



Planning Commission

Regular Meeting Agenda

SCAN FOR AGENDA
PACKET



Frances Meaders Council Chambers
151 Willowbend Road
March 9, 2026 | 6:30 PM

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements**
4. **Presentations**
5. **Agenda Changes**
6. **Minutes**
 1. Planning Commission Meeting February 23, 2026
7. **Old Agenda Items**
8. **New Agenda Items**
 1. Landscape Plan, MEJA Construction Inc., 407 Dividend Drive
 2. Landscape Plan, SWI Machinery, 400 Naeco Way
 3. Concept Plat, Bradshaw Estates, 201 Sumner Road
9. **Public Hearings**
10. **Member/Staff Topics**
11. **Adjourn**

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Planning Commission of Peachtree City
Meeting Minutes
Monday, February 23, 2026
6:30 PM

Call to Order

The Peachtree City Planning Commission held a regular meeting Monday, February 23, 2026 at City Hall. Chairman Scott Ritenour called the meeting to order at 6:30 p.m. Others present were Vice-Chairman Andrew Kriz, and Commissioners Hans Gant, Jack Allen, and Robert Halverson, along with Kenneth Hamner. Also in attendance were Planning and Development Director Shayla Reed, Senior Planner Lora Hooks, Recording Secretary Martha Barksdale, and IT Specialists Ken Couch and Ryan Williams.

Pledge of Allegiance

Ritenour opened the meeting with the Pledge of Allegiance.

Announcements

None

Presentations

None

Agenda Changes

None

Minutes

1. Planning Commission Meeting February 9, 2026

Allen moved to approve the February 9, 2026 Planning Commission meeting minutes. Gant seconded. Motion carried unanimously.

Old Agenda Items

1. Discuss Text Amendment to the Land Development Ordinance, specifically Article XI - Vegetation Protection and Landscape Requirements (Kenneth Hamner)

Ritenour turned the floor over to Hamner, who reflected that they had been deliberating this Article 11 text amendment for about a year with the goal of banning invasive species and encouraging the planting of native plants in commercial, industrial, and institutional developments. There was a consensus on banning invasives and requiring natives on City-owned properties, but the Commissioners disagreed about the mandate levels over all and the flexibility for special gardens in private commercial developments. After the discussion at the December meeting, Hamner had distilled their suggestions into six ideas, which he thought they could debate.

- Option 1 – Keep ordinance as written
- Option 2 – Lower mandate and eliminate the special garden section

- Option 3 – Special use permit for non-native plantings
- Option 4 – Incentive-based: Tree Fund reduction
- Option 5 – Monetary disincentive for non-native heavy designs
- Option 6 – Invasive species ban only and encourage native plantings

Hamner went over the pros and cons of each option, noting that Option 1 had the highest native plant requirements (75%) and was most in line with native plant ordinances in other cities. It provided some flexibility by allowing non-natives in a special purpose garden for up to 10% of the site. Option 2 lowered the mandate to 60% and removed the themed garden provision.

Option 3 was an idea Halverson had after the meeting in December. It called for a property to meet all landscape requirements, but allowed for up to 25% non-natives with a special use permit and a fee paid to the City. Halverson said it would allow for more flexibility and let new property owners change the landscaping if they desired. However, it did put an additional burden on staff.

There was no native plant mandate in Option 4, but if the developer achieved 80% or more, they could see a reduction in any amount they owed to the Tree Fund. This could result in higher compliance rates, Hamner remarked, but with no minimum requirement, there could be low levels of native plantings. There were also ways that it favored large properties.

Option 5 also had no native percentage mandate, but owners choosing to go heavy on non-natives would incur an additional fee or cost. This was one of the most simple options. However, it could undermine the goal because large developers could opt to pay the fee and plant what they wanted. It might be difficult to determine the right amount for that fee, too. Hamner remarked that Option 6 was close to where they were now. It called for banning invasives and simply encouraging the planting of natives.

He said the next step was for the Commissioners to debate these options and come to a consensus. He would then revise the draft ordinance based on what they decided. There would be a public hearing at a future Planning Commission meeting, then the recommendation would go to City Council.

Kriz thanked Hamner for his work. He said he liked Halverson's permit idea, but had some questions. If the Planning Commission approved a landscape plan, and then the property owner wanted to change it, did it have to return to the Planning Commission? Reed said it did if the changes were substantial, such as changing the types of trees.

Gant said he wanted to see a higher percentage of native plants and thought incentives would support that. He also wanted an ordinance that was easy for the developers and the community to understand and having a standard baseline

would do that. However, he did want to allow for some percentage of individuality.

Allen noted that he and Hamner started on opposite ends of the spectrum regarding native plant requirements. He felt that a private property owner should be able to do with his property as he pleased, but admitted that Hamner had brought him around somewhat over the last few months. Allen said he could support something in between Options 2 and 3. He thought 60% natives was a fair requirement, but felt 10% for special uses was not sufficient, especially for smaller properties.

Kriz said he, too, could support a compromise situation that allowed for flexibility. He liked the special use permit but worried about the burden it would place on Code Enforcement to determine percentages. Halverson replied that a special use permit application would have to be accompanied by a landscape plan. He confirmed that it would apply only to new development and redevelopment. If they went with the permits, Kriz said he wanted to know what the fee would be and also thought 25% was not a high enough percentage to allow for creativity.

Halverson said he suggested 75/25 because that was in the original proposal, but he was open to changes. He also had wondered about what would be a usual and customary fee for something like this and how they could implement the fee system.

Meeting in the middle was the best way to accomplish this, Hamner remarked, and he said he could support Allen's proposal. He liked Option 3 but felt it favored large developments from a monetary perspective. Right now, he was leaning toward Option 2, which mandated a certain percentage of natives and eliminated a lot of the complexity in Options 3, 4, and 5. Hamner also reflected that even passing Option 6 would be a huge change from where they had been. He mentioned setting a percentage and moving ahead with Option 2. They could always revise it in the future.

Ritenour agreed that moving from no action to at least banning invasive species was a significant step. He also thought they should decide on something and move forward. If it didn't work, it could be changed.

Kriz stated that he preferred Option 2 because it was easy to understand.

Ritenour asked if they wanted to have something other than 60% for City-owned property? Hooks pointed out that the ordinance itself stated the City did not have to follow its own ordinances.

The draft had been sent to the City Arborist, City Engineer, Code Enforcement and the Public Works Director. The Public Works Director was concerned about the 100% native requirement, saying they made every effort to use native plants but frequently had to rely on non-natives, such as *Arborvitae*, for screening. The

arborist objected to sweetgums on the invasive plant list because they were not invasive, just nuisances. Sweetgums were native to the southeast, he added. The City Engineer asked to ensure they were not inadvertently prohibiting required plants, trees, or grasses listed in the storm water manual for ponds or in the erosion control manual. Code Enforcement had suggestions to add to the grasses list. Hamner said he had added those, and Ritenour noted they had removed sweetgum from the invasive list.

Hooks said staff was concerned that they had no professional to review this, like they would with the Unified Development Ordinance (UDO), and ensure it did not conflict with other sections of Article XI - Vegetation Protection and Landscape Requirements. For instance, this draft had a list of prohibited plants, but elsewhere in the ordinance, a few of those plants were recommended in a section on tree protection on public property. Hooks said she was sure there were other conflicts, and a professional needed to check for that.

Staff had other questions. Did they need to add anything to the definition section of this chapter? When zoning districts were mentioned, such as GC or LI, the full list of zoning districts should be included. Section 1135 mentioned landscape reviews for common areas in subdivisions, but the city did not require landscape reviews for residential areas unless they were a condition of a rezoning. The Commissioners agreed that these plant requirements would only apply to Industrial and Commercial districts. Whatever they adopted had to be enforceable and able to stand up in court, Reed commented.

Ritenour said these were all very good points. Whatever they came up with would have to be reviewed for conflicts and contradictions, but these were inevitable whenever they made any changes. Enforceability would be key, and the Commissioners wanted to make Code Enforcement and staff's job as easy as possible.

Hooks brought up another potential problem with enforcement. She had a background in landscape architecture, so she was knowledgeable about plants and able to conduct landscape reviews, but the next person in her job probably wouldn't have that knowledge. Code Enforcement would have a tough time, too.

Allen noted that they had been talking about this for a year, but now staff had put up some hurdles. What did they think should be the next step? Reed said they knew this was not ready for adoption, and this was the first time they had gotten to a completed draft.

Kriz remarked that it was important to eliminate conflicts and asked Hooks to notify Hamner of any she had noticed. He agreed that the UDO would be helpful in spotting conflicts, too, and Hooks said that's what she thought. Kriz suggested they go ahead and develop the best ordinance they could, then hand it off to the UDO consultants.

Halverson asked if they could include language that said any decision would default to Planning staff in the event of a conflict. Reed said she would defer to the City Attorney in that case. Kriz said it was possible to have that type of language, but he would want the City Attorney to provide it.

Ritenour asked if they could agree on a direction, and Hamner said that was all he wanted, acknowledging there were a lot of realities that had to be addressed. Kriz said he was hearing a lot of Option 2 from everyone. Gant said he would like to see a higher percentage of natives than Option 2 mandated, but he was willing to go along with the others.

Was the 40% non-native allowance in Option 2 a minimum requirement? Halverson asked. Hooks said the landscaping requirement was a certain number of caliper inches based on the amount of impervious surface, unless there were requirements specific to the zoning. Hooks said a developer might want to provide more, but this would be 40% of what was required.

Gant said he could support Option 2, but was there a way to incentivize going higher? Allen said they had pushed away from that because it would put more of a burden on staff. Option 2 was much simpler for everyone.

There was still the Tree Fund for those who came under the required amount of caliper inches, Ritenour remarked. Hooks asked what about developments that were only able to accommodate a lower percentage of what was required? Kriz said to keep it simple: 60% of what was proposed on the landscape plan had to be native.

The Commissioners decided on Option 2, and Hamner said he would work on another draft and probably ask staff for advice. They would keep ironing out the details.

Mentions of residential areas needed to be removed from Section 1135, Ritenour said, including parking lot islands, such as in a subdivision's clubhouse area. Hooks said those amenity areas were treated as Commercial areas, and she believed they had to complete a landscape plan. She said she would check.

Ritenour said it would be nice to encourage native plantings in residential areas, but he didn't want to require it. Hooks added that new single-family lots were required to have two trees of at least two inches in caliper, inspected by the Senior Code Enforcement Officer. They could require that they be natives, but the Commissioners agreed that would open a slippery slope.

Ritenour thanked Hamner for his work, noting how far this had evolved from the original discussion. Hooks asked Hamner where he was getting his plant lists, and he said Athens-Clarke County.

No action was needed from the Commission now, Reed said. She said she and Hooks would be working with Hamner and also involving other staff members. Ritenour said there was probably some additional language that would be needed. Hamner stated he would write a new version of the ordinance, get staff's feedback, and bring it back to the Planning Commission.

New Agenda Items

None

Public Hearings

None

Member/Staff Topics

Hooks confirmed the next meeting will be held March 9 with a UDO steering committee meeting following. Reed reminded the Commissioners to let her know if they were interested in attending the Carl Vinson planning & zoning classes.

Adjourn

There being no further business, Kriz moved to adjourn at 7:30 p.m. Halverson seconded. Motion carried unanimously.

Martha Barksdale, Recording Secretary

Scott Ritenour, Chairman

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Lora Hooks, Senior Planner 03/05/2026
Shayla Reed, Planning Director 03/06/2026

DATE: March 9, 2026

SUBJECT: Landscape Plan, MEJA Construction Inc., 407 Dividend Drive

Recommendation:

Staff believes that the proposed landscape plan for 407 Dividend Drive meets the city's landscape ordinance. Should the Planning Commission decide to approve the plan, the City Engineer recommends the following condition:

- *The proposed tree placement near the existing monument sign may block the drainage ditch. It is recommended to shift the trees forward of the ditch.*

Discussion:

MEJA Construction has submitted a landscape plan for the building expansion at 407 Dividend Drive.

Based on the amount of impervious surface area (99,273 SF), including structures, drives, parking areas, and sidewalks, the landscape ordinance requires a minimum of 298 caliper inches of canopy trees and 199 caliper inches of understory trees. Section 1110(e) of the Land Development Ordinance (LDO) permits a reduction of up to 25% of the tree requirement for those developments that designate and maintain tree save areas. The tree save areas are required to be identified on the final site and must be protected with a tree-save barrier during construction.

The developer has designated a tree save area of 3,638 SF near the front of the property. The calculation for the reduction is as follows:

- (Amount of tree save area/total site area) X 100;
- $(3,683/178,596) \times 100 = 2.03\%$

The required amount of caliper inches is reduced as follows:

- **Canopy trees:** 298 caliper inches X 2% = 6 inches; 298-6 = **292**
- **Understory trees:** 199 caliper inches X 2% = 4 inches; 199-4 = **195**

The proposal is for 294 canopy inches (98 trees) and 196 understory inches (98 trees). No alternative compliance method is required.

As part of the ordinance requirements, planting areas shall be located in front and on the sides of all retail, commercial and industrial buildings, wherever practical. The proposal includes a planting area along the front of the building with some additional area wrapping around sides of the building, thus satisfying this requirement.

In addition, the perimeter of all parking lots shall be landscaped with evergreen shrubs for screening of cars and headlights. The shrubs shall be no less than 24 inches in height at the time of planting. The applicant is proposing a combination of three evergreen shrubs along the front of the parking lot facing Dividend Drive.

Finally, all parking islands shall be 100% landscaped with canopy trees, understory trees, evergreen shrubs, and/or groundcover in mulched beds. The proposal includes Elms, Crape Myrtles, and evergreen shrubs as well as groundcovers in the parking islands.

Of the total number of trees provided, 80% are native to the eastern United States and/or the southeastern United States.

Budget Impact:

There are no budget impacts associated with this request.

Attachments:

- 1. Zoning Map
- 2. Landscape Plan

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Lora Hooks, Senior Planner 03/05/2026
Shayla Reed, Planning Director 03/06/2026

DATE: March 9, 2026

SUBJECT: Landscape Plan, SWI Machinery, 400 Naeco Way

Recommendation:

Staff believes that the proposed landscape plan for 400 Naeco Way meets the city's landscape ordinance. Should the Planning Commission decide to approve the plan, staff has no recommendations.

Discussion:

Highland Land Planning has submitted a landscape plan for the new manufacturing building located at 400 Naeco Way.

Based on the amount of impervious surface area (78,615 SF), including structures, drives, parking areas, and sidewalks, the landscape ordinance requires a minimum of 236 caliper inches of canopy trees and 157 caliper inches of understory trees. Section 1110(e) of the Land Development Ordinance (LDO) permits a reduction of up to 25% of the tree requirement for those developments that designate and maintain tree save areas. The tree save areas are required to be identified on the final site and must be protected with a tree-save barrier during construction.

The developer has designated a tree save area of 55,332 SF at the rear of the property. The calculation for the reduction is as follows:

- $(\text{Amount of tree save area} / \text{total site area}) \times 100$;
- $(55,332 / 263,992) \times 100 = 20.9\%$

The required amount of caliper inches is reduced as follows:

- **Canopy trees:** 236 caliper inches $\times 21\% = 50$ inches; $236 - 50 = 186$
- **Understory trees:** 157 caliper inches $\times 21\% = 33$ inches; $157 - 33 = 124$

The proposal is for 186 canopy inches (62 trees) and 124 understory inches (62 trees). No alternative compliance method is required.

As part of the ordinance requirements, planting areas shall be located in front and on the sides of all retail, commercial and industrial buildings, wherever practical. The proposal includes landscaped area around most of the perimeter of the building with a shrub border highlighting the office portion of the building, thus satisfying this requirement.

In addition, the perimeter of all parking lots shall be landscaped with evergreen shrubs for screening of cars and headlights. The shrubs shall be no less than 24 inches in height at the time of planting. While the small parking area is separated from Naeco way by a detention pond and a tree border, the applicant is proposing a combination of two evergreen shrubs along the front edge of the parking lot.

Finally, all parking islands shall be 100% landscaped with canopy trees, understory trees, evergreen shrubs, and/or groundcover in mulched beds. The small parking lot does not contain islands.

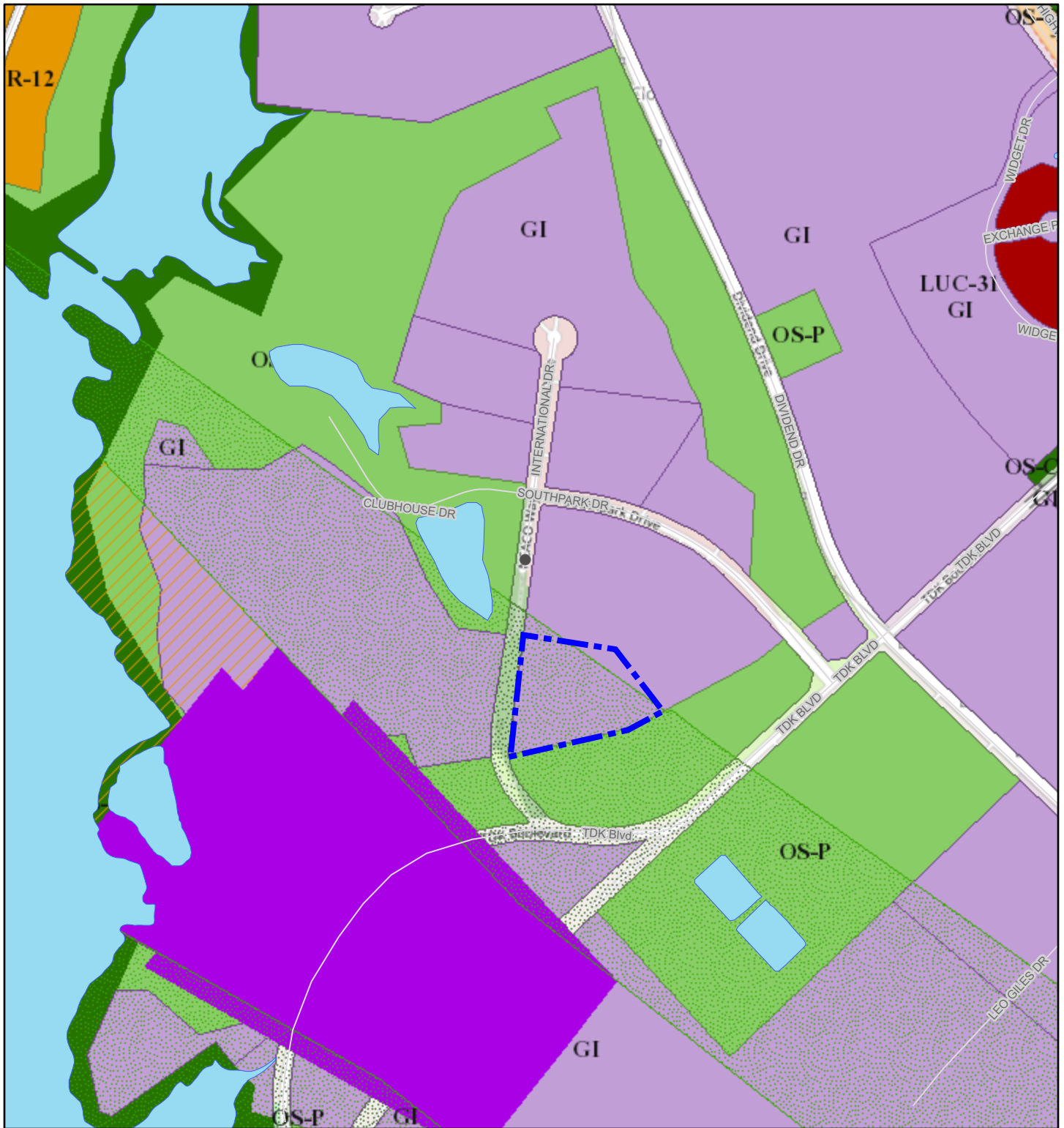
Of the total number of trees provided, 50% are native to the eastern United States and/or the southeastern United States.

Budget Impact:

There are no budget impacts associated with this request.

Attachments:

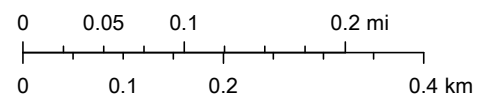
1. Zoning map
2. Landscape Plan



5/3/2023, 3:40:53 PM

1:9,028

— Road Centerlines	R-43	LUR	LUR	GR	GR
lakes	R	LUR	LUR	GR	GR
Zoning	R	LUR	LUR	GR	GR
<Null>	R	LUR	LUR	GR	GR
AR	R	LUR	LUR	GR	OI
ER	R	LUR	LUR	GR	LC
VR	LUR	LUR	GR	GR	GC



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SITE INFORMATION

TOTAL SITE AREA	= 6.06 AC = 263,992 SF
FLOOD PLAIN, WETLANDS, ETC.	= 0 AC = 0 SF
OTHER BUFFERS (UNBUILDABLE LAND)	= 0 AC = 0 SF
DESIGNATED TREE SAVE AREAS	= 1.27 AC = 55,332 SF
TOTAL BUILDABLE AREA	= 4.79 AC = 208,660 SF
IMPERVIOUS AREA CALCULATIONS	
BUILDINGS, ACCESSORIES, STRUCTURES	= 27,000 SF
DRIVES, PARKING, SERVICE, ETC.	= 50,009 SF
SIDEWALKS, PATIOS, ETC.	= 1,606 SF
TOTAL IMPERVIOUS AREA	= 78,615 SF

TREE DENSITY REQUIREMENTS

TO REFER TO ARTICLE XI, SEC 1110- LANDSCAPE PLAN SPECIFICATIONS, IN THE PEACHTREE CITY, GA ORDINANCE FOR CALCULATIONS OF REQUIRED LANDSCAPE PLANT MATERIAL.

