



Planning Commission

Revised Meeting Agenda

SCAN FOR AGENDA
PACKET



April 13, 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 March 23, 2026
7. **Old Agenda Items**
 1. Concept Plat, Bradshaw Estates, 201 Sumner Road
8. **New Agenda Items**
 1. ~~Building Elevation Modifications, Carrabba's, 500 Commerce Drive~~ **Withdrawn by Staff**
 2. ~~Landscape Plan, Warehouse Building, 1601 Moba Drive~~ **Postponed by Applicant**
 3. **Building Elevation Modifications, Aerie, 222 City Circle**
9. **Public Hearings**
10. **Member/Staff Topics**
11. **Adjourn**

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

Planning Commission of Peachtree City
Meeting Minutes
Monday, March 9, 2026
6:30 PM

Call to Order

The Peachtree City Planning Commission held a regular meeting on Monday, March 9, 2026 at City Hall. Chairman Scott Ritenour called the meeting to order at 6:30 p.m. Vice-Chairman Andrew Kriz, Commissioners Hans Gant, Jack Allen, Robert Halverson, and Alternate Kenneth Hamner were present. Also in attendance were Planning and Development Director Shayla Reed, Senior Planner Lora Hooks, Assistant City Engineer John Schnick, 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

Ritenour welcomed the citizens in attendance and reminded them that there would be no public comment because there were no public hearings on the agenda. He also asked that they refrain from speaking out during the Commission's deliberations.

Reed stated there was an email address for the Planning Commission, but they were not allowed to respond to those emails due to quorum requirements. She assured the writers that they were not simply being ignored.

Presentations

None

Agenda Changes

None

Minutes

1. Planning Commission Meeting February 23, 2026

Kriz moved to approve the February 23, 2026, Planning Commission meeting minutes. Allen seconded. Motion carried unanimously.

Old Agenda Items

None

New Agenda Items

1. Landscape Plan, MEJA Construction Inc., 407 Dividend Drive

MEJA Construction had submitted a landscape plan for its building expansion at 407 Dividend Drive. Hooks showed the location on a zoning map, saying it was zoned General Industrial (GI).

The amount of impervious surface area on the property was 99,273 square feet, and based on that, a minimum of 298 caliper inches of canopy trees and 199 caliper inches of understory trees were required. However, the Land Development

Ordinance (LDO) permitted a reduction of up to 25% of the tree requirement for developments that designated and maintained tree save areas, Hooks stated. In this case, the developer had designated a tree save area of 3,638 square feet near the front of the property, which amounted to a 2% reduction in the required amount of caliper inches to 292 for canopy trees and 195 for understory trees. The proposal exceeded that requirement with 294 canopy inches and 196 understory inches.

The ordinance said that planting areas should be in front and on the sides of all retail, commercial and industrial buildings, wherever practical. Hooks pointed out that the proposal included a planting area along the front of the building with some additional area wrapping around sides of the building. Also, the perimeter of all parking lots should be landscaped with evergreen shrubs of at least 24 inches in height for screening of cars and headlights. The applicant had proposed a combination of three evergreen shrubs along the front of the parking lot facing Dividend Drive, Hooks noted.

Also in the ordinance was the requirement that all parking islands be 100% landscaped with canopy trees, understory trees, evergreen shrubs, and/or groundcover in mulched beds. The proposal included elms, crape myrtles, and evergreen shrubs, as well as groundcovers, in the parking islands. Hooks also remarked that 80% of these trees were native to the eastern United States and/or the southeastern United States.

Matt Moore was present as the applicant's representative.

Gant and Allen had no questions. Kriz mentioned there was a staff recommendation, and Hooks explained that the City Engineer had concerns that the proposed tree placement near the monument sign might block the drainage ditch and added a recommendation that the trees be moved away from the ditch. Moore said they could do that.

Halverson had no questions, but Hamner, noting that 80% of the trees were natives, asked if they would be open to finding native substitutes for the remaining 20%. Moore said he saw no problem with that, as long as it didn't delay the project. Hamner suggested substituting fringe trees or American snowballs for the crape myrtles and American elms or hackberries for the lacebark elms. He also offered native substitutions for the shrubs and groundcovers. Moore said if he could provide this information to him, they would be happy to make the changes. Hooks noted that the 80% was only the tree species; she didn't look at the shrubs.

Ritenour said he was glad to see nice landscape designs for commercial properties. It was a suggestion to do the natives, but they didn't want to hold up construction. Moore agreed.

Kriz moved to approve the landscape plan for MEJA Construction Inc., 407

Dividend Drive, with the condition to move the trees near the existing monument sign so they did not block the drainage ditch and to use additional native plants were possible. Gant seconded. Motion carried unanimously.

2. Landscape Plan, SWI Machinery, 400 Naeco Way

Hooks stated that Highland Land Planning had submitted a landscape plan for a new manufacturing building at 400 Naeco Way, zoned GI and in the Airport Overlay District. The amount of impervious surface area was 78,615 square feet, which called for a minimum of 236 caliper inches of canopy trees and 157 caliper inches of understory trees per the ordinance.

They also were taking advantage of the section in the LDO that allowed for a reduction in the tree requirements if they preserved a tree save area. The tree save area here would be 55,332 square feet, which allowed them to reduce the number of caliper inches required by 21%. This would reduce the number of canopy tree caliper inches to 186 and the caliper inches of understory trees to 124. Hooks pointed out the planting areas on the front and sides of the building and said while the small parking lot was separated from Naeco Way by a row of trees and the detention pond, the applicant was proposing a combination of two evergreen shrubs along the edge of the parking area.

Of the total number of trees provided, 50% were native to the eastern United States and/or the southeastern United States. She stated that staff had no conditions or recommendations for this plan.

The applicant, Jason Walls, thanked Hooks and assured the Commissioners that they would work with staff to modify the plans to accommodate more native plants.

The Commissioners had no questions, and all commended the developer. Kriz said he liked to see the big tree save area. Ritenour noted that Walls had worked with staff on other projects, and asked Hamner if he could provide some native plant suggestions to staff. He agreed.

Gant moved to approve the landscape plan for SWI Machinery, 400 Naeco Way. Allen seconded. Motion carried unanimously.

3. Concept Plat, Bradshaw Estates, 201 Sumner Road

There had been a few changes since this was presented at a January 26 workshop, Hooks noted. She indicated the property on a zoning map, zoned Single-Family Residential (R-43), and pointed out Sumner Road and Astoria Lane. The plat presented at the workshop had been revised to include a connection road between the northern and southern portions of the development instead of just the path previously proposed. This caused a reduction in the number of lots from 59 to 58.

The front setbacks for the lots would be 50 feet; the side, 15 feet; and the rear, 30

feet. The minimum lot size was one acre, and the minimum floor area of each dwelling unit was 1,500 square feet. The LDO required the developer to install a path that connected to the City's path network, and he had agreed to coordinate with the City Engineering Department to determine the best location for the path to continue southward on Sumner Road to tie into the existing path system. That was a recommended condition should the Planning Commission decide to approve the plat.

The LDO required at least three acres of open space per 100 dwelling units. The proposal was for 58 residential lots, which required a minimum of 1.74 acres of open space, and the developer provided 2.43 acres that did not include the greenbelts. Hooks indicated the locations on the site plan.

Some citizens had been concerned about buffers. Hooks explained that the LDO called for special screening for all new commercial developments and multi-family subdivisions where they abut streets or single-family residential subdivisions, but that requirement does not apply to this proposed single-family subdivision plat. Regardless, there was a 50-foot buffer proposed between the road and an adjacent subdivision.

Both the Police and Fire Departments had expressed concerns regarding existing extended response times to the rear portion of Kedron Hills along Astoria Lane and felt this new development would add further impediments. They suggested the connecting road, which was included in the revised plat. There had been several comments from citizens received since the January workshop, and Hooks said they were included in the meeting packet.

Hooks said staff felt the plat met the zoning ordinance and development standards. If the Planning Commission voted to approve, staff recommended a condition that the required path connection to the City path system be in a location coordinated with the City Engineer.

Attorney Rick Lindsey represented Chadwick Homes. He reminded the Commission that this was not a rezoning, but a concept plat approval. The property was rezoned about 20 years ago, and it and all surrounding properties in the Peachtree City city limits were zoned R-43. The neighboring property in the County had lots of similar size. The plan called for a Phase 1 and Phase 2 development, each with 29 homes, Lindsey continued. The concept plat met or exceeded all of the requirements of the Zoning Ordinance and the LDO, he stated, and staff had recommended approval with the one condition to which the developer had agreed, Lindsey stated.

Lindsey noted that most of the concerns from nearby residents dealt with traffic, buffers, safety, stormwater runoff, and tree clearing and grading and asked to address those. Starting with traffic, he said that the road connection between the two phases was added at the request of the Police and Fire Departments. That

should improve the safety of not only this development, but of Kedron Hills and Astoria Lane. The speed limit through this development would be 25 or 30 mph. Some people were concerned this road would be used as a cut-through, but Lindsey remarked that there were several intersections where stop signs would be placed, so that should deter through traffic.

Buffers were not required, but the developer was adding a 50-foot buffer so that no homes backed up to the homes on Ashley Way. There would be no development between the back property lines those homes shared with this property. The developer would not clear-cut this subdivision, but rather clear for the residences as the lots were sold. Lindsey said the backyards probably wouldn't be cleared at all. He noted that Chadwick Homes had developed many properties in Peachtree City, and their work spoke for itself.

As far as safety concerns, Lindsey said there were complaints now of mischief-making in the woods that currently occupied the site, so this development would eliminate that. He reminded them of the speed limits, saying children playing in the front yards should be safe. The connector road would improve safety, too.

A lot of the emails talked about current stormwater issues, and Lindsey said this development, with its curbed and guttered roads, should improve that problem. The only runoff on the southern end would be in the 50-foot buffer. Everything else would be piped to detention ponds and released to the creeks. Lindsey assured them that stormwater would be much more controlled than it was now. The creeks would be protected as the law required. He again stated this property would not be clear-cut. The roads would be cleared and graded, but the lots would only be cleared to the extent necessary.

Lindsey concluded by reiterating that Planning staff had found this plat met all requirements of the zoning ordinance and the LDO. The developer agreed with the condition regarding path placement and had added the connector road as Public Safety had requested.

Kriz asked what was the feasibility of placing a gate in this development? Reed said they had asked the developer about placing a gate on the connector road, but it was not something the City could require. Kriz mentioned the recent addition of a gate in an existing subdivision and asked how that was done.

Schnick explained that the land was conveyed to the homeowners association (HOA), and the HOA paid for the gate and now maintained the gate and that portion of the roadway.

At the workshop, the Planning Commission asked to see plans for a third phase of this development, Kriz recalled. Lindsey said that was not possible because his client did not own that property, and the conveyance of that property was not being discussed at this time. Kriz said it was his understanding that a drawing had been

made of the future development. Lindsey replied that there may have been a concept plan decades ago when the land was rezoned, but there was not one now to his knowledge. He explained his client had a contract on what would be Phase 1 and 2 that would be closed upon when the development was approved. They had nothing on Phase 3.

Kriz asked Hooks to point out the areas of open space on the plat. Kriz asked about space between lots 43 and 44, and Jason Walls stepped up to say that was for access to the detention pond. Would the greenbelts be conveyed to the City? Kriz asked, and Hooks said they would not, only a 25-foot buffer along Sumner and Smokerise Point. Any greenbelt areas developed as stormwater ponds would be conveyed to the City, Schnick added.

Halverson said the design for Phase 1 and 2 clearly indicated that there would be a Phase 3, which was what they had concerns about. They couldn't consider the population and traffic implications because they did not have the design for Phase 3.

Lindsey addressed traffic within the neighborhood, Halverson remarked, but there were concerns about traffic outside the neighborhood. He said they asked about a traffic study to show what the impact of this development would be on Sumner Road. Walls replied that they were not asked to provide a traffic study, but Halverson reminded him of a discussion at the workshop about traffic at the southern end of the development. Walls remembered that discussion but not a request for a traffic study. Hooks said she did not remember, either. Halverson said he thought they requested a traffic study and a Phase 3 sketch because it would be important to understand the impact of this development with a connecting road to Sumner Road. There would be cut-through traffic, he stated. Walls said there was already cut-through traffic on other roads, so this would provide a third route. Halverson said he would like to have that demonstrated to them.

Halverson stated he did not disagree that this plat met and exceeded all ordinances. Lindsey said Halverson was asking questions that should have been brought up 20 years ago when this property was rezoned. They did not have the right to develop Phase 3. Yes, they had stubbed out where additional houses and roads could go, but Bradshaw could sell that property to someone else. He said they were leaving options for future connectivity so everyone wasn't shuttled down to the main roads. Much of what could become Phase 3 was wetlands, Lindsey remarked, so there wouldn't be too many more homes.

He again noted this plan met all requirements, and they had addressed many of the concerns residents had mentioned in their emails. This property had been zoned for many years, and the time was right for development. City Council would have to require a gate, Lindsey said, and Allen asked if that was the only way they would consider a gate. Lindsey said the emails seemed about evenly divided on having a connector road. Planterra was the only gate he knew of on a city street,

and the difference was that Planterra was being used as a cut-through to 54 from the Industrial Park area. Here, there was no big commercial area. The drivers who were inclined to cut through would be from Kedron Hills and Astoria Lane, and the stop signs and speed limits should keep it from being a hazard. Allen said those did nothing in Planterra to control drivers, so why would they work here? Lindsey again mentioned the traffic from the Industrial Park being the source there.

Halverson read a passage from the January 26 minutes mentioning a potential traffic study and traffic issues. Ritenour said they should have made a traffic study a stipulation. He remembered that discussion and also a discussion of the commercial development planned nearby. Walls said there was a traffic study of the SR 54 and Sumner Road intersection, and he would provide it.

Hamner asked about the history of this area, saying so many problems now were related to that zoning 20 years ago. He asked if Lindsey knew anything further. Lindsey recalled that when he was City Attorney years ago, Council discussed a major road through this property to take traffic from Robinson up to Crabapple and Dogwood. He believed this property was zoned in the early 2000s as a blanket rezoning of Kedron Hills.

Ritenour said a lot of his questions had already been asked, so he moved on to Allen. Allen said his experience as a police officer told him that this road was a shortcut, and people would speed through it. He thought a gate, either over the creek or at the north end, would be the best solution for safety.

Gant noted they were looking at about 90 houses for all three phases, and that would create a lot of traffic. He said safety was his concern. He did not recommend adding a connection at Astoria Lane. Gant then asked about timing, and Walls said it would be about three years to completion. Gant recommended they work to keep the traffic from Astoria Lane.

