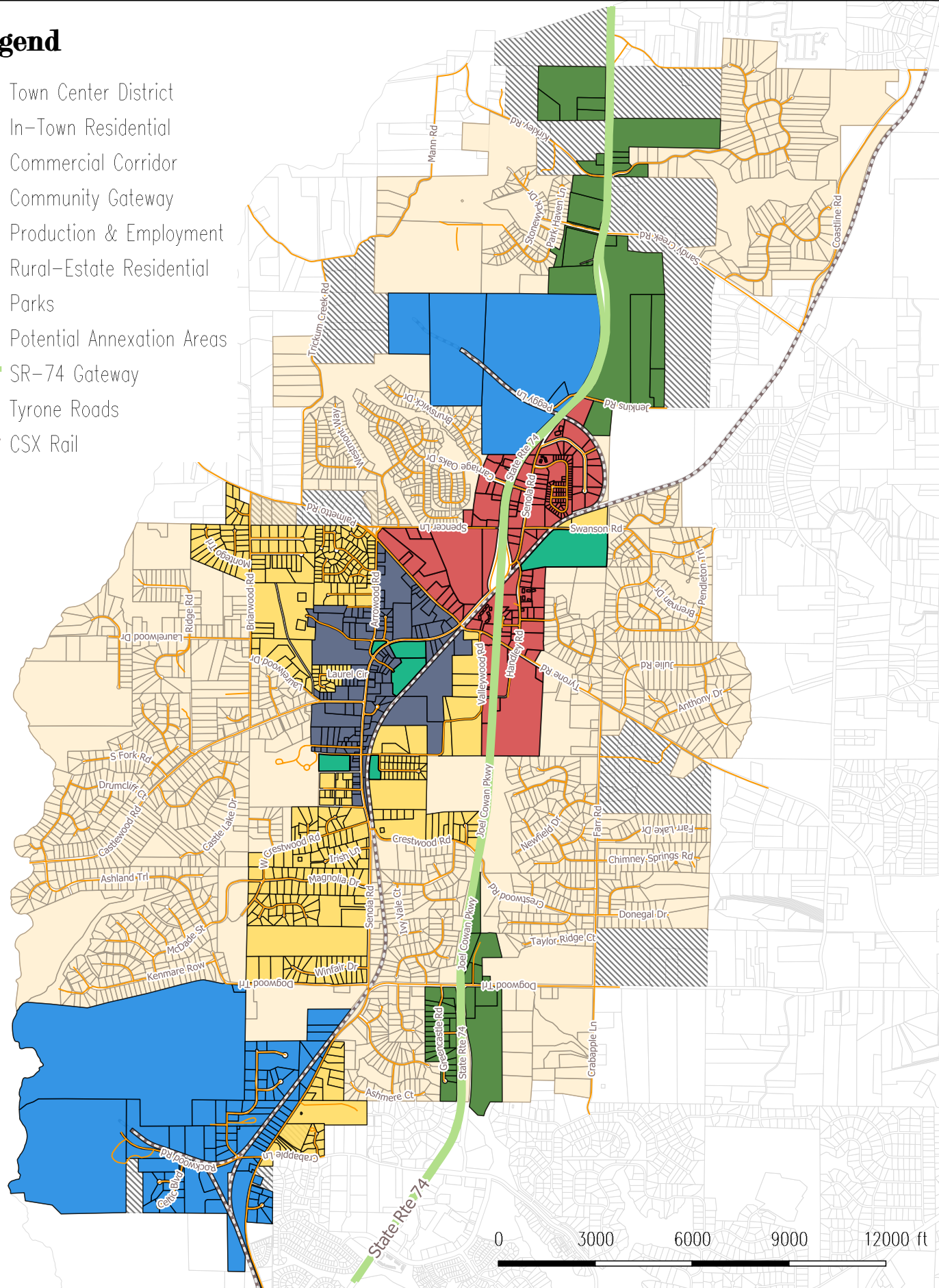


Tyrone Future Development Map

Legend

- Town Center District
- In-Town Residential
- Commercial Corridor
- Community Gateway
- Production & Employment
- Rural-Estate Residential
- Parks
- Potential Annexation Areas
- SR-74 Gateway
- Tyrone Roads
- CSX Rail



TOWN CENTER DISTRICT

Appropriate Zoning Classifications

Main Street Overlay With: O-1, E-I, & C-1



DESCRIPTION

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

DEVELOPMENT STRATEGY

Downtown should include a mixture of retail, office, and services if infrastructure is updated. The design should be pedestrian oriented around strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at street level with parking in the rear. Enhance the pedestrian-friendly environment by adding sidewalks and creating other multi-use routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, parks, and schools. Building heights should not exceed three stories.