TOTAL IMPERVIOUS AREA = 78,615 SF

78,615 SF / 1000 TREES = 78 TREES

TREE SAVE PRESERVATION
55,332 / 263,992 X 100 = 21% MAX REDUCTION
78 X 21% = 16 TREE REDUCTION
78 - 16 = 62 TREES

62 TREES X 3" CAL = 186 OVERSTORY INCHES REQ'D
62 TREES X 2" CAL = 124 UNDERSTORY INCHES REQ'D

TREES PROVIDED

OVERSTORY INCHES: 186 INCHES PLANTED ON SITE (62 TREES)
UNDERSTORY INCHES : 124 INCHES PLANTED ON SITE (62 TREES)

PLANT SCHEDULE SITE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	REMARKS	CLASS
TREES								
	RM	4	ACER RUBRUM	OCTOBER GLORY MAPLE	3" CAL	B#B	MIN 12' HT	OVERSTORY
	BR	6	BETULA NIGRA	RIVER BIRCH	3" CAL	B#B	MIN 12' HT	OVERSTORY
	CC	3	CERCIS CANADENSIS	EASTERN REDBUD	2" CAL	B#B	MIN 8' HT	UNDERSTORY
	CRY	9	CRYPTOMERIA JAPONICA	CRYPTOMERIA	15 GAL	POT	MIN 6' HT	UNDERSTORY
	CC2	3	CUPRESSUS ARIZONICA 'CAROLINA SAPPHIRE'	CAROLINA SAPPHIRE CYPRESS	15 GAL	POT	MIN 6' HT	UNDERSTORY
	NH	12	ILEX X 'NELLIE R. STEVENS'	NELLIE R. STEVENS HOLLY	15 GAL	POT	MIN 6' HT	UNDERSTORY
	MG2	4	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	3" CAL	B#B	MIN 12' HT	OVERSTORY
	NG	6	NYSSA SYLVATICA 'GREEN GABLE' TM	BLACK GUM	3" CAL	B#B	MIN 12' HT	OVERSTORY
	OV	5	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM	2" CAL	B#B	MIN 8' HT	UNDERSTORY
	FV	6	PINUS VIRGINIANA	VIRGINIA PINE	2" CAL	B#B	MIN 8' HT	UNDERSTORY
	PC	3	PISTACIA CHINENSIS	CHINESE PISTACHE	2" CAL	B#B	MIN 8' HT	UNDERSTORY
	OC2	1	PRUNUS X 'OKAME'	OKAME FLOWERING CHERRY	2" CAL	B#B	MIN 8' HT	UNDERSTORY
	QC	10	QUERCUS COCCINEA	SCARLET OAK	3" CAL	B#B	MIN 12' HT	OVERSTORY
	NUT	1	QUERCUS NUTTALLII	NUTTALL OAK	3" CAL	B#B	MIN 12' HT	OVERSTORY
	QP	15	QUERCUS LYRATA	OVERCUP OAK	3" CAL	B#B	MIN 12' HT	OVERSTORY
	TD2	6	TAXODIUM DISTICHUM	BALD CYPRESS	2" CAL	B#B	MIN 8' HT	UNDERSTORY
	UP2	10	ULMUS PARVIFOLIA	LACEBARK ELM	3" CAL	B#B	MIN 12' HT	OVERSTORY
	ZC	8	ZELKOVA CARPINIFOLIA	ZELKOVA	2" CAL	B#B	MIN 8' HT	UNDERSTORY
SHRUBS								
	GO	24	GARDENIA JASMINOIDES 'LEETWO' TM	SCENTAMAZING GARDENIA	3 GAL	POT		
	HL	10	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA	3 GAL	POT		
	ILE	4	ILEX CRENATA 'SKY PENCIL'	SKY PENCIL JAPANESE HOLLY	1 GAL	POT		
	IN	1	ILEX VOMITORIA 'NANA'	DWARF YAUPON HOLLY	3 GAL	POT	SEE NOTE 4, ADD. L.S. NOTES	
	LC	18	LOROPETALUM CHINENSE 'CRIMSON FIRE'	CRIMSON FIRE LOROPETALUM	3 GAL	POT	SEE NOTE 4, ADD. L.S. NOTES	
	MS	11	MISCANTHUS SINENSIS 'ADAGIO'	ADAGIO MAIDEN GRASS	3 GAL	POT		
	MC	10	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	3 GAL	POT		
	TE	6	THUJA OCCIDENTALIS 'EMERALD'	EMERALD ARBORVITAE	15 GAL	POT		
	OF	15	OSMANTHUS FRAGRANS	TEA OLIVE	15 GAL	POT		
GROUND COVERS								
	CT2	42,603 SF	CYNODON DACTYLON 'TIF 419'	TIF 419 BERMUDA GRASS	60D			
	WSM	PER PLAN	WETLAND SEED MIX	SWITCH GRASS, SOFT RUSH, SPATTERDOCK, DUCK POTATO	PER PLAN		SEE SHEETS C302 AND C303 FOR DETAILS	

LANDSCAPE PLAN NOTES:

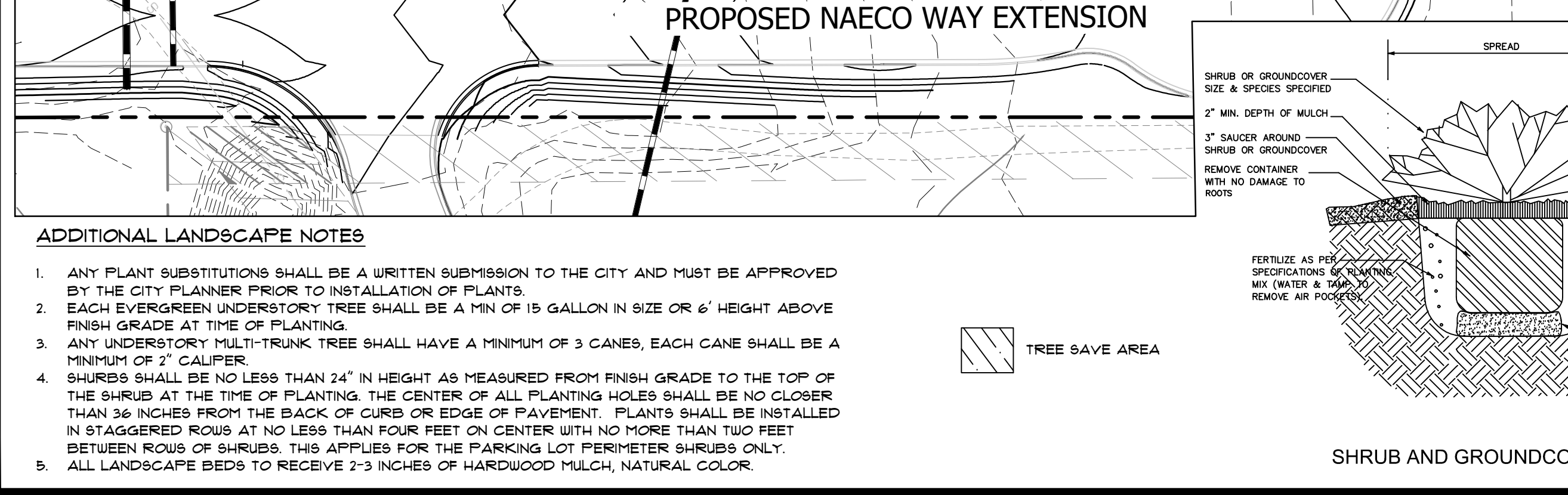
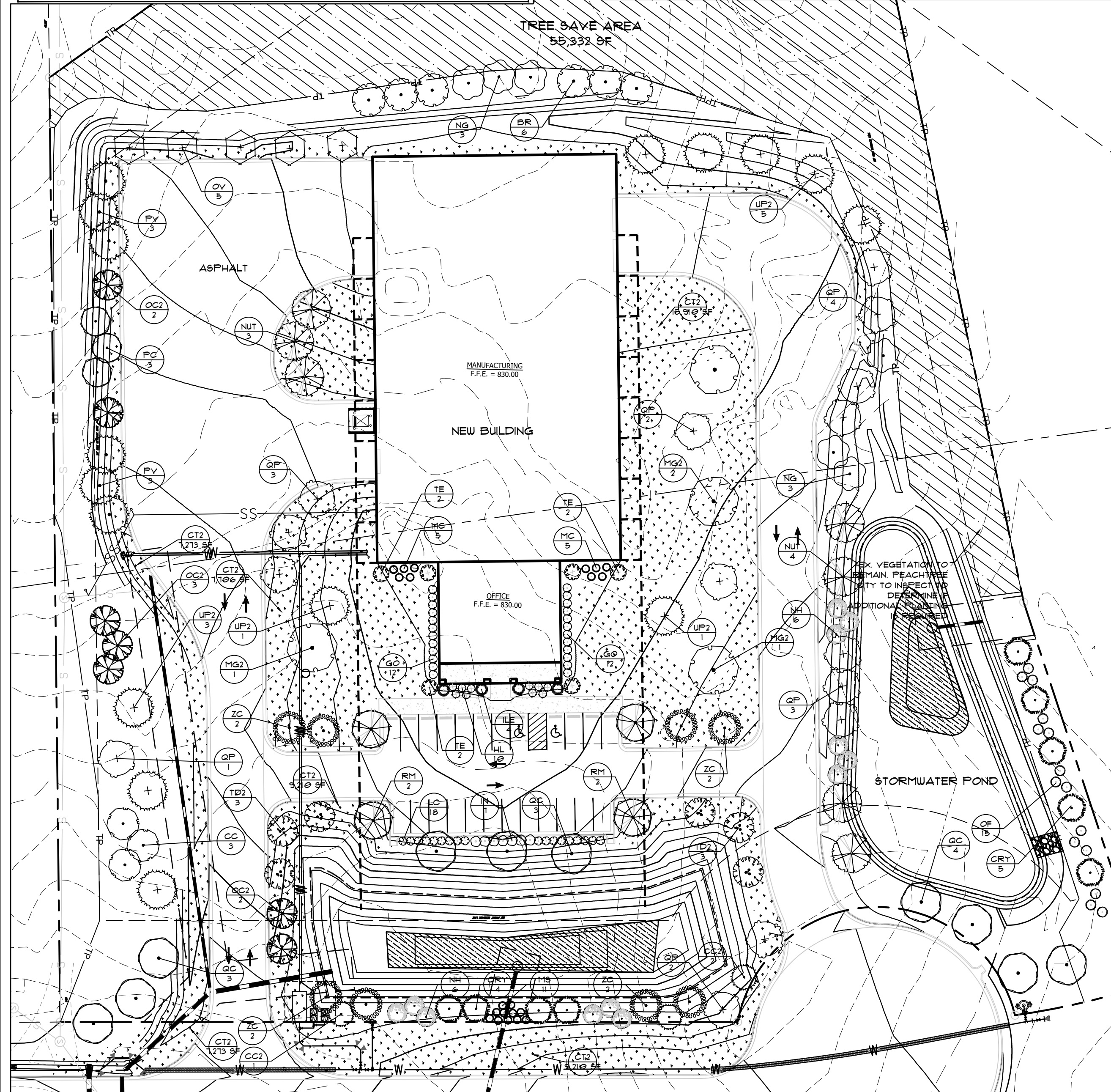
- TREE PROTECTION FENCING MUST BE INSTALLED AND INSPECTED PRIOR TO ANY CLEARING, GRUBBING OR GRADING. CALL THE TOWN ENGINEER AT 110.481.4030 FOR AN INSPECTION.
- TREE PROTECTION SHALL BE ENFORCED ACCORDING TO STANDARDS ESTABLISHED IN ARTICLE V OF THE TOWN OF TYRONE LAND DEVELOPMENT ORDINANCE.
- COMPLIANCE WITH SITE DENSITY STANDARDS SHOWN ON THE PLAN(S) MUST BE VERIFIED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY OR ACCEPTANCE OF THE FINAL PLAT. CALL THE TOWN ENGINEER AT 110.481.4030 FOR AN INSPECTION.
- WITH THE EXCEPTION OF SINGLE-FAMILY RESIDENTIAL DEVELOPMENTS, A TREE MAINTENANCE INSPECTION WILL BE PERFORMED AFTER ONE FULL GROWING SEASON FROM THE DATE OF THE FINAL SITE INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
- ALL PLANT MATERIALS ARE TO CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK 1980 EDITION AMERICAN ASSOCIATION OF NURSERYMEN.
- ANY TREE SPECIES NOT INCLUDED IN THE TOWN'S ORDINANCE ARE SUITABLE FOR THE SITE, EXPECTED TO THRIVE IN THE APPLICABLE USDA PLANT HARDINESS ZONE, AND WILL NOT HAVE A NEGATIVE ECOLOGICAL IMPACT ON LOCAL NATIVE TREE SPECIES (I.E. THESE TREES THEY ARE NOT CONSIDERED INVASIVE SPECIES).
- THE DEVELOPER SHALL GUARANTEE ALL PLANT MATERIALS AND PROVIDE ADEQUATE MAINTENANCE OF THE ABOVE IMPROVEMENTS FOR A MINIMUM OF ONE YEAR FROM IMPLEMENTATION. THE TOWN SHALL INSPECT SAID IMPROVEMENTS DURING THAT PERIOD TO ENSURE THAT THE APPROVED PLAN HAS BEEN FULLY IMPLEMENTED AND MAINTAINED. IF THE IMPROVEMENTS HAVE DETERIORATED WITHIN THAT ONE-YEAR PERIOD, SUCH LANDSCAPING SHALL BE REPLACED BY THE DEVELOPER.
- AN APPROVED LANDSCAPE PLAN MUST BE IMPLEMENTED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, OR THE DEVELOPER MAY CHOOSE TO PROVIDE THE TOWN CLERK WITH A PERFORMANCE BOND OR OTHER ACCEPTABLE SECURITY IN AN AMOUNT EQUAL TO 10% PERCENT OF THE TOWN'S ESTIMATED COST OF THE REQUIRED IMPROVEMENTS WHICH HAVE NOT BEEN INSTALLED OR ARE NOT INSTALLED IN A SATISFACTORY MANNER.
- UPON POSTING THIS BOND OR SECURITY, THE DEVELOPER SHALL HAVE A ONE-YEAR PERIOD IN WHICH TO COMPLETE THE REQUIRED IMPROVEMENTS IN A SATISFACTORY MANNER, OR THE BOND OR OTHER SECURITY SHALL BE FORFEITED AND REVOKED, AND THE TOWN SHALL THEN TAKE THE NECESSARY ACTION IS NECESSARY TO HAVE THE DEVELOPER COMPLETE THE REQUIRED IMPROVEMENTS AS SOON AS POSSIBLE THEREAFTER.

CITY LANDSCAPE NOTES (SEC. 1112 AND 1113)

- ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK AS PREPARED BY THE AMERICAN ASSOCIATION OF NURSERYMEN AND ADOPTED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE, INC. (ANSI Z60.1).
- ALL PLANT MATERIAL SHALL BE MAINTAINED IN COMPLIANCE WITH THE LATEST EDITION OF THE NATIONAL TREE CARE STANDARDS AS PREPARED BY THE TREE CARE INDUSTRY ASSOCIATION (TCIA) AND ADOPTED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI Z60.9).
- IT SHALL BE THE DUTY OF ANY PERSON OR PERSONS OWNING OR OCCUPYING PROPERTY SUBJECT TO THIS ARTICLE TO MAINTAIN SAID PROPERTY IN GOOD CONDITION SO AS TO PRESENT A HEALTHY, NEAT, AND ORDERLY APPEARANCE. PROPERTY SHALL BE KEPT FREE FROM RUBBISH AND DEBRIS. PLANTING BEDS SHALL BE MULCHED WITH A MINIMUM OF THREE INCHES OF FRESH MULCH AT LEAST ONCE EACH YEAR TO PREVENT WEED GROWTH AND TO MAINTAIN SOIL MOISTURE. PLANT MATERIALS SHALL BE PRUNED AS NECESSARY TO MAINTAIN GOOD HEALTH AND CHARACTER. TURF AREAS SHALL BE MOVED PERIODICALLY. ALL ROADWAYS, CURBS AND SIDEWALKS SHALL BE EDGED WHEN NECESSARY IN ORDER TO PREVENT ENCROACHMENT FROM ADJACENT GRASSED AREAS.
- WHERE LANDSCAPING AREAS ADJOIN GRASSED RIGHTS-OF-WAY, SUCH AREAS SHALL BE CONSIDERED PART OF THE LANDSCAPED AREA FOR PURPOSES OF MAINTENANCE AT OR COMPLETION OF SITE IMPROVEMENTS. THE PROPERTY OWNER SHALL HAVE AN IMPROVED EDGEWATER BUFFER ZONE-OF-WAY EXISTING ON THE SITE TO THE ROAD PAVEMENT IN ORDER TO COMPLETE THE REQUIRED MAINTENANCE.
- A MAINTENANCE INSPECTION OF TREES SHALL BE PERFORMED PERIODICALLY WITHIN AND AT THE END OF THREE FULL YEARS FROM THE DATE THE CERTIFICATE OF OCCUPANCY IS ISSUED. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
- THE OWNERS OF THE PROPERTY AND THEIR AGENTS, OR ASSIGNS SHALL BE RESPONSIBLE FOR THE INSTALLATION, PRESERVATION AND MAINTENANCE OF ALL PLANTING AND PHYSICAL FEATURES SHOWN ON THIS PLAN. THE OWNERS SHALL BE RESPONSIBLE FOR ANNUAL MAINTENANCE OF THE VEGETATION TO INCLUDE, BUT NOT BE LIMITED TO, FERTILIZATION, PRUNING (WITHIN LIMITS), PEST CONTROL, MULCHING, MOULDING, PROTECTION OF THE ROOT ZONES FROM EQUIPMENT, CONSTRUCTION AND RELATED MATERIAL, WATERING SCHEDULE FOR IRRIGATION SYSTEM AND ANY OTHER CONTINUING MAINTENANCE OPERATIONS REQUIRED TO MAINTAIN THE HEALTH AND VITALITY OF ALL PLANT MATERIAL. FAILURE TO MAINTAIN ALL PLANTINGS IN ACCORDANCE WITH THIS PLAN SHALL CONSTITUTE A VIOLATION OF THIS ARTICLE AND SHALL RESULT IN ISSUANCE OF APPROPRIATE CITATIONS AND/OR FINES.
- ALL PLANT MATERIAL SHALL BE ALLOWED TO REACH ITS MATURE SIZE AND SHALL BE MAINTAINED AT ITS MATURE SIZE EXCEPT FOR TRIMMING AND PRUNING DONE IN STRICT ACCORDANCE WITH THE TERMS, CONDITIONS AND PROVISIONS OF A PERMIT ISSUED BY THE CITY. VEGETATION SHALL NOT BE CUT OR SEVERELY PRUNED OR OTHERWISE DAMAGED SO THAT THEIR NATURAL FORM IS IMPAIRED. A VIOLATION OF THIS SECTION SHALL SUBJECT THE VIOLATOR TO A FINE AS SPECIFIED IN ADDITION TO THIS FINE, THE OWNER OF THE PROPERTY WHERE A VIOLATION HAS OCCURRED SHALL BE REQUIRED TO REPLACE EACH UNLAWFULLY PRUNED, DAMAGED, OR REMOVED TREE WITH A TREE OF EQUAL SIZE AS DETERMINED BY THE CITY.
- TREES AND PLANTINGS SHALL BE MAINTAINED TO PROVIDE AN UNOBSTRUCTED VERTICAL CLEARANCE OF 13'-6" FROM FINISH GRADE TO THE LOWER BRANCHES OF THE TREE CANOPEL. SUCH CLEARANCE SHALL SPAN THE WIDTH OF ALL PUBLIC AND PRIVATE ROADWAYS, PARKING LOT TRAVEL LANES AND FIRE APPARATUS ACCESS ROADS.

PLANT GUARANTEE REQUIREMENTS.

- THE PROPERTY OWNER SHALL GUARANTEE ALL PLANT MATERIAL FOR A MINIMUM OF THREE YEARS FROM DATE OF ACCEPTANCE BY THE UDO ADMINISTRATOR AND THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THEREAFTER, THE UDO ADMINISTRATOR SHALL INSPECT SAID IMPROVEMENTS AND SHALL MAKE A DETERMINATION OF WHETHER OR NOT THE REQUIRED TREES AND LANDSCAPING ARE HEALTHY AND HAVE A REASONABLE CHANCE OF SURVIVING TO MATURITY. THE OWNER SHALL BE NOTIFIED BY LETTER OF ANY REPLACEMENTS OR RESTORATION THAT MUST BE MADE TO MAINTAIN COMPLIANCE WITH THIS ARTICLE. ALL UNHEALTHY AND DEAD PLANT MATERIAL SHALL BE REPLACED WITHIN 45 DAYS OF RECEIPT OF SUCH LETTER IN CONFORMANCE WITH THE APPROVED LANDSCAPE PLAN.
- AFTER DEVELOPMENT IS COMPLETE, THE UDO ADMINISTRATOR SHALL CONTINUE TO MAKE RANDOM INSPECTIONS TO INSURE THAT ALL EXISTING TREES OF PROTECTED SIZE AS WELL AS REPLACEMENT AND/OR SUPPLEMENTAL TREES ARE MAINTAINED. TREE PLANTING SHALL BE REQUIRED SHOULD ANY OF THESE TREES DIE, BE REMOVED, OR BE DESTROYED AT ANY TIME AFTER COMPLETION OF DEVELOPMENT. THIS REGULATION APPLIES TO ALL PROJECTS REGARDLESS OF THE DATE THE DEVELOPMENT PERMIT OR DEVELOPMENT APPROVAL WAS ISSUED.



- ADDITIONAL LANDSCAPE NOTES**
- ANY PLANT SUBSTITUTIONS SHALL BE A WRITTEN SUBMISSION TO THE CITY AND MUST BE APPROVED BY THE CITY PLANNER PRIOR TO INSTALLATION OF PLANTS.
 - EACH EVERGREEN UNDERSTORY TREE SHALL BE A MIN OF 15 GALLON IN SIZE OR 6' HEIGHT ABOVE FINISH GRADE AT TIME OF PLANTING.
 - ANY UNDERSTORY MULTI-TRUNK TREE SHALL HAVE A MINIMUM OF 3 CANES, EACH CANE SHALL BE A MINIMUM OF 2" CALIFER.
 - SHRUBS SHALL BE NO LESS THAN 24" IN HEIGHT AS MEASURED FROM FINISH GRADE TO THE TOP OF THE SHRUB AT THE TIME OF PLANTING. THE CENTER OF ALL PLANTING HOLES SHALL BE NO CLOSER THAN 36 INCHES FROM THE BACK OF CURB OR EDGE OF PAVEMENT. PLANTS SHALL BE INSTALLED IN STAGGERED ROWS AT NO LESS THAN FOUR FEET ON CENTER WITH NO MORE THAN TWO FEET BETWEEN ROWS OF SHRUBS. THIS APPLIES FOR THE PARKING LOT PERIMETER SHRUBS ONLY.
 - ALL LANDSCAPE BEDS TO RECEIVE 2-3 INCHES OF HARDWOOD MULCH, NATURAL COLOR.

