



# CITY COUNCIL

Kim Learnard, Mayor  
Suzanne Brown, Mayor Pro Tem | Laura Johnson, Post 1  
Clinton Holland, Post 3 | Michael Polacek, Post 4

SCAN FOR AGENDA  
PACKET



## Revised Meeting Agenda

March 19, 2026 | 6:30 PM  
City Hall

1. **Call to Order**
2. **Pledge of Allegiance and Moment of Silence**
3. **Announcements, Awards, Special Recognition**
4. **Public Comment**
5. **Agenda Changes**
6. **Quarterly Reports**
  - A. **2025 Annual Report**
7. **Minutes**
  - A. March 5, 2026 City Council Work Session Minutes
  - B. **March 5, 2026 Executive Session Minutes**
8. **Consent Agenda**
9. **Old Agenda Items**
  - A. 03-25-03 Text Amendment to revise land use regulations to permit Cosmetic Tattooing and Microblading (Shayla Reed)
10. **New Agenda Items**
  - A. 03-26-03 Public Art Master Plan (Chris Hobby)
  - B. 03-26-04 Chapters 70 and 78 Ordinance Amendments (Jonathan Miller)
  - C. 03-26-05 Stormwater Utility Rate Update (David Borkowski)
  - D. 03-26-06 Multiple Police Station Buildings Renovation Design (David Borkowski)
  - E. 03-26-07 Budget Amendment and Purchase of Property at 107 Guthrie Way — Parcel No. 0614 078, 1.03 acres (Ted Meeker)
11. **Public Hearings**
  - A. 03-26-08 Text Amendment to the Lighting Ordinance, Sec. 731.2 of the Land Development Ordinance (Shayla Reed)
12. **Council/Staff Topics**

A. CARS/CAMS Review (Yasmin Julio)

**13. Executive Session**

**14. Adjourn**

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities and are in compliance with Title VI of the Civil Rights Act of 1964. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA or need assistance per Title VI, please contact the City's Title VI and ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail [tallston-bing@peachtree-city.org](mailto:tallston-bing@peachtree-city.org) at least three (3) business days before the scheduled meeting or event to request an accommodation.

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

This meeting will be held in Council Chambers at City Hall

# ENGINEERING SERVICES

# YEAR IN REVIEW 2025

## WORK ORDERS COMPLETED

334

COMPARED TO 372 IN 2024

## PERMITS ISSUED

886

COMPARED TO 864 IN 2024

## SITE PLAN REVIEWS

72

COMPARED TO 97 IN 2024

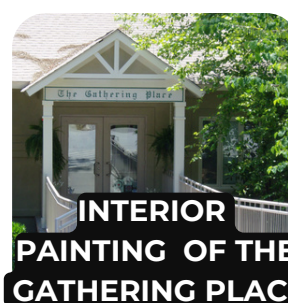
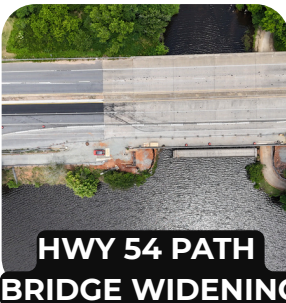
## PIPES REPLACED

859 LINEAR FEET

COMPARED TO 829 IN 2024



## PROJECTS COMPLETED IN 2025



# EXECUTIVE SERVICES

# YEAR IN REVIEW

# 2025

## CITY HALL VISITORS

# 26,760

Compared to 23,817 in 2024

## OPEN RECORDS REQUESTS

# 452

Compared to 357 in 2024

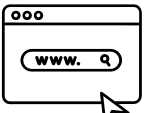
## AWARD WINS

# 6

Compared to 10 in 2024



## WEBSITE VISTS



# 525,137

Compared to 538,783 in 2024

## SOCIAL MEDIA FOLLOWERS (Facebook, Instagram, X, YouTube, TikTok, LinkedIn)

# 53,232

Compared to 44,605 in 2024

## NAV APP DOWNLOADS

# 20,718

Lifetime total number as of 12/31/25



## CURRENT NEWSLETTER SUBSCRIBERS



# 26,045

Growth of 5,095 since 2024 (20,140)

# 3,114

Growth of 19 since 2024 (3,095)



# FIRE RESCUE

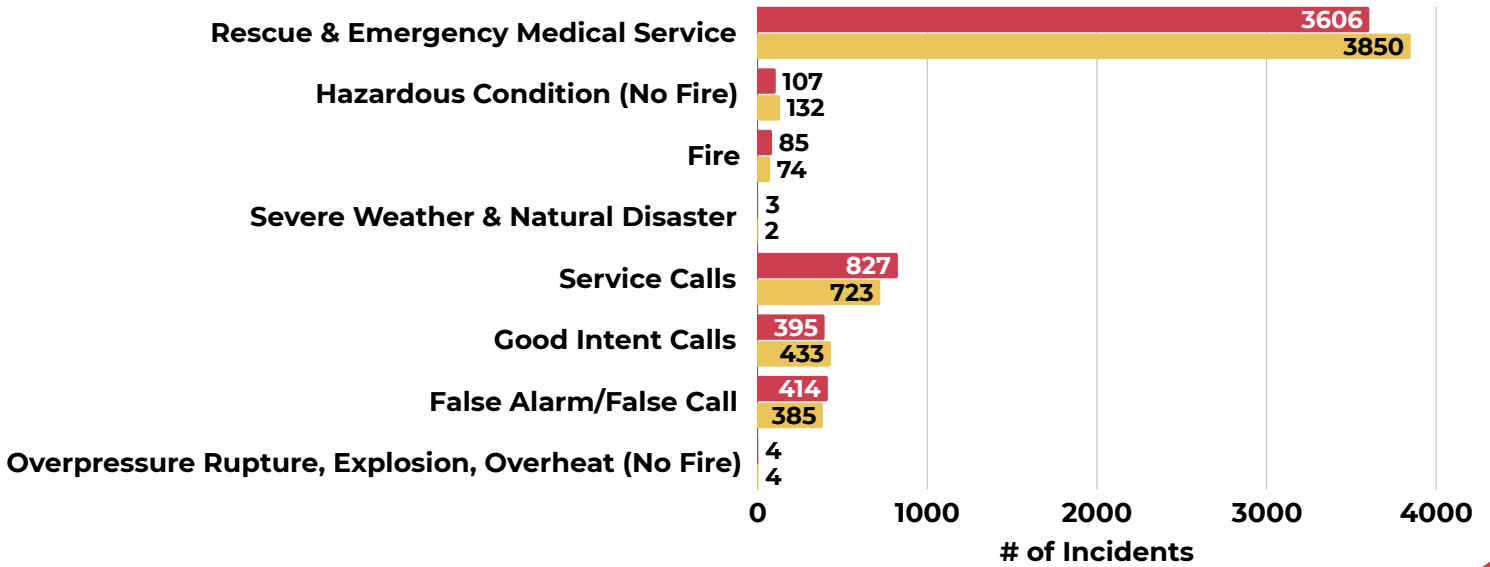


# YEAR IN REVIEW 2025

## INCIDENT VOLUME

● 2024 ● 2025

Types of Incidents



### AVERAGE RESPONSE TIME

6 MINS 17 SECS

EMERGENCY

6 MINS 31 SECS

NON- EMERGENCY

### FIRE PREVENTION EDUCATION

7,620 STUDENTS REACHED

COMPARED TO APPROX. 5,000 IN 2024

### TOTAL TRAINING HOURS

35,188

COMPARED TO 28,675 IN 2024



9/11 MEMORIAL WALK



CELEBRATING WOMEN



LIVE FIRE TRAINING



# HUMAN RESOURCES

# YEAR IN REVIEW 2025

## TURNOVER RATE

10.9%

COMPARED TO  
16.1% IN 2024

## NEW HIRES

80

COMPARED TO 83 IN 2024

## AVERAGE YEARS OF SERVICE

7.85

## HOURS OF PROFESSIONAL DEVELOPMENT

2,000

COMPARED TO  
0 IN 2024

## INTERNAL PROMOTIONS

32

COMPARED TO  
21 IN 2024

## TOTAL WORKFORCE

366

COMPARED TO  
340 IN 2024

## WELLNESS PROGRAM/ATTENDANCE

1,519

COMPARED TO  
791 IN 2024

SUPERVISOR OF THE YEAR



EMPLOYEE OF THE YEAR



EMPLOYEE APPRECIATION PICNIC



WEAR PINK AND WALK



EMPLOYEE PRODUCE GIVEAWAY



HR PROFESSIONALS DAY BREAKFAST

# LIBRARY SERVICES

# YEAR IN REVIEW 2025

## ACTIVE LIBRARY USERS

30,560

COMPARED TO 29,310 IN 2024

## LIBRARY VISITS

166,546

COMPARED TO 151,698 IN 2024

## PROGRAM ATTENDANCE

13,724

COMPARED TO 11,881 IN 2024

## E-BOOK/E-AUDIO DOWNLOADS

97,302

COMPARED TO 91,366 IN 2024

## CIRCULATION

336,022

COMPARED TO 340,158 IN 2024

## VOLUNTEER HOURS

3,197

COMPARED TO 2,895 IN 2024

## REFERENCE ASSISTANCE

20,822

COMPARED TO 21,126 IN 2024

## WI-FI USAGE

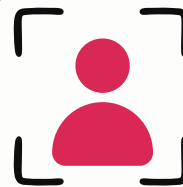
123,517

COMPARED TO 93,692 IN 2024

## COMPUTER USAGE

7,361

COMPARED TO 8,140 IN 2024



## NEW LIBRARY CARDS ISSUED



2,589

COMPARED TO 2,379 IN 2024

# PLANNING & DEVELOPMENT

# YEAR IN REVIEW 2025

## NEW BUSINESSES

184

COMPARED TO 208 IN 2024

## AVERAGE PLAN REVIEW TURNAROUND TIME

3 DAYS - RESIDENTIAL  
5 DAYS - COMMERCIAL

COMPARED TO 4 AND 8 IN 2024

## PUBLIC HEARINGS

18

COMPARED TO 30 IN 2024

## SHORT-TERM RENTALS

41



## BUILDING PERMITS ISSUED

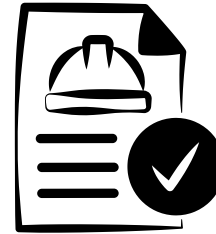
1,649

COMPARED TO 1,494 IN 2024

## TRADE PERMITS

581

COMPARED TO 504 IN 2024



## BUILDING INSPECTIONS

7,575

COMPARED TO 9,340 IN 2024

## PATH ENFORCEMENT PATROL HOURS

2,069.25

COMPARED TO 1,802.5 IN 2024

## CODE ENFORCEMENT ACTIONS

1,980

COMPARED TO 2,234 IN 2024

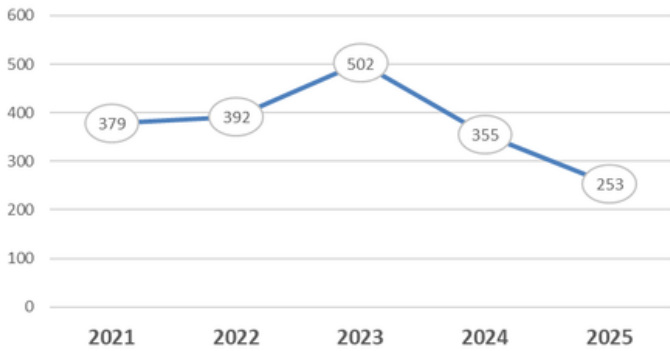


# POLICE

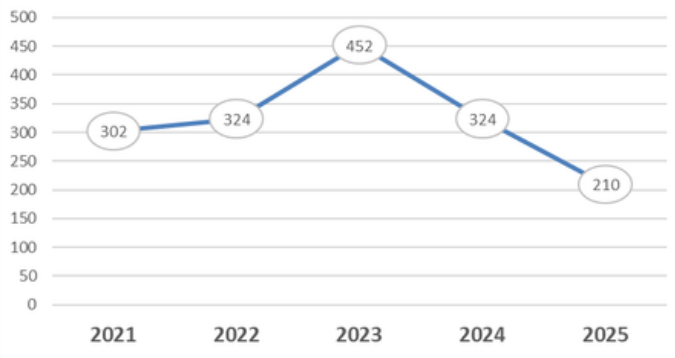


# YEAR IN REVIEW 2025

5 Year Part 1 Crime Trend



# 1 Part 1 Crime is Theft



## TOTAL DISPATCHED CALLS

12,195

COMPARED TO  
12,464 IN 2024

## AVERAGE RESPONSE TIME

2.3 MINS EMERGENCY  
4.5 MINS NON-EMERGENCY

## TOTAL CASES CLEARED

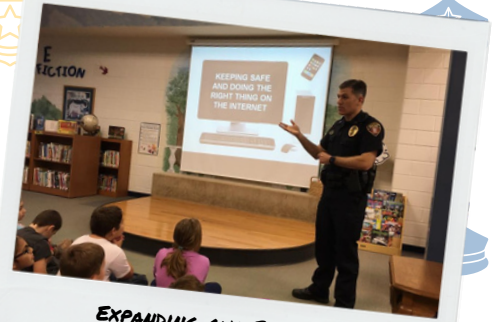
566

COMPARED TO 656 IN 2024

## SCHOOL RESOURCE OFFICERS

8

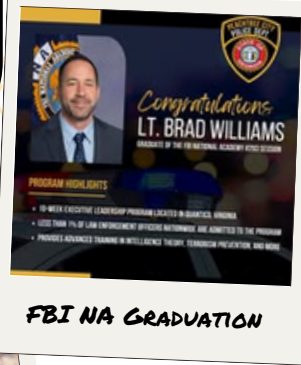
COMPARED TO 3 IN 2024



EXPANDING OUR SRO PROGRAM



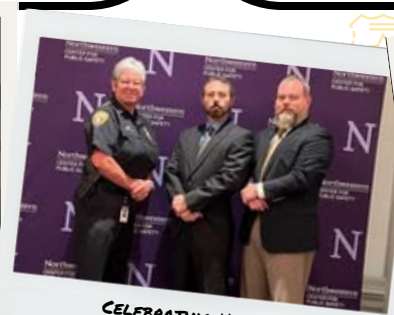
SURVIVING SNOWPOCALYPSE 2025



FBI NA GRADUATION



EDUCATING THE PUBLIC



CELEBRATING HIGHER EDUCATION



REMEMBERING K9 MIDAS

# PUBLIC WORKS

# YEAR IN REVIEW 2025

**ROW / MOWING ROTATION**

35

393 ACRES PER ROTATION

**MILES OF PAVING  
COMPLETED**

2

**PATHS**

2 IN 2024

8

**ROADS**

12 IN 2024

**TRAFFIC & STREET  
SIGNS REPLACED**

105

COMPARED TO 99 IN 2024

**HAZARDOUS TREES  
REMOVED**

829

COMPARED TO 1,157 IN 2024



2025 PAC  
PAVING PROJECT

**FLEET VEHICLE  
REPAIRS COMPLETED**

953

COMPARED TO 994 IN 2024

**VISITORS ACROSS  
RECYCLING FACILITIES**

13,721

COMPARED TO 11,941 IN 2024



NEW  
STREET SWEEPER

**DEER CARCASS  
REMOVAL**

201

COMPARED TO 101  
IN Q4 2024

# RECREATION & SPECIAL EVENTS

# YEAR IN REVIEW 2025

## ATHLETICS

TOTAL ACROSS SPORTS

TEAMS	PLAYERS
141	2,218

GLENLOCH & KEDRON  
POOL USERS

MEMBERS	NON-MEMBERS
9,084	22,961



## SPONSORSHIPS

6

Compared to  
4 in 2024



## SPECIAL EVENTS

66

Compared to  
55 in 2024



18 COURT  
PICKLEBALL PROJECT

## @ THE FRED

TICKETS SOLD

25,123

Compared to  
28,920 in 2024

FAN ATTENDANCE

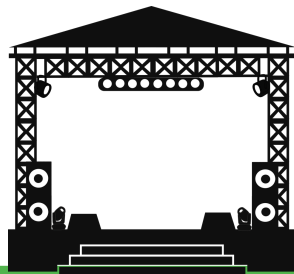
20,930

Compared to  
25,723 in 2024

SOLD OUT SHOWS

4

Compared to  
6 in 2024



CHRISTMAS TREE  
AT DRAKE FIELD



HOME RUN DERBY

# TOURISM



VISIT  
**Peachtree**  
CITY

# YEAR IN REVIEW 2025

## GIFT SHOP SALES

# \$24,945

Compared to  
\$20,003 in 2024

## FOLLOWERS



# 17K



# 7K

Compared to  
16k and 6k in 2024



Visitors Center Mural

## HOTEL OCCUPANCY RATE

# 61%

Compared to  
61% in 2024

## TOTAL SPEND

# 47.8 MIL

Compared to  
46.5 Mil in 2024



Visitors Guide Redesign

## AVERAGE DAILY RATES (HOTEL)

# \$138.60

Compared to  
\$131.92 in 2024



Residence Inn Grand Opening



Flat Creek Floyd Ornament

**City Council of Peachtree City**  
**Meeting Minutes**  
**Thursday, March 5, 2026**  
**6:30 PM**

**Call to Order**

The Mayor and Council of Peachtree City met in regular session on Thursday, March 5, 2026. Mayor Kim Learnard called the meeting to order at 6:30 p.m. Council members attending: Laura Johnson, Suzanne Brown, Clinton Holland and Michael Polacek.

**Pledge of Allegiance and Moment of Silence**

**Announcements, Awards, & Special Recognition**

**A. Excellence in Trauma Care for Region IV Awards**

Fire Chief Clint Murphy introduced Region IV EMS Board members to present Excellence in Trauma Care awards to two Peachtree City first responders, Chad Entrekin and Matt Bryant. Entrekin and Bryant responded to a residential fire in November and recognized the severity of injuries to a burn victim, taking quick action and making responsible decisions that saved that person's life.

**Public Comment**

The Mayor first wanted to reiterate a comment she made at the last Council meeting regarding misinformation circulating on social media. She said Council had authorized an annexation study that would look at Peachtree City's borders because, now that the city was built out, they should analyze potential annexation areas from a land use perspective. She cautioned that this study was not tied to any specific property development proposal or project and had been discussed for at least three years.

The study's purpose was to provide Council with data and objective recommendations so they could thoughtfully consider how to manage the borders in the future. She noted that they had all seen what could happen with poor planning and pointed to the traffic coming in from Coweta County on SR 54. Peachtree City must have a seat at the table in planning for the future, Learnard noted.

She concluded with the assurance that no decisions about annexation, zoning, development were being made now, and the City remained committed to transparency and ensuring residents have accurate information. The findings of the study would be presented at a future public meeting, probably in July.

With all the talk of new data centers, resident Joseph Smith said he was concerned about electric power. Data centers had agreed to provide their own power either through nuclear reactors or gas turbines. If a data center was constructed in Coweta County, would there be a nuclear reactor on the Fayette or Coweta side? He had the same question about gas turbines and mentioned they were loud and required a large gas supply pipeline.

Michael Keever mentioned he thought it was a curious convergence of events: a

Federal grant to Coweta County about a water issue, the purchase of 1,100 acres by Brent Scarbrough just over the border in Coweta, and a few days later, the Peachtree City Council voted to study annexation. He asked Council if there was any relationship between these events.

James Clifton was concerned about a data center coming to Peachtree City and TDK Boulevard and Crosstown Drive being expanded into Coweta County. He said he requested an agenda from the City Council's January retreat in Kennesaw. The agenda showed only two lines. He requested meeting minutes from the City Clerk and was provided with another agenda that showed a presentation by Niki Vanderslice, the head of the Fayette County Development Authority (FCDA), which helped bring the QTS Data Center to Fayetteville. Clifton said he then requested any and all recordings of the meeting.

On February 11, a developer purchased a 1,100-acre tract in Coweta County on the southwest side of Lake Macintosh in Falcon Field Airport. On February 12, the Peachtree City Council voted to authorized an annexation study. On February 18, the clerk provided 14 hours of recordings from the Kennesaw retreat, and the presentation by the FCDA was the only part of the retreat missing from the audio recordings.

Clifton then played a clip from the next day when the retreat resumed. The speaker was retreat facilitator Michael Hourihan. Hourihan told Council to remember that a 700,000 square feet data center would only employ 12 people. He referred to a possibility Vanderslice had mentioned in her presentation, that revenue from a data center could allow for a \$400,000 homestead exemption.

Clifton noted that Hourihan said that exemption should quiet the protestors, referring to them as STPs, which Clifton explained was an acronym that stood for the "Same 10 People" who came to meetings to complain. He told Council there were thousands of people in Peachtree City who did not want a data center or Crosstown and TDK extended into Coweta County, and their voices would be heard.

Larry Lighthiser said he lived in the Gates, and his neighbors had been to Council previously to talk about their fences that encroached into the greenspace. They had the fence permitted and installed by a fence company, and it was inadvertently put into the greenspace, as were several others in the neighborhood. These fences did not block views or interfere with the greenspace at all, Lighthiser said, and he asked Council to let them remain.

Robert Ross said he welcomed the Mayor's remarks on the annexation path going forward and would follow those actions with the anticipation that they would do the research and reporting with the transparency expected of government officials.

Chester and Jesse of Bintelli Golf Carts said they wanted to introduce themselves and their business to Council and would welcome the opportunity to talk with them about how they could serve the community.

Cycling advocate Keith Larson said he was glad to see a Public Art Master Plan being discussed, calling it long overdue. He noted that it recognized the bike parking racks as public art and hoped there could be more racks spread across the city. Larson then mentioned there were State grants for public arts that the City could be eligible for once it established an Arts Council.

The Transportation Advisory Group (TAG) had worked hard for many months on updates to ordinances pertaining to transportation, Larson commented. He mentioned the need to consider a new class of pedal-assisted carts that would soon be used by Amazon. Larson also congratulated the City on the Gin Branch Trail project. He said pedestrian crossings at SR 54/74 should be addressed, and there was a legacy path there that could be connected to the sidewalk.

### **Agenda Changes**

None

### **Minutes**

Johnson moved to approve the January 29, 2026 City Council Retreat minutes - Day 1 & 2, February 12, 2026 Special Called Meeting minutes, and February 12, 2026 Executive Session minutes. Holland seconded. Motion carried unanimously.

**A. January 29, 2026 City Council Retreat Minutes - Day 1 & 2**

**APPROVED 5-0**

**B. February 12, 2026 Special Called Meeting Minutes**

**APPROVED 5-0**

**C. February 12, 2026 Executive Session Minutes**

**APPROVED 5-0**

### **Consent**

Holland moved to approve Consent Agenda item A-E. Johnson seconded. Motion carried unanimously.

**A. Resolution #03052026-CA-A 2025-2030 Hazard Mitigation Plan**

**APPROVED 5-0**

**B. Agreement for Kedron Field House to be used as a Red Cross Disaster Relief Shelter**

**APPROVED 5-0**

**C. Alcohol License Extension- The Wine Bar**

**APPROVED 5-0**

**D. FY2025 Budget Amendment - Housekeeping**

**APPROVED 5-0**

**E. Spyglass Island Renaming**

APPROVED 5-0

**New Agenda Items**

**A. ~~03-26-01 2025 Georgia Municipal Association (GMA) Safety Grant and Liability Management Grant~~ (Postponed by Dr. TAB)**

**B. 03-26-02 Consideration of Text Amendment to Sign Ordinance – Halo-lit (Reverse Channel/Backlit) Wall Signs**

Planning and Zoning Director Shayla Reed said staff had recently received requests to permit halo-lit (reverse channel/backlit) wall signs, which were already installed in several locations around the City, although the Code technically did not allow them. She was asking Council to consider initiating a text amendment to allow for those signs. Photos were included in the meeting packet, and Reed said these signs were not as intrusive as those with forward facing lights.

Holland moved to initiate the amendment. Polacek seconded. Motion carried unanimously.

**Work Session Discussion Items**

**A. Public Art Master Plan**

Assistant City Manager Chris Hobby said Council discussed this at their retreat and since then, he and City Clerk Yasmin Julio had been working on a plan to establish a framework for integrating art into the parks, pathways, village centers, and other public spaces. Much of it was based on public art programs in other cities. The plan identified several themes that made Peachtree City unique, such as golf cart culture, natural environment, aviation heritage, and the stories of residents. It outlined a variety of potential projects, Hobby related, such as murals in tunnels, sculptures in village centers and along the paths, and temporary installations in public spaces.

The Plan recommended establishing a public art advisory group to review projects and guide the program, along with identifying potential funding sources. The document also included a bike rack program to allow businesses to install the Peachtree City-branded bicycle racks.

Hobby said tonight's presentation was simply to introduce this plan, and adoption could move as fast or as slowly as Council desired. He mentioned a few key things: seven-member advisory committee, a part-time employee in the Recreation Department, and a \$60,000 annual appropriation to fund public art. They would also ask developers to voluntarily contribute 2% of the total cost of development to public art and 1.5% of any City capital project cost go to art.

Holland wanted to know what the total cost would be, and Hobby said about \$80,000. Holland expressed his long-held desire for Peachtree City to have a

public art program, but he wanted them to always be aware of the costs. He thought they should look more into the private investor donations.

Brown said she wanted to incorporate suggestions Keith Larson had sent them. She then said the art installations should be marked on the Navigate PTC App. Maybe they could do something with geo-caching, she mused.

Holland remarked that he would like to see benches at the art installations, and Hobby commented that ideas like that were why they needed an advisory group. Johnson asked about the rotating exhibits, and Hobby explained they would solicit local and regional artists and put the works in various locations.

Johnson asked if a private business could purchase a bike rack now? Julio said they had 15 racks left from the initial purchase, and, if Council approved the plan, they could allow the sale of those to businesses and then purchase more as needed. She said she thought there would be an interest when they advertised the availability.

Polacek agreed that they needed to review Larson's comments. He asked if the developers' contribution was modeled on other cities, and Hobby said it was, noting that it was mandatory in some cities. He said Peachtree City might grow into that, but they did not want to require a contribution right out of the gate.

Polacek verified that the \$60,000 would be coming from reserves and that would be annualized going forward. He also confirmed that having a master plan was required in order to be eligible for Federal grants.

Brown thought the Peachtree City bike racks should be restricted to City properties and not used at businesses. They could encourage businesses to develop their own, and she noted that she had seen some creative designs.

Learnard said it seemed they wanted to move forward. Hobby said the plan could probably be ready for a vote by the next Council meeting. City Manager Justin Strickland said he wanted the committee codified in the ordinances.

## **B. Chapters 70 and 78 Ordinance Amendments**

These ordinance revisions were the fruit of eight months of deliberation by the TAG, Public Works Director Jonathan Miller stated, with the goal of addressing gaps and opportunities, including concerns they had heard from path users. The revisions included updates to definitions, along with new definitions, with an eye toward alignment with State law. TAG spent a lot of time revising the ordinance to define and regulate the many new vehicles that had come on the market in the past few years, Miller noted.

He said eMoto was the defining term for the high-speed motorized cycles that had become common on the paths, and it was now defined in the ordinance. Other new

definitions included go-carts, personal electric vehicles (PEV), and personal delivery devices (PDD). Some of the incomplete definitions that were fleshed out included those for electric bicycles, which now conformed to State code. Golf carts vs. motorized carts was clarified, and width restrictions of 50 inches were set for motorized carts.

TAG had lengthy discussions about whether low-speed vehicles (LSVs) should be allowed on the paths and finally decided to keep them, with the provision that they be able to go into a lower-speed mode. Width was the main issue with the LSVs. Miller pointed out that State law said LSVs needed to be registered with the County, in addition to the City registration. The easiest way to regulate the width was to stipulate that, other than emergency vehicles, no vehicle over 50 inches wide was allowed on the paths.

They updated the language to reflect what Council had already approved regarding registration decal placement on the carts. TAG also revised the list of high-volume roads where cart travel and crossing were prohibited and created a new section that allowed crossing but forbade travel on the road. Johnson noted it said “over and along” a road, and, after discussion, it was decided that language was redundant and confusing, and it should simply say “on and along.”

Going back to the LSVs, Brown said she was under the impression that if a vehicle needed a license plate, it should not be on the paths. Miller noted that LSVs could not be used on roads with higher speed limits. He also said LSVs had been allowed in the past, and there were many residents who had them, and TAG did not want to impact them. He again said width, not speed, was the major complaint with LSVs. There was also the argument that LSVs had safety features that carts did not have, and why would they want to ban safer vehicles?

Brown mentioned that years ago, Council considered banning gas golf carts but decided against it. She heard a lot of complaints now about gas carts and thought they might be at that point in making a decision about the LSVs. If LSVs kept getting bigger, it was going in a direction they did not want to go in, she said.

Learnard noted there were two big reasons Council decided not to ban gas-powered carts. Firstly, senior citizens liked them, and also, cart rental companies said gas carts were more convenient for out-of-towners who did not want to charge a cart or who overestimated the distance they could go on a charge. She thought gas-powered carts would be phased out eventually.

Miller went on to say TAG updated the list of authorized vehicles on the paths and also the list of prohibited vehicles. They updated the section on hazardous activities, adding in the State’s ban on handheld phones and other devices and the requirement that headlights and taillights be used at night. TAG discussed requiring insurance but did not have time to come to a consensus. He said it would probably come up again in the future.

Miller thanked all current and prior members of TAG for their hard work in directing these updates. He said City staff and the City Attorney had reviewed the changes, as well. The Mayor commented that she appreciated these efforts, and that this was what these advisory groups were all about. She asked TAG Chair Paul Schultz if he had any comments, and he echoed her words.

Schultz went on to note that similar micromobility legislation was introduced, but not passed, in this year's Georgia General Assembly session. He said TAG did discuss insurance at their last meeting, but he wanted to wait until all seven members were in attendance because it was a topic that had a lot of pros and cons.

Holland wanted a line added to the list of authorized users that said any new types of vehicles that were not listed should be brought to TAG and to Council for approval. City Attorney Ted Meeker noted that when there was new technology, the people trying to sell it were not bashful in bringing it before Council for listing as an authorized user. If it was not an authorized user, it could not be used on the path. Strickland used eMotos as an example, saying they were not permitted users under the original ordinance, even though they were not listed, because they did not meet the speed limit requirements. TAG had just provided definitions and specifically named the devices. Miller said they had discussed periodic reviews by TAG to keep the ordinance updated.

What about enforcement? Holland asked. Meeker said the Police would have the authority to issue citations, as they would in any other case where an ordinance was violated. Miller noted that parents could be cited for underage operation violations.

Should they add the delivery vehicles Larson had mentioned? Brown asked, noting that he said they were in use in some places now. Strickland said he and Meeker could get a definition and add it before Council voted in two weeks.

Johnson noted that e-bikes were supposed to have class stickers. She wanted to know where those stickers should be placed and how someone could get one if their e-bike did not have one? Miller said dealers in Georgia were supposed to affix them. Johnson said she bought her e-bike online, and it did not have a sticker. Was there a way to qualify it somewhere?

Larson, a previous TAG member, said Georgia Code required the class designation stickers, but it did not define what it looked like. The consumer could look at the specifications of their bike and order stickers online. He said many dealers, though, were selling eMotos as e-bikes, and he was worried about the possibility of serious crashes.

Johnsons hoped they would update the Navigate PTC app with this information,

and Julio said they would. Also, the path information brochures would be updated, and there would be an educational campaign and a town hall meeting to discuss the new rules.

Strickland said the revised ordinance would be on the next meeting's agenda for Council approval.

### **C. Stormwater Utility Rate Presentation**

City Engineer Dave Borkowski introduced Hope Larisey of Integrated Science & Engineering (ISE), the consultant who worked on this study. In 2024, she explained, the City asked them to analyze the storm water utility fee and rate structure by evaluating all customer accounts, reviewing the existing rate structure and credit program, and determining the rate needed to balance the storm water management program's level of service and capital improvements.

Larisey reported there were 12,609 detached single family residential (DSFR) in the City, along with 1,110 non-single family residential (NSFR), 302 attached residential (AR), and 41 City properties. The current structure included a surcharge for City properties and streets, she stated, along with an additional fee to residents who lived on private streets. Those surcharges meant that rather than the expected three codes for billing (DSFR, NSFR, and AR), the software was set up with 63 codes. This study recommended simplifying that rate structure.

The study disclosed that the new Booth Middle School had not been paying a stormwater fee. The Southern Crescent Technical College at the old Booth Middle School was receiving the 75% education credit, but the current fee schedule said that was not applicable to colleges. ISE recommended that credit be expanded to include colleges and universities. They found seven vacant properties with no impervious area that were paying fees. There were properties that had burned down and then rebuilt but the fees had not resumed after they were suspended.

Pie charts showed that a vast majority of the accounts were for DSFRs now but when characterized by equivalent residential units (ERUs), a little over half the accounts were DSFR, with most of the remainder being NSFR, which included commercial properties. Larisey presented a histogram that showed the amount of impervious surface on the DSFR properties in the city, noting that they formed a bell curve that tailed off towards larger properties. ISE recommended the rate structure be changed to a flat fee, then divided into tiers according to size, with the largest being treated as part of the NSFR group. At the time the storm water utility was created, the median for a DSFR property was determined to be 4,600 square feet. Now, with more robust GIS, it showed as 4,200, and they recommended one ERU be defined as 4,200 square feet. They did the same analysis with the 207 AR properties and found the median was 2,300 square feet, which was 55% of what the detached properties were. Right now, ARs were billed at 47% of one ERU, and Larisey recommended that it be raised to 55%.

Next, they examined the user fee credits given to customers who acted to reduce runoff or to improve water quality. Public involvement was the most common credit, but other credits went to customers who removed impervious surfaces. Larisey said they compared Peachtree City's current credit program to those in other areas and had some recommendations, including revising the rain barrel credit to up to 10% and adding a credit for no direct discharges. The recommendation was to keep the NSFR education program credit at 75% and expand it to schools with at least 200 students.

A NSFR inspection and maintenance credit could be used to incentivize owners of stormwater facilities constructed before Dec. 6, 2012, which was the cut-off date for State-required inspections. She said 132 ponds were constructed prior to that date and grandfathered in, and granting this credit would allow the City to inspect them every five years. The amount of the credit had not been determined. Larisey told Holland that the inspection standards and forms came from the Blue Book.

She presented the current rate structure and said they were recommending that, instead of having three tiers, all DSFR properties be considered one ERU and City properties be looked at as a cost. This would simplify the process. Residents of private roads would continue to pay for the impervious surface of those roads. All DSFR properties on public roads would be billed at \$14 a month. Properties with 12,600 square feet of impervious surface or more would get a bill for at least \$504 a month.

Larisey related that the utility was created in 2006, and in 2007, stormwater bonds were issued for just over \$3.5 million in capital improvement projects. 2013 is when the surcharge was added. She said that surcharge was confusing to administer because the rate did not simply go from \$3.95 to \$6.89. In 2013, stormwater bonds were issued for \$7.5 million.

Currently, Larisey continued, the utility funded a portion of the annual stormwater management program operating costs. However, there was a backlog of pipes with severe corrosion that needed immediate repair or replacement. That was the driver behind looking at the fees to find out what rate was needed to cover all the costs.

There were more than 35,000 linear feet of metal pipes with severe corrosion. She showed a photo of an example. Metal pipes would not last much more than 20 years in this area's acidic soils, so Peachtree City now required pipes under the roads to be made of reinforced concrete. She pointed out that proactive maintenance was much less expensive than emergency repair. Peachtree City had not had any collapses yet, but other cities had, with repair costs of more than \$2 million. Borkowski reminded them of a pipe in Peachtree City that required a \$160,000 replacement, while a preventative reline would have cost about \$32,000.

The Mayor asked if these fee structure changes meant they would be able to be proactive on these needed repairs. Holland reflected that the money would be

coming in over a period of time, but the maintenance was needed now. How would they do that?

Larisey said she recommended a Georgia Environmental Finance Authority (GEFA) Clean Water State Revolving Fund loan. A bond was a possibility, and Larisey said Finance would know how to get the least expensive financing. They had looked at funding \$13.5 million in projects. Borkowski's current project list was \$20 million, and they had developed a prioritization schedule. The City constantly did maintenance, but the project list was growing faster than they could keep up, Larisey remarked.

The budget for stormwater now was \$2.9 million and charged \$6.89 a month for one ERU. They looked at upping the budget to \$3.9 million at \$14 a month, which would allow them to add two stormwater employees, purchase heavy equipment, reallocate the surcharge of City properties into costs and complete a few more capital improvement plan (CIP) projects. She noted that they could finance the \$13.5 million through GEFA at 3.3% with two payments per year. The more they financed, the faster they could start attacking those CIP projects.

She went over how the rate study worked to determine the rate needed to fund the projects. They looked at inflation and operating costs, user fee delinquencies, user fee credits, and fund balance offsets, ran these factors out for 15 years, and determined that \$14 made it balance. Any DSFR customers with less than 12,600 square feet of impervious surface would pay \$14 a month, which equaled \$168 annually. Large DSFR customers would pay at least \$42 a month, or \$504 a year. The current bill was complicated and sometimes confusing to customers, with as many as four lines. Larisey showed a simplified bill under the new rate structure, with only one or two lines. AR customers on public roads paid an annual bill of \$52.78 now. This would go to \$92.40 if the rates were updated to 55% of the DSFR. Holland asked what was AR? It was a duplex, tri-plex, or a townhome, Larisey explained.

She showed a list of the largest customers with what their bills would be under the new structure. Larisey pointed out that they discovered that the ERUs for many of these were less than what they had on record. The Fayette County Board of Education, for instance, would see its bill go from \$13,972 to \$38,522, due in part to the fee increase, but also due to new GIS technology that could more accurately determine the ERUs and how they had increased due to expansion.

How did they respond to businesses that complained about these big increases, Holland asked, and Larisey said there would need to be an education program before the change was implemented, showing the customers that these repairs were a public safety necessity and letting them see that their bills would be simplified.

The revised structure, Larisey recapped, had DSFR at one ERU at \$14 a month;

large DSFR of 3 ERUs, \$42 or more; AR at \$7.70 a month, and NSFR at \$14 or more per month. She showed on the pie charts how the NSFRs would be paying more than 50% of the fees, whereas before, the residents paid the majority of the fees.

When the rates were normalized to show the amount per thousand square feet, Peachtree City would have the highest rate among comparable cities such as Griffin, Fayetteville, and Senoia. However, Larisey said this was much lower than metro cities including Atlanta, Decatur, or Avondale Estates. She said many of the comparable communities had been doing rate studies lately.

A summary of the rate study's recommendations:

1. Reduce the ERU from 4,600 square feet to 4,200 square feet
2. Increase the attached residential AR from 47 to 55 cents
3. Increase the ERU billing rate from \$6.89 to \$14 a month
4. Revise the tier structure to only have DSFR, AR, and NSFR, which would include large detached residences
5. Revise the residential rain barrel credit up to 10%
6. Add a "no direct discharge" credit
7. Keep the NSFR education program credit at 75% for schools and colleges and expand it to all schools with at least 200 students
8. Add a credit for the NSFR inspection and maintenance agreement to incentivize owners of ponds that were constructed prior to that 2012 date

Johnson verified with Larisey that these changes in the rate structure would mean that NSFR and DSFRs with larger properties would be paying the majority of the stormwater fees. She noted that many residents did not understand the function and importance of the stormwater utility. She remarked that if they did not have a stormwater utility, residents would be paying for this in the form of taxes and would probably pay more.

Strickland said if they put the NSFR into the tax digest, they would not be paying more than 50% of the stormwater costs. The stormwater utility allowed the City to put more of the costs on the largest users of the system. Larisey noted that tax-exempt properties, including the school system, would not be paying for stormwater if it was included in their taxes.