IN-TOWN NEIGHBORHOODS

Appropriate Zoning Classifications
Traditional Residential (TR), R-18 & R-20



DESCRIPTION

The Traditional Neighborhood areas, immediately surrounding and often interwoven within the Town Center District, help to illustrate the rich history of Tyrone and the families that helped to found it. The homes in this area were built in a variety of styles and most do not belong to a subdivision or an organized Home Owners Association. The proximity of the nearby businesses and recreational amenities make the Traditional Neighborhoods of Tyrone a great destination for those looking to build a home with great transportation and pedestrian access, or those preferring to rehabilitate one of the oldest and most storied homes to get the full experience of small-town community.

DEVELOPMENT STRATEGY

Promote new development that emulates the positive aspects of historic communities throughout the area such as Fayetteville, Newnan, and Senoia. Low density, traditional neighborhood developments (TND) employ traditional architecture and traditional design principles. Strong vehicular and pedestrian/bike connections to commercial services as well as internal street connectivity to adjacent properties are to be encouraged. Residential density should be consistent with those found in the historic areas of Tyrone and in other nearby historic neighborhoods.

COMMERCIAL CORRIDOR

Appropriate Zoning Classifications
Office - Institutional (O-I) & Commercial (C-1 & C-2)



DESCRIPTION

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

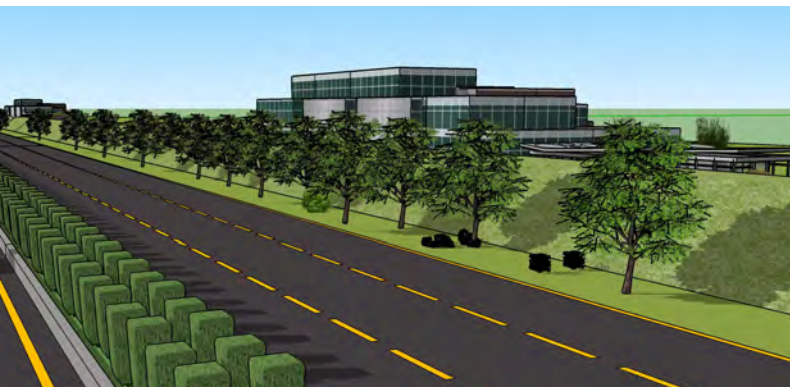
DEVELOPMENT STRATEGY

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

HWY 74 COMMUNITY GATEWAY

Appropriate Zoning Classifications

Quality Growth Overlay with: O-1, C-1, C-2, M-1, & E-1



DESCRIPTION

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

DEVELOPMENT STRATEGY

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.

Promote high standards of architecture, landscaping, and sign controls to improve corridor appearance and maintain traffic speeds and capacity through access management and interparcel access. Disallow additional curb cuts onto SR 74 unless granted by Georgia Department of Transportation.

PRODUCTION & EMPLOYMENT

Appropriate Zoning Classifications

C-1, C-2, M-1, M-2 & O-I



DESCRIPTION

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

DEVELOPMENT STRATEGY

Provide adequate infrastructure capacity and maintain designated truck routes to I-85 that are safe and maneuverable for heavy vehicles and minimize noise, vibration, and intrusion of trucks 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.

RURAL/ESTATE RESIDENTIAL

Appropriate Zoning Classifications

Conservation Residential (CR-2 & CR-3), R-18, R-20 & A-R



DESCRIPTION

This character area, the principal zoning across Fayette County, accounts for a disproportionate share of the land use, and tax base, of Tyrone. The Estate/Rural Residential feel is that of the typical suburban subdivision that has been built since the mid- 20th Century. While gated neighborhoods are not allowed within the Town, there is still an underlying exclusivity and separation due to the size of the homes and the large acreage/low density requirements of years past. Equally distributed on both sides of the state highway, non-vehicular transportation infrastructure is desired to help mitigate the disconnection between the neighborhoods and into the Town Center District.

DEVELOPMENT STRATEGY

Promote new developments that emulate the positive aspects of rural areas throughout the Piedmont of Georgia. Gross densities should remain very low. Conservation subdivisions should be used to protect the Town's most stunning views and sensitive natural areas. Green space areas should be connected together and traversed by a network of trails and paths. Improve street connectivity by requiring new developments to make the new connections included in the Transportation Improvements Plan. Foster the establishment of a regional network of green spaces, trails and multiuse paths available to pedestrians, bicyclists, and equestrians for both tourism and recreational purposes.