

## **City of Peachtree City**

### **Comprehensive Plan (2007 – 2027)**

#### **Community Assessment**

June 15, 2006

Mission statement:

*“To promote our status as a pre-eminent planned community by enhancing and strengthening our comprehensive plan to enrich and improve the quality of life for our residents; the educational, recreational and cultural resources for citizens of all ages; and, the technical and physical resources for our businesses and industries, while embracing and preserving greenspace, aesthetics and the overall character of the community.”*

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## **Introduction**

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The Georgia Department of Community Affairs (DCA) administers Rules for Local Comprehensive Planning for all Qualified Local Governments in Georgia. On May 1, 2005, DCA adopted “Standards and Procedures for Local Comprehensive Planning.” The purpose of these local planning requirements is to provide a framework for the preparation of local comprehensive plans that will:

- Involve all segments of the community in developing a vision for the community's future;
- Generate local pride and enthusiasm about the future of the community;
- Engage the interest of citizens in implementing the plan; and
- Provide a guide to everyday decision making for use by the local government officials and other community leaders.

The updated guidelines require the completion of three major elements, the Community Assessment, Community Participation Plan, and Community Agenda as part of the Comprehensive Plan. The Community Assessment summarizes the local government's evaluation of its development patterns, issues and opportunities, and level of compliance with the DCA's Quality Community Objectives. The Community Participation Plan is a proposal for a community involvement program that will offer a wide range of opportunities to local citizens interested in participating in the development of the Comprehensive Plan. Lastly, the Community Agenda includes an update of the material in the Assessment based on public input, as well as a short and long term work program and list of policies for land use decision making.

The Community Assessment and Community Participation Plan must be submitted to DCA for review and approval prior to initiating the public involvement phase and completion of the Community Agenda. Therefore, the Assessment and Participation Plan must be received by DCA well in advance of the final deadline for adoption of the updated comprehensive plan. The City of Peachtree must adopt their updated comprehensive plan no later than February 28, 2007.

The Community Assessment has been developed in accordance with the State Planning Recommendations and is formatted as follows:

### **Section 1 – Identification of potential issues and opportunities**

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- identifies issues and opportunities as they relate to all of the traditional elements including, but not limited to, population, economic development, housing, natural and cultural resources, and land use.

### **Section 2 – Analysis of existing development patterns**

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- addresses development patterns including current land use, proposed character areas, and areas requiring special attention.

### **Section 3 – Analysis of consistency with quality community objectives**

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- provides a summary of the analysis of the Quality Community Objectives and the City's implementation status.

### **Section 4 – Supporting analysis of data and information**

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- provides a summary of the Data Assessment of the 2000 Census and community inventory, which is fully detailed in the Technical Addendum.

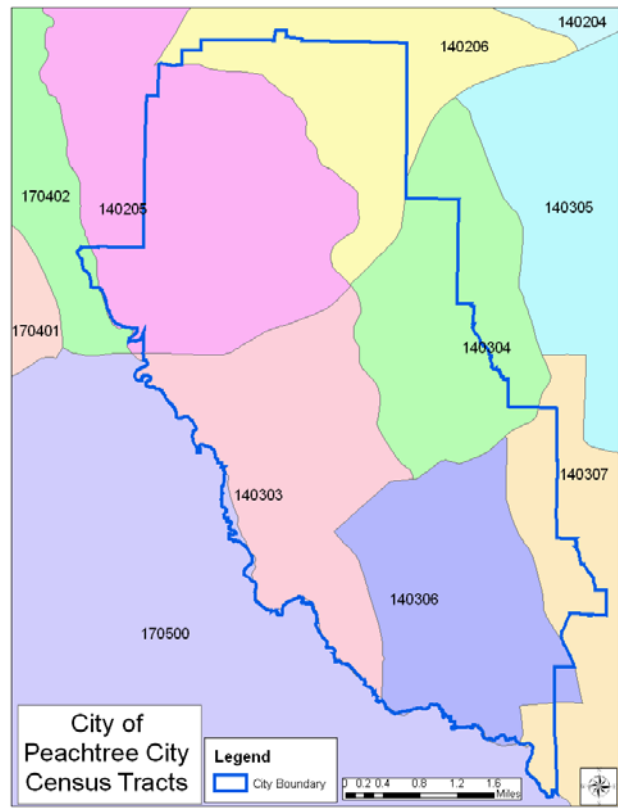
The primary purpose of the Community Assessment is to lay the foundation for the city's Comprehensive Plan Update (2007 – 2027). In particular, it provides a comprehensive review of the issues and opportunities that will affect the future growth of the community. This analysis is based on an inventory of existing conditions, land use patterns, public policies, and planned improvements.

It is anticipated that build-out of the remaining residentially-zoned property within the current boundaries of Peachtree City will occur within the next 5-7 years, resulting in a population of approximately 38,500 permanent residents. The availability of retail, commercial and industrial-zoned property within the city is also becoming scarce as the city develops in accordance with the approved master plan and Land Use Plan. Re-development of existing retail and commercial areas as well as existing residential areas are inevitable and will play a major role in shaping the city's future. Community leaders recognize this planning effort will play a vital role in helping to direct the development of the remaining property within the city as well as the re-development of existing parcels, and to make sure this development is consistent with the overall master plan for Peachtree City as well as the community's vision for the future.

## Study area

The study area for statistical and planning purposes for the Community Assessment is the city limits of Peachtree City. Data provided from the 2000 Census are for the city as it existed on April 1, 2000. It should be noted that the Census Tracts as defined by the U.S. Census Bureau include acreage outside of the city limits of Peachtree City. Where applicable, this information has been modified to reflect the conditions within the city limits only which will assist this planning effort in identifying existing conditions and future needs of our community.

In terms of land use, the Community Assessment analyzes several areas outside of the city limits, anticipating that some of these areas might eventually be annexed into Peachtree City. Even if they are not, the land use findings are important in terms of delineating character areas and recommending future land uses.



## Methodology and schedule

The Community Assessment is the first major step in preparation of the update to the city's comprehensive plan. This document and the Community Participation Program will be submitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Community Affairs (DCA) for initial review, which will be followed by a 30-day comment and review period.

Upon approval of both documents, work on the Community Agenda will commence. The Community Agenda is the most important part of the plan, as it includes the community's vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision and addressing the identified issues and opportunities.



## **Section 1 – Identification of potential issues and opportunities**

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A truly effective comprehensive plan will not only identify issues faced by the community as it continues to develop, but will also provide solutions in the form of recommended land use policies, development standards, and community-based projects and programs. The Comprehensive Plan Advisory Board (CPAB) analyzed the list of typical issues and opportunities provided in the State Planning Recommendations as they relate to Peachtree City, which yielded a list of potential issues and opportunities for consideration during the public involvement phase of the planning process.

The issues and opportunities are organized by the major functional elements as defined in the comprehensive plan rules. For each element, the major trends are outlined, followed by specific issues that result from the trends identified. Lastly, a list of potential opportunities is included. It is our hope this list will increase as additional Stakeholders are brought to the table to offer ideas and potential solutions.

### **1.1 Population change**

Major trend: The majority of our current population is between the ages of 40-55. In twenty years that population is anticipated to be over the age of 65.

#### Issues:

- Do we have the resources to accommodate an aging community as far as housing and transportation are concerned?
- Are emergency services (police, fire and EMS) equipped to handle this shift in demographics?
- Are recreation opportunities being planned or programmed for this shift in population?
- Does the City need to increase the availability of senior housing developments?
- Is there a way to improve the quality of rental property (i.e., maintenance, landlord oversight, tenant care, etc.) and possibly encourage the use of existing property for senior housing?

#### Opportunities:

- Designate additional areas for senior and/ or age-restricted housing.
- Inventory existing senior housing or cluster communities and determine if services are being provided or if improvements or enhancements are necessary.
- Identify existing subdivisions that might be redeveloped for senior housing in the future.
- Consider redesign of existing apartment communities to accommodate senior housing.

## 1.2 Economic development

### (a) Existing and prospective businesses



*Huddleston Road corridor*

Major trend:

Peachtree City has a number of areas with older buildings on smaller lots within in its original commercial and industrial areas, which may not be attractive to the current trend in retail and commercial development (large-scale mixed-use retail and commercial).

#### Issues:

- This trend creates opportunities for re-development of older commercial sites.
- Should the City utilize Community Improvement Districts (CID's), Business Improvement Districts (BID's), Tax Allocation Districts (TAD's) or other ways of innovative financing to encourage the redevelopment of certain tracts?
- Is there a need or desire to create a downtown area or "central business district" within the city? If so, where should this be and to what extent should it be developed?

#### Opportunities:

- Inventory and determine if there is a demand for additional retail and commercial space within the city to avoid 'over-building' and causing a decline in existing businesses.
- Research the use of CID's, TAD's or other ways of innovative financing to determine if these are feasible to assist in redeveloping certain areas of the city.

## **(b) Tools/ methods**

Major trend:

As a part of the land use plan, the city has a significant amount of land still zoned for industrial use. Falcon Field Airport is situated within the center of the industrial park. Will the anticipated growth of the airport have a positive or negative impact on future development within the industrial park?



*Falcon Field Airport terminal building*

### Issues:

- The approach paths and flight zones required for the airport span a significant portion of undeveloped land within the industrial park.
- The city does not actively pursue individual businesses or industries to locate here. Those responsibilities fall upon the Development Authority of Peachtree City, the Fayette County Development Authority and the Airport Authority. Is there a cohesive plan between these agencies to promote growth within the industrial park?

### Opportunities:

- Develop inventory of remaining property within the industrial park and determine what impacts the airport may have on these parcels.
- On those parcels where flight patterns may have an impact on building type, height, or location, determine what would be the most efficient use of that property and actively recruit businesses for that location.

## **(c) Land use interaction**

Major trend: The current trend in industrial development is a continuing shift from the manufacturing base to an office/ warehouse and distribution type of development. These uses are large consumers of land, yet they do not provide high levels or numbers of employment per acre.

### Issues:

- The distance from the city's industrial park to the interstate may have a negative impact on the recruitment of new industrial tenants.
- Should the city be selective and reserve areas for manufacturing and then actively recruit such uses?
- To what extent should the city utilize its amenities as a recruitment tool for potential companies desiring to relocate their operations?
- Identify and develop plan for older facilities that may not be suitable for new industries. Is it possible to subdivide existing buildings into smaller commercial and/ or industrial space?

- To promote growth, we need to ensure water and sewer capacity is available to all parcels being marketed for development.
- Determine ways for other industries to contribute to tax base should an existing industry close and relocate.

Opportunities:

- Coordinate with the various development authorities and the Airport Authority to ensure the Airport master Plan takes into account future growth projections within the industrial park.
- Identify existing buildings that may not be suitable for a new tenant to move in due to internal configuration and determine if other uses may be more appropriate.
- Explore potential of utilizing CID's, TAD's or other forms of innovative financing to assist businesses within the industrial park.

Major trend: Falcon Field Airport has a vast amount of undeveloped property adjoining their facility. This property provides a variety of development options and represents an opportunity to recruit airport/ aircraft types of businesses and employment within the city.

Issues:

- As the city reaches build-out in the residential areas, there may be an increasing demand to utilize parcels within the industrial park and adjacent to the airport for residential uses.
- Are there uses permitted within the industrial park that may inhibit growth of the airport?

Opportunities:

- Encourage Development Authority of Peachtree City and Fayette County Development Authority to work with Airport Authority to determine what types of uses would be most appropriate for the land adjacent to the airport and then encourage them to market this property accordingly.

Major trend:

Through the use of buffers, tree save areas and greenbelts, the city has created sites within the industrial park and throughout the city protected from encroachment and to provide natural transitions between major roads and each development. Industries have chosen to locate here despite the distance and commute to the interstate.



SR 74 North corridor

Issues:

- Should the city continue to require and preserve natural areas and buffers, or lessen these in the industrial park to assist in recruiting tenants?
- What impact, if any, will the aesthetic quality of the industrial park have in recruiting new businesses to the industrial park if the existing businesses cannot get their trucks to and from the interstate?

Opportunities:

- Work with existing tenants within the industrial park to determine what amenities might be needed to enhance the appeal of the industrial park (multi-use paths, landscaping, signage, etc.).
- See grant funding or assistance from state agencies to provide amenities within the industrial park.

**(d) Workforce**

Major trend: Peachtree City currently attracts employers and employees with high skill levels such that the quality of its labor force is an amenity as far as attracting other business and industry. Past trends have assembled a labor force that is 65% from outside the city limits compared to 35% from within the city. Future trends may change employment patterns to 50% outside/ 50% within city.

Issues:

- The City must maintain a high quality transportation system including access routes and services for commercial and industrial areas.
- Housing must be available for workers employed within the commercial and industrial areas.
- Alternate modes of transportation must be made available for those commuting to work within the city.
- Opportunities for continuing education must be made available locally.
- Access into and out of the industrial park must be convenient for employees traveling to and from work from outside Fayette County.

Opportunities:

- Continued coordination with GDOT to encourage upgrades to road network leading from Peachtree City to the interstate, especially upgrades to existing interchange.
- Continue to encourage the development of housing opportunities for all residents.
- Request assistance from GRTA to promote van pooling for employees within the industrial park.
- Provide amenities within the industrial park to enhance options of working within the industrial park.

### 1.3 Natural and cultural resources

#### (a) Resource awareness



*Line Creek Nature Area*

Major trend:

Natural areas provide buffers from flooding and incorporate most floodplain areas.

#### Issues:

- Identify development areas adjacent to the city and their potential impacts on natural areas, water quality, etc. within the city.
- Continue preserving greenspace and buffers.
- Amend ordinance to provide additional shade within parking lots.
- Adopt current ordinances required by the North Georgia Regional Water Planning Authority.

#### Opportunities:

- Continue monitoring developments north of Peachtree City to determine their impacts on Line Creek and ultimately the drinking water supply for Peachtree City.
- Enhance existing ordinances dealing with greenspace and buffers and stiffen penalties for disturbance to these areas.
- Research various ordinance and amend existing ordinance addressing landscaping/ tree cover within parking lots.
- Review and prepare ordinance for adoption as required by the North Georgia Regional Water Planning Authority.

#### (b) Lake McIntosh

Major trend: Lake McIntosh is scheduled for construction and will provide open space and a significant amenity for the city.

#### Issues:

- Lake will provide drinking water and recreational opportunities for Fayette and Coweta counties. There needs to be coordination to ensure water quality is not threatened.
- Existing and proposed development within city will border east side of lake. Unincorporated Coweta County and Sharpsburg border west side of the lake. How do we protect lake from over-development?



#### Opportunities:

- Determine actual construction schedule and ensure ordinances are in place to protect the lake and ultimately the drinking water.
- Ensure recreational opportunities are incorporated into design of lake.
- Provide multi-use path system link to Lake McIntosh.
- Work with Coweta County and Sharpsburg officials to ensure ordinances are in place to protect the lake from over-development.

### **1.4 Cultural facilities**



*Frederick Brown, Jr. Amphitheatre*

#### **Major trend:**

There is not an abundance of cultural opportunities or facilities within the city. As the population continues to age, there will be a need for additional senior centers and related activities.

#### Issues:

- Will the community support a dedicated cultural facility?
- Does the City have the capability to program these types of activities?

#### Opportunities:

- Coordinate with the Recreation Department to ensure these types of facilities are included within the Recreation Master Plan.
- Work with potential developers to ensure recreation land is set aside for these types of facilities.
- Seek grant funding assistance to design and building these types of facilities.

#### **(a) Implementation/ enforcement**

**Major trend:** The city has ordinances and restrictions in place to assist in protecting our natural resources. Through the site plan review process, the Planning and Engineering Departments work with developers to ensure their plans are in compliance with these guidelines. Additionally, the City's Development Inspector and Code Enforcement Division inspect sites in the field to ensure they are in compliance with approved plans.

#### Issues:

- As the city continues to develop, it will be imperative that ordinances are in place to protect the natural resources of the city.

- Existing ordinances will need to be updated to reflect current state and federal regulations.
- Should the city encourage the protection of natural features on a particular site by increasing density so a developer can get the number of lots and/ or the square footage he needs while protecting a significant portion of the site in its natural form?

#### Opportunities:

- City Staff should continually monitor and update existing ordinances to ensure they protect the natural features of the city.
- Funding should be provided so that City Staff can attend training sessions pertaining to ordinance interpretation, new regulations, and enforcement.
- The city should consider adopting a Conservation Subdivision ordinance and possibly a Conservation Commercial ordinance dealing specifically with preservation of natural areas.

### **1.5 Facilities and services**



*Kedron Fieldhouse and Aquatic Center*

Major trend:

The city's community facilities are a part of the attraction for the area's industrial and commercial uses as well as for residents and visitors. Amenities include an extensive multi-use path system, community pools and recreation centers, a tennis center, amphitheatre and Library.

#### Issues:

- Funding for maintenance and expansion of the multi-use path system, community pools, tennis center, amphitheatre and Library should be a top priority.
- There are limited opportunities for continuing education within the city.
- Continued maintenance and expansion of existing facilities should be a high priority.

#### Opportunities:

- Ensure funding is budgeted for the long-term maintenance of these facilities.
- Ensure funding is budgeted to extend the multi-use path system into the industrial and commercial areas.
- Work with Development Authority of Peachtree City to promote the development of a satellite college campus in Peachtree City for continuing education opportunities.



**(a) Fiscal**

Major trend: As the city reaches build-out of residential property, impact fees will continue to decline.

Issues:

- Design and construction of amenities and services typically funded through the collection of impact fees will need new funding sources.
- Funding will need to be addressed in Recreation Master Plan, Multi-use Path System Master Plan and Transportation Plan.

Opportunities:

- Ensure funding is provided through general fund or public improvement program for new facilities.
- Ensure funding is provided for maintenance and repair of existing facilities.
- Protect existing infrastructure investments by encouraging redevelopment and/ or infill of older developments.

**(b) Physical**

Major trend: Many areas of the city are being served by underground septic systems as opposed to underground sanitary sewer. In some cases, the septic systems have failed or are failing.

Issues:

- Along the eastern boundary of the city, environmentally sensitive areas have been protected by requiring larger lots with septic systems as opposed to smaller lots with sanitary sewer.
- Many of the lots within the Lake Peachtree subdivision that border Lake Peachtree are currently utilizing underground septic tanks to handle the disposal of raw sewage.

Opportunities:

- Include all areas of the city in a long-range sanitary sewer plan to reduce potential of failing septic systems and intrusion of sewage into drinking water supply.

**1.6 Housing**

**(a) Housing mix and future demand**

Major trend: The majority of the residential structures within Peachtree City are single-family detached dwelling units.

Issues:

- There is a demand for housing in Peachtree City, resulting in steady increases in property values.
- The city offers a variety of senior housing developments geared toward active adults and/ or empty nesters.

- A variety of housing is offered throughout the community, and each village offers housing opportunities ranging from apartments to estate lots.
- Within the current boundaries of the city, there are a limited number of lots left to be platted and or/ developed.

Opportunities:

- The city should adopt policies to encourage redevelopment of existing residential areas and to implement design standards throughout the community.
- The city should develop policies to protect the character of existing neighborhoods.

**(b) Workforce/ affordable housing**



*AMLI Apartments*

Major trend:

The city offers a variety of workforce and affordable housing throughout the community.

Issues:

- Each of the city's residential areas are interconnected to the city's multi-use path system so that residents can travel from home to the workplace without the use of the automobile.
- Many of the older subdivisions have a large percentage of rental housing with large numbers of family members living under one roof.
- Absentee ownership creates constant complaints from residents in several neighborhoods.

Opportunities:

- The city should adopt policies dealing with redevelopment and maintenance of existing residential areas, especially those where large numbers of rental units are located.
- The city should encourage homeownership to minorities and low-income residents to assist in stabilizing neighborhoods.

### **(c) Land use interaction**

**Major trend:** The city's Land Use Plan was developed utilizing the step-down theory and provides a variety of housing options in each village, providing higher density housing adjacent to village retail centers and major employment centers.

#### Issues:

- As the city has developed, higher density residential developments have been established adjacent to each village retail center. Crime is increasing in some of these developments and some buildings are falling into disrepair.
- The majority of the land identified for residential development has been developed, and there are no additional residential areas remaining without rezoning and/ or changing the land use plan.

#### Opportunities:

- The city should be proactive and work with property owners, property management companies and individual renters to establish a sense of pride in their community.
- Grants and other funding sources should be sought to assist in maintaining the appearance of rental units as well as encourage homeownership as opposed to a reliance on renting.

### **(d) Housing programs**



**Major trend:**

Peachtree City does not have a housing authority or any community-based organizations that provide housing for low to moderate-income residents.

#### Issues:

- There is no land available within the city to accommodate housing for low to moderate-income families.
- There are no incentives for developers to provide housing for low to moderate-income families.

#### Opportunities:

- As aging residential areas or older multi-family units are redeveloped, an emphasis should be put on the provision of housing for low to moderate-income families.

## **1.7 Land uses**

### **(a) Development patterns**

**Major trend:** Peachtree City was developed utilizing the village concept, where each “village” would contain a village retail center, office space, a mixture of residential options, churches, schools, open space and recreation, each of which would be interconnected by the city’s multi-use path system.

#### Issues:

- The overall density of the city is much less than originally anticipated. Early population projections called for 75-80,000 residents at build-out. Current projections call for no more than 38,500 residents.
- The city is reaching build-out of the land designated for residential development, and will soon reach build-out of its land designated for retail and commercial development.
- The current infrastructure, recreation facilities, and staffing supports the projected population.

#### Opportunities:

- Land designated as open space should be preserved and protected from development.
- Changes to the Land Use Plan should be carefully analyzed before changing existing land use designations to accommodate higher density retail, commercial or residential development.
- The city should identify definitive “growth boundaries” and maintain these limits as annexation requests are considered.

### **(b) Development process**

**Major trend:** The city maintains and encourages public participation in all levels of government, including site plan review, zoning decisions, ordinance amendments and changes to the land use plan and other city documents.

#### Issues:

- City Staff monitors ordinance and procedures from other municipalities, the Atlanta Regional Commission and the Department of Community Affairs to recommend updates to our existing ordinances and procedures.
- The Planning, Engineering, Building and Code Enforcement Departments work closely together as each project moves through the plan review and construction process to ensure that all items identified in the final approval are adhered to.
- As the city reaches build-out, code enforcement is spending a significant amount of time conducting rehabilitation inspections.

#### Opportunities:

- The city should routinely update the overall Land Development and Zoning Ordinance to ensure ordinances are current and enforceable.

- The Planning, Engineering, Building and Code Enforcement Departments should continue to work closely together to monitor projects and to maintain inspection databases to ensure projects are kept in compliance with the conditions of approval.
- Code Enforcement Officers and Building Inspectors should be trained in rehabilitation to ensure the safety and aesthetics of existing structures is maintained throughout the city.

## 1.8 Transportation

The City's Engineering consultant, Qk4, is preparing an analysis of existing and proposed transportation patterns within the city and will make a recommendation as to new roads and multi-use path connections anticipated over the next 20 years.

### (a) SR 74 North development:



SR 74 North

Major trend:

There is increasing pressure to develop properties adjacent to SR 74, both in the city and in surrounding areas, which will continue to deteriorate commute times to the interstate.

#### Issues:

- How do we deal with growth in Tyrone, unincorporated Fayette County, South Fulton County and Fairburn to minimize congestion of SR 74 and other roads connecting to the interstate?
- Does the City have a plan to identify the hierarchy of roads within the city and create or identify potential locations for by-pass or alternate routes?
- Is there an alternate route from the city to the interstate?

#### Opportunities:

- The city should continue to monitor development along the SR 74 North corridor and work closely with the ARC and DCA as plans for large developments are submitted for review.
- The city should identify alternate transportation routes within the Transportation Plan and seek funding assistance to design and construct these roads.
- The city should encourage the use of vanpooling and other forms of alternate transportation.

## **(b) Public transportation**

Major trend: The aging population within the city and the number of employees that currently commute into the city may support some sort of public transportation.

### Issues:

- Will the city support commuter rail or public transportation?
- What type of crime is associated with a commuter rail station?
- Does commuter rail station equate to increase in density around station?
- Will the City be required to fund any portion of the commuter rail portion, or will this be entirely self-supporting?

### Opportunities:

- The city should coordinate with ARC to determine if commuter rail is a feasible transportation alternative and then work with the public to determine if this is achievable.

## **(c) Multi-use paths**



*Multi-use path system*

Major trend:

The existing multi-use path system is highly successful and utilized by residents and those living adjacent to the city.

### Issues:

- How do we successfully plan and extend the multi-use path system?
- Is there a way to add signage or pavement markings to the path system to denote destinations?
- Do we need more dedicated bike lanes on public streets?

### Opportunities:

- The city should identify areas where the multi-use path system should be extended and include these extensions in the multi-use path system master plan.
- Grant funding should be sought for additional path projects.
- The city should identify those streets that will accommodate bicycle lanes and designate those streets accordingly.

#### **(d) Transportation enhancements**

Major trend: The transportation study will identify areas where current road system needs to be reconstructed and/ or re-designed.

##### Issues:

- Who will manage/ construct transportation projects?
- Has the City done an analysis of speed-calming devices, including speed humps, roundabouts or others, to determine if they are effective?
- Is a third travel lane necessary on Robinson Road?
- How do we coordinate with the fire and police departments to ensure they are made aware of new road projects?
- Will the transportation study include intersection improvements, such as traffic improvements at the Redwine/ Robinson Road intersection?