Could they put it on the tax bill as a separate item? Brown asked, and Strickland said they could, with Polacek noting it would be cleaner if homeowners got just the one bill.

With the fees coming in and the costs going out, Holland remarked, there had to be a break-even point. Larisey said they wanted to be in the black at the end of every year, but not by a lot. They would be in the red for the first year by about \$10,000,

but in the black by year two. However, it would go up and down as they paid off the existing bonds over the next few years. She added they had done a rate model that would show the specifics.

Learnard asked if this rate structure covered an anticipated bond, and Larisey said it included financing for \$13.5 million in CIP projects, but how those would be financed was up to the Finance Department.

Learnard said she had a sense of urgency about these projects and did not see any other way to proceed. The backlog exceeded available funds, and they had been dipping into stormwater reserves to cover emergency projects.

Brown asked again about putting the stormwater utility on the tax bills, and Finance Director Kelly Bush said she had talked with the Fayette County Tax Commissioner about this. Right now, Peachtree City contracted with a third party to prepare and mail the bills, but the Tax Commissioner could put it on the tax bill for less than what they currently paid the other company. Bush said many residents wanted stormwater fees as part of their tax bills because it could be part of their escrow.

The City Attorney asked Larisey if many cities were moving to a flat fee. She replied that some engineering firms set up tiered systems that worked as a steady source of income for themselves, but she had rather flat fee herself out of work and do what was best for the community. She said there were cities in metro Atlanta that now had flat fees for the larger DSFR properties. Meeker said he wanted to discuss this with them further. Larisey remarked that several tiers were needed in some circumstances, but not in Peachtree City.

Learnard asked Strickland what he needed from Council, and he replied that Meeker wanted to talk more about it, and he would bring it back to Council when it was ready. Council agreed, with Brown saying they did not seem to have any other choice.

#### **D. Multiple Police Station Buildings Renovation Design**

This was a design proposal request for the gun range, the existing Police Department facility, and another facility at 107 Guthrie Way, Borkowski stated. They had already done a lot of work at the gun range, and the Police Department had been using it. Now they were ready to proceed with the architect on renovations to the gun range building, renovations at the Police Department headquarters, and the third building.

The architects had provided a price of \$379,840. There would be an additional \$29,250 for supporting structural and civil services, bringing the total design cost to \$406,090. There was a project account with sufficient funds to fund this design, Borkowski stated, and he was ready to answer any questions. This would come back to Council later for a vote.

Holland asked what they would need for the gun range and the emergency operations center. Borkowski said that would be ironed out during the design process.

**E. New HVAC Equipment for Library**

This was an approved CIP project, and Borkowski said he wanted to order the equipment from Shumate now because the grant funds had to be spent by July, and these units required significant lead time. Staff expected the cost to be in the \$400,000 range. The total project was budgeted at \$550,000, with about half to be covered by a grant from the Georgia Public Library Service. This would be on the Consent Agenda at the next meeting, Strickland said.

**F. Multifamily Moratorium Resolution**

On October 2, 2025, Council adopted a 180-day moratorium on multi-family residential developments. Meeker stated that one of the goals discussed at that meeting was the elimination of multi-family uses in a number of zoning districts. Since then, they had been establishing a basis for that action in the event of a legal challenge by looking at existing housing stock in the city and how it compared with other areas. They also had been getting information on vacancy rates in the city's apartment complexes.

Meeker said they had been working as fast as possible, but were not finished. The moratorium would expire on March 31, and he said another 90 days should be ample time to complete the research. Did Council want to extend it?

Brown asked if this took into account housing that had been approved but not yet built. There were no apartments, but there were townhouses and condos. Meeker said they did consider it and also said they were doing some limited research into available affordable housing. Brown asked if another 90 days was realistic? Meeker said it was.

Learnard noted the next Comprehensive Plan update would be due in 2027 and asked what would happen if they just let the moratorium expire. City Council was the entity that decided zoning measures, she pointed out.

Brown said they should take the burden of having new applications off the Planning staff by extending the moratorium and letting staff finish their work.

Polacek said he was not a fan of any type of moratorium from a policy-making standpoint, especially something like this that limited a property owner's rights. What was the goal of the moratorium, he asked, and what would 90 extra days allow them to do?

Meeker gave a little history, relating that Council adopted a moratorium in the late 1990s, then annually renewed it until 2018 or 2019. He had a few concerns

because if it ever went to court, he would be asked why the City had not done anything to solve this problem in 20 years. That is why he had wanted them to have a goal when they adopted this in October. There were only a few zoning districts where multi-family was permitted, and they could eliminate those uses. However, Meeker said he first wanted to see how Peachtree City compared with other cities. No matter what Council decided, he said this had been a good effort, and they would probably finish because it was providing them with data that would be useful going forward.

Holland said he was okay with letting this expire at the end of March. Johnson agreed, saying getting the information was the priority. Meeker offered to present the information at a future meeting.

### **Council/Staff Topics**

#### **1. Peachtree City's 67th birthday celebration**

Julio said Monday would be Peachtree City's 67<sup>th</sup> birthday, celebrated with a party in front of the library that afternoon.

#### **2. 54/74 crosswalks**

Brown brought up an abandoned path that ran from 300 Willowbend to Peachtree Villas off SR 74. Miller said it was abandoned because the nearby gas station closed and also that connecting to the sidewalk there could cause some issues. Strickland said they could talk to GDOT about putting in a pedestrian sidewalk, not a path. Holland suggested TAG look into it, and Strickland agreed, but said it would achieve anything to connect a path there because the Villas were already connected through Twiggs Corner, and there were other crossings for carts in the area.

#### **3. Praise for Chief Moon and Dr. TAB**

Polacek commended Police Chief Janet Moon and Human Resources Director Dr. Teaa Alston-Bing for their presentations at the Newly Elected Officials Institute held in Athens.

#### **4. New PTC101 Sessions**

PTC 101 had started its third session, Strickland noted, and he urged citizens who were interested in learning about how city government worked to take the class next year.

### **Executive Session**

Brown moved to adjourn at 9:15 p.m. to discuss pending or threatened litigation and the sale, acquisition, or leasing of real estate. Polacek seconded. Motion carried unanimously.

Holland moved to reconvene in regular session at 10:08 p.m. Polacek seconded. Motion carried unanimously.

Holland moved to approve the tolling agreement with Suburban Land and Fayette County. Brown seconded. Motion carried unanimously.

**Adjourn**

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

The meeting adjourned at 10:09 p.m.

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Martha Barksdale, Recording Secretary

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Kim Learnard, Mayor

# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council

**VIA:** Justin Strickland, City Manager

**FROM:** Shayla Reed, Planning Director 03/12/2026  
Justin Strickland, City Manager 03/13/2026

**DATE:** March 19, 2026

**SUBJECT:** 03-25-03 Text Amendment to revise land use regulations to permit  
Cosmetic Tattooing and Microblading

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### **Recommendation:**

Consideration of the text amendment referenced below.

### **Discussion:**

The City Council has requested staff to draft an ordinance to permit Microblading Services.

A review of the current codes determined that the Zoning Ordinance does not define 'Tattoo Parlors,' but restricts them in General Commercial (GC) zoning under Sections 1006.2a and 1006C.1.2 (Property Rezoned to GC). The Ordinance also does not refer to "Microblading Services" in the Zoning Ordinance. The term is only referenced in Chapter 42, Health and Sanitation.

### **Proposed Definitions**

In order to regulate such uses, definitions would be needed. Staff is recommending the following definitions to assist with the current discussion:

- **Tattoo** means to mark or color the skin by pricking in, piercing, or implanting indelible pigments or dyes under the skin.
  - Per GA Code § 31-40-1 (2024)
  
- **Microblading** of the eyebrow means a form of cosmetic tattoo artistry where ink is deposited superficially in the upper three layers of the epidermis using a handheld or machine powered tool made up of needles known as a microblade to improve or create eyebrow definition, to cover gaps of lost or missing hair, to

extend the natural eyebrow pattern, or to create a full construction if the eyebrows have little to no hair.

- Per GA Code § 31-40-1 (2024)

### **Proposed Language**

Staff has drafted the following:

- Defining Tattoo and Microblading Services.
- **Sec. 1006. - GC general commercial district.**
  - (1006.2) Permitted uses.
  - (34) Microblading Services
  
- **Sec. 1006C. - Property rezoned to GC**
  - (1006C.1.1) Permitted uses.
  - (k) Microblading Services
  
- **Sec. 1007. - LI light industrial district.**
  - (1007.2) Permitted uses.
  - (ii) Microblading Services
  
- **Sec. 1006A. - LUC limited-use commercial district.**
  - (1006A.2) Permitted uses.
  - (p) Microblading Services
  
- **Sec. 1014. - LUI limited-use industrial.**
  - (1014.4) Permitted uses.
  - Note: Correction of language to include Light Industrial's permitted usage as allowed uses within LUI Limited-Use Industrial.

For reference, Tattoo Parlors are restricted within the General Commercial (GC) zoning district, including properties that have been rezoned to GC. Tattoo parlors are not listed as permitted use within the city's Zoning Ordinance.

"Microblading" is a form of tattooing services, but specific to the eyebrow area.

## **Relative Ordinances**

[Sec. 1006. - GC General Commercial District](#)

[Sec. 1006C. - Property Rezoned to GC](#)

[Sec. 1006A. - LUC Limited-Use Commercial](#)

[Sec. 1007. - LI Light Industrial District](#)

[Sec. 1014. - LUI Limited-Use Industrial](#)

[Chapter 42 - Health And Sanitation](#)

## **Budget Impact:**

None

## **Attachments:**

1. Sec.\_1006C.\_\_\_Property\_rezoned\_to\_GC.
2. Sec.\_1007.\_\_\_LI\_light\_industrial\_district. - Redline
3. Sec.\_1014.\_\_\_LUI\_limited\_use\_industrial.
4. Sec.\_1006.\_\_\_GC\_general\_commercial\_district. - Redline
5. Sec.\_1006A.\_\_\_LUC\_limited\_use\_commercial\_district.

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## Sec. 1006C. Property rezoned to GC.

### *(1006C.1) Stephens tract commercial.*

- (a) The property described below shall be rezoned from its present classification of GI general industrial to GC general commercial, subject to the conditions set forth herein. In the event of a conflict between the provisions of this ordinance and the regulations of the GC zoning district, the most restrictive regulation shall apply. Said property is more particularly described as follows:

All that tract or parcel of land lying and being in land lots 29 and 30 in City of Peachtree, Fayette County, being more particularly described as follows:

To find the TRUE POINT OF BEGINNING, commence at a point at the intersection of the on the southerly right of way of State Route No. 74 (100' R/W varies) and the northerly right of way of Rockaway Road (R/W varies); Thence run along Rockaway Road South 01 degrees 15 minutes 08 seconds West a distance of 68.91 feet to a point; Thence continue along said right of way South 35 degrees 51 minutes 08 seconds West a distance of 841.25 feet to a 1" pipe found, the TRUE POINT OF BEGINNING; Thence run along said right of way along an arc of a curve to the left with a distance of 49.04 feet to a point (said arc being subtended by a chord South 36 degrees 14 minutes 30 seconds West a distance of 49.04 feet); Thence leaving said right of way and run South 85 degrees 30 minutes 07 seconds West a distance of 720.20 feet to a point; Thence run North 04 degrees 29 minutes 53 seconds West a distance of 285.72 feet to a point; Thence run South 85 degrees 30 minutes 07 seconds West a distance of 798.29 feet to a point; Thence run North 00 degrees 36 minutes 14 seconds East a distance of 385.52 feet to a ½" rebar found on the southerly State Route No. 74 (R/W varies); Thence run along said right of way North 76 degrees 32 minutes 17 seconds East a distance of 271.39 feet to a point; Thence continue along said right of way along an arc of a curve to the right with a distance of 361.69 feet to a point (said arc being subtended by a chord North 80 degrees 32 minutes 40 seconds East a distance of 361.34 feet); Thence continue along said right of way North 85 degrees 21 minutes 28 seconds East a distance of 951.45 feet to a 5/8" rebar found; Thence leave said right of way and run South 00 degrees 36 minutes 28 seconds West a distance of 711.27 feet to a 1" pipe found, the POINT OF BEGINNING.

Said Tract contains 21.120 acres more or less.

- (b) The above-described tract is illustrated in the Boundary and Topography Survey prepared by W.D. Gray and Associates, Inc. (last revised December 8, 2006), a copy of which is attached hereto as exhibit "A" and incorporated herein by express reference.

### *(1006C.1.1) Permitted uses.*

- (a) Retail business involving the sale of merchandise on the premises, provided no single tenant, owner, occupant, or business occupies more than 10,000 square feet.
- (b) Business involving the rendering of a personal service on the premises.
- (c) Office for governmental, business, professional or general purposes.
- (d) No more than one freestanding restaurant with a drive-thru window for pick-up of food or drink orders; provided that this restriction shall not prohibit a freestanding restaurant from maintaining designated parking areas for patrons to pick up food orders to go. This provision shall also not preclude individual tenants from maintaining drive-thru windows for pick-up of food or drink orders, so long as such tenants are in a building with at least two other individual tenants. In addition to one freestanding restaurant as described herein, this restriction shall not preclude a freestanding coffee shop with a drive-thru window from being located within the overall development. As used herein, the term "coffee shop" shall mean a small restaurant in which coffee and light snacks and other drinks are served.

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- (e) No more than one business whose primary business is the sale of alcohol; provided that this restriction shall not prohibit individual restaurants from selling beer, wine, distilled spirits or other beverages. Such business whose primary business is the sale of alcohol shall not be located within a freestanding building or tenant space exceeding 3,000 SF in gross floor area.
  - (f) Automobile parts sales; provided that the repair of vehicles on the premises of any business by the property owner, the tenant or customers shall be prohibited.
  - (g) Indoor commercial recreation facility.
  - (h) Publicly owned building, facility or land.
  - (i) Building, facility or land for a non-commercial park, recreation, thoroughfare or open space purposes.
  - (j) Accessory use, in accordance with section 908.

(k) Microblading Services

*(1006C.1.2) Uses not permitted.*

- (a) Hotel or motel.
- (b) Cocktail lounge, disco or dance hall.
- (c) Automobile repair facilities, including oil change facilities and emissions testing centers.
- (d) Automobile washing facilities.
- (e) Automobile sales and leasing (new and used vehicles).
- (f) Boat sales and leasing (new and used).
- (g) Establishments whose primary business is the sale of gasoline or diesel.
- (h) Animal hospitals or veterinary clinics with outdoor kennel facilities.
- (i) Adult novelty stores, book stores, entertainment centers, theatres, and amusement facilities, peep shows and massage parlors, provided that this restriction shall not prohibit a day spa from locating within the development.
- (j) Bingo parlor, bowling alley, pool hall, billiards parlor, skating rink and roller rink.
- (k) Electronic gaming centers where the primary business is from game playing.
- (l) Pawn shops, second hand stores, closeout or liquidation stores, flea markets, bankruptcy or fire sales, provided that this restriction shall not prohibit a consignment store from selling new and/ or unused merchandise.
- (m) Blood bank and plasma centers.
- (n) Tattoo parlors.
- (o) Check-cashing facilities.
- (p) Facilities for dumping, disposal, incineration or reduction of garbage or refuse.
- (q) A site for day laborers to congregate or to solicit work.
- (r) Transportation facility or terminal.
- (s) Self-service storage facilities, i.e., mini-warehouses.
- (t) Off-street auto parking facility.
- (u) Open yard for the sale, rental, and/ or storage of materials or equipment, including junk or salvage materials.

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(1006C.1.3) *Conditional uses.* The following uses shall be permitted on a conditional basis:

- (a) Retail business involving the sale of merchandise on an individual zoning lot where an individual tenant, owner, occupant, or business occupies more than 10,000 square feet subject to the following conditions:
  - (1) In addition to the conditions set forth in this subsection, the maximum aggregate size of any commercial development shall be 150,000 square feet of floor area.
  - (2) No single commercial tenant, owner, occupant, or business shall occupy more than 32,000 square feet of floor area.
  - (3) No three commercial tenants, owners, occupants, or businesses shall occupy a combined floor area of more than 80,000 square feet.
  - (4) No more than six commercial tenants, owners, occupants, or businesses shall occupy more than 10,000 square feet of floor area each.
  - (5) All exterior building elevations that face public streets and/or customer parking areas shall be designed so that there are no large expanses of blank walls. This requirement can be met by employing the use of architectural features including but not limited to the following: doors, windows, pilasters, columns, horizontal and vertical offsets, material and color variations, decorative cornices, awnings, canopies, murals, and graphics. In order to assure conformance with this requirement, exterior building elevations must be reviewed and approved as a part of the overall final site plan review process.
  - (6) Any tenant, occupant, or business that occupies more than 10,000 square feet shall provide the city attorney with a copy of the rental agreement between such tenant, owner, occupant, or business and its landlord which contains a contract provision prohibiting such person or entity from voluntarily vacating such premises or otherwise ceasing to conduct its retail business on such premises while simultaneously preventing the landlord, by continuing to pay rent or otherwise, from leasing the premises to another person or company who will operate a permitted business on the premises. If such a tenant, occupant or business voluntarily vacates such premises or otherwise ceases to conduct its retail business on the premises, the landlord shall be free to market and lease such premises to another person or company.
  - (7) The owner of the zoning lot shall prepare a traffic management plan which identifies the traffic problems that will be generated by development on the premises and which presents reasonable solutions to those problems. The plan must be prepared by a qualified professional traffic planner at no cost to the city, and it must be approved by the city engineer prior to the approval of the preliminary site plan or the issuance of a land disturbance permit or building permit, which ever occurs first.
  - (8) The owner of the zoning lot shall prepare a water management plan which identifies the water management problems that will be generated by development on the premises and which presents reasonable solutions to those problems. The plan must be prepared by a qualified professional engineer at no cost to the city, and it must be approved by the city engineer prior to the approval of the preliminary site plan or the issuance of a land disturbance permit or building permit, which ever occurs first.
- (b) Private school, nursery or day care facility on the following conditions:
  - (1) The zoning lot is not less than 40,000 square feet in area.
  - (2) Plans for the facilities must receive the written approval of the state regulatory agencies and the fire department prior to any construction or occupancy.
- (c) Church or other legitimate place of worship, including a one-family dwelling for a minister, on the following conditions:

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- (1) Notwithstanding any other requirements in this section, the following conditions shall apply to all churches regardless of zoning district:
  - (2) Minimum zoning lot area is three acres.
  - (3) Minimum lot width is 100 feet.
  - (4) Minimum setback area, front:  
Building: 40 feet.  
Parking: 20 feet.
  - (5) Minimum setback area, side: 15 feet. If adjoining a residential lot, the building setback shall be 75 feet.
  - (6) Minimum setback area, rear: 30 feet. If adjoining a residential zoning lot, the building setback shall be 75 feet.
  - (7) Maximum building height: As approved by the fire department.
  - (8) All zoning lots shall have direct access onto an arterial, major collector road or have access to an arterial, major collector or industrial/commercial road via a minor collector.
  - (9) No parking shall be permitted within 20 feet of the property line of any adjoining residential zoning lot.
  - (10) Parking and/or service areas shall be separated from adjoining residential lots by a suitable fence or wall six feet in height or a suitable planting screen six feet in height at time of planting. The required fence, wall, or screen must provide for a reasonable visual separation between properties. No fence or wall in excess of four feet may be placed in a setback area adjoining a public street.
  - (11) Parking. See section 909.
  - (12) Any existing church in any zoning district may comply with either the requirement existing prior to enactment of this ordinance or they may comply with the conditions of this section. They shall not be permitted to comply with various sections of both requirements.

*(1006C.1.4) Other requirements.*

- (a) *Landscape requirements.* Landscaped buffers shall be provided between the development on this site and SR 74/Rockaway Road, and between the development on this site and the adjoining Stephens tract. Within these buffers, a combination of berms and landscaping shall be installed to provide a permanent vegetative buffer. The berms must be a minimum of four feet in height with 4:1 slopes. All landscaped areas shall include an underground irrigation system with a programmable timer.

The landscape buffer adjacent to SR 74 shall be no less than 40 feet in width, as measured from the right-of-way.

The landscape buffer adjacent to Rockaway Road shall be no less than 30 feet in width, as measured from the right-of-way.

The landscape buffer adjacent to the Stephens tract shall be no less than 25 feet in width, as measured from the property line.

- (b) *Reserved.*
- (c) *Reserved.*
- (d) *Curb cuts.* Pursuant to GDOT review and approval, the overall development shall be limited to no more than three curb cuts from SR 74. If Rockaway Road is not realigned so that it borders or bisects the property, the three curb cuts shall be located along SR 74 subject to GDOT review and approval. If Rockaway Road is

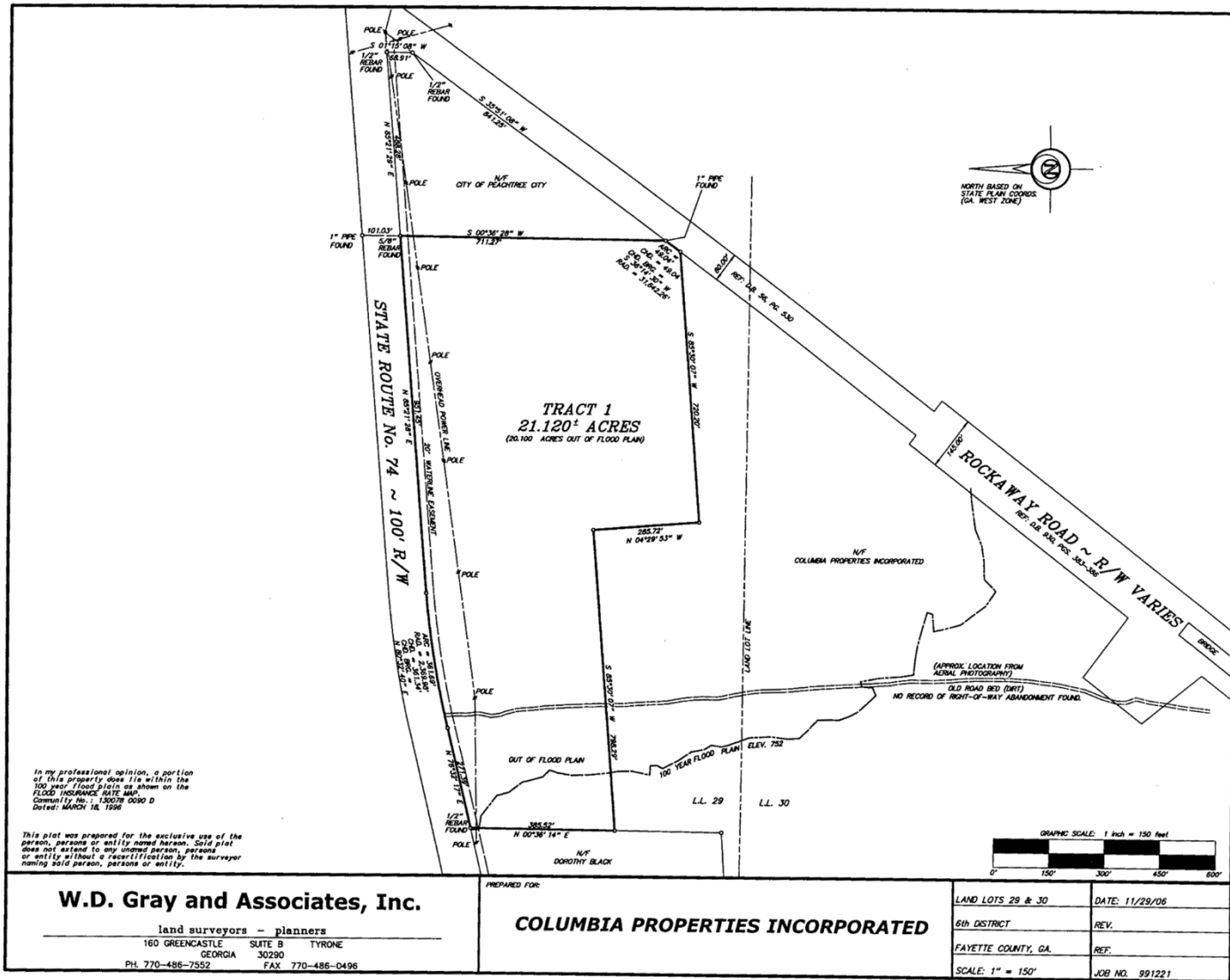
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realigned so that it borders or bisects the property, no more than two additional curb cuts shall be located along SR 74 subject to GDOT review and approval.

No more than one full-turning curb cut shall be located on Rockaway Road subject to the requirements of city ordinances and subject to GDOT review and approval if required.

- (e) *Interparcel access.* Interparcel access shall be provided between each parcel and to the remainder of the Stephens tract.
- (f) *Architectural concept.* In addition to compliance with the city's design guidelines ordinance, the architectural design, color selection and exterior materials for all buildings shall comply with the architectural guidelines established for the Wilshire Pavilion development. All sides of each building must include architectural detailing and similar building materials.
- (h) *Signage program.* Signage shall be provided as set forth within the city's sign ordinance and in accordance with the approved signage program established for Wilshire Pavilion.

(Ord. No. 907, 9-6-2007)



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Stephens tract commercial

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(Supp. No. 56, Update 2)

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## Sec. 1007. LI light industrial district.

(1007.1) *Intent of district.* It is intended that the LI zoning district be established for light industrial uses which are not significantly objectionable, in terms of appearance, noise, odor, fumes, etc., to surrounding properties. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible environment for uses of a light industrial nature, to protect and reserve undeveloped areas of Peachtree City which are suitable for such industries, and to discourage encroachment by other uses which are capable of adversely affecting the light industrial character of the district.

(1007.2) *Permitted uses.* The following uses shall be permitted in any LI zoning district provided no noise, vibration, smoke, gas, fume, odor, dust, fire hazard, radiation or other injurious or obnoxious condition related to those uses creates a nuisance beyond the premises on which they are located.

Only the uses specified below shall be permitted within the LI zoning district:

- (a) Accessory uses to permitted uses;
- (b) Agriculture and forestry;
- (c) Ambulance service;
- (d) Amusement or recreational activities located wholly within a building;
- (e) Animal hospital, veterinary clinic, kennel, animal boarding or animal grooming salon;
- (f) Assembly and distribution of products and merchandise;
- (g) Automatic teller machine, provided that it is not a part of, or on the same parcel as, a bank or financial institution;
- (h) Automobile repair and maintenance facility;
- (i) Automobile, truck and trailer leasing or rental facility;
- (j) Bakery and catering service;
- (k) Barber and/or beauty shops;
- (l) Building material sales and service (wholesale, with no sales to the general public);
- (m) Cabinet shops and furniture repair;
- (n) Car wash facility;
- (o) Day care facilities;
- (p) Dry cleaning plant operations and service outlets;
- (q) Electrical/electronic appliances, sales and service;
- (r) Electrical/electronic supply facility;
- (s) Electrical, telephone or other public utility station;
- (t) Electronic, video or mechanical game amusement center;
- (u) Emissions and inspection testing;
- (v) Equipment rental;
- (w) Fabricating shops (woodworking, upholstery, sheet metal, etc.);

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- (x) Farm and garden supply stores, including nurseries and greenhouses;
  - (y) Floor coverings sales and supply;
  - (z) Fraternal clubs and lodges (non-commercial);
  - (aa) Furniture repair, refinishing, refurbishing and upholstery;
  - (bb) Glass sales and installation;
  - (cc) Golf cart rental, sales and service facility;
  - (dd) Hardware sales;
  - (ee) Health service clinics, including accessory pharmacies;
  - (ff) Indoor shooting range;
  - (gg) Light manufacturing, processing, and assembly;
  - (hh) Lighting assembly, sales and service;
  - (ii) Microblading Services
  - ~~(jj#)~~ Office furniture sales and supply;
  - ~~(kkj)~~ Paint sales and supply;
  - ~~(llk)~~ Photography studio, photo processing facility;
  - ~~(mm#)~~ Plumbing and/or HVAC sales and supply;
  - ~~(nnmm)~~ Printing, blueprinting, book binding, Photostatting, lithography and publishing facility;
  - ~~(oorn)~~ Public buildings, facilities and utilities;
  - ~~(ppoe)~~ Radio, television, recording and/or rehearsal studio facility;
  - ~~(qqpp)~~ Research laboratories, including medical and dental labs;
  - ~~(rrqq)~~ Self-storage mini-warehouse facility;
  - ~~(ssff)~~ Sign painting and fabricating shops;
  - ~~(ttss)~~ Small electric motor repair;
  - ~~(uu#)~~ Studio for teaching music, voice, dance, karate, etc.;
  - ~~(vvuu)~~ Telegraph or messenger service;
  - ~~(wwwv)~~ Trade or vocational school.

(1007.3) *Conditional uses.* The following uses shall be permitted in any LI zoning district on a conditional basis:

- (a) Open yard for the storage of materials or equipment, excluding junk or salvage materials, provided that the area is entirely screened from the street and adjoining properties by a suitable fence or wall at least six feet in height above finished grade. The above required fence or wall must provide for a reasonable visual separation between the use and adjoining properties.
- (b) Church or other place of worship, on the following conditions:
  - (1) Notwithstanding any other requirements in this section, the following conditions shall apply to all churches regardless of zoning district.
  - (2) Minimum zoning lot area is three acres.

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- (3) Minimum lot width is 100 feet.
  - (4) Minimum setback area, front:  
Building: 40 feet  
Parking: 20 feet
  - (5) Minimum setback area, side: 15 feet.  
*Note: If adjoining a residential lot, the building setback shall be 75 feet.*
  - (6) Minimum setback area, rear: 30 feet.  
*Note: If adjoining a residential zoning lot, the building setback shall be 75 feet.*
  - (7) Maximum building height: As approved by the fire marshal.
  - (8) All zoning lots shall have direct access onto an arterial, major collector road or have access to an arterial, major collector or industrial/commercial road via a minor collector.
  - (9) No parking shall be permitted within 20 feet of the property line of any adjoining residential zoning lot.
  - (10) Parking and/or service areas shall be separated from adjoining residential lots by a suitable fence or wall six feet in height or a suitable evergreen planting screen six feet in height at time of planting. The required fence, wall, or evergreen planting screen must provide for a reasonable visual separation between properties. No fence or wall in excess of four feet may be placed in a setback area adjoining a public street.
  - (11) Any existing church in any zoning district may comply with either the requirement existing prior to enactment of this ordinance, or they may comply with the conditions of this section. They shall not be permitted to comply with various sections of both requirements.
- (c) Indoor and/outdoor athletic training facility on the following conditions:
- (1) The owner of the property shall provide documentation to the city indicating there is sufficient parking on the site to accommodate the proposed use as well as the other tenants within the building, and that parking will not interfere with existing service courts, loading docks and/or truck traffic. As a part of this exercise, the owner of the property shall also include a detailed site plan identifying where parking will be provided for each use within the building.
  - (2) The tenant space shall have a dedicated entrance that is not shared with other tenants within the building.
  - (3) The tenant space shall have dedicated bathroom facilities that are not shared with other tenants within the building.
  - (4) The tenant space shall be separated from other uses within the building with appropriate fire walls and contains a fire sprinkler system designed for assembly activities.
  - (5) The tenant space shall contain a self-contained HVAC system which does not circulate air from other tenants within the building.
  - (6) The tenant space shall contain a dedicated space inside the building designed to "hold" patrons until picked up by their parent or authorized designee. The intent of this provision is to provide a safe area inside of the building as opposed to having children waiting outside of the building.
  - (7) Should the athletic training facility include both indoor and outdoor facilities, the owner of the property shall provide a designated sidewalk and/or access route connecting the two facilities.

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The purpose of this designated connection is to separate patrons of the training facility from interacting with vehicular and/or truck traffic.

- (d) Telecommunications facilities and support structures in accordance with the provisions of the wireless telecommunications facilities ordinance.

(1007.4) *Other requirements:* Unless otherwise specified in this ordinance, uses permitted in LI zoning districts shall conform to the following standards:

- (a) Minimum zoning lot area: 20,000 square feet.
- (b) Minimum lot width: 100 feet.
- (c) Minimum front setback depth: 30 feet.
- (d) Minimum side setback depth: 20 feet.

*Note: If adjoining a residential zoning lot, the building setback shall be 100 feet.*

- (e) Minimum rear setback depth: 20 feet.

*Note: If adjoining a residential zoning lot, the building setback shall be 100 feet.*

- (f) Maximum building and structure height: Unlimited, but if the height of a proposed building exceeds 35 feet, as measured from finish grade to the ridge line or the tallest portion of the roof, the proposed site access, site circulation and building design details regarding the overall building layout, proposed construction methods, and overall fire protection plan shall be reviewed and approved by the fire marshal and building official in accordance with current fire and building codes prior to the review by the city planning commission. The fire marshal and building official may impose additional or alternative requirements to the approval based on conditions to include but are not limited to, the type of building, construction type and/or the planned occupancy and use of the building and overall life safety considerations.

In addition to this review, federal air space regulations may apply should the building exceed 35 feet in height.

- (g) Maximum structure size for retail uses permitted in this district: 10,000 square feet.

There is no maximum structure size for other non-retail uses permitted in the LI zoning district.

- (h) No automobile parking or service areas will be permitted within the required front setback depth or within 30 feet of the property line of any adjoining residential zoning lot.
- (i) All parking and service areas must be separated from adjoining residential lots by a suitable planting screen, fence or wall at least six feet in height above finished grade. The required screen, fence or wall must provide for a reasonable visual separation between the properties.
- (j) No open burning will be permitted on any zoning lot.
- (k) All industries must be approved by state and federal regulatory agencies relative to meeting standards for environmental quality.

(Ord. No. 953, § 1, 8-7-2008; Ord. No. 1003, §§ 1, 2, 7-15-2010; Ord. No. 1055, § 1, 12-6-2012)

Editor's note(s)—Ord. No. 953, § 1, adopted August 7, 2008, repealed and reenacted section 1007 in its entirety to read as herein set out. Formerly, section 1007 pertained to similar subject matter, and derived from Ord. No. 199, adopted June 5, 1980; Ord. No. 233, adopted April 2, 1981; Ord. No. 366, § 19, adopted May 22, 1985; Ord. No. 408, adopted August 21, 1986; Ord. No. 430, adopted May 7, 1987; Ord. No. 933, § 1, adopted February 21, 2008.



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## Sec. 1014. LUI limited-use industrial.

(1014.1) *Intent of district.* It is intended that the LUI zoning district be established and reserved for restricted industrial and industrial support purposes. The regulations which apply to these districts are intended to encourage the preparation of innovative site plans, and to offer developers a degree of flexibility in planning and implementing their projects that is not available otherwise.

(1014.2) *Eligibility.* In order to be eligible for LUI zoning, a project site must contain at least five acres, it must be in one ownership, and it must have direct access to a major thoroughfare.

(1014.3) *Establishment of district.* In order to establish an LUI zoning district, a developer must prepare a complete development plan, including his own restrictions to be imposed on the development. If approved by both the planning commission and the city council, the complete development plan will become a part of the zoning restrictions for the district. The planning commission and the city council are under no obligation to approve a proposed LUI district, and the planning commission and city council may change a developer's proposal in any way necessary to protect the public interest and promote the master development plan for the city. Once an LUI zoning district is established, the adopted development plan may be changed only by appropriately amending the zoning ordinance.

(1014.4) *Permitted uses.* Any use may be permitted in an LUI zoning district that is permitted in a limited-light industrial district or in a general industrial district. However, the permitted use must be explicitly specified in the development plan for each proposed district, and explicitly approved by the planning commission and the city council. The planning commission and city council are under no obligation to approve any proposed use.

(1014.5) *Development standards.* The development standards for any proposed LUI zoning district must be explicitly defined by the developer and approved by the planning commission and the city council. If specific standards are not adopted for a particular aspect of a development, the appropriate existing standards in the zoning ordinance will apply. In no instance will any site development within an LUI zoning district take place within 300 feet of a residential zoning district.

(1014.6) *Changes.* Once an LUI zoning district is adopted and entered onto the official zoning map, no change may be made to the permitted uses, development standards, or any specifically approved aspect of the total development plan unless it is changed in accordance with the established amendment procedures set forth in this ordinance.

(Ord. No. 463, 6-2-1988)

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## Sec. 1006. GC general commercial district.

(1006.1) *Intent of district:* It is intended that the GC zoning district be established and reserved for general business purposes. The regulations that apply within this district are designed to encourage the formation and continuance of a stable, economically healthy and compatible environment for businesses to serve city and regional commercial needs. These regulations are also intended to accommodate businesses which benefit from being located in close proximity to each other, and to discourage any encroachment by other uses capable of adversely affecting the basic commercial character of the district. It is further intended that these regulations will reduce traffic congestion, provide for adequate off-street parking, and limit the development of "strip" type business areas.

The city council does hereby find that, based upon studies conducted on behalf of the city and by other cities, big box developments, typically over 32,000 square feet for an individual business, and developments with over 150,000 square feet of retail space, can have negative impacts on a community. In particular, such developments can have a negative impact on the scale of retail development in the community, and can also adversely impact existing retail businesses in the city. Additionally, such developments can result in an over-supply of commercial development within the city, thereby shifting the economic focus of the community. Employment opportunities may also be adversely affected by such developments. Finally, such developments are contrary to the city's comprehensive plan, as well as the goals and objectives of providing public safety services to the city's residents. For the foregoing reasons, the city council has determined it to be in the best interests of the city to provide that such developments may only be established pursuant to a special use permit, subject to the terms and conditions for the application and approval thereof set for in this section.

(1006.2) *Permitted uses:* The following uses shall be permitted in any GC zoning district:

- (a) Retail business involving the sale of merchandise on the premises, provided no single tenant, owner, occupant, or business occupies more than 10,000 square feet, as follows:
  - (1) Antique shops, including antique auction houses.
  - (2) Art and school supply stores.
  - (3) Automotive car wash facilities.
  - (4) Automobile maintenance facilities (brake repair, installation of tires, tune-up shops, oil change services, emission stations, etc.) subject to all activities taking place within an enclosed building.
  - (5) Automotive parts store.
  - (6) Automotive rentals.
  - (7) Bakeries.
  - (8) Bar, nightclub, tavern and/ or lounges.
  - (9) Bicycle shops.
  - (10) Boat sales and supply.
  - (11) Book or stationery stores.
  - (12) Camera and/or photography store.
  - (13) Clothing sales and apparel stores.
  - (14) Consignment stores.
  - (15) Convenience food stores.
  - (16) Department stores.

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- (17) Drive-in restaurants.
  - (18) Drop-off and/or donation center, provided that merchandise is dropped inside of an enclosed building or tenant space and there is no sale of donated merchandise on the premises.
  - (19) Drug stores.
  - (20) Electronic equipment sales and service (TV, VCR, stereo equipment, etc.).
  - (21) Florists.
  - (22) Food and/or grocery stores.
  - (23) Food catering establishments.
  - (24) Funeral home and mausoleum.
  - (25) Furniture rental and/or sales.
  - (26) Garden supply centers and greenhouses.
  - (27) Gift shops.
  - (28) Golf cart sales and supply.
  - (29) Hardware stores.
  - (30) Hobby shops.
  - (31) Ice cream shops.
  - (32) Interior decorating shops.
  - (33) Jewelry stores.
  - (34) Microblading Services
  - ~~(35)~~ Music stores.
  - ~~(36)~~ Newspaper publishing facility.
  - ~~(37)~~ Pet shops and/or grooming facilities.
  - ~~(38)~~ Photography shops and studios.
  - ~~(39)~~ Plumbing, electrical, pool and home building supply showrooms and sales centers provided there is no outside storage associated with the use.
  - ~~(40)~~ Radio, recording or television studios and broadcasting stations, not including a transmission tower on the premises.
  - ~~(41)~~ Radio and television repair shops.
  - ~~(42)~~ Record and/or video sales and rental services.
  - ~~(43)~~ Rental facilities provided there is no merchandise stored outside of the building and/or tenant space.
  - ~~(44)~~ Restaurants and lounges.
  - ~~(45)~~ Shoe sales.
  - ~~(46)~~ Small appliance repair shops.
  - ~~(47)~~ Sporting goods stores.