Kriz said he had no real problems with this neighborhood in general. He believed Council could solve the problem with a gate and the deeding over of some land to a future HOA. He had a problem with the distance of the path connection from the northern part of the development. He felt there were opportunities to add golf cart paths throughout the neighborhood. Also, not seeing how the third phase would tie in was a disadvantage.

Halverson said he wouldn't repeat himself, but he did have concerns that the developers would not live up to their pledge not to clear-cut and would like to see strategic tree removal as a condition for approval.

Hamner mentioned the extraordinary amount of communications they had received from residents about this proposal. He acknowledged that the developers had addressed many of these concerns and were meeting all the requirements. So much of what they were talking about was because of the way this was set up 20

years ago. This property was in an area that was difficult to navigate. The applicants were justified in what they were asking, as were the residents. There was not an easy answer, he commented.

Hamner said he had four thoughts. The first was that no certificates of occupancy should be issued until the north/south connecting road had been fully constructed and accepted by the engineer. Secondly, the Sims Road stub off Astoria Lane should be restricted to emergency vehicle access only and secured by a gate system. Third, all construction traffic should enter and exit by Sumner Road exclusively. Finally, before any grading permit was issued, the developer should submit a construction traffic management plan to the City Engineer for review. He said this would include a staging area plan and explain how the developer would enforce the Sumner Road requirement.

Ritenour said it seemed there were concerns still with the concept plat. They could approve, deny, or approve with conditions. Were there other options? Reed replied that they had raised some new things, and, if the applicant agreed, they could grant a deferral to allow them to provide more information. The other options were valid, as well.

Kriz asked if they were approving or denying or making a recommendation to City Council? Reed said it would not go to City Council.

Ritenour remarked on the number of comments they had received, saying the issues they touched on were common in any new development. He said the connecting road would ease the Public Safety concerns. He mentioned the gate that they had discussed and said he was surprised the developer had not proposed one. Ritenour said at first he thought the gate should be between Phases 1 and 2, but he had come to think that it should be at the entrance to the development at Sims Road.

They wanted to look at this development in a comprehensive way, and the lack of a plan for Phase 3 was a problem. He suggested they include something about that in the Unified Development Ordinance (UDO), as well as a requirement for traffic studies.

However, this property was zoned R-43, and the proposed development was permitted in this zoning classification. While they recognized the concerns expressed by nearby residents, they also had to acknowledge the property owner's rights to develop the land in accordance with the City ordinances. Ritenour stated that this was only a conceptual plat, and there probably would be changes made going forward. Multiple additional steps had to happen where things such as stormwater would be reviewed.

He had some suggestions for conditions. He wanted a gate placed at the top of Sims Road as it came into Phase 2, accessible only to first responders. He wanted

a cart path to go around that gate, providing access from the back part of Kedron Hills. He agreed with the condition staff had put forward for that connection, but, as Kriz had suggested, wanted to see more connectivity with the paths. He also thought it was important to restrict construction traffic to Sumner Road and not through Kedron Hills.

This needed to go back and be reviewed by the applicant, Ritenour said. Before they voted, he asked Lindsey if he had any comments. Lindsey said the applicant would agree with all the conditions. He then said his client had talked to the property owner, and he had refused to work on a plan for Phase 3. He had the right to sell his property to anyone, Lindsey added, but, realistically, they were looking at no more than 20 additional lots, no matter who built it.

Like Hamner, Ritenour reflected on how all of this property had been developed piecemeal over the years. Lindsey reflected that it was easy to do those comprehensive plans when there was just one property owner, but now that they were down to the remnants, it was more difficult.

Lindsey then recapped what he understood to be the Planning Commission's wishes. He said his client had no objection to a gate open only to first responders at the northern end of the development. They were also fine with a golf cart connection on that side. Limiting construction traffic to Sumner Road would not be a problem, he stated. He said they would build the connection to Phase 2 after Phase 1 was completed. Submitting a construction traffic management plan would not be a problem. Lindsey suggested staff and the developer talk about internal cart paths connecting both phases.

Kriz said he was a visual person and wanted to see this laid out before they approved it. He suggested they defer this so the developer could come back. Kriz said he wanted to see the path connections. Lindsey stated that paths were planned further along in the process. This was a preliminary plat.

Kriz moved to defer this topic until the first meeting in April. Allen seconded. Ritenour said they were looking at the gate, the cart path connection around the gate, the C.O. for phase 2, which might take care of itself, depending on the gate, the construction traffic management plan, and the plan for path connectivity within the development.

Halverson said he wanted to see a traffic study. Ritenour asked if he meant he wanted to see the traffic study that had been done for the nearby commercial development or did he want to request a new traffic study? Halverson said he wanted a new traffic study on this area and the development across the street. Kriz said he could support that.

Again, Lindsey pointed out that this had already been rezoned. All the lots in the plan were legal. Traffic studies were very expensive and very time-consuming,

Lindsey stated. They were talking about just 60 homes, so nothing triggered the need for a traffic study. He repeated that this zoning was already approved. He didn't know what a traffic study could do; the development was already approved for this zoning. Halverson asked if he thought a traffic light was needed? Lindsey replied that there was no way a traffic light would be approved for Sumner Road and this subdivision. A light might be needed at SR 54 and Sumner Road, but not here. Allen mentioned that 15 years ago, a traffic study at SR 54 and the Chic-fil-A area was \$1.5 million.

Ritenour asked if they could provide the existing traffic study to staff, and Walls agreed. He said it was on SR 54 at Genevieve Court and the two or three intersections before and after. Halverson said that would be sufficient.

Kriz restated his motion to call for deferral of the conceptual plat for Bradshaw Estates to the April 13 Planning Commission meeting with the following considerations: the gate at Sims Road to Phase 2, cart path connection around the gate, certificate of occupancy delayed until road was constructed—Hooks stopped them to ask what was meant by that, and Hamner clarified it, but they then decided they did not need it if the gate was moved to the north. Kriz completed the motion by asking for a construction traffic management plan and paths within the development. Allen seconded. Motion carried unanimously.

Public Hearings

None

Member/Staff Topics

Reed gave the Commissioners an update on training sessions, and Ritenour thanked the public for their participation and showing up for the meeting.

Adjourn

There being no further business, Kriz moved to adjourn at 8:14 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 04/10/2026

DATE: April 13, 2026

SUBJECT: Concept Plat, Bradshaw Estates, 201 Sumner Road

Recommendation:

Should the Planning Commission approve the conceptual plat for Bradshaw Estates, Staff has the following recommendations:

1. Per Sec. 706 of the Land Development Ordinance, all new residential developments shall connect to the City path system. The developer shall construct a multi-use path southward parallel to Sumner Rd. from the neighborhood entrance to the existing path. The path shall be located in a 50-foot wide greenbelt to be dedicated to the City for future maintenance of the path. The developer shall coordinate with the City Engineer to determine the best location for the path.
2. The developer shall construct a multi-use path through greenbelt #2 to approach Sumner Rd. and create a crossing, separate from vehicular traffic, to the opposite side of Sumner Rd. The crossing shall connect to the path that will be constructed south along Sumner Rd.
3. The developer shall provide a multi-use path easement, a minimum of 20 feet wide, across the rear of Lot 26 for the potential development of a future multi-use path. The developer shall coordinate with the City Engineer to determine the best location for the easement.
4. The neighborhood Homeowner's Association (HOA) shall retain ownership of the section of Sims Road on the north end of the subdivision and grant an access/maintenance easement to the City for the construction and maintenance of an emergency access gate.
5. The developer shall construct a multi-use path around the emergency access gate at the north end of the subdivision to connect the development to Astoria Lane.

Discussion:

Highland Land Planning presented a conceptual plat for Bradshaw Estates at the March 9, 2026, Planning Commission meeting. The proposed development contains a total of 58 single-family residential lots that will be developed in two phases.

The property is zoned 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 (the plat demonstrates that a 2,000 SF house footprint will fit on each lot)

The plat presented at the March 9th meeting demonstrated that the concept satisfied the zoning requirements and development standards. As a result of the discussion, the Commissioners chose to defer their decision to the April 13th meeting and made the following requests to the applicant:

- Provide a gated entrance at Sims Road
- Provide a multi-use path connection around the gate
- Provide a construction traffic management plan
- Consider an internal path system
- Provide an existing traffic study that was prepared for a nearby commercial project for the Commissioners to review

The applicant has provided revisions to the conceptual plat based on those requests from the previous meeting on March 9, 2026.

- After some internal discussions, it was determined that the City prefers to construct and maintain control of an emergency access gate. The City requests that the Sims Road extension be paved to meet emergency vehicle standards and that the HOA maintain ownership and grant an access/maintenance easement to the City. There shall be no other vehicular access to the neighborhood from Sims Road.
- The developer has agreed to provide a multi-use path connection around the emergency access gate.
- The applicant has added notes to the plan outlining the construction traffic management plan: All construction traffic for all phases of development shall access the property from Sumner Road. All contractors, visitors etc. shall be notified and signage placed as needed.
- After some internal discussions, the City prefers to make the decision about whether to construct paths, IF warranted in the future; the developer shall provide an access easement across the rear of Lot 26 to facilitate potential future path construction and maintenance on the City-controlled greenbelts throughout the subdivision.

- The existing traffic study was supplied to Staff, and was distributed to the Commissioners for review.

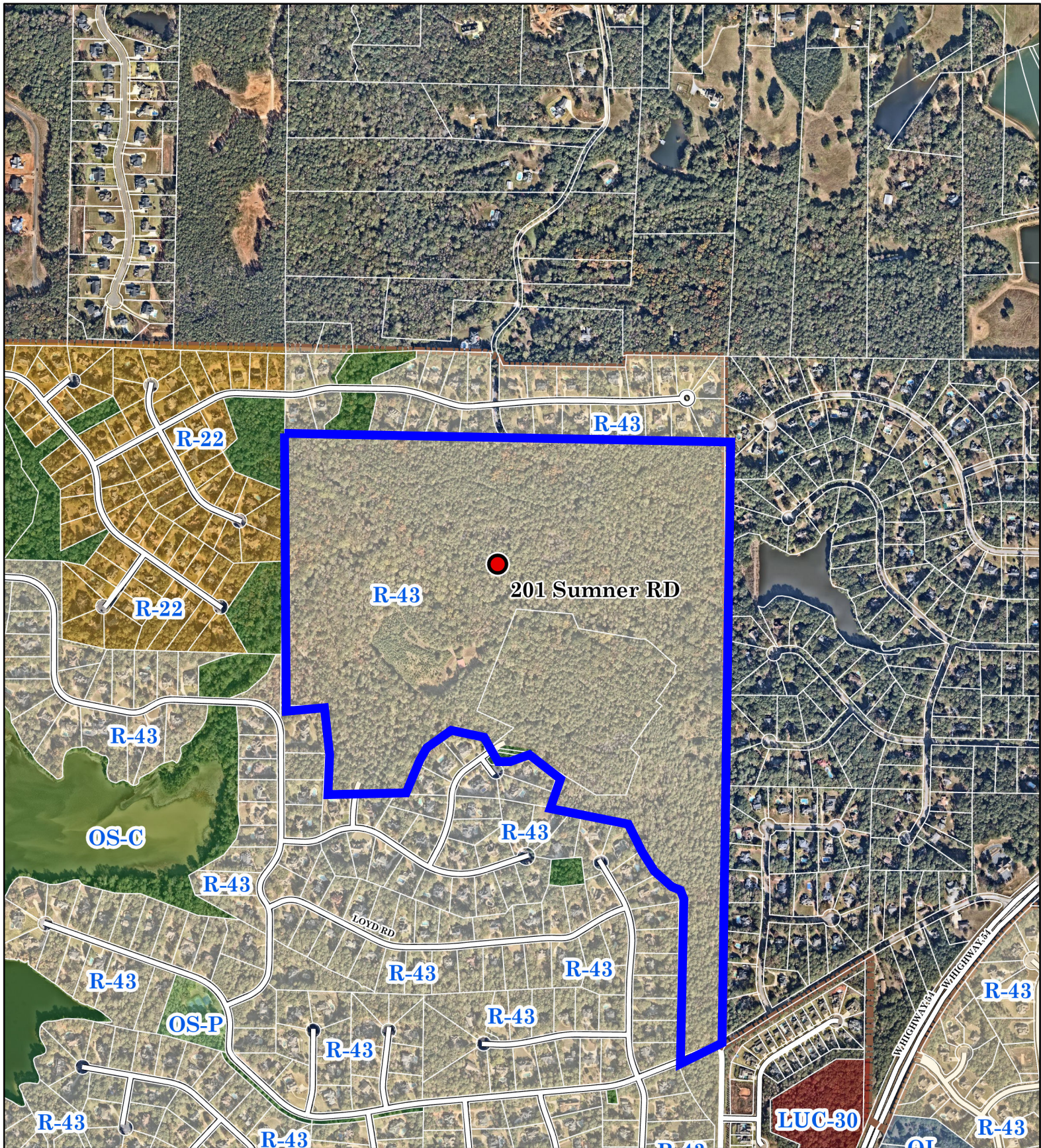
Since the March 9th meeting, the City has received additional comments from nearby property owners. Those comments are included in the packet for your review.

Budget Impact:

There are no budget impacts associated with this request.

