



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.

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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?

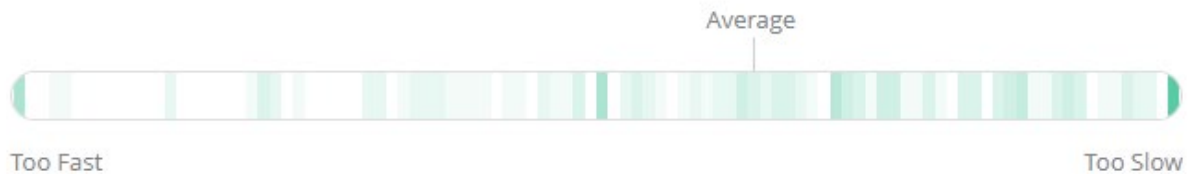


Figure 1: Likert Scale - Survey Responses

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.

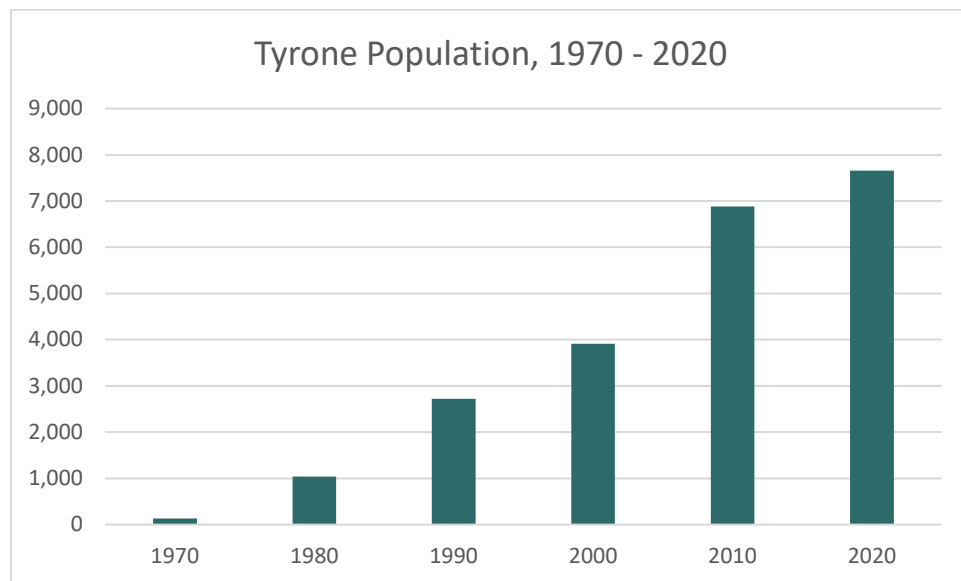


Figure 4 | Source: Decennial Census

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.

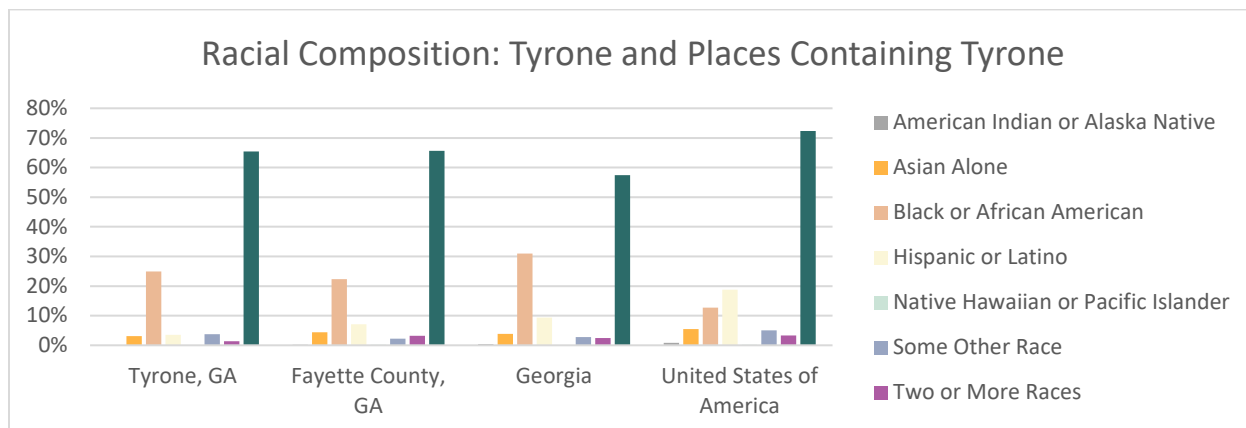


Figure 5 | Source: ACS 2020, 5-year data

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.

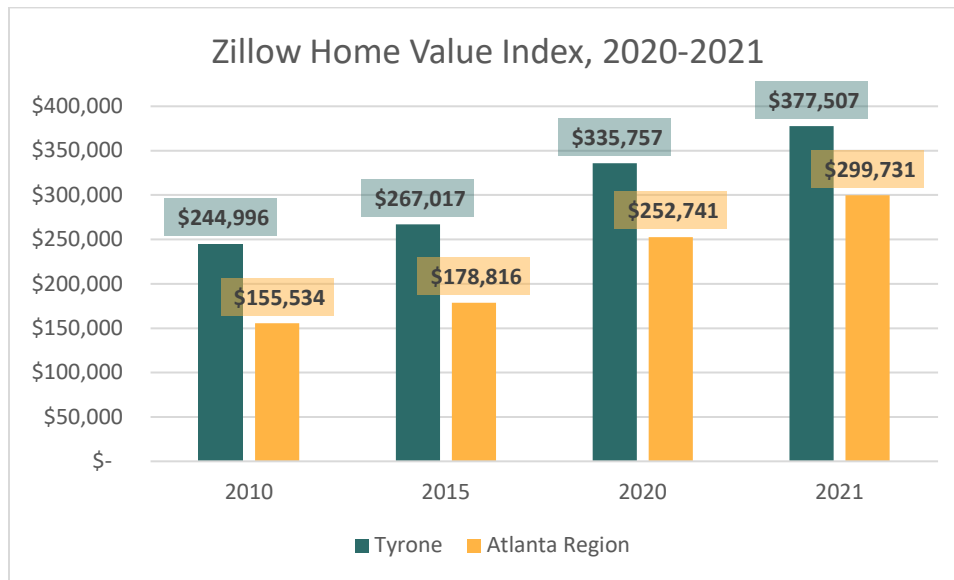


Figure 6 | Source: Zillow Research Data, 2010-2021

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.

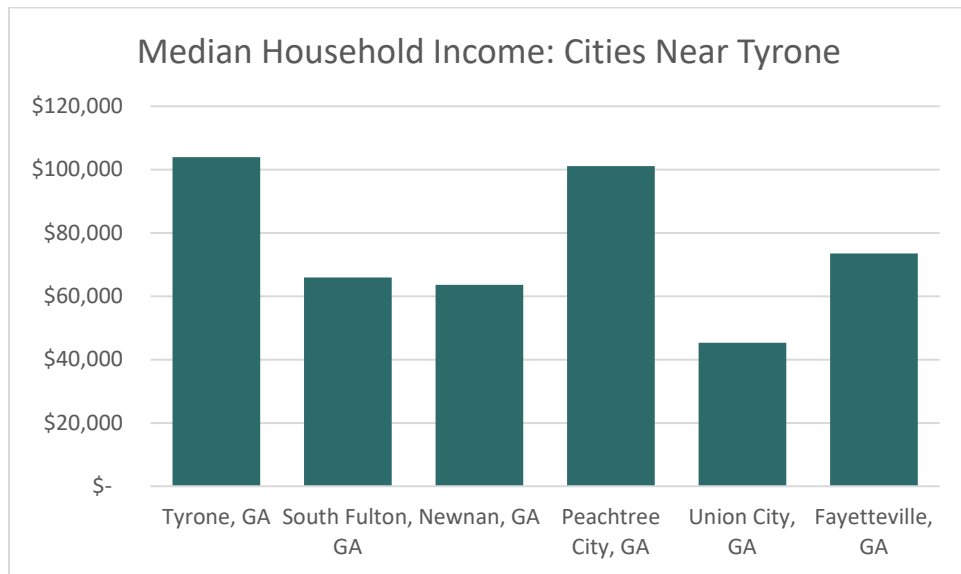
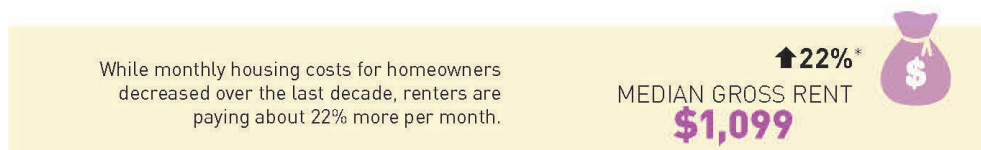
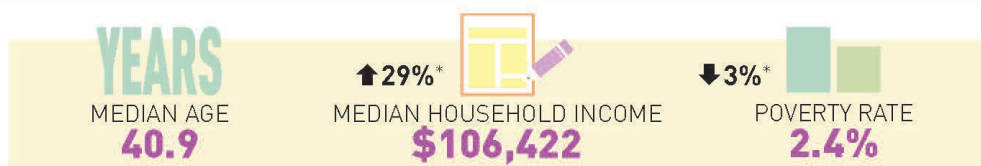


Figure 7 | Source: ACS 2020, 5-year data



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%).