ALL SOUTH DEVELOPMENT

P.O. BOX 2250 PEACHTREE CITY, GA 30269
PHONE: (404) 818-6566

SUI MACHINERY INC.
400 NEACO WAY
PEACHTREE CITY, GA
FAYETTE COUNTY

AND LOTS 53 & 51 OF THE 6TH DISTRICT

LANDSCAPE PLAN / TREE PROTECTION PLAN

REVISIONS
1 ADDRESS CITY COMMENTS (7/17/2025)

1		
2		
3		
4		

DATE: 6/3/2025
SCALE: 1"=40'

FILE NUMBER:
DRAWN BY: WRE
REVIEWED BY: WRE

REGISTERED
NO. 1692
PROFESSIONAL
LANDSCAPE ARCHITECT
AREN R. ELWELL
6/3/2025

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER
LS 1.0

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Lora Hooks, Senior Planner 03/05/2026
Shayla Reed, Planning Director 03/06/2026

DATE: March 9, 2026

SUBJECT: Concept Plat, Bradshaw Estates, 201 Sumner Road

Recommendation:

Staff has reviewed the concept plat and is of the opinion the plat meets the zoning ordinance and development standards. Should the Planning Commission approve the conceptual plat, Staff has the following recommendation:

- 1. It is a requirement of all new residential developments to connect the development with the City path system, per Sec. 706 of the Land Development Ordinance. The developer shall construct a multi-use path along Sumner Rd from the neighborhood entrance to the existing path. Developer shall coordinate with the City Engineer to determine the best location for the path. Path shall be located in a 50' greenbelt to be dedicated to the City for future maintenance of the path. (Per Sec. 712 of the LDO, facilities constructed in greenbelts (ie. cart paths) may qualify for partial credit towards parks/recreation space requirements.)*

Discussion:

Highland Land Planning has submitted a conceptual plat for Bradshaw Estates containing a total of 58 single-family residential lots. The plat was discussed at a workshop that was held at the Planning Commission meeting on January 26, 2026. In response to the workshop comments, the applicant submitted a revised concept plat. The revised plan is similar to the original proposal with the inclusion of a connecting roadway between the northern and southern portions of the development across the creek. With the addition of the connecting roadway, the number of lots was reduced from 59 lots to 58.

Zoning

The zoning for the property is **R-43, one-family residential district**, and has the following requirements:

- Front setback: 50 feet
- Side setback: 15 feet
- Rear setback: 30 feet

- Minimum lot area: 1 acre
- Minimum floor area per dwelling unit: 1,500 SF

Concept Plat Specifications

Section 501 of the Land Development Ordinance (LDO) establishes items that must be specified on all concept plats. The following items are included in those specifications:

- Approximate location of property lines
- Approximate location of existing and proposed easements
- Approximate topography
- Approximate location and width of streets
- Approximate location of existing lots
- Approximate location and size of parcels of land to be set aside for recreation or other public use
- Proposed location of multi-use paths
- Location of greenbelts and other areas to be landscaped

In addition to these items, the proposed plat demonstrates that a 2,000 SF house footprint will fit on each lot. A 2,000 SF house footprint exceeds the minimum required floor area for a dwelling unit in the R-43 zoning district.

Site Characteristics and Development Standards

Sections 702-708 of the LDO establish general standards for site design. Sections 709-715 of the LDO establish minimum subdivision standards.

Multi-use Paths:

Section 706 of the LDO states that "the planning commission shall require multi-use paths in order to facilitate pedestrian and golf cart access from residential and commercial developments to schools, parks, playgrounds and other city amenities via the multi-use path system." The developer has agreed to coordinate with the city engineering department to determine the best location for the path to continue southward on Sumner Rd. to tie into the existing multi-use path system.

Parks and Open Space, Buffers, Landscaping:

Section 712 of the LDO requires at least three (3) acres of open space per 100 dwelling units. The proposed subdivision has 58 residential lots which requires a minimum of 1.74 acres of open space. The developer has provided 2.43 acres.

Section 714 of the LDO discusses special screening. It states that special screening shall be required of all commercial and multi-family subdivisions or developments on sides that abut streets or single-family residential subdivisions. Since the proposed concept plat is for a single-family subdivision, no special screening is required where

the development abuts other single-family developments.

Section 723 of the LDO lists buffer standards for major thoroughfares. Sumner Rd. is classified as a Village Collector and therefore requires a continuous 25-foot-wide city-owned greenbelt buffer adjacent to the road. A 25-foot greenbelt is proposed adjacent to Sumner Rd., therefore the concept plat meets this requirement.

In addition, Section 1130(j) states that "every platted residential lot within the city shall plant and/or maintain no less than two trees at least two inches in diameter within the boundaries of the subject lot." Staff will perform a landscape inspection at the end of the construction process for each dwelling unit to ensure that the two required trees are provided before releasing a Certificate of Occupancy for that dwelling unit.

Additional Comments

Both the Peachtree City Police Department and the Fire Department expressed concerns regarding existing extended response times to the rear portion of Kedron Hills along Astoria Lane. They felt the addition of roadway infrastructure and residential development in this area, as originally proposed for the northern section of the Bradshaw development, would further increase response times and expand the number of residents and locations potentially impacted by those delays. It was suggested to include a connecting roadway between the northern and southern portions so there would be access to the new subdivision from both Astoria Lane and Sumner Road.

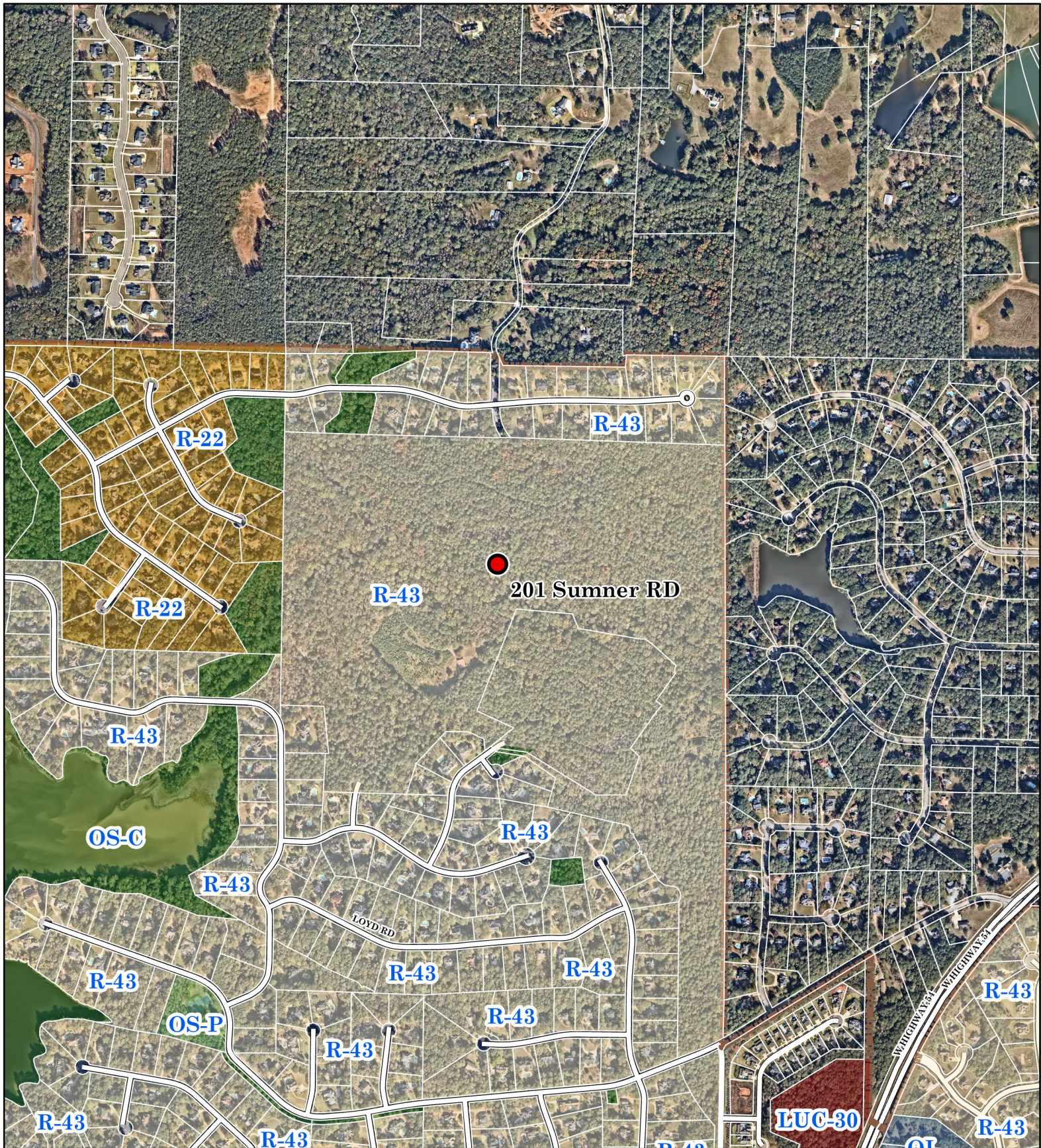
Prior to the workshop on January 26, 2026, the city received several comments from nearby property owners regarding the proposed development. Several more comments have been received since the workshop. All comments were included in the packet for your review.

Budget Impact:

There are no budget impacts associated with this request.

Attachments:

- 1. Zoning Map
- 2. Conceptual PLAT
- 3. Public Comments



Zoning Map: 2025

**201 Sumner RD
ZONED: R-43**

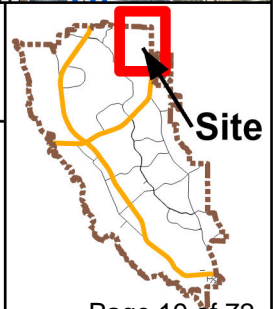
For information purposes only



1 inch = 857 feet

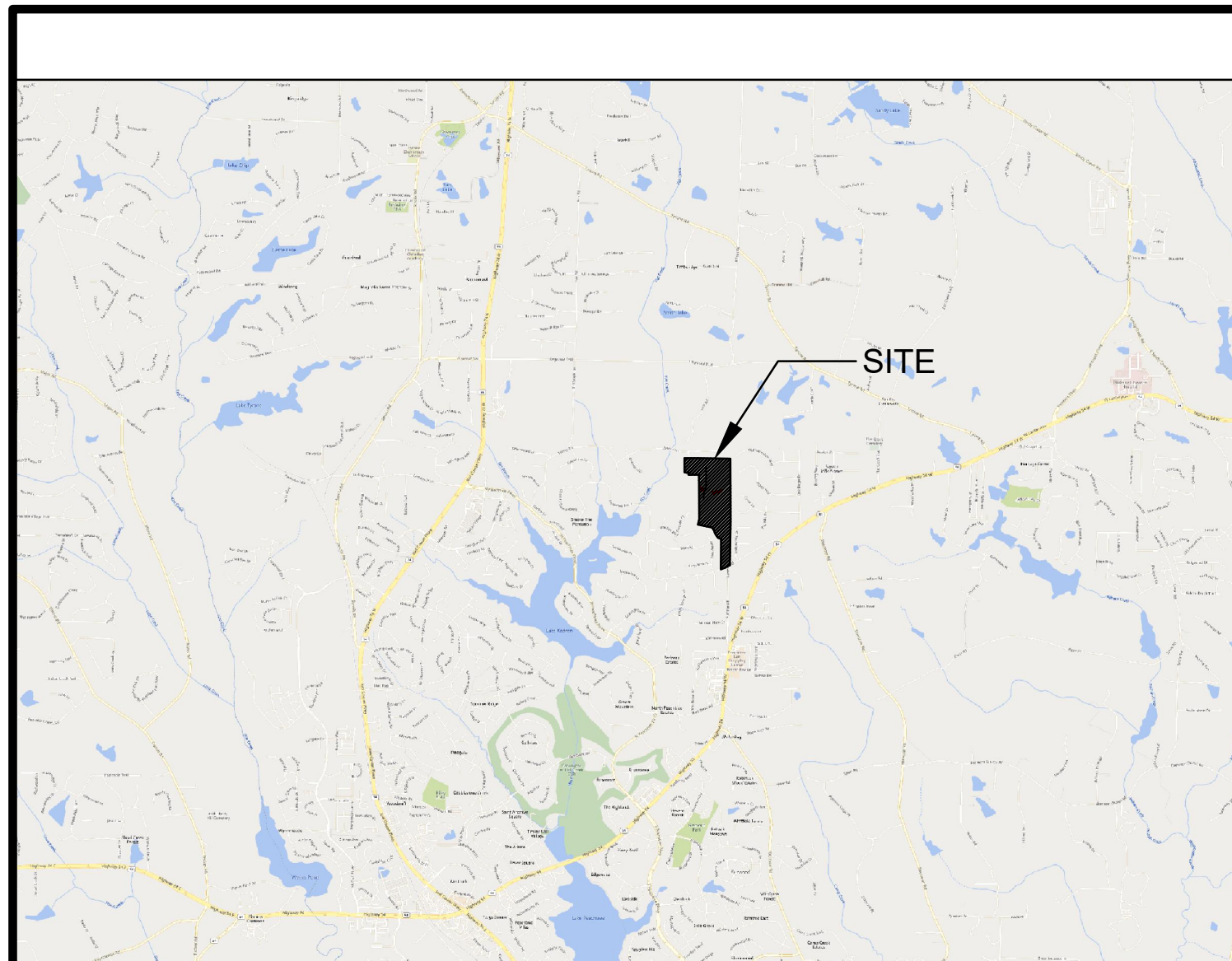


- 201 Sumner RD
- Zoning Condition
- R-43
- R
- GR
- OI
- GC
- LUC
- OS-C
- OS-P



Site





SITE LOCATION MAP (N.T.S.)

Sheet List Table	
Sheet Number	Sheet Title
CP-01	OVERALL CONCEPT PLAN
CP-02	DETAILED LOT DIMENSIONS BRADSHAW ESTATES 1-29
CP-03	DETAILED LOT DIMENSIONS BRADSHAW ESTATES 30-58

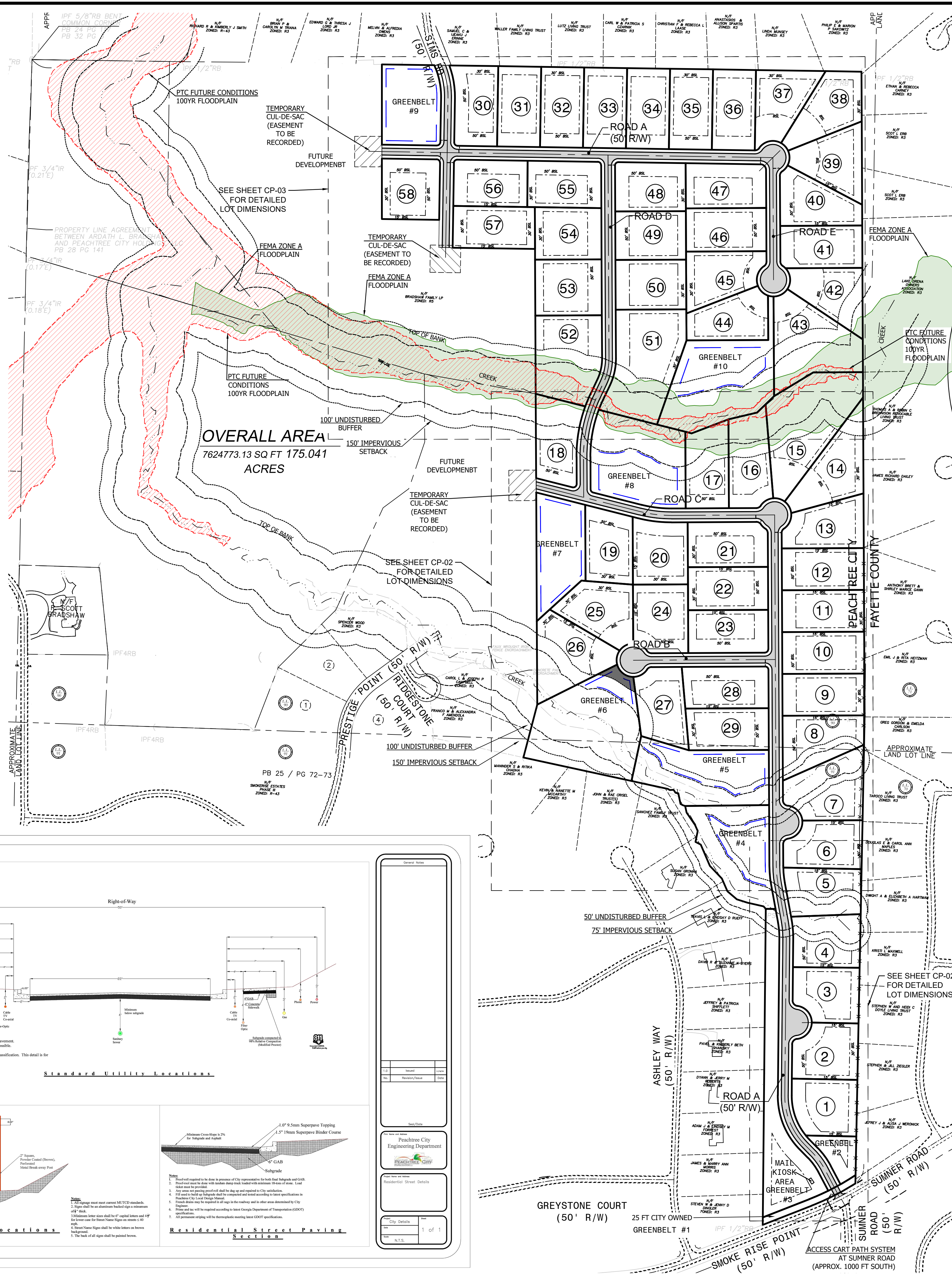
SITE PLAN LEGEND:

- = GREENBELT POND AREA
- = PTC FUTURE CONDITIONS 100 YR FLOODPLAIN
- = FEMA ZONE A FLOODPLAIN

FLOOD PLAIN TABLE - BRADSHAW ESTATES					
LOT NUMBER	Flood Plain Area (S.F.)	Flood Plain Area (Ac.)	Total Lot Area (S.F.)	Total Lot Area (Ac.)	Flood Plain Lot %
LOT 43	15,561.34	0.36	77,056.26	1.77	20.19
LOT 51	12,760.14	0.29	64,504.92	1.48	19.78
LOT 52	10,188.45	0.23	53,895.82	1.24	18.90

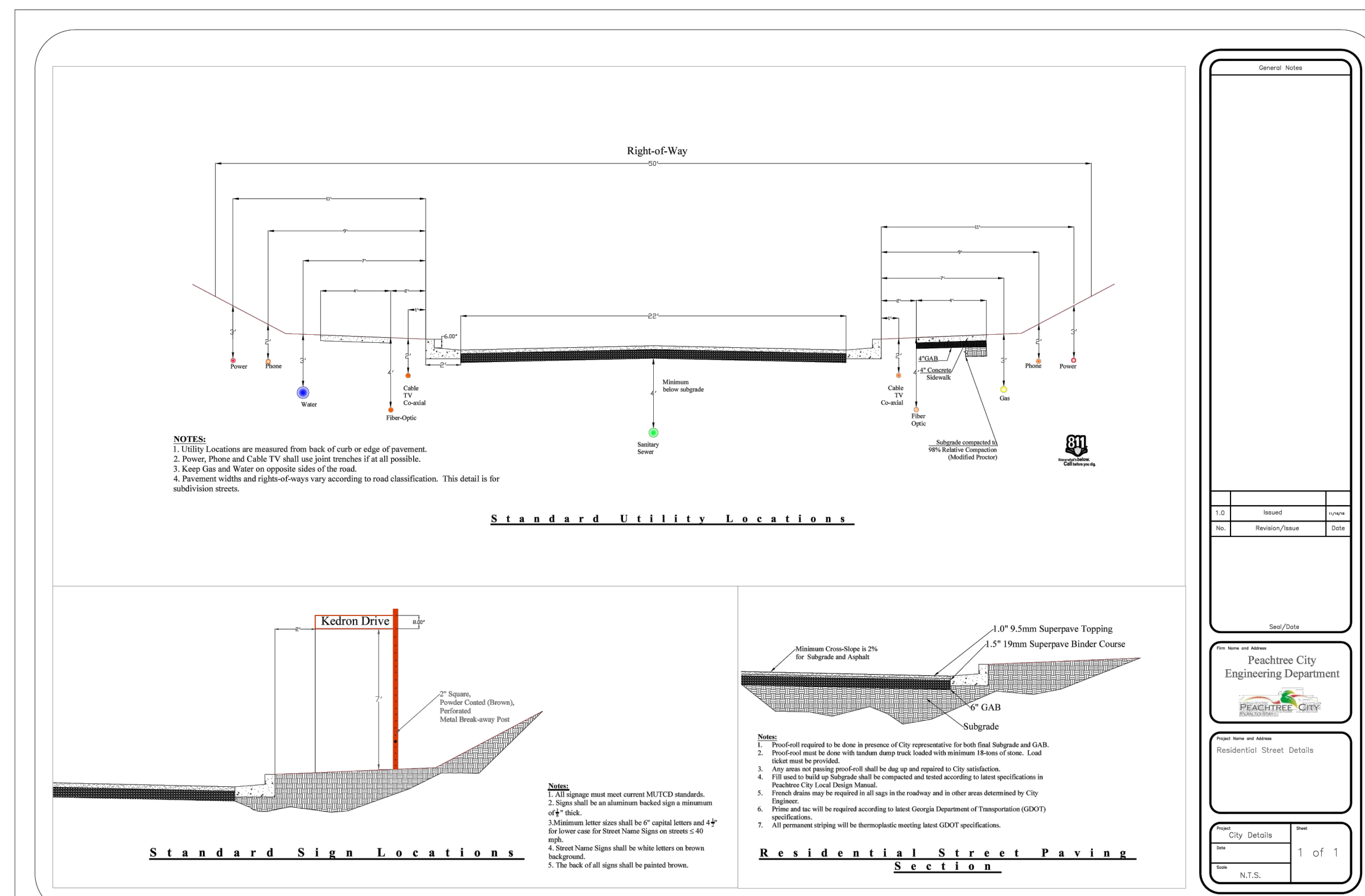
FLOOD PLAIN TABLE - BRADSHAW ESTATES					
LOT NUMBER	Flood Plain Area (S.F.)	Flood Plain Area (Ac.)	Total Lot Area (S.F.)	Total Lot Area (Ac.)	Flood Plain Lot %
LOT 15	12,017.14	0.28	96,411.89	2.21	12.46
LOT 16	2,714.43	0.06	49,520.33	1.14	5.48
LOT 17	842.46	0.02	45,655.14	1.05	1.85
LOT 18	1,817.63	0.04	46,518.61	1.07	3.91

FIRE DEPARTMENT NOTE: ALL ROADWAYS SHALL BE 26 FEET CLEAR WIDTH (FACE OF CURB TO FACE OF CURB), CUL-DE-SACS CONSTRUCTED AT A CLEAR SPAN OF 96 FEET IN DIAMETER, AND INTERSECTIONS EVERY 750 FEET MAX SPACING, UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL.



