

**Tyrone Town Council
Workshop Minutes
February 4, 2021
5:30 P.M.**

Present:

Mayor, Eric Dial

Mayor Pro Tem, Gloria Furr

Council Member, Linda Howard

Council Member, Melissa Hill

Council Member, Billy Campbell

Town Manager, Brandon Perkins

Town Clerk, Dee Baker

Town Planner, Phillip Trocquet

Town Engineer/Public Works Director, Scott Langford

Finance Manager, Sandy Beach

Police Chief, Randy Mundy

Mayor Dial called the meeting to order with limited seating and broadcasted on YouTube Live at 5:30 pm. This was followed by the invocation. The public was invited to watch.

Approval of Agenda

Council Member Furr made a motion to approve the agenda.

Council Member Howard seconded the motion. Motion was approved 4-0.

1. Cart Paths

Brandon Perkins, Town Manager/

Scott Langford, Town Engineer - Public Works Director, Phillip Trocquet, Town Planner

Mr. Perkins opened the conversation and informed Council that multi-use paths were a hot topic and that SPLOST and CIP funds were currently available for upgrades and additions. He spoke of potential paths on Tyrone Road, Spencer Lane, and Swanson Road. If a path was placed on Spencer Lane, there may be a need for a bridge to avoid the creek. He shared that there were alternatives to the regular parallel paths to the main roads and also additional alternatives such as, lowering speed limits on certain roads or utilizing speed calming devices. These were more cost-effective alternatives.

Council Meeting – Social Distancing/YouTube Live
February 4, 2021 Workshop

Mr. Langford informed Council that their presentation would give many options to a few areas, Tyrone Road, Spencer Lane, Commerce Drive, and Swanson Road. Mr. Trocquet shared the map with Council and the audience. Mr. Trocquet explained that the “green” areas were preexisting cart paths, the “dotted purple” were preexisting sidewalks, “blue” were streets that were marked as 25 MPH or under. Blue also indicated that you could drive your golf cart, or bike on the road and they are pedestrian-friendly. Mr. Langford stated that the “red” areas on the map were high-speed areas. He and Mr. Trocquet found land areas that may be more suitable for cart paths. He added that it made more sense to connect neighborhoods.

The first cart path discussed was Tyrone Road connecting to Handley Road. Mr. Trocquet shared the initial proposed cart path location for Tyrone Road, which was proposed many years earlier. This was a straight route from Julie Road to Handley Road which ran parallel to Tyrone Road. He then proposed two additional routes, one from Browns Hill Ct. (a cul-de-sac) off Julie Road, through greenspace, along property lines ending onto Shank Hill Ridge within the Dublin Downs subdivision. The final alternative was from Brookfield Court (off Tyrone Road), through greenspace onto River Dance Way, within the Dublin Downs subdivision. All of which would essentially connect the Farr Road areas to downtown via Senoia Road.

Mr. Langford shared that the original plan for the Tyrone Road cart path was budgeted for approximately \$100,000. He added that including the acquisition of rights-of-way, the cost would essentially be approximately \$200,000. He added that the Tyrone/Brookfield project would cost approximately \$126,000. Mr. Langford also shared that constructing paved cart paths would cost a great deal more to maintain.

Mr. Trocquet stated that most developments plan their cart path connections through neighborhoods in advance. The process of acquiring right-of-way easements becomes a little more challenging after the homeowner has lived there several years. Some homeowners were excited to have the cart path come alongside their property whereas, some were not in favor of the proposed project. Mr. Trocquet shared that he knew that the wishes of the Council were to build relationships with property owners and that some cart path connections may not be feasible. He indicated a piece of property that he believed was intended to connect the Brookfield Court subdivision to the Dublin Downs community, but it never happened. He also indicated a “yellow” path that was another alternative, depending on property owner participation. He also indicated a “pink” line option along Tyrone Road.