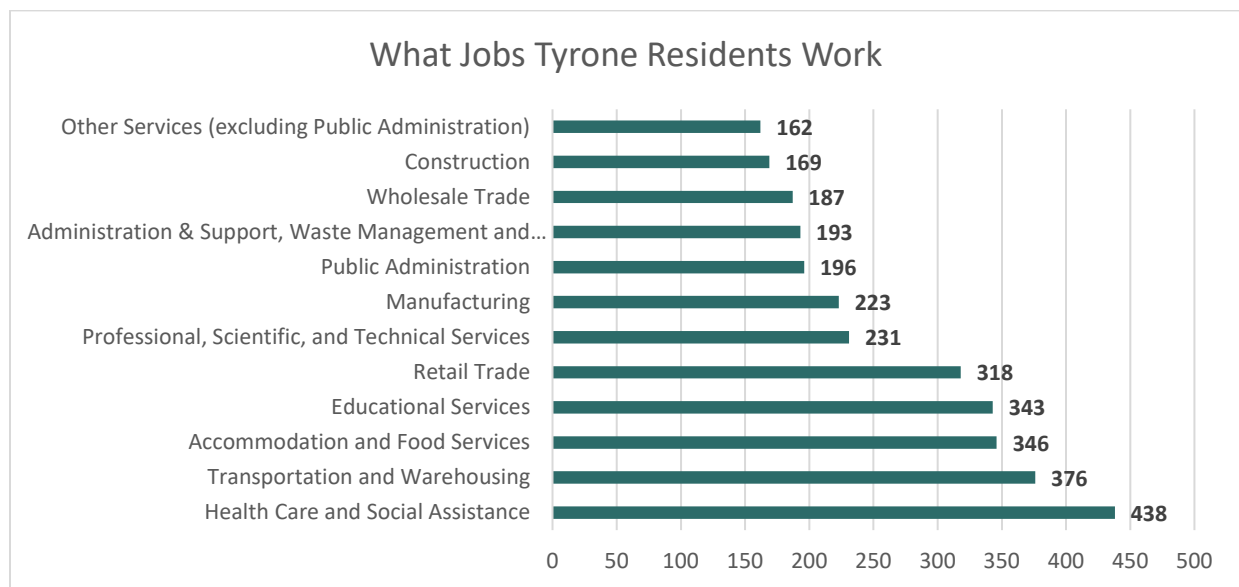


Figure 8 | Source: LEHD Origin-Destination Employment Statistics

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

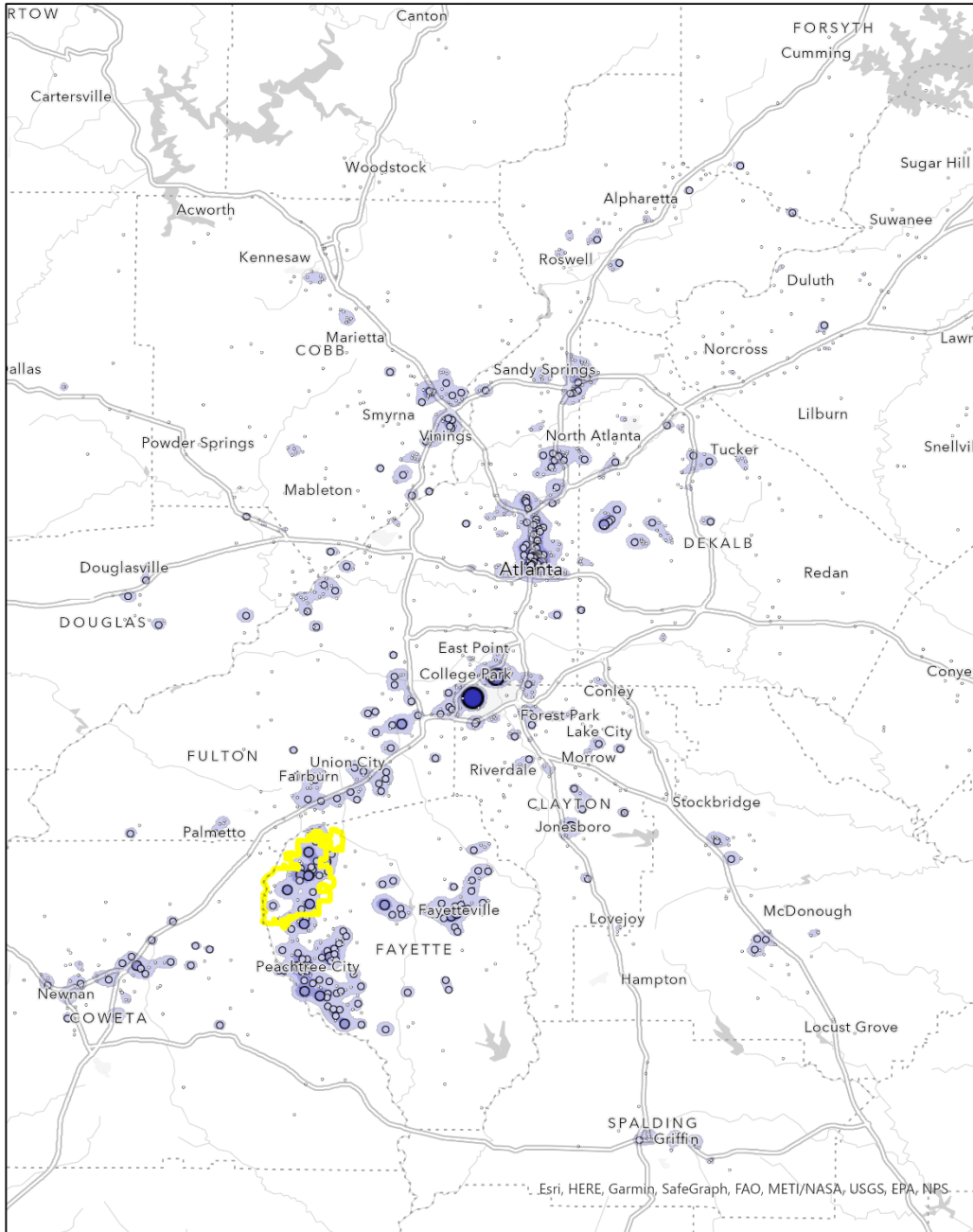


Figure 9 | Source: LEHD Origin-Destination Employment Statistics

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.

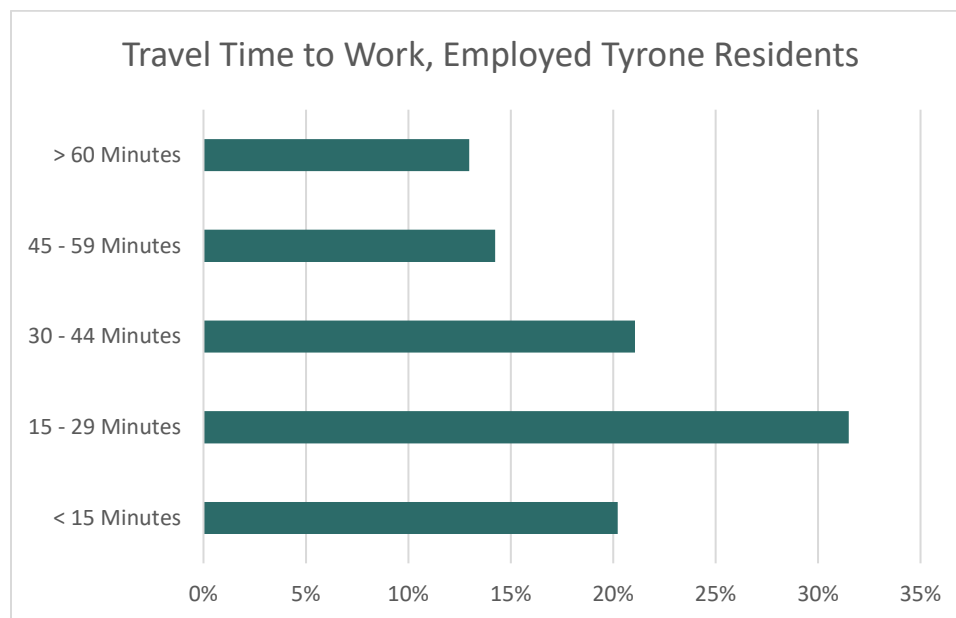


Figure 10 | Source: ACS 2020, 5-year data

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.

