

report

February 2007

## Town of Tyrone

*2027 Comprehensive Plan  
Draft Community Agenda*

**Prepared for**  
Town of Tyrone



working to better our communities and environment



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**Town of Tyrone 2007-2027 Comprehensive Plan:  
Community Agenda**

**February 2007**

*Draft*



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## I Introduction

### **Purpose**

The purpose of the Community Agenda is to lay out a road map for Tyrone's future. Over the next 20 years, Tyrone is expecting significant population and employment growth. This level of growth presents both challenges and opportunities for all aspects of the community. This document develops a strategy for addressing that growth and ensuring it improves quality of life for Tyrone. This strategy includes regulatory and policy changes and updates, capital investment, and strategic planning.

Another purpose of this report is to meet the intent of the "Standards and Procedures for Local Comprehensive Planning" as established by the Georgia Department of Community Affairs (DCA) on May 1, 2005. Preparation of a Comprehensive Plan in accordance with these standards is an essential requirement in maintaining Tyrone's status as a Qualified Local Government.



### **Scope**

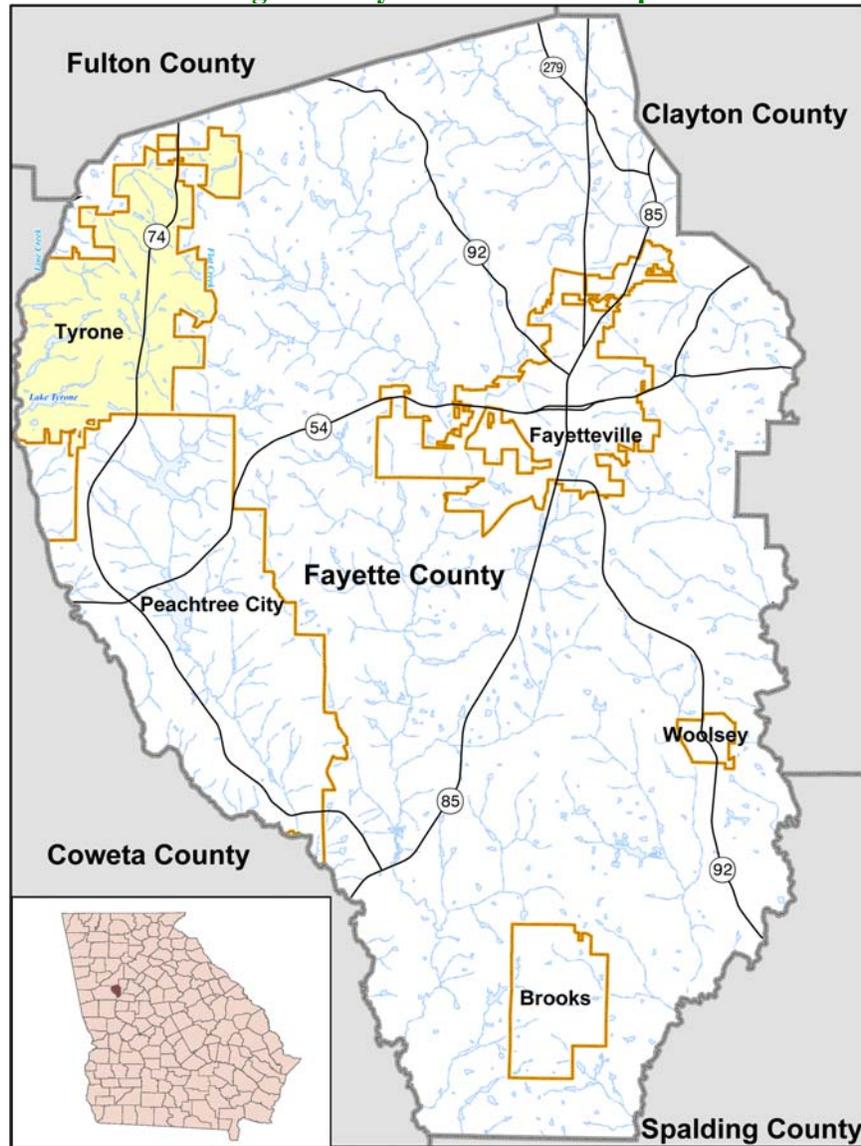
As required in the DCA Standards, the Comprehensive Plan is divided into three parts. The Community Assessment and Community Participation Program were completed and submitted to the Atlanta Regional Commission (ARC) and the DCA in August 2006.

The Community Agenda is the third and most important part. This document defines the community's vision for the future, outlines the key issues and opportunities facing Tyrone over the next 20 years, and crafts an implementation program for achieving the vision and addressing each issue and opportunity. The Implementation Program includes a Future Development Map and Future Land Use Plan for guiding land use, character, and zoning decisions. It also includes an updated Short-term Work Program for guiding capital investments over the next five years.

### **Study Area**

The study area for this Community Agenda is primarily the incorporated area of the Town of Tyrone (Town), an area of approximately 7,900 acres. For some portions of the Community Agenda, principally those related to land use planning or annexation, areas adjacent to the Town were included.

**Figure 1: Tyrone Location Map**



### ***Planning Process and Schedule***

The Local Planning Requirements adopted by the DCA in May 2005 divide the Comprehensive Plan into three required documents: the Community Assessment, Community Participation Program, and, this document, the Community Agenda. The final printing of the Comprehensive Plan, after the RDC and DCA have reviewed and approved this Community Agenda, will combine what are now three separate documents into one binder.

The Community Assessment was the first major step in preparation of Tyrone’s Comprehensive Plan. It assessed existing conditions within the community, analyzed

existing land use patterns, and included a draft list of issues and opportunities facing Tyrone.

The Community Participation Program outlined a program for community visioning and involvement. The process created for Tyrone included an evening Visioning Workshop, a direct mail survey sent to every household with garbage service provided by the Town, a Citizens Advisory Committee, interviews, and adoption hearings. The meetings were held between May 2006 and March 2007.

This document, the Community Agenda, is the blueprint for implementing the community’s vision. It includes a summary of the vision and results of the community involvement effort, a plan for land use, transportation, community facilities and other aspects of Tyrone, and an Implementation Program. After the community has had a chance to review this draft Community Agenda, it will be submitted to the RDC and DCA for comment and approval, a process which takes several months.

The schedule below outlines the process employed in preparing this Comprehensive Plan.

**Figure 2: Project Schedule**

Task	2006											2007				
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
1 Initial Client Kick-off Meeting	★															
2 Community Assessment					★											
3 Community Participation Program																
4 Community Agenda								★	★				★		★	
5 ARC Coordination																

★ Public Hearing/Presentation  
 ★ Community Meeting  
 ★ Citizen Advisory Committee Meetings

## II Community Agenda

### *Community Involvement and Vision*

#### **Overview of the Community Involvement Process**

Jordan, Jones & Goulding (JJG) designed a public participation process for the Tyrone Comprehensive Plan that not only provided opportunities for citizen input, but also generated dialogue, enthusiasm, and excitement for the future of the community. The strategy for public involvement in Tyrone was grounded in the notion that in order to empower citizens, they must be provided with specific, relevant facts and information. By so doing, citizens were able to give meaningful input; because they had gained a thorough understanding of the issues, options, and the difficult choices facing them.

The community involvement process included three key elements: a Visioning Workshop, a widely distributed Visioning Survey, and a Citizens Advisory Committee. A diverse population, including business owners, residents, and officials, attended the workshop. Several tools, including a questionnaire and community preference survey, were used. These activities, combined with facilitated and spirited discussions, enabled participants to find consensus around common themes. The citizens of Tyrone began to understand the various strengths of their community, which allowed them to form opinions about areas for improvement and the direction of future growth.

The results of the Visioning Workshops are being combined with the results from the Visioning Survey. The survey was sent to every Tyrone household with trash service provided by the Town, about 1,700 households. The survey was also provided on the Town's website and at various locations around Town such as the library. The Town received 313 surveys back from respondents, an exceptional response rate of 18 percent.



*Tyrone Visioning Workshop*

## **A Vision for the Town of Tyrone**

A tremendous amount of information was collected throughout the community involvement process. What follows serves as a concise summary of that information, divided by various parts of Town. Overall, the people of Tyrone are very fond of their Town. Small-town atmosphere, affordability, convenience to Hartsfield airport, and quasi-rural character lead to a high quality of life for area residents. At the same time, residents are deeply concerned about the area's rate of growth and they want to do everything they can to ensure that their quality of life improves, not erodes, as the community grows.

### **A Vision for Tyrone (Town-wide):**

- Small town character in the Town Center, commercial and office areas
- Rural character in the residential areas and around the edges of Town
- Preserved greenspace

- A network of multi-use paths
- Great schools
- Low taxes
- Managed traffic, but few widenings and no new bypass
- Lots of parks and recreation space, especially passive recreation space

**A Vision for Downtown:**

- Small town feel
- A place to bring your parents and out-of-town friends
- Walking district with generous sidewalks
- Small scale shops and restaurants
- Upscale and specialty shops
- Gathering places
- A mix of uses
- Park-once environment with shared parking lots
- All parking to the rear of buildings
- A place for important civic functions such as Town Hall, the library, police and fire stations, and the Post Office
- Historic feel
- Parks, especially an improved Shamrock Park
- Clean streets
- Mix of houses, housing for retiring Baby Boomers
- Cultural facilities such as a performing arts venue and a new library
- Like downtowns found in Senoia, Serenbe (near Palmetto), and Charleston, SC

**A Vision for the State Route 74 Corridor:**

- Limit access
- Keep commercial to the existing node at Senoia Road and SR 74
- Throughout the rest of the corridor, minimize the intensity of development and screen everything with a wide natural buffer, berms, and or landscaping
- All development behind the natural buffer should be well-connected with interparcel connections, access lanes, and shared drives
- Preserve some of the scenic views along the corridor

**A Vision for Tyrone's Residential Areas:**

- Open, leafy, low-density residential areas
- A network of fitness and biking trails
- Mix of preserved open areas and residences
- Lots of trees
- Have the opportunity to walk to parks, restaurants or shops from one's home

## **Issues and Opportunities**

### **Population Issues**

1. **Aging Population.** Over the next 20 years, the Baby Boomer generation will enter their retirement years. The swelling elderly population invariably will create a need for additional local healthcare, housing options, and senior services.

### **Population Opportunities**

1. **Sustaining Growth.** As many communities in Fayette County approach build out, Tyrone will experience continued growth; over the next 20 years, the Town's population is expected to increase significantly. Tyrone must act now to ensure that future growth is sustainable.

An examination of Tyrone's demographic data reveals that the Town is very similar to both its home County and neighboring cities. The elements of change operating throughout Fayette County appear to be affecting communities both large and small. While the extraordinary growth of places such as Peachtree City and Fayetteville might be more widely chronicled, Tyrone's average annual growth rate over the past quarter century is comparable; astonishing expansion during the 1980s, followed by a period of more manageable levels of growth. Tyrone's population also appears to be aging rather steadily, mirroring observable trends at the county, state, and national levels. Additionally, while the racial/ethnic composition in Tyrone remains overwhelmingly white, the growth rate of minority residents far outpaces levels seen in the white population. Analogous trends also can be seen in Fayette County, Peachtree City, and Fayetteville. Finally, the relative affluence of Tyrone's population is comparable to Fayette County.

### **Economic Development Issues**

1. **Restricted Sewer Capacity.** The Town of Tyrone currently lacks any excess sewer capacity. Unless Tyrone increases its sewer capacity, via private systems, a new wastewater plant, or contracting with another municipality, further development will be severely restricted.
2. **Congested Thoroughfare.** In recent years, SR 74 has suffered from an increase in traffic congestion. As additional residential, office, and retail developments are constructed along the highway, further congestion is likely.
3. **Limited Access to Healthcare.** Tyrone currently lacks adequate healthcare services for its aging population. The Town of Tyrone must encourage the development of additional healthcare services, primarily directed towards elderly populations.

### Economic Development Opportunities

1. **Promote Downtown Revitalization.** Current plans to revitalize Tyrone's downtown district will take advantage of an underutilized community asset. As currently envisioned, Tyrone's "Main Street District" will become a primary destination featuring residential units, retail outlets, and office space.

### Housing Issues

1. **Encourage Housing for People of All Ages.** Approximately 86 percent of Tyrone's existing housing stock is single family, and the majority is estate residential. Single family housing, especially estate residential, is an important part of Tyrone's identity as a pastoral suburban community with a strong family orientation. There appears to be an opportunity to support this critical housing stock with housing targeted towards empty-nesters and retiring Baby Boomers. The greatest opportunity exists on Senoia Road in downtown Tyrone where owner-occupied residences above shops and restaurant could be part of the revitalization of downtown.

### Housing Opportunities

1. **Sustainable Development.** Over the next two decades, projections forecast that the Atlanta metropolitan region will increase in population by at least 2 million people. With many nearby cities approaching build out, undoubtedly, Tyrone will continue to face significant development pressure. Currently, Tyrone has the opportunity to ensure that future growth occurs in a responsible, sustainable manner.

### Natural and Cultural Resource Issues

1. **Poor Air Quality.** Fayette County is one of 21 metropolitan Atlanta counties with poor air quality. Tyrone has several policies and ordinances which, over the long run, will likely exacerbate the problem. These include the segregation of uses, auto orientation of most new development, and poor street connectivity.
2. **Tyrone does not have a specific strategy for addressing air quality, other than to cooperate with regional efforts.** Standards that help reduce driving, promote walking and bicycling, or preserve trees and tree canopy help improve air quality. Many aspects of the existing regulatory environment promote air quality-friendly development, including:
  - Overlay districts that allow for mixed land uses.
  - Conservation subdivisions, where a portion of the development is set aside as permanently protected open space.
  - Standards to limit impervious surfaces and shared parking.
3. **Monitoring Water Supply Watersheds.** Presently, Tyrone does not have a mechanism for monitoring the amount of impervious surface within its water

supply watersheds, although the present Water Supply Watershed Protection Ordinance caps impervious surfaces at 25 percent for each watershed.

4. **Maintain Tree Canopy.** Residents have indicated the loss of tree canopy as a major concern, especially in new residential areas. The Town has the opportunity to enact a tree ordinance to protect existing trees and prohibit clear-cutting in new subdivisions.