Attachments:

1. Zoning Map
2. CONCEPT PLAT 4-10-26
3. Public Comments



Zoning Map: 2025

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

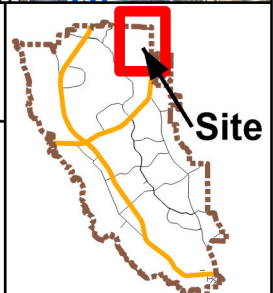
For information purposes only

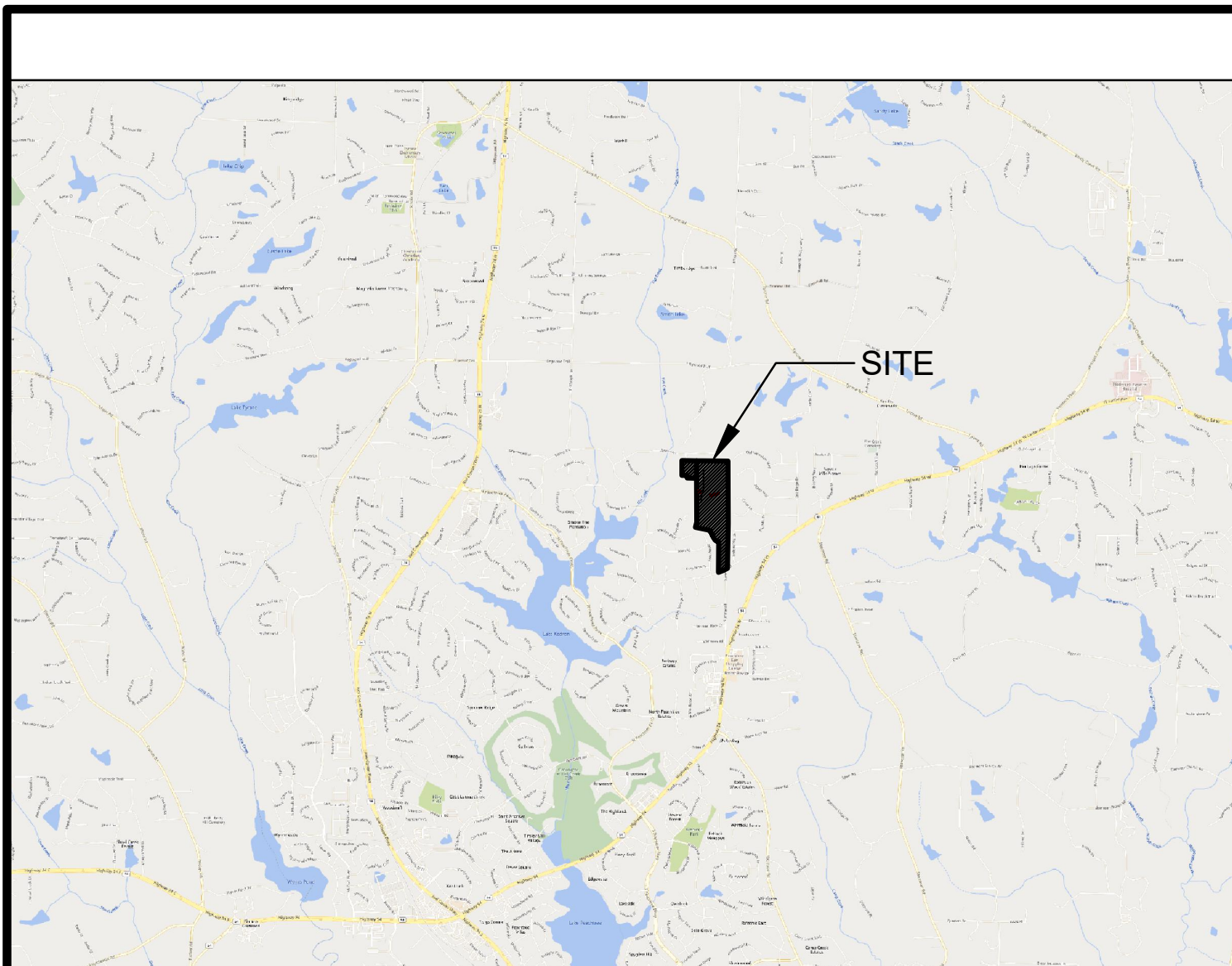


1 inch = 857 feet



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





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

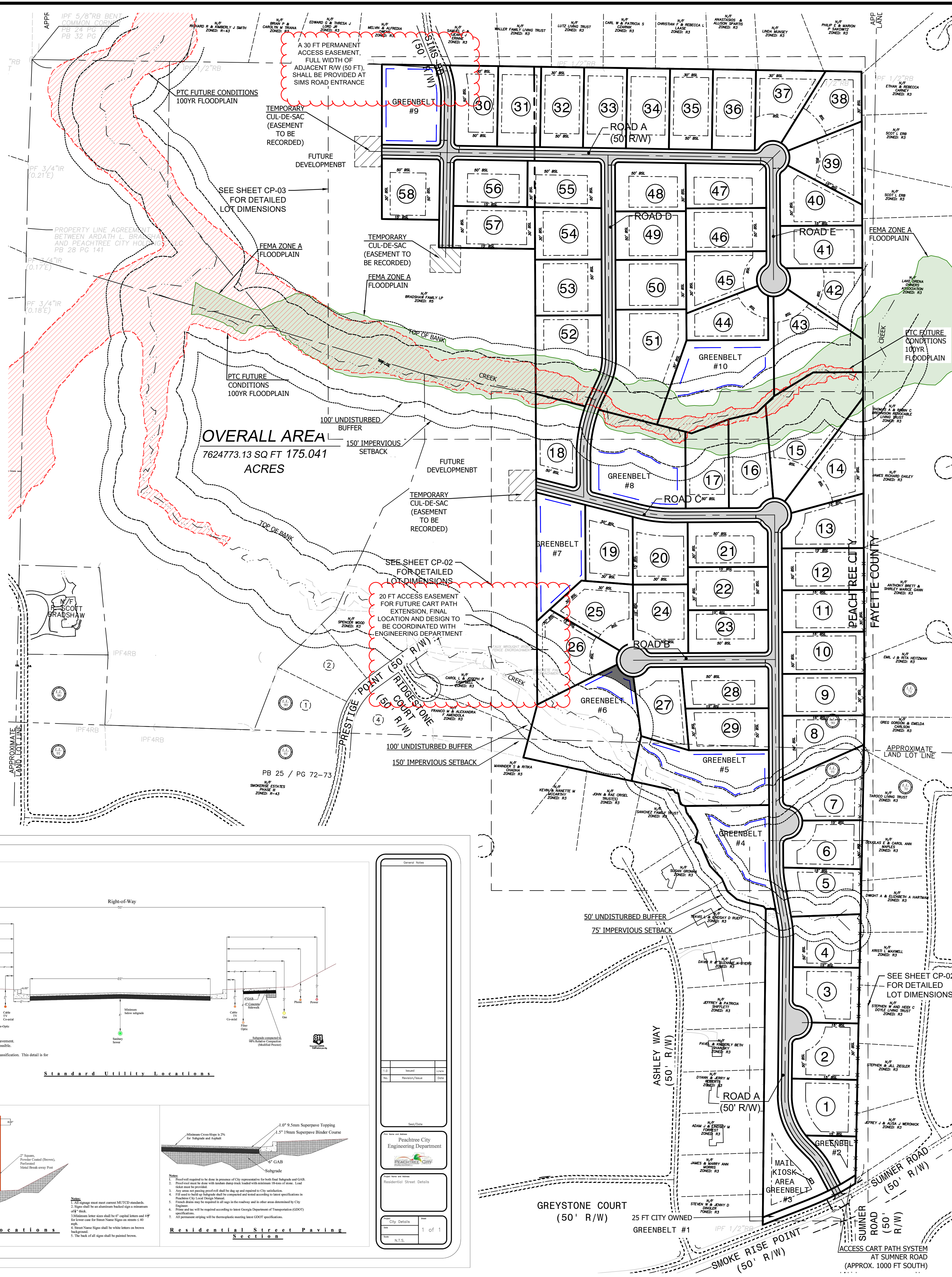
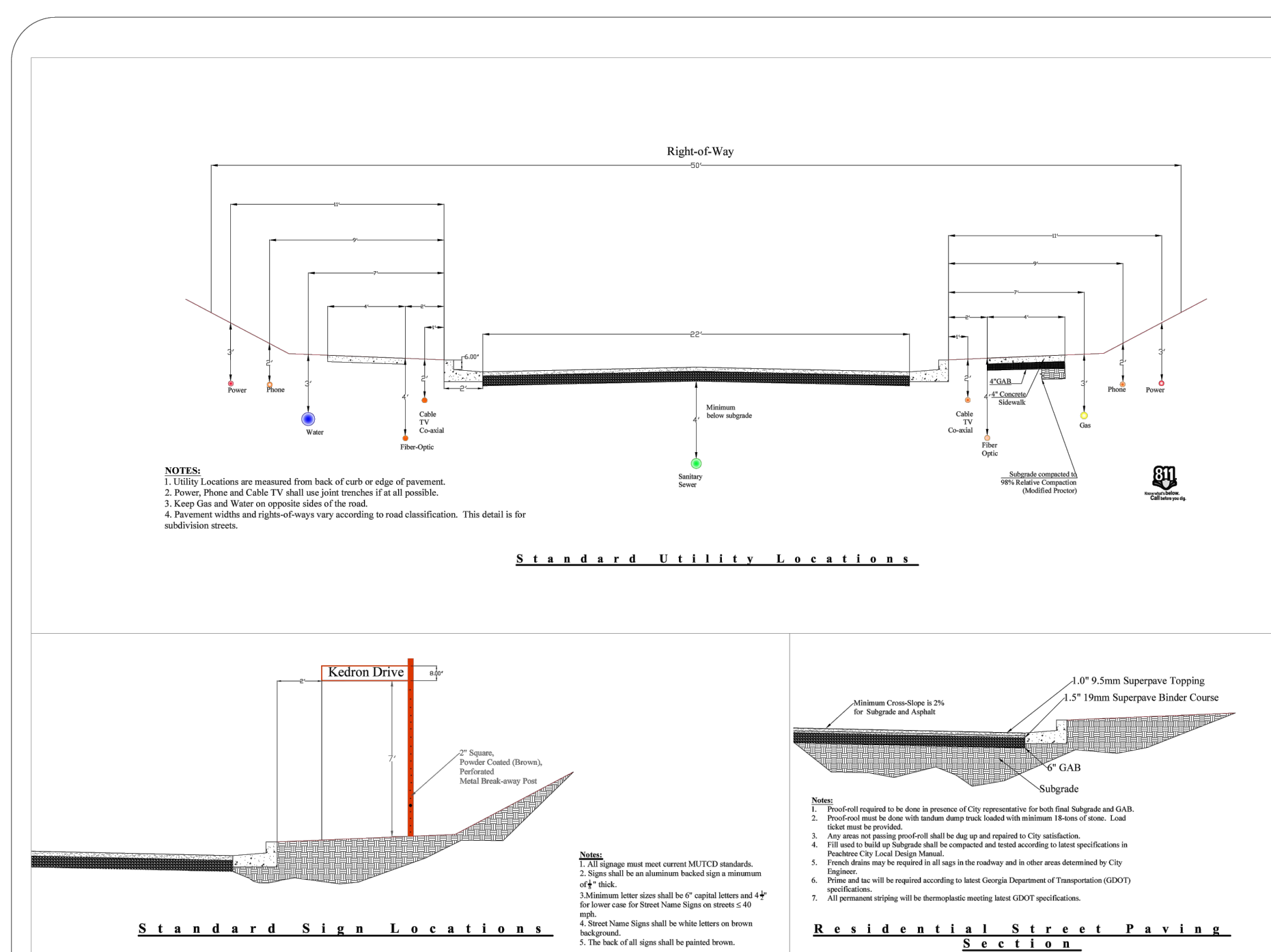
FLOOD PLAIN TABLE - BRADSHAW ESTATES

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	12,017.34	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

CONSTRUCTION TRAFFIC MANAGEMENT PLAN NOTE: NO PUBLIC ACCESS IS ALLOWED VIA SIMS ROAD CONNECTION. ALL CONSTRUCTION TRAFFIC FOR EACH PHASE OF DEVELOPMENT AND CONSTRUCTION SHALL ACCESS THE PROPERTY FROM THE SUMNER ROAD ENTRANCE (SOUTHERN ENTRANCE). CARE SHALL BE TAKEN TO NOTIFY AND ADVISE ALL CONTRACTORS, SUBCONTRACTORS, VISITORS, ETC. TO USE THIS ENTRANCE. TRAFFIC MANAGEMENT PLANS PER M.U.T.C.D. SHALL BE PROVIDED, AS NECESSARY.

FIRE DEPARTMENT NOTES:

- 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 FIRE DEPARTMENT INGRESS AND EGRESS.
- BRADSHAW ESTATES WILL PROVIDE AN EMERGENCY SERVICES ACCESS ROAD WITH GATE AT THE SIMS ROAD CONNECTION. A 30 FOOT LONG BY 50 FOOT WIDE SEGMENT OF THIS ROADWAY WILL REMAIN PRIVATE, OWNED BY THE HOMEOWNERS ASSOCIATION WITH A PERMANENT EASEMENT PROVIDED FOR CITY OPERATION AND MAINTENANCE OF THE ACCESS GATE. EASEMENT WILL BE TRANSFERRED VIA THE FINAL PLAT. DEVELOPER SHALL COORDINATE WITH THE CITY ENGINEER AND FIRE MARSHAL REGARDING THE ACCESS ROAD DESIGN AND GATE DESIGN INCLUDING KNOX BOX PROVISIONS. A CART PATH ACCESS AROUND GATE WILL BE PROVIDED FROM SIMS ROAD TO THE EMERGENCY SERVICES ACCESS ROAD.
- ALL ROADWAYS SHALL BE 26 FEET CLEAR WIDTH (FACE OF CURB TO FACE OF CURB)
- ALL CUL-DE-SACS SHALL BE CONSTRUCTED AT A CLEAR SPAN OF 96 FEET IN DIAMETER.
- INTERSECTIONS SPACING REQUIRED EVERY 750 FEET MAX, UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL. PROVIDE "EYEBROW" TURNAROUNDS WHERE NECESSARY TO MEET THIS REQUIREMENT.



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 PER THE ZONING ORDINANCES. 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. PRIMARY ACCESS (FOR PUBLIC USE) IS PROVIDED FROM THE SOUTHERN ENTRANCE AT SMOKERISE TRACE ACROSS FROM SUMNER ROAD, WITH SECONDARY ACCESS (EMERGENCY SERVICES ONLY) PROVIDED FROM 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.
- ECOLOGICAL 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:** AN EXTERNAL CART PATH IS AT THE ENTRANCE ON SUMNER ROAD WILL BE CONNECTED/EXTENDED TO THE EXISTING CART PATH SYSTEM SOUTHWARD ON SUMNER ROAD, CROSSING TO BE POSITIONS THROUGH GREENBELT #2 AND SEPARATE FROM VEHICULAR TRAFFIC (AS COORDINATED WITH THE PEACHTREE CITY ENGINEERING DEPARTMENT). ADDITIONALLY, A CART PATH WILL BE PROVIDED AROUND THE GATE AND THE NORTHERN "EMERGENCY SERVICES ACCESS GATE". INTERNALLY, AN EASEMENT WILL BE PROVIDED AT THE BACK OF LOT 26 TO PROVIDE THE CITY AN OPPORTUNITY TO DEVELOP AN INTERNAL CART PATH SYSTEM USING GREENBELTS, GREEN SPACES, AND BUFFERS TO CONNECT INTERNAL STREETS IF THE NEED IS EVER IDENTIFIED AS NECESSARY. ALL CART PATH SYSTEM WORK WILL BE COORDINATED WITH THE CITY ENGINEER.
- GREENBELTS:** GREENBELTS SHALL BE PROVIDED AS SHOWN ON THIS CONCEPT PLAN 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, SEE NOTE AT RIGHT.
- CONSTRUCTION TRAFFIC MANAGEMENT PLAN NOTE:** NO PUBLIC ACCESS IS ALLOWED VIA SIMS ROAD CONNECTION. ALL CONSTRUCTION TRAFFIC FOR EACH PHASE OF DEVELOPMENT AND CONSTRUCTION SHALL ACCESS THE PROPERTY FROM THE SUMNER ROAD ENTRANCE (SOUTHERN ENTRANCE). CARE SHALL BE TAKEN TO NOTIFY AND ADVISE ALL CONTRACTORS, SUBCONTRACTORS, VISITORS, ETC. TO USE THIS ENTRANCE. TRAFFIC MANAGEMENT PLANS PER M.U.T.C.D. SHALL BE PROVIDED, AS NECESSARY.

