

Town of Tyrone

TOWN CENTER STREETScape & MOBILITY STUDY LIVABLE CENTERS INITIATIVE

FINAL REPORT | SEPTEMBER 2025



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Executive Summary

The Town of Tyrone in conjunction with the Atlanta Regional Commission (ARC) commissioned the Tyrone Town Center Streetscape and Mobility LCI Study to revitalize and enhance Tyrone’s downtown. Tyrone has made strides towards developing a desirable town center through recent studies, like the Envision Tyrone Downtown Plan and the Comprehensive Plan, and changes to the zoning and code of ordinances that allow more town center-like development. This LCI builds upon the goals set forth by these previous planning efforts and ongoing studies.

The process began by analyzing the existing conditions of the study area. Tyrone benefits from assets such as four existing parks, ample parking facilities, and available right-of-way (ROW) for potential infrastructure improvements. Despite these opportunities, Tyrone faces multiple barriers, including limited sewer infrastructure – which could constrain future growth and development – and pedestrian and bicycle safety as it could be further prioritized to create a more accessible and connected community. Addressing these challenges while leveraging the existing advantages will be critical to shaping Tyrone’s future.

The LCI explores topics related to mobility, placemaking, and green infrastructure. Within each of these elements, recommendations are provided on key issues along with implementation actions. The recommendations have been carefully crafted to support a safe and accessible environment for all users in the community. For the Town of Tyrone to successfully implement the recommendations, collaboration between citizens, Town Staff, organizations, interest groups, and the private sector is crucial.

PUBLIC ENGAGEMENT

The findings from each element were shared and revised through a series of Public Advisory Group Meetings. Additional input was received from an online survey, a public kick-off event, and a pop-up style open house.

TOP 5 IMPROVEMENTS THE COMMUNITY WANTS TO SEE :

- 1. Street Trees
- 2. Intersection Improvements
- 3. Traffic Calming Measures
- 4. Mid-Block Crossing Improvements
- 5. On Street Parking

WHAT ARE THE COMMUNITIES GOALS FOR THIS PLAN?



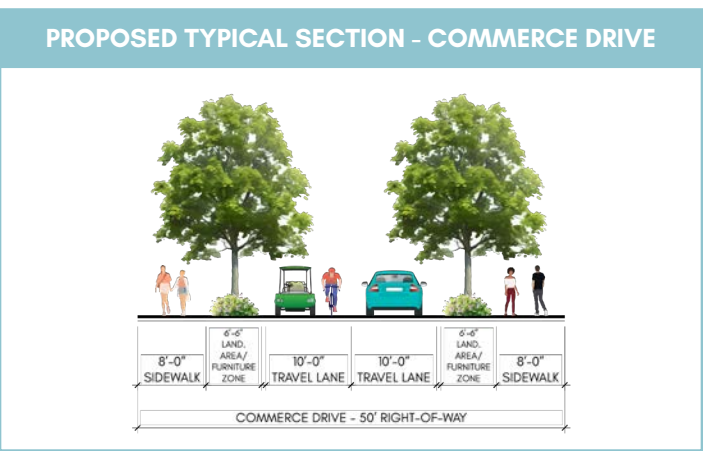
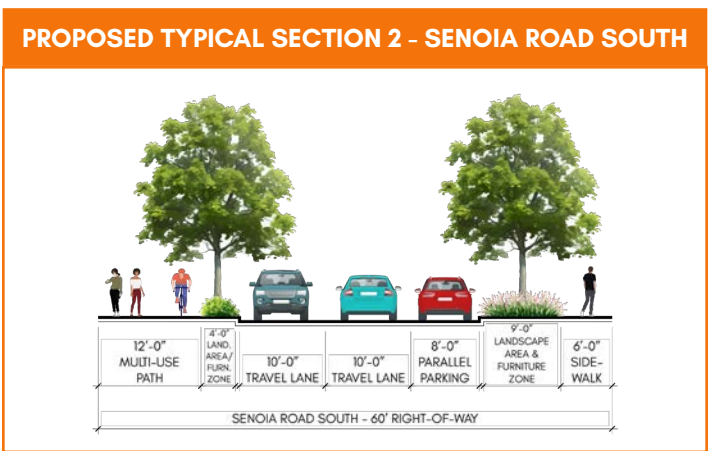
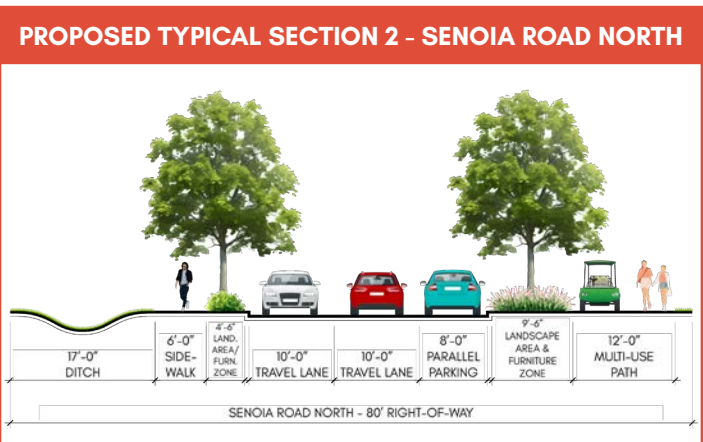
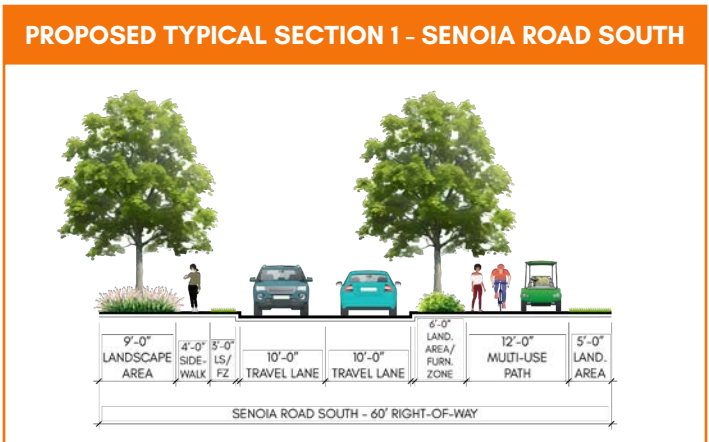
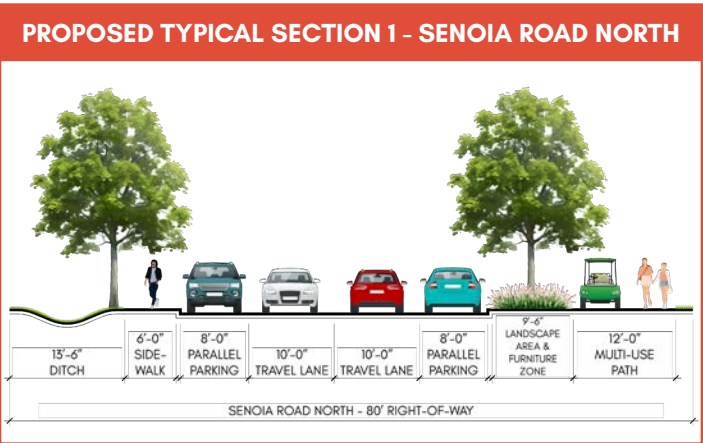
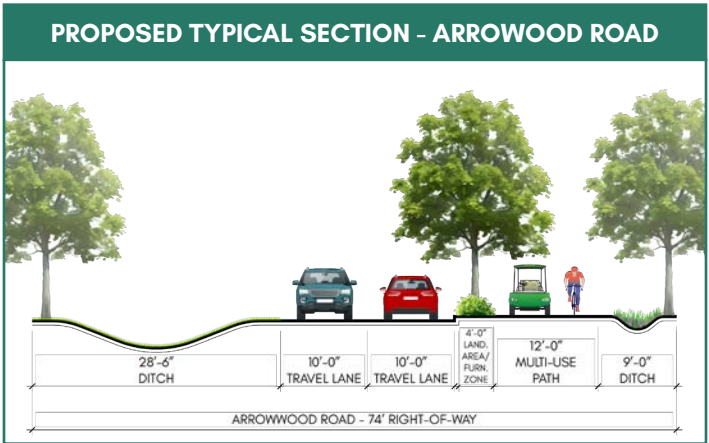
Create a streetscape for pedestrians, Bicycles, and golf carts that works for all.

Promote a walkable streetscape that encourages good health.



Provide a safe and comfortable environment for all users.

The consultant team created streetscape concepts from the existing conditions and analyzed the redevelopment potential. These concepts achieve the goals set forth by the community and help Tyrone take the steps towards creating a vibrant and walkable town center. In addition to the mobility improvements set forth in this plan, the recommendations include placemaking and green infrastructure enhancements.





01

Existing Conditions

INTRODUCTION
PREVIOUS PLANS & STUDIES
EXISTING LAND USE
FUTURE LAND USE
PEDESTRIAN CONNECTIVITY
ROW & STREET WIDTHS

TRAFFIC
UTILITIES
ENVIRONMENTAL CONSTRAINTS
COMMUNITY RESOURCES

Introduction

ABOUT TYRONE

Nestled in northwest Fayette County, Tyrone is a pleasant, small town approximately 25 miles south of Atlanta. With nearly 7,900 residents, the area is largely residential with a few locally owned restaurants and stores in the Town Center District. It is close in proximity to bigger shopping and dining opportunities in the nearby cities of Fayetteville and Peachtree City. The Town takes pride in the welcoming atmosphere of the community and frequently hosts festivals & events.

Historically, the land on which Tyrone sits today was settled by the Creek Native Americans. In the late 1800's, Irish and Scottish immigrants built a community in present day Tyrone. In 1907, a railroad system was connected through town and Tyrone was incorporated in 1911. The residents named it Tyrone because the surrounding landscape reminded them of the County of Tyrone in Northern Ireland.

PURPOSE OF THIS PLAN

This plan is an opportunity to produce streetscape schematic designs, creative placemaking approaches, and implement smart technology tactics for the Town Center District. The recommendations and strategies help further the goals of the Envision Tyrone Downtown Plan.

WHAT IS AN LCI?

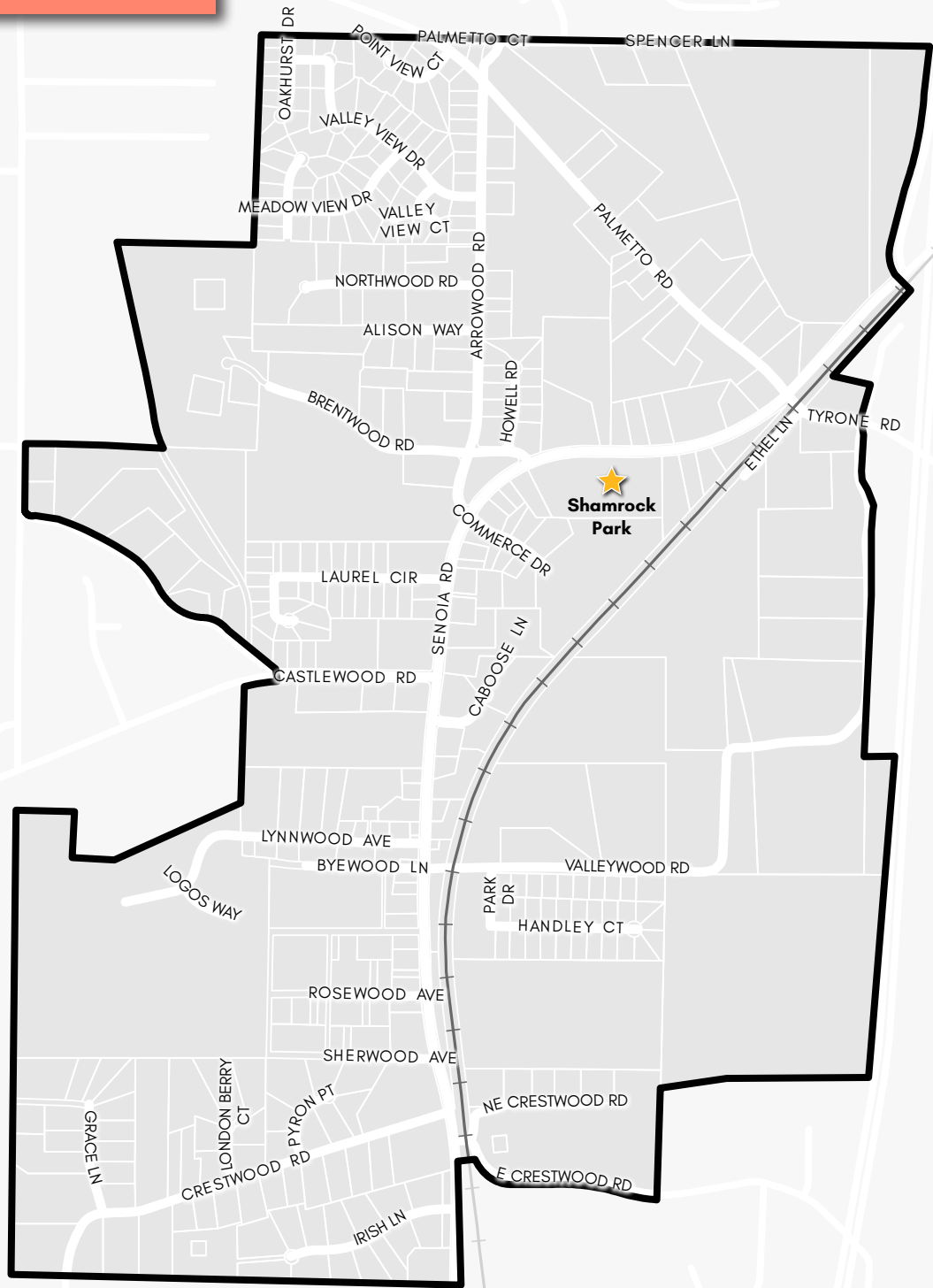
"The Atlanta Regional Commission's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles, and provide improved access to jobs and services.

Since 2000, the LCI program has invested over \$312 million in more than 130 communities throughout the Atlanta region, helping pay for planning studies and the construction of transportation projects such as sidewalks and intersection improvements, to bring those visions to life. The ARC board has allocated \$600 million through 2050 for transportation projects resulting from completed LCI studies.

The LCI program is funded with federal transportation dollars. The grants cover 80% of the cost of each study or transportation project, with the recipient making a 20% match."

Source: atlantaregional.org

STUDY AREA



STUDY AREA LEGEND

- STUDY AREA BOUNDARY
- STREETS
- PARCELS
- RAILROAD

Previous Plans and Studies

Previous plans were reviewed prior to starting the planning process and these planning efforts form the foundation for the Tyrone Town Center Streetscape & Mobility Study LCI.

TOWN OF TYRONE COMPREHENSIVE GROWTH & DEVELOPMENT PLAN (2023)

VISION:

For Tyrone to be recognized as a diverse and forward-looking community, engaged in shaping its own future.

GOALS & OBJECTIVES:

- » Create a re-energized Town Center that will become the primary destination for residents and visitors.
- » Link Tyrone’s neighborhoods and connect to the region via high-quality transportation with excellent parks.
- » Work with property owners to refresh and develop aging retail and residential office properties to make the town attractive.
- » Grow the town’s economy while preserving the small-town feel.

IMPLEMENTATION PLAN:

Divided into two sections: Short-Term Work Program and Capital Improvements. There are 7 projects under the Short-Term Work Program that fall under the Intergovernmental Participation, Community Development, and Land Use

categories.

CHARACTER AREAS:

- » *Town Center District:* The heart and soul of the community. If development occurs, it should include a mixture of retail, office, and services. The design should be pedestrian oriented with walkable connections between different uses.
- » *In-Town Neighborhoods:* Areas surrounding and/or interwoven within the Town Center district. These Neighborhoods illustrate the history of Tyrone and the families that helped to found it. If development occurs, promote new development that captures the historic aspects of the community, and has strong vehicular and pedestrian connectivity.
- » *Commercial Corridor:* The hub of Tyrone’s highway commercial activity, which is designed with the automobile driver in mind. If development occurs, screen commercial areas from views to preserve the scenic nature of SR 74.
- » *Rural/Estate Residential:* This is the principal zoning across Fayette County and typically includes homes with large acreage and low-density requirements. If development occurs, promote new developments that emulate the positive aspects of rural areas.
- » *HWY 74 Community Gateway:* Mostly undeveloped area that is the preferred entrance into Tyrone for many residents and visitors. If development occurs, protect scenic views along the corridor as part of the greenspace in conservation subdivisions.
- » *Production & Employment:* Smaller business parks are located on both ends of town. If development occurs, provide infrastructure capacity, and maintain designated truck routes to I-85.

TYRONE ROAD – PALMETTO ROAD TRANSPORTATION CORRIDOR STUDY (2019)

VISION:

Address issues and concerns related to safety, connectivity and capacity and formulate multi-modal mobility recommendations. Develop recommendations to protect the human and natural environment as Fayette County and its cities continue to grow.

GOALS & OBJECTIVES:

- » Support Fayette County’s vision for positive growth
- » Develop safe and balanced choices
- » Preserve community character
- » Make Fayette County desirable for all citizens
- » Develop regional strategies
- » Maintain Fiscal Responsibility

IMPLEMENTATION PLAN:

The plan identifies 7 project recommendations that are categorized as short-term (2020-2022) and intermediate term (2022-2027).

PRIORITIES:

- » Bicycle-Pedestrian improvements
- » Safety
- » Operations



ENVISION TYRONE TOWN CENTER PLAN (2021)

VISION:

Guide the Town, its residents, business community, and property owners as the community navigates the challenges of sustainable growth.

GOALS & OBJECTIVES:

- » Define a distinct brand and vision for downtown Tyrone that distinguishes from other communities
- » Engage with the Core Team, landowners, business community and the public to generate success
- » Create a future development plan that allows for flexibility, while inspiring new ideas
- » Align zoning regulations and new architectural guidelines to encourage the desired form of growth and consistency throughout downtown

IMPLEMENTATION PLAN:

The plan identifies 27 project recommendations that are categorized as Tier 1 (1-5 years) and Tier 2 (5+ years).

PRIORITIES:

- » Improve mobility
- » Increase connectivity between the open spaces in Tyrone
- » Encourage new development opportunities and preservation of existing buildings



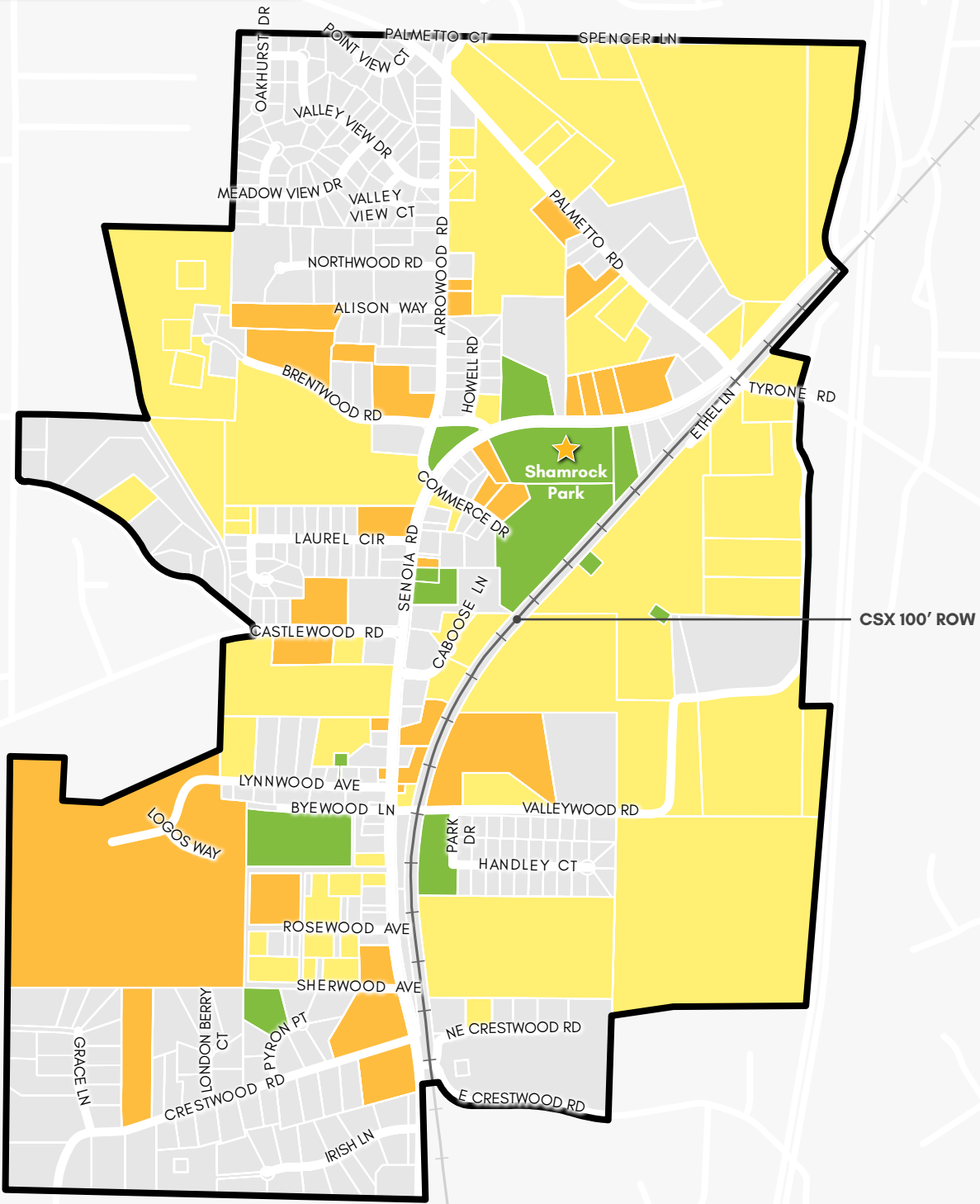
Existing Land Use

A look at Tyrone’s existing land use provides a comprehensive overview of how land is currently utilized within the community and what areas are prime for growth and infill. Tyrone’s existing land use map is divided into 3 categories: vacant/undeveloped parcels; underdeveloped/re-developable parcels, and town-owned properties.

These are shown on the map on the following page. The dominant land use within the study area is vacant/undeveloped. There is a significant cluster of vacant/undeveloped land on the east side of the railroad tracks. The bulk of the town-owned properties consist of Town Hall and the parks within the study area.



EXISTING LAND USE



EXISTING LAND USE LEGEND

- | | |
|---------------------|--------------------------------------|
| STUDY AREA BOUNDARY | VACANT, UNDEVELOPED PARCEL |
| STREETS | UNDERDEVELOPED, REDEVELOPABLE PARCEL |
| PARCELS | TOWN-OWNED PROPERTY |
| RAILROAD | |

Future Land Use

The future land use map on the following page was produced by the Town of Tyrone Comprehensive Plan, completed in 2017. The comprehensive plan identifies different character areas and the development strategies intended for each. The study area consists of the Town Center District, Commercial Corridor, Estate Residential, and In-Town Residential.

TOWN CENTER DISTRICT

The Town Center District character area takes up most of Senoia Road and Palmetto Road. The comprehensive plan defines this area as the downtown core of Tyrone that houses local government offices, churches, and locally-owned shops and cafes. The development strategy for this district is to create a pedestrian-oriented area with added sidewalks and other multi-use routes linking major destinations. Surface parking should be located in the rear of street front buildings and building heights should not exceed three stories. Buildings are also allowed (and required to be) closer to the street to reinforce a more “town center” feel.

IN-TOWN RESIDENTIAL

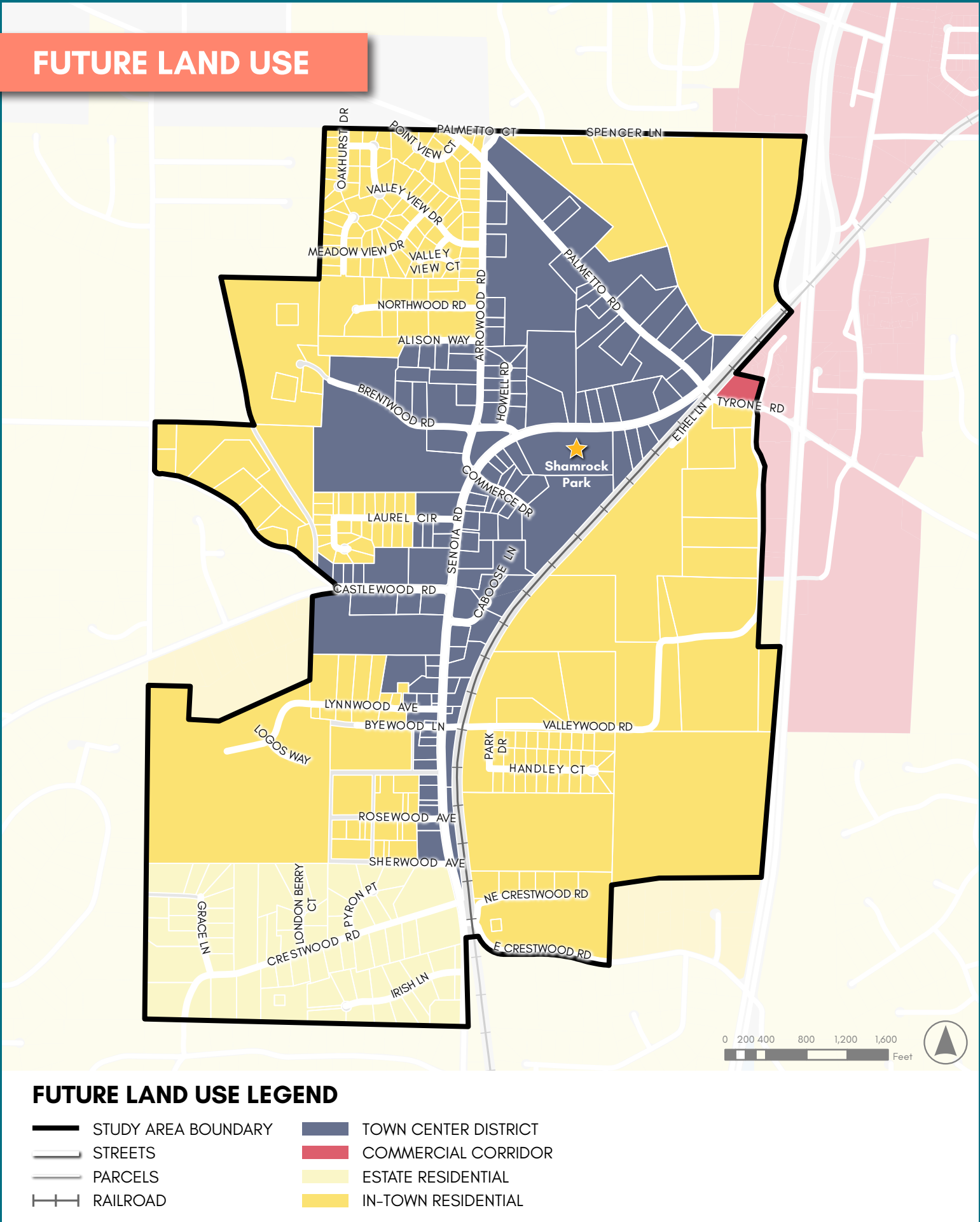
The In-Town Residential character area takes up the majority of the study area and surrounds the Town Center District. This zone is defined as the residential homes that help create the character of Tyrone and do not belong to a subdivision or Homeowners Association. The goal with In-Town Residential is to keep it low density and have strong pedestrian and bicycle connections to the commercial services in the Town Center District.

RURAL/ESTATE RESIDENTIAL

The Estate Residential area is concentrated at the southern point of the study area and is designated for the residential homes with large acreage. The development strategies of this area are to keep the density low and to focus on improving street connectivity between developments with trails and paths while preserving the natural environment.

COMMERCIAL CORRIDOR

The Commercial Corridor character area only applies to one parcel of land to the east of the study area. The primary focus of this area is the automobile traveler, as the majority of development are retail shopping centers, grocery stores, and other commercial service providers. The development strategy here is to screen commercial areas from the road.



Pedestrian Connectivity

Tyrone has an ample network of local streets that generally serve cars and trucks, but do not prioritize pedestrians or bicycle users. The inconsistent sidewalks mean that most people in Tyrone drive to their destination, even if it's a short distance away.

SIDEWALK NETWORK

The only sidewalks in the study area are located on Senoia Road, and these are typically found on one side of the street with many gaps along the corridor. Ideally, sidewalks should have a tree-lined buffer between them and the street, but this feature is mostly lacking along Senoia Road. Arrowwood Road has a striped-off walking and biking lane, but this does not promote a safe and inviting pedestrian experience. Many dead-end neighborhood streets are adequate for walking, but they do not provide connections to other neighborhoods, only to the primary streets in town.

Multiple walking and biking connections are planned and funded in the town, including the Senoia to Spencer Path, Arrowwood to Wynfield Path, and the East Crestwood Path. These new pathways aim to enhance pedestrian and bicycle connectivity to retail and neighborhoods to the north.