### Natural and Cultural Resource Opportunities

1. **Greenspace and Open Space Preservation.** Tyrone has numerous scenic views and greenway opportunities. The Town should develop a plan to preserve land within developments and through conservation programs.
2. **Protect the Water Quality.** A regional solution, which is carried out in cooperation with the surrounding counties, will be the optimal approach for addressing this problem. Tyrone, although it has updated its ordinances and practices for consistent enforcement of existing erosion and sedimentation control regulations, should work with the surrounding and upstream jurisdictions to ensure that water quality is protected. Additional revisions to development standards could include limits on impervious surfaces per development, additional conservation subdivision options, requirements for pervious parking areas, or incentives for green roofs.
3. **Adopt a Safe Dam Ordinance.** The Georgia Safe Dam Act regulates the construction of dams throughout the state. Tyrone should consider additional regulations aimed at limiting development within the breach zones of existing and future dams. The ordinance also can require mechanisms for dam maintenance.
4. **State and Federal Historic Preservation Program.** The Town of Tyrone has numerous historic structures, many of which are eligible for National or State Register listing. The preservation of historic structures, particularly within the Main Street District, presents an opportunity to maintain a unique sense of place that can help to attract residents and business. There are numerous state and federally funded programs that support the goal of historic preservation and that could be utilized to help in this effort.

### Community Facilities and Services Issues

1. **Meeting the Service Demands of Explosive Population Growth.** Recently, the Town has experienced rapid population growth, and this growth is expected to continue throughout the planning horizon. With that growth has come increasing demands for public services. Careful planning is required to ensure that adequate services are available over the next 20 years.
2. **Solid Waste Planning.** Both the Town and the County currently are operating under a previous Solid Waste Management Plan. Under state law, the Solid Waste Master Plan will need to be updated by 2007.
3. **Passive Park Space.** The Town is currently lacking in passive park space. The use of impact fees to construct ball fields has helped meet the Town's needs for active recreation spaces, while its needs for passive parks have gone unmet. A

parks master plan should be developed identifying ideal locations for future parks, setting timelines for acquisitions and identifying budget priorities. When implemented the planned conversion of Shamrock Park to passive uses will help in balancing the Town's recreational opportunities.

### Community Facilities and Services Opportunities

1. **Additional Sewer.** Tyrone does not have any available sewer capacity. The Town should explore additional opportunities to acquire additional sewer capacity, from neighboring jurisdictions, by providing sewer as a service of the Town, or through private developers.
2. **Stormwater Utility.** Tyrone should consider creating a stormwater utility to help pay for stormwater management and infrastructure.

### Intergovernmental Coordination Opportunities

1. **Additional sewer.** Work with neighboring jurisdictions to explore the possibility of purchasing additional sewer capacity.

### Transportation Issues

1. **Tyrone's main street is not the major thoroughfare in the Town.** The reconfiguration of SR 74 on the edge of the downtown effectively relieved Tyrone from excessive regional pass-through traffic in its historic downtown. This parallel facility also led to the creation of two "main" streets for which desired transportation roles need to inform the type of development allowed along them.
2. **Housing, jobs, daily needs, and other activities are not within easy walking distance of one another.** Tyrone was developed originally as a farmstead community with no urban core; and this form has continued to the extent that, even now, spacing between structures and uses is far enough to discourage pedestrian activity. To promote multi-modal options, a serious change in land use spacing patterns, as well as investment in the transportation infrastructure envisioned by the master plan, will be necessary.
3. **There is not a consistent grid pattern throughout the Town, and new developments lack connectivity.** The historic street network of Tyrone is not a grid but a series of interconnected country roads accessing the early farmsteads of the area. These collector roads function well, but continued cul-de-sac residential development ultimately will undermine them and lead to serious congestion issues on the routes.
4. **Poorly connected or incomplete pedestrian network.** The Town of Tyrone has the beginnings of an excellent pedestrian network, but it is fragmentary in nature and needs to be connected in order to realize its full potential.
5. **Traffic routed through unsafe at-grade railroad crossings.** Although the Town has not been severely impacted yet, increased residential and commercial growth will lead to increased traffic volumes and, ultimately, the need for better and safer crossing points.

### Transportation Opportunities

1. **Introduce GRTA Xpress commuter bus service.** Although densities currently are too low, the Town has the opportunity to utilize new GRTA Xpress commuter bus service, if it were located at nearby hubs such as SR 74 and I-85 if a park and ride facility were installed.
2. **Explore prospective commuter rail.** Another form of transit that Tyrone could use to promote the implementation of its master plan is commuter rail service. The Georgia Department of Transportation (GDOT) completed a feasibility study for an Atlanta to Senoia route in 1995; and, although it ranked low in terms of congestion priorities, it could still be very useful in terms of promoting desired land use reforms for the downtown area and promoting connectivity to regional activity centers.
3. **Enhance the street grid throughout the Town.** This inherent lack of connectivity in current subdivision design presents an opportunity for the Town to work with the community to promote connectivity for vehicles, pedestrians, and bicycles, while minimizing cut-through traffic. There is a need for policies that require some form of interconnectivity of new roadways and between different, but complementary, land uses
4. **Evaluate and make improvements at intersections that are unsafe or bottleneck traffic.** Certain key intersections, such as SR 74 and Tyrone Road and SR74 and Crestwood Road, have sight line issues that increase the potential for accidents. Others, such as Senoia Road and Palmetto/Tyrone Road and Senoia and Dogwood Trail, have geometric issues in crossing the railroad tracks that make them bottlenecks and/or potentially dangerous. Future planning efforts should focus on addressing these design problems.
5. **Promote the development of streetscapes and planted medians as traffic calming and aesthetic improvement measures.** Tyrone has developed a substantial master plan for its downtown that envisions a very different aesthetic order and pedestrian scale that will need to be coordinated with, and supported by, new design guidelines for all levels of transportation infrastructure.
6. **Encourage the construction of an interconnected multi-use trail system.** Residents are in favor of constructing a network of trails that can be used for fitness, biking, and golf cart travel. The Town already has the beginnings of an excellent trail system, although it is disjointed. The Town has a great opportunity with its existing connections to neighboring Peachtree City's sizable network of trails. By linking into this system residents can enjoy miles of uninterrupted trails, as well as increased destinations.

### Land Use Opportunities

1. **Main Street District Revitalization.** Tyrone has taken several key steps toward the revitalization of their downtown, or Main Street District. These include the preparation of a Master Plan, parks planning and investment in Shamrock and Triangle Parks, installation of pedestrian amenities, adoption of an overlay zoning district, and plans for a new library. The Town now needs to focus on ways to

- increase private investment in the corridor. Residents have indicated the desire for a pedestrian-oriented mixture of shops, restaurants, and offices in this area.
2. **Reserve Land for Industrial and Commercial Growth.** Within the Future Land Use Plan, include adequate space for the growth of employment-related uses. Ensure future industrial areas are not encroached upon by residential development.
  3. **Corridor Land Use Controls.** The Town of Tyrone has taken some important first steps toward the management of the SR 74 corridor, such as requiring a wide natural buffer and coordinating with the SR 74 Alliance. However, it needs to work with Fayette County, Peachtree City, and Fairburn to ensure that its efforts along these highways are not lost outside the Town limits.
  4. **Encourage Traditional Neighborhood Development.** TNDs can be viable in any context, but they should be encouraged in crossroads communities where appropriate infrastructure can be in place to support it.
  5. **Protect Natural Resources Within Developments.** Promote the use of stream buffers and create incentives to make greenway connections. Pursue a conservation subdivision ordinance that requires the permanent preservation of a portion of the development.

## **The Plan**

This section outlines Tyrone's plan for future development focusing on land use and transportation improvements

### **Land Use**

The Land Use Plan contains the Future Development Map, which is a plan for the future character areas of the Town. The map is supported by a matrix of character area descriptions, development strategies, graphic representations and appropriate zoning districts. In addition, a table listing the DCA's required Quality Community Objectives for each character area is located in the **Appendix**. The Future Development Map is followed by the parcel-specific Future Land Use Plan with its supporting analysis and description.

### **Future Development Map (Future Character Areas)**

Each area of the Town is unique, having its own identity and character. Every area also has its own set of assets and challenges. The Future Development Map divides the Town into distinct character areas, recognizing the visual and functional difference between areas of Town and the different strategies required to develop them to their highest potential. Identification of character areas allows the use of tailored policies and implementation strategies for each distinctive portion of Town. Tyrone's character areas are defined in the following table, **Figure 3**, and mapped in **Figure 4** below.

**Figure 3: Character Areas within Tyrone**

Character Area	Description/ Location	Development Strategy	Appropriate Zoning Districts
<p>Conservation Areas</p>	<p>Areas of protected open space including wetlands, floodplains, stream corridors, viewshed protection areas, roadway corridor buffers, and additional conservation areas.</p>	<p>The majority of these areas are wetlands, stream corridors and areas in the 100-year floodplain. The protection of these conservation areas is vital to ensuring high water-quality standards. There is also the opportunity to add to these areas through conservation subdivisions. Conservation subdivisions were supported by the community at public meetings and if implemented should be designed to connect existing conservation areas. Steps should be taken to link these areas as much as possible.</p>	<p>Any district</p>
			
<p>Highway Commercial</p>	<p>Auto-oriented commercial development. Found at the intersection of SR 74 and Senoia Road.</p>	<p>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 be required to promote pedestrian comfort, safety, and convenience. 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.</p>	<p>C-1 O-I LUC</p>
			

Character Area	Description/ Location	Development Strategy	Appropriate Zoning Districts
Highway 74 Corridor	Land located along the duration of Highway 74, excluding the highway commercial area.	Protect scenic views along the corridor as part of the greenspace in conservation subdivisions. 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. Disallow additional curb cuts onto SR 74.	SR 74 Overlay*  +  O-I Any residential district
			
Main Street District	Original Town of Tyrone with many of the Town's older and historic buildings. Area also includes suburban-style buildings from the 1970's, many in poor condition or vacant.	Downtown should include a relatively high-density mix of retail, office, services, and employment. Design should be pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, parks, and schools. Building heights should be kept low.	Main Street Overlay*  +  OI EI LUC C-2
			

Character Area	Description/ Location	Development Strategy	Appropriate Zoning Districts
Production and Employment	<p>Consisting of industries, warehouses, and distribution facilities on level sites having close access to railroads, utilities, and highways.</p>	<p>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 in residential areas. Provide adequate room for expansion and the development of ancillary business and employee services. Encourage attractive, landscaped entrances and grounds. Protect environmentally sensitive areas and buffer surrounding neighborhoods. Screen truck docks and waste handling areas from public view.</p>	<p>All C districts All M districts OI</p>
			

Character Area	Description/ Location	Development Strategy	Appropriate Zoning Districts
<p>Traditional Residential</p>	<p>Includes a mixture of undeveloped land, historic residences in the oldest areas of Tyrone, and some residential homes and subdivisions developed since 1960.</p>	<p>Promote new developments that emulate the positive aspects of historic communities throughout the area such as Fayetteville, Newnan, Serenbe and Senoia. Moderate density, traditional neighborhood developments (TND) employ traditional architecture and traditional design principles. There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points. Residential densities should be consistent with those found in the historic areas of Tyrone and in other nearby historic neighborhoods.</p>	<p>Traditional Neighborhood Development (TND) District*</p>
			

Character Area	Description/ Location	Development Strategy	Appropriate Zoning Districts
Rural Residential	<p>Predominantly residential subdivisions developed since 1960. These areas are characterized by automobile orientation, high degree of building separation, exclusively, residential, and fragmented, disconnected street patterns, generally curvilinear.</p>	<p>Promote new developments that emulate the positive aspects of rural areas throughout the Piedmont of Georgia. Gross densities should remain low. Conservation subdivisions should be encouraged. The permanently protected greenspace areas should be used to protect the Town's most stunning views and sensitive natural areas. Greenspace areas should be connected together and traversed by a network of trails and paths. Improve street connectivity by requiring new developments to make the new connections included in the Transportation Improvements Plan. Foster the establishment of a regional network of greenspaces, trails, and multi-use paths available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.</p>	<p>Open Space Subdivision Overlay* + R-48 Any CR district AR</p>
	<div style="display: flex; justify-content: space-around;">   </div>		
<p><i>Notes:</i> * - Denotes an existing district that needs to be revised or a new district that needs to be created to help implement the Character Area Plan.</p> <p><i>The Quality Community Objectives that will be pursued in each character area, as required by the state Local Planning Requirements, are located in an Appendix at the end of this document.</i></p>			

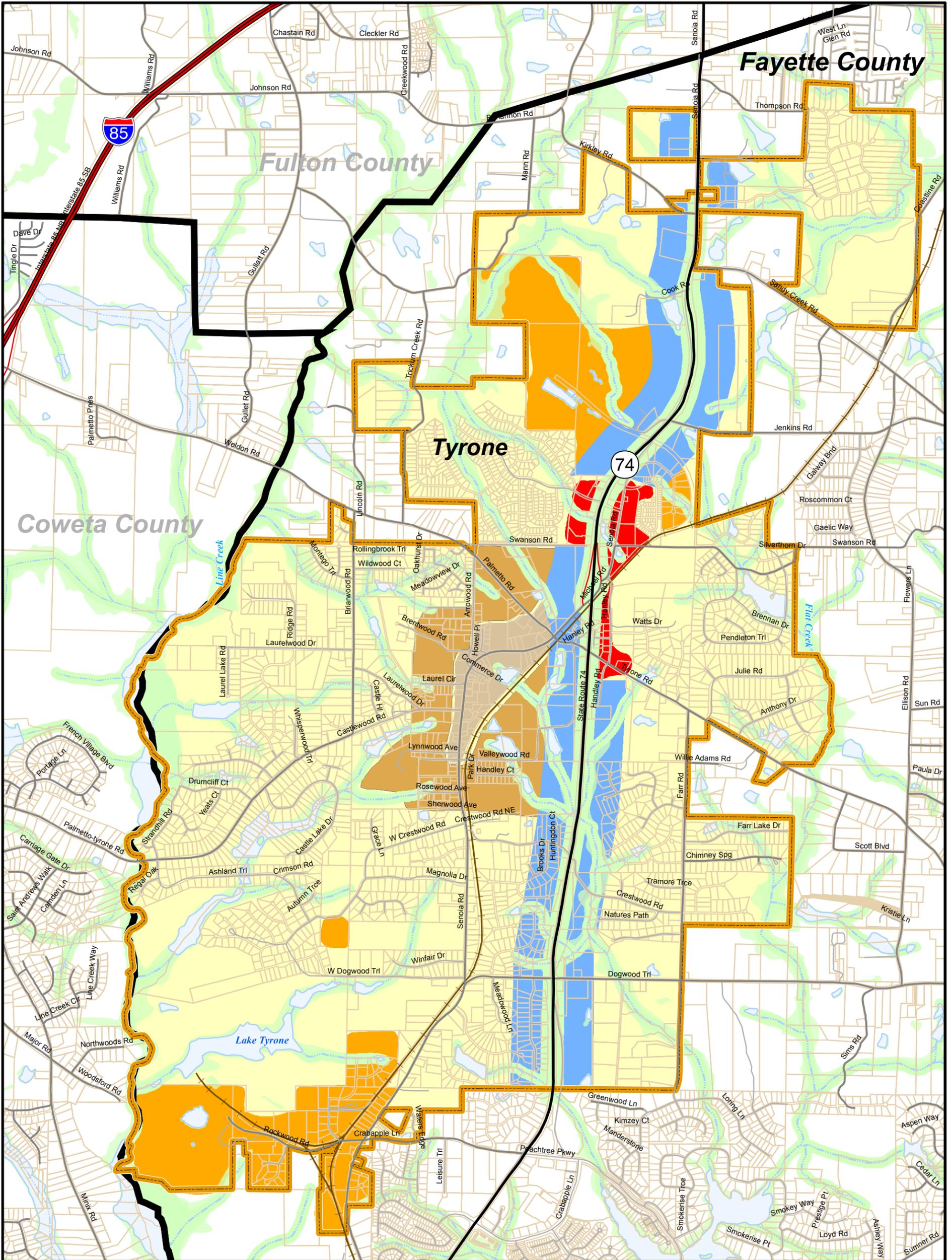
### Changes to Development Regulations

In order to implement the Future Development Map and the Future Land Use Plan, several new and revised zoning districts are needed. These are detailed below:

- SR 74 Overlay – The overlay district would create a special set of standards for protecting the rural and scenic quality and character of the Highway 74 corridor. The district would clearly define what uses are appropriate, what design and architectural standards are required, and would establish how wide the buffer are must be, and how it should be managed.
- Main Street Overlay – The Town presently has an overlay district for the Main Street Area, which should be revised to improve the small town character of the district. The revision should establish what uses are appropriate, establish architectural standards, parking standards, streetscape requirements, and allow a small amount of residential development such as live-work units.
- Traditional Neighborhood Development (TND) District – A Traditional Neighborhood Development district that would require new development to draw from the area’s historic residential neighborhoods, essential to Tyrone’s small-town character. This includes developing neighborhoods on a grid or modified grid street network, use of traditional architecture, requiring neighborhood parks, and formal street design standards including street trees and sidewalks.
- Open Space Subdivision Overlay District – An open space subdivision overlay district would require the preservation of a portion of each development site as permanently protected open space. This would allow the preservation of key scenic views and sensitive natural resources within the Town, essential to the rural character of Tyrone.