GENERAL NOTES:

- OWNER:** BRADSHAW FAMILY L.P., 251 SMOKERISE TRACE, PEACHTREE CITY, GEORGIA 30269
- DEVELOPER:** CHADWICK HOMES, INC., 150 GREENCASTLE ROAD, TYRONE, GEORGIA 30290. CONTACT: CHAD FLOYD, EMAIL: CHAD@CHADWICKHOMESINC.COM, PHONE: (770) 487-2432
- ENGINEER:** HIGHLAND LAND PLANNING, 201 PROSPECT PARK, SUITE A, PEACHTREE CITY, GA 30269. CONTACT: JASON L. WALLS, P.E., EMAIL: JWALLS@HIGHLANDLP.US, PHONE: (770) 631-0499
- SURVEYOR:** S & W LAND SURVEYORS, INC., 315 CASTLEWOOD ROAD, TYRONE, GA 30290. CONTACT: W.S. BODKIN, R.L.S., PHONE: 770-312-5500, EMAIL: SCOTT@SWLANDSURVEYORS.COM
- SITE DATA:** ADDRESS - 1 PRESTIGE POINT (A PORTION THEREOF), SITE AREA - 91.9 AC, TAX PARCELS: 0720 001, 0720 054
- PROPOSED DEVELOPMENT:** 58 RESIDENTIAL LOTS (1 ACRE MINIMUM), DETACHED
- ZONING DATA:** ZONING: R-43, MINIMUM LOT SIZE: 1 ACRE, MINIMUM UNIT SIZE: 1500 S.F., MINIMUM LOT WIDTH: 150 FT, MINIMUM LOT WIDTH (CUL-DE-SAC): 35 FT, MINIMUM FRONT SETBACK = 50 FT, MINIMUM SIDE = 15 FT, 30 FT BETWEEN STRUCTURES, MINIMUM REAR = 30 FT, MAXIMUM BUILDING HEIGHT: 35 FT
- PARKING:** REQUIRED: (2) SPACES PER DWELLING UNIT PROVIDED; EACH INDIVIDUAL LOT WILL ACCOMMODATE PARKING ON PROPERTY, VIA DRIVEWAY AND GARAGES.
- 24 HOUR CONTACT:** CHAD FLOYD, (770) 437-2432
- PROJECT NARRATIVE:** CHADWICK HOMES, INC. PLANS TO DEVELOP A PORTION OF THE TOTAL BRADSHAW TRACT WITH 58 SINGLE FAMILY RESIDENTIAL LOTS AT A 1 ACRE MINIMUM LOT SIZE. THE DEVELOPMENT WILL INCLUDE A SINGLE SUBDIVISION WITH TWO SEPARATE PHASES OF CONSTRUCTION SPLIT BY A CREEK AND FLOODPLAIN. PHASE 1 CONSTRUCTION WILL INCLUDE THE LOTS SOUTH OF THE CREEK, AND PHASE 2 CONSTRUCTION THE LOTS NORTH OF THE CREEK. ROADS HAVE BEEN EXTENDED FOR FUTURE DEVELOPMENT OF ADJACENT SIMILARLY ZONED PROPERTY. ACCESS IS PROVIDED FROM SMOKERISE POINT ACROSS FROM SUMNER ROAD AND SIMS ROAD OFF ASTORIA LANE. BOTH PHASES WILL INCLUDE A NETWORK OF RESIDENTIAL STREETS, UTILITIES, STORMWATER MANAGEMENT FACILITIES, RECREATIONAL GREENSPACE, AND OTHER PERTINENT FEATURES AS REQUIRED BY LOCAL ORDINANCES. THE OVERALL PROPERTY IS CURRENTLY WOODED WITH A GENERAL LAND SLOPE FROM EAST TO WEST. TWO SIGNIFICANT CREEKS BISECT THE PROPERTY FALLING FROM EAST TO WEST. THE DEVELOPMENT IS PROPOSED TO BE BUILT AS TWO CONSECUTIVE PHASES.
- COMMON SPACE:** A MINIMUM 2 ACRE COMMON SPACE WILL BE PROVIDED BY DEVELOPER AS PART OF THE PLATTED LOT PLAN, REDUCING THE NUMBER OF LOTS TO CREATE THE SPACE. TO INCLUDE NEIGHBORHOOD USE TYPE FACILITIES SUCH AS POOL HOUSE, PLAYGROUND, PARK SPACE, ETC. TO BE COORDINATED WITH THE COMMUNITY DEVELOPMENT DEPARTMENT. AS SHOWN, 1.14 AC. AT ENTRANCE PLUS 1.06 AC ADJACENT TO LOT 6 IS PROVIDED. PROPOSED CART PATH CROSSING SHOWN FOR ACCESS. (WITHIN EASEMENT.)
- MAIL KIOSK:** MAIL KIOSK TO BE PROVIDED, MEETING PEACHTREE CITY REQUIREMENTS. (3) SPACES PROVIDED.
- ECOLOGY:** STATE WATERS AND/OR WETLANDS ARE PRESENT ON OR WITHIN 200 FEET OF THIS PROJECT SITE, AND ARE CURRENTLY UNDER INVESTIGATION. IT IS ANTICIPATED TO REMAIN WITHIN STATE WATER BUFFER SHOWN.
- FLOODPLAIN:** PORTIONS OF THIS PROPERTY ARE LOCATED WITHIN A FLOOD HAZARD AREA ACCORDING TO F.E.M.A. FLOOD INSURANCE RATE MAP FOR FAYETTE COUNTY COMMUNITY PANELS #13113C0083E AND #13113C0091E, DATED SEPTEMBER 26, 2008. FLOODPLAIN AREAS ARE AS SHOWN ON THIS PLAN. PLEASE NOTE THAT IN THIS PORTION OF THE OVERALL WATERSHED, BASED ON THE FLOOD DATA PROVIDED BY THE CITY OF PEACHTREE CITY, THE EXISTING CONDITIONS AND FUTURE CONDITIONS FLOODPLAIN BOUNDARY PLOT IN THE SAME HORIZONTAL LOCATION. SEE SHEETS CP-02 AND CP-03 FOR FLOOD PLAIN PERCENTAGE OF AFFECTED LOTS.
- STORMWATER:** STORMWATER MANAGEMENT TO BE PROVIDED TO TREAT RUNOFF VIA ATTENUATION OF REQUIRED STORM EVENTS THROUGH EXTENDED DETENTION INCLUDING CHANNEL PROTECTION WITH WATER QUALITY TREATMENT VIA RUNOFF REDUCTION AS APPLICABLE. MULTIPLE POND SYSTEMS ARE ANTICIPATED THROUGHOUT THE DEVELOPMENT. AFTER JANUARY 7, 2021 ALL NEW DEVELOPMENT AND RE-DEVELOPMENT WILL BE REQUIRED TO PROVIDE RRV FOR STORMWATER. STORMWATER MANAGEMENT TO FOLLOW THE CITY'S LOCAL DESIGN MANUAL AND THE GEORGIA STORMWATER MANAGEMENT MANUAL. SEE LOCAL DESIGN MANUAL FOR DETAILS. ALL PONDS TO BE PLACED IN CITY OWNED GREENBELTS.
- UTILITIES:** WATER SERVICE PROVIDED BY FAYETTE COUNTY WATER SYSTEM. SEWER SERVICE TO BE PROVIDED BY THE PEACHTREE CITY WATER AND SEWERAGE AUTHORITY.
- FLOOD STUDY:** DAM BREACH ANALYSIS ON THE CATEGORY II DAM LOCATED TO THE WEST OF THIS PROPERTY, WITHIN THE LANDINGS SUBDIVISION, WILL BE REQUIRED AT THE TIME THE CONSTRUCTION PLANS ARE COMPLETED FOR THIS PROPOSED SUBDIVISION. NO RISE CERTIFICATION WILL BE REQUIRED FOR ANY CREEK CROSSINGS THAT ARE WITHIN 100 YR FLOODPLAIN.
- CONCEPT PLAT:** CONCEPT PLAT SHALL EXPIRE 12 MONTHS FROM THE DATE OF APPROVAL UNLESS A PRELIMINARY PLAT IS SUBMITTED TO CITY PLANNER.
- RETAINING WALLS:** RETAINING WALLS OVER 4 FEET IN HEIGHT WILL REQUIRE A SEPARATE PERMIT FROM THE BUILDING DEPARTMENT. RETAINING WALLS ARE NOT ALLOWED IN BUILDING SETBACKS.
- CART PATH SYSTEM:** CART PATHS TO BE PROVIDED BOTH INTERNALLY AND EXTERNALLY TO MEET CITY CODE. INTERNALLY, A CART PATH WITH A 50 FOOT WIDE GREENBELT IS PROVIDED BETWEEN ROAD C AND ROAD D CONNECTING BRADSHAW ESTATES NORTH TO BRADSHAW ESTATES SOUTH. EXTERNALLY, THE CART PATH SYSTEM AT THE SUMNER ROAD ENTRANCE WILL BE CONNECTED TO THE CART PATH SYSTEM SOUTHWARD ON SUMNER ROAD (AS COORDINATED WITH THE PEACHTREE CITY ENGINEERING DEPARTMENT) AND THE CART PATH SYSTEM AT THE NORTH ENTRANCE IS PROVIDED AS NORMAL BY SURFACE STREETS BETWEEN DIFFERING RESIDENTIAL SUBDIVISIONS.
- GREENBELTS:** GREENBELTS SHALL BE PROVIDED AS SHOWN ON THIS CONCEPT AND IN ACCORDANCE WITH CITY CODE. GREENBELTS ARE PROVIDED FOR BUFFERS, ALL DETENTION PONDS, CART PATHS BETWEEN LOTS, ETC.
- FIRE SERVICE:** THE DESIGN WILL FOLLOW THE GUIDELINES OF THE INTERNATIONAL FIRE CODE (2021, OR CURRENT APPROVED EDITION) AND PEACHTREE CITY CODES AND REGULATIONS, INCLUDING BUT NOT LIMITED TO ROAD WIDTHS AT HYDRANTS, HYDRANT SPACING, LENGTH OF ROAD SEGMENTS, AND OTHER APPLICABLE FIRE CODES. FINAL APPROVAL BY THE PEACHTREE CITY FIRE DEPARTMENT AND FIRE MARSHAL SPECIFICALLY ARE REQUIRED AS THE PROJECT MOVES THROUGH PLATTING AND ENGINEERING DESIGN. NO SUBDIVISION IS ALLOWED TO HAVE OVER 30 LOTS WITHOUT TWO MEANS OF INGRESS AND EGRESS.



OVERALL CONCEPT PLAN

FOR
BRADSHAW ESTATES

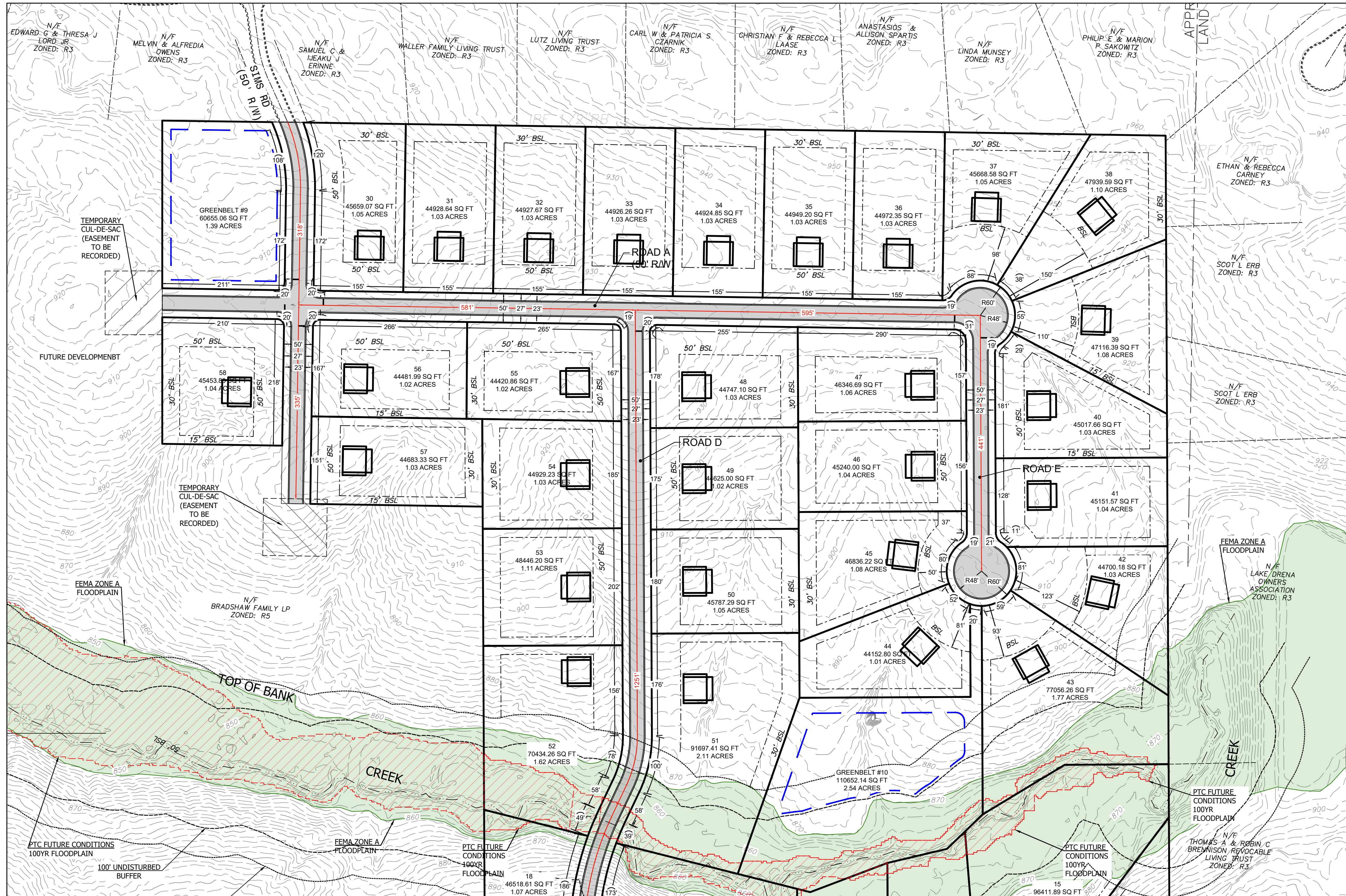
CONCEPT PLAT

11/21/25

HIGHLAND LAND PLANNING

201 PROSPECT PARK, SUITE A, PEACHTREE CITY, GEORGIA 30269
CONTACT: JASON L. WALLS, P.E.
PHONE: (770) 631-0499

DRAWING NO. CP-01



DETAILED DIMENSIONS OF BRADSHAW ESTATES NORTH 30-58

SCALE: 1"=100'

FIRE DEPARTMENT NOTE: ALL ROADWAYS SHALL BE 26 FEET CLEAR WIDTH (FACE OF CURB TO FACE OF CURB). CUL-DE-SACS CONSTRUCTED AT A CLEAR SPAN OF 96 FEET IN DIAMETER, AND INTERSECTIONS EVERY 750 FEET MAX SPACING, UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL.

GREENBELT AREAS

GREENBELT #	Area (S.F.)	Area (Ac.)	USE
1	9,227.70	0.21	25' CITY OWNED CART PATH ACCESS
2	18,093.42	0.42	OPENSOURCE
3	87,761.02	2.01	MAIL KIOSK/OPEN AREA
4	80,148.24	1.84	S.W.M.F.
5	90,553.71	2.08	S.W.M.F.
6	120,194.12	2.76	S.W.M.F.
7	64,088.69	1.47	S.W.M.F.
8	100,844.39	2.32	S.W.M.F.
9	60,655.06	1.39	S.W.M.F.
10	110,652.14	2.54	S.W.M.F.

SITE PLAN LEGEND:

- = GREENBELT POND AREA
- = PTC FUTURE CONDITIONS 100 YR FLOODPLAIN
- = FEMA ZONE A FLOODPLAIN
- = 2000 S.F. HOUSE FOOTPRINT (50' x 40')

FLOOD PLAIN TABLE - BRADSHAW ESTATES

LOT NUMBER	Flood Plain Area (S.F.)	Flood Plain Area (Ac.)	Total Lot Area (S.F.)	Total Lot Area (Ac.)	Flood Plain Lot %
LOT 43	15,561.34	0.36	77,056.26	1.77	20.19
LOT 51	12,760.14	0.29	64,504.92	1.48	19.78
LOT 52	10,188.45	0.23	53,895.82	1.24	18.90

NOTE: LOTS WITH FUTURE CONDITIONS FLOOD PLAIN ALL EXCEED 70% OUTSIDE OF FLOOD PLAIN AREA.

Rev.	Description	Date
3	ISSUED FOR REVIEW	02/10/26
2	ISSUED FOR REVIEW	11/21/25
1	ISSUED FOR REVIEW	10/25/25

Check by: JLV
 Date: 01/27/25
 Drawn by: MDW
 Scale: 1" = 100'

DETAILED LOT DIMENSIONS BRADSHAW ESTATES 30-58

CONCEPT PLAN FOR BRADSHAW ESTATES
 LAND LOTS 90 AND 91 OF THE 7TH DISTRICT, CITY OF PEACHTREE CITY, FAYETTE COUNTY, GEORGIA



DRAWING NO. CP-03



Objections to proposed development at 201 Sumner Rd (Bradshaw Estates)

From Travis Rueff <t.l.rueff@mac.com>
Date Mon 12/8/2025 11:35 AM
To PlanningCommission <PlanningCommission@peachtree-city.org>
Cc City Council and City Manager <citycouncil@peachtree-city.org>

1 attachment (16 KB)
Bradshaw Estates objection memo.docx

[CAUTION]: This email was sent from an EXTERNAL source. Do not click links or open attachments unless you recognize the sender or know the content is safe.

Subject: Request for Buffer, Tree-Save Protection, and Road Re-Alignment — Proposed Development Adjacent to Ashley Way (Parcel 0720 001)
To: Peachtree City Planning Commission
Cc: Planning & Development Department Staff

Dear Commissioners,

I am a resident of Peachtree City residing at **515 Ashley Way**, directly adjacent to the proposed subdivision on **Parcel 0720 001**. I am writing to express significant concerns regarding the current concept plan, specifically the layout of **Proposed Lots 1-5** and the **new internal road** located immediately behind the existing homes on Ashley Way.

It is my understanding that the plan will be reviewed at the bi-weekly planning commission meeting on 12/08/2025. Please disseminate these concerns to all commission members prior to the meeting.

After reviewing the plan, I respectfully request the Planning Commission require revisions to ensure compliance with Peachtree City's land-development standards and to protect the character of the existing neighborhood.

1. Tree-Save Area Protection

The concept plan shows extensive clearing along the shared property line behind Ashley Way, including the removal of mature tree stands that currently function as:

- visual screening
- noise mitigation
- erosion control
- habitat and greenbelt continuity

I request that the City require the developer to preserve the existing trees along this boundary and designate this area as a **tree-save zone** consistent with sec. 702 Land Development Ordinance.

2. Landscape Buffer Between Existing and New Homes

There appears to be **no buffer** shown between the existing Ashley Way properties and the proposed road adjacent to proposed lots 1-5. While R-43 to R-43 adjacency does not automatically trigger a transition yard, the City has the authority to require:

- a **landscape buffer**,
- an **undisturbed vegetative strip**,
- a **fence or berm**, and/or
- **tree-save enhancement**

when necessary to minimize impacts on existing residents. The abrupt back-to-back layout and proximity of the new road justify such protection.

3. Road Alignment and Proximity Concerns

The proposed internal subdivision road appears to be located **directly behind the rear property lines** of Ashley Way homes. This raises concerns regarding:

- privacy
- noise intrusion
- headlight spillover
- stormwater runoff and grading impacts
- tree loss due to cuts/fills for the roadway

I request that the City require the road to be **shifted inward** toward the new subdivision to create room for a buffer and preserve as many existing trees as possible.

4. Minimizing Grading and Clearing

Consistent with the intent of Peachtree City's Land Development Ordinance, I ask that the Planning Commission require the developer to:

- minimize clearing to only what is necessary for construction,
- maintain a naturalized rear boundary,
- incorporate tree-save protection fencing, and
- preserve the existing landscape character of this area.

Request

Given these factors, I respectfully ask the Planning Commission to require the applicant to amend the plan to include:

- a meaningful **buffer** across the rear of the lots on Ashley Way,
- a **tree-save area** protecting existing vegetation, and
- **road re-alignment** away from Ashley Way property lines.

I appreciate your consideration of these concerns and your efforts to protect the natural character and established neighborhoods of Peachtree City. Please let me know if I can provide any additional information or attend a meeting to discuss these issues further.