BICYCLE/PTV ROUTES & FACILITIES

Bicycles and Personal Transport Vehicles (such as golf carts) currently navigate the town utilizing neighborhood streets and sidewalks along the primary corridor. However, the existing sidewalks are too narrow to properly accommodate PTVs and bicycles. This limitation hinders safe and efficient travel for these modes of transportation.

INTERSECTIONS

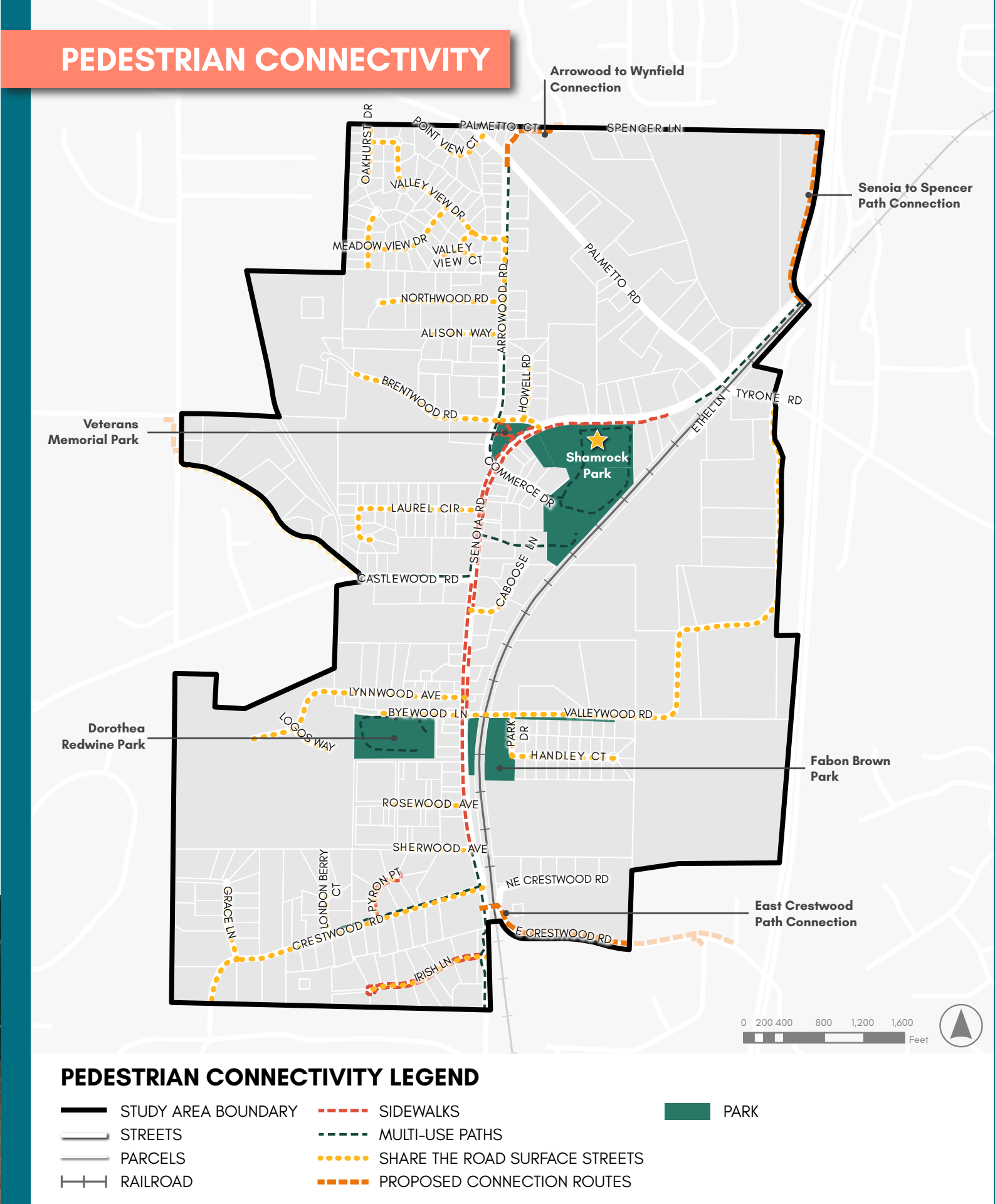
Crosswalks are spaced very far apart along the primary streets, leading residents to often resort to crossing at unofficial and unsafe locations. Many intersections are not well designed for pedestrian crossings, featuring large turning radii, a lack of crosswalks on all sides, and inadequate traffic control. These issues contribute to a hazardous environment for pedestrians trying to navigate these areas.

SHARE THE ROAD!

There are a handful of residential streets off Senoia Road identified as Share the Road Surface Streets. These streets are designed to serve pedestrians, bicyclists, and motor vehicles and typically have a 25 MPH speed limit. Currently these streets do not have any shoulder striping or signage to provide a sense of safety for pedestrians and bicyclists.



Sidewalk conditions along Senoia Road.



PEDESTRIAN CONNECTIVITY LEGEND

- | | | |
|-----------------------|--|--------|
| — STUDY AREA BOUNDARY | - - - - - SIDEWALKS | ■ PARK |
| — STREETS | - - - - - MULTI-USE PATHS | |
| — PARCELS | • • • • • SHARE THE ROAD SURFACE STREETS | |
| — RAILROAD | - - - - - PROPOSED CONNECTION ROUTES | |

ROW & Street Widths

The project area was surveyed with a combination of ground-level surveying and LIDAR scans to accurately determine the locations of existing street and sidewalk facilities, trees, utilities, ROW, and property boundaries. This comprehensive survey is crucial for informed planning and design decisions.

STREET WIDTH & ROW

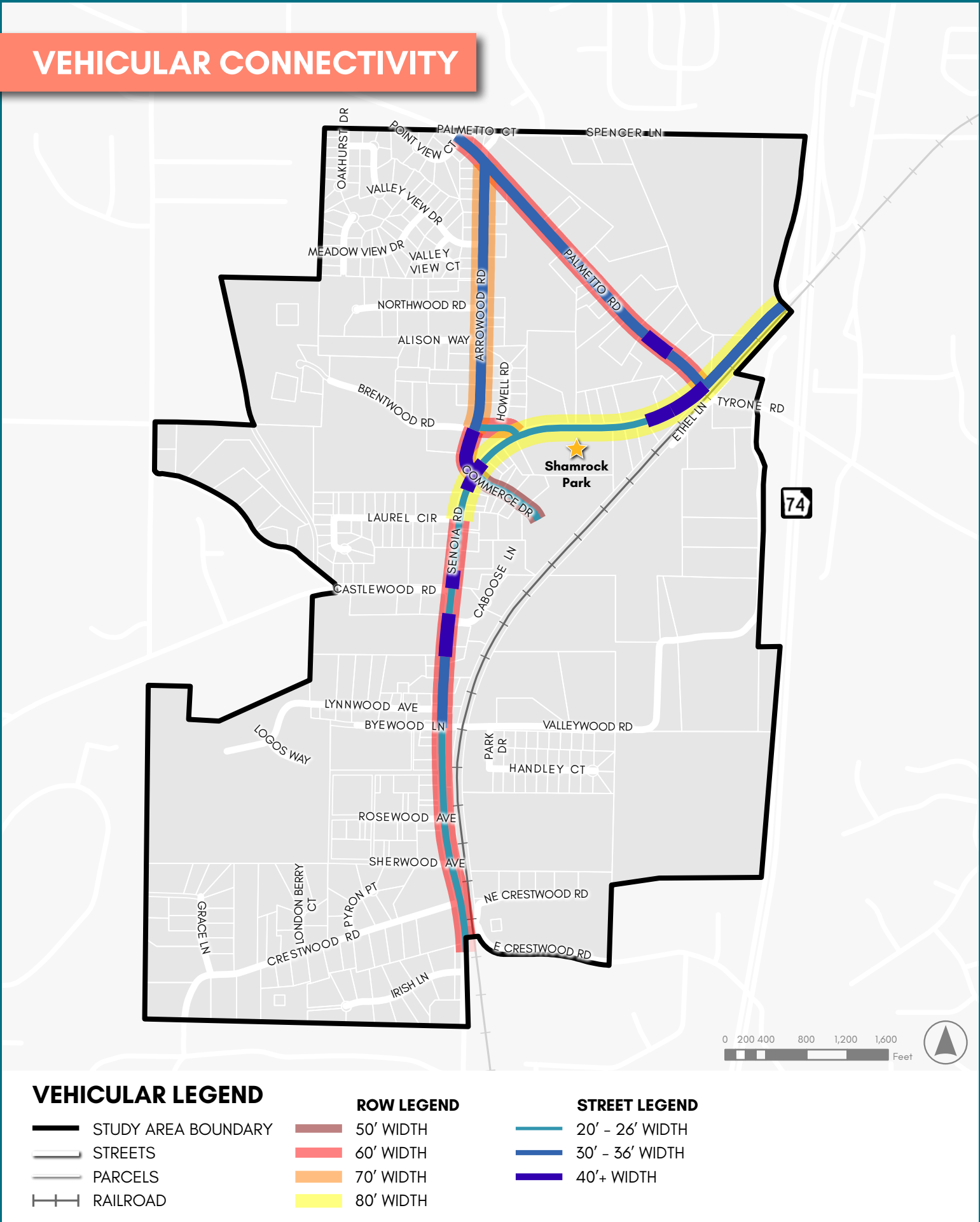
The map on the following page illustrates the ROW and street widths along the primary corridors in the district. This information forms the basis for understanding the opportunities and limitations for introducing new walking, biking, and Personal Transport Vehicle (PTV) facilities. Knowing the exact dimensions of streets and ROW helps determine the best possible configurations for these new facilities while accommodating existing infrastructure.

Historically, Senoia Road was a state route, and thus has a wider ROW than is typical, especially on the northern end of the road. This can provide some much needed additional room for improvements.

Lane widths were observed to be a minimum of 12 feet wide, with some travel lanes as wide as 14 feet. These wider lanes lead these streets to feel more car-oriented, rather than making the area feel like a destination and safe space for other modes of transportation, particularly pedestrians.

VEHICULAR CONNECTIVITY

A well-connected system of streets is crucial for a town to distribute vehicle, walking, and biking trips evenly. This helps avoid traffic pinch-points and enhances access for emergency vehicles. However, the street connectivity in the center of Tyrone is very limited. There are only two streets providing north-south traffic and only two streets providing east-west traffic. This results in significant traffic congestion at the intersections of these streets.



Traffic

AVERAGE DAILY TRAFFIC

Average Daily Traffic (ADT) is measured annually by the Georgia Department of Transportation (GDOT) and represents the average number of vehicles that travel on a street each day. In the project area, ADT is greatest on Palmetto Road, with an estimate of 10,000 vehicles per day. This volume is at the upper limit of the capacity for a two-lane street, causing traffic congestion pressures at the intersections of Palmetto Road with Arrowwood Road and Senoia Road. The town plans to improve these intersections, which will also provide opportunities for enhanced walking and biking crossings. Intersection improvements, such as the installation of a roundabout, can significantly increase intersection capacity and improve overall traffic flow.

ADT on Senoia Road is relatively low, but traffic congestion still occurs during peak times at the intersection with Castlewood Road. Additionally, congestion can build up on Crestwood Road as residents try to access the corridor.

SAFETY

A primary objective of this project is to create a more walkable and vibrant town center for Tyrone. To enable a safe and inviting walking experience, vehicle speeds should be limited to 25 miles per hour or less. However, current vehicle speeds on Senoia Road and Arrowwood Road greatly exceed this limit, especially during non-peak times. As mentioned earlier in this report, Senoia Road was historically a state route, and thus its design speed is higher than the current speed limit, leading drivers to feel safe traveling at higher speeds.

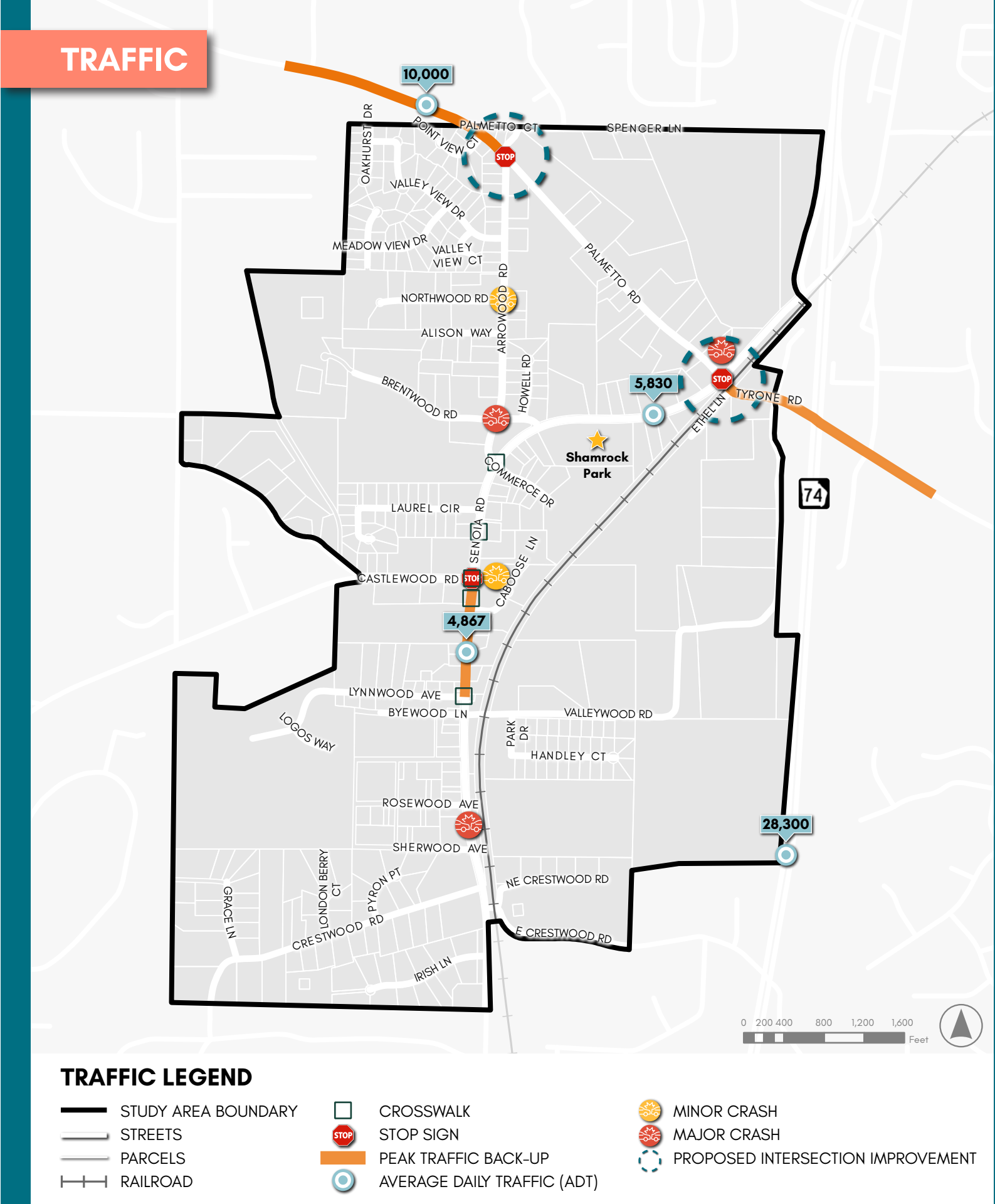
Vehicle crashes from the past several years are shown on the map on the following page, highlighting that incidents are concentrated at busy intersections and at connections with minor residential roads and commercial drives. This underscores the need for improved traffic calming and safety measures in these areas.

INTERSECTION IMPROVEMENTS

The two projects underway on Palmetto Road at the intersections with Arrowwood Road and Senoia Road are intended to improve the road’s capacity for current and future traffic.

Converting the Palmetto/Arrowwood intersection from an all-way stop to a roundabout will significantly improve both current and future traffic flow, as shown in previous traffic analyses. In addition to enhanced flow, the roundabout will provide traffic calming benefits, as its design speed of 15 mph naturally slows vehicles. Roundabouts support smoother traffic movement without requiring road widening projects, which can compromise the rural or natural character of a corridor and negatively impact pedestrian and bicycle crossing safety. Roundabouts also serve as attractive gateway features, helping to define the entrance to a community or district.

Converting the Palmetto/Senoia intersection from an all-way stop to a traffic signal will significantly improve the intersection’s level of service and provide clearly defined signal phases to ensure safe crossings for pedestrians, bicyclists, and cart users traveling along the proposed multi-use trail. This will also be coordinated with the adjacent railroad crossing to maximize efficiency.



Utilities

The map on the following page shows the locations of existing underground and above-ground utilities. This data is essential for making design decisions regarding the placement of walking and biking pathways, street trees, landscaping, and other features. Understanding where utilities are located helps prevent conflicts and ensures that new infrastructure can be integrated seamlessly with existing systems.

SANITARY SEWER

Sewer infrastructure is limited, and exists only on Commerce Drive and along Senoia Road from Castlewood Road to Palmetto Road. The lack of a connected sewer system will severely limit the potential for future growth. The town plans to add additional connections along the railroad tracks to Caboose lane and down to Byewood Lane/Valleywood Road.

WATER LINES

Information on the Town’s water lines is limited. Above-ground connections were surveyed, and though the underground lines were not surveyed, water infrastructure seems to be present throughout the main roadways.

The project team reached out to Fayette County officials, but was unable to gain any further understanding of the extent and/or status of the existing water line infrastructure and any known plans for extension or upgrades.

ELECTRICAL

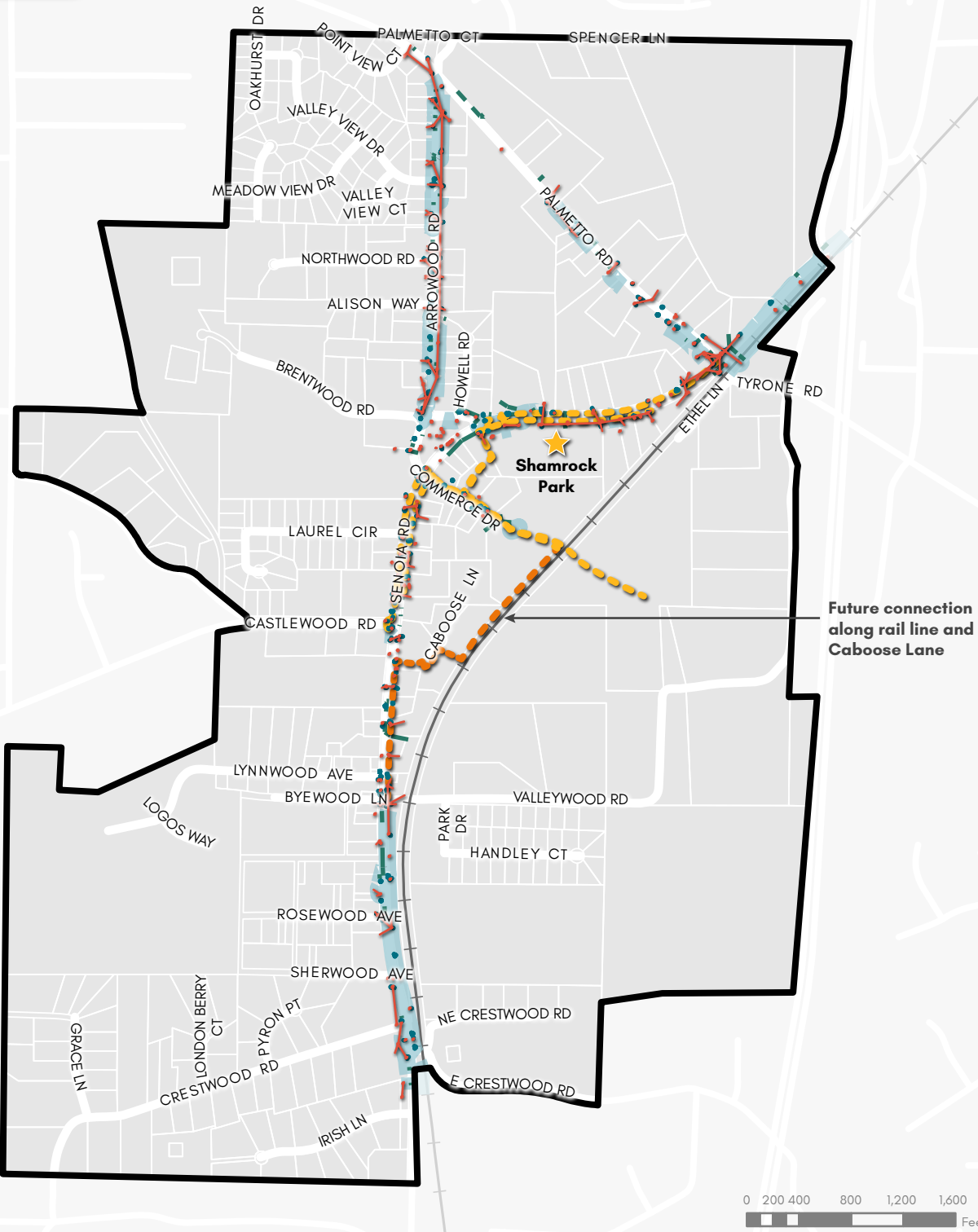
This region is serviced by Coweta-Fayette EMC and the majority of the corridor is connected via overhead electrical lines. Commerce Drive is the only major road in the study area serviced by underground electrical lines. Along Senoia Road, overhead electrical crosses from east to west at several locations, and is located on, or outside the ROW line. Along Arrowood Road, overhead electrical is mostly located on the eastern ROW line.

STORMWATER

The existing stormwater system in the area is composed of roadside ditches, culverts, and some limited continuous stormwater piping. The design process explores opportunities for developing green infrastructure, such as bioswales and infiltration trenches. These features can enhance stormwater management and contribute to the overall sustainability of the project.

The lake in Shamrock Park is currently undergoing a capacity analysis to assess the potential for future use.

UTILITIES



UTILITIES LEGEND

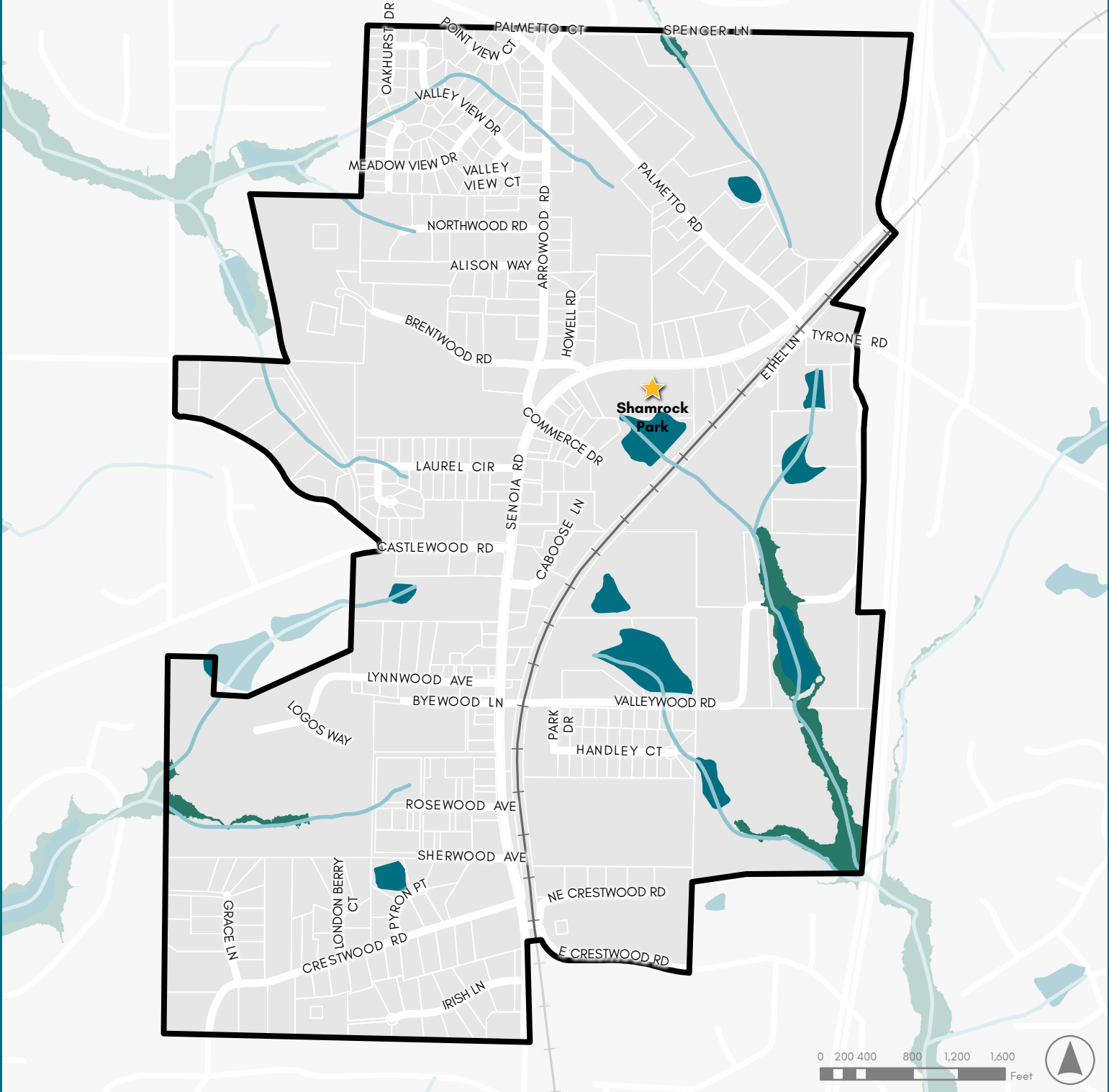
- | | | |
|---------------------|-------------------------------|------------------|
| STUDY AREA BOUNDARY | WATER LINES | STORMWATER LINES |
| STREETS | OVERHEAD ELECTRICAL LINES | DRAINAGE DITCHES |
| PARCELS | SANITARY SEWER LINES | |
| RAILROAD | PROPOSED SANITARY SEWER LINES | |

Environmental Constraints

There are southeast portions of the study area that lie within a floodplain. This will impact any future development surrounding the floodplains, as it will require future buildings to be built outside of this zone. These areas provide future opportunities for landscaping and recreation. There are opportunities to leverage the streams as trail and nature corridors, connecting existing public spaces with future destinations.



ENVIRONMENTAL CONSTRAINTS



ENVIRONMENTAL FEATURES LEGEND

- | | |
|---------------------|-------------------------|
| STUDY AREA BOUNDARY | FEMA 100 YEAR FLOODZONE |
| STREETS | STREAMS & RIVERS |
| PARCELS | AREA WATER |
| RAILROAD | |

Community Resources

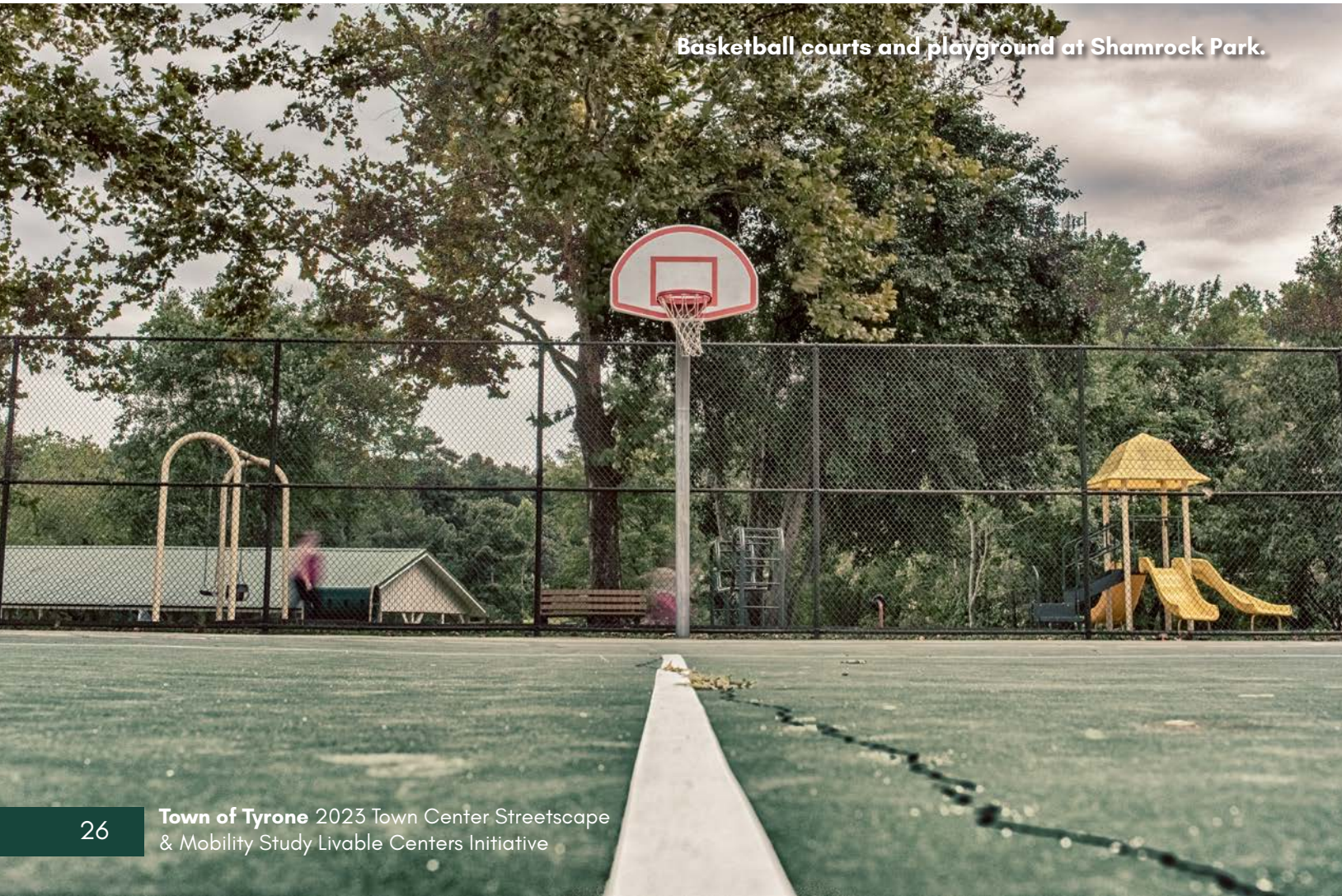
Community resources include places where people gather such as parks and public facilities. The study area has four public parks all located along Senoia Road: Shamrock Park, Veterans Memorial Park, Dorothea Redwine Park, and Fabon Brown Park. The parks feature elements like paved paths, pickleball courts, dog runs, and playgrounds. Shamrock Park is the largest park in the study area and hosts multiple public events throughout the year. It has become a central gathering space for the community.

