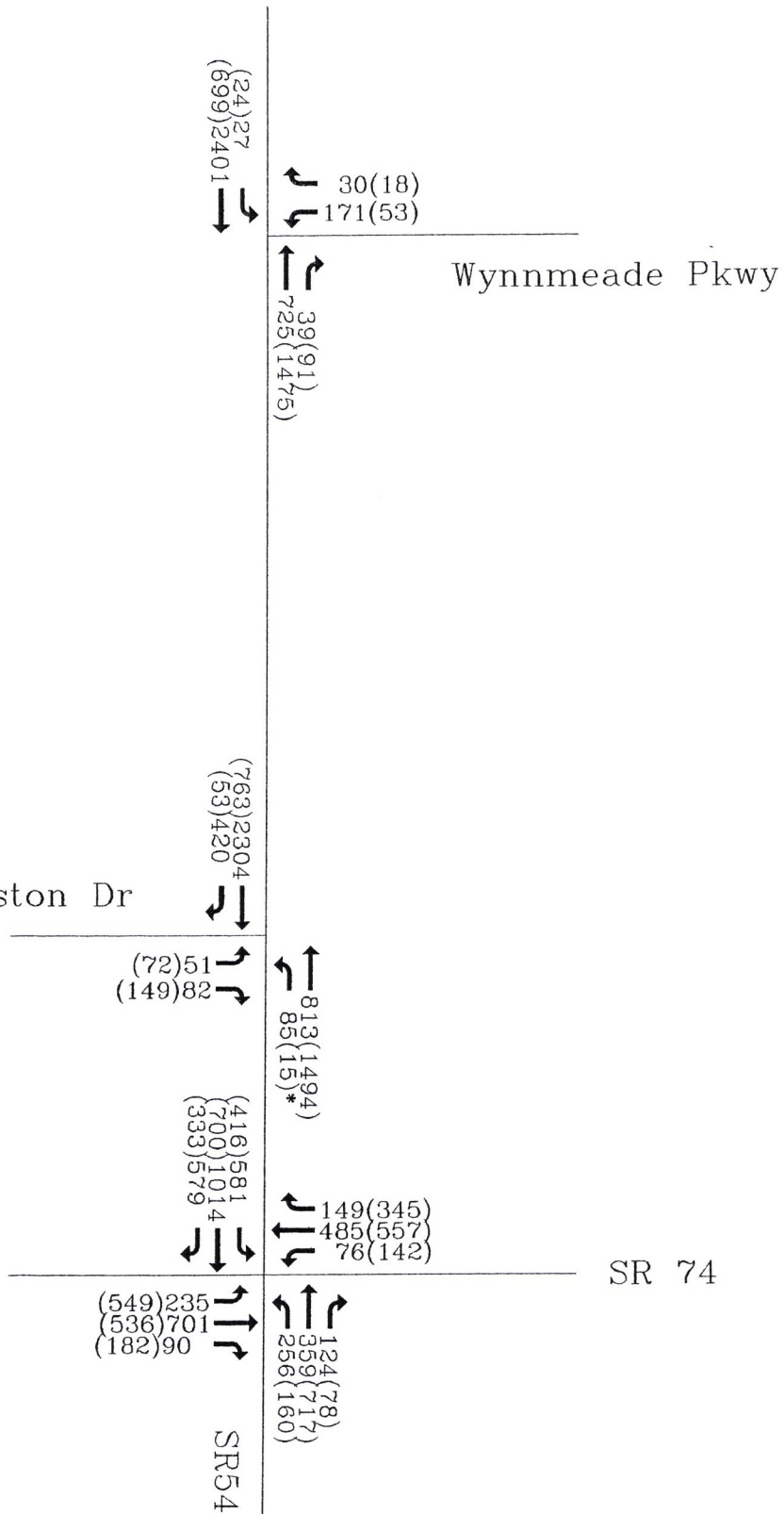
Major Roadway Projects

Three major roadway projects are planned in the vicinity of the site. S.R. 74 will be widened to 6 lanes from S.R. 54 to TDK Boulevard. Between TDK Boulevard and S.R. 85, S.R. 74 will be widened to 4 lanes. From conversations with the Georgia DOT, the widening of S.R. 74 between S.R. 54 and TDK Boulevard should be complete by 2009.

S.R. 54 is planned be widened to 4-lane divided west of S.R. 74. Median openings are planned at City Circle and Wynnmeade Parkway. No median opening is planned at

Legend
XX - AM Peak Hour Volume
(XX) - PM Peak Hour Volume

* Left turns restricted 3-6 pm Monday - Friday



Huddleston Drive due to the proximity of the railroad bridge. There is a possibility that Wynnmeade Parkway would be realigned to T into Line Creek Parkway and that Line Creek Parkway would then have a median opening and a traffic signal on S.R. 54. If the Wynnmeade Parkway opening were kept at the existing intersection of Wynnmeade Parkway and S.R. 54, Line Creek Parkway would probably not receive a median opening because it would be too close to the opening at Wynnmeade Parkway. The DOT will not commit to the widening of S.R. 54 being complete by 2009 since the project is currently unfunded and may be subject to air quality restrictions. However, it is more likely than not that it will be completed by 2009.

Future Background Conditions

The future growth in an area can be forecast a number of different ways. One method is to compare historic traffic volumes to determine a growth rate for the area. A comparison of 1993 and 1996 Georgia DOT AADT volumes yields an overall growth rate for the roadways around the site of 4%.

Another way to predict future traffic volumes is to use the Atlanta Regional Commission's (ARC's) *Vision 2020 Baseline Forecasts*. The ARC used the 1990 census data and knowledge of current trends and policies in the Atlanta region to predict the employment and population in the 417 census tracts in the Atlanta region for every five years from 1995 to 2020. Comparison of the ARC's 1995 and 2010 population and employment figures for the census tracts surrounding the site indicates a growth rate of 3.6% per year.

An annual growth factor of 4% was applied to the adjusted existing volumes for twelve years to develop the background traffic for the Year 2009 buildout. Four percent is moderate for a rapidly developing area such as Peachtree City; however, given the relatively long time period over which it was applied, it was felt to be a reasonable factor.

Project Traffic

The typical procedure for determining the traffic generated by a new development is to apply the rates or equations developed by the Institute of Transportation Engineers (ITE) as published in *Trip Generation, 5th Ed.* and *Trip Generation, 5th Ed., February 1995 Update*. The rates and equations in these informational reports are calculated from nationally collected data.

The trip generation for the site was based on information provided by the developer. The results of the trip generation are shown in Table 1.

Table 1. Trip Generation

Land Use	Intensity	Daily	A.M. Peak Hour		P.M. Peak Hour	
			In	Out	In	Out
Single family homes	326 units	3,065	59	166	203	110

Source: ITE *Trip Generation*, 5th edition, and *Trip Generation*, 5th Edition, February 1995 Update

Distribution and Assignment

The trip distribution for the traffic generated by the proposed development was based on the existing traffic counts. The directional split on S.R. 54 is approximately 77% EB/23% WB during the A.M. and 34% EB/66% WB during the P.M. The appropriate distribution percentages were applied to the trips generated by the proposed development as shown in Table 1. The site generated traffic volumes were assigned to the road network and added to the future background traffic volumes to represent future conditions expected after the proposed development is built out. Figure 3 shows the site generated traffic assigned to the road network, and Figure 4 shows the projected volumes for the total future traffic conditions.

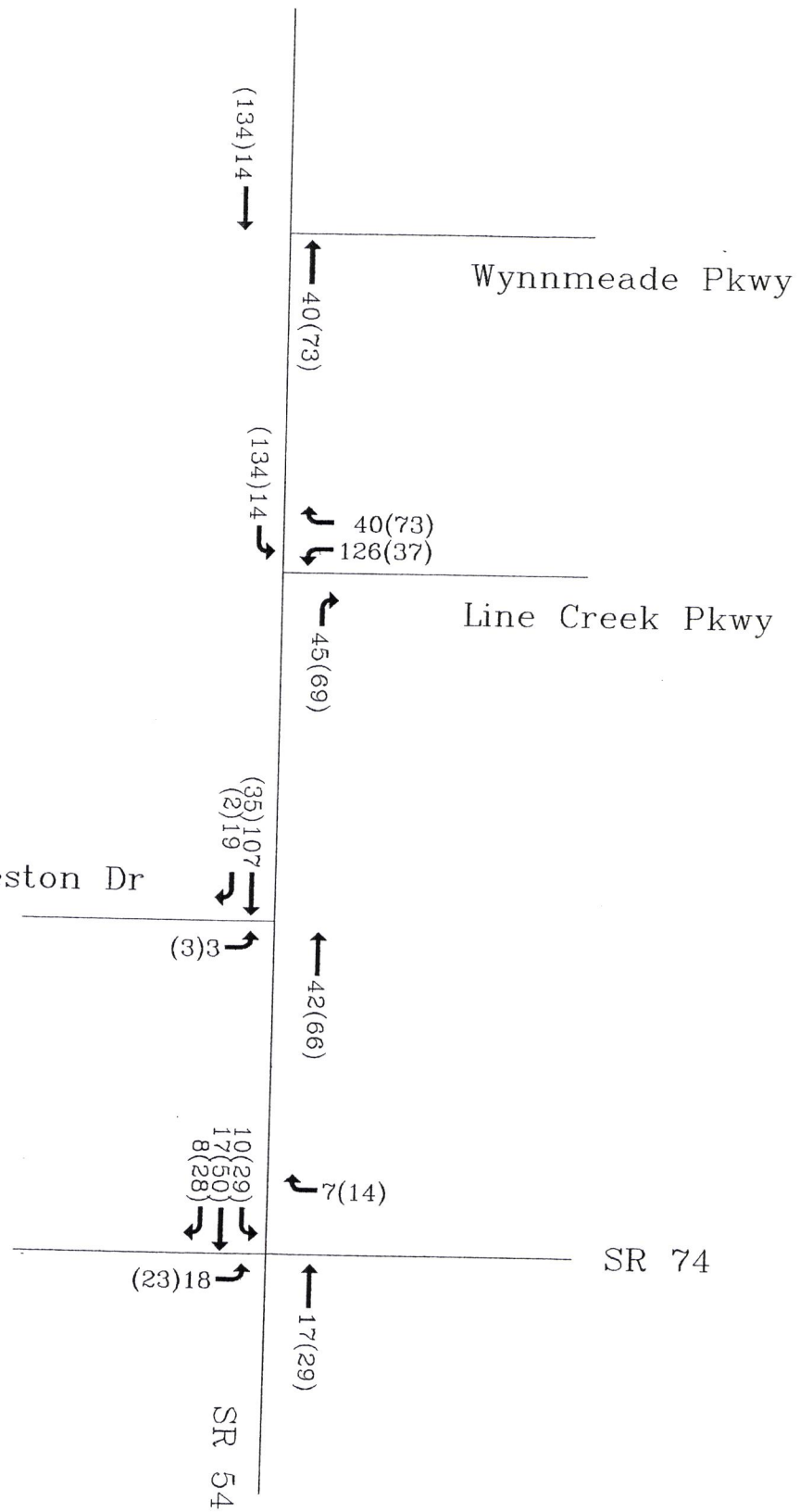
Future Conditions Analysis

Future conditions were analyzed using the procedures in the *Highway Capacity Manual (HCM)*, 3rd Edition, 1994 Update. This is the standard methodology for the analysis of traffic conditions.