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- (487) Toy stores.
- (b) Business involving the rendering of a personal service on the premises, as follows:
- (1) Barber and/or beauty shops.
  - (2) Custom dressmaking and sewing shops.
  - (3) Day care facility, subject to the following conditions:
    - a. A minimum of 100 square feet of outdoor recreation area per child is provided, and the outdoor play area is enclosed with a six-foot tall fence.
    - b. Compliance with all state day care standards.
    - c. Compliance with all health regulations.
  - (4) Dry cleaning establishments, including dry cleaning pick-up and delivery stations, not to exceed 2,500 square feet of gross floor area.
  - (5) Locksmith shops.
  - (6) Nail salons.
  - (7) Photocopying and/or reproduction services.
  - (8) Shoe repair shops.
  - (9) Tailor shops.
  - (10) Travel agencies.
  - (11) Watch and clock repair shops.
- (c) Office for governmental, business, professional or general purposes, as follows:
- (1) Accounting offices.
  - (2) Animal hospitals and/or veterinary clinics.
  - (3) Banks and/or financial institutions.
  - (4) Clinics and health centers.
  - (5) Design studios (architecture, engineering, landscape architecture, etc.)
  - (6) Educational facilities.
  - (7) Insurance office.
  - (8) Instructional studios (art, dance, martial arts, yoga, etc.)
  - (9) Law offices.
  - (10) Medical offices (doctor, dentist, chiropractor, etc.).
  - (11) Other public or professional offices.
- (d) Commercial recreation facility located entirely within a building on the premises, as follows:
- (1) Amusement centers and arcades, including billiards and pool halls.
  - (2) Athletic and health clubs.
  - (3) Children's gym and/or indoor recreation facilities.
  - (4) Cultural facilities (art galleries, museums, theaters, libraries and other similar uses).

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- (5) Indoor recreation facilities (bowling alleys, skating rinks, shooting ranges, movie theaters, etc.).
  - (e) Publicly owned building, facility or land.
  - (f) Building, facility or land for the distribution of utility services.
  - (g) Building, facility, or land for non-commercial park, recreation, thoroughfare or open space purposes.
  - (h) Private or semiprivate club, lodge or social center.
  - (i) Hotel or motel, subject to the following conditions:
    - (1) All guest rooms shall be accessible by internal hallways only.
    - (2) The lobby area shall be a minimum of 800 square feet in size.
    - (3) Each hotel/motel site shall be a minimum of two acres in size.
    - (4) Each hotel/motel shall provide on-site management 24 hours per day.
    - (5) Each guest room shall include a complete bathroom facility, including sink, toilet and tub/shower.
    - (6) On-site storage of commercial equipment shall be prohibited.
    - (7) Occupational tax licenses shall not be issued for any business operating out of a guest room at the hotel/motel.
  - (k) Post-secondary education, trade or vocational school.
  - (l) Accessory uses, as described herein.

(1006.2a) *Prohibited uses:* The following uses shall not be permitted in any GC zoning district:

- (a) Adult entertainment.
- (b) Adult novelty stores, book stores, entertainment centers, theatres, and amusement facilities, peep shows and/or massage parlors.
- (c) Automobile sales.
- (d) Bail bond services.
- (e) Bingo parlor.
- (f) Blood bank and/or plasma center.
- (g) Check cashing facilities.
- (h) Cemetery.
- (i) Crematory.
- (j) Extended stay lodging facilities.
- (k) Facilities for dumping, disposal, incineration or reduction of garbage or refuse.
- (l) Group homes.
- (m) Kennels.
- (n) Open yard for the sale, rental and/or storage of materials or equipment, including junk or salvage materials.
- (o) Pawn shops, second hand stores, closeout or liquidation stores, flea markets and/or bankruptcy or fire sales.

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- (p) Scrap and salvage services.
  - (q) Second-hand clothing and/or thrift stores.
  - (r) Tattoo parlors.

(1006.3) *Conditional uses*: The following uses shall be permitted in any GC zoning district on a conditional basis:

- (a) Retail business involving the sale of merchandise on an individual zoning lot where an individual tenant, owner, occupant, or business occupies more than 10,000 square feet subject to the following conditions:
  - (1) In addition to the conditions set forth in this subsection 1006.3. The maximum aggregate size of any commercial development shall be 150,000 square feet of floor area.
  - (2) No single commercial tenant, owner, occupant, or business shall occupy more than 32,000 square feet of floor area.
  - (3) No three commercial tenants, owners, occupants, or businesses shall occupy a combined floor area of more than 80,000 square feet.
  - (4) No more than six commercial tenants, owners, occupants, or businesses shall occupy more than 10,000 square feet of floor area each.
  - (5) All exterior building elevations that face public streets and/ or customer parking areas shall be designed so that there are no large expanses of blank walls. This requirement can be met by employing the use of architectural features including but not limited to the following: doors, windows, pilasters, columns, horizontal and vertical offsets, material and color variations, decorative cornices, awnings, canopies, murals, and graphics. In order to assure conformance with this requirement, exterior building elevations must be reviewed and approved as a part of the overall final site plan review process.
  - (6) Any tenant, occupant, or business that occupies more than 10,000 square feet shall provide the city attorney with a copy of the rental agreement between such tenant, owner, occupant, or business and its landlord which contains a contract provision prohibiting such person or entity from voluntarily vacating such premises or otherwise ceasing to conduct its retail business on such premises while simultaneously preventing the landlord, by continuing to pay rent or otherwise, from leasing the premises to another person or company who will operate a permitted business on the premises. If such a tenant, occupant or business voluntarily vacates such premises or otherwise ceases to conduct its retail business on the premises, the landlord shall be free to market and lease such premises to another person or company.
  - (7) The owner of the zoning lot shall prepare a traffic management plan which identifies the traffic problems that will be generated by development on the premises and which presents reasonable solutions to those problems. The plan must be prepared by a qualified professional traffic planner at no cost to the city, and it must be approved by the city engineer prior to the approval of the preliminary site plan or the issuance of a land disturbance permit or building permit, which ever occurs first.
  - (8) The owner of the zoning lot shall prepare a water management plan which identifies the water management problems that will be generated by development on the premises and which presents reasonable solutions to those problems. The plan must be prepared by a qualified professional engineer at no cost to the city, and it must be approved by the city engineer prior to the approval of the preliminary site plan or the issuance of a land disturbance permit or building permit, which ever occurs first.
- (b) All conditional uses permitted in subsection 1005.3 for LC zoning districts shall be permitted as conditional uses in the GC zoning district, subject to the same conditions set forth in subsection 1005.3 and any additional conditions set forth in this subsection 1006.3.

- (c) Open setback depth for the sale, rental and/or storage of materials or equipment, excluding junk or salvage materials, provided that the area is entirely screened from the street and adjoining properties by a suitable fence or wall at least six feet in height above finished grade. The above required fence or wall must provide for a reasonable visual separation between the use and adjoining properties.
- (d) Commercial recreational facility or land where the use is not located entirely within a building on the premises, on the following conditions:
  - (1) The zoning lot is not less than one acre in area.
  - (2) Except for golf courses or other passive recreation areas, the zoning lot is not adjacent to or across the street from any residential zoning lot.
- (e) Transportation facility or terminal, provided service is primarily for passenger transportation rather than freight transportation.
- (f) Community hospital, including customary accessory functions, provided the zoning lot is not less than ten acres in area.
- (g) Church or other legitimate place of worship, including a one-family dwelling for a minister, on the following conditions:
  - (1) Notwithstanding any other requirements in this section, the following conditions shall apply to all churches regardless of zoning district:
  - (2) Minimum zoning lot area is three acres.
  - (3) Minimum lot width is 100 feet.
  - (4) Minimum setback area, front:

Building	40 feet
Parking	20 feet

- (5) Minimum setback area, side: 15 feet. If adjoining a residential lot, the building setback shall be 75 feet.
- (6) Minimum setback area, rear: 30 feet. If adjoining a residential zoning lot, the building setback shall be 75 feet.
- (7) Maximum building height: As approved by the fire department.
- (8) All zoning lots shall have direct access onto an arterial, major collector road or have access to an arterial, major collector or industrial/commercial road via a minor collector.
- (9) No parking shall be permitted within 20 feet of the property line of any adjoining residential zoning lot.
- (10) Parking and/or service areas shall be separated from adjoining residential lots by a suitable fence or wall six feet in height or a suitable planting screen six feet in height at time of planting. The required fence, wall, or screen must provide for a reasonable visual separation between properties. No fence or wall in excess of four feet may be placed in a setback area adjoining a public street.
- (11) One non-illuminated sign not greater than 32 square feet in area for each panel of a double-sided structure is permitted.
- (12) Parking: See section 909.
- (13) Lighting: See section (1005A.4)(n).

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- (14) Any existing church in any zoning district may comply with either the requirement existing prior to enactment of this ordinance or they may comply with the conditions of this section. They shall not be permitted to comply with various sections of both requirements.

(1006.4) *Special Use Permit:* Certain uses, because of their unique characteristics or potential impacts on adjacent land uses, are not generally permitted within the GC zoning district as a matter of right, but may, under the right set of circumstances and conditions be acceptable in certain specific locations. These uses are permitted only through the issuance of a special use permit by the mayor and city council after ensuring that the use can be appropriately accommodated on the specific property, will be in conformance with the comprehensive plan, can be constructed and operated in a manner which is compatible with the surrounding land uses and overall character of the community, and that the public interest and general welfare of the citizens of the city will be protected.

No inherent right exists to receive a special use permit; such permits are a special privilege granted by the city under a specific set of circumstances and conditions, and each application and situation is unique. Consequently, mere compliance with the generally applicable requirements may not be sufficient and additional measures, occasionally substantial, may be necessary to mitigate the impact of the proposed development. In other situations, no set of conditions would be sufficient to approve an application, even though the same request in another location might be approved.

1006.4(a) *Applicability:* The following uses may be permitted within the GC zoning district following issuance of a special use permit by city council:

- (a) Commercial and/or retail developments with more than 150,000 square feet of general commercial uses.
- (b) An individual retail business involving the sale of merchandise on an individual zoning lot where an individual tenant, owner, occupant or business occupies more than 32,000 square feet subject to the following:

1006.4(b) *Application:* The city planner shall prescribe the form(s) on which applications for a special use permit are made. Applications shall include the name and address of the applicant, the name and address of the owner of each zoning lot involved, and the relationship of the applicant and property owner in connection with the application. If the applicant or property owner is an entity other than an individual, the application shall also include detailed information regarding the principals of the entity. The city planner shall prescribe any other material that may reasonably be required to determine compliance with this article, with sufficient copies for necessary referrals and records.

Applications for special use permits shall not be deemed complete until each of the following items have been submitted to the city planner:

- (a) *Application package.* One copy of the appropriate application form and all necessary documentation must be fully completed and signed by the property owner or duly authorized agent with power of attorney.
- (b) *Fees.* Appropriate application fees as identified by city council shall be attached to the application package. Checks should be made payable to the City of Peachtree City.
- (c) *Property deed.* Two copies of the property deed(s) for all properties included in the application.
- (d) *Boundary survey.* Two copies of the boundary survey for each property included in the application shall be prepared by a certified land surveyor or licensed civil engineer and shall contain the following information:
  - (1) Bearings and distances with a scale of 1" = 100' or less, for all property lines and existing and proposed zoning district lines.
  - (2) Area of land proposed for consideration, in square feet or acres.
  - (3) Scale and north arrow.
  - (4) Names of boundary roads or streets and width of existing rights-of-way.

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- (5) Geographic parcel identification number (GPIN).
  - (6) The land use and/or zoning classification of adjacent properties.
  - (7) An electronic copy of the legal description for each parcel included in the application.
- (e) *Written narrative.* The written narrative is a description of how the proposal relates to the relevant chapters of the comprehensive plan and should address the following elements at a minimum, as applicable:
- (1) *Land use.* Whether the proposed zoning and/ or land uses are consistent with the long-range land use designation, as well as:
    - (a) Proposed uses and impacts on public facilities.
    - (b) Proposed maximum number of dwelling units.
    - (c) Maximum height of all proposed structures.
    - (d) Mitigation of impacts on neighboring properties, including vehicular access plan, landscaping and screening, setback and buffer requirements, and transitioning of density/ intensity of land use.
    - (e) Proposed special amenities including a commitment to landscaping with indigenous, drought tolerant species.
    - (f) Proposed phasing of development and their relationship to supportive utilities, facilities, transportation, and service components to accommodate the impacts of the development.
  - (2) *Community design.* How the proposal will address the principles and standards of community design including, but not limited to:
    - (a) How the project fits within the village concept of the city as set forth in the city's comprehensive plan.
    - (b) Providing multi-use path connections between residential and commercial properties and community facilities.
    - (c) Incorporating crime prevention principles into site and building designs.
    - (d) Providing parking at the rear of commercial buildings.
    - (e) Locating structures close to the street edge.
    - (f) Eliminating or limiting large parking lots between public streets and building entrances.
    - (g) Preserving natural resources on the site.
    - (h) Incorporating natural storm water management designs as wet ponds and as architectural features of new developments.
    - (i) Protecting and restoring the natural terrain, drainage, and vegetation.
    - (j) Aligning new roads to the natural contours of the land.
    - (k) Building architecture, signs, landscaping, lighting, and retention of natural vegetation along roadways and property boundaries.
    - (l) Preserving and/or providing open space.
  - (3) *Economic development.* Identify whether or not the proposed use is an existing county-based business or targeted industry, as identified by the Fayette County development authority and/or the development authority of the city. Provide an estimate the development will have on the city's tax base.

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- (4) *Fire and rescue.* Discuss how fire safety will be addressed:
    - (a) Impacts of the proposal on established level of service (LOS) standards.
    - (b) Additional mitigation measures such as sprinklers and fire-rated construction if outside travel time.
    - (c) Proposed improvements, including possible transportation improvements to achieve a satisfactory LOS.
  - (5) *Potable water.* Describe how water will be provided to the site:
    - (a) Relationship of the proposed development to supportive public utilities.
    - (b) Improvements proposed, especially if the proposal relies on groundwater or recharge areas.
  - (6) *Sewer.* Describe how sanitary sewer service will be provided to the site:
    - (a) Relationship of the proposed development to supportive public utilities, where consistent with the comprehensive plan.
    - (b) Proposed improvements to accommodate development.
  - (7) *Transportation.* Describe measures to achieve level of service 'D' or better. The limits of any traffic study shall be determined by the city engineer and the city's traffic consultant and shall include:
    - (a) Impacts of the proposal on established level of service (LOS) standards.
    - (b) Improvements proposed, both motorized and non-motorized.
    - (c) Address connectivity of sidewalks and/ or multi-use path system to adjacent properties, as well as the connectivity of internal roads to adjacent properties.
  - (f) *Schematic site plan.* Ten full size, one 11" × 17" reduction and one electronic copy of the schematic site plan shall be submitted as a part of the application package. All graphic plans shall be prepared at a scale of 1" = 100' or less and on a sheet size not to exceed 24" × 36". If prepared on more than one sheet, match lines shall be clearly indicated where the sheets join.

The schematic site plan shall be prepared by a registered landscape architect, architect or civil engineer licensed to practice in the state, and shall identify the existing features of the property such as existing structures, vegetation, and watercourses, and provide a schematic presentation of its intended use in a graphic, visual, and written format. The schematic site plan shall include specific site plan features of the proposed development including layout of internal roads, lots, and open space. At a minimum, the schematic site plan shall include the following:

- (1) Vicinity map at 1" = 2,000'.
- (2) Owner and project name.
- (3) Parcel identification numbers, name, present zoning, and zoning and use of all abutting or contiguous parcels.
- (4) Property lines with bearings and distances, and existing and proposed zoning district lines.
- (5) Area of land proposed for consideration, in square feet or acres.
- (6) Scale and north arrow.
- (7) Names of boundary roads or streets and width of existing rights-of-way.
- (8) Any easements and encumbrances on the property.
- (9) Topography, indicated by contour lines with an interval of not more than five feet.

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- (10) Proposed roads, with right-of-way width, including those identified in the comprehensive plan that will connect with or pass through the subject property.
  - (11) General locations of proposed major access points to existing streets and to future rights-of-way identified in the comprehensive plan.
  - (12) Both sides of existing rights-of-way, with all existing and planned curb cuts shown.
  - (13) Tabulation of all building square footage proposed on the property.
  - (14) Location of any open space and buffer areas, storm water management facilities, and community and public facilities.
  - (15) Location of existing and proposed utilities.
  - (16) Vehicular and pedestrian circulation plan, including current and projected traffic counts and typical street sections, right-of-way improvements, access points, travel ways, parking, loading, stacking, sidewalks, and multi-use paths.
  - (17) Layout and orientation of any current and/or all proposed buildings and /or improvements, building use, height restrictions and building setback lines.
  - (18) Location and design of screening and landscaping.
- (g) *Environmental constraints analysis.* The environmental constraints analysis shall provide a description and generalized mapping of natural site conditions, with an emphasis on those significant environmental features that could be affected by the proposed development, and those that will be retained upon completion. A quantification of the acreage and percentage of the environmental features should also be included.

The analysis shall include a written description and generalized mapping of natural site conditions, with an emphasis on those significant environmental features that could be affected by the proposed development and those that will be retained upon completion of the project. The analysis shall also describe avoidance efforts and/or mitigation techniques to minimize the environmental impacts of the proposal.

The following information shall be addressed by a graphic plan and accompanying text:

- (1) Areas having slopes of 15 percent and greater, clearly indicated by separate shading devices (or written indication of "no areas having slopes of 15 percent and greater").
  - (2) Estimate the amount and extent of impervious and proposed pervious surfaces (show in tabular form). Identify general locations of impervious surfaces and estimate maximum impervious surface amounts upon completion of a development.
  - (3) Delineation of the areas of the property that will remain in a natural or undisturbed state upon completion of the project.
  - (4) Watercourses, to include the approximate location of the 100-year floodplain, if applicable, based on FEMA maps (or written indication of "no floodplain"), and proposed buffers along the watercourses.
- (h) *Traffic impact analysis.* A traffic impact analysis shall be submitted with each application. In addition, requests for a special use permit shall include the following:
- (1) Detailed transportation information identifying how the proposed development will interconnect with adjoining commercial and/or residential properties or developments, including, but not limited to, internal streets, sidewalks, multi-use paths, etc.
  - (2) A traffic impact analysis.
  - (3) An estimated parking tabulation for both on- and off-street parking, including an assessment for shared parking, which may supersede the requirements of the city's parking ordinance.

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- (i) *Schematic land use plan.* This plan shall depict land areas within the overall development, including proposed land uses, buffers, open space, building setbacks and density.
  - (j) *Phasing plan.* This plan shall identify the order in which development, public facilities, improvements, and amenities will be provided, constructed, dedicated, or reserved.
  - (k) *Community facilities and infrastructure plan.* This plan shall identify the impact on community facilities and infrastructure, such as police and fire protection facilities, utilities, and other public use elements, and how the plan will address these issues.
  - (l) *Urban design guidelines.* These guidelines shall address in narrative and/ or graphic form those characteristics relating to proposed buildings and structures, including heights, massing, setbacks, etc.
  - (m) *Streetscape and landscape plan.* This plan shall demonstrate the planting concepts intended to be implemented within the proposed development.
  - (n) *Emergency response plan.* This plan shall address how the various components of the development will be accessible in the event of an emergency, and shall be coordinated and acceptable to the city's fire and police chief.
  - (o) *Architectural program.* This plan will identify the proposed architectural design, building materials and other aesthetic components of the overall development. The plan will also include details on the exterior lighting, site lighting and signage.
  - (p) Any information submitted by the applicant which references an impact on the city shall also set forth the mitigation measures to be implemented by the applicant to offset, reduce, or eliminate such impacts.

1006.4(d) *Review procedures.* Application for the establishment of special uses shall be submitted to the city planner and, upon determination that such application contains all necessary elements, shall be deemed received by the city and referred to the planning commission for its review and recommendation.

The planning commission shall report to the mayor and city council its recommendation as to the approval or disapproval of such application and any recommendation for establishment of conditions, in addition to those set forth in this article, deemed necessary to protect the public interest and welfare.

In considering applications for special use permits, the planning commission and city council shall use the standards set forth in section 1305 of this appendix and shall consider the following criteria:

- (a) Compatibility of the proposed use and location with the policies established in the comprehensive plan.
- (b) Compatibility of the proposed use with the character of adjacent properties and the surrounding neighborhoods and with existing and proposed development.
- (c) Availability of, or ability to provide, adequate utilities, drainage, parking and loading space, lighting, screening, landscaping and open space.
- (d) Provision of safe and convenient vehicular, pedestrian, bicycle, and alternate modes of transportation.
- (e) Compatibility of the proposed use with the intent and function of the GC zoning district.
- (f) Compliance with applicable performance standards and requirements as set forth in the city's land development ordinance.

In approving any application for special use permit, the city may by resolution:

- (a) Impose such reasonable standards, conditions or requirements, in addition to any specified within this chapter, as it may deem necessary to protect the public interest and welfare. Such additional standards may include, but are not limited to, special setbacks, buffer requirements, increased screening or landscaping requirements, and standards pertaining to traffic, circulation, noise, lighting, hours of operation and similar characteristics.

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- (b) Require that a performance guarantee, acceptable in form, content and amount to the city be posted by the applicant to ensure continued compliance with all conditions and requirements that may be specified.
  - (c) Specify time limits or expiration dates for any such special use permits, including provisions for periodic review and renewal.

1006.4(e) *Procedures applicable to permits.* Unless otherwise specified by the conditions of the permit, failure to establish the special use authorized by the permit within two years from the date of approval by the city council shall cause the permit to terminate automatically. In the case of uses involving the construction of new buildings or other structures, the use shall be deemed "established" if all necessary foundation work has been completed within the two-year period and construction work is continuously and diligently pursued thereafter under a valid building permit. In the case of uses involving occupancy of land or an existing building, the use shall be deemed "established" only if the land or buildings have been occupied and the proposed activity conducted within the two-year period.

Unless otherwise specified in the conditions of a permit, the initial term of each special use permit shall be for one year from the date of approval. Upon compliance with those conditions and restrictions imposed by the city council and all relevant city ordinances, the special use permit shall, without application, be renewed automatically for additional successive one-year terms. However, a special use permit shall not be so renewed and shall expire at the end of the term or current renewal thereof if notice of noncompliance with any material condition or restriction is mailed by certified mail to the permittee, at the address shown on the application for the permit or any new address of which the city planner subsequently receives written notice, more than 30 days before the end of the term or the renewal thereof then in effect and such noncompliance is not corrected within 30 days to the satisfaction of the city planner.

The provisions of this section are cumulative with the power of injunction and other remedies afforded by law to the city and, further, shall not be so interpreted as to vest in any applicant any rights inconsistent or in conflict with the power of the city to rezone the subject property or to exercise any other power provided by law.

Once a special use permit is granted, such use may be enlarged, extended, increased in intensity or relocated only in accordance with the provisions of this section unless the city council, in approving the initial permit, has specifically established alternative procedures for consideration of future expansion or enlargement. If the use that is the subject of the special use permit becomes a use permitted as a matter-of-right through subsequent amendment of this chapter, the special use permit conditions shall be voided but only to the extent they are more restrictive than those conditions applicable generally to such by-right use.

Uses in a district for which a special use permit is required, which were legally existing without such a permit at the time of adoption of this chapter or an amendment thereto which required such a special use permit, shall not be deemed nonconforming uses, but shall, without further action, be deemed conforming special uses so long as they continue in existence. Such special uses shall be subject to the provisions of subsection (d) below with respect to any enlargement, extension, and increase in intensity or relocation.

Where any special use is discontinued for any reason for a continuous period of two years or more, the special use permit shall automatically terminate without notice. A use shall be deemed to have been "discontinued" when the use shall have ceased for any reason, regardless of the intent of the owner or occupier of the property to reinstitute the use at some later date. The approval of a new special use permit shall be required prior to any subsequent reinstatement of the use.

1006.4(f) *Amendment of special use permits.* An amendment is a request for any enlargement, expansion, and increase in intensity, relocation, or modification of any condition of a previously approved and currently valid special use. Amendments shall be processed as follows:

- (a) Non-material and insignificant modifications, shifts in location, slight changes in size, shape, intensity, or configuration may be authorized by the city planner provided there is nothing in the currently valid permit to preclude such action, the changes comply fully with other provisions of the permit and the Code, and that

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there will be a five percent or less increase in either lot coverage or floor area over what was originally approved.

- (b) Minor enlargements, expansions, increases in intensity, relocations, or modifications of any conditions of an approved and currently valid special use may, without public hearing, be authorized, including the establishment or reestablishment of reasonable conditions, by resolution of the city council provided that such minor changes comply with the following criteria:
- (1) There will be a cumulative total of less than a ten percent increase in either total lot coverage or floor area;
  - (2) There will be no detrimental impact on any adjacent property caused by significant change in the appearance or the use of the property or any other contributing factor;
  - (3) Nothing in the currently valid special use permit precludes or otherwise limits such expansion or enlargement;
  - (4) The proposal conforms to the provisions of this article and is in keeping with the spirit and intent of the adopted comprehensive plan.

Any proposed amendment other than those provided for in subsections (1) and (2) above shall be considered a major amendment of a previously approved and currently valid special use and shall be approved in the same manner and under the same procedures as are applicable to the issuance of the original permit.

(1006.5) *Other requirements:* Unless otherwise specified in this Ordinance, uses permitted in GC zoning districts shall conform to the following standards:

- (a) Minimum zoning lot area: 30,000 square feet.
- (b) Minimum lot width: 150 feet.
- (c) Minimum front setback depth:
  - (1) Building: 40 feet.
  - (2) Driveway/parking: 20 feet.
- (d) Minimum side setback depth: Ten feet. If adjoining a residential zoning lot, the building setback shall be 75 feet.
- (e) Minimum rear setback depth: 20 feet. If adjoining a residential zoning lot, the building setback shall be 75 feet.
- (f) Maximum building height: The maximum height of all buildings shall not exceed 35 feet in height from finish grade to the ridge line or the tallest portion of the roof without first rezoning the property. In no case shall the maximum height of a building exceed 60 feet in height from finish grade to the ridge line or the tallest portion of the roof.

As part of the rezoning process, the proposed site access, site circulation and building design details regarding the overall building layout, proposed construction methods, and overall fire protection plan shall be reviewed and approved by the fire marshal and building official in accordance with current fire and building codes. The fire marshal and building official may impose additional or alternative requirements to the approval based on conditions to include, but not limited to, the type of building, construction type and/or the planned occupancy and use of the building and overall life safety considerations.

In addition, city staff and the planning commission shall review the building elevations in accordance with the city's design guidelines ordinance.

- (g) Parking: Refer to section 909.

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- (h) Signs: Refer to chapter 66.
  - (i) Storage: No storage will be permitted on the zoning lot outside a fully enclosed building unless the storage area is entirely screened from the street and adjoining properties by a suitable fence or wall at least six feet in height above finished grade. The required fence or wall must provide for a reasonable visual separation between the storage area and any adjoining property.
  - (j) Access: All zoning lots shall have direct access onto an arterial, major collector or industrial/commercial road or have access to an arterial, major collector or industrial/commercial road via an access street.
  - (k) No automobile parking or service areas will be permitted within the required front setback depth or within 30 feet of the property line of any adjoining residential zoning lot.
  - (l) All parking and service areas must be separated from adjoining residential zoning lots by a suitable planting screen, fence or wall at least six feet in height above finished grade. The above required screen, fence or wall must provide for a reasonable visual separation between the properties.
  - (m) No outside loudspeaker systems shall be utilized.
  - (n) All lights or lighting arrangements used for purposes of advertising, security or night operations must be directed away from adjoining or nearby residential zoning lots.
  - (o) The plan must be designed in accordance with the requirements identified within the city's vegetation protection and landscape requirements ordinance.
  - (p) Items (c) and (o) above shall be binding standards on all development after March 5, 1981. Development completed prior to this date will not need to meet such standards now or in the future and will be limited to a 20-foot front setback depth.
  - (q) No use permitted in this zoning district shall be allowed to cover more than 75 percent of the zoning lot on which it is located with impervious surfaces.
  - (r) All properties developed for commercial purposes, whether they are occupied or not, shall be regularly maintained so they are not allowed to fall into a state of disrepair or neglect; and they shall consistently present a neat and orderly appearance to the general public as well as adjacent and nearby tenants and property owners.

(Ord. No. 875, 3-2-2006; Ord. No. 932, § 1, 2-21-2008; Ord. No. 975, § 1, 6-18-2009)

Editor's note(s)—Ord. No. 875, adopted March 2, 2006, repealed and reenacted § 1006 in its entirety to read as herein set out. Formerly, § 1006 pertained to similar subject matter and derived from Ord. No. 220, adopted November 6, 1980; Ord. No. 233, adopted April 2, 1981; Ord. No. 268, § 1(C)(7), adopted June 3, 1982; Ord. No. 366, § 19, adopted May 22, 1985; Ord. No. 408, adopted August 21, 1986; Ord. No. 650, adopted November 16, 1995; Ord. No. 743, § 1, adopted November 2, 2000.

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## Sec. 1006A. LUC limited-use commercial district.<sup>1</sup>

(1006A.1) *Intent of district:* It is intended that the LUC zoning district be established and reserved for restricted commercial business purposes. Recognizing that a commercial district with its variety of land uses could cause a detrimental impact on neighboring lands, the regulations which apply within this district are designed to encourage the formation and continuance of a stable, economically healthy and compatible environment for businesses to serve city and regional commercial needs and to promote the interests of the particular neighbors and the public welfare at large. These regulations are intended for use only when a commercial district, in its unrestricted form, would be an isolated district, unrelated and detrimental to the surrounding area. These regulations are also intended to reduce traffic congestion, provide for adequate off-street parking, prohibit the development of "strip" type business areas, and prohibit encroachment by other uses capable of adversely affecting the character of the district.

(1006A.2) *Permitted uses:* Any one or more of the following uses may be permitted in any LUC zoning district. (The specific use and any related activity anticipated by the party requesting the rezoning must be delineated in the zoning request.) The property will be rezoned for one or more specific uses only to the exclusion of all other listed permitted uses. The limits of permitted uses of the property, density or intensity of use, and height and size restrictions must have a reasonable relation to the rezoning, and must be in the best interest of public safety, welfare and convenience.

- (a) Retail business involving the sale of merchandise on the premises.
- (b) Business involving the rendering of a personal service on the premises.
- (c) Office for governmental, business, professional or general purposes.
- (d) Commercial recreation facility located entirely within a building on the premises.
- (e) Publicly owned building, facility or land.
- (f) Building, facility or land for the distribution of utility services.
- (g) Building, facility, or land for noncommercial park, recreation, thoroughfare or open space purposes.
- (h) Private or semiprivate club, lodge or social center.
- (i) Building, facility or land for off-street automobile parking.
- (j) Hotel or motel.
- (k) Restaurant/lounge.
- (l) Commercial trade or vocational school.
- (m) Radio and/or television station, not including a transmission tower.
- (n) Wholesale business involving the sale of merchandise on the premises.
- (o) Newspaper publishing facility.
- (p) Microblading Services
- ~~(q)~~ Accessory use: See section 908.

(1006A.3) *Conditional uses:* The following uses shall be permitted in any LUC zoning district on a conditional basis. (The specific use and any related activity anticipated by the party requesting the rezoning must be

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<sup>1</sup>Editor's note(s)—Specific LUC districts are set out in § 1006B.

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delineated in the zoning request.) The city council may, in its discretion, approve a zoning request subject to additional conditions so long as those conditions are reasonable and are imposed for the protection or benefit of neighboring land owners to ameliorate the effects of the zoning charge. (The property will be rezoned for one or more specific uses only to the exclusion of all other listed permitted uses.)

- (a) All conditional uses permitted in section (1005.3) for LC zoning districts, subject to the same conditions.
- (b) Dwelling in combination with any use permitted in this district.
- (c) All uses permitted in section (1004.2) for GR zoning districts, subject to the same requirements, except maximum density for attached units shall be 20 units per acre when the following conditions are satisfied:
  - (1) The building shall contain a mixture of residential and non-residential uses; and
  - (2) At least 50 percent of the building's street or ground level shall contain non-residential uses.
- (d) All conditional uses permitted in section (1004.3) for GR zoning districts, subject to the same conditions.
- (e) Open yard for the sale, rental and/or storage of materials or equipment, excluding junk or salvage materials, provided that the area is entirely screened from the street and adjoining properties by a suitable fence or wall at least six feet in height above finished grade. The above required fence or wall must provide for a reasonable visual separation between the use and adjoining properties.
- (f) Commercial recreation facility or land where the use is not located entirely within a building on the premises, on the following conditions:
  - (1) The zoning lot is not less than one acre in area.
  - (2) The zoning lot is not adjacent to or across the street from any residential zoning lot.
- (g) Transportation facility or terminal, provided service is primarily for passenger transportation rather than freight transportation.
- (h) Community hospital, including customary accessory functions, provided the zoning lot is not less than ten acres in area.
- (i) Self-service storage facilities (mini-warehouses), permitted subject to the following conditions:
  - (1) Storage facilities shall be limited to dead storage use only.
  - (2) No activities other than rental of storage units and pick-up and deposit of dead storage shall be allowed on the premises.

(1006A.4) *Other requirements:* Unless otherwise specified in this ordinance, uses permitted in LUC zoning districts shall conform to the following standards:

- (a) Minimum zoning lot area: 30,000 square feet.
- (b) Minimum lot width: 150 feet.
- (c) Minimum front setback depth:
  - (1) Building: 40 feet.
  - (2) Driveway/parking: 20 feet.
- (d) Minimum side setback depth: Ten feet. (If adjoining a residential zoning lot, the building setback shall be 75 feet.)

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- (e) Minimum rear setback depth: 20 feet. (If adjoining a residential zoning lot, the building setback shall be 75 feet.)
  - (f) Maximum building height: Ten stories, but if over 35 feet, it must be approved by the fire department.
  - (g) Parking: See section 909.
  - (h) Signs: See Peachtree City sign ordinance.

Cross reference(s)—Sign ordinance, § 66-1 et seq.

- (i) Storage: No storage will be permitted on the zoning lot outside a fully enclosed building unless the storage area is entirely screened from the street and adjoining properties by a suitable fence or wall at least six feet in height above the finished grade. The required fence or wall must provide for a reasonable visual separation between the storage area and any adjoining property.
- (j) All zoning lots shall have direct access onto a major thoroughfare, or have access to a major thoroughfare via an access street.
- (k) No automobile parking or service areas will be permitted within the required front setback depth or within 30 feet of the property line of any adjoining residential zoning lot.
- (l) All parking and service areas must be separated from adjoining residential zoning lots by a suitable planting screen, fence or wall at least six feet in height above finished grade. The above required screen, fence or wall must provide for a reasonable visual separation between the properties.
- (m) No outside loudspeaker systems shall be utilized.
- (n) All lights or lighting arrangements used for purposes of advertising, security or night operations must be directed away from adjoining or nearby residential zoning lots.
- (o) A landscape plan is required for the site, and must be reviewed by a registered landscape architect to be designated by the city and by the planning commission prior to issuance of occupancy permit. If no action is taken or time extended within 30 days from filing, such request shall be considered approved.  
  
The landscape plan shall be fully implemented prior to occupancy and if not completed an occupancy permit will not be issued. If it is infeasible to complete the landscaping due to weather conditions or other extenuating circumstances then the owner shall post a performance bond or other acceptable security in an amount equal to 110 percent of the cost of the landscaping improvements which remain incomplete. The owner shall have a one year period in which to complete the required improvements in a satisfactory manner. The owner shall provide adequate maintenance of the landscaping improvements for a minimum of one year from implementation. The city shall inspect special screening at least once during this period to ensure that the approved plan has been fully implemented and maintained. If it is found that the landscaping, as stated in this section has died within the one-year period such landscaping shall be replaced by the owner.
- (p) The limits of permitted usage and/or any conditional uses must be clearly defined. A complete description of each district created, its location, its permitted uses, conditional uses, related activities and special restriction must appear in the appendix of the zoning ordinance. LUC districts shall be listed in this appendix in a numerical sequence related to the order in which they were created. This numerical suffix shall also be shown on the official zoning map, affixed to each district so created.

(Ord. No. 262, 4-8-1982; Ord. No. 366, § 19, 5-22-1985; Ord. No. 1189, § 2, 2-18-2021)

# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council

**VIA:** Justin Strickland, City Manager

**FROM:** Chris Hobby, Assistant City Manager 03/13/2026  
Kelly Bush, Financial & Administrative Services Director 03/13/2026  
Justin Strickland, City Manager 03/13/2026

**DATE:** March 19, 2026

**SUBJECT:** 03-26-03 Public Art Master Plan

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**Recommendation:**

Approve the Public Art Master Plan, the associated budget amendment, and the associated ordinance to create the Public Art Advisory Group.

**Discussion:**

The Public Art Master Plan provides a policy-driven framework for integrating public art into Peachtree City. Its intent is that public art aligns with community values, fiscal responsibility, and long-term planning goals. The plan establishes guiding principles, a governance structure with the creation of an advisory council, and funding mechanisms to ensure transparency, equity, and consistency in the City's approach.

A budget amendment further supports the initial implementation of the plan, including program administration, artist engagement, and priority projects identified in the master plan. Following legal review, adoption of both the plan and the budget amendment will position the City to responsibly advance public art initiatives that enhance public spaces, support economic vitality, and reinforce the City's identity.

The position listed in the plan is not recommended to be created at this time but will be returned to Council when the advisory group positions are filled and a full job description is completed.

**Budget Impact:**

The attached budget amendment 26-19 would increase both revenues and expenditures in the General Fund by \$60,000.