PUBLIC PARKING

The Town has several public parking areas, with most of the central commercial core & public parks located within 1/4-mile of free public parking. There is a lack of on-street parking in the study area.

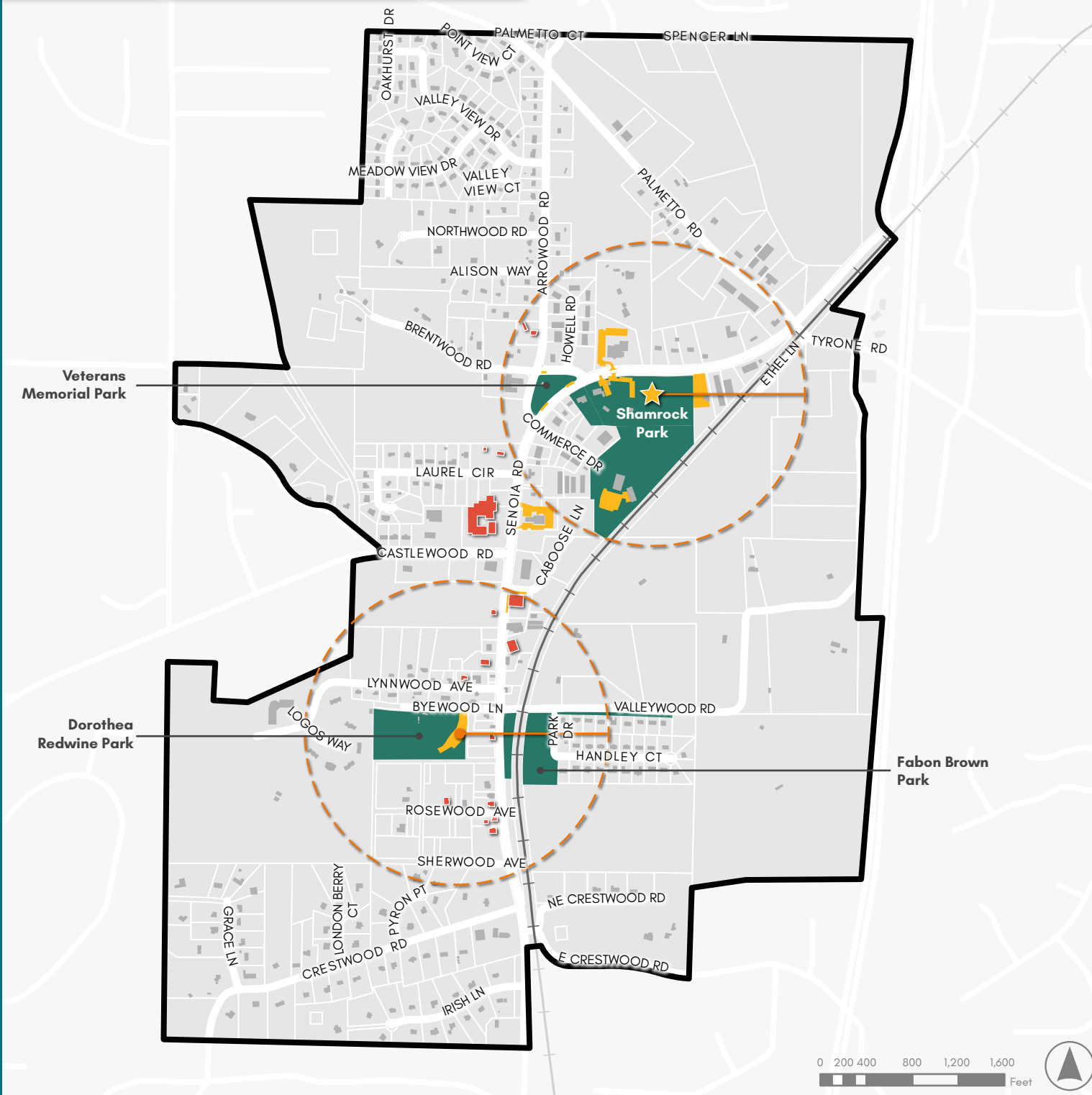
HISTORIC BUILDINGS

While Tyrone is not a registered historic district, the study area has several historic buildings. While none of these buildings are on the National Register of Historic Places, the community acknowledges these buildings' rich history and significance to the community.



Basketball courts and playground at Shamrock Park.

COMMUNITY RESOURCES



COMMUNITY RESOURCES LEGEND

- | | | |
|-----------------------|-----------------------|---------------------------------------|
| — STUDY AREA BOUNDARY | ■ BUILDING FOOTPRINTS | ■ PUBLIC PARKING LOT |
| — STREETS | ■ HISTORIC BUILDING | - - - 1/4 MILE RADIUS (5-MINUTE WALK) |
| — PARCELS | ■ PARKS | |
| — RAILROAD | | |



02

Public Engagement

THE PROCESS
MEETINGS & EVENTS

The Process

OUTREACH EVENTS

Project Advisory Group Meeting #1
April 16th, 2024

Public Kick-Off
May 3rd, 2024

Project Advisory Group Meeting #2
June 11th, 2024

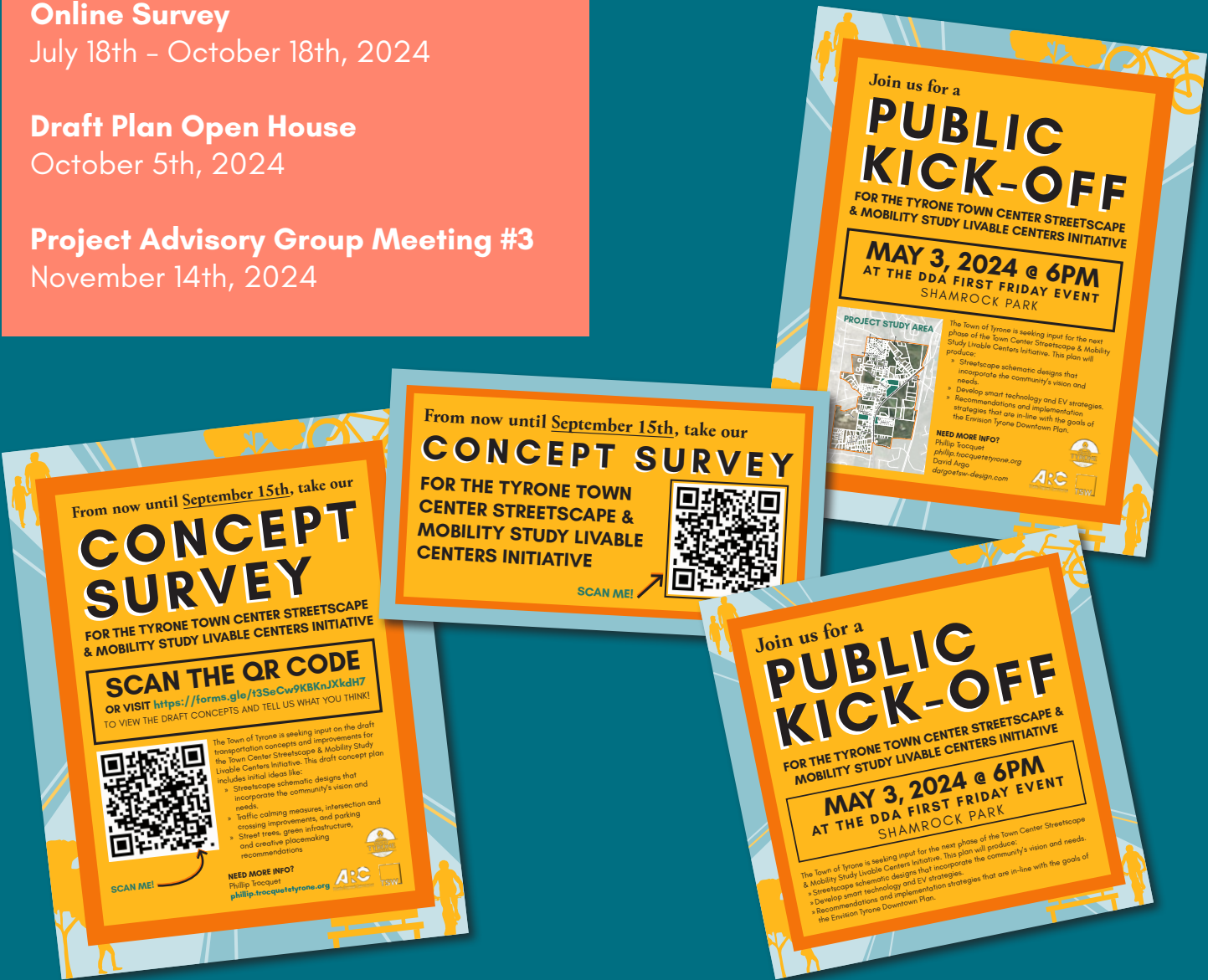
Online Survey
July 18th – October 18th, 2024

Draft Plan Open House
October 5th, 2024

Project Advisory Group Meeting #3
November 14th, 2024

Meaningful community involvement is a crucial part of any planning process. The planning team engaged the public to gather feedback through multiple efforts. These efforts include a Project Advisory Group that met three times throughout the process, a Public Kick-Off event, an online survey, and a Draft Plan Open House. The following pages provide details of each outreach event and a summary of the feedback received.

Throughout the process, marketing materials were produced for all public meetings which included flyers, business cards, and social media posts.



Meetings & Events

PROJECT ADVISORY GROUP

The Project Advisory Group (PAG) consisted of 12 members that were residents, property owners, developers, and business owners. The group met with the planning team three times throughout the process and the meetings were held in advance of all public meetings to learn about local preferences, receive feedback on recommendations to date, and to receive comments on all aspects of the draft plan. In addition, the group members were tasked with spreading the word about the ongoing study to their fellow community members.

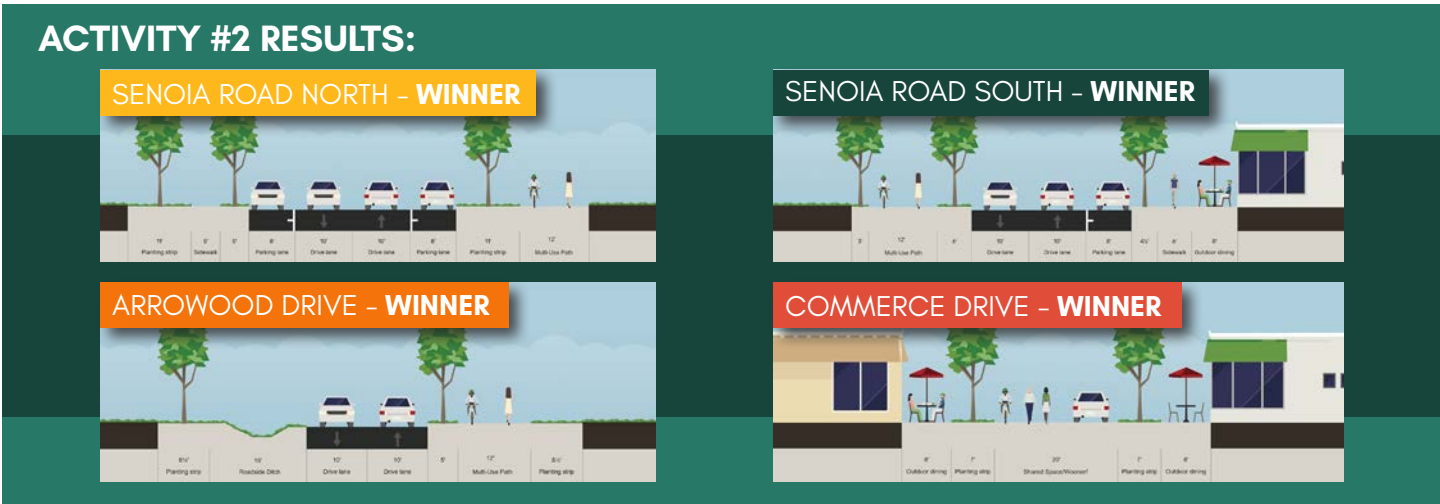
PAG MEETING #1

The first meeting of the PAG was held on April 16th, 2024. Team members and PAG members were introduced and the role of the PAG was outlined.

Project team members reviewed the goals for the project and presented an overview of the existing conditions analysis and discussed the observed opportunities and constraints. Comments and discussion items included zoning regulations, utilities, walkability, golf cart users, traffic speed and congestion, and interconnectivity of paths and streets.

Project team members also presented an outline of future land use and proposed improvement projects and discussed how they relate to and impact the study area. Future town projects that were discussed included ongoing streetscape improvements, planned intersection improvements, an upcoming data center north of the study area, and the need to balance retail and services with new residential and how those uses support each other. The project team discussed the implementation of green infrastructure. This included information on EV charging and smart ways to manage stormwater.

Two activities were conducted during the PAG meeting. The first consisted of an open discussion, inviting members to share their thoughts on challenges to multi-modal transportation in the area. Many comments were about traffic speed and congestion. Many members also commented on pedestrian safety and identified unsafe areas throughout the corridor. The second activity presented multiple streetscape concepts for each of the main roads within the study area. Members generally has a positive response to most of the concepts presented. Some members voiced concerns about street trees hiding businesses, loss of parking, and visibility of multi-use trail users. Members also had reservations related to the woonerf concept shown for Commerce Drive.

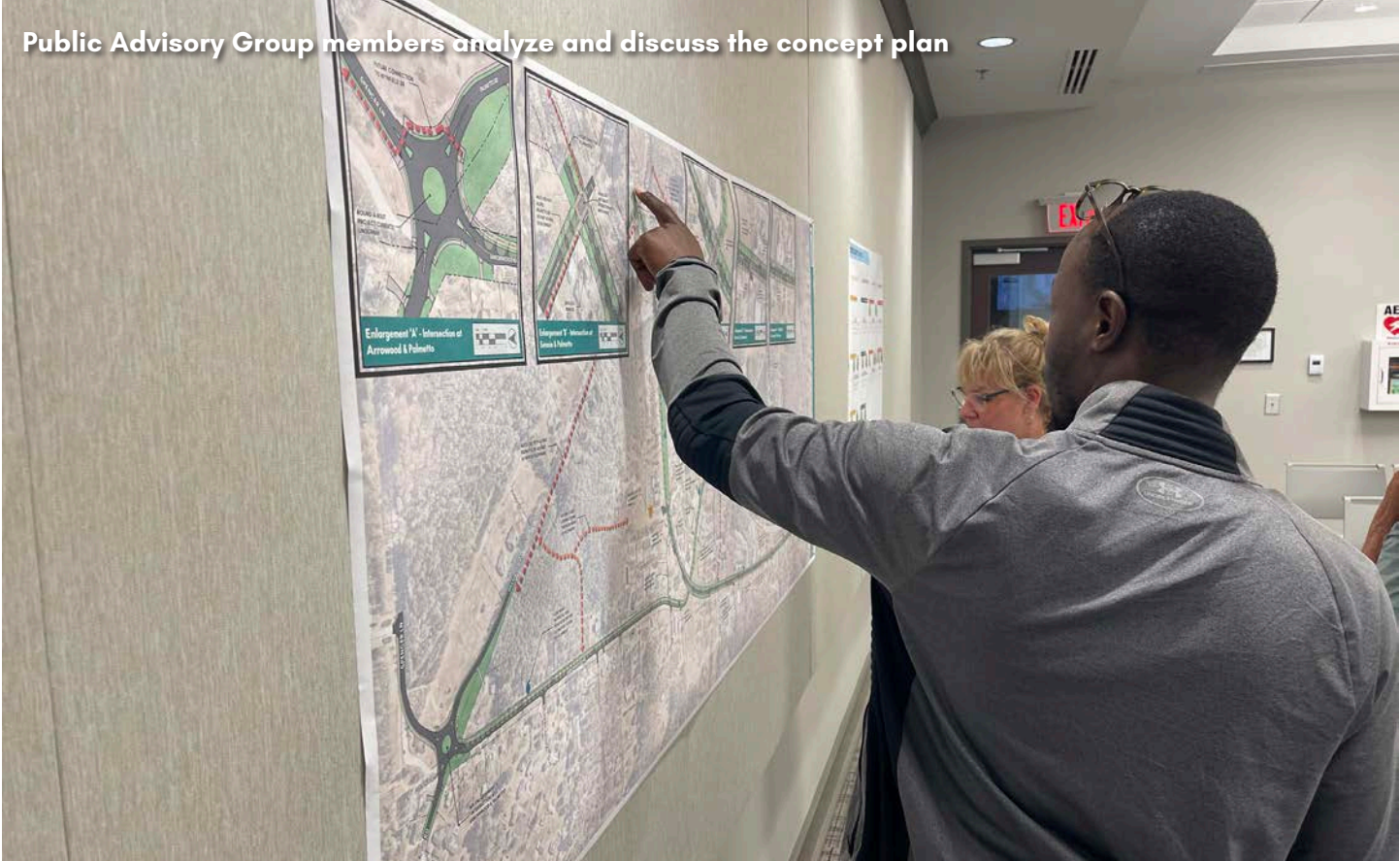


PAG MEETING #2

The second meeting of the PAG was held on June 11th, 2024. Many members were not able to be in attendance. As a result, all of the information was also sent out via email.

In response to members’ concerns voiced in the prior meeting, the project team created some educational handouts to better inform members of some of the items being considered. Handouts included information about the benefits of street trees, and how proper planning and selection can reduce maintenance and maintain views of businesses. Different stormwater management strategies and how they fit into the concept plan were also discussed. EV charging options were presented, and site feasibility considerations along with local EMC coordination was discussed. Creative placemaking opportunities were also outlined, with members giving feedback on the various elements.

Based on feedback from this group, feedback from the public kickoff meeting, and discussions with Town staff regarding cost and feasibility – updated street sections and a draft concept layout plan were made available for review, and generally positive feedback was received. Some members expressed reservations related to the advisory shoulder options shown on Commerce Drive.



PAG MEETING #3

The third meeting of the PAG was held on November 14th, 2024. Most members were not able to attend, but the project team was still able to have an informative discussion with the few members present. The meeting was recorded and distributed afterwards via email.

The project team reviewed all of the public engagement to date, filling in the group on all of the outreach activities and feedback received throughout the process, reiterating the importance of public outreach and communication.

Significant updates to the proposed concept plan and street sections were also presented and discussed. The major items of discussion included the decision to pursue EV charging at Shamrock Park rather than Town Hall due to better feasibility. Also discussed was the revised street section at Commerce Drive, bringing this design to a more traditional layout everyone was comfortable with.

The project team also reviewed in detail the Key Area Improvements, including major intersections

and mid-block crossings, giving PAG members the chance to review the 3D renderings and share their thoughts and concerns. Potential changes to traffic patterns were an item of minor concern, and it was noted that the intersections require a deeper level of engineering-focused study before final detailed recommendations could be made.

As on-street parking is a common area of interest, current recommendations regarding size and layout of parking spaces, as well as locations and quantities were reviewed in detail. It was noted that while in some areas parking was removed, the net gain in available on street parking was greatly increased. PAG members expressed the need to study golf cart parking as well.

Lastly, the project team sought the PAG’s input on implementation priorities. Implementation feasibility considerations and available funding were discussed, and three options were presented to the group. The general consensus was that limiting initial improvements to Senoia Road was the most appropriate course of action, as it is the most centralized area.

GOALS



Tyrone has SPLOST funding allocated to streetscape improvements, but not enough to fund the entire plan

Implementation Considerations:

- » Access to Town core and public amenities
- » Access to existing infrastructure (sewer)
- » Best locations to spur future development

PUBLIC KICK-OFF

The Public Kick-Off was held on May 3rd, 2024, at Shamrock Park, during the Downtown Development Authority's (DDA) First Friday Summer event. The planning team had a tent set up with activity boards for event attendees to interact with as they passed by. The first activity was to gain insight into the public's priorities for the goals of the plan. The board showcased six goals, and each person voted on their top three goals.

The second activity provided a map and stickers for visitors to leave comments on areas in which they would like to see transportation and mobility improvements. The third activity showcased the existing conditions and two potential options for each of the major roads through Town. Visitors were invited to vote for their preferred proposed streetscape section.

WHAT ARE YOUR GOALS FOR TYRONE'S TOWN CENTER?



CREATE A STREETScape FOR PEDESTRIANS, BICYCLES, & GOLF CARTS THAT WORKS FOR ALL.

Examples: Landscaped buffers and street trees that provide shade and separation from vehicle traffic.



PROMOTE A WALKABLE STREETScape THAT ENCOURAGES GOOD HEALTH.

Examples: Wider and well-connected sidewalks and greenways that encourage walking or biking.



PROVIDE A SAFE AND COMFORTABLE ENVIRONMENT FOR ALL USERS.

Examples: Improve street lighting to promote an active environment and design narrower streets to slow car traffic.



DESIGN STREETS THAT STIMULATE A VIBRANT ECONOMY.

Examples: Wider sidewalks for dining and gathering spaces.



CREATE A SUSTAINABLE STREETScape THAT ENCOURAGES GREEN INFRASTRUCTURE.

Examples: Bioswales, EV charging stations, tree-lined streets.



PROVIDE A WELL-CONNECTED STREET TO PROMOTE COMMUNITY.

Examples: Connect places where people live, work and play with streets and paths.

ONLINE SURVEY

An online survey was created from materials presented in the second PAG meeting. The survey was made available via Google Forms from July 18th to October 18th. The Team received 106 survey responses total.

The survey provided educational insights and asked for feedback on street trees, stormwater management, EV charging, and creative placemaking. It also presented the revised streetscape sections based on feedback from the first public meeting and the PAG meetings.

Finally, the survey presented the full conceptual plan layout and asked respondents which of the improvements shown were most important and was also opened for general comments and suggestions.

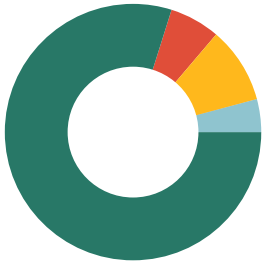
What do respondents think of the streetscape concepts?



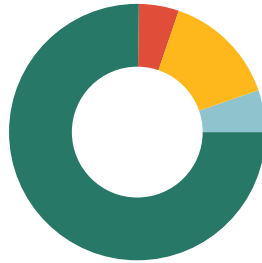
SENOIA ROAD NORTH



SENOIA ROAD SOUTH



ARROWOOD ROAD



COMMERCE DRIVE

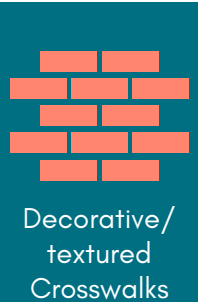
LIKE DISLIKE UNSURE OTHER COMMENTS



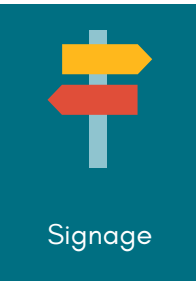
Public art sculptures or monuments



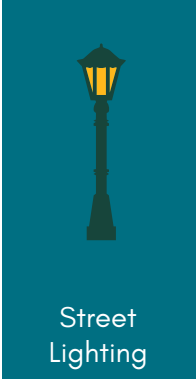
Murals



Decorative/ textured Crosswalks



Signage



Street Lighting

The infographic to the left shows the type of creative placemaking improvements people would like to see in Tyrone.

The infographic to the right shows what respondents noted as the ways to improve pedestrian safety in Tyrone, with the top three choices being street trees, intersection improvements, and traffic calming measures.



Traffic Calming Measures



Intersection Improvements



Mid-Block Crossing Improvements



Street Trees



On-Street Parking

OPEN HOUSE

The Open House was held on October 5th, 2024 at Shamrock Park, during the Town’s Founders’ Day event. The planning team had a tent set up with multiple activities for visitors to view and opportunities to share their comments.

The main activity was a comment pin board, in which the full concept plan was available for visitors to see all of the proposed streetscape layouts, intersection improvements, on-street parking additions, and other various comments and proposed improvements. Enlargements of key areas, along with 3D renderings, were also available to view. Visitors were invited to review and discuss the concept plan and leave comments with sticky notes and tack/yarn.



WHICH INTERIM IMPROVEMENT WOULD YOU RATHER SEE?

28

Trail Signage/Branding

13

Striped Multi-Use Lane On Commerce Drive

12

Cemetery Path Connection

10

Visibility Markers On Arrowood Road

There was also a ball-toss vote on some potential temporary/interim improvements. These would be cost effective interventions that improve safety and connectivity while the Town advances the plan’s implementation and builds momentum towards a more permanent fix. Options included trail signage/branding, a striped multi-use lane on Commerce Drive, visibility markers on Arrowood Road, and formalizing an existing path connection through the cemetery.

Lastly, there was a “Name the Trail” activity in which visitors could write a suggestion on a note card and drop it into the box. Giving a trail a name is an important part of branding, wayfinding, & generating momentum to expand it.

WHAT SHOULD THE NEW TRAIL BE NAMED?

“Clover Lane”

“Turtle Trail”

“The Connacht Pathway”

“Tralee Trail”

“Cloverleaf Greenway”

“Tyrone Townlink”

“Town Trailway”



“Expanding golf cart trail - I like this!”

“I like the idea of a golf cart path connection towards Peachtree City over these railroad tracks.” (at Crestwood Rd)

“I like this trail extension into this neighborhood. We will be more connected.”

“Can you talk to Google or Waze to not route traffic through downtown? I would prefer longer alternate routes.”



03

Recommendations

FULL CONCEPT PLAN
FOCUS AREAS
GREEN INFRASTRUCTURE
CREATIVE PLACEMAKING
STREET LIGHTING

ON-STREET PARKING
ADDITIONAL CONNECTIONS

Full Concept Plan

Recommendations are organized into four sections: focus area recommendations, green infrastructure, creative placemaking, and street lighting.

CONCEPT PLAN

Below is the full concept plan illustrating location-specific recommendations for the entire study area. To dig into the details, this full concept plan is broken down into four distinct focus areas:

Arrowwood Road, Senoia Road North, Commerce Drive, and Senoia Road South. In the case of Arrowwood Road and Senoia Road South, these focus areas are further broken down to fully showcase the concept plan’s details. In the pages following the full concept plan, each focus area features a concept plan close-up with location-specific recommendations in detail, existing and proposed street sections, and key area improvements (if applicable).