Traffic conditions at signalized intersections are evaluated in terms of average vehicle delays and are reported as a level of service (LOS). Levels of service A through D are generally accepted by most reviewing agencies as acceptable peak hour operations. LOS E and F are generally considered unacceptable peak hour conditions, requiring improvements at some point in time.

The criteria for levels-of-service for signalized intersections are shown in Table 2. Levels of service for signalized intersections are reported in composite fashion, i.e., one LOS for the entire intersection and are presented in terms of average stopped vehicle delay.

Legend
XX - AM Peak Hour Volume
(XX) - PM Peak Hour Volume



STREET
SMARTS

↑ N
N.T.S.

Project Traffic

FIGURE 3

Legend
XX - AM Peak Hour Volume
(XX) - PM Peak Hour Volume

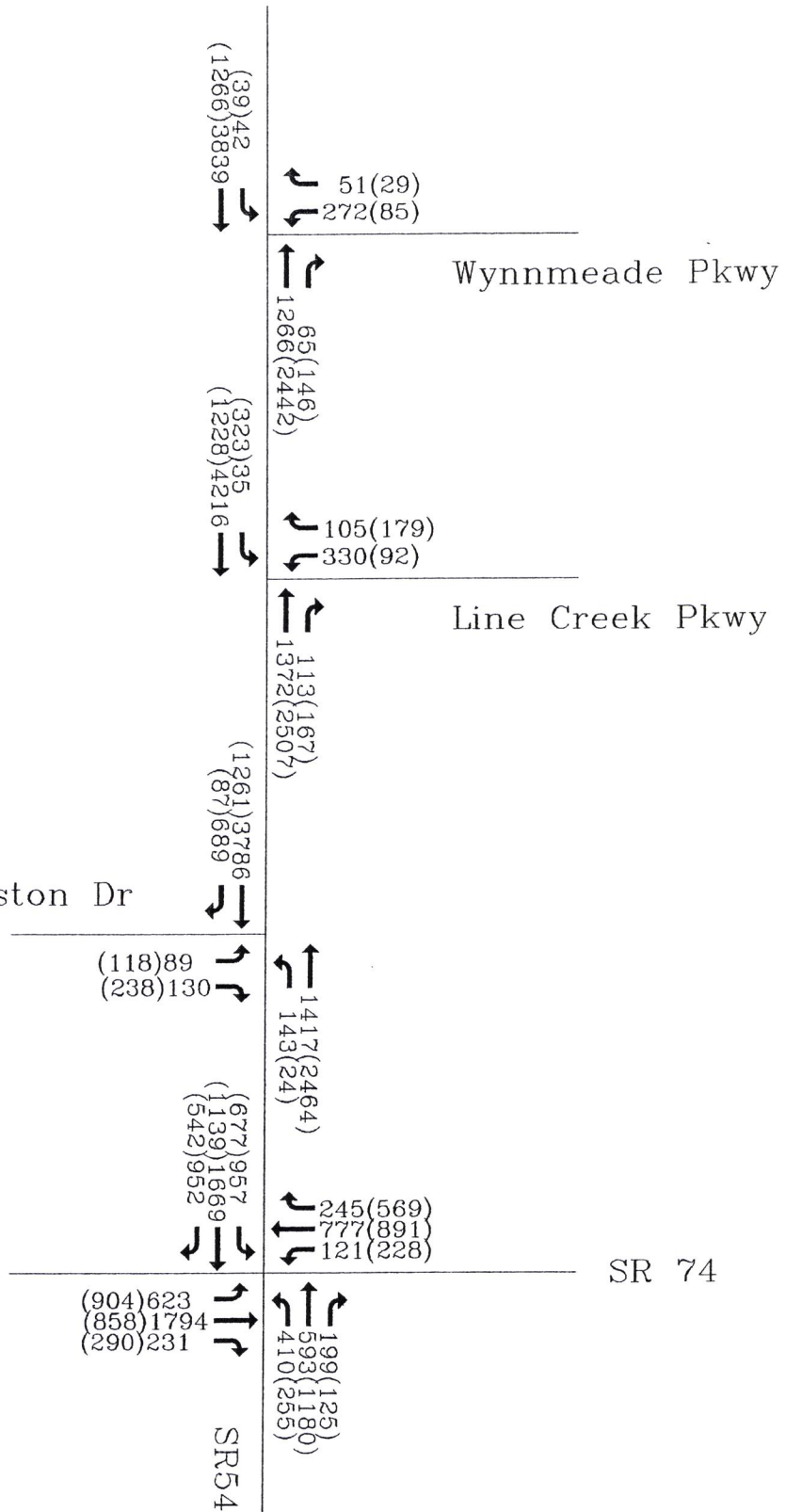


Table 2. LOS for Signalized Intersections

Level of Service	Stopped Delay Per Vehicle (sec.)
A	< 5.1
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	> 60.0

Source: *Highway Capacity Manual, 3rd Edition, 1994 Update*

Traffic conditions at unsignalized intersections are evaluated in terms of average total delay. Poor levels of service for minor street approaches to unsignalized intersections are not uncommon, because the continuous flow traffic will always get the right-of-way priority. The level of service criteria for unsignalized intersections are shown in Table 3.

Table 3. LOS for Unsignalized Intersections

Level of Service	Stopped Delay Per Vehicle (sec.)
A	< 5.1
B	5.1 to 10.0
C	10.1 to 20.0
D	20.1 to 30.0
E	30.1 to 45.0
F	> 45.0

Source: *Highway Capacity Manual, 3rd Edition, 1994 Update*

Using the methods described above, the level of service was determined for each of the study intersections with the existing lane configurations for: 1) existing, 2) existing + project, 3) future background without the project, and 4) future with project traffic conditions. The level of service was also determined for Line Creek Parkway. Table 4 shows the results of the analysis.

Table 4. Intersection Level of Service with Existing Lane Configurations

Intersection	Existing		Existing + Project		Future Background		Future with Project	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
S.R. 54 & Wynnmeade Parkway	F	C	F	C	F	F	F	F
S.R. 54 & Line Creek Parkway	-	-	F	F	F	F	F	F
S.R. 54 & Huddleston Drive	F	F	F	F	F	F	F	F
S.R. 54 & S.R. 74	F	F	F	F	F	F	F	F

As can be seen from Table 4, the levels of service for the existing lane configurations is unacceptable for at least one time period for all of the study intersections. The poor levels of service are a result of the roadways being inadequate to handle the growth which has occurred and will continue to occur in the Peachtree City area. ***It should be noted that the adding the project traffic does not cause a decrease in level of service.***

The intersections were reanalyzed with their probable lane configurations after the S.R. 54 and S.R. 74 widenings are complete. A through lane was added in each direction on S.R. 54 with left turn bays as appropriate. The traffic which would reroute because there would be no median openings at Huddleston or at Line Creek Parkway was reassigned. A southbound through lane on S.R. 74 at its intersection with S.R. 54 was added. This improvement was recommended in the *Major Thoroughfare Report for Peachtree City*. The levels of service which would result from the improvements are shown in Table 5.

Table 5. Intersection Level of Service after S.R. 54 and S.R. 74 Widenings

Intersection	Existing		Existing + Project		Future Background		Future with Project	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
S.R. 54 & Wynnmeade Parkway	F	A	F	A	F	B	F	B
S.R. 54 & Line Creek Parkway	-	-	A	A	A	A	B	F ¹
S.R. 54 & Huddleston Drive	A	A	A	A	F	A	F	C
S.R. 54 & S.R. 74	D	D	D	E	F	F	F	F

¹Level of service for southbound right turn movement is F. The through volume on S.R. 54 will experience no delay.

As can be seen from Table 5, the levels of service improve at most of the intersections after the widenings. By comparing the future background and future with project levels of service, it can be seen that the project traffic is predicted to cause a decrease in level of service at the intersection of S.R. 54 and Huddleston Drive for P.M. peak hour conditions, but that the level of service is still forecast to be acceptable. A similar situation occurs at Line Creek Parkway for the A.M. peak hour. For the P.M. peak hour at Line Creek Parkway, the addition of the project traffic and the heavy westbound through volume on S.R. 54 causes the level of service for the southbound right turn movement to deteriorate to an unacceptable level. An acceleration lane should be build on S.R. 54 to facilitate the right turn movement.

It should be remembered that to account for the construction on the day the counts were taken, the A.M. counts were adjusted upward. The poor levels of service during the A.M. peak may indicate that the adjustment was overly conservative.

In the *Major Thoroughfare Report for Peachtree City*, it was recommended that dual lefts be installed on the northbound, eastbound, and westbound approaches of the intersection of S.R. 54 and S.R. 74. These improvements are still recommended and would provide a higher level of service than shown in the table for the intersection during both the A.M. and the P.M. peak.

A third scenario which was assessed was the possibility of rerouting Wynnmeade Parkway to tie in with Line Creek Parkway and putting a median opening and traffic signal at Line Creek Parkway. The traffic which would reroute was reassigned. The rerouting of Wynnmeade Parkway would have no effect on the intersection of S.R. 54 at S.R. 74. The levels of service which would result are shown in Table 6.