### Future Land Use Plan

The Future Land Use Plan (**Figure 5**) for Tyrone is a parcel specific map that is intended, in conjunction with the Future Development Map, to serve as a guide in making rezoning and capital investment decisions. This Plan was prepared based on extensive community input during the community meetings and public hearings, and it follows directly from the Town Vision developed during the Visioning Workshop and the Visioning Survey. The map assigns a future land use designation to every parcel within the Town. The future land use categories shown on the map are listed and defined in the following table (**Figure 6**).



**Town of Tyrone  
Comprehensive Plan**

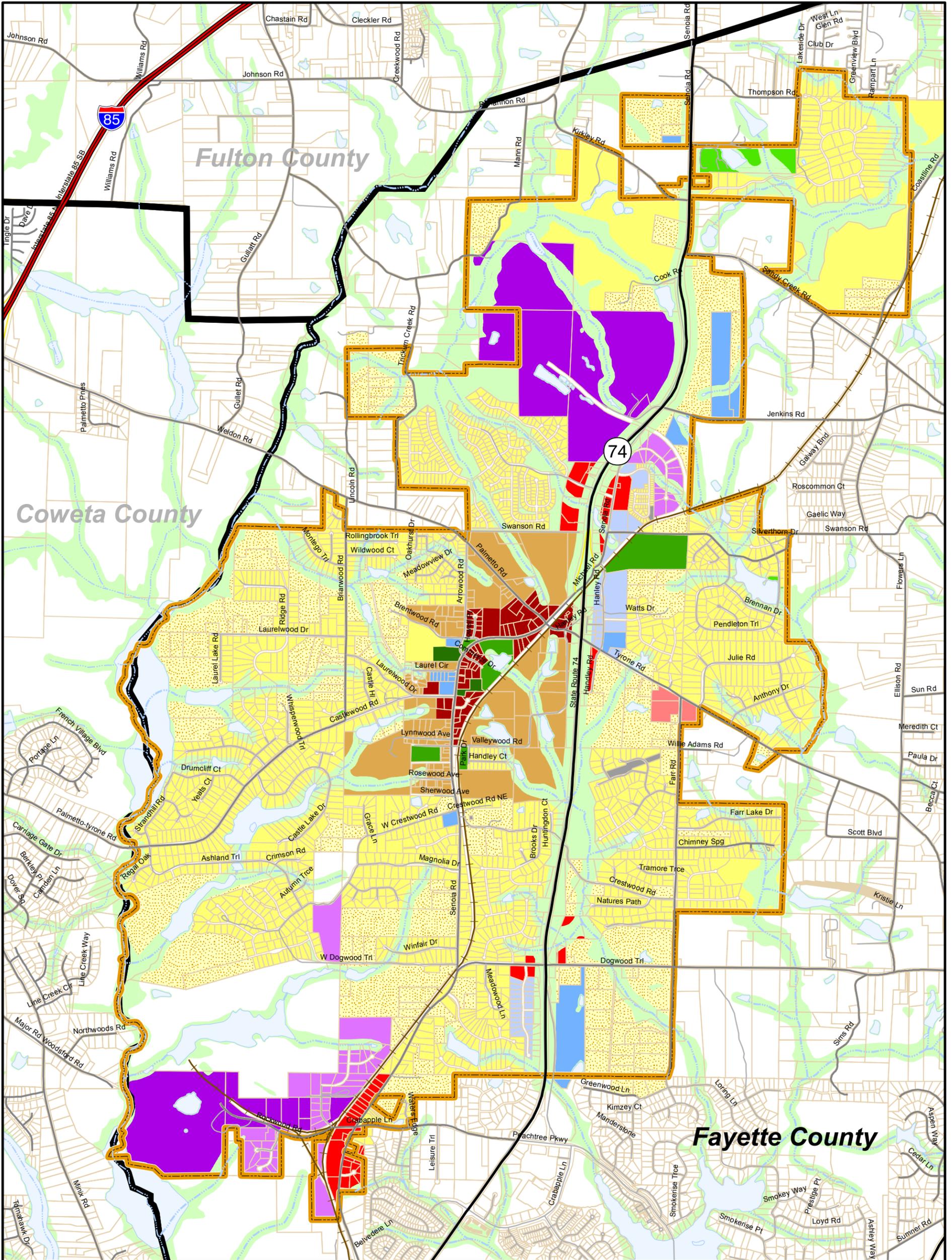
*Future Development Map*

- Highway Commercial
- Main Street District
- Production and Employment
- Traditional Neighborhood District
- Conservation
- Rural Residential
- Highway 74 Corridor

- Interstate
- Ramp
- State Highway
- County Road
- Road
- Railroad
- River/Stream
- Lake/Pond
- Parcel
- City Boundary
- County Boundary



**Figure 4**



**Town of Tyrone  
Comprehensive Plan**

*Future Land Use Plan*



**Future Land Use**

- Neighborhood Commercial
- Commercial
- Main Street District
- Conservation
- Recreation
- Park
- Cemetery
- Estate Residential
- Single Family Residential
- Traditional Residential
- Heavy Industrial
- Light Industrial
- Office
- Public/Institutional
- TCU

- Interstate
- Ramp
- State Highway
- County Road
- Road
- Railroad
- River/Stream
- Lake/Pond
- Parcel
- City Boundary
- County Boundary



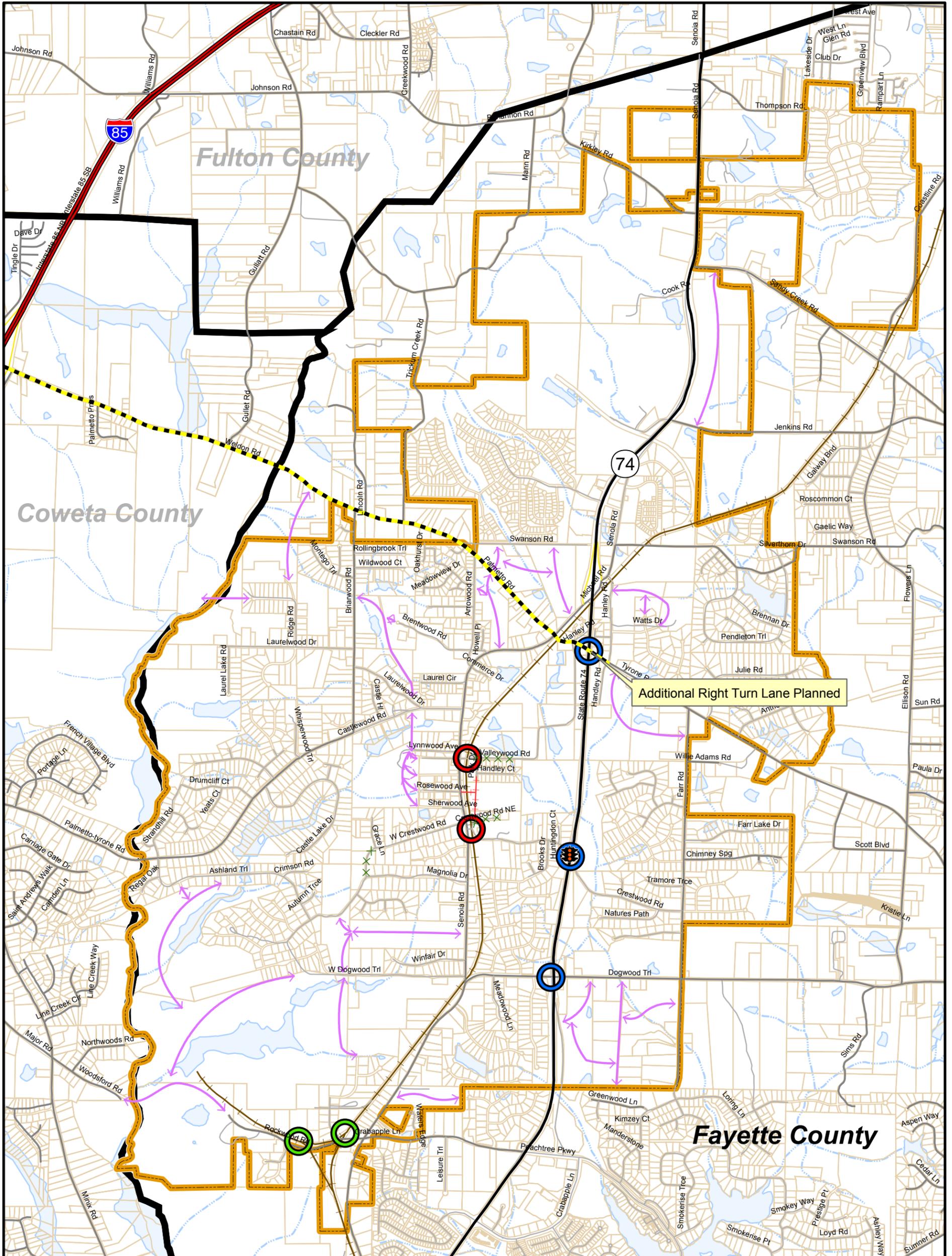
**Figure 5**

**Figure 6: Future Land Use Definitions**

Future Land Use Category	Definition
Neighborhood Commercial	Small-scale commercial uses compatible with residential areas.
Commercial	Commercial uses include retail establishments, auto-related businesses, restaurants, convenience stores, and office buildings.
Main Street District	Office, commercial, civic, mixed-use, parks, and residences.
Conservation	Areas dedicated to conservation including permanently protected open space, stream corridors, wetlands, and required buffers.
Recreation	Active and passive recreation areas that are privately owned.
Parks	Active and passive parks that are publicly owned
Cemetery	Areas dedicated for the burial of human remains.
Estate Residential	Includes estate residential (lots generally greater than three acres), agriculture, and open land.
Single Family Residential	Single-family residential uses.
Traditional Residential	Residential designed to emulate historic residential areas.
Heavy Industrial	Property used for extraction and manufacturing.
Light Industrial	Property used for warehousing, distribution, and trucking.
Office	Office space.
Public/Institutional	Community facilities (except utilities), general government, and institutional uses. Examples include Post Offices, schools, public safety stations, Town Hall, courthouses, health facilities, churches, and the library.
Transportation/Communication/Utilities (TCU)	Land used by transportation, communication or utility facilities, such as airports, cell towers, power stations, sewer plants, water towers, and water treatment facilities.

### **Transportation**

This section outlines a plan for essential improvements for a multi-modal transportation network. These improvements are identified in **Figures 7 and 8**, the Transportation Improvements Plan. The improvements seek to enhance the transportation network by bridging missing connections and addressing circulation deficiencies. The plan also identifies key intersections where safety improvements are needed and critical bottleneck intersections where capacity improvements are needed. The Plan includes numerous improvements for pedestrians and bicyclists as well as the possible future alternatives to driving. The Implementation Program identifies both short and long term projects. Capital outlays planned for the next five years are included in the Short-term Work Program.