##### Opportunities:

- The city should seek funding assistance from GDOT and other agencies to expedite road improvements.
- Traffic calming should be used as needed to slow traffic and discourage cut-through traffic within residential neighborhoods.
- The city should coordinate with the county to encourage alternate forms of transportation linking development within the county to the city's multi-use path system to assist in reducing automobile trips.

#### **(e) Current and future conditions**

Major trend: The current transportation network provides a definite hierarchy of roads, which traverse all areas of the city. Interspersed within this road network is a 90-mile network of multi-use paths that interconnect all areas of the city.

##### Options:

- The Transportation Plan has identified numerous intersections that may warrant improvements as well as several roads that need improvement.
- Several roads, intersections and multi-use path connections have been identified in the County SPLOST program.

##### Opportunities:

- Seek grant and other funding assistance for the construction and enhancements to roads, bridges and the multi-use path system.
- Utilize County Public Works to assist with road paving and construction projects.



**(f) Land use interaction**



*SR 54 West Overlay District*

Major trend:

The majority of the retail and commercial areas within the city are within designated village retail centers or in designated areas along major thoroughfares, which allows the free flow of traffic through the city.

Options:

- Encourage retail and commercial development within designated areas to minimize curb cuts onto major thoroughfares.
- Encourage cross easements and access drive connections between parcels.

Opportunities:

- Work closely with GDOT to minimize curb cuts onto major thoroughfares within the city.
- Require cross parcel access agreements to encourage use of drives and parking areas within adjoining retail and commercial developments.
- Require multi-use path connections between all developments.

**(g) Parking**



*Pervious parking at Peachtree City Library*

Major trend:

The city's Parking Ordinance was recently amended to identify the minimum number of parking spaces for a particular development. In those instances where a developer desires to provide more than the minimum, the ordinance allows more parking spaces as long as a percentage of those additional spaces are constructed of pervious pavement.

Options:

- Encourage the use of shared or cross parking agreements.
- Encourage the installation of dedicated golf cart parking spaces and an interconnection to the multi-use path system.



- Encourage the use of pervious or alternate forms of parking surfaces.

Opportunities:

- Amend parking ordinance to allow additional parking spaces if a certain percentage is dedicated to golf cart use only.
- Provide incentives for using alternate forms of pavement.
- Encourage the use of on street parking in retail areas as opposed to large expanses of paving in front of stores.

## **1.9 Intergovernmental coordination**

Major trend: Effective coordination between the City of Peachtree City and other local, county and State governments and agencies is necessary to ensure property regional planning and service delivery. The city enjoys benefits from coordination with other local jurisdictions in order to manage economic opportunities, public facilities and environmentally sensitive areas.

Options:

- Coordination with local jurisdictions to ensure there is no duplication of services.
- Maintain open dialogue with Fayette County, ARC, and DCA to promote input on regional issues.
- Encourage staff involvement with planning and other state required initiatives.

Opportunities:

- Coordinate with County Planning Department to identify Growth Boundaries for Peachtree City and incorporate into Land Use Plan.
- Coordinate with County Engineering Department in meeting state and federal stormwater management requirements.
- Actively participate in county and regional planning, transportation and other innovative efforts to promote dialogue.

## **Section 2 – Analysis of existing development patterns**

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The first step in defining a community vision for future growth is to analyze existing development patterns and land use designations. The future vision must relate to development patterns if the goals developed are to be viable and achievable. In an effort to have an accurate accounting of land use, zoning and development on a parcel-by-parcel basis, the City of Peachtree City conducted an intensive analysis of every parcel within the city. City staff reviewed individual plats, site plans, and building permits as well as conducting windshield surveys of every subdivision and development within the city to verify the accuracy of this study.

It must be noted that Peachtree City is based on a village concept. Each of the villages has a village center, which are easily accessible by major thoroughfares, and includes a variety of retail, office and service facilities. Recreation, community service, multi-family and medium density residential development are in close proximity to the village center. Low-density residential development lie further away from the village centers.

The City is currently comprised of five distinct villages and an active industrial park. The five villages are Aberdeen, Glenloch, Braelinn, Kedron and the emerging West Village. Consistent with the Land Use Categories and Classification Systems identified within the Data and Mapping Specifications of the Local Planning Requirements, the city's current Land Use Plan is based on the following land use categories:

### **Residential**

The predominate uses within this category are single-family detached, single-family cluster and multi-family dwelling units, which are separated into the following classifications:

- Multi-family – This category contains assisted living facilities, apartments, condominiums and townhouse developments averaging more than ten dwelling units per acre.
- Single-family, cluster – This category contains single-family detached homes on individual lots averaging four to six dwelling units per acre and connected to the city's sanitary sewer system.
- Single-family, medium density – This category comprises lots that are generally one quarter of an acre up to one acre in size and are connected to the city's sanitary sewer system.
- Single-family, low density – These areas are generally considered to have lots of more than one acre in size and are mostly along the periphery of the city. Many of these lots are economically unfeasible to sewer, but must be large enough to facilitate a septic system.

**Commercial**

Commercial uses include retail sales as a single use in one building or as a part of a larger center.

**Office**

Office, medical, training and other services located in a single building or as a part of a larger office park or commercial subdivision.

**Industrial**

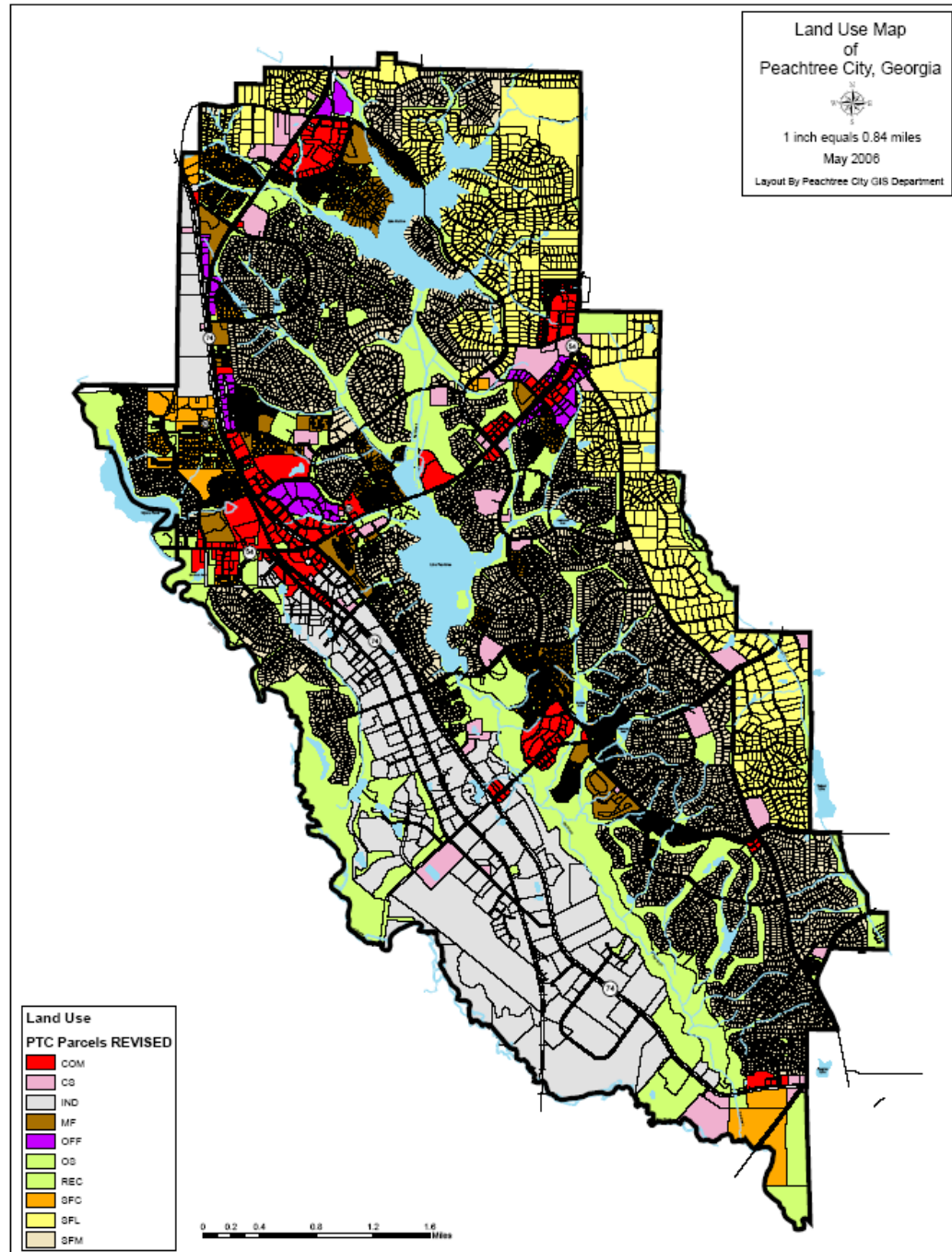
Manufacturing and distribution facilities, processing plants, factories, quarries and other similar uses.

**Community service**

Local governments buildings, schools, libraries, churches, cemeteries, public works buildings, water treatment plants, and police and fire department buildings.

**Open space**

City-owned property that has been set aside to create buffer zones to separate different land uses and to protect natural features such as lakes, streams and floodplains. This category also includes land that has been developed or is proposed to be developed for parks and recreation facilities.



Peachtree City encompasses 15,637 acres of land. The city's Planning and GIS Departments recently completed an inventory of every parcel within the city to determine its size, present use, zoning classification and land use designation. This information was then used to develop the city's first parcel-based land use map. Based on this information, the following summarizes the amount of acreage within each land use classification within each village:

Village	MF	SFC	SFM	SFL	COM	OFF	IND	CS	OS	TOTAL
Aberdeen	128.96	59.46	419.24	0.00	94.74	66.48	0.00	41.87	540.65	<b>1,351.4</b>
Braelinn	111.66	267.33	1,665.21	382.29	133.20	0.00	0.00	139.81	867.36	<b>3,566.86</b>
Glenloch	80.50	6.97	935.83	622.39	56.15	55.21	0.00	109.10	60.96	<b>1,927.11</b>
Kedron	252.04	141.51	1,095.24	1,286.27	130.89	38.71	2.50	77.79	329.47	<b>3,354.42</b>
West	25.86	307.96	472.56	0.00	150.25	0.00	288.21	13.81	387.72	<b>1,646.37</b>
Industrial Park	0.00	0.00	0.00	0.00	3.07	0.00	2,158.42	147.01	502.51	<b>2,811.01</b>
<b>Totals</b>	<b>599.02</b>	<b>783.23</b>	<b>4,588.08</b>	<b>2,290.95</b>	<b>568.30</b>	<b>160.4</b>	<b>2,449.13</b>	<b>529.39</b>	<b>2,688.67</b>	<b>14,657.17</b>

This exercise has identified numerous parcels of land within each village that have been deeded or dedicated to the city as greenbelt, but have never been assigned parcel numbers by the Fayette County Tax Assessor. It is estimated there is approximately 979.83-acres of land owned by the city that still must be accounted for. City Staff is analyzing each of these parcels, and the land use summary will be updated to reflect an accurate representation of open space and greenbelts within each village.

## 2.1 Areas requiring special attention

It is anticipated the continued growth and ultimate build-out of Peachtree City will have significant impacts on the existing residents, natural and cultural resources, community services and facilities, and infrastructure. The rate of population growth continues to decline and will stabilize once build-out of residentially-zoned property occurs in the next few years. It is anticipated the city will see a decrease in the average household size and an increase in residents over the age of 45. As a result, it is important for the City to address and plan for these changing demographics in order to efficiently manage community resources.

This section discusses how these changes will affect natural and cultural resources and the potential for infill development and re-development opportunities throughout the City. Also included in this section are the areas where development should be directed as well as areas where development should be avoided.

## 2.2 Areas where development or change of land use is likely to occur

The city is likely to see its population stabilize over the next 5-10 years as the land designated for residential use is developed. Based on current Planning and Building Department growth projections, it is estimated there are approximately 450 lots that are either platted but not yet built upon or are undeveloped and have yet to be subdivided before the city reaches “build-out” of residential property.

Because the city has developed through the years based on an adopted master plan and associated land use plan, it is unlikely that drastic changes will be made to either of these documents to encourage additional residential growth. It is anticipated that the development of new residential lots will occur primarily within older neighborhoods where existing homes will be bought and either remodeled or torn down and the property redeveloped. As a result, the city must develop

ordinances to protect the character of our older neighborhoods while still allowing redevelopment to occur.

The city is also experiencing the build-out of the land designated for retail and commercial use. Many of the older retail and commercial centers were built prior to current ordinances and design standards, and are somewhat dated in their appearance. Although many of these centers maintain high occupancy rates, it is believed there are some that prime candidates for redevelopment. The city recently adopted ordinances to guide the development and/ or re-development of these and other retail and commercial centers throughout the city.

Likewise, the city is experiencing growth along its major arterials, SR 54 and SR 74. Ordinances have been adopted to enhance the aesthetic appeal of these corridors and to create a cohesive appearance as you travel through the city. The Livable Centers Initiative (LCI) study of the SR 54 West Corridor allowed the city to create a master plan for this emerging activity center and to adopt its first Overlay District. This type of proactive planning should be explored for the remaining corridors throughout the city.

### **2.3 Significant natural resources**

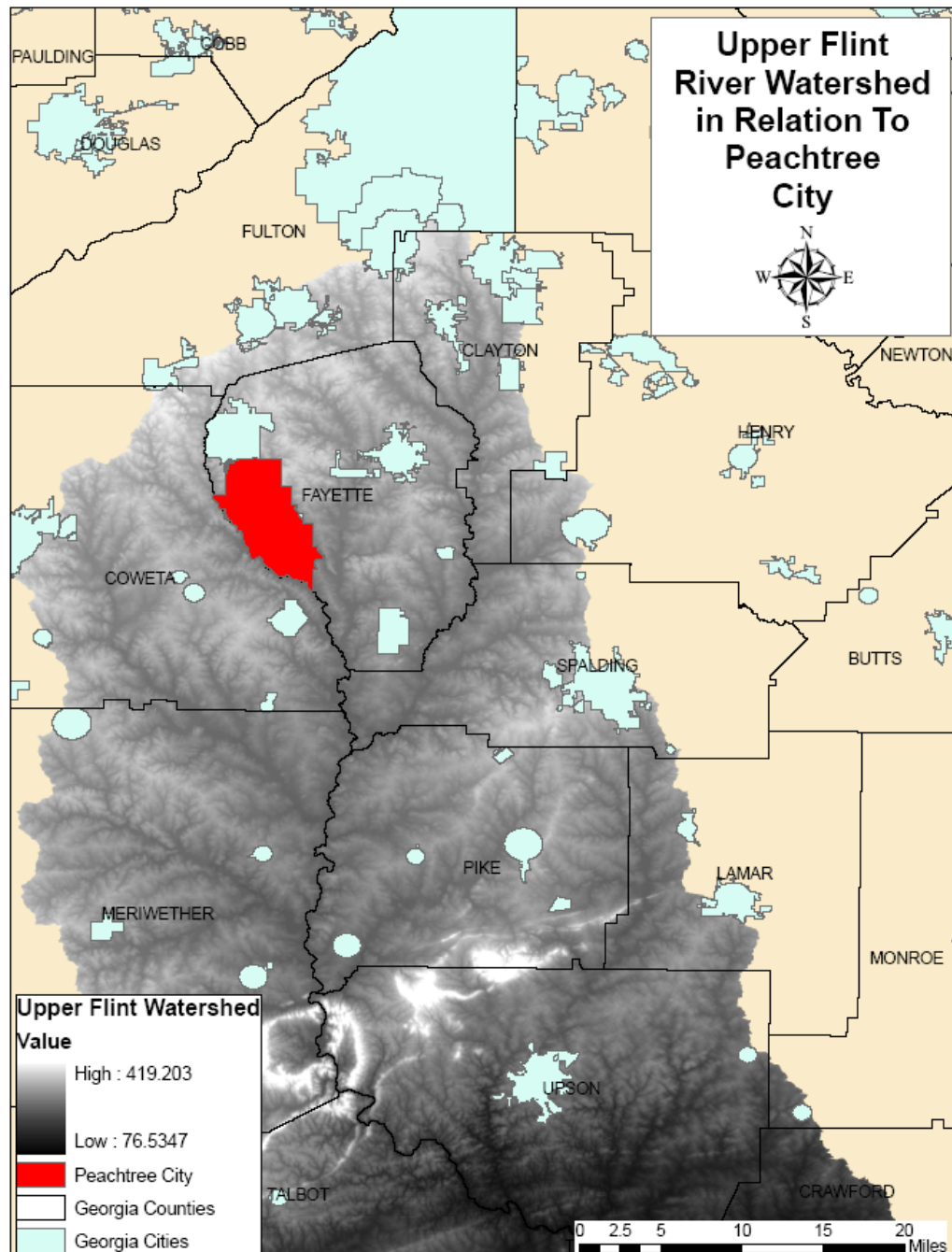
The protection, preservation and enhancement of natural resources within Peachtree City is vital to our community. The city is home to Lake Peachtree and Lake Kedron, both of which serve as water supply reservoirs for Fayette County. The proposed Lake McIntosh, which will be approximately 650-acres in size and will provide drinking water for Fayette and Coweta County, will straddle the city's western boundary with Coweta County.

The city has been progressive in adopting stringent watershed protection ordinances to protect streams, lakes, groundwater recharge zones, water supply watersheds, and floodplains. Additionally, the city owns and maintains approximately 3,669-acres of greenbelts and natural areas throughout the city.

Peachtree City lies within the Flint River Basin of the Apalachicola drainage system. Primary drainage ways within the city include Line Creek, Flat Creek and Camp Creek. Line Creek, which forms the western city boundary, is one of the major tributaries of the Upper Flint River. Peachtree City is upstream of the confluence of Line Creek and the Flint River, which forms the intersection of Spalding, Pike and Meriwether counties. Line Creek drains approximately 248 square miles at its mouth. Impoundments in Line Creek include Wynn's Pond, north of SR 54 and the proposed Lake McIntosh, south of SR 54.

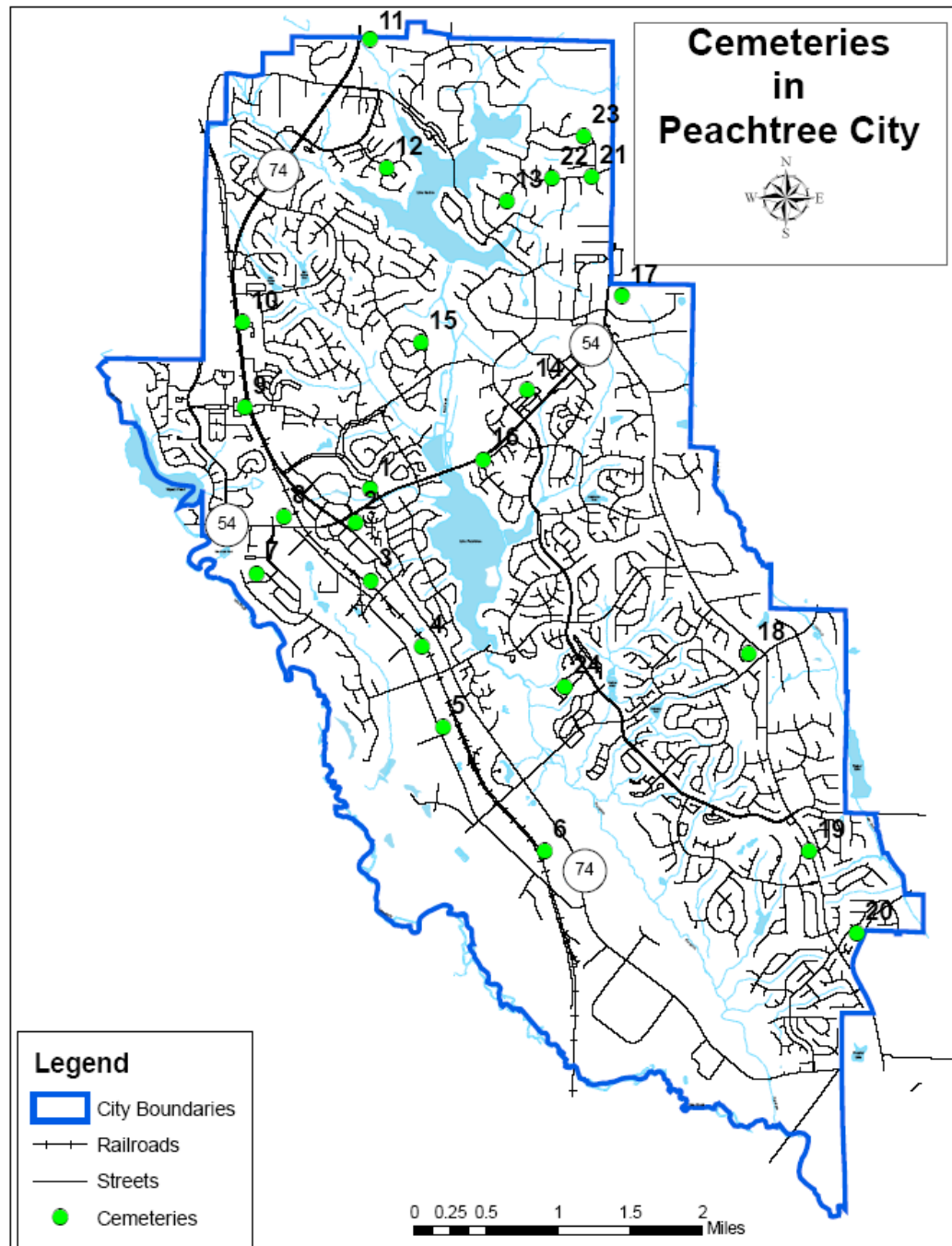
Flat Creek bisects the city from north to south. Its confluence with Line Creek is south of SR 74 on the line with Coweta County. Impoundments on Flat Creek include Lake Kedron and Lake Peachtree.

Camp Creek forms the eastern boundary of Peachtree City and flows into Whitewater Creek in Fayette County east of Peachtree City. There are no major impoundments on Camp Creek in Peachtree City.



## 2.4 Significant cultural resources

Since Peachtree City is a relatively new city, there are no major cultural resources within the community. There are, however, 25 cemeteries throughout the city dating back to the early 1800's, many of which are still owned and maintained by family descendants.



Key	Name	Oldest gravesite
1.	Whitlock Family	1869
2.	Chandler-Pollard-Bannister Family	1869
3.	Paschall Road slave cemetery	
4.	Brown Family	1866
5.	Fisher Family	
6.	Bethlehem Baptist Church (African American)	
7.	Civil War Era Cemetery	
8.	Line Creek Baptist Church	



9.	Chandler Family	1868
10.	Leach Family	
11.	Landrum Family	1853
12.	Regents Park Slave Cemetery	
13.	Swanson Family	1859
14.	Greer Family	1881
15.	Ware Family	1849
16.	Stinchcombe Family	1878
17.	Westminster Gardens	
18.	Speer Family	1843
19.	Old Graveyard Cemetery	
20.	Holly Grove A.M.E. Church (African American)	
21.	Loyd-Ellison Family	1848
24.	Jones Family	
25.	Flat Creek	1851

## **2.5 Areas with significant infill development opportunities**

Because the city has developed based on an adopted master plan, there are few areas that can be classified as true infill development sites. Current trends are to utilize older buildings within the industrial park for a variety of uses, mainly taking a large warehouse building and subdividing the overall building into various storage spaces or smaller spaces for individual businesses. This type of activity will continue as many of our older industrial tenants are disposing of excess property or relocating to other areas. Additionally, several of our major industrial tenants have closed, leaving large buildings customized to their particular use.

## **2.6 Brownfield redevelopment sites**

At present, the only site within the city that could be classified as a potential brownfield redevelopment site is the former “Peach Pit”, located on SR 74 North across from Kedron Drive South. This area is approximately 6 acres in size and was used for many years as a landfill by the former developer of Peachtree City and by residents of the city. This particular site is included within a large tract of land owned by John Wieland Homes and currently being considered for development. Schematic site plans have indicated the property will be utilized for active recreation.

## **2.7 Areas of disinvestment, needing redevelopment, or improvements to aesthetics or attractiveness**

Several areas have been identified as potential locations for redevelopment or in need of aesthetic enhancements. Potentially, redevelopment could occur within the following existing retail centers or residential areas:

## **2.8 Retail**

### **(a) Braelinn Village retail center**

The Braelinn Village retail center was developed in 1988 as the retail center for the emerging Braelinn Village. The overall project consists of approximately 287,199 SF of retail, commercial and restaurant space on 69.45 acres, and is anchored by a Kroger and K-Mart. During the past few years, the retail center has experienced numerous changes in ownership groups, leasing directors and management companies. Traditionally, there has been a steady turnover in retail tenants and restaurants. It is anticipated the extension of TDK Boulevard into Coweta County will increase retail activity within the overall center.



### **(b) Peachtree Crossing retail center**

Developed in 1977 as the village retail center for Glenloch Village, the 15.7-acre Peachtree Crossing development is located at the intersection of SR 54 and Peachtree Parkway. The property was developed in several phases and has been anchored by a variety of grocery stores through the years. While many of the tenant spaces have remained leased, it is envisioned the prime location of this retail center will one day result in the redevelopment of the property.