OVERALL CONCEPT PLAN FOR BRADSHAW ESTATES

CONCEPT PLAT FOR BRADSHAW ESTATES

LAND LOTS 90 AND 91 OF THE 7TH DISTRICT, CITY OF PEACHTREE CITY, FAYETTE COUNTY, GEORGIA

HIGHLAND LAND PLANNING

201 PROSPECT PARK, SUITE A, PEACHTREE CITY, GEORGIA 30269
 (770) 631-0499
 C.O.A. No. 160800001, Exp. 06/26/2024

DRAWING NO. CP-01

Rev.	Description	Date
1	ISSUED FOR REVIEW	10/25/23
2	ISSUED FOR REVIEW	11/21/23
3	ISSUED FOR REVIEW	12/12/23
4	P.C. REVISIONS	01/22/24

Scale: 1" = 200'

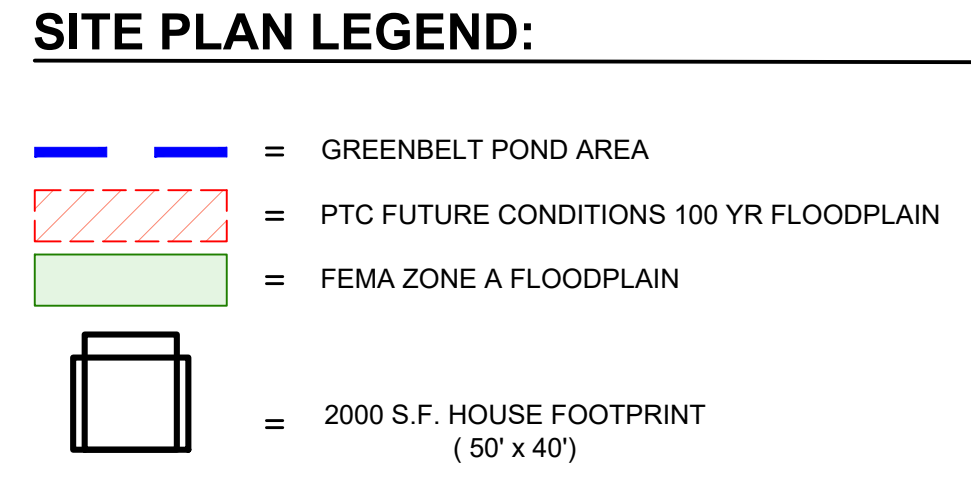
Date: 01/22/24

Drawn by: MDW

Checked by: JLV

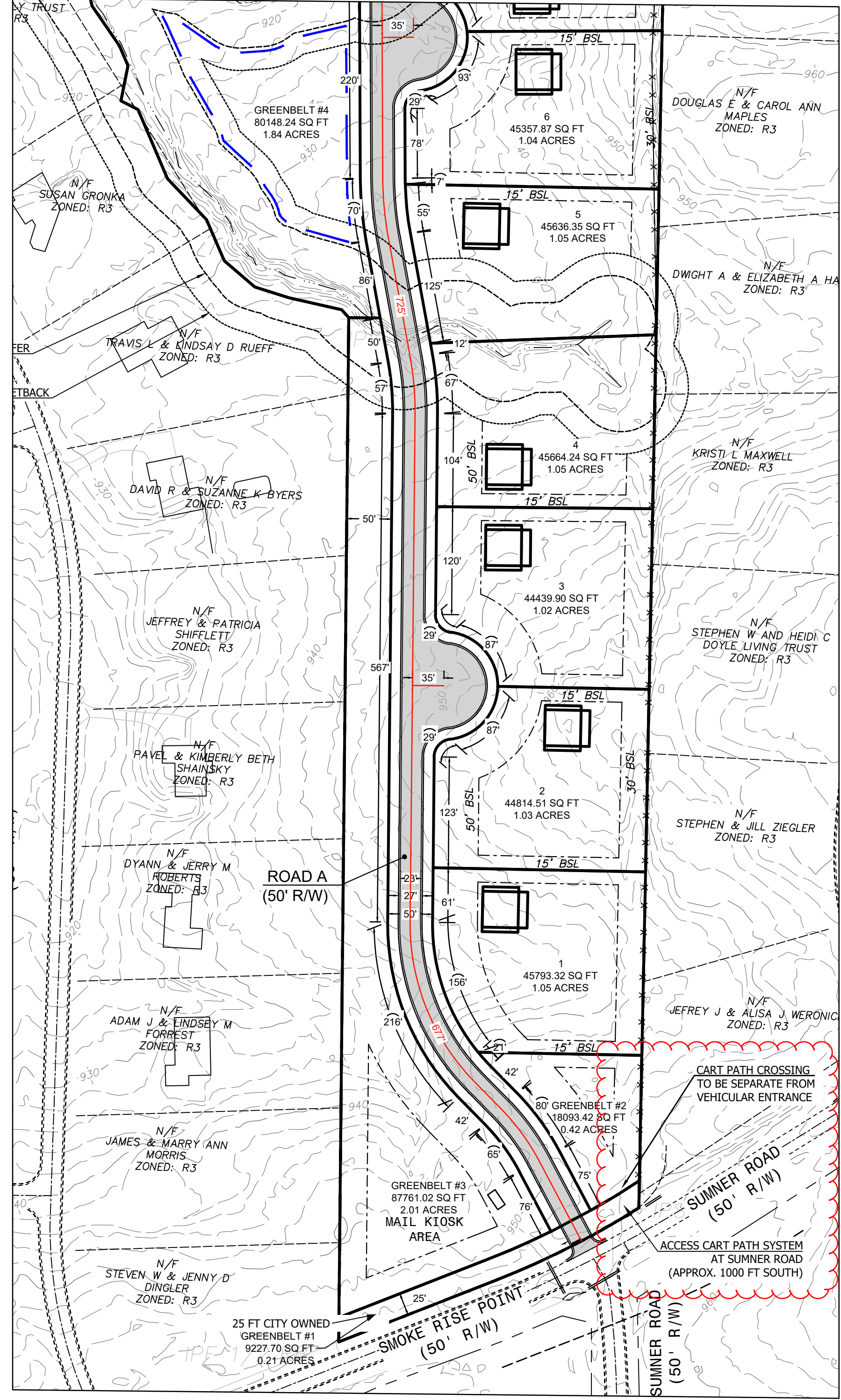


GREENBELT #	Area (S.F.)	Area (Ac.)	USE
1	9,227.70	0.21	25' CITY OWNED CART PATH ACCESS
2	18,093.42	0.42	OPENSACE
3	87,761.02	2.01	MAIL KIOSK/OPEN AREA
4	80,148.24	1.84	S.W.M.F
5	90,553.71	2.08	S.W.M.F
6	120,194.12	2.76	S.W.M.F
7	64,088.69	1.47	S.W.M.F
8	100,844.39	2.32	S.W.M.F
9	60,655.06	1.39	S.W.M.F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



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

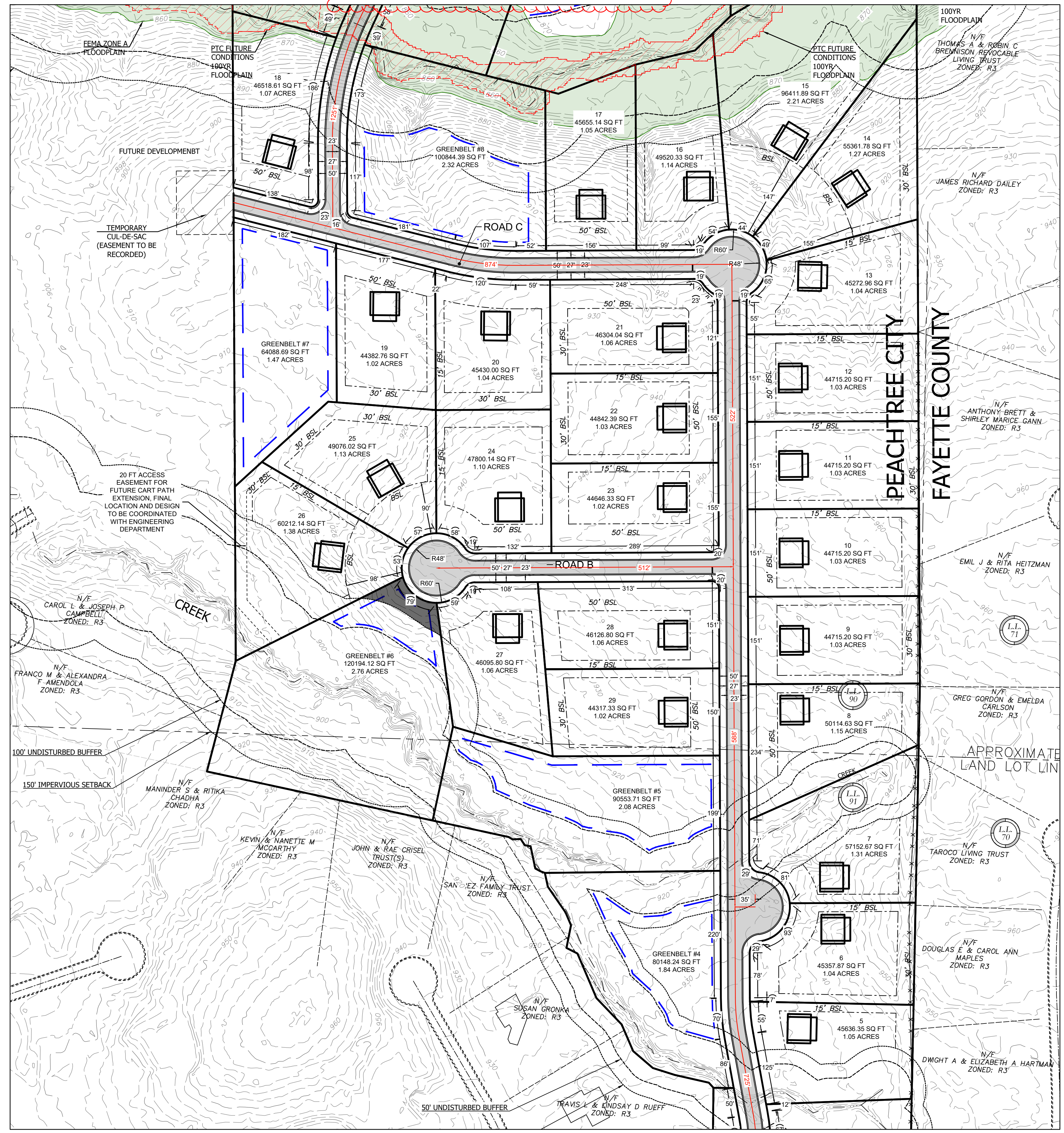
NOTE: LOTS WITH FUTURE CONDITIONS FLOOD PLAIN ALL EXCEED 70% OUTSIDE OF FLOOD PLAIN AREA.



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

CONSTRUCTION TRAFFIC MANAGEMENT PLAN NOTE: NO PUBLIC ACCESS IS ALLOWED VIA SIMS ROAD CONNECTION. ALL CONSTRUCTION TRAFFIC FOR EACH PHASE OF DEVELOPMENT AND CONSTRUCTION SHALL ACCESS THE PROPERTY FROM THE SUMMER ROAD ENTRANCE (SOUTHERN ENTRANCE). CARE SHALL BE TAKEN TO NOTIFY AND ADVISE ALL CONTRACTORS, SUBCONTRACTORS, VISITORS, ETC. TO USE THIS ENTRANCE. TRAFFIC MANAGEMENT PLANS PER M.U.T.C.D. SHALL BE PROVIDED, AS NECESSARY.

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.



