



**SPECIAL CALLED TOWN
COUNCIL MEETING
June 29, 2022 at 9:00 AM**

950 Senoia Road, Tyrone, GA 30290

Eric Dial, Mayor

Gloria Furr, Mayor Pro Tem, Post 4

Linda Howard, Post 1

Melissa Hill, Post 2

Billy Campbell, Post 3

Brandon Perkins, Town Manager

Dee Baker, Town Clerk

Dennis Davenport, Town Attorney

I. CALL TO ORDER

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS: *The first public comment period is reserved for non-agenda items. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

V. APPROVAL OF AGENDA

VI. CONSENT AGENDA: *All matters listed under this item are considered to be routine by the Town Council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.*

1. Consideration to approve the minutes from June 16, 2022.

VII. PRESENTATIONS

VIII. PUBLIC HEARINGS

IX. OLD BUSINESS

X. NEW BUSINESS

2. Consideration to adopt the 2022 Comprehensive Growth and Development Plan.
Phillip Trocquet, Town Planner

3. Consideration to approve the purchase of a 2022 Ford Explorer with state contract number 99999-SPD-ES40199373-009S for an amount not to exceed \$38,374.34 on or after July 1st of 2022. **Phillip Trocquet, Town Planner**

XI. PUBLIC COMMENTS: *The second public comment period is for any issue. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

XII. STAFF COMMENTS

XIII. COUNCIL COMMENTS

XIV. EXECUTIVE SESSION

XV. ADJOURNMENT

TYRONE TOWN COUNCIL MEETING

Section VI, Item 1.

MINUTES

June 16, 2022 at 7:00 PM

Eric Dial, Mayor

Gloria Furr, Mayor Pro Tem, Post 4

Linda Howard, Post 1

Melissa Hill, Post 2

Billy Campbell, Post 3

Brandon Perkins, Town Manager

Dee Baker, Town Clerk

Dennis Davenport, Town Attorney

Attorney Dennis Davenport was absent

Also present was:

Rebecca Brock, Recreation Manager

April Spradlin, Court Clerk

Randy Mundy, Police Chief

Patty Newland, Library Supervisor

Patrick Stough, Town Attorney

Tracy Young, Fayette County Development Authority

I. CALL TO ORDER

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC COMMENTS: *The first public comment period is reserved for non-agenda items. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

V. APPROVAL OF AGENDA

A motion was made to approve the agenda.

Motion made by Council Member Furr, Seconded by Council Member Howard.

Voting Yea: Council Member Hill, Council Member Campbell.

VI. CONSENT AGENDA: *All matters listed under this item are considered to be routine by the Town Council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the consent agenda and will be considered separately.*

1. Consideration to approve Council minutes from June 2, 2022.

A motion was made to approve the consent agenda.

Motion made by Council Member Campbell, Seconded by Council Member Hill.

Voting Yea: Council Member Howard, Council Member Furr.

VII. PRESENTATIONS

VIII. PUBLIC HEARINGS

2. Consideration of a rezoning petition from applicant Teresa Shell for parcel 0736-021 at property address 458 Senoia Road from R-12 to C-1. **Phillip Trocquet, Town Planner**

Mr. Trocquet informed everyone that applicant Teresa Shell had applied for a rezoning of 458 Senoia Road from R-12 (Residential 1,200 s.f. min) to C-1 (Downtown Commercial). The stated intent of the rezoning was to accommodate a Montessori school/daycare at that property. The current configuration of structures on the property would accommodate C-1 development regulations and setback requirements without creating nonconformities. The barn on the north end of the property and the house both lie outside of the setback buffer.

He added that Ms. Shell applied for the same request in August of 2021. Planning Commission recommended approval of the request with the condition that a traffic study be performed. Town Council denied the petition. Before January of 2022, the character area for the property and all others west of Senoia Road was for Production and Employment consistent with development on that side of the road. Council determined that the future land use character area was not appropriate for the undeveloped or currently residential properties west of Senoia Road and thereby amended the Comprehensive Plan and Future Land Use Map following O.C.G.A standards in a public hearing.

Mr. Trocquet stated that the property was currently zoned R-12 Residential and the proposed rezoning was C-1 Commercial. The property currently held a vacant single-family residence. He shared that the property was surrounded by AR, C-2, R-12, and M-2 zoning categories and added that the property was approximately 2 acres.

He asked, would zoning permit suitable uses with surrounding properties? He shared that C-1 zoning was not explicitly permitted within the Estate Residential character area, however, C-1 zoning was compatible with commercial properties to the south. Land to the north, although zoned residential, was likely too narrow for the construction of a building. Commercial to residential buffers would be applied to the north and east of the property to protect residential properties within a certain proximity. The buffer was 75 feet long.

He posed, would Zoning adversely affect adjacent properties? He shared that the commercial properties to the south would not be adversely affected and would recapture buildable areas with the removal of a buffer requirement currently in place due to the current residential zoning of the property. The property would be subject to residential buffers to the north and east for adjacent owner protection and be required to submit a traffic impact analysis with a site plan if used for commercial purposes that require site improvements.

He posed, did the property have reasonable economic use as currently zoned? He stated that staff determined that the property did have reasonable economic use given its Future Land Use Character Area designation unless evidence to the contrary in the form of sale and occupancy records were reported to the Town due to site or other conditions. The applicant submitted an appraisal at a later time.

He then posed, would the proposed zoning result in a use that would or could be excessively burdensome on existing infrastructure? Staff determined that the zoning would not result in an excessive burden on existing infrastructure. Higher intensity commercial or industrial land uses exist along Senoia Road in that area of town. Lower-intensity commercial zoning would likely not overburden Senoia Road. Specific site considerations on traffic movement would be identified during the site planning portion of any further development for the property. Schools must provide a circular drive for pickup and drop-off which could be completed on that property given the preexisting curb cuts. If a traffic study yielded data suggesting an unacceptable impact on roads, the site plan would need to be adjusted until such impact was proven to be mitigated or resolved.

Mr. Trocquet shared that the property currently lies as a border property on the Future Land Use map between Production and Employment and the Estate Residential character areas. Situated within the Estate Residential Character area, the property would ideally assume residential zoning. The Future Development Map, however, was a guiding document with properties situated on the edge as potentially assuming a different zoning classification based on unique circumstances. Given that 458 Senoia Rd. bordered an already zoned C-2 property as well as a very active rail line, it was staff's opinion that C-1 (Commercial) or O-I (Office -Institutional) could be appropriate classifications since they would be considered transitional step-down zoning districts in terms of intensity. He added that light industrial was to the south and heavy industrial was directly to the south, and that property would ideally assume light industrial or office institutional. No additional commercial should go beyond that point.

Commercial zoning would also remove zoning buffers incurred on the C-2 property to the south that make it impractical to build on. Staff determined either residential or light commercial such as O-I (Office-Institutional) as appropriate zoning classifications for the property. Heavy Commercial or Industrial zoning would not be consistent for that property. Planning Commission recommended approval to rezone the property to O-I.

Council Member Howard stated that if the property was zoned O-I, there would be no guarantee that the use would be a school.

Mr. Trocquet agreed and stated that there was no guarantee, O-I had a litany of uses but the majority was for law offices, appraisers, and doctor offices, things of that nature. The more intense uses would be colleges or churches.

Mayor Dial explained that each side had ten minutes to speak, then the applicant would have their turn for rebuttal.

Mayor Dial opened the public hearing for anyone that wished to speak in favor of the rezoning.

Becky Salvanera stated that she had over 30 years of experience in child care and was a licensed director through the state and also through the Department of Early Learning. She added that she was currently the Director of the Kay Shell Montessori school in Newnan, she would also be the director of the Tyrone school. She stated that she had many years of safety experience, and the process for licensing was very vigorous. The state made two surprise visits a year to ensure safety standards. She added that the safety of the children was their top priority and that they always exceeded it. She looked forward to working in Tyrone. She stated that a Montessori school was unique and that it gave children the independence to learn and developed their minds, bodies, and spirits to become leaders.

Catherine Sorenson stated that she was a resident of the area and that her children were currently enrolled at Kay Shell Montessori. She was confident that Ms. Salvanera would run the school better than anyone. It would be beneficial to have a Montessori school in the area. Everyone had a waiting list and the demand was very high for daycare facilities. She shared that there was no better option than to place a Montessori school on that property.

Jacquelyn Sheffield who lives on Wildwood Court shared that her child also attended the Kay Shell Montessori. She added that her child was a handful, but that the Kay Shell school worked wonders, she was now better behaved. Their school did not emphasize on profit, but on the child's development. Finding a place was very difficult, no one had availability in the area. It would be a blessing to have a location closer to home. They care more about the development of the whole child instead of making a profit.

Attorney, Newton Galloway spoke next on behalf of the applicant. He shared that he performed a lot of zoning work for governments and property owners. He stated that he agreed with staff's recommendation and that Mr. Trocquet's assessment was accurate. The property was vacant and it was a problem lot due to the railroad to the rear and Senoia Road in front and it had a unique shape. He disagreed with the statement that the property could be an estate residential property. It would essentially result in the demolition of the home and the barn. He addressed Council Member Howard's concern regarding once rezoned could there be a provision assuring that a school would be placed there. He clarified that Tyrone did not condition zonings in that matter. He stated that the Planning Commission was concerned about traffic issues. He then shared their traffic PowerPoint. He referenced the GDOT traffic assessment that was performed in February of this year on Senoia Road. He stated that the Institute of Transportation Engineers (ITE) did not indicate a huge impact caused by the school, even during peak hours which would entail an additional 16 cars. He deferred to Ms. Salvanera's state requirements. He stated that heavy industry was to the south, the two tracts above probably had similar or worse development issues and the railroad tracks and Senoia Road would make all those lots difficult to develop as residential. The master appraiser of the property also agreed with the staff for the O-I rezoning.

Council Member Furr asked for a clarification regarding the additional 16 cars.

Mr. Galloway referred to the GDOT 48 -hour traffic study from January 31st to February 2nd of this year. It identified peak hours. The ITE study also indicated trips based upon uses of properties and square footage. They estimated the morning peak at 8:00 am with 14 vehicles per hour and the afternoon peak at 5:00 pm with 14 vehicles per hour. He explained that the school would have two, afternoon pick-up times. He then shared that it was required that the school needed a circular drive with an entrance and an exit. The plan was to have 20 vehicles on the property, not on the road, and 8 spaces for staff and personnel.

Council Member Howard shared that the study was taken north of Dogwood Trail on Senoia Road, it did not consider the rock quarry traffic nor the McDuff Parkway traffic.

Mayor Dial opened the public hearing for anyone that wished to speak in opposition to the rezoning.

Gary Farr who lives on Senoia Road referred to a week-long study that he performed in front of the house. He reported that out of 49, 844 cars, 76% were above the speed limit, 11,800 were at or below, and 4,843 were traveling up to 80 mph (56 +). He added that there was a lot of commercial vehicle traffic. The Planning Commission spoke of initiating a four-way stop at Rockwood/Senoia/Crabapple Roads, which would not solve anything. He stated that the property was bought as residential, they knew what it was when it was purchased. If they had completed their research, they would have known why the previous property owner had not changed the zoning. Attorney Galloway even said that the property was a problem lot. If the piece of property meant so much to Ms. Shell, with the flowers and picket fence, why was the property not maintained? The grass had only been cut once since the last meeting.

Mindy Walding who lives on Senoia Road spoke next. She shared that it had been a residential property since 1962 and the residents had no issues with the location of the property. She stated that it was said that the land north of the property would never have a home on it. She added that the land belonged to Miss Barbara, Mr. Roberts' mother. That land had plans for a home for Miss Barbara in the future so her son could better take care of her. She added that there was a division between commercial, industrial, and residential, so why change that? There were currently nine commercial properties for sale or lease, why did they feel the need to buy a residential property? She stated that she had children and she needed to look after their safety, traffic would be added to that property. There was a school less than two miles away, those children would be dropped off and picked up around the same peak time. This would be a safety problem for us who bought our property as residential. I love Tyrone exactly like it is, when I bought my home, I embraced Tyrone. I did not buy my property to change it.

Mr. Jamie Roberts who lives on Senoia Road spoke next. He stated that he owned the surrounding land, the industrial park was located at the rear of his property, and Senoia Road was in the front. A lot beside him belonged to his brother and two lots in front were to be combined for his mother to build on. The entire family would be in one area. He shared that he had spoken many times regarding the issue and he preferred the rezoning not be approved.

Mr. Galloway was given a chance to rebut and to answer any questions. He shared that Ms. Shell did her research on the property and that according to the Town's Future Land Use Map, it indicated that her use was appropriate. She also inspected the property and its standards. He added that a lot of the opposition was tied to emotion. Ms. Shell proposed to preserve the history of the house. She was planning on renovating the house and the barn. Once the property was out of the hands of the previous owner, they could have opposed the rezoning, however, Ms. Shell had property rights. He reiterated that she was planning on preserving the house and the barn and no new structures would be built.

Mayor Dial posed that Ms. Shell did her research but a person should research their zoning issues before purchasing property. Mr. Galloway stated that it was, however, the Town's Future Land Use Map that indicated Ms. Shell's use would be appropriate. The land-use classification was not compulsory. He stated that he did have an issue with Council changing the Land Use Map. When Ms. Shell came before Council initially, the use was appropriate. She did not purchase the property just to see what would happen.

Mayor Dial shared that the issue had plagued him for weeks and it was a difficult situation. He understood the concerns and he had some too. He then researched. He mentioned traffic and the safety of the children. He questioned why would anyone would want to place a Montessori school in that particular location. He cited the drop-off and pick-up driveway and asked how would cars not be within the roadway for oncoming dump trucks? He mentioned the railroad track behind the property, the need for fencing, and an acceleration and deceleration lane for added safety. All of those could have solutions. He stated that he had met with Mr. Trocquet and they went through the Town's ordinance. He shared that with O-I zoning, child care institutions, day nurseries and kindergartens were allowed as conditional uses. The conditions addressed most of his aforementioned concerns. He was still unclear about the number of students. He reiterated that he and Mr. Trocquet went through each condition and the conditions seemed to be obtainable, including the number of cars within the circular driveway during peak times.

Mayor Dial added that the research on the conditions, and the testimonials in favor and opposition were all appreciated, however, all did not carry much weight. What mattered most was that Council was there to vote on a zoning category. He shared an example of a rezoning vote that came back to haunt them. Although Council attempted to consider every scenario that would adversely affect folks, there may be another that was not considered. He shared that churches, amphitheaters, and assembly halls were also allowed within that space. Council tries to think ahead and ask, how would that use affect that area. With O-I, most uses would essentially be offices. He stated that they went through most listed uses to see if there could be a potential issue in the future, there were no glaring issues with uses or surrounding properties. The bottom line was, did that particular use fit that location?

Council Member Campbell agreed with Mayor Dial and added that Council had to consider, what would the use be in the future. He added that O-I was a softer category than the original request. C-1 uses would have been detrimental to the area.

He added that by rezoning the property to O-I, the property to the south would benefit from reduced setbacks. He stated that currently as a resident, it was an eyesore and had gotten worse, it was an undesirable location for a home. It may have been a nice location years ago, but not currently. He informed everyone that Council was considering lowering the speed limit on most main roads perhaps by 10 mph, and Senoia Road was one of them. He shared that there would be a 4-way stop at the intersection of Senoia/Rockwood/Crabapple and suggested flashing school zone lights nearer to the school.

Mr. Trocquet stated that the traffic study recommended those changes, however, Council had not yet approved the changes. Council Member Campbell stated that traffic needed to be lowered throughout the entire Town, including some subdivisions. He restated what Mayor Dial said, a lot of thought had gone into deciding that particular rezoning.

Mayor Dial inquired about a minimum 4 ft. fence. Mr. Galloway clarified that the state required 4 ft, but the Town required 6ft. – 8 ft. fencing. Mayor Dial stated that the 6ft. -8 ft. fence should block the railroad entirely. Mr. Trocquet stated that the property owner could decide between 6ft. – 8ft. Council Member Hill inquired about the number of children attending the school. Mr. Galloway replied from the audience and stated that it would depend on square footage, but approximately 25-30 students.

Council Member Howard asked for clarity that each classroom must have an exit for the playground. Mr. Galloway replied that the school had to comply with state and town regulations, they were not mutually exclusive and that was a regulation.

Mayor Dial discussed connecting the driveway to the barn driveway. Mr. Trocquet stated that it would be logical to combine them. Mayor Dial then inquired about additional parking spaces. Mr. Trocquet stated that according to the ordinance, the facility should have approximately 8-15 spaces depending on square footage. Mayor Dial asked Mr. Stough if Council could vote to change the speed limit that night? Mr. Stough said that he would need to refer to the Town's ordinance.

Council Member Campbell and Mr. Trocquet discussed the configuration of the property's circular driveway, buffers/setbacks, and additional parking. Mr. Trocquet shared that those details would be covered during the site plan phase and a traffic study.

Mayor Dial asked Chief Mundy for the process of changing the speed limit on Senoia Road, down to 30-35 mph. Chief Mundy shared that he was not fully aware of the entire process, however, changing the speed limit would only increase the fines travelers would pay. Officers could not spend all of their time in that one area, it was a straight-away which would typically be an area for drivers to accelerate. Mr. Stough shared that the ordinance stated that it was the Police Chief's responsibility in the past, but more research would be required to ensure that additional state requirements were not required. Chief Mundy added that a traffic study would also be required to see what speed that particular road would need to be. Mr. Trocquet reminded everyone that a traffic study was performed on Senoia Road for the 4-way stop at Rockwood Road.

That study may be used to determine what speed was needed and if a reduction was warranted. Mayor Dial added that they also may be able to determine if acceleration and deceleration lanes were needed. Mr. Trocquet also suggested, signage or flashing lights. Mayor Dial stated that although he respected Chief Mundy's opinion, that did not mean that the speed limit could not be changed. If people broke the speeding law, we should punish them. Chief Mundy clarified that he was not saying to leave the speed limit the same but the speed limit sign was only as good as the police officer enforcing it. Council Member Campbell reminded everyone that golf carts may also be on the roads.

Council Member Howard referred to the zoning ordinance compatibility study. The question was, would the zoning adversely affect the adjoining properties. It mentioned commercial but not the surrounding residential properties. Mr. Trocquet clarified that the report mentioned buffers to the north and the east as protection to adjoining residential properties. Council Member Howard asked if that included the homes across the street? Mr. Trocquet added that a 75 ft. buffer would be required along with an 80 ft. setback on Senoia Road.