**Attachments:**

1. Draft Public Art Master Plan 2
2. Budget Amendment 26-19 Public Art Master Plan
3. PUBLIC\_ART\_ADVISORY\_GROUP





# PUBLIC ART MASTER PLAN

2026

# FORWARD FROM THE MAYOR

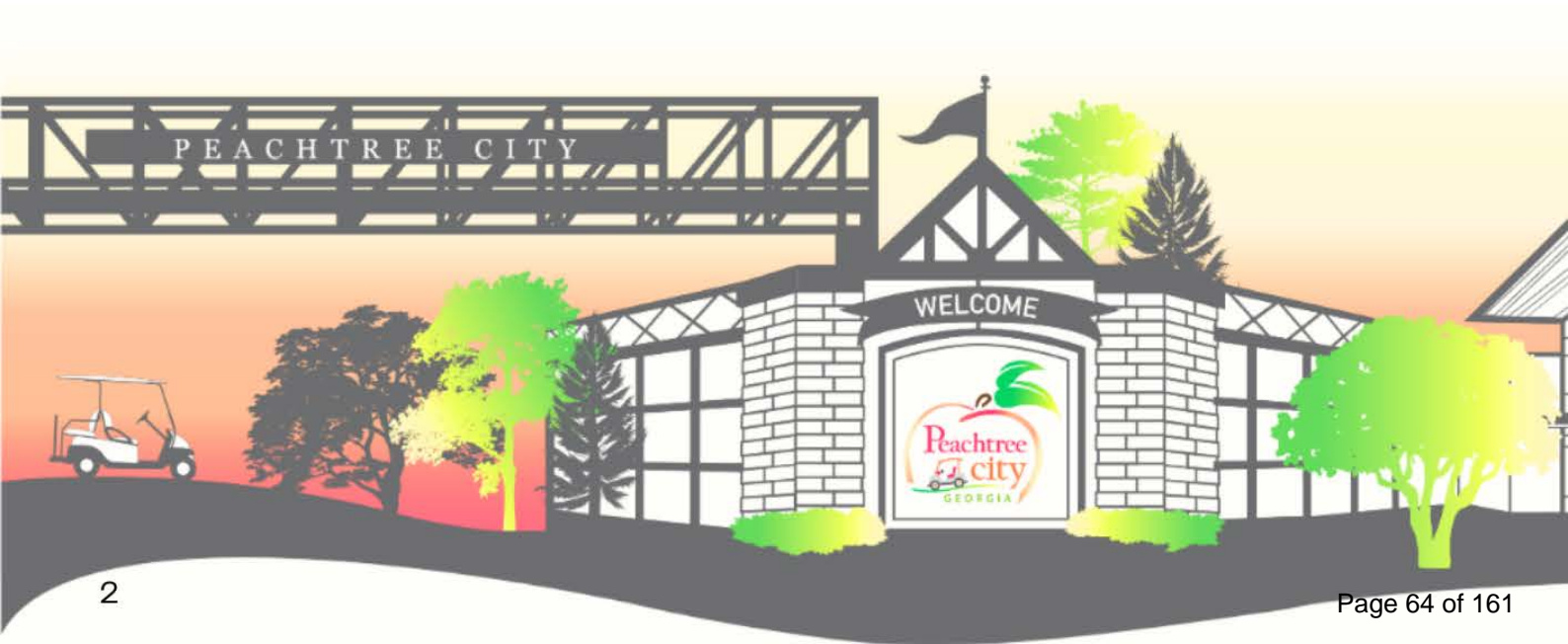
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Welcome to Peachtree City! As one of Georgia's premier planned communities, we pride ourselves on our connectivity via our paths, lush green spaces, and active lifestyle.

As we continue to grow, so does our commitment to enriching our city through creativity and culture. This Public Art Master Plan offers a roadmap to incorporate art that reflects who we are and who we aspire to be. Public art provides not just beauty, but meaning, identity, placemaking, and connection.

From our 100+ miles of multi-use paths to our vibrant festivals and community events, art can transform the ordinary into the extraordinary. We look forward to watching this vision come to life with the help of our citizens, artists, and community leaders.

- Kim Learnard,  
Mayor of Peachtree City



# Table of Contents

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## **INTRODUCTION**

- Vision Statement
- Public Art Definition
- Guiding Principles
- Public Art Goals

2.0

## **WHAT IS PUBLIC ART?**

- Public Art Typologies
- Public Art Placement Strategies
- Engaging Public Art Opportunities

3.0

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- Eligibility
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- Bike Rack Program Application
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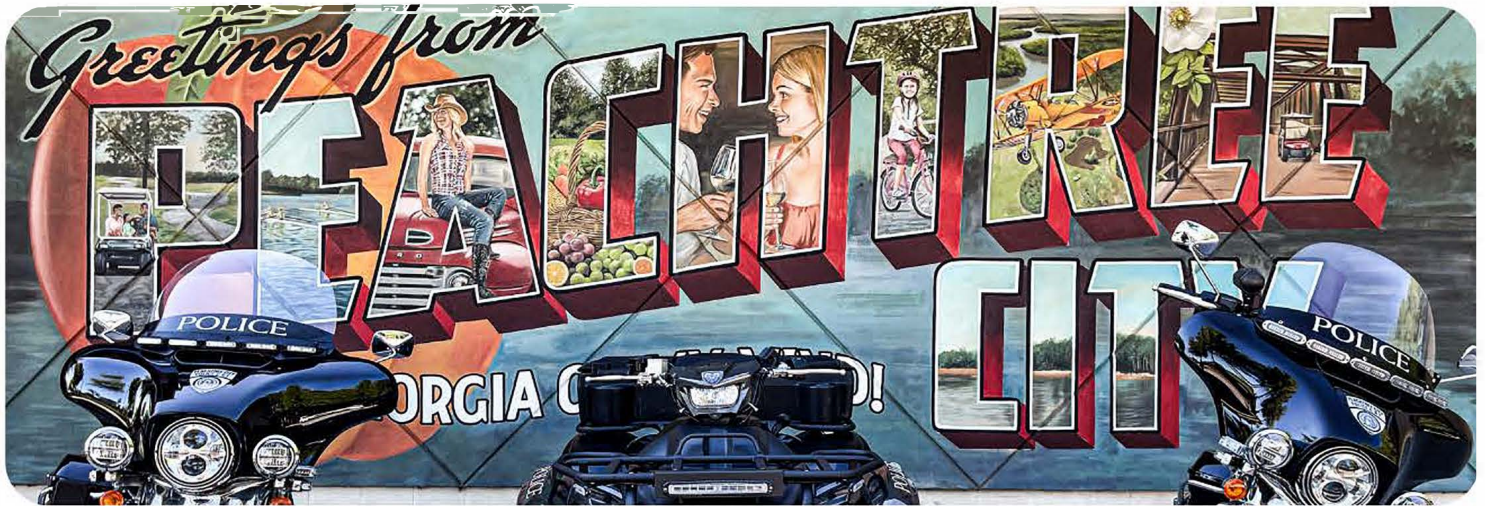


# 1.0 Introduction

Peachtree City is known for its innovative layout, dedication to recreation, and natural beauty. Public art in this setting is an opportunity to reflect those values while elevating the sense of place that defines our neighborhoods, parks, and commercial districts.

## VISION STATEMENT

Peachtree City envisions a vibrant community where public art enhances the quality of life, reflects our unique identity, and fosters civic pride. Through strategic integration of art into public spaces, we aim to celebrate our heritage, inspire creativity, and promote cultural tourism.



## GOALS

- Reflect community character and aspirations
- Ensure availability of public art
- Support local artists
- Encourage economic development
- Encourage public participation

## PUBLIC ART INVENTORY

- Saville Studios: Features paintings and sculptures by local artists.
- Peachtree City Library Exhibits: Hosts rotating art exhibits throughout the year.
- Shakerag Arts & Crafts Festival: Annual event celebrating various art forms, including visual arts, crafts, and performances.
- Magnolia Arts Festival: Juried festival showcasing regional artists and artisans.
- The Frederick Brown Jr. Amphitheater ("The Fred"): Open-air venue hosting concerts and cultural events.

## PUBLIC ART INVENTORY

- Shared Use Path Art Installations: Incorporate sculptures and murals along the city's extensive shared use paths.
- Interactive Art in Parks: Install interactive sculptures in city parks to engage families and children.
- Community Murals: Collaborate with local artists and residents to create murals of local history and culture.
- Artistic Signage: Design creative signage for city entrances and neighborhoods.
- Temporary Art Exhibits: Host rotating art installations in public spaces.

## IMPLEMENTATION STRATEGY

- Establish a 7-member Public Art Advisory Group: Committee to oversee public art initiatives.
- Develop Partnerships: Work with local organizations, schools, and businesses.
- Secure Funding: Explore grants, donations, and public-private partnerships.
- Integrate Art into City Planning: Include art in development and infrastructure projects.
- Promote Community Involvement: Engage residents through workshops and volunteer opportunities.

## PUBLIC ART DEFINITION

Public Art includes but is not limited to sculpture, murals, mosaics, installations, interactive experiences, and performances that are created for public visibility and accessibility.

## GUIDING PRINCIPLES

- Bold and Reflective
- Broad and Representative
- Functional and Interactive
- Rooted in Local Identity

## PUBLIC ART GOALS

1. Celebrate and amplify Peachtree City's identity.
2. Utilize public art to reflect Peachtree City's history, distinctiveness, and aspirations.
3. Enliven public spaces across all areas of the city.
4. Ensure public art is accessible and engaging for all residents and visitors.
5. Support local and regional artists.
6. Provide opportunities and platforms for local artists to showcase their work.
7. Encourage community collaboration.
8. Involve community members in the planning and creation of public art projects.
9. Integrate art into infrastructure and development.
10. Leverage public art to attract tourism and stimulate local businesses.



# What is Public Art?



## Engaging Opportunities

Community Paint Days

Open Air Studio Events

Youth-Led Art Programs

Seasonal Temporary Art

## Typologies

Murals

Sculptures

Environmental Art

Light Installations

Fiber & Textile Works

Functional Art

Multimedia Installations

Temporary Installations

Interactive Installations

## Placement Strategies

Single-site Installations

Golf Cart Path Art Trail

Park & Recreation Node Activation

Civic Gateway Projects

# 3.0 Essence & Themes



Peachtree City is a planned community where leisure, mobility, and nature are central to daily life. With five villages, an extensive shared use path network, and a strong community culture, themes for public art include:



**"The Cart Life":** Celebrating our unique transport system



**Lakes & Nature:** Honoring our trails, lakes, and wildlife



**Aviation Heritage:** Falcon Field and aviation history



**Modern Mayberry:** Embracing our charm with nods to the future



**Community Stories:** Highlighting residents' voices and contributions

# 4.0 Strategy & Projects

## RECOMMENDED PROJECT TYPES:

Utility Box wrap with local history and youth art



Murals in tunnels, village centers and parks



Gateway Sculptures at key entries (Hwy 74/54)



Functional Art in parks and civic areas



Trailside Sculptures along multi-use paths

## CREATIVE PROGRAMS

Annual Golf Cart Art Parade



Rotating Sculpture  
Walks in Village Centers



Art on the Paths  
"Pop-up" Installations



Mural Mentorship Program  
with High School  
& College Students

# 5.0 Establishing a Program

## PUBLIC ART ADVISORY GROUP

Establish a 7-member Public Art Advisory Group to oversee policies, review projects, and engage the community for opportunities and feedback.

## FUNDING STRATEGIES

- General Fund Allocation (\$60,000 annually)
- Percent for Art in Capital Projects (1.5%)
- Private Development Incentives (voluntary 2%)
- State and Federal Grants

## STAFFING

Designate a part-time Public Art Coordinator with the Recreation & Special Events Department.



# 6.0 Bike Rack Program

## ABOUT THE PROGRAM

The City of Peachtree City's Bike Rack Program is part of a broader initiative to promote active transportation and support a more bicycle-friendly community. With over 15 new bike racks to be installed throughout the city, the program enhances accessibility for cyclists, making it easier to commute, run errands, and explore. We want to extend this program to local businesses. Investing in bicycle infrastructure helps the community by boosting the local economy, improving safety, and encouraging healthier lifestyles. Well-placed bike racks and trails attract tourism and provide greater access to businesses, further strengthening Peachtree City's commitment to sustainable and active transportation.



## WHO IS ELIGIBLE?

The City's Bike Rack Program is open to any Peachtree City business or Commercial property owner who identifies a need for bicycle parking at their location.

When reviewing applications, we will prioritize businesses that:

- Are located near existing bike infrastructure, such as bike lanes or the multi-use paths.
- Are situated on or near well-traveled roads that are easily accessible to pedestrians and the general public.
- Have space available in the public right-of-way or on private property with a suitable concrete pad (minimum 6' x 7').

## INSTALLATION PROCESS

- Identify a suitable location, ensuring it is on concrete and offers unobstructed access for pedestrians and individuals with mobility aids.
- Racks can be installed on the right-of-way sidewalk or on private property.
- Cost: \$350 each, includes delivery. Installation or concrete costs are not included.

Please note: Installations on private property will require a signed Agreement between the property owner and the city. The city will deliver the bike rack, and the business will be responsible for installation.

## RACK SPECIFICATIONS

- Each rack accommodates two bikes and is surface-mounted.
- Racks must be spaced 2.5 to 3 feet apart from each other.
- In cases where no right-of-way or concrete is available on private property, the property owner must install a concrete pad before rack delivery.
- Visibility and accessibility from the public realm are essential criteria.
- Racks should retain their factory appearance and remain unaltered. Available colors include green PMS 7739, orange PMS 1596, magenta PMS 7636, and dark grey PMS 7540. Approval must be obtained from the city before repainting the bike rack.



GREEN PMS 7739



MAGENTA  
PMS 7636



ORANGE PMS 1596



DARK GREY  
PMS 7540

## FREQUENTLY ASKED QUESTIONS

### HOW MANY BIKES CAN ONE RACK HOLD?

The rack can hold two (2) bikes.

### HOW BIG ARE THE BIKE RACKS?

Bike racks are approximately 4.2ft (wide) by 3.3ft (tall).

### WHAT ARE THE BIKE RACKS MADE OF?

They are made of 3mm thick Galvanized Steel, with powder coating.

### CAN THE BIKE RACKS BE PAINTED A DIFFERENT COLOR?

Yes, with the approval from the City of Peachtree City Public Art Advisory Group.

### CAN THE RACKS BE INSTALLED ON ASPHALT, GRAVEL, OR TRAILS?

No. The racks can only be installed on concrete.

### HOW LONG DOES THIS PROCESS TAKE?

Depends on availability, within a month of concrete installation (if needed).

# 7.0 Appendix A

## Peachtree City Bike Rack Program Application

Please complete the following application to participate in Peachtree City's Bike Rack Program. This program supports local businesses and property owners in providing bicycle parking to promote active transportation and a more bicycle-friendly community.

### Applicant Information

Business/Organization Name:	
Property Owner (if different):	
Contact Person:	
Phone Number:	
Email Address:	
Property Address:	

### Proposed Bike Rack Location

Will the rack be installed on:	
Public Right-of-Way	
Private Property	
Is there an existing concrete pad (minimum 6' x 7')?	
If no, do you agree to install a concrete pad?	

### Rack Preferences

Number of racks requested (cost \$350 each):

Preferred Color (circle one): Green PMS 7739 | Orange PMS 1596 | Magenta PMS 7636 | Dark Grey PMS 7540

### Agreement

By signing below, the applicant agrees to comply with the City of Peachtree City's Bike Rack Program requirements, including installation, maintenance, and public accessibility of the bicycle rack(s).

Applicant Signature:		Date:	
Property Owner Signature (if different):		Date:	

## 1. IDENTIFICATION

This Agreement (“Agreement”) is entered into as of \_\_\_\_\_, 2025, by and between the **City of Peachtree City, Georgia** (“City”), and \_\_\_\_\_ (“Business Owner”) and \_\_\_\_\_ (“Property Owner”).

WHEREAS, the City of Peachtree City has established a **Bike Rack Program** to promote active transportation, improve bicycle accessibility, and support a more bicycle-friendly community; and

WHEREAS, the City agrees to furnish a bicycle rack(s) for installation on the property located at \_\_\_\_\_ in Peachtree City, Georgia; and

WHEREAS, the Business Owner/Property Owner recognizes the public health, safety, economic, and environmental benefits of increased bicycle transportation;

NOW, THEREFORE, the City and Business Owner/Property Owner agree as follows:

## 2. DEFINITIONS

- **Bicycle Rack:** A City-approved, powder-coated galvanized steel rack (approx. 4.2’ wide x 3.3’ tall), accommodating up to two bicycles, surface-mounted, and meeting the specifications outlined in the City’s Bike Rack Program.
- **Installation Area:** A concrete pad of at least 6’ x 7’ in size, located either in the public right-of-way (with City approval) or on private property with the consent of the Property Owner.
- **Maintenance:** All actions necessary to keep the bicycle rack(s) in safe, good working condition, including repair or replacement if damaged due to normal wear, vandalism, accidents, or other causes.

## 3. CITY OBLIGATIONS

- The city agrees to **deliver bicycle rack(s)** to the Business Owner at a cost of **\$350 per rack**, which includes delivery.
- The City shall provide the approved rack design, size, and available color options (green PMS 7739, orange PMS 1596, magenta PMS 7636, or dark grey PMS 7540).
- The City shall review and approve proposed locations prior to installation to ensure compliance with safety, accessibility, and visibility requirements.

#### 4. BUSINESS OWNER OBLIGATIONS

- The Business Owner shall be responsible for **installation** of the bicycle rack(s), including any required **concrete pad preparation** if none exists.
- Installation must be completed within **60 days** of rack delivery.
- The Business Owner shall ensure the rack is:
  - Installed on concrete only (not gravel, asphalt, or trails).
  - Positioned with unobstructed pedestrian access and ADA accessibility.
  - Spaced at least 2.5–3 feet apart if multiple racks are installed.
- The Business Owner shall **maintain the bicycle rack(s)** in good condition at its own expense.
- If the Business Owner no longer wishes to maintain the bicycle rack(s), it must remove them, restore the property, and provide **30 days written notice** to the city.

#### 5. PROPERTY OWNER OBLIGATIONS

- The Property Owner consents to the installation of the bicycle rack(s) and agrees to the terms of this Agreement.
- The Property Owner acknowledges that the city's obligation is limited to furnishing and delivering the rack(s).

#### 6. INDEMNIFICATION

To the fullest extent permitted by law, the Business Owner shall indemnify and hold harmless the city, its officers, agents, and employees from any claims, damages, or liabilities arising out of the installation, use, or maintenance of the bicycle rack(s), except to the extent caused by the sole negligence of the city.

#### 7. PUBLIC USE

The bicycle rack(s) shall be **available for public use on a first-come, first-serve basis**. The Business Owner/Property Owner shall not impose restrictions on use.

#### 8. TERM & TERMINATION

- This Agreement is effective upon signature by all parties and remains in effect until the bicycle rack(s) are permanently removed and the property restored, unless earlier terminated by the city with **30 days written notice**.

- Upon termination, the Business Owner shall remove the rack(s) and restore all surfaces at its own expense.

**9. NOTICES**

All notices shall be in writing and delivered in-person, by certified mail, or by overnight courier, addressed as follows:

**If to City:**

City Manager  
 City of Peachtree City  
 151 Willowbend Road  
 Peachtree City, GA 30269

**If to Business Owner:**

**If to Property Owner:**

**10. GENERAL PROVISIONS**

- This Agreement shall be governed by the laws of the State of Georgia.
- Venue for disputes shall be in Fayette County, Georgia.

**CITY OF PEACHTREE CITY**

By: \_\_\_\_\_ Date: \_\_\_\_\_  
 City Manager

Attest: \_\_\_\_\_ Date: \_\_\_\_\_  
 City Clerk

**BUSINESS OWNER**

By: \_\_\_\_\_ Date: \_\_\_\_\_

**PROPERTY OWNER**

By: \_\_\_\_\_ Date: \_\_\_\_\_

# 7.0 Appendix B

## DRAFT PUBLIC ART ORDINANCE

- Define Public Art and its scope
- Establish the Public Art Advisory Group
- Describe developer contributions (voluntary or in lieu)
- Outline review, approval, and maintenance processes
- Provide policy for donations, acquisitions, and deaccessioning

## DRAFT PUBLIC ART ORDINANCE FOR PEACHTREE CITY

### Section 1: Purpose

To establish guidelines for the integration of public art into Peachtree City's public spaces, enhancing the cultural landscape and community engagement.

### Section 2: Definitions

- Public Art: Original works of art accessible to the public, including sculptures, murals, installations, and performances.
- Developer: Any individual or entity undertaking a construction project within city limits.

### Section 3: Public Art Advisory Group

- Composition: 7-member Public Art Advisory Group appointed by the City Council, including local artists and cultural representatives.
- Responsibilities:
  - Review and recommend public art projects.
  - Advise on the selection of artists and artworks.
  - Oversee maintenance and conservation of public art.

### Section 4: Developer Contributions

- Voluntary Contribution: Developers are encouraged to allocate 2% of the project cost to public art.
- Consultation Requirement: Developers consult with the Advisory Group during permitting.

### Section 5: Artwork Approval and Maintenance

- Approval Process: All public art must be approved to align with community standards.
- Maintenance Plan: Artists must provide a maintenance plan for each piece.

### Section 6: Funding and Budget

- Public Art Fund: Dedicated fund sourced from contributions, grants, and donations.
- Budget Allocation: City Council allocates funds annually for maintenance and commissions.

### Section 7: Implementation and Review

- Implementation Timeline: Ordinance effective upon City Council approval.
- Periodic Review: Review every five years to recommend updates.





**PUBLIC ART  
MASTER PLAN**  
2026



### *DIVISION 4. PUBLIC ART ADVISORY GROUP*

#### **Sec. 2-416. Established; organization.**

There is established a public art advisory group. The group shall consist of seven appointed persons serving without pay and one ex-officio non-voting member.

The ex-officio non-voting member shall be the recreation and special events director or assistant recreation and special events director.

#### **Sec. 2-417. Terms.**

The terms of office shall be three years, or until their successors are appointed, except that the initial term of seat 1 and seat 4 of such group first appointed shall be for one year; seat 2 and seat 5 of such group first appointed shall be for two years; seat 3, seat 6, and seat 7 of such group first appointed shall be for three years. Immediately after their appointment, recreation advisory group members shall meet and organize by electing a chairman and vice chairman. The chairman and vice chairman shall be selected by the group members annually by a majority vote, at the first meeting in January. The advisory group shall serve at the pleasure of the mayor and the council. Members of the group may be removed, or the group may be disbanded at any time by a majority vote of the council.

#### **Sec. 2-418. Duties.**

The public art advisory group shall solicit comments, concerns, and advice from city residents regarding the impacts, conflicts, and benefits associated with the establishment, creation and maintenance of public art displays, art exhibits, and art-specific events throughout the city. The group will serve to evaluate citizen concerns and proposals to better develop recommendations that are prioritized based upon feasibility, creative expression, safety, potential liability, and funding parameters. The public art advisory group has no binding authority over city staff, city council, or any other city department for any recommendations or proposals presented or votes taken.

#### **Sec. 2-419. Recommendations to city council generally.**

The group may make recommendations to the mayor and council and city staff for new or changes to public art projects and public art display related issues that have been referred to them by the city manager or city staff, including, but not limited to:

- (1) Recommending measures to display works of art throughout the city to include in city facilities, along public rights-of-way, and the shared-use path system. Recommending the placement of art in city facilities, along public rights-of-way, and the shared-use path system.
- (2) Recommending promotional and educational strategies for city art programs, to include tours, workshops, classes and gallery displays.
- (3) Act as a resource for local artists and organizations to enhance art opportunities within the city.
- (4) Recommending pursuit of financial assistance for public art programs through grant opportunities.
- (5) Recommending the selection and commissioning of artists by the city to create works of art. Preference may be given to artists who are city residents.
- (6) Recommending the selection of rotating loaned art in accordance with city funding.

- 
- (7) An annual review with staff regarding new projects, changes, additions or deletions to the public art master plan. The plan developed by the public art advisory group will include defined goals and objectives including acquisition, display, and maintenance of art, art education programs and implementing strategies, with the final adoption being the responsibility of the city council.

**Sec. 2-420. Reports to council; funds.**

The group may solicit or receive any gifts or bequests of money or other personal property or any donation to be applied, principal or income, for either temporary or permanent use for facilities or other public art purposes. All gifts, properties, and donations must be accepted by city council. Such funds will be maintained in a separate account for other recreation purposes under established guidelines and shall be subject to the city's annual audit.

The ex-officio member of the public art advisory group shall represent the group and will present reports and recommendations to the mayor and council on behalf of the group at least once per calendar year.

**Secs. 2-421—2-445. Reserved.**

# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council

**VIA:** Justin Strickland, City Manager

**FROM:** Jonathan Miller, Public Works Director 03/13/2026  
Shayla Reed, Planning Director 03/13/2026  
Janet Moon, Police Chief 03/13/2026  
Chris Hobby, Assistant City Manager 03/13/2026  
Justin Strickland, City Manager 03/13/2026

**DATE:** March 19, 2026

**SUBJECT:** 03-26-04 Chapters 70 and 78 Ordinance Amendments

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**Recommendation:**

Adopt the revisions to Chapter 70 (Streets, Sidewalks, and Other Public Ways) and Chapter 78 (Traffic) of the Peachtree City Official Code of Ordinances as discussed during the Work Session on March 5, 2026.

**Discussion:**

The Transportation Advisory Group (TAG) has completed a comprehensive review of Chapter 70 (Streets, Sidewalks, and Other Public Ways) and Chapter 78 (Traffic) to address shared path safety concerns related to motorized carts, emerging micromobility devices, and other vehicles.

Through this review, TAG identified ordinance gaps, areas requiring clarification, and opportunities to strengthen regulatory language. The revisions specifically address the following:

- Path rules and operational standards
- Definition gaps and permitted uses
- Micromobility devices operating on paths and sidewalks
- Previously undefined e-devices that present public safety risks
- Updated e-bicycle definitions to match state law
- Golf carts and motorized carts

- Pedal-assist electric vehicles
- Low-speed vehicles

TAG has completed revisions to the ordinances, and all City divisions including the City Attorney have reviewed the proposed updates. The attached versions of Chapter 70 (Streets, Sidewalks, and Other Public Ways) and Chapter 78 (Traffic) incorporate TAG's revisions along with staff comments and are submitted for Council's review and consideration.

**Budget Impact:**

None

**Attachments:**

1. Chapter\_70\_\_\_TAG Revisions draft 28OCT25 Final
2. !Final Chapter 78 Ordinance Revisions!

## Chapter 70 STREETS, SIDEWALKS AND OTHER PUBLIC WAYS<sup>1</sup>

### ARTICLE I. IN GENERAL

#### Sec. 70-1. Permission required for planting, cutting trees, vegetation.

It shall be unlawful for any person to plant, cut, trim, prune, transplant, remove or interfere with any tree, flower, vine, plant or shrub in or upon any of the streets, alleys or sidewalks within the city, or any boxing, pot or other thing provided for their protection. See Article XI, section 1112 through 1119 of the Land Development Ordinance [Appendix B].

(Code 1980, § 17-1; Ord. No. 717, 7-1-99)

#### Sec. 70-2. Minimum design standards for streets, [sidewalks and shared-use paths](#).

All streets, [sidewalks and shared-use paths](#) constructed in the city shall be done so in accordance with the minimum design standards established in the subdivision regulations of the city, [to include published city design standards and the latest specifications of the American Association of State Highway and Transportation Officials \(AASHTO\), the Manual on Uniform Traffic Control Devices \(MUTCD\), Georgia Department of Transportation Design Policy Manual including DPM Chapter 9 \(Complete Streets\), and Public Right-of-Way Accessibility Guidelines \(PROWAG\)](#). (see [Appendix B](#)). Such streets, [sidewalks and paths](#) must meet such minimum design standards regardless of whether they are in a platted subdivision. ~~All streets or~~ in unplatted areas and in industrial and commercial areas ~~must meet such minimum design standards~~.

(Code 1980, § 17-3)

#### Sec. 70-3. Use of rights-of-way, removal of unattended property.

- (a) No person shall leave a vehicle other than a motor vehicle or trailer attached thereto, boat, equipment, or other personal property unattended upon the public sidewalks, paths, streets, alleys, walkways, parks, parking lots, rights-of-way, or other public lands of the city or upon state rights-of-way without obtaining an

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<sup>1</sup>Cross reference(s)—Any ordinance dedicating, naming, establishing, locating, relocating, opening, widening, paving, etc., any street or public way in the city saved from repeal, § 1-6(6); any ordinance providing for local improvements and assessing taxes for such improvements saved from repeal, § 1-6(9); any ordinance establishing or prescribing street grades in the city saved from repeal, § 1-6(15); public works department, § 2-271 et seq.; buildings and construction, ch. 18; parks and recreation, ch. 54; peddlers, ch. 58; signs, ch. 66; traffic, ch. 78; utilities and services, ch. 82; zoning, app. A; land development ordinance, app. B.

State law reference(s)—State, county and municipal road systems, O.C.G.A. § 32-4-1 et seq.; powers with respect to municipal street system, O.C.G.A. § 32-4-92; regulation of maintenance and use of public roads generally, O.C.G.A. § 32-6-1 et seq.; power of city to open, close or extend public streets, alleys and sidewalks, O.C.G.A. § 36-34-3; municipal street improvements, O.C.G.A. § 36-39-1 et seq.; power to construct and maintain roads, including curbs, sidewalks, street lights and devices to control the flow of traffic, Ga. Const. art. IX, § II, ¶ III(a)(4).

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encroachment permit or event permit. Unattended property may be removed, impounded, sold in conformance to city ordinances or state laws, or disposed of as trash. As used in this section 70-3, such property shall be considered abandoned if it is left unattended overnight.

- (b) No person shall erect any unpermitted structure, tent, or barricade, or install stakes or other hazardous items or items that block driver or pedestrian visibility in or upon the public sidewalks, paths, streets, alleys, walkways, parks, parking lots, rights-of-way, or other public lands of the city or upon state rights-of-way within the city limits. No person shall place blankets, tarps, or other personal property in or upon the public sidewalks, paths, streets, alleys, walkways, parks, parking lots, rights-of-way, or other public lands of the city or upon state rights-of-way within the city limits overnight or place such items prior to dawn on the day of a special event. Any such items may be removed, impounded, sold in conformance to city ordinances or state laws, or disposed of as trash.
- (c) This article shall not apply to signs placed in conformance with chapter 66 of this Code.
- (d) All issues pertaining to abandoned vehicles shall be handled in accordance with state law.

(Ord. No. 1061, § 1, 6-6-2013)

**Secs. 70-4—70-35. Reserved.**

## **ARTICLE II. SHARED-USE PATH SYSTEM**

### **Sec. 70-36. Use Generally.**

Shared-use path means a pathway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way and used by bicycles, pedestrians, manual and motorized wheelchairs, and other authorized motorized and nonmotorized users. Shared-use paths shall hereafter be referred to as paths. For definitions of permitted vehicles and path rules, see Chapter 78.

~~All persons using the path system in the city shall abide by the following rules and regulations:~~

- ~~(1)—Users of recreation paths: As permitted under section 78-94.~~
- ~~(2)—Prohibited users of recreation paths: As prohibited under section 78-95.~~
- ~~(3)—Special rules. Paths are for transportation and public recreation. No individual or group shall engage in hazardous activities on the paths. Such hazardous activities shall include but are not limited to the following:
  - ~~a.—Racing of any form, except for special events approved by the city.~~
  - ~~b.—Blocking of public access, except for special events approved by the city.~~
  - ~~c.—None of the prohibited users (subsection (2)) shall use the path system bridges or underpasses for any purpose.~~
  - ~~d.—Pedestrians and vehicles shall not loiter on pedestrian bridges or in pedestrian underpasses.~~~~
- ~~(4)—Rules of the road.
  - ~~a.—Normal rules of the road apply to the paths. For instance, when approaching oncoming path users, each user shall move to his right side of the path. Passing shall be on the left side.~~~~

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- b. ~~Any vehicle using paths during darkness must use headlights and must have appropriate reflectors.~~
  - c. ~~Each user shall be considerate of the welfare and safety of other users. Dangerous conduct will not be tolerated.~~
  - d. ~~Littering on the paths shall be subject to twice the fines and penalties as littering on the streets. All litter shall be deposited in the receptacles provided.~~
- {5} ~~Liability. Each person using the paths is liable for his own actions.~~

{Code 1980, § 17-2; Ord. No. 757, 4-19-01; Ord. No. 797, 11-21-02}

**Secs. 70-37—70-39. Reserved.**

**ARTICLE III. NATURAL SURFACE ~~NATURE~~ TRAILS**

**Sec. 70-40. Generally.**

Natural Surface Trails means a path with a natural surface tread made by clearing and grading the native soil. The City has authority to regulate the type of devices which may be used upon such trails. Natural Surface Trails shall hereafter be referred to as trails.

Boardwalk means a structure, usually made of wood and without a paved or poured surface, whose primary purpose is to provide access to a recreation or nature area. Boardwalks may be connected to both paths and natural surface trails.

(a) It shall be lawful to operate, drive, or in any manner to locate on the trails and boardwalks in designated recreation, greenspace and nature areas which are marked with signs as permitted the following devices including mobility aids for people with disabilities where it is determined safe by the City to operate:

- (1) Bicycles, adaptive cycles or a Class I rated electric bicycle.
- (2) Manually-powered mobility aids for disabled use to include wheelchairs, adaptive cycles, walkers, crutches and canes, and
- (3) Other power-driven mobility devices (OPDMD) registered for disabled use to include powered wheelchairs, adaptive Class-I rated electric cycles, electric personal assistive mobility device (EPAMD), scooters and motorized carts.

~~(a)(b)~~ It shall be unlawful to operate, drive, ride, propel or in any manner cause to locate on the  ~~dirt trails and other nature trails~~ which are marked with signs ~~required in this section the following vehicles~~ any other vehicle not identified above and defined in Section 78-91: .

- ~~(1) An electric or gasoline powered golf cart;~~
- ~~(2) An electric or traditional bicycle;~~
- ~~(3) Automobile;~~
- ~~(4) Minibike;~~
- ~~(5) Moped;~~

PART II - CODE OF ORDINANCES  
Chapter 70 - STREETS, SIDEWALKS AND OTHER PUBLIC WAYS  
ARTICLE III. NATURE TRAILS

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~~(6) — Go cart; and~~

~~(7) — Electric or gasoline powered scooter.~~

~~(b)~~(c) All trails and boardwalks which are governed by this section shall be marked with a sign identifying authorized micromobility devices at all points of entrance ~~to the trail~~ from parks and other recreational area parking spaces, streets, and ~~recreation~~ shared-use paths.

~~(c) — The trails which are governed by this section are Flat Creek Nature Trail and Line Creek Nature Trail.~~

(d) *Liability.* Each person using the trails and boardwalks is liable for his own actions.

(Ord. No. 759, 5-3-01)

## ARTICLE IV. SIDEWALKS

### Sec. 70-41. Generally.

Sidewalk means a paved area of generally five feet in width or less that is designed or intended for the use of pedestrian traffic with certain permitted micromobility devices.

### Sec. 70-42. Use of available sidewalks.

- (a) Pedestrians have right of way on sidewalks where a 48-inch clear space is maintained for access for persons with disabilities. The operator of a micromobility device shall yield right of way to the pedestrian or individual in a wheelchair or other mobility device.
- (b) Public sidewalks including pedestrian-only marked crossing facilities at intersections at which traffic-control signals are in operation may be used as an accessible route by pedestrians and the following micromobility devices as defined in Section 78-91:
  - (1) Manual and other personal assistive mobility devices (OPAMD) for the express purpose of enabling mobility for a person with a disability, to include powered wheelchairs, scooters and adaptive cycles,
  - (2) Bicycles and electric bicycles when dismounted and pushed by persons,
  - (3) Electric personal assistive mobility devices (EPAMD),
  - (4) Electric scooters,
  - (5) Personal delivery devices (PDD),
  - (6) Personal electric vehicles (PEV),
  - (7) Skates and skateboards.
- (c) It shall be unlawful to operate, drive, ride, propel or in any manner cause to locate on the sidewalks any other vehicle not identified above and defined in Section 78-91.

## **Chapter 78 TRAFFIC<sup>1</sup>**

### **ARTICLE I. IN GENERAL**

#### **Sec. 78-1. State rules of the road—Adoption by reference.**

The Georgia [Motor Vehicles and Traffic, Title 40, Chapter 1 General Provisions and Chapter 6](#) Uniform Rules of the Road, ~~Title 40, Chapter 6~~ of the Official Code of Georgia Annotated and any subsequent amendments thereto, are adopted to regulate traffic upon the public streets of the city.

(Code 1980, § 19-1; Ord. No. 816, 10-16-2003)

#### **Sec. 78-2. Same—Penalties.**

Unless another penalty is expressly provided by law, every person convicted of a violation of any provision of section 78-1 shall be punished as provided in section 1-11.

(Code 1980, § 19-2)

#### **Sec. 78-3. Prohibited mufflers—Use.**

It shall be unlawful for any person to operate any motor vehicle, motor scooter or motorcycle in the city without a muffler or with a muffler that is not in good repair or with a muffler that has been gutted or cut out or has been so altered as to make it produce unnecessary, loud and excessive noises or sounds.

(Code 1980, § 19-9)

State law reference(s)—Muffler requirements, O.C.G.A. § 40-8-71.

#### **Sec. 78-4. Same—Selling.**

It shall be unlawful for any person to sell within the city any muffler that is not in good repair or that has been gutted or cut out or has been so altered as to make it produced unnecessary, loud and excessive noises or sounds.

(Code 1980, § 19-10)

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<sup>1</sup>[Cross reference\(s\)—Police department, § 2-211 et seq.; municipal court, ch. 46; offenses and miscellaneous provisions, ch. 50; streets, sidewalks and other public ways, ch. 70; off-street automobile parking, app. A, § 909.](#)

[State law reference\(s\)—Preventing or disrupting lawful procession, O.C.G.A. § 16-11-34; Uniform Rules of the Road, O.C.G.A. § 40-6-1 et seq.; power of local authorities generally, O.C.G.A. § 40-6-371; authority to provide devices to control the flow of traffic, Ga. Const. art. IX, § II, ¶ III\(a\)\(4\).](#)

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**Sec. 78-5. Reckless or careless operation of ~~a motor vehicle~~ motor vehicles and micromobility devices.**

It shall be unlawful for any person in charge of a motor vehicle or a micromobility device to operate the vehicle in a careless or reckless manner. The ~~motor~~ vehicle must be operated with due regard to the safety of persons upon the streets, paths and other public places, and in such manner as to avoid a collision.

(Code 1980, § 19-11)

State law reference(s)—Reckless driving, O.C.G.A. § 40-6-390; drivers with ability impaired by alcohol or drugs, O.C.G.A. § 40-6-391.

**Sec. 78-6. Vehicle involved in a collision with a parked vehicle.**

No driver of any vehicle shall operate that vehicle in a manner so as to collide with a parked vehicle or cause damage to the property of a second party.

(Code 1980, § 19-11.1; Ord. No. 1017, § 1, 1-6-2011)

**Sec. 78-7. Failure to have vehicle under control.**

No driver of any vehicle shall operate that vehicle in such a manner so as to collide with any object legally placed upon or adjacent to any street or highway, nor shall a driver operate a vehicle so that the vehicle leaves or enters any street or roadway except at an intersection or driveway.

(Code 1980, § 19-11.2)

**Sec. 78-8. Right-of-way of fire apparatus.**

All fire department motor equipment and all personal cars of department members shall have right-of-way over all other traffic on city streets when responding to an alarm, but only if properly equipped with rotating or blinking lights.

(Code 1980, § 19-12)

State law reference(s)—Authority and duties of driver of emergency vehicle, O.C.G.A. § 40-6-6; yielding right-of-way by others, O.C.G.A. § 40-6-74.

**Sec. 78-9. Obstruction of fire station, fire apparatus, fire hydrant or fire lane.**

No person shall park any vehicle or otherwise cause any obstruction to be placed within ten feet of the entrance to any fire station, or other place where fire apparatus is stored, or within ten feet of any fire hydrant, or in any lane described as a fire lane by National Fire Prevention Code 305.

(Code 1980, § 19-13)

Cross reference(s)—Fire protection and prevention, ch. 38.

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### Sec. 78-10. Driving over fire hose.

No person shall drive any vehicle over fire hose except upon specific orders from the fire chief or other officer in charge where the hose is issued.

(Code 1980, § 19-14)

Cross reference(s)—Fire protection and prevention, ch. 38.