Sincerely,
Travis and Lindsey Rueff
515 Ashley Way
Peachtree City, GA

Follow-Up Comments: Objections to proposed development at 201 Sumner Rd (Bradshaw Estates)

From Travis Rueff <t.l.rueff@mac.com>
Date Tue 12/9/2025 2:24 PM
To PlanningCommission <PlanningCommission@peachtree-city.org>
Cc City Council and City Manager <citycouncil@peachtree-city.org>

1 attachment (15 KB)
Follow up memo - PTC PC.docx

[CAUTION]: This email was sent from an EXTERNAL source. Do not click links or open attachments unless you recognize the sender or know the content is safe.

Subject: Follow-Up Comment: Section 903 – Reverse-Frontage Lots Created by Proposed Road Behind Ashley Way
To: Peachtree City Planning Commission
Cc: Planning & Development Staff

Dear Commissioners,

Following my earlier memo regarding the Bradshaw Estates Concept Plan, I would like to submit one important additional comment that I discovered after further reviewing the Peachtree City Land Development Ordinance.

Section 903 of the LDO (Subdivision Design Standards)

Section 903 states that subdivision design **shall avoid** “*multiple and reverse-frontage lots.*”

A **reverse-frontage lot** is created when the **rear yard of an existing home is placed adjacent to a new street**, effectively making the rear yard function as an unintended street frontage.

Application to the Current Proposal

Under the current concept layout, the newly proposed internal street is placed **directly along the rear property lines** of the existing homes on Ashley Way, including my home at 515 Ashley Way.

This configuration would create **reverse-frontage lots** for the Ashley Way homeowners, which is exactly the condition Section 903 is intended to prevent.

Request

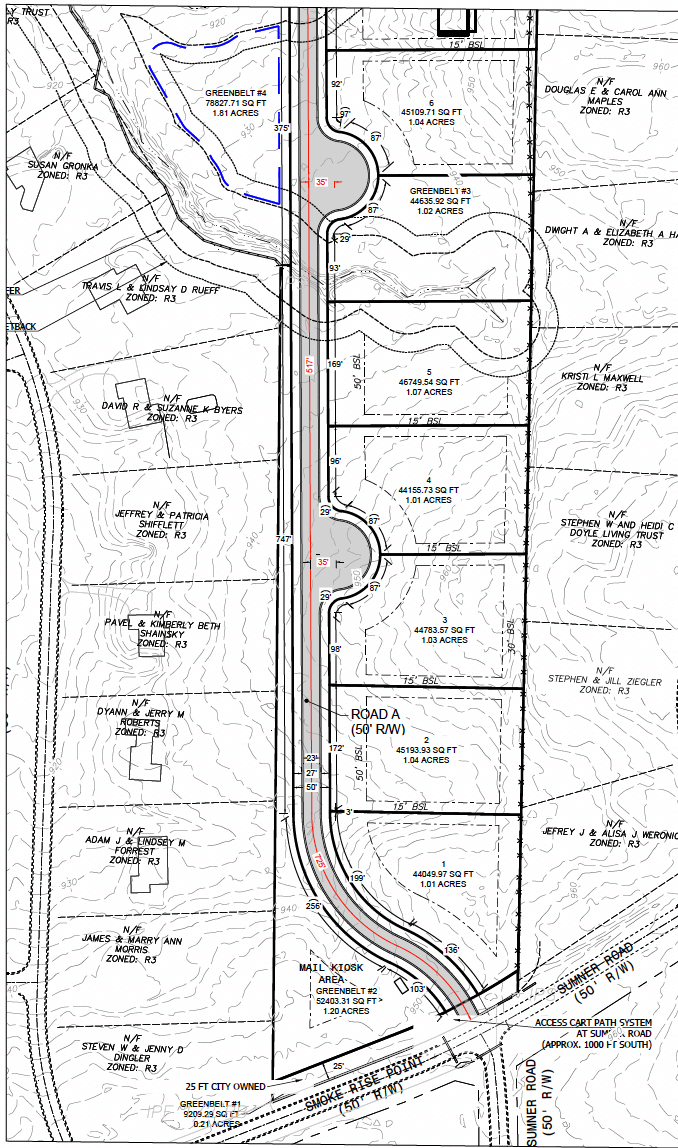
In light of Section 903, I respectfully request that the Planning Commission:

- require the applicant to **revise the Concept Plan** to eliminate this reverse-frontage condition, **and**
- establish a **meaningful buffer and tree-save area** between any revised new street and the existing Ashley Way properties to mitigate the conflict with Section 903’s design principles.

Thank you again for considering the concerns of affected residents. Please include this follow-up comment in the record for Monday’s Concept Plan review.

Sincerely,
Travis and Lindsey Rueff
515 Ashley Way
Peachtree City, GA

Attachments:



DETAILED DIMENSIONS OF BRADSHAW ESTATES SOUTH LOTS 1-6
 SCALE: 1"=100'

Bradshaw Estates

From Donald Myers <dmyers80@hotmail.com>

Date Tue 12/16/2025 11:42 AM

To PlanningCommission <PlanningCommission@peachtree-city.org>

[CAUTION]: This email was sent from an EXTERNAL source. Do not click links or open attachments unless you recognize the sender or know the content is safe.

Hello, Planning Commission,

My name is Don Myers. I'm the guy that showed up at last night's (15 December) meeting, after noting your meeting announcement showed a "Public Comment" section.

I wanted to have a chance to voice my concerns over the proposed Bradshaw Estate plan. The 15 December meeting announcement, regarding Bradshaw Estates, was updated as "Postponed," but I wasn't sure I would be in town when it will be discussed (in January?). Unfortunately, I was told the "Public Comment" had been incorrectly added to the meeting outline, so I didn't have my chance to address you.

Therefore, I want to use this email to express those concerns.

For context, my home is on Loring Lane, in the Kedron Hills subdivision.

The north portion of this Bradshaw development, as recently announced, is to allow vehicles from 30 homes to enter and exit from Astoria Lane. Astoria Lane feeds into Loring Lane and this thoroughfare is the only way to enter and exit the Kedron Hills and Kedron Estates subdivisions—a total of over 200 homes using this sole access to our subdivision. The winding, undulating distance through our subdivisions would be 1.4 miles for these Bradshaw homes—and our subdivision would simply be "a means to an end" for these folks.

Allowing 30 more, one-acre homes, with an approximate average of 3 cars each, would mean *an additional 180 entry/exit events each day*—using Astoria Lane & Loring Lane as merely an access to Peachtree Parkway. And this doesn't include the massive construction traffic on our recently repaved roads nor the follow-on commercial traffic to support this new subdivision.

The City Council recognized the strain and safety concerns on Loring Lane and sealed the Crabapple Lane access for vehicles. The load of Bradshaw vehicles would be worse and along a much longer distance.

The simple question is: If the City Council noted how important it was to limit traffic in our only thoroughfare, why would this new subdivision plan be considered? With additional engineering and construction, *all* of Bradshaw—both these proposed "north" 30 homes as well as the proposed "south" 29 homes—could exit onto Sumner Road. And Sumner Road has almost no homes directly on it's sides and is directly in line with the Publix shopping center and Highway 54.

Thank you for protecting us, our neighborhood kids, and our subdivision.

Donald N. Myers

Comments Regarding - Concept Platt, Bradshaw Estates, 201 Sumner Road

From Doug 310 <flyboy310@live.com>
Date Fri 1/16/2026 2:36 PM
To Planning <Commission@Peachtree-City.org>; PlanningCommission <PlanningCommission@peachtree-city.org>
Cc Lora Hooks <lhooks@peachtree-city.org>

1 attachment (507 KB)

Doug's Comments for City ordinances and development requirements with the exception of Sec.docx;

Some people who received this message don't often get email from flyboy310@live.com. [Learn why this is important](#)

[CAUTION]: This email was sent from an EXTERNAL source. Do not click links or open attachments unless you recognize the sender or know the content is safe.

PTC Planning Commission Chairperson,

I have enclosed my comments regarding this Concept Platt with concerns and requested additional information needed to be added to the requirements for this Platt.

I live on the east side of this concept Platt in Sedgewicke Drive Subdivision. My property is located at 150 Sedgewicke Drive and abuts to the east side of the new concept Platt.

Two of the major issues I would like the PTC Planning Commission to be aware of that applies to my property and some of the others along the eastern Platt.

The first is my rear property is at least 6 feet higher than the Concept Platt. The top western edge of my property abutting this eastern boundary has over 5 large trees. Once the Concept Platt is cleared of trees, there will be a large exposure to these trees to wind and erosion that is not currently the case. My concern is this is likely to bring a higher degree of them being toppled over into the new home construction zone or new homes.

The second item is the golfcart activity currently is at a dangerous level on Sumner Road from school kids in the morning and afternoon from SmokeRise, the new current homes on the other side of Sumner, Sedgewicke Drive development and this new Concept Platt. With the extensive school kids traffic now and then adding the potential of 29+ homes will have a grave condition of someone being harmed by the current golfcarts and cars using Sumner Road at the same time. The reason it is indicated as 29+ homes is because it is yet to be determined whether there will be bridge over the creek on the north side of the 29 homes into the Kendon Subdivision phase of this Concept Platt.

Thank you for your attention to the items mentioned in this email and my attached document.

Doug Maples
150 Sedgewicke Drive
Peachtree City, GA 30269

City of Peachtree City Planning Commission
Planning Commission Chairman

Concept Platt, Bradshaw Estates, 201 Sumner Road
Application Review

Prepared by
Doug Maples
150 Sedgewicke Drive
Peachtree City, GA 30269

January 02, 2026

The following comment reflects the impacts to the address located above and possibly others along this concept Platt. The comments reflect elements from the Peachtree City Land Development Ordinance which provides information that needs for consideration when approving the final Platt.

City ordinances and development requirements with the exception of Sec. 1108(e) of the Land Development Ordinance regarding parking lot perimeter planting.

“Based on the amount of impervious surface area” (**acreage?**), “including structures, drives, parking areas, and sidewalks”, the landscape ordinance requires a minimum “caliper inches of canopy trees and how many for each lost within the Platt’ **and** “caliper inches of understory trees” The concept Platt proposal is for 141 canopy inches and 94 understory inches, **(Doug Maples Comment)** **which means there is only less than 5 caliper inches per each of the lots.** No alternative compliance method is required since the total requirement will be planted on site. **(Doug Maples Comments will referenced further as (DM comments)** **In addition, is there a standard for landscape buffer for the homes on the east side or rear of the development to help shield the existing homes from noise, and screening?**

As part of the PTC ordinance requirements, **(DM comments)** (Has the) “planting areas” **(DM comments)** been identified for this development along with locations, “wherever practical”. **(DM comments)** The proposal includes planting areas for the exterior perimeter?, “to satisfy this requirement”. **(DM comments)** The community lot does not stipulate the planting for screening most of the community parking lot from the neighboring properties and prevent headlights from shining onto those properties.

Section 706 of the Land Development Ordinance (LDO) states that “the planning commission shall require multi-use paths in order to facilitate pedestrian and golf cart access from residential and commercial developments to schools, parks, playgrounds and other city amenities”. **(DM comments)** With the current state of multi-use paths to facilitate pedestrian and golf cart access to the established homes in SMOKERISE Subdivision and SEDGEWICKE Subdivision developments must use the Sumner Road to gain access to commercial development to the south. With this new home development, no consideration is made in this Platt or by the City staff report to meet Section 706 LDO for paths along Sumner Road toward Hwy 54 commercial development. General Notes #20 makes some level indicating the cart path will be extended 1000 feet to connect to the cart path southward. There is no map or illustration to this extension, which does not assure compliance with Section 706 LDO.

The proposed plat provides an area of 1.14 acres near the entrance to the subdivision and an additional open space for recreation purposes, 1.06 acres adjacent to lot #6 in the southern portion for a total of 2.2 acres.

Section 1130(j) of the LDO states that “every Platted residential lot within the city shall plant and/or maintain no less than two trees at least two inches in diameter within the boundaries of the subject lot.” **(DM comments)** The southern lots currently have a tremendous number of trees greater than fifteen inches in diameter. With the removal of numerous trees in this concept proposal the residential lots are only required to replace these numerous trees, with only five caliper inches of trees for each

lot. This will be a significant loss to the community and established homes on both sides of the NEW southern development. I do not intend to suggest the same amount of total caliper inches be replanted. However, additional consideration should be given to increase the total caliper of inches per lot.

STORMWATER MANAGEMENT (DM comments) The current condition of runoff from both sides of this Platt has maintained no impact on the runoff. However, the new impervious surfaces created by this development have the potential to have a negative impact. It is stated in the Platt General Notes the “project site are currently under investigation.” This indicates the need for protection impact by this Platt has NOT been established. So how can the concept Platt approval be provided without a defined protection plan being established?

(DM comments) The general notes #19 state that no retaining wall over 4 feet is allowed in the building setbacks. It is important to mention the elevation difference from this development behind my home located at 150 Sedgewicke Drive is over 6 feet. Therefore, how will my lot be protected by lots 6, 7, and 8 from erosion. In addition, it is important to mention there are over 5 trees on top of this 6-foot elevated height difference will be exposed to falling due to erosion and wind exposure after the new concept Platt has been cleared for the new Platted lots and exposing my property with financial exposure as well as harm to the new residential homes and people. This is not appropriate. There are other properties along the east side of this new concept Platt that have the same or higher elevated conditions.

FIRE SERVICES: (DM comments) The current fire truck and apparatuses do not have adequate turnaround space making the southern section a dead end. This does not meet the UFC 2021.

PEACHTREE CITY, GA PLANT GUARANTEE NOTES

- (A) ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK AS PREPARED BY THE AMERICAN ASSOCIATION OF NURSERYMEN AND ADOPTED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE, INC. (ANSI Z60.1).
 - (B) ALL PLANT MATERIAL SHALL BE MAINTAINED IN COMPLIANCE WITH THE LATEST EDITION OF THE NATIONAL TREE CARE STANDARDS AS PREPARED BY THE TREE CARE INDUSTRY ASSOCIATION (TCIA) AND ADOPTED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI A300).
 - (C) IT SHALL BE THE DUTY OF ANY PERSON OR PERSONS OWNING OR OCCUPYING PROPERTY SUBJECT TO THIS ORDINANCE TO MAINTAIN SAID PROPERTY IN GOOD CONDITION SO AS TO PRESENT A HEALTHY, NEAT, AND ORDERLY APPEARANCE. PROPERTY SHALL BE KEPT FREE FROM REFUSE AND DEBRIS. PLANTING BEDS SHALL BE MULCHED WITH A MINIMUM OF THREE INCHES OF FRESH MULCH AT LEAST ONCE EACH YEAR TO PREVENT WEED GROWTH AND TO MAINTAIN SOIL MOISTURE. PLANT MATERIALS SHALL BE PRUNED AS NECESSARY TO MAINTAIN GOOD HEALTH AND CHARACTER. TURF AREAS SHALL BE MOWED PERIODICALLY. ALL ROADWAYS, CURBS AND SIDEWALKS SHALL BE EDGED WHEN NECESSARY IN ORDER TO PREVENT ENCROACHMENT FROM ADJACENT GRASSED AREAS.
 - (D) WHERE LANDSCAPING AREAS ADJOIN GRASSED RIGHTS-OF-WAY, SUCH AREAS SHALL BE CONSIDERED PART OF THE LANDSCAPED AREA FOR PURPOSES OF MAINTENANCE. AT OF COMPLETION OF SITE IMPROVEMENTS, THE PROPERTY OWNER SHALL HAVE AN IMPLIED EASEMENT ON RIGHTS-OF-WAY EXTENDING FROM THE SITE TO THE ROAD PAVEMENT IN ORDER TO COMPLETE THE REQUIRED MAINTENANCE.
 - (E) A MAINTENANCE INSPECTION OF TREES SHALL BE PERFORMED PERIODICALLY WITHIN AND AT THE END OF THREE FULL YEARS FROM THE DATE THE CERTIFICATE OF OCCUPANCY IS ISSUED. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTIONS ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
 - (F) THE OWNERS OF THE PROPERTY AND THEIR AGENTS, OR ASSIGNS SHALL BE RESPONSIBLE FOR THE INSTALLATION, PRESERVATION AND MAINTENANCE OF ALL PLANTING AND PHYSICAL FEATURES SHOWN ON THIS PLAN. THE OWNERS SHALL BE RESPONSIBLE FOR ANNUAL MAINTENANCE OF THE VEGETATION TO INCLUDE, BUT NOT BE LIMITED TO, FERTILIZATION, PRUNING (WITHIN LIMITS), PEST CONTROL, MULCHING, MOWING, PROTECTION OF THE ROOT ZONES FROM EQUIPMENT, CONSTRUCTION AND RELATED MATERIAL, WATERING SCHEDULE FOR IRRIGATION SYSTEM AND ANY OTHER CONTINUING MAINTENANCE OPERATIONS REQUIRED TO MAINTAIN THE HEALTH AND VITALITY OF ALL PLANT MATERIAL. FAILURE TO MAINTAIN ALL PLANTINGS IN ACCORDANCE WITH THIS PLAN SHALL CONSTITUTE A VIOLATION OF THIS ORDINANCE AND SHALL RESULT IN ISSUANCE OF APPROPRIATE CITATIONS AND/OR FINES.
 - (G) ALL PLANT MATERIAL SHALL BE ALLOWED TO REACH ITS MATURE SIZE AND SHALL BE MAINTAINED AT ITS MATURE SIZE. EXCEPT FOR TRIMMING AND PRUNING DONE IN STRICT ACCORDANCE WITH THE TERMS, CONDITIONS AND PROVISIONS OF A PERMIT ISSUED BY THE CITY, VEGETATION SHALL NOT BE CUT OR SEVERELY PRUNED OR OTHERWISE DAMAGED SO THAT THEIR NATURAL FORM IS IMPAIRED. A VIOLATION OF THIS SECTION SHALL SUBJECT THE VIOLATOR TO A FINE AS SPECIFIED WITHIN THE LAND DEVELOPMENT ORDINANCE. IN ADDITION TO THIS FINE, THE OWNER OF THE PROPERTY WHERE A VIOLATION HAS OCCURRED SHALL BE REQUIRED TO REPLACE EACH UNLAWFULLY PRUNED, DAMAGED, OR REMOVED TREE WITH A TREE OF EQUAL SIZE AS DETERMINED BY THE CITY.
1. THE PROPERTY OWNER SHALL GUARANTEE ALL PLANT MATERIAL FOR A MINIMUM OF THREE YEARS FROM THE DATE OF ACCEPTANCE BY THE CITY LANDSCAPE ARCHITECT AND THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. THEREAFTER, THE CITY LANDSCAPE ARCHITECT SHALL INSPECT SAID IMPROVEMENT AND SHALL MAKE A DETERMINATION OF WHETHER OR NOT THE REQUIRED TREES AND LANDSCAPING ARE HEALTHY AND HAVE A REASONABLE CHANCE OF SURVIVING TO MATURITY. THE OWNER SHALL BE NOTIFIED BY LETTER OF ANY REPLACEMENTS OR RESTORATION THAT MUCH BE MADE TO MAINTAIN COMPLIANCE WITH THIS ORDINANCE. ALL UNHEALTHY AND DEAD PLANT MATERIAL SHALL BE REPLACED WITHIN 45 DAYS OF RECEIPT OF SUCH LETTER IN CONFORMANCE WITH THE APPROVED LANDSCAPE PLAN.
 2. AFTER DEVELOPMENT IS COMPLETE, THE CITY LANDSCAPE ARCHITECT SHALL CONTINUE TO MAKE RANDOM INSPECTIONS TO INSURE THAT ALL EXISTING TREES OF PROTECTED SIZE AS WELL AS REPLACEMENT AND/OR SUPPLEMENTAL TREES ARE MAINTAINED. TREE PLANTING SHALL BE REQUIRED SHOULD ANY OF THESE TREES DIE, BE REMOVED, OR BE DESTROYED AT ANY TIME AFTER COMPLETION OF DEVELOPMENT. THIS REGULATION APPLIES TO ALL PROJECTS REGARDLESS OF THE DATE THE DEVELOPMENT PERMIT OR DEVELOPMENT APPROVAL WAS ISSUED.

709. Suitability of land.

Land that is subject to flooding, improper drainage or erosion or that is for topographical or other reasons unsuitable for development use shall not be Platted for any use that will continue or increase the danger to health or safety, unless the hazards are first corrected. (Ord. No. 884, 5-18-2006)

(DM comments) Lots 6, 7, and 8 will be exposed to erosion due to the water flow based on the terrain evaluation change from current yards of 120, 130, 140, and 150 Sedgewicke Drive. In addition, it is important to mention there are over 5 trees on top of my property at 150

Sedgewicke Drive with a 6-foot elevated height difference which will expose these trees to falling due to erosion and wind exposure after the concept Platt has been cleared for the new Platted lots and exposing my property with financial exposure as well as harm to the new residential homes and people. This Ordinance section has currently not been complied with by the Concept Platt.

In addition, the concept Platt does not indicate an erosion plan for the wetlands, flood prone areas, flood plain, and the creek on the north side of the 29 parcel Platt. Will this be addressed?

Sec. 712. - Parks, playgrounds and recreation areas.

(b) Minimum size of park and playground

In no case shall an area of less than two acres be reserved for recreation purposes. (DM comments) This section of the PTC LDO does not distinguish between cumulative or total acreages for a subdivision. Based on the lack thereof, it would appear that each area must be 2 acres or more.

Sec. 714. - Special screening.

“Special screening shall be required of all commercial and multifamily subdivisions or developments on the sides that abut streets or single-family residential subdivisions, and the applicable setback areas of multiple frontage lots in single-family residential subdivisions. The intent of this special screening requirement is to hinder the view of the screened structure from the abutting single-family residential subdivision and/or to provide an area between street and commercial area. The area between street and commercial area shall be at least ten feet wide and shall run from property line to property line except for the ingress and egress areas and shall be included on the landscape plan.”

(Ord. No. 884, 5-18-2006) (DM comments) It is not clear how and where special screening from this concept Platt with the “single-family residential subdivision on the east side of this Platt. How will this concept Platt comply with this ordinance?

Sec. 1014. - Enforcement.