Table 6. Intersection Level of Service after Rerouting Wynnmeade Parkway

Intersection	Existing + Project		Future Background		Future with Project	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
S.R. 54 & Line Creek Parkway	F	B	F	F	F	F
S.R. 54 & Huddleston Drive	A	A	F	A	F	B

By comparing the levels of service shown in Tables 5 and 6 for Line Creek Parkway and Wynnmeade Parkway, it can be seen that combining the two roadways does not provide a higher level of service for either one. By combining the volumes, the portion of the traffic signal cycle length allotted to the side street must be higher, which means there is less green time for the main street and thus causes more delay for the through movements. While a traffic signal would be convenient for vehicles wishing to turn left into or out of Line Creek Parkway, it would cause the overall intersection level of service to decrease to an unacceptable level during the P.M. peak hour for future conditions, with or without the John Wieland Homes project.

Conclusions and Recommendations

The substantial amount of growth which is anticipated to occur in the Peachtree City area is going to place a strain on the transportation infrastructure of the area. The Georgia DOT and Peachtree City are taking positive steps to improve the traffic conditions in the City by widening S.R. 54 and S.R. 74.

This traffic study was conducted for John Wieland Homes for a proposed housing development north of S.R. 54 and west of S.R. 74 in Peachtree City, Georgia. The project will consist of 326 single family dwelling units. The buildout year for the development is 2009. Due to the long buildout time frame, it is predicted that many other developments will already be open in the vicinity of the site and therefore that the traffic from these other developments will be on the road network before the traffic from the John Wieland development.

There are two major roadway projects in the vicinity of the site which will improve traffic conditions around the site. The widening of S.R. 74 will allow for an additional southbound through lane at the intersection of S.R. 74 and S.R. 54. This widening should be complete by 2009. The widening of S.R. 54 will improve operating conditions along S.R. 54 considerably. It should be noted that the widening of S.R. 54 is not funded but that the Georgia DOT is confident that the project will be constructed.

The traffic from the proposed development is not predicted to cause the level of service at any of the study intersections to decrease to an unacceptable level. An acceleration lane should be built on S.R. 54 at Line Creek Parkway to improve the level of service for the southbound right turn.

The realignment of Wynnmeade Parkway to feed into Line Creek Parkway is not recommended because it is forecast to concentrate too much traffic in an already congested area.

It is recommended that Peachtree City continue to consider adding dual lefts northbound, eastbound, and westbound at the intersection of S.R. 74 and S.R. 54 to improve the operating conditions and accommodate areawide growth.



Planning and Transportation Engineering

5 May 2000

Mr. Dan Fields
John Wieland Homes
1950 Sullivan Road
Atlanta, Georgia 30337
Sent via Fax: (770) 907-3419

Subject: Trip Generation Comparison

Dear Mr. Fields;

As you requested, we have done a trip generation comparison for a 100-acre parcel located in Peachtree City. The parcel is currently zoned industrial; a rezoning to residential has been requested. The number of trips expected if the land is developed under the two zonings was estimated.

The trip generation was based the information you provided regarding the size and intensity that could be built under the two zonings. If the land were developed under the existing industrial zoning at 10,000 square feet per acre, a typical density for the area, approximately 1 million square feet of industrial use could be developed. If the land is rezoned residential, 350 to 400 single family units will be built.

The rates and equations given in Institute of Transportation Engineers' (ITE) *Trip Generation, 6th Edition* were used. The rates and equations in this informational report are calculated based on nationally collected data. This is the usual method for estimating the number of trips expected from a new development. The results of the trip generation are shown in the table below.

According to the ITE *Trip Generation*, trucks make up approximately 8% of the total trips at an industrial park (similar to light industrial). According to the U.S. Department of Transportation's *Urban Transportation Planning for Goods and Services*, approximately 2.27 truck trips per acre per day are expected for residential developments. The daily truck trips expected under the two zonings are shown in the table as well. The

Mr. Dan Fields
5 May 2000
Page 2 of 2

truck trips are not in addition to the total trips shown; they are already included in the total.

Zoning	ITE Land Use	Intensity	Daily	A.M. Peak Hour		P.M. Peak Hour	
				In	Out	In	Out
Industrial	General Light Industrial (Code 110)	1,000,000 s.f.	7,366	963	131	152	1,118
Truck trips	8% of total		589				
Residential	Single Family Detached Housing (Code 210)	400 units	3,711	72	217	239	135
Truck trips	2.27 per acre	100 acres	227				

As can be seen from the above table, the current industrial zoning would be expected to generate twice as many trips on a daily basis as the requested residential zoning. It would generate over three times as many during the A.M. and P.M. peak hours. It would generate over twice as many truck trips on a daily basis as well.

We hope you find this information useful. Please call if you have any questions.

Sincerely,

Julie M Doyle

Julie M. Doyle

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LINE CREEK STUDY AREA

HIGHWAY 74 WEST DISTRICT, L-II:

TRACT	EXISTING LAND USE	PROPOSED LAND USE	NOTES
1. Katz Tract (Undeveloped)	Industrial	Single-Family Cluster	(a)
2. PCDC Tract "A" (Undeveloped)	Industrial	Single-Family Cluster	(a)
3. Whitlock Tract "A" (Undeveloped)	Industrial	Single-Family Cluster	(a)
4. PCDC Tract "B" (Undeveloped)	Community Service	Community Service	(b)
5. Peach State Cablevision	Industrial	Community Service	
6. PCDC Tract "C" (Undeveloped)	Industrial	Single-Family Cluster	(a)
7. McWilliams Tract (Undeveloped)	Industrial	Single-Family Cluster	(a)
8. Whitlock Tract "B" (Undeveloped)	Industrial	Single-Family Cluster	(a)
9. Kidd Tract	Industrial	Single-Family Cluster	(a)
10. Wilke Grove Baptist Church	Industrial	Community Service	
11. Collector/Bridge Tract I	Industrial	Office	(c)
12. Collector/Bridge Tract II	Industrial	Office	(d)

Footnotes:

- (a) This tract should not be developed for residential purposes until the Line Creek Collector is implemented between GA Hwy 54 and GA Hwy 74 North in order to provide the tract with proper access. The type of residential development should be single-family cluster at a density of no more than 4 units per acre. Development should be in accordance with special cluster housing standards. Special provision should be made for buffering this area from the railroad. Pedestrian path access must be provided. This tract must bear a prorata share of the cost of installing the necessary infrastructure for the neighborhood including the Collector Road, the Bridge, the pedestrian path system, neighborhood recreation land and facilities, and a school site, if necessary.
- (b) This tract should be reserved for a neighborhood recreation area, a composting/recycling center for the community, a combination of the two uses, or some other community service type uses.
- (c) This tract should be reserved for a church or some other special non-residential use. No development should be initiated until the Collector and Bridge are actually in place and operational.
- (d) This tract should be reserved for an office complex, and institutional facility, a community composting/recycling center or some other special non-residential use. No development should be initiated until the Collector and Bridge are actually in place and operational.

PEACHTREE CITY PLANNING COMMISSION
MINUTES OF MEETING
May 8, 2000

A regular meeting of the Planning Commission was called to order in the City Hall Council Chambers at 7:00 P.M. on May 8, 2000. Those members present were the Chairman, Mr. Wes Saunders; the Vice-Chairman, Mr. Willis Granger; and Commissioners, Mr. Jim Finney, Mr. Robert Ames, and Dr. Rich Schumacher. Also present were the Director of Developmental Services, Mr. Jim Williams; the Building Official, Mr. Tom Carty; the City Engineer, Mr. Troy Besseche; the City Attorney, Mr. Rick Lindsey; and the Recording Secretary, Ms. Jennis Rice.

Mr. Saunders led all those in attendance in the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion was made by Mr. Granger, seconded by Dr. Schumacher, and unanimously adopted to approve the minutes of the regular meeting of April 24, 2000.

PUBLIC HEARING

The Chairman called the public hearing to order. He explained the rules for conducting a public hearing and informed the people in the audience that printed copies of the rules were available at the entrance.

PH-00-05 Proposed Rezoning, Katz Property, GI General Industrial to GR-4 General Residential

Mr. Saunders opened the public hearing at 7:10 P.M. Mr. Woodson Galloway of Dillard and Galloway was in attendance to present this rezoning request for 101.58 acres on the west side of Peachtree City. The property was owned by Grant Development (81.92 acres) and Peachtree City Holdings (19.66 acres) and was zoned GI General Industrial. The proposed zoning was GR-4 General Residential for a subdivision of 350 single-family homes at a density of 3.4 units per acre proposed. Prices for the homes would be \$200,000 and up.

Mr. Galloway felt this request was consistent with recent trends in that area. Properties adjacent to this one had been rezoned from non-residential uses and were now being developed for residential uses.

Mr. Dan Fields, Vice President of John Wieland Homes, was in attendance on behalf of Mr. Lee Katz, one of the property owners, who was in the audience. Mr. Jerry Peterson was in attendance to represent the other property owner, Peachtree City Holdings.

Mr. Fields reviewed the other John Wieland developments in Peachtree City and briefly explained the plans for this new one. He stated that Lakeside at Redwine located on Redwine Road was very similar to what they were proposing for this property. He pointed out that the plan showed a total of 408 allowable lots, but they were asking that the Planning Commission recommend a total of 350 lots to City Council. The amenity package would include a clubhouse, pool, and tennis courts; and the development would also have cart path access. Mr. Fields stated that these homes would be marketed to older and younger professionals interested in simplifying their lifestyles without sacrificing quality.

In reference to the property's proximity to the railroad tracks, Mr. Fields stated that three of their developments in Smyrna were located near railroads. Vinings Estates is actually located on a railroad that has 44 trips each day and is one of their most successful developments. He felt that the fact that this property had been zoned for industrial use for more than 25 years and had not sold in that amount of time was an indication of its value as an industrial site.

Mr. Galloway agreed that it no longer made sense for this property to be zoned for industrial purposes since it no longer had access to Highway 74. He provided the Commission an update of the StreetSmarts traffic study which showed that there would be a substantial number of trucks generated by industrial development of this property. He added that the Land Use Plan prefers that industrial uses be separated from residential uses which was not possible with this particular property because of the access issue.