State law reference(s)—Crossing fire hose, O.C.G.A. § 40-6-248.

### Sec. 78-11. Service of citations and summons.

Service of citations and summons for violations of section 78-9, National Fire Prevention Code 3-5, or O.C.G.A. §§ 40-6-200, 40-6-201, 40-6-202, 40-6-203 and 40-6-226 (handicap parking), as adopted by the city in section 78-1, shall be in person and directed to the person illegally parking such vehicle, if known, or by placing a copy of the citation or summons at a conspicuous place on the motor vehicle illegally parked and directed to the registered owner of the vehicle, in which case the registered owner shall be prima facie responsible for the illegal parking violation; and the provisions of this section shall apply to all unlawful parking violations, both on public and private property.

(Code 1980, § 19-16)

### Sec. 78-12. ~~Reserved~~Use of available bicycle paths.

~~Notwithstanding any other provision of this chapter or any ordinance, it shall be unlawful for anyone to ride a bicycle on the streets of the city where a paved bicycle path is available along the same route.~~

~~(Code 1980, § 19-17)~~

### Sec. 78-13. Transportation of building materials at night.

(a) *Conditions.* It shall be unlawful for any person to haul or transport any building materials by means of any vehicle between the hours of 7:00 p.m. and 6:00 a.m., Eastern Standard Time unless:

- (1) The driver of the vehicle has in his possession documents establishing the ownership of such building materials;
- (2) The vehicle is owned by a governmental entity or public utility and is operated by an authorized employee of such governmental entity or public utility; or
- (3) The vehicle is subject to regulations of the Georgia Public Service Commission or the Interstate Commerce Commission.

(b) *Definitions.* The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

*Building materials* means and includes any materials customarily used in building or construction work and which have a reasonable fair market value in excess of \$100.00.

(c) *Penalty.* Any person and/or company violating the provisions of this section shall for each offense be punished as provided in section 1-11. Such fine shall not bar prosecution or conviction for any related offense upon a showing that the person convicted was unlawfully in possession of the building materials concerned.

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(Supp. No. 5556, Update 2)

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(Code 1980, § 19-18)

Cross reference(s)—Buildings and construction, ch. 18.

**Sec. 78-14. State motor vehicle safety inspection act adopted.**

The Georgia Motor Vehicle Safety Inspection Act, O.C.G.A. § 40-8-221 et seq., is adopted by reference as a part of this Code just as if all of the provisions of such act were repeated in full in this section. Such Act is adopted by reference in accordance with and subject to the terms of O.C.G.A. § 40-8-264.

(Code 1980, § 19-19)

**Sec. 78-15. Transportation of flammable liquids, Robinson Road.**

Robinson Road from State Route 54 to Redwine Road shall be closed to all tanker trucks with a load capacity in excess of 3,000 gallons transporting or delivering flammable liquids for commercial and/or residential use.

(Code 1980, § 19-19.1)

Cross reference(s)—Fire protection and prevention, ch. 38.

**Sec. 78-16. Heavy trucks prohibited on certain streets.**

Vehicles having a gross vehicle weight in excess of 12,000 pounds are prohibited from traveling on the following streets unless those vehicles in transit to or from a specific location on one of these streets or any destination to which the only access is from one of these streets:

- (1) That section of Stevens Entry that lies between State Route 54 and Bridlepath Lane.
- (2) That section of Crabapple Lane located within the city limits which lies between Senoia Road (old State Route 74) and State Route 74.
- (3) That section of Sumner Road located within the city limits which lies between Smokerise Point and State Route 54.
- (4) That section of Peachtree Parkway which lies between State Route 74 and Redwine Road.
- (5) That section of McIntosh Trail which lies between Robinson Road and State Route 74 (encompassing Kelly Drive).
- (6) That section of Hip Pocket Road which lies between Willowbend Road and Kelly Drive.
- (7) That section of Tinsley Mill, Smokerise Trace, and Smokerise Point located within the city which lies between Peachtree Parkway and State Route 54.
- (8) That section of Willow Road which lies between State Route 74 and Willowbend Road.
- (9) That section of Planterra Way, Terrane Ridge, and Kelly Green which lies between State Route 54 and Dividend Drive.
- (10) That section of Georgian Park which lies between Newgate Road and the entrance to AMLI Apartments.

(Ord. No. 669, § 19-20, 7-18-1996; Ord. No. 680, § 19-20, 11-6-1997; Ord. No. 707, § 19-20, 1-21-1999; Ord. No. 723, 10-21-1999; Ord. No. 846, 6-2-2005; Ord. No. 860, § 1, 10-20-2005)

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(Supp. No. [5556](#), Update 2)

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**Sec. 78-17. Parking restrictions.**

- (a) It shall be unlawful for a private property owner, resident, tenant, guest or vehicle operator to park or permit to be parked automotive vehicles, including golf carts and motorized carts, anywhere on private property, including any privately maintained area adjacent to a paved surface, except on a paved asphalt, concrete or other acceptable all-weather surface. Said all-weather surface shall measure no less than nine feet wide by 18 feet in length, and shall be constructed of no less than three inches depth stone, rock or gravel installed on a suitable sub-grade. The intent of the all-weather surface shall be to provide an area large enough for a standard-sized vehicle to park un-obstructed with all four wheels and undercarriage located within the boundaries of the parking surface.
- (b) No motorized vehicle in excess of 20 feet in length or 8,600 pounds (empty weight) or trailer shall be permitted to be parked in front of or at the side of the main building or within 20 feet of the rear lot line, unless such vehicle is parked or stored completely within an enclosed garage or roofed carport.
- (c) No motorized vehicle in excess of 20 feet in length or 8,600 pounds (empty weight) or trailer shall be permitted to be parked or left standing along any street or roadway in any residential zoned area or neighborhood.
- (d) MotorizedGolf cart parking shall be prohibited from parking on or adjacent to the city's sharedmulti-use path system in those areas which have been identified and properly marked as no parking areas and have been approved by city council.

(Code 1980, § 19-22; Ord. No. 800, 2-6-2003; Ord. No. 994, § 1, 3-18-2010; Ord. No. 997, § 1, 4-15-2010; Ord. No. 1017, § 2, 1-6-2011)

Editor's note(s)—Subsection (d) of this section shall become effective July 1, 2010.

**Sec. 78-18. Parking on State Route 54.**

Parking is prohibited on the north and south sides of State Route 54 beginning at the west city limits (M.P. 0.00) and continuing to the east city limits (M.P. 3.95) a distance of 3.95 miles.

(Code 1980, § 19-23)

**Sec. 78-19. Parking on State Route 74 South.**

Parking is prohibited on both sides of State Route 74 South beginning at 350 feet south of Crosstown Drive (M.P. 5.67) and ending 350 feet north of Crosstown Drive (M.P. 5.81), both sides, a distance of 700 feet.

(Code 1980, § 19-24)

**Sec. 78-20. Parking on Scatterfoot Drive.**

Parking is prohibited on the north side of Scatterfoot Drive, beginning at 1,155 feet southwest of Bridlepath Lane and ending at 70 feet east of Clydesdale Road, a distance of 440 feet.

(Code 1980, § 19-25)

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**Sec. 78-21. Parking on Bridlepath Lane.**

Parking is prohibited on both sides of Bridlepath Lane beginning at Peachtree Parkway and continuing eastward to Surrey Trail, a distance of 1,671 feet.

(Code 1980, § 19-26)

**Sec. 78-22. Authorized traffic control devices on state highways.**

All traffic control devices placed on State Route 54 and State Route 74 shall be authorized and approved by the state department of transportation and shall be enforceable by duly sworn law enforcement officers.

(Code 1980, § 19-27)

**Sec. 78-23. Parking on Prime Point.**

Parking is prohibited on both sides of Prime Point, beginning at Stevens Entry and continuing eastward to S.R. 54, a distance of 1,961 feet.

(Ord. No. 783, 3-7-2002; Ord. No. 1045, § 1, 8-2-2012)

**Sec. 78-24. Parking on Commerce Drive.**

- (a) Parking is prohibited on both sides of Commerce Drive North beginning at Aberdeen Parkway and continuing northward to its terminus, a distance of 600 feet.
- (b) Parking is prohibited on the West side of Commerce Drive from its intersection with Aberdeen Parkway to a point 133 feet south of the center of the intersection. Parking is also prohibited on the West side of Commerce Drive from its intersection with Westpark Drive to a point 817 North of the center of the intersection. Parking is prohibited on the East side of Commerce Drive from its intersection with Westpark Drive to a point 437 feet North of the center of the intersection. Parking will also be prohibited on the East side of Commerce Drive from its intersection with Aberdeen Parkway to a point 434 feet South of the center of the intersection.

(Ord. No. 784, 3-21-2002; Ord. No. 883, § 1, 5-18-2006)

Editor's note(s)—Ord. No. 883, § 1, adopted May 18, 2006, changed the title of section 78-24 from "Parking on Commerce Drive North" to "Parking on Commerce Drive."

**Sec. 78-25. Clearing railroad crossing of obstructions caused by trains.**

- (a) Every railroad corporation has the responsibility to operate in such a manner as to minimize obstructions of emergency vehicles and vehicular highway use at roads, streets, and railroad-highway grade crossings. If any such obstruction occurs and the train crew is aware of the obstruction, the crew is to take immediate action, consistent with safe operating procedures, to remedy the situation.
- (b) Any train or equipment that has come to a complete stop and is blocking a road, street or railroad-highway grade crossing in excess of 15 minutes must be cut, separated, or moved to clear the crossing upon the approach of any emergency vehicle. The blocking of a road, street or railroad-highway grade crossing by a railroad corporation or its employees for a period exceeding 15 minutes is prohibited, except under the following circumstances:

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- (1) When necessary to comply with signals affecting safe movement of trains.
  - (2) When necessary to avoid striking an object or person on the track.
  - (3) When separation or movement is not possible.
  - (4) When the train is disabled.
  - (5) When necessary to comply with government safety regulations.
  - (6) When the situation involves a train accident.
  - (7) When it is an occurrence over which the railroad has no control.
- (c) Georgia law provides that no member of a train, yard, or engine crew of a railroad will be held personally responsible for or found guilty of violating any laws or ordinances regarding the blocking of roads or streets upon reasonable proof that any blocking was necessary to comply with the orders or instructions of the employer or supervisory officials of the railroad company.
- (d) There is no restriction on time for crossing occupancy for a moving train continuing in the same direction.
- (e) A railroad corporation that violates the terms of this article shall be fined as provided in section 1-11; except that each consecutive 15-minute violation shall constitute a separate offense.
- (Ord. No. 830, 7-15-2004)

**Sec. 78-26. Parking on D-Bob Industrial, Auburn Court, and Tiger Way.**

- (a) Parking is prohibited on the west side of D-Bob Industrial (a distance of 697 feet), continuing on the north side of Auburn Court (a distance of 671 feet) and continuing on the east side of Tiger Way (a distance of 404 feet).
- (b) Parking is prohibited on D-Bob Industrial, Auburn Court, and Tiger Way within 30 feet of a stop sign and in front of or within 30 feet to either side of a driveway entrance or exit.
- (c) Parking is prohibited in the intersections and culs-de-sac of D-Bob Industrial, Auburn Court, and Tiger Way.
- (Ord. No. 837, 9-14-2004)

**Sec. 78-27. Parking on Sierra Drive.**

Parking is prohibited on the south side of Sierra Drive (a distance of 1,065 feet). Parking would still be permitted along the perimeter of that portion of Sierra Drive, which is a cul-de-sac.

(Ord. No. 863, 12-15-2005)

**Sec. 78-28. Parking on Petrol Point.**

Parking is prohibited on the both sides of Petrol Point, beginning at SR 54 and continuing north to Prime Point, a distance of 370 feet.

(Ord. No. 888, 8-17-2006)

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**Sec. 78-29. Parking on Clover Reach.**

Parking is prohibited on the south side of Clover Reach beginning at its northernmost intersection with State Route 74 and continuing westward to its intersection with City Circle, a distance of 555 feet.

Parking is allowed on the north side of Clover Reach beginning at a point 173 feet from the centerline of Clover Reach and City Circle and ending at a point 258 feet from said intersection.

(Ord. No. 967, § 1, 2-5-2009)

**Sec. 78-30. Parking on Petrol Point.**

Parking is prohibited on both sides of Petrol Point, beginning at S.R. 54 and continuing northwest to Prime Point, a distance of 395 feet.

(Ord. No. 1045, § 2, 8-2-2012)

**Sec. 78-31. Parking on Stevens Entry.**

Parking is prohibited on both sides of Stevens Entry, beginning at S.R. 54 and continuing northwest to Peachtree Parkway, a distance of 2,278 feet.

(Ord. No. 1045, § 3, 8-2-2012)

**Sec. 78-32. Parking on Echo Court.**

Parking is prohibited on the west side of Echo Court, beginning at Falcon Drive and continuing the length of the roadway to the cul-de-sac, a distance of 1,345 feet.

(Ord. No. 1143, § 1, 4-19-2018)

**Sec. 78-33. Parking on Battery Way.**

Parking is prohibited on Battery Way on the north side of the roadway beginning at Peachtree Parkway and extending 1,245 feet west.

(Ord. No. 1179, § 1, 8-6-2020)

**Secs. 78-34—78-55. Reserved.**

***ARTICLE II. SPEED ZONES<sup>2</sup>***

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<sup>2</sup>State law reference(s)—Authority to alter lawful speed limits, O.C.G.A. §§ 40-6-183, 40-6-376.

**Sec. 78-56. Generally.**

The rules of the road and all amendatory acts to such rules, are amended by providing that the speed limit upon the streets of the city shall be 30 miles per hour except over and upon those streets where a different rate of speed is permitted, which rate of speed shall be clearly marked by signs setting the maximum speed over and upon such streets. State Highway 74 is excepted from this section.

(Code 1980, § 19-3)

**Sec. 78-57. Enumerated.**

(a) Pursuant to O.C.G.A. §§ 40-6-183 and 40-6-376, and based on an engineering and traffic investigation as prescribed by law, the following speed zones are established in the city:

(1) *On-system roadways.* All on-system routes have been verified by the state department of transportation.

State Route	Within the city/town limits of and/or school name	From	Mile point	To	Mile point	Length in miles	Speed limit
S.R. 54	PEACHTREE CITY	1000 feet west of Wynnmeade Pkwy. (west city limits)	0.00	100 feet west of Walt Banks Road	3.52	3.52	45
S.R. 54	PEACHTREE CITY	100 feet west of Walt Banks Road	3.52	265 feet east of Sumner Road	3.95	0.43	50
S.R. 54	PEACHTREE CITY	265 feet east of Sumner Road	3.95	1584 feet east of Sumner Road (East City Limit)	4.20	0.25	55
S.R. 74	PEACHTREE CITY	1850 feet north of Peachtree Pkwy. (north city limits)	5.54	100 feet north of Aberdeen Pkwy.	8.87	3.33	55
S.R. 74	PEACHTREE CITY	100 feet north of Aberdeen Pkwy.	8.87	600 feet north of State Route 54	9.29	0.42	50
S.R. 74	PEACHTREE CITY	600 feet north of State Route 54	9.29	1400 feet north of Paschal Road	9.63	0.34	40

S.R. 74	PEACHTREE CITY	1400 feet north of Paschal Road	9.63	1270 feet south of Crosstown Drive	11.82	2.19	50
S.R. 74	PEACHTREE CITY	1270 feet south of Crosstown Drive	11.82	Redwine Road (south city limits)	15.20	3.38	55

\*SCHOOL ZONES ARE EFFECTIVE\*

A.M. from 30 minutes prior to commencement time to 30 minutes after commencement time—SCHOOL DAYS ONLY.

P.M. from 30 minutes prior to dismissal time to 30 minutes after dismissal time—SCHOOL DAYS ONLY.

- (2) *Off-system roadways.* All off-system routes will not be verified by the state department of transportation.

Road name	Within the city/town limits of and/or school name	From	To	Length in miles	Speed limit
Aberdeen Parkway	PEACHTREE CITY	State Route 74	Northlake Drive	0.60	30
Archway Lane	PEACHTREE CITY	Approach Drive	Cul-de-sac	0.59	25
Ardenlee Drive	PEACHTREE CITY	Clifton Lane	Cul-de-sac	0.40	25
Ardenlee Parkway SCHOOL ZONE	PEACHTREE CITY St. <i>Paul's School</i> 7:15 to 8:15 a.m. 2:00 to 4:00 p.m. SCHOOL DAYS ONLY	100 feet west of State Route 74	100 feet east of Ardenlee Drive	0.18***	25
Ardenlee Pkwy	PEACHTREE CITY	State Route 74	Ardenlee Drive	0.25	25
Ashley Way	PEACHTREE CITY	Smokerise Point	Cul-de-sac	0.25	30
Aster Ridge Trail	PEACHTREE CITY	Holly Grove Road	Aster Ridge Trail	0.55	30
Astoria Lane	PEACHTREE CITY	Loring Lane	Dead End	0.80	30
Augusta Drive	PEACHTREE CITY	Braelinn Road	Braelinn Road	0.30	30
Avalon Way	PEACHTREE CITY	Southern Shore Drive South	Southern Shore Drive North	0.30	30
Aviation Way	PEACHTREE CITY	Dividend Drive	Cul-de-sac	1.00	30
Azalea Drive	PEACHTREE CITY	Hip Pocket Drive	Cedar Drive	0.40	30
Battery Way	PEACHTREE CITY	Peachtree Parkway South	Fishers Luck	0.50	30
Bedford Park	PEACHTREE CITY	Rubicon Road	Cul-de-sac	0.40	30
Bellenden Drive	PEACHTREE CITY	Kedron Drive	Blue Smoke Trail	0.40	30
Biltmore Trace	PEACHTREE CITY	Peachtree Parkway South	Calloway Crossing	0.30	30

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(Supp. No. 5556, Update 2)

Blue Smoke Trail	PEACHTREE CITY	Golfview Drive	End of street	0.90	30
Bowfin Bay	PEACHTREE CITY	Skiff Trace	Cul-de-sac	0.30	30
Bradford Way	PEACHTREE CITY	Robinson Road	Cul-de-sac	0.40	30
Braelinn Court	PEACHTREE CITY	Cul-de-sac	Cul-de-sac	0.40	25
Braelinn Road	PEACHTREE CITY	Peachtree Parkway South	Robinson Road	1.30	40
Brandon Way	PEACHTREE CITY	Jamestown Way	Cul-de-sac	0.60	25
Briarliegh Drive	PEACHTREE CITY	Abrell Woods Court	Brookgrove Lane	0.25	30
Bridgewater Drive	PEACHTREE CITY	Kedron Drive	Cul-de-sac	0.25	30
Bridlepath Lane	PEACHTREE CITY	Doubletrace Lane	Windgate Road	0.30	30
Brookgrove Lane	PEACHTREE CITY	Arden Lee	Cul-de-sac	0.30	25
Brookings Lane	PEACHTREE CITY	Peninsula Drive	Watermark Drive	0.25	30
Brookwood Drive	PEACHTREE CITY	Summer Brooke	Cul-de-sac	0.25	30
Burnham Rise	PEACHTREE CITY	Dunsway Lane	Cul-de-sac	0.35	30
Cabin Gate	PEACHTREE CITY	Log House Road	Rockspray Ridge	0.35	30
Calgary Drive	PEACHTREE CITY	Braelinn Road	Cul-de-sac	0.40	30
Calloway Crossing	PEACHTREE CITY	Robinson Road	Cul-de-sac	0.40	30
Cameron Trail	PEACHTREE CITY	Robinson Road	Crosstown Road	0.80	30
Carnelian Lane	PEACHTREE CITY	Cul-de-sac	Cul-de-sac	0.30	30
Camp Creek Trail	PEACHTREE CITY	Robinson Road	Robinson Road	0.80	30
Carriage Lane	PEACHTREE CITY	State Route 54	Landaulet Ct.	0.60	30
Carriage Lane SCHOOL ZONE	PEACHTREE CITY <i>Booth Middle</i> 7:15 to 8:30 a.m. 2:30 to 4:00 p.m. SCHOOL DAYS ONLY OR WHEN YELLOW LIGHTS FLASHING	Carriage Lane	Cul-de-sac	0.60	25
Cedar Drive	PEACHTREE CITY	Hip Pocket Drive	Hip Pocket Drive	0.40	30
Centennial Drive	PEACHTREE CITY	MacDuff Parkway	MacDuff Parkway	0.50	30
Chadwick Drive	PEACHTREE CITY	Braelinn Road	Kensington Drive	0.40	30
Chambray Hill	PEACHTREE CITY	Loring Lane	Cul-de-sac	0.25	30
Chestnut Field	PEACHTREE CITY	Cameron Trail	Hamden Kells	0.35	30
Chimney Sweep Circle	PEACHTREE CITY	Smokerise Trace	Smokerise Trace	0.40	30
Cimmaron Park	PEACHTREE CITY	0.10 miles south of Crimson Way	0.20 miles north of Crimson Way	0.30	25
Claridge Curve	PEACHTREE CITY	0.10 miles north of Kennerly Way	0.20 miles south of Kennerly Way	0.30	30
Clifton Lane	PEACHTREE CITY	Arden Lee	Arden Lee	0.40	25

Cloister Drive	PEACHTREE CITY	Flat Creek Road	Cloister Drive	0.70	25
Clover Reach	PEACHTREE CITY	State Route 74	State Route 74	0.30	30
Clydesdale Road	PEACHTREE CITY	Bridlepath Lane	Cul-de-sac	0.30	30
Collierstown Way	PEACHTREE CITY	State Route 54	Hancock Lane	0.40	25
Colonnade Drive	PEACHTREE CITY	Braelinn Road	Robinson Road	0.50	30
Columns Lane	PEACHTREE CITY	Colonnade Drive	Colonnade Drive	0.40	30
Commerce Drive	PEACHTREE CITY	State Route 54	Cul-de-sac	0.60	30
Cottage Grove	PEACHTREE CITY	Cul-de-sac	Cul-de-sac	0.40	30
Crabapple Lane	PEACHTREE CITY	State Route 74	0.80 miles west of State Route 74 (Tyrone city limits)	0.80	30
Crabapple Lane SCHOOL ZONE	PEACHTREE CITY <i>Crabapple Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	50 feet west of State Route 74	200 feet west of Leisure Trail	0.45	25
Creekstone Bend	PEACHTREE CITY	McIntosh Trail	Highgreen Ridge	0.30	30
Crescent Oak	PEACHTREE CITY	0.20 miles south of Vardon Way	0.10 miles north of Vardon Way	0.30	30
Crofts Corner	PEACHTREE CITY	Hampton Green	Cul-de-sac	0.30	30
Crosstown Drive	PEACHTREE CITY	Robinson Road	State Route 74	2.00	40
Crosstown Drive SCHOOL ZONE	PEACHTREE CITY <i>Oak Grove Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	800 feet west of Log House Road	50 feet east of Summit Walk	0.40	25
Dalston Way	PEACHTREE CITY	Clifton Lane	Cul-de-sac	0.25	30
Darmouth Place	PEACHTREE CITY	0.20 miles east of Calloway Crossing	0.10 miles west of Calloway Crossing	0.30	30
Deergrass Trail	PEACHTREE CITY	Meadow Run	Cul-de-sac	0.60	30
Dividend Drive	PEACHTREE CITY	Paschall Road	545 feet North of State Route 74	2.60	40
Dividend Drive**	PEACHTREE CITY	545 feet North of State Route 74	State Route 74	0.10**	30
Doubletace Lane	PEACHTREE CITY	Bridlepath Lane	Windgate Road	0.90	30
Dunella Lane	PEACHTREE CITY	Arden Lee	Cul-de-sac	0.25	30
Eastbrook Bend	PEACHTREE CITY	State Route 54	Stevens Entry	0.25	30
Ebenezer Road	PEACHTREE CITY	Robinson Road	0.50 miles east of Robinson Road (East city limits)	0.50	40

Emerling Lane	PEACHTREE CITY	Kedron Drive	Cul-de-sac	0.30	30
Everhill	PEACHTREE CITY	Cul-de-sac	Cul-de-sac	0.25	30
Evesham Ave.	PEACHTREE CITY	Turnbridge Circle	MacDuff Parkway	0.25	25
Evian Way	PEACHTREE CITY	Braelinn Road	Cul-de-sac	0.25	30
Falcon Drive	PEACHTREE CITY	Dividend Drive	Airport	0.25	30
Farmington	PEACHTREE CITY	Crabapple Lane	Cul-de-sac	0.40	25
Felspar Ridge	PEACHTREE CITY	Morallion Hills	Morallion Hills	0.30	30
Fielding Ridge	PEACHTREE CITY	Kedron Drive	Cul-de-sac	0.30	30
Fishers Luck	PEACHTREE CITY	Peachtree Parkway South	McIntosh Trail	0.75	30
Fishers Luck SCHOOL ZONE	PEACHTREE CITY <i>Huddleston Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	50 feet north of McIntosh Trail	0.30 miles north of McIntosh Trail	0.30	25
Flat Creek	PEACHTREE CITY	State Route 54	North Parkway	1.45	35
Garret Ridge	PEACHTREE CITY	McIntosh Trail	Cul-de-sac	0.25	30
Gates Entry	PEACHTREE CITY	State Route 74	Cul-de-sac	0.29	25
Georgian Park	PEACHTREE CITY	State Route 74	Peachtree Parkway	0.80	30
Glendale Drive	PEACHTREE CITY	McIntosh Trail	Cul-de-sac	0.25	30
Golf View Drive	PEACHTREE CITY	Flat Creek Drive	Blue Smoke Trail	0.50	30
Golf View Drive (East Side)	PEACHTREE CITY	Flat Creek Drive	Blue Smoke Trail	0.50	25
Grecken Green	PEACHTREE CITY	Morallion Hills	Cul-de-sac	0.60	30
Greensway	PEACHTREE CITY	Cul-de-sac	Cul-de-sac	0.25	30
Greenwood Lane	PEACHTREE CITY	Loring Lane	Cul-de-sac	0.30	30
Groveland Drive	PEACHTREE CITY	McIntosh Trail	Cul-de-sac	0.30	30
Groveswood Lane	PEACHTREE CITY	Crabapple Lane	Briarleigh	0.25	25
Hamden Kells	PEACHTREE CITY	Wheatleigh Lane	Cul-de-sac	0.35	30
Hampton Green	PEACHTREE CITY	Braelinn Road	Cul-de-sac	0.40	30
Harbor Loop	PEACHTREE CITY	Fishers Luck	Fishers Luck	0.40	30
Haven Ridge	PEACHTREE CITY	Heritage Way	Cul-de-sac	0.30	30
Hedgewood Court	PEACHTREE CITY	Groveland Drive	Cul-de-sac	0.25	30
Heritage Way	PEACHTREE CITY	Log House	Haven Ridge	0.30	30
High Green Ridge	PEACHTREE CITY	Creekstone Bend	Cul-de-sac	0.40	30
Highlands Way	PEACHTREE CITY	Peachtree Parkway	Gleneagle Point	0.25	30
Hilltop Drive	PEACHTREE CITY	Hip Pocket Drive	Willow Road	0.50	30
Hip Pocket Road	PEACHTREE CITY	Willowbend Road	Kelly Road	1.20	30
Holly Grove Road	PEACHTREE CITY	State Route 74	Robinson Road	1.10	30

Holly Grove Church Road	PEACHTREE CITY	Redwine Road	Dead End	0.40	30
Holly Springs Drive	PEACHTREE CITY	Holly Grove Road	Cul-de-sac	0.40	30
Huddleston Road	PEACHTREE CITY	State Route 54	Paschall Road	0.75	30
Huntington Place	PEACHTREE CITY	Robinson Road	Yarborough Drive	0.25	30
Independence Ln	PEACHTREE CITY	Centennial Drive	Centennial Drive	0.50	25
Interlochen Drive	PEACHTREE CITY	Peachtree Parkway North	Peachtree Parkway North	0.50	25
Kedron Drive	PEACHTREE CITY	State Route 74	State Route 74	1.50	30
Kedron Drive (West)	PEACHTREE CITY	State Route 74	Senoia Road	0.28	25
Kedron Drive SCHOOL ZONE	PEACHTREE CITY <i>Kedron Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	100 feet east of State Route 74	50 feet east of Stoneacre Curve	0.40	25
Kelly Drive	PEACHTREE CITY	Dividend Drive	State Route 74	0.25	30
Kelly Drive	PEACHTREE CITY	State Route 74	McIntosh Trail	0.50	30
Kelly Drive SCHOOL ZONE	PEACHTREE CITY <i>Huddleston Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	Lake Peachtree Bridge (McIntosh Trail)	400 feet east of Sweetgum	0.10***	25
Kelly Green	PEACHTREE CITY	Terrane Ridge	Dividend Drive	0.40	30
Kelvington Way	PEACHTREE CITY	Farmington Drive	Cul-de-sac	0.30	25
Kenton Place	PEACHTREE CITY	Holly Grove Road	Welton Way	0.50	30
Kensington Drive	PEACHTREE CITY	Chadwick Drive	0.40 miles west of Chadwick Drive (dead end)	0.40	30
Kimmer Road	PEACHTREE CITY	Robinson Road	Legacy Lane	0.40	30
Kings Ridge	PEACHTREE CITY	Wynnmeade Parkway	Wynnmeade Parkway	0.25	30
Lakeside Drive	PEACHTREE CITY	Waterwood Bend	Waterwood Bend	0.50	30
Larkspur Turn	PEACHTREE CITY	Windgate Road	Martingale Drive	0.40	30
Legacy Lane	PEACHTREE CITY	Kimmer Road	0.15 miles south of Sugar Mill Ride (dead end)	0.40	30
Layor Court	PEACHTREE CITY	Montclair Drive	Cul-de-sac	0.30	30
Leisure Trail	PEACHTREE CITY	Crabapple Lane	Cul-de-sac	0.30	30
Lexington Pass	PEACHTREE CITY	State Route 74	Cul-de-sac	0.30	30
Loblolly Circle	PEACHTREE CITY	Hip Pocket	Hip Pocket	0.30	30

Log House Road	PEACHTREE CITY	Crosstown Road	Peachtree Parkway	0.90	30
Log House Road SCHOOL ZONE	PEACHTREE CITY <i>Oak Grove Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	Crosstown Drive	200 feet west of Summer Brooke	0.50	25
Long Leaf	PEACHTREE CITY	Autumn Leaf	Cul-de-sac	0.30	30
Longer Drive	PEACHTREE CITY	Blue Smoke Trail	Cul-de-sac	0.70	30
Loring Lane	PEACHTREE CITY	Peachtree Parkway	Cul-de-sac	1.15	30
Loyd Road	PEACHTREE CITY	Smoke Rise Trace	Ashley Way	0.45	30
MacDuff Parkway	PEACHTREE CITY	State Route 54	0.30 miles west of Senoia Road	2.50	35
MacDuff Parkway	PEACHTREE CITY	0.30 miles west of Senoia Road	Senoia Road	0.30	25
Magnolia Lane	PEACHTREE CITY	Walnut Grove Road	Cul-de-sac	0.25	30
Maple Grove Ter	PEACHTREE CITY	State Route 54	Collierstown Way	0.30	25
Mark Style Drive	PEACHTREE CITY	Peachtree Parkway	Claridge Curve	0.40	25
Martingale Drive	PEACHTREE CITY	Fountain Head	Larkspur Turn	0.40	30
Mattan Point	PEACHTREE CITY	Morallion Hills	0.30 miles west of Morallion Hills (dead end)	0.30	30
McIntosh Trail	PEACHTREE CITY	Robinson Road	Peachtree Parkway	1.00	35
McIntosh Trail	PEACHTREE CITY	Peachtree Parkway	Kelly Drive	0.50	30
McIntosh Trail SCHOOL ZONE	PEACHTREE CITY <i>Huddleston Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	Lake Peachtree Bridge (Kelly Drive)	200 feet east of Peachtree Parkway	0.65	25
Meadowlark Trace	PEACHTREE CITY	Ebenezer Road	Cul-de-sac	0.30	30
Mellington Lane	PEACHTREE CITY	Kedron Drive	Cul-de-sac	0.30	30
Melrah Hill	PEACHTREE CITY	Walnut Grove	Walnut Grove	0.50	30
Montclair Drive	PEACHTREE CITY	Robinson Road	Cul-de-sac	0.45	30
Morallion Hills	PEACHTREE CITY	Braelinn Road	Grecken Green	0.70	30
Morgans Turn	PEACHTREE CITY	Stevens Entry	Stevens Entry	0.40	30
Muirfield Way	PEACHTREE CITY	Andrean Way	Cul-de-sac	0.30	30

Mulberry Court	PEACHTREE CITY	Cresswind Blvd.	Cul-de-sac	0.50	25
Newport Drive	PEACHTREE CITY	Regents Park	Cul-de-sac	0.30	30
North Fairfield Drive	PEACHTREE CITY	Fairfield Drive	West Manor	0.40	25
North Lake Drive	PEACHTREE CITY	State Route 54	Flat Creek Road	0.40	30
North Meade	PEACHTREE CITY	Wynnmeade Parkway	Amelia Lane	0.50	30
Oakdale Avenue	PEACHTREE CITY	Robinson Road	Cul-de-sac	0.25	30
Oakmount Drive	PEACHTREE CITY	Golfview Drive	Golfview Drive	0.30	30
Palette Lane	PEACHTREE CITY	Planterra Way	Terra Verte	0.30	25
Parkgate Lane	PEACHTREE CITY	Blue Smoke Trace	Cul-de-sac	0.25	30
Parkway Drive	PEACHTREE CITY	Peachtree Parkway	Hidden Creek Lane	0.30	30
Paschall Road	PEACHTREE CITY	State Route 74	Dead End	0.30	30
Patina Point	PEACHTREE CITY	Terrane Ridge	Cul-de-sac	0.30	25
Peachtree Parkway North	PEACHTREE CITY	State Route 54	150 feet north of Flat Creek Road	0.40	30
Peachtree Parkway North	PEACHTREE CITY	150 feet north of Flat Creek Road	State Route 74	2.90	35
Peachtree Parkway North SCHOOL ZONE	PEACHTREE CITY <i>McIntosh High</i> 7:30 to 9:00 a.m. 2:30 to 4:30 p.m. SCHOOL DAYS ONLY	200 feet north of Walt Banks	200 feet south of Stevens Entry	0.30	25
Peachtree Parkway South	PEACHTREE CITY	State Route 54	4.30 miles south of State Route 54 (East city limits)	4.30	40
Peachtree Parkway South SCHOOL ZONE	PEACHTREE CITY <i>Huddleston Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	450 feet south of McIntosh Trail	870 feet north of McIntosh Trail	0.25	25
Peachtree Parkway South SCHOOL ZONE	PEACHTREE CITY <i>Braelinn Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY OR WHEN YELLOW FLASHING LIGHTS	650 feet west of Robinson Road	1,208 feet east of Robinson Road	0.35	25
Pebblestrump	PEACHTREE CITY	Willow Road	Dead End	0.45	30
Peninsula Drive	PEACHTREE CITY	Peachtree Parkway	Brookings Lane	0.35	30
Pennfair Drive	PEACHTREE CITY	Montclair Drive	Cul-de-sac	0.25	30

Perthshire	PEACHTREE CITY	Flat Creek	Flat Creek	0.45	30
Pheasant Ridge	PEACHTREE CITY	Cameron Trail	Cul-de-sac	0.25	30
Pinegate Road	PEACHTREE CITY	Riley Parkway	Melrah Hill	1.10	30
Pinegate Road SCHOOL ZONE	PEACHTREE CITY <i>Peachtree Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	600 feet north of Riley Parkway	Riley Parkway	0.10***	25
Pinehurst Drive	PEACHTREE CITY	Cul-de-sac	Cul-de-sac	0.40	30
Pinemount	PEACHTREE CITY	Golf View	Golf View	0.40	30
Planceer Place	PEACHTREE CITY	Garrett Ridge	Sandown Drive	0.50	30
Plantain Terrace	PEACHTREE CITY	Terrane Ridge	0.70 miles west of Terrane Ridge (dead end)	0.70	25
Plantera Way	PEACHTREE CITY	State Route 54	Terrane Ridge	0.70	25
Pleasance Grove	PEACHTREE CITY	Braelinn Road	Cul-de-sac	0.25	30
Presidio Park	PEACHTREE CITY	Battery Way	Van Ness	0.25	30
Prime Point	PEACHTREE CITY	Stevens Entry	State Route 54	0.40	30
Prime Point SCHOOL ZONE	PEACHTREE CITY <i>McIntosh High School</i> 7:30 to 9:00 a.m. 2:30 to 4:30 p.m. SCHOOL DAYS ONLY	50 feet east of Stevens Entry	50 feet north of State Route 54	0.38	30
Raintree Bend	PEACHTREE CITY	Windgate Road	Southwind Reach	0.50	30
Redwine Road	PEACHTREE CITY	City limits	City limits	0.30	45
Redwood Park	PEACHTREE CITY	Summer Place	Cul-de-sac	0.30	30
Regents Park	PEACHTREE CITY	Georgian Park	Regents Square	0.40	30
Revolution Drive	PEACHTREE CITY	Independence Lane	Cul-de-sac	0.30	25
Richmond Circle	PEACHTREE CITY	Franklin Ridge Drive	Franklin Ridge Drive	0.40	25
Riley Parkway	PEACHTREE CITY	Aberdeen Parkway	Flat Creek Road	0.50	30
Riley Parkway	PEACHTREE CITY <i>Peachtree Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	Flat Creek	Aberdeen Parkway	0.50	25
Robinson Road	PEACHTREE CITY	State Route 54	Redwine Road	4.80	40

Robinson Road SCHOOL ZONE	PEACHTREE CITY <i>Booth Middle</i> 7:15 to 8:30 a.m. 2:30 to 4:00 p.m. SCHOOL DAYS ONLY OR WHEN YELLOW LIGHTS FLASHING	616.08 feet North of Woodland Drive	500 feet South of Woodland Drive	0.20	25
Robinson Road SCHOOL ZONE	PEACHTREE CITY <i>Braelinn Elementary</i> Oak Grove Elementary 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	2150 feet south of Crosstown Road	250 feet south of Braelinn Road	1.30	25
Robinson Bend Trail	PEACHTREE CITY	Ebenezer Road	Cul-de-sac	0.30	30
Rockaway Road	PEACHTREE CITY	State Route 74	0.60 miles west of State Route 74 (city limits)	0.60	45
Rockspray Ridge	PEACHTREE CITY	Log House Road	Cabin Gate	1.00	30
Rolling Green	PEACHTREE CITY	Blue Smoke Trail	Cul-de-sac	0.30	30
Rubicon Road	PEACHTREE CITY	Holly Grove Road	Welton Way	0.30	30
Saltlick Trace	PEACHTREE CITY	Doubletrace Lane	Doubletrace Lane	0.50	30
Sagamore Lane	PEACHTREE CITY	Kedron Drive West	Cul-de-sac	0.25	30
Sandown Drive	PEACHTREE CITY	McIntosh Trail	Planceer Place	0.60	30
Santolina Park	PEACHTREE CITY	Kedron Drive	Cul-de-sac	0.30	30
Sautern Way	PEACHTREE CITY	Chardonay Courts	Cul-de-sac	0.25	30
Sawmill Trace	PEACHTREE CITY	McIntosh Trail	Cul-de-sac	0.25	30
Senoia Road	PEACHTREE CITY	State Route 74	1.01 miles west of State Route 74 (Tyrone city limits)	1.01	40
Shadowood Lane	PEACHTREE CITY	McIntosh Trail	Cul-de-sac	0.50	30
Shakerag Hill	PEACHTREE CITY	State Route 54	Robinson Road	0.25	30
Silver Maple Ct.	PEACHTREE CITY	Iron Oak Drive	Cul-de-sac	0.40	25
Skiff Trace	PEACHTREE CITY	McIntosh Trail	Cul-de-sac	0.30	30
Smokerise Point	PEACHTREE CITY	City limits	Dead end	1.00	30
Smokerise Trace	PEACHTREE CITY	Peachtree Parkway	Smokerise Point	1.50	30
Smokey Way	PEACHTREE CITY	Smokerise Trace	Cul-de-sac	0.30	30
Southbridge Pass	PEACHTREE CITY	Westberry Street	Cul-de-sac	0.30	25