Council Member Howard stated that even though she appreciated the buffer and setback, it did not shield the view or the safety of the children. If the property was not safe for a residence, how could it be safe for a school? Council Member Furr added that Mr. Gary Farr's study indicated 6,000 cars from 6 am – 7 pm one way and 80% of the cars were traveling 83 mph, which was devastating. She stated that his numbers were on target with POND's study at the 4-way stop. From 7 am – 7 pm, on Senoia Road, there were 6,898 vehicles traveling, although no speeds were given. She respected Mr. Farr's figures because that was his vocation. She stated that for a school to be located there with approximately 30 children, cement block trucks, and 18-wheelers traveling at high speeds was not ideal. She added that she sat along Senoia Road for 1 ½ hour to observe, it was horrible. She has lived in Tyrone her entire life and if a child were to get hurt it would be devastating. How could a school be placed where it was not suitable for a home, it's appalling? She added that the adjoining lot should signify the end of the commercial, and 458 Senoia Road should be the beginning of residential. Rezoning the property would not help, it would still have railroad tracks in the rear, and added traffic. The rezoning would assist with uses and conditional uses but not the traffic issue.

Council Member Campbell stated that he did not disagree with the traffic issue. He believed that the property should not be a residence nor a C-1 zoning. O-I was appropriate.

A motion was made to approve the rezoning of 458 Senoia Road from R-12 (Residential) to O-I (Office Institutional).

Motion made by Council Member Campbell, Seconded by Council Member Hill.
Voting Nay: Council Member Howard, Council Member Furr. Mayor Dial voted to approve the rezoning breaking the tie.

IX. OLD BUSINESS

3. Adoption of the Fiscal Year 2022/2023 Budget.

Sandy Beach, Finance Manager

Ms. Beach shared that there was a budget workshop on May 17th and a public hearing on June 2nd regarding the proposed budget for fiscal year 2022/2023. Ms. Beach shared that nothing had changed since the public hearing and recommended adoption of the budget, which included miscellaneous funds.

A motion was made to adopt the fiscal year 2022/2023 General Fund budget of \$11,462,684.77 as well as the budget of \$8,298,018.61 for the other miscellaneous funds including sewer and SPLOST.

Motion made by Council Member Campbell, Seconded by Council Member Howard.
Voting Yea: Council Member Hill, Council Member Furr.

X. NEW BUSINESS

4. Consideration to Award Task Order 5: Swanson Road – Share the Road Study. Project No: PW-2022-08 of 2021 Transportation Engineering Services project to POND, Inc.

Scott Langford, Town Engineer / Public Works Director

Mr. Langford stated that upon approval of the budget for FY22/23, the Swanson Road – Share the Road Study, Project # PW2022-08 was under consideration to be awarded to POND, Inc. The project was part of the 2017 SPLOST to provide bike and cart travel on Swanson Road. He added that Swanson Road was designated as a “No Thru Truck” road and had a posted speed limit of 25 MPH. It would also investigate the use of physical and passive traffic calming devices. Mr. Langford stated that staff recommended approval. He added that the project would begin after July 1, when the new budget would be in effect. Council Member Campbell asked if the project was in the budget. Mr. Langford stated that it was a part of the 2017 SLOST.

A motion was made to award Task Order 5: Swanson Road – Share the Road Study, Project No: PW2022-08 to POND, Inc. for \$19,217.50.

Motion made by Council Member Campbell, Seconded by Council Member Hill.
Voting Yea: Council Member Howard, Council Member Furr.

5. Consideration to approve Change Order 1 to the 2022 Asphalt Resurfacing Project (PW-2022-05). **Scott Langford, Town Engineer / Public Works Director**

Mr. Langford shared that the 2022 Asphalt Resurfacing project (PW-2022-05) was awarded on May 25, 2022. It was under construction and was approved by Council. He shared that the River Crest HOA wished for staff to look at the entrance on Laurelmont and Hwy 74 near the flag pole. Initially, he was skeptical to add that section due to no returned bids at that time. Piedmont Paving’s bid came in \$9,000 under budget.

According to the pavement condition index (PCI), the entire road would not be ready to pave for another 4-5 years. The condition in that area is very poor with severe cracking. He contacted the contractor since the equipment would be less than 1,000 feet away to add that section. The milling cost would be higher due to the area in question not being a straight line. However, the repair would be less expensive due to the equipment being nearby leaving no need to mobilize.

Council Member Campbell inquired if the contractor could research the problem area in front of the clubhouse due to heavy equipment and delivery trucks. Mr. Langford shared that a portion of Stonewyck, Park Haven, and Laurelmont was within the project. Those intersections would also be paved.

A motion was made to move forward with Piedmont Paving, Inc. Change Order 1 to repair a small section of asphalt paving at the entrance to the River Crest subdivision for an amount of \$25,358.70.

Motion made by Council Member Hill, Seconded by Council Member Campbell.
Voting Yea: Council Member Howard, Council Member Furr.

6. Consideration to adopt a fee schedule for Town Code Enforcement violations.

Katherine Crouch, Permit & Compliance Specialist

Mr. Trocquet shared that he would present but that Ms. Crouch had performed an excellent job of preparing the fee schedule. He stated that the report included code sections, descriptions, fees, and recommended changes along with other municipality cost comparisons. This was a portion of a larger project that would extract most current fees that were codified within the ordinances. By extracting them, they would be placed within a full schedule of fees that would reference each ordinance. The code enforcement violations would be the first amendment to the overall fee schedule.

Mr. Trocquet explained that staff had been operating under an out-of-date fee schedule making it difficult for the Judge if a case went to court. He stated that 99% of violations never made it to court. They were solved through staff communication. The fees were not meant to be a source of revenue; however, consistency was required.

Council Member Howard asked which ordinance and fee included parking on grass in a residential area. Mr. Trocquet shared that it was in section 113.211 with a fee of \$175. He added that the term was generic. He explained that for residential zoning, most septic tanks were located in the front yard, this would prevent damage to the septic line. It was also for aesthetic concerns so cars would not pile up in front yards.

Council Member Howard shared that Council would need to take a closer look at the ordinances, she was not prepared to vote that night. Council Member Hill inquired about parking trucks in residential areas. Mr. Trocquet explained that commercial vehicles over a certain weight, especially 18-wheelers were not allowed in residential zonings.

Council Member Howard shared that the ordinances had been on the books for a long time and had not been enforced. Citizens needed to have a better understanding for what was being purposed. She echoed Mr. Trocquet that 99% of violations were not charged, she needed to know what was being proposed in case citizens were to contact her. Council Member Hill suggested voting on the fee schedule with the opportunity to change it later. Council Member Howard did not agree.

Council Member Campbell shared that he was in favor of what staff was proposing, but agreed with Council Member Howard. There had been many violations for many years, citizens would need to be made aware. He mentioned the Citizens Academy class that Mr. Perkins proposed recently or a mailer. He understood that letters and phone calls were also being made. Council Member Furr agreed.

Mr. Stough explained that not adopting the fee schedule did not mean that the ordinances would not be enforced. Adopting the fee schedule gave the Judge a solid reference if cases were to go to court. Council Member Howard reiterated that 99% did not make it to court.

Council Member Howard stated that Council should not set fees if they had not decided to maintain all of the ordinances.

Mr. Trocquet explained that no violations on the list were new, they had been codified within the Town's ordinance. The listing would be a good exercise for Council to review if they felt that some should be repealed. Staff would take direction if Council felt that some were not in the best interest of the public. He restated that all of the listed violations were within the original citations within the code of ordinances that were adopted. He added that staff would take Council's direction and suggested either adopting the fee schedule or revisiting the item and perhaps repealing ordinances that they wished to repeal at a later date. He added that staff was not necessarily looking for violations but if someone brought something to their attention because they were on the books they needed to be upheld.

Council Member Howard asked if the violations were in a book for review. Mr. Trocquet stated that they were all located within the Town's code of ordinances. He added that the spreadsheet before them would be a good reference. He suggested referencing the online code and to input the reference number and it would take them directly to that section so they could read the entire narrative.

Council Member Howard inquired about section 26.67, Attractive Nuisances. Mr. Trocquet explained that if a vacant home or commercial building had broken windows or open doors, it attracted children to walk through, which could end in harm to the child.

Council Member Howard stated that she would like to see the ordinances so she could read through them. Mr. Trocquet stated that staff could highlight some and place them within a staff report.

Mr. Trocquet stated that it was a pressing issue that would benefit the town. He added that staff would put together a version of the report that included the code for Council's examination next week.

A motion was made to table the Code Enforcement Fee Schedule for the July 21, 2022, Council meeting.

Motion made by Council Member Howard, Seconded by Council Member Furr.
Voting Yea: Council Member Hill, Council Member Campbell.

XI. PUBLIC COMMENTS: *The second public comment period is for any issue. Comments are limited to three (3) minutes. Please state your name & address. Comments that require a response may not be answered during this time. The Council or staff may respond at a later date.*

XII. STAFF COMMENTS

Mr. Langford stated from the audience that the chipper had arrived.

XIII. COUNCIL COMMENTS

Council Member Furr asked Mr. Langford to please take care of the Public Works staff that had to work in the heat. He stated that he would.

Council Member Campbell shared that the Downtown Development Authority's, First Friday event at Shamrock Park was successful. It included a band and food trucks. The next event would be on Friday, July 1st, and would include the showing of a movie. The next two first Friday would be in August and September. He invited everyone to attend.

XIV. EXECUTIVE SESSION

XV. ADJOURNMENT

A motion was made to adjourn.

The meeting adjourned at 8:43 pm.

Motion made by Council Member Howard.

Voting Yea: Council Member Hill, Council Member Campbell, Council Member Furr.

By: _____
Eric Dial, Mayor

Attest: _____
Dee Baker, Town Clerk



STAFF REPORT

Town Council Meeting

June 29th, 2022 / 9:00 am / Special-Called Meeting

Subject: 2022 Comprehensive Plan Adoption

1. **Background/History:** The Town of Tyrone Comprehensive Plan update has reached its final draft form. The Atlanta Regional Commission and Georgia Department of Community Affairs have both reviewed and approved this version of the Comprehensive Plan. It is now ready for Council Approval per the standards outlined in O.C.G.A.
2. **Findings/Current Activity:** This is a 5-year update to the comprehensive plan and is more of a revision than a full rewrite. The major changes in the plan are as follows:
 - a. Updated community demographic and economic statistics consistent with the latest census.
 - b. Updated community input sections outlining the comments and conversations had with citizens in our public engagement activities.
 - c. Expanded sections on downtown development consistent with the Town's recently completed *Envision Tyrone* Town Center Plan (LCI).
 - d. Expanded sections on multi-use infrastructure planning, projects, and strategies.
 - e. Expanded sections on the northern portion of the SR-74 Corridor consistent with Economic Development discussions held since 2017.
 - f. Revised version of the Future Development Map outlining the character area boundaries of the Town consistent with citizen input and council approval.
3. **Actions/Options/Recommendations:** Staff recommends approval of the 2022 Comprehensive Plan.



COMPREHENSIVE PLAN

2022 5-Year Update

DRAFT

This document was developed by the Town of Tyrone in conjunction with the Atlanta Regional Commission using funds provided by the State of Georgia.

Acknowledgements

Steering Committee

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Terry Noble	Rawls Whittlesey

Elected Officials

Eric Dial, Mayor
Gloria Furr, Mayor Pro-tem
Linda Howard, Councilwoman
Melissa Hill, Councilwoman
William Campbell, Councilman

Project Management Team & Staff

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I. Executive Summary

The Comprehensive Plan

The Town of Tyrone is a much-loved community with engaged citizens, a definable character, and a unique identity. With this uniqueness comes the importance of making decisions about what is best for our small town in response to new opportunities or unexpected problems. A Comprehensive Plan (Comp Plan) serves as one of the more important tools for guiding these decisions in a way that betters public investment, private development, and the allocation of services within the boundaries of our jurisdiction. Main elements of the plan include:

- Public Engagement
- Future Land Use Planning
- Economic and Demographic Statistical Analysis
- Community Work Programming
- Capital Improvements Element

Approach

Success in achieving the Town's goals is multi-faceted with a key focus on the ability to capture and synthesize stakeholder ideas and viewpoints into a common vision. Outreach and engagement were critical in reaching a consensus from the differing views of those who live and work in the Town of Tyrone. Key features gained from this process resulted in the following as key to the Town's approach to future planning:

- **Fiscal Sustainability** – *Making and guiding smart investments and development patterns that maximize use of existing infrastructure to provide sufficient resources for long-term maintenance thereby helping the Town avoid large tax increases.*
- **Community Character** – *Maintaining Tyrone's unique small-town atmosphere where people feel connected to one another.*
- **Managed Growth** – *Maintaining high standards of architecture, impact, and type of uses in order to preserve Tyrone's high quality of life and unique character.*

- **Economic Resilience** – *Incentivize small businesses and economic activity in the Town Center District that supports people living and working in the Town. Also support the Fayette County Development Authority in attracting appropriate employment industries along the Northern portion of the SR-74 Corridor for employment industries with high-paying wages.*
- **Transportation Planning** – New streets should achieve a grid pattern that forms a connected network for superior traffic management and vehicular dispersion. The Town’s transportation network should encourage cycling, walking, and utilization of golf carts as alternate modes of transportation. Access management along the SR-74 corridor should be improved while encouraging quality and sustainable land use patterns.

Moving into the Future

The Town’s Comprehensive Plan is a guide that should remain consistent, but also fluid. As Tyrone moves forward in executing the Comp Plan, goals, elements, and features of the plan should continue to be monitored to ensure they remain relevant. The Comp Plan’s 5-year update cycle will serve as the revising exercise whereby staff, elected officials, and citizens join together in revisiting the efficacy of the Plan. Capital Improvement and Community Work Program elements should influence the Town’s budget and other major functions as Tyrone shapes its own future.

II. Who’s Involved

Public Engagement Overview

The Town and Comprehensive Planning Team designed a number of communication tools and activities to ensure that meaningful community input would form the backbone of the plan. A Steering Committee, convened to oversee the process, was the main instrument for guiding development of the plan. The Steering Committee played an essential role in providing input to the comprehensive planning process and represented a diverse cross-section of the town. The members had two key roles: to provide input so that the plan was in line with the Town of Tyrone’s community values and to serve as ambassadors of the plan, ensuring that neighbors and community groups were aware of opportunities to provide feedback via online survey.

In-Person Community Engagement

The project management team attempted two in-person community engagement events for the plan update, both of which were compromised by inclement weather. The first, scheduled for Saturday, March 15, was intended to tap into a concurrent event in Shamrock Park; the event was cancelled due to freezing temperatures and high winds. The second event was scheduled for Friday, April 8. Also held outdoors in Shamrock Park, this event was poorly attended due to cold weather and high winds. Despite the trouble with in-person community engagement, the PMT conducted a robust online survey.

Online Survey

An online survey was conducted using a community engagement software called PublicInput. PublicInput supports the development of an Engagement Hub, where residents and stakeholders could view relevant information about the plan update process, previous plans, and take the public engagement survey.

The website was made accessible throughout the plan update process, and the survey was open for responses between January 13th and April 18th of 2022. The survey was designed to require between 10 and 15 minutes for respondents to complete, and it received responses from 353 participants. A total of 3,407 responses and 1,350 comments were submitted. The page was viewed over 1,400 times.

Respondents were presented a few questions related to each of the following categories: General Questions, Historic Preservation and Environmental Resources, Development, Housing, Transportation, and Broadband. Trends related to each category are presented below; the full survey responses can be found in the appendix.

General Questions

The first section of the survey posed questions about the Town’s greatest asset and challenge, and quality of life more generally. Unsurprisingly, survey responses about Tyrone’s assets and challenges closely reflected conversations held about the same questions at the Plan Update’s first Steering Committee meeting. A fuller articulation of assets and challenges is found later in the document, but the following lists highlight themes in survey responses:

Assets:

- Location: proximity to the airport and city, but far enough out to be quiet
- Small Town Feel: safety, quietness, friendly community, green space

Challenges:

- Balancing Growth and Updates to Downtown Area with Desire to Preserve Small-Town Feel: this tension is widely expressed in survey responses
- Multi-Use Trail Infrastructure: residents are very interested in expanding the network

Respondents overwhelmingly reported a high quality of life in the Town of Tyrone; only 1% reported a low quality of life.

Historic Preservation and Environmental Resources

Residents were offered an opportunity to note the historic and cultural sites, and environmental resources they find most important to the community. Many expressed interest in preserving the old Tyrone depot (current event center), town hall, and cemeteries.

When asked about the Town’s environmental resources, many residents focused again on recreational amenities, such as multi-use paths and parks. Some comments noted that Tyrone has a wealth of park space for its size and hoped the Town would devote resources to maintaining and enhancing existing parks, while others expressed a desire to see more parks installed and all undeveloped land preserved as greenspace. Clear from all responses, however, is the high value Tyrone residents place on their greenspace.

Comments related to environmental resources that did not address recreational amenities frequently highlighted the importance residents place on protecting old-growth trees, water resources, and wildlife habitat.

Development

Survey respondents were invited to opine on the Town’s development patterns, the pace thereof, and the future development needs. A question about the Town’s pace of

development over recent years presented respondents with a Likert scale, with *Too Fast* on one end and *Too Slow* on the other.

How would you characterize your perception of the pace of development in Tyrone in recent years?

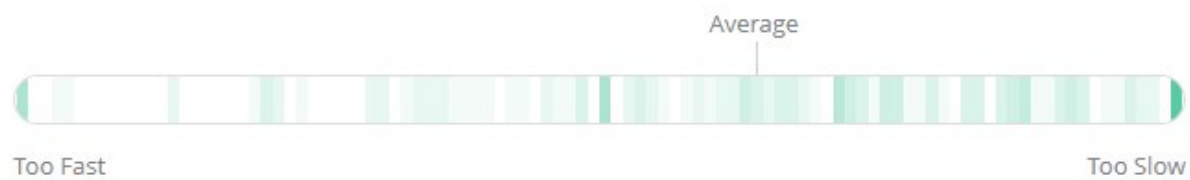


Figure 1: Likert Scale - Survey Responses

Keeping consistent with tension expressed by responses to the question about Tyrone’s greatest challenge (competing desire for modest growth in Tyrone with a wariness of any growth for fear of sacrificing Tyrone’s small-town feel), responses varied widely; however, more respondents characterized the pace of development as *Too Slow*. Generally, residents express a greater desire for well-planned and modest growth that will allow for the maintenance of Tyrone’s small-town feel than they express a desire to maintain that feel through the halting of development throughout Town.