Mr. Trocquet shared that two property owners along Browns Hill Court in the Briarhill subdivision showed little interest for a cart path to come along-side their property. This path would connect to Shank Hill Ridge.

Council Meeting – Social Distancing/YouTube Live
February 4, 2021 Workshop

Council Member Hill inquired as to why the yellow line was not straight. Mr. Trocquet indicated on satellite imaging that the houses were too close together and that a straight path would not be feasible.

Council Member Campbell inquired about acquiring an easement along-side two houses that were located on River Dance Way. Mr. Trocquet stated that yes, an easement or a full dedicated right-of-way would be required. Mr. Langford shared that included in their report was pricing indicated according to the County's estimated value of the land. Council Member Campbell added that there were also concerns regarding ditches and gullies along Tyrone Road. Mr. Trocquet stated that stormwater improvements would also be included in the cost of construction. Council Member Campbell inquired about the connection from Farr Road to Tyrone Road. Mr. Trocquet shared that the crossing on Tyrone Road was off-set to allow plenty of sight for safety. Safety devices may also be used.

Mayor Dial asked about the property owner who just erected a fence along Tyrone Road. Mr. Trocquet indicated that staff would have conversations with this property owner as well. He added that there was a ditch along Tyrone Road to contend with, and an EMC easement also.

Mr. Perkins stated that a lot goes into constructing a cart path and that a Tyrone Road cart path had been on the radar for a long time. We need to look at every angle. There is a lot to consider, are we making one citizen miserable so a couple of hundred citizens would have a cart path connection?

Council Member Furr shared her safety concerns, crossing Tyrone Road. Mr. Trocquet shared that there were design standards that would make crossing very effective such as, flashing lights. Citizens would press a button to cross. This design was indicated within the County's plan for pedestrian crossings. Mr. Perkins shared that many years ago, the speed limit was lowered from 40 MPH to 35, in anticipation of a cart path on Tyrone Road. Mr. Trocquet stated that the current plan considers more safety. The former plan indicated that golf carts would share turning lanes with vehicles. We are making safety a high priority. Council Member Campbell shared his concerns regarding a cart path on Tyrone Road. He stated that it would be more beneficial for joggers, bikers, mothers with babies to have a cart path that was not directly on Tyrone Road. Mr. Langford also added in the safety factor of breathing in vehicle fumes.

Mr. Perkins gave an example of the Pendleton neighborhood. He stated that the cart path alternative would not emphasize pedestrians walking through neighborhoods; they usually walk in their neighborhoods.

It would give cart owners a safer route to venture into downtown or Shamrock Park. Council Member Hill asked if a tunnel was an option. Mr. Trocquet stated that grants would need to be acquired if tunnels were an option.

Council Member Furr inquired about the yellow path option in the Brookfield subdivision. Mr. Trocquet shared that it was an alternate route, depending on homeowner participation. Mr. Trocquet stated that initially the purple and green routes were the main options. However, all options depend on the home owners' support. Currently, the best options were purple and yellow. Council Member Furr stated that the more direct route would be red and purple. Mr. Trocquet shared that the route would require more property acquisition.

Mayor Dial asked, what the gentlemen were seeking from Council. Mr. Trocquet asked if Council was opposed to any proposed routes at this time, and was Council ok with pursuing the proposed priority list. He added the priority being purple with some yellow. Council Member Campbell stated that he doubted that any property owner would be in favor of a cart path along-side their property. Mr. Trocquet shared that some were very excited to have a cart path along their property line, however, there were more that were opposed.