Mr. Williams presented the Staff position and stated that the timing of this rezoning application was wrong. The Mayor's Westside Task Force had not yet made its recommendations about how the entire Westside area, which included this property, should be developed and what annexation and rezoning action would be necessary to implement the desired development plan. He thought the Task Force was probably two months away from being able to make any firm recommendations.

Mr. Williams stated that, at the present time, this property was not logically suited to residential development and that based on the 1995 update to the Land Use Plan, the

application would only have merit as part of an overall plan for the Westside area. Although the application drew much of its logic from its relationship to the proposed Cedarcroft project, that project was generally considered to be a major land use planning mistake that owed its existence to a loophole in the Zoning Ordinance which had since been closed to avert additional mistakes. In addition, Mr. Williams stated that there were numerous problems associated with that project as a result of its being imposed on the area.

He added that this project proposed about 40 lots (average 60' x 120') that would be directly adjacent to a main line railroad track with about 30 trains passing by each day. Another 16 lots would be directly adjacent to land zoned for General Industrial use. On the third side of the property, 7000-8000 square foot lots were proposed opposite property that was zoned for one- and two-acre residential use.

Ms. Phyllis Aguayo of Stonington Drive in Peachtree City agreed with Mr. Williams' comments; she did not feel the property was amenable to residential zoning. Ms. Andrea Boswell, a resident of Avalon Park, also agreed with Mr. Williams and hoped that any new zoning would not allow more than one unit per acre.

In response to Mr. Williams' comments, Mr. Galloway stated that these property owners had been and would continue to work with the City and the Task Force; but they wanted the Commission to make its recommendation at this meeting. He felt that John Wieland Homes had enough experience with developments of this type to know what impact surrounding property uses would have on their property. He noted that the property to the south of this was being developed for residential use, and he questioned whether it was good planning to have this industrial property accessed only through residential areas off of GA 54. He added that the traffic generated by an industrial development would be twice that associated with residential development; which would significantly impact the existing traffic congestion at GA54/74.

Ms. Pamela Kemp, another resident of Avalon Park, expressed her concern about keeping the transportation corridor open to the airport. She added that, with all due respect for the developments in Smyrna, a lot of people in Peachtree City had moved here to live in a different type of community than is available on the north side of Atlanta.

The public hearing was closed at 7:40 P.M.

Dr. Schumacher felt the railroad issue was not marketability but livability because there is a distinct difference between selling a house and living in it. He also found it disturbing that this was being requested at a time when the West Village annexation issues were being discussed and had not been resolved. He questioned why there was a rush after so many years.

Mr. Fields stated that the decision to move ahead in this process was made by the property owners who as a group had been marketing this property for over 20 years. When they requested City Council lift the moratorium on annexations, their request was denied. He introduced Mr. Lee Katz who was in attendance to represent the family ownership of this property. Mr. Katz briefly reviewed the contributions his family had made to the City and requested a positive recommendation so this project could proceed.

Mr. Ames felt that because Mr. Fields was a member of the Westside Village Task Force, his representation of property owners in the Westside area was a conflict of interest. Mr. Fields agreed but also stated that he was interested in what was best for the City. Mr. Ames felt that more information was needed regarding how this development would impact the school system. Mr. Williams stated that this was one of the issues the Task Force was addressing.

Mr. Granger questioned the accuracy of the GR-4 zoning classification and noted that no buffers or protection of the wetlands was depicted on the plans. He felt that because of the density proposed, more study was needed before any action could be taken.

Mr. Galloway pointed out that this property was zoned for industrial use, and the impact of impervious surfaces in an industrial development would be much greater than in a residential development. He felt that buffers, watershed protection, and other related issues would be covered in detail during the site plan review process.

Mr. Finney felt it was inconsistent for the firm of Dillard and Galloway to request changes to the Land Use Plan designations for some cases and fight to keep them on others. He pointed out that as a basis for this rezoning, Mr. Galloway stated that this land had been zoned industrial for more than 20 years and now should be rezoned to residential. Mr. Finney also noted that when Mr. Dillard represented Home Depot's interests on a piece of property that had been zoned Commercial on the Land Use Plan, he felt the property should remain Commercial. Mr. Finney felt the only motivation for the inconsistencies was financial gain for Wieland Homes, the Katz family, and Dillard and Galloway.

Mr. Galloway stated that if this property had the same access as the Commercial property where the Home Depot is to be constructed, it would have much more marketability for industrial development. However, because it does not, this is a substantially different situation. He added that the main issue was whether this property could be rezoned for residential development. He felt it was entirely appropriate for the Commission to make a recommendation about the density of the development if they did not agree with their proposal.

Mr. Ames pointed out that because there was a task force in place that had not made its recommendations, the Planning Commission was not in a position to make a decision at this meeting. He agreed that the property owner was premature in his request.

After discussion, a motion was made by Mr. Granger, seconded by Mr. Finney, and unanimously adopted to forward the rezoning request to City Council with a recommendation for denial.

OLD AGENDA ITEMS

04-00-03 Conceptual Site Plan, MA Industries Expansion, Dividend Drive

Mr. Ed Koons of Hamilton Engineering & Design was in attendance to present the plan for a minor expansion at this existing development within the City's industrial park. The site was occupied by MA Industries within the GI General Industrial zoning district on Dividend Drive immediately across from the Hamilton Berry building. The Owner had identified a need for additional enclosed storage space which would be accommodated by this expansion.

The proposed expansion consisted of a 175' x 80' addition to the existing warehouse. The area where this expansion would be located was already paved so there would not be an increase in impervious surface on this site. The building would not be visible from Dividend Drive and would be constructed of materials similar to those used for the existing building. The site plan did not indicate any additional parking for this development as there would not be any new employees associated with the expansion.

The proposed expansion would encroach into the required 50' rear building setback. A variance had been granted for an expansion of the existing building several years ago, as

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Council

FROM: Director of Developmental Services 

VIA: City Manager

DATE: September 13, 2000

SUBJECT: Outside Storage Display Ordinance

Staff has not had the opportunity to inform affected local businesses of the implications of the ordinance as requested at the last meeting. We plan to have this matter on the agenda for the next City Council meeting on October 5, 2000.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jim Basinger, City Manager 

FROM: Paul Salvatore, Director of Financial Services P.S.

DATE: September 14, 2000

SUBJECT: FY 2001 Budget Resolution

In accordance with OCGA Code section 36-81-3 G and city Code of Ordinances section 34-61, I have attached hereto a resolution to adopt the FY 2001 budget. A summary of the balanced Operating and Public Improvement Program budgets are also attached.

Staff recommends that Mayor and Council approve and adopt the FY 2001 budget as presented.

BUDGET RESOLUTION

A RESOLUTION ADOPTING A BUDGET FOR THE FISCAL YEAR 2001 FOR EACH FUND OF PEACHTREE CITY, APPROPRIATING THE AMOUNTS SHOWN IN EACH BUDGET AS EXPENDITURES, ADOPTING THE ITEMS OF ANTICIPATED FUNDING SOURCES, PROHIBITING EXPENDITURES TO EXCEED APPROPRIATIONS, AND PROHIBITING EXPENDITURES FROM EXCEEDING ACTUAL FUNDING SOURCES.

WHEREAS, a proposed budget for each of the various funds of the City has been presented to the City Council and,

WHEREAS, appropriate advertised public hearings have been held on the FY 2001 Proposed Budget, as required by Federal, State and Local Laws and Regulations; and,

WHEREAS, the City Council has reviewed the proposed budget and has made certain amendments to funding sources and appropriations; and,

WHEREAS, the budget for each fund includes appropriations for Fiscal Year 2001, incorporates certain levies, assessments, fees and charges to finance these expenditures and fits the anticipated funding sources; and

WHEREAS, each of the funds has a balanced budget, such that anticipated funding sources equal proposed expenditures; and,

WHEREAS, there are adequate funds available in cash reserves to cover any unanticipated revenue shortfall;

NOW, THEREFORE, BE IT RESOLVED that this budget, a summary of which is hereto attached, is hereby adopted specifying the anticipated funding sources for each fund and making appropriations for proposed expenditures to the Divisions named in each fund.

SO RESOLVED, in open session assembled pursuant to law. This 20th day of September, 2000.

Robert L. Long
Mayor

Al S. Smith

Annie W. McMenamin

David R. Krumm

ATTEST: Nancy Faulkner
Nancy Faulkner, City Clerk

Fiscal Year 2001

Summary of Financing Sources & Uses

Financing Sources	2001 Budget	Section	Section Title
General Fund Revenues	\$16,517,526	Section 4	Revenue Analysis
Citywide Dev. Impact Fees	\$400,000	Section 5	Impact Fees
State/Federal Grants	\$254,836	Section 6	Cash Carryover
General Fund Cash On-Hand	\$2,810,966	Section 6	Cash Carryover
Department Savings Subsidy	\$400,000	Section 6	Cash Carryover
PIP Contingency Carryover	\$349,673	Section 6	Cash Carryover
Land Acquisition Fund	\$161,221	Section 6	Cash Carryover
PCDC 54/74 CSX RR Bridge Carryover	\$250,000	Section 6	Cash Carryover
Kedron Development Fees Carryover	\$24,071	Section 6	Cash Carryover
PIP Funds Rebudgeted	\$4,554,636	Section 6	Rebudgeted
Library Funds Rebudgeted	\$58,238	Section 6	Rebudgeted
Youth Sports Scholarship	\$7,061	Section 6	Rebudgeted
Hazardous Materials Funds	\$3,189	Section 6	Rebudgeted
Confiscated Funds Rebudgeted	\$10,188	Section 6	Rebudgeted
County Grant (Recreation)	\$50,000	Section 8	Public Improvement Program
PIP Interest Earnings	\$125,000	Section 8	Public Improvement Program
Property & Casualty Carryover	\$950,000	Section 10	Self Insurance
Self Insurance Interest Earnings	\$48,000	Section 10	Self Insurance
Emp Contributions Self Insurance	\$60,000	Section 10	Self Insurance