**Town of Tyrone  
Comprehensive Plan**

*Transportation Improvement Plan  
Roadway & Safety Improvements*

W N E  
S

0 625 1,250 2,500 Feet

- Planned Improvements**
- Conceptual Street Connections
  - Pave Dirt Road
  - Road Widening
  - New Street and R/R Crossing

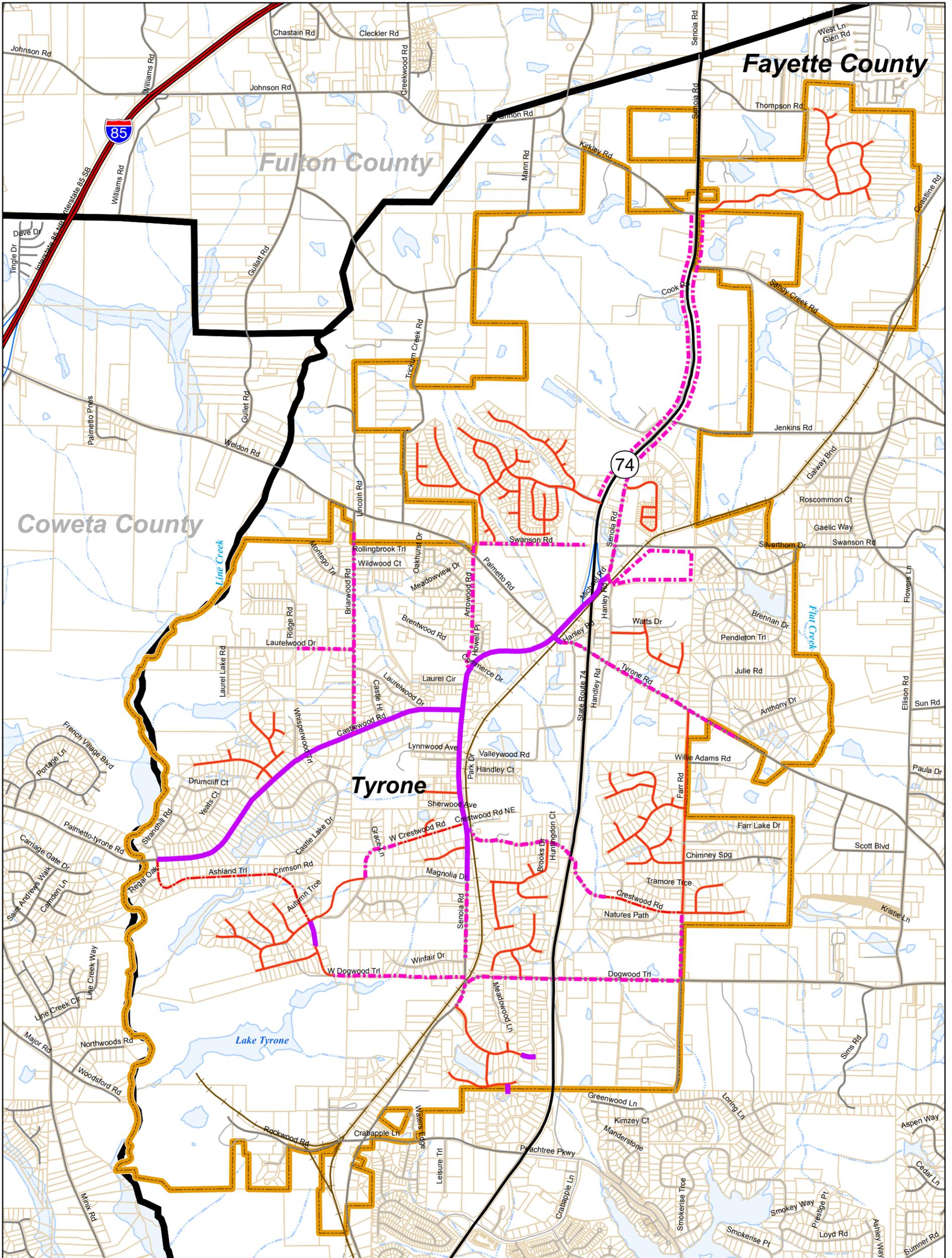
- Improved RR Crossing
- Safety Improvements
- Close RR Crossing
- Planned Traffic Signal

- Interstate
- Ramp
- State Highway
- County Road
- Road
- Railroad
- River/Stream
- Lake/Pond

- Parcel
- City Boundary
- County Boundary



**Figure 7**



**Town of Tyrone  
Comprehensive Plan**

*Non-Motorized Improvements*

- Multi-purpose Path
- Future Multi-purpose Path
- Existing Sidewalk
- Future Sidewalk
- Interstate
- Ramp
- State Highway
- County Road
- Road
- Railroad
- River/Stream
- Lake/Pond
- Parcel
- City Boundary
- County Boundary

**Figure 8**

## Street Connectivity Plan

The Transportation Improvements Plan (**Figure 7**) identifies many additional connection opportunities within and nearby Tyrone for new streets. Throughout the undeveloped acreage within the Town, many new street connections are possible. These conceptual new connections provide the template for the Town and Fayette County to work with developers to connect new subdivisions together to improve the street network and create route choices for new and existing residents. To help make this a reality, the Town should adopt an Official Highway Map<sup>1</sup> and a connectivity ordinance. An Official Highway Map would illustrate conceptually the connections that must be made by a developer. The map would simply specify the type of street and relate that to a typical cross section. The developer then could design the route in such a way as to minimize through-traffic.

The connectivity ordinance is an essential companion to the Official Highway Map. A connectivity ordinance would set standards for access points to subdivisions, access between subdivisions, and establish minimum block sizes. Street networks on a modified or traditional grid diffuse traffic across literally hundreds of possible routes, rather than concentrating all traffic on the state and county roadways, reducing traffic congestion on the collectors and arterials. Gridded networks also ensure shorter and more direct trips, resulting in less gas burned and cleaner air. More connected street networks also improve the efficiency of service delivery such as trash collection, emergency response, and school busses. Finally, in and around each of the commercial areas, street connectivity plays an essential role in ensuring residents have short and direct pedestrian-friendly routes available.

## Context Sensitive Street Design

Context sensitive street design is an approach to roadway planning, design and land use patterns. The intent is to meet regional transportation goals while enhancing neighborhoods and considering the adjacent uses of land. The Comprehensive Transportation Plan includes many widening and new roadway projects such as the Tyrone bypass. The Town, in coordination with GDOT, the ARC and other partners, must consider the adjacent land uses and goals for each corridor, and ensure the roadway design is supportive.

Any of the locations identified as appropriate for widening within the Town will likely have an adverse impact on the small town and rural character important to Tyrone residents. A context sensitive approach would seek ways to minimize the disturbance of the widenings and the intersection of major highways on the adjacent development. One approach is to create a more urban street, with street trees, landscaped medians, generous sidewalks, and street furniture.

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<sup>1</sup> Contemporary roadway design nomenclature refers to all roadway types as “highways,” whether they be a residential street or an interstate highway.

## **Traffic Bottlenecks**

According to the stakeholder interviews and community involvement, Tyrone has two intersections within its Town limits that are traffic bottlenecks, which were identified in the Community Assessment. These are Senoia Road and Castlewood Road and Tyrone-Palmetto Road and Highway 74. Since the publication of the Assessment, the intersection of Senoia Road and Castlewood Road has been improved. The other intersection is included in the Fayette County Comprehensive Transportation Plan and is also included in this Plan.

## **Safety Concerns**

The Community Assessment identified three dangerous intersections in the Town: the intersections of Highway 74 with the following cross streets:

- Tyrone-Palmetto Road
- Crestwood Road
- Dogwood Trail

All three intersections are included in the transportation plan for improvements, including a new traffic signal at Crestwood Road.

## **Access Management**

Successful corridor redevelopment requires not only a respect for the surrounding areas' character, but also a need to address functionality. Access management is the process of coordinating, planning and designing, and implementing land use and transportation strategies so that the flow of traffic between the road and the surrounding land is efficient and safe. To date, Highway 74 has been developed with excellent access management in mind and it is the key route within Tyrone that needs continued access management.

An access management plan offers numerous benefits including:

- Increased pedestrian and bicycle safety
- Reduction of vehicular collisions
- Promotion of desirable land uses and development patterns
- Reduction of congestion and traffic delays
- Extended roadway life.
- Support for alternative transportation modes
- Improved appearance and quality of the built environment

The purpose of an access management plan is to:

- Define appropriate land uses within a corridor.
- Define development standards that integrate land use and transportation.
- Implement new internal street networks to increase connectivity.
- Align driveways.
- Limit the number of curb cuts permitted per parcel or per linear feet of corridor.

- Close existing curb cuts along a corridor.
- Increase or establish proper separation between curb cuts and intersections.
- Relate driveway design to travel speed and traffic volumes.
- Allow/encourage shared access parking.
- Limit access from an arterial or collector street to a private parking lot.
- Install medians in roadways and set spacing of median breaks.
- Establish parking maximums versus parking minimums.

## **Multi-use Paths, Sidewalks and Streetscapes**

Tyrone has an excellent foundation for a Town-wide network of sidewalks and trails. There are numerous sidewalks within subdivisions and several sections of multi-use path throughout the Town. This plan includes a series of sidewalk and multi-use path improvements and one streetscape project, which will eventually knit together a viable network for safe and efficient pedestrian and bicycle traffic.

The multi-use paths generally follow street right-of-way, but are set off from the street by a safe distance. The paths are eight or ten feet wide and accommodate traffic in two directions. The paths are a key component of the bicycle network, but they also accommodate walkers, joggers, and rollerbladers. The Transportation Improvements Plan illustrates the proposed locations of future multi-use paths.

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 Crestwood 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.

The street in need of a streetscape is Senoia Road within the Main Street District. The streetscape should include curb and gutter, wide sidewalks, enhanced crosswalks, shade trees, disabled-friendly ramps, decorative pedestrian and street lighting, and may include special detailing such as brickwork at intersections.

In addition to the streetscape project, the Implementation Program includes a suite of multi-use path and sidewalk installation projects. These are all illustrated in **Figure 8**.

## **Implementation Program**

The following Implementation Program addresses the Issues and Opportunities identified in the preceding chapter. The Program identifies specific actions required to address the Town’s challenges and build upon its assets. It names responsible parties, partners, and determines the appropriate timeframe for implementation. Short range actions should occur in a timeframe of less than five years, while long range activities should occur or continue to occur over a timeframe longer than five years into the future.

ARC	Atlanta Regional Commission
EPD	Georgia Environmental Protection Division
DDA	Downtown Development Authority (to be created)
FCBOE	Fayette County Board of Education
FCIA	Fayette County Industrial Authority
Focus	Tyrone Focus
GDOT	Georgia Department of Transportation
GPRA	Georgia Passenger Rail Authority
GRTA	Georgia Regional Transportation Authority
Manager	Town Manager and staff
M&TC	Mayor and Town Council
SPRC	Shamrock Park Restoration Committee
Staff	Tyrone staff
TBA	Tyrone Business Association
TNA	Tyrone Neighbors Association
TPC	Tyrone Planning Commission
TPL	Trust for Public Land
TPRD	Tyrone Parks and Recreation Department
TPWD	Tyrone Public Works Department

## Population

### How do we accommodate the growing elderly population in terms of their need for local healthcare, housing options, and senior services?

Description/Action	Responsible Party	Partners	Timeframe
Attract a local healthcare clinic to the Town.	DDA	TBA	Short range
Increase opportunities for housing attractive to seniors, including maintenance-free, and housing with the master bedroom on the main floor.	DDA	TPC	Ongoing
Convert the existing Town Hall into a senior center to meet the service and recreational needs of seniors.	Manager	TPRD	Long range
Develop land use regulations that allow for age-restricted communities, both for sale and for rent, including assisted living facilities and independent living apartments, condominiums or cluster homes.	Manager	TPC	Short range

## Economic Development

**How do we ensure limited sewer availability does not infringe on the Town’s opportunity for growth and continued economic development?**

Description/Action	Responsible Party	Partners	Timeframe
Provide sewer service to the Main Street District	Manager	TPWD, Fairburn, Fulton Co	Short range

**How do we manage traffic congestion along SR 74 so as to not impede the future economic development of the Town?**

Description/Action	Responsible Party	Partners	Timeframe
Develop SR 74 in the manner outlined in this Comprehensive Plan, with limited access points, interparcel access and internal connector roads between developments.	Manager	GDOT, TPC, TPWD	Ongoing
Create a system of interconnected multi-use trails and sidewalks that serve development along SR 74. This will encourage alternatives to automobile travel in the form of biking, walking and golf carts.	Manager	GDOT, TPWD	Ongoing
Improve street connectivity throughout Town to create alternatives to using SR 74 for local trips.	Manager	TPC	Ongoing

**How do we ensure limited healthcare access does not negatively impact the future prosperity of the Town?**

Description/Action	Responsible Party	Partners	Timeframe
Attract a local healthcare clinic to the Town.	DDA	TBA	Short range
Encourage the addition of healthcare services to meet the needs of the Town’s aging population.	TBA	-	Short range

**How do we revitalize Downtown Tyrone?**

Description/Action	Responsible Party	Partners	Timeframe
See the land use section below.	-	-	-

## Housing

### How can we provide more housing options for residents of various ages?

Description/Action	Responsible Party	Partners	Timeframe
Amend zoning to permit a mixture of housing types, including residential units above retail in the revitalized downtown overlay district.	Manager	TPC	Short range
Amend zoning codes to permit denser single-family residential development adjacent to downtown at densities similar to those of historic Tyrone residences.	Manager	TPC	Short range
Within a new TND district, permit accessory units (in-law suites) above garages or as stand-alone buildings.	Manager	TPC	Short range

## Natural Resources

### How do we improve the Town's air quality?

Description/Action	Responsible Party	Partners	Timeframe
Adopt a conservation subdivision ordinance in which development is clustered at higher-densities and a portion of the land is left as protected greenspace.	Manager	TPC	Short range
Permit the mixture of land uses to allow more opportunities for residents to walk to meet their basic needs.	Manager	TPC	Short range
Promote alternatives to the automobile, indicated in the Transportation Section.	M&TC	GDOT	Ongoing
Site schools in close proximity or within residential neighborhoods to promote walking and biking to schools.	FCBOE	M&TC	Ongoing
Introduce GRTA Xpress bus service, commuter rail, and a park and ride lot to Tyrone.	GRTA, GRPA, GDOT	Manager	Ongoing

### How can we protect our water supply watersheds?

Description/Action	Responsible Party	Partners	Timeframe
To comply with the Town's Water Supply Watershed Protection Ordinance, conduct a survey of impervious surfaces within water supply watersheds to ensure that no more than 25% of land area within these watersheds is impervious. Establish a GIS to monitor imperviousness within the Town.	Manager	TPC	Short range

Require all new development projects to indicate the percent of the site that is impervious on their development applications.	Manager	TPC	Short range
Consider a stormwater utility as a way to fund needed stormwater improvements.	M&TC	Manager	Long range
Adopt the model ordinances created by the Metropolitan North Georgia Water Planning District and help implement the MNGWPD water resources plans.	Manager	TPC	Short range

**How do we preserve or help restore our tree canopy?**

Description/Action	Responsible Party	Partners	Timeframe
Begin a tree replacement program to plant more trees in Town parks and Town right of way.	Manager	Focus, TNA	Short range
Adopt corridor overlay districts for prominent roads in Town and require the preservation of existing trees in landscaped buffers.	Manager	TPC	Short range
Adopt typical street cross sections for all roadway types that include street trees.	Manager	TPWD, GDOT	Short range
Pursue Tree City USA status	Manager	-	Short range

**How can we preserve our scenic views and open spaces?**

Description/Action	Responsible Party	Partners	Timeframe
Adopt a conservation subdivision ordinance in which development is clustered at higher-densities and a portion of the land is left as protected greenspace.	Manager	TPC	Short range
Conduct a survey of scenic views within the Town worthy of protection.	Manager	-	Short range
Incorporate scenic view guidelines into the conservation subdivision zoning district.	Manager	TPC	Short range
Modify subdivision regulations to require preservation of sensitive and unique natural areas; including streams, rock outcroppings, and steep slopes.	Manager	TPC	Short range
Acquire conservation easements for scenic views in cases where views are threatened.	Manager	TPL	Long range
Create a land trust with local communities to save valued areas (generally environmental resources) through voluntary land conservation.	M&TC	TPL	Long range

**How can we protect our water quality?**

Description/Action	Responsible Party	Partners	Timeframe
Adopt MNGWPD ordinances or verify that existing ordinances are equivalent including post-development stormwater management ordinance, floodplain management ordinance, conservation subdivision/open space development ordinance, illicit discharge and illegal connections ordinance, litter control ordinance, and stream buffer protection ordinance.	Manager	TPC	Short range
Establish a stormwater utility to help pay for stormwater management and infrastructure.	Manager	TPWD	Long range
To comply with the Town's Water Supply Watershed Protection Ordinance, conduct a survey of impervious surfaces within water supply watersheds to ensure that no more than 25% of land area within these watersheds is impervious.	Manager	-	Short range
Expand citizen enforcement and education efforts by coordinating with the Keep Georgia Beautiful and the Adopt A Stream programs.	M&TC	Focus, TNA, TBA, EPD	Long range