**(c) Aberdeen Village retail center**

Developed in the mid 1970's as the first village retail center in Peachtree City, the 8.215-acre Aberdeen Village retail center sits at the intersection of SR 54 and Northlake Drive. The retail center was home to the city's first grocery store (Hudson's Market). The original retail center included offices and an information center for the initial developer of Peachtree City as well as the city's Library.



**(d) Willowbend Center**

Sitting on 3.1 acres at the intersection of SR 54 and Willowbend Road, the Willowbend retail center is a multi-building complex consisting of smaller retail and commercial uses. While maintaining a high occupancy rate, the center's prime location on SR 54 makes it a prime candidate for redevelopment.



**(e) Westpark Walk retail center**

Developed in the mid 1980's, the multi-building Westpark Walk retail center has already seen the redevelopment of the former Westpark Walk Theatre, which was torn down to accommodate a new restaurant and additional retail space. The overall development includes a variety of retail, office and restaurants and has experienced a resurgence in occupancy since the completion of The Avenue retail center across SR 54 and 74. As the existing retail and commercial sites continue to dwindle, it is envisioned the prime location of this retail center will spur interest in a mixed-use redevelopment, potentially including a mix of residential, retail and office use.



## **2.9 Residential**

### **(a) Wynnmeade**



The Wynnmeade subdivision began developing in the early 1970's prior to the incorporation of Peachtree City. The layout of the subdivision includes meandering roads with large lots and modest-sized homes. Many of the lots have a significant number of trees and several of the lots have views of Wynn's Pond. Many of the homes are currently owned by absentee owners and are used as rental property. With the pending

completion of the SR 54 West road-widening project and the retail and commercial improvements planned within the SR 54 West corridor, it is anticipated that redevelopment will occur within this subdivision.

### **(b) Lake Peachtree**



The Lake Peachtree subdivision also began developing in the early 1970's as one of the first subdivisions within Peachtree City. Many of the homes are still owned by the original owners or their family members, and the lots are large and contain a significant tree cover. Several lots offer lake frontage or views, and these are the only lots within Peachtree City that offer boating rights to Lake Peachtree. The majority of the

subdivision is still owner-occupied, with very little influx of rental property. Because of the size of these lots and the fact that many of the lots have direct or indirect access to Lake Peachtree, it is anticipated the lots within this subdivision will continue to be sold at higher than market rates and will potentially be redeveloped with larger homes.



**(c) Steven's Entry**



Development within the Steven's Entry area of Glenloch Village began in the mid 1970's. Many of the city's first cluster residential subdivisions are located within this area and contain duplex and triplex units on small lots. Through the years, many of the initial residents have moved and the area has become popular as a rental community. While the homes are still in good condition, it is anticipated that the proximity to SR 54 will warrant redevelopment

opportunities for other residential uses.

**2.10 Mixed-use developments**

In addition to areas envisioned for redevelopment, there are a number of areas within the city that will see continued development. Left alone, these areas will more than likely develop in a haphazard manner with no aesthetic standards, design guidelines or overall master plan. The city should work proactively with individual property owners to establish a uniform plan for the area and to establish overlay districts, zoning regulations or other forms of aesthetic control to assist in guiding these areas as they develop and/ or re-develop.

Following is a summary of the areas where this type of planning exercise could prove to be beneficial:

**(a) Lexington Circle**



The Lexington Circle mixed-use development was initially rezoned in the late 1980's for a mixture of retail and commercial uses. Several property owners and development plans later, the 60-acre mixed-use development is beginning to experience a variety of construction activity. Envisioned as a mix of residential, retail, commercial and loft developments, the overall development is now home to the Governor's Row and Lexington

Park subdivisions, the Village at Lexington Circle live-work townhomes, and a variety of smaller outparcel retail developments. The "main street" commercial corridor has yet to develop, and it may be prudent for the city to take a proactive role in the overall development and work closely with the developers and property owners to help guide the overall development.

**(b) Peachtree Colony**

One of the earlier residential subdivisions within the city, Peachtree Colony sits at the corner of SR 54 East and Redwine Road and is home to a cluster of small homes on small lots. Combined, the Peachtree Colony area could provide significant acreage for a larger development. The city's Land Use Plan designates these and the surrounding parcels as office use. Through the years, several



developers have tried to assemble the parcels for potential developments. While none of these attempts has materialized, it is likely the parcels will one day be combined for a larger retail and/ or commercial development.

**(c) Huddleston Road**



The Huddleston Road corridor serves as one of the primary entrances into the city's industrial park. The overall corridor consists of a variety of retail, commercial and light industrial uses, which is reflected in both the zoning and the land use designations. Each of the developments within the corridor is served by individual septic systems, as sanitary sewer is not available within this portion of the industrial park. It is

envisioned the corridor will at some point begin to redevelop. The installation of sanitary sewer and the development of an overlay district and/ or design guidelines will assist in enhancing the overall corridor.

**2.11 Transportation corridors**

Finally, the city's major transportation corridors will continue to play an important role in setting the initial impression of the community and to provide a pleasing experience for the traveling public. One of the recommendations of the 1995 Land Use Plan update was the establishment of buffer standards along the city's major thoroughfares. The city adopted its Buffer Ordinance in 1997 to assist in protecting these corridors.

The city has also written and strengthened ordinances addressing the site plan review process, tree save and vegetation protection, signage, lighting, landscape

and tree replacement requirements, watershed protection, and established minimum design standards for retail, commercial and industrial developments.

The city must be proactive and develop and adopt corridor overlay districts and/or specific design standards for each of the major transportation corridors. It should be noted the city has already established the SR 54 West Corridor Overlay District as a part of the Livable Centers Initiative study of this emerging transportation corridor, which has played an integral role in the development of this corridor.

Similar studies should be undertaken and guidelines established for the following transportation corridors:

**(a) SR 54 East**



The character of SR 54 East has emerged as Peachtree City as developed. Once a 2-lane highway connecting Newnan and Fayetteville, the corridor has emerged into a 4-lane divided highway carrying an estimated 26,000 vehicles per day. Many of the buildings adjacent to the highway are original or remodeled structures. A significant amount of the property adjacent to SR 54 was dedicated to the city as

greenbelt and is maintained in its natural state, providing a natural buffer between many of the buildings and the highway.

**(b) SR 74 North**



As the primary connection between Fayette County and the interstate, traffic volumes on SR 74 north are anticipated to increase significantly. Retail and commercial development within the corridor is reaching build-out which may spur redevelopment of existing parcels within the corridor.



**(c) SR 74 South**



The long-anticipated SR 74 south road-widening project is set to begin construction this year. The Georgia Department of Transportation (GDOT) is designing the section of road between SR 54 and Crosstown Drive as a 6-lane divided highway to handle future road projections. This road section and associated right-of-way will create a significant change to the appearance of the highway as much of the existing natural buffer will be removed to accommodate construction.

**(d) Crosstown Drive**



It is anticipated the TDK Boulevard extension into Coweta County will provide a significant increase in traffic to the existing businesses within the Crosstown Drive corridor, especially the revitalization of the Braelinn Village retail center. Intersection improvements at the Peachtree Parkway and Crosstown Drive intersection were approved as a part of the recent SPLOST.

**2.12 Large abandoned structures or sites**

Most of the larger structures within the city are located primarily within the industrial park. Several of the larger tenants (TDK Components, Photocircuits, etc.) have either downsized or relocated from Peachtree City, leaving large, customized buildings behind. While the city does not actively recruit new businesses or industries to the city, the design of these buildings could pose some difficulty in securing lease agreements or in selling the buildings.



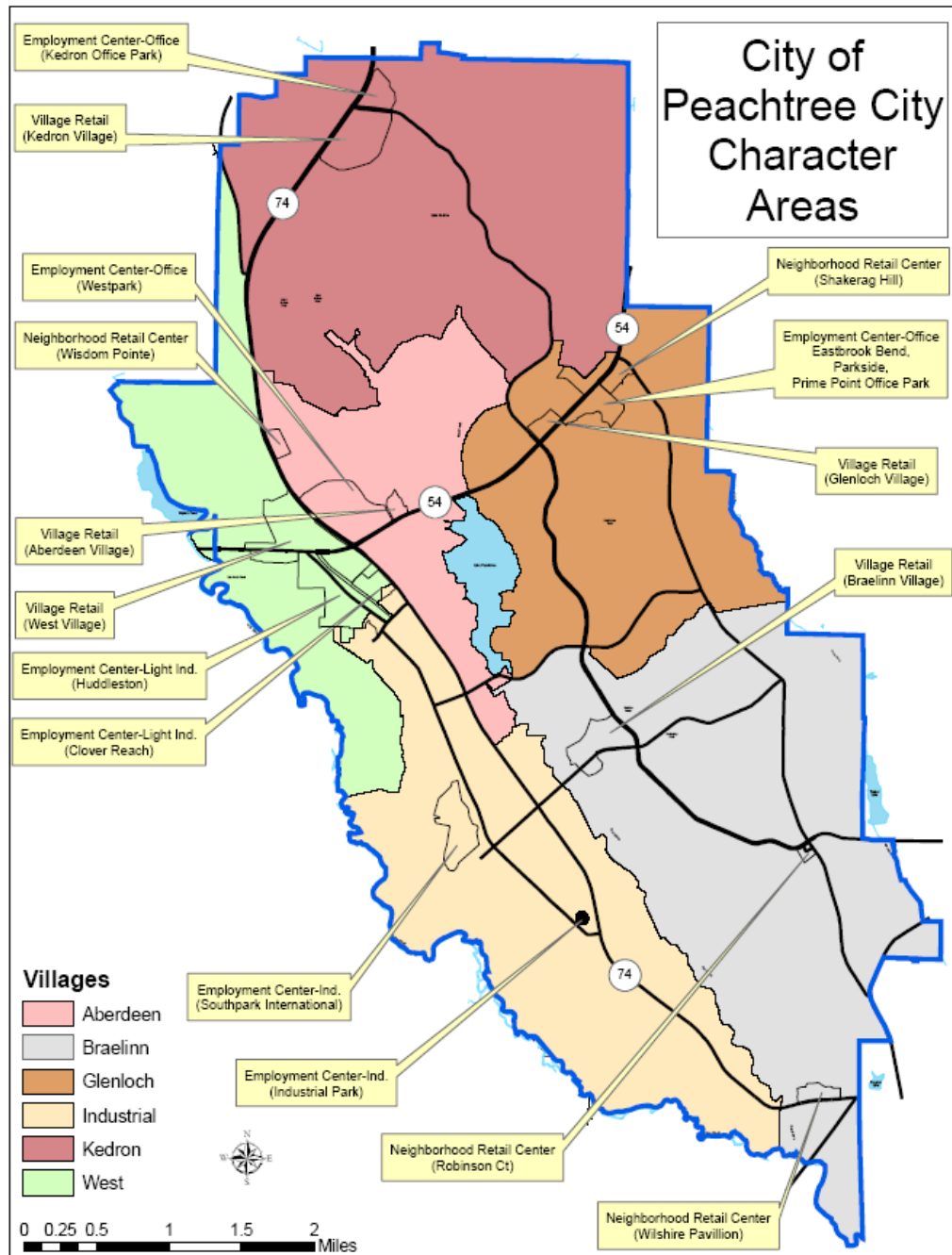
## 2.13 Recommended character areas

As stated within the city's 1985 Land Use Plan:

*"Peachtree City is a dynamic example of a new idea. It represents a vision of human environment of the highest quality. The city means the opportunity to experience the ultimate community: living in a desirable neighborhood; working in the community and within walking distance of home; traveling with ease to other parts of the Atlanta-region as well as to school and shopping; playing near home or near a passive transit link to home; and realizing optimum recreation, cultural, recreational, medical and other social opportunities.*

*Development concepts are intended to provide the backdrop for all planning considerations in Peachtree City. These concepts are primarily concerned with the natural and human environments; the idea of a planned community; the village center concept, and the basis for economic stability. These concepts are designed to counter the negative tendencies usually associated with indiscriminate uses, "cookie-cutter" subdivisions and inadequate municipal services."*

The use of character areas in planning acknowledges the visual and functional differences within existing and proposed developments. As opposed to identifying potential "character areas" based on State Planning Recommendations, we have selected those planning concepts that have played an integral role in the planning and development of Peachtree City through the years and are intended to remain a part of the community's vision.



### (a) Village

The design of future development in the city requires the flexible application of the village center concept. These village centers will be located at significant intersections; include a variety of retail, service, educational and recreational facilities; and will each serve a community of approximately 10,000 people. Neighborhood activity centers will dot residential areas, servicing local, daily needs of city residents. A variety of housing opportunities will be provided, ranging from multi-family to secluded rural estates.

The city is comprised of Aberdeen Village, Braelinn Village, Glenloch Village, Kedron Village, the West Village and the industrial park.

**(b) Village retail center**

The village retail centers provide the major convenience retail shopping, local office space, community recreational and educational activities that will be used by residents on a daily basis. The village retail centers will vary in size of retail activity dependent upon road access and population served. In terms of community, recreational and educational uses, the concept of multiple-use is basic to the planning of the village centers. The multi-use of these facilities will assure a high utilization and provide opportunities to intensify activity and contact among people. Such multiple-use reduces the unnecessary duplication of facilities and frees resources for additional programs or specialized facilities.

Existing village retail centers include the Aberdeen Village Center, the Braelinn Village retail center, the Peachtree Crossings retail center in Glenloch Village, the Kedron Village retail center and the emerging retail and commercial developments within the SR 54 West Corridor (West Village).

**(c) Neighborhood retail center**

A small, decentralized version of the village retail center designed as a neighborhood focal point with a concentration of activities such as general retail, service commercial and a potential small office component should be constructed at various locations around the city.

Existing neighborhood retail centers include Wilshire Pavilion (SR 74 S), Shakerag Hill (SR 54 E), Robinson Court (Robinson Road) and Wisdom Point (SR 74 N).

**(d) Employment center – office**

Typically campus-style development characterized by a high degree of access by vehicular traffic, on-site parking and mix of uses.

Existing office developments include Westpark, the Kedron Office Park, the Eastbrook Bend office development, Parkside (Stevens Entry) and the Prime Point office park.

**(e) Employment center – light industrial**

Areas used for low-intensity manufacturing, wholesale trade and distribution of activities that do not generate excessive noise, and generally include a combination of office space and warehouse space.

A variety of light industrial uses are located within the Clover Reach Business Park and within the Huddleston Road corridor.

**(f) Employment center – industrial**

Land used in higher intensity manufacturing, assembly and processing activities.

The majority of the city's industrial development is located within the Peachtree City Industrial Park, which includes a variety of smaller industrial subdivisions including Southpark International industrial park.

**(g) Residential**

The city's mix of residential areas provides housing opportunities for a variety of income levels. The high-density developments were planned to be located primarily adjacent to the village retail centers and employment centers with the density decreasing as residential development moves farther away from the village core.

**(h) Open space**

Since inception, the city has prided itself on the amount of open space within the city limits. Buffers between developments and changes in land uses, greenbelts, nature preserves, wetlands, floodplains all play an integral role in maintaining the character of the city.

**(i) Recreation**

The city's active and passive recreation facilities are located throughout the city and range in scope from simple pedestrian paths to active sports complexes. Most of these facilities are interconnected through the city's multi-use path system, providing safe access from most neighborhoods.

### Section 3 – Analysis of consistency with Quality Community Objectives

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The Quality Community Objectives were adopted by DCA as a statement of the development patterns and options that will help Georgia preserve its unique cultural, natural and historic resources while looking to the future and developing to its fullest potential. The following assessment was modeled on the Quality Community Objectives Assessment tool created by the Office of Planning and Quality Growth, and illustrates the City's strengths and needs as they relate to local zoning, ordinances, and policies. In most cases, Peachtree City has already begun to address the Quality Community Objectives, and will continue to work towards fully achieving the quality growth goals set forth by the DCA.

#### 3.1 Traditional neighborhoods

*“Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.”*



North Cove

The City's Limited Use Residential (LUR) and Limited Use Commercial (LUC) zoning districts were designed specifically to allow the implementation of “site-specific” zoning for a tract of land. To date, the LUR zoning classification includes 12 districts and the LUC zoning classification includes 20 specific districts, each with their own specific zoning criteria and mix of uses. Many of these zoning districts include a mix of retail, commercial and residential and encourage pedestrian activity between uses.

#### Strengths

- Our Zoning Ordinance does not separate commercial, residential and retail uses in every district.
- Our community has ordinances in place that allow neo-traditional development “by-right” so that developers do not have to go through a long variance process.
- Our Vegetation Protection and Landscape Ordinance requires new development to plant shade-bearing trees appropriate to our climate.
- We have a program to keep our public areas (commercial, retail districts, parks) clean and safe.
- Our community maintains its multi-use path system and vegetation well so that walking is an option some would choose.
- In some areas, several errands can be made on foot, if so desired.
- Many of our children can and do walk to school safely.

- Each of the schools within our community is located within or near neighborhoods.

### 3.2 Infill development

*“Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.”*



301 Dividend Drive office/ warehouse

Peachtree City was initially envisioned as a city with several villages, each with a district village retail center. As development occurred away from the village center, the density would decrease. Each village was planned to accommodate 10-12,000 residents, and would include all of the retail, commercial, civic and recreational facilities necessary to accommodate the residents of the village. As the city has developed, the initial vision has been maintained.

#### Strengths

- While the city does not actively market individual properties, the Planning Department does maintain a list of each parcel within the city and its current zoning and land use designation. This inventory was used to update the city's Land Use Plan. Having this type of parcel-based information readily available, the city is able to identify vacant sites and buildings that are available for redevelopment and/ or infill development.
- As opposed to actively working to promote brownfield and greyfield redevelopment, the city does work with individual land owners and developers to identify specific issues with an individual piece of property and then to develop solutions to resolve these issues as a part of the site plan review process.
- The city's master plan and village center development concept have been used to plan for nodal development at major intersections and within each village.
- The city's land use plan and zoning ordinance allow a variety of lot sizes including small, cluster subdivisions with lot sizes of 5,000 SF and less.

### 3.3 Sense of place

*“Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.”*



*The Avenue Peachtree City*

As opposed to a centralized “downtown” area, Peachtree City’s master plan identified a series of villages with distinct village retail centers. These areas were planned to meet the needs of the residents of a particular village, and include gathering spaces, outdoor dining areas and other amenities. Each of the village retail centers is accessible by the city’s innovative multi-use path system, which allows the use of golf carts or other forms of alternate transportation to reach a variety of areas throughout the city.

#### Strengths

- Because the city was developed utilizing the village concept, it has distinct characteristics and make it unique in comparison to a community with traditional sprawl development. Additionally, there are a number of unique characteristics, such as the 80-mile multi-use path system, the greenbelts and buffers, open space, architectural controls, signage regulations, etc. that make our community distinct in comparison with other communities.
- The city contains numerous cemeteries, which have all been preserved as the city has developed. Many of these are family plots dating back to early 1800’s, while others are actual slave cemeteries with nothing more than simple stone placed on end to denote individual graves. The city has worked closely with the Fayette County Historic Society to identify these gravesites and to preserve them prior to, during and following construction activities.
- The city has adopted design guidelines for all development within the GA 54 West Corridor, and is actively pursuing the development of design guidelines for other major corridors throughout the community. City Staff has been updating the city’s ordinance to enhance existing ordinances dealing with site planning, building design, landscaping, tree preservation, signage and site lighting in an effort to minimize adverse impacts of new development.
- The city is known for our stringent signage regulations and recently adopted a new ordinance to replace the existing sign ordinance.



- While the city does not contain any active farmland, there are residential zoning classifications that allow residents to maintain horses and other livestock.

### 3.4 Transportation alternatives

*“Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.”*



*Multi-use path system*

Two major state highways bisect Peachtree City. SR 74 travels north and south and connects SR 85 in unincorporated Fayette County to Interstate 85. SR 54 travels east and west, and interconnects Coweta County to the west with unincorporated Fayette County and the City of Fayetteville to the east. Each of these road segments is heavily traveled, and intersect each other in the center of Peachtree City at the heavily congested SR 74/ 54 intersection.

Currently, there are no mass transit opportunities available within Fayette County other than Georgia Regional Transportation Authority (GRTA) vanpools. In addition to these vanpools, many of our residents use car pools or other forms of transportation to reach employment centers in the Atlanta region. The closest MARTA rail station is in College Park adjacent to Hartsfield-Jackson International Airport; and GRTA has a commuter bus route with a designated stop in Newnan, Georgia.

#### Strengths

- There is no designated form of public transportation in Peachtree City. The city does maintain approximately 80 miles of multi-use paths, which interconnect most developments within the city and provide an opportunity for residents to reach a variety of destinations without the use of the automobile.
- Each new development within the city is required to provide a connection to the multi-use path system, which increases the overall length of this system by several miles each year.
- As a part of the overall multi-use path system, the city owns and maintains multi-use bridges over state highways and tunnels underneath state highways and most major thoroughfares to provide safe and efficient links to most developments within the city. The city is also actively funding improvements to the overall multi-use path system through the annual budget, SPLOST and grant opportunities.



- The city recently amended our multi-use path ordinance to require that all new paths be constructed at a minimum of ten (10) feet in width with a two-foot grass shoulder on either side. The multi-use path system is used instead of a standard sidewalk and is designed for shared use including golf carts, pedestrians, bicyclists, wheelchairs, etc.
- The city's Transportation Plan will recommend the installation of designated bicycle routes on various streets within the community.
- The city encourages shared parking arrangements for all development, including cross access easements and shared detention.

### 3.5 Regional identity

*"Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics."*



SR 54 West Corridor Overlay District

Peachtree City is unique in a number of ways and strives to maintain its own identity and sense of place. The city encourages good development and works closely with individual developers to ensure their projects blends in with the Peachtree City "style." This type of proactive relationship has allowed us to create unique and site-specific developments as opposed to standard "cookie cutter" developments found in most communities.

#### Strengths

- The architectural style of buildings within Peachtree City is not unique to our community alone. However, the use of the village form of development and other innovative planning efforts has certainly helped to create a sense of place and an identity specific to our community.
- The city's industrial park is the largest employment center in Fayette County and provides jobs for residents of surrounding communities. Although there are no businesses that process local agricultural products, there are a number of high tech and manufacturing facilities as well as a tremendous number of international companies within our industrial park.
- Peachtree City does not encourage businesses that create products that draw on our regional heritage. However, the Development Authority of Peachtree City and the Fayette County Development Authority work closely with a variety of trade organizations to encourage new development within the city's industrial park.
- The Development Authority of Peachtree City and the Fayette County Development Authority work closely with the Georgia Department of

Economic Development's regional tourism partnership and other ventures to promote the city and the our industrial park.

- The Peachtree City Tourism Association actively promotes tourism opportunities within the city based on the unique characteristics of the community. The Tourism Association also manages the Peachtree City Tennis Center and the Frederick Brown Amphitheatre and uses these facilities to promote the city.
- Peachtree City contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment, education.

### 3.6 Resource conservation - heritage preservation

*"The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character."*



Line Creek Cemetery – SR 54 West Corridor

Because Peachtree City is a relatively new city, there are few historic areas within the city. The early developers of the community worked very closely with the local historic society to identify locations of family gravesites and slave burial plots which have all been preserved and incorporated into various areas of the city. The early developers also took advantage of some of the names of the original property owners, and incorporated them into various street names, development names and other areas of the city.

#### Strengths

- Other than designated burial plots, there are no designated historic districts within our community.
- The city does not have an active historic preservation commission. However, City Staff does coordinate with the Fayette County Historic Society as necessary when developments are adjacent to existing cemeteries to determine if family members should be contacted to notify them of the pending development.
- Most, if not all of the historic structures within Peachtree City (cemeteries, mills, rock outcroppings, etc.) have been preserved through the use of greenbelts or designated open space and cannot be developed.

### 3.7 Resource conservation - open space preservation

*“New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/ wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.”*



*Nature trails within Line Creek Nature Area – SR 54 West Corridor*

The city owns and maintains approximately 30% of the total acreage of the community as dedicated greenbelts and open space. The majority of this property was dedicated to the city by the major developer of the community, and is protected by deed restrictions or covenants. The city has also purchased various parcels utilizing the State of Georgia Greenspace Fund and other funding sources.

#### Strengths

- As a part of the Governor’s Greenspace Program, the city adopted a Greenspace Plan and utilized greenspace funding to purchase various tracts of land.
- The city actively pursues the preservation of greenspace, either through direct contribution from developers or through purchase. The city’s zoning ordinance also allows developers to cluster residential development to preserve open space within particular subdivisions.
- The city works with the Southern Conservation Trust (SCT), a local land trust whose purpose is to acquire and manage open space. The city has partnered with SCT to manage the 50-acre Line Creek Nature Area, which is one of the more environmentally sensitive areas of the community.
- At present, the city has not adopted a Conservation Subdivision ordinance. We are, however, researching similar ordinances from other communities and plan to present a draft ordinance to the Planning Commission and City Council in the next few months for consideration.

### 3.8 Resource conservation - environmental protection

*“Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.”*

The city has adopted stringent ordinances protecting our watersheds, existing vegetation, buffers and other natural features in an effort to promote the

character of our community. The city's site plan review process is used to identify areas of a site that should not be disturbed and to encourage development that will have a minimal impact on the natural environment as well as surrounding developments.