South Fairfield Drive	PEACHTREE CITY	East Hill	West Manor	0.50	25
Southern Shore Drive	PEACHTREE CITY	Kedron Drive	Windalier Ridge	0.95	30
Southpark Drive	PEACHTREE CITY	TDK Boulevard	Planterra Ridge	0.60	30
Spear Road	PEACHTREE CITY	Robinson Road	City limits	0.25	30
Spooner Ridge	PEACHTREE CITY	Kedron Drive	Longer Drive	0.30	30
Spruce Pine Circle	PEACHTREE CITY	Mulberry Court	Spruce Pine Circle	0.30	25
St. Albans Way	PEACHTREE CITY	MacDuff Parkway	Cul-de-sac	0.25	25
Stagecoach Road	PEACHTREE CITY	Robinson Road	Cul-de-sac	0.50	30
Stevens Entry	PEACHTREE CITY	State Route 54	Peachtree Parkway	0.50	30
Stevens Entry	PEACHTREE CITY	State Route 54	Bridlepath Lane	0.60	30
Stevens Entry SCHOOL ZONE	PEACHTREE CITY <i>McIntosh High</i> 7:30 to 9:00 a.m. 2:30 to 4:30 p.m. SCHOOL DAYS ONLY	State Route 54	Peachtree Parkway North	0.45	25
Stonington Drive	PEACHTREE CITY	Peachtree Parkway	Cul-de-sac	0.45	30
Strathmore Lane	PEACHTREE CITY	Ebenezer Road	Cul-de-sac	0.30	30
Summer Brooke	PEACHTREE CITY	Log House Road	Brookwood Drive	0.30	30
Summer Place	PEACHTREE CITY	Redwine Road	0.60 miles west of Redwine Road	0.60	30
Summit Walk	PEACHTREE CITY	Crosstown Drive	Cul-de-sac	0.50	30
Summit Walk SCHOOL ZONE	PEACHTREE CITY <i>Oak Grove Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	Crown Point	500 feet north of Crestwood	0.10***	25
Sumner Road	PEACHTREE CITY	State Route 54	Brown Road	0.50	30
Sweetgum Road	PEACHTREE CITY	Kelly Drive	Cul-de-sac	0.50	25
Tamerlane	PEACHTREE CITY	Braelinn Road	Cul-de-sac	0.40	30
Tapestry Trace	PEACHTREE CITY	Cameron Trail	Cul-de-sac	0.32	30
TDK Boulevard	PEACHTREE CITY	State Route 74	Dividend Drive	0.40	30
Tempest Drive	PEACHTREE CITY	Regents Park	Cul-de-sac	0.25	30
Terrane Ridge	PEACHTREE CITY	Palette Lane	0.25 miles south Crimson Way	1.60	25
Treillage Lane	PEACHTREE CITY	Cameron Trail	Cul-de-sac	0.25	30
Turnbridge Circle	PEACHTREE CITY	St. Albans Way	St. Albans Way	0.50	25
Twin Bridge	PEACHTREE CITY	Aster Ridge	Cul-de-sac	0.30	30
Vanderwall	PEACHTREE CITY	Stonington Drive	Haddington Lane	0.25	30
Valley View	PEACHTREE CITY	Braelinn Green	Cul-de-sac	0.40	30

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(Supp. No. 5556, Update 2)

Van Ness	PEACHTREE CITY	Battery Way	Cul-de-sac	0.25	30
Walnut Grove	PEACHTREE CITY	Pinegate Road	Kedron Drive	1.00	30
Watermark Drive	PEACHTREE CITY	Brookings Lane	Peninsula Drive	0.25	30
Walt Banks Road	PEACHTREE CITY	State Route 54	Cul-de-sac	1.05	30
Walt Banks Road SCHOOL ZONE	PEACHTREE CITY <i>McIntosh High</i> 7:30 to 9:00 a.m. 2:30 to 4:30 p.m. SCHOOL DAYS ONLY	250 feet west of Peachtree Parkway	100 feet west of State Route 54	0.50	25
Waterwood Bend	PEACHTREE CITY	Peachtree Parkway	Peachtree Parkway	0.90	30
Welton Way	PEACHTREE CITY	Kenton Place	Cul-de-sac	0.40	30
Wensley Corner	PEACHTREE CITY	Hampton Green	Cul-de-sac	0.25	30
Westberry Street	PEACHTREE CITY	MacDuff Parkway	Cul-de-sac	0.40	25
West Park Drive	PEACHTREE CITY	State Route 74	Commerce Drive	0.50	30
Wheatleigh Lane	PEACHTREE CITY	Crosstown Drive	Chestnut Field	0.30	30
Wheatleigh Curve	PEACHTREE CITY	Chestnut Field	Chestnut Field	0.30	30
White Oak Trail	PEACHTREE CITY	Parkway Drive	Cul-de-sac	0.25	30
White Springs Lane	PEACHTREE CITY	Smokerise Point	Cul-de-sac	0.35	30
Willow Road	PEACHTREE CITY	Willowbend Road	State Route 74	0.50	30
Willowbend Road	PEACHTREE CITY	State Route 54	State Route 54	0.40	30
Windgate Road	PEACHTREE CITY	Robinson Road	Peachtree Parkway	0.90	30
Winalier Ridge	PEACHTREE CITY	Blue Smoke Trace	Trillium Reach	0.40	30
Wisdom Road	PEACHTREE CITY	State Route 74	Riley Parkway	0.70	30
Wisdom Road SCHOOL ZONE	PEACHTREE CITY <i>Peachtree Elementary</i> 7:00 to 8:00 a.m. 2:00 to 3:30 p.m. SCHOOL DAYS ONLY	Riley Parkway	200 feet east of Preston Chase	0.40	25
Wood Ridge	PEACHTREE CITY	Braelinn Green	Fen Way	0.40	30
Woodruff Way	PEACHTREE CITY	Robinson Road	Rose Down Trace	0.40	30
Wynnmeade Parkway	PEACHTREE CITY	State Route 54	MacDuff Parkway	1.80	30
Yarborough Drive	PEACHTREE CITY	Dumbarton Lane	Cul-de-sac	0.55	30
** _ -Indicates for signing purposes only. One is too short for radar use.					

\*SCHOOL ZONES ARE EFFECTIVE\*

A.M. from 30 minutes prior to commencement time to 30 minutes after commencement time—SCHOOL DAYS ONLY.

P.M. from 30 minutes prior to dismissal time to 30 minutes after dismissal time—SCHOOL DAYS ONLY.

(b) Any person convicted of a violation of this section shall be punished as provided for by law.

Created: 2025-082026-02-04 12:29:2810:34:24 [EST]

(Supp. No. 5556, Update 2)

(Code 1980, § 19-28; Ord. No. 688, 3-5-1998; Ord. No. 713, 6-17-1999; Ord. No. 887, § 1, 9-7-2006; Ord. No. 939, § 1, 4-3-2008; Ord. No. 982, § 1, 8-20-2009; Ord. No. 1031, 6-2-2011; Ord. No. 1047, § 1, 9-6-2012; Ord. No. 1120, 1-5-2017; Ord. No. 1176, 6-20-2019; Ord. No. 1199, § 1, 8-18-2022)

**Secs. 78-58—78-90. Reserved.**

### **ARTICLE III. MOTORIZED CARTS & MICROMOBILITY VEHICLES~~MOTORIZED CARTS~~**

#### **Sec. 78-91. Findings; definition.**

- (a) The city council finds that all streets and ~~shared-use paved recreational~~ paths located within the territorial boundaries of the city and under its jurisdiction are designed and constructed so as to safely permit their use by operators of ~~motorized carts and micromobility vehicles, motorized carts, electric bicycles, and low speed motor vehicle ("LSMV")~~, except as stated elsewhere in this article. Shared-use paths shall hereafter be referred to as paths.
- (b) The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section:

*All-terrain vehicle* means ~~any~~ motorized vehicle ~~originally manufactured designed~~ for off-~~highway road~~ use which is equipped with three or more ~~nonhighway low pressure~~ tires, ~~is 80 inches or less in width -and with a dry weight of 3,500 pounds or less, and is designed for or capable of cross-country travel on or immediately over land, water, snow, ice, marsh, swampland, or other natural terrain.~~ seat to be straddled by the operator and with handlebars for steering control.

*Automobile* means a passenger vehicle primarily designed to legally travel on the highways of this state that usually has an engine capable of propelling the vehicle over 35 miles per hour.

*Adaptive cycle means every device propelled by human or electric power upon which any person may ride, having one or more wheels. Adaptive cycles include unicycles, upright tricycles, semi-recumbents, tandems, and handcycles, each equipped with special seating, footplates, or headrests to ensure safe, comfortable, and accessible riding for people of all abilities.*

*Bicycle* means every device propelled by human power upon which any person may ride, having only two wheels which are in tandem and either of which is more than 13 inches in diameter.

*Bicycle trailer means every device pulled by a bicycle and designed by the manufacturer of such device to carry human passengers*

*Dealer* means a person engaged in the business of buying, selling, or exchanging vehicles who has an established place of business in this state.

*Dirt-bike means any electric or gasoline powered motorized two-wheel vehicle with footpads or with pedals of any size designed for or capable of cross-country travel and not intended for use predominantly on public roads. See also "Off-road vehicle."*

*Driver means every person who drives or is in actual physical control of a vehicle.*

*Driver's license means any license to operate a motor vehicle issued in either a physical or electronic format under the laws of this state.*

*Electric bicycle* means ~~an electric assisted bicycle a device~~ with two or three wheels which has a saddle and fully operative pedals for human propulsion and also has an electric motor having a power output of not more than 750 watts, with a permanently affixed label required by Georgia Code. The electric bicycle cannot exceed these

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classification specifications: For such a device to be considered an electric assisted bicycle, it shall meet the requirements of the Federal Motor Vehicle Safety Standards, as set forth in 49 C.F.R. Section 571, et seq., and shall operate in such a manner that the electric motor disengages or ceases to function when the brakes are applied. The electric motor in an electric assisted bicycle shall:

- (1) "Class I electric assisted bicycle" means an electric assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the device reaches a speed of 20 miles per hour.
- (2) ~~Be incapable of propelling the device reaches at a speed of more than 20 miles per hour, on level ground; and~~
- (2) "Class II electric assisted bicycle" means an electric assisted bicycle equipped with a motor that may be used exclusively to propel the vehicle but is not capable of reaching a speed of 20 miles per hour.
- (3) "Class III electric assisted bicycle" means an electric assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the device reaches a speed of 28 miles per hour.

*Electric personal assistive mobility device* or *EPAMD* means a self-balancing, two non-tandem wheeled device designed to transport only one person and having an electric propulsion system with average power of 750 watts (one horsepower) and a maximum speed of less than 20 miles per hour on a paved level surface when powered solely by such propulsion system and ridden by an operator who weighs 170 pounds.

*Electric scooterplay vehicle* means ~~every~~ an electric scooter, electric skateboard, electric unicycle or other device weighing less than 100 pounds that is equipped with handlebars and an electric motor, powered self-propelled by an electric motor or human power or both; and capable of with a maximum speed of no more than 20mph on a paved level surface when powered solely by the electric motor. Such term shall up to 20 miles per hour designed to carry one person at a time, equipped with one or two wheels, and is not include an otherwise defined in this Code as a "motorized cart," "low speed motor vehicle (LSMV)," "motor vehicle," "motorcycle," "electric bicycle," "electric personal assistive mobility device, motorcycle, moped (EPAMD)," or personal electric vehicle.

*eMoto* means a high-performance electric motorized cycle, with either footpads or pedals, designed by the manufacturer for highway use and which exceeds the Georgia Code electric assisted bicycle classifications. Those cycles not street-legal and registered as motorcycles shall be categorized as off-highway vehicles.

*Go-cart* means a type of small, open-wheeled vehicle powered by an electric or gasoline motor at any speed.

*Golf cart* means any "motorized vehicle designed for the purpose and exclusive use of conveying one or more persons and equipment to play the game of golf in an area designated as a golf course. wheelchair."

*Gross weight* means the weight of a vehicle without load plus the weight of any load thereon.

*Low-speed motor vehicle* or *LSV/LSMV* means any four-wheeled electric vehicle whose top speed attainable in one mile is greater than 20 miles per hour but not greater than 25 miles per hour on a paved level surface and which is manufactured in compliance with those federal motor vehicle safety standards for low-speed vehicles set forth in 49 C.F.R. Section 571.500 as amended and in effect on January 1, 2001.

*Manual mobility device* means the term as defined under the Americans With Disabilities Act, as amended.

*Micromobility device* means a type of transportation device which weighs less than one hundred pounds (100 lbs.) and that travels at a speed of twenty miles per hour (20 mph) or less, and that includes a manual or electric bicycle, tricycle, scooter, hoverboard, skateboard, pedal car, adaptive cycle, personal electric vehicle, or similar device. The term does not include manual or electrical personal assistive mobility devices by persons with disabilities.

*Miniature on-road vehicle* means any motorized vehicle with four or more wheels, operates over 25 miles per hour and is designed and manufactured for use upon roadways in another country that has been imported into

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the United States and is not designed or manufactured as a golf cart, all-terrain vehicle, or multipurpose off-highway vehicle.

*Moped* means a motor driven cycle equipped with two or three wheels, with or without foot pedals to permit muscular propulsion, and an independent power source providing a maximum of two brake horsepower. If a combustion engine is used, the maximum piston or rotor displacement shall be 3.05 cubic inches (50 cubic centimeters) regardless of the number of chambers in such power source. The power source shall be capable of propelling the vehicle, unassisted, at a speed not to exceed 30 miles per hour (48.28 kilometers per hour) on level road surface and shall be equipped with a power drive system that functions directly or automatically only, not requiring clutching or shifting by the operator after the drive system is engaged.

*Motorcycle* means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor, all-terrain vehicle, dirt bike, and moped.

~~*Motor driven cycle* means every motorcycle, including every motor scooter, with a motor which produces not to exceed five brake horsepower, every bicycle with a motor attached, and every moped.~~

*Motorized cart* means every motor vehicle having no fewer than three wheels and an unladen weight of 1,300 pounds or less, width not to exceed 50 inches including wheels, and which cannot operate at more than 20 miles per hour. Also referred to as a personal transportation vehicle (PTV) and includes all golf carts operated on local streets and paths.

~~*Motorized play vehicle* means a coaster, pocket bike, any other alternatively fueled device, or other motorized vehicle that is self-propelled by a motor engine, gas or electric, and is not otherwise defined in this Code as a "motorized cart," "low speed motor vehicle (LSMV)," "motor vehicle," "motorcycle," "electric bicycle," "electric play vehicle," "electric personal transportation vehicle (PTV) and includes all golf carts operated on local streets and paths.~~

~~*Assistive mobility device* or "motorized- *Motorized wheelchair* means any motor driven a self-propelled wheelchair that is used by a physically disabled person for mobility. Also referred to as a powered mobility device.~~

*Off-road vehicle* means any recreational motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, snow, ice, marsh, swampland, or other natural terrain and not intended for use predominantly on public roads. The term includes, but is not limited to, four-wheel drive vehicles, low-pressure tire vehicles, two-wheel vehicles, nonhighway tire vehicles, amphibious machines, ground effect or air cushion vehicles, and any other means of transportation deriving power from any source other than muscle or wind.

*Other power-driven mobility devices (OPDMD)* means any battery, fuel, or engine-powered devices used for locomotion by individuals with mobility disabilities, including golf carts, EPAMDs, or any mobility device designed to operate in areas without defined pedestrian routes.

*Pedal-assist electric vehicle (PA-EV)* means a lightweight, open or enclosed electric vehicle with three or more wheels and an unladen weight of 1,300 pounds or less, width not to exceed 48 inches, with manual pedal assist for human propulsion that is capable of transporting no more than four persons with an electric motor having a power output of no more than 750 watts and is labeled with motor wattage and top assisted speed capability and ceases to provide assistance when the vehicle reaches a speed of 20 miles per hour.

*Pedestrian* means any person afoot and shall include, without limitation, persons standing, walking, jogging, running, or otherwise on foot.

*Personal delivery device (PDD)* means a powered vehicle that utilizes an automated driving system to transport cargo, is not designed to transport passengers, and has a maximum unladen weight of 500 pounds or a maximum weight of 600 pounds when carrying any cargo.

*Personal electric vehicles (PEV)* means a single-person electric vehicle with a self-balancing gyroscopic system comprising a one- or two-wheeled or more platform on which the rider stands. This includes electric

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unicycles, hoverboards, onewheel scooters and electric skateboards having an electric propulsion system with a maximum speed of less than 20 miles per hour.

*Pocket motorcycle*, ~~or pocket bike or mini bike~~ means a two-wheeled vehicle other than a motor vehicle, bicycle with helper motor or a motorized scooter designed for off-road use only and which is propelled by an internal combustion engine, electric motor or other mechanical means, is capable of carrying a rider and/or passenger at anya speed ~~in excess of 20 miles per hour~~, and is designed to replicate the general appearance of a motorcycle, regardless of the scale of the replication.

Skates means a person wearing traditional roller skates, electric roller skates, inline skates or roller blades, and wheelie shoes for the purpose of skating.

Skateboard means a device for riding upon, usually while standing or crouching, consisting of a short, oblong piece of wood, plastic, aluminum or other material mounted on roller skate type wheels used on smooth surfaces.

Recreation path means a paved area of generally six feet or more in width that is designed or intended for multi-use such as pedestrians, bicyclists, motorized carts, or any other approved use.

For the purposes of Section 78-93(i) and Section 78-93(n), the following terms shall have the meanings set forth below:

Across means movement from one side of a street or roadway to the opposite side, whether perpendicular, angled, or otherwise, by traversing the roadway or street right-of-way, and does not include movement through any crossing, intersection, tunnel, bridge, path, or other path facility designated and/or approved by the City, regardless of whether such facility intersects, passes under, passes over, or otherwise crosses the street or roadway.

Along means movement parallel or substantially parallel to a street or roadway on the roadway itself, the shoulder, or within the street right-of-way, and does not include movement on any separate path, tunnel, bridge, crossing, or other path facility approved or designated and/or approved by the City, regardless of whether such facility is adjacent to or follows the same general route as the street or roadway.

On means located or operated upon the surface of a street or roadway, including the traveled way, any marked lane, and any paved shoulder or other improved portion intended for vehicular travel, and does not include location or operation on any separate path, crossing, tunnel, bridge, or other path facility designated and/or approved by the City, regardless of whether such facility is adjacent to, intersects with, passes under, or passes over the street or roadway.

~~Sidewalk means a paved area of generally five feet in width or less that is designed or intended for the use of pedestrian traffic only.~~

(Code 1980, § 19-30; Ord. No. 757, 4-19-2001; Ord. No. 779, 12-20-2001; Ord. No. 851, § 1, 7-21-2005; Ord. No. 924, § 1, 12-6-2007; Ord. No. 1017, § 3, 1-6-2011; Ord. No. 1180, § 1, 8-6-2020; [Code 2019, § 40-6-300](#))

Cross reference(s)—Definitions generally, § 1-2.

## **Sec. 78-92. Registration/decals/transfer requirements.**

- (a) *Motorized carts.* It shall be the duty of every owner of an electric or gasoline-powered motorized cart that is operated ~~on over~~ the ~~shared-use recreation path~~~~path system~~ and streets and those areas accessible by the public within the corporate limits of the city to register the cart with the city within ten business days of the date of purchase. Two numerical decals shall be issued upon registration; and a record of each motorized cart number, along with the name and address of the owner, shall be maintained by the finance division. ~~The~~~~Registration~~ decals must be affixed to ~~both~~ the front and ~~the~~ rear of the ~~golf cart~~ ~~forward-facing, one on each end.~~ Each decal shall be affixed or mounted in a location that is unobstructed, clearly legible, and ~~rear-facing in such a manner oriented so~~ as to be ~~fully~~~~plainly~~ visible at all times. ~~to persons, including but not~~

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~~limited to city law enforcement and code enforcement personnel, on the city's path system and roadways for identification and public safety purposes.~~ The failure to have a current registration and ~~decal~~decals on a motorized cart shall be a violation of this section and subject the owner of such cart to the penalties set forth in section 1-11.

- (1) *Registration fee.* The registration fee shall be \$15.00 per year for each cart. Registered carts shall display the required numbered decal issued by the finance division.
- (2) *Nonresident user fee.* In addition to the registration fee, an annual path system user fee shall be established by the mayor and city council and be charged for each cart registered by nonresidents of the city. The nonresident fee is due by January 31 each year and shall be paid annually until such time as the cart is released and decals are returned to the city.
- (3) *Assessment and proration of fees.*
  - a. Resident registration fees shall be assessed as follows:
    1. Registration year: \$45.00 (for the subsequent three-calendar year period);
    2. Year 1 ~~∴~~ \$45.00 (\$30.00 on or after July 1);
    3. Year 2 ~~∴~~ \$30.00 (\$15.00 on or after July 1);
    4. Year 3 ~~∴~~ new registration year ~~∴~~ \$15.00 (\$45.00 for subsequent three-year period after registration renewals commence).
  - b. Nonresident fees shall be assessed annually and shall be due by January 31 of the calendar year covered. The nonresident fee shall be prorated for carts purchased after January 31 of the first calendar year of ownership as follows:
    1. Registration on or after April 1 ~~∴~~ 75 percent;
    2. Registration on or after July 1 ~~∴~~ 50 percent;
    3. Registration on or after October 1 ~~∴~~ 25 percent.Failure to pay the annual registration and nonresident user fee by January 31 will result in a \$20.00 penalty and the cart shall be considered an unregistered cart after January 31 until such time as the annual fees and penalties are paid.
  - c. ~~Golf cart~~Cart rental companies located within the city limits may register rental fleet carts annually.
  - d. Assessed registration and nonresident user fees shall remain with the cart and attached decals. Recovery of these fees upon the sale of a cart shall be part of the negotiated price between seller and buyer.
- (4) *Registration and payment deadline.* If a cart is not registered within ten business days of purchase, a \$20.00 penalty will be applied in addition to the registration fee; and the cart shall be considered an unregistered cart after the ten-business-day period. If the registration is not renewed within the designated renewal period of a registration year, a \$20.00 penalty will be applied in addition to the registration fee.
- (5) *Transfers.* Upon occurrence of a sale of the cart to another person who shall operate the cart over the ~~shared-use recreation~~paths and streets of the city, the registration must be transferred to the new owner within ten business days of the change in ownership at a cost of \$15.00. If the new owner is not a city resident, the nonresident fees for the balance of the year shall be prorated as described in ~~paragraph~~subsection (3) above. If the registration is not transferred within ten business days, a \$20.00 penalty will be applied in addition to the \$15.00 transfer charge; and the cart shall be considered an

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unregistered cart after the ten-business-day period. Dealers acquiring a registered cart exclusively for resale (non-rental) shall not be required to pay the transfer charge, but shall notify the city of the transfer within ten business days of receiving the cart, and of the ultimate disposition of the cart within ten business days of sale.

- (6) *Special tourism events.* Council may, at its discretion, waive registration requirements for special events of a limited duration to which out-of-city residents may bring carts as participants.

Registration requirements will be waived for a five-day period beginning July 2 and ending July 6 for the annual 4th of July activities.

- (7) *Homeowner relocation.* In the event that a registered motorized cart owner changes his/her address or contact information after the motorized cart is registered, that owner shall have 60 days to provide their new contact information to the finance division. If the ownership information is not updated within 60 days of relocation, a \$20.00 penalty will be applied and the cart shall be considered an unregistered cart after the 60-day period.

City residents relocating outside the corporate city limits shall be responsible for the annual nonresident user fee for all registered carts. The fee shall be prorated for the first year of payment as described in ~~paragraph~~~~subsection~~ (3) above.

- (b) *Gasoline carts.*

- (1) Every gasoline powered ~~motorized~~ cart shall, at all times, be equipped with an exhaust system in good working order and in constant operation, meeting the following specifications:

- a. The exhaust system shall include the piping leading from the flange of the exhaust manifold to and including the muffler and exhaust pipes or include any and all parts specified by the manufacturer.
- b. The exhaust system and its elements shall be securely fastened, including the consideration of missing or broken brackets or hangers.
- c. The engine and powered mechanism of every cart shall be so equipped, adjusted and tuned as to prevent the escape of excessive smoke or fumes.

- (2) It shall be unlawful for the owner of any gasoline powered motorized cart to operate or permit the operation of such cart on which any device controlling or abating atmospheric emissions, which is placed on a cart by the manufacturer, to render the device unserviceable by removal, alteration or which interferes with its operation.

- (c) *Rental carts.* Cart dealers and distributors, as well as other commercial establishments, may rent carts to the public for use on the ~~recreation~~ paths and streets and those areas accessible by the public of the city. Each such establishment renting carts shall be required to register each such rental cart in accordance with subsections (a) and (b) of this section and shall maintain a written record of each person who rents each cart. Renters shall be required to furnish positive identification, shall be provided a copy of this article to read, and must be at least 16 years of age. The registration fee and transfer fees and regulations shall be the same as those in subsections (a) and (b).

- (d) *Electric personal assistive mobility device (EPAMD).* EPAMDs shall be subject to the same registration requirements outlined above in subsections (a) and (c).

- (e) *Age, number of registrants limited.* Only those persons 18 years of age or older may register a motorized cart. Cart registration may be in one person's name only, and the registration form must be signed by that person.

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(f) ~~LSVLSMV~~. No ~~LSVLSMV~~ shall be operated on the ~~shared-use paved recreational~~ paths ~~and permitted~~ streets located within the territorial boundaries of the city ~~if unless~~ it is legally registered and insured according to laws of the state ~~of Georgia~~.

(g) Pedal-assist electric vehicle (PA-EV). PA-EVs shall be subject to the same registration requirements outlined above in subsections (a) and (c).

(Code 1980, § 19-31; Ord. No. 779, 12-20-2001; Ord. No. 786, 9-5-2002; Ord. No. 867, § 1, 1-19-2006; Ord. No. 873, § 1, 2-16-2006; Ord. No. 901, § 1, 4-19-2007; Ord. No. 924, § 1, 12-6-2007; Ord. No. 970, § 1, 4-16-2009; Ord. No. 1017, § 4, 1-6-2011; Ord. No. 1100, § 1, 1-7-2016; Ord. No. 1131, § 1, 9-7-2017; ~~Ord. No. 1241, § 1, 10-16-2025~~)

Editor's note(s)—Ord. No. 1100, § 1, adopted January 7, 2016, changed the title of § 78-92 from "Registration/transfer requirements" to "Registration/decal/transfer requirements."

### Sec. 78-93. Operation regulations.

- (a) Those persons who are 16 years of age and older may drive a motorized cart on the ~~shared-use recreation~~ paths and/or streets and those areas accessible by the public of the city unless such person has had his or her license to operate a motor vehicle suspended or revoked by the state which issued said license in which case such person shall not be permitted to operate a motorized cart on the ~~recreation~~ paths and/or streets and those areas accessible by the public of the city during the time of suspension or revocation.
- (b) Those persons who are 15 years of age but not yet 16 years of age may drive a motorized cart on the ~~recreation~~ paths and/or streets and those areas accessible by the public of the city:
- (1) If he or she does not have in his or her possession a valid instructional permit issued by the state pursuant to O.C.G.A. § 40-5-24, as may be amended, and has not had his or her instructional permit suspended or revoked, then he or she shall be accompanied in the front seat by a person at least 18 years of age who holds a valid motor vehicle driver's license or he or she shall be accompanied in the front seat by a parent, grandparent or legal guardian; or
  - (2) If he or she has in his or her possession a valid instructional permit issued by the state pursuant to O.C.G.A. § 40-5-24, as may be amended, and is unaccompanied by a licensed driver as provided in subsection (b)(1), or is unaccompanied by a parent, grandparent or legal guardian as provided in subsection (b)(1), then he or she may be accompanied in the vehicle by up to one other person who must be at least 15 years of age, or he or she may be accompanied by up to three immediate family members.
- (c) Those persons who are 12 years of age but not yet 15 years of age may drive a motorized cart on the ~~recreation~~ paths and/or streets and those areas accessible by the public of the city if they are accompanied in the front seat by a parent, grandparent or legal guardian.
- (d) No person under the age of 12 shall be permitted to drive a motorized cart on the ~~recreation~~ paths and/or streets and those areas accessible by the public of the city under any circumstances.
- (e) It shall be unlawful for the parent, guardian, or other adult person, having the care and custody of a minor under the age of 17 years, to permit, whether knowingly or through negligent supervision, such minor to violate any provision of this chapter or O.C.G.A. tit. 40.
- (f) All operators shall abide by all traffic regulations applicable to vehicular traffic when using the ~~recreation~~ paths, streets and those areas accessible by the public in the city. Where cart paths exist, they must be used in preference to parallel city streets with the exclusion of those ~~golf~~ cart paths privately owned and maintained by the ~~Planterra Canongate~~, Flat Creek and Braelinn clubs as part of the golf courses and not used by the general public.

- (g) Motorized carts and ~~LSVsLSMVs~~ shall not be operated on sidewalks at any time.
- (h) Motorized carts may be operated over those authorized streets, ~~recreational~~ paths, and those areas accessible by the public only during daylight hours unless such motorized carts are equipped with functional headlights and taillights.
- (i) No motorized cart shall be permitted to operate:
- (1) ~~on~~over, along, or across Highway 74, Highway 54, Peachtree Parkway, ~~MacDuff Parkway~~ ~~except between Centennial Drive/Century Park Place and Star Spangled Drive~~, ~~Riley Parkway~~, ~~Aberdeen Parkway~~, ~~Northlake Drive between Highway 54 and Flat Creek Road~~, ~~Flat Creek Road~~, ~~McIntosh Trail~~, ~~Kelly Drive~~, Senoia Road, ~~Kedron Drive Extension~~, Rockaway Road, or Crosstown Road ~~between Peachtree Parkway and Highway 74~~ within the boundaries of the city except where authorized crossings are provided.
- (2) ~~on~~over or along Hip Pocket Road, ~~Flat Creek Road~~, Robinson Road, Holly Grove Road, McIntosh Trail, Braelinn Road, Ebenezer Road, Walt Banks Road between Peachtree Parkway and Highway 54, or Stevens Entry between N. Peachtree Parkway and Highway 54 within the boundaries of the city.
- (j) It shall be unlawful for the owner of any motorized cart, ~~pedal-assist electric vehicle~~, or ~~LSVLSMV~~ or any other person operating, employing, permitting the use of or otherwise directing the use of such motorized cart or ~~LSVLSMV~~ to operate or permit the operator of any motorized cart or ~~LSVLSMV~~ to drive over the ~~recreational~~ paths, streets or those areas accessible by the public in the city in violation of this article.
- (k) ~~LSVLSMV~~. Only persons possessing a valid license issued by the state, other state of the United States of America, or international agency which permits such person to operate a motor vehicle on the highways of the state may operate a ~~LSVLSMV~~ on the ~~paved recreational~~ paths or streets located within the territorial boundaries of the city.
- (l) No ~~LSVLSMV~~ shall be permitted to operate on any street of which the posted speed limit exceeds 35 miles per hour. Except as prohibited above, ~~LSVsLSMVs~~ shall be permitted to ~~cross over~~cross streets ~~and highways~~ of which the posted speed limit exceeds 35 miles per hour.
- (m) EPAMD. Only persons possessing a valid driver's license, or in lieu of a driver's license, persons who are at least ~~16~~18 years of age and older, may operate an EPAMD on the ~~paved recreational~~ paths or streets located within the territorial boundaries of the city.
- (n) No EPAMD shall be permitted to operate ~~on~~, ~~over~~, along, or across Highway 74, Highway 54, Peachtree Parkway, ~~MacDuff Parkway~~, ~~Riley Parkway~~, ~~Aberdeen Parkway~~, ~~Northlake Drive between Highway 54 and Flat Creek Road~~, ~~Flat Creek Road except at neighborhood entrances~~, ~~McIntosh Trail~~, ~~Kelly Drive~~, ~~Senoia Road~~, ~~Kedron Drive Extension~~, ~~Rockaway Road~~, or Crosstown Road ~~between Peachtree Parkway and Highway 74~~ within the boundaries of the city except where authorized pedestrian crossings are provided. No EPAMD shall be permitted to operate on any street of which the posted speed limit exceeds 35 miles per hour ~~unless the roadway has a separately striped bicycle lane~~. ~~Except as prohibited above~~, EPAMDs shall be permitted to cross over streets ~~at shared-path crossings and highways at pedestrian crossings with traffic signal-controlled intersections~~ of which the posted speed limit exceeds 35 miles per hour.
- (o) EPAMDs shall be equipped with the following: front, rear, and side reflectors which shall be visible from a distance of 300 feet when directly in front of lawful upper beams of headlights on a motor vehicle; a system that when employed will enable the operator to bring the device to a controlled stop; and, if the device is operated between one-half hour after sunset and one-half hour before sunrise, a lamp emitting a white light which, while the device is in motion, illuminates the area in front of the operator for a distance of 300 feet.
- (p) No person shall operate an EPAMD at a speed greater than seven miles per hour when traveling on any path or sidewalk or 15 miles per hour or any other city right-of-way. ~~(This again is limited by state law, see O.C.G.A. § 40-6-322.)~~
- (q) No person shall operate an EPAMD with more than a single user at any time.

(r) PA-EV. PA-EVs shall be subject to the same operation requirements outlined above in subsections (m), (n), (o) and (p).

~~(r) All users of electric play vehicles shall wear a properly fitted and fastened bicycle helmet which meets the standards of the American National Standards Institute or the Snell Memorial Foundation's Standards for Protective Headgear for Use in Bicycling or a motorcycle helmet while operating an electric play vehicle on the recreational paths.~~

(Code 1980, § 19-32; Ord. No. 779, 12-20-2001; Ord. No. 786, 9-5-2002; Ord. No. 790, 9-19-2002; Ord. No. 924, § 1, 12-6-2007; Ord. No. 963, § 1, 12-18-2008; Ord. No. 1017, § 5, 1-6-2011; Ord. No. 1171, § 1, 8-1-2019; Ord. No. 1180, § 2, 8-6-2020)

### Sec. 78-94. Path~~Recreation path~~ users—Authorized.

The only authorized users of shared-use ~~recreation~~ paths are as follows:

- (1) Pedestrians;
- (2) Skates of all types, including roller~~Roller~~ skates, inline skates and roller blades, wheelie shoes and skateboards~~skateboarders~~ (daylight only);
- (3) Registered ~~electric-powered golf carts or~~ motorized carts and golf carts;
- ~~(4) Registered gasoline-powered golf carts or motorized carts;~~
- (4) Personal electric vehicles (PEV) with speeds less than 20mph;
- (5) Emergency, maintenance, and authorized ~~maintenance~~ vehicles;
- (6) Bicycles, bicycle trailers, adaptive cycle~~traditional~~ and electric bicycles – Class I and Class II;
- (7) Manual mobility devices, Electric and conventional wheelchairs, and other power-driven mobility devices (OPDMD);;
- (8) Electric scooters with speeds less than 20mph;~~play vehicle (as defined in section 78-91);~~
- (9) Low speed vehicles (LSV)~~LSMV~~ provided that the vehicle is operated only in a mode or other restriction which does not allow the vehicle to exceed 20 miles per hour and if it is legally registered and insured according to laws of the state of Georgia;
- (10) Registered Electric personal assistive mobility devices~~(EPAMD);;~~
- (11) Registered Pedal-assist electric vehicles (PA-EV).

(Ord. No. 757, 4-19-2001; Ord. No. 779, 12-20-2001; Ord. No. 924, § 1, 12-6-2007; Ord. No. 1017, § 6, 1-6-2011; Ord. No. 1138, § 1, 11-16-2017; Ord. No. 1180, § 3, 8-6-2020)

Ord. No. 757, adopted Apr. 19, 2001, repealed former § 78-94, and enacted a new § 78-94 as set out herein. The former § 78-94 pertained to similar material. See Code Comparative Table.

### Sec. 78-95. Path~~users~~~~Same~~—Prohibited ~~uses~~.

Prohibited uses of ~~recreation~~ shared-use paths are any users not enumerated in section 78-94 above, including, but not limited to, the following:

- ~~(1) (1)~~—Automobiles and trucks (except emergency, maintenance, and authorized ~~maintenance~~ vehicles);
- (2) Electric bicycles – Class III;

- (2) Motorcycles;
- (3) ~~All-terrain~~Street and ~~off-road~~trail motorized bikes or vehicles (not to include ATV, recreational off-road vehicles and dirt-bikes;electric bicycles);
- (4) Pocket motorcycle, pocket bike, minibikes, eMotos, Minibikes and mopeds;
- (5) Horses;
- (6) Go-carts;
- (7) Un-registered ~~electric-powered golf carts or~~ motorized carts and; golf carts;
- (8) Electric scooters or personal electric vehicles (PEV) capable of speeds greater than 20mph.~~Un-~~registered ~~gasoline-powered golf carts or motorized carts~~;
- (9) Commercially owned or ~~rented~~operated electric scooters or personal electric vehicles (PEV) without a City business license.~~play vehicle~~;
- (10) Miniature on-roadMotorized ~~play~~ vehicles;
- (11) Un-registered Low sSpeed Vsvehicles (LSV)~~LSMVs~~;
- (12) Except as permitted in ~~Sec.~~section 78-94, any vehicle designed by the manufacturer or modified by any person to be able to travel at speeds in excess of 20 miles per hour under its own power on a flat surface; ~~and~~;
- (13) Except for emergency, maintenance, and authorized maintenance vehicles, no vehicle over 50 inches, including the vehicle wheels, in width shall be permitted on the path ~~system~~system.

~~(14)~~ Un-registered electric personal assistive mobility devices (EPAMD)s; and

~~(15)~~ Un-registered pedal-assist electric vehicles (PA-EV).

(Ord. No. 757, 4-19-2001; Ord. No. 779, 12-20-2001; Ord. No. 851, § 2, 7-21-2005; Ord. No. 924, § 1, 12-6-2007; Ord. No. 1138, § 1, 11-16-2017; Ord. No. 1180, § 4, 8-6-2020)

Ord. No. 757, adopted Apr. 19, 2001, repealed former § 78-95, and enacted a new § 78-95 as set out herein. The former § 78-95 pertained to similar material. See Code Comparative Table.

## Sec. 78-96. Hazardous activities and special rules.

- (a) Shared-use Ppaths are intended for pedestrians, motorized carts, pedal-assist electric vehicles, and authorized micromobility means of transportation and public recreation traveling at or under 20mph by the various groups of permitted users. No individual or group shall engage in hazardous activities on the paths and streets and those areas accessible by the public. Such hazardous activities, and the special rules pertaining to them, include but are not limited to the following:
  - (1) Racing of any form, except for special events approved by the city; and
  - (2) Blocking of public access, except for special events approved by the city.
- ~~(b)~~ Only hands-free use of a handheld cellular telephone, portable telephone, text-messaging device, personal digital assistant, stand-alone computer, global positioning system receiver, radio, media player or similar device is permitted while operating a micromobility device or vehicle.
- ~~(b)~~ None of the prohibited users in section 78-95 shall use the path system or the bridges and/or their underpasses for any purpose whatsoever.