**How can we ensure our dams are safe?**

Description/Action	Responsible Party	Partners	Timeframe
Adopt a Safe Dam Ordinance limiting development within the breach zone of existing and future dams. It can also ensure the proper maintenance of dams.	Manager	TPC	Short range

**How can we protect our historic resources?**

Description/Action	Responsible Party	Partners	Timeframe
Apply for the National and State Register of Historic Places Designation for buildings of historic significance.	DDA	-	Short range
Adopt Georgia Historic Preservation Division's model ordinance requiring protection of locally designated historic properties and districts.	Manager	DDA, TPC	Long range
Adopt Georgia Historic Preservation Divisions' model design standards for infill and material changes to historic properties or districts to maintain historic integrity and significance.	Manager	DDA, TPC	Long range

## Community Facilities and Services

### How do we meet the service demands of explosive population growth?

Description/Action	Responsible Party	Partners	Timeframe
Create a capital improvements program. A long-range program for developing or improving public facilities (roads, sidewalks, recreational facilities) that brings predictability to the extent of public facility expansions.	Manager	M&TC	Short range
Prepare a Long-Range Parks and Recreation Master Plan.	Manager	TPRD, SPRC	Short range
Continue collecting impact fees.	Manager	-	Ongoing
Expand Town Hall to provide sufficient space to accommodate the needs of the growing Town.	M&TC	Manager	Long range
Convert the existing Town Hall into a senior center and performing arts venue.	M&TC	Manager, TNA, Focus	Long range

### How can we ensure efficient solid waste planning?

Description/Action	Responsible Party	Partners	Timeframe
Update the current Solid Waste Management Plan required by state law by 2007.	Manager	Fayette County	Short range

### How do we increase the Town's supply of passive park space?

Description/Action	Responsible Party	Partners	Timeframe
Follow current plans to convert Shamrock Park from active to passive recreational uses.	SPRC	M&TC, Manager, TPRD, DDA	Ongoing
Create incentives for developers to link their open spaces together into a publicly-accessible open space network.	Manager	TPC	Short range
Incorporate passive recreation opportunities into the conserved areas of conservation subdivisions.	Manager	TPC, TPRD	Short range
Identify and pursue the purchase of tracts of land for permanent greenspace protection to be used for passive recreation	M&TC	TPL	Ongoing

### How do we finance our need for stormwater management and infrastructure?

Description/Action	Responsible Party	Partners	Timeframe
Consider a stormwater utility to help pay for stormwater management and infrastructure.	M&TC	Manager	Short range

## Intergovernmental Coordination

### How can we ensure the Town has additional sewer capacity needed for growth?

Description/Action	Responsible Party	Partners	Timeframe
Work in conjunction with neighboring jurisdictions to purchase additional sewer capacity if necessary.	Manager	TPWD	Short range

### How can we work with our neighbors to improve our community?

Description/Action	Responsible Party	Partners	Timeframe
Work with the Metropolitan North Georgia Water Planning District to implement their water resources plans.	MNGWPD	M&TC	Ongoing
Work with the Atlanta Regional Commission and neighboring jurisdictions to improve safety and accessibility for trucks and freight.	ARC	M&TC	Ongoing
Actively participate in the Southern Regional Accessibility Study (SRAS), which will examine mobility, land use, and growth issues.	ARC	M&TC	Ongoing
Work with Fayette County and the other cities of Fayette County to create a countywide jobs-housing balance strategy.	Fayette County and its cities and towns	-	Short range
Coordinate with Peachtree City to create a connected network of paths and trails between the two municipalities.	M&TC	Peachtree City	Ongoing

## Transportation

### How can we decrease the distance between various land uses to promote walking?

Description/Action	Responsible Party	Partners	Timeframe
Improve the network of streets and paths.	Manager	TPC	Ongoing
Improve the mix of uses within the Main Street District to include a mix of commercial, office, civic, parks, and residential activities.	Manager	TPC	Ongoing

**How do we increase road connectivity through new developments to relieve traffic congestion?**

Description/Action	Responsible Party	Partners	Timeframe
Create regulations requiring new developments to meet minimum connectivity standards. These can require interparcel access where appropriate and intersections at set minimum distances.	Manager	TPC	Short range
Adopt a street connectivity ordinance that establishes minimum block sizes or lengths, requires stub streets, connections between developments, and establishes limits on dead end streets.	Manager	TPC	Short range
Adopt a Conceptual Corridor Master Plan to identify where new greenways, collector and arterial streets are planned. Adopt the plan with a process for working with developers during the concept stage to set aside, preserve, donate, or sell the right-of-way to the planned routes.	Manager	TPC	Short range

**How can we increase the safety at our railroad crossings?**

Description/Action	Responsible Party	Partners	Timeframe
Improve railroad crossings including grade, signalization, and safety devices on Rockwood Road and within the Shamrock Industrial Park	Manager	TPWD, CSX	Long range
Close the two at-grade railroad crossings at Crestwood Road and Valleywood Road and create a new shared crossing in between.	Manager	TPWD, CSX	Short range

**How can we provide alternatives to the automobile for our commuter residents?**

Description/Action	Responsible Party	Partners	Timeframe
Introduce a park and ride lot in Fayette County	GDOT	-	Short range
Add GRTA Xpress commuter bus service in Fayette County.	GRTA	-	Ongoing
Explore opportunities for a commuter rail stop in Tyrone on the proposed Senoia-Atlanta line.	GRPA	-	Ongoing

**How can we make road improvements at dangerous intersections or bottlenecks?**

Description/Action	Responsible Party	Partners	Timeframe
Improve the intersection of SR 74 and Palmetto/Tyrone Road.	Manager	TPWD	Short range
Improve the intersection of SR 74 and Crestwood Road including a new traffic signal.	Manager	TPWD	Short range
Improve the intersection of SR 74 and Dogwood Trail.	Manager	TPWD	Short range
Work with the ARC and to get these projects listed on the Regional Transportation Plan, Transportation Improvement Program, and SPLOST.	Manager	ARC, SPLOST	Short range

**How can we develop attractive streetscapes and planted medians to calm traffic?**

Description/Action	Responsible Party	Partners	Timeframe
Streetscape Senoia Road within the Main Street District	DDA	Manager	Long range
Adopt official street, sidewalk, and multi-use path cross sections and design standards.	Manager	TPC	Short range

**How can we construct an interconnected system of multi-use trails and sidewalks?**

Description/Action	Responsible Party	Partners	Timeframe
Create and implement a Multi-Use Trail Master Plan. It should include an inventory of existing trail fragments within the Town and possible connections to neighboring Peachtree City's system. It should identify and prioritize the construction of trail segments within the Town.	Manager	TPC, TPWD, ARC, SPLOST	Short range
<b>Briarwood Road/Laurelwood Drive.</b> Construct a multi-use path along Briarwood Road and on Laurelwood Drive between Ridge Road and Briarwood Road.	Manager	TPC, TPWD, ARC, SPLOST	Short range
<b>Senoia Road.</b> Extend multi-use path south on Senoia Road to Winfair Drive.	Manager	TPC, TPWD, ARC, SPLOST	Short range
<b>Handley Park.</b> Create a path throughout the park that connects to nearby streets.	Manager	TPC, TPWD, ARC, SPLOST	Short range
<b>Dogwood Trail/Farr Road.</b> Construct a multi-use path along Dogwood Trail from the entrance to _____ subdivision to Farr Road and along Farr Road to connect with the existing sidewalk.	Manager	TPC, TPWD, ARC, SPLOST	Short range
<b>Arrowood Road/Swanson Road.</b> Extend the multi-use path north on Arrowood Road to Swanson Road and east along Swanson Road to SR 74.	Manager	TPC, TPWD, ARC, SPLOST	Short range
<b>Tyrone Road.</b> Construct a multi-use path	Manager	TPC,	Short range

along Tyrone Road between SR 74 and Anthony Drive.		TPWD, ARC, SPLOST	
<b>Crestwood Road.</b> Construct a multi-use and sidewalk path between Senoia Road and Farr Road.	Manager	TPC, TPWD, ARC, SPLOST	Long range
<b>Senoia Road.</b> Extend the multi-use path on Senoia Road from Winfair Drive south to Crabapple Lane and then east along Crabapple Lane to the edge of the Town limits.	Manager	TPC, TPWD, ARC, SPLOST	Long range
<b>SR 74.</b> Construct a Multi-use path along the western edge of SR 74 between Kirkley Road and Carriage Oaks Drive. Extend the Senoia Road multi -use path north along the eastern edge of SR74 from where it ends on Senoia Road to _____ St/Rd.	Manager	TPC, TPWD, ARC, SPLOST	Long range

## Land Use

### How do we revitalize downtown Tyrone?

Description/Action	Responsible Party	Partners	Timeframe
New development should be consistent with the Main Street District Master Plan.	TPC	M&TC, Manager	Short range
Follow current plans to convert Shamrock Park from active to passive recreational uses.	SPRC	M&TC, Manager, TPRD, DDA	Ongoing
Begin holding regular festivals in Shamrock Park.	DDA	-	Ongoing
Revise the Main Street Overlay District to better reflect the Main Street District Master Plan to include strict architectural and design standards and allow live-work units, low-scale mixed-use buildings and require parking to the rear of buildings and a strong pedestrian orientation.	Manager	TPC	Short range
Streetscape Senoia Road throughout the Main Street District.	DDA	Manager	Long range
Restrict commercial development along SR 74 to encourage commercial and office development downtown.	Manager	TPC	Ongoing
Provide sewer service to the Main Street District	Manager	TPWD, Fairburn, Fulton Co	Short range
Adopt a Traditional Neighborhood Development (TND) District for residential areas adjacent or close to the Main Street District.	Manager	TPC	Short range
Create a Downtown Development Authority.	Manager	-	Short range
Work with GRPA to make an informed	GRPA	-	Long range

community decision about commuter rail service.			
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**How can we ensure land is available for continued industrial and commercial growth?**

Description/Action	Responsible Party	Partners	Timeframe
Include sufficient industrial and commercial land in the Future Land Use Plan to accommodate projected growth.	M&TC	Town Manager, TPC TPWD	Short range
Work with the Fayette County Industrial Authority to expand local industrial space	FCIA	-	Ongoing

**How can we control development along SR 74 to ensure it develops in an aesthetically pleasing manner?**

Description/Action	Responsible Party	Partners	Timeframe
Revise the SR 74 corridor overlay district establishing development regulations along SR 74 which controls buffers, landscaping, signs and architectural design.	Manager	TPC	Short range
Develop SR 74 in the manner outlined in the Comprehensive Plan, with limited access points, interparcel access and internal connector roads between developments.	Manager	GDOT, TPC TPWD	Ongoing
Create a system of interconnected multi-use trails and sidewalks that serve development along SR 74. This will encourage alternatives to automobile travel in the form of biking, walking and golf carts.	Manager	TPWD, ARC, SPLOST	Ongoing

**How can we encourage Traditional Neighborhood Development (TND)?**

Description/Action	Responsible Party	Partners	Timeframe
Create a Traditional Neighborhood Development (TND) ordinance that can be used in the Traditional Residential area of the Future Development Map and Future Land Use Plan. The TND ordinance should have strict architectural and design standards, and permit smaller lots, narrower street dimensions, and accessory units.	Manager	TPC	Short range

**How can we protect natural resources within developments?**

Description/Action	Responsible Party	Partners	Timeframe
Adopt a Conservation Subdivision Ordinance in which homes are placed on smaller lots and a portion of land is preserved as open greenspace.	Manager	TPC	Short range
Modify subdivision regulations to require preservation of sensitive and unique natural areas; including streams, rock outcroppings, and steep slopes.	Manager	TPC	Short range

**Policies**

The following policies serve as a decision-making guide for capital, fiscal, land development, and other civic actions. The Town should not undertake activities in violation or conflict with its policy. In addition to the policies below, character area-based policies are located within **Figure 3**.

**Natural and Cultural Resources**

1. New development, through its design and architecture, will enhance and contribute to our small-town character.
2. We will preserve our natural resources and small town character in the face of new development.
3. We will accommodate growth and locate it in the most environmentally suitable parts of the Town. We will ensure the natural functions of soils, streams, floodplains, wetlands and forests are not degraded.
4. We will enforce stormwater management requirements to safeguard stream water quality, allow natural percolation on site, and prevent flooding down stream
5. We will ensure the protection and conservation of our community’s resources will play an integral role in determining where we locate future development.
6. We will encourage more compact development in order to preserve greenspace and other natural resources.
7. We will ensure development does not degrade areas of unique cultural value including historic and archaeological resources.

8. We will view impacts on air and water quality as key determinants in our decision making process regarding the approval of development and transportation improvements, including key project variables, such as tree canopy loss and replacement, percent imperviousness, stormwater facilities, slope of site, and presence of riparian resources.
9. We will locate infrastructure improvements whenever possible in areas that are not environmentally sensitive.
10. We will promote the protection and maintenance of trees, scenic views and greenspace in all new developments.
11. We will encourage development that respects the natural topography of the land and existing vegetation.
12. We will protect the Town's groundwater from contamination to ensure safe and adequate sources of groundwater.
13. We will advocate and support measures to reduce our solid waste and increase recycling within the Town.
14. We will minimize whenever possible levels of water, air, noise, light and land pollution.
15. We will engage in the rigorous enforcement of local, state and federal air and water pollution control laws and standards.
16. We will assure that adequate land disturbance, erosion and sedimentation control measures are taken to protect and enhance the water quality of streams.
17. We will promote the protection of land unsuitable for structural development as permanently protected passive parks.
18. We will preserve and restore trees and tree canopy in developed and developing areas.
19. We will protect dark skies through the use of cut-off luminaries.
20. The Town will abide by its tree and landscape ordinances in all Town developments.

## **Economic Development**

1. We will encourage programs for the retention, expansion and creation of businesses that are good fits for the Town's economy in terms of job skill requirements and existing employers.
2. We will target economic investment in areas that are declining, vacant or underutilized as opposed to areas that are previously undeveloped.
3. We will consider environmental and transportation impacts when making decisions regarding economic development projects.
4. We will promote and sustain stable and controlled economic growth.
5. We will create an atmosphere in which entrepreneurial enterprise is encouraged and nurtured in our Town.
6. We will support and encourage increasing the diversity of our economy.
7. We will assist our local businesses and industries by offering incentives for expanding their operations.
8. We will identify and maintain an inventory of commercially and industrially zoned land for the purpose of recruiting new businesses to Tyrone.
9. We will support the Fayette Chamber of Commerce and Industrial Authority.