DETAILED DIMENSIONS OF BRADSHAW ESTATES LOTS 6-29
SCALE: 1"=100'

GRID (GA WEST ZONE) NAD83

Date: 01/27/25
Drawn by: MDW
Check by: JLV

REVISIONS

No.	Description	Date
1.	ISSUED FOR REVIEW	11/21/25
2.	ISSUED FOR REVIEW	11/21/25
3.	ISSUED FOR REVIEW	11/21/25
4.	P.C. REVISIONS	03/27/26

Scale: 1" = 100'

DETAILED LOT DIMENSIONS
BRADSHAW ESTATES
1-29

CONCEPT PLAN FOR
BRADSHAW ESTATES

LAND LOTS 90 AND 91 OF THE 7TH DISTRICT, CITY OF PEACHTREE CITY, FAYETTE COUNTY, GEORGIA

11/21/25

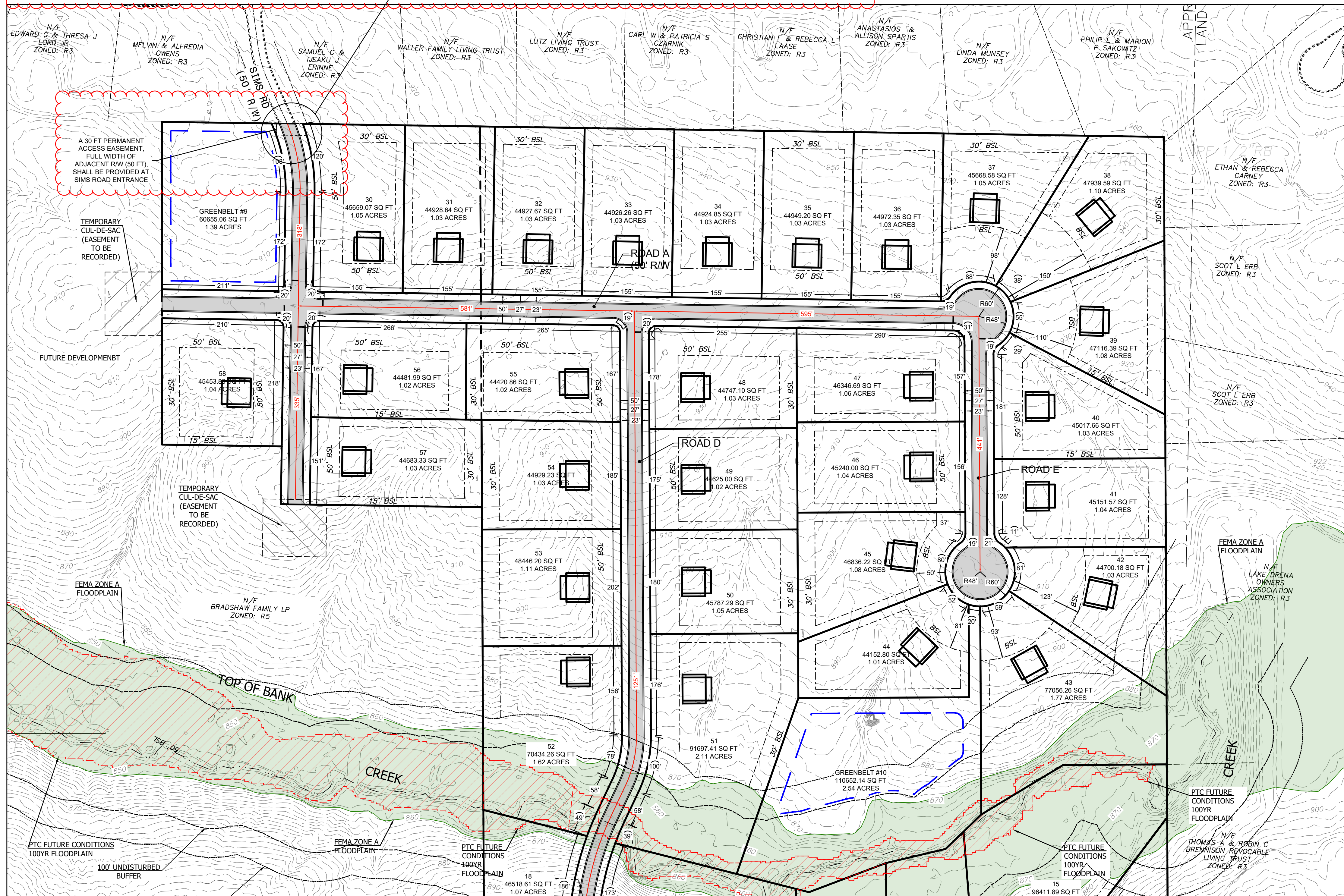
REGISTERED PROFESSIONAL LAND PLANNER
No. 47263
RED K. ALWARD

HIGHLAND LAND PLANNING
201 PROSPECT PARK, SUITE A, PEACHTREE CITY, GEORGIA 30269
CON. NO. 16026681 | EXP. 06/30/2026

DRAWING NO.
CP-02

CONSTRUCTION TRAFFIC MANAGEMENT PLAN NOTE: NO PUBLIC ACCESS IS ALLOWED VIA SIMS ROAD CONNECTION. ALL CONSTRUCTION TRAFFIC FOR EACH PHASE OF DEVELOPMENT AND CONSTRUCTION SHALL ACCESS THE PROPERTY FROM THE SUMNER ROAD ENTRANCE (SOUTHERN ENTRANCE). CARE SHALL BE TAKEN TO NOTIFY AND ADVISE ALL CONTRACTORS, SUBCONTRACTORS, VISITORS, ETC. TO USE THIS ENTRANCE. TRAFFIC MANAGEMENT PLANS PER M.U.T.C.D. SHALL BE PROVIDED, AS NECESSARY.

EMERGENCY SERVICES ACCESS GATE: BRADSHAW ESTATES WILL PROVIDE AN EMERGENCY SERVICES ACCESS ROAD WITH GATE AT THE SIMS ROAD CONNECTION. A 30 FOOT LONG BY 50 FOOT WIDE SEGMENT OF THIS ROADWAY WILL REMAIN PRIVATE, OWNED BY THE HOMEOWNERS ASSOCIATION WITH A PERMANENT EASEMENT PROVIDED FOR CITY OPERATION AND MAINTENANCE OF THE ACCESS GATE. EASEMENT WILL BE TRANSFERRED VIA THE FINAL PLAT. DEVELOPER SHALL COORDINATE WITH THE CITY ENGINEER AND FIRE MARSHALL REGARDING THE ACCESS ROAD DESIGN AND GATE DESIGN INCLUDING KNOX BOX PROVISIONS. A CART PATH ACCESS AROUND GATE WILL BE PROVIDED FROM SIMS ROAD TO THE EMERGENCY SERVICES ACCESS ROAD.



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 #	Area (S.F.)	Area (Ac.)	USE
1	9,227.70	0.21	25' CITY OWNED CART PATH ACCESS
2	18,093.42	0.42	OPENSACE
3	87,761.02	2.01	MAIL KIOSK/OPEN AREA
4	80,148.24	1.84	S.W.M.F.
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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')

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
4.	P.C. REVISIONS	03/27/26
3.	ISSUED FOR REVIEW	02/10/26
2.	ISSUED FOR REVIEW	11/21/25
1.	ISSUED FOR REVIEW	10/02/25

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

Bradshaw Estates Concept Plat - Chadwick Homes

From Michael Minc <mincmichael@gmail.com>

Date Sun 3/8/2026 4:05 PM

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

Some people who received this message don't often get email from mincmichael@gmail.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.

Dear City Planning Commission

I am writing this commission today to share with you how strongly my family, my neighbors, and our neighborhood do not want our neighborhood to become the thoroughfare into Peachtree City for newly constructed developments in Tyrone. The proposal put forward by Chadwick Homes to use Loring Lane and Astoria Lane as entrance/exit into the new Bradshaw Estates neighborhood is great for this developer, their sale prices and marketability of their homes - but its terrible for our neighborhood's safety and quality of life.

Our neighborhood cannot handle additional and unnecessary residential traffic. Our neighborhood does not have sidewalks and the current road traffic today is already a concern for our residents and children walk, jogging and riding bikes in the neighborhood.

Chadwick homes can build neighborhoods along Dogwood Trail without the need to use Kedron Hills as an access road. This is all about making more money by selling homes with Peachtree City access to cart paths and even worse, a short cut to access the retail at Kedron Shopping center and the parkway.

Saving Chadwick Homes new residents an extra 5 mins car ride should not come at the expense or safety to Kedron Hills residents and frankly at the interests of the citizens this commission is elected to vote of behalf of.

We all know how government works, how businesses influence local governments, how backdoor deals happen, and how money roots most decisions between businesses and progress.

I hope you'll choose to vote down this proposal by Chadwick Homes and show the residents of our city that you can't be bought.

Michael and Ronica Minc

Bradshaw Estates Concept Plat

From Paul Fink <finkp@bellsouth.net>

Date Sun 3/8/2026 8:10 PM

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

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

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Dear commissioner,

We want to add our thoughts on the proposed Bradshaw Estates Concept plan. We live in the kedron Hills subdivision. We only have one access into and out of our subdivision. The Crabapple Lane road was closed off because the Tyrone developers were promising prospective home buyers that they could access Peachtree City through our subdivision, thereby increasing the flow of traffic significantly. Right now it is very difficult to turn left out of our subdivision onto the Peachtree Parkway. There have been several accidents at that area in the past years, which basically closes off our neighborhood. Routing the Bradshaw Estates through our subdivision will do the same. One of the proposals is to connect Simms Road and route traffic onto Dogwood trail. We are in favor of that. It appears that they could also connect to Cicely Way; if this is in their land area. The only reason Bradshaw Estates residents would want to pass through our subdivision is to access the Kroger/Target shopping area or the west side of Peachtree City. Using Dogwood Trail and HWY 74 would add only 2-3 minutes to get to the Kroger/Target shopping area. For Bradshaw Estate residents to access the east side of PTC, Publix shopping area, the logical route would be via Sumner Road.

Sincerely,
Paul and Stacy Fink

Safety on Loring Lane

From Natalie Forte <nataliejforte@gmail.com>

Date Sun 3/8/2026 4:29 PM

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

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

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Hi,

I'm a Kedron Hills resident and home owner on Loring Lane. I am already very concerned about the safety on Loring Lane due to speeding cars and traffic. I have two young boys who like to walk to friends' houses and ride their bikes in the neighborhood. Having more cars in Kedron Hills would only make our neighborhood less safe.

Currently, we deal with a speed limit of 30mph which is **way too fast** for a neighborhood, especially one with so many young kids. We don't have speed bumps or sidewalks for kids and neighbors to walk on, and I've almost been hit by cars when I take a walk on Loring Lane.

Adding access for Chadwick Homes would only create more dangers and problems.

I'm begging you to consider our kids. We have a lot of young children in Kedron Hills and especially on Loring Lane. There are 10 young kids in just 4 houses on my little block of 329 Loring Lane and more throughout the neighborhood. People treat Loring like a racetrack and we already have problems. Please keep our kids safe and do not allow more access to outside traffic unless there is a major emergency.

Thank you,
natalie

--

nataliefortewellness.com

[IG: @nataliejforte](https://www.instagram.com/nataliejforte)

Bradshaw Estates

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

Date Sun 3/8/2026 7:46 PM

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

Cc Scott Beamer <scott.beamer@kedronhills.org>; Todd Weinreb <todd.weinreb@gmail.com>

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

[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,

This is my second email asking you to please not allow Bradshaw Estates have full access into Kedron Hills. As a resident of KH, we are full! Along with Greenwood Estates and Kedron Estates, we are upwards of 225+ homes in this neighborhood with one entrance/exit. Please don't think we want Crabapple open to vehicles. The approximate distance from the entrance of KH to the stub on Astoria is nearly 2 miles. Winding, narrow Loring Lane is full of walkers, kids riding bikes, cars, golf carts, landscaping trucks, garbage trucks, buses, delivery vans, etc. It wasn't that long ago that our streets were repaved.

The average household probably has 2 cars + a golf cart. Many have more. The average household makes approximately 3 trips/day and you add up our current numbers and possibly 30+ more homes that want access thru KH WILL make our neighborhood dangerous. The traffic getting in and out of KH onto P'tree Parkway would be a mess during high traffic times. Let's also remember that the golf cart traffic will increase into KH w/the 4th development in process on Dogwood in Tyrone. The 3rd, The Enclave, will be connected to the newest project.

I was very grateful for Kenneth Hamner's willingness to come drive around our neighborhood so he could see what could happen should we allow large construction vehicles to constantly stream down Loring and Astoria Lanes for upwards of a couple of years for infrastructure and then building. This would certainly decrease our quality of life and our safety.

We would certainly be open to having emergency access at that stub but it seems that the main road into this proposed development would make more sense on Sumner Road as the distance to the back of the property is shorter than going thru KH. What is wrong with Bradshaw Estates having one entrance/exit from their neighborhood? We make it work here with significantly more homes. I'm sure Smokerise residents are not happy about this happening either. The location of the property is just not ideal for 60+ homes.

We do not need any more traffic wreaking havoc in our neighborhood. We want to feel safe in our neighborhood and allowing so many more vehicles onto our roads makes us less safe. Please vote no.

Kim Weinreb
Kedron Hills

Bradshaw Estates Concept Plat

From Russ Walter <rwalter@synergyprof.com>

Date Mon 3/9/2026 8:44 AM

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

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Dear Planning Commissioners,

We live in the Kedron Hills subdivision. We have read with great concern about the plan to connect new homes in the Bradshaw Estates subdivision, not part of Peachtree City, to our community streets in Kedron Hills. Our streets were never intended nor designed to be collector roads and certainly never intended nor designed to be access roads for other subdivisions. These are residential streets with direct access from driveways onto the very streets this plan intends to use for access to Peachtree Parkway, the Kedron Shopping Center, and all points south of Kedron Hills for this new subdivision. Loring lane is highly used by residents of Kedron Hills for daily walks, access to our community pool and playground area, as pedestrians, on golf carts, and in automobiles. All day long residents can be seen walking along Loring Lane. A couple of years ago access from Crabapple Lane to Loring Lane in our subdivision was blocked to automobiles because of the increase in traffic we experienced when subdivisions were built outside of PTC along Dogwood Trail. There was an immediate reduction in traffic through our neighborhood. The number of cars running the stop signs on Loring Lane greatly reduced, which was a huge blessing, especially at the community pool and playground area. That area fronts Loring Lane and residents must use Loring Lane to bring their children to play there.

We ask you protect the citizens and children of Kedron Hills, Peachtree City residents, rather than accommodating non-residents to make their commute shorter, while making streets for residents more dangerous.

Sincerely,

Russ & Laury Walter
828 Carnellian Lane
Kedron Hills subdivision
Peachtree City, GA.

Kedron Hills + Bradshaw Estates (Request regarding Sims Road access)

From Stevie Hale <steviehale@gmail.com>

Date Mon 3/9/2026 6:15 PM

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

Cc Stevie Hale <steviehale@gmail.com>; Kristen <knhale@gmail.com>; dmyers80@hotmail.com <dmyers80@hotmail.com>

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To whom it may concern,

My name is Stevie Hale. I am a resident of Kedron Hills. My wife and I have four children between the ages of 8 months and 11. I am reaching out to express my concerns with respect to the pass through from Bradshaw Estates to Kedron Hills at the stub of Sims Road.

My request, and the request of other Kedron Hills residents, is that this pass through ONLY be accessible to emergency vehicles. We propose that a gate be put in place so that community traffic and construction traffic cannot pass through this point in our subdivision.

My rationale for this request is two-fold.

- Safety
 - First and foremost, my concern is the safety of our neighborhood, specifically for children in the neighborhood. The increased traffic on Astoria and Loring will create increased potential for car accidents and an increased potential for accidents with cars and pedestrians (adults and children) who walk on our streets.
 - The pass through will create a thoroughfare for all vehicles in Peachtree City and Fayetteville to connect between Hwy 74 and Hwy 54. The increased traffic will be much greater than that which is caused by the new homes in Bradshaw Estates. As the public learns of this pass through, it will undoubtedly enable a steady flow of non-resident traffic through both subdivisions.
 - There are already high levels of traffic on Loring Lane and this pass through would increase the traffic levels exponentially.
 - Many children walk/bike to the Kedron Hills pool that is off of Loring Lane. The pass through will make the walk/bike to our community pool very unsafe for our kids.
- Property Tax Revenue
 - Second, I am concerned that the increased traffic from this passthrough will reduce the value of our homes, ultimately reducing the property tax revenue to our great city. Details regarding this concern are outlined below.
 - There are roughly 194 homes in Kedron Hills. With an estimated property tax of \$10k/year per home, the city is generating close to \$2M/year in property taxes from our neighborhood.