(a) *Enforcement.*

(1) The community development director is designated to enforce the grading, vegetation, erosion control, sedimentation, flood control, and drainage provisions of this article for all development and construction projects with the following duties and responsibilities:

c. Notify adjacent communities and the Georgia Department of Natural Resources prior to any alteration or relocation of a watercourse, ...” **(DM comments)** The concept Platt does not indicate an erosion plan for the wetlands, flood prone areas, flood plain, and the creek on the north side of the 29 parcel Platt. Will this be addressed?

ARTICLE XI. - VEGETATION PROTECTION AND LANDSCAPE REQUIREMENTS [7]

DIVISION 1. - GENERAL

Sec. 1101. - Purpose.

The city council, therefore, declares it to be public policy to:

(h) Protect the atmosphere, lands, and water from pollution, impairment or unnecessary destruction.

(j) Protect vegetation within the intermediate regional floodplain and for a minimum ten feet from the banks of those streams not having defined intermediate regional floodplain elevation contours, so as to assist in the retention of stormwater runoff and the control of erosion, including particularly the protection of stream banks.

(DM comments) The concept Platt does not indicate a erosion plan for the wetlands, flood prone areas, flood plain, and the creek on the north side of the 29 parcel Platt. Will this be addressed?

Sec. 1102. - Definitions

(b) **Buffer.** An area consisting of landscaping, walls, fences or berms designed to visibly separate one use from another through screening and distance to shield or block noise, light, glare, or visual or other conditions or to reduce air pollution, dust, dirt, or litter. **(DM comments) The concept Platt does not provide a clear indication on the locations of any buffers indicated in this definition for the east side of the concept Platt that abuts the Sedgewicke Drive development. This needs to be clear on the method/type of buffer as defined.**

(c) **Caliper.** A standard of trunk measurement for understory or replacement trees. Caliper inches are measured at the height of six inches above the ground for trees up to and including four-inch caliper and 12 inches above the ground for trees larger than four inches caliper.

(o) **Impervious surface.** A surface which does not percolate water, or any man-made structure or device which is designed to hold water. These include all buildings and asphalt or concrete parking areas, driveways, roads, service courts, sidewalks, stormwater detention ponds or similar structures, and any areas of concrete or asphalt and/or water bodies. **(DM comments) The concept Platt impervious surface provided by the road infrastructure does not provide clear information on how the drainage will address the stormwater pollutants and contaminants discharging into the stormwater system which will flow into the floodplain and creek. Please require clarification on the concept Platt.**

(cc) **Replacement trees.** Trees that are planted pursuant to this ordinance to replace trees that are removed for any reason.

(ff) **Screening.** A method of shielding or obscuring one abutting structure or use from another by opaque fencing, walls, berms, densely planted vegetation or a combination of these materials. **(DM comments) The concept Platt does not provide a clear indication on the locations of screening indicated in this definition for the east side of the concept Platt that abuts the Sedgewicke Drive development. This needs to be clear on the method/type of buffer as defined.**

Sec. 1105. - Action on application

(f) Conditions detailed in subsections (a) through (e) are not met, but the property owner contends that the tree imposes an economic burden disproportionate to the benefits gained by the tree, and contributes \$20.00 per caliper inch dbh into the city's tree fund. **(DM comments) The concept Platt must not be allowed to reduce tree planting as an economic burden. The effect of allowing the reduction will have a grave impact on wind, property runoff, and erosion conditions due to the lack of trees that will be impacted because of the lack of trees.**

Sec. 505. - Conceptual site plan submittal requirements.

This plan shall contain sufficient information for a conceptual review of the proposed development and need not be a complete site plan. All material shall be folded to fit into an 8½" × 14" legal size envelope labeled with the project name.

1. The plans shall be clearly and accurately drawn by a design professional licensed to practice in the state, and shall include:

(g) The location of steep slopes, significant stands of trees, creeks, watercourses, stormwater detention and drainage ways, floodplains, wetlands, and any environmentally sensitive areas. **(DM comments) The concept Platt does not provide a clear indication on the locations of steep slope, significant stands of trees on each lot. The concept Platt does not indicate the tree and vegetation that will be protected along the drainage ways, floodplains, wetland and environmental sensitive areas.**

3. One (1) copy of a tree survey,.... **(DM comments) The concept Platt does not provide any tree survey count and trees required to be saved. This must be done to preserve to protect as many trees as possible for the reasons mentioned throughout the comments.**

Sec. 506. - Final site plan submittal requirements

Site layout plan.

(c) Locations of all on-site support facilities like fencing, retaining walls, signage, lighting, mechanical and electrical equipment, and out-of-store marketing devices. **(DM comments) The concept Platt does not have any indication verbally on the concept plat how this site layout will comply.**

Erosion and sedimentation control plan.

(b) Erosion control system design, including all facilities necessary to keep material from leaving the construction site, whether it is carried by stormwater, wind, construction vehicles, or other similar means. **(DM comments) The concept Platt does not provide how the erosion and sedimentation control will be addressed during construction and after completion of the concept Platt. The stormwater, wind, and construction equipment must provide protection to ensure the onsite and OFFSITE will be protected from these construction activities. Please require clarification on the concept Platt for these issues.**

UPDATED COMMENT – REVISED CONCEPT PLAN

Subject: Updated Comment on Revised Bradshaw Estates Concept Plan – Buffer Adequacy, Road Alignment, and Connectivity Impacts

To: Peachtree City Planning Commission

Cc: Planning & Development Department Staff

Dear Commissioners,

Thank you for the opportunity to review the **revised Concept Plat for Bradshaw Estates**. I appreciate the applicant's effort to respond to prior concerns by shifting the roadway behind the Ashley Way homes approximately **50 feet** away from the rear property lines.

While this revision represents movement in the right direction, I respectfully submit that the revised plan **does not adequately resolve the core impacts** previously identified and, in several respects, introduces **new and more serious concerns** that warrant further modification or deferral.

This letter is intended to supplement my prior submissions to the council on this matter.

1. The 50-Foot Buffer Is Insufficient and Not Uniform

Although the revised plan labels a 50-foot separation, the **effective buffer is not consistent along its length**. The roadway **angles toward my property at 515 Ashley Way**, and at its closest point encroaches materially inside the nominal 50-foot offset.

As a result:

- The buffer **narrows precisely where impacts are most acute**;
- Headlight glare, traffic noise, and air pollution remain unmitigated;
- The roadway is still visually and functionally dominant in rear-yard viewsheds.

Given the topography and the proposed road geometry, a 50-foot setback—particularly one that is not maintained at its minimum throughout—is **not sufficient to preserve privacy or neighborhood character**, nor does it meaningfully mitigate the adverse impacts to existing residences.

2. Ongoing Noise, Pollution, and Privacy Impacts Remain

Even with the shifted alignment, the proposed road would:

- Introduce **continuous vehicular noise** immediately behind established homes;
- Increase **light intrusion** into rear yards, especially at night;
- Remove mature vegetation that currently serves as a natural sound and visual buffer;
- Degrade the quiet residential character that existing homeowners relied upon.

These impacts are not speculative; they are the direct and foreseeable consequence of placing a subdivision roadway behind existing homes rather than internalizing circulation within the new development.

3. Proposed North–South Connectivity Fundamentally Changes the Traffic Impact

Of greater concern is the **commentary from Police and Fire departments requesting a vehicular connection between the north and south portions of the development.**

If implemented, this change would **fundamentally alter the function of the subdivision.**

A connected north–south roadway would:

- Create a **new through-route** linking **Sumner Road, Astoria Lane**, and adjacent collectors;
- Establish an alternative corridor between **Highway 54 and Highway 74**, bypassing the already problematic main intersection;
- Invite **cut-through traffic from non-residents** seeking to avoid congestion elsewhere;
- Convert what is presented as a residential subdivision into a **de facto neighborhood thoroughfare.**

As shown on the area map and roadway network, such a connection would place increased traffic pressure on roads that were never designed to serve as arterial links, including Ashley Way and nearby residential streets.

Importantly, while **Crabapple Road is currently blocked**, approval of a connected subdivision will inevitably create **future pressure to open that route**, compounding traffic volumes and impacts on existing neighborhoods.

4. A Major Traffic Impact Study Is Warranted

The originally proposed disconnected north and south sections were represented as limiting traffic impacts. Introducing vehicular connectivity eliminates that assumption.

Given the revised concept:

- The traffic function of the project changes materially;
- Peak-hour trip distribution changes, not merely total volume;
- Cut-through and diversion traffic must be analyzed, not just subdivision-generated trips.

Under these circumstances, I respectfully submit that **a full Traffic Impact Study is required**, addressing:

- Through-traffic potential,
- Cumulative impacts to surrounding collector and local roads,

- Intersection performance at Sumner Road, Astoria Lane, and connecting streets,
- Neighborhood safety and emergency response tradeoffs.

Absent such analysis, the Commission cannot reasonably evaluate the long-term public safety and infrastructure implications of the revised concept.

5. Request for Further Revision or Deferral

For the reasons stated above, I respectfully request that the Planning Commission:

1. Require a **larger and consistently maintained buffer** behind the Ashley Way properties, sufficient to mitigate noise, light, and privacy impacts;
2. Require the roadway to be **realigned to increase separation**, particularly where it currently angles toward existing homes;
3. Carefully evaluate and **limit north–south vehicular connectivity**, recognizing its citywide traffic implications; and
4. Require a **comprehensive Traffic Impact Study** before any approval that would connect the north and south sections by roadway.

These requests are consistent with the intent of the Land Development Ordinance to protect existing neighborhoods, avoid adverse impacts, and ensure that new development does not impose disproportionate burdens on established residents.

Thank you for your continued consideration and for your service to the City of Peachtree City. Please include this updated comment in the official record.

Sincerely,
Travis and Lindsey Rueff
515 Ashley Way
Peachtree City, GA

Regarding Concept Platt, Bradshaw Estates, 201 Sumner Road

From Nicole Sanchez <nicolecsanchez@gmail.com>
Date Fri 1/23/2026 2:29 PM
To PlanningCommission <PlanningCommission@peachtree-city.org>
Cc City Council and City Manager <citycouncil@peachtree-city.org>

Some people who received this message don't often get email from nicolecsanchez@gmail.com. [Learn why this is important](#)

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PTC Planning Commission,

My name is Nicole Sanchez, my family and I reside at 519 Ashley Way. I would like to voice some of my concerns with the proposed plan for the Bradshaw Estate at 201 Sumner Road.

1. Erosion: Behind my property is a spring or stream that runs year around. I have all of my water diverting around my house and out the back as do all my neighbors on Ashley Way. If you were to tear out all the trees, we will have serious erosion on our property. The current stream behind my house is a thoroughfare for water during storms. Most of the time it is literally a fast moving river that can be 5-7 feet across and that deep as well. It is dangerous as it is, if you tear out the trees and don't account for that I fear that my property may be in danger. Even now the river/stream gets so wide that it enters my property. Furthermore all of the housing development on that land will redirect water and even with "plans" and "water diversion" tactics, the people of Ashley Way are going to be the ones suffering when we flood due to this new development.

2. Retention Ponds or "Green Belts:" These are mosquito breeding grounds. Our area has a lot of mosquitos already, once you put those in it is going to make our backyard uninhabitable.

3. Noise: Removing the trees is going to give all of Ashley Way homes seerve road noise from Hwy 54. There is a great difference between summer and winter, with no leaves it's noiser and I can't imagine how bad it will be with NO trees.

4. Traffic Concerns: Adding that many new homes is going to make Sumner Road dangerous. I'm already on pins in needles when my daughter (a junior at McIntosh High School) drives her golf cart to school. Sumner is dangerous for golf cart drivers right now and adding all those cars from all the new homes is going to compound that issue in monumental ways. My son is a 7th grader at JC Booth and he will be coming up soon to drive the golf cart to school (at McIntosh) and I think it's irresponsible for the city to approve something like this with no alternative to safe pathways from Smokerise to McIntosh High School.

I understand that development happens but what is being proposed behind the houses on Ashley Way needs to be amended to consider: erosion, grading, trees/vegetation, the heavy rainfall, cars, no pathway on Sumner for golf carts etc. I know that they are trying to get as much for their money as possible, but I think we both (Ashley Way property owners and the developer) can come to a better compromise.

Sincerely,
Jaime and Nicole Sanchez
519 Ashley Way
Peachtree City, GA 30269

Smokerise Estates & Ashley Way

From Dyann's gmail <dyann.roberts1967@gmail.com>

Date Sun 1/25/2026 11:05 PM

To PlanningCommission <PlanningCommission@peachtree-city.org>

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Hello,

Our address is 507 Ashley Way. We have lived here for 27 years. There have been issues with water drainage from the hill behind our property the entire time. We have had costly repairs due to this issue. Two retaining walls have been built by us, but the water continues to pour through them. Many times our back yard has flooded. Ground cover washes away. We have had to replace patios and sod because of so much water damage.

There's a drainage culvert in place between 505 and our home, 507, that hasn't been 100% effective. The culvert has overflowed at times causing our front yard to flood. Years ago few attempts were made by the PTC Public Works to alleviate the problem, to no avail. Again, it's been very costly for us.

We are very concerned that more erosion, from the current builders plan for a road and homes behind Ashley Way, will drastically become a worse problem. There has to be some accountability from the builder.

Please reconsider an alternative plan that won't affect our home and neighborhood.

Sincerely,

Dr. & Mrs. Jerry M. Roberts

RE Bradshaw Estates

From Kim S <kimbshain@gmail.com>
Date Thu 1/22/2026 9:52 PM
To PlanningCommission <PlanningCommission@peachtree-city.org>

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To the PTC Planning commission,

I am reaching out after seeing the agenda for next Monday includes Bradshaw Estates as a workshop item. My family lives on Ashley Way.

This current concept plan brings a real concern of traffic safely, noise, pollution, loss of privacy and loss of value for our homes.

We have major concerns with flooding and drainage when it rains. This land slopes down towards Ashley and there is water that flows all the way from Sumner and all around that area that runs down the side of our property and others on our street. This could cause more erosion and environmental harm with construction. We currently have erosion that we are already dealing with that the canopy back there is keeping from becoming a much larger problem.

I ask that you please keep the forest canopy to absorb rainwater and screen second story views. Lower density would fit better with neighboring Smokerise and give everyone more space to keep the beautiful established trees. The current concept plan would be a better fit if the road and homes between Smokerise and Sedgewicke were reversed. If the new homes backed to Ashley Way, more canopy could be kept and the drainage would be less of an issue.

Another concern is the traffic, we already have a problem with too many cars driving at high speeds to cut through our neighborhood to the Parkway. This is just going to add that many more cars and carts.

When we moved our family to Peachtree City, we prioritized a community with safety and green space and it serves to be a core value always discussed and protected in meetings. We ask you do the same in this case.

We appreciate your hard work.

Thank you,
Kim Shainsky
509 Ashley Way

RE Bradshaw Estates

From Kim S <kimbshain@gmail.com>
Date Sun 1/25/2026 9:11 PM
To PlanningCommission <PlanningCommission@peachtree-city.org>

1 attachment (4 MB)
Video.mov;

[Some people who received this message don't often get email from kimbshain@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Good evening,

I took a video today of some of the water that collected in our rear and side yard so you could get a better idea of the drainage and erosion issues we are already having. You can see our grass is drenched and under inches of water and it has a heavy flow because there is so much coming down the slope from the woods. This is all coming from behind us, mostly from Sumner Rd. (which we are 5 houses down from) with a full forest canopy behind us. There is a large pipe setup between two houses closer to Sumner but it cannot contain the current amount of water coming from there so it continues flowing to us and beyond. The construction is only going to exacerbate the issue which is why we are hoping to reverse the road and homes and conserve the canopy. The water issues need to be addressed in this section, not just by the FEMA floodplain.

Thank you again for all of your hard work. Greatly appreciated.
Kim Shainsky
509 Ashley Way

RE Bradshaw Estates

From Kim S <kimbshain@gmail.com>

Date Tue 1/27/2026 5:02 PM

To PlanningCommission <PlanningCommission@peachtree-city.org>

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Dear Peachtree City Planning Commission,

I'm writing to address the meeting last night.

Thank you for all of your thorough questions. I really appreciate all of the research that you have done to make sure that this plan is the best for our city.

I do wish public was allowed to speak regarding workshop items as I feel the residents could have contributed quite a bit to the questions and answers.

Regarding the proposed road behind Ashley Way, it is actually above the current city drainage so the water will still affect our properties and most likely would increase with the construction. I spoke with the developers after the meeting and they were not aware of the drainage pipe between 505 and 507 Ashley Way.

I also don't think consideration is being given for the fact that Smokerise is a widely used cut through right now. This road behind us could very well become another. My children can't play in front of our house because of the many high speed cars and with this, they won't have a back yard that is safe to play in either.

Your Peachtree City residents would prefer retention ponds or whatever other water mitigation is required over the road behind them and would like that reversed in the plan over anything else please. The road placement behind Ashley Way is our greatest concern.

Thank you again,
Kim Shainsky
509 Ashley Way

Below is something I wrote in case you let us speak last night I would like to share...

My name is Kim Shainsky. I live on Ashley Way. Thank you for allowing me to speak (or for reading :)) regarding the concept plan for Bradshaw Estates.

Our neighbors and I know the forested area abutting our property very well. We know this area through all sorts of weather and we know how it affects our properties.

As an example, the current amount of water that streams from the Bradshaw property down into our backyard and how it settles into and atop our lawn.

We are concerned that without proper considerations of the planned development we will end up with water in our basement, erosion, foundation damage and high costs of mitigation.

It is obvious that the canopy of the forest is saving us and we ask that the developers reverse the concept plan behind Ashley Way so that the houses back to our houses and that the canopy is only removed where absolutely necessary for building and as much as possible is saved for mitigation of water, greenspace and privacy.

Reversing the road and homes would also offer your Peachtree City residents on Ashley Way some privacy from the new development, safety, less impact from the traffic, pollution and it may help to protect our home values. This road reversal is most important to us.

Another issue with this development is traffic. we are currently overrun in the Smokerise subdivision with people cutting through from the 54 to the Parkway and onto the 74 or the other way coming from the Parkway to the 54. People cutting through the neighborhood are often at high speeds and not respecting the stop signs. It is a huge problem in our neighborhood. This development is adding hundreds more cars and also golf carts to this problem without any solution.

We appreciate all of your hard work in looking out for the residents of Peachtree City. Thank you.

Question about lack of buffer zones

From Krista Heim <kristaheim77@gmail.com>

Date Wed 1/28/2026 6:35 AM

To PlanningCommission <PlanningCommission@peachtree-city.org>

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Hello PTC Planning Commission

I am writing to inquire about the lack of buffer zones of trees for almost all new construction projects I see if the city.

When we arrived in PTC, much of the allure was that industrial buildings and businesses were tucked behind a tree line. Currently, it seems that new construction projects, both commercial and residential, result is almost all existing trees being leveled.

Why is this?

Thank you
Krista Heim
355 Swains Dr.
PTC

Bradshaw Estates (26 January Meeting)

From Donald Myers <dmyers80@hotmail.com>
Date Tue 1/27/2026 8:08 PM
To PlanningCommission <PlanningCommission@peachtree-city.org>
Cc City Council and City Manager <citycouncil@peachtree-city.org>; Chad@chadwickhomesinc.com <Chad@chadwickhomesinc.com>

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Hello, Planning Commission,

Thank you for volunteering for this important role in our community!

My name is Don Myers. Since 2001, my wife and I have lived along Loring Lane, in the Kedron Hills subdivision of Peachtree City.

I attended last night's Planning Commission Meeting. It was my first. I enjoyed learning and watching the Commission in action.

Until last night, I was unaware that Chadwick Homes, a reputable builder in our community, was the developer for the subject property. I am copying Chadwick on this email (as well as the City Council).

As the Bradshaw Estates agenda item was a "Workshop," it was only the developer who was allowed to speak to the Commission; hence, I am using this method to address you now.

First, some numbers:

The only vehicle entry/exit thoroughfare through *Kedron Hills onto Peachtree Parkway is undulating and curving Loring Lane. All 236 homeowners' vehicles—plus the many maintenance vehicles and lawncare service vehicles—must use (and often park along) this residential road. In addition, there are numerous golf carts transiting along Loring, since this is allowed in residential areas in Peachtree City.

*For ease, I'm using "Kedron Hills" to include the 194 homes in Kedron Hills, the 28 homes in Kedron Estates (at the end of Astoria Lane), and the 14, "independent" homes along Greenwood Lane—a total of 236 homes.

The Sims Rd. "stub" (off Astoria Lane) is the proposed entry/exit point for the 30 "Bradshaw North" homes. From where Sims enters Astoria Lane, connects to the meandering Loring Lane, then enters Peachtree Parkway, it is a distance of ==> 1.4 miles. *There are 60 close, front-facing homes along this residential route-- as well as a neighborhood pool and playground.* Again, all 236 homes empty into this residential thoroughfare.

From the area where "Bradshaw South" traffic would exit onto Sumner, proceed south, then and exit onto Hwy 54 (near the Publix Super Market), the distance is ==> 0.6 miles. There is *one (1) close, front-facing home on this stretch of Sumner Rd.* And there is the added benefit of a traffic light at this intersection.

Additionally, if a vehicle were to exit the proposed Bradshaw South subdivision and immediately turn left onto that portion of Sumner Rd. (into unincorporated Fayette County) and exit onto Hwy 54 near the Coweta-Fayette EMC building, the distance is also ==> 0.6 miles. *There are only four (4) close, front-facing homes on this stretch.*

Concern:

During last night's conversation about the traffic impact of Bradshaw Estates, it was almost exclusively about the Bradshaw South exit onto Sumner; rather than the *larger impact of Bradshaw North.*

Discussion:

Construction traffic for this proposed subdivision—both large/heavy vehicles (i.e., concrete haulers) and lighter vehicles (i.e., workers/contractors) would likely last well over a year.

- + Each vehicle transiting 2.8 miles (1.4 miles each way) through Kedron Hills will:
 - ++ Degrade the safety for those living in the aforementioned 236 homes.
 - +++ "Get there" mentality means less concern for our residents.
 - +++ An undulating, curving residential road is not made for this traffic.
 - +++ Children playing (especially at the Loring Lane pool/playground) and golf carts are a weak target for these vehicles.

+ The Kedron Hills subdivision roads were just last year given a post-construction resurfacing, to include a new base/subbase.

++ The Bradshaw Estates construction traffic would mean obvious wear and tear, impacting the residents (and also mean an earlier-than-planned replacement).