## **Community Facilities and Services**

1. We will make efficient use of existing community facilities and infrastructure prior to building costly new facilities.
2. We will encourage the continued viability of existing facilities by encouraging infill development and development adjacent to current facilities.
3. We will ensure that continued population growth does not negatively affect levels of service for the Town's residents.
4. We will coordinate the planning of public facilities with land use planning to locate facilities within walking distance of many residents.

*Draft*

5. We will explore additional opportunities to have growth pay for itself in regards to public facilities and services.
6. We will continue to invest in parks and open space to enhance the quality of life of our residents.
7. We will coordinate our land use planning with the school board's school location decisions to ensure schools are sited within or adjacent to neighborhoods and within walking distance of as many students as possible.
8. We will provide open, accessible, and efficient local government that is responsive to the needs of Tyrone's residents.
9. We will ensure that new and existing development is adequately supported by the necessary infrastructure including roads, schools, public safety protection, and wastewater treatment systems.
10. We will provide sufficient sewer capacity to meet the needs of Main Street District revitalization and to grow the economic base.
11. We will set high design, environmental and architectural standards for community facilities that will be a source of pride for the community and set the standard for high quality development in the private sector.
12. We will provide adequate staffing, space, training, and equipment to support efficient and effective delivery of Town services.
13. We will advocate and encourage the use of underground utilities in areas of new development.
14. We will supply the Town's residents with well-designed, functional, and versatile recreational opportunities.
15. We will continue to maintain effective public safety service for Town residents.
16. Key civic functions should be placed or remain within the Main Street District.
17. We will provide a balance of both active and passive recreational facilities and space.
18. We will allow private sewer systems only at the discretion of the Mayor and Town Council. All private sewer systems must comply with all federal and state requirements. Developments on private sewer systems are expected to have

exceptional design and architecture, preserved greenspace areas and parks, and a connected street and path network.

## **Housing**

1. We will eliminate substandard or dilapidated housing in our community.
2. We will maintain and enhance the integrity and nature of our existing residential neighborhoods.
3. We will protect our residential neighborhoods from light, noise, and odor pollution.
4. We will promote and stimulate infill housing within the Town.
5. We will encourage housing options that permit residents the ability to live near where they work.
6. We will provide a mixture of housing types, densities, and costs for residents of the Town, working toward the goal of “lifecycle” housing in the community.
7. We will increase the opportunities of lower income families to find affordable owner-occupied housing within the Town.
8. We will continue to promote equal opportunity in housing regardless of race, religion, sex, age, or national origin and support existing agencies and groups that offer technical and legal aid to persons who have been discriminated against.
9. We will allow other housing types oriented towards retirees within and near the Main Street District.
10. We will encourage the restoration of tree canopy and stream buffers within established residential areas.
11. We will foster a small-town or rural character within residential developments and discourage new developments of suburban character.

## **Land Use**

1. We will make land use decisions on new developments that contribute to, not take away from, our Town's character and sense of place.
2. We will encourage infill development that is sensitive to the small town and rural character.
3. We will promote residential development to permanently protected greenspace, place parks and community facilities as focal points in neighborhoods.
4. We will use our land efficiently to avoid the problems associated with urban sprawl.
5. We will utilize our gateways and corridors to create a "sense of place" for our community.
6. We will move forward with our plans to revitalize the Main Street District and have it become the heart of the community offering retail, small office, residential, and recreational opportunities.
7. We will continue to be committed to providing pleasant, accessible public gathering places and parks throughout the Town.
8. We will target development in areas with existing infrastructure as opposed to previously undeveloped areas.
9. We will support appropriate residential and non-residential infill development that complements existing developed areas.
10. We will encourage mixed-use development that is pedestrian scaled in our Main Street District.
11. We will coordinate the development of land and transportation networks to ensure the Town develops in an efficient manner.

## **Transportation**

1. We will make decisions that encourage walking, biking, carpooling, and other alternative transportation choices to single-occupancy automobile travel.
2. We will design our roadways using context sensitive design to improve community aesthetics and minimize environmental impacts.

3. We will promote residential development to place parks and community facilities as focal points in neighborhoods.
4. We will connect our road network, fostering a grid network of streets and providing multiple connections between subdivisions.
5. We will create an interconnected multi-use trail system that links new and existing developments.
6. We will work to provide options for our commuter residents, in the form of commuter rail, express buses, and park and ride lots.
7. We will work to ease congestion and calm traffic so it does not harm the peaceful nature of our residential neighborhoods.
8. We will strive to acquire and reserve land needed for future transportation facilities, roads and paths before development takes place and make public land acquisition a top priority of Tyrone's capital budget.
9. We will encourage all commercial development to be accessible to and be designed to attract pedestrians. Commercial parking and loading should be landscaped with trees and shrubs and located behind buildings to enhance the appearance from the street. Commercial areas should be designed to encourage pedestrian access and walking from store to store. New commercial, institutional and higher density residential development on Tyrone's collectors and arteries should provide sidewalks as well as parking.
10. We will encourage our commercial sites to provide vehicle and pedestrian access to neighboring areas and they should include a landscaped buffer where they are contiguous to other uses.
11. We will advocate our new subdivisions to:
  - a. Provide sidewalks throughout the development and multi-use trails along frontage roads and between neighboring developments.
  - b. Reserve land and create stub-outs or roads for access between subdivisions.
12. We will ensure our Main Street District develops with a small town atmosphere. It will be the heart of the community's business, meeting, greeting, recreation activities, civic uses, education, and services. The streets and circulation should be designed to encourage pedestrian access for all ages, with low speed limits, side street parking, street lamps, street trees, and convenience. This development

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and its associated transportation facilities should continue to be built at a scale which is compatible with downtown area residences.

13. We will, as Fayette County Transportation Planning recommends, require a traffic impact analysis for developers proposing to build over 75 units of housing or over 50,000 square feet of nonresidential space.
14. We will upgrade the safety at our railroad crossings through the addition of automatic gates and warning lights and a reduction in the number of at-grade railroad crossings.
15. We will encourage transportation corridors to support multiple modes of transportation and enhance the aesthetics of the community.
16. We will ensure that new development bears an equitable share of and responsibility for the cost of new roads, as well as the impact of additional use on existing roads.
17. We will require a network of sidewalks and paths in all new developments.
18. We will address the location, vehicular/pedestrian/open space design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure, and development pattern of the community.
19. We will ensure that new developments will be designed to be conducive to walking and biking.
20. We will require bike lanes, a broad bicycle-friendly shoulder, or a parallel multi-use path for all widening, and new construction roadway projects for all collector and arterial streets.
21. We will encourage active traffic law enforcement to reduce hazards to pedestrians and cyclists.
22. We will encourage carpooling and ridesharing.
23. We will manage access along collector and arterial streets.
24. We will provide for timely maintenance of Town roads.
25. We will work towards identifying road intersections that are a threat to public safety and organize a system for upgrading and modifying road design in order to increase public safety.

26. We will oppose roadway widenings when they are inconsistent with the rural or small-town character of Tyrone.
27. We will encourage shared parking.
28. We will promote a “park once” environment within the Main Street District.

### ***Intergovernmental Coordination***

1. We will strive to share services and facilities with neighboring jurisdictions when mutually beneficial.
2. We will work together with neighboring jurisdictions to help solve shared regional problems.
3. We will pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
4. We will consult other public entities in our area when making decisions that are likely to impact them.
5. We will engage in cooperative planning between the local government and the local school board in regard to school siting and residential development.
6. We will encourage an expanded, formal mechanism for intergovernmental cooperation and coordination involving the several governmental units in Fayette County.
7. We will cooperate and share services and information with other public entities within the jurisdiction.
8. We will work together whenever possible with the Atlanta Regional Commission in matters requiring or appropriate for intergovernmental cooperation and mutual assistance.
9. We will work with the Atlanta Regional Commission and neighboring jurisdictions to improve safety and accessibility for trucks and freight.
10. We will work with the Metropolitan North Georgia Water Planning District to implement their water resources plans.

## **Appendix**

- A. Summary of Results from the Visioning Survey
- B. Results from the Community Preference Survey
- C. Detailed Notes from the Visioning Workshop Breakout Groups
- D. Quality Community Objectives to Pursue within each Character Area

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**A. Summary of Results from the Visioning Survey**

## ***Summary of the Tyrone Visioning Survey***

Tyrone is working hard to update its Comprehensive Plan. The Comprehensive Plan is a blueprint for growth and development over the next 20 years. The cornerstone of the planning effort is crafting a new vision for the Town based on extensive community input. This survey was one of the key ways in which the Town gathered input to help shape the Comprehensive Plan.

### ***General Comments on the Respondent Pool***

The Tyrone Visioning Survey was a tremendous success. The survey was sent to every Tyrone household with trash service provided by the Town, about 1,700 households. The survey was also provided on the Town's website and at various locations around Town such as the library. The Town received 313 surveys back from respondents, an exceptional response rate of 18 percent.

Because the survey is not a random sample of Tyrone residents, the results cannot be said to represent the Town as a whole, but just the survey respondents. To help inform how representative the survey has been, numerous demographic questions were asked at the end of the survey. Here are the key findings:

- Women were underrepresented (36% of respondents v. 52% of Town residents).
- Renters were underrepresented (2% of respondents v. 15% of Town residents).
- Household incomes less than \$50,000 were underrepresented (7% of respondents v. 49% of Town residents).
- Adults under 30 were underrepresented (3% of respondents v. 18% of Town residents).

To help understand the differences between the survey results and the opinions of the underrepresented groups, several subsets were compared to the complete results. The subsets compared included women and moderate income. Notes on these differences are included throughout the summary below. The sample size for young adults and renters were not large enough.

## ***Overview of Survey Results***

### ***Growth***

Of all the questions in the Visioning Survey, there was only one in which 100 percent of respondents agreed: Everyone is concerned about growth.

On the issue of growth, the top four responses all yielded approximately the same response rate. They were, "Growth is..."

- A serious challenge for our community and our Town is doing a pretty good job of managing it.
- Negatively impacting the quality of life in Tyrone.
- Improving the quality of life in Tyrone.
- Too fast and mismanaged.

There were essentially two clusters of responses. The most common answer was the “serious challenge” response, which was frequently paired with “improving the quality of life.” The second cluster of responses was with “negatively impacting the quality of life” which was commonly paired with the “too fast and mismanaged” response.

Two other responses received far less support from respondents. These were “Growth is:”

- An essential part of our economy and should be minimally regulated.
- What it is and there is nothing we can do about it.

## **Character and Land Use**

- Respondents most strongly endorsed small town character. Rural character received a slightly positive rating by respondents and suburban character had a slightly negative response.
- Respondents were strongly supportive of redeveloping downtown as a walking district with parks and small-scale shops and restaurants. They also strongly endorsed the idea of keeping public facilities, such as the police department, library, and Post Office, in downtown. A slight majority favored new downtown development that is designed to look old, with mixed-use buildings.
- There was also overwhelming concurrence of opinion that the sides of SR 74 should be preserved with wide natural or landscaped buffers; also, that the SR 74 corridor should not be developed as a commercial and retail corridor.
- When asked about service and retail needs within the Town, respondent results can be grouped into three tiers:
  - The greatest need is for:
    1. Family and up-scale restaurants.
    2. Small businesses.
  - There was a moderate need for:
    3. Local health care providers.
    4. Elder care facilities.
    5. Upscale shopping.
    6. Major employers.
  - Respondents saw little need or desire for:
    7. Hardware stores.
    8. Big box retailers.
    9. Child care facilities.
- How the underrepresented groups differed:
  - Female respondents were more supportive of elder care facilities and upscale shopping as the respondent pool as a whole.
  - Low- and moderate-income respondents were also more supportive of elder care facilities as well as local health care providers. They were decidedly less enthusiastic for upscale dining and shopping.

## Housing

There were three questions related to housing and housing policy.

1. When asked which policy position was preferred for future residential development, respondents voted as follows:
  - 37% Favored: Tyrone should ensure every residential unit has a minimum of a one buildable-acre lot. (This approach ensures larger lots, but does not protect sensitive environmental areas as greenspace.)
  - 29% Favored: Tyrone should allow clustering of residential development to permanently protect greenspace and views as long as each development has an average of no more than one unit per buildable acre. (This approach allows smaller residential lots, but protects sensitive environmental areas and views from local roads.)
  - 26% Favored: Tyrone should focus on the character and quality of new residential development, rather than focusing on density. (This approach would focus on design and architectural standards and the provision of neighborhood amenity areas)
2. When asked which residential option was the preferred in retirement, respondents voted as follows:
  - 48% Favored: Single-family home on a large lot (more privacy, more maintenance).
  - 19% Favored: Single-family home on a small lot (less privacy, less maintenance).
  - 17% Favored: Condominium or townhome in an area where I can walk to many destinations.
3. On the issue of downtown housing as part of revitalizing downtown, respondents were fairly evenly divided, in favor and opposed, leaning slightly in favor.
  - How the underrepresented groups differed:
    - Female respondents were more supportive of single-family homes on small lots, less supportive of estate residential, and more supportive of conservation subdivisions.
    - Similarly, low- and moderate-income respondents were more supportive of single-family homes on small lots and less supportive of estate residential. On the issue of Town policy, this group of respondents was much less supportive of mandatory 1-acre lots and much more supportive of focusing on character rather than density.

## Transportation

- Having the opportunity to walk from one's residence to a nearby shop, restaurant, or park was an overwhelmingly positive idea for respondents. While driving everywhere was overwhelmingly negative.
- The expansion of the multi-use path system and sidewalks, and creating a network of greenways and trails were all overwhelmingly positive ideas.
- The top four strategies for managing or improving traffic congestion were:

1. Requiring new developments to have sidewalks and trails.
  2. Improving street connectivity.
  3. Mixing uses in new developments.
  4. Creating park and ride lots.
- The least attractive strategies for managing or improving traffic congestion were (with the least favored first):
    1. Build a bypass or perimeter highway.
    2. Bring more jobs to Fayette County.
    3. Widen as many roads as possible.
    4. Introduce express bus or commuter rail service.
  - Improving street connectivity within the Town was also seen as a positive idea generally, and widely supported as a measure to ease traffic congestion, while widening roads or building a bypass were perceived negatively.
  - Respondents who work at Hartsfield or in downtown Atlanta were much more supportive of commuter bus service and commuter rail service. This group had much higher incomes than the respondent pool as a whole.
  - How the underrepresented groups differed:
    - Female respondents were much more supportive of commuter rail service.
    - Low- and moderate-income respondents were much more supportive not only of commuter rail service, but also commuter bus service, creating park and ride lots, and requiring sidewalks in new developments. They were less supportive than the entire respondent pool of widening roads.