#### Strengths

- The city maintains a database of significant natural resources including floodplains, wetlands, soils, streams and other items that would have an impact on existing and proposed development.
- While we do not actively steer development away from these areas, the inventory is used to assist staff in analyzing proposed developments and how they might impact these natural resources.
- The majority of the significant natural resources within Peachtree City have been identified and are being protected through dedicated open space or greenbelts.
- The city has adopted and enforces all Part V Environmental Planning Criteria.
- The city recently amended our tree protection ordinance and enforces this through the site plan review process.
- The city's Landscape Ordinance requires the replacement of vegetation on each development site and bases these replacement requirements on the amount of impervious surface on the overall site.
- The City's Engineering Department reviews and enforces Best Management Practices (BMP's) for all developments as a part of the city's Post Construction Stormwater ordinance. The Engineering Department also enforces the requirements of the Georgia Stormwater Management Manual (GSMM).
- The city has adopted ordinances that will protect the natural resources within our community, including but not limited to, steep slope regulations, floodplain protection, stream bank protection, etc.

### 3.9 Social and economic development - growth preparedness

*"Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs."*

Peachtree City is somewhat unique in that the majority of the infrastructure has been funded and installed by primarily one development company. Based on the adopted master plan, the city worked closely with the development community to identify areas where growth would occur and to ensure that roads, storm drainage systems, streetlights, multi-use paths, recreation facilities, etc. were installed to support the community. It has typically not been the practice of the city to develop public improvements to solicit growth. Rather, these public improvements are the requirement of the individual developer and are then turned over to the city for maintenance.

#### Strengths

- The city has an accurate population projection based on the total number of residential lots that are left to be developed. Because the remaining land designated for residential growth is scarce, we have been able to project that the “build-out” population will be approximately 37,500 residents and are using this figure to develop the Recreation Master Plan and growth projections for the police and fire departments.
- We actively coordinate with the local governments in Fayette County, the local Board of Education and other decision-making entities to ensure that each entity is using the same population projections for Peachtree City.
- As a part of the annual budget process, the city prepares a Public Improvement Program that supports current and future growth projections.
- The areas of our community that are projected to grow have been identified by the city’s Land Use Plan. Because the boundaries of the city are fixed and we know how much land is left to be developed, these are the only areas where growth is anticipated. The city rarely approves changes to the Land Use Plan, which has allowed us to provide an accurate population projection and to plan and fund services accordingly.

### 3.10 Social and economic development - appropriate businesses

*“The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.”*

The Development Authority of Peachtree City and the Fayette County Development Authority actively recruit businesses for the city’s industrial park, as well as businesses for the various office parks within the city. The industrial park is home to a number of manufacturing and distribution facilities as well as corporate headquarters.

#### Strengths

- The Development Authority of Peachtree City and the Fayette County Development Authority work closely with state agencies to actively recruit industries for Peachtree City. Their recruitment strategies identify the community’s strengths, assets and weaknesses and how they may or may not have an impact on a prospective business.
- The Development Authority of Peachtree City and the Fayette County Development Authority recruits businesses and industry that will be compatible with the existing businesses within the community.
- Businesses that provide or create sustainable products are recruited to locate in our community.
- The city’s industrial park maintains a diverse job base, so one employer leaving our community would not have a detrimental impact on the existing job base.

### **3.11 Social and economic development - employment options**

*“A range of job types should be provided in each community to meet the diverse needs of the local workforce.”*

Businesses within the city offer a diverse range of professional, managerial, service, retail, government, and skilled and unskilled labor positions. The city is also home to a number of small business owners, who operate their business out of their homes.

#### **Strengths**

- The city’s economic development program has an entrepreneur support program.
- Businesses within the city offer positions for skilled and unskilled labor, as well as positions for professional and managerial jobs.

### **3.12 Social and economic development - housing choices**

*“A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.”*

Peachtree City offers a variety of housing options based on size, location and price. The city allows increased density in certain areas as a part of the zoning process to encourage “live/ work” types of developments. The city also encourages the development of senior housing to provide housing options for our aging population. Many of these dense residential developments are close to shopping so that residents can utilize the multi-use path system to reach their destination without traveling by automobile.

#### **Strengths**

- The city allows accessory units like garage apartments or mother-in-law units in certain zoning districts.
- There is a range of housing options in our community so people who work in the community can live here as well.
- There is a sufficient amount of housing in our community to provide housing for low, moderate and above-average income levels.
- Because there was no “original town” to emulate, new residential development follows existing land use and zoning patterns to form a consistent blend of subdivision design throughout the community. The city utilizes the “step-down” theory of zoning, which is used to guide the development of new subdivisions.
- In various areas of the city, zoning has been implemented to permit residential loft units and neo-traditional development. This type of development is typically found within our Limited Use Residential developments where we can adopt site-specific zoning criteria to allow this type of development.
- The city’s housing inventory includes a sufficient amount of multi-family housing. Because of this and the fact there is little or no land left for

residential development, the city adopted a moratorium on multi-family development. Multi-family is defined as apartments, townhomes, condominiums, assisted living and similar types of developments.

- The city has worked with various organizations to construct housing for low to moderate income families in our community.
- The city does not maintain active housing programs that focus on households with special needs. However, the city's Code Enforcement and Building Departments routinely work with local builders to solicit their services to make improvements to these homes.
- Where zoning permits, the city allows homes to be built on small lots of less than 5,000 SF.

### **3.13 Social and economic development - educational opportunities**

*“Educational and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.”*

Clayton State University offers continuing education and degree-related courses within Peachtree City. Additionally, the Fayette County Board of Education offers classes at the local high schools and other venues. Local universities within the metropolitan Atlanta region offer classes as well.

#### **Strengths**

- There are a number of options for work-force training options for our citizens, which provides citizens with skills for jobs that are available within the community.
- There are classes offered locally and regionally that offer higher education opportunities for our residents.
- There are a number of businesses and industries within the community that offer job opportunities for college graduates so that the children of the community can live and work here if they choose.

### **3.14 Governmental relations - local self-determination**

*“Communities should be allowed to develop and work toward achieving their own vision for the future. Where the state seeks to achieve particular objectives, state financial and technical assistance should be used as the incentive to encourage local government conformance to those objectives.”*

The City of Peachtree City actively encourages citizen participation in all levels of government. Through various task forces, advisory boards or discussion panels, the city solicits feedback from its citizens on a variety of issues to encourage open government at all levels. City Staff also works closely with local municipalities, GDOT, ARC, DCA, GRTA and other state agencies to ensure their understanding of local, state and federal governmental regulations that may have an impact on the local community. Through these avenues, the city is able to develop strategies to maintain and enhance the quality of life of our community.



#### Strengths

- The city has an active citizen-education campaign to allow all interested parties to learn about development processes in our community.
- The city maintains an interactive website, a channel on the local cable station and a monthly newsletter, among other avenues, to inform the public on current events within the city.
- The city's Planning Department maintains a page on the city's website with all new development plans as well as a Development Status Report showing the status of each development within the city. Additionally, each new development site is posted so that the public will know when a site plan has been submitted for a particular development on that site.
- A detailed and effective public-awareness element has been included in our comprehensive planning process.
- City Staff has been updating various sections of our Land Development Ordinance to simplify the guidelines for new development.
- City Staff recently completed a "General Development Standards and Design Guidelines" section within the Land Development ordinance that identifies the type of development we would like to see within the community.
- City Staff routinely reviews our development and zoning regulations to ensure these ordinances will help us to achieve our Quality Community Objective goals.
- The city includes funding within the annual budget to train Planning Commission members as well as city staff.
- City Staff works closely with elected officials to ensure their understanding of the site plan review process as well as other review procedures in our community.

### 3.15 Governmental relations - regional cooperation

*"Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network."*

The City of Peachtree City maintains a close working relationship with staff and elected officials from surrounding jurisdictions as well as those from ARC, DCA, GRTA and GDOT. It is our belief that maintaining such relationships will allow us to better serve the residents of our community and provide a cooperative approach to problem-solving.

#### Strengths

- The city works closely with local jurisdictions for comprehensive planning purposes, especially transportation, population, land use and recreation planning.
- The city is satisfied with our current Service Delivery Strategies and will continue to work with surrounding jurisdictions as this document is updated.
- The city works with other local government agencies to provide or share services, including, but not limited to, E911, schools, water, parks and recreation, etc.



- Various elected officials, Board members and City Staff are active members of local, regional and state professional and technical organizations

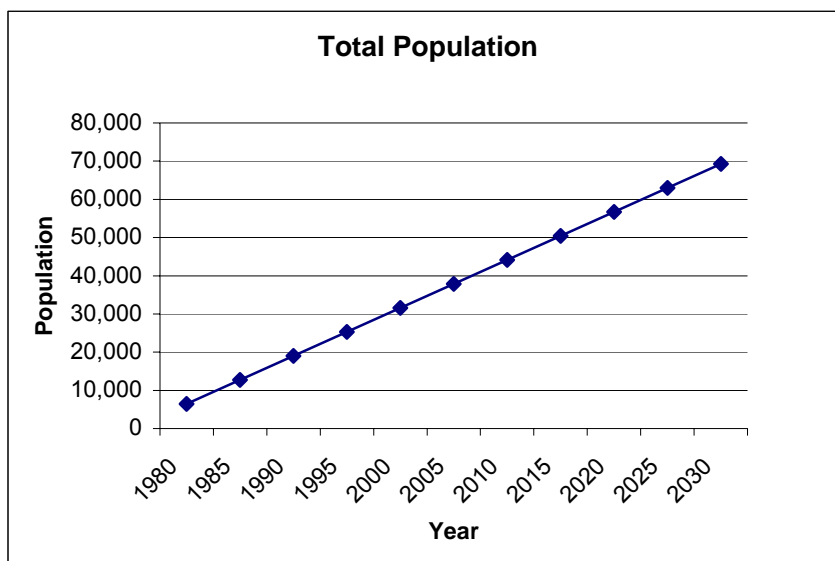
## **Section 4 – Supporting analysis of data and information**

This portion of the Community Assessment was prepared following the guidelines of the Rules of Georgia Department of Community Affairs, Chapter 110-12-1, Standards and Procedures for Local Comprehensive Planning, effective May 1, 2005.

### **4.1 Population**

#### **(a) Total population**

Based on data from the U.S. Census Bureau, the population within Peachtree City's grew 65.97% between 1990 and 2000, which was an increase of 12,553 residents from 1990. The population grew from 31,580 in 2000 to 37,868 in 2005, which was an increase of 19.91%.



Population											
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030
Total population	6,429	12,728	19,027	25,304	31,580	37,868	44,156	50,443	56,731	63,019	69,307

Source: U.S. Bureau of the Census (SF3) / DCA

However, it is a fact the city is reaching build-out of the land designated for residential use. Based on the amount of vacant land currently zoned for residential purposes, it is estimated there are approximately 450 lots remaining to be developed within the city and the build-out population will be approximately 36,840 persons. For planning purposes, the city is using a build-out population of 38,500 residents.

**(b) Age distribution**

Based on data from the U.S. Census Bureau, it is anticipated that, between 2005 and 2030, the number of residents over the age of 65 within the city will increase by approximately 93%.

Population by age											
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030
0 – 4 Years Old	509	1,008	1,507	1,715	1,922	2,275	2,629	2,982	3,335	3,688	4,042
5 – 13 Years Old	1,414	2,566	3,717	4,920	6,122	7,299	8,476	9,653	10,830	12,007	13,184
14 – 17 Years Old	492	781	1,070	1,495	1,920	2,277	2,634	2,991	3,348	3,705	4,062
18 – 20 Years Old	196	423	650	821	991	1,190	1,389	1,587	1,786	1,985	2,184
21 – 24 Years Old	197	369	541	694	847	1,010	1,172	1,335	1,497	1,660	1,822
25 – 34 Years Old	1,292	2,008	2,723	2,748	2,772	3,142	3,512	3,882	4,252	4,622	4,992
35 – 44 Years Old	1,234	2,800	4,365	5,300	6,234	7,484	8,734	9,984	11,234	12,484	13,734
45 – 54 Years Old	510	1,404	2,297	3,989	5,680	6,973	8,265	9,558	10,850	12,143	13,435
55 – 64 Years Old	379	660	940	1,760	2,580	3,130	3,681	4,231	4,781	5,331	5,882
65 and over	206	712	1,217	1,865	2,512	3,089	3,665	4,242	4,818	5,395	5,971

*U.S. Bureau of the Census (SF1) / DCA*

**(c) Races and Hispanic origin**

The racial composition of The City of Peachtree City is not expected to change significantly as the city reaches build-out.

Racial composition			
Category	1980	1990	2000
White alone	6,247	17,576	27,683
Black or African American alone	122	756	1,929
American Indian and Alaska Native alone	4	23	50
Asian or Pacific Islander	42	611	1,176
other race	14	61	742

*U.S. Bureau of the Census (SF1) / DCA*

The city has seen a steady increase in the Hispanic population, which increased from 58 in 1980 to 1,184 residents in 2000.

**(d) Income**

In 2000, the average household income in Peachtree City was \$92,695, which exceeded the average income for both the State of Georgia (\$67,308) and Fayette County (\$85,029).

Household income distribution		
Category	1990	2000
Total	6,242	10,974
Income less than \$9999	240	227
Income \$10000 - \$14999	152	232
Income \$15000 - \$19999	194	282
Income \$20000 - \$29999	593	632
Income \$30000 - \$34999	300	308
Income \$35000 - \$39999	338	404
Income \$40000 - \$49999	948	1,045
Income \$50000 - \$59999	1,040	700
Income \$60000 - \$74999	1,078	1,521
Income \$75000 - \$99999	755	1,896
Income \$100000 - \$124999	383	1,452
Income \$125000 - \$149999	63	775
Income \$150000 and above	158	1,500

*U.S. Bureau of the Census (SF3) / DCA*

Household income distribution		
Category	1990	2000
Total	100.0%	100.0%
Income less than \$9999	3.8%	2.1%
Income \$10000 - \$14999	2.4%	2.1%
Income \$15000 - \$19999	3.1%	2.6%
Income \$20000 - \$29999	9.5%	5.8%
Income \$30000 - \$34999	4.8%	2.8%
Income \$35000 - \$39999	5.4%	3.7%
Income \$40000 - \$49999	15.2%	9.5%
Income \$50000 - \$59999	16.7%	6.4%
Income \$60000 - \$74999	17.3%	13.9%
Income \$75000 - \$99999	12.1%	17.3%
Income \$100000 - \$124999	6.1%	13.2%
Income \$125000 - \$149999	1.0%	7.1%
Income \$150000 and above	2.5%	13.7%

In 2000, the per capita income for the city was \$31,667.

Per capita income (in dollars)											
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030
Per Capita Income	9,390	14,219	19,047	25,357	31,667	37,236	42,806	48,375	53,944	59,513	65,083

U.S. Bureau of the Census (SF3) / DCA

## 4.2 Education

In 2000, approximately 54.27% of the total population within the city had obtained an associates degree or higher.

Educational attainment			
Category	1980	1990	2000
Less than 9th grade	84	250	254
9th to 12th grade (no diploma)	183	405	501
High school graduate (includes equivalency)	1,348	2,318	3,552
Some college (no degree)	1,012	3,183	4,853
Associate Degree	NA	980	1,579
Bachelor's Degree	697	3,319	6,255
Graduate or Professional Degree	297	1,031	3,038

U.S. Bureau of the Census (SF3)/DCA

It is anticipated the number of persons who have pursued higher education will continue to increase.

Educational attainment											
Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025	2030
Less than 9th grade	84	167	250	252	254	297	339	382	424	467	509
9th to 12th grade (no diploma)	183	294	405	453	501	581	660	740	819	899	978
High school graduate (includes equivalency)	1,348	1,833	2,318	2,935	3,552	4,103	4,654	5,205	5,756	6,307	6,858
Some college (no degree)	1,012	2,098	3,183	4,018	4,853	5,813	6,774	7,734	8,694	9,654	10,615
Associate Degree	NA	NA	980	1,280	1,579	NA	NA	NA	NA	NA	NA

<b>Bachelor's Degree</b>	697	2,008	3,319	4,787	6,255	7,645	9,034	10,424	11,813	13,203	14,592
<b>Graduate or Professional Degree</b>	297	664	1,031	2,035	3,038	3,723	4,409	5,094	5,779	6,464	7,150

*U.S. Bureau of the Census (SF3)/DCA*

### 4.3 Economic development

#### (a) Economic base

In 2000, there was a significant workforce within the city working in a variety of businesses and industries. The city continues to experience a steady increase in new businesses and industries which creates new job growth within the city.

<b>Employment by industry</b>			
<b>Category</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
Total employed civilian population	2,935	8,749	15,571
Agriculture, forestry, fishing, hunting & mining	36	69	55
Construction	123	358	483
Manufacturing	561	1,315	1,999
Wholesale trade	212	673	694
Retail trade	413	1,233	1,414
Transportation, warehousing, and utilities	736	1,895	3,046
Information	NA	NA	410
Finance, insurance, and real estate	147	477	882
Professional, scientific, management, administrative, and waste management services	81	385	1,524
Educational, health and social services	252	1,107	2,901
Arts, entertainment, recreation, accommodation and food services	102	165	1,007
Other services	101	532	414
Public Administration	171	540	742

*U.S. Bureau of the Census (SF3)/ DCA*

**(b) Labor force**

The majority of the workforce living in the city worked within the state of Georgia, and the city continues to experience a steady increase in residents who telecommunicate or have offices within their homes.

Labor Force by Place of Work		
Category	1990	2000
Total population	19,027	31,580
Worked in state of residence	8,689	15,533
Worked in place of residence	3,043	4,957
Worked outside of place of residence	5,646	10,576
Worked outside of state of residence	0	0

*U.S. Bureau of the Census (SF1)/DCA*

**(c) Economic resources**

Economic Development in Peachtree City is supported through the following governmental agencies:

**Development Authority of Peachtree City**

The Development Authority of Peachtree City promotes economic growth within the city. Individual board members are appointed by the Mayor and City Council and have worked to implement our Freeport tax exemption and to include the city's industrial park in Atlanta's Foreign Trade Zone.

**Fayette County Chamber of Commerce**

The Fayette County Chamber of Commerce actively works to keep members aware of local, regional, state, and national issues of importance to the business community. The Chamber of Commerce also provides a wide range of opportunities to help members grow their businesses and build solid relationships with potential customers and suppliers and build positive relationships with local governments and elected officials. The chamber sponsors the Leadership Fayette program and Youth Leadership Fayette. Also, the partners in Education program, a joint venture of the Fayette County Chamber of Commerce and the Fayette County Board of Education, is designed to encourage partnerships between businesses and Fayette County public schools.

## Fayette County Development Authority

The Fayette County Development Authority (FCDA) provides business recruitment and retention to the major employers in the Fayette County area.

### (d) Economic trends

The major employers in Peachtree City include manufacturing, retail trade, health and educational services, and transportation/ warehousing/ utilities as shown below. A large portion of the workforce within the industrial park lives outside of and commutes into Peachtree City to work.

Name of industry	Type of industry	Manufacturing	Distribution	Construction	Aviation	Technology	Total employees
AIM Aviation Atlanta	Aircraft interiors				•		3
Alcan Packaging	Cigarette cartons	•	•				165
Alenco, Inc.	Residential windows and patio doors	•	•				181
ALTA Refrigeration	Industrial refrigeration contractor		•				80
Alternate Energy Systems, Inc.	LPG vaporizers	•	•				18
Aventure Aviation	Marketing support and services for aviation companies				•		10
Avery Dennison	Self-adhesive materials	•	•				180
Certaainteed	Construction and roofing materials	•	•				65
CIBER	I.T. Specialists					•	9
Compressed Air Products	Industrial air compressors		•				10
Cooper Lighting	Commercial and residential lighting		•				650
Cooper Wiring Devices	Residential, commercial and industrial wiring devices		•				115
Crawford Tool	Tools		•				10
D.B. Roberts	Fasteners		•				32
Diversified Engineering Services, Inc.	Environmental consulting			•			10
Dixon Valve and Coupling	Valves and coupling	•	•				10
DW Group, LLC							25
EMCON Services	Engineering			•			25
ESL Defense, LLC	Electronic warfare system					•	1
Everlube Products	Solid film lubricant technology	•	•				25
Execusoft Controls, Inc.	On-site service, sales, computer-related products					•	6
Fairburn Redimix, Inc.	Concrete	•	•	•			
FC&A	Publishing	•	•				120
Federal Aviation Administration	Government - Air Traffic Control				•		190
Flight Services, Inc.	Pilot services				•		5
Furukawa Electric America - FITEL	Electronics					•	10
Gallopage International, Inc.	Book publisher	•	•				25
Gardner-Denver - Blower Division	Blowers	•	•				120



Gilbert Southern	Civil construction and engineering			•			35
Gilliland Malcom, Inc.	Welding equipment	•	•				
Group VI	Residential and commercial brokers and developers			•			36
HANCO Systems, Inc.	High voltage testing equipment	•	•				
Harris Waste Management	Material reduction equipment	•					6
Hella, Inc.	Sales and distribution center		•				75
Historical Concepts	Architecture			•			28
Hoshizaki	Ice machines	•	•				425
Husky	Plastic injection molding equipment	•	•				7
IMEAS	Machines and lines for stainless steel surfacing	•	•				2
Innovative Packaging Network, USA	Packaging materials	•	•				3
Jasper Engines and Transmissions	Engine and transmissions		•				20
Label Vision Systems	Bar code equipment sales and repair					•	15
LaFarge Cement	Concrete	•	•	•			10
M.A. Industries, Inc.	Plastic accessories for the concrete industry	•	•	•			150
McElroy Metal Mill	Metal components	•	•	•			35
Megadoor, Inc.	Hangar doors and other specialty doors	•	•	•	•		16
Menlo Park, Inc.	Hire disabled to sell light bulbs and cleaning supplies						60
Metal Forming	Metal forming	•	•	•			22
Multiplastics, Inc.	Laminate film	•	•				25
National Weather Service	Weather service					•	150
NCR	Customer service and distribution center		•				550
Norman Paschall	Broker of textile mill by-products and related wastes		•				120
Noveon	Specialty chemicals	•	•				
NTS	Conveyor systems	•	•				25
Panasonic Automotive Systems	Automotive systems	•	•				1,687
Pathway Communities	Residential and commercial brokers and developers			•			40
Peachtree extruded products	Plastic extrusion	•	•				9
Phase II Lighting	Lighting		•				13
Pitney Bowes	Office equipment, services, software		•				30
Plastikos, Inc.	Custom fiberglass pieces	•	•				11
Prime Industries	Aviation					•	25
Printegra	Print custom forms and checks	•	•				45
Rinnai Corporation	Water heaters, ductless heaters, health products	•	•				20
Shinsei Corporation	Insulator and battery gaskets and cases	•	•				45
Sigvaris, Inc.	Medical compression products, support socks	•	•				65
SMC 3	Technology tools for transportation					•	
SOUTHCOR Group, Inc.	Quality metal forming information					•	2
Spyraflo	Bearings	•	•				10
TDK Components	Electronic components	•	•				195
TDK Electronics	Electronics	•	•				14
Tek-Rail	Vinyl and aluminum railing	•	•				15
Tiernan & Patrylo	Design, engineering and construction services			•			75
Universal Environmental Services	Recycle waste oil, oil filters, oily water and antifreeze	•	•				50
U.S. Tool Grinding Services	Manufacturer and reconditioner of cutting tools	•	•				7

Valued Services	Consumer finance/ credit cards					•	100
W/S Packaging	Packaging products	•	•				41
Wilden Plastics	Medical plastic systems	•	•				80
World Airways	Charter flight programs				•		195
World Class Aviation	Aviation				•		8

**TOTAL**

**6,697**

## 4.4 Housing

### (a) Housing types and mix - composition of housing stock

In 2000, the city had a total of 11,470 housing units, with a total of 10,984 occupied units. The substantial majority (9,548 / 83.3%) were single family, detached homes. As Table 1 displays, 98.0% (8,730 units) of owner-occupied housing and 43.5% (900 units) of renter-occupied housing are single-family housing. Multi-family housing makes up only 2.0% (182 units) of owner-occupied housing, although it constitutes 56.5% (1,172 units) of renter-occupied housing. However, since most (81.2%) housing in Peachtree City is owner-occupied, units in multi-family structures make up only 12.3% (1,354 units) of total occupied housing units. For both tenure types, structures with 5 to 9 units make up the largest proportion of multi-family housing (1.1% and 19.7% of total occupied housing units for owners and renters, respectively). Ten to 19 and 50 or more unit structures are the next most numerous housing types for renters, making up 12.6% (262 units) and 10.0% (208 units) of occupied rental housing stock, respectively.

Table 1 – unit type by tenure and vacancy status (2000)

Type of Housing Unit	Owner Occupied		Renter Occupied		Vacant		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single unit, detached	8,516	95.6	793	38.3	239	49.2	9,548	83.3
Single unit, attached	214	2.4	107	5.2	34	7.0	355	3.1
Single Family Housing	8,730	98.0	900	43.5	273	56.2	9,903	86.4
Duplex	8	0.1	26	1.3	0	0.0	34	0.3
3 or 4 units	65	0.7	193	9.3	7	1.5	265	2.3
5 to 9 units	102	1.1	409	19.7	38	7.8	549	4.8
10 to 19 units	0	0.0	262	12.6	40	8.2	302	2.6
20 to 49 units	0	0.0	74	3.6	55	11.3	129	1.1
50 or more units	7	0.1	208	10.0	73	15.0	288	2.5
Multifamily Housing	182	2.0	1,172	56.5	213	43.8	1,567	13.6
Total	8,912	100.0	2,072	100.0	486	100.0	11,470	100.0

*U.S. Census, 2000, Adjusted by Peachtree City planning analysis*

Table 2 updates Peachtree City housing units by structure type from 2000 to 2004. Over that period, 1,646 new housing units were permitted, bringing the total number of housing units to 13,116 (assuming all permitted units were built) and representing an increase of 14.4%. However, this figure does not take into account any housing units removed from the housing stock since 2000. Although 591 multi-family housing units were permitted in 2000, the substantial majority of permits approved from 2000 to 2004 were for single-family dwellings. By 2005, the percentage of single-family housing is expected to be 83.4% (10,933 units) and that of multi-family housing is expected to be 16.6% (2,183 units). For a

more detailed description of the Peachtree City housing stock, we will revert to data from 2000.