- The increased traffic flow will significantly deteriorate the quaint neighborhood atmosphere, and it will potentially impact families like my own from wanting to live in such a busy thoroughfare-filled subdivision.
- A decrease of just 10% in property values can generate a decrease in city revenue of up to \$200K/year. Discounting this annualized potential revenue impact to the city will have multi-million dollar implications over time.

For these reasons, I strongly encourage the planning commission to require that the stub at Sims road ONLY be accessible via emergency vehicles.

Thank you very much for your attention and feedback regarding this note.

Stevie Hale
Kedron Hills Resident/Husband/Father of 4

Thank You!

From Donald Myers <dmyers80@hotmail.com>

Date Tue 3/10/2026 3:08 PM

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

Cc City Council and City Manager <citycouncil@peachtree-city.org>

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I simply want to extend my thanks to the Planning Commission for what I observed at last night's (9 March) meeting.

My wife and I live in Kedron Hills. Several of the residents here utilized the city's Planning Commission email address to provide input to the proposed Bradshaw Estates subdivision concept plat. It was at the meeting we found out the quorum rules did not allow you to respond—**but you most certainly read our factual concerns and acted on them at last night's meeting.**

You clearly understood the need for emergency vehicles to have access to the Sims Road stub into Bradshaw Estates. You also realized the terribly negative effects of having unfettered motor vehicle traffic at this point. Safety, security, and quality of life would all be impacted if Astoria Lane and Loring Lane were used as a cut-through.

Your decision to require the developer to install the "emergency vehicles only" gate at Sims Road was sound and appropriate. You also included that the three (3) years of Bradshaw construction traffic only use the shorter, south (Sumner Road) entrance to Bradshaw Estates. This further emphasized your concern for our large Peachtree City neighborhood.

Again, thank you for not just "hearing" us, but for caring about the community as well.

Donald N. Myers
DMyers80@hotmail.com
404.432.6600 (cell)

Thank you

From Shar Peters <runwshar2@gmail.com>

Date Tue 3/10/2026 5:57 PM

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

Some people who received this message don't often get email from runwshar2@gmail.com. [Learn why this is important](#)

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To Members of the Planning Commission:

Thank you for considering the input of the Kedron Hills residents regarding the traffic flow from the proposed Bradshaw Estates subdivision. We attended the meeting last night and were impressed with the commission's prior research concerning the impact this subdivision may have on our safety and quality of life. It is commendable that you are looking at the future of growth and how it may impact our community not only now but years down the road. Thank you for your service.

Sharlene and Charlie Peters
331 Loring Ln
Peachtree City

Proposed Bradshaw Estates Development Plan

From John Crisel <jcrisel@gmail.com>

Date Sat 3/21/2026 3:44 PM

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

Cc Rae Marie Crisel <criselcreations@gmail.com>

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Planning Commission:

We purchased our property (518 Ashley Way, Peachtree City, GA.) approximately 2 1/2 years ago. One of the reasons, we purchased our property was this beautiful, serene area.

After reviewing the proposed Bradshaw Estates development plan, we are very concerned for the following reasons:

1. We feel the road should enter the development on a straight line from Sumner Road along the Peachtree City/ Fayette County border rather than being an offset curve.
2. If the entrance road was along the Peachtree City/Fayette County line, it would eliminate some traffic noise for our dear neighbors.
3. If the entrance road was along the Peachtree City/Fayette County line, the drainage should be better and would help alleviate the drainage onto our neighbor's property.
4. We feel strongly the developer should provide connecting golf cart paths. Rather than dumping additional golf carts on Sumner Road. Currently, the golf carts present a safety hazard on Sumner Road. Imagine more golf carts on Sumner Road.
5. When was the traffic study done for the Bradshaw Estates development? If one was not done, we would highly recommend a traffic study be completed and approved before any approval of Bradshaw Estates by the planning commission or town council.
6. Many of the lots on Road B and Road C are very steep and extra requirements should be made to control runoff and retain as many trees as possible. We are sorry to see the natural habitat being destroyed.

7. We are concerned about the three proposed retention ponds. When one looks at Smokerise Corners, the retention ponds are an eyesore, and not keeping with the serenity of our beautiful area.
8. We feel strongly that the developer should be required to retain as many trees as possible, unlike the development of Smokerise Corners. Please consider all the trees that were retained in Smokerise Estates.
9. As we review the possible north development of Bradshaw Estates, we feel it is very important that the roadway be along Peachtree City/Fayette County line. This road location would help to provide better access rather than routing traffic through the neighborhood. It would also help First Responders.

Thank you for reviewing and please consider these issues.
John and Rae Marie Crisel

Sent from my iPad

Smokerise Plantation concern

From Bill Lavinder <blavinder1@gmail.com>

Date Mon 3/30/2026 11:36 AM

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

Cc Amy Bloom <abloom1@gmail.com>

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Hello,

I live in Smokerise at 100 Hidden Springs Lane and am very concerned with the new development on Bradshaw's land he is selling and the increased traffic and effect on property values. More so, if the commission favors Kedron Hills over Smokerise Plantation and only allows for entry and exit through Smokerise. Kendron Hills also bears equal responsibility if this is moving forward.

Thank you,

Bill Lavinder
404-457-5992

RE Bradshaw Estates concept

From Kim S <kimbshain@gmail.com>

Date Tue 3/10/2026 11:41 AM

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

2 attachments (1 MB)

1198---Amend-Zoning-Ordinance----Smokerise.pdf; Commercial-Concept-Plan-Checklist.pdf;

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Good morning Commissioners,

Thank you all for the meeting last night. I appreciate all of the attention and considerations you are giving to the Bradshaw Estates development. I just want to make a few comments on the discussion last night.

This property, from what I have found, was zoned agricultural as part of Fayetteville until it was annexed into Peachtree City and rezoned at the end of 2018 so if this is accurate, it has definitely not been in the works for decades. I have attached the concept plan for Smokerise Corners in 2019. We and our Ashley Way neighbors were told and this plan confirms that the road would be built on the Fayetteville side of the property.

Last night, it was said that the green space wasn't required along Ashley Way because of the type of development but the reason that was added was because of the violation of traditional planning and poorly designed layout here where the front of houses will be facing our back yards as rear-frontage lots. Our Peachtree City Engineering department has even said these should be avoided (see attached). This requires a setback. The Chadwick representative last night stated that we requested the 50 ft green space. That 50' was required so that these wouldn't be considered rear-frontage lots anymore and that was discussed at the last meeting. We had actually requested a complete reversal of the plan and the backs of houses in keeping with the character of the current neighborhood. This green space that we were told would be a screen or buffer now sounds like it will be cleared as a cart path. In the prior meeting, the engineer had stated that area would be planted with evergreens that would fill in for full screening. Is that not happening anymore? It would be good to see some landscape design plans for this area and have a guarantee that the greenspace will in fact stay greenspace. They said they were making the roadways wider than necessary so I don't see why a cart path would be needed there. This is just removing more trees.

Regarding construction vehicles using Sumner Rd. only, there is a sign on the corner of Sumner and the 54 by Publix East that says there is a weight limit and 'No thru trucks' (please see attached screenshot). I don't know if this applies to this situation but this portion of Sumner would be very dangerous to have construction vehicles coming in and out of. This is already a busy road with cars and carts. There is not a path and many high schoolers use this road to get to and from school. Would it be possible to specify use of the other portion of Sumner from the 54?

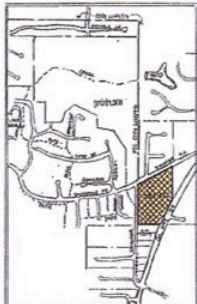
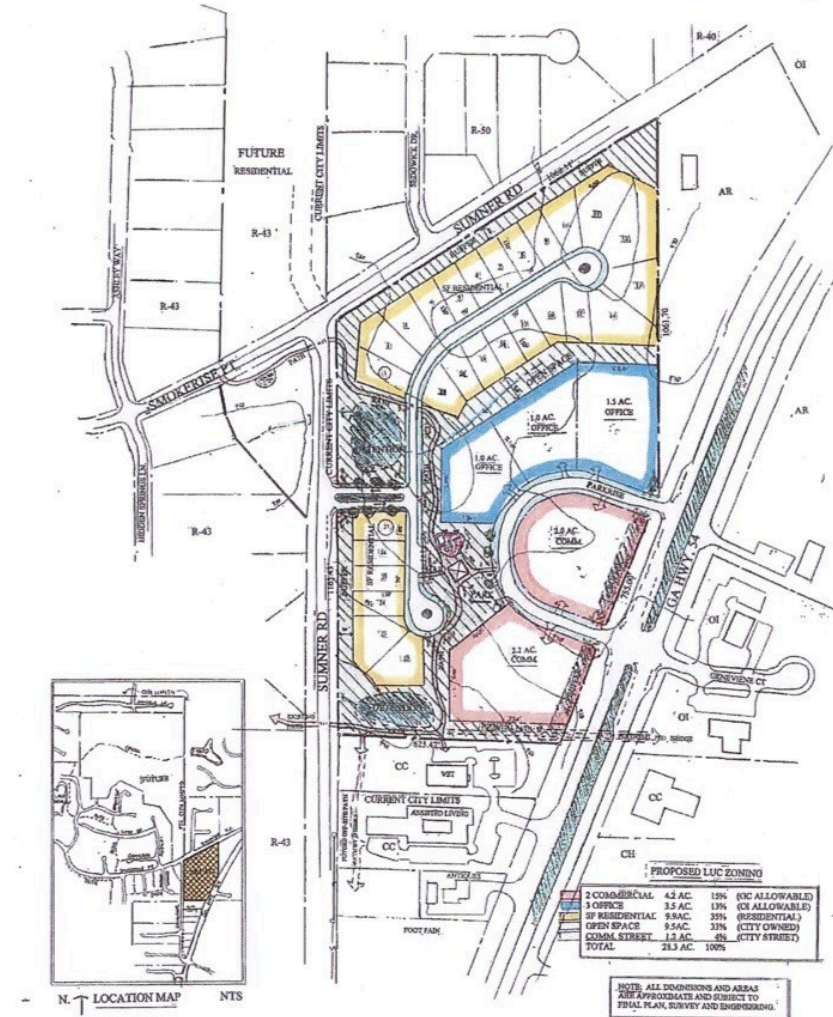
The gate idea was first mentioned by Commissioner Allen when he remarked about the new emergency road they are putting in at Cresswind which I thought could be an excellent idea. While I completely agree that we should protect Kedron Hills from this development, The discussion last night did not give any consideration for the Smokerise neighborhood. We would also like some protection. By putting the gate now at Sims, you are guaranteeing that all of these 100+ cars will be cutting through the Smokerise neighborhood along with everyone else that already does. Yes, you are correct, Commissioners, speed bumps, limits, stop signs, windy roads, these do not stop people from speeding when using a short cut.

I understand this is just a concept and it will change but I really appreciate the time you are taking in getting this right. We all understand that this land will be developed, we just want it done in a way that won't destroy our homes and family lives and I know there is a solution to these issues.

Thank you again,
Kim Shainsky

Attached:
Road sign
Smokerise Corners concept plan w Bradshaw Estates roadway
Annexation info
Documentation from the Peachtree City Engineering department RE rear-frontage lots
Setback requirements for rear-frontage lots

EXHIBIT "A"



N. LOCATION MAP NTS

0 100' 200'
 JULY 2018 NORTH

RESIDENTIAL	CONDOMINIUM
MIN. LOT WIDTH OF 30'	MIN. LOT WIDTH OF 30'
MIN. FRONT SETBACK OF 10'	MIN. FRONT SETBACK OF 10'
MIN. SIDE SETBACK OF 5'	MIN. SIDE SETBACK OF 5'
MIN. REAR SETBACK OF 5'	MIN. REAR SETBACK OF 5'


SMOKERISE CORNERS
 (RESIDENTIAL)
PARKRISE CORNERS
 (COMMERCIAL & OFFICE)


CONCEPT PLAN 28.3 ACRES
 LL 70 DISTRICT 7

OWNER:
 BRADSHAW FAMILY LLLP
 251 SMOKERISE TRACE
 PEACHTREE CITY, GA 30269








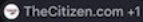
Rear-frontage (or reverse-frontage) lots in Peachtree City are generally restricted to cases separating residential areas from traffic arteries or for addressing topographic constraints, as per [City of Peachtree City engineering requirements](#). These lots must conform to specific zoning district requirements, often featuring 20–30 foot rear setbacks (or 75–100 ft if bordering residential zoning) and mandatory bufferyards to manage access and aesthetics.  Peachtree City +2

Key Requirements for Rear-Frontage Lots:

- **Usage Limitation:** These lots are to be avoided unless essential for separating residential development from major traffic arteries or overcoming topography.

Summary of Nearby Development Status

Project Area 	Status	Key Details
Behind Kedron Hills	Rejected	Proposed 100-acre subdivision.
Near Smokerise (Spear Rd)	Rejected	Proposed 52-acre "Smokerise-style" development.
Smokerise Corners	Approved	The 28-acre Bradshaw property (annexed 2018).

Efforts to annex large tracts of land directly behind **Kedron Hills** and near **Smokerise** have repeatedly been **rejected** by the Peachtree City Council over the last decade, primarily due to resident opposition. 

Rejected Annexation Requests

- 100-Acre Northside Parcel (2015 & 2019):** A major request by Chadwick Homes to annex 100 acres for a new subdivision behind **Kedron Hills** (accessible via Dogwood Trail and Crabapple Road) was rejected unanimously in 2015 and again in August 2019.
 - Reasons for Denial:** Residents cited concerns over **increased traffic** and **housing density**.
 - Council Concerns:** Council members noted the lack of connection to the city's **golf cart path system** and potential school overcrowding.
- 52-Acre Eastside Parcel (2020 & 2023):** Developer Michael Hyde requested to annex 52 acres near the new Booth Middle School and **Smokerise** (off Spear Road) to build high-end homes similar to those in Smokerise.
 - The council rejected this in October 2020 and again in September 2023, stating it was "not in the best interest of Peachtree City" due to infrastructure



Fayette County has decided not to object to a request by Peachtree City to annex a strip of property along Ga. Hwy. 54 at Sumner Road.

