

**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**

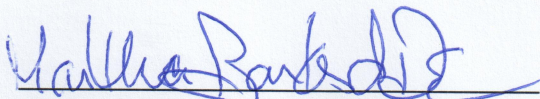
None

**Member/Staff Topics**

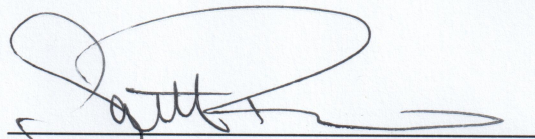
Reed gave the Commissioners an update on training sessions, and Ritenour thanked the public for their participation and showing up for the meeting.

**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