Table 2 - units permitted by structure type (2000 to 2004)

Year	Structure Type						Total Units
	Single Family Units			Multifamily Units			
	Permitted	Total	Percent	Permitted	Total	Percent	
2000	129	9,903	86.3	591	1,567	13.7	11,470
2001	186	10,032	82.3	0	2,158	17.7	12,190
2002	234	10,218	82.6	5	2,158	17.4	12,376
2003	287	10,452	82.9	20	2,163	17.3	12,615
2004	194	10,739	83.1	0	2,183	16.9	12,922
2005	---	10,933	83.4	---	2,183	16.6	13,116

As Table 3 shows, most occupied units (85.0% / 9,338) in Peachtree City have two, three or four bedrooms. Additionally, 1,199 occupied units (10.9%) have five or more bedrooms. Of the 4.1% of occupied units with one or no bedrooms, all of those with no bedrooms and 98.0% with one bedroom were rental units. Overall, two and three bedroom homes are most popular amongst renters in Peachtree City, and they make up 30.2% and 34.2% of rental housing, respectively. On the ownership side, four bedroom homes make up the largest concentration at 43.6%, with three bedroom units following at 35.1%. The fact that owner-occupied units usually have more bedrooms than those occupied by renters is reflected in the average number of bedrooms for each tenure category: Owners have an average of 3.6 bedrooms per unit, while renters have 2.4 per unit.

Units with zero, one or two bedrooms make up a disproportionately large percentage of vacant units. Of the 124 units without bedrooms, 73 (58.9%) are vacant. Two bedroom units also have a high vacancy rate of 12.3%, followed by one bedroom units, which are unoccupied at a rate of 7.0%. In contrast, three, four and five or more bedroom units have vacancy rates of 3.6%, 0.8% and 1.6%, respectively. The increased likelihood that vacant units have a small number of bedrooms is reflected in the average number of bedrooms for such units, which, at 2.2, is lower than the averages for both renter and owner-occupied units.

Table 3 - number of bedrooms by tenure and occupancy status (2000)

Number of Bedrooms	Owner Occupied		Renter Occupied		Vacant		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0	0	0.0	51	2.4	73	15.0	124	1.1
1	8	0.1	388	18.7	30	6.2	426	3.7
2	702	7.9	626	30.2	187	38.5	1,515	13.2
3	3,127	35.1	708	34.2	143	29.4	3,978	34.7
4	3,884	43.6	291	14.1	33	6.8	4,208	36.7
5 or more	1,191	13.4	8	0.4	20	4.1	1,219	10.6
Total	8,912	100.0	2,072	100.0	486	100.0	11,470	100.0
Average	3.6		2.4		2.2		3.4	

*U.S. Census, 2000, Adjusted by Peachtree City planning analysis*

**(b) Housing types and mix - changes in composition of housing stock**

From 1980 to 2000, the net number of housing units in Peachtree City increased by 460.1%, going from 2,048 in 1980 to 11,470 in 2000. As Table 4 shows, the percentage of single family, detached structures has remained relatively constant over this time period, increasing from 82.8% in 1980 to 83.7% in 1990 and falling to 83.3% by 2000. The most dramatic change in unit type over these two decades was the shift from single unit, attached and two to four unit structures to structures with five or more units. The former made up 14.1% of the housing stock in 1980 and 5.7% in 2000. Higher density housing (5 or more units per structure) made up only 3.1% of housing (65 units) in 1980, but climbed to 11.0% (1,268 units) by 2000.

Table 4 - unit type (1980 to 2000)

Type of Housing Unit	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single unit, detached	1,696	82.8	5,439	83.7	9,548	83.3
Single unit, attached	163	8.0	282	4.3	355	3.1
Duplex	36	1.8	57	0.9	34	0.3
3 to 4 units	88	4.3	261	4.0	265	2.3
5 or more units	65	3.1	463	7.1	1,268	11.0
Total	2,048	100.0	6,502	100.0	11,470	100.0

*U.S. Census, 1980, 1990, 2000; Adjusted by Peachtree City planning analysis*

From 1990 to 2000, the number of housing units in the Peachtree City increased by 4,968, or 76.4%, from 6,502 in 1990 (Table 5) to 11,470 in 2000 (Table 1). The number of occupied units increased from 6,171 to 10,984, growing by 78.0% (4,813 units) over that time period. Renter-occupied units increased at the higher rate of 88.2% (or 971 units), while owner-occupied units increased by 75.8% (or 3,842 units). As of 2000, the majority of the occupied housing units in the city (81.1%) were owner-occupied, and the remainder (18.9%) renter-occupied, which did not represent a significant change from 1990.

We already know that most (95.6%) of owner-occupied units are single unit, detached structures, with single unit, attached structures composing the second largest group, at 2.4%, of owner-occupied housing stock. This represents a small decrease in the percentage of owned housing that is single family (from 98.2% in 1990 to 98.0% in 2000). Owner-occupied multifamily housing saw little other changes in structure type trends from 1990 to 2000, with the exception of seven owned units in structures of 50 units or more (which there were none of in 1990).

The percentage of single family rental housing decreased slightly over the decade, having made up 46.7% of the rental stock in 1990 and 43.5% in 2000. The most notable change in unit type for the rental sector was an increase in multifamily structures with 20 or more units. In 1990, there were no rental units in structures with 20 or more units, but by 2000, 282 such units existed and made up 13.6% of rental housing stock.

Table 5 - unit type by tenure and occupancy status (1990)

Type of Housing Unit	Owner Occupied		Renter Occupied		Vacant		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single unit, detached	4,797	94.6	455	41.3	187	56.5	5,439	83.7
Single unit, attached	181	3.6	59	5.4	42	12.7	282	4.3
Single Family Housing	4,978	98.2	514	46.7	229	69.2	5,721	88.0
Duplex	7	0.1	50	4.5	0	0.0	57	0.9
3 or 4 units	34	0.7	217	19.7	10	3.0	261	4.0
5 to 9 units	51	1.0	154	14.0	61	18.4	266	4.1
10 to 19 units	0	0.0	166	15.1	31	9.4	197	3.0
20 to 49 units	0	0.0	0	0.0	0	0.0	0	0.0
50 or more units	0	0.0	0	0.0	0	0.0	0	0.0
Multifamily Housing	92	1.8	587	53.3	102	30.8	781	12.0
Total	5,070	100.0	1,101	100.0	331	100.0	6,502	100.0

*U.S. Census, 1990; Adjusted by Peachtree City planning analysis*

### (c) Housing types and mix - quality of housing stock

As the proceeding analyses of housing conditions in Peachtree City will show, the majority of the housing stock consists of single family detached dwellings constructed after 1980. Because so few (less than 2.5% for owners and renters) of the housing stock was built prior to 1970, Peachtree City is less susceptible, at this point in time, to the deterioration and dilapidation that faces many older jurisdictions. While not an immediate concern for many property owners, the importance of physically maintaining housing and making any necessary roof or major systems repairs will become apparent as the city's housing stock ages.

Table 6 outlines seven residential subdivisions recently constructed in Peachtree City. As shown, these homes average 3,109 square feet with 4 bedrooms and 2.8 baths. Further, most feature amenities such as a pool and tennis courts, and have a homeowner's association. While these subdivisions evidence the high quality of the housing being built in Peachtree City, the average asking price for the homes, \$332,717.

Table 6 - summary of selected residential subdivisions (2004)

Development and Builder	Average bed/ bath	Average asking price	Average SF	Average Price/ SF	Amenities
Cardiff Park	---	\$ 300s	---	---	HOA
Olde Towne Builders	---	---	---	---	---
Cedarcroft	4/ 2	\$ 233,000	2,314	\$ 100.70	HOA
Ravin Homes	---	---	---	---	---
Centennial Homes	4/ 3	\$ 322,344	3,515	\$ 91.78	HOA, tennis, pool, clubhouse
John Wieland Homes	---	---	---	---	---
Centennial townhomes	3.5/ 2.5	\$ 352,400	2,867	\$ 134.35	HOA, tennis, pool, clubhouse
John Wieland Homes	---	---	---	---	---
Chadsworth	4.3/ 2.5	\$ 289,915	2,607	\$ 112.10	HOA, recreation area
Ashton Woods	---	---	---	---	---
Governor's Row	4/ 3	\$ 427,900	3,200	\$ 139.97	HOA
John Wieland Homes	---	---	---	---	---
The Peninsula	---	\$ 550s	---	---	HOA, Tennis, lake park
Pathway Communities	---	---	---	---	---
Average	4/ 2.8	\$ 332,717	3,109	\$ 109.12	---

**(d) Condition and occupancy – age of housing**

Age of housing data is collected by the U.S. Census and provides a rough guide to the age of the housing stock. The data is imprecise because many residents do not accurately know when their housing was built. The following section, Condition of Housing, will look closer at the conditions of occupancy in Peachtree City housing. Nevertheless, note that the substantial majority (97.6%) of all occupied housing units were built after 1970. Further, about two-fifths of owner- and renter-occupied housing (46.9% and 37.8%, respectively) was built since 1990, indicating that a large proportion of housing in Peachtree City is relatively new.

Table 7 - year structure built for occupied housing units by tenure (2000)

Year Structure Built	Owner		Renter		Total	
	Number	Percent	Number	Percent	Number	Percent
1995 to 3/2000	2,041	22.9	398	19.1	2,439	22.1
1990 to 1994	2,140	24.0	391	18.7	2,531	23.0
1980 to 1989	3,195	35.8	881	42.3	4,076	37.0
1970 to 1979	1,343	15.1	359	17.2	1,702	15.5
1960 to 1969	161	1.8	29	1.4	190	1.7
1950 to 1959	18	0.2	10	0.5	28	0.3
1940 to 1949	17	0.2	0	0.0	17	0.2
1939 or earlier	5	0.0	16	0.8	21	0.2
Total	8,920	100.0	2,084	100.0	11,004	100.0

*U.S. Census, 2000*

**(e) Condition and occupancy – housing by tenure type**

As previous discussions regarding the type of housing built in Peachtree City have shown, the number and percentage of multifamily units have increased substantially since 1990, when there were no units in structures with 20 or more units (Tables 1 and 4). As one would expect, the shift towards increased multifamily housing was accompanied by a shift in tenure type. In 1980, 86.7% (1,684 units) of the housing stock was owner-occupied versus 13.3% (258 units) of renter-occupied units. By 1990, the total number of units increased by 217.8% and the percentage of renters increased by 4.5 percentage points, now making up 17.8% of households. This trend continued, but at a slower rate, over the next decade. By 2000, 81.1% of households owned homes, while the remainder, 18.9%, lived in rental units.

Though owned housing will continue to make up the majority of housing in Peachtree City, increases in the percentage of rental housing are likely to continue. Table 2 told us that since 2000, 37.4% (or 616 out of 1,646) of the housing permits issued were for multifamily housing. Although not all multifamily housing will be rental housing, this is a good indication that we will continue to see an increase in the proportion of rented to owned housing.

Table 8 - households by tenure (1980 to 2000)

Tenure	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Owner	1,684	86.7	5,070	82.2	8,912	81.1
Renter	258	13.3	1,101	17.8	2,072	18.9
Total	1,942	100.0	6,171	100.0	10,984	100.0

*U.S. Census, 1980, 1990 and 2000*

**(f) Condition and occupancy - vacancy by tenure type**

Vacancy rates for both rental and owned units in Peachtree City have each declined by about one percentage point since 1980 (by 1.4 and 1.1 percentage points, respectively), with the overall vacancy rate falling from 5.2% in 1980 to 4.2% in 2000. As of 2000, the vacancy rate for rental housing was 7.4 times that of owned housing (9.6% versus 1.3%, respectively). So while we know that multifamily rental housing is becoming more popular in Peachtree City than previously, it also faces higher vacancy rates than for sale housing (Tables 8 and 9).

Table 9 - vacancy rates by tenure (1980 to 2000)

Tenure	1980			1990			2000		
	Vacant	Total	Rate	Vacant	Total	Rate	Vacant	Total	Rate
Owner	46	1,730	2.7	172	5,242	3.3	121	9,033	1.3
Renter	31	289	10.7	135	1,236	10.9	221	2,293	9.6
Seasonal/Other	29	29	--	24	24	--	144	144	--
Total	106	2,048	5.2	331	6,502	5.1	486	11,470	4.2

*U.S. Census, 1980, 1990 and 2000, Adjusted by Peachtree City planning analysis*

In comparison to state and regional vacancy rates, Peachtree City's vacancy rate was considerably lower in 1990, and remained so in 2000. Whereas the ten county Atlanta region faced vacancy rates of 10.2% fifteen years ago, Peachtree City's was half that at 5.1%. Regional vacancy rates fell by five percentage points from 1990 to 2000. Though Peachtree City also saw a decline in the percentage of vacancies, it was less pronounced at 0.9 percentage points. As of 2000, vacant units in Peachtree City made up 4.2% of the housing stock, versus 5.2% for the region and 8.4% for the State.

Table 10 - vacancy rate by location by year (1990 and 2000)

Area	1990			2000		
	Vacant	Total	Rate	Vacant	Total	Rate
Peachtree City	331	6,502	5.1	486	11,470	4.2
Roswell	2,129	20,318	10.5	1,085	31,389	3.5
Atlanta (10 county region)	107,829	1,052,430	10.2	69,370	1,331,264	5.2
Georgia	271,803	2,638,418	10.3	275,368	3,281,737	8.4

*U.S. Census, 1990 and 2000, Adjusted by Peachtree City planning analysis*

**(g) Cost of housing**

Housing prices in Peachtree City tend to be high when compared to those of the region. It follows that owner-occupied home values are also relatively high. As Table 11 shows, the median value for owner-occupied homes in the city was \$189,800 in 2000, which is \$57,200 (or 43.1%) more than the median value for owner-occupied homes in the Atlanta region (\$132,600). Median monthly rent in Peachtree City was also considerably higher (32.7%) than the median for the region (\$990 and \$746, respectively), which Table 12 displays. Median monthly owner costs were about \$400 greater than median rents for Peachtree City at \$1,413.

Table 11 - value of owner-occupied housing units (2000)

Value	Number	Percent
Less than \$40,000	5	0.0
\$40,000 to \$69,999	57	0.6
\$70,000 to \$99,999	516	5.8
\$100,000 to \$149,999	1,911	21.5
\$150,000 to \$199,999	2,479	27.8
\$200,000 to \$299,999	2,483	27.9
\$300,000 to \$399,999	848	9.5
\$400,000 to \$499,999	389	4.4
\$500,000 to \$999,999	207	2.3
\$1,000,000 and over	17	0.2
Total	8,912	100.0
Median	\$ 189,800	

*U.S. Census, 2000; Adjusted by Peachtree City planning analysis*

Table 12 - gross monthly rent for renter-occupied housing units (2000)

Monthly Rent	Number	Percent
Less than \$200	52	2.5
\$200 to \$399	52	2.5
\$400 to \$599	80	3.9
\$600 to \$799	282	13.6
\$800 to \$999	573	27.7
\$1,000 to \$1,249	555	26.8
\$1,250 to \$1,499	268	12.9
\$1,500 to \$1,999	127	6.1
\$2,000 and over	27	1.3
No cash rent	56	2.7
Total	2,072	100.0
Median	\$990	

*U.S. Census, 2000; Adjusted by Peachtree City planning analysis*

**(h) Housing needs - cost burdened, severely cost burdened, overcrowded households and households lacking facilities**

In January 2004, the Georgia Department of Community Affairs (DCA) adopted the indices of housing needs that the U.S. Department of Housing and Urban Development traditionally used to measure needs. DCA's Minimum Standards



and Procedures for Local Comprehensive Planning stipulate that needs consist of cost burdened households (defined as those paying over 30% of income for housing), severely cost burdened (those paying over 50% of income for housing), overcrowded households (defined as housing with over 1.01 persons per habitable room) and households lacking complete plumbing and/or kitchen facilities.

In 2000, 1,440 households (12.6% of occupied housing units) in Peachtree City experienced at least one housing need. Of these households, 854 units (59.3%) were owner occupied and the remaining 586 (40.7%) were in rental units. While owner households have a higher absolute number of housing problems, however, the facts that 9.6% of owners and 28.3% of renters experience a housing need indicates higher relative need among renters. Please see Table 15 below.

Table 15 - housing needs by tenure (2000)

Housing Needs	Tenure			
	Owners		Renters	
	Number	Percent	Number	Percent
Cost Burdened	835	97.8	540	92.2
Severely Cost Burdened	344	40.3	231	39.4
Overcrowded	13	1.5	53	9.0
Lacking Facilities	7	0.8	38	6.5
Total Needs	854	100.0	586	100.0

*Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000*

Peachtree City's proportions of households with needs are lower than many communities in the region, as Table 17 shows. Further, they are lower than the rates of housing needs in Fayette County, in the region and statewide. The high incomes and higher proportions of owned single family housing in Peachtree city account for much of the difference in relative housing needs. Paradoxically, these same factors often make construction programs to address the housing needs of residents more difficult to accomplish as higher land costs and public resistance limit options for assistance.

Table 17 - rate of housing needs by tenure for selected locations (2000)

Area	Tenure					
	Owner			Renter		
	Hhlds with Housing Need	Total Hhlds	Percent with Housing Need	Hhlds with Housing Need	Total Hhlds	Percent with Housing Need
Conyers	235	1,553	15.3%	857	2,506	34.2%
Decatur	689	4,747	14.5%	1,122	3,321	33.8%
Douglasville	602	4,137	14.6%	1,179	3,138	37.6%
Duluth	626	5,138	12.2%	1,109	3,651	30.4%
Fayetteville	317	3,114	10.2%	354	1,291	27.4%
Marietta	1,308	8,900	14.7%	5,588	15,096	37.0%
Peachtree City	854	8,912	9.6%	586	2,072	28.3%
Roswell	2,214	20,349	10.9%	2,835	9,955	28.5%
Stockbridge	409	2,821	14.5%	212	878	24.2%

Fayette County	3,202	27,285	11.7%	1,450	4,239	34.2%
Atlanta (10 county reg.)	133,018	810,955	16.4%	168,993	450,939	37.5%
State of Georgia	326,888	2,029,293	16.1%	345,889	977,076	35.4%

*Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000*

The owner and renter housing needs populations in Peachtree City are quite similar in terms of racial composition, as Table 19 displays. Both are overwhelmingly non-Hispanic white (84.0% for owners and 81.1% for renters), followed by non-Hispanic black (12.6% for owners and 11.9% for renters). Hispanic households make up less than 2.5% of households with housing needs, regardless of tenure.

The ethnic and racial breakdown of households with housing needs reflects that of the region in that the majority of households in the region are white or black and non-Hispanic. However, a higher proportion of households with housing needs in Peachtree City are white, non-Hispanic than in the region (84.0% versus 55.9% for owners and 81.1% versus 53.7% for renters). A smaller percentage are black, non-Hispanic than in the region (12.6% versus 33.8% for owners and 11.9% versus 35.2% for renters).

Table 19 - race and ethnicity for households with one or more housing needs by tenure (2000)

Household Income	Tenure					
	Owner			Renter		
	Peachtree City		Region	Peachtree City		Region
	Number	Percent	Percent	Number	Percent	Percent
Non-Hispanic	836	97.9	95.2	578	98.6	94.4
White	717	84.0	55.9	475	81.1	53.7
Black	108	12.6	33.8	70	11.9	35.2
American Indian/Native	0	0.0	0.3	1	0.2	0.2
American	0	0.0	3.3	20	3.4	3.6
Asian	0	0.0	0.0	0	0.0	0.0
Pacific Islander	0	0.0	0.0	0	0.0	0.0
Other	11	1.3	1.9	12	2.0	1.7
Hispanic	18	2.2	4.8	8	1.3	5.6
White	15	1.8	2.6	6	1.0	3.9
Black	0	0.0	0.1	0	0.0	0.4
American Indian/Native	0	0.0	0.0	0	0.0	0.1
American	0	0.0	0.0	0	0.0	0.1
Asian	0	0.0	0.0	0	0.0	0.0
Pacific Islander	0	0.0	0.0	0	0.0	0.0
Other	3	0.4	2.1	2	0.3	2.4
Total	854	100.0	100.0	586	100.0	100.0

*Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000*

A significant proportion of households experiencing one or more housing needs in Peachtree City receive either Social Security income or public assistance income (Temporary Assistance to Needy Families). Together they account for one-third (33.0%) of the housing needs population. The largest portion – 31.0% – of this group receive Social Security (92 owners and 354 renters). While many of these households depend on Social Security as their primary source of

income, an indeterminate but small number have a family member receiving another source of income. As is expected based on regional comparisons of householder age, a much higher percentage of renter households with needs have a member receiving Social Security than do renter households regionally (60.4% versus 12.5%). Owner households with needs were less likely to have a member receiving Social Security than owner households throughout the region. A very small percentage (0.8%) of homeowners with housing needs receive public assistance income, substantially lower than the regional figure (4.5%). About four percent (3.8%) of Peachtree City renters with needs receive public assistance, which is about equal to the percentage that do regionally (3.7%).

Table 23 - social security and public assistance Income for households with one or more housing needs by tenure (2000)

Income Source	Tenure					
	Owner			Renter		
	Peachtree City		Region	Peachtree City		Region
	Number	Percent	Percent	Number	Percent	Percent
Social Security Income	92	10.8	23.3	354	60.4	12.5
Public Assistance Income	7	0.8	4.5	22	3.8	3.7

*Georgia Tech City and Regional Planning Program estimates based on U.S. Census*

#### (i) Public use micro sample, 2000

As Table 24 shows, the vast majority of members of households with housing needs who are in the labor force are employed. In fact, Peachtree City owners and renters with housing needs have a higher rate of employment than does the regional housing needs population. Homeowners with housing needs have an employment rate of 97.6% and renters with housing needs just slightly less, with an employment rate of 97.0%.

Table 24 - employment status of persons 16 years of age and older in households with one or more housing needs by tenure (2000)

Employment Status	Tenure					
	Owner			Renter		
	Peachtree City		Region	Peachtree City		Region
	Number	Percent	Percent	Number	Percent	Percent
In Labor Force	456	100.0	100.0	657	100.0	100.0
Employed	445	97.6	93.8	637	97.0	92.7
Unemployed	11	2.4	5.8	20	3.0	7.0
Armed Forces	0	0.0	0.4	0	0.0	0.3
Not in Labor Force	193	---	---	380	---	---

*Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use*

#### (j) Micro sample, 2000

For both owners and renters, the largest portion of employed persons with housing needs work in management, professional and related fields (47.4% of owners and 38.1% of renters with needs). While these occupations are normally associated with higher salaries, we know that they do not always pay enough to

allow employees to secure affordable housing without being cost burdened, overcrowded or lacking facilities. Sales and office jobs are the second most common, regardless of tenure, and they employ 26.5% of owners and 31.2% of renters with housing needs. The service industry, production, transportation and materials moving and construction, extraction and maintenance each employ a small portion of people with housing needs, ranging from 6.1% to 12.6%, as Table 25 shows.

Table 25 - occupation of employed persons age 16 and older in households with one or more housing needs by tenure (2000)

Occupation	Tenure					
	Owner			Renter		
	Peachtree City		Region	Peachtree City		Region
	Number	Percent	Percent	Number	Percent	Percent
Management, Professional and Related Services	211	47.4	39.8	243	38.1	36.9
Sales and Office	45	10.1	12.8	80	12.6	13.8
Farming, Fishing and Forestry	118	26.5	29.1	199	31.2	29.3
Construction, Extraction and Maintenance	0	0.0	0.1	0	0.0	0.1
Production, Transportation and Materials Moving	27	6.1	8.3	43	6.8	9.2
	44	9.4	9.9	72	11.3	10.7
Total	445	100.0	100.0	637	100.0	100.0

*Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use Micro Sample, 2000*

As the data below regarding structure types shows, nearly all homeowners (827 / 96.8%) with housing needs live in single-family detached dwellings. Renters with housing needs live in a wider variety of structure types, although the largest portion (224 / 38.2%) also reside in single-family detached homes. Structures with 5 to 9 and 10 to 19 units house the next largest groups of renters with housing needs (114 / 19.5% and 63 / 10.0%, respectively). While renters with needs are represented in all categories of structure types, except boats, RVs and vans, the remaining 27 owners with needs live in either single unit attached structures, manufactured homes or three to four unit structures.

Structure type trends for the Peachtree City housing needs population reflect those of the region in that single-family detached structures are the norm for owners and multifamily units for renters. However, both owners and renters with needs in Peachtree City have a greater likelihood of living in single-family detached units than do owners and renters throughout the region (96.8% versus 90.2 for owners and 38.2% versus 17.6 for renters).

The distribution of unit types has several housing policy implications. For owners with needs, the concentration in single-family detached housing indicates that there is the potential for unaddressed maintenance problems. If there is insufficient money to keep major systems, particularly roofs, in good repair, physical deterioration may follow closely behind deferred maintenance, especially in older homes.