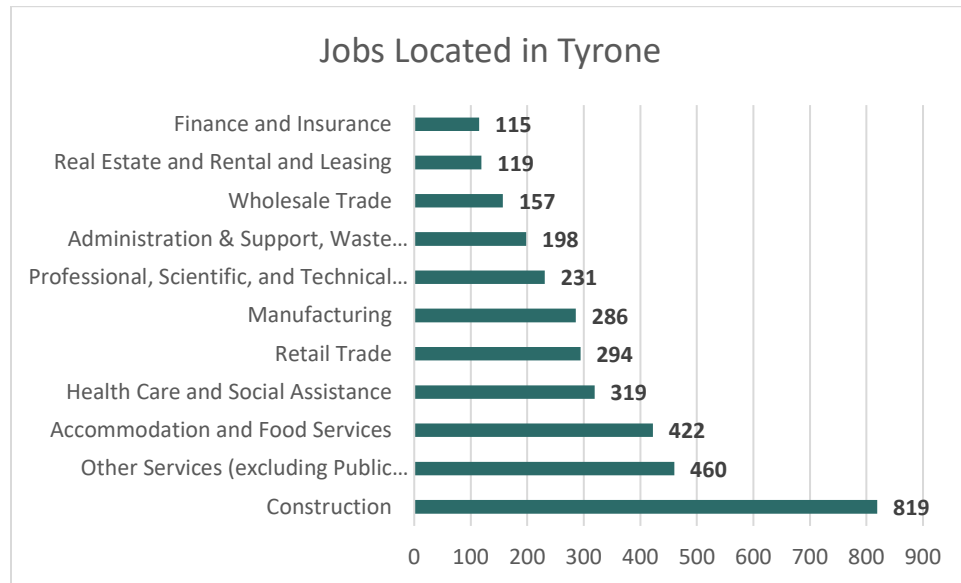


Figure 11 | Source: LEHD Origin-Destination Employment Statistics

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

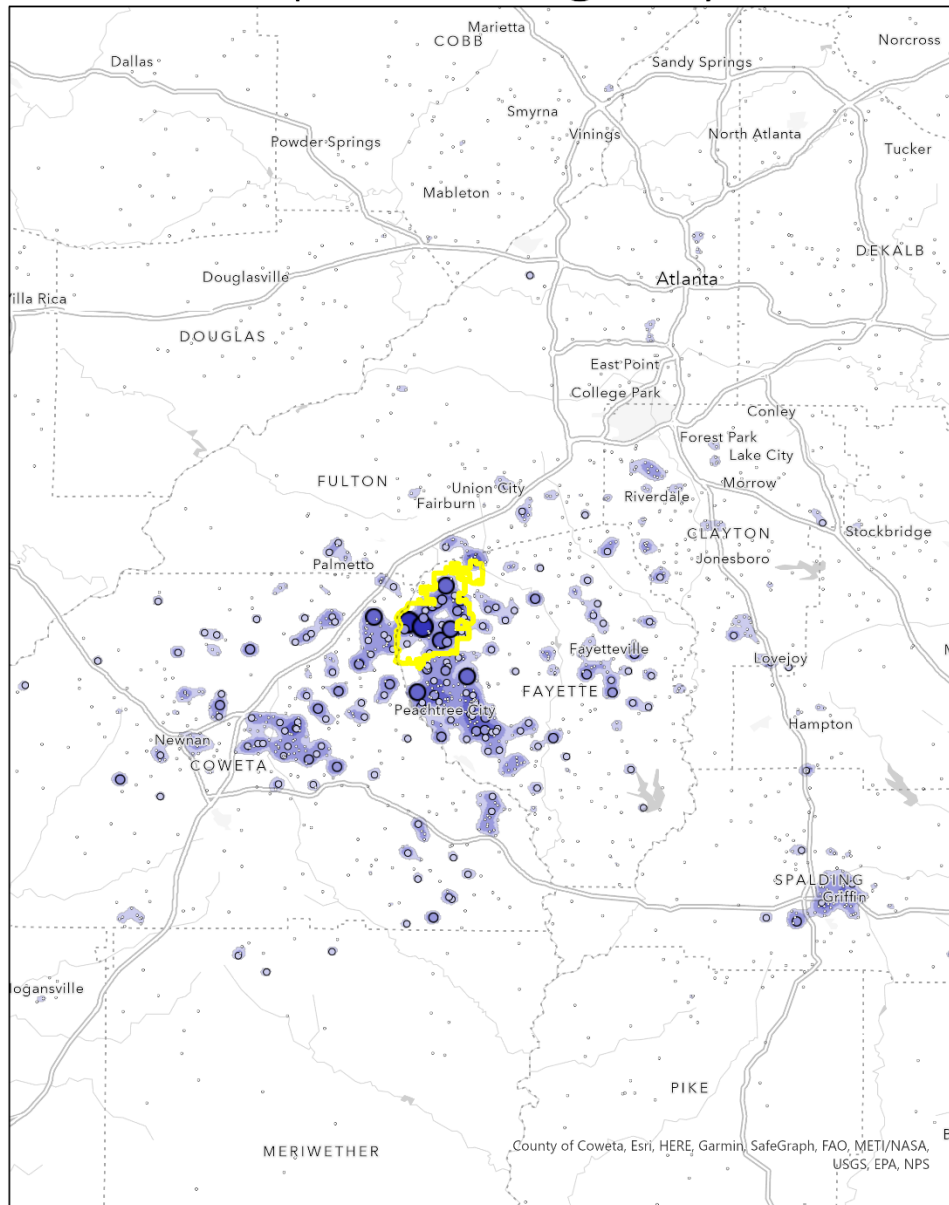


Figure 12 | Source: LEHD Origin-Destination Employment Statistics

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

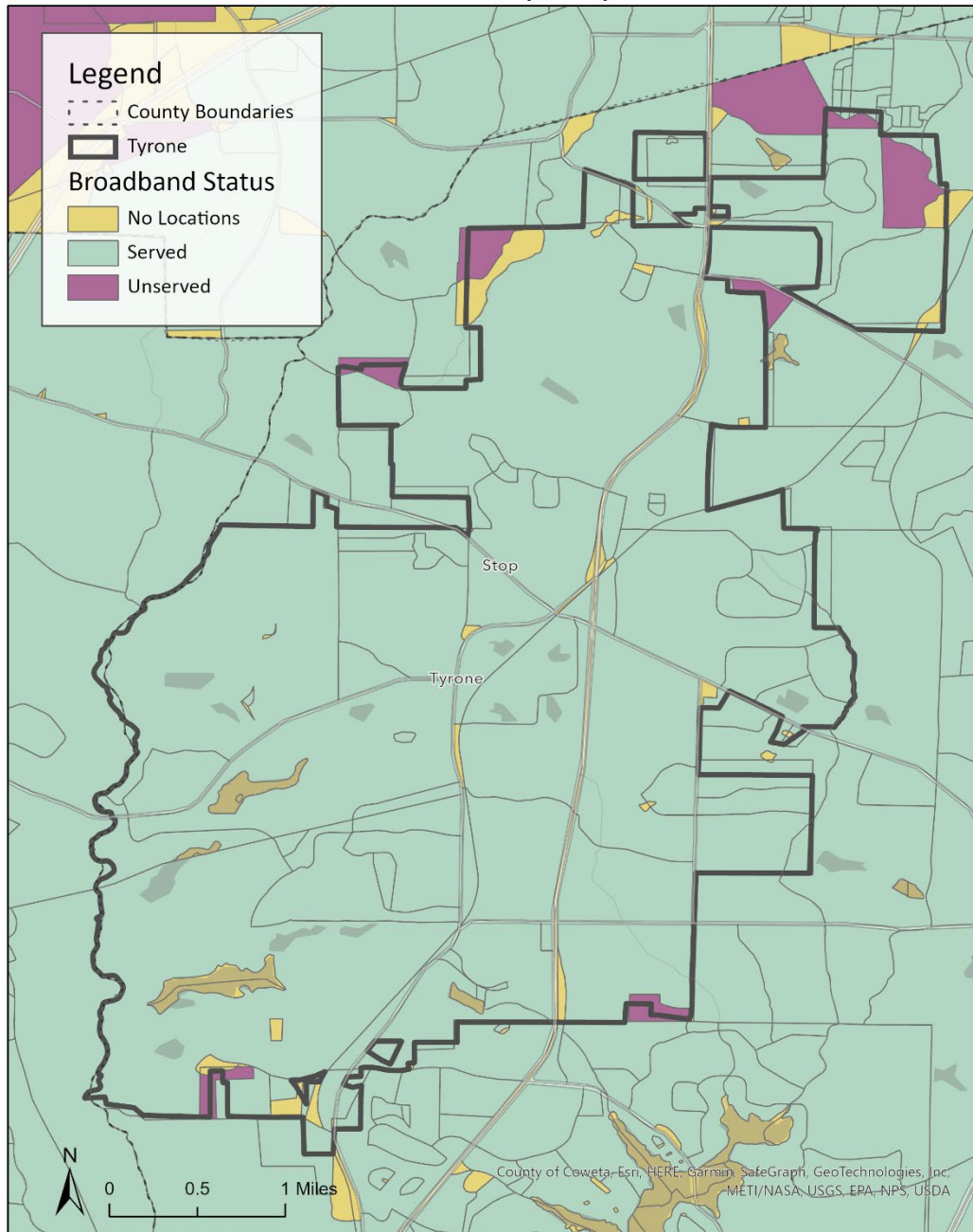


Figure 13 | Source: Georgia Broadband Center and Federal Communications Commission, 2021