The Board of Commissioners voted 5-0 on Oct. 25 to allow the undeveloped 28.3 acres, known as the Bradshaw Family tract, to be annexed into the city, where plans call for it to be rezoned from agricultural-residential to limited-use commercial. The concept plan for the parcel's development includes construction of 27 single-family homes with access from Sumner Road, plus 4.2 acres of commercial use, 3.5 acres of office use and 0.5 acres of open space.

office use and 9.5 acres of open space.



Two properties, noted here as blue squares, were annexed into Peachtree City and rezoned for possible residential development. Courtesy Peachtree City

By Jill HowardChurch


Dec 28, 2018




Two “islands” of property on the border of Peachtree City and the town of Tyrone have been annexed into Peachtree City.


The City Council voted 5-0 on Dec. 20 to absorb the two parcels, totaling 42 acres, according to provisions of the Georgia

Annexation Law, which applies to unincorporated property that is completely surrounded by one or more municipalities. In this case, most of the property was bordered by Peachtree City. The Fayette County Board of Commissioners agreed on Dec. 13 not to object to the annexation.

The property at **1 Prestige Point** was officially annexed into Peachtree City on **December 20, 2018**. 

- **Context:** The Peachtree City Council voted 5-0 to absorb two "islands" of unincorporated property totaling approximately 42 acres.
- **Location:** These parcels were located on the border between Peachtree City and the town of Tyrone.
- **Legal Basis:** The annexation followed Georgia law regarding unincorporated "islands" completely surrounded by existing municipalities.
- **Zoning:** Upon annexation, the land was rezoned from agricultural-residential to **limited-use residential** to allow for future single-family development. 

The parcel identified as Parcel Number **0720 001** (located at **1 Prestige Pt / Sumner Road**, encompassing approximately **148.13 acres**) has been part of a series of annexation efforts on the east side of Peachtree City.

The primary annexation for this area was finalized in **November 2018**.  Peachtree City Citiz... +1

Annexation Timeline

- **Initial Approval (Step One):** On June 21, 2018, the Peachtree City Council approved the "Step One" annexation request for two properties totaling over 130 acres on the city's east side, including the **Bradshaw Family tract** and parcels near the **Peachtree East Shopping Center**.
- **County Non-Objection:** On October 25, 2018, the **Fayette County Board of Commissioners** voted not to object to the city's annexation of the 28.3-acre portion known as the Bradshaw Family tract.
- **Final Approval:** The Peachtree City Council officially approved the annexation and rezoning of the 28.3-

acre site in November 2018.

<https://thecitizen.com/2018/10/24/bradshaw-annexation-gets-ok-from-peachtree-city-planning-commission/#:~:text=Graphic/Peachtree%20City,Share%20this%20Post,ft>

**AN ORDINANCE TO AMEND THE
PEACHTREE CITY ZONING ORDINANCE
TO REZONE ABOUT 18 ACRES OF LAND
LOCATED WITHIN THE CITY LIMITS OF PEACHTREE CITY
ON SUMNER ROAD, KNOWN AS THE SMOKERISE
CORNERS SUBDIVISION, TO A LIMITED-USE RESIDENTIAL
DEVELOPMENT, AND FOR OTHER PURPOSES**

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

Section 1. The Peachtree City Zoning Ordinance Article X, Requirements by District, Section 1013A, Specific Limited Use Residential Districts, be amended to add Section 1013A.19 Limited-use residential district no. 19 as follows:

- 1) The zoning of the property described below shall be rezoned from the current zoning designation of LUC-30 to LUR-19 Limited Use Residential. Said property is more particularly described as follows:

All that tract or parcel of land lying and being in Land Lot 70 of the 7th Land District of Fayette County, Georgia and being more particularly described as follows:

Beginning at an iron pin set at the start of a curve to the right that forms the intersection of the easterly right of way of Sumner Road (40' R/W) and the southerly right of way of Sumner Road (a.k.a. Brown Road, 60' R/W), thence northeasterly 44.86 feet along said curve to the right having a radius of 100 feet and a central angle of 25°42'00" and being subtended by a chord which bears North 30°04'09" East 44.48 feet to an iron pin set, said point being the southerly right of way of Sumner Road (a.k.a. Brown Road, 60' R/W). Thence along said R/W northeasterly a distance of 13.35 feet along said curve to the right having a radius of 973.08 feet and a central angle 0°47'10" and being subtended by a chord which bears North 59°00'11" East 13.35 feet; thence along said right of way North 58°21'50" East a distance of 1091.74 feet to ½ inch rebar; thence leaving said right of way South 00°38'47" West, a distance of 606.44 feet to an iron pin set; thence South 00°38'47" West, a distance of 68.78 feet to an iron pin set' thence North 89°19'39" West a distance of 188.69 feet to an iron pin set; thence South 58°21'50" West a distance of 522.27 feet to an iron pin set; thence South 00°02'59" East a distance of 216.67 feet to an iron pin set; thence South 67°25'37" East a distance of 213.93 feet to an iron pin set; thence South 22°34'23" West, a distance of 324.22 feet to an iron pin set; then South

03°28'57" West a distance of 222.75 feet to an iron pin set; thence North 86°31'03" West a distance of 383.33 feet to a 1" open top pipe found, said point being the corner of Land Lots 69, 70, 91 & 92 and the easterly right of way of Sumner Road (40' R/W); thence along said right of way North 00°19'11" East, a distance of 463.20 feet to a point; thence along said right of way North 00°09'57" West, a distance of 61.21 feet to a point; thence along said right of way North 01°04'41" East a distance of 123.44 feet to a point; thence along said right of way North 00°43'29" West a distance of 88.79 feet to a point; thence along said right of way North 00°48'23" West a distance of 364.59 feet to a point; thence along said right of way North 04°51'40" East a distance of 25.05 feet to a point, said point being the Point of Beginning.

- (a) It is intended that this district be complimentary to the mixed-used development established in the LUC-30 zoning district; and that the two districts be constructed substantially in accordance with the following express conditions:
- (b) Conformance with conceptual site plan. Development shall take place substantially in conformance with the conceptual site plan as prepared by Peterson Planning, a copy of which is attached hereto as Exhibit "A" and incorporated herein by express reference. Any substantive change to this plan or any of the conditions and requirements of this section shall require a new rezoning action.
- (c) Permitted Uses.
 - (1) No more than 27 single-family detached residential lots.
 - (2) Publicly owned buildings, facilities or land.
 - (3) Buildings, facilities or land for non-commercial park, recreation or open space purposes.
 - (4) Accessory uses (see section 908).
 - (5) Customary home occupations (see section 907).
- (d) Other Requirements.
 - (1) Maximum number of dwelling units: 27.
 - (2) Minimum residential lot area: 9,000 square feet.
 - (3) Minimum floor area per dwelling unit: 2,000 square feet.
 - (4) Minimum residential lot width: 65 feet or 30 feet along a cul-de-sac.
 - (5) Minimum residential setbacks:
 - a. Front porch: Ten feet
 - b. Front building setback: 20 feet
 - c. Side setback: 5 feet
 - d. Rear setback: 30 feet
 - (6) Residential architectural standards: Homes shall be faced with either brick, stone, or cementitious siding. Building elevations facing public streets or visible from a public street shall not be blank and shall utilize the same level of architectural detailing as the front elevation.
- (e) The overall development of the tract is subject to the following understandings and conditions:
 - (1) Parks and community facilities shall be provided as shown on the master plan. A property owners' association, as established by the developer, shall be responsible for the maintenance of the parks, community facilities and sidewalks. A note to this end shall be placed on the final plat.

(2) Multi-use paths shall be located substantially similar to those shown on the master plan.

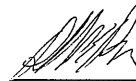
Section 2. All ordinances or parts thereof which conflict with the provisions of this ordinance are, to the extent of such conflict and except as hereinafter provided, hereby repealed.

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

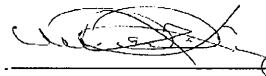
Section 4. This ordinance shall be in full force and effect upon its official adoption by the City Council.

Done, Ratified, and Passed this 2nd day of December 2021.

Vanessa Fleisch, Mayor



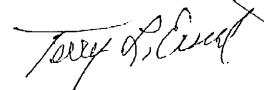
Phil Prebor, Post 1



Mike King, Post 2




Kevin Madden, Post 3



Terry Ernst, Post 4

Attest:



City Clerk



Engineering Department

CONCEPT PLAN CHECKLIST

DEVELOPMENT NAME:

LOCATION:

REVIEWED BY: DATE:

1. **Sewer:** Development must connect to sanitary sewer is it is available within 200 ft of the site.
2. **Lot Frontage:** Sec. 903. - Multiple- and reverse-frontage lots. Multiple-frontage and reverse-frontage lots shall be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography or orientation.

3. **Floodplain:**

Applicant must show current FEMA Floodplain elevation map and reference number on the plans. (No Development shall be allowed in floodplain)

Applicant must also show existing and future conditions floodplain. If the City of Peachtree City has not calculated this information for proposed site, it will be the responsible of the applicant to provide data prior to construction plan approval.

4. **Groundwater Recharge:**

Groundwater resources are contained within underground reservoirs known as aquifers. These aquifers are zones of rock beneath the earth's surface capable of containing or producing water from a well. They occupy vast regions of the subsurface and are replenished by infiltration of surface water runoff in zones of the surfaces known as groundwater recharge areas. Groundwater is susceptible to contamination when unrestricted development occurs, within significant groundwater recharge areas. It is, therefore, necessary to manage land use within groundwater recharge areas in order to ensure that pollution threats are minimized. See ordinance Section 1008 for requirements if development in this area.

5. **Wetlands:** Applicant must show 25ft undisturbed buffer around all wetlands. An Army Corps of Engineers permit and City variance will be required for wetlands disturbance.

6. Traffic/Sight Distance

Peachtree City Code:

Sec. 913. Access to property.

Openings for vehicular access to zoning lots from public streets, commonly called curb cuts, shall be regulated in accordance with the following requirements:

(913.1) *Size and spacing*: In no case shall a curb cut or other access point be less than nine feet nor more than 30 feet in width. Except in residential zoning districts no two curb cuts or other access points shall be closer than 50 feet from each other.

(913.2) *Location*: At street intersections, no curb cuts or other access points shall be located closer than 25 feet from the intersecting point of the street right-of-way lines.

(913.3) *Visibility*: At any street intersection or at the intersection of any private driveway with a street, no fence, wall, sign, planting, or other structure or object shall be permitted or maintained that will form an impediment to visibility within 25 feet of the point of intersection of the driving surfaces (or such lines extended in the case of rounded corners).

Sec. 803. Design standards.

Unless otherwise specifically set forth herein, all of the materials, methods of construction and workmanship for street and drainage installation shall conform to or equal to standards published by the city. (Detachment 1. Design Standards)

If no city-published standard exists, the work shall conform to the latest specifications of the Georgia Department of Transportation.

(a) *Access*.

- 1) All entrances or exits of any public or private street or drive onto any state highway must be approved by the Georgia Department of Transportation prior to the issuance of a city development permit.
- 2) Curb cuts on all nonresidential streets shall be located no less than 50 feet, measured from back of curb, from any intersection.
- 3) In all nonresidential zoning districts, curb cuts shall not be less than 40 feet apart, measured between back of curbs.
- 4) Curb cuts onto arterial and collector streets shall not be closer than 20 feet, measured from back of curb, to any property line in all zoning districts.
- 5) All curb cuts onto arterial roads must include a deceleration lane constructed to standards of the Georgia Department of Transportation.

- 6) **No direct residential access (drive cuts) onto arterials and collector thoroughfares shall be allowed** unless a variance is first granted by the city council of Peachtree City. A variance may be granted if all of the following requirements are met:
- a. There are extraordinary exceptional, or peculiar conditions pertaining to the particular piece of land, structure or building in question which are not applicable to other lands, structures or buildings in the same district; and
 - b. The application of these regulations to a particular piece of property would create a practical difficulty or unnecessary hardship; and
 - c. Relief, if granted, would not be injurious to the neighborhood or otherwise detrimental to the public welfare or impair the purposes and intent of these regulations; **and**
 - d. A literal interpretation of this ordinance would deprive the applicant of any rights that others in the same district are afforded; and
 - e. The special conditions and circumstances are not a result of any actions of the applicant; and
 - f. That granting the variance requested will not confer on the applicant any special privilege that is denied by this ordinance to other lands, structures or buildings in the same district.

7. **Watershed Protection:**

Buffer requirements are as follows:

- a. State Water Buffer – 25 feet undisturbed buffer measured from the point of wrested vegetation.
- b. Metro North Georgia Water Planning District Stream Buffer – an undisturbed natural vegetative buffer shall be maintained for 50 feet, measured horizontally, on both banks of the stream as measured from the top of the stream bank. An additional setback shall be maintained for 25 feet, measured horizontally, beyond the undisturbed natural vegetative buffer, in which all impervious cover shall be prohibited. Grading, filling and earthmoving shall be minimized within the setback. No septic tanks or septic tank drain fields shall be permitted within the buffer or the setback.
 - *Stream* means any stream, beginning at:
 - i. The location of a spring, seep, or groundwater outflow that sustains streamflow;
 - ii. A point in the stream channel with a drainage area of 25 acres or more; or
 - iii. Where evidence indicates the presence of a stream in a drainage area of other than 25 acres, the city map require field studies to verify the existence of a stream.
 - *Stream bank* means the sloping land that contains the stream channel and the normal flows of the stream.
 - *Stream channel* means the portion of a watercourse that contains the base flow of the stream

c. Watershed Protection Buffer

Article X - Sec. 1004.

(b) Standards.