## **Services and Recreation**

- Respondents had slightly favorable opinions of extending sewer service. All three questions about extending service received slightly favorable responses: extending sewer service to all new developments, extending sewer service to areas with demonstrated septic tank problems, and willingness to pay for the sewer service.
- Respondents were extremely supportive of keeping public service in downtown Tyrone.
- When asked what type of recreation facilities the Town needs to add, passive recreation space (such as natural areas, great lawns, and lakes) was the 2 to 1 favorite over playgrounds, which still received substantial support. All other facilities were roughly tied for a distant third including:
  - Tennis courts.
  - Basketball courts.
  - Soccer fields.
  - Baseball and softball fields.
  - Swimming pool/aquatic center was the most common write-in responses.
- How the underrepresented groups differed:
  - Female respondents were more supportive of soccer fields and less supportive of playgrounds than the respondent pool as a whole.
  - Low- and moderate-income respondents were more supportive of playgrounds and passive recreation areas and less supportive of soccer fields.

## **Air Quality**

- There was strong support for many of the potential strategies to improve air quality problems. In order of level of support, respondents positively ranked the following strategies:
  1. Creating a network of sidewalks and trails.
  2. Increasing tree canopy throughout Town.
  3. Allowing a pedestrian-oriented mixture of shops, restaurants, and condominiums in downtown Tyrone.
  4. Support for transit was less enthusiastic, but express bus service found greater support than commuter rail service.
    - Low- and moderate-income respondents were substantially more supportive of all five of the possible air quality mitigation measures including both transit options.
    - Women were more supportive of commuter rail service.

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***B. Results from the Community Preference Survey***

## Single Family Residential

The most appropriate for Tyrone:

- Estate residential, especially when large trees are preserved.

There was mixed opinion about:

- Neotraditional neighborhoods with traditional architecture, hidden garages, formal sidewalks, and relatively compact lots.

The least appropriate for Tyrone:

- Suburban style subdivisions where garage doors dominate the façade and lots are relatively compact.



# Office

The most appropriate for Tyrone:

- One or two stories, traditional designs, and pedestrian oriented.

There was mixed opinion about:

- Class A office park with upscale landscaping and architecture.

The least appropriate for Tyrone:

- Large-scale office buildings and office complexes.
- Office buildings in older single-family homes.

<p>Appropriate Votes 5</p> <p>Inappropriate Votes 25</p>			<p>Appropriate Votes 32</p> <p>Inappropriate Votes 4</p>
<p>Appropriate Votes 4</p> <p>Inappropriate Votes 16</p>		 <p style="color: green; font-weight: bold; font-size: 2em; transform: rotate(-5deg);">Highest Ranked</p>	<p>Appropriate Votes 34</p> <p>Inappropriate Votes 4</p>
<p>Appropriate Votes 11</p> <p>Inappropriate Votes 24</p>			<p>Appropriate Votes 0</p> <p>Inappropriate Votes 29</p>
<p>Appropriate Votes 1</p> <p>Inappropriate Votes 33</p>		 <p style="color: red; font-weight: bold; font-size: 2em; transform: rotate(-5deg);">Lowest Ranked</p>	<p>Appropriate Votes 3</p> <p>Inappropriate Votes 50</p>

# Retail

The most appropriate for Tyrone:

- Small scale, traditional Main Street style retail with smaller stores, preferably single story.

There was mixed opinion about:

- Well designed suburban strip center with small to mid-sized tenants, interesting architecture, and nice landscaping.

The least appropriate for Tyrone:

- Big box retail, regardless of design or architectural features; metal buildings; dense, urban shopping district.

<p>Appropriate Votes 19</p> <p>Inappropriate Votes 14</p>			<p>Appropriate Votes 28</p> <p>Inappropriate Votes 2</p>
<p>Appropriate Votes 6</p> <p>Inappropriate Votes 27</p>		 <p><b>Highest Ranked</b></p>	<p>Appropriate Votes 29</p> <p>Inappropriate Votes 1</p>
<p>Appropriate Votes 0</p> <p>Inappropriate Votes 38</p>	 <p><b>Lowest Ranked</b></p>		<p>Appropriate Votes 4</p> <p>Inappropriate Votes 24</p>
<p>Appropriate Votes 4</p> <p>Inappropriate Votes 16</p>			<p>Appropriate Votes 3</p> <p>Inappropriate Votes 23</p>

## Mixed Use

The most appropriate for Tyrone:

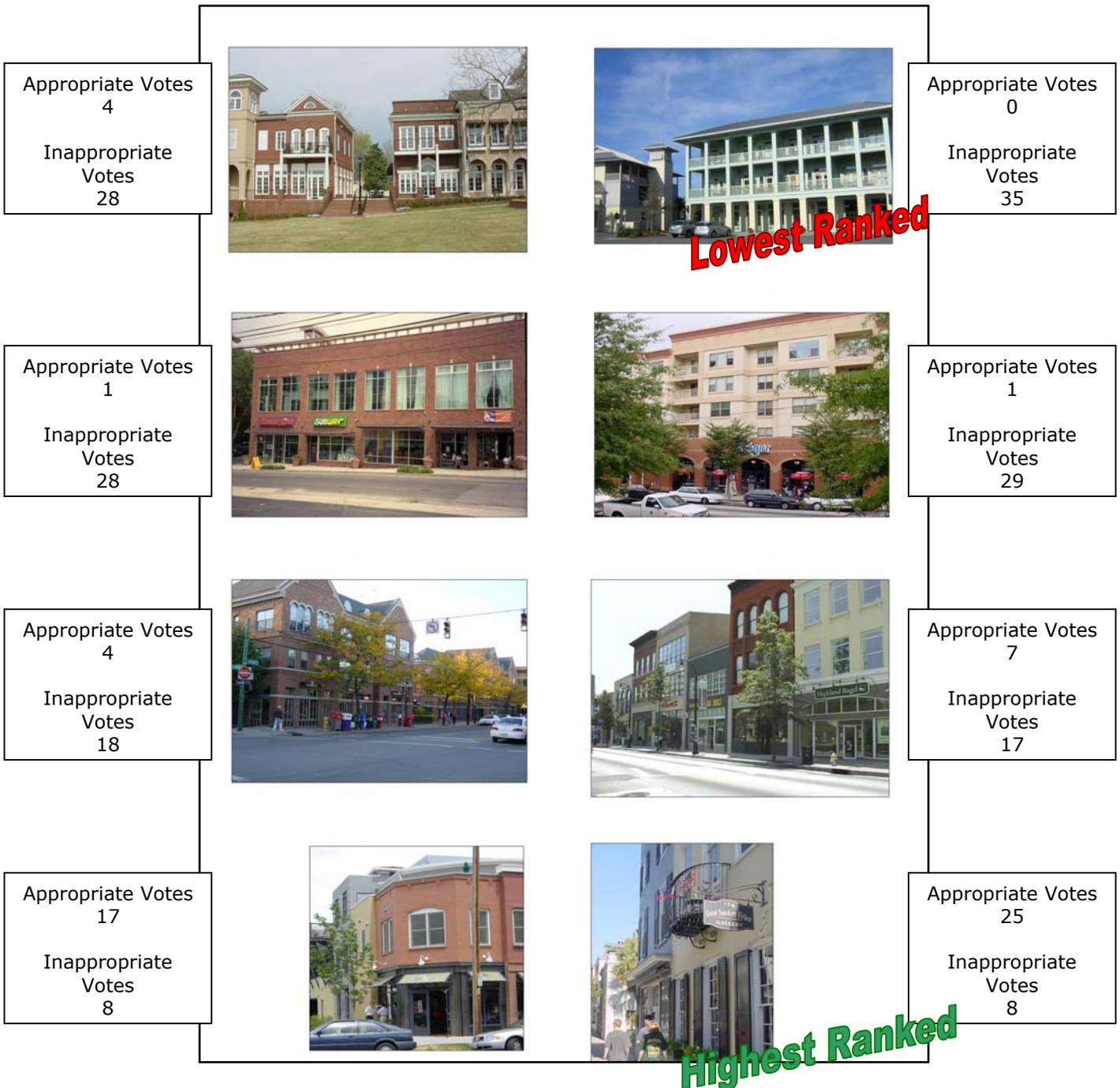
- Historic-looking, pedestrian-oriented buildings.
- Two stories was much preferred over taller buildings.

There was mixed opinion about:

- Buildings that broke the block face up and created architectural interest by mixing architectural styles and building heights.

The least appropriate for Tyrone:

- Anything over three stories and the use of contemporary architecture.



# Signs

The most appropriate for Tyrone:

- Low monument sign with brick and wrought iron.
- Pedestrian scale.

The least appropriate for Tyrone:

- Large and tall signs, including signs up on poles.
- Pole signs.
- Excessive signage.
- Billboards.

<p>Appropriate Votes 0</p> <p>Inappropriate Votes 55</p>	 <p><b>Lowest Ranked</b></p>	 <p><b>Highest Ranked</b></p>	<p>Appropriate Votes 34</p> <p>Inappropriate Votes 0</p>
<p>Appropriate Votes 10</p> <p>Inappropriate Votes 6</p>			<p>Appropriate Votes 37</p> <p>Inappropriate Votes 4</p>
<p>Appropriate Votes 22</p> <p>Inappropriate Votes 7</p>			<p>Appropriate Votes 0</p> <p>Inappropriate Votes 33</p>
<p>Appropriate Votes 0</p> <p>Inappropriate Votes 39</p>			<p>Appropriate Votes 0</p> <p>Inappropriate Votes 45</p>

# Parking

The most appropriate for Tyrone:

- Parking lots broken into small clusters of parking spaces that are set among large trees.
- Parking lot tucked behind a retail building.

There was mixed opinion about:

- Suburban style parking lots set behind a landscaped berm.

The least appropriate for Tyrone:

- Expansive parking areas with little or no landscaping.
- On-street parking such as parallel or angled parking.
- Parking decks.

<p>Appropriate Votes 2</p> <p>Inappropriate Votes 30</p>		<p>Parking is screened by berm.</p>	<p>Appropriate Votes 8</p> <p>Inappropriate Votes 10</p>
<p>Appropriate Votes 0</p> <p>Inappropriate Votes 31</p>	<p>Parking deck is screened by retail.</p> <p><b>Lowest Ranked</b></p>		<p>Appropriate Votes 2</p> <p>Inappropriate Votes 30</p>
<p>Appropriate Votes 7</p> <p>Inappropriate Votes 19</p>		<p><b>Highest Ranked</b></p>	<p>Appropriate Votes 29</p> <p>Inappropriate Votes 1</p>
<p>Appropriate Votes 18</p> <p>Inappropriate Votes 7</p>	<p>Parking is hidden behind building.</p>		<p>Appropriate Votes 2</p> <p>Inappropriate Votes 26</p>

# Streetscape

The most appropriate for Tyrone:

- Sidewalks or trails set at a safe distance from the cars.
- Rural lanes without any built streetscape.
- Generous sidewalks wide enough for patio dining.

The least appropriate for Tyrone:

- Unsafe designs that are close to fast-moving traffic.
- Sidewalks continuously interrupted by curb cuts.

<p>Appropriate Votes 0</p> <p>Inappropriate Votes 40</p>			<p>Appropriate Votes 27</p> <p>Inappropriate Votes 5</p>
<p>Appropriate Votes 2</p> <p>Inappropriate Votes 25</p>			<p>Appropriate Votes 11</p> <p>Inappropriate Votes 9</p>
<p>Appropriate Votes 0</p> <p>Inappropriate Votes 41</p>			<p>Appropriate Votes 26</p> <p>Inappropriate Votes 2</p>
<p>Appropriate Votes 24</p> <p>Inappropriate Votes 8</p>			<p>Appropriate Votes 35</p> <p>Inappropriate Votes 1</p>

**Lowest Ranked**

**Highest Ranked**

# Streets

The most appropriate for Tyrone:

- Streets that amply accommodate pedestrians, bicycles, and cars with safe broad sidewalks, and designated bike areas.
- Gracious landscaped medians and brick crosswalks
- Rural lane with a grassy shoulder and drainage swale, no curb and gutter or sidewalk.

The least appropriate for Tyrone:

- Wide multi-lane suburban arterials with fast moving traffic and no attention to design.
- Narrow urban street with on-street parking.



## Miscellaneous (1 of 2)

The most appropriate for Tyrone:

- Passive recreation space.
- Farmers markets.
- Covered bridges.

There was mixed opinion about:

- Interactive fountains for children.

The least appropriate for Tyrone:

- Large master-planned new towns.
- Murals

<p>Appropriate Votes 3</p> <p>Inappropriate Votes 27</p>			<p>Appropriate Votes 28</p> <p>Inappropriate Votes 3</p>
<p>Appropriate Votes 28</p> <p>Inappropriate Votes 11</p>			<p>Appropriate Votes 28</p> <p>Inappropriate Votes 1</p>
<p>Appropriate Votes 41</p> <p>Inappropriate Votes 2</p>	 <p><b>Highest Ranked</b></p>		<p>Appropriate Votes 12</p> <p>Inappropriate Votes 5</p>
<p>Appropriate Votes 2</p> <p>Inappropriate Votes 36</p>	 <p><b>Lowest Ranked</b></p>		<p>Appropriate Votes 38</p> <p>Inappropriate Votes 5</p>

## Miscellaneous (2 of 2)

The most appropriate for Tyrone:

- Rural views.
- Multi-use paths.
- Residential development that conservers part of the site as greenspace.
- Interesting neighborhood gateways using natural materials such as stone, brick, and wood.

The least appropriate for Tyrone:

- Exposed dumpsters.
- Hodge podge corridors with oversized signs and expansive parking areas.

<p>Appropriate Votes 33</p> <p>Inappropriate Votes 6</p>		 <p><b>Lowest Ranked</b></p>	<p>Appropriate Votes 33</p> <p>Inappropriate Votes 0</p>
<p>Appropriate Votes 24</p> <p>Inappropriate Votes 4</p>			<p>Appropriate Votes 21</p> <p>Inappropriate Votes 2</p>
<p>Appropriate Votes 0</p> <p>Inappropriate Votes 35</p>		 <p><b>Highest Ranked</b></p>	<p>Appropriate Votes 0</p> <p>Inappropriate Votes 41</p>
<p>Appropriate Votes 25</p> <p>Inappropriate Votes 9</p>			<p>Appropriate Votes 27</p> <p>Inappropriate Votes 0</p>

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***C. Detailed Notes from the Visioning Workshop Breakout  
Groups***

# **Detailed Notes from the Visioning Workshop**

**Town of Tyrone**

**October 12, 2006**

## ***Introductory Questions***

What's Better than 20 Years Ago?

- More restaurants
- Retail
- Transportation
- Signals, signs, sidewalks
- Sanitation – infrastructure
- Recreation – parks

What's Worse than 20 Years Ago?