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

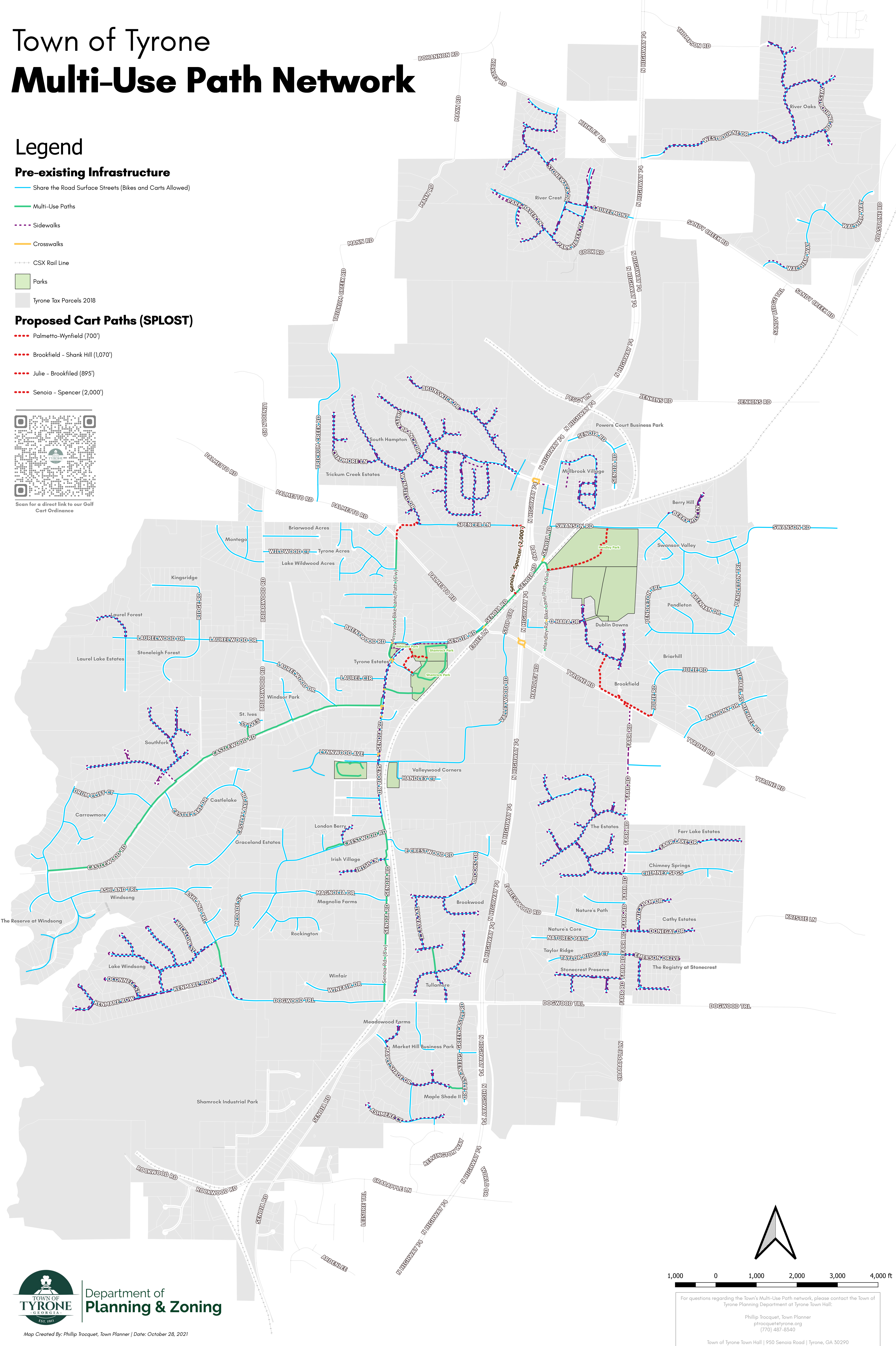
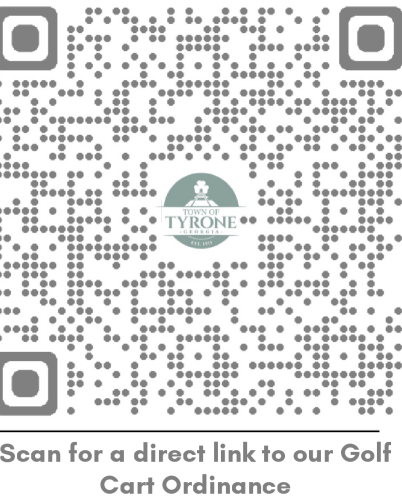
Legend

Pre-existing Infrastructure

- Share the Road Surface Streets (Bikes and Carts Allowed)
- Multi-Use Paths
- Sidewalks
- Crosswalks
- CSX Rail Line
- Parks
- Tyrone Tax Parcels 2018

Proposed Cart Paths (SPLOST)

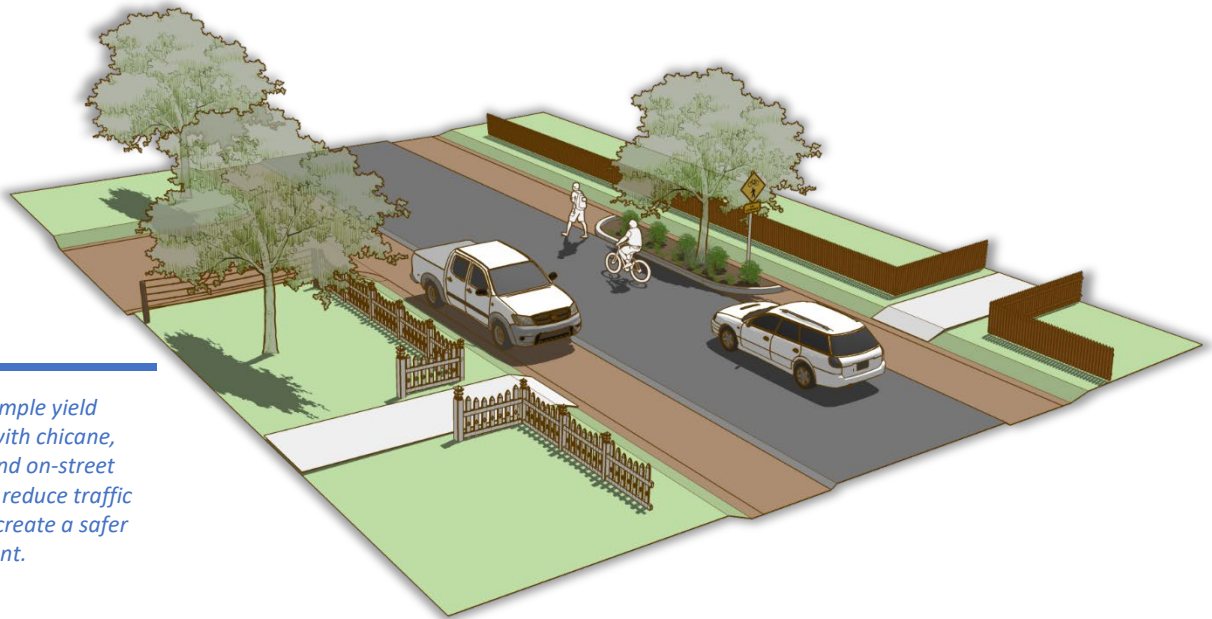
- Palmetto-Wynfield (700')
- Brookfield - Shank Hill (1,070')
- Julie - Brookfield (895')
- Senoia - Spencer (2,000')



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.