Housing

When asked about Tyrone’s housing needs, residents consistently expressed aversion to high density housing. When asked whether the town has enough or needs either more or less Senior Housing, Mixed-Income Housing, and Single-Family Housing, the majority of respondents always selected that Tyrone has the right amount.

How would you rank the following housing needs in Tyrone?			
	Need More	Have the right amount	Need Less
Senior Housing	38% Need More	54% Have the right amount	8% Need Less
Mixed-Income Housing	17% Need More	49% Have the right amount	34% Need Less
Single-Family Housing	30% Need More	62% Have the right amount	8% Need Less

Figure 2: Housing Needs – Survey Responses

Transportation

Questions related to transportation asked residents about their satisfaction with different elements of the Town’s transportation system and solicited input related to areas where traffic patterns are particularly dangerous for pedestrians, bicyclists, or cart riders. Many responses related to areas where traffic safety is an issue identified areas and intersections where the Town is already working to make improvements to the transportation infrastructure.

Below is a matrix wherein residents were asked to rank their satisfaction with the Town’s transportation system. For most aspects identified in the survey, residents identified the infrastructure to be at least adequate, excepting only for pedestrian and bicycle safety. 57% of respondents noted that pedestrian and bicycle safety is either *Below Average* or *Poor*.

How would you rank your satisfaction with the Town's transportation system?

	Poor	Below Average	Adequate	Good	Excellent	No Opinion
Traffic Safety	1% Poor	8% Below Average	29% Adequate	35% Good	20% Excellent	7% No Opinion
Traffic Congestion	2% Poor	12% Below Average	35% Adequate	37% Good	14% Excellent	- No Opinion
Road Conditions	- Poor	12% Below Average	41% Adequate	41% Good	6% Excellent	- No Opinion
Pedestrian and Bicycle Safety	20% Poor	37% Below Average	25% Adequate	14% Good	1% Excellent	3% No Opinion

Figure 3: Satisfaction with Transportation System – Survey Responses

Broadband

Few respondents noted issues related to broadband overall, with most responses coming from residential areas that, according to the Georgia Broadband Center, are served by fixed terrestrial broadband internet.

III. Tyrone by the Numbers

History of the Town of Tyrone

Originally, Tyrone land belonged to the Creek Indian Nation. Eventually, the land was settled by Irish farmers in the late 1800's. Some of the homes built by these settlers are still occupied by their descendants. The Town of Tyrone was incorporated on August 18, 1911. It was reportedly named by Scottish and Irish immigrant railroad workers who thought the topography was reminiscent of County Tyrone in Ireland.

Who We Are

The Town of Tyrone experienced rapid growth in the latter half of the 20th century. From its incorporation until the 1970s, Tyrone's population was stable in the mid 100s. The 1980 Census reflected that the town's population had risen by 1,000 and has since grown steadily with a slight growth decline over the past decade as developable land is reduced.

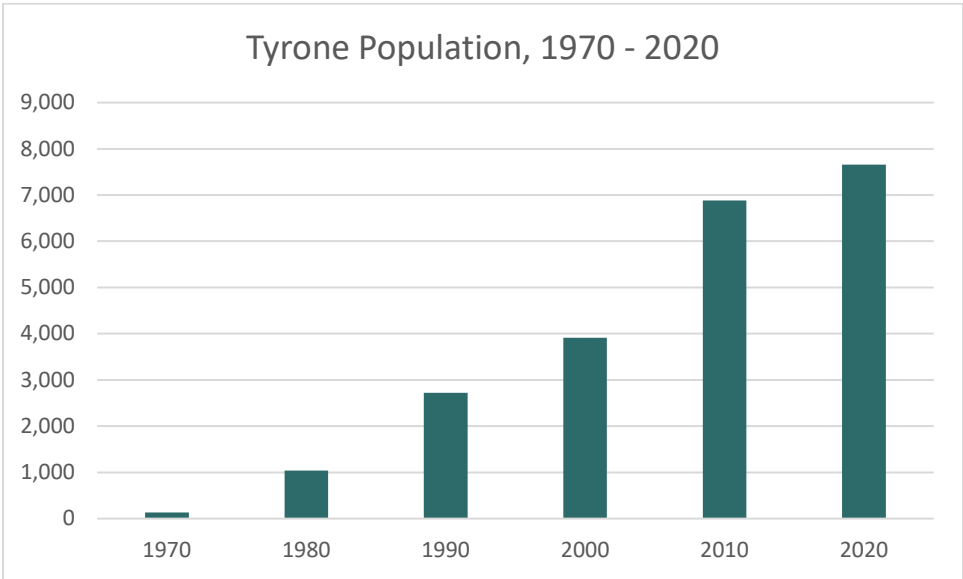


Figure 4 | Source: Decennial Census

Tyrone has a young population for Fayette County and other municipalities within the county, with a median age of 40.9 years. The county's median age sits at 43.4.

Tyrone's racial composition closely mirrors that of the County and is slightly more predominantly white than the state's population. Much of Tyrone's population is either white (65%) or Black (25%), with other races comprising about 10% of the Town's population.

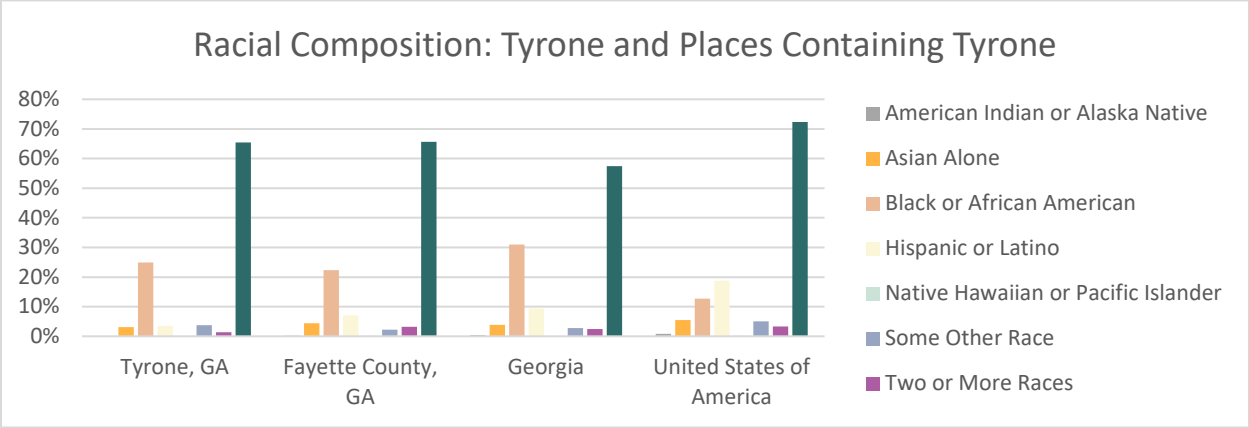


Figure 5 | Source: ACS 2020, 5-year data

Tyrone at a Glance

We can use demographic, housing, and income data to help identify whether a place’s housing options are appropriate for its residents. In Tyrone, we see healthy growth levels along its population, household income, and housing stock. In fact, between 2010 and 2020, Tyrone’s housing stock grew by about 400 units, or 16%, a growth rate slightly higher than total population and household growth (12% each). For the Town’s housing stock to increase at a rate slightly greater than that for new households over the last decade is uncommon within the Atlanta metro area during this period, and can be an indicator of a healthy housing market in Tyrone.

Also worth note is the breakdown of housing tenure in Town. Unlike in most parts of the Atlanta metro, Tyrone has seen a modest increase in the homeownership rate of occupied housing units (up to 86% from 84%). While home values have risen by about 54% since 2010, monthly housing costs for homeowners have held steady, around \$1,900 for a typical homeowner with a mortgage.

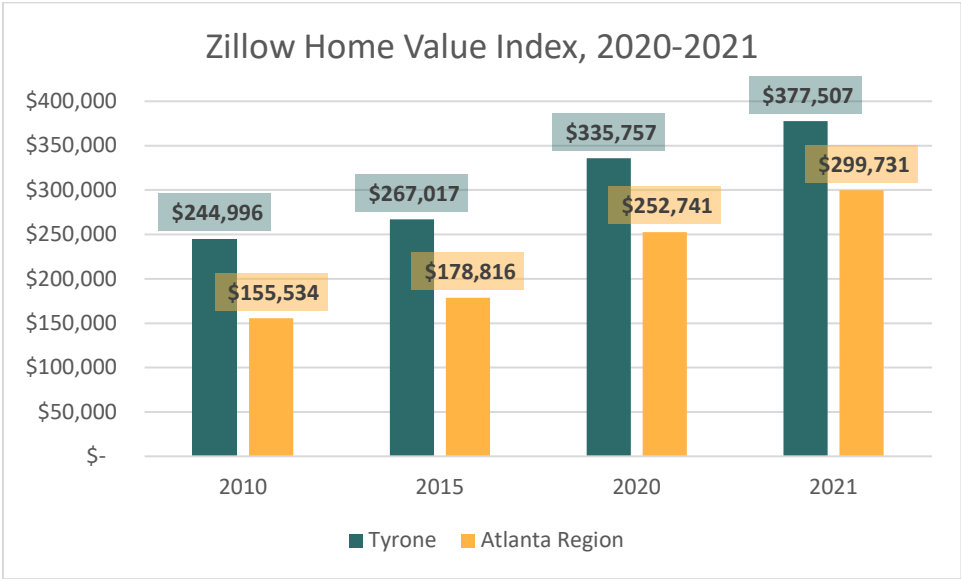


Figure 6 | Source: Zillow Research Data, 2010-2021

Home values across the metro have risen by a greater rate since 2010 (93% increase in home value, compared to 54% in Tyrone), though in dollar amount, the increase is comparable: \$133,000 increase in typical home value for Tyrone, and \$144,000 for the metro.

Tyrone’s high homeownership rate is supported not only by a healthy local housing market, but also by the generally high income of its residents. The median household income for Tyrone in 2020 was \$106,422. Median household income for Tyrone is higher than that for the county and the state, as well as for most of the Town’s neighboring municipalities.

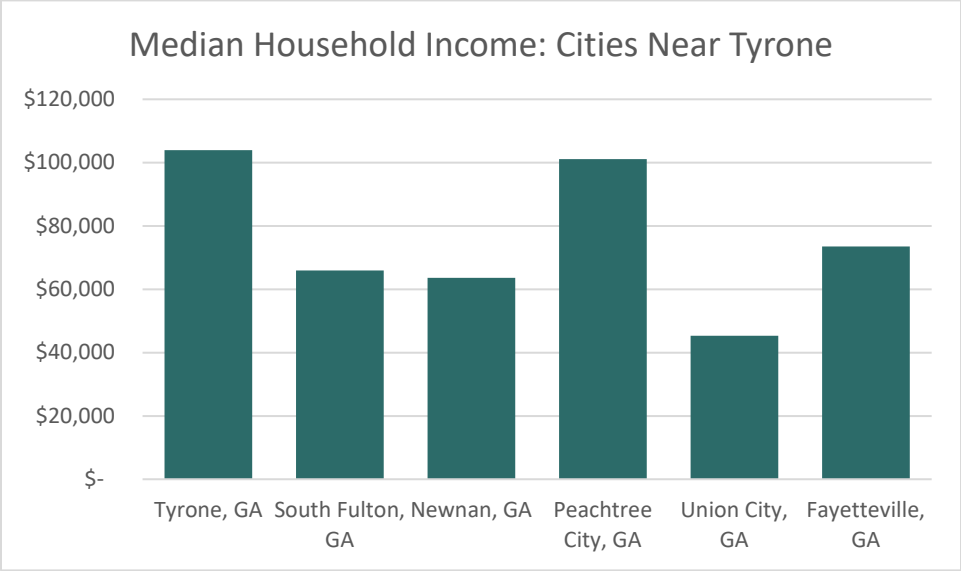
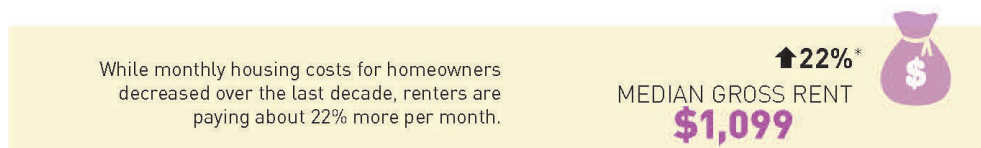
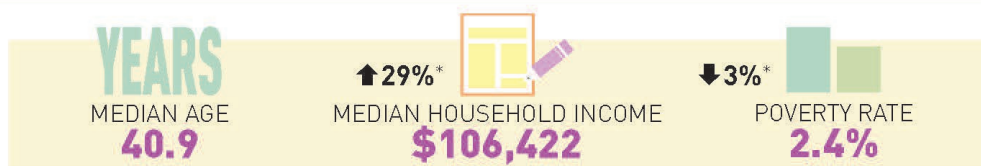


Figure 7 | Source: ACS 2020, 5-year data



TYRONE AT A GLANCE

Over the last decade, growth in Tyrone's housing stock has kept pace with the Town's population growth. Employment and income statistics are trending in positive directions, while the town has a high homeownership rate that has slightly increased since 2010.



Source for data unless otherwise noted: ACS 2020, 5-year data

* Percent change since 2010

Tyrone’s Economy and Transportation

Employment Patterns of Tyrone Residents

In 2020, the Town of Tyrone had a median household income of \$106,422 and an unemployment rate of 2.5%. While those numbers may have been adversely affected by the COVID-19 Pandemic during 2020 and 2021, the economy has begun to recover. Residents of Tyrone find employment throughout the region, in a variety of industries. The Health Care sector employs the greatest number of Tyrone residents (12% of employed Tyrone residents work in this sector), followed by Transportation and Warehousing (10%), Accommodation and Food Service (9%), and Educational Services (9%).

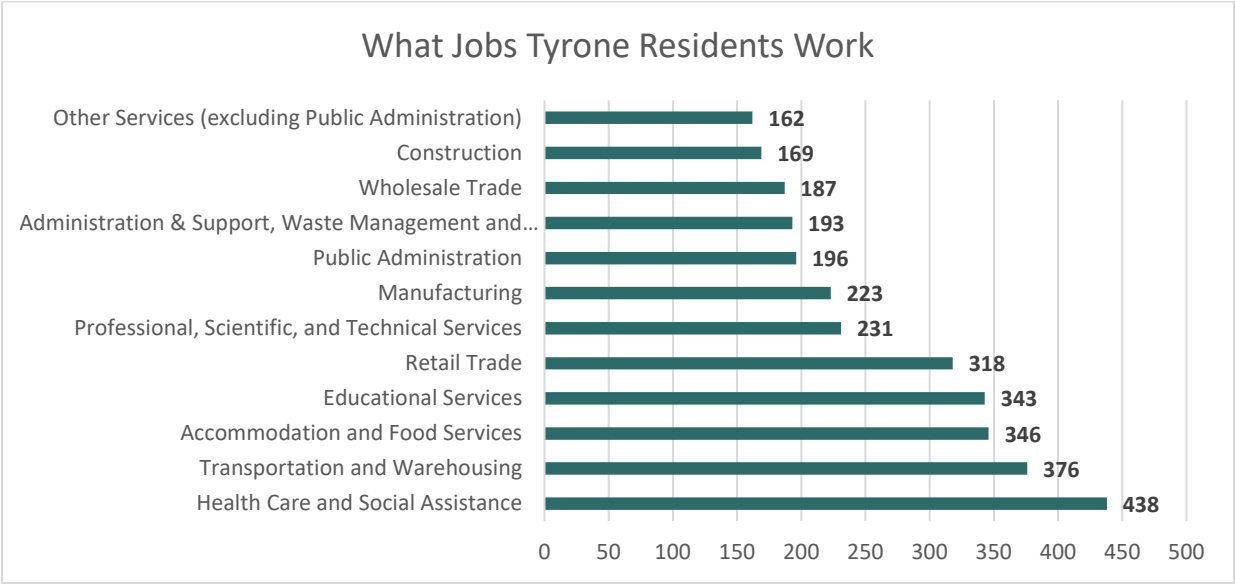


Figure 8 | Source: LEHD Origin-Destination Employment Statistics

Tyrone’s proximity to I-85 and the Hartsfield Jackson Atlanta International Airport make it an attractive area to live for people employed there. The map below shows where people living in the Town are employed – the largest concentration of residents working outside Tyrone are employed at or around the Airport (larger and darker blue dots signify greater concentrations of employment). Due to Tyrone’s proximity to the airport, the Transportation and Warehousing sector employs a large proportion of the Town’s workers.