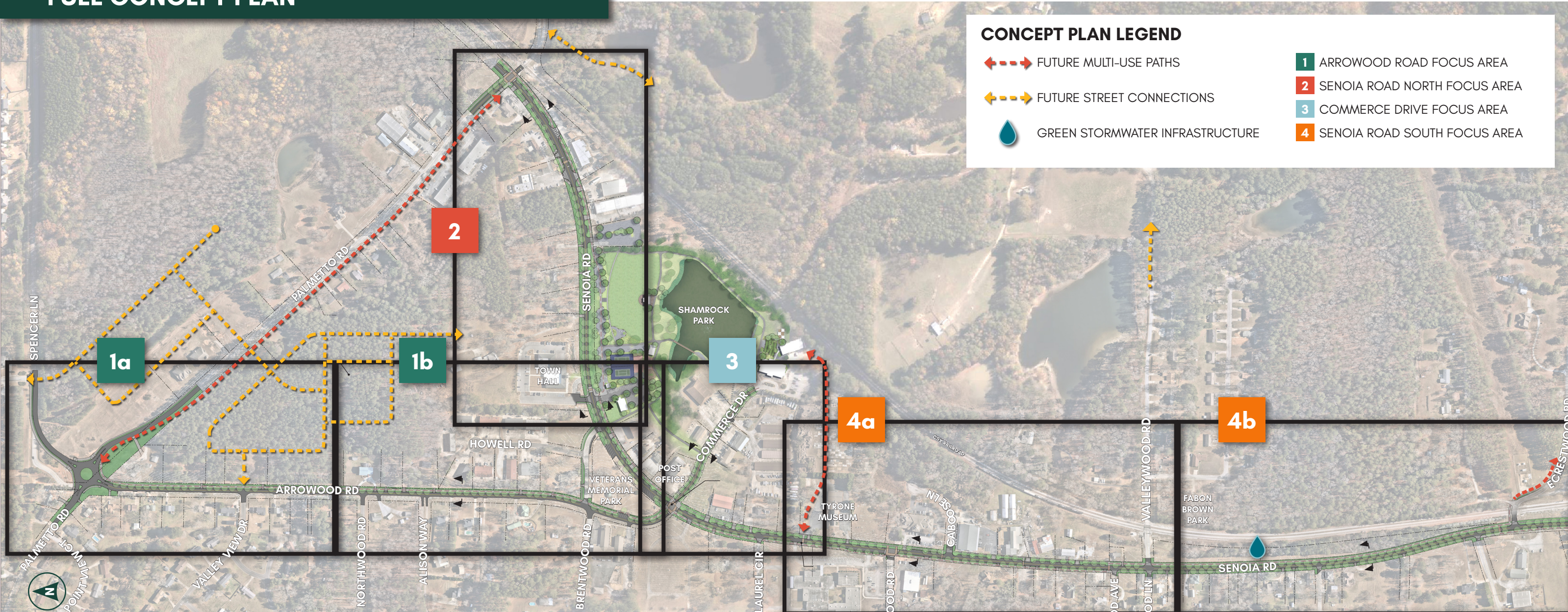
Focus Areas

Senoia Road, Commerce Drive, and Arrowwood Road were selected as the primary focus areas due to their connectivity to and through the core of the downtown development area and relationship to important public amenities. These areas are the most realistic for redevelopment given the access to existing infrastructure and available funding.

Existing and future land use, available ROW widths, potential development activity, resident travel patterns, direct feedback from Town Staff and residents, and much more directly informed the final recommendations.

While the detailed layout that follows is realistically able to be implemented as shown, it is important to note that the design is still at a relatively high level, and further detailed design and engineering will be necessary prior to implementation.

FULL CONCEPT PLAN

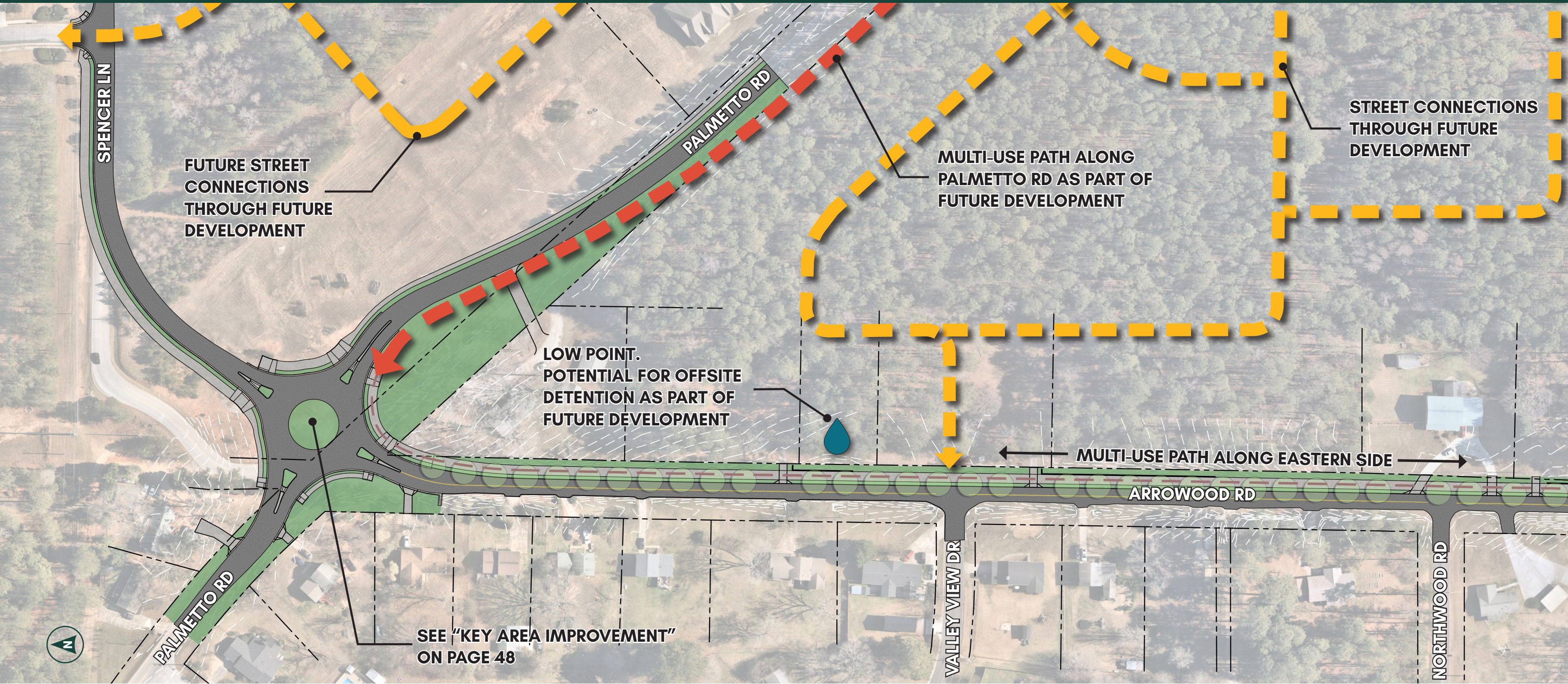
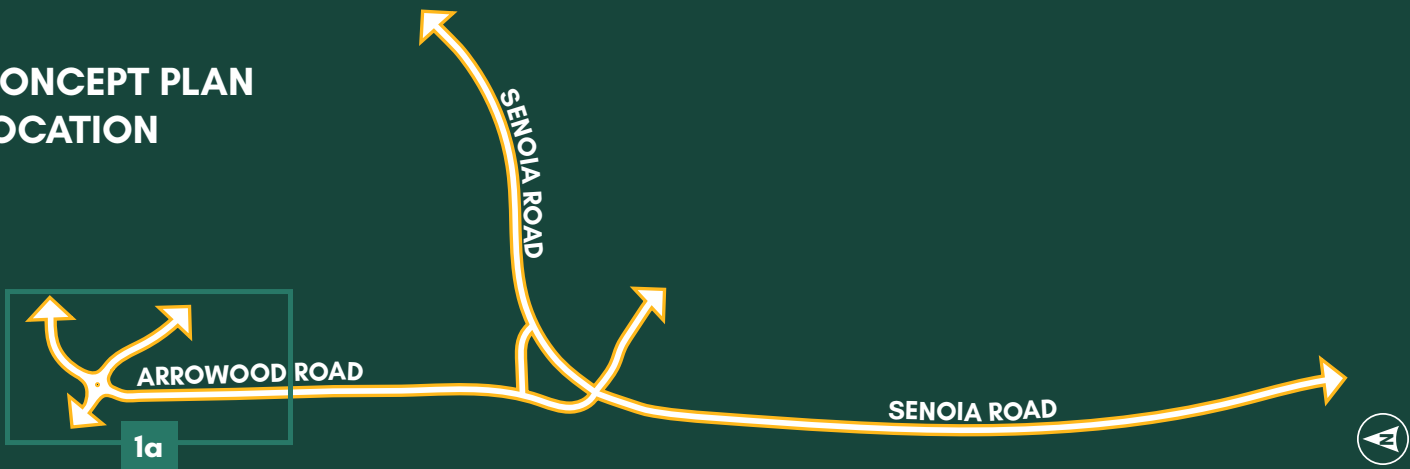


1a Arrowwood Road

Arrowwood Road serves as Tyrone Town Center’s primary northern gateway, particularly at its intersection with Palmetto Road. The concept plan integrates with the roundabout project that is currently underway and provides a vital connection to residents in the Southampton neighborhood. The planned development on the corner of Palmetto

and Arrowwood offers the opportunity to add street connections, a multi-use path on both roads, and green infrastructure to manage stormwater through private development. A multi-use path on Arrowwood Road’s eastern side provides connectivity to the Town’s core.

CONCEPT PLAN LOCATION

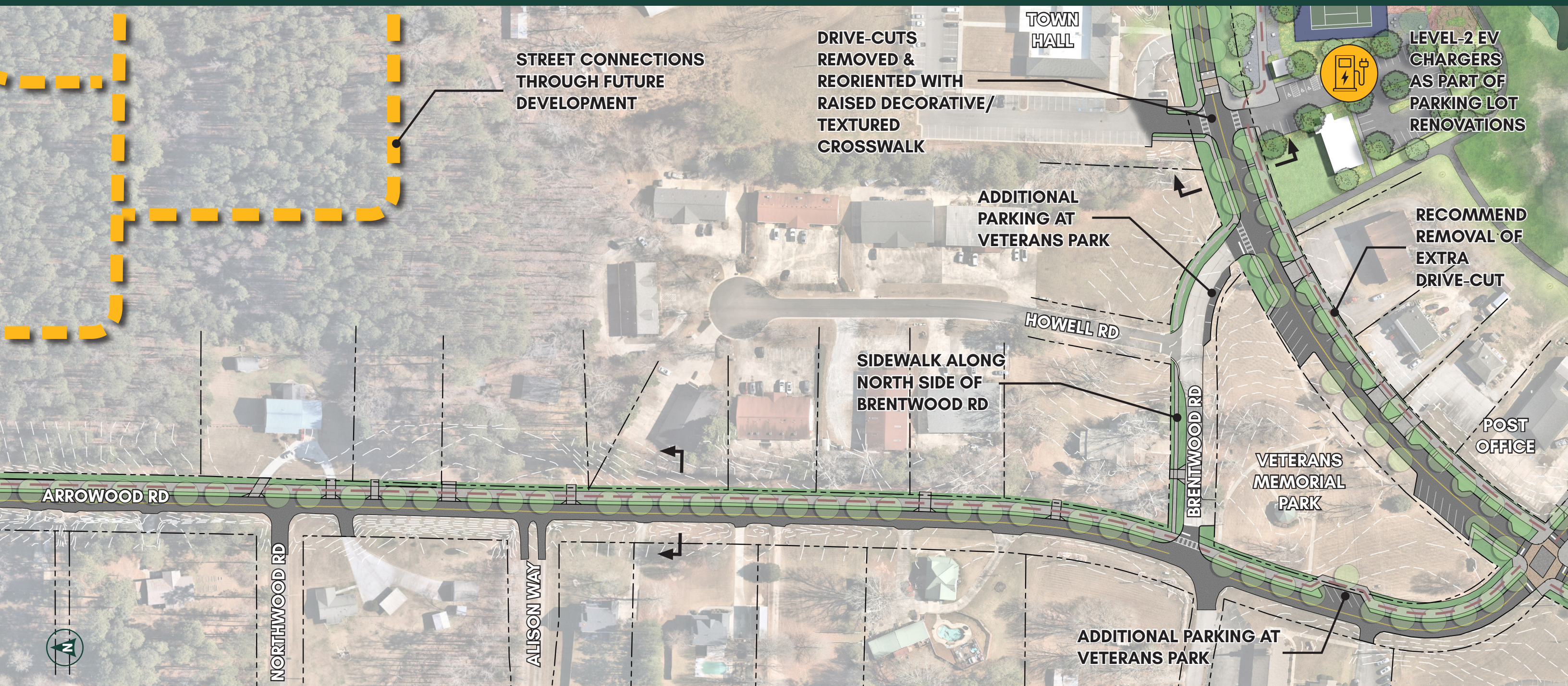
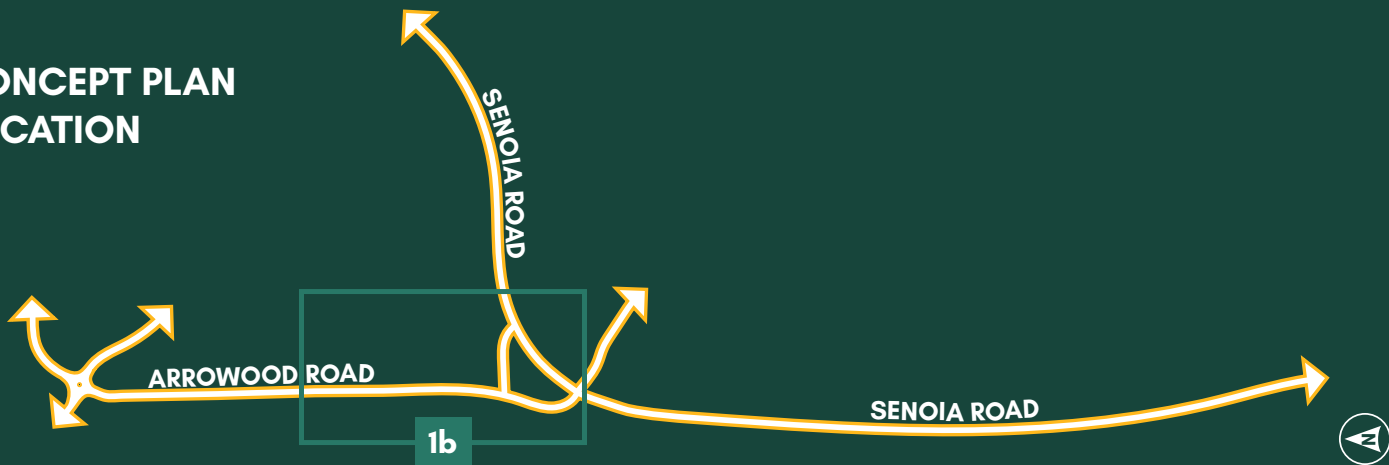


1b Arrowwood Road

The proposed multi-use path and landscape buffer continues along Arrowwood Road until it reaches the Town Center core where access to community facilities like Veterans Memorial Park, Shamrock Park, and Town Hall all concentrate. Streetscapes accommodate additional parking for Veterans

Memorial Park as well as a sidewalk on Brentwood Road. Raised decorative/textured crosswalks and removal of some driveways minimizes conflicts with vehicles. Public EV charging is best located at Shamrock Park because of its central location and ease of installation.

CONCEPT PLAN LOCATION



1 Arrowood Road

EXISTING STREET SECTIONS

Arrowood Road reflects Tyrone’s small-town roots as its design is rural in nature and prioritizes speedy vehicle travel. It runs north-to-south and has two vehicle travel lanes with sizable widths. On the east side of the road, its shoulder acts a multi-use path, though it is not grade-separated and is relatively narrow—making it challenging to accommodate multiple modes safely. On either side of the pavement, wide ditches passively manage stormwater.

PROPOSED STREET SECTIONS

Proposed improvements feature a wider, grade-separated multi-use path on the eastern side of Arrowood Road. At 12 feet wide, this path can accommodate more modes, including golf carts. To further increase safety, a tree-lined buffer separates path users from vehicle traffic. Reduced



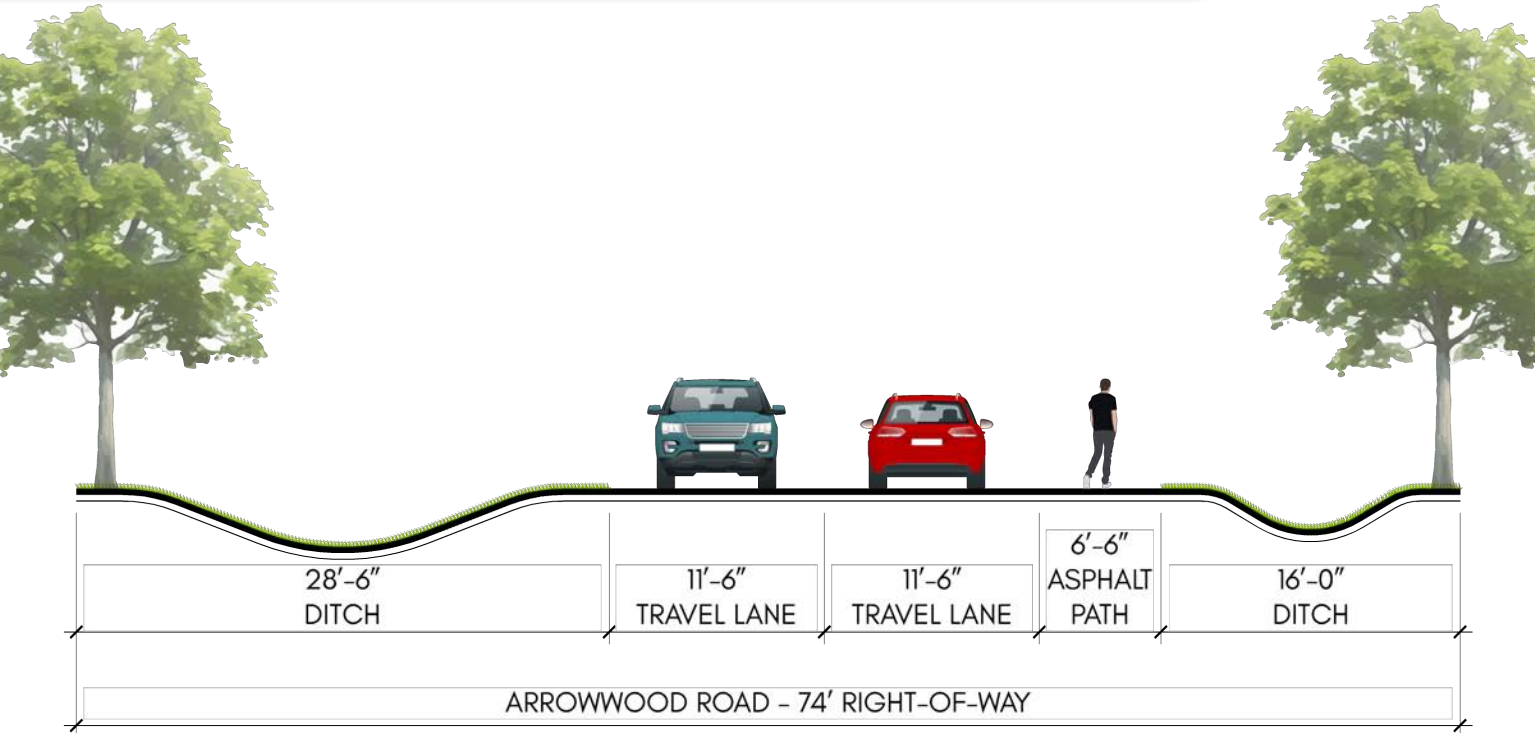
Current conditions on Arrowood Road, facing south.

travel lane widths and a narrower stormwater ditch allows for this wider path and its buffer. The west side of the road will remain as is due to the mostly residential land use and challenging topography.

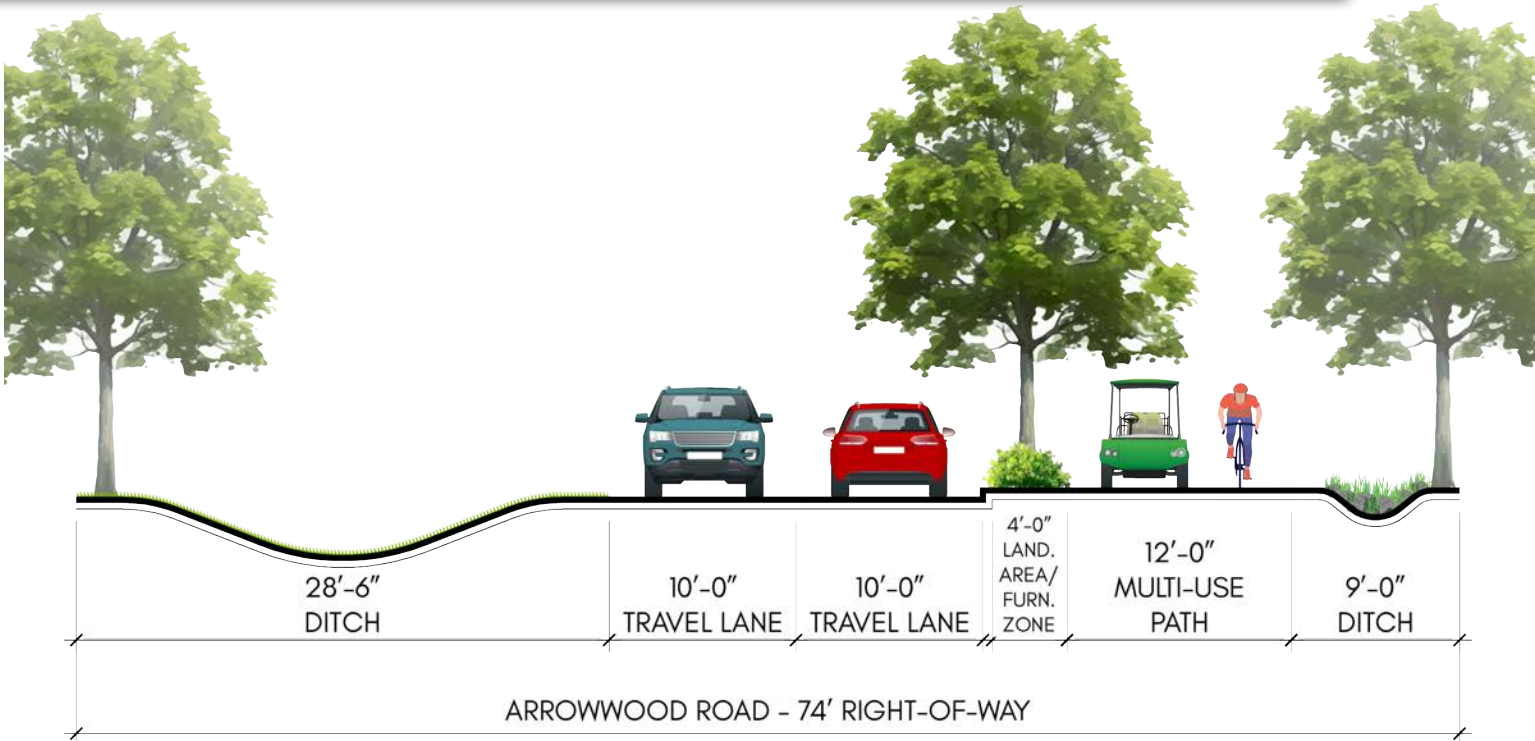


Example of a multi-use path buffered by trees

EXISTING CONDITIONS – ARROWOOD ROAD



PROPOSED TYPICAL SECTION – ARROWOOD ROAD



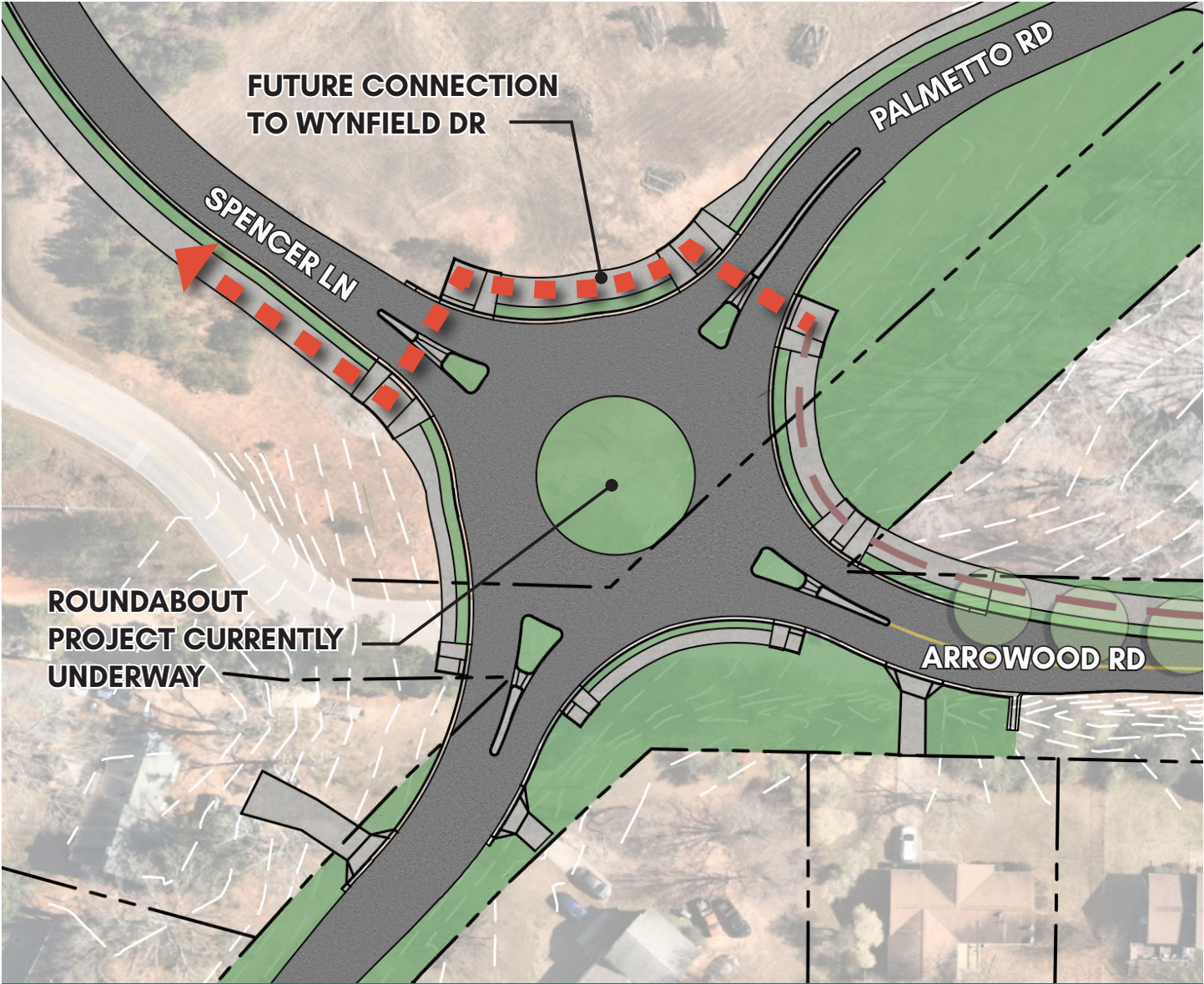
1 Arrowwood Road

KEY AREA IMPROVEMENT

The roundabout project is currently out to bid, and construction is expected to be complete in late 2026. Multi-use path connections through the roundabout will provide a much needed connection to residents north of Spencer Road

as well as access the Publix shopping center for residents in the southern areas of Town.

The roundabout itself also provides opportunities for creative placemaking through gateway and wayfinding signage and public art.