- Traffic
- Taxes
- Tree loss
- Too many homes
- Courts – conflicts
- Fast growth - not ready

## ***Detailed Notes from the Breakout Groups***

### **Group A – (Led by Jonathan Lewis)**

Next 20 Years Known for –

- Small town
- Character & organized
- Good government
- Clean streets
- Pedestrian Access
- Open land
- Parks & recreation
- Agriculture/horses
- Trees
- Low crime
- Retirement community
- Mixed houses (life stages)
- Air & water
- Parks
- No traffic

- Walking town
- Small businesses
- Place to bring mom and friends
- Keep Shamrock Park
- Lit well – evenings

Favorite Place –

- Jackson Hole, WY
- Helen, GA
- St. George Island, FL
- DT Sarasota, FL
  - Ped-only streets
  - Antiques & arts
  - Benches & trees
- Lake District, ENG
- Savannah, GA
- Charleston, SC
  - Character
  - Historic look
  - Cobblestone streets
  - Horse & buggy
  - Small shops & restaurants

Near SR 74 –

- Trees
- Anything but strip malls
- Service/access roads
- Industrial dev well-screened (e.g. Cooper Lgt.)
- Business parks
- Par & ride
- Restaurants (especially Red Lobster)
- Alternatives to relieve 74
- Tyrone entryway
- Preserve views/pastures
- Limit access

**Group B – (Led by Sue Allison)**

Next 20 Years Known for –

- Bedroom community
- Small town atmosphere
- Great schools
- Less taxes
- Rural – open space
- Safe haven
- Fitness/biking trails

- Sr. citizen-friendly
- Upscale restaurants
- “Mayberry” feel – sense of community
- Historic community
- Preserve greenspace
- Traditional – yet progressive
- Industrial Nodes – no spread out (development nodes)

Favorite Place –

- Madison, GA
  - Historic
  - Small town
- Charleston, SC
  - Small hops
  - History
  - Good restaurants
  - Complementary development
  - Pedestrian-friendly
- Hilton Head, SC
  - Shops
  - Recreation
- Georgetown, SC
  - Downtown
  - Small shops
- Gatlinburg, TN
  - Fresh air
  - Scenic
- Downtown Columbus, GA
  - Sidewalks
  - Shops
  - Riverwalk
  - Historic
- Warm Springs, GA
  - Small town atmosphere
  - History
- Serenbe
  - Lifestyle-oriented choices

Lessons Learned –

- Low density – planned, controlled, complements lifestyle
- Uniformity – architecture, etc.
- No mixed use
- No one developer monopolizing opportunities
- Walking trails, sidewalks – better health

Strengths –

- Space
- Good air quality
- Friendly people
- Location – close to interstate/airport
- Schools – County
- Traffic not as bad as surrounding areas
- “Hidden Gem”
- Recreation – parks, etc.
- Safe
- Lower cost of living
- Healthcare for families – facilities

Weaknesses –

- Trains – noise, too often, safety
- Road infrastructure
- Types of retail development (Dollar General)
- Lack of participation
- Lack of sidewalks – cart paths
- Upkeep of parks – different types
- Choice of restaurants
- Outdated architecture

Single-family Choices –

- Favorite – open space, larger lots
- Least Favorite – All look alike, no sidewalks, “tract” houses, no trees, high density

Streets Choices –

- Favorite – wide streets, sidewalks, landscaping, not congested
- Least Favorite – congested, short orders, all retail, “big city,” fast-pace, poor air quality

Summary –

1. Low density – large lots, open space
2. Small town – country feel
3. Improve architecture & preserve
4. Pedestrian friendly – sidewalks, cart trails, bike & ped. Trails
5. Improved recreational opportunities – better upkeep, more programs, improved facilities
6. Development nodes – industrial, retail, residential – improved zoning

**Group C – (Led by Ted Hicks)**

20 Years from Now Known for –

- Small, quiet town
- Beautification

- Consistency of architecture
- Up to code
- Downtown
- Park space
- Boardwalk – public promenade
- Specialty shops
- Nice restaurants
- Mix-se
- Improve Shamrock Park amenities
- Gathering space
- Cultural facilities
- Host events here (small – medium)
- Downtown on Senoia – not 74
- All basic civic bldg.
- Separate bldgs.

SR 74 –

- Commercial, but north
- Limited access
- Limited development
- Scenic buffers 200’
- Additional lanes
- Turn & through
- Only development to Dogwood
- Berms and landscaping

Residential –

- 1 acre minimum buildable
  - Conservation subdivision
  - Water features – lakes, ponds
  - Promote “empty nest” communities
  - High-end residential
  - Sewer only at downtown
  - No!! multi-family hh
  - Preserve, if possible, rural properties
- 
- Keep small schools
  - High impact industries north end of town (chains, etc.)
  - Sewer inevitable in downtown
  - Mistrust that –
    - Sewer = multi-family (not at the expense of density)
    - Good models – Smyrna, Decatur, Vinings w/o traffic, Old-town Newnan
    - Madison
    - Rome
    - No Peachtree City

- Need better access to multi-use trails (not on street – too dangerous) - tie into parks
- Water features
- Build to higher standard
- Connectivity to shopping

#### Transportation –

- Widen 74
- Re-route thru traffic
- Palmetto-Tyrone – exit need (need more capacity)
- Ramp at Cannongate
- Access to 85 north of Weldon bad
- Tyr-PAL – Castlewood overloaded
- Support minimum 2 or more

#### Parking –

- Behind commercial
- Side & extensive landscaped
- Parallel – not perpendicular
- Needs to be off-street
- Angled not safe
- Park & ride @74 & I-85
- Park & ride @ Collinsworth

#### Commuter Rail –

- Not feasible w/traffic?
- Grade crossings
- Valley Wood
- Pedestrian/multi-use crossing
- Need safe crossing (off 74 @Tyrone Rd. & 74) for ids
- To parks

#### Summary –

- No high density
- Some mixed-use downtown
- Some elderly condos – cluster homes
- Need to reflect character of Town

#### **Group D – (Led by Jim Summerbell)**

#### Favorite Place –

- Serenbe – character, cleanliness, organized/planned, accessibility
- Golf cart paths – Peachtree City
- Small parks (no dog droppings)
- The Avenue – Peachtree City
- Town Square – Newnan

- Laurel Wood/Lake area (NW corner of Town)
- Newport, RI – historic charm
- Tipton, IA – small town/rural character
- Fairhope, AL – good enforcement
- Eufala, AL – pedestrian friendly downtown

Survey Boards –

- Like Most
  - Clustered commercial
  - Minimal curb cuts
  - M.h. signage
  - Neighborhood scale
  - Pedestrian friendly
  - Single story
  - Sidewalks
  - Control parking
  - Green – ped. Access
  - Tyrone Rd./ Briarwood-rural
  
- Dislike Most
  - Strip com.
  - Big box
  - Lack of connectivity across 74
  - Metal bldgs.

Growth Along SR 74 –

- What uses are appropriate south of Tyrone Rd. – Green. Res.
- Tyrone Rd. to Jenkins – commercial
- Jenkins to Sandy Creek – Com. or office (hide com. bldgs.)
- North of Sandy reek – No commercial
- Publix complex has defined character – contemporary or small town
- Avenues
- Bank – Dogwood/74
- Greencastle

Parking –

- Like – green, hidden
- Don't like – decks, on-street, bit lots

Miscellaneous –

- Like – rural, green, small park
- Don't like – urban, density

Mixed Use –

- Like – not much, trees, 2 story/owner only
- Don't like – too dense

*Draft*

***D. Quality Community Objectives to Pursue within each  
Character Area***

Character Area	Conservation	Main Street District	Traditional Residential	Rural Residential	Highway Commercial	Production and Employment	Highway 74 Corridor
<p><b>Sense of Place Objective</b>  <b>Quality Community Objective</b>                      1. If someone dropped from the sky into our community, he or she would know immediately where she was, based on our distinct characteristics.                      2. We have delineated the areas of our community that are important to our history and heritage and have taken steps to protect those areas.                      3. We have ordinances to regulate building materials in our highly visible areas.                      4. We have ordinances to regulate the size and type of signage in our community.</p>		•					
<p><b>Traditional Neighborhood Objective</b>  <b>Quality Community Objective</b>                      1. If we have a zoning code, it does not separate commercial, residential, and retail uses in every district.                      2. Our community has ordinances in place that allow neo-traditional development “By right” so that developers do not have to go through a long variance process.                      3. We have a street tree ordinance that requires new development to plant shade-bearing trees appropriate to our climate.                      4. Our community has an organized tree planting campaign in public areas that will make walking more comfortable in summer.                      5. Our community maintains its sidewalks and vegetation well so that walking is an option some would choose.                      6. In some areas, several errands can be made on foot, if so desired.</p>		•	•	•	•		
<p><b>Infill Development Objective</b>  <b>Quality Community Objective</b>                      1. Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development.</p>						•	

Character Area	Conservation	Main Street District	Traditional Residential	Rural Residential	Highway Commercial	Production and Employment	Highway 74 Corridor
<p>2. Our community is actively working to promote Brownfield redevelopment.</p> <p>3. Our community is actively working to promote greyfield redevelopment.</p> <p>4. We have areas of our community that are planned for nodal development (compacted near intersections rather than spread along a major road.)</p> <p>5. Our community allows small lot development (5,000 SF or less) for some uses.</p>		•			•		
<p><b>Transportation Alternatives Objective</b> <b>Quality Community Objective</b></p>							
<p>1. We have public transportation in our community.</p> <p>2. We require that new development connects with existing development through a street network, not a single entry/exit.</p> <p>3. We have a good network of sidewalks to allow people to walk to a variety of destinations.</p> <p>4. We have a sidewalk ordinance in our community.</p> <p>5. We have a plan for bicycle routes through our community.</p> <p>6. We allow commercial and retail development to share parking areas wherever possible.</p>		•	•	•	•		
<p><b>Appropriate Businesses Objective</b> <b>Quality Community Objective</b></p>							
<p>1. Our economic development organization has considered our community's strengths, assets, and weaknesses and has created a business development strategy based on them.</p> <p>2. Our ED organization has considered the types of businesses already in our community and has a plan to recruit business/industry that will be compatible.</p>		•			•	•	

Character Area	Conservation	Main Street District	Traditional Residential	Rural Residential	Highway Commercial	Production and Employment	Highway 74 Corridor
<p>3. We have a diverse jobs base, so that one employer leaving would not cripple us.</p>		•			•	•	
<p><b>Educational Opportunities Objective</b> <b>Quality Community Objective</b></p>							
<p>1. Our community provides work-force training options for our citizens. 2. Our workforce training programs provide citizens with skills for jobs that are available in our community. 3. Our community has higher education opportunities, or is close to a community that does. 4. Our community has job opportunities for college graduates, so that our children may live and work here if they choose.</p>		•			•	•	
<p><b>Employment Options Objective</b> <b>Quality Community Objective</b></p>							
<p>1. Our community has jobs for unskilled labor. 2. Our community has jobs for skilled labor. 3. Our community has professional and managerial jobs.</p>		•			•	•	
<p><b>Housing Opportunities Objective</b> <b>Quality Community Objective</b></p>							
<p>1. Our community allows accessory units like garage apartments or mother-in-law units. 2. People who work in our community can afford to live here, too. 3. Our community has enough housing for each income level (low, moderate, and above-average incomes)  4. We encourage new residential development to follow the pattern of our original town, continuing the existing street design and recommending smaller setbacks. 5. We have options available for loft living, downtown living, or “neo-traditional” development.</p>			•				
		•	•	•			
	•	•					

Character Area	Conservation	Main Street District	Traditional Residential	Rural Residential	Highway Commercial	Production and Employment	Highway 74 Corridor
<p><b>Environmental Protection Objective</b></p> <p><b>Quality Community Objective</b></p> <p>1. Our community has passed the necessary Part V Environmental Ordinances, and we enforce them.</p> <p>2. We have a natural resources inventory.</p> <p>3. We use this resource inventory to steer development away from environmentally sensitive areas.</p> <p>4. Our community has a tree preservation ordinance.</p> <p>5. Our community has a tree-replanting ordinance for new development.</p> <p>6. We are using stormwater best management practices for all new development.</p> <p>7. We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.)</p>	•	•	•	•	•	•	•
<p><b>Open Space Preservation Objective</b></p> <p><b>Quality Community Objective</b></p> <p>1. Our community has a greenspace plan.</p> <p>2. Our community is actively preserving greenspace – either through direct purchase or by encouraging set-asides in new development.</p> <p>3. We have a local land conservation program, or, we work with state or national land conservation programs to preserve environmentally important areas in our community.</p> <p>4. We have a conservation subdivision ordinance for residential development that is a proven success.</p>	•			•			
<p><b>Heritage Preservation Objective</b></p> <p><b>Quality Community Objective</b></p> <p>1. We have designated historic districts in our community.</p> <p>2. We have an active historic preservation commission.</p>		•					

Character Area	Conservation	Main Street District	Traditional Residential	Rural Residential	Highway Commercial	Production and Employment	Highway 74 Corridor
3. We want new development to complement our historic development, and we have ordinances in place to ensure that happening.		•	•				
<p><b>Growth Preparedness Objective</b>  <b>Quality Community Objective</b></p>							
1. We have population projections for the next 20 years that we refer to when making infrastructure decisions.		•	•	•	•	•	•
2. We have a Capital Improvements Program that supports current and future growth.	•	•	•	•	•	•	•
3. We have designated areas of our community where we would like to see growth.		•	•	•	•	•	•
<p><b>Regional Identity Objective</b>  <b>Quality Community Objective</b></p>							
1. Our community is characteristic of the region in terms of architectural styles and heritage.		•					
2. Our community is connected to the surrounding region for economic livelihood through businesses that process local agricultural products.		•			•	•	•
3. Our community encourages businesses that create products that draw on our regional heritage (mountain, agricultural, metropolitan, coastal)		•			•	•	
4. Our community participates in the Georgia Department of Economic Development's regional tourism partnership.		•					
5. Our community promotes tourism opportunities based on the unique characteristics of our region.							
6. Our community contributes to the region, and draws from the region, as a source of local culture, commerce, entertainment, education.	•	•	•	•	•	•	•
<p><b>Regional Cooperation Objective</b>  <b>Quality Community Objective</b></p>							

Character Area	Conservation	Main Street District	Traditional Residential	Rural Residential	Highway Commercial	Production and Employment	Highway 74 Corridor
1. We plan jointly with our cities and County for Comprehensive Planning purposes	•	•	•	•	•	•	•
2. We are satisfied with our Service Delivery Strategies	•	•	•	•	•	•	•
3. We cooperate with at least one local government to provide or share services (parks and recreation, E911, Emergency Services, Police or Sheriff's Office, schools, water, sewer, other)	•	•	•	•	•	•	•
<b>Regional Solutions Objective</b>							
<b>Quality Community Objective</b>							
We plan jointly with our neighbors for transportation planning purposes.		•	•	•	•	•	•
We have a regular meeting process with the County and neighboring cities to discuss solutions to regional issues.	•	•	•	•	•	•	•