Financing Sources Total	\$27,034,605
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Financing Uses	2001 Budget	Section	Section Title
General Fund Cash Reserve	\$1,673,869	Section 6	Cash Carryover
Council Contingency	\$700,000	Section 6	Cash Carryover
Land Acquisition Fund	\$161,221	Section 6	Cash Carryover
Kedron Development Fees Carryover	\$24,071	Section 6	Cash Carryover
PCDC 54/74 CSX RR Bridge Carryover	\$250,000	Section 6	Cash Carryover
Property & Casualty Carryover	\$1,100,000	Section 10	Self Insurance
Confiscated Funds Rebudgeted	\$10,188	Section 6	Rebudgeted
Youth Sports Scholarship	\$7,061	Section 6	Rebudgeted
Hazardous Materials Funds	\$3,189	Section 6	Rebudgeted
Library Funds Rebudgeted	\$58,238	Section 6	Rebudgeted
PIP Funds Rebudgeted	\$4,554,636	Section 6	Rebudgeted
PCDA/PCAA Budgets	\$449,321	Section 7	Financing Uses
Public Improvement Program	\$3,261,307	Section 8	Public Improvement Program
Debt Service	\$731,429	Section 9	Debt Service
Self Insurance	\$1,157,157	Section 10	Self Insurance
Departmental Budgets	\$12,892,919	Section 12	Departmental Budgets

Financing Uses Total	\$27,034,605
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Division/Department**FY 2001 Budget****Administrative Services Division**

City Hall	\$769,546
Court	<u>\$342,936</u>
Total	\$1,112,482

Developmental Services Division

Building	\$473,407
Engineering	\$96,850
Planning	<u>\$190,592</u>
Total	\$760,850

Financial Services Division

Finance	\$284,889
Information Technology	\$113,806
Purchasing	<u>\$97,543</u>
Total	\$496,238

Leisure Services Division

CCY	\$54,023
Kedron Fieldhouse	\$652,632
Library	\$516,794
Recreation	<u>\$1,545,949</u>
Total	\$2,769,398

Public Safety Division

Communications	\$334,188
EMS	\$143,183
Fire	\$2,196,894
Police	<u>\$2,406,874</u>
Total	\$5,081,140

Public Services Division

Public Works	<u>\$2,178,935</u>
Total	\$2,178,935

Pay Plan Adjustment**\$493,877****Grand Totals****\$12,892,919**

2001 Public Improvement Program

Expenditures						* Departmental Totals *	
Division: Public Services		Original	REVISED	5 Year Plan		Original	REVISED
Department	5 Year Plan	5 Year Plan	Variance	5 Year Plan		5 Year Plan	5 Year Plan
PW-001	Street Resurfacing Program	\$500,000	\$525,000	\$25,000			
PW-002	Cart Path Resurfacing Program	\$100,000	\$105,000	\$5,000			
PW-003	Hydraulic Boom Excavator	\$100,006	\$70,000				
PW-004	Satellite Auto Shop Facility		\$145,000	\$145,000			
PW-005	Tree City USA		\$10,000	\$10,000			
PW-006	Recycling Center*		\$80,000	\$80,000			
PW-007	Hwy 54 E Landscape Enhancement Phase III*		\$55,300				
PW-008	Flat Creek Multi-Use Bridge*		\$47,400				
PW-009	Sumner Road Construction		\$232,349				
PW-010	Holly Grove Church Driveway		\$13,893				
RP-007	Gathering Place Expansion/Generator		\$249,251	\$249,251			
RP-008	Multi-Purpose Field - Lighted (Kedron)		\$75,000	\$75,000			
RP-009	Ampitheater Improvements		\$200,000	\$200,000			
RP-010	Site Master Plan (Meade)		\$17,000	\$17,000			
RP-011	Sewer Improvements (Riley)		\$50,000	\$50,000			
RP-012	Multi-Purpose Rink Phase II-II		\$225,000	\$225,000			
LS-013	Leach Memorial Park Conceptual Design/Demolition		\$12,500	\$12,500			
LS-014	Library Expansion Conceptual Design		\$20,000	\$20,000			
LS-015	Sports Complex Lights Lease Agreement Phase II-III	Leisure	\$49,953	\$49,953		\$0	\$898,704
Public Services Total		\$700,006	\$2,182,646	\$1,163,704		\$700,006	\$1,833,704

Public Safety Services

FD-016	Neely Station Improvements Phase II-II		\$163,280	\$163,280			
FD-017	Leach Station Training Facility/Equipment Phase II-III		\$52,165	\$52,165			
FD-018	Replace 1994 Medic 83 - Ambulance/Equipment	Fire	\$88,115	\$96,165	\$8,050	\$88,115	
PD-019	Police Vehicle Lease Phase III-IV	Police	\$136,250	\$261,319	\$125,069	\$136,250	\$261,319
Public Safety Total			\$224,365	\$572,929	\$348,564	\$224,365	\$261,319

Financial Services

IT-020	Governmental Software Upgrade		\$100,000	\$100,000			
IT-021	Information Systems Upgrade/Replacement		\$75,000	\$79,700	\$4,700		
IT-022	Geographic Information System (GIS)	Finance	\$50,000	\$41,500	-\$8,500	\$125,000	\$121,200

Administrative Services

AS-023	Facility Buildout Plan	Admin		\$234,532	\$234,532	\$0	\$234,532
Administrative & Financial Services Total			\$125,000	\$455,732	\$230,732	\$125,000	\$355,732

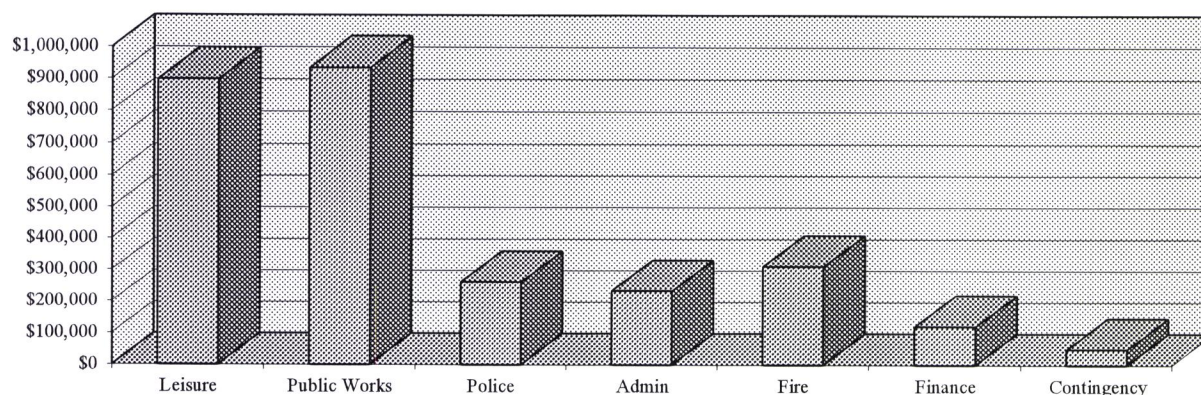
Contingency Funds

PIP Contingency	Contingency		\$50,000				\$50,000
Total Expenditures			\$1,049,371	\$3,261,307	\$1,743,000	\$1,049,371	\$2,500,755

Revenue Sources

Dedicated P.I.P. Funds		\$1,935,627	\$1,935,627				
PIP Contingency - Cash Carryover Funding			\$349,673	\$349,673			
General Fund Transfer	\$0		\$146,171	\$146,171			
State Grants*			\$254,836	\$183,000			
County Grant (Recreation)		\$50,000	\$50,000				
Interest Revenue		\$125,000	\$125,000				
Citywide Development Impact Fees			\$400,000	\$400,000			
Total Revenues		\$2,110,627	\$3,261,307	\$1,078,844	\$2,110,627	\$3,261,307	

2001 Public Improvement Program



FY 2001 Council Contingency Fund Budget

Description	Amount	Percentage
Revenues		
Beginning Balance Fiscal Year 2001 (estimated)	\$161,221.00	18.72%
General Fund FY2001 Allocation of Council Contingency Funds	\$700,000.00	81.28%
Total Revenues	\$861,221.00	100.00%
Expenditures		
Land Acquisition Fund	\$161,221.00	
Contracts with Non-Profit Organizations:	\$25,000.00	2.90%
Fayette Co. Council on Domestic Violence (committed):	\$6,000	
Fayette Senior Services (committed):	\$7,500	
Uncommitted balance:	\$11,500	
Total Expenditures	\$186,221.00	21.62%
Net Balance	\$675,000.00	78.38%

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: Jim Basinger, City Manager 

FROM: Paul Salvatore, Director of Financial Services *P.S.*

DATE: September 20, 2000

SUBJECT: 2000 Tax digest and proposed millage rate

Last week we received the 2000 tax digest from the Fayette County Tax Commissioner's office, which reflects an 8.67% increase or \$381,265 over the 1999 levy based upon both reassessed property values *and* new growth. Based upon the recommended millage rate of 4.06 this levy will generate \$4,781,203 in tax revenue, which is only \$11,617 less than the proposed FY2001 budget amount. Attachment 1 to this memo presents the current tax digest and levy amounts along with a five-year history of tax levy and digest information. As can be seen by this chart, the millage rate of 4.06 has remained unchanged since the 1996 levy.

If Council were to reduce or "roll-back" the millage rate to 3.836 in order to cancel the effect of property reassessments on the total tax levy, this would reduce our FY2001 tax revenues by approximately \$275,000. Please refer to Attachment 2 to this memo for a more detailed analysis of the roll-back calculations and impact on budget. As I am sure you are aware, a new State law requires that we announce a tax increase (as we already have) if we do not roll-back the millage to 3.836.

State law also requires that Ad Valorem property taxes be reduced (rolled-back) by the millage equivalent to the amount of Local Option Sales Tax (LOST) collected for the prior calendar year. Millage rate computations based on the 2000 official digest and 1999 calendar year LOST revenue collections, with and without rollback, are provided in Attachment 3 to this memo.

The County's current target date for submitting the digest to the State Department of Revenue is Monday, October 9, 2000. In compliance with the new State law referred to above, we expect to hold three public hearings on the tax increase prior to this date. When Council meets October 5, 2000, after these public hearings are held, staff recommends Council set our millage rate at 4.06 as presented in the proposed FY2001 budget.

NOTICE OF MEETING TO ESTABLISH 2000 MILLAGE RATE FOR PEACHTREE CITY

The Mayor and City Council of Peachtree City will meet on October 5, 2000 and establish the Ad Valorem Tax Millage rate for 2000. The meeting will be held at 7:00 p.m. in the City Hall Council Chambers located at 151 Willowbend Road, Peachtree City, Georgia. Pursuant to the requirements of O.C.G.A. 48-5-32, the City does hereby publish the following presentation of the current tax digest and levy along with the history of the tax digest and levy for the past five years.