INTERSECTION AT ARROWOOD & PALMETTO

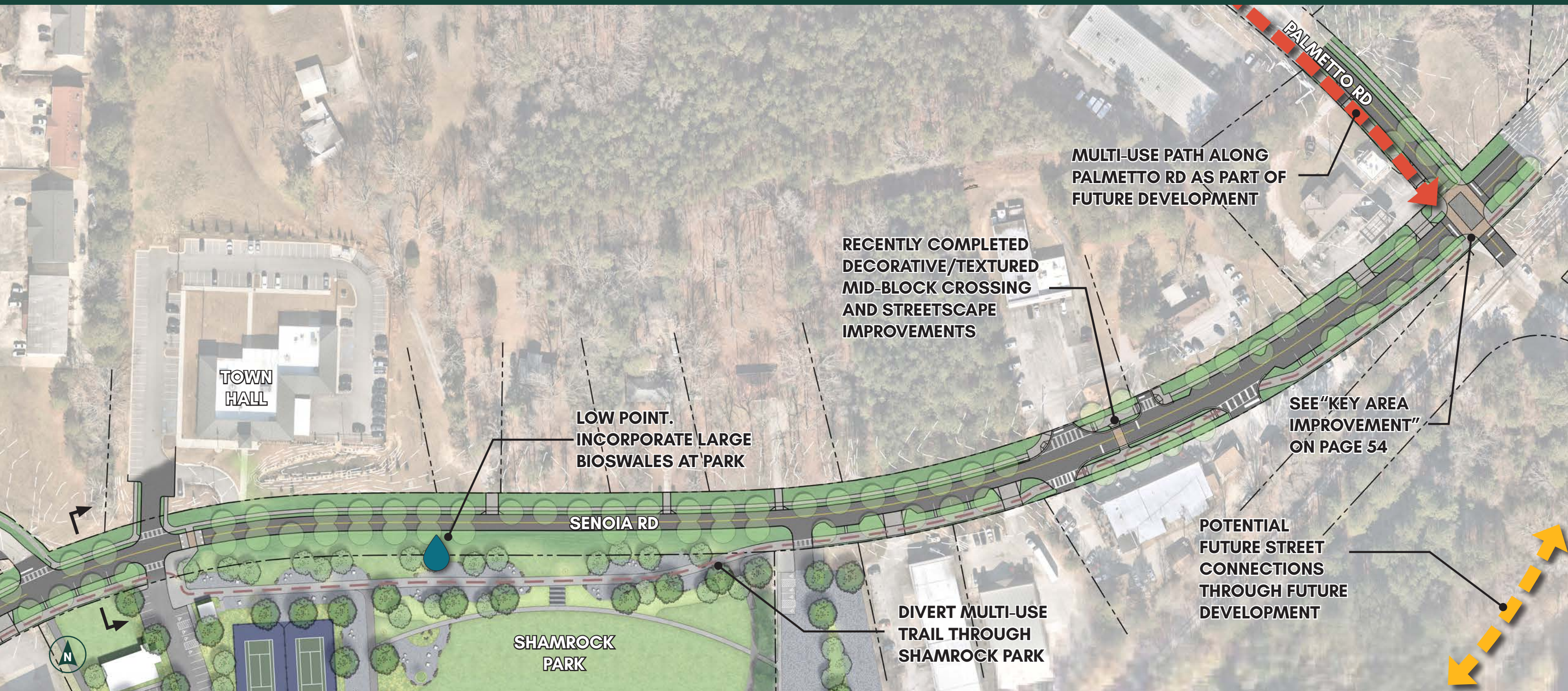
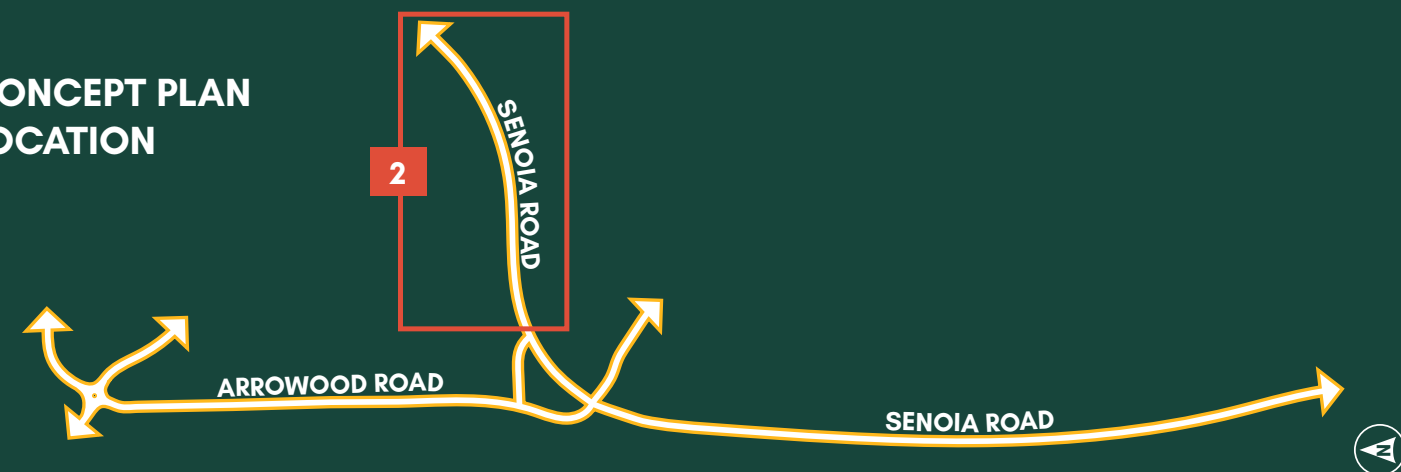
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Senoia Road North

Senoia Road serves as Tyrone Town Center's central spine and provides opportunities to connect to various businesses, community resources, and residential areas. The intersection with Palmetto Road serves as a major entrance point for traffic from HWY 74.

The wider ROW on the north-end allows for a multi-use trail and landscape buffer all the way to Commerce Drive. Portions of the corridor can also accommodate the addition of on-street parking. The multi-use trail diverts through Shamrock Park to connect to the proposed improvements there.

CONCEPT PLAN LOCATION



2 Senoia Road North

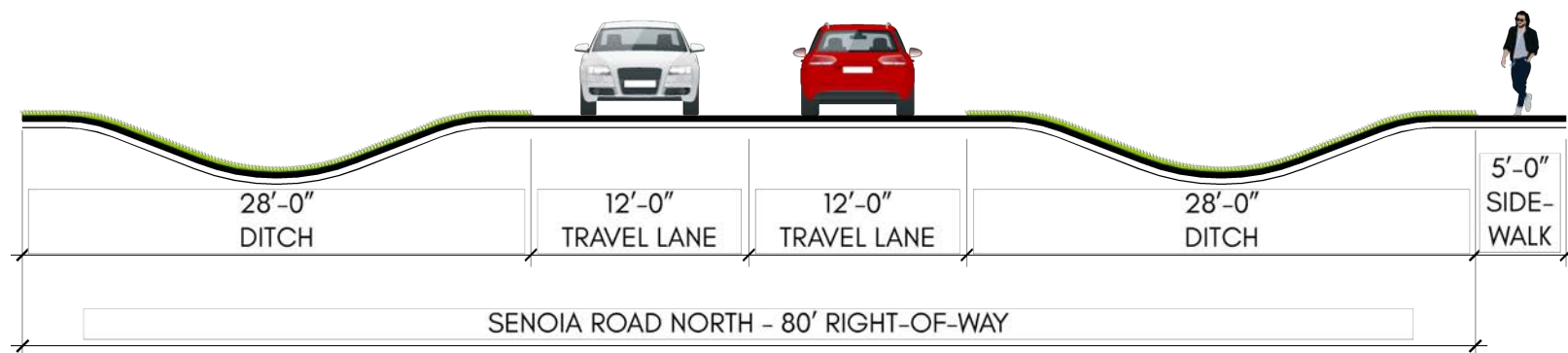
EXISTING STREET SECTIONS

As a former state road, Senoia Road is much wider than needed to handle existing traffic volumes. Its two travel lanes are 12 feet wide each, and it lacks both curbs and sidewalks. Combined, these design features facilitate speeding and unsafe conditions for pedestrians, bicyclists, and other non-motor vehicle users.

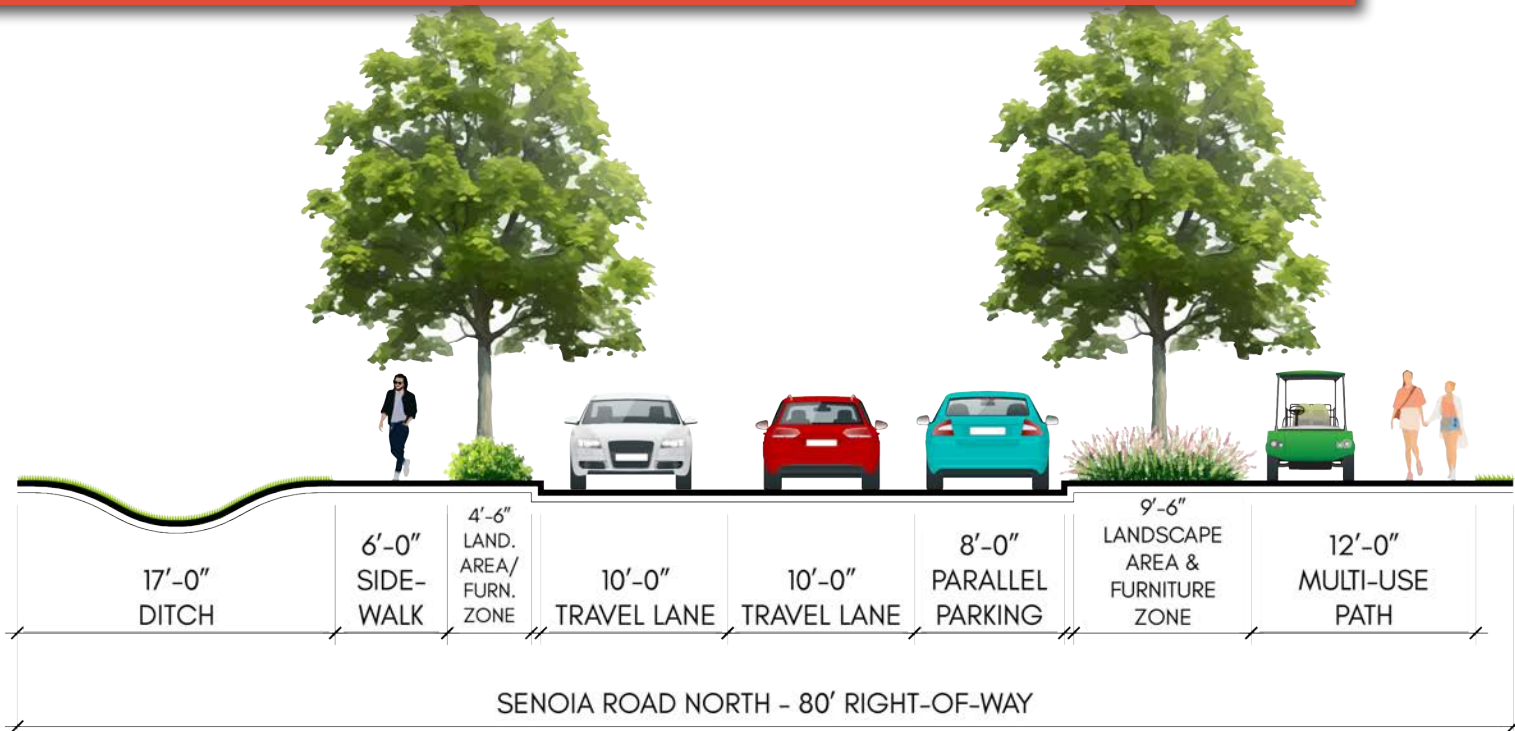


Current conditions on Senoia Road, facing east in front of Town Hall

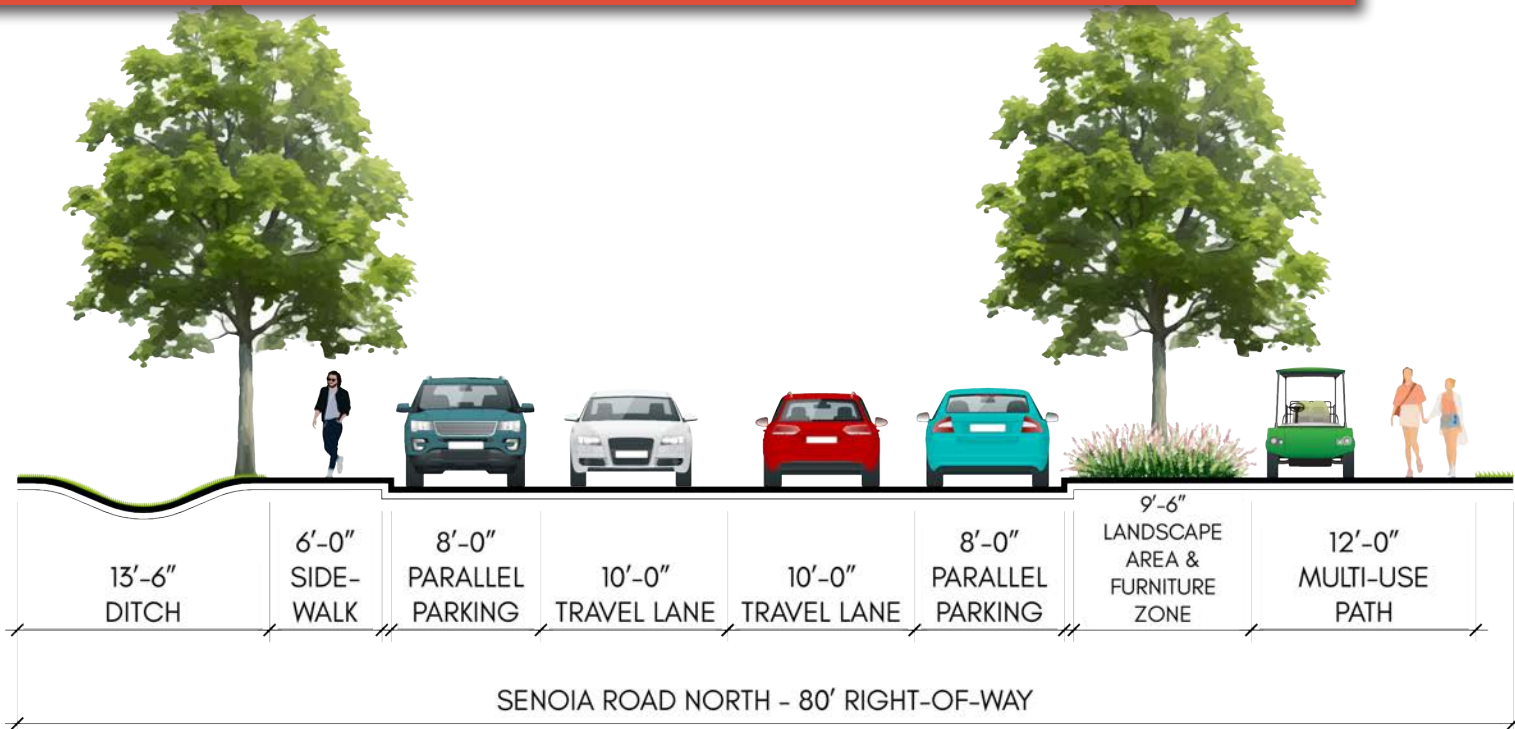
EXISTING CONDITIONS - SENOIA ROAD NORTH



PROPOSED TYPICAL SECTION - SENOIA ROAD NORTH



PROPOSED TYPICAL SECTION - SENOIA ROAD NORTH

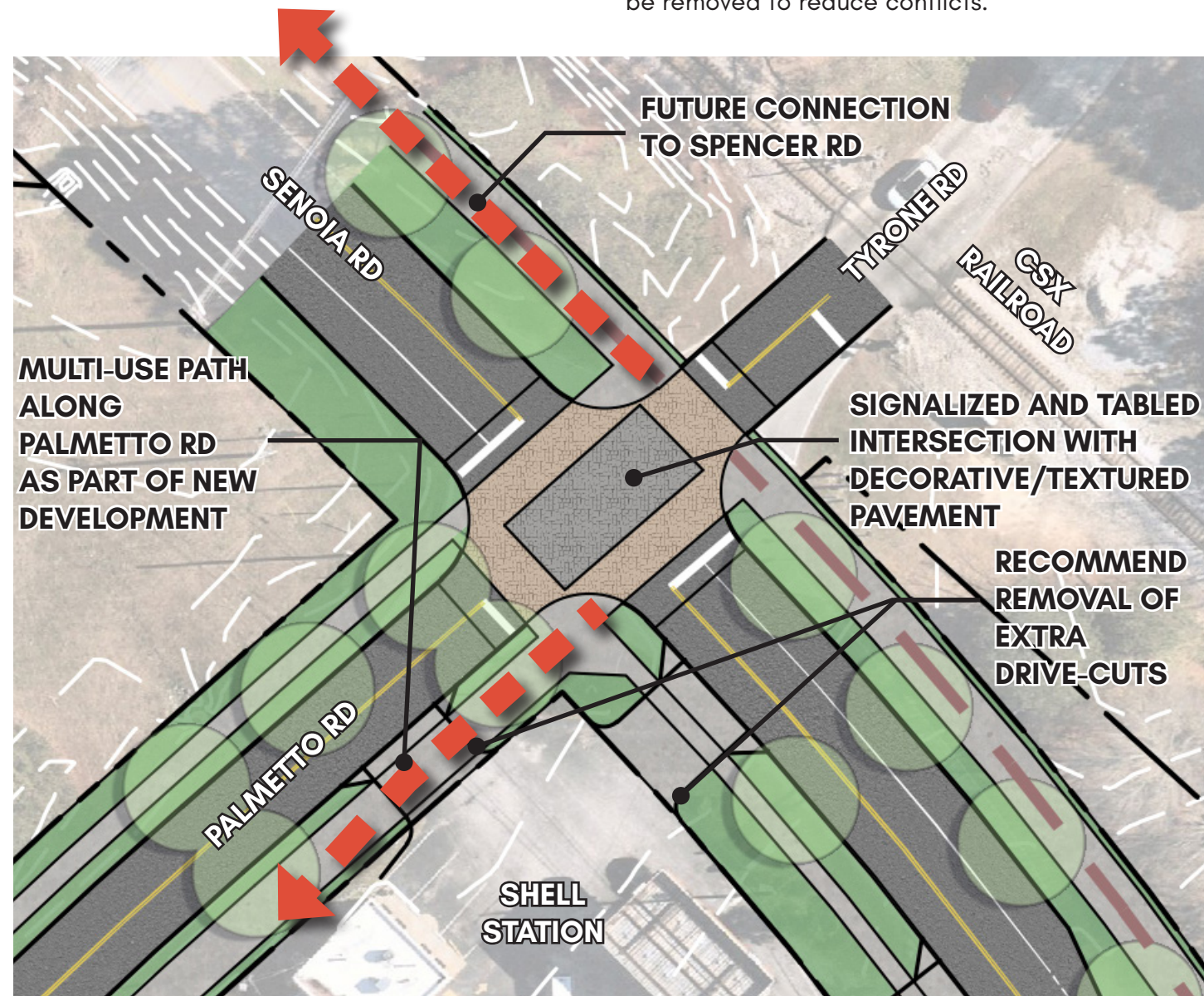


2 Senoia Road North

KEY AREA IMPROVEMENT

The intersection at Palmetto and Senoia is currently a 4-way stop, but was recently approved to be signalized. The signal will be coordinated with the railroad crossing to maximize efficient traffic flow. The proposed intersection improvements also include tabling the intersection

and decorative/textured crosswalks, both of which will improve pedestrian safety via visual and tactile alerts to drivers. The multi-use path will connect to the existing path on the north side, eventually connecting to Spencer Road and Publix. The path will also connect through to the planned path on Palmetto Road. It is recommended that the two gas station drive-cuts closest to the intersection be removed to reduce conflicts.



INTERSECTION AT SENOIA & PALMETTO



3D RENDERING - PALMETTO AND SENOIA



3D RENDERING - PALMETTO AND SENOIA



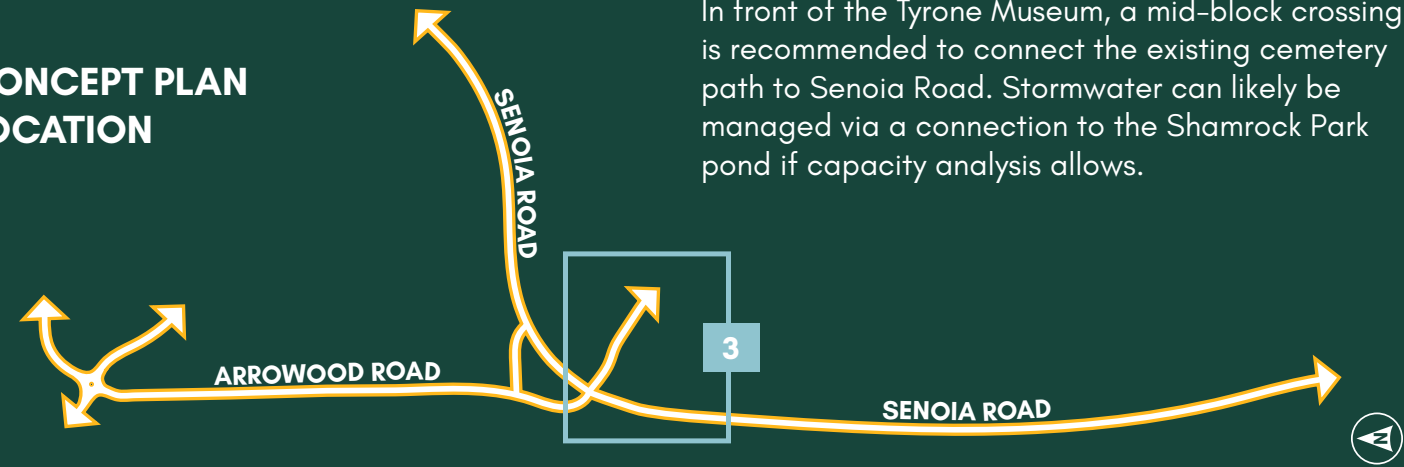
3 Commerce Drive

Commerce Drive is a short, dead-end street that provides access to several Tyrone community amenities like the post office, Shamrock Park, the Tyrone Public Library, and a community center. Though it is a vital connector, it presents some challenges due to the narrow ROW and excess of underground utilities.

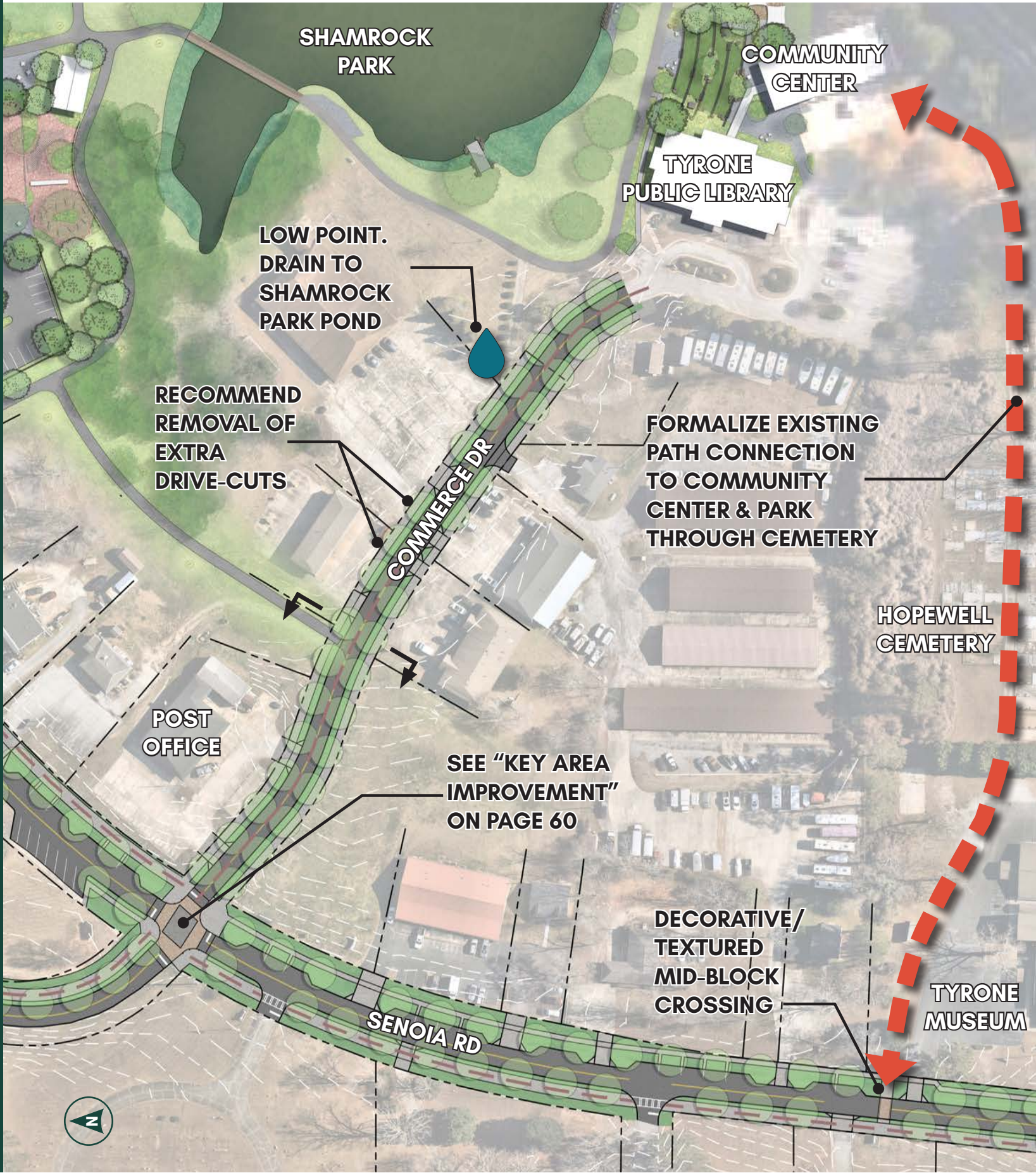
There are also some unique opportunities that come with a less-busy roadway. Eventually, Commerce Drive could become a woonerf-style street, where restaurants and retail spaces flow seamlessly into a more pedestrian focused street. For the time being, the concept plan expands accessibility through the addition of sidewalks and street trees, laying the groundwork for future businesses closer to the street.

In front of the Tyrone Museum, a mid-block crossing is recommended to connect the existing cemetery path to Senoia Road. Stormwater can likely be managed via a connection to the Shamrock Park pond if capacity analysis allows.

CONCEPT PLAN LOCATION



An example of a shared street, referred to as a woonerf, where uses are not grade-separated and spaces are more permeable. Both vehicles and pedestrians are accommodated. This can be feasible if major redevelopment occurs.



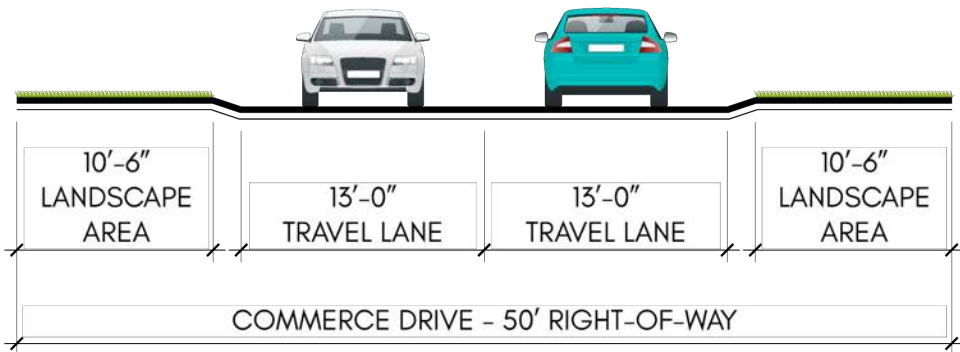
3 Commerce Drive

EXISTING STREET SECTIONS

Commerce Drive has excessive widths dedicated to vehicle traffic, particularly as a dead-end, low-volume street. Currently, it has wide, 13-foot travel lanes and lacks sidewalks; however, it is a key access point to several community destinations, including direct access to Shamrock Park’s trail system. Given its concentration of community amenities and existing trail access, Commerce Drive has the potential to be part of a more walkable community hub if redesigned.



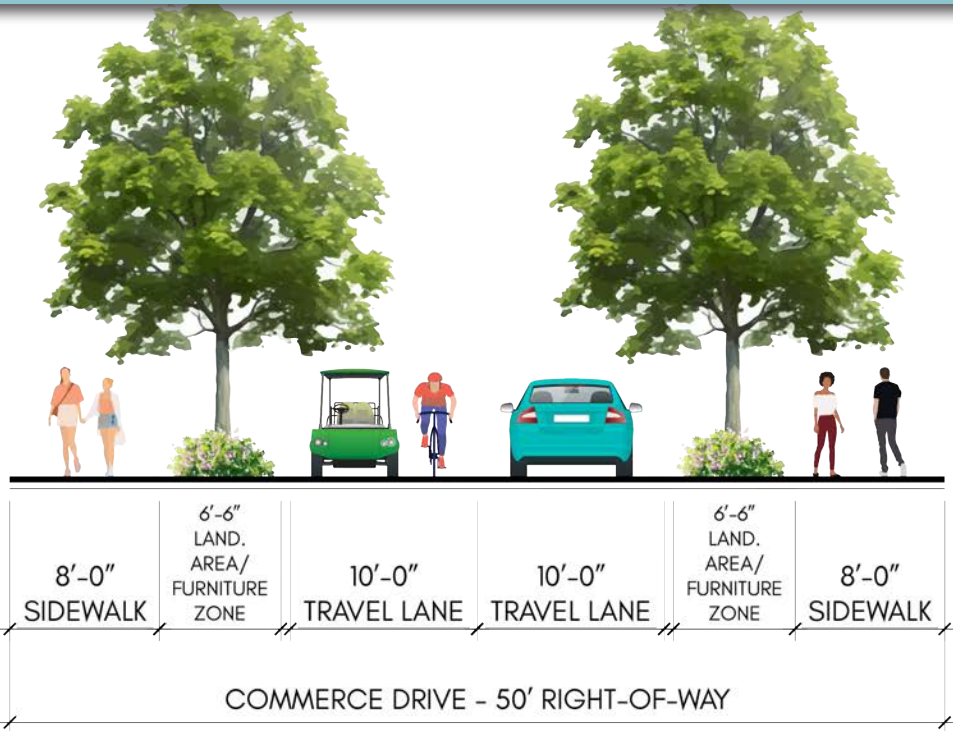
EXISTING CONDITIONS - COMMERCE DRIVE



PROPOSED STREET SECTIONS

Commerce Drive’s wide ROW can be redesigned to accommodate all modes. Proposed improvements reduce its wide travel lanes to 10 feet to accommodate tree-lined buffers on each side. Eight-foot sidewalks on both sides provide space for pedestrians, while the street is dedicated to mixed traffic, including vehicles, golf carts, and bicyclists. The roadway could also be brought up to the same grade as the sidewalks, paving the way for a future woonerf-style design.