Where Tyrone Residents Work

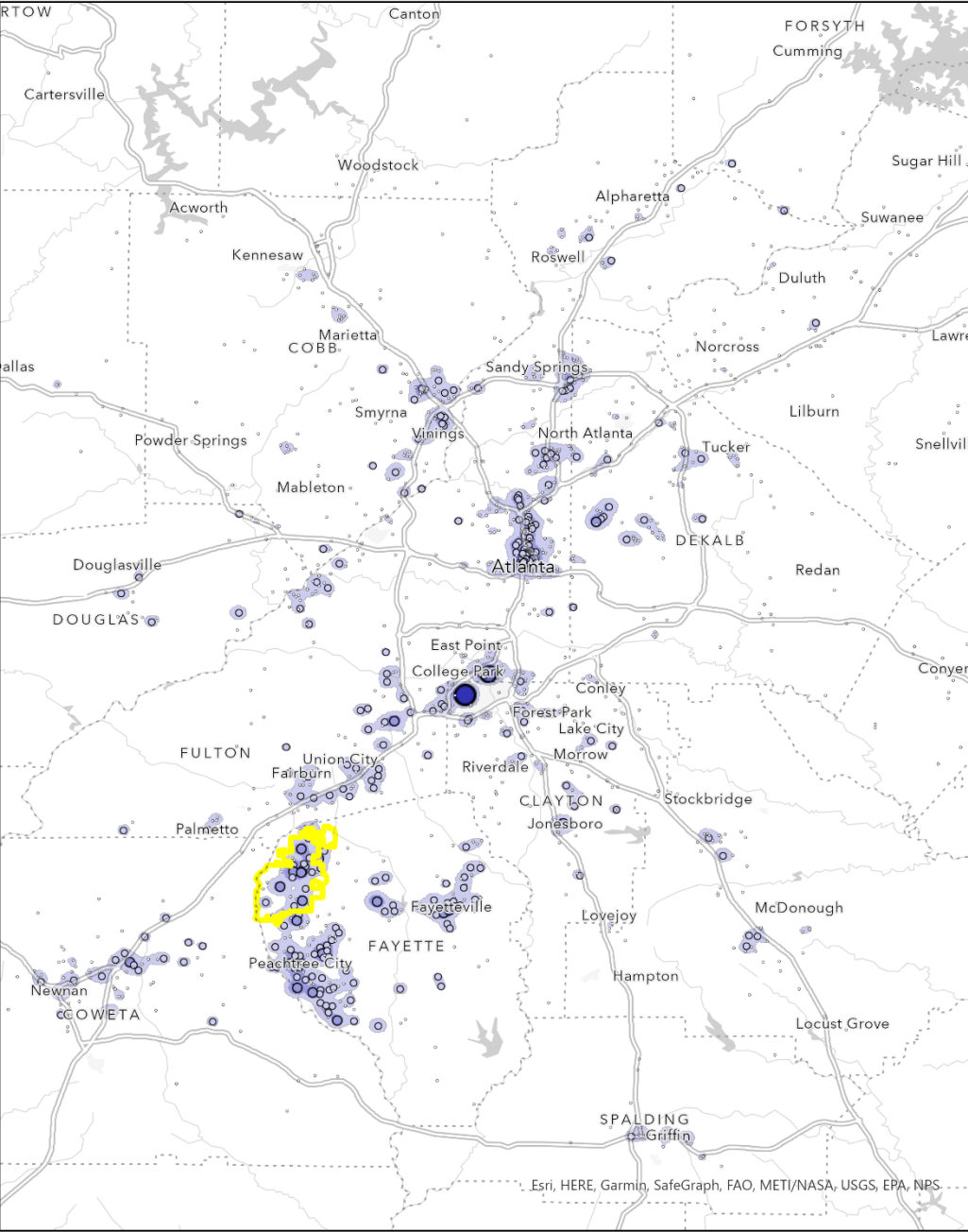


Figure 9 | Source: LEHD Origin-Destination Employment Statistics

Notice other employment hubs for Tyrone residents: Peachtree City, Fayetteville, along I-85 in Coweta and Fulton Counties, in Downtown Atlanta and Buckhead, and on the I-285 perimeter north of I-20. Prior to the pandemic, most Tyrone residents traveled by car to work (87%), with the vast majority driving alone. About 50% of Tyrone’s residents had commute times under a half hour, with the fewest residents (less than 30%) traveling 45 minutes or more to work.

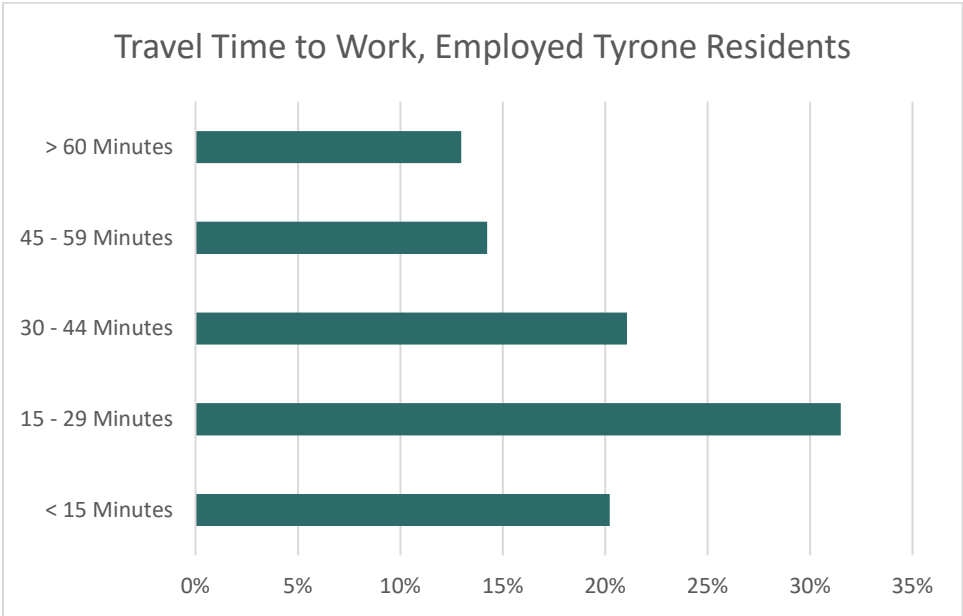


Figure 10 | Source: ACS 2020, 5-year data

Prior to the pandemic, 10% of Tyrone’s workers were able to work from home; with new telecommuting practices, it is likely that figure is higher now. 1% of the Town’s residents reported using public transportation and 1% used “other” transportation means, like taxis or ridesharing services.

Economic Activity within Tyrone

Tyrone’s local economy takes a different shape than the jobs worked by residents of the town. While the largest employment sector for Tyrone’s residents is Health Care and Social Assistance (438 jobs in 2019), only 319 Health Care and Social Assistance jobs exist in Town. Construction constitutes the greatest portion of jobs worked in or based out of Tyrone – 819 jobs in 2019, or 23% of jobs located in Town. Construction is followed by Other Services¹ (13% of jobs) and Accommodation and Food Services (12% of jobs). Tyrone’s

¹ “Other Services” comprises establishments engaged in providing services not specifically provided for elsewhere in the NAICS classification system. Establishments in this sector are primarily engaged in activities such as equipment and machinery repairs, promoting or administering religious activities, grantmaking, advocacy, etc.

unique non-profit presence likely accounts for much of what is captured by the Other Services sector.

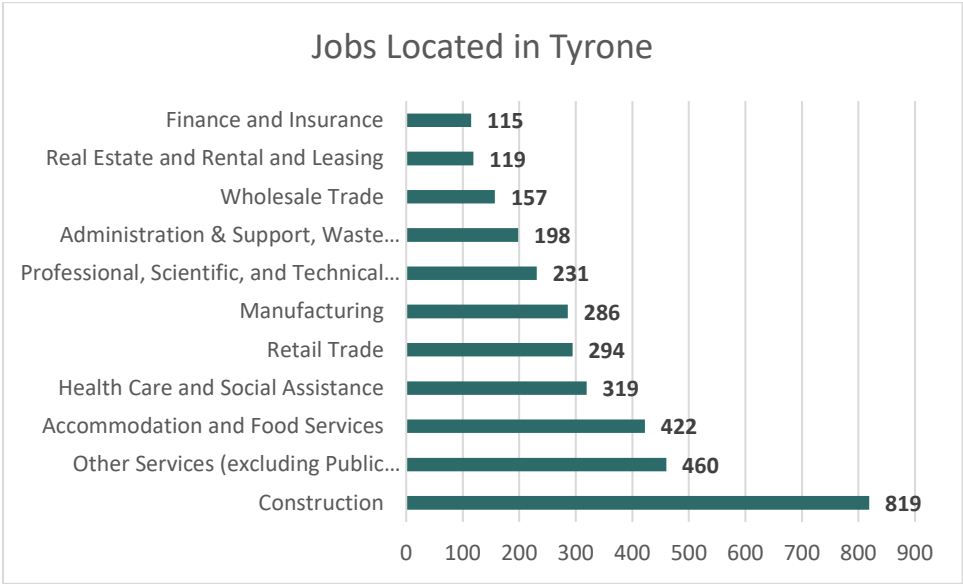


Figure 11 | Source: LEHD Origin-Destination Employment Statistics

In town, there are three main areas of employment: the Town Center area, the Highway 74 Corridor, and Shamrock Industrial Park. People commuting to work in Tyrone frequently drive from south of Town, as seen in the map below.

It is worth noting however, that many Tyrone residents also work in town. While 3,419 people commute into Tyrone for work on a typical day and 3,508 commute out, 215 of the Town’s residents are employed at businesses located in Tyrone.

Where People Working in Tyrone Live

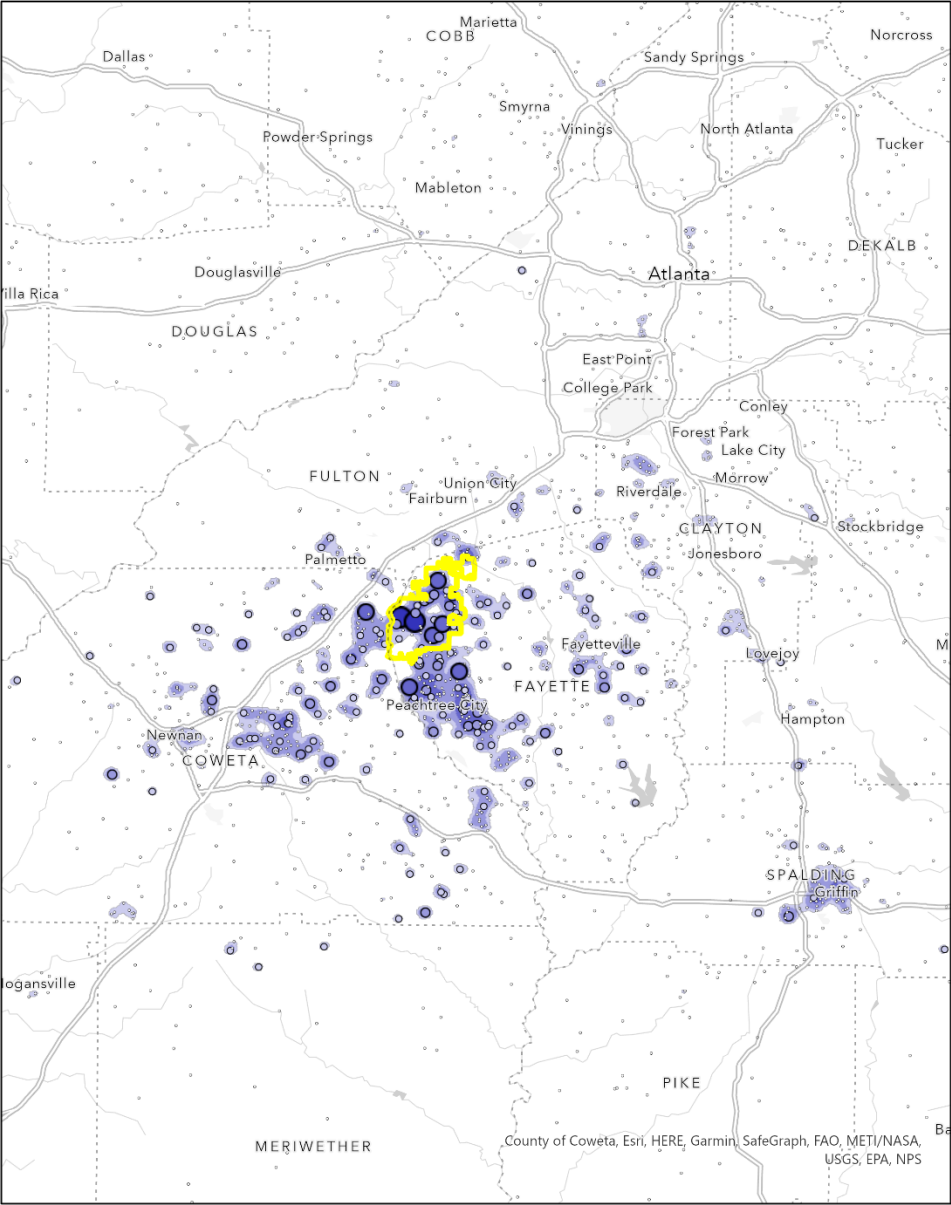


Figure 12 | Source: LEHD Origin-Destination Employment Statistics

Broadband

The digital divide became a key issue in 2020. As students and workers transitioned to being at home every day, having reliable broadband service became even more important to ensure that residents could communicate with their colleagues, families, and teachers, and complete their work or studies from home. While most of Tyrone is serviced by broadband internet, there remain a few areas in the Estate Residential and Production & Employment character areas on the periphery of Town that do not have access to broadband. Ensuring quality broadband service is and will remain crucially important to Tyrone's residents and the Town's economic vitality.

Broadband Availability, Tyrone GA

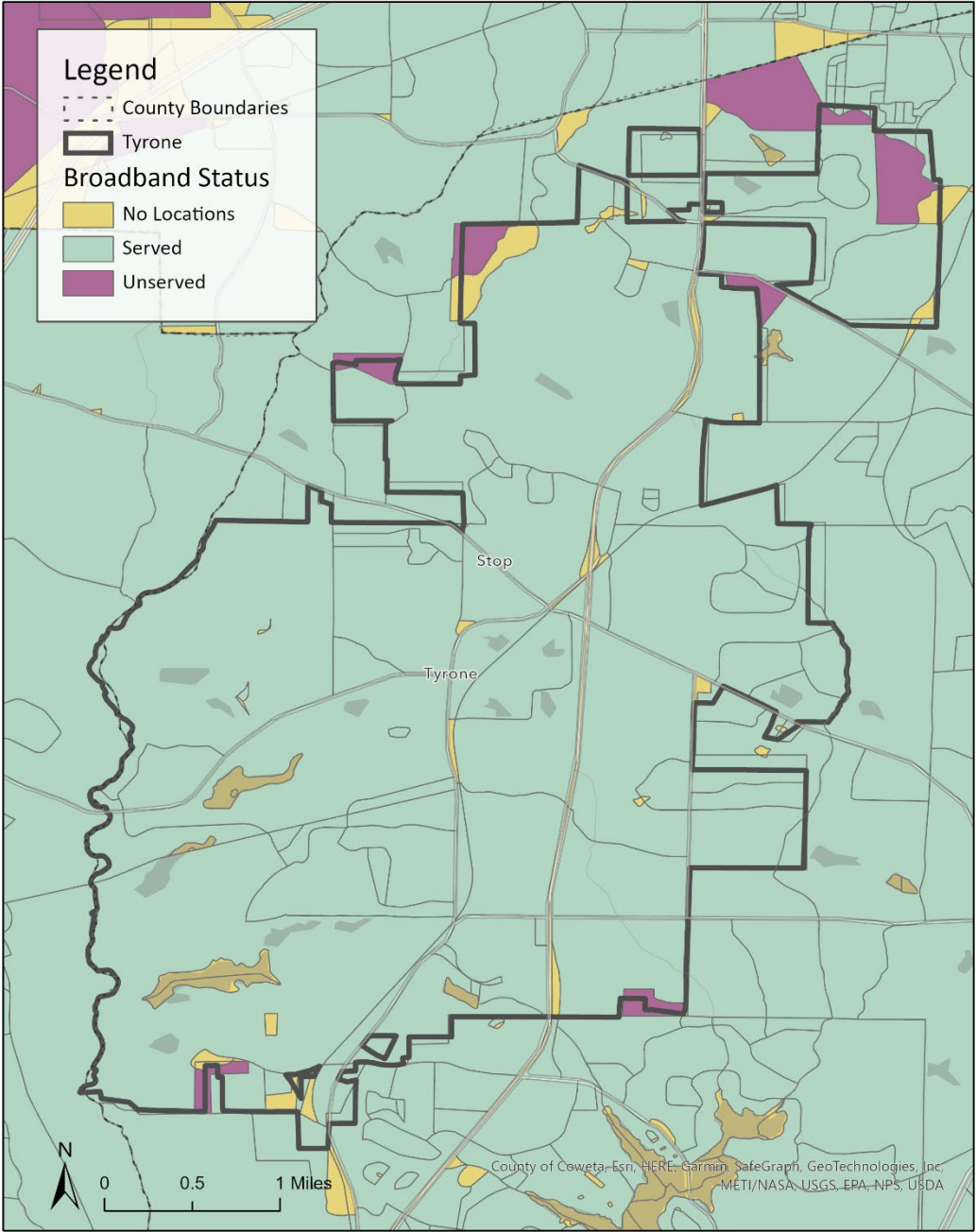


Figure 13 | Source: Georgia Broadband Center and Federal Communications Commission, 2021

Natural and Recreational Resources

Recreational Resources

Tyrone has 5 parks and recreational areas located throughout the town. Their sizes vary from 24 acres at Handley Park to 1.5 Acres at Veterans Memorial Park. Other parks include Fabon Brown park which is home to a small neighborhood playground and dog park, Dorthea Redwine Park, which is slated for increased recreational upgrades over the next few years, and the Town’s flagship park, Shamrock Park.

Playgrounds at each of the parks have been systematically upgraded since 2017. Shamrock Park will be receiving a \$150,000 playground upgrade in 2022 to serve as the Town’s primary playground and recreational amenity. Shamrock Park is also home to popular basketball and tennis courts as well as local catch-and-release fishing for residents at Shamrock Pond.

The Rodger Spencer Recreation Center is the headquarters for all recreational activities in Town. Exercise classes, pickleball matches, and many other activities serve as the basis for recreational programming in the Town with the desire to utilize vacant town-owned building spaces for classroom and studio rental to expand these services.



Natural & Conservation Resources

The Town also boasts ownership of over 100 acres of large conservation tracts with the purpose of preservation and potential passive nature usage. To this end, the Town has initiated, and hopes to continue, a strong relationship with the Southern Conservation Trust (SCT) in furthering the goals of conservation and preservation within the Town. This would start with a 60-acre tract adjacent to Handley Park planned to become Tyrone’s first nature preserve. These efforts coupled with continued updates to the Town’s Code of ordinances to encourage and incorporate conservation and tree protection best practices into new developments will serve as a strong foundation for continuing Tyrone’s desire to preserve its natural heritage.



Multi-Use Network & 5-year Expansion Plan

Overview

Tyrone has a good foundation for a network of walkable and bikeable sidewalks and trails. Preexisting infrastructure in the form of neighborhood sidewalks, multi-use trails, and sidepaths exist in many areas of the Town. The centerpiece to the path network is an 8.5-mile figure '8' around Tyrone using Senoia Road, Dogwood Trail, Farr Road, Palmetto Road, and Castlewood Road. From this central '8' are numerous spur trails and loops designed to connect as many of the neighborhoods and commercial areas together as possible. Tyrone's basic strategy to multi-use expansion and improvements will be through the following methods:

- Planning and Construction of side paths and greenways within the Town's budget – this will be revised and updated every 5 years with new paths and connections.
- New development requirements that extend and connect paths around and within new subdivisions and commercial developments consistent with the Town's path system.
- Safety and environmental design improvements to low-speed streets for the creation of safe, low cost, and beautiful yield roadways and share-the-road streets that are safe for golf carts, cyclists, and pedestrians.
- Updating and resurfacing of preexisting paths as needed.