Peachtree City	1995	1996	1997	1998	1999	2000
Real & Personal	702,173,568	788,720,817	842,971,636	997,857,252	1,065,155,412	1,166,923,816
Motor Vehicle	63,470,357	62,180,744	76,073,584	80,906,198	92,211,621	93,341,392
Mobile Homes	0	0	0	0	0	0
Timber - 100%	321,593	235,370	0	0	8,583	8,583
Heavy Duty Equipment	0	0	0	0	0	307,082
Gross Digest	765,965,518	851,136,931	919,045,220	1,078,763,450	1,157,375,616	1,260,580,873
Less M&O Exemptions	64,219,550	77,224,428	73,242,991	90,622,488	73,647,138	82,944,735
Net M&O Digest	701,745,968	773,912,503	845,802,229	988,140,962	1,083,728,478	1,177,636,138
Gross M&O Digest	8.31	8.22	8.98	7.89	8.34	8.36
Less Rollbacks	4.13	4.16	4.92	3.83	4.28	4.30
Net M&O Millage	4.18	4.06	4.06	4.06	4.06	4.06
Net Taxes Levied	2,933,298	3,142,085	3,433,957	4,011,852	4,399,938	4,781,203
Net Taxes \$ Increase	\$295,878	\$208,787	\$291,872	\$577,895	\$388,085	\$381,265
Net Taxes % Increase	11.22%	7.12%	9.29%	16.83%	9.67%	8.67%

**City of Peachtree City
Rollback Analysis - 2000 Tax Digest**

	<u>Amounts with no rollback</u>	<u>Percent Increase</u>	<u>Amounts with rollback</u>	<u>Percent Increase</u>
<u>Digest Information</u>				
Net 1999 Tax Digest:	\$1,074,476,198		\$1,074,476,198	
Increase due to reassessment:	64,902,937	6.0%	64,902,937	6.0%
Increase due to new growth:	<u>38,257,003</u>	<u>3.6%</u>	<u>38,257,003</u>	<u>3.6%</u>
Net 2000 Tax Digest:	\$1,177,636,138	9.6%	\$1,177,636,138	9.6%
<u>Levy Information</u>				
Total Tax Levy for 1999:	\$4,399,938		\$4,399,938	
Total Tax Levy for 2000:	\$4,781,203	8.67%	\$4,517,412	2.67%
<u>Effect on Budget</u>				
FY 2001 Budget:	\$4,792,820		\$4,792,820	
Budget shortfall:	(\$11,617)	-0.2%	(\$275,408)	-5.7%
Millage Rates:	4.060		3.836	

Summary of 2000 Digest/ No Rollback

Year	Digest	Mills	Taxes
2000 Actual	\$1,177,636,138	4.06	\$4,781,203
2001 Budget	\$1,180,497,530	4.06	\$4,792,820

Difference	(\$2,861,392)	(\$11,617)
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4.06 Mills	\$4,781,203
1 Mill	\$1,177,636
1999 Actual LOST Revenue	\$5,059,251
LOST Rollback	4.30
Net Millage	4.06

Gross Millage	8.36
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Summary of 2000 Digest/ With Rollback

Year	Digest	Mills	Taxes
2000 Actual	\$1,177,636,138	3.84	\$4,517,412
2001 Budget	\$1,180,497,530	4.06	\$4,792,820

Difference	(\$2,861,392)	(\$275,408)
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3.84 Mills	\$4,517,412
1 Mill	\$1,177,636
1999 Actual LOST Revenue	\$5,059,251
LOST Rollback	4.30
Net Millage	3.84

Gross Millage	8.13
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**City of Peachtree City
2000 Digest Millage Analysis**

<u>Millage Rate</u>	<u>Budget Shortfall</u>
4.06	11,617
4.05	23,394
4.04	35,170
4.03	46,946
4.02	58,723
4.01	70,499
4.00	82,275
3.99	94,052
3.98	105,828
3.97	117,605
3.96	129,381
3.95	141,157
3.94	152,934
3.93	164,710
3.92	176,486
3.91	188,263
3.90	200,039
3.89	211,815
3.88	223,592
3.87	235,368
3.86	247,145
3.85	258,921
3.836	275,408

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Council

VIA: City Manager 
Director of Developmental Services 

FROM: City Engineer 

DATE: September 13, 2000

SUBJECT: CAR 10-1: Neighborhood Traffic Complaint Resolution

Earlier this year at the Council's annual retreat, a draft policy on traffic complaint resolution was presented. At that time, the questions regarding the option of speed humps proved significant enough to warrant further investigation. The questions centered on GDOT's position on the speed humps as well as the experiences of Gwinnett County with their *Speed Hump Program*.

Mr. Marion Waters, GDOT State Traffic Operations Engineer spelled out the implications of the use of speed humps on residential streets with regard to GDOT LARP funding in a telephone conversation recently. Mr. Waters explained that it is GDOT's intent with the LARP program to assist local government in the maintenance of key roads in their communities. It is also their primary objective to move traffic, not hinder it. Therefore, it has been the unwritten policy that GDOT will not authorize the use of LARP funds on roads that have speed humps installed. Not because of the speed hump, per se, but because of the indication of the road's classification that the hump reveals. Mr. Waters also intimated that this established policy might be subject to change as new policies are implemented by the Commissioner, although there have been no indications to that effect so far.

Mr. Martin Brotherton of the Gwinnett DOT was also contacted recently. He presented a very positive perspective on their Speed Hump Program, first implemented in 1994. Since its inception, there have not been any significant changes made, nor have there been any political attempts to discontinue the program, despite applying the process in about 100 neighborhoods. The input from the county's emergency services were also incorporated into the plan during its development. The plan calls for humps to be kept off of primary response routes by limiting them to subdivision streets.

Also of note is that Gwinnett County relies on sales tax revenues to fund the speed hump and street resurfacing programs. However, GDOT funding is still made available for non-traffic calmed streets. Speed hump maintenance and replacement is handled through property tax assessments to the residents. Furthermore, there have not been any significant legal challenges to the program, to Mr. Brotherton's knowledge. The most difficult aspect is the service area selection, a very subjective process, relying primarily on engineering judgment. In spite of these hurdles, the program is very well received by the community and has even had proponents suggesting the expansion into other methods of traffic calming.

Page 2

CAR 10-1: Neighborhood Traffic Complaint Resolution
September 13, 2000

Even with this information, consideration should be given to a pilot program evaluating the effects of speed hump installation before that element of the policy is implemented. There are a number of locations within the City, which would be good candidates for these measures. However, it would be prudent to start with an unobtrusive application in relatively inconsequential locations rather than within a public right-of-way. There are two locations, which see both adequate volumes and speeds within our recreation facilities. Kedron Fieldhouse & Aquatics Center sees volumes peak on Saturdays, weeknights, and weekends with sufficient traffic speeds on the rather long entrance drive. The South 74 Baseball & Soccer Complex also experiences peak volumes and speeds during special events and weekends. You may recall that the rather long driveway connecting the north and south parking areas has a change in grade, which facilitates passive acceleration. Both sites also provide locations, in which carts and pedestrians cross at key points along the driveways.

These two locations provide a number of benefits. Most importantly, this off-system application will allow the City to investigate the effects in a more controlled environment, to work out the signing & striping requirements in a location with fewer and less severe implications. The cost of such an installation could be expected to be in the \$ 3,000 range depending on the width of the road and length of the hump, compared to about \$ 1,500 for the pavement texturing.

Therefore staff would recommend implementation of our Neighborhood Traffic Complaint Resolution Policy, with the exception of speed humps and that Council authorize staff to install speed humps at the two locations referenced as a part of a pilot study, the results of which could be brought back to Council.

I have attached a copy draft of CAR 10-1 for your review.

Attachment

cc: Director of Leisure Services
Director of Public Services

Neighborhood Traffic Complaint Resolution

Purpose	Section	I
Policy		II
Responsibility		III

I. Purpose

The purpose of this CAR is to state the City's policy regarding the response to traffic complaints arising as a result of speeding and/or high traffic volumes within neighborhoods in the City.

II. Policy

A) Complaints

1. **SPEEDING.** Complaints arising from motorists speeding, regardless of location, shall be routed or forwarded to the Police Department for handling. The Police Department shall handle the complaints according to internally established procedures.
2. **HIGH TRAFFIC VOLUMES.** Complaints arising from high traffic volumes of local or through traffic shall be routed or forwarded to the Engineering Department for handling. The City Engineer shall discuss with the complainant the approved measures and the requirements necessary for implementation.

B) Approved Measures

1. **MULTI-WAY STOPS.** Intersections shall meet the warrants published in the *Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD)*. As stated in this publication, stop signs shall not be used for speed control. If the warrants are met, the City shall make the necessary installation.

If the warrants are not met, the complainant shall have the option of further pursuing the request with a demonstration of substantial public support. The complainant shall submit a petition of support signed by not less than 2/3 of the directly affected property owners within an impacted area as defined by the City Engineer. If a 2/3 majority is established, the signs shall be installed for a period of sixty (60) days. At the conclusion of this trial period, a second petition, signed by a simple majority of the directly affected property owners shall be required in order for the stop signs to remain on a permanent basis.

2. **TEXTURED PAVEMENT.** In the event that complaints continue after implementation of the multi-way stops, staff shall consider installing textured pavement as a supplementary traffic-calming measure. The application of the textured surface shall be in distinct locations that merit special driver caution, such as pedestrian and cart crossing points. The textured pavement shall consist of a two-inch layer of type "F" asphalt stamped with an approved template and treated with a pigmented acrylic polymer followed by a clear acrylic polymer seal. The intent of the texturing is to provide a slight, yet noticeable annoyance to the motorist, awakening an awareness of both vehicle speed and location of possible roadway obstructions. If a problem

location meets the special warrants for textured pavement, the City shall make the installation at public expense. If not, the installation may be privately financed by the affected residents.