PROPOSED TYPICAL SECTION - COMMERCE DRIVE

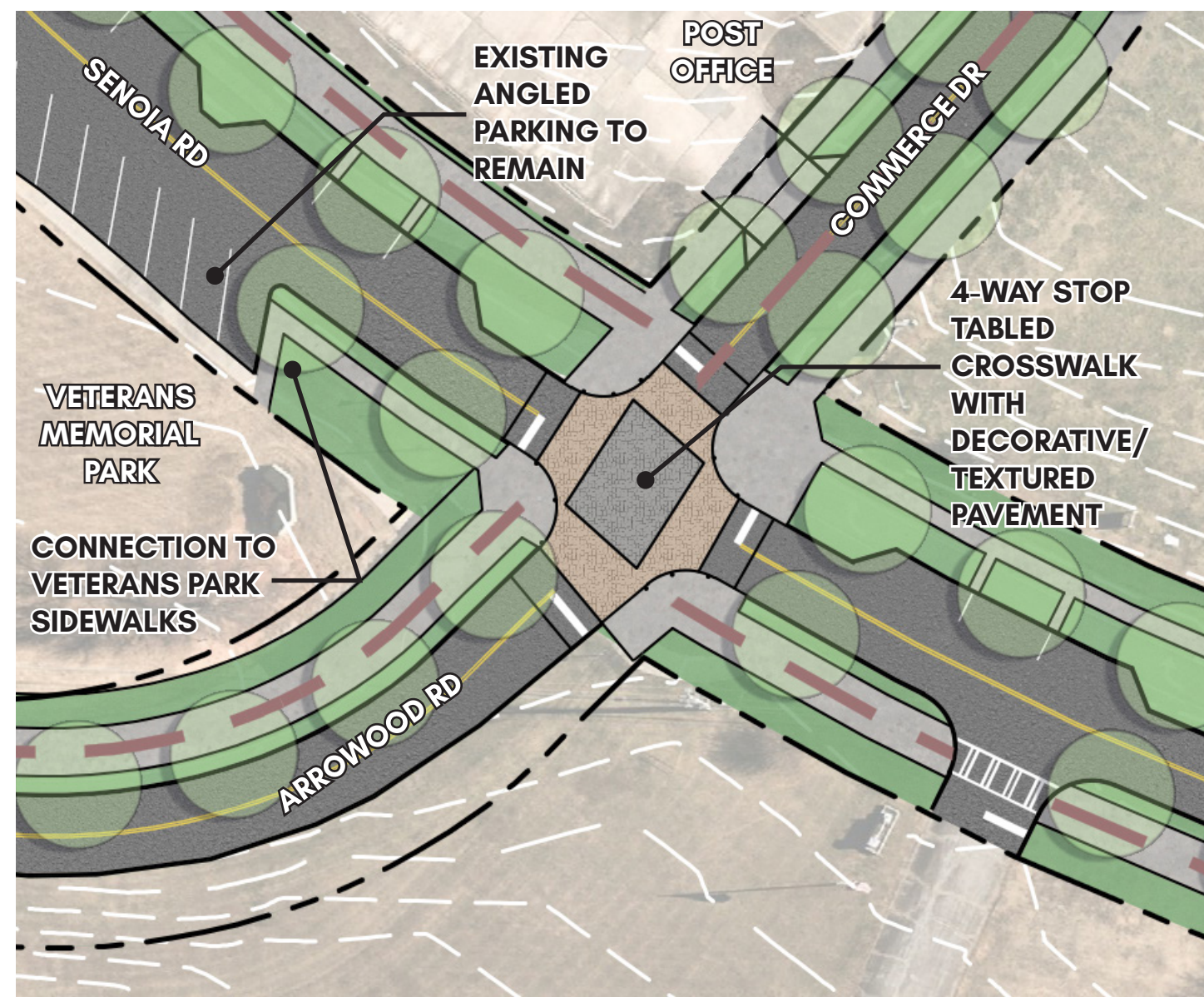


3 Commerce Drive

KEY AREA IMPROVEMENT

This intersection is the focal point of all of the study area's main roadways and paths, and is also one of the few places where the multi-use trail transitions to the opposite side of the road. The volume of traffic and uses here drive the need for major improvements.

Proposed improvements include a 4-way stop, tabled condition, and decorative/textured crosswalks. This design will slow vehicular traffic and make crossings safe for pedestrians, bicyclists, and golf carts. The centralized location also provides a great opportunity for wayfinding signage and public art.



INTERSECTION AT SENOIA, ARROWWOOD, & COMMERCE



3D RENDERING - SENOIA, ARROWWOOD, & COMMERCE



3D RENDERING - SENOIA, ARROWWOOD, & COMMERCE

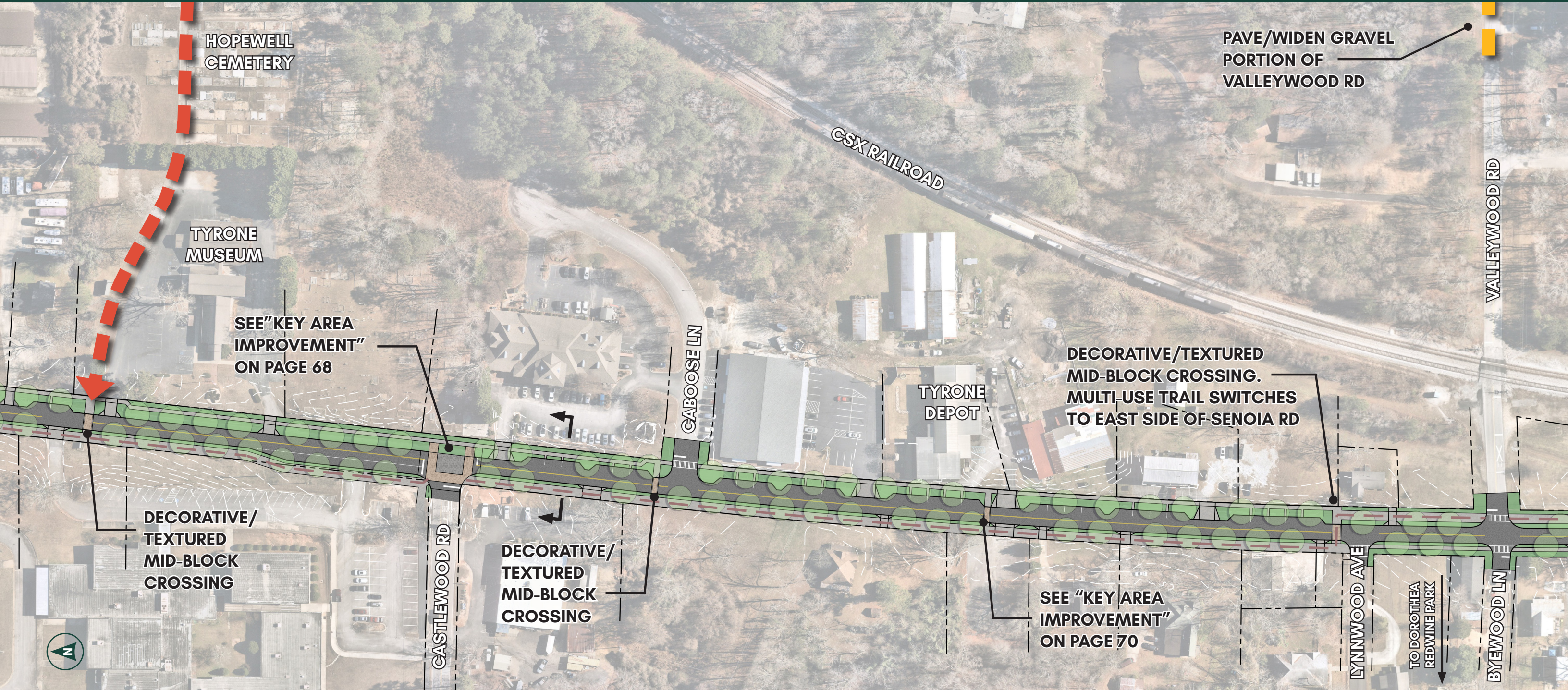


4a Senoia Road South

The southern half of Senoia Road provides critical connections to a variety of uses, including two commercial nodes, the Town museum, and elementary school (currently housing other uses). It also connects to the existing cart path on Castlewood Road, a railroad crossing via

Valleywood Road, and the intersection with East Crestwood Road, which is a major vehicular entry point and cart path connection. After the intersection with Commerce Drive, the available ROW width narrows, constricting some of the design patterns present on the northern end.

CONCEPT PLAN LOCATION

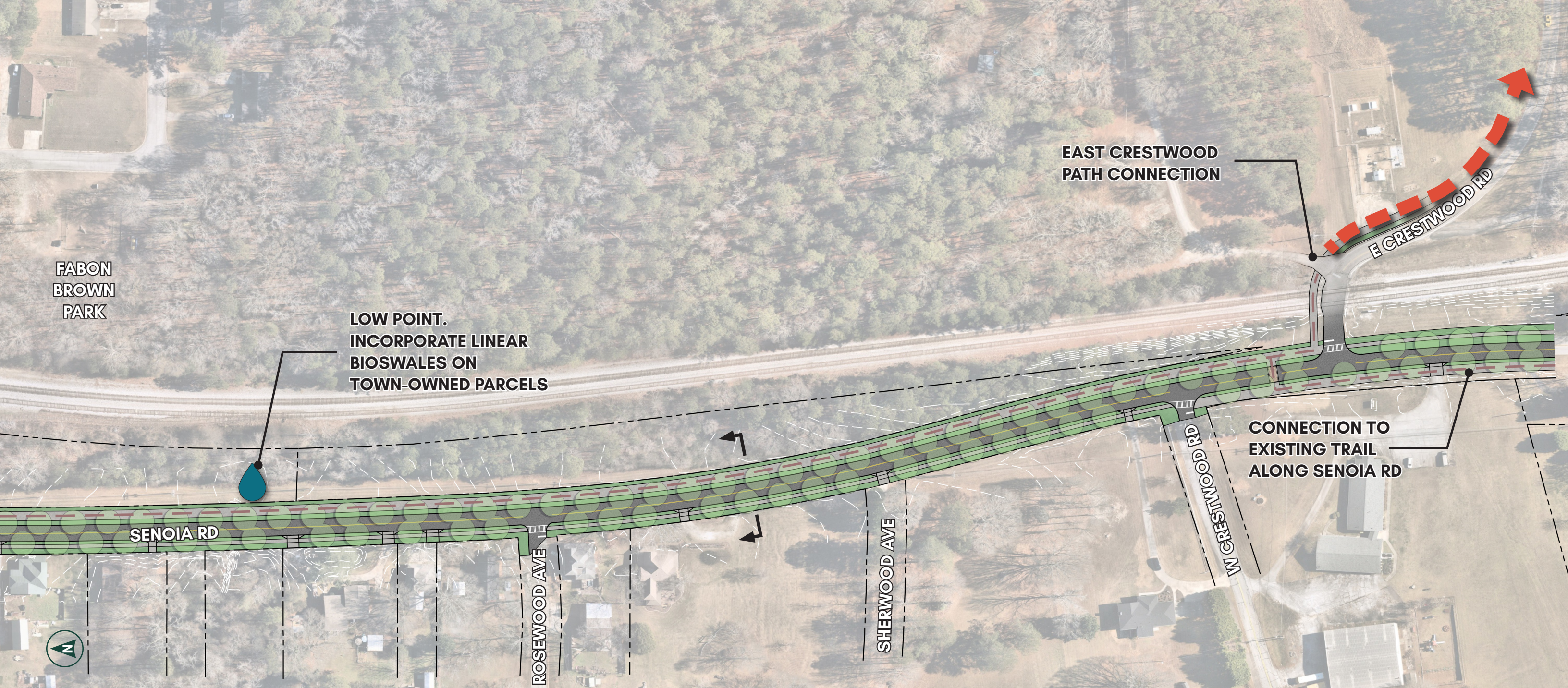
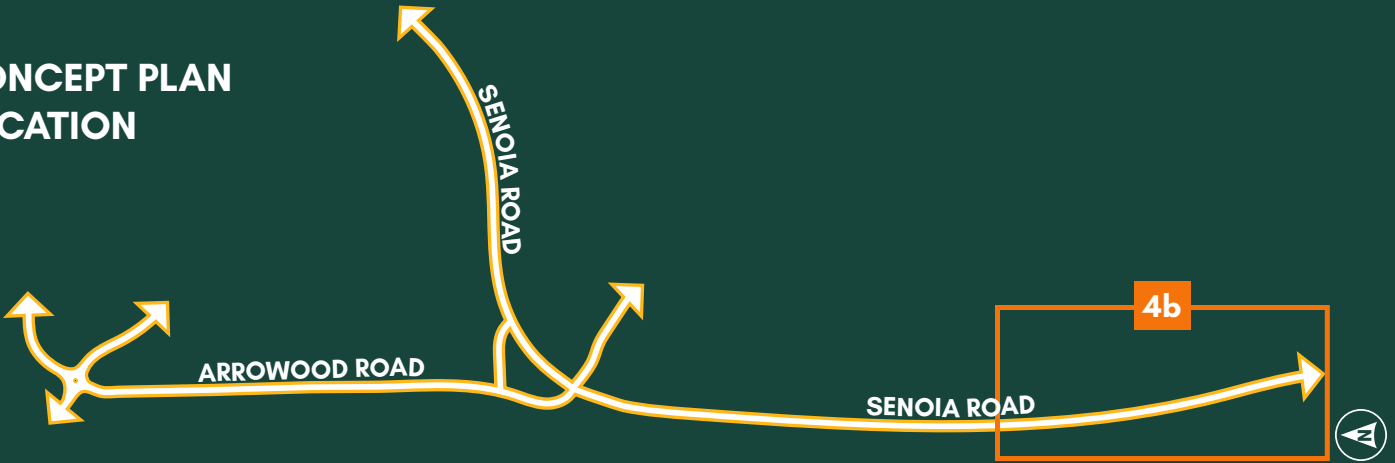


4b Senoia Road South

The multi-use trail and landscape buffer continues from the intersection with Commerce Drive on the west side of the road, where conditions are more favorable. At Lynnwood Avenue, there is a mid-block crossing and the trail switches to the east side of the road. This is preferable due to

the availability of town-owned land on the west side of the road and the desire to avoid multiple residential driveway crossings present on the east side. At East Crestwood Road, the trail switches back to the west side of the road to connect to the existing cart path down to Dogwood Road.

CONCEPT PLAN LOCATION



4 Senoia Road South

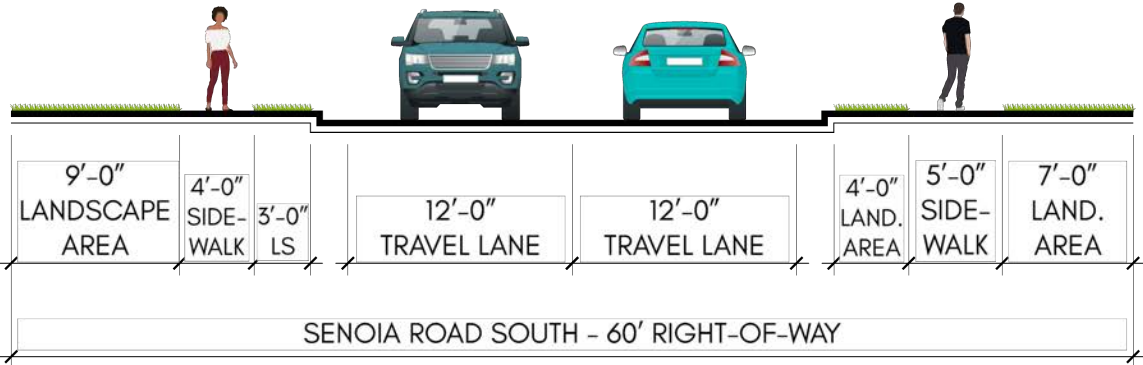
EXISTING STREET SECTIONS

The southern half of Senoia Road currently has a narrow sidewalk along the west side of the road. The sidewalk on the east side of the road is inconsistent and is interrupted in many locations by large parking areas, providing no buffer from vehicular traffic. The sidewalk on the east side does not extend past Valleywood Road.



Sidewalks are interrupted in multiple locations

EXISTING CONDITIONS - SENOIA ROAD SOUTH



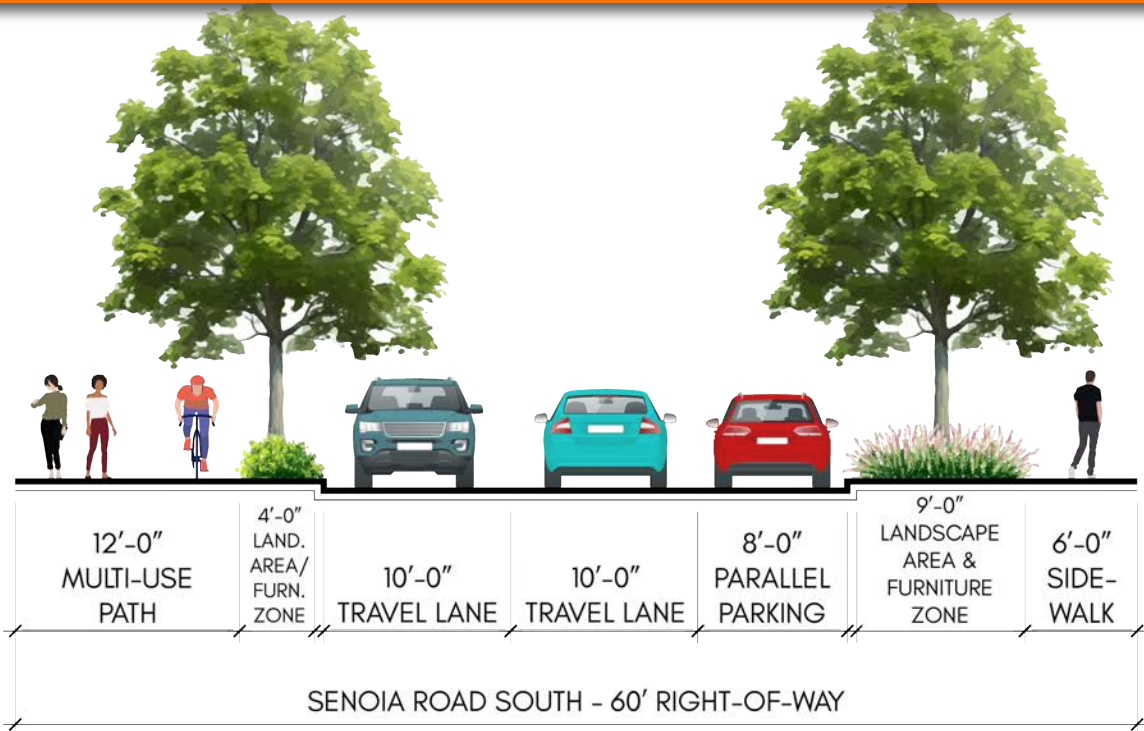
PROPOSED STREET SECTIONS

Though the available ROW is narrower than the northern end of Senoia, the design intent is carried though with the landscape-buffered multi-use trail. The proposed design includes a reduction in travel lane width, gaining more room on the east side of the road.

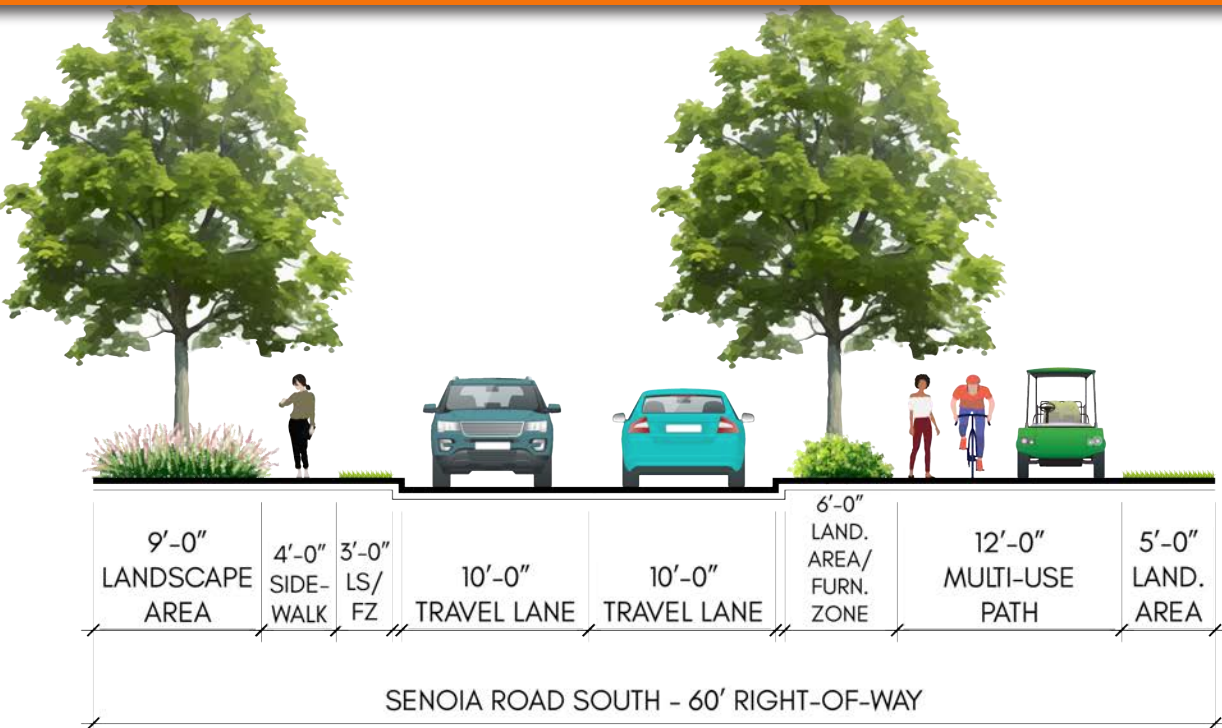
From Commerce Drive to Lynnwood Avenue, the 12-foot wide multi-use trail is located on the west side of the road, and on-street parking with a 6-foot buffered sidewalk is proposed on the east side. This configuration will maximize the proximity of on street parking for businesses and minimize conflicts due to fewer vehicles crossing the trail.

At Lynnwood, the surrounding uses prompt a switch to the other side of the road, where the multi-use trail will have fewer driveway conflicts and more available room. A 4-foot wide buffered sidewalk is maintained on the west side of the road, with street trees located behind the sidewalk.

PROPOSED TYPICAL SECTION - SENOIA ROAD SOUTH



PROPOSED TYPICAL SECTION - SENOIA ROAD SOUTH

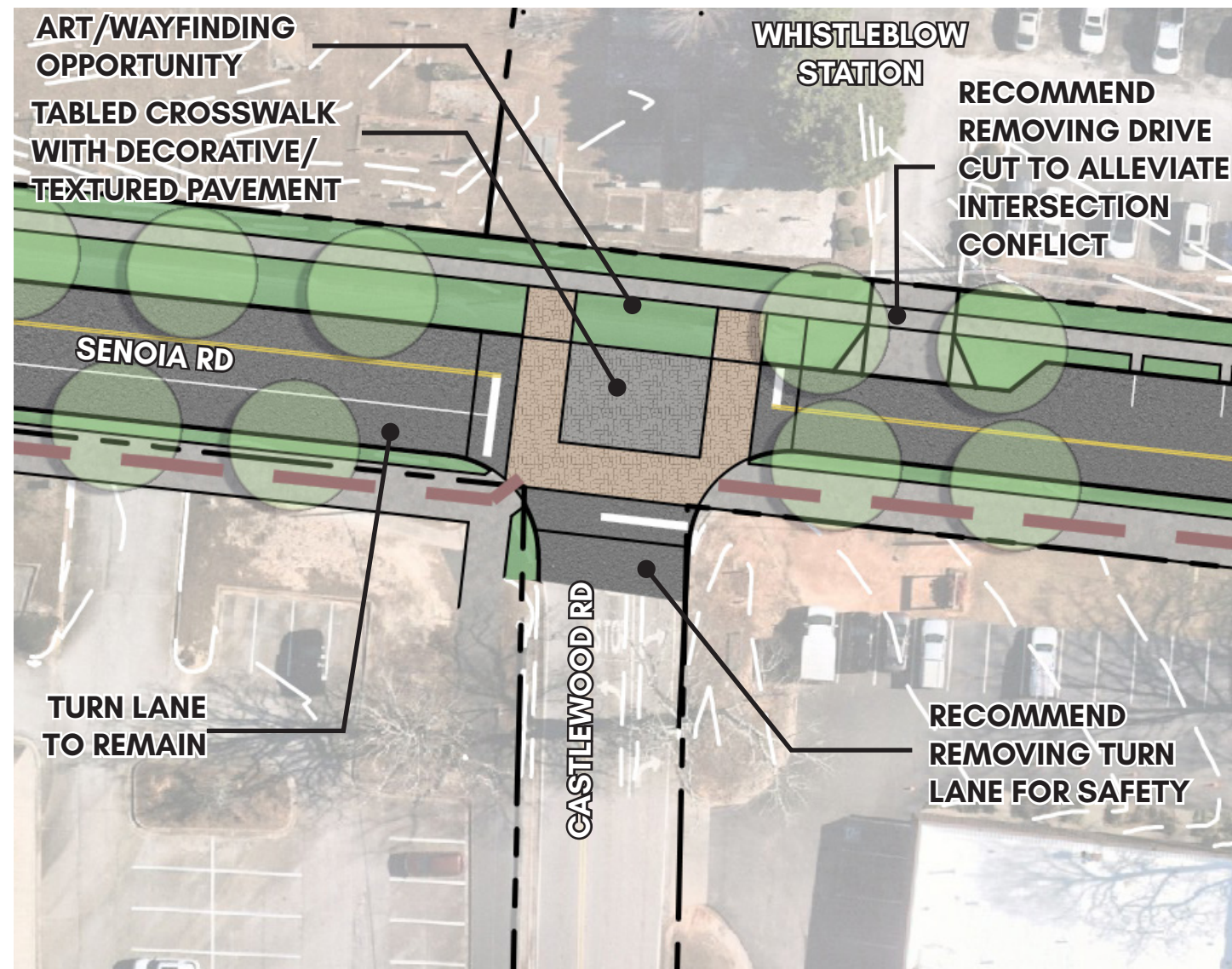


4 Senoia Road South

KEY AREA IMPROVEMENT

Castlewood Road is a major feeder street, connecting many residents living southwest of Town. The T-shaped configuration of the intersection provides a great opportunity for art and wayfinding. The tabled layout with decorative/textured pavement is consistent with the other intersections and mid-block crossings proposed elsewhere. The multiple

lanes on Castlewood currently cause some visibility issues and confusion regarding ROW. It is recommended that one lane be removed. The entrance to Whistlestop Station is also very close to the intersection and can cause conflicts. It is recommended this drive-cut be removed, as there are two additional entrances from Caboose Lane. This intersection is currently undergoing a more thorough traffic study commissioned by the Town.



INTERSECTION AT SENOIA & CASTLEWOOD



3D RENDERING - SENOIA & CASTLEWOOD



3D RENDERING - SENOIA & CASTLEWOOD

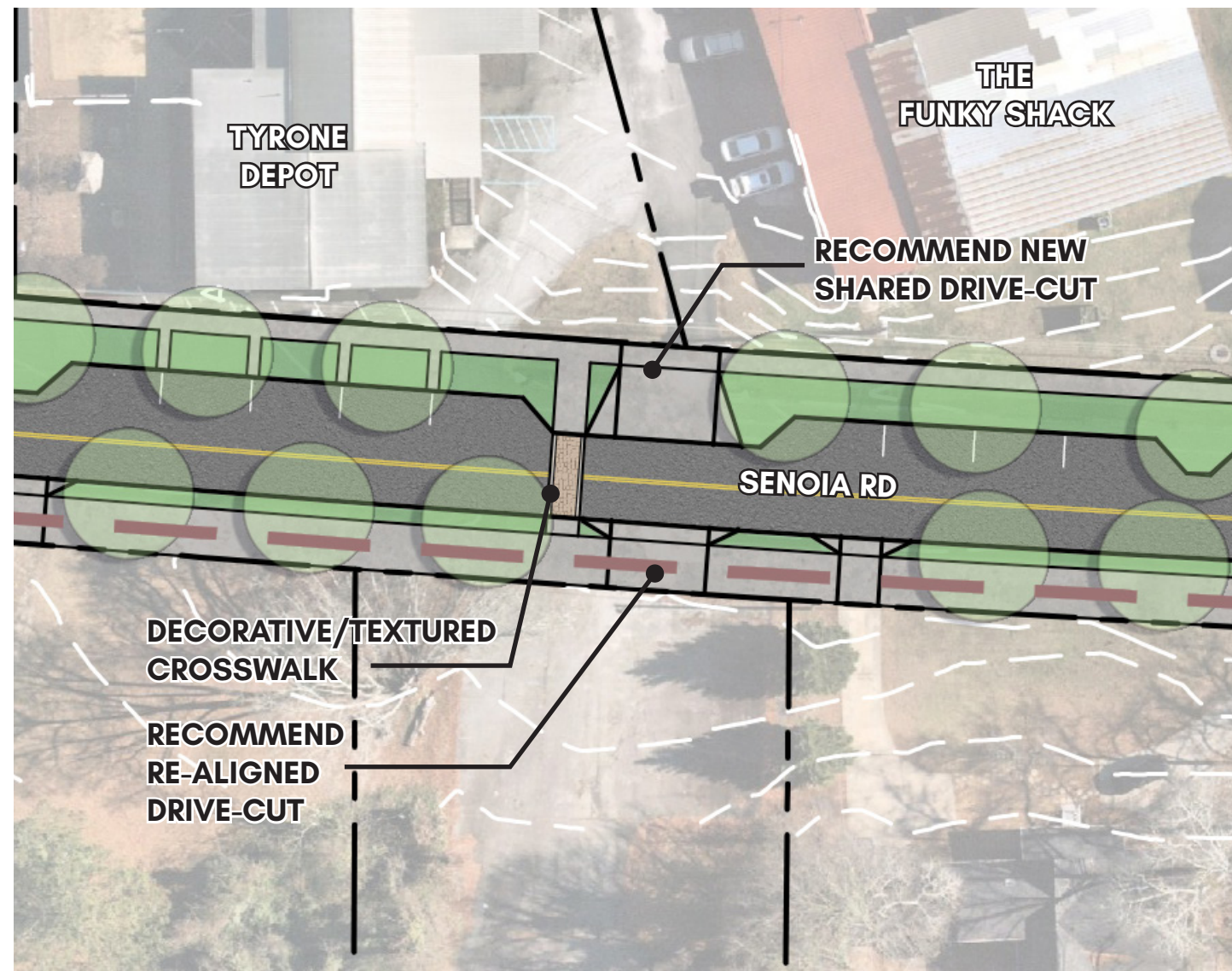


4 Senoia Road South

KEY AREA IMPROVEMENT

The Tyrone Depot is a popular event venue in the southern end of the commercial core and is flanked on either side by retail areas. The majority of available parking is located across the street from the venue, and many residents expressed concerns about the safety of event-goers crossing the street in this location.