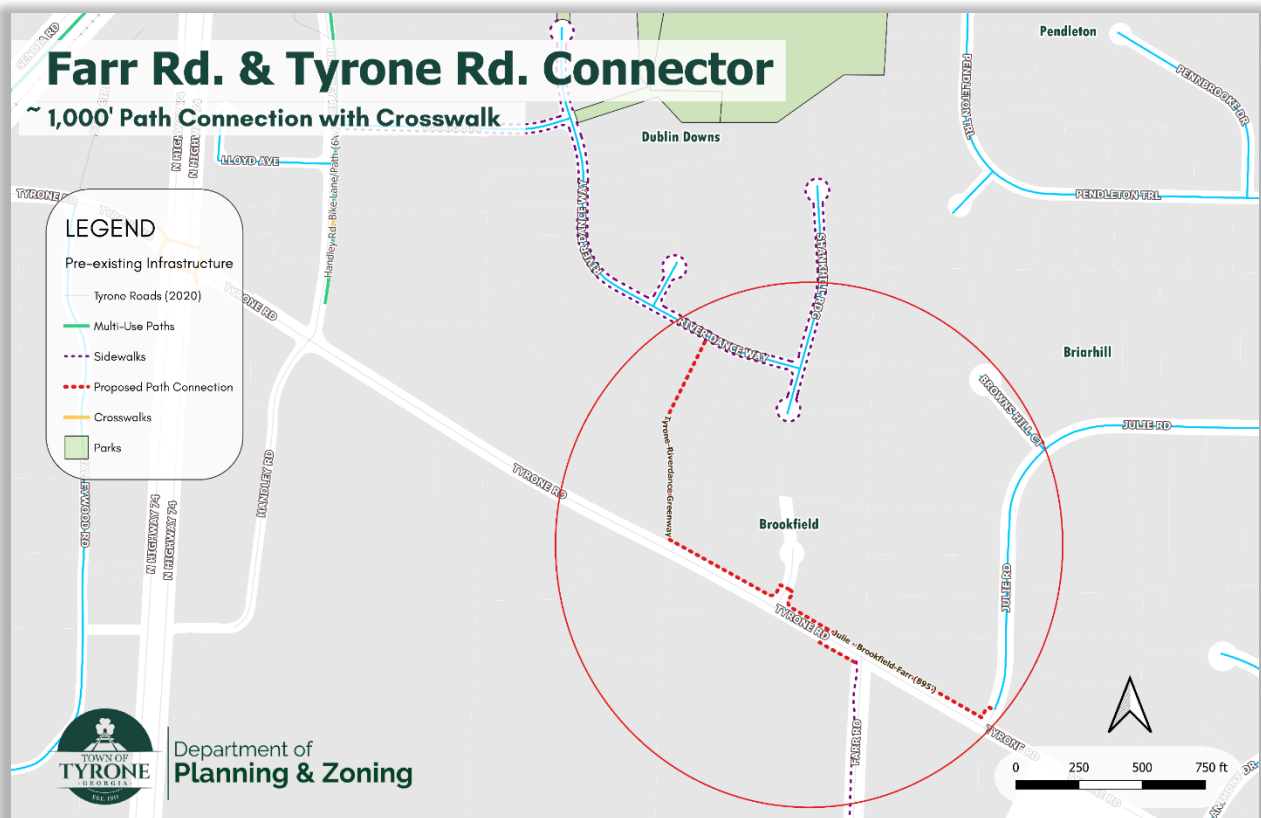


Share-the-road streets and yield roadways also serve a practical fiscal purpose of providing safer, more walkable infrastructure at a low cost. These roads prevent the need for large tax increases to pay for infrastructure expansion; this is because they use pre-built roads as the backbone of the network. 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

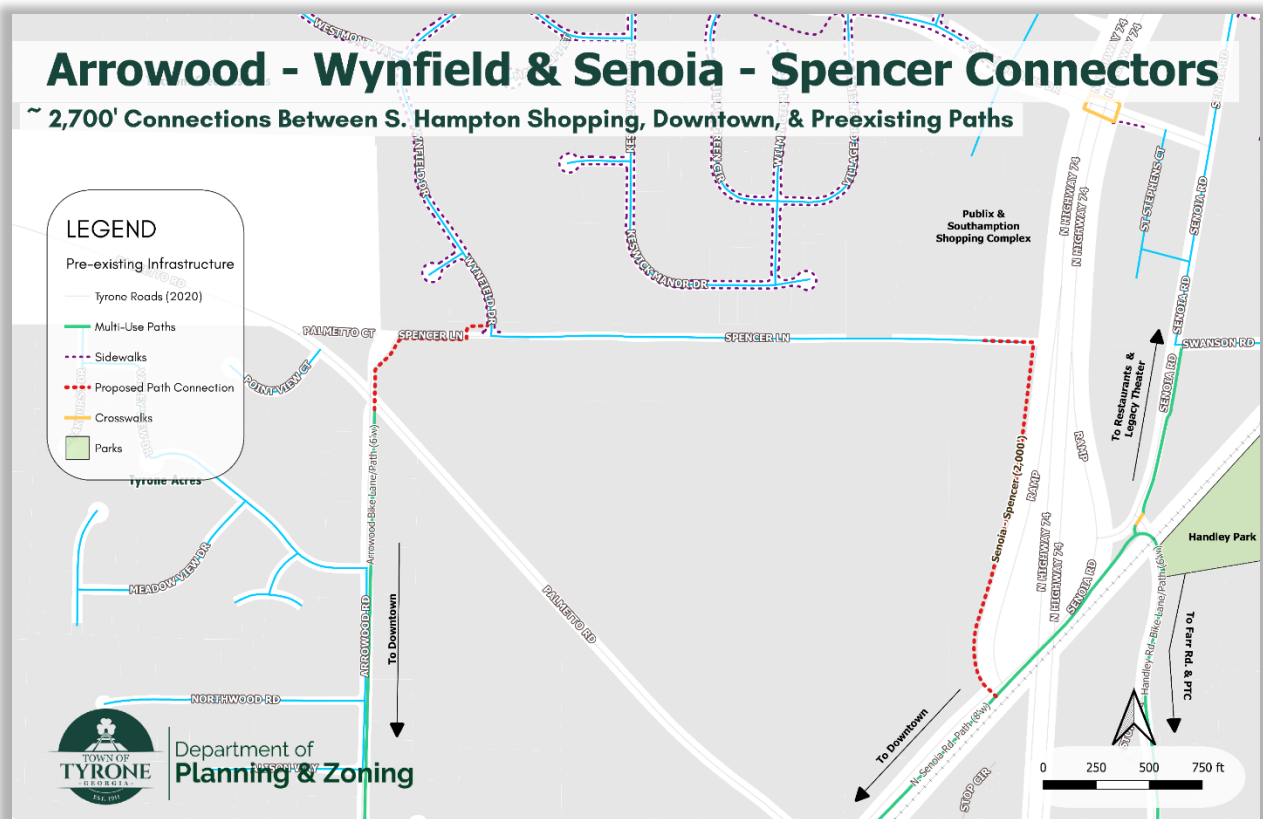
One of the Town's highest priority projects is the connection of residents off Farr Road and Tyrone Road to the preexisting path network. Currently under design and with an expected completion in 2022 is the Farr Road and Tyrone Road Connector Multi-use trail. This Trail will run from Julie Road to Riverdance 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.