1. Land disturbing activities shall not be conducted within the 100-year floodplain unless in compliance with section 1007.
2. Except as otherwise provided in section 1004(b)(4) and 1004(b)(5), an undisturbed natural buffer area shall be maintained for a distance of 25 feet adjacent to any state water as measured from the stream banks except when in the interest of public health, safety and welfare or the contour of the land requires a different buffer subject to the city's approval. Utilities shall not be located within this buffer if they can feasibly be located outside this area. All disturbances of this buffer require prior approval by the city.
3. All developments, which utilize septic tanks as their method of sewage disposal, and are contiguous to or within 200 feet of a water supply reservoir or streams having a drainage basin in excess of one square mile, shall identify and preserve a suitable area for a duplicate septic system, which can be used if the primary septic system fails. Both sites must be approved by the Fayette County Health Department.
4. Around all existing or proposed water supply reservoirs and their perennial tributaries, as shown on the appropriate United States Geological Survey (USGS) Quad Map or as defined herein, the following requirements are established:
 - a. An undisturbed natural buffer area shall be maintained for a distance of 100 feet measured from the normal pool elevation or the stream banks. Utilities shall not be located within this buffer if they can feasibly be located outside this area. All disturbance of this buffer require prior approval by the city.
 - b. Impervious surfaces are prohibited within 150 feet of the normal pool elevation or the stream bank. This prohibition includes septic tanks, septic tank drainfields, and new paved paths.
 - c. With the exception of publicly owned paths, utilities shall not be located within these buffers if they can feasibly be located outside these areas. All disturbances to these buffers shall require prior approval by the city and such approval shall be based on a determination that the disturbance will not adversely affect water quality
 - d. No storm drain piping shall extend into these buffer areas. All storm drainage shall utilize best management practices to remove pollutant loading prior to discharge.
 - e. Impervious surfaces must be limited to no more than 25 percent of the portion of any watershed that lies within the boundaries of Peachtree City.
- f. New facilities which handle hazardous materials of the types and amounts determined by the Georgia Department of Natural Resources (listed in Section 312 of the federal Resource Conservation and Recovery Act of 1976, excluding underground storage tanks and which contain amounts of 10,000 pounds on any one day or more),

shall perform their operations on impermeable surfaces and in conformance with any applicable spill prevention requirements and any local fire code requirements.

5. Around all perennial streams shown on the appropriate USGS Quad Map and not covered in section 1004(b)(4) above, the following requirements shall be established:
 - a. An undisturbed natural buffer area of 50 feet measured from the stream banks shall be maintained. Utilities shall not be located within this buffer if they can feasibly be located outside the area. All disturbance of this buffer require prior approval by the city.
 - b. Impervious surfaces are prohibited within 75 feet of the stream bank. This prohibition includes septic tanks, septic tank drainfields, and new paved paths.

[Watershed Protection Buffer Mapping is located at Metro North Georgia Water Planning District Web site under River Basin Profiles.](#)

8. Stormwater Quality (Concept Plan Suggested – unless required by Stormwater Design Manual)

Peachtree City Code:

(2) Stormwater concept plan and consultation meeting. Before any stormwater management permit application is submitted, it is recommended that the land owner or developer shall meet with the city for a consultation meeting on a concept plan for the post-development stormwater management system to be utilized in the proposed land development project. This consultation meeting shall take place at the time of the preliminary plan of subdivision or other early step in the development process. The purpose of this meeting is to discuss the post-development stormwater management measures necessary for the proposed project, as well as to discuss and assess constraints, opportunities and potential ideas for stormwater management designs before the formal site design engineering is commenced.

To accomplish this goal the following information shall be included in the concept plan which shall be submitted in advance of the meeting:

- a. Existing conditions/proposed site plans. Existing conditions and proposed site layout sketch plans, which illustrate at a minimum: existing and proposed topography; perennial and intermittent streams; mapping of predominant soils from soil surveys (when available); boundaries of existing predominant vegetation and proposed limits of clearing and grading; and location of existing and proposed roads, buildings, parking areas and other impervious surfaces.
- b. Natural resources inventory. A written or graphic inventory of the natural resources at the site and surrounding area as it exists prior to the commencement of the project. This description should include a discussion of soil conditions, forest cover, topography, wetlands, and other native vegetative areas on the site, as well as the location and boundaries of other natural feature protection and conservation areas such as wetlands, lakes, ponds, floodplains, stream buffers and other setbacks (e.g., drinking water well setbacks, septic setbacks, etc.). Particular attention should be paid to environmentally sensitive features that provide particular opportunities or constraints for development.

c. Stormwater management system concept plan. A written or graphic concept plan of the proposed post-development stormwater management system including: preliminary selection and location of proposed structural stormwater controls; location of existing and proposed conveyance systems such as grass channels, swales, and storm drains; flow paths; location of floodplain/floodway limits; relationship of site to upstream and downstream properties and drainages; and preliminary location of proposed stream channel modifications, such as bridge or culvert crossings.

Local watershed plans, the city greenspace projection plan (if applicable), and any relevant resource protection plans will be consulted in the discussion of the concept plan.

Add note “Concept Plan shall expires 12 months from the date of approval if a Final Site Plan has not been submitted to the City Planner”.

Note: After January 7, 2021, RRv will be required for all new development and redevelopment. See Local Design Manual.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Planning Commission

FROM: Lora Hooks, Senior Planner 04/10/2026

DATE: April 13, 2026

SUBJECT: Building Elevation Modifications, Aerie, 222 City Circle

Recommendation:

Should the Commission decide to approve this request, Staff has no recommendations.

Discussion:

The permit expediter for a new tenant to be located at 222 City Circle in The Avenue has submitted a proposal for modifications to the exterior elevations. The new retail space will be located in the former JoS. A. Bank Clothiers.

The existing facade is unpainted red brick with a green awning.

Existing Facade



The proposal for modification is as follows:

- Field color - StoSignature Stone, Winter White (acrylic-based, trowel-applied finish designed to emulate natural stone)
- Accent color - Sherwin-Williams 'Greenfield', SW6439 (dill green)
- Storefront glazing - CR Laurence, Prefinished white aluminum

- Storefront awning - Sunbrella, 'Beaufort Sage' (striped), custom awning frame painted black/green
- Hardware - Showbest, Brass hardware, Brushed brass finish

Proposed Facade



Note: Signage will be reviewed by staff through a separate permitting process and is not being presented for your approval.

The tenant space is located in the HWY 54 Corridor Overlay District and therefore is subject to the GA 54 West Design Guidelines. The guidelines describe two styles, the Traditional style and the Updated 2020 style. The proposed modifications fall into the Updated 2020 style.

The following overlay district guidelines apply to this request for modification:

1. The Updated 2020 style states building designs shall exhibit a sense of permanence and creative expression to create a combination of unique facades that express retail brands while utilizing materials and accents to create a thread of consistency.

- *The Avenue development is a blend of the two styles. The proposed storefront expresses the retail brand identity while maintaining a portion of the original brick facade that is consistent throughout the retail center.*

2. Section 4B.4 establishes requirements for accent colors. It states that accent colors shall be limited to no more than 15% of the total area for any single facade.

- *Sherwin-Williams 'Greenfield' is proposed for an accent color. It will occupy a limited area around the perimeter of the store entrance and over the front door.*

3. Section 4B.7 shows possible material swatches. While StoSignature finish is not among them, other materials may be approved by planning staff.

- *The acrylic-based faux finish emulating natural stone resembles the white concrete or stucco materials shown in the material swatches.*

4. Section 4B.10 states canopies or awnings should be canvas, wood, metal, or similar material. However, in no case shall any canopy or awning be internally illuminated.

- *The awning being proposed is canvas and no internal illumination is proposed.*

The following guidelines from the Land Development Ordinance apply to this request for modification:

Section 725 establishes general goals for architectural design, including compatibility with surrounding development and architectural innovation.

- *The proposed storefront is a unique design that expresses the brand identity of the retail tenant.*

Sections 728 through 730 establish color requirements, which state that predominant colors should be neutral or earth tones. High-intensity colors, metallic, black, or florescent colors should not be used.

- *Winter White tends to be a neutral, off-white hue that has undertones of ivory, cream, or soft gray, which would make it similar to other storefronts in the shopping center that have been painted with neutral white hues.*

Awnings are encouraged for first floor retail uses to provide architectural interest and to encourage pedestrian activity. Solid colors are preferred over striped awnings, but striping is permitted if colors complement the character of the structure.

- *The green and white striped awning being proposed is complementary to the tenant's retail brand and blends with the other colors being proposed for the facade.*

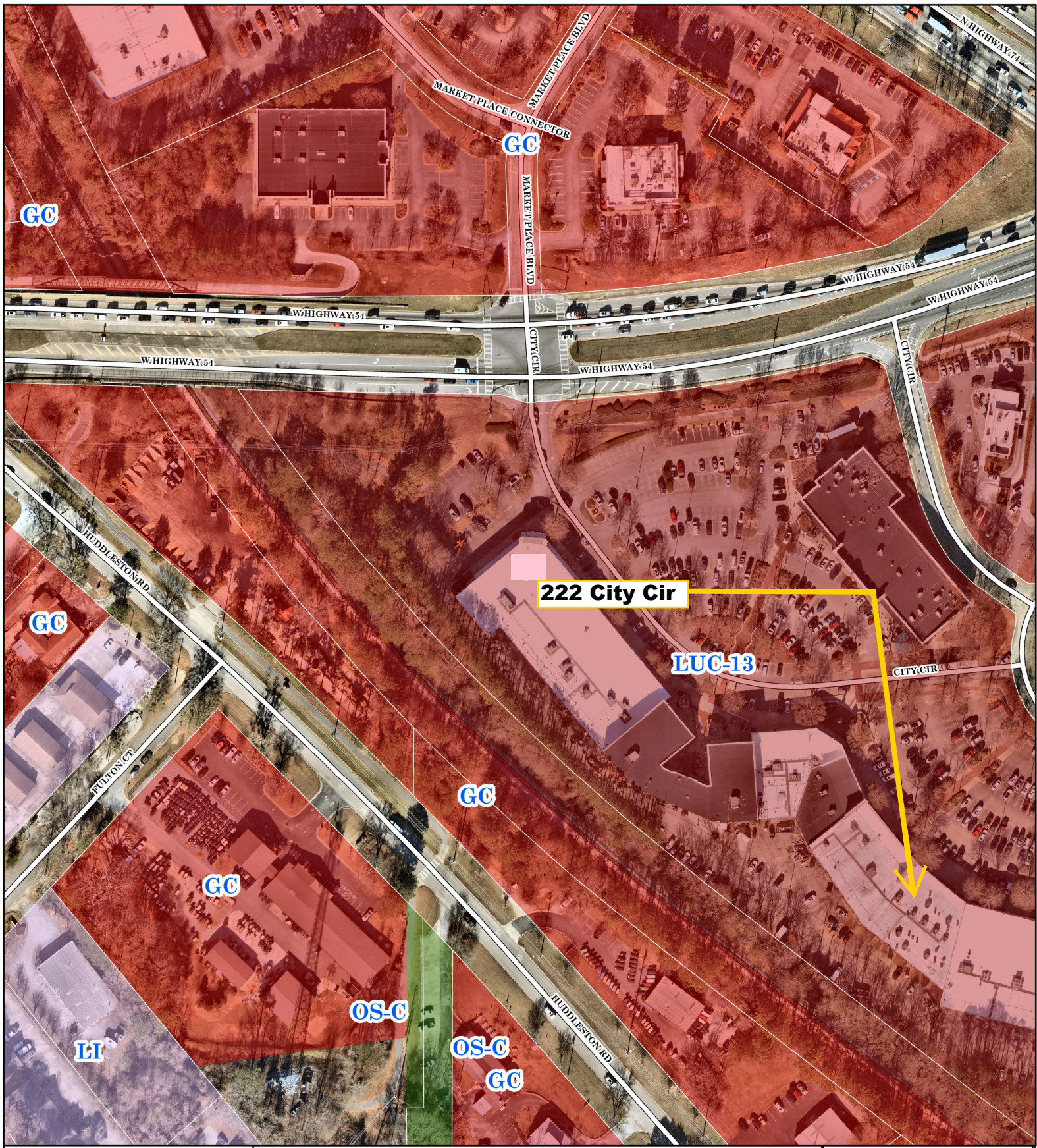
Should the Commission decide to approve this request, Staff has no recommendations.

Budget Impact:

There are no budget items associated with this request.

Attachments:

1. Zoning Map
2. Material Board
3. Proposed Elevation

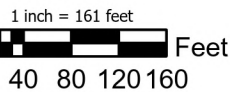


Zoning Map: 2026

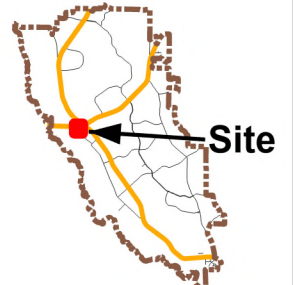


222 City Cir
ZONED: LUC-13

For information purposes only



- 258 City Cir
- Zoning
- GC
- LUC-13
- LI
- OS-C



erie®

The Avenue at Peachtree

Aerie Store #3814

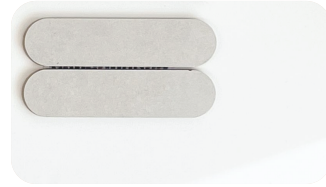
222 City CIR
Space #520
Peachtree City, GA 30269

Storefront Materials



Signage at Storefront

Custom signage manufactured by Sign Innovation SW #6439 "Greenfield"



*Custom Entry Floor
Oval/pill shaped porcelain.*

ACP 1 13/16" X 7 9/16" custom porcelain oval tile - 'Tan' with 'Summitville' #510 Frost White, 1/8" grout joints.



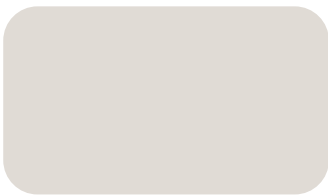
Brass Schluter transition strip.

Schluter Deco M 110 D. Solid Brass Transition Strip



Brass Custom Hardware

Showbest custom pull brass hardware. Brushed brass finish to match chemetal #904.



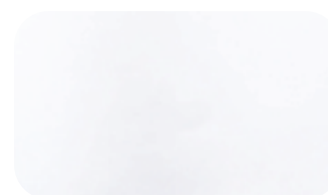
Storefront Finish

STO "Winter White" 20824. STO Signature Stone 10 - Fine textured finish with a smooth limestone appearance installed per manufacturers application guide.



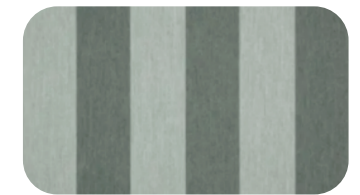
Storefront Paint Finish

"Greenfield" Sherwin Williams Superpaint Exterior Acrylic Latex Satin (A89T03154 Series) SW#6439



Storefront glazing system & base.

CR Laurence Prefinished White Aluminum.



Storefront Awning

Sunbrella "Beaufort Sage" fabric awnings. Awning frame to be custom by awning vendor and painted color black/green "RAL6012"

Opened stores showcasing our storefront



Tice's Corner Marketplace, Woodcliff Lake, NJ.



Eastland Mall, Evansville, IN



Kenwood Mall - Cincinnati, OH

BUBLIC

aerie