Proposed improvements include a decorative/textured crosswalk and rapid flashing beacon (RFB) to facilitate safer crossings. It is also recommended to combine the drive-cut at the Tyrone Depot and Funky Shack and re-align the parking lot drive cut across the street to reduce potential conflicts. On street parking and landscape buffers are also proposed here.



MID-BLOCK CROSSING AT THE DEPOT



3D RENDERING - ON STREET PARKING



3D RENDERING - MID-BLOCK CROSSING AT THE DEPOT



Green Infrastructure

STREET TREES

The Town of Tyrone has traditionally been hesitant to incorporate street trees into the streetscape. Residents have voiced the following concerns:

- » Loss of visibility for businesses
- » Trees growing too tall under power lines
- » Maintenance costs

While these are valid concerns, proper planning and species selection, along with limited routine maintenance, should eliminate most downsides and conflicts.

There are a wide variety of tried and true street trees that would fit in well with the town’s goals and aesthetic ideals. These include, but are not limited to:

- » Jefferson Elm (*Ulmus americana* ‘Jefferson’)
- » Hightower Willow Oak (*Quercus phellos* ‘QPSTA’)
- » Nuttall Oak (*Quercus nutalli*)
- » Skyline Honeylocust (*Gleditsia triacanthos* var. *inermis* ‘Skycole’)
- » American Basswood (*Tilia americana*)

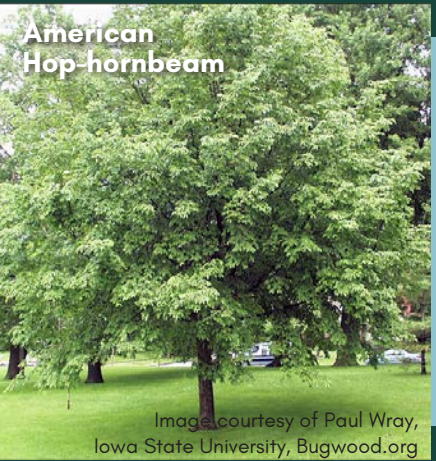
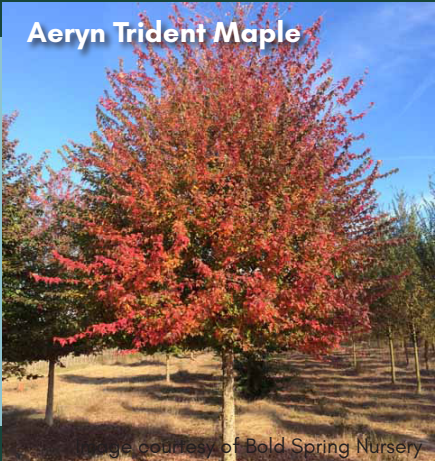
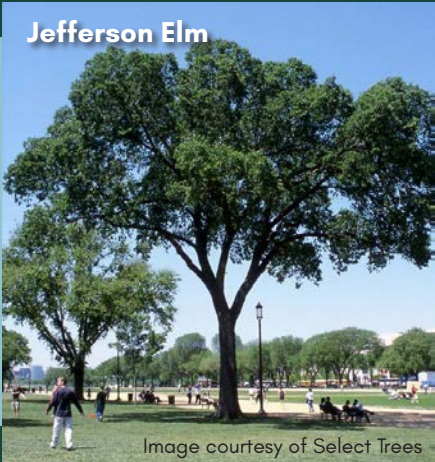
For areas under power lines, there are also many great options that stay low enough to avoid power line clearance trimming. These include, but are not limited to:

- » Aeryn Trident Maple (*Acer buergerianum* ‘ABMTF’)
- » American Hop-hornbeam (*Ostrya virginiana*)
- » Ironwood (*Carpinus caroliniana*)
- » Jaybird GA Oak (*Quercus georgiana* ‘Jaybird’)

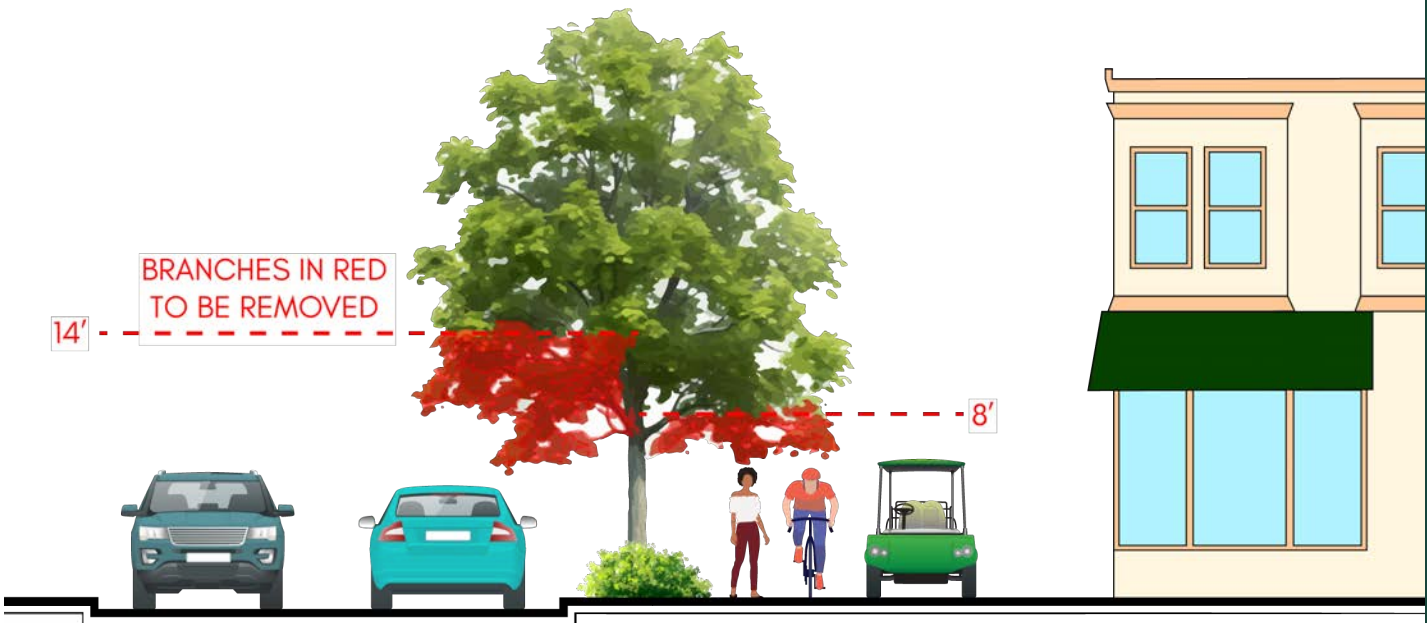
Some commonly used, but undesirable street tree species include Bradford Pear (*Pyrus calleryana*) and Crape Myrtle (*Lagerstroemia indica*). Other undesirable characteristics to avoid include:

- » Fruiting trees
- » Messy trees
- » Shallow roots
- » Weak trees
- » Invasives
- » Trees intolerant to urban conditions
- » Trees prone to diseases & pests

*Any object within the ROW, including trees, presents an inherent legal risk to the municipality. These risks can be mitigated via grade separation (curbs), lowered speed limits, and conformance to the recommended lateral offsets.



STREET TREES CAN BE PRUNED TO MAINTAIN VIEWS OF BUSINESSES



HEALTH AND SAFETY BENEFITS

Street trees directly benefit the health of residents by improving air quality through filtration of pollutants. Street trees also encourage physical activity by providing shade & improving mental health by increasing exposure to nature. Street trees increase safety by providing a physical barrier for pedestrians while also acting as a perceived visual barrier to help slow traffic.

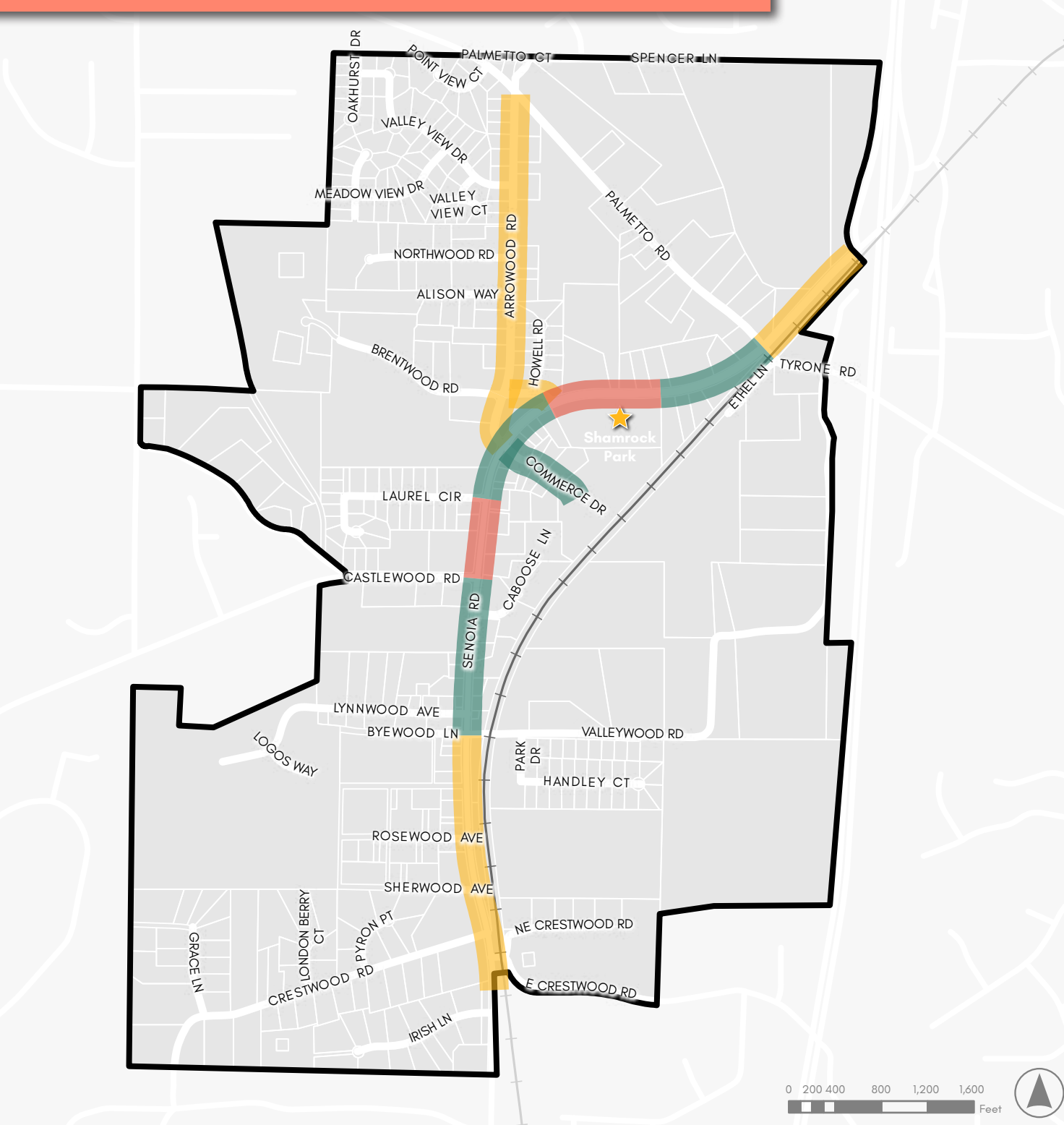
ECOLOGICAL BENEFITS

Street trees are a valuable addition to the streetscape because they also provide various ecological benefits. Street trees provide habitat and food for birds and insects, reduce stormwater runoff and pollutants, and play a vital role in carbon storage.

ECONOMIC BENEFITS

There are also some less obvious positive economic effects of providing a vegetated corridor. Street trees play an important part of creative placemaking, increasing property and business values. The shade provided by trees can also reduce energy costs and increase the life of built infrastructure.

SUGGESTED STREETScape MATRIX



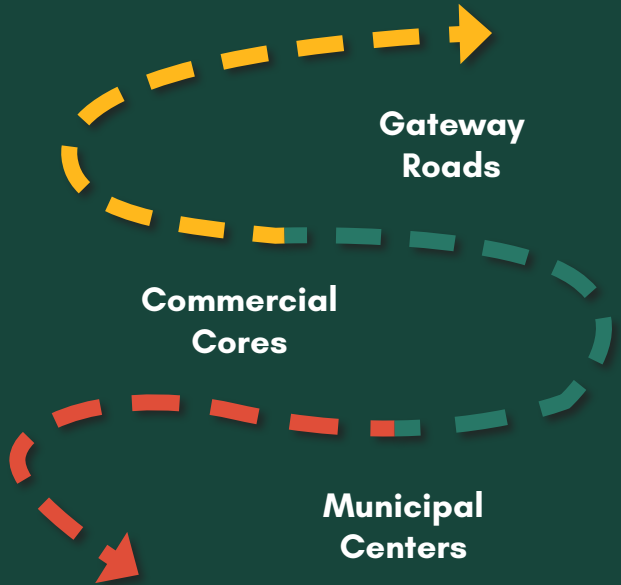
STREET LIGHTING LEGEND

- STUDY AREA BOUNDARY
- STREETS
- PARCELS
- RAILROAD
- GATEWAY ROAD
- COMMERCIAL CORE
- MUNICIPAL CENTER

STREET TREE SELECTION

The trees mentioned on the previous pages are intended to be a reference of quality and characteristics, and there are similar species that would achieve the same outcomes.

These selections can be arranged in a way that signal and highlight the different areas of town and work with the anticipated uses as a sort of informal wayfinding and reinforcement of community identity.



SUGGESTED STREETScape MATRIX

- Senoia Road - Palmetto Rd to Shamrock Park**
 - » Overstory Tree: Jefferson Elm
 - » Understory Tree: American Hop-hornbeam
- Senoia Road - Shamrock Park to Brentwood Rd**
 - » Overstory Tree: Nuttall Oak
 - » Understory Tree: Jaybird GA Oak
- Senoia Road - Brentwood Rd to Laurel Cir**
 - » Overstory Tree: Jefferson Elm
 - » Understory Tree: American Hop-hornbeam
- Senoia Road - Laurel Cir to Castlewood Rd**
 - » Overstory Tree: Nuttall Oak
 - » Understory Tree: Jaybird GA Oak
- Senoia Road - Castlewood Rd to Valleywood Rd**
 - » Overstory Tree: Jefferson Elm
 - » Understory Tree: American Hop-hornbeam
- Senoia Road - Valleywood Rd to Crestwood Rd**
 - » Overstory Tree: Hightower Willow Oak
 - » Understory Tree: Aeryn Trident Maple
- Arrowood Road**
 - » Overstory Tree: Hightower Willow Oak
 - » Understory Tree: Aeryn Trident Maple
- Commerce Drive**
 - » Overstory Tree: Skyline Honeylocust
 - » Understory Tree: N/A (no overhead lines)

GATEWAY ROADS

These trees can be used to signal an arrival into Town. Desirable characteristics include good fall color and a strong, uniform shape. These are the more residential areas where preservation of sight lines to businesses is not a concern.

COMMERCIAL CORES

Trees in front of businesses should provide an abundance of shade while preserving sight lines to storefronts. A vase-shaped form is desirable for this function. These trees should not produce an excess of debris.

MUNICIPAL CENTERS

These trees can be striking in appearance and signal a separate use from the other areas of town. Additional desirable characteristics include a clean leaf drop in fall to assist town staff with maintenance.

STORMWATER MANAGEMENT

The various stormwater management solutions available are all important for controlling runoff and improving water quality. As the design area and adjacent uses change throughout the corridor, different strategies will be used in conjunction to provide adequate drainage.

ROADSIDE DITCHES

- » Already in use for much of the corridor
- » Requires more space on the side of the road.



BIOSWALES

- » Preferred alternative to detention ponds where space is available.
- » Town Hall is a great example



STORMWATER PLANTERS

- » For where there isn't room for traditional turf ditches or large bioswales.



INLETS AND OFFSITE DETENTION

- » May be required in the more developed areas or where there is concentrated flow and limited space.

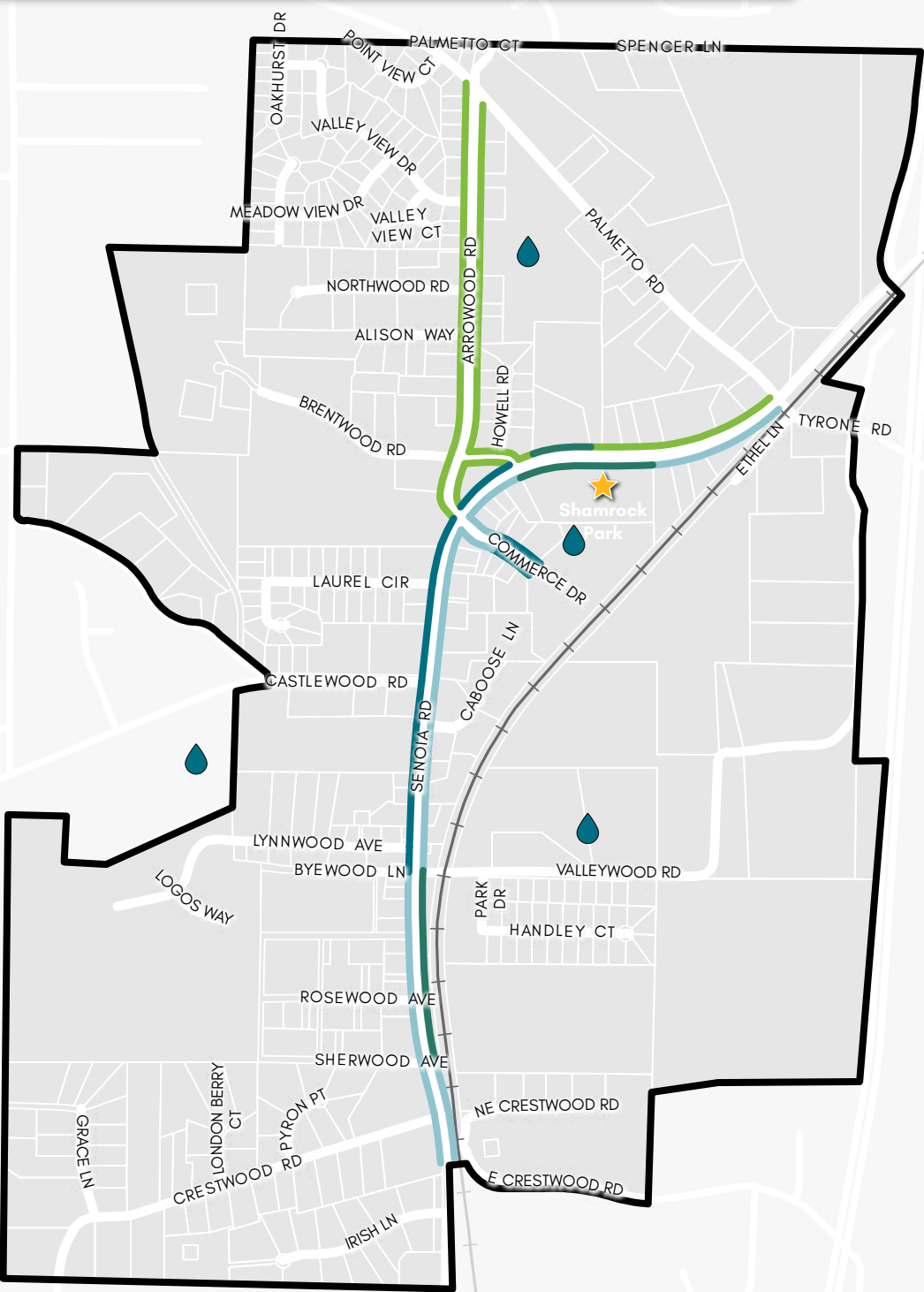


OFFSITE DETENTION

Further analysis and capacity studies will have to be completed to asses the feasibility of offsite detention at the following sites:

- » Shamrock Park pond
- » Farris Lake
- » Lakes between Castlewood & Lynnwood
- » Detention integrated with proposed development at Arrowood & Palmetto

STORMWATER PLANNING



STORMWATER PLANNING LEGEND

- | | | |
|-----------------------|-----------------------|-------------------------------------|
| — STUDY AREA BOUNDARY | — BIOSWALES | ● POTENTIAL OFFSITE DETENTION AREAS |
| — STREETS | — STORMWATER PLANTERS | |
| — PARCELS | — STORM INLETS | |
| — RAILROAD | | |

ELECTRIC VEHICLE INFRASTRUCTURE

Fayette County currently leads the state in electric vehicle (EV) adoption, and regional trends indicate a continued increase in EV use. In response, the Town of Tyrone is exploring opportunities to support this transition through the strategic placement of Level II EV charging stations on Town-owned properties—without requiring upfront public investment.

Rather than pursuing traditional, Town-funded installation models, the plan outlines cost-neutral or revenue-generating approaches that rely on public-private partnerships. One such option includes Coweta-Fayette EMC’s “charging as a service” program, which offers municipalities a turnkey, 5-year service agreement. Under this model, EMC manages installation, operation, and maintenance of dual-port Level II stations, with a flat monthly service fee of \$200 per unit—eliminating upfront capital costs and ongoing maintenance responsibilities for the Town.

The plan also recommends that the Town preserve physical space in strategic downtown locations that could accommodate future charging stations. This creates the potential to lease sites to private installers, allowing for market-driven expansion of EV charging access as demand grows.

OPPORTUNITY – LEVEL II CHARGING AT TOWN HALL AND AT SHAMROCK PARK

Coweta-Fayette EMC is the preferred partner to provide charging as a service at selected Town parking sites. The EMC hosts the Commercial EV Charging Station Leasing Program that covers the installation and maintenance of charging stations for up to 5 years.

The EMC will install charging stations at Town Hall and at Shamrock Park, providing EV charging stations to Town citizens and visitors. The Town will not subsidize charging; Coweta-Fayette EMC will collect payment directly via mobile app.

OPPORTUNITY – IDENTIFY SOLAR INSTALLERS WHO CAN LINK SOLAR TO THE CHARGING STATIONS AT SHAMROCK PARK

Connecting solar power to EV charging stations is an impactful strategy for promoting sustainable energy use and reducing the carbon footprint of electric vehicles. Solar-powered EV chargers offer a clean, renewable energy source, which helps to offset the electricity typically generated from fossil fuels. By integrating solar, charging stations can become energy self-sufficient, especially in areas with abundant sunlight, reducing dependence on the grid and enhancing energy resilience.

Shamrock Park was identified as the least complicated site for installation. While this option will require identifying funding resources, our team has discussed the following options:



Source: BlinkCharging.com

Example of a solar shade structure

MANUFACTURERS THAT WORK WITH PV SYSTEMS:

» MDT-tex

» Enphase

» Enelx

» Beam Global

» SolarEdge

» Envision Solar

» EVBox

» OpenEVSE

OPPORTUNITY – ON-STREET PARKING ALONG THE FUTURE MULTI-USE PATH ON SENOIA ROAD NEAR THE TYRONE DEPOT

The Town of Tyrone forecasts the implementation of more charging infrastructure on Senoia Road near the Tyrone Depot. While no date has been set for this phase, we have identified several considerations:

Safety:

- » Designing parking spaces that avoid blocking bicycle lanes.
- » Ensure the hardware incorporates cord management.
- » Ensure drivers are not in the way of high-speed traffic when exiting/entering the car.

Site Considerations:

- » Ensure stormwater doesn’t puddle where the driver would need to access the charging station or port on their vehicle.
- » Place chargers every other space so that the Town can maximize the impact of each dual port installation.
- » Chargers installed closer to power supply save considerable amounts on construction costs.

User Experience:

- » Ensure the chargers are easy to use.
- » Provide clear instructions for use, rules about parking time limits (if any), and costs (if any).
- » Choose on-street parking spots within walking distance to destinations such as the multi-use path, shopping, and/or food/coffee.

LEVEL-2 CHARGING OVERVIEW

Charge Time

» 5-6 Hours (from 0%)

Best Use

» Workplace charging, mileage booster when you have time to watch a game, enjoy a meal, do a little shopping, etc.

Power Needs

» Similar to a small clothes dryer

Site Considerations

» Site Needs (distance from power)

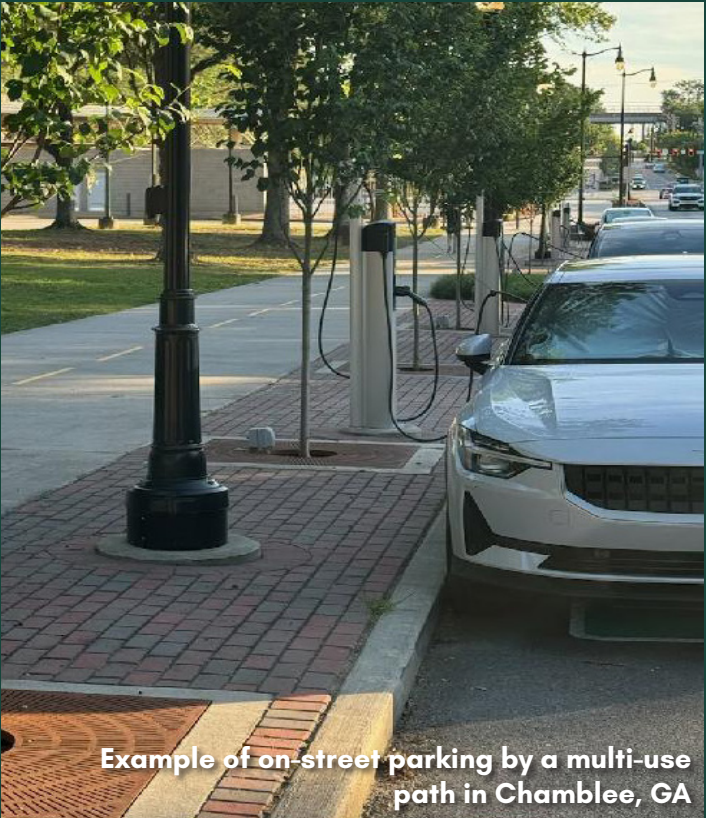
» Utility Preparedness

» Timing on Installation

» EV Readiness availability

» Safety

» Cell & Wi-Fi Access



Creative Placemaking

There are many elements that can reinforce the Town of Tyrone’s sense of place and cultural identity. The items identified on the following pages further the goal of making the downtown core more of a destination and elevating the best parts about the Town of Tyrone.

GATEWAY AND WAYFINDING SIGNAGE

The project team worked closely with town staff to develop gateway and wayfinding signage concepts. The brick and precast elements of the gateways and monuments keep the signs rooted in the town’s traditional-leaning aesthetic, while the clean lines bring a fresh and contemporary feel. The metal wayfinding signs also combine a more traditional decorative pole base with more simple, clean directional markers. These signs will enhance amenity awareness for residents and visitors alike.



