

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 67th 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.

Martha Barksdale, Recording Secretary

Kim Learnard, Mayor