Tyrone plans to continue expand and connecting its multi-use path system as the Town grows and as funds become available. Creating a network of fully connected paths from major neighborhoods to commercial centers, especially the Town Center District, acts as a catalyst for citizens to take advantage of multi-modal transportation options, feel a greater sense of place, and have a recreational amenity that connects them to their favorite destinations.

Town of Tyrone

Multi-Use Path Network

Legend

Pre-existing Infrastructure

— Share the Road Surface Streets (Bikes and Carts Allowed)

— Multi-Use Paths

- - - Sidewalks

Crosswalks

Parks

Tyrone Tax Parcels 2018

Proposed Cart Paths (SPLOST)

●●●● Palmetto-Wynfield (700')

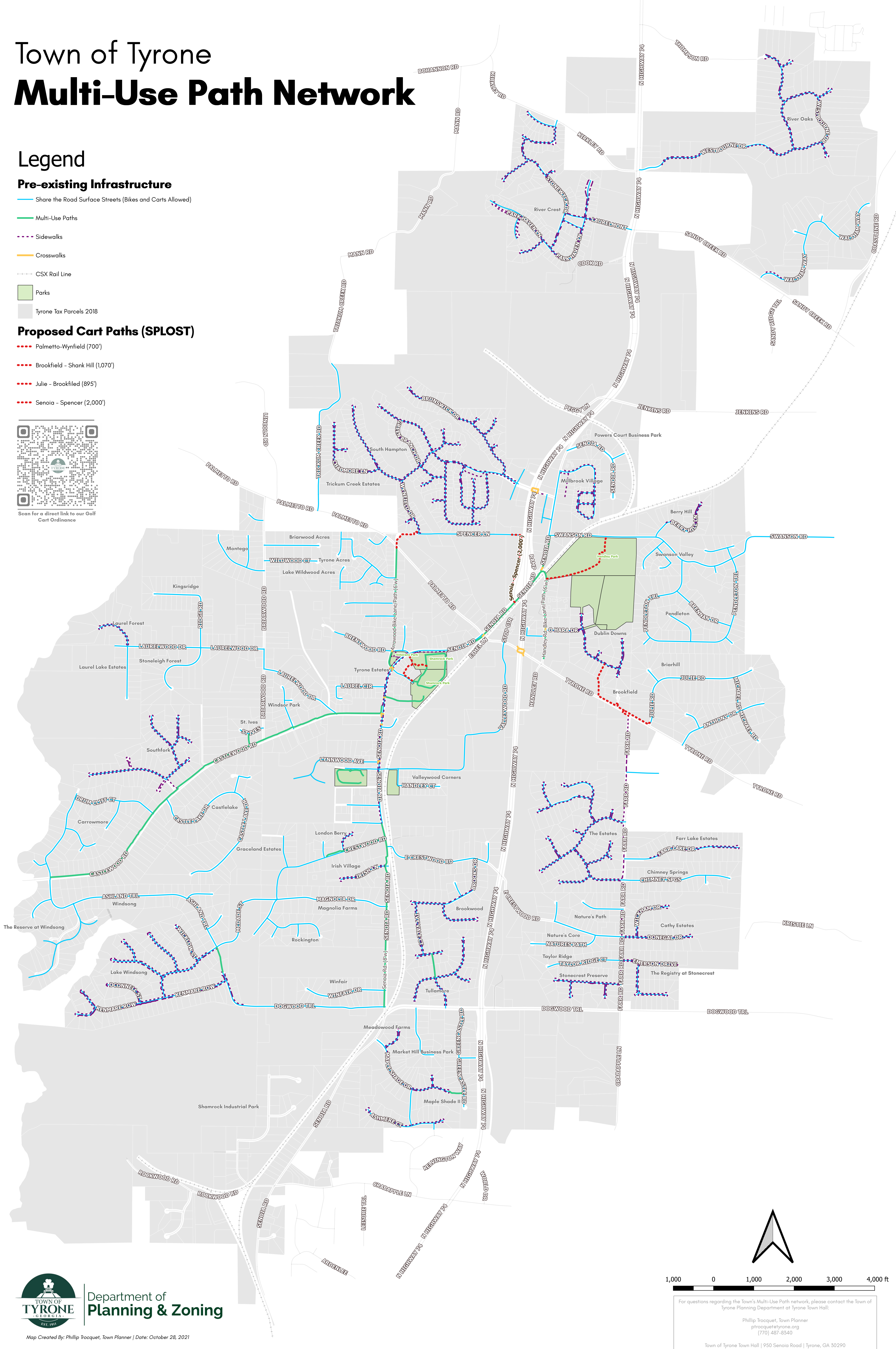
●●●● Brookfield - Shank Hill (1,070')

Julie - Brookfiled (895')

•••• Senoia - Spencer (2,000')

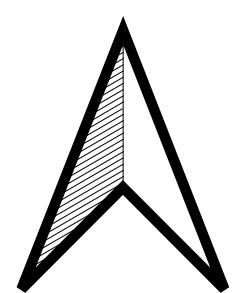


Scan for a direct link to a
Cart Ordinance



Department of
Planning & Zoning

Map Created By: Phillip Trocquet, Town Planner | Date: October 28, 2021



1,000 0 1,000 2,000 3,000 4,000 ft

For questions regarding the Town's Multi-Use Path network, please contact the Town of Tyrone Planning Department at Tyrone Town Hall:

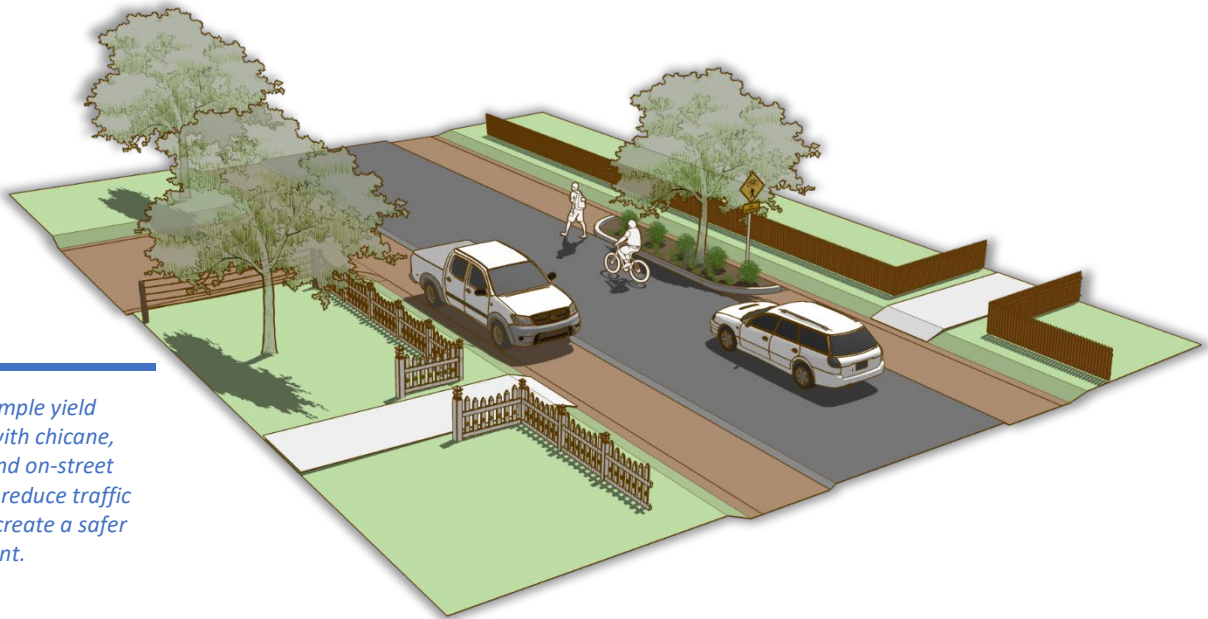
Phillip Trocquet, Town Planner
ptrocquet@tyrone.org
(770) 487-8340

Town of Tyrone Town Hall | 950 Senoia Road | Tyrone, GA 30290

Share-the-Road Street Network & Yield Roadways

Although the town plans to build more dedicated multi-use paths as well as improve and expand sidewalks, much of the Town's preexisting street network, particularly roads within subdivisions, serves as prime opportunities for improvement and utilization as share-the-road networks otherwise known as yield roadways.

FHWA Example yield roadway with chicane, signage, and on-street parking to reduce traffic speeds to create a safer environment.



The Federal Highway Administration defines a yield roadway as a street designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel areas. Such streets typically have speed limits of 25mph or below and may already include sidewalks. Streets with this classification can be enhanced with environmental design improvements such as advisory shoulder striping, bicycle/golf cart share the road or lane striping, new and increased signage, reduced limits, chicanes, center islands, and speed tables that keep vehicular traffic speeds low thereby encouraging a safe environment for cyclists, golf carts, and pedestrians. A vast majority of the Town's

streets already meet these conditions with small improvements necessary to incorporate them into the Town's multi-use network.

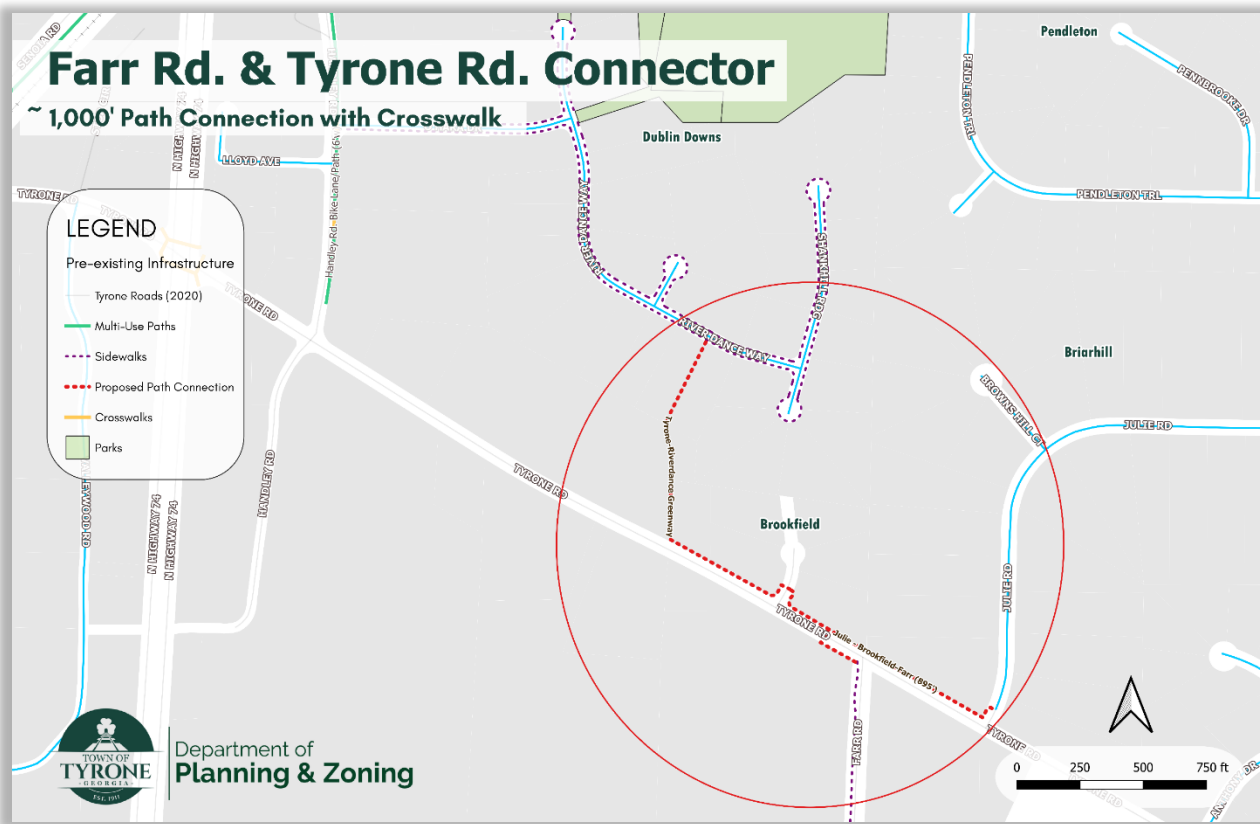


Share-the-road streets and yield roadways also serve a practical fiscal purpose of providing safer, more walkable infrastructure at a low cost. These roads prevent the need for large tax increases to pay for infrastructure expansion; this is because they use pre-built roads as the backbone of the network. Yield roadways also send a message to drivers that local streets are not high-speed thoroughfares, but rather a destination in themselves as they are the streets that people live on.

East Side – Farr Road & Tyrone Road Connector

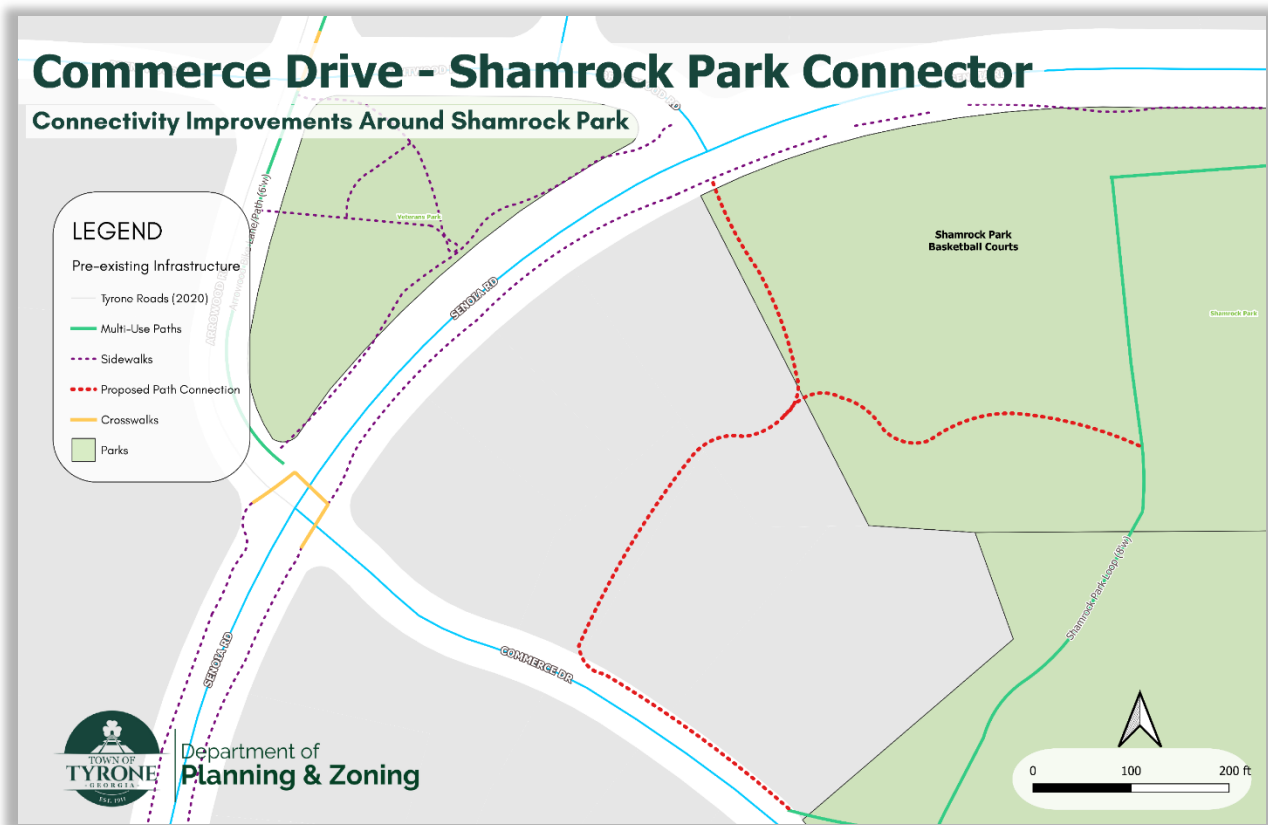
Projected Completion: 2022

One of the Town’s highest priority projects is the connection of residents off Farr Road and Tyrone Road to the preexisting path network. Currently under design and with an expected completion in 2022 is the Farr Road and Tyrone Road Connector Multi-use trail. This Trail will run from Julie Road to Riverdance Way with a crosswalk at Tyrone Road to connect Farr Road. This path will grant over 600 households a safe and dedicated connection to the Town Center District and preexisting path network all while keeping costs to a minimum in order to preserve the community’s desire for efficient infrastructure that does not threaten the Town’s historically low millage rate.