3. **SPEED HUMPS.** If multi-way stops and textured pavement fail to satisfactorily solve a problem and the complainant wishes to pursue further measures, the City will entertain the use of speed humps, installed in accordance with the guidelines published in the *Institute of Traffic Engineers' Traffic Calming: State of the Practice*. However, any speed hump request must first be reviewed by the Fire and Police Chiefs for evaluation of impacts to emergency response. The City Engineer shall then decide on the basis of site limitations, design criteria, and emergency response time impact whether to proceed with the installation. Once again, if a problem location meets the following special warrants for speed humps, the City shall make the installation at public expense. If not, the installation may be privately financed by the affected residents.

III. Responsibility

- A) Upon review of documentation submitted and after a study of the nature of a particular traffic problem, the City Engineer shall recommend a course of action to the Director of Public Services. The Director of Public Services shall then schedule the improvements as soon as practicable, but not more than 120 days from the date of recommendation.
- B) Warrants. The warrants for determining the need for traffic calming installations shall be as follows:

1. **Multi-way stop Warrants (1 out of 4):**

Warrant	All Streets
1 Minimum Volume	500 vph avg. in 8 hour period
2 Side street volume & delay	200 vph and 30 sec. Delay
3 85th percentile speed & Volume	If speed >40, vol. Is 350 vph
4 Accidents per year	5

2. **Textured Pavement Warrants (3 out of 4):**

Warrant	Residential	Neighborhood Collectors
1 Minimum Volume	>750 vpd / 75 vph	>1000 vpd / 100 vpd
2 Cut-through traffic	25%	50%
3 85th percentile speed	>speed limit	10+ mph over speed limit
4 Accidents per year	3	5

3. **Speed Hump Warrants (3 out of 4):**

Warrant	Residential	Neighborhood Collectors
1 Minimum Volume	>850 vpd / 85 vph	>1250 vpd / 125 vpd
2 Cut-through traffic	25%	50%
3 85th percentile speed	>speed limit	10+ mph over speed limit
4 Accidents per year	3	5

- C) In the event that the warrants as defined by the MUTCD and those on traffic calming measures are met, as determined by the City Engineer and the Police Chief, then the City shall assume the financial obligations for the measure's installation up to established minimum standards. If not, the installation may be financed privately by the affected residents. Payment for such installations shall be made prior to any construction of the designated improvements by the City.

Approved:

City Council

City Manager

Police Chief

Fire Chief

Director of Developmental Services

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor & Councilmembers

FROM: Jim Basinger 

DATE: September 13, 2000

SUBJECT: APPOINTMENTS TO THE PLANNING COMMISSION

The Selection Committee, composed of Mayor Lenox, Councilmember McMenamin, and myself, interviewed eleven (11) applicants for the vacancy on the Planning Commission.

It is the recommendation of the committee that Mr. Dennis Payton be appointed to serve a term from ~~9/30/00~~ ^{10/1/00} through 9/30/03.

We further recommend that Mr. Robert Buckley be appointed to serve as an alternate to fill any vacancy that may occur.

Copies of their applications are attached for your review. Copies of all other applications are available at City Hall for your review.

JB/gr

Attachments

cc: Chairman, Planning Commission
Director of Developmental Services

**PLANNING COMMISSION
APPLICATION FOR APPOINTMENT**

Thank you for your interest in being considered for appointment to the Planning Commission. Applicants must be a legal resident of the State of Georgia and have been a resident of Peachtree City for at least six months prior to the date an application is submitted. Elected officials of any governmental jurisdiction in the County and City employees are not eligible for appointment.

The Planning Commission is comprised of five members appointed to three-year terms. Meetings are held on the second and fourth Monday of each month at 7:00 p.m. Members are required to attend a minimum of eighty percent (80%) of all meetings. The Commission is responsible for assisting in the administration of the City Zoning Ordinance and Land Development Ordinance and for reviewing site plans and landscape plans for commercial and industrial development.

Please take a few minutes to complete the form below and answer the questions on the reverse side of this form and return it with a resume, if available, to Gloria Reid, Peachtree City Hall, 151 Willowbend Road, Peachtree City, GA 30269 by **5:00 p.m. on Friday, August 18, 2000**. You will be contacted by the City within two weeks of the application closing date.

If you have any questions, please contact Gloria Reid at 487-7657.

NAME

Dennis L. Payton

ADDRESS

403 Robinson Road

Peachtree City, GA 30269

TELEPHONE (Day Time)

770 - 716 - 8855

(Evening)

770 - 487 - 1133

Signature

Date

8/17/00

Dennis L. Payton
403 Robinson Road
Peachtree City, Ga 30269
770-487-1133

- (1) My wife and family have lived in PTC for fifteen (15) years. I am a native of Atlanta and recently turned 49.
- (2) Serving on the Commission: To preserve the high quality of life and the amenities we enjoy in PTC and to ensure that the proper mix of residential and commercial growth exists to maintain a sufficient tax base to support our growing city services without requiring a tax increase.
- (3) Qualifications and Experience: My formal education is in Political Science, continuing with Law School. My experience includes property/facility planning and management, with considerable time spent in contract negotiation, equipment acquisition, bond financing, and planning with city councils, planning commissions, airport authorities and federal agencies all over the south and eastern parts of the United States.
- (4) Major Jobs: Manager Sales & Services Eastern Airlines, General Manager Southeastern Airlines, Director Properties, Facilities & Contract Services Northwest Airlin, Vice President & General Manager Northwest Airlin, Director of Training Rollins Protective Services. Currently Co-owner and Vice President of All Safe, Inc. ADT Security Services Dealer.
- (5) City Planning Experience: I have worked with city, county, state and federal agencies all over the eastern U.S. concerning design, funding, construction, and land use for airport facilities and extended business. This includes working with some of the largest architectural and engineering firms in the U.S. I understand the processes involved in planning and coordinating large and small projects.
- (6) Have attended approximately one or two meetings per year.

- (7) Conflict of Interest: In my career, I have never bid or caused to be sold, any equipment or service to the City of Peachtree City, nor plan to in the future.
- (8) Community Involvement: My wife and I are season ticket holders for the past 5 years to the summer concert series at the amphitheater and have not missed the fourth of July parade and fireworks during our life in PTC. In our years here, I have coached you sports, soccer, baseball and basketball and strongly support those programs for our kids. My family attends Holy Trinity Church in PTC. We have graduated six children from McIntosh and Starr's Mill High Schools. Four have graduated from The University of Georgia, of which three are Officers in the Marine Corp. Our last son started at Jacksonville State University this year on a Music Scholarship.

I am excited about the future of PTC and look forward to working with the citizens of PTC and the other members of the Planning Commission if selected.

Dennis L. Payton
403 Robinson Road
Peachtree City, Ga 30269
770-487-1133

Personal: Married, 49 years old, six (6) children

Education: Attended West Georgia College, Political Science
Attended John Marshall Law School

1971-1981 Eastern Airlines, Inc. Final position Manager Sales & Services

1981-1982 Memphis Area Chamber of Commerce, Economic
Development Specialist

1982-1983 Southeastern Airlines, General Manager

1983-1990 Northwest AirlinK, Director Properties, Facilities & Contract
Services, Vice President & General Manager

1990-1997 Rollins Protective Services, General Manager, Director of
Training

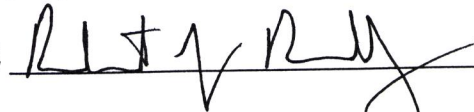
1997- Vice President & Co-owner All Safe, Inc. ADT Security
Services Dealer.

In most of my positions I have been responsible for multi-million dollar
P & L with 50 to 100 employees.

PLANNING COMMISSION
APPLICATION FOR APPOINTMENT

NAME: ROBERT J. BUCKLEY
ADDRESS: 306 TEMPEST DRIVE
PEACHTREE CITY, GA 30269
TELEPHONE: (404) 715-3499 **Work**
(678) 364-1077 **Home**

SIGNATURE/DATE

 8/4/00

1. How long have you been a resident of Peachtree City?

One year.

2. Why are you interested in serving on the Planning Commission?

I respect the thought and care which has gone into creating Peachtree City. It is a major reason I sought to relocate to GA. I am also comfortable with the government process and enjoy working with people.

3. What qualifications and experience do you possess that would benefit the Planning Commission?

I am a municipal and state tax attorney with my BA from Duke University and my LLM in Tax law from NYU School of Law. I have worked as a consultant to major corporations in this field for 15 years. I have excellent government negotiation and technical skills.

4. List major jobs you have held during your working career to include name of company and position.

Delta Air Lines, Inc.	8/99 - current	Director State & Local Tax
PricewaterhouseCoopers	8/96 - 7/99 and 8/86 - 3/89	Managing Director in State Tax Services
GE Capital	4/89-7/96	Director of State Tax

5. Do you have any past experience relating to City planning? If so, describe.

I was very active in the Beautification and Downtown Renewal Project of my former hometown, Rockville Centre, NY.

6. Have you attended any Planning Commission meetings in the past year and, if so, how many?

I regularly attend the meetings and often speak with Jim Williams.

7. Would there be any possible conflict of interest between your employment and you serving on the Planning Commission?

Delta encourages its Directors and Officers to participate in community affairs.

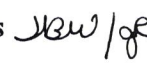
8. Describe your current community involvement.

My wife and I teach PSR (Religious Ed.) on Sundays, have joined the PTA and New Neighbors League. We are active in the Community Association of The Point on Lake Kedron.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and City Council

VIA: City Manager 
Director of Financial Services P.S.
Director of Developmental Services 

FROM: City Engineer 

DATE: September 13, 2000

SUBJECT: Holly Grove Road Cart Path Tunnel

As a condition of rezoning, the developer of the Holly Grove Pavilion was required to make the final connection from the Wilshire Estates development to the existing terminus of Holly Grove Road. Once the design and engineering were completed and reviewed, city staff identified the possibility of installing a tunnel due to the amount of fill for the road.

A tunnel provides a number of benefits over an at-grade cart path crossing. First, separating the golf cart/bicycle/pedestrian traffic from vehicular traffic is always a safer option when available. Secondly, consideration of sight distances and potential conflicts at the crossing point are avoided. Third, there are some advantages to the earthwork in that the path does not have to be brought up to the elevation of the road, minimizing the clearing required. As currently designed with the at-grade crossing, the grading for the path extends into the greenbelt on either side of the road a distance of up to 50 feet in order to achieve a reasonable slope. Any steeper slope on the path presents accessibility problems, which while they exist in other segments of the path system should not be knowingly created. Furthermore, traffic on this path can only be expected to increase, as it serves to ultimately connect the Starr's Mill School complex with Braelinn Village as well as the South 74 Baseball & Soccer Complex via a future connection across Flat Creek.