After construction, if Sims is allowed to be a transit opening into Kedron Hills for Bradshaw Estates:

+ Using an average of 2-3 cars per house (30 houses), at a conservative number of one roundtrip per day per vehicle, there would be an additional 120-180 transits per day through Kedron Hills. *Most transits would be at the same time as everyone else's morning/afternoon peaks in Kedron Hills.*

++ Maintenance and lawncare vehicles would add even more transits.

+ Human nature would make Loring & Astoria Lanes simply a “means to an end,” contributing to an already challenging safety situation along this main residential road.

==> Solution (I was trained to never give my boss a problem without a solution; therefore, I respectfully submit the following):

Have the developer make the Bradshaw South (Sumner) entrance the only entrance, for vehicles.

+ *Before development of Bradshaw North*, the developer will install a connecting road between Bradshaw North and South.

++ No construction traffic is to use Loring and Astoria Lanes (i.e., the Sims “stub” is not opened).

++ As the developer pointed out on the submitted concept plat, there is a cart path of a similar width as a road already planned between the North and South phases. This can be modified to accommodate motor vehicle traffic.

+ All construction traffic would enter from Sumner Road, off Hwy 54, since it would have the *least impact on Peachtree City residents*.

Benefits of keeping the Sims stub closed to motor vehicle traffic:

+ Safety is one of the paramount reasons folks choose to live in Peachtree City. Keeping Sims closed within a very busy neighborhood thoroughfare keeps the “safety factor” from going the wrong direction. (The impact of construction traffic will still be felt, but to a much smaller number of residents, by using only the Bradshaw South entrance—but it's only 0.6 miles from Hwy 54.)

+ Longterm, heavy construction traffic will not impact driving on Loring Lane for the 236 homes in Kedron Hills, Kedron Estates, et al in this large housing area.

+ Peachtree City will get a better return on investment for the beautiful, newly-resurfaced streets running through the middle of Kedron Hills and Kedron Estates.

+ Once developed, keeping the Sims stub closed to vehicle traffic will prevent Bradshaw North and South from being a shortcut through their subdivision.

++ This will negate the need for a ***“gate system” on the Bradshaw North and South connector street, something that was discussed in last night’s meeting.

**There was a short discussion, regarding the possible need for two access points into the Bradshaw North and South subdivision--“sometime in the future”--for emergency services secondary access. If this ends up being the use for the Sims stub, then I submit the same idea mentioned in the meeting: Someone suggested, for the (now, hopefully, not needed) Bradshaw North-South connecting street, an automated gate for only emergency vehicle use.

Again, thank you for all you do—and especially for protecting us, our neighborhood kids, and our quality of life.

I appreciate this opportunity to express the above. I am more than willing to discuss any point(s) further with any of you.

Sincerely,

Donald N. Myers

DMyers80@hotmail.com

404.432.6600 (cell)

Bradshaw Estates Letter

From Mark Ott <otter253@bellsouth.net>

Date Fri 1/30/2026 11:49 AM

To PlanningCommission <PlanningCommission@peachtree-city.org>

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Sent: Friday, January 30, 2026 at 07:37:00 AM EST

Subject: Bradshaw Estates Letter

January 30, 2026

To: Hans Gant; Andrew Kriz; Jack Allen; Robert Halverson, Scott Ritenour, Kenneth Hamner

From: Amanda Ott

Subject: Bradshaw Estates Concept Plat

I attended the January 26, 2026 Planning Commission meeting concerning the Concept Plat for Bradshaw Estates.

I have concerns about the proposed access point for the new subdivision via Sims Road through Kedron Estates / Kedron Hills and the additional vehicle and golf cart traffic on Astoria Lane and Loring Lane resulting from 30 – 59 additional homes.

The intersection at Loring Lane and North Peachtree Parkway is a bottleneck, due to heavy traffic flow on North Peachtree Parkway. The additional traffic from Bradshaw Estates will make this problem worse.

It appeared that the members of the Planning Commission were concerned about the traffic flow from Bradshaw Estates via the South exit (Sumner Road to Rt 54), but there was no mention of the additional traffic from Bradshaw Estates on Astoria Lane and Loring Lane.

Here are some examples of the trips generated from the 30 – 59 new homes, in addition to the 236 existing homes:

- Drive to and from work
- Drive children to and from school
- Errands
- After school activities

- Teenagers driving to school or to work (may add one additional vehicle)
- Garbage and recycling trucks
- Landscaping contractors
- Construction contractors
- Delivery vehicles
- Pool maintenance
- House Cleaning Services

Regarding the requirement for the builder to provide golf cart access to the Peachtree City multi-use cart path system, residents of the new Bradshaw Estates subdivision would drive on Astoria Lane to Loring Lane to Carnellian Lane to Smokerise Trace or Astoria Lane to Loring Lane to Veranda View. Both of these access points are quite a distance from Bradshaw Estates. Realistically, the builder has not met the minimum requirement to provide access to the multi-use path system.

This would add golf cart traffic through four existing subdivisions: Kedron Estates, Kedron Hills, Smokerise Plantation and Smokerise Estates, in addition to the 193 gas powered golf carts per week coming from Tyrone.

Crabapple Lane was closed to vehicle traffic by the City Council due to safety concerns and to eliminate a cut-through between Dogwood Trail and North Peachtree Parkway. The Concept Plat for Bradshaw Estates with the proposed access point via Sims Road would create a cut-through, thereby negating two prior unanimous decisions rendered by the previous two City Councils.

The proposed Concept Plat for Bradshaw Estates is the most cost-effective configuration for the builder, but it would create a traffic and safety hazard for the existing and new homeowners and their children and make it difficult to get to work in the morning.

Routing traffic from a new subdivision through an existing neighborhood is not acceptable. The Peachtree City Planning Commission should require the builder to revise the Concept Plat to provide direct access from the new subdivision to North Peachtree Parkway.

Two final thoughts for your consideration:

1. What is the impact on the school system?
2. The builder's engineer mentioned that this Concept Plat has been under consideration for one year, yet we just learned about this last month, December 2025.

Please reject the current Concept Plat for the Bradshaw Estates subdivisions until it is revised to provide direct access to North Peachtree Parkway, not through existing subdivisions.

Thankyou for your attention to this matter.

Sincerely,

Amanda Ott

Kedron Hills

Peachtree City, GA

Brandshaw Estates

From Kim Weinreb <kim.weinreb@gmail.com>

Date Thu 2/5/2026 7:34 AM

To PlanningCommission <PlanningCommission@peachtree-city.org>

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Hello,

My name is Kim Weinreb and I am a resident of Kedron Hills. I am imploring you to not allow this subdivision to move forth as already planned. It is my understanding that the developer wants to use KH for construction & future resident access through our neighborhood to Peachtree Parkway. If you don't live in KH, you don't understand how narrow and winding Loring Lane truly is. It would be a devastating blow to our quality of life. We already have a lot of traffic from garbage trucks, lawn maintenance vehicles, delivery vehicles, etc., not to mention the potential resident traffic from upwards of 200+ additional cars making their way through KH.

Perhaps it's time to come drive thru our neighborhood and see how challenging it would be for us, people who have lived here for decades, to see a decline in our quality of life.

Thanks for your consideration.

Kim Weinreb

RE Bradshaw Estates concept plan

From Kim S <kimbshain@gmail.com>

Date Fri 2/13/2026 10:53 AM

To Planning Commission <Planningcommission@peachtree-city.org>

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Dear Planning Commission,

In reviewing Article XI (Vegetation Protection and Landscape Requirements) of the Land Development Ordinance, I have found some issues with the concept plan that have not been addressed.

There was quite a bit of talk about the new communities (North and South) being connected in the future and becoming a thoroughfare. With that in mind, the city ordinance requires a 100 ft buffer between residential property lines and thoroughfares so the current 50' behind Ashley Way would not suffice when the roads are connected.

Additionally, Most new residential developments require a 100-foot city-owned greenbelt between the lots and any major adjoining streets.

In either case, the 50 foot buffer currently proposed behind the Ashley Way property lines in the concept plan does not meet this Peachtree City ordinance.

There is also section 714 Special screening ordinance that requires a minimum 10 ft wide screening area on sides that abut single-family residential subdivisions and planting standards that maintain that buffers must be enhanced with various evergreen plantings to create a year-round visual screen. It states that often a 6-foot privacy fence or meandering berms may also be required.

I propose that if the road is not shifted in the concept plan to the other side of the property that the buffer be extended to 100' to protect us from having hundreds of cars so close to our property line and staying in accordance with the Peachtree City ordinances. This is a major concern as we already have a busy cut-through in front of our homes. Also, proper visual screening through tall evergreens to create year-round privacy.

Thank you very much,

Kimberly Shainsky

Opposition to the Bradshaw Estates Traffic Plan

From dan.reep1@gmail.com <dan.reep1@gmail.com>

Date Sat 2/14/2026 4:59 PM

To Planning Commission <Planningcommission@peachtree-city.org>

Cc City Council and City Manager <citycouncil@peachtree-city.org>; 'Pauline Reep' <chefpaulireep@gmail.com>

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[CAUTION]: This email was sent from an EXTERNAL source. Do not click links or open attachments unless you recognize the sender or know the content is safe.

We are writing to express **strong opposition** to the subject plan that limits automobile access from the North section of the proposed **Bradshaw Estates** through the **Kedron Hills Subdivision**.

We live at **354 Loring Lane** and understand there would be considerable traffic increased throughout the neighborhood given the currently proposed traffic pattern. There is much concern about safety, future roadwork costs, and diminished home values due to the additional traffic.

We would like to echo the proposal that has been made to connect the north section of the new development to the south section with a roadway rather than just a cart path. There are many advantages to this approach. It doesn't limit access through Kedron Hills only. It also allows for shorter travel distances to stores for those in the north section and less traffic along front-facing homes in Kedron Hills.

Kedron Hills is a great community but there aren't many cart paths in the neighborhood past the Loring Lane – Atherton intersection. As a result, there is a lot of cart and pedestrian traffic along Loring Lane. That existing traffic represents safety concerns even under current levels.

Please consider what's best for the residents of Kedron Hills as well as the new development.

Thanks for your thoughtful consideration.

...

Dan and Pauli Reep

354 Loring Lane
Peachtree City, GA 30269

Bradshaw Estates Concept Plat – Questions

From Joan Brennan <beach5ny@gmail.com>

Date Mon 2/16/2026 8:03 AM

To David Borkowski <dborkowski@peachtree-city.org>; Shayla Reed <sreed@peachtree-city.org>; Lora Hooks <lhooks@peachtree-city.org>; Clint Murphy <cmurphy@peachtree-city.org>

Cc John Schnick <jschnick@peachtree-city.org>; Planning Commission <Planningcommission@peachtree-city.org>; Justin Strickland <jstrickland@peachtree-city.org>; Suzanne Brown <sbrown@peachtree-city.org>

 1 attachment (25 KB)

Questions Bradshaw Estates 02.16.2026.docx;

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Highland Land Planning submitted a Concept Plat for Phase I and II of Bradshaw Estates North and South, on behalf of Chadwick Homes Inc.

The Concept Plat was reviewed at the January 26, 2026 Peachtree City Planning Commission meeting.

I attended the meeting, reviewed the Concept Plat and reviewed the meeting minutes.

I have a number of questions about the proposed Bradshaw Estates development and would like to meet with you in person to discuss these questions (see attached list of questions).

I would appreciate this opportunity.

Please let me know when it would be convenient for you and I will come to your office.

Thank you.

Sincerely,

Joan Brennan

Joan Brennan

709 Greenwood Lane
Peachtree City, GA 30269

Attachment: Questions Bradshaw Estates 02.16.2026

cc:

Scott Ritenour – Chairman - Planning Commission

Andrew Kriz – Vice Chair – Planning Commission

Hans Gant – Planning Commissioner

Jack Allen – Planning Commissioner

Robert Halverson – Planning Commissioner

Kenneth Hamner - Alternate - Planning Commission

John Schnick – Assistant City Engineer

Justin Strickland - City Manager

Suzanne Brown – Councilwoman

1. How many homes will be built in Phase III: 20 (as stated in the January 26, 2026 Planning Commission meeting), or will the builder continue at the same density as Phase I and Phase II, which would be 65 homes?

		# Homes	# Homes	# Homes
Phase I	North	30	30	30
Phase II	South	29	29	29
Phase III	West	20	65	20
Kedron Hills / Estates				236
Total		79	124	315

2. How many Fire Apparatus Access Roads are required by law to serve Bradshaw Estates: one (1) or two (2) and how many homes trigger the requirement for two fire apparatus access roads: 30 homes or 120 homes (see question #3)? We already have 236 homes using Astoria Lane and Loring Lane.
3. Which standard applies: 2024 IFC or GA Rules and Regulations, which are based on 2024 IFC?

*The 2024 International Fire Code (IFC) Appendix D Section D107.1: One- or Two-Family Dwelling Residential Developments states: Developments of one- or two-family dwellings where the **number of dwelling units exceeds 30** shall be provided with two separate and approved fire apparatus access roads.*

*<https://rules.sos.ga.gov/gac/120-3-3>: Subject 120-3-3 RULES AND REGULATIONS FOR THE STATE MINIMUM FIRE SAFETY STANDARDS; Appendix D Section 107.1, as follows: Developments of one- or two-family dwellings where the **number of dwelling units exceeds 120** shall be provided with two separate and approved fire apparatus access roads.*

During the January 26, 2026 Planning Commission meeting, Jason Walls (Highland Land Planning) stated that “developments of more than 30 homes had to have at least two ways in and out, according to the International Fire Code (IFC), **so the third phase would trigger that**”.

This statement infers that:

The builder is following the GA Rules (120 homes trigger two access roads) and intends to build a total of at least 120 homes in Phase I, II and III. Did he mis-speak or will he build more than 120 homes total?

4. Which fire stations will respond to a fire in Bradshaw Estates?
 - Peachtree City Fire Station 82 – Neely Station – 105 North Peachtree Parkway, Peachtree City, GA
 - Peachtree City Fire Station 84 – Satterthwaite Station – 451 Crabapple Lane, Peachtree City, GA
 - Fayette County Fire Station 11 – 212 Flat Creek Trail Fayetteville GA, 30214
 - Fayette County Fire Station 3 – 420 Jenkins Road, Tyrone GA 30290
5. What are the projected response times of these fire stations?
6. Fire Chief Clint Murphy stated at the January 26, 2026 Planning Commission meeting that the Northeast Connector had been removed from the Transportation Plan. He had been counting on that access route to achieve a faster response time to get to Kedron Estates / Astoria Lane.

- How would the NE Connector have provided faster response time from Fire Station 84 to Astoria Lane? Was the plan to have one of the Fayette County Fire Stations respond via the NE Connector?
 - a) Fayette County Fire Station 3 (Jenkins Road, Tyrone)
 - b) Fayette County Fire Station 11 (Flat Creek Trail, Fayetteville)
 - If so, can Fayette County Fire Station 11 respond to Bradshaw Estates via a new road?
 - There is land available to put in a road between Fayette County Fire Station 11 and Bradshaw Estates
7. What are all the potential solutions to ensure fire safety for the new residents of Bradshaw Estates?
- The prevailing narrative is that a second access route through Kedron Hills is the only option
 - This is not true and Fire Chief Clint Murphy has made it clear that this is a bad option
 - The Fire Department cannot achieve a fast enough response time to Bradshaw Estates by going through Kedron Hills

Potential alternative solutions:

- a) Fire Apparatus Access Road Alternate Route – Is there an alternate route for a second Fire Apparatus Access Road on the land designated for Phase III?
 - b) Identify all potential emergency response fire stations (Peachtree City, Tyrone and Fayetteville) and build a new road, to serve as the second access road, that is compliant with the specifications in 2024 IFC Appendix D – Fire Apparatus Access Roads
 - c) Build fewer homes so that only one (1) fire apparatus access road is required by law
 - d) New Fire Station and Water Tower – Since the developer wants to build in a location that is inaccessible (outside the radius to achieve a timely emergency response), should he allocate land from his parcel for a new fire station and water tower? This would reduce Fire Department response time.
8. Why is it that The Peninsula and North Cove subdivisions have only one (1) Fire Apparatus Access Road, when both of these subdivisions have more than 30 homes?
- Many subdivisions in Peachtree City have more than 30 homes with only one way in/out
 - Are these subdivisions grandfathered under a previous version of the regulation or is it that the Georgia Rules apply?
9. Why is the builder proposing Loring Lane and Astoria Lane as Fire Apparatus Access Roads, when Loring Lane and Astoria Lane are not compliant with the minimum specifications for width stated in 2024 IFC Appendix D – Fire Apparatus Access Roads - Section D103.4 – Dead Ends?

2024 IFC requires a Fire Apparatus Access Road to be at least 26 feet wide (paved width), whereas Loring Lane and Astoria Lane both have paved widths of 22 feet.

Appendix D – Fire Apparatus Access Roads - Section D103.4 – Dead Ends – Loring Lane and Astoria Lane are both in excess of 501 feet long and have paved widths of only 22 feet wide. Neither road meets the minimum width specification (26 feet) in accordance with IFC 2024 Appendix D - Figure D103.1.

Length (feet)	Width (feet)	Turnaround Required
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot “Y” or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot “Y” or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special approval required

10. Do Loring Lane and Astoria Lane cul-de-sacs have a turning radius of at least 96-feet?
11. Grade - The proposed north access point to Bradshaw Estates North at Sims Road appears to have a grade that exceeds 10% (1 ft of elevation change per 10 ft). This would require substantial fill and structural reinforcement to comply with IFC 2024 - Appendix D - Section D103.2. This may be an issue for fire engine access and safety.
12. The developer is proposing that Loring Lane serve as an approved fire apparatus access road for 315 homes. Is this realistic? Is it safe? Is it really the only alternative?
13. Lake Kedron Reservoir Silting and Sedimentation - Have you consulted with a hydrogeologist to assess the impact of additional stormwater runoff and accelerated silting / sedimentation into Lake Kedron, our primary drinking water source? How much reduced capacity will result from accelerated silting / sedimentation in the reservoir? What will be the economic impact on the City of Peachtree City associated with premature dredging of the lake and stabilization of the creek banks? (More paved surfaces lead to faster creek flow, accelerated creek bank erosion and increased sedimentation in Lake Kedron.) The additional lawn fertilizer and herbicide will flow directly into the reservoir.
14. Erosion Plans - Jason Walls (Highland Land Planning) stated that in addition to the erosion plan for the subdivision, each homeowner would be required to develop his / her own erosion plan. Why? Is this requirement due to large differences in elevation / steep slopes or proximity to Flat Creek, or both?

Flat Creek - 860 ft elevation

Lot 52 – 870 ft elevation

Lot 50 – 900 ft elevation

Lot 49 – 920 ft elevation

Lot 48 - 930 ft elevation

15. Fire Water – Where will the fire water come from (the water plant or a water tower)?
 - What if we have a drought?
 - Does the water plant have excess capacity to serve 79 - 124 new homes?
16. Waste Water Treatment – Does the waste water plant have excess capacity to serve 79 - 124 new homes?
17. Schools –
 - Where will the children attend elementary school, middle school and high school?
 - What is the impact on the schools?
 - I am told that McIntosh High School is at capacity
18. Highland Land Planning stated that he has been discussing this with the City of Peachtree City for one year. What aspects of the plat have been discussed? Have the discussions been with the City Engineering department? What was the outcome of each issue?
19. The original Concept Plat included septic systems for sanitary waste water and retention basins for storm water. It was stated in the January 26, 2026 Planning Commission meeting that the Concept Plat has been revised to include sanitary sewers and storm sewers. Were sanitary sewers and storm sewers required by the City Engineering Department?

20. What other changes were made to the Concept Plat over the past year?

Bradshaw Estates

From Kim Weinreb <kim.weinreb@gmail.com>

Date Thu 2/19/2026 8:38 AM

To City Council and City Manager <citycouncil@peachtree-city.org>; Planning Commission <Planningcommission@peachtree-city.org>

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Hello,

As one of many citizens in Kedron Hills, I am asking that you keep ALL of the proposed Bradshaw Estates construction and citizen traffic enter/exiting onto Sumner Road. KH is full of homes, children, dogs, golf carts, cars and as you well know, we have one entrance/exit. We DO NOT want years of construction vehicles winding their way on Loring Lane, which has a lot of curves and blindspots, especially when delivery trucks, lawn maintenance trucks, etc. are parked along it. It's about 2 miles from the entrance of KH to the stub on Astoria. It seems that having their own road, with one entrance on Sumner would be a shorter distance.

We are a big neighborhood and streets get busy w/the 250+ homes here. Please do not add upwards of 100+ more cars/carts running thru here daily. It seems the best option would be to put one main road w/their own entrance/exit from Sumner into the future development. There is less traffic along there and they also have the option to exit Sumner at 2 different points, one w/a light. WE. ARE. FULL. If emergency response vehicles need access, let's put in a gate.

Our roads were repaved not too long ago and that was a huge investment to be destroyed w/more use than is needed.

Also, please say we are not allowing a data center to be built in PTC. Just saw a purchase of a lot of land being done near Lake McIntosh. It seems folks are hell bent on destroying our beautiful community.


Thanks,
Kim Weinreb
Kedron Hills

Proposed Bradshaw Estates Development and the effect on Kedron Hills & Estates

From Czarnik, Carl W <Carl.Czarnik@bonnellaluminum.com>

Date Sun 3/1/2026 8:51 PM

To Planning Commission <Planningcommission@peachtree-city.org>

 1 attachment (22 KB)

Letter to City Planning Commission and Bradshaw Estates Developer.docx;

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Dear Planning Commission,

Attached is a letter regarding my concerns with the New Proposed Development by Bradshaw Estates. I would appreciate your consideration of my requests. I will be at the meeting on March 9th if you would like to discuss any of these topics in person.

Thank you,

Carl Czarnik
1130 Astoria Lane, Peachtree City GA.



Carl Czarnik
Vice President, Operations



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Letter to City Planning Commission and Bradshaw Estates Developer.

3/1/2026

Dear Peachtree City Planning Commission:

I'd first like to thank you for your service to Peachtree City. The role you serve is very important but gets little thanks for what you do. My mother served as a village trustee for over 40 years in a suburb of Chicago (Elk Grove Village, IL) and my father-in-law served on the village planning commission.