Southampton Shopping & Downtown Connectors

Projected Completion: 2024

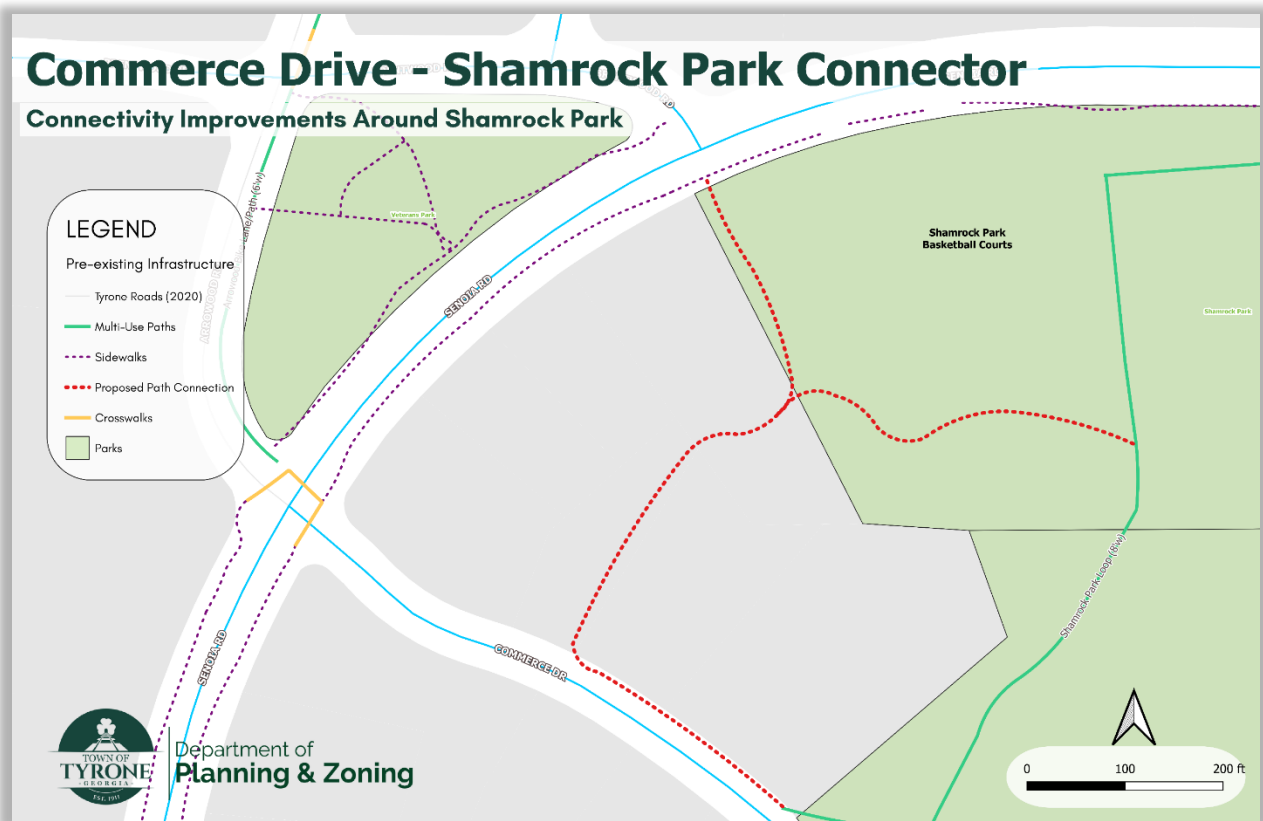
Another high priority set of connections is between the Southampton/Publix Shopping Complex, Southampton neighborhood, and Town Center (Downtown) district. Southampton is currently the Town's largest neighborhood and does not have direct access to the path network. These series of connections will not only connect this neighborhood to the preexisting network and downtown but will also allow all other residents access to the Publix grocery store and other destinations at the Southampton shopping plaza. The Town Center District and Publix shopping center are the two largest destination areas in Town.



Downtown – Commerce Drive Connector

Projected Completion: 2023

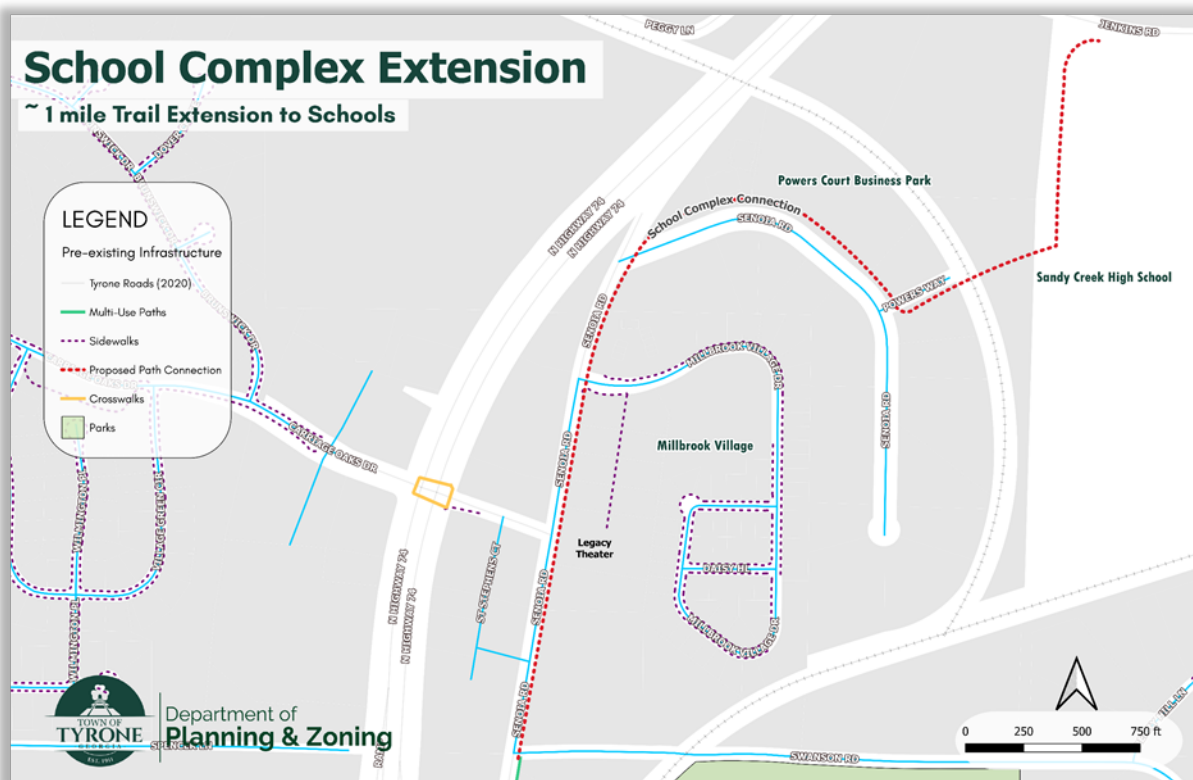
Downtown Tyrone has become a major focal point for future planning and development in town. With increasing pedestrian, golf cart, and cyclist activity as well as increasing programming and events at Shamrock Park, a multi-use connection that connects Veterans Park, Shamrock Park, and Commerce Drive 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

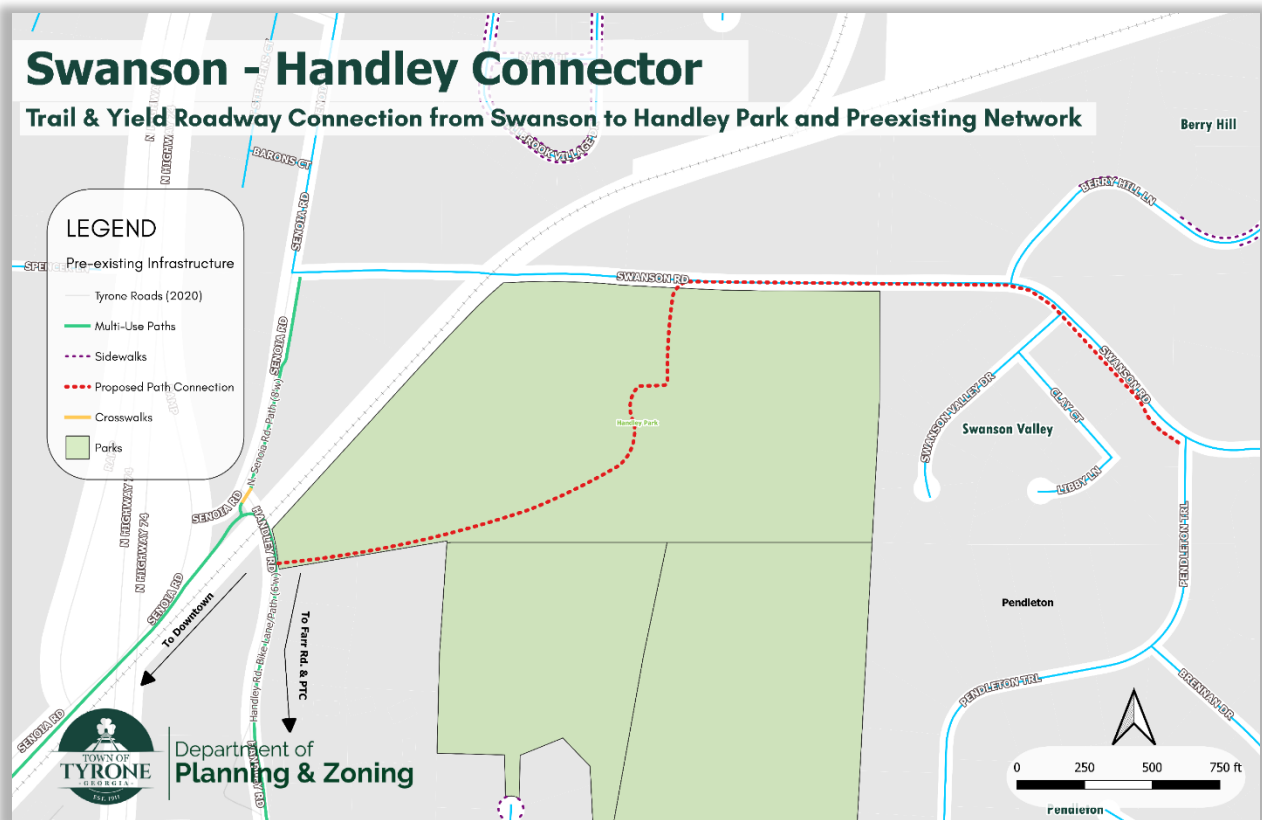
Direct path connectivity to the schools off Jenkins Road has been a logistical challenge due to the need for a rail crossing. More recent conversations with landowners and the railroad suggest that this connection could be feasible. If extended, this path would connect Robert Burch Elementary, Flat Rock 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