Council Member Furr questioned what options were available if a property owner did not wish to move forward. Mr. Trocquet stated that depending on the area, the plan would move to a less economical plan. Mayor Dial asked for the cost per mile for a cart path. Mr. Langford stated that many variables went into the cost such as, the cost for land, the property value, and where the land was located. It also depended on stormwater improvements. Mayor Dial shared that the original route would cost \$215,000. Mr. Langford stated that the most expensive alternative would be approximately \$135,000, all of which was contingent on property acquisition which was estimated in the cost. He added that the figures were only estimates, which were also contingent on design. He stated that he would be happy to share how he developed the calculations. Mr. Perkins stated that Mr. Langford's estimates were in-line with the Town's asphalt contractor. Mayor Dial shared that when a design and route were determined, the Town needed to move expeditiously. Citizens had been expecting the path 5-10 years ago. He understood that it took time and the project was not initially theirs. He appreciated the work that was being completed by Mr. Trocquet and Mr. Langford. Mr. Trocquet shared that he had many conversations with property owners and that conversations should be finalized next week.

Mr. Davenport reminded Council that in regarding purchasing property, fee simple acquisitions would give the Town complete ownership of the property. By purchasing an easement, it did not relinquish all rights to the Town alone.

He also made them aware that when smaller pieces of land purchased in the form of fee-simple could also create a non-conforming lot. Issues may arise by creating a cart path retroactively. He gave the example of the Peachtree City cart path system. All of their paths were part of the initial development and property owners did not own the land. When new subdivisions are developed, the cart system was part of that development. Mr. Langford shared that his calculations included the purchase by the fee-simple method. Council Member Furr shared that she wished to avoid non-conforming lots. Mr. Trocquet shared that the plan was to avoid those situations.

Mr. Langford moved forward to the next cart path plan, which included Palmetto Road and Spencer Lane. The plan was to allow residents coming from Senoia Road to get to the Publix Shopping Center safely. Mr. Trocquet shared the alternate routes in addition to placing a path on Palmetto Road. The first route would be a direct route from Arrowood Road (green) to Spencer Lane (purple). He also reminded Council of the future round-about at the Arrowood, Palmetto, and Spencer Lane intersection. He added that the route would connect Tyrone's largest neighborhood to downtown effectively. He explained that the alternate route mentioned in the SPLOST plan was the purple route. This route would be costly, due to the flood plain, a potential bridge, topography, and right-of-way acquisition. He then discussed the yellow path which went along the Hobgood property (near Publix, Senoia Road, and Hwy 74). This property was less expensive, a more direct route, and was already cleared. He explained that from Senoia Road, the path would cut-through the property near the Senoia Road ramp off Hwy 74, near the overpass.

Mayor Dial shared that he had citizens come to him that lived in the Southampton subdivision that had concerns regarding walking on Spencer Lane; vehicles travel too fast. Mr. Trocquet shared that regarding the alternate path, pedestrians would be walking through greenspace, not parallel to the street. The speed limit could be reduced, or speed humps could be added to Spencer Lane. Mayor Dial asked for the estimated cost for the purple route in that area. Mr. Langford shared that the estimated cost for the purple route on Spencer Lane, which included extended culverts, would be approximately \$235,000.

Council Member Campbell asked how many feet the path would be placed off Spencer Lane? Mr. Langford stated that typically, it would be five feet. Mr. Trocquet added that Spencer Lane had unique circumstances. The topography would be a challenge, along with the large power easement and power poles.

Council Member Hill shared that there is currently a path on Arrowood Road; folks could utilize that as well. Why spend more money for a cart path on Spencer when the Town could add a connector (yellow path) that would affect more people.

Mr. Trocquet stated that given the intersection and the highly traveled Palmetto Road, that was essentially unsafe. Council Member Hill reminded everyone of the forthcoming roundabout at that same intersection. Mr. Trocquet shared that ultimately, the yellow and green option would be more cost-effective.