Similar issues arise in the rental sector when incomes are too low to sustain a building's physical condition. Rental housing is substantially more complex in that most contemporary landlords and management companies insist on a minimum of 50 units to realize economies of scale. Only 48 of the 586 rental

units (8.2%) meet this threshold, which means creatively crafted programs will be necessary to serve the remaining 91.8% of renters with housing needs living in smaller developments and single family or manufactured homes.

Table 25 - type of unit occupied by households with one or more housing needs by tenure (2000)

Type of Unit	Tenure					
	Owner			Renter		
	Peachtree City		Region	Peachtree City		Region
	Number	Percent	Percent	Number	Percent	Percent
Single unit, detached	835	97.7	90.2	230	39.3	17.6
Single unit, attached	16	1.9	4.3	44	7.5	3.7
Duplex	0	0.0	0.4	16	2.7	4.6
3 to 4 units	3	0.4	0.6	48	8.2	12.1
5 to 9 units	0	0.0	0.8	116	19.8	20.7
10 to 19 units	0	0.0	0.5	64	10.9	19.0
20 to 49 units	0	0.0	0.3	19	3.2	7.4
50 or more units	0	0.0	0.6	49	8.4	13.2
Manufactured	0	0.0	2.3	0	0.0	1.6
Boat, RV, etc.	0	0.0	0.0	0	0.0	0.1
Total	854	100.0	100.0	586	100.0	100.0

*Georgia Tech City and Regional Planning Program estimates based on U.S. Census Public Use*

**(k) Micro sample, 2000; adjusted by Peachtree City planning analysis  
Special housing needs - housing needs of elderly residents**

Peachtree City's elderly population has grown considerably from 1990 to 2000. Residents aged 65 or older made up 6.4% (1,215 of 19,027 residents) of the population in 1990 but grew to make up 7.9% (2,487 of 31,580 residents) by 2000. Over a third of Peachtree City's senior population (36.3%) has one or more disabilities and of this disabled population, 232 seniors have a self-care disability. Three percent (3.5%) of seniors live below the poverty level. Notably, all of the seniors living below the poverty level are female and 63 have one or more disabilities.<sup>1</sup>

In 2000, the median income in Peachtree City for households with householders between the ages of 65 and 74 was \$44,091 and \$30,958 for household aged 75 and older, while, according to USHUD, the Area Median Income for all households in the region was \$63,100.<sup>2</sup>

**(l) Current programs and strategies**

The majority of current programs addressing senior housing needs in Peachtree City are administered through private care facilities or non-profit organizations. The nonprofit Southland Nursing Home and Integra Rehab facility has the capacity to house 155 seniors and accepts both Medicare and Medicaid. In 2003, Southland was recognized as a quality award recipient by the American Health Care Association and National Center for Assisted Living and operated at an occupancy rate of 97%. Ashley Glen, a private assisted living facility, also

<sup>1</sup> 1990 and 2000 U.S. Census, Summary File 4 (SF4)

<sup>2</sup> 200 U.S. Census, Summary File 3 (SF3); US Department of Housing and Urban Development

provides nursing care to Peachtree City seniors, specifically those dealing with Alzheimer's disease and other memory impairments.

Publicly subsidized rental housing is available for seniors at the Peachtree Villa Apartments, which offer 60 one bedroom subsidized units for seniors, and Woodsmill Apartments, which offer 22 two-bedroom units.

**(m) Housing needs of people with disabilities**

Table 31 expands on this data by disaggregating the Peachtree City disabled population by disability and age. Of those experiencing a single disability, the most common was an employment disability, which affect 35.5% of the population with one disability. For persons aged five to 20 years, mental disabilities were most common, followed by employment disabilities (53.6% and 21.3%, respectively). For the majority of the disabled population (those between ages 21 and 64), employment disabilities were most common, making up 41.1% of those with a single disability. The percentage of the disabled population with two or more disabilities increase with age, making up a sixth (17.9%) of those 5 to 20 years, a third (33.7%) of those 21 to 64 years and half (49.2%) of those age 65 or over. Overall, over a tenth (3,077 of 29,581 / 10.4%) of Peachtree City's population above the age of five experiences at least one disability.

Table 31 - disabled population by disability by age (2000)

Disability	Age						Total	
	5 to 20 Years		21 to 64 Years		65 Years or Older			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Sensory	17	3.6%	94	5.3%	81	9.6%	192	6.2%
Physical	0	0.0%	188	10.7%	248	29.5%	436	14.2%
Mental	255	53.6%	100	5.7%	32	3.8%	387	12.6%
Self-Care	9	1.9%	0	0.0%	0	0.0%	9	0.3%
Employment	101	21.3%	724	41.1%	0	0.0%	825	26.8%
Go-Outside-Home	8	1.7%	62	3.5%	66	7.9%	136	4.4%
2 or More	85	17.9%	594	33.7%	413	49.2%	1,092	35.5%
Inc. self-care	15	3.2%	179	10.2%	232	27.6%	426	13.8%
Total Disabled Pop	475	100.0%	1,762	100.0%	840	100.0%	3,077	100.0
Total Population	8,875		18,370		2,336		29,581	

The majority of disabled persons in Peachtree City between the ages of 16 and 64 are employed, as Table 32 shows. Though the disabled population's employment rate is somewhat lower than that of persons without disabilities (68.5% versus 75.3%), this variation depends on the type of disability experienced. Those with an employment disability have the highest employment rate at 76.2%, while those experiencing a self-care disability have the lowest at 24.6%. Because the severity of a disability may keep some persons from employment, members of the disabled population are more likely to have less income than members of the non-disabled population. Lack of employment coupled with greater medical expenses means that members of Peachtree City's disabled population are more likely to live below the poverty line than its able-bodied members.

Table 32 - employment status by disability status by disability for persons 16 to 64 years of age (2000)

Disability	Employed		Not Employed		Total	
	Number	Percent	Number	Percent	Number	Percent
Disabled	1,380	68.5%	640	31.7%	2,020	100.0%
Sensory	100	58.5%	70	41.2%	170	100.0%
Physical	223	39.8%	338	60.2%	561	100.0%
Mental	167	40.9%	241	59.1%	408	100.0%
Self-Care	44	24.6%	135	75.4%	179	100.0%
Go-Outside-Home	249	52.6%	224	47.4%	473	100.0%
Employment	1,019	76.2%	318	23.8%	1,337	100.0%
No Disability	13,898	75.3%	4,560	24.7%	18,458	100.0%
Total	15,278	74.6%	5,200	25.4%	20,478	100.0%

#### (n) Jobs-housing balance

Creating housing affordable to the city's workforce gives employees the opportunity to live in close proximity to their jobs, reducing travel times and increasing livability of the area. In the Atlanta metropolitan area, the disconnection between jobs and housing created some of the longest commute distances and worst air pollution in the country.

Because the zero to \$14,999 income cell was contaminated by part-time employees, most of whom are not the sole wage earners in their households, this income range was dropped from the analysis. This adjustment means that the data in Table 29 is a conservative estimate of the non-resident workforce. This analysis indicates a total of 7,274 households with members employed in Peachtree City. The surplus of 5,776 resident households who do not work in Peachtree City reflects the reality that most households have members who commute to work. The 3,850 resident households with annual incomes over \$75,000 reflects both this fact and the fact that the employment data used does not include sole proprietors or the unincorporated self-employed working in Peachtree City.

Table 29 - resident and non-resident workforce by income (2004)

Income Range	Total Employee Households	Estimated Households in Peachtree City	Estimated Non-Resident Households in Peachtree City Workforce	Estimated Peachtree City Resident Households Working Outside Peachtree City
\$15,000 to \$19,999	206	302	--	96
\$20,000 to \$24,999	1,911	351	1,560	--
\$25,000 to \$29,999	553	326	227	--
\$30,000 to \$34,999	80	330	--	250
\$35,000 to \$39,999	230	433	--	203
\$40,000 to \$49,999	308	1,119	--	811
\$50,000 to \$59,999	497	750	--	253
\$60,000 to \$74,999	1,316	1,629	--	313
\$75,000 to \$99,999	604	2,031	--	1,427
\$100,000 to \$149,999	1,357	2,385	--	1,028
\$150,000 to \$199,999	125	1,031	--	906
\$200,000 and up	86	575	--	489
Total	7,274	11,262	1,787	5,776

Keating Associates estimates based on Georgia Institute of Technology Economic Development and Technical Ventures analysis.

Table 30 indicates that, in Peachtree City, the greatest need exists for housing with monthly rent or mortgage payments of \$400 to \$599. There are 1,560 non-resident households with employees working in Peachtree City with incomes that translate into monthly housing payments ranging from \$400 to \$499 and 227 with incomes that translate into monthly housing payments ranging from \$500 to \$599. Overall, there are a total of 1,787 non-resident households with members working in Peachtree City.

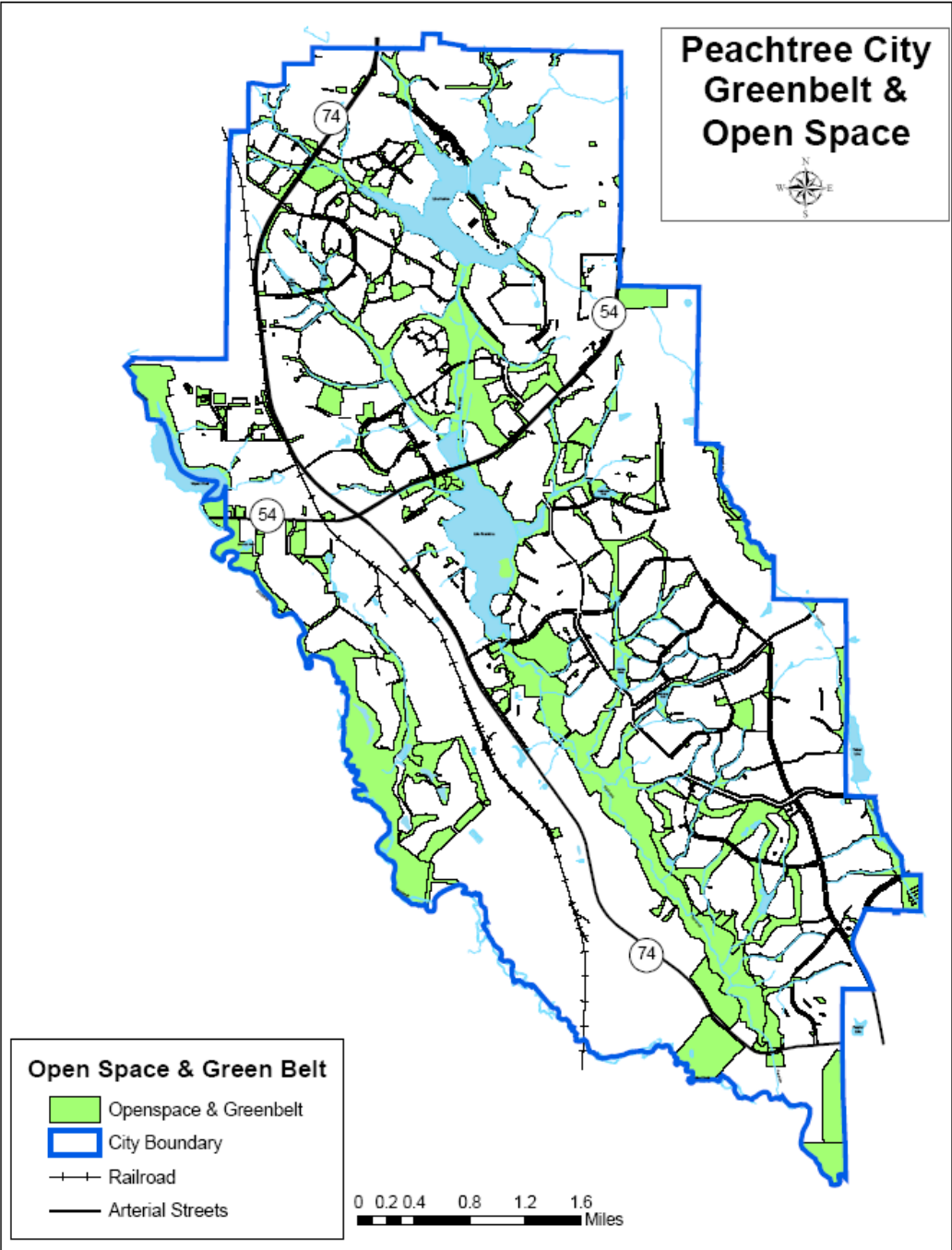
Table 30 - additional housing demanded by monthly housing expenditure (2004)

Income Range	Affordable Rent or House Payment	Estimated Deficiency
\$15,000 to \$19,999	\$300 to \$399	--
\$20,000 to \$24,999	\$400 to \$499	1,560
\$25,000 to \$29,999	\$500 to \$599	227
\$30,000 and higher	\$600 and higher	--



4.5     **Natural and historical resources**

Out of the 15,637-acres within the city, approximately 3,669-acres are owned and maintained by the city as open space, greenbelts, pocket parks, and passive and/ or active recreation areas. The total acreage of the city includes significant natural resources, including wetlands, extensive floodplains as well as two drinking water supply reservoirs with associated buffers.



#### **4.6 Conservation areas and designated greenspace**

##### **(a) Wetlands**

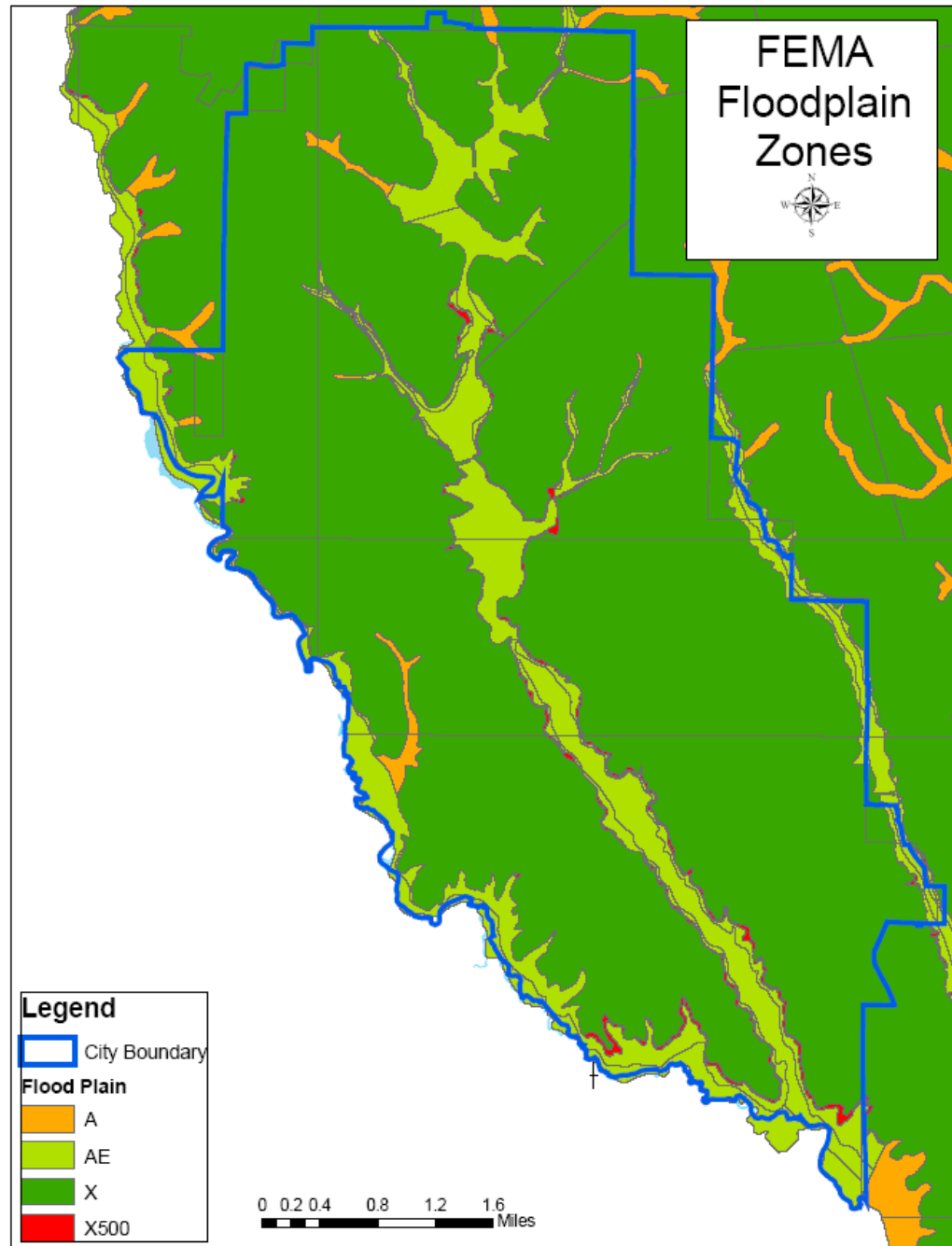
The city encourages the preservation of natural wetland areas to the greatest extent practicable, many of which have been deeded to the city. The city's wetland protection ordinance includes specific criteria to protect and enhance these areas.

##### **(b) Water supply watersheds and water supply sources**

Both Lake Peachtree and Lake Kedron serve as drinking water supply reservoirs for Fayette County. Should Lake McIntosh be constructed, the city will abut three reservoirs. The city owns a significant amount of greenbelt adjoining each lake. In addition, the city has adopted stringent watershed protection buffers that apply to all residential property abutting the lakes.

##### **(c) Floodplains**

There are approximately 1,644.45 acres of floodplain located throughout Peachtree City.



#### (d) Nature areas

The Flat Creek Nature Area is a 513-acre wetland that extends 3.5 miles along Flat Creek, from the Lake Peachtree spillway at Kelly Drive/ McIntosh Trail downstream to SR 74. The Southern Conservation Trust has installed soft trails, a 1,200-foot boardwalk and a viewing platform with benches.

The Line Creek Nature Area is a 70-acre public preserve along Line Creek stretching from SR 54 downstream to the property owned by Fayette County for

the future Lake McIntosh. The property is located within the SR 54 West corridor.

Drake Field is a 10.3-acre tract of land between City Hall and Lake Peachtree, which was purchased by the city with funding provided by the former Governor's Greenspace grant program.

#### **4.7 Community facilities and services**

##### **(a) Water supply**

The Fayette County Water System provided water services to approximately 26,300 customers within the city in 2005. Overall, the system has a total production capacity of 20.375 million gallons per day (MGD). This capacity includes the 13.5 MGD at the Crosstown Water Plant and an additional .825 MGD from four wells at various locations throughout the county. The completion of the South Fayette Water Plant in 2001 provided an additional 6.0 MGD capacity. In addition, the City of Atlanta allocates 4.0 MGD to Fayette County.

The system currently has three raw water storage reservoirs, two of which impound Flat Creek within the city:

- **Lake Kedron** is a 235-acre reservoir, which stores approximately 1.0 billion gallons of water and will safely yield 3.5 MGD during drought conditions.
- **Lake Peachtree** is a 250-acre reservoir which will yield 0.5 MGD during drought conditions.
- **Lake Horton**, in south Fayette County, is a 788-acre reservoir that stores 3.5 billion gallons of water and will yield 16-18 million gallons per day during drought conditions.

The existing water distribution system is extensively developed on the east side of the County in the Fayetteville area, on the west side throughout Peachtree City and Tyrone, and in the unincorporated portions of the County. The water system includes more than 537 miles of water lines in various diameters and materials.

##### **(b) Sewerage system and wastewater treatment**

The Peachtree City Water and Sewerage Authority (WASA) was established in 1987 and was authorized *"to acquire, construct, reconstruct, improve, better and extend projects for the collection, treatment and disposal of sewage waste and any related facilities."*

A five-member board, who must be citizens of the city, governs the Authority. Members serve for a term of five years and are appointed by the Mayor and City Council. The sewerage system is administered for the Authority through its staff. The General Manager is charged with daily operations and administration of the system.

The city's first sanitary sewer system initially began operations in 1970 to provide sewer to city residents and businesses. The city acquired the system from

Georgia Utilities Company on May 29, 1997. Today, the system consists of a sewage and wastewater treatment and collection system, including two wastewater treatment plants:

Plant	Permitted treatment capacity	2004 treated wastewater (MGD)	Date of original construction	Dates of improvements	Receiving stream
Rockaway	4.00 MGD	1.977 (avg.) 3.466 (max.)	1988	1992, 1999 and 2004	Line Creek
Line Creek	2.00 MGD	1.453 (avg.) 2.363 (max.)	1980	1985, 1992, 1999 and 2004	Line Creek

**Total**                      6.00 MGD

The overall system includes approximately 171 miles of gravity mains, which transport the wastewater flow to either lift stations or trunk gravity mains and subsequently to one of the wastewater treatment plants. The system also includes 37 wastewater lift stations, all of which are operational. These lift stations pump the wastewater through approximately 15 miles of force mains. The gravity mains range in size from 6 inches to 36 inches in diameter and are constructed of polyvinyl chloride ("PVC"), vitrified clay, ductile iron, pre-cast concrete and truss pipe. The force mains range in size from 2 inches to 18 inches in diameter and are constructed of PVC and ductile iron. Approximately 75 percent of the sewers have been in service for ten years or more, with the oldest sewers installed approximately 40 years ago. The general condition of the system's gravity and force mains is good.

Each of the lift stations are equipped with auxiliary power generators or an auxiliary power connection for a portable generator, and are equipped with alarm devices connected to a telemetry system, and 14 of the lift stations have a water supply for wash down of the facilities. The general condition of the system's lift stations ranges from average to good.

Prior to 2005, the system also included the Flat Creek wastewater treatment plant with a permitted treatment capacity of .90 MGD and received primarily flows from the industrial park. The Flat Creek plant was in poor condition and was abandoned in March 2004. The lost treatment capacity at that plant has been replaced with an additional 2.0 MGD of capacity at the Rockaway facility. Both the Rockaway and Line Creek wastewater treatment plants are in excellent condition.

The system provides sanitary sewer service to residential, retail, commercial and industrial customers located within Peachtree City's corporate limits and within certain areas of unincorporated Fayette County adjacent to the City. The system provides sewerage to a geographic area of approximately 24 square miles containing an estimated population in excess of 37,000. The system has the non-exclusive right to provide sewer service within the corporate limits of the city and within the unincorporated areas of Fayette County.

During the past five years, usage of the sanitary sewer system has remained steady as the residential areas continue to reach build-out and new tenants are locating within retail and commercial areas as well as the city's industrial park.

Treated wastewater flow (ending December 31 of each year)					
	2000	2001	2002	2003	2004
Average Daily (MGD)	3.329	3.477	3.297	3.528	3.437
Maximum Daily (MGD)	4.778	6.357	5.025	6.796	5.726

**(c) Septic tank suitability**

The Fayette County Health Department administers the septic tank review and approval process and estimates there are approximately 1,050 existing septic systems within the city limits, many of which are located on the periphery of the city.

**(d) Water quality**

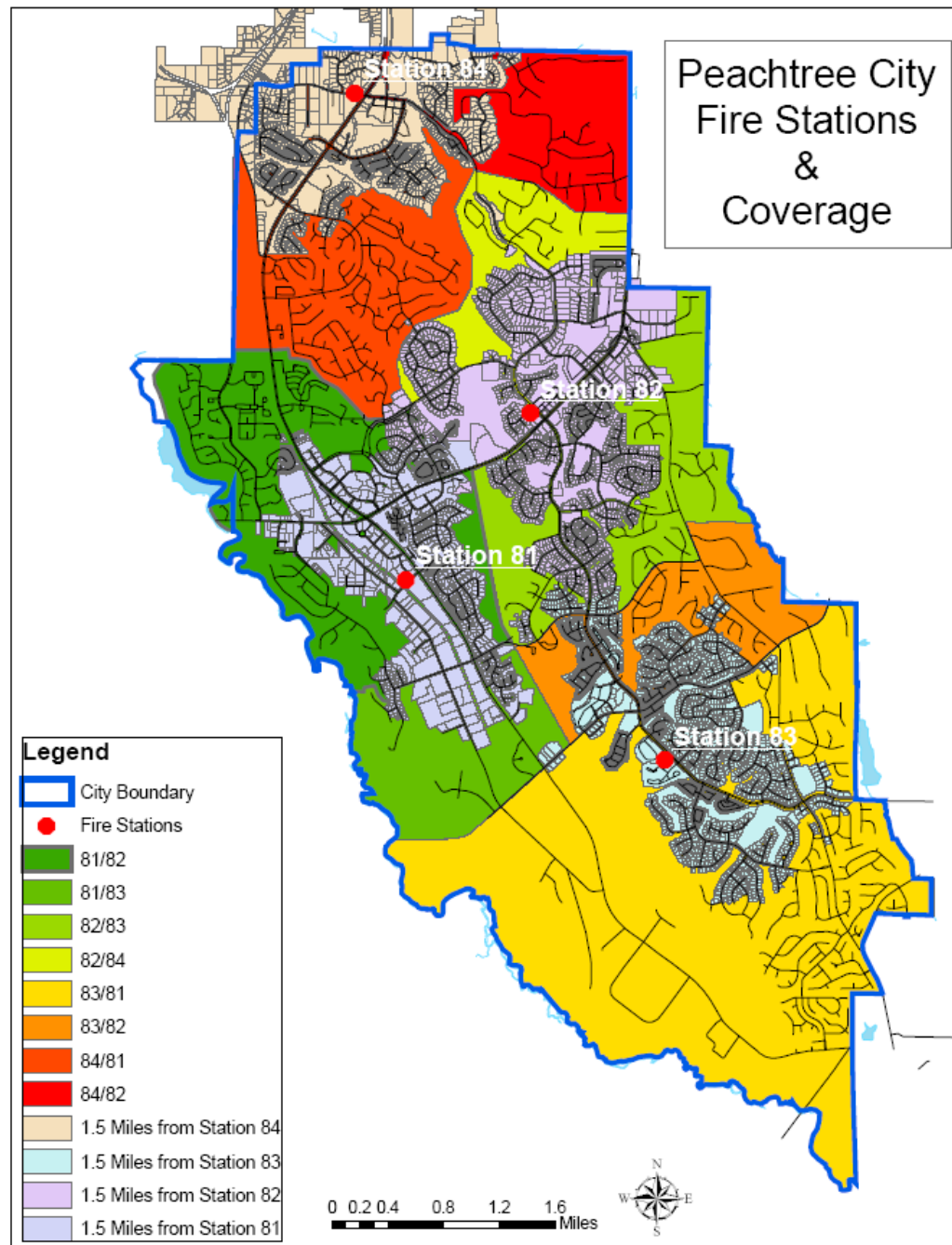
The city has adopted a groundwater recharge ordinance and is working to adopt the Part V planning criteria for Wetlands and Water Supply Watersheds.