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- (c) Pedestrians, motorized carts, pedal-assist electric vehicles, authorized micromobility devices, skaters and permitted vehicles shall not engage in solicitation under Sec. 58-7, unlawful assembly under Sec. 50-14, or loiter under Sec. 50-3 and or park as to block passage of other users on the path, recreation path bridges or in path underpasses, tunnels and adjacent right of way.
  - (d) Normal traffic rules of the road and for sidewalks shall apply to the ~~recreation~~ paths. For instance, when approaching oncoming path users, each user shall move to his right side of the path. Passing shall be on the left side of the path. Pedestrians may elect to travel on the left side or right side of the path considering path conditions and safety. Pedestrians and the disabled always have the right-of-way regardless of direction of travel.
  - (e) Pedestrians should be given due consideration and reasonable right-of-way by other users of the ~~recreation~~ paths to ensure them safe passage.
  - (f) A warning or announcement shall be given by operators of motorized golf carts, pedal-assist electric vehicles, LSVs, and other that are overtaking other users of the ~~recreation~~ paths, such as personal electric vehicles, bicyclists and skaters, when approaching pedestrians from the rear. This warning or announcement may be verbal, but it is recommended that bicyclists and golf cart operators equip their vehicles with a warning device such as a horn or bell. Each user of the ~~recreation~~ paths shall be considerate of the safety and welfare of other users, and dangerous conduct will not be tolerated.
  - (g) All laws and ordinances relative to alcohol and its use, including open container laws, which apply to traffic on the streets of the city also apply to the ~~recreation~~ paths.
  - (h) All litter shall be deposited in the receptacles provided along the ~~recreation~~ paths or retained by the path user for proper disposal later. Littering on the ~~recreation~~ paths shall be subject to twice the fines and penalties as littering on the streets.
  - (i) All users or renters of bicycles, electric scooters and personal electric vehicles under the age of 15, and all users of Class III of electric bicycles shall wear a properly fitted and fastened bicycle helmet which meets the standards of the American National Standards Institute or the Snell Memorial Foundation's Standards for Protective Headgear for Use in Bicycling or a motorcycle helmet while operating an electric bicycle on the ~~recreational~~ paths.
  - (j) No one under the age of 15 shall operate a Class III an electric bicycle. ~~on the recreational paths.~~
  - (k) Seat belts on LSVs LSMVs shall be worn by all occupants at all times the vehicle is moving.
  - (l) All operators and passengers must remain seated at all times during the operation of the motorized golf cart, pedal-assist electric vehicle, or LSV. No person may sit on the operator's lap during ~~the operation of the golf cart.~~
  - (m) Except when directed to proceed by a police officer, the The driver of any vehicle on the ~~recreation~~ path system shall, prior to leaving the ~~recreation~~ path system to enter or cross a public roadway designed for automobile traffic, stop as though a stop sign were present and yield the right of way to any traffic on said public roadway that is within the intersection or so close thereto as to create a hazard.
  - (n) Any vehicle including motorized carts, pedal-assist electric vehicles, and LSVs using the paths during darkness must use headlights and taillights. Bicycles after dark must use a front white light and a rear red light or must have approved rear red reflectors. All pedestrians and other authorized modes are strongly encouraged to use head lamps or flashlights and wear reflective clothing during darkness.
  - (o) All motorized cart, pedal-assist electric vehicle, LSV, and micromobility device crashes with other path and street users causing personal injury or property damage including City property must immediately stop said vehicle at the scene of the crash. The driver shall remain at the scene until rendering of reasonable assistance to any person injured, exchange of information with the other person and having a report made to the Police Department.

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(Code 1980, § 19-35; Ord. No. 757, 4-19-2001; Ord. No. 779, 12-20-2001; Ord. No. 786, 9-5-2002; Ord. No. 1171, § 2, 8-1-2019)

Editor's note(s)—Ord. No. 786, adopted September 5, 2002, enacted provisions intended for use as subsection (k). Because there are already provisions so designated, and at the discretion of the editor, said provisions have been redesignated as subsection (l).

**Sec. 78-96.1. Motorized Carts and Micromobility vehicles~~Motorized play vehicle~~; authorizations; prohibitions; disclosure requirements.**

- (a) No motorized cart, pedal-assist electric vehicle, micromobility device ~~or motorized play~~ vehicle unless authorized in Sec. 78-94 may be operated on any public street, public roadway, public sidewalk, public park, public or private parking lot, public trail, public shared ~~multi-use~~ path, public bicycle path, and all other public property.
- (b) Prohibited micromobility devices and ~~Motorized play~~ vehicles in Sec. 78-95 are permitted on private residential property with the permission of the property owner if it is not the property of the operator. In the case of residential property commonly owned by a homeowner association, the homeowner association may regulate such usage.
- (c) No ~~prohibited micromobility device or motorized play~~ vehicle in Sec. 78-95 may be operated on any private commercial/industrial property unless the location where the vehicles are to be operated is inaccessible to normal pedestrian or vehicular traffic (such as an enclosed warehouse or fenced parking lot with a locked gate). Motorized play vehicles may be operated on private commercial/industrial property meeting these restrictions with the written permission of the owner, the person entitled to immediate possession of the property, or the authorized agent of either.
- (d) No person shall operate a ~~prohibited device or motorized play~~ vehicle in Sec. 78-95 on any private property in a manner causing excessive, unnecessary, or offensive noise under Sec. 42-303 ~~which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to a reasonable person of normal sensitivity~~.
- ~~(e) Reserved.~~
- (e)f) It is unlawful for any vendor or merchant to sell motorized carts, pedal-assist electric vehicles, micromobility devices, and ~~motorized play~~ vehicles without making disclosures required by this section. Any merchant or vendor who sells, rents or leases said devices and ~~motorized play~~ vehicles within the city shall:
  - (1) Post in a prominent place at each location where motorized carts, pedal-assist electric vehicles, micromobility devices, and ~~motorized play~~ vehicles are on display, a notice, on a sign provided by the City not less than 96 square inches and visible to the public, stating:
    - a. Only permitted motorized carts, pedal-assist electric vehicles, micromobility devices, and registered that operation of motorized play vehicles may be operated on any public street, public roadway, public sidewalk, public park, public parking lot, public trail, public shared ~~multi-use~~ path, public highway or any part of a highway, ~~public bicycle path~~ and all other public property in the city.
    - b. Prohibited devices and vehicles are ~~Are~~ allowed to be used on private residential property with owner's written permission if it is not the property of the operator.
    - c. Prohibited devices and vehicles are ~~Are~~ allowed to be used on private commercial/industrial property only in areas inaccessible to normal pedestrian or vehicular traffic and only with the written permission of the owner/agent.

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- (2) Provide a copy of such City-provided notice and operational rules to each purchaser, renter or leasee of a motorized cart, pedal-assist electric vehicle, micromobility device, and motorized play vehicle, either before or in connection with the purchase, rent or lease. If the purchaser, renter or leasee is a minor, the minor's parent or legal guardian must be provided sign a copy receipt of said notice and rules.
  - (3) Any motorized carts, micromobility devices, and vehicles ~~motorized play vehicle~~ owned by a governmental entity and which are operated in the performance of authorized duties or activities, are exempt from the provisions of this section.

~~(g) — Temporary suspension of all or part of this section may be granted by the city council for special events.~~

(Ord. No. 851, § 3, 7-21-2005; Ord. No. 854, § 1, 8-18-2005; Ord. No. 1180, § 5, 8-6-2020)

Editor's note(s)—Ord. No. 854, § 1, adopted August 18, 2005, changed the title of § 78-96.1 from "Motorized play vehicle; prohibitions; disclosure requirements" to "Motorized play vehicle; authorizations; prohibitions; disclosure requirements."

### Sec. 78-97. Liability.

Each person using the ~~recreation~~ paths is liable for his/her own actions, including for personal injuries and property damage as a result of a crash. Liability insurance is required for LSV and coverage varies, ~~and e~~ Each person operating a motorized golf cart, pedal-assist electric vehicle, or other micromobility device on the ~~recreation~~ paths and public streets and those areas accessible by the public should verify their coverage for uninsured motorists injury and property damage.

(Code 1980, § 19-36)

### Sec. 78-98. Penalties.

- (a) Any person who violates the terms of this article, except section 78-93(b), (c) or (d), shall be punished as provided in section 1-11; except that any fine for a littering offense shall be doubled.
- (b) Any violation of subsections 78-93 (b), (c), or (d) shall be charged against the registered owner of the motorized cart, and all fines and penalties shall be levied against the registered owner of ~~the~~ motorized cart as follows:
  - (1) For the first offense, a fine of not less than \$250.00.
  - (2) For the second offense, a fine of not less than \$500.00.
  - (3) For a third offense committed within one year of conviction for a second offense for a motorized cart, a fine of \$1,000.00, and the registered owner's motorized cart registration shall be revoked. The registered owner or family member cannot thereafter register a motorized cart for use in the city for a period of two years following the third conviction.
- (c) Any violation by an operator of a LSV/SMV shall be charged against the operator according to the provisions of Title 40 of the Official Code of Georgia and this Code. Any violation by an owner of a LSV/SMV shall be charged against the owner according to the provisions of Title 40 of the Official Code of Georgia and this Code.

(Code 1980, § 19-37; Ord. No. 779, 12-20-2001)

(Supp. No. 5556, Update 2)

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# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council

**VIA:** Justin Strickland, City Manager

**FROM:** David Borkowski, City Engineer 03/12/2026  
Kelly Bush, Financial & Administrative Services Director 03/12/2026  
Chris Hobby, Assistant City Manager 03/13/2026  
Justin Strickland, City Manager 03/13/2026

**DATE:** March 19, 2026

**SUBJECT:** 03-26-05 Stormwater Utility Rate Update

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**Recommendation:**

Approve the revisions to the attached Stormwater Ordinance, subject to legal review.

**Discussion:**

During the retreat, Staff delivered a presentation to City Council on the need for a rate increase. Coming out of the retreat, the consensus was to move forward with presenting the full increase recommended by the consultant. Staff presented revised slides during the work session with our consultant at the March 5, 2026 City Council meeting. Based on feedback from that meeting, Staff is recommending approval of the attached ordinance which has been reviewed by the City Attorney.

The attached ordinance contains all the recommendations shown at the previous council meeting, except for the credits. Staff will be working with our consultant to revise the Credit Technical Manual and will bring that back to Council for adoption at a future meeting.

**Budget Impact:**

The rate increase will be appropriately budgeted in the FY2027 budget.

**Attachments:**

1. Draft\_SW Ordinance\_PTC\_Redline\_to Council - 2026

**Peachtree City**  
**Chapter 82 – Utilities and Services**  
**Article III. - Stormwater**

*March 19, 2026*

**Section 82-100. - Definitions.**

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Act* means and refers to the Clean Water Act as amended by the Water Quality Act of 1987 (33 U.S.C. § 1251 *et seq.*), as amended, and the rules and regulations promulgated by the United States Environmental Protection Agency pursuant thereto.

*Attached residential property* shall mean improved property containing individually owned, attached dwelling units such as duplexes, triplexes, quadplexes, townhouses, or other residential structures not listed herein where one or more family groups commonly and normally reside or could reside. Improved property may be classified as an attached residential property despite the presence of incidental structures associated with residential uses such as garages, carports and small storage buildings. Improved property may be classified as an attached residential property despite the presence of a commercial use. Attached residential property shall not include improved property containing: structures used primarily for non-residential purposes, hotels, motels, retirement centers, nursing homes and assisted living home.

*Credit* means a reduction in the amount of a stormwater user fee charge to the owner of a particular property for the existence and use of privately owned, maintained and operated on-site or off-site stormwater systems or facilities, or continuing provision of services or activities that reduce or mitigate the city’s cost of providing stormwater management services for that particular property.

*Customers of the stormwater utility* shall include all persons, properties, and entities serviced by and/or benefiting from the services provided by the city’s SWMP and the stormwater utility. These services include, but are not necessarily limited to, the stormwater utility’s administration, management, maintenance, expansion, and improvement of the public stormwater management systems for the handling of stormwater runoff of private and public properties, and the regulation of the public and private stormwater management systems, controls, facilities, and activities.

*Detached single family residential property* or *DSFR* means improved property containing one residential structure which is not attached to another dwelling, and which contains one or more bedrooms, with bathroom and kitchen facilities, designed for occupancy by one family. A detached single family residential property may include a “stick-built”, industrialized, or manufactured home located on one or more individual lots or parcels of land. Improved property may be classified as a detached single family residential property

even if there is present incidental structures associated with residential uses such as garages, carports, storage buildings, guest houses, servants or caretakers quarters, cottages or barns, or the presence of a commercial use within the residence, as long as such use does not result in additional areas of impervious surfaces. Detached single family residential properties shall not include improved property containing structures used primarily for nonresidential purposes, manufactured homes located within manufactured home parks where the land is owned by someone other than the owners of the manufactured homes, or multiple dwelling unit residential properties.

*Dwelling unit* shall mean a structure, which contains one or more bedrooms, a bathroom and a kitchen facility.

*Equivalent runoff unit (ERU)* defines the standard unit of measurement for stormwater billing. As of the date of adoption of this article, 1.00 ERU is equal to four thousand two hundred (4,200) square feet of impervious area. This value was derived from the means ~~the stormwater user fee charge billing unit increment related to the~~ statistical median horizontal impervious surface area of a detached single-family residential property within the city. ~~of four thousand two hundred (4,200) square feet as of the date of adoption of this article.~~ The horizontal impervious surface area includes, but is not limited to, all areas covered by structures, roof extensions, patios, porches, pools, driveways and sidewalks.

*Hydrologic response* defines the manner and means whereby stormwater collects, remains, infiltrates, and is conveyed from a property. Hydrologic response is dependent on several factors including, but not limited to, the presence of impervious surface, the parcel's size, the parcel's shape, the parcel's vegetative canopy, the parcel's groundwater, the parcel's antecedent moisture and the parcel's geologic condition.

*Impervious surface* means those areas which prevent or impede the infiltration of stormwater into the soil in the manner in which it entered the soil, in natural conditions, prior to development. Common impervious surfaces include, but are not limited to, rooftops, buildings or structures, sidewalks, walkways, patio areas, pools, driveways, parking lots, storage areas, compacted gravel and soil surfaces, awnings and other fabric or plastic coverings, and other surfaces which prevent or impede the natural infiltration of stormwater runoff which existed prior to development.

*Improved property* means property altered from its natural state by construction or installation of more than 500 square feet of impervious surfaces.

*Non-single family residential property* or *NSFR* means improved property containing multiple dwelling unit residential properties, condominiums, apartments, commercial and office buildings, public buildings and structures, industrial and manufacturing buildings, storage buildings and storage areas, parking lots, private roads or streets, parks, recreation properties, tennis courts, swimming pools, public and private schools and universities, research facilities and stations, hospitals and convalescent centers, airports, agricultural uses, water and wastewater treatment plants, and any other form of use not otherwise mentioned which is not a detached single family residential (DSFR), or attached residential (AR) property, and which has private parking lots and private drives or roads.

*Public water influence zone* means those areas lying downstream of a culvert, or other stormwater management conveyance system. On the downstream side of the conveyance system, the public water influence zone will extend for a length of six times the diameter (or width) of the culvert from which runoff is being discharged (Field Manual for Erosion and Sediment Control in Georgia, Third Edition, pg. 99), and within the horizontal limits set forth in the aforementioned field manual. For example, if a 48-inch diameter culvert is discharging to a private property, the public water influence zone shall extend 24 feet (six times 48 inches) from the end of the culvert and for the specified width (i.e. typically the width of the creek). The city stormwater utility may perform maintenance and/or capital construction activities only within that portion of the public water influence zone which the city has an ownership interest in, or for which a dedicated easement has been granted to, and accepted by the city for such purpose.

*Service area* means the entire land area within the corporate limits of the city.

*Stormwater management services* mean all services provided by the city which relate to the:

- (1) Transfer, control, conveyance or movement of stormwater runoff through the incorporated portions of the city;
- (2) Maintenance, repair and replacement of existing stormwater management systems and facilities;
- (3) Planning, development, design and construction of additional stormwater management systems and facilities to meet current and anticipated needs;
- (4) Regulation of the use of stormwater management services, systems and facilities; and
- (5) Compliance with applicable state and federal stormwater management regulations and permit requirements.

*Stormwater management services* may address the quality of stormwater runoff as well as the quantity thereof.

*Stormwater management systems and facilities* mean those natural and manmade channels, swales, ditches, rivers, streams, creeks, branches, reservoirs, ponds, drainage ways, inlets, catch basins, pipes, headwalls, storm sewers, lakes and other physical works, properties and improvements which transfer, control, convey, detain, retain, treat or otherwise influence the movement of stormwater runoff.

*Stormwater manager* means the person appointed by the city manager to administer the provisions of this article.

*Stormwater user fee charge* means the periodic user fee charge imposed pursuant to this article by the city stormwater utility for providing stormwater management services. This term shall exclude special charges to the owners of particular properties for services, systems or facilities related to stormwater management, including, but not limited to, charges for development plan review, inspection of development projects, on-site stormwater control systems and other stormwater management services provided by the city for which a corresponding fee is collected for the service rendered.

*Undeveloped land* means land in its unaltered natural condition or which is modified to such a minimal degree as to have a hydrologic response comparable to land in an unaltered natural condition shall be deemed undeveloped. Undeveloped land shall have minimal impervious surface, which impedes the infiltration of stormwater runoff or causes stormwater runoff to collect, concentrate or flow in a manner materially different from what would occur if the land were in an unaltered natural condition. For purposes of this article, undeveloped land includes property altered from its natural condition by the creation or installation of 500 square feet or less of impervious surface.

*User* is defined as any person who uses property, which maintains connection to, discharges to, or otherwise receives services from the city for stormwater management.

**Section 82-101. - Stormwater utility and enterprise fund established.**

- (a) There is hereby established a stormwater utility to be known as the city stormwater utility, which shall be responsible for stormwater management services throughout the incorporated areas of the city, and which shall provide for the management, protection, control, regulation, use and enhancement of the city's stormwater management services.
- (b) There is hereby established a stormwater utility enterprise fund in the city budgeting and accounting systems for the purpose of dedicating and protecting all funding applicable to the purposes and responsibilities of the city SWMP and stormwater utility, including, but not limited to, rates, charges, and fees as may be established by the city council from time to time, and other funds that may be transferred or allocated to the city stormwater utility. All revenues and receipts of the stormwater utility shall be placed in the stormwater utility enterprise fund and shall be used solely for stormwater management services. All expenses and capital investments of the stormwater utility shall be paid from the stormwater utility enterprise fund; provided, however, that other revenues, receipts and resources not accounted for in the stormwater utility enterprise fund may be applied to stormwater management services as deemed appropriate by the city.
- (c) The city shall place responsibility with the stormwater manager for operation, maintenance and regulation of the SWMP and stormwater management services performed, owned and operated or maintained by the city, and other related assets, including, but not limited to, properties, other than road rights-of-way, upon which such stormwater management systems and facilities are located, easements, rights-of-entry and access and certain equipment used solely for stormwater management.

**Section 82-102. - Scope of responsibility for stormwater management systems and facilities.**

- (a) The city owns or has rights established by written agreements which allow it to operate, maintain, improve and access those stormwater management systems and facilities which are located:

- (1) Within public road rights-of-way;
  - (2) On private property but within easements granted to, and accepted by, the city, or are otherwise permitted to be located on such private property by written agreements for rights-of-entry, rights-of-access, rights-of-use or other permanent provisions for operation, maintenance, improvement and access to the stormwater management system facilities located thereon;
  - (3) On private property but within a public water influence zone;
  - (4) On land dedicated to, and accepted by, the city solely for the operation, maintenance, improvement and access to the stormwater management systems and facilities located thereon; or
  - (5) On public land which is owned by the city and/or land of another governmental entity upon which the city has agreements providing for the operation, maintenance, improvement and access to the stormwater management systems and facilities located thereon.
- (b) Operation, maintenance and/or improvement of stormwater management systems and facilities which are located on private or public property not owned by the city, and for which there has been no written agreement granting easements, rights-of-entry, rights-of-access, rights-of-use or other form of dedication thereof to the city for operation, maintenance, improvement and access of such stormwater management systems and facilities shall be and remain the legal responsibility of the property owner, except as otherwise provided for by the state and federal laws and regulations.
- (c) It is the express intent of this article to protect the public health, safety and welfare of people and property in general, but not to create any special duty or relationship with any individual person, or to any specific property within or outside the boundaries of the city. The city expressly reserves the right to assert all available immunities and defenses in any action seeking to impose monetary damages or equitable remedies upon the city, its elected officials, officers, employees and agents arising out of any alleged failure or breach of duty or relationship.
- (d) If any permit, plan approval, inspection or similar act is required by the city as a condition precedent to any activity or change upon property not owned by the city pursuant to this or any other regulatory ordinance, regulation or rule of the city, or under federal or state law, the issuance of such permit, plan approval or inspection shall not be deemed to constitute a warranty, express or implied, nor shall it afford the basis for any action, including any action based on failure to permit, negligent issuance of a permit, negligent plan approval, or negligent maintenance of any permitted stormwater management system or facility not expressly dedicated to and accepted by the city for further maintenance in an action seeking the imposition of monetary damages or equitable remedies against the city, its elected officials, officers, employees or agents.

**Section 82-103. - Stormwater utility customer classes.**

- (a) There shall be one stormwater utility service area in city with specified customer classes to reflect variations in services provided to stormwater utility customers and the respective demand that those customers' properties place on the city stormwater management program and drainage system. The specified customer classes for the city stormwater utility are as follows:
- (1) Detached single family residential (DSFR) customers as defined in section 82-100 of this article.
  - (2) Attached residential (AR) customers shall consist of all properties as defined in 82-100 of this article.
  - (3) Non-single family residential (NSFR) customers shall consist of all properties located in the city that are not classified as DSFR or AR.
- (b) Documentation pertaining to the city stormwater utility customer classes shall be kept on file in the office of the stormwater manager for public inspection.

**Section 82-104. - Stormwater user fee charges.**

- (a) It shall be the policy of the city that user fee charges for stormwater management services to be provided by the stormwater utility in the designated service areas shall be equitably derived through methods which have a demonstrable relationship to the varied demands and impacts imposed on the stormwater management services by individual properties and/or the level of service rendered by, or resulting from, the provision of stormwater management services. Stormwater user fee charge rates shall be structured so as to be uniform within the customer class, and the resultant user fee charges shall bear a substantial relationship to the cost of providing stormwater management services. User fee charge rates shall be in addition to other rates, charges, or fees employed for stormwater management within the incorporated areas of the city, including, but not limited to, plan review and inspection fees, fees for special services, fees in lieu of regulatory requirements, system development charges and special assessments.
- (b) To the extent practicable, credits against stormwater user fee charges shall be provided for on-site stormwater control systems and activities constructed, operated, maintained and performed to the city's standards by public and private property owners which eliminate, mitigate or compensate for the impact that the property or person may have upon stormwater runoff discharged to public stormwater management systems and facilities or to private stormwater management systems and facilities which impact the proper function of public stormwater management systems and facilities.

**Section 82-105. - Stormwater user fee charge rates.**

(a) Stormwater user fee charge rates shall be set and may be modified from time to time by the city council. A schedule of said rates shall be on file in the office of the city clerk. In setting or modifying such rates it shall be the goal of the city to establish rates that are fair and reasonable, and together with other sources of support available to the city stormwater utility, are sufficient to support the cost of the stormwater management services, including, but not limited to, the payment of principal and interest on debt obligations, lease payments, operating expenses, capital outlays, non-operating expenses, provisions for prudent reserves and other costs as deemed appropriate by the city.

(1) *Detached single family residential (DSFR) customer class.* Each DSFR customer account shall be charged a flat rate of 1.00 ERU except as noted below:

a. If a DSFR customer account consists of twelve thousand six hundred (12,600) square feet or more of impervious surface ( $\geq 3.0$  ERUs), the customer account for that parcel will be charged as per the NSFR calculation described herein.

(2) *Attached residential (AR) customer class.* All AR properties as defined herein shall be charged the rate applicable to one ERU times the number of dwelling units located on the property (ERU total) times an adjustment factor (AF). The adjustment factor (AF) has been determined to be 0.55. For each annual user fee charge billing, the ERU total figure will be multiplied by the adjustment factor (AF), which adjusts the ERU total to equal the median impervious surface of a statistical comparison of AR properties versus DSFR properties in the city. Therefore, each attached residential dwelling unit will be charged a stormwater user fee of 0.55 ERU for each dwelling unit per year.

(3) *Non-single family residential (NSFR) customer class.* NSFR properties shall be billed one ERU for each 4,200 square feet, or portion thereof, of impervious surfaces located on the property to establish the total number of ERUs for billing. Fractional ERUs for NSFR properties will be rounded to two decimal places to establish the actual number of ERUs for billing. If a NSFR property has less than 1.00 ERU, then the customer will be billed a minimum of 1.00 ERU.

(b) Stormwater user fee charge rates shall be applied to customers as follows:

(1) The DSFR stormwater user fee flat rate charge shall be \$168.00 per year.

a. Example calculation for a single home:

b.  $1.00\text{ERU} * \$14/\text{month} * 12 \text{ months} = \$168.00/\text{year}$

(2) The AR stormwater user fee charge for each ERU, or fractional ERU, shall be \$168.00 per ERU (4,200 square feet) per year. Each AR customer account shall have an adjustment factor of 0.55 applied to the ERU be charged an annual flat rate of \$92.40 (0.55 ERU).

a. Example calculation for a single townhome:

(+)b.  $1.00\text{ERU} * 0.55\text{AF} * \$14/\text{month} * 12 \text{ months} = \$92.40/\text{year}$

(3) The NSFR stormwater user fee charge for each ERU, or fractional ERU, shall be \$168.00 per ERU (4,200 square feet) per year.

a. Example calculation for a shopping center with 10000 sf of impervious area:

b.  $10000\text{sf} / 4,200\text{sf} = 2.38 \text{ ERU}$

(2)c.  $2.38 \text{ ERU} * \$14/\text{month} * 12 \text{ months} = \$399.84$

(4) For DSFR and AR customers in a community serviced by private streets or roads, the amount of private road impervious surface shall be apportioned to the residential customers by dividing the private road impervious surface area by the ERU (4,200 square feet) and then equally dividing the billing units among the dwelling units in the community.

a. Example calculation for 15 houses with 13,200sf of impervious road surface:

b.  $13,200\text{sf} / 4,200\text{sf} = 3.14\text{ERU}$

c.  $3.14\text{ERU} / 15 = 0.21\text{ERU}/\text{house}$

(3)d.  $0.21\text{ERU} * \$14/\text{month} * 12 \text{ months} = \$35.28/\text{year private road charge}$

#### **Section 82-106. - Stormwater user fee charge exemptions.**

Except as provided in this section or otherwise provided by law, no public or private property located in the incorporated area of the city shall be exempt from the stormwater user fee charges. No exception, credit, offset, or other reduction in stormwater user fee charges shall be granted based on age, tax status, economic status, race, religion or other condition unrelated to the stormwater utility's cost of providing stormwater management services and facilities.

Exemptions to the stormwater user fee charges are as follows:

- (1) Parcels which contain 500 square feet, or less, of impervious surfaces shall be exempt from stormwater user fee charges.
- (2) Railroad rights-of-way (tracks) shall be exempt from stormwater user fee charges. However, railroad stations, maintenance buildings, and/or other improved property used for railroad purposes shall not be exempt from stormwater user fee charges.
- (3) Georgia Department of Transportation (GDOT) streets and rights-of-way shall be exempt from stormwater user fee charges. This exemption is in recognition of routine drainage system maintenance and capital construction services undertaken by GDOT in association with GDOT rights-of-way and road systems. However, maintenance buildings and/or other improved property used for GDOT purposes shall not be exempt from stormwater user fee charges. All other state, federal, and county properties are subject to the user fee charges on the same basis as private properties.

- (4) Basins used for the development or treatment of drinking water or wastewater, such as water reuse ponds, aerators, clarifiers, sedimentation, and flocculation tanks, in use by public utilities.
- (5) Atlanta Regional Airport-Falcon Field runways and taxiways shall be exempt from stormwater user fee charges. This exemption is in recognition of capital construction services undertaken by the airport authority with funding from the GDOT. However, hangars, parking lots, driveways, etc., on airport property shall not be exempt from stormwater user fee charges.

(In consideration for the city allowing the stormwater utility to use the city's existing streets, curbs, gutters, drainage ways and ditches, storm sewers, culverts, inlets, catch basins, pipes, head walls and other structures, natural and man-made within and owned by the city; which controls and diverts surface water for the purposes of collecting, diverting, transporting and controlling surface and storm waters, and other expenses paid by the city through the city's general and SPLOST funds, the utility shall not charge the city a stormwater user fee charge for the city's impervious surface area resulting from the city's impervious surfaces which are owned and/or maintained by the city within the public right of ways.

**Section 82-107. - Stormwater user fee charge credits.**

- (a) The stormwater manager shall grant credits or adjustments based on the technical and procedural criteria set forth in the Stormwater Utility Credit Technical Manual. Copies of the Credit Technical Manual will be maintained by and available from the stormwater manager.
  - (1) A stormwater user fee charge credit shall be determined based on the technical requirements, standards and criteria contained in the Credit Technical Manual. The amount of credit, or reduction of the stormwater user fee charge, shall be in accordance with the criteria contained in the Credit Technical Manual.
  - (2) Any credit allowed against the stormwater user fee charge is conditioned on continuing compliance with the city's design and performance standards as stated in the Credit Technical Manual and/or upon continuing provision of the controls, systems, facilities, services, and activities provided, operated, and maintained by the property owner or owners upon which the credit is based. The stormwater manager may revoke a credit at any time for noncompliance with applicable standards and criteria as established in the Credit Technical Manual or this article.
  - (3) In order to obtain a credit, the property owner must make application to the city on forms provided by the stormwater manager for such purpose, and in accordance with the procedures outlined in the Credit Technical Manual.
  - (4) Property owners may apply for any credits and/or adjustments in accordance with the Credit Technical Manual.

- (5) The application for any credit or adjustment must be in writing and must include the information necessary to establish eligibility for the credit or adjustment, and be in the format established by the stormwater manager. Incomplete applications will not be accepted for consideration and processing.
- (b) When an application for a credit is deemed complete by the stormwater manager, he shall have 30 days from the date the complete application is accepted to either grant the credit in whole, grant the credit in part, or deny the credit. Credits applied for by the property owner and granted in whole or in part, shall apply to all stormwater user fee charges in accordance with the terms defined in the Credit Technical Manual.

**Section 82-108. - Enforcement methods and inspections.**

- (a) All property owners of improved property within the incorporated areas of the city shall provide, manage, maintain, and operate on-site stormwater management systems sufficient to collect, convey, detain, and discharge stormwater runoff in a safe manner consistent with all applicable city development regulations, ordinances, and state and federal laws. Any failure to meet this obligation shall constitute a violation of this article and be subject to citation and prosecution in the city municipal court. Each day such violation exists shall constitute a separate offense, subject to the penalties set forth in Section 1-11 of this Code.
- (b) Alternately, in the event a public nuisance is deemed to exist by the stormwater manager, the city may elect to sue in the city municipal court to abate such nuisance. In the event a public nuisance is found by the court to exist, which the property owner fails to abate within such reasonable time as allowed by the city municipal court, the city may enter upon the property and cause work as is reasonably necessary to be performed, with the actual cost thereof assessed against the property owner in the same manner as a tax levied against the property. From date of filing of such abatement action, the city shall have lien rights which may be perfected, after judgment, by filing a notice of lien on the general execution docket of the city municipal court.
- (c) The city shall have the right for its designated officers and employees to enter upon public and private property during reasonable hours, and after reasonable notice to the owner thereof, in order to assure compliance with the provisions of this article, and state and federal law. Such inspections shall generally be limited to the following purposes:
  - (1) Inspecting or conducting engineering analyses on existing stormwater management systems and facilities located on-site; or
  - (2) Determining that stormwater management systems and facilities need to be constructed.

**Section 82-109. - Stormwater user fee charge billing, delinquencies, collections, adjustments.**

Failure to receive a stormwater utility bill is not justification for non-payment. The property owner, as identified from public land records of Fayette County, shall be obligated to pay the appropriate stormwater user fee charge for that property.

(1) *Billing.*

- a. Stormwater user fee charges shall begin to accrue April 1, 2006, and shall be billed prospectively. The initial billing cycle will be April 1, 2006 through March 31, 2007. A bill for stormwater user fee charges may be sent through the United States Postal Service or by alternative means, notifying the owner of the property being billed of the amount of the stormwater user fee charge, less credits, the date the payment is due and the date when payment is past due. Effective November 1, 2025 through October 31, 2026, the billing cycle shall be annual, from November 1 through October 31 of the following year.
- b. The stormwater user fee charge will be billed and collected as deemed most effective and efficient by the city council.
- c. Frequency of the billing of stormwater user fee charges shall be specified by the city council.
- d. Failure to receive a bill shall not be justification for nonpayment. Regardless of the party to whom the bill is initially directed, the owner of each developed property subject to stormwater user fee charges shall be obligated to pay stormwater user fee charges and any interest on delinquent stormwater user fee charge payments.
- e. If a property is unbilled, or if no bill is sent for a particular tract of improved property, the city stormwater utility may back bill for a period of up to one year, but shall not be entitled to any interest or any delinquency charges during the back billed period.

(2) *Delinquencies and collection.*

- a. Unpaid stormwater user fee charges shall be collected by filing suit to collect on an unpaid account and by using all methods allowed by state law to collect on any judgment obtained thereby, including enforcement of any lien resulting from any such judgment. Unless reduced to a judgment and a writ of fieri facias issued, the unpaid user fee charge shall not constitute a direct lien against the owner and/or the property.
- b. A late charge shall be assessed against the customer for the unpaid balance of any stormwater utility user fee charge that becomes delinquent in accordance with

applicable state law. In addition, the city shall assess all costs of collection, including attorney's fees and court costs, against the property owner.

- (3) *Adjustments.* The stormwater manager shall administer the procedures and standards for the adjustment of the stormwater user fee charge.
- a. If a customer believes their stormwater user fee is incorrect, the customer may seek an adjustment of the stormwater user fee charge allocated to a property within 60 days of the mailing of such bill to the customer by the city. After such 60-day period, the stormwater bill shall be final and no adjustment may be sought by the customer until the issuance of the next stormwater bill by the city. Any such request shall be submitted in writing to the stormwater manager and shall set forth in detail the grounds upon which the adjustment is sought.
  - b. Customers requesting the adjustment shall be required, at their own expense, to provide supplemental information to the stormwater manager, including, but not limited to, a survey certified by a registered land surveyor or a professional engineer. Submittal of this information will be required if the city staff cannot make a determination based on field inspection and/or review of existing city aerial photography. Failure to provide the required information within the time limits established by the stormwater manager, as may be reasonably extended, may result in denial of the adjustment request.
  - c. Once a completed adjustment request and all required information are received by the stormwater manager, the stormwater manager shall have 30 calendar days within which to render a written decision. Concurrent payment of any charges allocated to the property is not required as a condition precedent to this request for review.
  - d. In considering an adjustment request, the stormwater manager shall consider whether the calculation of the stormwater utility user fee charge for the property is correct.
  - e. The stormwater manager's decision shall be in writing and will be mailed to the address provided on the adjustment request, and service shall be complete upon mailing.
  - f. If the result of an adjustment is that a refund is due the applicant, the refund will be applied as a credit on the applicant's next stormwater bill for an amount not to exceed the equivalent of one-year's charges at current rates for that property regardless of whether credits apply to the property. If the result of the adjustment is that the bill will be increased, then the city shall apply the adjusted stormwater user fee charges on the next billing cycle.
  - g. No adjustments shall be made to any bill upon the expiration of 60 days after the date that such bill is mailed by the city to the customer, it being the intention of this section to establish such limitation period of 60 days upon the customers to seek an adjustment of their stormwater user fee charge.

**Section 82-110. - Appeals, hearings.**

- (a) Appeals. An appeal to the city manager may be taken by any property owner or customer aggrieved by any decision of the stormwater manager. The appeal shall be taken within 30 days of the decision of the stormwater manager by filing with the city manager a notice of appeal in writing specifying the grounds thereof. Upon the filing of the notice of appeal, the stormwater manager shall forthwith transmit to the city manager all documentation constituting the record upon which the decision appealed from was taken.
- (b) Hearing. The city manager shall fix a reasonable time for hearing the appeal and give written notice to the appellant at least ten days prior to the hearing date. The notice shall indicate the place, date and time of the hearing. The city manager shall affirm, reverse, affirm in part, or reverse in part the decision of the stormwater manager after hearing the evidence. If the decision of the stormwater manager is reversed in whole or in part, resulting in a refund or credit due to the property owner, then such refund or credit shall be calculated retroactive to the date of the initial appeal.
- (c) The decision of the city manager shall be final, and there shall be no further administrative action. Any person aggrieved or dissatisfied with the decision of the city manager may appeal that decision to the superior court of Fayette county by writ of certiorari.

# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council

**VIA:** Justin Strickland, City Manager

**FROM:** David Borkowski, City Engineer 03/12/2026  
Janet Moon, Police Chief 03/12/2026  
Dustin Farron, Assistant Financial & Administrative Services Director 03/12/2026  
Kelly Bush, Financial & Administrative Services Director 03/12/2026  
Chris Hobby, Assistant City Manager 03/13/2026  
Justin Strickland, City Manager 03/13/2026

**DATE:** March 19, 2026

**SUBJECT:** 03-26-06 Multiple Police Station Buildings Renovation Design

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**Recommendation:**

Award the contract for designing renovations of Multiple Police Station Buildings to GMC in the amount of \$406,090.00.

**Discussion:**

Staff has coordinated with the City's preferred architecture firm, GMC to begin the process of designing the renovations for the Gun Range building, the existing Police Station, and the facility located at 107 Guthrie Way.

The renovation design for the Gun Range will include the entire building to provide more office space for Police Department operations, a new fully modern Emergency Operations Center, an elevator, a generator, and training spaces for police staff. The renovations of the gun range spaces were straightforward maintenance and repair work that has been pursued and completed. This has allowed PD to begin using these spaces for training their officers.

The other part of the renovation design will be renovations of the office building at 107 Guthrie Way. This will enable this facility to be used as office space for Fire and Police Department Administration. Then the final part of the design will also include renovations to the existing police station on Highway 74.

GMC sent an architect to assess the structures and had a meeting with staff to discuss the intended uses of these facilities. After this meeting and further discussions with staff, the proposed cost for full design has been settled at \$379,840 for GMC services

and an additional \$29,250 for supporting structural and civil services. This makes for a total design cost of \$406,090.00.

Staff recommends awarding this contract to GMC.

**Budget Impact:**

This project funding was allocated in 2024 when the building was purchased. There are still sufficient funds remaining in the project account to cover this contract for design.

**Attachments:**

1. 02.03.2026 PTC Gun Range Proposal



February 3, 2026 (Revised)

**Goodwyn Mills Cawood**

6120 Powers Ferry Road NW  
Suite 500  
Atlanta, GA 30339

T (770) 952-2481  
F (770) 955-1064

www.gmcnetwork.com

David Borkowski, City Engineer  
Peachtree City  
209 McIntosh Trail  
Peachtree City, GA 30269  
[dborkowski@peachtree-city.org](mailto:dborkowski@peachtree-city.org)

(Via E-mail)

**REFERENCE:** Peachtree City Training Facility Gun Range

Dear David,

Goodwyn Mills Cawood, LLC. (GMC), sincerely appreciates the opportunity to present this proposal to provide Professional Architectural Services for Peachtree City. This is an exciting project and one that our firm enjoys being a part of!