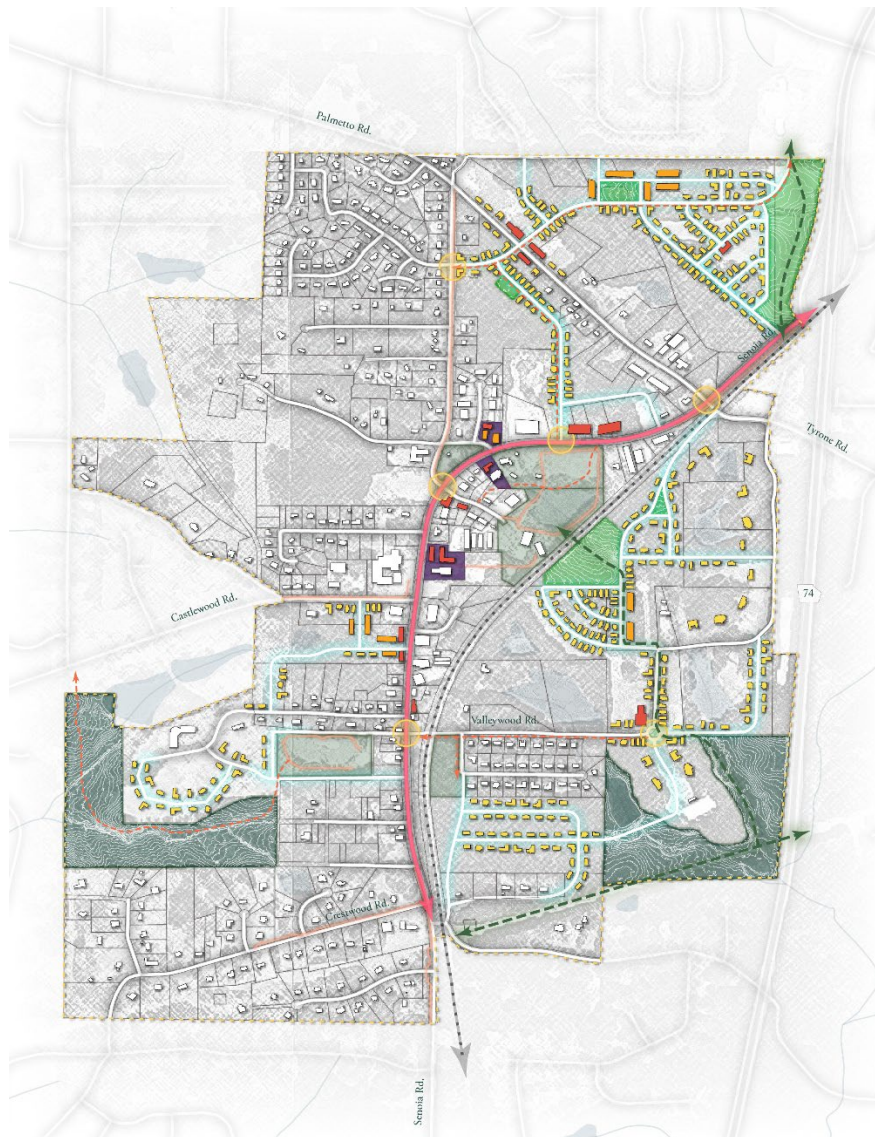
Swanson Road serves as a key connector for a variety of subdivisions in Town: Berry Hill, Swanson Valley, Wheaton Way, and Lake Pendleton. These subdivisions constitute roughly 150 households collectively with very close proximity to the Town's largest park, Handley Park. Given Swanson Road's low speed 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.



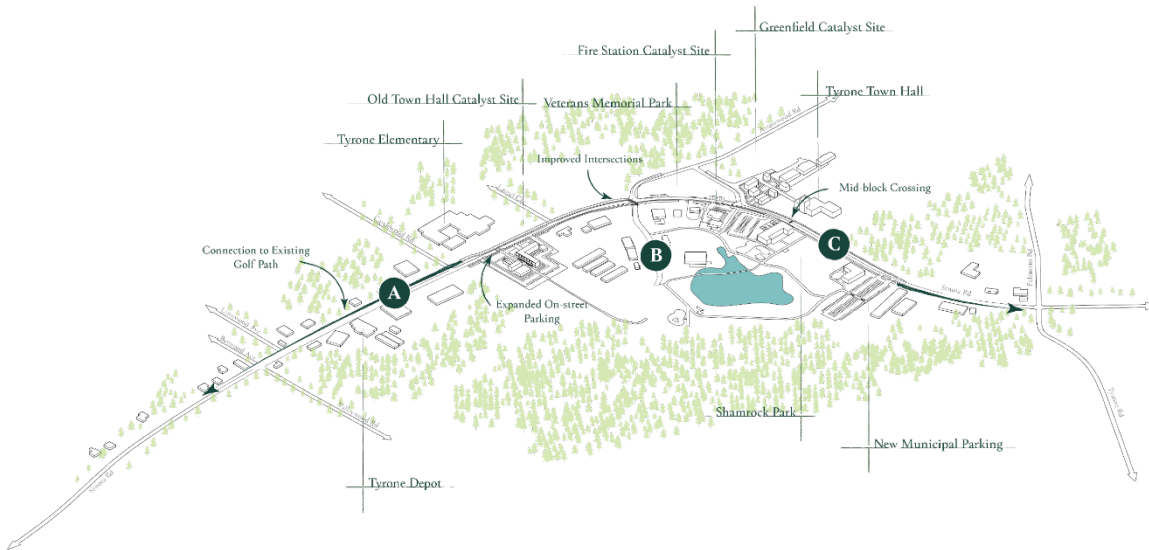
Areas of Attention

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

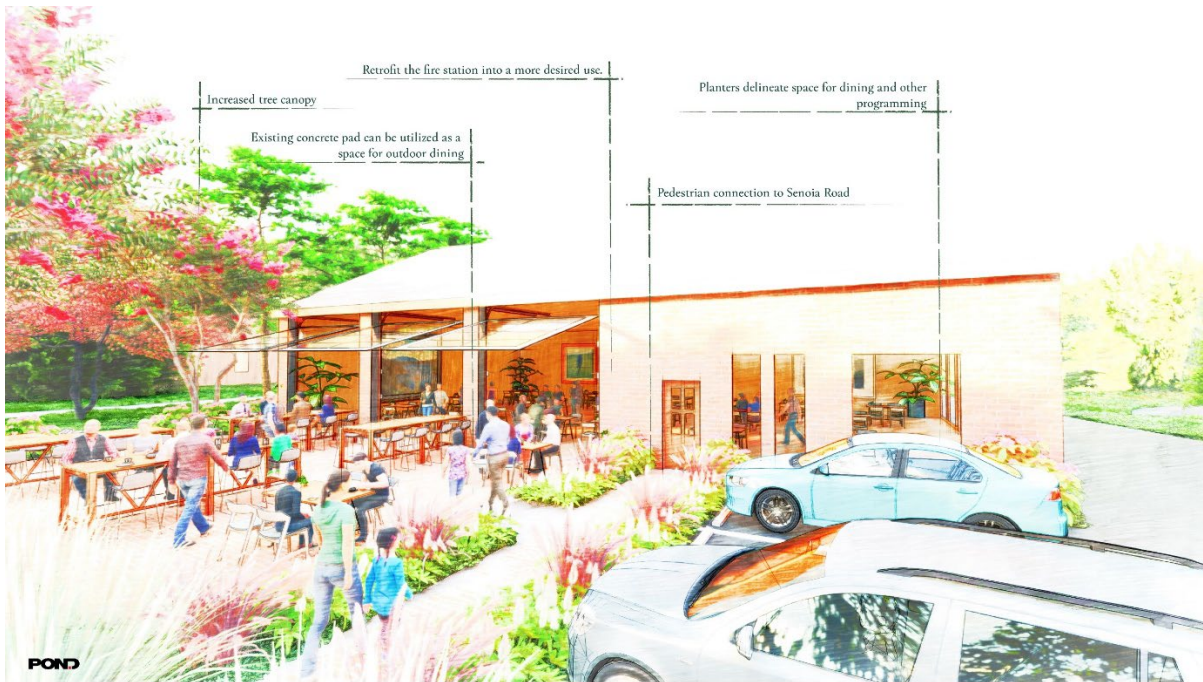
The Town Center District has been the focal point of citizen comment, community activity, town planning, and public investment for many years. The Atlanta Regional Commission's Livable Centers Initiative (LCI) is aimed at assisting communities create a consistent vision for these places in the metro 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.