My wife and I live on Astoria Lane in Kedron Estates where we moved here 7 years ago. We were attracted to the area by the friendly people, the quiet neighborhood and the vast number of trees and nature. I'm afraid all that may change with the proposed expansion of Bradshaw estates behind our house and the possibility of a thorough way from Sumner Road to Sims Road.

I have three requests regarding this residential expansion:

- 1) I understand that this land is zoned for residential purposes, but I would ask that you consider a green way between the properties on Astoria Lane and the north subdivision. There could even be room for a cart path which is sorely needed on the north side of Kedron Hills/Estates. I would even be willing to purchase property behind my house to ensure the trees that we love so much don't get taken down, if that is still an option.

- 2) My second worry is the increased traffic congestion in Kedron Hills and Estates. We already have 224 houses in Kedron Hills and Kedron Estates combined with only one entrance and exit. An additional 30 and maybe 29 more homes will only make that much worse. The entrance on Peachtree Parkway will be overloaded with cars making turns into and out of the subdivision. A left-hand turn lane and light would most likely need to be added to Peachtree Parkway to handle the load. Thus, ruining the charm of Peachtree City and the Peachtree Parkway.

3) My largest worry is that if the two developments are connected together, the connection between 54/Sumner Road to Sims Road/Astoria Lane/Loring Lane/Peachtree Parkway and 74 will become a cut through that will have tremendous amounts of traffic through our neighborhood. You don't have to look too far to see an example of this. When the subdivision of Planterra Ridge had a cut through added, many hundreds of cars a day utilized this subdivision bypass to avoid the 54 & 74 interchange. The Bradshaw Estates connection would be as bad or even worse bypass from 54 to 74 and then to I85, saving individuals time on their morning and evening commutes. That is not what a residential neighborhood is meant for, but phone apps will route individuals in this manner. The best solution to this and the increased traffic congestion in Kedron Hills/Estates (request #2) is to have the entrance/exit to both the North and South developments be through Sumner Road which already has two roads connecting it to 54 that were built for that purpose, unlike Astoria Lane and Loring Lane.

I realize the Police and Fire Department would like quicker access to our neighborhood and the resulting new housing additions and a connection through would assist in that matter. The negative consequences of this connection far outweigh the advantages.

Once again, I want to thank you for your service to this community and your consideration of my letter and requests. I plan to be at the March 9th City Planning Commission meeting if you would like to discuss this with me in more detail.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carl".

Carl and Patti Czarnik

1130 Astoria Lane, Peachtree City GA.

Impact of the Proposed (Peachtree City) Bradshaw Estates

From Chism, Corey / Kuehne + Nagel / Atl ZA-XO <Corey.Chism@Kuehne-Nagel.com>

Date Tue 3/3/2026 12:44 PM

To Planning Commission <Planningcommission@peachtree-city.org>; City Council and City Manager <citycouncil@peachtree-city.org>

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Hello All,

I am writing to you regarding the Bradshaw Estates development plan and using the Kedron Hills neighborhood as an access point. I would like to make you aware of the negative impacts and safety concerns using Kedron Hills will create for the residents and our children.

Developer, Chadwick Homes wants to build 70-plus houses on the land south of the Sims Road “stub” off of Astoria Lane. It’s called Bradshaw Estates. Chadwick presented the concept plat at the 26 January Planning Commission meeting. It shows 30 houses in the “North” section, 29 houses in the “South” section, and future houses in a third section.

The concept plat shows only a cart path connection between the North and South sections of houses. The entry/exit for the 29 South houses would be where Sumner Road and Smokerise Point intersect. ==> The entry/exit for the 30 North houses (and over a year’s worth of construction traffic) would be Sims Road via Astoria Lane, Loring Lane, and onto Peachtree Parkway—1.4 miles, each way, through the center of our subdivision.

Some Negative Impacts on Kedron Hills/Estates:

--- Safety.

--- Meandering, undulating Loring Lane and Astoria Lane are already busy with residential traffic, service vehicles, and golf carts—including many of these parked on the street.

--- Neighborhood pool and playground are on Loring Lane.

--- Both of the below would be using Loring Lane and Astoria as simply a “means to an end,” to get to Peachtree Parkway:

--- Over a year’s worth of Bradshaw Estates construction traffic.

--- Follow-on Bradshaw Estates “North” traffic (residential, trash, lawn & pool service, etc.).

--- Congestion.

--- Average Bradshaw Estates home would have 2 or 3 cars.

--- About 120 – 180 additional roundtrips per day—most likely at the same morning & afternoon times as the 236 homes that already must use Loring and Astoria Lanes.

--- Plus previously mentioned vehicles; trash, lawn & pool service, etc.

Considerations:

--- Distances.

- Peachtree Parkway, through Loring and Astoria Lanes, to the Sims Road stub = 1.4 miles.
- Sumner Road & Smokerise Point intersection (i.e., the proposed entry/exit for Bradshaw Estates “South”) to Hwy 54, using either of the Sumner Road connections to Hwy 54 = 0.6 (6/10) miles.
- There is a traffic light at the Hwy 54 & Publix intersection.

--- Close-proximity disruption, especially during the lengthy, disruptive construction.

- There are 60 close, front-facing homes along Loring Lane and Astoria Lane.
- Depending which Sumner-to-Hwy 54 transit is chosen, there are either four (4) or one (1) close, front-facing homes.

--- Loring Lane and Astoria Lane. These roads were totally rebuilt and resurfaced last year. Heavy construction traffic will mean Peachtree City taxpayers will have to reconstruct the roads much sooner.

Instead of just a cart path connection between the North and South sections of Bradshaw Estates, make it a motor vehicle connection. Then, have all Bradshaw Estates traffic enter/exit via the better choice of Sumner Road. Allow no construction and Bradshaw Estates traffic on Sims Road (Loring Lane and Astoria Lane).



Corey Chism

Area Air Logistics Gateway Operations Manager

Kuehne + Nagel Inc.

4100 N Commerce Dr
East Point, GA 30344, United States

Bradshaw Estates development

From R M <ronicaminc@gmail.com>

Date Tue 3/3/2026 2:38 PM

To Planning Commission <Planningcommission@peachtree-city.org>

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Good afternoon,

I would like to submit an objection to opening up road access through Kedron Hills subdivision for the Bradshaw Estates development.

We just recently went through a similar request with Crabapple Lane. The reduction in thru traffic has dramatically improved the safety of our streets. I see more pedestrians and kids on bikes than when the road was open to car traffic.

While many other subdivisions might have thru traffic, I feel Kedron Hills is unique because of how many turns and how windy it is. Thru traffic will always include faster drivers (bc naturally, they are using the road to cut through) and with the windy roads, it just makes it that much more dangerous. All the reason why we had such a strong opinion to close off Crabapple Lane.

That exact problem would be recreated by opening up road / car access to Bradshaw Estates development.

Please consider the safety of our children and pedestrians in this decision. 🙏🙏🙏

Thank you so much for your time.

Kindest regards,

Ronica Minc

Resident of Kedron Hills

Impact of the Proposed (Peachtree City) Bradshaw Estates

From Mirtha Cabanas <Mirtha.Cabanas@expeditors.com>

Date Wed 3/4/2026 11:09 AM

To Planning Commission <Planningcommission@peachtree-city.org>; City Council and City Manager <citycouncil@peachtree-city.org>

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Hello All,

I am writing to express my concerns regarding the Bradshaw Estates development plan and the use the Kedron Hills neighborhood as an access point. Specifically, I want to highlight the safety, congestion and infrastructure impacts this would impose on our neighborhood and children.

The developer, Chadwick Homes is proposing to build 70-plus houses on the land south of the Sims Road “stub” off of Astoria Lane. It’s called Bradshaw Estates. This concept plat was presented at the 26 January Planning Commission meeting. It shows 30 houses in the “North” section, 29 houses in the “South” section, and future houses in a third section.

Under the current proposal, the North and South sections would be connected by a cart path . Vehicles access for the 29 South homes would be via the intersection of Summer Road and Smokerise Point. However, vehicle access for the 30 North homes, and more than a year of construction traffic, would be routed through Sims Road via Astoria Lane and Loring Lane, ultimately exiting onto Peachtree Parkway. This route is approximately 1.4 miles each way and runs directly through the center of the Kedron Hills subdivision.

Key concerns for Kedron Hills/Estates

Safety

- Loring Lane and Astoria Lane are already heavily used by residents, service vehicles, and golf carts, many of which are parked along the street.
- The neighborhood pool and playground are located on Loring Lane, significantly increasing pedestrian and child activity.
- Both construction traffic (for over a year) and ongoing residential traffic from the Bradshaw Estates North section would use these roads solely as a pass-through to Peachtree Parkway, increasing risk for residents.

Congestion

- Each Bradshaw Estates household is likely to generate 2–3 vehicles, resulting in an estimated 120–180 additional daily round trips.
- These trips would occur largely during the same morning and afternoon peak hours as the 236 existing homes that already rely on Loring Lane and Astoria Lane.
- Additional service traffic (trash, lawn care, pool maintenance, etc.) would further compound congestion.

Construction Disruption

- There are approximately 60 homes with close, front-facing exposure along Loring Lane and Astoria Lane.
- By contrast, depending on the Sumner Road route used, only 1–4 homes would experience similar proximity impacts.

Infrastructure Impact

- Loring Lane and Astoria Lane were completely rebuilt and resurfaced last year.
- Heavy construction traffic would significantly accelerate road deterioration, resulting in earlier and unnecessary repair costs borne by Peachtree City taxpayers.

Recommendation

Rather than limiting the connection between the North and South sections of Bradshaw Estates to a cart path, a full motor-vehicle connection should be required. All Bradshaw Estates traffic—both construction and residential—should enter and exit via Sumner Road. No Bradshaw Estates traffic should be routed through Sims Road, Loring Lane, or Astoria Lane.

This approach would significantly reduce safety risks, congestion, neighborhood disruption, and long-term infrastructure costs, while providing a more logical and efficient access solution for the new development.

Thank you for your consideration.

Mirtha Cabanas

Bradshaw Estates

From Sharlene Peters <runwshar1@gmail.com>

Date Wed 3/4/2026 1:05 PM

To Planning Commission <Planningcommission@peachtree-city.org>

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Dear Planning Commission,

The proposed Bradshaw Estates development is concerning to us as homeowners living on Loring Lane in the Kedron Hills subdivision. Routing the residential, commercial and construction traffic through Kedron Hills is unsafe for our residents. Our subdivision has no sidewalks and the streets are utilized by vehicles, bikers, walkers, runners and golf carts. Often service vehicles and other vehicles are parked on the streets resulting in one way traffic. We walk our dog twice daily and at peak times of the day and evening the traffic is almost constant--we don't need MORE traffic. In addition, if Bradshaw Estates traffic is routed into our subdivision all vehicles would pass a highly utilized area, namely, our pool and park, where many residents and their families congregate, especially in warm weather. We need to keep our residents safe. Also, consider that each resident in the proposed subdivision will likely have at least two vehicles.

Our subdivision should not be a cut through thoroughfare for traffic resulting from growth in the area, Developers should be required to design their property and their entrances so it does not impact others' quality of life or safety.

We appreciate your attention to the safety and well being of our community.

Sharlene and Charlie Peters
331 Loring Lane
Peachtree City, GA 30269

Bradshaw Estates (March 9th Meeting)

From Amber & Andy Poelman <andyandamber@gmail.com>
Date Wed 3/4/2026 9:32 PM
To Planning Commission <Planningcommission@peachtree-city.org>
Cc City Council and City Manager <citycouncil@peachtree-city.org>; Chad@chadwickhomesinc.com <Chad@chadwickhomesinc.com>

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Hello Planning Commission,

My name is Andy Poelman. My, wife, Amber, and our 4 daughters (ages 2 through 12) live in Kedron Estates (on Astoria Ln) here in Peachtree City. We have lived in this beautiful community since 2019.

Thank you for volunteering for this important Planning Commission role in our community! We appreciate all of your hard work.

As you can imagine, the proposed Bradshaw Estates development has caused a significant level of concern within our Kedron Hills and Kedron Estates community. I have spent time speaking with concerned neighbors over the last few weeks.

Below is a summary of my key concerns and several questions/thoughts for you ahead of the upcoming March 9th commission meeting.

- From what I understand of the current proposal, 30 "Bradshaw North" homes would not be able to exit the new subdivision via a southern exit (onto Sumner Rd and Hwy 54). Instead they would only be able to enter/exit via Astoria Ln and Loring Ln.
 - As you know, there are 194 homes in Kedron Hills and 28 in Kedron Estates. 60 of these homes are close, front-facing homes along the proposed enter/exit route of these two residential roads. These streets are regularly full of children playing, people walking, golf carts driving on the roads, etc.
- Why would an exclusive entrance/exit be designed that way? It will cause significant disruption to all of these homes (not only the homeowner traffic...but all of the associated home services traffic (eg. lawn services), online shopping delivery vehicles,etc). Is one of the reasons for the original design to simply save on development costs and not build a connecting road between "Bradshaw North" and "Bradshaw South"?
- Would fire and other emergency services be able to reach these new 30 homes in time if needed? It seems very far away with only that one access point through our neighborhood.

-
- The Kedron Hills exit onto N Peachtree Parkway(from Loring Ln) is already congested and challenging to navigate. This additional proposed traffic would only make that more difficult.
- I would highly recommend considering alternative options. One option, that is very compelling from my perspective, would be for the "Bradshaw North" and "Bradshaw South" to be simply designed with a connecting road between them. Then both areas of the new neighborhood could easily enter and exit via Sumner Rd. There is no need to connect vehicle traffic through Kedron Hills and Kedron Estates and bring all of the negative consequences that I listed above for so many homes/neighbors. The southern exit to Sumner Rd would be a much more convenient enter/entry point for all of the new Bradshaw Estate residents as well.

Thank you for considering these concerns and questions. Your willingness to consider potential alternatives to the original proposal is greatly appreciated by my neighbors and I.

Sincerely,
Andy Poelman

February 9, 2026

To: Scott Ritenour; Andrew Kriz; Hans Gant; Jack Allen; Robert Halverson; Kenneth Hamner
From: Joan Brennan
Subject: Bradshaw Estates Concept Plat

Highland Land Planning submitted a Concept Plat for Phase I and II of Bradshaw Estates North and South, on behalf of Chadwick Homes Inc.

I am writing to ask the Planning Commission to withhold approval of the Concept Plat until the developer revises the Concept Plat to include a new road that would provide access for Fire, Police and EMS vehicles and is compliant with the applicable sections of the Peachtree City Georgia – Code of Ordinances / Appendix B – Land Development Ordinance.

Fire Department response time –

The proposed roadway that would connect Bradshaw Estates North and South does not solve the problem of Fire Department response time. The secondary engine from Station 84 cannot reach the homes in Bradshaw Estates North and South within the target response time of nine (9) minutes via Loring Lane and Astoria Lane. The developer should work with Peachtree City Engineering to identify a location for a new road that would provide a direct route between Bradshaw Estates and North Peachtree Parkway for Fire, Police and EMS vehicles, that will enable the Fire Department to achieve a nine (9) minute response time.

Use of Residential Streets in Lieu of Building a Collector Road (as required in the ordinance) –

Streets are classified according to their function and their design / construction standards, according to the Peachtree City Georgia – Code of Ordinances / Appendix B – Land Development Ordinance.

A residential street is a minor road within a residential area intended primarily to provide access to adjoining property. A residential street must have a paved width of 22 feet.

*A Village Collector Road is a **thoroughfare** intended primarily to move traffic from one area of a village to another area in that same village. A village collector must have a paved width of 28 feet.*

Collector streets connect residential streets to the highway system's major and higher (minor) arterials or provide access to nonresidential uses and arterials. A Community Collector Street, if two-lane, must have a paved width of 32 feet.

Astoria Lane and Loring Lane are classified as Residential Streets, each having a paved width measuring 22 feet.

The proposed north access point for Bradshaw Estates (Sims Road stub) would route traffic through Kedron Estates and Kedron Hills via Astoria Lane and Loring Lane, in route to North Peachtree Parkway. In doing so, the developer proposes to use two existing Residential Streets as thoroughfares, in lieu of building a new road that would serve as a Village Collector or Community Collector Road.

Re-purposing existing Residential Streets to serve as Collector Roads would constitute a violation of the following sections of the Peachtree City Georgia – Code of Ordinances / Appendix B – Land Development Ordinance:

Article III – Administration / Sec. 305. – Residential Streets - *Existing and future residential streets shall not be reclassified as collector streets. Collector streets are only those streets so designated on the city thoroughfare map. (see below for a list of collector roads)*

Article VII – General Development Standards and Design Guidelines /
Division 3. – Standards for Street Design / Sec. 723. -

723.2 Community collector roads.

There are 17 community collector roads, either existing or proposed, in Peachtree City. They include: Crosstown Drive, Dividend Drive, Ebenezer Road, Flat Creek Road, Huddleston Road, Kelly Drive, McIntosh Trail, MacDuff Parkway, Northeast collector (proposed), Paschall Road, Peachtree Parkway North (scenic road), Peachtree Parkway South, Robinson Road, Rockaway Road, Senoia Road (Old SR 74), TDK Boulevard extension (proposed), TDK Boulevard/ Crosstown Drive.

723.3 Village collector roads.

*There are 16 village collector roads, either existing or proposed, in Peachtree City. They include: Aberdeen Parkway (scenic road), Braelinn Road, Cameron Trail, Fishers Luck, Georgian Park, Holly Grove Road, Kedron Drive, Log House Road, Northlake Drive, Riley Parkway (scenic road), Stevens Entry (SR 54 to Peachtree Parkway), **Sumner Road**, Walt Banks Road, Willowbend Road, Windgate Road and Wisdom Road.*

Article VIII. – Requirements for Streets and Other Rights-of-Way / Sec. 803. Design / construction standards – (d) *Minimum street paving widths. Minimum street paving widths shall be measured from edge of pavement to edge of pavement and be as follows:*

- (7) Residential street—22 feet
- (4) Village collector street—28 feet
- (2) Community collector street—32 feet, if two-lane

Chapter 70 - Streets, Sidewalks and other Public Ways – Article I. – In General / Sec. 70-2. Minimum design standards for streets.

All streets constructed in the city shall be done so in accordance with the minimum design standards established in the subdivision regulations of the city (see appendix B). Such streets must meet such minimum design standards regardless of whether they are in a platted subdivision. All streets in unplatted areas and in industrial and commercial areas must meet such minimum design standards.

(Code 1980, § 17-3)

North Access Point (Sims Road) – Non-compliant - Astoria Lane and Loring Lane are Residential Streets. Astoria Lane and Loring Lane do not meet the Design / Construction Standards or the functional classification of either a Village Collector Road or a Community Collector Street and are not listed in Article VII, Division 3, Section 723.

South Access Point (Sumner Road) – Compliant – Sumner Road, the proposed South access point, is classified as a Village Collector Road in Article VII, Division 3, Section 723.

The developer should build a new road from Bradshaw Estates to North Peachtree Parkway that would meet the functional classification and Design / Construction Standards for a Village Collector Road or a Community Collector Road.

Site Design and Traffic Flow – Access

Article VII. – General Development Standards and Design Guidelines / Division 1. – Standards for Site Design / Sec. 703. – Access:

*The **entire parcel**, rather than simply a particular project, shall be considered **in formulating and approving access plans**. If at all feasible with the development plan, service functions (e.g., deliveries, maintenance activities) shall be integrated into the circulation pattern in a manner that **minimizes conflicts with vehicles and pedestrians**.*

(Ord. No. 884, 5-18-2006)

- Per Article VII, Div. 1, Sec. 703. Access: the developer must submit the Concept Plats for the entire parcel, Phases I, II and III
- The proposed north access point for the three new subdivisions (Sims Road stub) would route traffic through Kedron Estates and Kedron Hills via Astoria Lane and Loring Lane, in route to North Peachtree Parkway. Phases I, II and III would add traffic from 79 new homes. This would limit access for the 236 existing homes as well as the 79 new homes
- Additional information is required regarding traffic flow, traffic safety and cut-through traffic
- Motor vehicles from Kedron Hills and Kedron Estates are currently experiencing long wait times at the intersection of Loring Lane and North Peachtree Parkway. This condition will worsen if the traffic from 79 new homes is forced through this one access point

Article VII. – General Development Standards and Design Guidelines / Division 1. – Standards for Site Design / Sec. 706. – Multi-use paths:

The planning commission shall require multi-use paths in order to facilitate pedestrian and golf cart access from residential and commercial developments to schools, parks, playgrounds and other city amenities via the multi-use path system. If, at the time of conceptual approval, there are no completed multi-use paths to which the multi-use paths of the proposed developer can be linked, the planning commission shall require that the developer, in lieu of installing the multi-use paths, dedicate the easements and deposit a cash payment with the city council equal to the cost of installing the multi-use paths. This cost shall be determined by the city engineer. Such deposit shall be placed in a multi-use path construction fund to be established by the city council. When the multi-use system is extended to the boundary of the development, the city council will use the deposit to construct the multi-use paths in the development.

(Ord. No. 884, 5-18-2006)

The Concept Plat does not show where the developer intends to build a multi-use path to connect to the main multi-use path system. When asked if the developer intended to connect at the NE corner of Lake Kedron, Walls (Highland Land Planning) said “*the topography in that area was difficult, and they might not be developing that area*”. An access point at the NE corner of Lake Kedron makes sense, because it would provide access to the North Peachtree Parkway path north of Rt 54, but this is not in the Concept Plat.

The developer has a problem: there is no easy direct route on his land to build a new road.

He is attempting to make his problem the problem of the Peachtree City Planning Commission and the residents of Kedron Hills, Kedron Estates.

Please reject this Concept Plat pending a revision to build a new road that would provide access for Fire, Police and EMS vehicles and is compliant with the applicable sections of the Peachtree City Georgia – Code of Ordinances / Appendix B – Land Development Ordinance.

Thank you for your careful consideration of the impact of this plan on public safety and the precedent it would set, given the many violations of the Land Development Ordinance.

Sincerely,

Joan Brennan

Joan Brennan
Kedron Hills
Peachtree City, GA

cc:

Dave Borkowski - City Engineer
Shayla Reed - Planning and Development Director
Lora Hooks - Senior Planner
Justin Strickland - City Manager
Suzanne Brown – Councilwoman