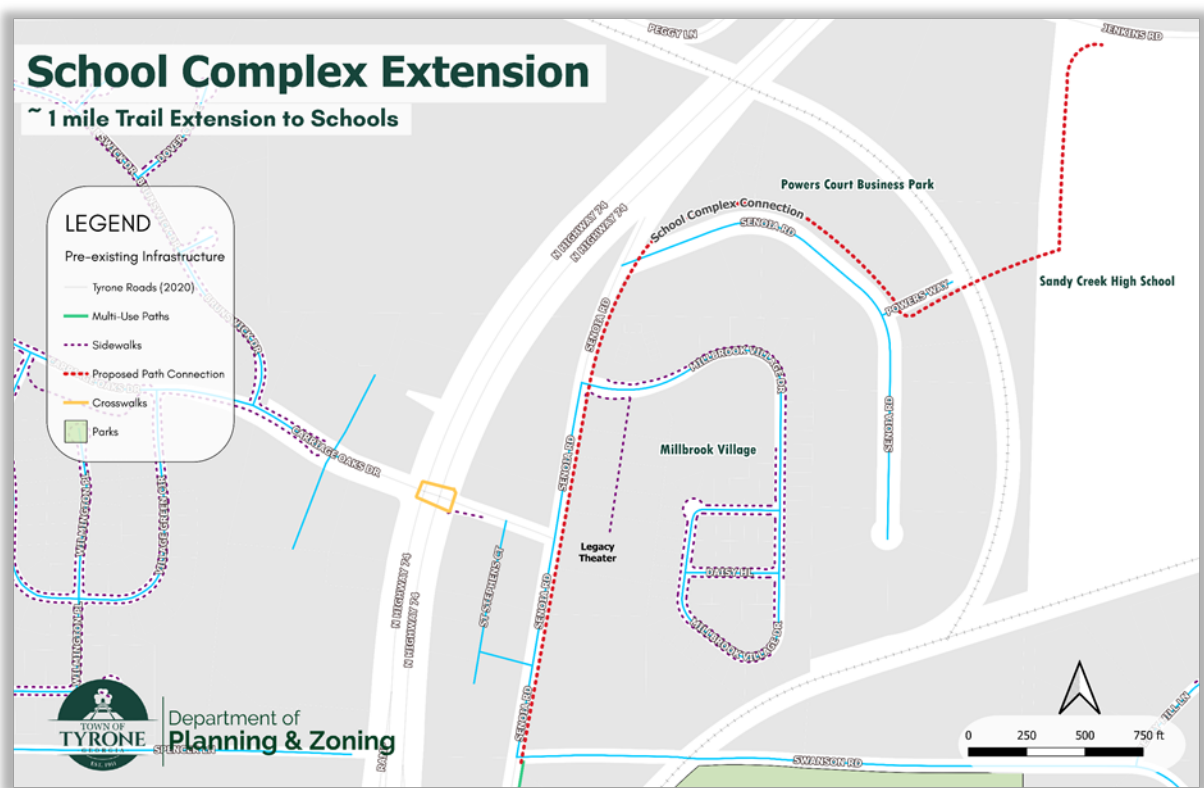
Downtown – Commerce Drive Connector
Projected Completion: 2023

Downtown Tyrone has become a major focal point for future planning and development in town. With increasing pedestrian, golf cart, and cyclist activity as well as increasing programming and events at Shamrock Park, a multi-use connection that connects Veterans Park, Shamrock Park, and Commerce Drive together has been identified as a strong need. This path also provides better connection to the Library, Recreation Center, Post Office, and restaurants. Future development and improvement of the Old Police Station and Fire Station are also on the horizon, making better pedestrian improvements crucial to their successful operation.



School Complex Extension
Projected Completion: 2027

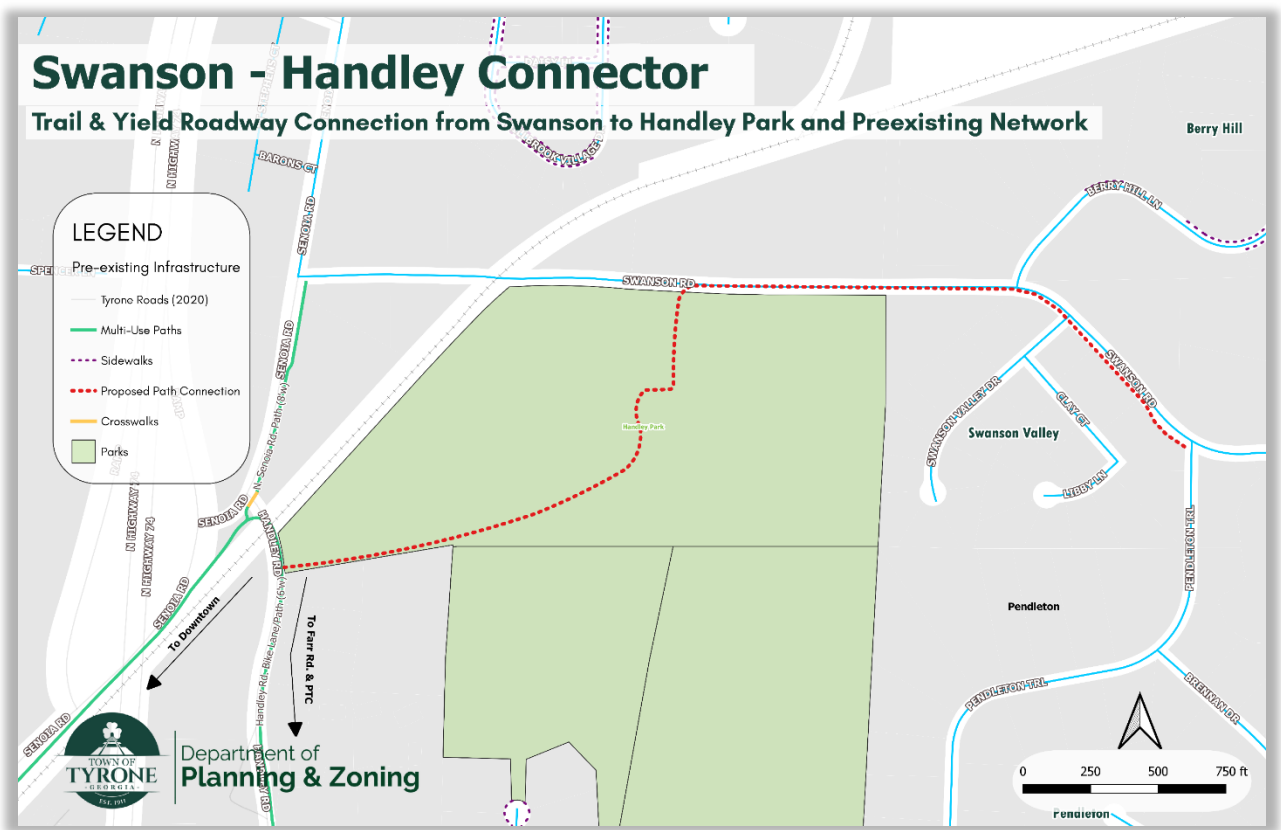
Direct path connectivity to the schools off Jenkins Road has been a logistical challenge due to the need for a rail crossing. More recent conversations with landowners and the railroad suggest that this connection could be feasible. If extended, this path would connect Robert Burch Elementary, Flat Rock Middle, and Sandy Creek High School to the Town’s preexisting multi-use path system. Such a connection would incentivize alternate modes of transportation for parents, students, and faculty traveling to these school complexes.



Swanson Road Connector

Projected Completion: 2026

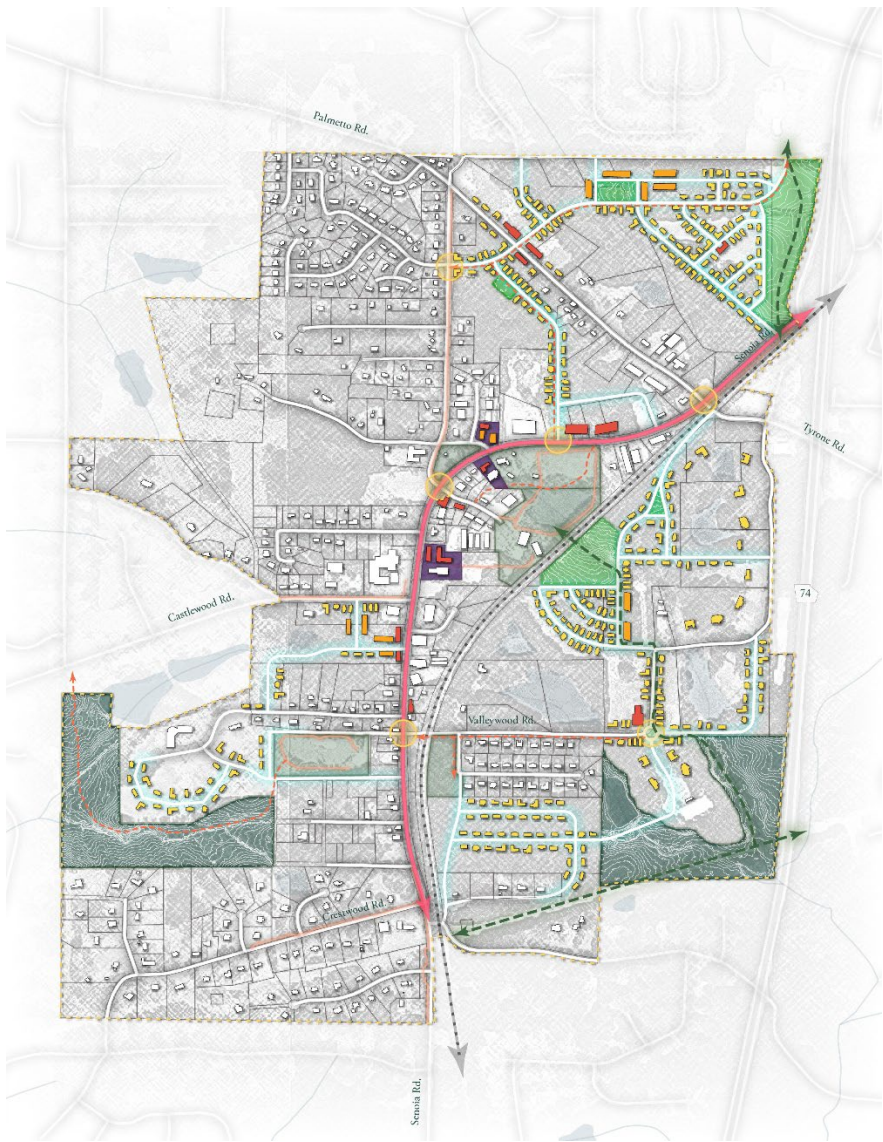
Swanson Road serves as a key connector for a variety of subdivisions in Town: Berry Hill, Swanson Valley, Wheaton Way, and Lake Pendleton. These subdivisions constitute roughly 150 households collectively with very close proximity to the Town’s largest park, Handley Park. Given Swanson Road’s low speed and design curvature, it is a perfect candidate for a yield roadway shared street that would further reduce travel speeds and provide attractive environmental design. This type of treatment to Swanson Road would be a very quick and cost-effective way to provide the short connection needed to Handley Park which has a direct connection to the Town’s preexisting network.



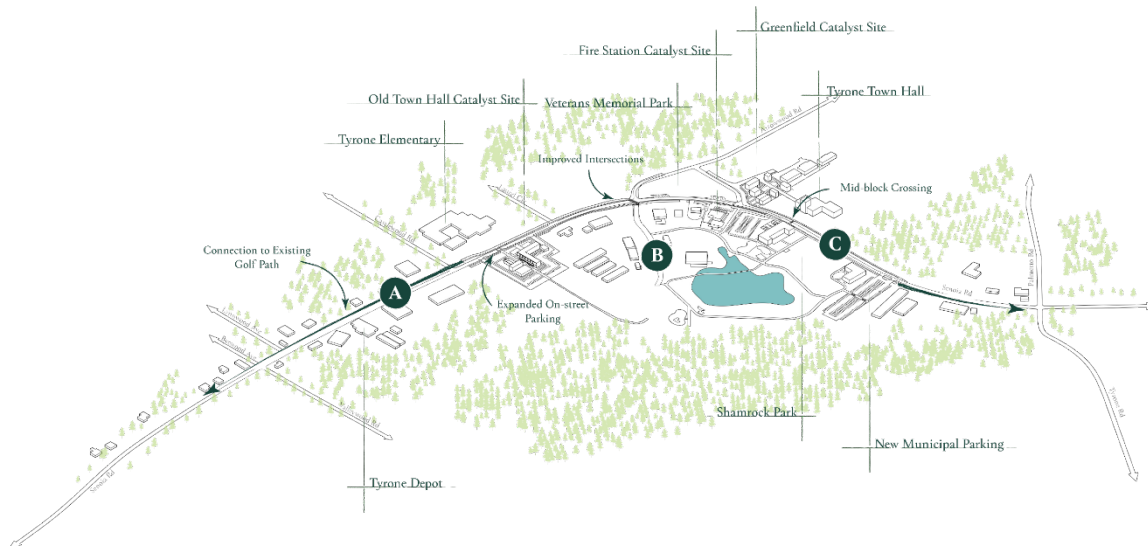
Areas of Attention

Town Center District & *Envision Tyrone* Town Center Plan (Livable Centers Initiative):

The Town Center District has been the focal point of citizen comment, community activity, town planning, and public investment for many years. The Atlanta Regional Commission’s Livable Centers Initiative (LCI) is aimed at assisting communities create a consistent vision for these places in the metro Atlanta area and awarded the Town of Tyrone a \$250,000 grant to complete the *Envision Tyrone* town center plan.



The Town Center Plan is a framework designed to guide the Town, its residents, business community, and property owners as the community navigates the challenges of sustainable growth and serves as the community-based master plan for downtown Tyrone which encompasses the Town Center and In-Town Residential Future Land Use Character Areas. Whereas the Comprehensive Plan sets the planning framework for the overall community of Tyrone, the LCI focuses on the downtown area along Senoia Road.



Envision Tyrone focused on cohesive planning and connectivity opportunities for downtown including designs for street cross sections, multi-use path expansion, a holistic vision for Shamrock Park, zoning ordinance recommendations, and a market analysis that focused on a few catalytic sites primed for quick and impactful development opportunities.

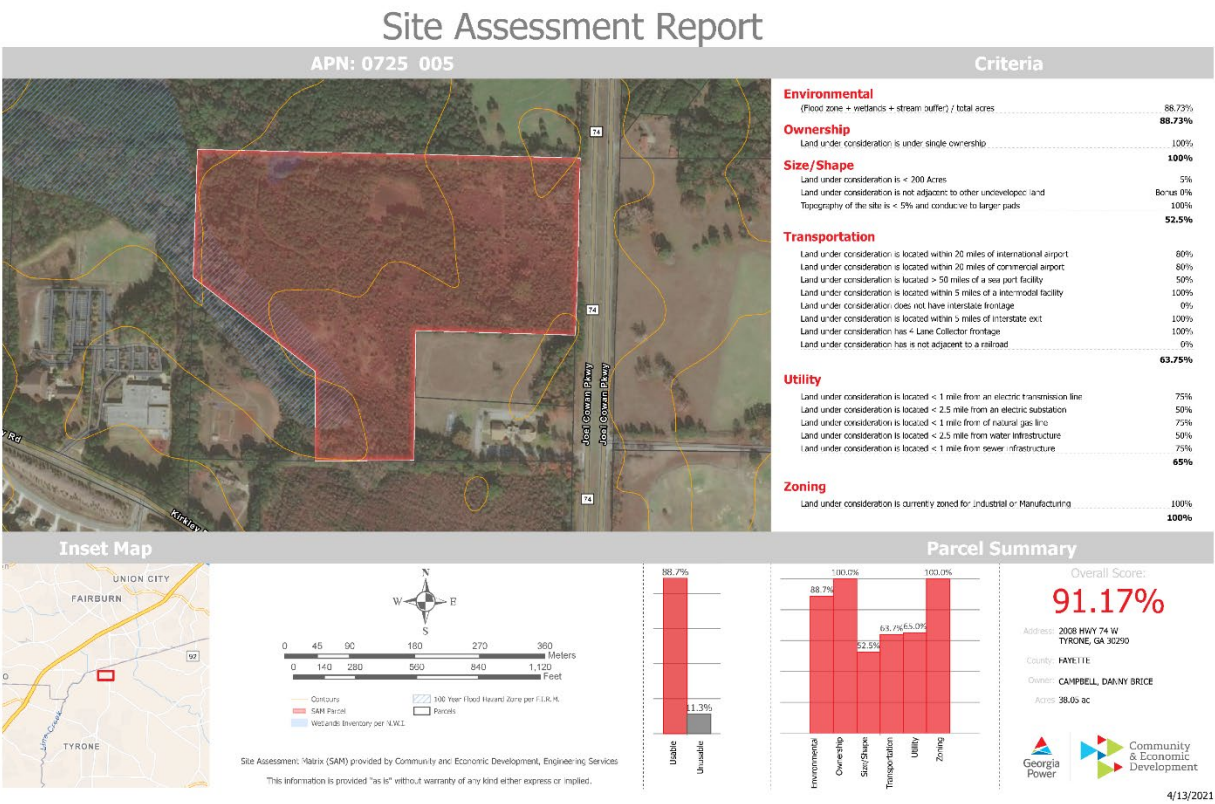


North Highway 74

Economic Development

Highway 74 north of the Jenkins Road intersection has been eyed as an area of great economic impact by the Fayette County Development Authority, Georgia Department of Economic Development, and Coweta-Fayette EMC Economic Development Department. Positioning this area for responsible and well-designed growth that promotes high-paying employment and stimulates the Town's local economy is of particular planning importance. In 2021, the Town of Tyrone Town Council held a special work session with the Fayette County Development Authority and Georgia Power department of Community and Economic Development to identify the best-positioned properties along the SR-74 corridor. Georgia Power's Site Assessment Matrix (SAM) program identified 5 major

parcels with excellent scores to attract wanted employment-based industries. These properties are some of the best-positioned parcels in Fayette County for attracting said industries.



Avoiding distribution and warehousing and encouraging employment-based industries such as light manufacturing, assembly, and fabrication is what has been identified by citizens and elected officials as a more appropriate development strategy. Other appropriate developments include business technology parks, headquarters facilities, and research/institutional facilities.

Transportation

Appropriate transportation requirements are key to preserving SR-74’s role as a major thoroughfare into Fayette County. Transportation focuses on limiting curb cuts, requiring interparcel access, and potential utilization of frontage roads are key in preserving traffic flow as development occurs. The Town still participates in the SR-74 Gateway Coalition with Peachtree City, Fairburn, and Fayette County to preserve this priority along all portions of the SR-74 corridor.

Zoning, Architecture, & Landscaping

Preserving the quality nature of SR-74 is also of utmost importance. The Town’s adoption of the SR-74 Quality Growth Overlay District is a zoning tool designed to maintain high standards of development from any industry or business looking to situate along the corridor. Heightened landscaping requirements and required premium building materials

such as brick and glass are some of the provisions included in the overlay that all new developments must comply with. It should be a priority for the Town to frequently visit this Overlay District to determine its effectiveness in maintaining a high-quality standard along SR-74.

Along with the SR-74 Quality Growth Overlay District is the revision of the Town's zoning code to establish a Business Technology Park zoning classification for the corridor. This zoning classification would further reinforce light industrial development that matches the community's vision for the northern portion of the corridor. Draft versions of this ordinance have already been made as of 2021 with final revisions and adoption slated for 2022.

IV. Assets and Challenges

Assets

These assets of the Town of Tyrone are items to be accentuated and improved over time, to ensure the continued long-term success of the Town.

Location

The Town of Tyrone is located along SR 74 just inside Fayette County. This location provides easy access to Hartsfield–Jackson Atlanta International Airport (HJIA) and Atlanta and surrounding employment centers.