**(e) Storm sewer system**

The city recently created a Stormwater Utility to manage and maintain the city's existing stormwater system. Based on research completed in 2005 to meet the requirements of the Government Accounting Standards Board (GASB-34), it is anticipated there are more than 113 detention ponds, 230 junction boxes, 1,390 catch basins, 120 flared end sections, 500 headwalls and 10 flumes owned and maintained by the city. It should be noted these numbers reflect storm sewer facilities within residential areas only. Once the overall survey of the existing stormwater system is complete, we will have a better understanding of the extent of storm sewer system improvements throughout the city.

#### 4.8 Other facilities and services

##### (a) Fire and EMS



The city provides a Combination Fire Department composed of both Career and Volunteer Members who respond to more than 2,000 calls per year. The department provides advanced life support emergency medical services, public fire safety education, fire prevention, rescue, and fire suppression. The Department became an Insurance Services Office (ISO) Class 4 Department effective May 1, 1998 and is working to become ISO Class 3.



The city currently has 42 full-time and 14 part time Career Members, 35 Volunteer Members, and 25 Explorers in the Peachtree City Fire and Rescue Explorer Post #209. All Career Members are either Paramedics or Emergency Medical Technicians, and Firefighters. Career members on shift perform duty in 24-hour cycles. Volunteer Members have various combinations of fire, rescue and emergency medical services training. Several Career and Volunteer Members are Hazardous Material Technicians who serve on the Multi-Jurisdictional Hazardous Materials Response Team. Career and Volunteer Members are also Rescue Divers on the Water Rescue Team.

There are currently four fire stations within the city:

- Station 81 (Leach Station) is located at 110 Paschall Road and houses a 1500 GPM engine/ pumper, ALS Ambulance, 104-foot Ladder Tower, a reserve 1500 GPM Engine/ pumper, Mass Casualty Incident trailer, and the mobile communications/ command van. Leach Station is also the site of a fire training facility, including a two story "burn building" and roof simulator.
- Station 82 (Neely Station) is located at 105 Peachtree Parkway North and is the Fire Department Headquarters. The station houses a 1500 GPM Engine/ pumper, Heavy Rescue Truck, Technical Rescue Trailer, and an ALS Ambulance.
- Station 83 (Weber Station) is located on Peachtree Parkway South and is adjacent to Balmoral Village. This station houses a 1250 GPM Engine/ pumper, a mini-pumper or brush truck, the Hazardous Material Trailer, and an ALS ambulance.
- Station 84 (Satterthwaite Station) is located at 451 Crabapple Lane near the Fayette County water tower and contains a 1500 GPM engine/ pumper, the Dive Rescue Unit, jet ski, and boats. The station also houses the Fire Department's restored original 1949 Chevy engine/ pumper, and a reserve ALS ambulance.

The City has plans for two additional fire stations, one on the west side of SR 74 on MacDuff Parkway and one on the south end near the intersection of SR 74 and Dividend Drive. The additional stations are anticipated to handle the increase in services required association with completion of the residential development within the West Village and the continued industrial development within the city's industrial park.

#### **(b) Police**

In 2006, the Police Department was comprised of fifty-seven sworn personnel and four civilian personnel (including one Office Administrator, one Administrative Assistant and two Administrative Staff Assistants). The department received its initial State Certification in 1998, and was re-certified in 2003. The department received accreditation through the Commission on Accreditation for Law Enforcement Agencies (CALEA) in 1992, and was re-accredited in 1997, 2000 and 2003. It will soon receive its 4<sup>th</sup> re-accreditation in 2006. The overall purpose and standards of the certification and accreditation programs is to improve delivery of law enforcement services and to reflect the best professional requirements and practices for a law enforcement agency.

The department is located at 350 SR 74 South in a 14,000 SF building equipped with 2 holding cells and a juvenile processing/holding area.

#### Patrol Division

The Patrol Division is staffed 24 hours a day and includes one captain, four lieutenants, six sergeants and thirty-one corporals and patrol officers who are assigned to one of three watches designated as morning watch, day watch and evening watch. The division utilizes zone coverage in a four-zone system, which provided an overall response time of 5.69 minutes, based on 2005 Computer Aided Dispatch (CAD) reports.

The Patrol Division is responsible for responding to calls for service, investigating motor vehicle accidents, patrolling the recreational path system and enforcing traffic laws within the jurisdictional boundaries of the city. In addition, the Patrol Division is responsible for completing the preliminary investigative reports that are sent to the Criminal Investigative Division for follow-up.

#### Criminal Investigation Division

The Criminal Investigations Division is responsible for conducting preliminary and follow-up investigations on all Part 1 and some Part 2 crimes within the city limits. CID personnel perform their duties in conjunction with the department's Patrol Division, Office of Professional Standards, Administrative Services and Command Staff. One captain, one lieutenant, three sergeants and one corporal are assigned to the division.

#### Administrative Services

Administrative Services Division includes one captain, one corporal and four civilian personnel (including one Office Administrator, one Administrative Assistant and two Administrative Staff Assistants). The Administrative Services Division includes administration over facility and fleet maintenance, evidence/property, emergency operations preparedness, citizen police academy and Community Emergency Response Team. The civilian members of Administrative Services are certified to operate the computerized Criminal Justice Information System (GCIC and NCIC) and actively utilize the system to assist in police investigations. Administrative Services employees are responsible for front desk receptionist responsibilities, telephone communications and processing all police reports, accident reports, citations, warnings, and warrants for Municipal Court (Failure to Appear) and Probation (Probation Violation). The department currently has 495.8 square feet of records retention space. Administrative Services employees also issue subpoenas for the Municipal Court, respond to open records request and discovery motions and issue Alcoholic Beverage Handling Permits for those who sell or serve alcohol within the city.

### Professional Standards

The Professional Standards Division consists of one captain, one sergeant and three corporals. The division's main responsibilities include internal affairs, accreditation, training, Community Resource Officer program, Internet Crimes Against Children program, and the School Resource Officer and DARE programs.

### Training

The Patrol Division accounts for the largest percentage of the training hours within the Police Department. Officers attend classes in Basic Law Enforcement Training, Field Training, Criminal Procedures, Accident Reconstruction, Firearms, Use of Force, Defensive Tactics, Defensive Driving, Cultural Diversity, RADAR Use, Intoxilyzer 5000, as well as many others. The Criminal Investigations Division also attends courses such as Interviews and Interrogations, Crime Scene Processing, Sexual Assault and Criminal Investigations.

### Mutual aid

The police department has Mutual Aid Agreements with several surrounding law enforcement agencies in both Fayette and Coweta Counties. Agreements have been signed with the Fayette County Sheriff's Department, Fayetteville Police Department, Fayette County Marshal's Office, Coweta County Sheriff's Department, Tyrone Police Department, Newnan Police Department, and Senoia Police Department. Information contained within these agreements lists the number of personnel available (sworn and non-sworn), the number of vehicles (marked and unmarked) and tactical equipment. Specialty vehicles such as communications vehicles, off-road vehicles, helicopters, boats and prisoner transport vehicles are a few of the other resources available under the mutual aid agreements.

In order to transform vision into services, the police department promotes administrative and operational effectiveness through multi-year development plans, planning and research, mission and values statements, strong leadership, and goals and objectives that target quality improvement. The Peachtree City Police Department has proudly carried a professional reputation as one of the most progressive community-oriented law enforcement agencies in the State of Georgia. Through a group of dedicated employees, the department enjoys extremely high community and citizen support as well as one of the lowest crime rates in the nation. Citizen expectations and the unique challenges of policing in one of the country's most successful planned communities, require above average employees who are dedicated to professionalism and who strive to provide the best possible services to the citizens of this community.

**(c) Parks and recreation facilities**



The Peachtree City Parks and Recreation Department offers a complete menu of leisure activities for all ages, including instruction classes, aquatics programs, youth and adult athletic programs, summer camps, senior adult activities, special events and holiday programs.

Recreation amenities within the city include athletic practice and game fields, two indoor gymnasiums, swimming pools (winter and summer), various parks, picnic areas, playgrounds and tot lots, fitness trails and exercise stations, boat ramps and docks, multi-use paths, fishing ponds and lakes, a BMX track, skateboard ramp, senior adult center and other various buildings.

The city is currently finalizing an update to the Master Recreation Plan that will identify existing parks and recreational facilities within the city as well as a future needs assessment for additional recreational amenities.

**(d) Library**



Originally built in 1987, the Peachtree City Library has undergone two significant additions. In 2006, the city completed a major renovation and expansion of the existing facility, resulting in a state of the art facility totaling 34,636 SF. Designed to be a high-tech community "living room," the facility features a circular children's wing with a translucent dome, projecting bay windows in the adult wing, a cozy fireplace, vending cafe, and a teen zone designed for collaborative study.

**(e) General government**



The City of Peachtree City government is led by a Mayor/Council form of government with a Mayor and four council members. City Hall is located at 151 Willowbend Road and contains the offices of the City Manager, Administrative Services (City Clerk, Public Information Officer, Human Resources and Court Clerk); Financial Services (Finance, Payroll and Purchasing), and Developmental Services

(Planning, Engineering, Building and Code Enforcement).

**(f) Educational facilities**



Peachtree City is part of the Fayette County School System, which is consistently one of the highest rated systems in the state. All schools are fully accredited and have received a grade of "excellent," the highest grade attainable, from the Southern Association of Schools and Colleges.

The system boasts modern facilities, special programs for gifted and remedial students, low teacher turnover, and attractive class sizes. In addition to academics, the system provides students with a wide range of extracurricular activities.

Elementary schools offering classes in K-5 include Braelinn, Crabapple, Huddleston, Kedron, Oak Grove, Peachtree City and Peeples. Middle schools offering classes in grades 6-8 include J.C. Booth and Rising Starr; and high schools offering classes in grades 9-12 include McIntosh and Starr's Mill.

School enrollment (as of April 28, 2006)

School	Grades	Enrollment
<b><i>Elementary</i></b>		
Braelinn	K-5	519
Crabapple Lane	K-5	496
Huddleston	K-5	607
Kedron	K-5	424
Oak Grove	K-5	462
Peachtree City	K-5	568
Peeples	K-5	852
<b><i>Middle</i></b>		
J.C. Booth	6-8	1,196
Rising Starr	6-8	1,122
<b><i>High</i></b>		
McIntosh	9-12	1,576
Starr's Mill	9-12	1,725

*Fayette County Board of Education*

#### 4.9 Intergovernmental cooperation

In conformance with House Bill 489, a Service Delivery Strategy was adopted in 1999 between the Fayette County Commission, the Fayette County Board of Education, the Town of Brooks, the City of Fayetteville, the City of Peachtree City, the Town of Tyrone and the Town of Woolsey.

##### (a) Airport

The Peachtree City Airport Authority (PCAA) provides this service throughout the County. Funding is provided primarily from user fees, with Peachtree City providing additional funding from the Hotel/ Motel Tax. No change in service delivery is anticipated.

##### (b) Animal control

Fayette County provides this service to all entities throughout the County except Brooks and Woolsey, which have elected not to participate in the leash law enforcement. However, the County does provide service for injured animals, bite cases and cruelty to animals for Brooks and Woolsey. Each entity has adopted the County animal control ordinances. Funding is provided from the county general funds. No imminent change in service delivery is anticipated.

##### (c) Building permits and inspections

Fayette County, Peachtree City, Fayetteville and Tyrone provide this service for their respective jurisdictions and Fayette County provides inspection services for Brooks, which issues its own permits. Fayette County provides this service for Woolsey. Each entity feels a need to continue providing this service in order to maintain local control and provide the level of service their citizens expect.

Funding is provided from user fees from each entity. No change in service delivery is anticipated.

**(d) Cable TV**

MediaOne and Intermedia provide this service throughout Fayette County. Fayette County and Brooks have entered into a collaboratively negotiated franchise agreement with MediaOne that Fayetteville and Tyrone are anticipated to join. Peachtree City can consider entering into this agreement when its existing agreements terminate. Funding is provided from user fees from each entity. No additional changes in service delivery are anticipated.

**(e) Code enforcement**

Fayette County, Peachtree City, Fayetteville and Tyrone provide this service for their respective jurisdictions. Each jurisdiction's code enforcement efforts are focused on the individual characteristics of the respective community. Fayetteville and Fayette County are considering a contract to provide some aspects of this service. Otherwise, each entity feels a need to continue providing this service in order to maintain local control and provide the level of service their citizens expect. Funding is provided from general funds from each entity. No additional changes in service delivery are anticipated.

**(f) Court**

Fayette County, Peachtree City, Fayetteville and Tyrone provide this service for their respective jurisdictions. Fayette County provides this service for Brooks and Woolsey. The municipal entities will continue to periodically evaluate the cost effectiveness of hiring a municipal court Judge and Solicitor to provide court services to all entities. Funding is provided from fines and forfeitures collected by each entity. No additional changes in service delivery are anticipated.

**(g) E911 Communications center**

This service was consolidated in 1995. Each entity provides funding for this service based on a formula in the Consolidated Communications Agreement. Funding is provided from E911 fees and general funds from each entity. No change in service delivery is anticipated.

**(h) Economic development**

Fayette County, Peachtree City and Fayetteville have Development Authorities that focus on specific needs of their respective communities. The Fayette County Development Authority (FCDA) has agreements with the municipal authorities to issue revenue bonds and for marketing services. All municipal development authorities (Fayetteville and Peachtree City), the Town of Tyrone, and the Peachtree City Airport Authority are represented on the FCDA. Funding is provided from the general funds (Fayette County) and Hotel /Motel Taxes (Fayetteville and Peachtree City). No change in service delivery is anticipated.

**(i) Elections**

Fayette County provides this service on a contractual basis to all entities. Funding is provided from general funds from each entity. No additional changes in service delivery are anticipated.

**(j) Engineering**

Fayette County, Peachtree City, Fayetteville, Brooks and Tyrone provide this service for their respective jurisdictions. Each entity feels a need to continue providing this service in order to maintain local control and provide the level of service their citizens expect. Funding is provided from general funds from each entity. No change in service delivery is anticipated.

**(k) Extension service**

The Fayette County Extension Service provides this service throughout the County. A cooperative agreement exists between the Extension Service and Fayette County to provide educational and technical services to homeowners and businesses in the areas of agriculture, horticulture, environment and family and consumer sciences. Funding is provided from county general funds. No change in service delivery is anticipated.

**(l) Fire and emergency services**

Fayette County provides fire and EMS services for the unincorporated county, Brooks, Tyrone, and Woolsey, and EMS services for Fayetteville. Fayetteville provides fire services for its residents, and Peachtree City provides fire and EMS service for its residents. Fayette County provides Emergency Management Services on a countywide basis. Peachtree City and Fayetteville also are responsible for providing this service in their respective jurisdictions and these costs are included in their fire operations. The three agencies have taken a progressive and proactive approach with respect to cooperative efforts including the formation of the consolidated communications center, the multi-jurisdictional Hazardous Materials Team, joint training programs, unified incident command system and both mutual aid and automatic aid agreements

These agencies have also been working on a Joint Service Delivery Plan. Fayetteville and Fayette County have implemented certain aspects of the plan using an automatic aid agreement. Peachtree City is not able to commit personnel and equipment resources to implement this plan at the present time. These agencies will continue to explore efforts to improve the efficiency and cost-effectiveness of these services in the future. Each entity feels a need to continue providing these services in order to maintain local control and provide the level of service their citizens expect. Funding for fire services is provided from the dedicated fire tax (Fayette County) and the General Fund (Fayetteville and Peachtree City). Funding for EMS is provided from user fees and general funds (Fayette County and Peachtree City). Discussions between Fayette County and Peachtree City concerning Automatic Aid will continue.



**(m) Library**

Fayette County, Peachtree City and Tyrone provide this service through the Flint River Regional Library System. Brooks provides this service for its residents. There does appear to be a potential need for formal agreements addressing the inter-library book program, children's story time/ book reading, inter-library delivery, adult literacy and computer training. The entities have begun researching the feasibility of establishing a Fayette County Library System to provide an enhanced level of service more cost effectively. Funding is currently provided from the General Funds for Brooks and from state and general funds from the remaining entities.

**(n) Planning and zoning**

All entities provide this service for their respective jurisdictions. No formal cooperative agreements are in effect at this time. However, there is coordination between the respective agencies as needed. Each entity feels a need to continue providing these services in order to maintain local control and provide the level of service their citizens expect. Funding is provided from general funds from each entity. No change in service delivery is anticipated.

**(o) Police**

Fayette County, Peachtree City, Fayetteville and Tyrone provide this service for their respective jurisdictions. Fayette County provides law enforcement for the unincorporated county and the cities of Brooks and Woolsey. Fayette County also provides jail services for all agencies. The Fayette County Sheriff's Department has entered into formal agreements to provide detention facility services to all municipalities in Fayette County. In addition, all agencies have entered into formal mutual aid agreements as required by National Accreditation. Each entity feels a need to continue providing this service in order to maintain local control and provide the level of service their citizens expect.

Funding for the departments is provided from general funds from each entity, and funding for the jail is provided from general funds and court fees as designated by the State. The entities have not reached consensus on how Sheriff's Department resources and funding should be allocated throughout the County. The entities will continue to evaluate this service on a regular basis in an effort to eliminate the duplication of service or inevitable funding issues.

**(p) Public Works**

Fayette County, Peachtree City, Fayetteville and Tyrone provide this service for their respective jurisdictions. Services provided include road maintenance, ground maintenance, building maintenance, fleet maintenance, transportation (new construction) and Public Works project contracting. The level of services provided varies among the communities. Current cooperative efforts and formal agreements include the Fleet Maintenance Agreement, Public Works Project Contracting Agreement, Sharing Expensive Specialized Equipment Agreement and LARP Agreement

Each entity feels a need to continue providing these services in order to maintain local control and provide the level of service their citizens expect. Funding is provided from general funds from each entity. The entities are pursuing an agreement by which Fayette County would assist the municipalities in road resurfacing and maintenance. The entities have not reached consensus on how county road improvements and maintenance resources and funding should be allocated throughout the County. The entities will continue to evaluate this service on a regular basis in an effort to eliminate the duplication of service or inevitable funding issues.

**(q) Purchasing**

All entities provide this service for their respective jurisdictions. Fayette County, Peachtree City, Fayetteville, Tyrone, Brooks, Woolsey and the Fayette County School Board have entered into a Collaborative Purchasing Agreement through which the entities may choose to purchase goods and services in bulk to maximize on the associated economies of scale. Actual costs of goods and services purchased provided from general funds from each entity. No additional changes in service delivery are anticipated.

**(r) Recreation**

Fayette County, Peachtree City, Tyrone and Brooks provide this service for their respective jurisdictions. The types of programming and services provided vary in each community, but generally include youth and adult recreation programs (softball, baseball, basketball, soccer, football, etc.), instructional classes, special events, camps and aquatics. The level of service provided varies among the entities. Current cooperative efforts and formal agreements have been established with the community schools, Board of Education and individual municipalities, Youth Sports Associations, private sector providers and semi-private organizations

Each entity feels a need to continue providing these services in order to maintain local control and provide the level of service their citizens expect. Funding is provided from user fees and general funds from each entity. The entities have not reached consensus on how County recreation resources and funding should be allocated throughout the County. The entities are continuing to evaluate this service on a regular basis in an effort to eliminate the duplication of service or inevitable funding issues.

**(s) Sewer**

The Peachtree City Water and Sewerage Authority (WASA) and Fayetteville provide this service to many of the residents within their respective jurisdictions. Fayette County provides meter reading and billing services for W ASA. There are no arbitrary sewer fees. Each system is established as an Enterprise Fund with funding provided from user fees. No change in service delivery is anticipated.

**(t) Solid waste**

Fayette County and Peachtree City do not provide curbside solid waste services, and residents use private sanitation companies. Both jurisdictions provide recycling stations. Fayetteville and Tyrone provide curbside solid waste services (including recycling) through contracts with Waste Management of Georgia. All entities have adopted a Joint Comprehensive Solid Waste Management Plan, which has been approved by the Department of Community Affairs (DCA). Funding for these services is provided from user fees and general funds. No change in service delivery is anticipated.

**(u) Water**

Fayette County, Fayetteville and Brooks provide this service for their respective jurisdictions. Fayette County provides water service to the unincorporated county, Peachtree City, Tyrone, Woolsey, and areas of Fayetteville. Fayette County has an agreement with Fayetteville that establishes water service areas resulting in Fayetteville serving areas of Fayette County and Fayette County serving areas of Fayetteville. Fayette County has a long-term agreement with Brooks in which it leases a water tower to Brooks.

Fayette County has a long-term water withdrawal agreement with Peachtree City for use of the municipally owned Lake Peachtree as a water reservoir.

Fayette County does provide emergency backup water service to Fayetteville and Brooks. Additionally, Fayette County's reservoir is factored into Fayetteville's water supply plan and permit, resulting in Fayetteville not having to construct and operate a reservoir. There are no arbitrary water fees. Each system is established as an Enterprise Fund with funding provided from user fees. No change in service delivery is anticipated.

**4.10 Transportation system**

The City is working with their Traffic Consultant to prepare an update to the 1995 Major Thoroughfare Plan and then develop an overall Transportation Plan for the city. This plan will provide the city with a roadmap that shows the projects, timetable and resources required to provide the citizens and visitors with a first class transportation system for the next twenty years. The development of an updated Transportation Plan includes coordination with the county's planning efforts and the regional efforts of the Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC).

The proposed improvements from the 1995 Major Thoroughfare Plan include the widening of SR 74 between SR 54 and Crosstown Drive, SR 54 from the western city limits to SR 74 and Crosstown Drive between SR 74 and Peachtree Parkway. In addition, the plan proposed the extension of TDK Boulevard into Coweta County and intersection improvements at SR 74/ SR 54, SR 74/ Crosstown Drive, and SR 54/ Robinson Road, plus traffic signals at Peachtree Parkway/ Crosstown Drive and SR 74/ Peachtree Parkway.

These projects are in various stages of activity. Only one has been completed, another is under construction and three are in design. The status of these projects is shown in Table 1.

Table 1 – 1995 proposed project status

Location	Type of project	Status
SR 74 and Peachtree Parkway	Traffic signal	Complete
Peachtree Parkway and Crosstown Drive	Intersection improvement	Funded (GDOT)
SR 74 and SR 54	Intersection improvement	Long Range
SR 74 and Crosstown Drive	Intersection improvement	Design
SR 54 and Robinson Road	Intersection improvement	Long Range
SR 54 west of SR 74	Widening	Under construction
SR 74 between SR 54 and Crosstown Drive	Widening	Design
Crosstown Drive between SR 74 and Peachtree Parkway	Widening	Long Range
TDK Extension to Coweta County	New Road	Design and ROW

The Fayette County Transportation Plan was updated in 2003 and recommended various improvements within the City. County voters approved a Special Purpose Local Option Sales Tax (SPLOST) in 2004 that is dedicated to transportation improvements. The SPLOST will generate substantial funding for both the county and the city over a five-year period.

Peachtree City's transportation needs were assessed through an analysis of existing conditions, specific studies and anticipated future internal and external growth. Transportation issues were identified by using existing data analysis, field reviews, accident analysis, staff input, public input and future conditions analysis. Each identified issue was analyzed during the development of the Transportation Plan.

As a result of the analyses, other planning efforts, staff input and public input, recommendations for transportation improvements for the next twenty years have been made.

#### **4.11 Road network**

##### **(a) Functional classification of roadways**

The 1995 Major Thoroughfare Plan examined the road network in Peachtree City in detail and established the road classification system, existing traffic operations levels of service and proposed improvements.

##### **(b) Classification of existing roads**

The roadway classifications established in the 1995 Major Thoroughfare Plan are still applicable today. The roadway classifications for Peachtree City are Arterial

Highways, Community Collectors and Village Collectors and Scenic Roads. An arterial highway is best described as a 4 – 6 lane divided roadway that provides a high level of mobility with traffic volumes of 15,000+ vehicles per day. A community collector is a 2 – 4 lane roadway that serves to move moderate volumes of residential and commercial traffic from residential areas to arterial highways. Typical traffic volumes for a community collector are 8,000 – 15,000 vehicles per day. A village collector is a 2-lane roadway that serves to move low volumes of residential traffic to a community collector or arterial highway. Typical traffic volumes for a village collector would be less than 8,000 vehicles per day. A scenic road is one of which because of its distinctive character and the natural beauty of its surroundings is deserving of special treatment in its design, engineering, construction, and maintenance.