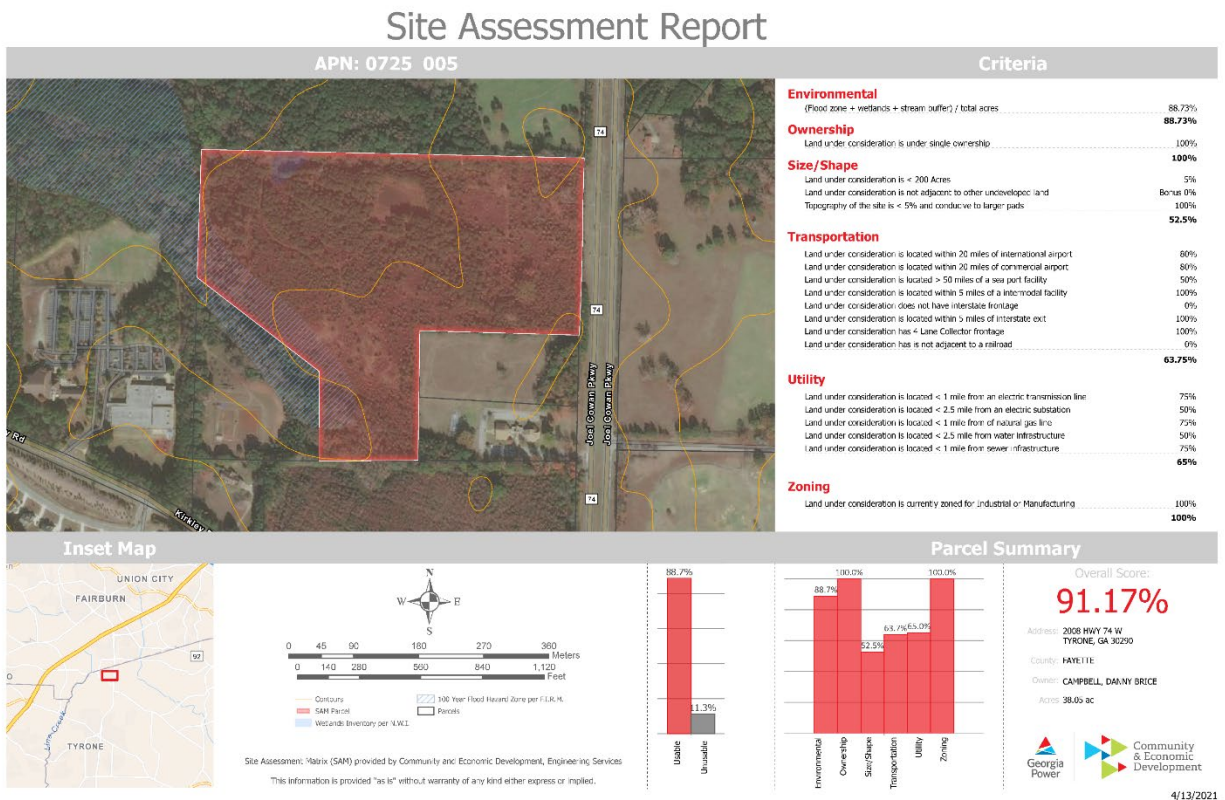


North Highway 74

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 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

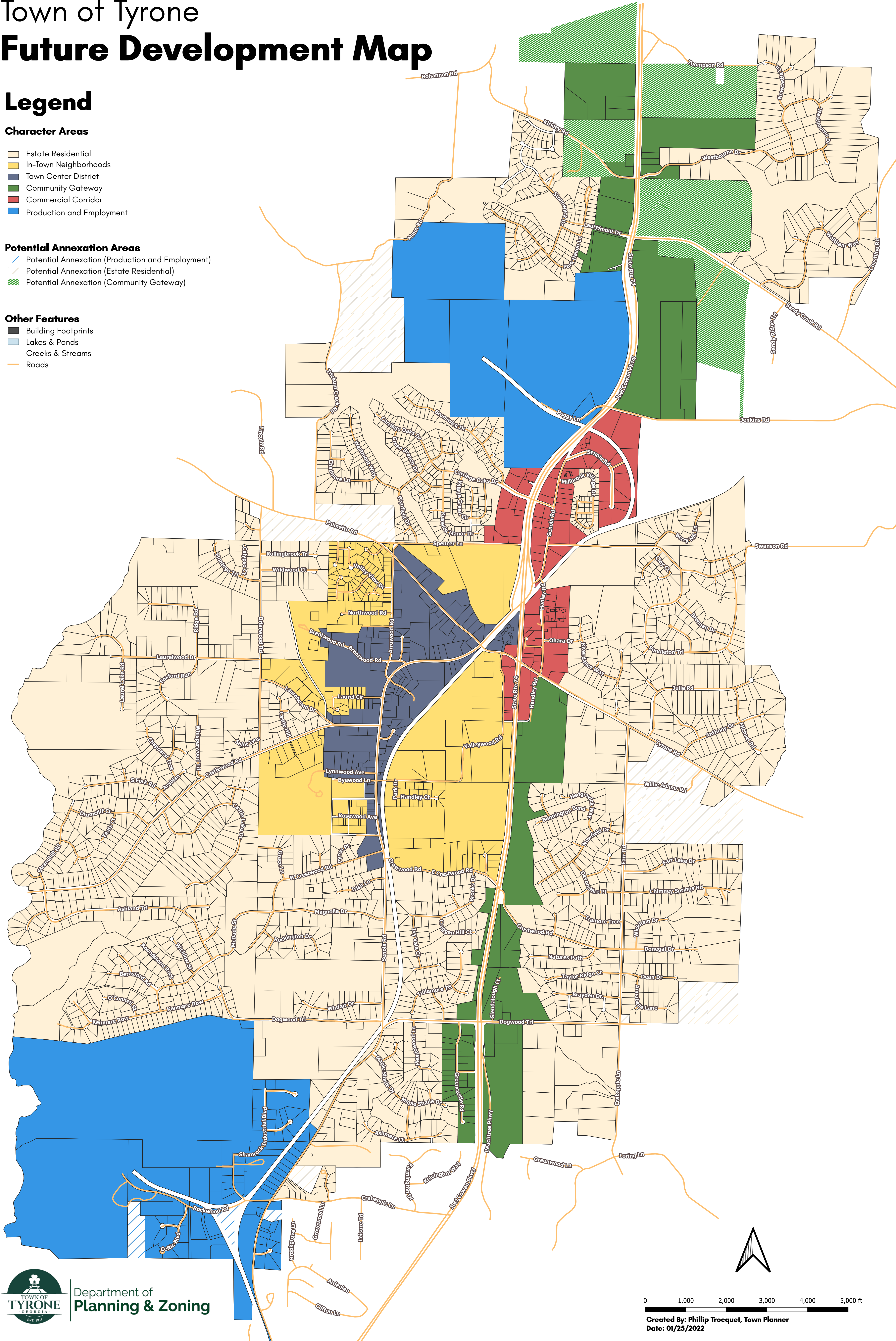
- Estate Residential
- In-Town Neighborhoods
- Town Center District
- Community Gateway
- Commercial Corridor
- Production and Employment

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-I, TR, OS, and E-I

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.

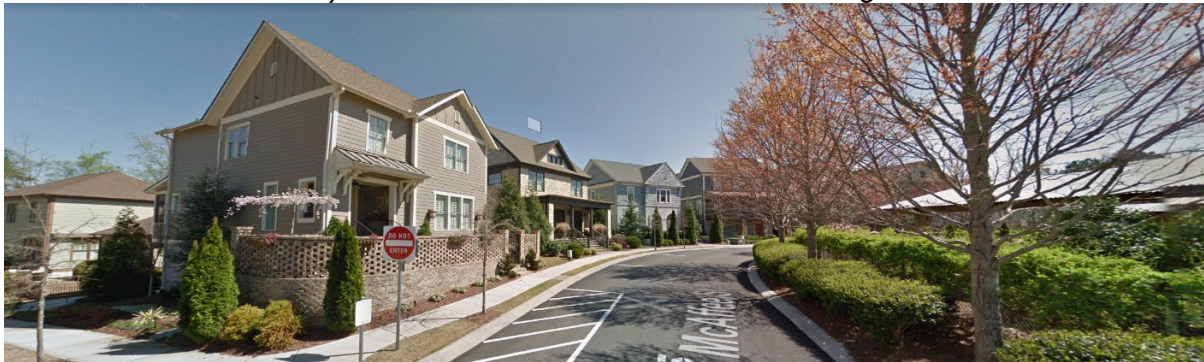
In-Town Neighborhoods

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