HJIA provides the Town’s residents and employers access to over 230 destinations around the world and 80 percent of the United States is within a 2-hour flight from the airport.

Trilith Studios, a large film studio of over one million square feet located between downtown Fayetteville and Tyrone attracts visitors and employees to town for housing and daily services. The studio provides an opportunity for Tyrone to diversify its economic base and spur economic development within town.

People and Small Town Feel

The Town of Tyrone is becoming a diverse, young, and vibrant town within Fayette County. While the Town has experienced large growth, it has maintained a small-town character while still providing a high level of services. Tyrone should continue to ensure that this culture is maintained.

Infrastructure

Transportation and Path System

The Town of Tyrone is developing its multi-use path system to connect both sides of the Town. Currently, the system runs 2.6 miles of Senoia Road from the Swanson Road intersection to the Dogwood Trail intersection. It also runs the length of Castlewood Road, Handley Road, and Arrowood Road with plans to extend the system throughout the Town.

Opportunities exist as parcels develop to enhance street connections within the Town to promote connectivity while limiting cut-through traffic. Transportation is a challenge that many communities face. While congestion is not a serious problem, the Town of Tyrone needs to make investments in wayfinding, beautification, gateways, and alternative modes.

Fayette County has prepared a county-wide master transportation plan in coordination with its new Comprehensive Plan. The county-wide plan fully addresses the road network serving the Town of Tyrone. Long and short-term improvement recommendations are articulated in the Fayette County Transportation Plan. Multiple critical intersections along Senoia Road are outlined for study and improvement in 2022 as Tyrone experiences growth.

Sewer System

The Town has expanded downtown sewer capacity in recent years. The expanded sewerage footprint has acted as a catalyst for growth in critical areas such as the Town Center District, which was identified as needful of positive infill development during the 2017 Comprehensive Plan update.

State Route 74

State Route 74 (SR 74) is the main north-south route in Fayette County, connecting Peachtree City and Tyrone to I-85. Currently, development is located at two nodes. To date, State Route 74 has been developed with excellent access management in mind; it is the key route within Tyrone that needs continuous access management, while also providing opportunities for future growth. The Town's Quality Growth Overlay District runs the entire length of State Route 74 in Tyrone and aims to preserve and orient quality development along the corridor.

In keeping with the above theme, Tyrone is also proud to be a part of the 74 Gateway Coalition. This is a joint coalition whose purpose is to assess State Route 74 which passes directly through the center of Tyrone. The Town is working with officials from Peachtree City, The City of Fairburn, and Fayette County to assess the nature of Highway 74 and preserve aesthetic appeal, strong development standards, and efficient mobility along the corridor.

Challenges

Challenges the Town of Tyrone faces are items to be addressed and monitored over time to ensure the continued long-term success of the Town.

Millage Taxation, Land Use, & Fiscal Sustainability

Being fiscally sustainable means having sufficient resources to cover the basic needs and services of residents, not just today, but over time. Land use patterns are directly related to this this dynamic. The type and location of development has a large impact on the cost of providing and maintaining high quality public services and infrastructure such as streets, utilities, police services, recreation facilities & services, etc. While these services are provided by the Town, they are paid for by residents and businesses. Inefficient development patterns result in residents having to accept either lower quality services or higher costs and potentially higher taxes to pay for new development.

The Town has sustained a historically low municipal millage rate compared to surrounding cities. This millage rate has been maintained in an effort to reduce the property tax burden on citizens. Balancing the political desire of lower millage taxation, higher levels of service, and financial sustainability is a challenge the Town aims to meet through encouraging a resilient approach to development and continuing education on the relationship of land use and taxes.

Sewer System

Having expanded its downtown sewer footprint, the Town should now focusing on further increasing sewer capacity to meet the economic development demand consistent with growth desires along SR-74 and the Town Center District.

Attracting Businesses

The Town of Tyrone has land available for development and redevelopment of commercial, industrial, and office land uses. Some key properties are ripe for redevelopment, including Tyrone Elementary and the old fire station across from Veterans Park.

- *Fayette County Development Authority (FCDA):* A Key partner in large-scale business recruitment is the FCDA. The FCDA assists companies in locating or expanding within Fayette County. partnering with the Development Authority will ensure that Tyrone is an option of business recruitment for larger companies along the SR-74 Corridor.
- *Downtown Development Authority (DDA):* The recently created 7-member Tyrone Downtown Development Authority (DDA) is critical in catalyzing development goals and projects in the Town Center District. Since the DDA can own, acquire, and improve property, they are an instrumental tool in implementing development and redevelopment through public-private partnerships and unique funding opportunities.

Another challenge related to business attraction lies with reticence toward growth and the community’s desire to maintain Tyrone’s small-town feel. The Town should explore contexts in which the community finds growth palatable, as business recruitment is key to Tyrone’s fiscal sustainability.

Downtown Development

The Town of Tyrone's Senoia Road Corridor is an underutilized community asset. Residents marked the Town Center District as the top well-liked area as well as the area most in need of change. The Town of Tyrone should continue to plan, promote, and invest in the Town Center District to allow visitors to 'park once' and enjoy development.

Envision Tyrone – Town Center Plan: Livable Centers Initiative

The Town was awarded a Livable Centers Initiative (LCI) study in 2020. This study resulted in a community-based master plan for downtown Tyrone. Whereas the Comprehensive Plan sets the planning framework for the overall community of Tyrone, *Envision Tyrone* focuses on the downtown area along Senoia Road with the distinct goals of:

1. Defining a distinct brand and vision for downtown Tyrone that distinguishes it from other communities.
2. Engaging with local landowners, businesses, stakeholders, and the general public to generate success.
3. Creating a future development plan that allows for flexibility, while inspiring new ideas.
4. Aligning the zoning regulations and architectural guidelines to encourage a desired form of growth and consistency throughout the Town Center District.

These goals will manifest themselves in the form of improved options that consider:

- Road safety and infrastructure upgrades to accommodate golf carts.
- Multi-use path expansion and improvement to improve pedestrian and cyclist mobility.
- Redevelopment of Town-owned properties to better contribute to downtown vitality.
- Downtown streetscaping, park improvements, and beautification that create a better sense of place along Senoia Road.
- Zoning changes that encourage desired growth and development patterns.

The Tyrone Identity

Throughout the planning process, residents and stakeholders expressed pride in Tyrone. From discussing their ranking as the Happiest City in Georgia, to telling the planning team where the best dinner is in town, it is apparent that the residents are proud to live in Tyrone. The major theme revealed during the public engagement process was the desire to create a better sense of place in order to help foster a stronger community identity.

Stakeholders also suggested that gateways and wayfinding specific to the town of Tyrone be created and installed.

Traffic

While the volume of vehicular traffic in Tyrone doesn't pose a challenge in and of itself, residents have noted some delays at peak hours. With increased shipping volume, freight rail has begun to cause increased traffic interruptions, and a few intersections could be improved. The Town has studies and improvements planned for all problem intersections in 2022.

V. Goals and Vision

Goals

The Town of Tyrone is a diverse and forward-looking community engaged in shaping its own future. Tyrone is working to capitalize on its small-town character, safety, and friendly townspeople that make it a vibrant and unique community.

The Town of Tyrone in 2035 ...

Has a Re-Energized Town Center

The Town Center District, while not the main employment hub for the town, will become the primary main street district for recreation, services, and amenities, making it the Town’s main destination for residents and visitors. The Town’s new Downtown Development Authority will facilitate the cultivation of remarkable places, a walkable environment, and a vibrant local business atmosphere in the heart of the Tyrone.

Is a Connected Town with Quality Amenities

Tyrone will remain well connected to the region through a high-quality vehicular transportation network and it will continue to develop a robust internal, multi-modal transportation network, linking its neighborhoods, parks, and destinations with multi-use trails, sidewalks, and golf cart friendly road networks.

Has a Growing Economy with a Small-Town Feel

The town and its Downtown Development Authority will work with property owners to refresh aging retail, residential, and office properties and responsibly develop vacant tracts to preserve small-town character, promote fiscal and environmental sustainability, and make the Town an attractive destination for visitors and local businesses.

As the Town of Tyrone moves forward in implementing the Comprehensive Plan. These goals should continue to be monitored to ensure that they are still relevant to the Town. The following page outlines Tyrone's Short Term Work Program through the fiscal year 2022.

Intergovernmental Coordination

The Town of Tyrone aims to be a cooperative partner with neighboring jurisdictions to better serve its citizens and contribute to the overall strength of Fayette County.

These relationships include the Atlanta Regional Commission, Fayette County, Peachtree City, Fulton County, the City of Fairburn, the Fayette County Development Authority, and the Fayette County Board of Education. It is Tyrone's goal to maintain strong relationships with these entities to deliver services more efficiently and maintain a regional pulse more effectively.

2017 SPLOST Referendum

With the approval of a one-cent Special Purpose Local Option Sales Tax (SPLOST) on March 21, 2017, new funds were put towards capital expenditures. This increase in funds have accelerated project completion outlined in the Town's Short-Term Work Program. Such projects include road repaving and stormwater infrastructure repair, sewer expansion, multi-use trail expansion, park improvements, new police vehicles and equipment, and the ability to match grant funds such as the recently completed LCI.

2022 LOST & SPLOST Referendum

Fayette County along with its cities are negotiating the decennial Local Option Sales Tax (LOST) distribution for the next ten years. Along with this negotiation is discussion of a renewed Special Local Option Sales Tax (SPLOST) for 2022. Goals and objectives of the 2022 SPLOST if passed would be to continue the progress made from the 2017 SPLOST - meeting demand for increased services and amenities through improved infrastructure projects. A particular focus on downtown streetscaping, traffic management, walkability, and park improvement projects will be sought through a new SPLOST as well as debt reduction on the new Town Hall.

Federal ARPA Funding

The American Rescue Plan Act (ARPA) as a COVID-19 response will leave the Town with funding aimed at improving infrastructure and reimbursing lost revenue due to the Town's response to the COVID-19 virus. These funds will be used to position the long-term security of the Town with adequate sewer capacity and infrastructure upgrades needed for future operations and growth of the Town.

Code Changes & Text Amendments

The Town aims to implement many of its goals regarding physical growth, efficiency, sustainability, character preservation, and quality through continued text amendments to the Town's Code of Ordinances. These changes will be coordinated by the Community Development Department and will continue to implement the goals of the Comprehensive Plan, Livable Centers Initiative (Downtown Master Plan), and will of the elected officials.

V. Implementation

Report of Accomplishments, Short-Term Work Program, & Capital Improvements Element

The purpose of the Short-Term Work Program (STWP) and Capital Improvements Element (CIE) is to provide a detailed listing of the various projects and programs recommended to the Town of Tyrone for implementation during the 5-year period of the Town's Comprehensive Plan. Priority projects and program initiatives resulting from the overall planning process are listed in the Short-Term Work Program for each of the five years (2023-2027).

In addition to the scheduling of priority items for the Town, the STWP & CIE also provide guidance regarding cost estimates and potential sources of financing. By scheduling major Town initiatives and capital expenditures in advance over a period of years, the STWP & CIE will assist the Town in undertaking activities to implement the Comprehensive Plan and achieve its goals and objectives.

To be effective, the Short-Term Work Program and Capital Improvements Element must be linked to and coordinated with the Town's annual operating budget. Most of the items contained in the Short-Term Work Program require direct Town expenditures or indirect costs to the Town through allocation of staff time. Therefore, implementation of most of the Town of Tyrone's goals, policies, and recommendations are tied directly to the Town's annual budget.

The STWP & CIE are intended to be a working planning document. Each year, the Town of Tyrone reviews its 5- year STWP & CIE to assess the feasibility of projects; the Town then composes an annual action plan. By conforming to this method, the Town consistently has a current program to work from in implementing the Comprehensive Plan.

A Report of Accomplishments (ROA) details status updates for all STWP items from the previous Comprehensive Plan Update.

The following are the Town of Tyrone's Report of Accomplishments, Five-Year Short-Term Work Program, and Capital Improvements Element for the years of 2023-2027.

Report of Accomplishments

Work Item	Status	Notes
Intergovernmental Participation		
Continued Memberships: FCDA, FCIC, SR 74 Coalition, ARC, FCTC, etc. . .	Ongoing	This is a permanently ongoing item with multiple years of completed membership with local organizations. Membership in the FCIC (Fayette County Interagency Council) has been completed as said organization has since been dissolved, but new membership in the FCTC (Fayette County Transportation Committee) has been accomplished with continued goals of retaining a member on that committee to represent the Town.
Strategic Memberships in: FRRLS, Chamber of Commerce, Southern Crescent and McIntosh Trail Boards	Ongoing	These, again, are permanently ongoing memberships with multiple years of completed membership under the Town's belt. Ongoing and productive membership with the FRRLS (Flint River Regional Library System) has resulted in fantastic library resources and programming for our residents with greater levels of service anticipated over the next many years. A town representative sits on the Chamber of Commerce Board representing the Town of Tyrone. Membership in the Southern Crescent and McIntosh Trail Boards has been completed.
Community Development		
Solicitation of Federal, State, and Foundation Program Grants	Completed	LCI Grant awarded, CDAP Grants awarded in 2018 and 2020. Pursuit of FEMA Hazard Mitigation Grant. UGA SPIA Internship Grant Awarded.
Continued Investment in Improving and Expanding Utility Infrastructure	Ongoing	<p>Completed:</p> <ul style="list-style-type: none"> • \$2,000,000 downtown sewer expansion completed. • Facilitation of fiber-optic broadband expansion in various location . <p>Ongoing:</p> <ul style="list-style-type: none"> • Improved relationship with Fayette–Coweta EMC with obtained GIS Data. • Expansion of Sewer Capacity with Fulton County and the City of Fairburn.
Land Use		

Land Acquisition/Annexation	Completed	New Town Hall Land purchased, 40-acres of conservation land purchased next to Handley Park, Annexation of 35 acres on southeast border of Town.
Zoning Ordinance Analysis/Revision	Ongoing	<p>Completed:</p> <ul style="list-style-type: none"> • 2018 CDAP Zoning Assessment • Town Center Mixed Use text amendments drafted and adopted. • Community Mixed Use text amendment adopted. • Revised Downtown Architectural Standards adopted. • Revised Parking Standards for Downtown adopted. • Business Technology Park standards drafted. • SR-74 Quality Growth District revisions drafted. <p>Ongoing:</p> <ul style="list-style-type: none"> • Further parking ordinance standards. • Village/Traditional Residential zoning ordinance draft and adoption. • Code Enforcement ordinance draft and adoption. • Adoption of Business Technology Park text amendment from completed draft. • Adoption of SR-74 Quality Growth Overlay text amendment from completed draft.
Finance/GIS Website Integration	Completed	<p>Completed:</p> <ul style="list-style-type: none"> • 2019 Zoning Map CDAP project integrated Zoning GIS maps through ESRI on town website. • Online payments now accepted. • GIS database expanded significantly. • New Town website with online permitting created.

Short-Term Work Program

TOWN OF TYRONE COMPREHENSIVE PLAN UPDATE					
SHORT TERM WORK PROGRAM UPDATE FY 2022 TO FY 2026					
Project Description	Initiation Year	Completion Year	Total Estimated Cost	Funding Sources	Responsibility
<i>Intergovernmental Participation</i>					
Continued Memberships: FCDA, FCIC, SR-74 Coalition, ARC, etc	FY 2022	FY 2026	Staff Time	GF	Town of Tyrone
Strategic Memberships in: FRRLS, Chamber of Commerce	FY 2022	FY 2026	Staff Time	GF	Town of Tyrone
Fayette County Board of Education Work-Based Learning Internship Program	FY 2022	FY 2026	Staff Time	GF	Town of Tyrone
<i>Community Development</i>					
New Town Hall Bond Payments	FY 2022	FY 2025	\$1,550,000	GF	Town of Tyrone
Pursuit of Federal, State, and Foundation Program Grants (TIP & FEMA)	FY 2022	FY 2025	\$1,300,000	GF	Town of Tyrone
Multi-Use & Transportation Improvements (trails, intersections, crosswalks, etc. . .)	FY 2022	FY 2026	\$2,225,000	GF, ARPA, SPLOST, TIP	Town of Tyrone
Downtown Development Authority Program Expansion (programming, events, training, etc. . .)			\$10,000	DDA GF	Downtown Development Authority
Park Improvements	FY 2022	FY 2026	\$805,000	GF / SPLOST	Town of Tyrone
Downtown Improvements (streetscaping, signage, etc. . .)	FY 2022	FY 2026	\$605,000	GF, ARPA, LMIG	Town of Tyrone
Continued Investment in Improving and Expanding Sewer & Stormwater Infrastructure and Planning	FY 2022	FY 2026	\$3,250,000	EP, ARPA, GF, FEMA	Town of Tyrone
<i>Land Use</i>					
Update Zoning and Land Development Ordinance, Watershed Management, & Environmental Management Ordinances.	FY 2022	FY 2026	\$10,000/Staff Time	GF	Town of Tyrone
GIS Program Expansion (new license addition of web-based maps, growing geodatabase data, etc. . .)	FY 2022	FY 2026	Staff Time	GF	Town of Tyrone

Capital Improvements Element

CAPITAL IMPROVEMENTS ELEMENT 2022 -2026							
Priority	Project Name	Est. Cost	2022	2023	2024	2025	2026
1	Shamrock Park Playground	\$150,000	\$150,000	-	-	-	-
1	Dorthea Redwine Park Improvements	\$350,000	\$250,000	\$100,000	-	-	-
1	Handley Park Nature Preserve & Park Improvements	\$305,000	\$250,000	\$50,000	\$5,000	-	-
1	Tyrone Rd. - Riverdance Way MU Path	\$250,000	\$125,000	\$125,000	-	-	-
2	Senoia Rd. - Publix MU Path	\$250,000	\$10,000	\$240,000	-	-	-
2	Swanson Rd. MU Upgrades	\$250,000	\$20,000	\$230,000	-	-	-
1	Downtown Streetscaping & Multi-Use Improvements	\$500,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
1	Palmetto Rd./Arrowood Rd./Spencer Rd. Roundabout & MU Path Expansion	\$1,300,000	\$100,000	\$500,000	\$700,000	-	-
2	Intersection Studies & Improvements	\$175,000	\$25,000	\$50,000	\$100,000	-	-
1	LMIG Resurfacing	\$600,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
1	Sewer System Capacity Upgrades	\$1,000,000	\$1,000,000	-	-	-	-
1	New Town Hall Bond Payments	\$1,550,000	\$310,000	\$310,000	\$310,000	\$310,000	\$310,000
2	LAP Dogwood Trail	\$140,000	-	\$140,000	-	-	-
3	Pendleton Dam Upgrades & Stormwater Infrastructure Improvements	\$2,250,000	\$750,000	\$1,500,000	-	-	-
2	Downtown Signage (Wayfinding/Monument/Gateway)	\$105,000	\$105,000	-	-	-	-
3	Pole Barn Relocation/Removal	\$200,000	-	\$200,000	-	-	-

Future and Existing Land Use

The Town of Tyrone currently has developable land along Highway 74, but residential is the predominant land use within the Town. With new development opportunities limited, redevelopment within the Town Center District is ideal. There are a variety of ways to achieve the Town’s vision for the future. From a development design perspective, the key is in avoiding dispersed development projects that are unrelated to one another and exist in isolation at random locations. By focusing appropriate development within distinct character areas, corridors, and districts, the Town will be able to achieve a comprehensive development system. This system will incorporate a variety of developments and transportation usage befitting to the Town. Using this model, the Town will meet its developmental goals and achieve a desirable development pattern that will carry it through to the year 2030.