The roadway classifications for arterial highways, community collectors, village collectors and scenic roads that have been established in the Peachtree City Code of Ordinances and are shown in Table 2.

Table 2 – roadway classifications

**Arterial highways**

SR 54  
SR 74

**Community collector roads**

Crosstown Drive  
Dividend Drive  
Ebenezer Road  
Flat Creek Road  
Huddleston Road  
Kelly Drive  
McIntosh Trail  
MacDuff Parkway  
Northeast collector (proposed)  
Paschall Road  
Peachtree Parkway North (scenic road)  
Peachtree Parkway South  
Robinson Road  
Rockaway Road  
Senoia Road (Old SR 74)  
TDK Boulevard extension (proposed)  
TDK Boulevard/ Crosstown Drive

**Village collector roads**

Aberdeen Parkway (scenic road)  
Braelinn Road  
Cameron Trail  
Fishers Luck  
Georgian Park  
Holly Grove Road  
Kedron Drive  
Log House Road  
Northlake Drive  
Riley Parkway (scenic road)  
Stevens Entry (SR 54 to Peachtree Parkway)  
Sumner Road  
Walt Banks Road  
Willowbend Road

Windgate Road  
Wisdom Road

**Scenic roads**

Aberdeen Parkway  
Peachtree Parkway North  
Riley Parkway

**Neighborhood collector roads**

Blue Smoke Trail  
Bridlepath Lane  
Crabapple Lane West (SR 74 to Senoia Road)  
Doubletrace Lane  
Golfview Drive  
Hip Pocket Road  
Interlochen Drive  
Kelly Green  
Longer Drive  
Loring Lane  
Pinegate Road  
Regents Park  
Smokerise Point  
Smokerise Trace  
Stevens Entry (SR 54 to Bridlepath Lane)  
Walnut Grove Road  
Waterwood Bend  
Willow Road  
Wynnmeade Parkway

**County collector roads**

Crabapple Lane East  
Dogwood Trail  
Redwine Road  
Spear Road

**Private Streets**

<b>Subdivision</b>	<b>Street Name</b>
Ashton Park	Ashton Park
Blueberry Hill	Christina Court
	Denham Square
Brookfield	Brooksong Way
	Newfield Way
	Shadowbrook Court
	Rock Creek Drive
	Clearwater Cove
Cardiff Park	Crown Court
City Circle (commercial)	City Circle
Cypress Pointe	Monterey Drive
	Riviera Court
Fairways	Masters Drive North
	Masters Drive South
Lexington Circle (commercial)	Lexington Circle
	Finance Avenue
	Worth Court
Masters Square	Augusta Drive
North Cove	North Cove Drive
	General Hardee Square
	Abercorn Square
	Cromwell Drive
	Telfair Park

North Hill  
St. Simons Cove

Village on the Green

Village Park

Wellborn Estates

North Hill  
Sea Island Drive  
St. Simons Cove  
Turtle Bay  
Park Side  
Pinehurst Drive  
Village Park Drive  
Applegate Lane  
Park Avenue  
Cranberry Lane  
Cherry Tree Lane  
Sunrise Court  
Wellborn Road

#### 4.12 Alternative modes

##### (a) Multi-use path system

The city's 90-mile network of multi-use paths interconnects neighborhoods, retail centers, churches, schools and recreation areas, using tunnels and bridges to safely cross major thoroughfares.

Future conditions multi-use path system

- The programmed improvements and additions to the multi-use path system should provide adequate capacity through 2025. ARC and GDOT currently have several grade separated path crossings of SR 54 and SR 74 as independent programmed projects or included as part of programmed roadway improvement projects:
- The SR 54 W multi-use tunnels are currently under construction on either side of the CSX Railroad as a part of the SR 54 W road-widening project.
- The SR 54 W/ CSX multi-use bridge spanning the CSX rail line is currently under construction
- The SR 54 W multi-use bridge and gateway feature is currently being designed.
- The Westpark /Market Place retail center multi-use tunnel is currently being designed.
- The SR 74 S multi-use tunnel at Paschall Road is currently being designed and will be incorporated into Phase 1 of the SR 74 S road-widening project.
- The SR 74 S multi-use tunnel at the South 74 Baseball and Soccer Complex is currently being designed and will be incorporated into Phase 2 of the SR 74 S road-widening project.
- The SR 74 S multi-use tunnel at Rockaway Road is currently being designed and will be constructed as a part of Phase 2 of the SR 74 S road-widening project.

ARC and GDOT have also programmed projects for path extensions in the SR 54 and SR 74 corridors:

- The CSX RR/ SR 54 W multi-use path connections will interconnect the existing tunnels underneath SR 54 to the multi-use bridge that will span the CSX rail line.
- The SR 74 S multi-use path will be located on the west side of SR 74 S and will connect the Cooper Lighting complex to the South 74 Baseball and Soccer Complex.

The City should continue to work with GDOT to implement additional grade separated path crossings on SR 54 E and SR 74 N. The City has identified proposed multi-use path bridge improvements at the following locations:

- Widen and replace the existing multi-use path bridge over Lake Peachtree along SR 54
- Install multi-use bridge over SR 54 east near Walt Banks/ Lexington Park
- Install multi-use bridge over SR 74 north of Peachtree Parkway adjacent to Kedron Office Park

All new residential areas should be connected to the existing path system, as should all new retail and commercial developments. Maintenance of the path system is essential to the future use and expansion of the system.

#### (b) Multi-use paths

The multi-use path projects in the Short Term Work Program are shown in Table 3. These projects are taken from the Multi-use Path System Master Plan developed by city staff and reviewed by the elected officials. There are forty-five new multi-use path projects in this plan. One project has federal/ state funding, four have SPLOST funding and five have no funding at this time. All of the remaining projects have funding from the “New Cart Path Funds” identified in the Multi-use Path System Master Plan.

The projects on the state route system are primarily the grade separation of existing multi-use path crossings and new grade separated crossings of SR 54 and SR 74. All of these projects except the Westpark/ Market Place multi-use tunnel are being constructed by GDOT. However, the City has allocated SPLOST funds for several of these projects. This funding can be used to fund the connections from the path system to the GDOT built grade separations. The Westpark/ Market Place multi-use tunnel is under control of the City for design and construction and the funding has been allocated.

Table 3 - Short Term Work Program – multi-use path

Multi-use path system master plan projects	Project year
St. Paul Lutheran (Ardenlee Parkway to Crabapple Lane Elementary)	Completed
Sumner Road (Sumner Road to Lexington Circle)	Completed
Gatehouse Drive path reconstruction	Completed
FAA Connection (Flat Creek multi-use bridge to FAA)	2005
SR 54 W multi-use tunnels (E and W of CSX Railroad)*	2005



Flat Creek multi-use bridge	2005
CSX RR/ SR 54 W multi-use bridge (spanning CSX Railroad)**	2005
CSX/ SR 54 W multi-use path connections	2005
SR 54 W multi-use bridge and gateway feature	2005
SR 54 E (Robinson Court to Carriage Lane)	2006
SR 54 E (Carriage Lane to Peachtree East Retail)	2006
Robinson Road (Robinson Court to PTCUMC)	2006
Robinson Road (Whitfield Farms to Spear Road)	2006
Peachtree Parkway North (Walt Banks Road to Interlochen Drive)	2006
Flat Creek multi-use bridge path connections***	2007
Holly Grove Road (Robinson Road to Aster Ridge Trail)	2007
Robinson Road (Holly Grove Church Road to Oakdale Avenue)	2007
SR 74 S/ Paschall Road multi-use tunnel and connections	2007
SR 74 S (Cooper Circle to South 74 Baseball & Soccer Complex)	2007
SR 74 S multi-use tunnel connections (Paschall Road)	2007
SR 74 S multi-use tunnel connections (Rockaway Road)**	2007

\* Project under construction. Funded by GDOT - city funds can be reallocated

\*\* Project under construction.

\*\*\* Bridge completed. Funding needed for design and construction of connections

#### **4.13 Future conditions - transit/ commuter rail**

ARC has identified the potential of a future commuter rail line connecting the City of Senoia with downtown Atlanta. Stops would include Peachtree City, Tyrone, Fairburn, Union City and College Park. Although controversial in nature, it is anticipated the provision of commuter rail could reduce traffic on SR 74 and provide the citizens of Peachtree City with a viable commute alternative to the Hartsfield-Jackson Airport and downtown Atlanta.

#### **4.14 Parking**

The city recently amended its parking ordinance to identify the minimum number of spaces required for specific developments. The ordinance also identifies the maximum number of spaces that can be provided and requires pervious parking for overflow areas. Shared parking and cross-parking agreements are encouraged to reduce parking requirements on a particular site.

#### **4.15 Railroads, trucking, port facilities and airports**

Peachtree City has convenient access to Hartsfield-Jackson Atlanta International Airport. For any business that might have a need to move freight, there is direct railway service provided by CSX (Chessie Seaboard Railroad), which serves as a link to the Southeast.

Other modes of transportation include the Peachtree City Falcon Field Airport, which is located on the western fringes of Peachtree City. The 5,220 foot lighted runway field can accommodate aircraft up to 60,000 pounds. Falcon Field was originally developed in 1968 by Joel Cowan, one of the original developers of Peachtree City. In 1987, the airport was acquired by the Peachtree City Airport Authority. Since then, the airport has grown from 60 aircraft based at the facility to about 165.

#### **4.16 Future conditions - airport**

Falcon Field will continue to play an important role for air traffic in the southern part of the metro Atlanta region. The airport has developed its own master plan to guide its future improvements and that document is attached as an appendix to this document.

#### **4.17 Transportation and land-use connection**

##### **(a) Existing traffic conditions analyses**

Traffic conditions were analyzed on the city's arterials and community collectors to document and describe the existing levels of congestion and high accident locations on the most heavily traveled roadways. These analyses used data compiled from current traffic studies, GDOT Annual Average Daily Traffic (AADT) counts, and police accident information.

##### **(b) Annual growth rate**

The annual traffic growth rates for various areas of the city were calculated using the GDOT AADT counts at fourteen different locations for 1995 through 2004 as shown in Figure 4. These annual growth rates are shown in Table 4.

Table 4 - arterial and collector growth rates 1995 – 2005

<b>GDOT count station</b>	<b>Location</b>	<b>Annual growth rate</b>
114	SR 74 (south of Dividend Drive)	8%
268	Huddleston Road (Paschall Road and SR 54)	8%
340	Kedron Drive	8%
300	SR 74 (Dogwood Trail and Kedron Dive)	6%
116	SR 74 (Dividend Drive and SR 54)	5.5%
118	SR 74 (Lexington Pass and Commerce Court)	4.5%
180	SR 54 (west of Planterra Way)	4.5%
182	SR 54 (east of Huddleston Road)	4.5%
330	Aberdeen Parkway (Northlake Drive and SR 74)	4%
269	Dividend Drive (Kelly Green and TDK Boulevard)	3.5%
184	SR 54 (SR 74 and Shiloh Road)	2%
169	Robinson Road (Ebenezer Road and Woodruff Way)	1%
332	Peachtree Parkway (SR 74 and SR 54)	1%
334	Peachtree Parkway (Waterwood Bend and Robinson Road)	1%

The AADT count data showed that for the period from 1995 to 2005 the greatest increase in traffic occurred on all of SR 74, on SR 54 between the western city limit and SR 74 and on Huddleston Road. Kedron Drive had a major jump in traffic, 3,100 AADT to 4,400 AADT, between 2001 and 2002 but has remained at 4,000 AADT since 2002. This is attributable to the build out of all subdivisions along Kedron Drive and construction of the Kedron Elementary School and Kedron Village Fieldhouse and Aquatic Center in the mid 1990's. Dividend Drive has shown a steady increase in AADT throughout the ten-year period going from an AADT of 4,500 to 6,000.

### (c) Critical intersections – Level of Service

The operations at critical intersections were analyzed to determine the Level of Service (LOS) at these intersections. In most urban/ suburban roadway networks, the LOS of the network is determined by the operating LOS at signalized intersections, which are generally the areas with the most congestion and accidents.

The letters "A" through "F" designate the six levels of service for intersections used in transportation analysis. LOS A represents the best operating conditions (i.e., free flow conditions), while LOS F defines the worst (i.e., severe congestion). Table 5 summarizes the LOS descriptions.

Table 5 - Level of Service (LOS) descriptions

<u>Level of Service</u>	<u>General description</u>
A	Free flow
B	Reasonable free flow
C	Stable flow
D	Approaching unstable flow
E	Unstable flow
F	Forced or breakdown flow

The calculations to determine the LOS at the studied intersections are based on the methodology described in the Highway Capacity Manual (HCM) for intersection LOS. Two software packages were used for the analyses, the Highway Capacity Software (HCS) and the Intersection Capacity Utilization (ICU) software.

The intersection level of service calculated by using the HCS is a measure of the average delay experienced by each vehicle passing through an intersection. Average delay can be measured for the vehicles making each directional turning movement, using each approach leg, or as a composite average value for all vehicles using the intersection. The HCS method was used for those intersections with current traffic counts.

The intersection level of service calculated by using the ICU method tells how much reserve capacity is available or how much the intersection is overcapacity. The ICU does not predict delay, but it can be used to predict how often an intersection will experience congestion. The ICU method is designed to be compatible with the HCM and can be used in conjunction with the HCM and other methods. When an acceptable HCM Level of Service (LOS) is required, an

acceptable ICU Level of Service will insure that the HCM LOS is met. This method was used for those intersections without current traffic counts.

The 13 intersections studied in the 1995 Major Thoroughfare Plan are still the critical intersections in Peachtree City in terms of congestion and accident rate. They also have the most historical data to use to determine changes in operating conditions. Therefore, they have been used to establish the 2005 LOS.

The results of the LOS analyses for the 13 studied intersections are shown in Table 6. The signalized analysis results are a composite of all the intersection approaches. The stop controlled intersections LOS is for the worst approach, which is generally the side street left turn movement.

Table 6 – Existing conditions – Level of Service (LOS)

<b>SR 74 @</b>	<b>LOS-am</b>	<b>LOS-pm</b>	<b>Methodology</b>
Georgian Park (WB approach)	F	F	HCS
North Kedron Drive	C	C	HCS
South Kedron Drive (WB approach)	F	F	HCS
Peachtree Parkway	C	C	HCS
SR 54	F	E	HCS
Crosstown Drive /TDK Blvd.	C	D	HCS
Rockaway Rd.	F	F	HCS
<b>SR 54 @</b>			
MacDuff Parkway	C	C	HCS
Huddleston Road	B	C	HCS
Peachtree Parkway	B	B	HCS
Robinson Road	D	C	ICU
Walt Banks Road	C	C	ICU
<b>Peachtree Parkway @</b>			
Georgian Park (NB approach)	D	D	HCS
Crosstown Drive	B	C	ICU
Walt Banks Road	C	C	HCS

#### 4.18 Existing traffic conditions - conclusions

Since the 1995 Major Thoroughfare Plan, traffic volumes in the entire SR 74 corridor and in the SR 54 corridor from the western city limit to just east of SR 74 have increased significantly. In particular, the volumes on SR 54 from the western city limit to SR 74 have risen from 23,800 to 34,000 Average Annual Daily Traffic (AADT) while those on SR 74 near SR 54 have risen from 21,800 to 30,000 AADT. In addition, the traffic volumes on Huddleston Drive and Dividend Drive have increased significantly although operations remain good.

The analyses show that the SR 54/ SR 74 intersection is congested during both the AM and PM peak hours. In addition, the intersections on SR 54 west of SR 74 are experiencing increased traffic and some delays. However, this should improve with the completion of the current construction on SR 54. SR 74 south of SR 54 is still experiencing congestion for the unsignalized side street intersections and the Crosstown/ TDK intersection is operating at LOS D in the PM rush hour.

There has been very little traffic growth on the east side of Peachtree City. Both Peachtree Parkway and Robinson Road have shown minimal traffic increase. This could be expected because these areas have seen minimal development. However, the small amount of traffic growth has caused a deterioration of the SR 54/ Robinson Road intersection to LOS D in the AM rush hour. This is a result of increase in total traffic on SR 54 and the increase in left turning movements from northbound Robinson Road.

#### 4.19 Future transportation projects

There are a number of funded projects in the planning and design stages to be constructed during the 2005 - 2015 planning period, as listed in Table 7. These projects will be assumed to be in place as scheduled prior to 2015 for the purpose of predicting future levels of service. In general, these proposed projects will alleviate many of the congestion problems associated with the expected traffic growth on the major arterials and community collectors.

Table 7 - projects programmed (2005 – 2015)

State route system	
Project	Type
SR 54 E landscape enhancements - Phase IV	Streetscape
SR 54 W multi-use bridge and gateway feature	Multi-use path
SR 74 S (Joel Cowan Parkway): Segment 2 SR 85 to S of Crosstown Drive **	Widening
SR 74 S (Joel Cowan Parkway): Segment 1 S of Crosstown Dr to SR 54*	Widening
SR 54 E/ Stevens Entry intersection	Traffic signal
SR 74 N/ Wisdom Road intersection	Traffic signal
SR 74/ SR 54 intersection grade separation	Intersection imp.
<p>*Includes upgraded signal at Crosstown Drive, multi-use path tunnel at Paschall Drive</p> <p>** Includes bridge over Flat Creek, Cooper Circle Traffic Signal, Rockaway Road Relocation and multi-use path tunnels at South 74 Sports Complex and Rockaway Road</p>	
City street system	
Project	Type
Peachtree Parkway/ Crosstown Drive intersection	Intersection Imp.
Huddleston Drive/ Dividend Drive intersection	Intersection Imp.
Peachtree Parkway/ Walt Banks Road intersection	Intersection Imp.
Peachtree Parkway/ Braelinn Road intersection	Turn lanes
TDK Blvd/ Dividend Drive intersection	Turn lanes
Crosstown Drive/ Robinson Road intersection	Intersection Imp.
Peachtree Parkway North - Loring Drive and Tinsley Mill Road	Turn lanes

Redwine Road/ Robinson Road intersection	Intersection Imp.
Park Place extension	New road
MacDuff Parkway landscape enhancements	Streetscape
TDK Boulevard Extension	New road
MacDuff Parkway – Phase I extension to Kedron Road	New road
SR 74 interparcel connection (Gilroy's to Avery Dennison)	New road
SR 74 Interparcel connection (Sierra Drive to Dividend Drive)	New road

Table 8 - proposed new improvements (2005 to 2015)

Location	Type
SR 74 & South Kedron Drive	Traffic Signal
SR 54 & Robinson Road	Intersection Imp
TDK Boulevard & Dividend Drive	Traffic Signal

The completion of the MacDuff Parkway Extension Phase I to South Kedron Drive will require the signalization of the intersection of South Kedron and SR 74 to operate at LOS D. This will improve traffic flow in this section of SR 74 and provide the improvement needed to mitigate delays on South Kedron/MacDuff Extension and improve the operation of the intersection to LOS C.

The intersection of SR 54/ Robinson Road does not operate well with the current lane configuration on Robinson Road. The addition of a lane to provide separate right, left and through movements for northbound Robinson Road would improve the operation to LOS D.

Although the intersection of TDK Boulevard and Dividend Drive is not in the study group, the extension of TDK Boulevard to McIntosh Trail in Coweta County will add a significant amount of traffic on TDK Boulevard. Therefore, it is anticipated that a traffic signal at the TDK Boulevard/ Dividend Drive intersection will be needed to alleviate congestion on Dividend Drive caused by the lack of gaps for left turns for southbound Dividend Drive to east bound TDK Boulevard.

#### 4.20 Future conditions (2015 – 2025)

The intersection Level of Service (LOS) is calculated for the same intersections as for the Existing Conditions section of the plan. It is assumed that the programmed projects for 2005 – 2015 will be completed as scheduled. In general, the currently programmed projects for the 2015 – 2025 planning period will alleviate many of the congestion problems associated with the expected traffic growth on the major arterials and community collectors. As stated in the Existing Conditions section, the desired LOS in the AM and PM peak hour is LOS D. Any new improvements needed to maintain LOS D during the AM and PM peak hours will be described and the LOS will be calculated with and without the improvements. The projects currently programmed to be implemented in the 2015 - 2025 period are shown in Table 9. It is assumed that the improvements listed for 2015 will be completed.

Table 9 – projects programmed (2015 – 2025)

<b>State route system</b>	
<b>Project</b>	<b>Type</b>
SR 74 (Joel Cowan Parkway) grade separation at SR 54	Intersection imp
<b>City street system</b>	
<b>Project</b>	<b>Type</b>
Crosstown Drive between SR 74 and Peachtree Parkway	Widening
MacDuff Parkway - Phase II	New road
Southern Bypass (Redwine Road Extension)	New road

There are no intersection improvements currently programmed for the city street system in the 2015 – 2025 period. The widening of Crosstown Drive between Peachtree Parkway and SR 74 will accommodate the increased traffic predicted with normal traffic growth over the period. The new roads will provide alternative routes to the major arterial highways, SR 54 and SR 74 as detailed below:

- Phase II of the MacDuff Parkway extension will extend MacDuff Parkway from the end of phase I at South Kedron Drive to a new intersection at North Kedron Drive and will include a grade separation with the CSX railroad. This should further enhance the ability for traffic to cross SR 74 and remove local trips from SR 74 and provide some congestion relief at the SR 54/ SR 74 intersection. This project should be accelerated if at all possible.
- The Southern Bypass would connect Redwine Road in unincorporated Fayette County with Rockaway Road in the City on a yet to be determined route. This project would provide an alternate for north/south access along the Redwine Road/Rockaway Road corridor without using SR 74 but could impact the Jim Meade Athletic Fields. This project needs to be coordinated with Fayette County and future development in the area.

#### 4.21 Future proposed projects

Two road projects have been proposed with no definitive location or time horizon. These projects can be considered in coordination with future development in Peachtree City and as the areas around Peachtree City continue to grow past 2025. The projects are listed in Table 10:

Table 10 – future proposed projects (2025 and beyond)

Northern Bypass West - <i>north Kedron Drive/ MacDuff Parkway extension to Minix Road in Coweta County</i>
Northern Bypass East/ Sumner Road extension - <i>north to Dogwood Trail</i>

The Northern Bypass West would be an extension of North Kedron Drive and would extend west to Minix Road in unincorporated Fayette County. It would intersect with the MacDuff Parkway Extension west of Senoia Road and the CSX Railroad tracks. This would provide the residents of the northern area of the City an alternate access to I-85 and could remove some traffic from both SR 54 and

SR74. The project needs to be coordinated with Fayette County and future development in the area.

The Northern Bypass East/ Sumner Road extension would extend from the Sumner Road/ Smokerise Point intersection north to Dogwood Trail in unincorporated Fayette County. This project would provide additional access for northbound traffic from this area of the City and reduce the traffic using the SR 74/ SR 54 intersection. This project needs to be coordinated with Fayette County and future development in the area.

## 4.22 Design criteria

Design standards have been established and codified for the various types of roads in Peachtree City. The design criteria for the codified roadway classifications are shown in Table 11.

Table 11 – roadway design criteria

Features	Minimum standards
<b>Arterial highways</b>	
Right-of-way:	varies
Pavement:	varies
Curb and gutter:	varies
Driveways:	must be approved by GDOT
On-street parking:	no
Thru-truck traffic:	yes
Tree save and landscape buffer requirements:	
Residential:	100' city-owned greenbelt
Non-residential:	60' tree save and landscape buffer – may be reduced to no less than 40' with additional landscaping
<b>Community collector</b>	
Right-of-way:	80'
Pavement:	32'
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan approval
On-street parking:	no
Thru-truck traffic:	unless prohibited by Council
Tree save and landscape buffer requirements:	
Residential:	50' city-owned greenbelt
Non-residential:	50' tree save and landscape buffer – may be reduced to no less than 30' with additional landscaping requirements
<b>Village collector</b>	
Right-of-way:	60'
Pavement:	28'
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan approval
On-street parking:	no
Thru-truck traffic:	unless prohibited by Council
Tree save and landscape buffer requirements:	
Residential:	25' city-owned greenbelt
Non-residential:	25' tree save and landscape buffer



### **Neighborhood collector**

Right-of-way:	60'
Pavement:	24'
Curb and gutter:	vertical curb required
Driveways:	yes
On-street parking:	yes
Thru-truck traffic:	unless prohibited by Council
Tree save and landscape buffer requirements:	
Residential:	not applicable
Non-residential:	not applicable

### **Residential streets**

Right-of-way:	50'
Pavement:	22'
Curb and gutter:	vertical curb and gutter required
Driveways:	yes
On-street parking:	yes
Thru-truck traffic:	yes; unless posted
Tree save and landscape buffer requirements:	
Residential:	not applicable
Non-residential:	not applicable

### **Commercial streets**

Right-of-way:	60'
Pavement:	28'
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan approval
On-street parking:	unless prohibited by Council
Thru-truck traffic:	yes
Tree save and landscape buffer requirements:	
Residential:	not applicable
Non-residential:	not applicable

### **Industrial streets**

Right-of-way:	80'
Pavement:	32'
Curb and gutter:	vertical curb and gutter required
Driveways:	requires site plan approval
On-street parking:	no
Thru-truck traffic:	yes
Buffer requirements:	no parking or service areas can be located within front building setback