After these considerations, staff sought out a proposal to install a concrete box culvert at this location from Superior Excavation & Construction Service of Peachtree City, the contractor constructing the road. Staff feels that due to the conflicts posed by having separate contractors for the road and the tunnel, the City should consider a sole-source contract with the road contractor. A proposal for a concrete box culvert, meeting our specifications, was received in the amount of \$ 55,000 from Superior, which represents a fair and reasonable price. This proposal includes the 100' x 8' x 8' culvert, wing walls, grading, earthwork credits. An additional \$ 1,500 would have to be allocated for bonding the project as well. The developer will be responsible for making the path connections.

Adequate funding is available from development impact fees to cover the cost of this project. Therefore, city staff recommends that Council award the contract for the installation of the *Holly Grove Road Cart Path Tunnel* to Superior Excavation & Construction for \$55,000 and reserve \$ 1,500 to bond the project.

Attachment

Superior

Excavation & Construction Services

ESTIMATE

September 07, 2000

Troy Besseche - City Engineer

Re: golf cart underpass @ Holly Grove Rd. extension

concrete box culvert - approx. 100' L. x 8'H. x 8'W.
culvert to have wing walls at both ends - 15' length
culvert to be poured in place by contractor
all shop drawings (by contractor) to conform w/ D.O.T.
all excavation to be done by contractor
no electrical/lighting included by contractor

LABOR & MATERIALS \$55,000.00

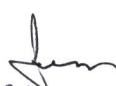


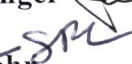
Scott Seymour
cell# 770-231-3395

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Mayor and Councilmembers

VIA: Jim Basinger 

FROM: ~~Stony Lohr~~ 
Acting Fire Chief

DATE: August 31, 2000

SUBJECT: EMS Cost of Death and Potential Death Incidents

At the August 17th meeting, Council requested information on the impact of not charging a fee for EMS services if a patient dies. There are some difficulties in attempting to determine the potential impact based on the fact that the Fire Department is not aware of the survival outcome of many patients we transport. Department personnel are aware of some deaths, especially if the patient dies while the transporting paramedics are still at the hospital, or if there is media coverage, as might be in the case of a serious accident. However, since medical information is confidential, the department is unable to verify the status of other transported patients. It would be difficult to establish a policy not to bill for EMS services for patients who died as there would be no way to ensure who should not be billed.

During calendar year 2000, Peachtree City Fire and Rescue has responded to 41 incidents involving death or immediate life threatening conditions. Of those, the department is aware of the following outcomes:

Deceased on Arrival at Scene	8*
Died at Hospital	3
Unknown Outcome at Hospital	24
Recovered	6

* No charge since there was no transport.

The current typical fee for a life-threatening incident would be about \$815.00, which would include the base fee, supplies and pharmaceuticals. This fee will increase later this year for some patients to approximately \$1,215 due to new protocols that require more expensive pharmaceuticals.

While staff certainly is empathetic to the difficulty of family members dealing with the death of a loved one, we do not believe that waiving transport charges is a practical and appropriate response to the situation. We do believe that delaying billing until the family has had an opportunity to grieve is appropriate. Therefore, the recommendation is that, in any situation where we are aware that the transported patient has died or that survival is considered questionable, billing be delayed at least two weeks. This recommendation is contained in the attached CAM 20-1, which also reflects the recent approved increases in transport fees.

Staff requests that Council review and approve the attached CAM 20-1.

Attachment

EMERGENCY MEDICAL TREATMENT AND TRANSPORT POLICIES

Purpose	Section 1
Policy	2
Responsibility	3

1. Purpose

The purpose of this CAM is to establish policies and procedures for provision of Emergency Medical Services by the Peachtree City Fire and Rescue. It supercedes CAM 20-1 dated February 1991 and becomes effective October 1st, 2000.

2. Policy

- A. Peachtree City shall strive to provide the best possible emergency medical care and urgent medical care and assistance to all who need it regardless of their ability to pay.
- B. Volunteer firefighters along with their immediate family members shall receive free emergency medical treatment and transport. Immediate family members are defined as mother, father, brother, sister, spouse and children residing in the household of the member.
- C. We will provide Emergency Medical Services within the boundaries of Peachtree City, in other areas per approved local Mutual Aid and Georgia Mutual Aid Agreements, and in other areas where we are capable of providing immediate services to help save lives and prevent or minimize injuries. We will request additional assistance when it is needed following these same agreements and procedures. The Fire Chief will determine the appropriate response and provide or request help within the capabilities of the Department. He will keep the Chief Executive Officer informed of any significant, unusual or extended duration actions in providing or receiving such assistance.
- D. Peachtree City Fire and Rescue is licensed and structured to provide Advanced Life Support transport Emergency Medical Services. In accordance with State law and within the Department's capabilities, we will transport patients needing emergency medical care to an Atlanta area medical facility of their choice within sixty (60) miles of Peachtree City provided that it is a recognized medical facility providing authorized emergency room service. If the patient selects a facility that attending Medic(s) judge to be inappropriate for existing circumstances, they will coordinate immediately with Medical Control to obtain additional guidance, will attempt to explain the situation to the patient and obtain informed consent for transport to an appropriate facility. If the patient persists in his or her selection, attending Medics will again advise Medical Control, will fully document the action in their reports, and will transport the patient to his or her selected medical facility. If the patient is or becomes unable or unwilling to choose, we will transport the patient to the closest medical facility judged capable of providing the needed emergency medical

services. For disasters, contingencies and special circumstances, the Department may request and the Medical Director may approve exceptions.

- E. Emergency Medical personnel may assist patients in taking their own prescribed or over the counter medications. They will normally not administer other prescription medications unless the patient is transported to a medical facility for further medical evaluation. Exceptions may include administration of saline solutions for dehydration, dextrose solutions for known diabetics, and upon order of a responsible Medical Doctor at the scene. The Department may request and the Medical Director may approve other exceptions, protocols or standing orders as warranted.
- F. Billing statements for patients known to be deceased or thought to have a questionable survival prognosis will be deferred for at least two (2) weeks to permit surviving family members time for bereavement and post death planning.
- G. Patient medical records will be secured and their confidentiality maintained in accordance with State law. Except for attending and supervising medical personnel, essential administrative processing personnel and necessary legal advisors, medical records will only be released to the patient or patient's legal guardian with approved identification, to the patient's representative upon written request of the patient or patient's legal guardian, and to the court upon receipt of a subpoena or order from a Court of Record. The Fire Chief is authorized to coordinate with the Medical Director, the City Clerk and the City Attorney as necessary to process medical records and resolve medico-legal issues.
- H. The following fee structure shall be effective October 1st, 2000
- (1) Only patients whom Peachtree City Fire and Rescue transports or provides medical services to will be billed.
 - (2) The base transport fee shall be \$300.00. This shall apply to all patients except as noted elsewhere in this CAM.
 - (3) There shall be no transport mileage fee for any patient transported to an authorized medical facility within Fayette County. The transport mileage fee for all patients going outside Fayette County shall be \$5.00 per loaded mile.
 - (4) The fees for procedures rendered and supplies used shall be as shown in Enclosure 1.
 - (5) The fees for pharmaceuticals used shall be as shown in Enclosure 2.
- I. The Fire Department will process claims for Medicare and Medicaid patients directly to the appropriate government agency. Within its capability, it will review rejected Medicare and Medicaid claims and serve as a patient advocate for those bills it judges to be appropriate for payment. Bills for other patients will be sent to the patient or his or her parent or guardian for payment.

coordination with their insurance company(ies). Collection action for non-payment will normally not be initiated for at least four billing cycles and 120 days. The Fire Chief is authorized to resolve patient bills as he deems appropriate. Resolution may include granting an exception to payment, forbearance based upon observed or demonstrated financial hardship, establishment of deferred payment plans, write-off of remaining portions of bills judged to be not worthy of further action, or submittal for collection action.

3. Responsibility

- A. Responding Rescue and Emergency Medical personnel will provide emergency medical care and urgent medical care and assistance to the best of their ability without regard for the patient's ability to pay.
- B. If attending Medical personnel observe or detect any question of a patient's ability to pay, they shall check the exemption consideration box on the billing form and annotate preliminary reasons for that status.
- C. If a patient declines emergency medical transport Against Medical Advice (AMA) because of a perceived inability to pay, attending Medical Personnel may grant an on scene exemption.
- D. Attending Medical personnel will annotate and/or flag medical records of any patient known to have died, or whose survival is questionable.
- E. The Operations Officer will review medical reports and recommendations for exemptions, and submit a full report to the Fire Chief with his payment or non-payment recommendation. The Fire Chief will review the incident, conduct any additional investigation as he deems necessary, and render a final approval or decision.
- F. The Operations Officer will insure that the Administrative Secretary is aware of any incidents and billing records of a patient who is deceased or has questionable survival.
- G. The Fire Chief, in conjunction with the Operations Officer and Shift Supervisors, shall ensure that these policies are followed.

Approved:

Fire Chief
City Manager
City Council

OPR: Fire

12/90 (Revised 09/2000)

Pharmaceutical Fee Structure-Effective October 1st, 2000

Aspirin		\$0.00		
Adenosine		\$50.00		
Albuterol		\$10.00		
Atropine		\$20.00		
Benedryl		\$20.00		
Bicarb		\$20.00		
Calcium Chloride		\$20.00		
D50		\$20.00		
D5W		\$0.00		
Dopamine		\$20.00		
EPI 1:1000		\$20.00		
EPI 1:10,000		\$20.00		
Glucagon		\$50.00		
INT Flush		\$0.00		
Ipacac		\$0.00		
L.R.		\$0.00		
Lasix		\$20.00		
Lidocaine Bolus		\$20.00		
Lidocaine Drip		\$20.00		
Mag Sulfate		\$20.00		
Morphine Sulfate		\$20.00		
NACL		\$0.00		
Narcan		\$30.00		
Nitro Tab/spray		\$0.00		
Nitrous Oxide		\$35.00		
Phenergan		\$20.00		
Thiamine		\$20.00		
Valium		\$20.00		
Hi- Dose EPI 1-1000		\$20.00		