As a first step in creating an appropriate development atmosphere, the town has developed “Character Areas.” These “Character Areas” are intended to ensure compatible and unified development within specified areas of the Town. The Future Development Map is broken into the following Character Areas:

- *Estate Residential*
- *Commercial Corridor*
- *Community Gateway*
- *Town Center District*
- *Production and Employment*
- *In-Town Neighborhoods*

As described further in this comprehensive plan, these Character Areas define the overall land use characteristics in generalized areas of the Town such as density, land use, economic development, natural and historic resources, and types of community facilities. In addition, as outlined on the land use table, each character area corresponds with associated zoning districts. Character area designations and characteristics are designed to guide zoning decisions. This being said, properties that exist on the edge of character areas can be considered as “transitional” properties that may accommodate a zoning classification in between the two classifications that exist on either side of the character area boundary. An example of this may be a property situated on the edge of the Highway Commercial Character area abutting rural land in the Estate Residential Character area. Such properties may be suitable for Office as opposed to Heavy/Highway Commercial as a step-down transition between character areas. This should be taken only on a case by case basis and determined by the professional recommendation of staff and the Town’s Planning Commission.

Town of Tyrone

Future Development Map

Legend

Character Areas

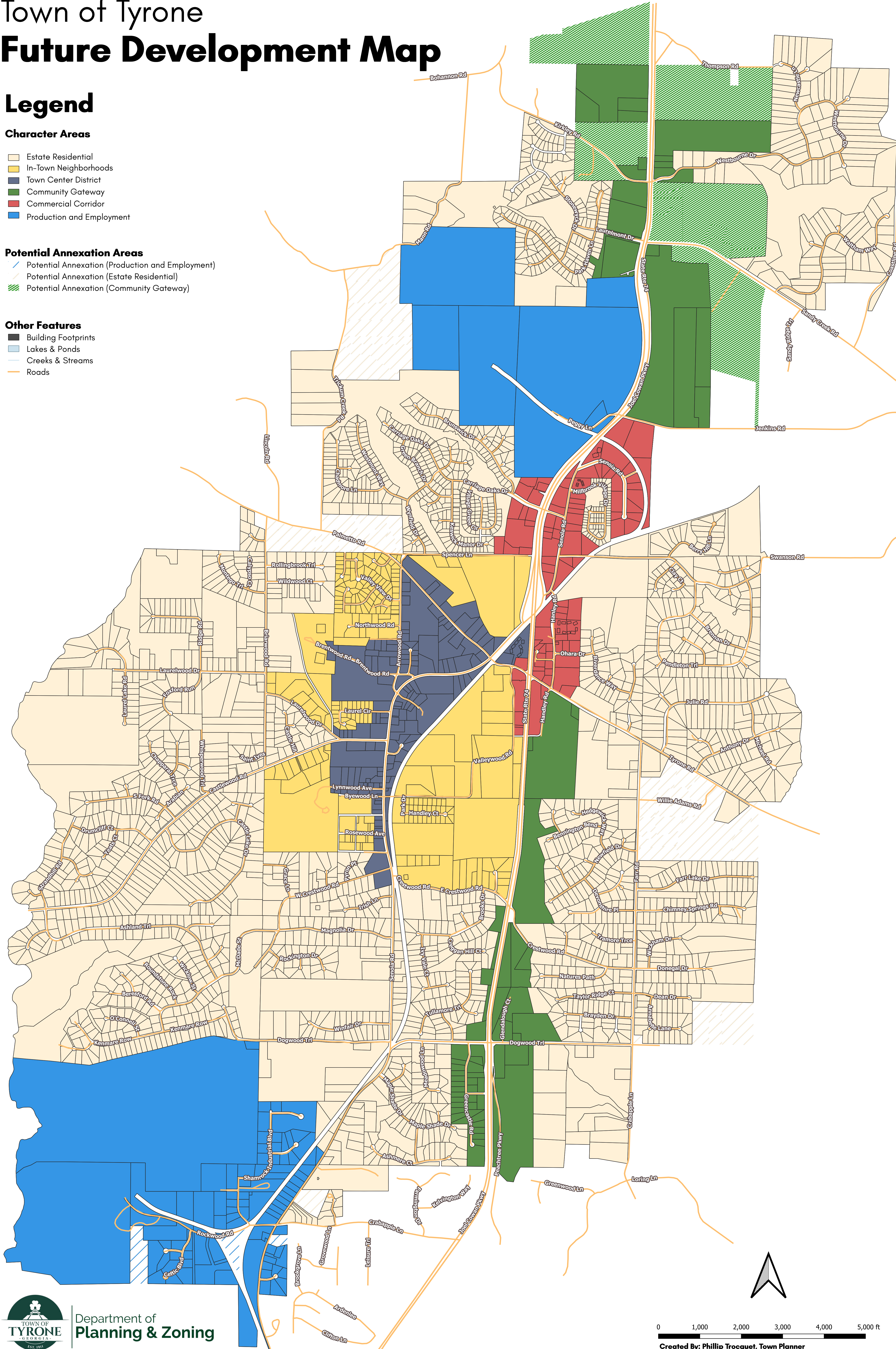
- Estate Residential
- In-Town Neighborhoods
- Town Center District
- Community Gateway
- Commercial Corridor
- Production and Employment

Potential Annexation Areas

- Potential Annexation (Production and Employment)
- Potential Annexation (Estate Residential)
- Potential Annexation (Community Gateway)

Other Features

- Building Footprints
- Lakes & Ponds
- Creeks & Streams
- Roads



Town Center District

Appropriate Zoning Classifications: Town Center Overlay, TCMU, C-1, O-1, TR, OS, and E-1

Example Representative Development Patterns



Description

Typically thought of as Tyrone's "downtown," the Town Center District is the original heart and soul of the community's areas of commerce. While not laid out in the traditional square of many small towns, the Town Center District still houses local government offices, churches, a post office and a once-thriving elementary school. Taking into account the ample amount of green space and walkability to locally-owned shops and cafes; the Town Center District has all the foundational infrastructure needed for public-private reinvestment and future development of small businesses.

Development Strategy

Downtown should include a mixture of retail, office, and services as infrastructure is updated. The primary development mix should be commercial with supporting residential. The design should be pedestrian oriented around strong, walkable connections between different uses with Shamrock Park serving as the central public space. Road edges should be clearly defined by locating buildings at street level with parking in the rear. Road connections should be made wherever possible in order to allow for traffic dispersion in a grid-like fashion. Enhance the pedestrian-friendly environment by adding sidewalks, streetscaping, street trees, traffic calming, and creating other multi-use routes linking neighboring communities and major destinations such as the Tyrone Branch Library, Recreation Center, Post Office, Town Hall, Tyrone Museum, Tyrone Elementary, Shops, Restaurants, Services, and the four downtown parks: Fabon Brown, Dorthea Redwine, Veterans, and Shamrock Park.

For portions of the Town Center District bisected by the CSX rail line, direct grade-separated multi-use connections should be made a requirement of development. For large mixed-use development proposals over 3-5 acres, conservation styling of the subdivision should be highly encouraged with large percentages of open space (30%-60%) incorporated into the design and layout. Building heights should not exceed three stories.

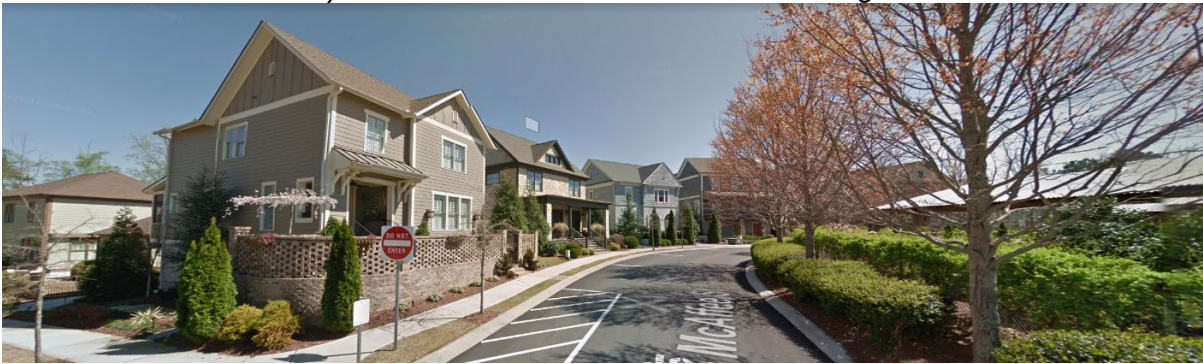
In-Town Neighborhoods

Appropriate Zoning Classifications: Town Center Overlay, TCMU (Primarily Residential), TR, DR, RMF, R-18, R-20

Example Representative Development Patterns



Visual Preference Survey: Loft Above Commercial, In-Town Neighborhood, Townhomes





Description

The Traditional Neighborhood areas, immediately surrounding and often interwoven within the Town Center District, help to illustrate the rich history of Tyrone and the families that helped to found it. The homes in this area were built in a variety of styles supporting the center of Town. The proximity of the nearby businesses and recreational amenities make the Traditional Neighborhoods of Tyrone a great destination for those looking to build a homes with great multi-use access, or those preferring to rehabilitate one of the oldest and most storied homes to preserve the Town's History.

Development Strategy

Promote new development that emulates the positive aspects of historic communities throughout the area such as Fayetteville, Newnan, Chattahoochee Hills, and Senoia. Traditional neighborhood developments assuming a primarily residential pattern with a small amount of supporting commercial in the correct context should emulate traditional architecture incorporating elements outlined in the Town Center Overlay. Strong vehicular and multi-use connections to commercial services as well as internal street connectivity to adjacent properties should be implemented in every new development. Conservation design of neighborhoods with clustering of housing in order to preserve large open spaces is highly encouraged and should be required along roads identified as aesthetic resources by citizens such as Valleywood Road. For portions of the In-Town Residential district bisected by the CSX rail line, direct grade-separated multi-use connections should be made a requirement of development. Residential density should be consistent with those found in the historic areas of Tyrone and in other nearby historic neighborhoods which has not exceeded 4 units/acre only if connected to sewer.

Commercial Corridor

Appropriate Zoning Classifications: SR-74 Quality Growth Overlay, CMU, C-1, C-2, O-I, and Commercial PUD.

Example Representative Development Patterns



Description

Designed with the automobile traveler in mind; the Commercial Corridor is the hub of Tyrone's highway commercial activity and supported largely by tens of thousands of commuters passing through each day. The growth of commercial service providers, point of sale retail shopping, and restaurants will likely happen within the established centers and outparcel developments throughout this district, however, there are tracts of undeveloped land that could easily be used to transition between the Town Center District and areas of Production and Employment.

Development Strategy

Provide a wide buffer along SR 74 to preserve the scenic nature of the highway. Screen commercial areas from view with berms and natural areas. Complete and integrate pedestrian improvements and crosswalks throughout. Connect commercial areas to nearby residential areas. The areas should promote pedestrian comfort, safety, and convenience. Promote high standards of architecture, landscaping, and sign controls to improve corridor appearance and maintain traffic speeds/capacity through access management and intermodal access. Restrict additional curb cuts onto SR 74 unless otherwise permitted by GDOT.

Community Gateway

Appropriate Zoning Classifications: South of Jenkins Rd.: SR-74 Quality Growth Overlay, CMU, OI, E-I, C-1, C-2, and Commercial PUD North of Jenkins Rd.: SR-74 Quality Growth Overlay, BTP, CMU, and O-I

Example Representative Development Patterns



Visual Preference Survey: Light/Medium Industry & Headquarters, Medical/Office





Description

This area, along the northern end of the state route is not just the entrance into Tyrone, but for many business travelers, it is the preferred entrance into all of Fayette County, especially those with an ultimate destination of Trilith Studios or the Corporate Headquarters in the rest of the County. Mostly undeveloped, but with a high degree of developmental potential, the Community Gateway will be planned with the highest-quality architectural and landscape standards as well as guidelines that restrict direct vehicular access. With cooperative assistance from neighboring jurisdictions and the economic development community, the Community Gateway is regarded as a prime location for future employment based economic development projects.

Development Strategy

The Community Gateway character area has two distinct use allowances with the intersection at Jenkins Road and SR-74 forming the boundary. All properties within this character area shall protect scenic views along the corridor. Limit access points and screen development from view from highway with a wide natural buffer, berms, and landscaping. All development behind buffer should be well connected by access roads, interparcel connections, and shared drives. Promote high standards of architecture, landscaping, and sign controls to improve corridor appearance and maintain traffic speeds and capacity through access management and interparcel access. Disallow additional curb cuts onto SR 74 unless granted by Georgia Department of Transportation.

Development north of the Jenkins Road intersection shall allow planned light industrial uses in the form of Business Technology Park zoning. Such properties shall be those identified by the economic development community as potential high-value properties that can contribute the Town’s local economy and provide high-paying jobs consistent with the Fayette County Development Authority’s standards. Certain areas such as the tracts north of the Kirkley Road intersection shall incorporate a special traffic management

requirement for the development of either frontage roads or heavy traffic interparcel access. Large-scale warehousing and distribution as primary uses shall be discouraged through zoning regulations, architectural & landscaping standards, and maximum building sizes.

Development south of the Jenkins road intersection is deemed not appropriate for Business Technology Park or light industrial zoning and should emulate a conservation approach to commercial development with a finer grain of smaller buildings connected by multi-use paths and interparcel access networks.

Production and Employment

Appropriate Zoning Classifications: Town Center Overlay, BTP, M-1, M-2, C-1, C-2

Example Representative Development Patterns



Description

Located on both ends of town, with smaller business parks located throughout, the Production and Employment centers of Tyrone are full of industry leaders in materials/commodities, construction services and light manufacturing. The land in and around the Production Employment districts can easily handle mechanical services, warehousing or distribution due to the close access to full utilities and telecommunications, rail lines and interstate highways. As Tyrone and its surroundings grow and develop, the need will only increase for these existing high demand trade contractors and support suppliers.

Development Strategy

Provide adequate infrastructure capacity and maintain designated truck routes to I-85 that are safe and maneuverable for heavy vehicles and minimize noise, vibration, and intrusion of trucks that pass close to residential areas. Provide adequate room for expansion and limited inclusion of C-1 or C-2 zoning for support establishments to industrial employers. Encourage attractive, landscaped entrances and grounds. Protect environmentally sensitive areas and buffer surrounding neighborhoods. Screen truck docks and waste handling areas from public view.

Estate Residential

Appropriate Zoning Classifications: AR, CR-2, CR-3, R-12, R-18, R-20, and PUD of Each

Example Representative Development Patterns



Description

This character area accounts for a majority share of the land use of Tyrone. The typical 1-acre Estate Residential development has the feel of the typical suburban subdivision that has been built since the mid- 20th Century. Larger lot areas of town constituting 5 acres + reflect a more rural environment. While gated neighborhoods are not allowed within the Town, there is still an underlying exclusivity and separation due to the size of the homes and the large acreage/low density requirements of years past. Equally distributed on both sides of the Town, non-vehicular transportation infrastructure is desired to help mitigate the disconnection between the neighborhoods into the Town Center District.

Development Strategy

Promote new developments that emulate the positive aspects of rural areas throughout the Piedmont of Georgia. Gross densities should remain very low consistent with properties

on septic tanks. Conservation subdivisions should be used to protect the Town's most stunning views and sensitive natural areas. Green space areas should be connected together and traversed by a network of trails and paths. Improve street connectivity by requiring new developments to make connections in a networking fashion that highly discourages cul-de-sacs. Since such developments do not typically generate enough taxes to cover infrastructure, Fiscal Analysis reports on the establishment of new subdivisions should be pursued as well as unique infrastructure requirements that provide a high level of amenity at a lower cost to the Town. Foster the establishment of a regional network of green spaces, trails and multiuse paths available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.

VII. Appendix



COUNCIL ITEM AGENDA REQUEST FORM

Department: Community Development

Meeting Date: Special Called: 06/29/2022
Staff Contact: Phillip Trocquet
Agenda Section: New Business

Staff Report:

Item Description:

Background/History:

Council approve a new vehicle in the Community Development line item of the 2022-2023 budget for Engineering and Community Development use on 06/16/2022 in an amount not to exceed \$45,000. Ford is the current state contract auto manufacturer; however, the 2022 Ford Explorer has a minimum 6-month lead time before getting to local governments.

Findings/Current Activity:

Wade Ford, where we purchase our Police Cruisers, notified staff that a local government cancelled an order for a 2022 Explorer for their administrative staff and that it was available for the state contract price of \$38,294.34 which is \$4,185.66 below what is listed on the retail sticker and \$6,705.66 below the 2022-2023 budget . The dealership agreed to reserve the vehicle for a few weeks until we were able to obtain approval from Council and make the purchase in the new fiscal year after July 1st.

State Contract Price: \$38,294.34

Delivery Fee: \$80

Total Price w/Delivery: \$38,374.34

State Contract Number: 99999-SPD-ES40199373-009S

Is this a budgeted item? YES If so, include budget line number: 100-30-54.2200

Actions/Options/Recommendations:

Staff recommends approval to purchase a 2022 Ford Explorer with state contract number 99999-SPD-ES40199373-009S for an amount not to exceed \$38,374.34 on or after July 1st of 2022.