This proposal is a result of our discussions based on our meeting held October 8, 2025. With that, the following is an understanding of the scope of services, the related fees and the schedule.

**I. PROJECT DESCRIPTION**

It is our understanding that Peachtree City would like to renovate three buildings for Peachtree City police department use. Property in consideration includes 102 Guthrie Way, and the property located at 104 Guthrie Way. These properties will consist of a training facility, Emergency Operations Center and for much needed office space.

**II. SCOPE OF SERVICES**

**Basic Architectural/Engineering Services**

**A. Basic Design Services**

1. Architecture
2. Interior Design (less FF&E)
3. Structural Engineering
4. Mechanical, Plumbing and Fire Protection Engineering
5. Electrical Engineering

**B. Construction Administration Services**

To be determined once the Contractor is on board.

**C. Post-Construction Services**

Post-Construction Services will include response to Owner’s request for review of warranty items, review of construction approximately 60 days prior to the end of the primary Contractor’s warranty period and maintenance of documentation for five years following substantial completion.



### III. PHASES

#### A. **Basic Design Phases**

Prior to the commencement of Basic Architectural Services, clear Owner directions to the scope, program, standards, and construction budget will need to have been approved and given to Goodwyn Mills Cawood. Basic architectural/engineering design services for the project shall be provided in the following phases:

##### 1. **Schematic Design Phase**

Based on the conceptual approach for the project as approved by the Owner at the conclusion of the Master Plan and Pre-Design Phases, the design team will advance the design to a point, which will allocate and configure the necessary program elements to provide a functioning facility. The Architect will prepare Schematic Design drawings to illustrate the design including floor plans, building elevations and section, and a written narrative sufficient to define the scope of the project and for a schematic cost estimate. The goal of this phase is to delineate the character of the building design, identifying basic materials, and define massing and forms.

The design team will review progress with the designated Owner's Project Representative. A selected Construction Manager at Risk (CMAR), or the Owner's cost consultant, will be responsible for a cost estimate utilizing the schematic documents. The Architect will be responsible for designing to the estimated budget and assist the GC/Cost Consultant with value engineering to stay within the budget targets. Design presentations will be made to the appropriate parties for approvals.

##### 2. **Design Development Phase**

Based on the Owner approved Schematic Design and the estimated cost of construction, the building design, character, and levels of quality will be further refined in this phase and reviewed with the Owner's Project Representative. A more detailed development of building systems including structural, mechanical, electrical, plumbing, and fire protection will be done. Preliminary coordination will be initiated.

Design Development drawings including floor plans, exterior elevations, building sections, wall sections, and outline specifications will be produced. These will be used by the selected Construction Manager at Risk, or the Owner's cost consultant, to develop a more detailed cost estimate at the conclusion of the phase. The Architect will be responsible for designing to the estimated budget and assist the GC/Cost Consultant with value engineering to stay within the budget targets.

##### 3. **Construction Documents**

During this effort, we will develop the Owner-approved Design Development Documents into a final set of construction drawings and specifications, which will serve as the "confirmed" contract documents and as the basis of your Construction Contract with a Construction Manager at Risk. These documents



will include: (1) Working Drawings, (2) Specifications, (3) General Conditions of the Contract, and (4) Supplemental Conditions of the Contract, if required. Certain provisions may be made in the form of "allowances" to compensate for unknowns in the early package releases.

**4. Construction Administration**

To be determined once the Contractor is on board.

**IV. OWNER'S RESPONSIBILITY**

The Owner will employ a Designated Representative with the authority to make decisions and to serve as the primary point of contact for the Design Team. This person is **David Borkowski, City Engineer for Peachtree City**.

We assume that the Owner's responsibilities will include permits, fees, materials testing, HVAC test and balance, possibly cost estimating, pre-construction services and any environmental impact assessment, if required. Also, at the beginning of the project, the Owner will provide maps, a current survey of the area around the building site, and a geotechnical report for the site. The Architect and consultants will rely on the accuracy of these documents in the development of their work.

**V. PROJECT BUDGET**

It is our assumption that the estimated project construction cost is in the range of the following:

**TBD however, it is anticipated at +/- \$ 6 Million.**

**VI. COMPENSATION**

**A.** Based upon our experience with similar projects, compensation is proposed as follows:

**Basic Services:**

Basic Services Fee: **\$379,840.00 Lump Sum.**

**Additional Services:**

Additional Structural Fee outside Basic Services:	<b>\$ 13,500.00</b>
Civil Engineering Hydrology Study and Letter:	<b>\$ 4,000.00</b>
Civil Plans with proposed improvements:	<b>\$ 4,000.00</b>
Survey improvement areas:	<b>\$ 4,750.00</b>
Private Utility Locate (if preferred)	<b>\$ 3,000.00</b>

*Utility Locate through 811 unless private utility locate is preferred.*

**Anticipated total** (not including private utility locate): **\$ 406,090.00**



**B. Payment Schedule**

Monthly Based on Progress.

Payment scheduled proposed as a portion of:

- 1. 25% Schematic Design
  - 2. 35% Design Development
  - 3. 50% Construction Documents
- 100% Total Services

**VI. SCHEDULE**

It should be noted that our team is positioned to start immediately.

Construction duration anticipated: **Approximately One year.**

Goodwyn Mills Cawood, LLC. enthusiastically looks forward to participating in this significant project and welcomes an opportunity to discuss any additional concepts or thoughts you may have regarding this Proposal. If this proposal meets your approval, please authorize by signing below.

**GOODWYN MILLS CAWOOD, LLC**

Mark Videkovich, RA, NCARB, LEED AP.  
Atlanta Studio Manager, Architecture

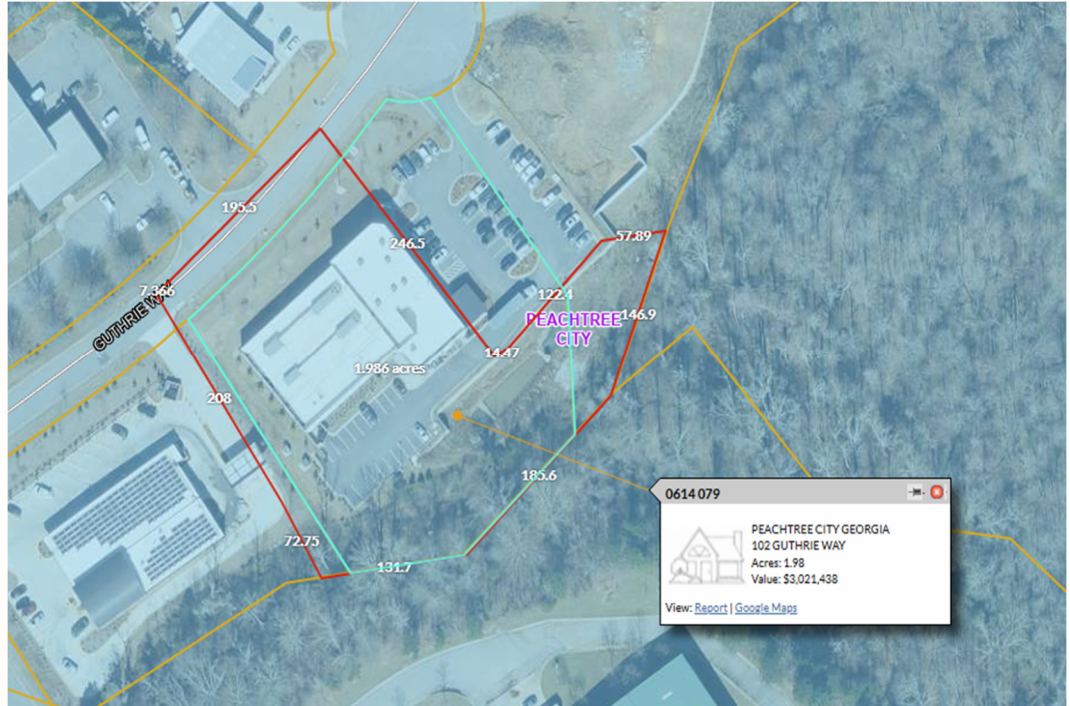
Attachments – Survey Limits, PTC Hourly Fee Schedule.

**Authorized by:**

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Name	Signature	Date
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## Survey Limits



**Peatchtree City Hourly Fee Schedule**

<b>ITEM #</b>	<b>DESCRIPTION</b>	<b>GMC Architecture and Engineering HOURLY RATE</b>	<b>HOURS</b>	<b>SUBTOTAL</b>
<b>Schematic Design Phase</b>				
1	Principal-in-Charge	\$285.00	8.00	\$2,280.00
3	Project Manager or Contract Administrator (Architecture or Multi-Disciplinary Project)	\$260.00	60.00	\$15,600.00
4	Senior Professional Project Architect	\$240.00		\$0.00
5	Professional Project Architect	\$200.00	120.00	\$24,000.00
6	Pre-Professional Architect/Interior Designer	\$165.00	160.00	\$26,400.00
7	Senior Administrator	\$120.00	24.00	\$2,880.00
8	Clerical/Administrative	\$80.00		\$0.00
9	CAD Professional	\$120.00		\$0.00
10	Sr. Administrative Assistant	\$100.00		\$0.00
11	Administrative Assistant	\$100.00		\$0.00
12	Clerical	\$80.00		\$0.00
	Schematic Design Subtotal Fee			\$71,160.00
<b>Design Development Phase</b>				
1	Principal-in-Charge	\$285.00	8.00	\$2,280.00
3	Project Manager or Contract Administrator (Architecture or Multi-Disciplinary Project)	\$260.00	60.00	\$15,600.00
4	Senior Professional Project Architect	\$240.00		\$0.00
5	Professional Project Architect	\$200.00	120.00	\$24,000.00
6	Pre-Professional Architect/Interior Designer	\$165.00	160.00	\$26,400.00
7	Senior Administrator	\$120.00	24.00	\$2,880.00
8	Clerical/Administrative	\$80.00		\$0.00
9	CAD Professional	\$120.00		\$0.00
10	Sr. Administrative Assistant	\$100.00		\$0.00
11	Administrative Assistant	\$100.00		\$0.00
12	Clerical	\$80.00		\$0.00
	Design Development Subtotal Fee			\$71,160.00
<b>Construction Document Phase</b>				
1	Principal-in-Charge	\$285.00	12.00	\$3,420.00
3	Project Manager or Contract Administrator (Architecture or Multi-Disciplinary Project)	\$260.00	120.00	\$31,200.00
4	Senior Professional Project Architect	\$240.00		\$0.00
5	Professional Project Architect	\$200.00	240.00	\$48,000.00
6	Pre-Professional Architect/Interior Designer	\$165.00	340.00	\$56,100.00
7	Senior Administrator	\$120.00	120.00	\$14,400.00
8	Clerical/Administrative	\$80.00	80.00	\$6,400.00
9	CAD Professional	\$120.00	650.00	\$78,000.00
10	Sr. Administrative Assistant	\$100.00		\$0.00
11	Administrative Assistant	\$100.00		\$0.00

12	Clerical	\$80.00		\$0.00
	Construction Document Subtotal Fee			\$237,520.00
<b>Construction Administration Phase - TBD</b>				
1	Principal-in-Charge	\$285.00		\$0.00
3	Project Manager or Contract Administrator (Architecture or Multi-Disciplinary Project)	\$260.00		\$0.00
4	Senior Professional Project Architect	\$240.00		\$0.00
5	Professional Project Architect	\$200.00		\$0.00
6	Pre-Professional Architect/Interior Designer	\$165.00		\$0.00
7	Senior Administrator	\$120.00		\$0.00
8	Clerical/Administrative	\$80.00		\$0.00
9	CAD Professional	\$120.00		\$0.00
10	Sr. Administrative Assistant	\$100.00		\$0.00
11	Administrative Assistant	\$100.00		\$0.00
12	Clerical	\$80.00		\$0.00
	Construction Administration Subtotal Fee			\$0.00
	Total Fee			\$379,840.00

# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council  
**VIA:** Justin Strickland, City Manager  
**FROM:** Justin Strickland, City Manager 03/13/2026  
**DATE:** March 19, 2026  
**SUBJECT:** 03-26-07 Budget Amendment and Purchase of Property at 107 Guthrie Way — Parcel No. 0614 078, 1.03 acres

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**Recommendation:**

Approve the contract to purchase the property at 107 Guthrie Way in the amount of \$2,700,000.00 and approve the attached budget amendment.

**Discussion:**

This purchase is for a property within the same cul-de-sac as the recently purchased gun range property. The purpose of the purchase is to convert the building into administrative offices for both the Police and Fire Departments.

**Budget Impact:**

Increase the FY26 Budget by \$2,700,000 using cash reserves.

**Attachments:**

1. Contract for Sale of Property PTC and Boguee Development LLC - 107 Guthrie Way (003)
2. Budget Amendment 26-20 107 Guthrie Way

## CONTRACT FOR THE ACQUISITION OF REAL ESTATE

THIS AGREEMENT (the “Contract”) made and entered into by and between **BOGEE DEVELOPMENT, LLC, a Georgia Limited Liability Company** (“Seller”), and **PEACHTREE CITY, GEORGIA**, a Georgia Municipal Corporation (“Purchaser”),

### WITNESSETH: THAT

FOR AND IN CONSIDERATION of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, paid by each party to the other, the receipt and sufficiency of which are herewith acknowledged, and in consideration of the mutual covenants contained herein, the parties hereto do hereby agree as follows:

1. **Purchase and Sale.** Subject to and in accordance with the terms and provisions hereof, Seller agrees to sell and Purchaser agrees to purchase that certain property consisting of 1.03 +/- acres, said property known as 107 Guthrie Way, Peachtree City, Fayette County, Georgia, and being further identified as Tax Parcel ID No. 0614 078 according to the Tax Assessor of Fayette County, Georgia, said property being shown on Exhibit “A” attached hereto and made a part hereof, and more particularly described in the legal description set forth in Exhibit “B” attached hereto and made a part hereof (hereinafter referred to collectively as the “Premises”).

2. **No Earnest Money.** Purchaser and Seller agree that no earnest money shall be paid, deposited or held in connection with this Contract, but that the liquidated damage provision of Paragraph 7 is sufficient consideration for the parties’ entering into this Contract.

3. **Purchase Price.** The purchase price (the “Purchase Price”) for the Premises, subject to all adjustment and credits hereinafter provided, shall be Two Million Seven Hundred Thousand Dollars (\$2,700,000.00) to be paid by wire transfer of immediately available funds at Closing (as said term is defined in Paragraph 6(a)) inclusive of all Extension Fees (as said term is defined in Paragraph 5(d)) paid by Purchaser to the Closing (as said term is defined in Paragraph 6(a)).

4. **Representations and Warranties.** Seller hereby warrants and represents to Purchaser, and agrees that the following matters are now true and shall be true as of the Closing :

(a) Seller has no actual knowledge, nor has Seller received any notice of, any actual or threatened action, litigation or proceeding (including any condemnation or eminent domain proceedings) by any organization, person, individual, or governmental agency against either Seller or the Premises, or with respect thereto, nor does Seller know of any basis for any such action.

(b) Seller owns and will convey to Purchaser at Closing unencumbered property rights to the Premises, with title to such property insurable by a title insurance company designated by Purchaser (the “Title Insurer”) in the full amount of the Purchase Price, in the current ALTA form for the state where the Premises is located, at standard published rates, free and clear of all restrictions, liens, encumbrances, assessments, leases, options, and other exceptions of every kind and character except for (collectively the “Permitted Exceptions”): (i) all matters recorded and indexed in the real estate records of Fayette County as of the Contract Date, except for security

interests, mortgages, and other monetary liens encumbering the Premises, and except for leases and other occupancy agreements encumbering the Premises, which monetary liens and occupancy agreements shall not be deemed to be Permitted Exceptions and shall be satisfied or terminated, as the case may be, by Seller at or prior to Closing notwithstanding Purchaser's waiver of the Inspection Contingency (as said term is hereinafter defined), and notwithstanding anything contained in this Contract to the contrary; and (ii) real estate taxes relating to the Premises which are liens but not yet due and payable. Purchaser shall, at Purchaser's expense, cause an accurate survey (the "Survey") to be made of the Premises by a land surveyor registered in the state where the Premises is located of Purchaser's choice, and the legal description of the Premises contained in the conveyance deed from Seller and insured by Title Insurer shall be based upon and conform to said Survey;

(c) Seller has received no notice of any disputes concerning the location of the lines and corners of the Premises.

(d) Seller has received no notice of action, contemplated action, or plans: to close any public street adjoining the Premises; to terminate, modify, or change any curb cut or street opening permit, license, approval with respect to vehicular or pedestrian access between the Premises and any adjoining public street; or to erect a median or similar barrier within any public street adjoining the Premises that would restrict or limit access between the Premises and such street; or to change the zoning classification or regulations applicable to the Premises or any adjoining property.

(e) Seller has received no notice of action, contemplated action, or plans for a moratorium on the issuance of utility, development, or building permits, licenses, or approvals necessary to utilize the Premises for industrial purposes, nor is Seller aware of any moratorium or threat of a moratorium on applications to rezone or to seek variances with respect to the Premises.

(f) Seller has received no notice of violations or alleged violations of any governmental rules and/or regulations with reference to the Premises, or with reference to public or private easements for utilities which serve and inure to the benefit of the Premises.

(g) Seller has received no notice of and has no knowledge of any Contaminants (as said term is hereinafter defined) that have been deposited, discharged, placed or disposed of at, on, under or near the Premises, nor has any portion of the Premises been used as a landfill or for the disposal, storage, sale, treatment, processing or other handling of any Contaminants. For purposes of this Contract, the term "Contaminants" shall mean pollutants, contaminants, toxic waste and other substances (including but not limited to asbestos and to petroleum and petroleum-based products and related constituents), the removal of which is required or the disposal or use of which is regulated, restricted, prohibited or penalized by any Federal, State, or local law or ordinance applicable to the Premises relating to pollution or protection of the environment, including but not limited to the Comprehensive Environmental Response, Compensation and Liability Act of 1980 and all State laws relating to underground storage tank facilities. Seller has received no notice that any portion of the Premises constitutes "wetlands" as that term is defined by the United States Corp of Engineers or the United States Environmental Protection Agency or is subject to regulation as "wetlands" under any State or local law, rule or regulation.

(h) To Seller's best knowledge no part of the Premises is located in a flood zone as such is identified by Federal, State or local agencies.

(i) Between the Contract Date and the Closing Date, neither the zoning of nor the physical condition of the Premises will be changed.

(j) Seller has the necessary authority and all consents that may be required to enter into this Contract and to perform its obligations hereunder.

5. **Conditions Precedent.**

(a) The obligation of Purchaser to consummate this Contract, and the purchase and sale contemplated hereby in accordance with the terms and provision of this Contract, is subject to the fulfillment and satisfaction at or before Closing as to the conditions described in Paragraphs 5(a)(1), 5(a)(2), and 5(a)(3), and on or before sixty (60) days from the Contract Date (the “Due Diligence Period”) as to the conditions described in Paragraphs 5(a)(7), 5(a)(8), 5(a)(10), 5(a)(11), and 5(a)(12), or the waiver thereof by Purchaser:

(1) Each and all agreements and covenants of Seller as provided in this Agreement shall have been fully and duly performed in accordance with the terms and provisions of this Agreement.

(2) Each and all warranties and representations of Seller as contained in this Agreement shall be true and correct as of Closing.

(3) There shall not have occurred, subsequent to the end of the Due Diligence Period, any material or adverse change in (i) the zoning of the Premises, except as may be expressly contemplated by this Contract; (ii) the title to the Premises; (iii) the availability of access to the Premises; or (iv) the availability to the Premises of sewer, water, electricity or any other utilities.

(4) [Intentionally deleted].

(5) [Intentionally deleted].

(6) [Intentionally deleted].

(7) Purchaser shall have received verification that sanitary sewer and storm sewer and other suitable drainage facilities, and water, gas, telephone and electric utility services, satisfactory for the proposed use of the Premises by Purchaser, are available to and for the use of the Premises in accordance with the Plans. All such services shall be located at the property lines of the Premises and available for immediate connection and use without payment of any charges or assessments by Purchaser other than usual and ordinary connection fees or services charges.

(8) Purchaser shall have received engineering studies of the Premises, including topographical survey, soil bearing tests, hydrology tests, and other engineering data as Purchaser may reasonably require, all meeting, in the Purchaser’s sole discretion, engineering costs and standards for development of the Premises in accordance with the Plans for development of the Premises. The cost of such studies shall be paid by the Purchaser.

(9) [Intentionally deleted.]

(10) Purchaser shall have approved the suitability and economic feasibility of the Premises, the physical condition of the Premises, and the Permitted Exceptions, in the Purchaser's sole discretion, for the Purchaser's intended uses of the Premises (the "Inspection Contingency").

(b) Purchaser, its agents and representatives, shall have the right to enter upon the Premises for the purpose of examining, inspecting, testing, and surveying the Premises. Seller, at Purchaser's expense, shall reasonably cooperate with Purchaser's efforts to obtain all permits, authorizations, licenses, variances and rezoning ordinances as Purchaser may desire with respect to the development or use of the Premises by, without limitation, promptly executing and delivering all applications, petitions, and consents necessary for such purposes.

(c) In the event Purchaser fails and/or refuses to give written notice to Seller of the satisfaction (or waiver) of a condition set forth above within the stipulated period set forth above for the satisfaction of such condition, or in the event Purchaser provides Seller with written notice within the stipulated period set forth above for the satisfaction of a condition that it shall be unable to satisfy such condition within such stipulated period, this Contract shall be deemed terminated without the necessity of further documentation, and neither party to this Contract shall thereafter have any further right or claim against the other hereunder, except that in the event this Contract is terminated based upon the non-satisfaction or non-waiver of one or more of Paragraphs 5(a)(7), 5(a)(8), and 5(a)(10) above, Purchaser shall pay to Seller, upon the demand of Seller, the sum of \$100.00 (the "Termination Fee") as additional consideration to Seller for entering into this Contract and for providing this right of termination, and except for those matters to survive the termination of this Contract pursuant to the expressed terms of this Contract.

(d) Purchaser may extend the Due Diligence Period for up to three periods of 30 days each by delivering written notice and payment in the amount of \$50.00 (each such payment being an "Extension Fee") on or before then-current date for the expiration of the Due Diligence Period.

## 6. Closing.

(a) Purchaser and Seller shall consummate and close the sale contemplated by this Contract (the "Closing") on or before the sixtieth (60<sup>th</sup>) day following the expiration of the Due Diligence Period, at a time, at a place, and on a date designated by Purchaser after Purchaser has provided Seller with not less than five (5) days prior notice. In lieu of making a personal appearance at said place of Closing, a party may cause the documents and the proceeds to be delivered by such party at Closing to be delivered and tendered in escrow at said place for Closing at or before the time and date for Closing.

(b) City, state and county ad valorem taxes and special assessments for the calendar year of Closing shall be prorated between the Seller and the Purchaser as of the date of Closing, provided that if the tax bill for such calendar year has not been issued as of Closing, such proration shall be based upon the tax bill for the prior calendar year with the parties hereby agreeing following the Closing to adjust between themselves the difference between such tax bills;

(c) At Closing, Purchaser shall pay all property transfer and similar taxes;

(d) At the Closing, Seller will deliver to Purchaser all documents reasonably necessary to fulfill its obligations herein, including but not limited to the following documents (all of which shall be duly executed and acknowledged where required and shall be in a form acceptable to Purchaser):

- (i) Limited Warranty Deed conveying good and marketable rights to the Premises in a form reasonably acceptable to Seller, Seller's legal counsel, Purchaser, and Purchaser's legal counsel;
- (ii) a bill of sale from Seller to Purchaser, in form and substance reasonably acceptable to Purchaser and its counsel, conveying good and marketable title to any personal or intangible property located on or used in connection with the Premises;
- (iii) an owner's affidavit executed on behalf of Seller, in form and substance reasonably acceptable to Purchaser and its counsel, containing such representations as the Title Insurer shall reasonably require;
- (iv) an assignment of permits and warranties related to the Premises, if any, in form and substance reasonably acceptable to Purchaser and its counsel;
- (v) a settlement or closing statement, in form and substance reasonably acceptable to Purchaser and its counsel, containing such detail and direction as the parties' settlement or disbursing agent shall reasonably require;
- (vi) such other documents as shall be required by the Title Insurer as a condition to insuring Purchaser's title to the Premises, free of exceptions, except for the Permitted Exceptions;
- (vii) a representation that all of Seller's agreements contained in this Contract are completely satisfied and discharged, reaffirmation of the truth and accuracy of Seller's representations and warranties set forth in this Contract, and reaffirmation of the survival of terms and provisions of this Contract as provided herein, all in form and substance reasonably acceptable to Purchaser and its counsel; and
- (viii) affidavits and other documentation necessary to satisfy State of Georgia and United States income tax withholding requirements.

7. **Default.** In the event the purchase and sale of the Premises to the Purchaser pursuant to this Contract is not closed and consummated through default by Purchaser, then Purchaser shall pay to Seller, as the full and only liquidated damages for such default of Purchaser and as the sole remedy of Seller for any such default by Purchaser, the sum of Five Thousand Dollars (\$5,000.00) in readily available funds, it being acknowledged and agreed that Seller's actual damages would be difficult (if not impossible) to ascertain, and upon such payment neither of the parties hereto shall have any rights, duties, obligations, or liabilities hereunder whatsoever. In the event of a default by Seller hereunder, Purchaser may terminate this Contract and recover from Seller its damages arising out of or relating to this Contract and its investigation of and plans

for development of the Premises, or may pursue an action against Seller for specific performance, in addition to the other remedies of Purchaser at law, in equity, or under this Contract. The terms of this Paragraph shall survive the termination of this Contract notwithstanding anything contained in this Contract to the contrary.

8. **Broker.** Purchaser and Seller each warrant and represent to the other that it has had no dealings with any real estate agent or broker with reference to the Premises and this Contract, and each agrees to indemnify and hold harmless the other, including attorneys' fees and costs, arising out of its breach of the foregoing warranty and representation, which obligation shall survive Closing.

9. **Notices.** Whenever any notice is required or permitted under this Agreement, such notice shall be in writing and shall be delivered in person, or transmitted by facsimile or electronic mail communication, or sent by U.S. Registered or Certified Mail, Return Receipt Requested, postage prepaid, or sent by FedEx, Express Mail, or other reputable overnight delivery service, to the addresses set forth below, or at such other address or facsimile number as a party may specify by written notice delivered in accordance herewith:

SELLER: Bogee Development, LLC  
Attn: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

with a copy to:

PURCHASER: Peachtree City, Georgia  
Attn: City Manager  
151 Willowbend Road  
Peachtree City, Georgia 30269

with a copy to: Theodore P. Meeker, III  
Sumner Meeker, LLC  
14 E. Broad Street  
Newnan, GA 30263  
[tmeeker@numail.org](mailto:tmeeker@numail.org)  
Facsimile: (770) 251-1770

Notices mailed as hereinabove provided shall be deemed effectively given on the postmarked date of such notice if mailed, on the date delivered to the reputable overnight delivery service if sent by overnight delivery, the date delivered to a commercial courier service if personal

delivery is made by a commercial courier, and, otherwise, on the date actually received at the address or facsimile number provided above.

10. **Miscellaneous.**

(a) This Contract shall be construed and interpreted under the laws of Georgia, without giving effect to principals of conflicts of law.

(b) Except as otherwise provided herein, all rights, powers and privileges conferred hereunder upon the parties shall be cumulative and not restrictive to those given by law.

(c) The failure of either party to exercise any power given either party hereunder or to insist upon strict compliance by either party of its obligations hereunder shall not constitute a waiver of either party's right to demand exact compliance with the terms hereof.

(d) This Contract contains the entire agreement of the parties hereto with respect to the subject matter of this Contract, and no representations, inducements, promises or agreements, oral or otherwise, between the parties not embodied herein shall be of any force or effect. This provision may not be orally waived.

(e) This Contract shall be binding upon and shall inure to the benefit of the parties hereto and their respective heirs, executors, administrators, personal representatives, successors and assigns.

(f) No amendment to this Contract shall be binding on any of the parties to this Contract unless such amendment is in writing, and such amendment is executed by all of the parties to this Contract. This provision may not be orally waived.

(g) No waiver or consent permitted or contemplated by this Contract shall be effective or binding on any of the parties hereto unless the same is in writing and delivered and received from one party to the other.

(h) The captions and headings of the paragraphs contained in this Contract are inserted only as a matter of convenience and in no way define, limit, construe, or describe the scope or intent of such paragraphs, or in any way affect this Contract.

(i) Time shall not be of the essence in this Contract, except with respect to the Closing Date.

(j) Possession of the rights to the Premises shall be delivered by Seller to Purchaser no later than the Closing Date.

(k) This Contract may be executed in several counterparts, each of which shall be deemed an original, and all such counterparts together shall constitute one and the same instrument.

(l) All representation, warranties, and agreements which are contained in this Contract shall survive the Closing, and any investigation made by or any actual or constructive notice of

Purchaser, and shall not be deemed to be merged into the deed or into any of the other documents executed and delivered at the time of Closing.

(m) In the event that any notice or performance date hereunder shall be required to be performed on a weekend or legal holiday, then such date shall automatically be extended to the next regular business day.

(n) Purchaser shall have the right to assign this Contract, and its rights hereunder, in whole or in part, at any time and from time to time, to any third party or entity; in each instance, such assignee shall assume all obligations of Purchaser hereunder, and shall agree to execute all documents which Purchaser is obligated to execute pursuant to the terms and provisions of this Contract; upon such assignment as herein authorized and permitted, Purchaser shall be fully and completely discharged of all of Purchaser's duties, obligations, and liabilities hereunder to the extent of such assignment.

(o) The risk of loss or damage to the Premises by fire or other casualty up to the Closing is assumed by Seller.

(p) Within five (5) days of the Contract Date, Seller shall deliver to Purchaser copies of all surveys, civil documents, test reports, and environmental assessments relating to the Premises that are within Seller's possession or control.

(q) In the event of litigation to enforce the rights and obligations under the Contract, the prevailing party shall be entitled to recover against the other party the prevailing party's reasonable attorneys' fees and costs arising out of such litigation.

(r) If any paragraph, section, provision, sentence, clause, or portion of this Contract is determined to be illegal, invalid, or unenforceable, such determination shall in no way affect the legality, validity, or enforceability of any other paragraph, section, provision, sentence, clause, or portion of this Contract, and any such affected portion or provision shall be modified, amended, or deleted to the extent possible and permissible to give the fullest effect to the purposes of the parties to this Contract.

(s) If, before Closing, all or any portion of the Premises is subject to an eminent domain proceeding or the threat of an eminent domain proceeding, Seller shall promptly provide Purchaser with written notice thereof. After receiving such notice, Purchaser shall have the option of purchasing the Premises subject to such proceedings, without reduction of the Purchase Price, whereupon any awards attributable to the Premises shall be paid to Purchaser, or canceling this Contract without further obligation hereunder.

(t) The "Contract Date" is deemed to be the later of the dates that this Contract has been executed by Seller and by Purchaser, which execution dates are set forth on the signature page hereof for each party.

**11. Special Stipulations.**

- (a) This Agreement shall be contingent upon Purchaser’s sole determination that the Premises can be used for a governmental purpose in accordance with Georgia law and Purchaser’s Charter.
- (b) This Agreement shall be subject to the approval of the City Council of Purchaser in a public meeting in accordance with O.C.G.A. § 50-14-1 *et seq.*
- (c) Notwithstanding the provisions contained in Paragraph 3 for establishing the date of closing, in the event this transaction does not close on/or before September 1, 2026, then this Agreement shall expire and shall be of no further force and effect and shall be rescinded and terminated, unless otherwise extended in writing by Seller and Purchaser.

IN WITNESS WHEREOF, each of the parties have hereunto set their hands and affixed their seals the day and year written below.

**SELLER:**

As to Seller:

BOGEE DEVELOPMENT, LLC

March \_\_\_\_, 2026

\_\_\_\_\_  
Manager (SEAL)

**PURCHASER:**

PEACHTREE CITY, GEORGIA

As to Purchaser:

By: \_\_\_\_\_  
Justin Strickland, City Manager

March \_\_\_\_, 2026

ATTEST:

\_\_\_\_\_  
City Clerk [SEAL]



# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council

**VIA:** Justin Strickland, City Manager

**FROM:** Shayla Reed, Planning Director 03/12/2026  
Justin Strickland, City Manager 03/13/2026

**DATE:** March 19, 2026

**SUBJECT:** 03-26-08 Text Amendment to the Lighting Ordinance, Sec. 731.2 of the Land Development Ordinance

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### Recommendation:

Consideration of the text amendment referenced below.

### Discussion:

Division 5. - Standards for Lighting Design, Section 731.2, Light Fixtures, currently provides that “only incandescent, fluorescent, metal halide, mercury vapor, or color-corrected high-pressure sodium lighting may be used.”

Recent development proposals, including city-initiated projects, have identified light-emitting diode (LED) lighting as the preferred lighting type; however, the current ordinance does not permit its use. Accordingly, staff propose amending the code to allow LED lighting for commercial and industrial land development projects, at the discretion of the developer.

### Regulatory Details

- Sec. 731. - Building and site lighting.
  - 731.2. Light fixtures.
  - Suggestive Language: All exterior light fixtures should ~~be-utilize~~ a cutoff luminaire whose source is completely concealed with opaque housing and should not be visible from any street. This provision includes ~~lights-on-light sources~~ mounted poles, as well as architectural display and decorative lighting visible from the corridor. Fixtures should be mounted in such a manner that the cone of light is not directed at any property line of the site. Light-emitting diode (LED) is the preferred option. Otherwise, only ~~Only~~ incandescent, fluorescent, metal halide, mercury vapor or color corrected high-pressure sodium light may be used. An application type of similar consistent lighting fixtures must be utilized for similar use applications ~~The same type of lighting must be utilized for all fixtures and~~

light sources on the site. All exterior lighting on a site shall maintain a consistent color temperature.

**Relative Ordinances**

[Sec. 731. - Building and site lighting.](#)

**Budget Impact:**

None

**Attachments:**

1. Sec.\_731.\_\_\_Building\_and\_site\_lighting. Redline

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## Sec. 731. Building and site lighting.

All exterior lighting should be architecturally compatible with the building style, material, and color selections. Architectural and shoebox style cutoff fixtures shall be used in all parking areas as opposed to cobra type light fixtures and directional floodlights. Exterior lighting of the building and site should be designed so that light is not directed off the site, and the light source is shielded from direct offsite viewing. All outdoor light fixtures should be fully shielded or be designed or provided with light angle cut-offs, so as to eliminate uplighting, spill light, and glare.

Exterior architectural, display and decorative lighting visible from the designated corridors shall be generated from a concealed light source with low-level fixtures. Any lighting fixture used to illuminate parking areas, access drives or loading areas shall be of such design, so as to minimize the amount of ambient lighting perceptible from adjacent properties. In no case shall any lighting impair the vision of motorists on the corridor.

Entrances into developments from the designated corridors may be lighted for traffic safety reasons, provided such lighting does not exceed the applicable footcandle requirements specified below. Excessive illumination of signage, buildings, or site features should be avoided. Roof lighting and down-lighting washing the building walls are strongly discouraged.

### 731.1. Mounting height.

Fixture mounting height should be appropriate for the project and the setting. The overall height of all lighting within parking lots should not exceed 30 feet in height from finish grade to the top of the light fixture. Lower mounting heights are encouraged where sites are located adjacent to residential areas or other sensitive land uses. Use of low, bollard-type fixtures that are three to four feet in height, are encouraged as pedestrian area lighting.

### 731.2. Light fixtures.

All exterior light fixtures should be-utilize a cutoff luminaire whose source is completely concealed with opaque housing and should not be visible from any street. This provision includes lights-on-light sources mounted poles, as well as architectural display and decorative lighting visible from the corridor. Fixtures should be mounted in such a manner that the cone of light is not directed at any property line of the site. Light-emitting diode (LED) is the preferred option. Otherwise, only incandescent, fluorescent, metal halide, mercury vapor or color corrected high-pressure sodium light may be used. An application type of similar consistent lighting fixtures must be utilized for similar use applications. The same type of lighting must be utilized for all fixtures and light sources on the site. All exterior lighting on a site shall maintain a consistent color temperature.

### 731.3. Illumination levels.

All site lighting should be designed so that the level of illumination measured in footcandles (fc) at any one point meets the standards below. The planning commission shall have the discretion to allow limited flexibility as to variations in the minimum and average levels, if the proposed levels are below the following standards. The planning commission shall not allow flexibility for proposed levels which exceed the maximum levels, unless such levels strictly conform to the recommended levels within the IESNA Lighting Handbook.

<i>At property lines including right-of-way</i>	<i>Minimum level</i>	<i>Average level</i>	<i>Maximum level</i>
At property line abutting a residential use	None	-	0.5 fc
At property line abutting a retail use	None	-	1.0 fc
At property line abutting an office use	None	-	1.5 fc

<i>Off-street parking lots</i>	<i>Minimum level</i>	<i>Average level</i>	<i>Maximum level</i>
Parking lots	0.5 fc	3.0 fc	6.0 fc
Walkways and streets	0.2 fc	1.0 fc	2.0 fc
Landscape and decorative	0.2 fc	.50 fc	3.0 fc
Pedestrian	0.2 fc	2.0 fc	5.0 fc

Lighting underneath canopies for service stations or similar uses shall be restricted to no more than two 320-watt recessed lighting fixtures (including lenses) mounted flush with the bottom of the canopy on each side of a gasoline pump or other design that meets the standards of this chapter. Lighting for canopies for service stations and other similar uses shall not exceed an average of 12 fc as measured at the ground level at the inside of the outside edge of the canopy. Lighting for ATM machines shall be recessed and mounted flush with the actual canopy above the ATM machine and shall comply with the latest requirements identified within the IESNA Lighting Handbook or established by federal regulations.

Decorative wall packs may be used only at service entrances to buildings and shall not be used to draw attention to the building or provide general building or site lighting. Wall packs on the exterior of a building shall be shielded (full cut-off type bulb or light source not visible from off-site) to direct light downward and be of low wattage (100 watts or lower).

Illumination of all monument signage shall be by an externally located steady light source, which is shielded and directed solely at the sign. The intensity of the light shall not exceed 20 fc at any one point on the sign face. Colored lamps are not permitted.

(Ord. No. 884, 5-18-2006)

# CITY OF PEACHTREE CITY

## INTEROFFICE MEMORANDUM

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**MEMO TO:** Mayor and City Council

**VIA:** Justin Strickland, City Manager

**FROM:** Yasmin Julio, City Clerk/ Director of Executive Services  
Harold Layton  
Jonathan Miller, Public Works Director  
David Borkowski, City Engineer  
Shayla Reed, Planning Director  
Janet Moon, Police Chief  
Teaa Allston-Bing, Director - Human Resources & Risk Management  
Kelly Bush, Financial & Administrative Services Director  
Chris Hobby, Assistant City Manager  
Justin Strickland, City Manager

**DATE:** March 19, 2026

**SUBJECT:** CARS/CAMS Review

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**Recommendation:**

**Discussion:**

**Budget Impact:**

**Attachments:**

None