The conversation continued regarding the path along Spencer Lane. Council Member Campbell shared that a path would be a safer option for residents of Southampton. Mr. Langford informed everyone that Southampton had over fourteen miles of walkable paths in the neighborhood, including greenspace walking paths as well. He added that as more development comes in on the southside, the infrastructure may give another path option on Spencer Lane. Council Member Hill reiterated that the yellow path would also help the Southampton residents. Council Member Furr asked if the Town could reduce the speed limit on Spencer Lane. Mr. Perkins stated that the speed on Spencer was already 25 MPH. Traffic calming devices may be an option for that area. Mr. Langford shared that policing may be an option as well regarding the speed limit. Mr. Perkins shared that he had a meeting scheduled with the HOA next week. He would mention Council's discussions. Mayor Dial asked how many homes were in Southampton. Mr. Trocquet stated that there were over three hundred homes in the neighborhood.

Council Member Howard asked how far would the path be from the Senoia Road ramp. Mr. Trocquet shared that it would be approximately 75 feet, outside of GDOT's right-of-way. Mr. Trocquet stated that GDOT may approve a multi-use path, but not a golf cart path.

Discussion continued regarding which path would benefit the most citizens. Mr. Trocquet shared that the yellow path would benefit more citizens. However, if a developer wished to develop on the corner of Palmetto Road, and Spencer Lane, staff may ask them to include connecting path with their development plan. Mr. Langford reiterated that the yellow path would be a faster connection from Farr Road, Tyrone Road, and Handley Road to the Publix Shopping Center.

Mr. Davenport cautioned staff to be sure to confirm with GDOT before construction. GDOT had an expanding right-of-way on Highway 74. It was a natural evolution. Mr. Trocquet shared that he would get something in writing from GDOT if the decision would be to move forward.

Mr. Trocquet asked Council if they had any consternation regarding any specific-colored path plan at this time. Council Member Campbell shared that Mr. Trocquet may wait to see how the meeting with Mr. Perkins and the HOA went before moving forward.

Council Member Furr asked when does the Town plan on moving forward with constructing any of the aforementioned cart paths?

Council Meeting – Social Distancing/YouTube Live
February 4, 2021 Workshop

Mr. Trocquet shared that the first cart path would be Tyrone Road. After speaking with homeowners and acquiring the land acquisition, they would move toward designing the route. Council Member Furr then asked about the roundabout on Arrowood Road Spencer Lane, and Palmetto Road. Mr. Trocquet shared that the green path may be bundled into the construction of the roundabout. Mr. Perkins added that the engineer report for the roundabout just came in. He had met with the Mayor and discussed having the topic for discussion on the workshop meeting agenda in March. This would allow Council to give direction on the engineer's options. He added that a "mini" roundabout was not feasible, and there may be a possibility for signalization at that intersection. Discussions would yield which option would be the safest and cost-effective.

Mr. Langford began discussions on the possibility of a cart path along Commerce Drive. He shared that the initial route was going from the Library up to Senoia Road. The alternate route would be from the Library continuing in between the carwash and the back of Shamrock Kitchen bringing it out between the former fire station and former police station, onto Senoia Road. This path would also give staff all-weather access to the sewer manholes. That area could also lend cart parking for Senoia Road businesses, or our facilities. Mr. Langford also shared that the path from the Library to Senoia Road would cost approximately \$158,000 the alternate would only cost \$114,000.

Council Member Campbell asked if the Town-owned the property behind the businesses. Mr. Langford stated that the land would have to be acquired as a fee-simple purchase. Council Member Campbell added that the area would also need to be lit. Mr. Trocquet informed Council that the LCI could open up further discussions for the Commerce Drive path project. He added that a lot of Towns have designs for "art walks" or pedestrian walks behind main roads, this could also connect to Shamrock Park and Veterans Park. He shared that the Town-owned the fire station and police property. Council Member Hill asked if it would be smarter to wait until the sewer project was complete or start now while the project was in progress. It seemed counterproductive to wait until the sewer project was complete to begin another. Mr. Langford stated that unfortunately the Town had to wait, but that there may be grant monies available for that particular project. Mr. Trocquet shared that this project was more technical than the others. It also had the potential of creating additional non-conforming lots, the LCI may be able to assist with the project.

Mr. Langford opened the discussion for the Swanson Road path project. He explained that it would be beneficial to utilize the Handley Park drive, parking lot, and to continue down to the soccer fields as a connector to Swanson Road. Traffic calming devices could then be utilized on Swanson Road. Mr. Trocquet indicated that a greenbelt easement was in place along Swanson Road. Mr. Langford indicated that there would not be enough SPLOST funding to connect all neighborhoods in that area to downtown.

He added that another option would be to not pave the direct path on Swanson to Berry Hill, this would require less maintenance. A discussion began between Mr. Langford and Council Member Campbell regarding what materials would be used for the path. Council Member Campbell shared his concerns regarding baby strollers and bikes. Mr. Langford stated that crush and run was very useful and ADA compliant. Mr. Trocquet shared that granite was much softer, and the Town could budget for future path improvements.

Mr. Langford ended by stating that if Council chose to utilize the alternate path options and SPLOST funding, the Town could save up to \$150,000. He thanked Council for allowing them to communicate with them in a short amount of time. Mr. Trocquet added that if Council wished to speak with either one of them individually, they would be open. Mayor Dial thanked both gentlemen for the time and effort they spent on the projects.

2. Parking Ordinance Suggested Modifications ***Phillip Trocquet, Town Planner***

Mr. Trocquet shared that he wished to expand on past conversations regarding downtown parking. He added that the way the current ordinance was written, it was impossible for most businesses to obtain proper parking. Some lots were nonconforming; they would have a difficult time expanding their parking as the ordinance was written. He explained that there were two phases to the ordinance revision. One was an in-depth overhaul, the other was quick fixes that were very common in most cities, and would give quick relief. He shared that the redlined ordinance that was before Council allowed a shared parking agreement between businesses. He gave the example of one property owner having more spaces than was needed, they could share spaces. Also, if a business was closed on certain days, the other could utilize the spaces. Mr. Trocquet shared the other option. If a business was close to public parking, their required parking spaces would be reduced. The Town has ample public parking downtown that could be utilized for businesses.

He shared that regarding properties requiring grading, paving, and curbing, the ordinance would suggest that it be determined on an individual property basis by the engineer and environmental specialist, primarily for drainage control. He shared that he struck the verbiage that stated all parking must be on the same lot. This would not be conducive to utilizing public parking. He added into the ordinance the provision of shared parking agreements. He indicated a few of the conditions for shared parking; the planning standard called for a parking lot to be within 1,000 feet, the minimum number of required parking spaces could be waived and the easement agreement must indicate a certain amount of time. The average time being a twenty-year term. He added that within the agreement, loading spaces could not be shared. He added that there were many more requirements and that he would continue to meet with Mr. Davenport for the legal aspect.

He shared that regarding proximity to public parking if a site lies within one thousand feet walking distance of a public parking area, the minimum parking requirements shall be 20% less than otherwise required by that ordinance section. He shared that as the downtown area developed, the Town would incorporate more public parking areas. He stated that he wished to go more in-depth at the Council retreat, but that the proposed changes were very common with Georgia cities our size.

Mr. Perkins reminded Mr. Trocquet that although he wished to cover more during the retreat, there was a timeline on the quick fixes. Mr. Trocquet stated that he did advertise for the changes and Council could vote at the next Council meeting. If Council did not feel comfortable voting that early, it could be moved to a later date. He added that several downtown property owners were interested in the proposed ordinance changes. Council Member Furr shared that she was comfortable moving forward. Mr. Trocquet stated that he would move forward with the smaller changes to the ordinance. Council Member Howard asked how the public would know where to park. Mr. Trocquet stated that it would be up to the property owner to place signage informing the public where to park. The sign would indicate that there was additional parking at a specific location. The Town would also indicate our public parking with a blue P.

Adjournment

Council Member Howard made a motion to adjourn. Motion was approved 4-0. The meeting adjourned at 6:43 pm.

By: _____
Eric Dial, Mayor

Attest: _____
Dee Baker, Town Clerk