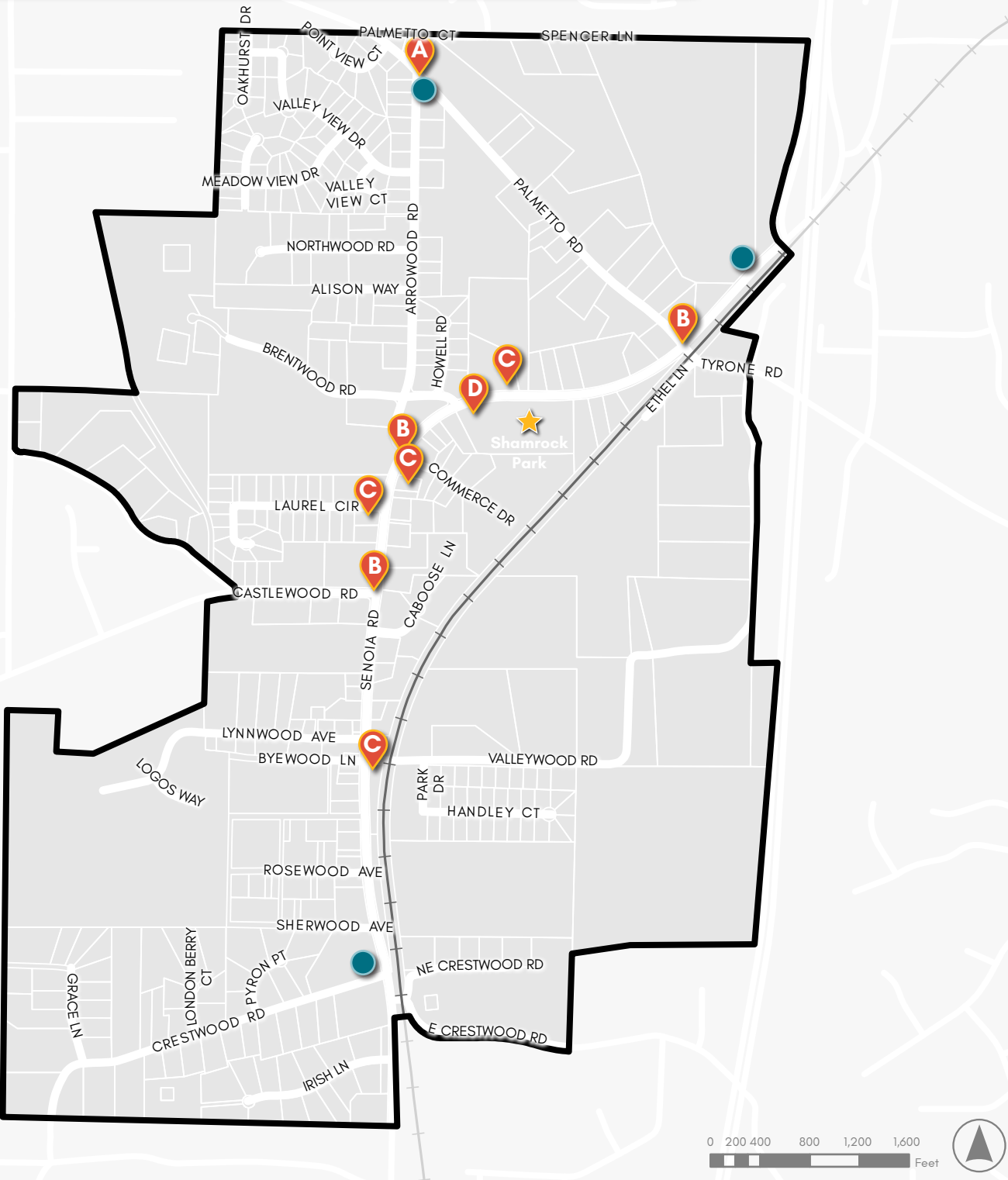
Gateway, Monument, and Wayfinding Signs, and Street Lighting

ARCHITECTURAL DESIGN

The Town of Tyrone can regulate the general architectural aesthetic through ordinances. It is especially important to ensure new construction will meet the desired visual principles. Other elements of architectural design include street lighting, crosswalks, and town furnishings. The town has approved a new street light design and is implementing decorative/textured crosswalks.



CREATIVE PLACEMAKING OPPORTUNITIES



CREATIVE PLACEMAKING LEGEND

- STUDY AREA BOUNDARY
- STREETS
- PARCELS
- RAILROAD
- PLACEMAKING OPPORTUNITY
- GATEWAY SIGN LOCATION

PUBLIC ART OPPORTUNITIES

Public art can and should be created by members of the community, with input from the public. This vital tool of communal expression can be provided in a number of mediums on various scales, including sculptures, murals, and other monuments. Public art can increase residents’ pride in their community and make the town feel truly unique to visitors.

As art is highly subjective, one common issue with these notably visible pieces is achieving a consensus on what is aesthetically acceptable. All types of public are should be reviewed by a small board of community members and town staff who can regulate art prior to its creation and installation to ensure that it is in line with the town’s goals and identity. Currently, the Town’s ordinances prohibit murals.



Street Lighting

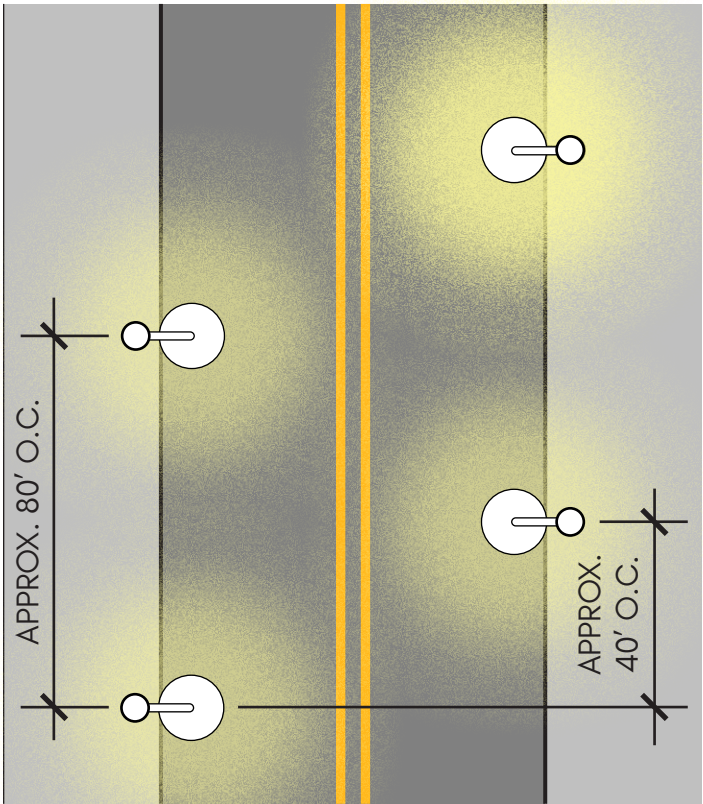
In addition to the aesthetic and creative placemaking benefits of street lighting, what is most important is the added safety and wellness provided by adequate lighting.

LIGHTING STANDARDS

Lighting throughout the corridor is currently spaced 100 to 400 feet on center and is insufficient to ensure safety and security for vehicles, pedestrians, and other modes of transportation.

With the currently designed 12-foot pole height, recommended spacing is approximately 40 feet on center. The arrangement can be staggered so the spacing is approximately 80 feet on center on each side of the road.

STAGGERED SPACING EXAMPLE



APPROVED STREET LIGHT FIXTURE

Classical Downward Light Single-Arm

Traditional Mount Arm (rounded bar)

GFCI Outlet (top of pole)

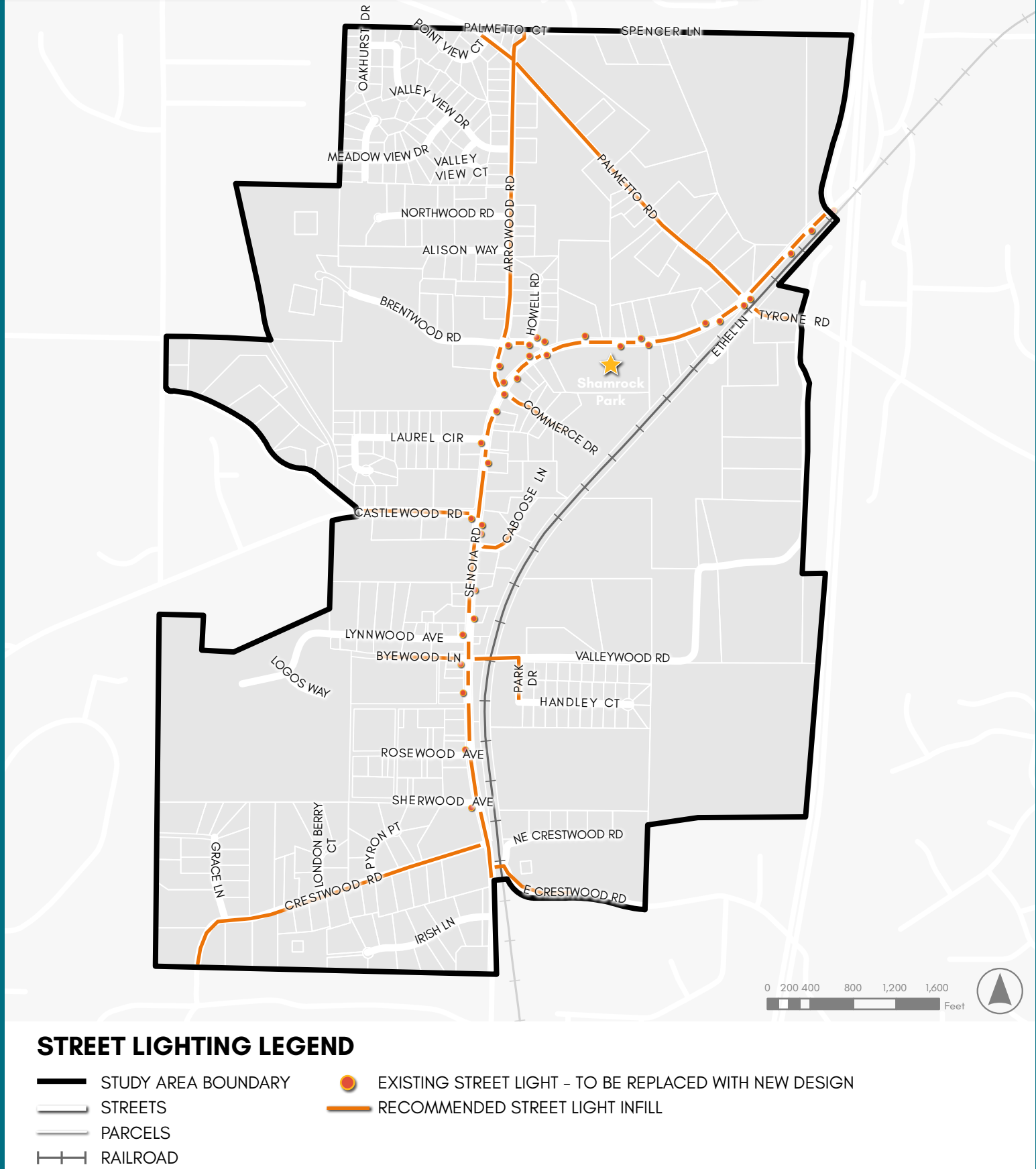
Cost Estimate (12' pole)
\$3,121.00

Classical Downward Light Twin-Arm

GFCI Outlet (top of pole)

Cost Estimate (12' pole)
\$5,000.00

STREET LIGHTING RECOMMENDATIONS



On-Street Parking

On-street parking serves a few purposes:

- » Providing convenient access to retail areas
- » Physical barrier for multi-use trail user safety
- » Visual barrier for traffic calming

EXISTING ON-STREET PARKING

On-street parking is currently located in two areas. There is angled parking at Veterans Memorial Park as well as angled parking at Red Door Consignment and the Tyrone Depot.

The parking located at Veterans Memorial Park works well with the rest of the proposed improvements and is recommended to remain.

The parking located at Red Door Consignment and the Tyrone Depot is, while currently convenient for those two businesses, at-odds with the proposed improvements. With a narrower ROW on this portion of Senoia Road, angled parking is simply not feasible in addition to the multi-use trail and landscape area improvements. It is recommended that this parking be converted to parallel parking. With the other parking added nearby, there is no net-loss in this area, and a substantial net-gain throughout the corridor.

ON-STREET PARKING STANDARDS

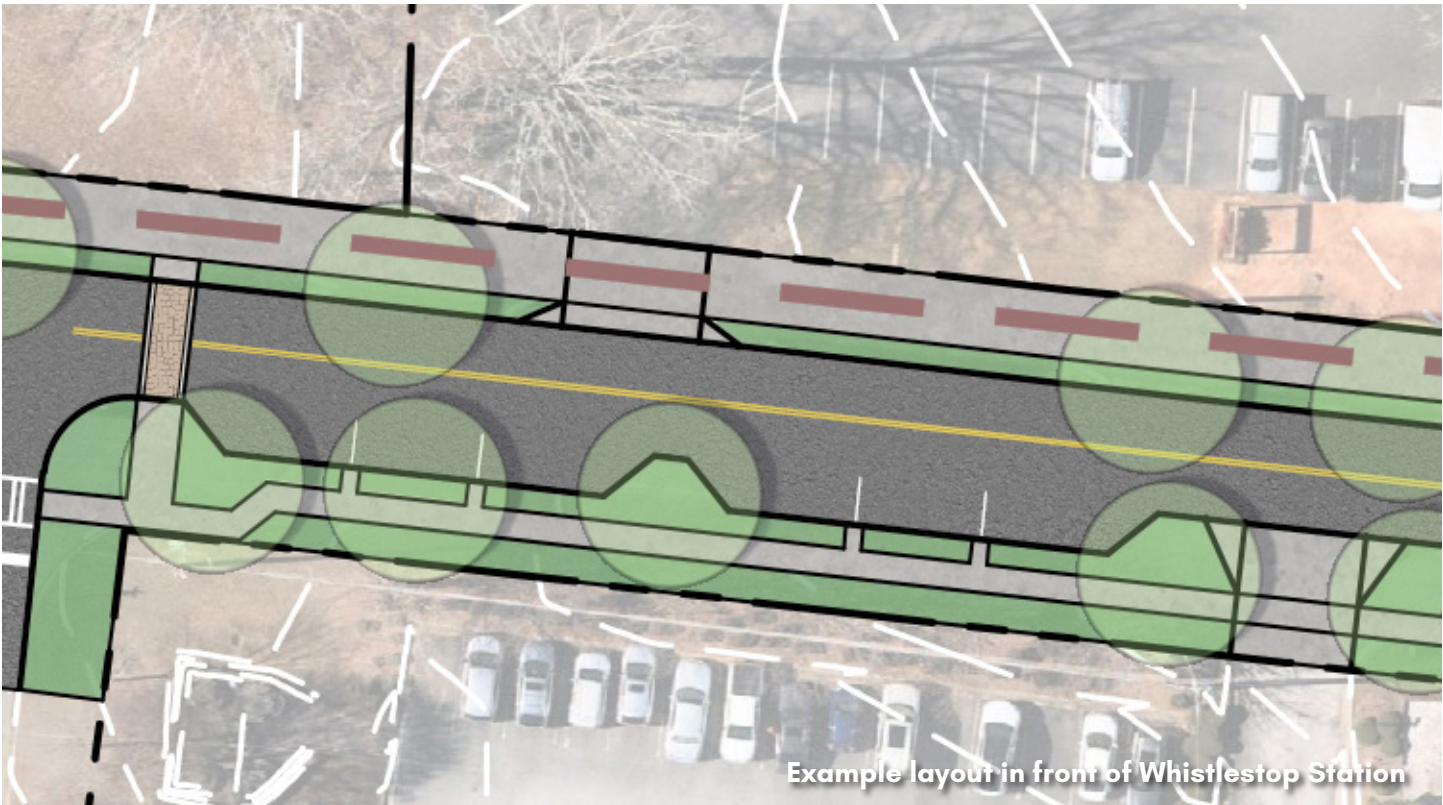
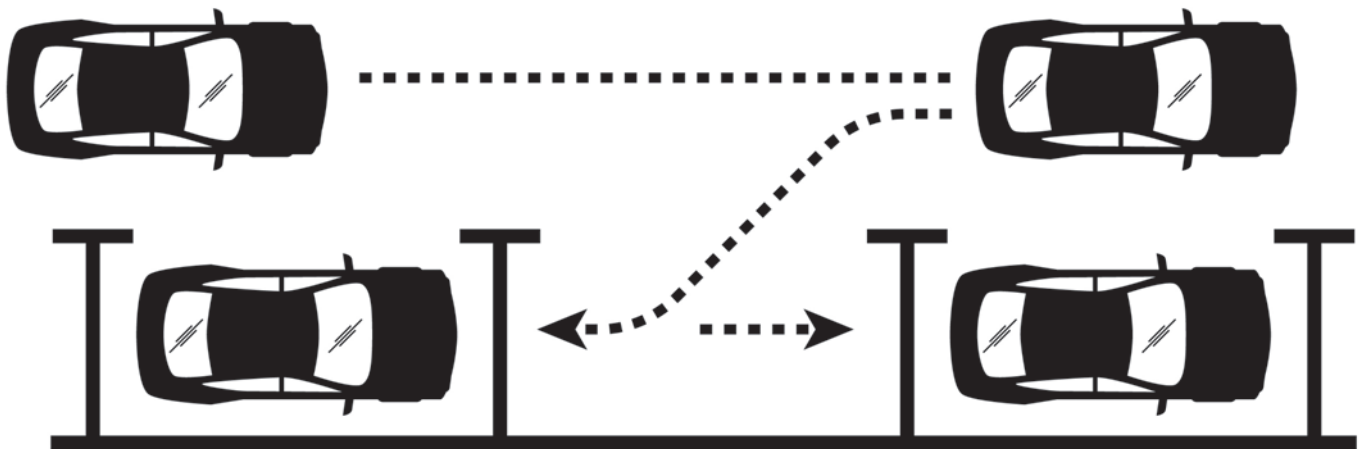
While angled parking may not be the right fit for this corridor, parallel parking is a viable solution that accomplishes all of the benefits listed previously.

As currently shown on the concept plan, parallel spaces are 8 feet wide and 22 feet in length. Spaces at the end of bays have an extra 8 feet of room for maneuvering. Parking bays are broken intermittently to allow for bump-outs with shade trees. Access to the sidewalks and trails are provided by a 3-foot wide sidewalk through the landscape buffers/stormwater planters.

Some residents have expressed hesitancy towards parallel spaces, and because this area is less dense and less developed, dimensions could be increased slightly to give more space for less experienced drivers and larger vehicles while keeping the design intent intact.

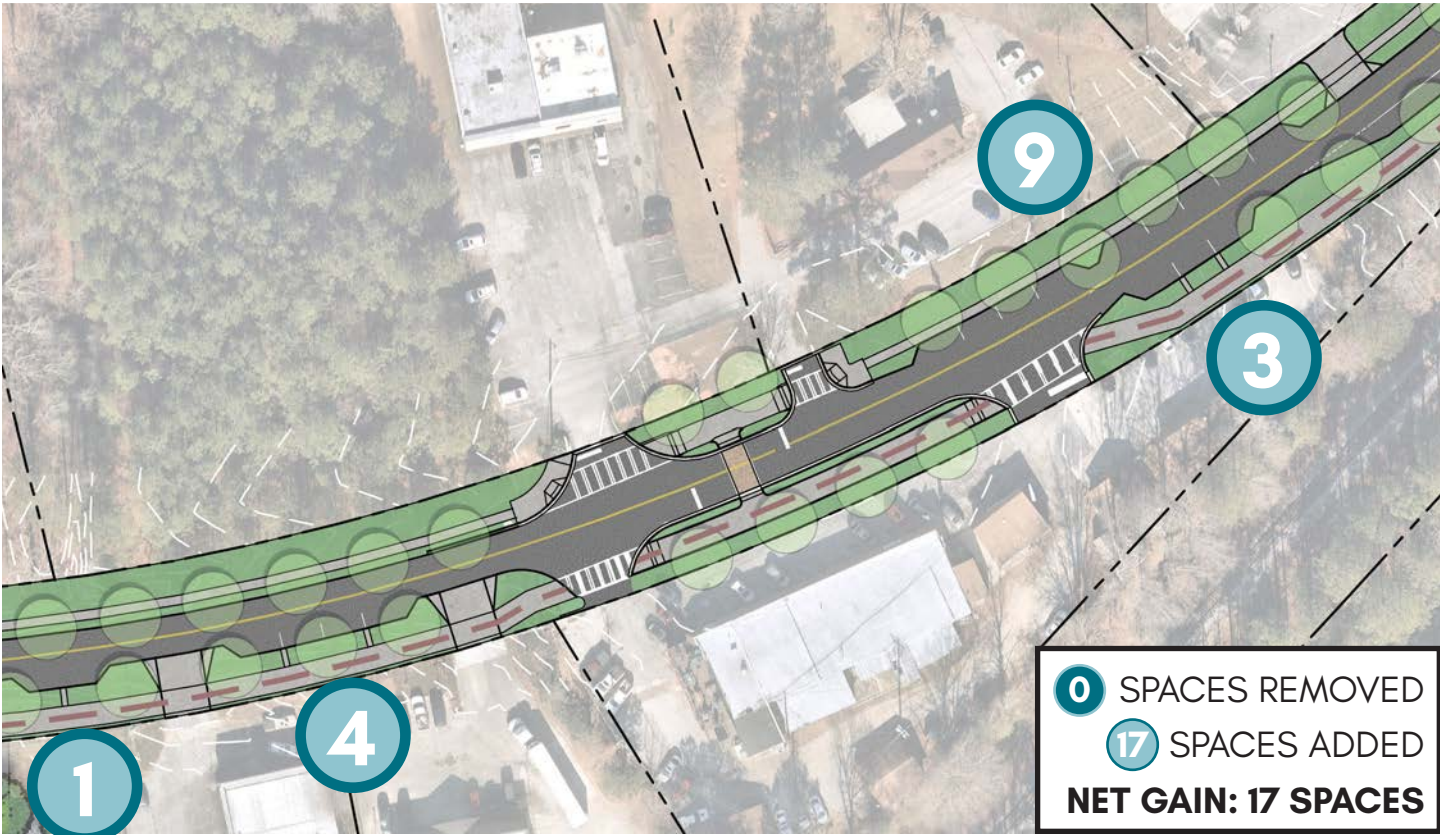
GOLF CART PARKING

Golf cart parking is not explicitly accounted for in the proposed improvements, but it is possible to either convert a vehicular space to multiple golf cart spaces or implement golf cart parking in areas otherwise unsuitable for larger vehicles.

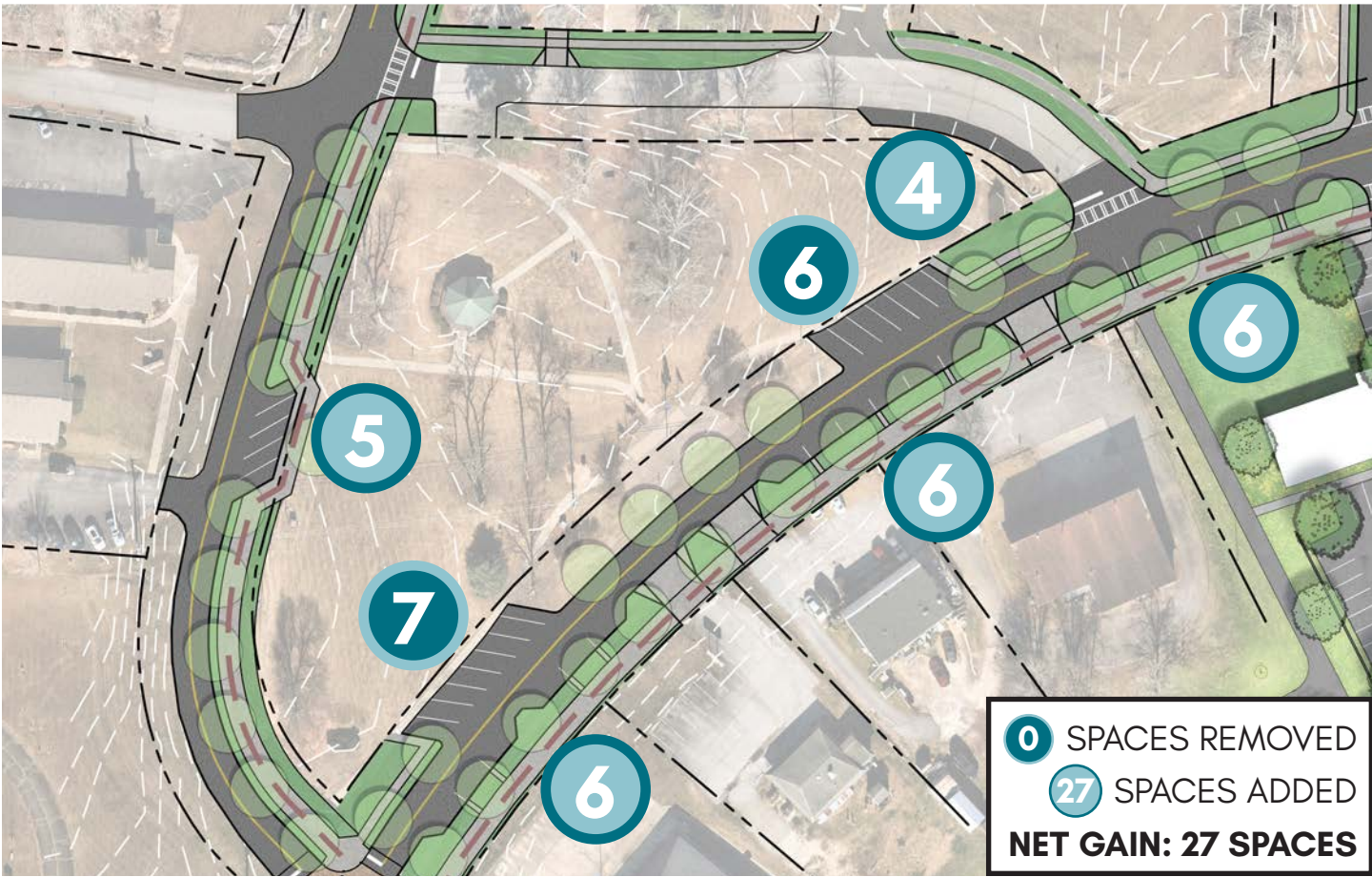


On-Street Parking

PARTNERS / KAKAO



VETERANS PARK

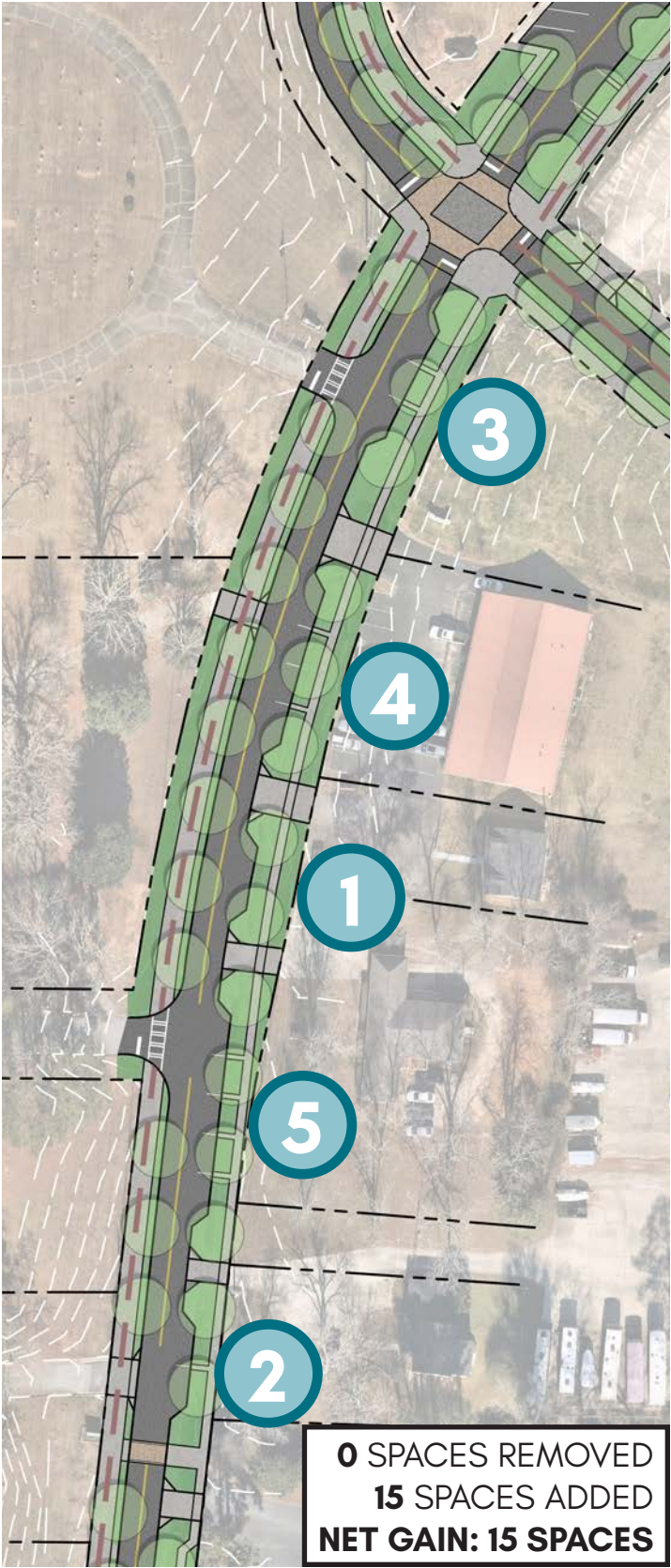


On-Street Parking

LAUREL CIRCLE



0 EXISTING SPACES

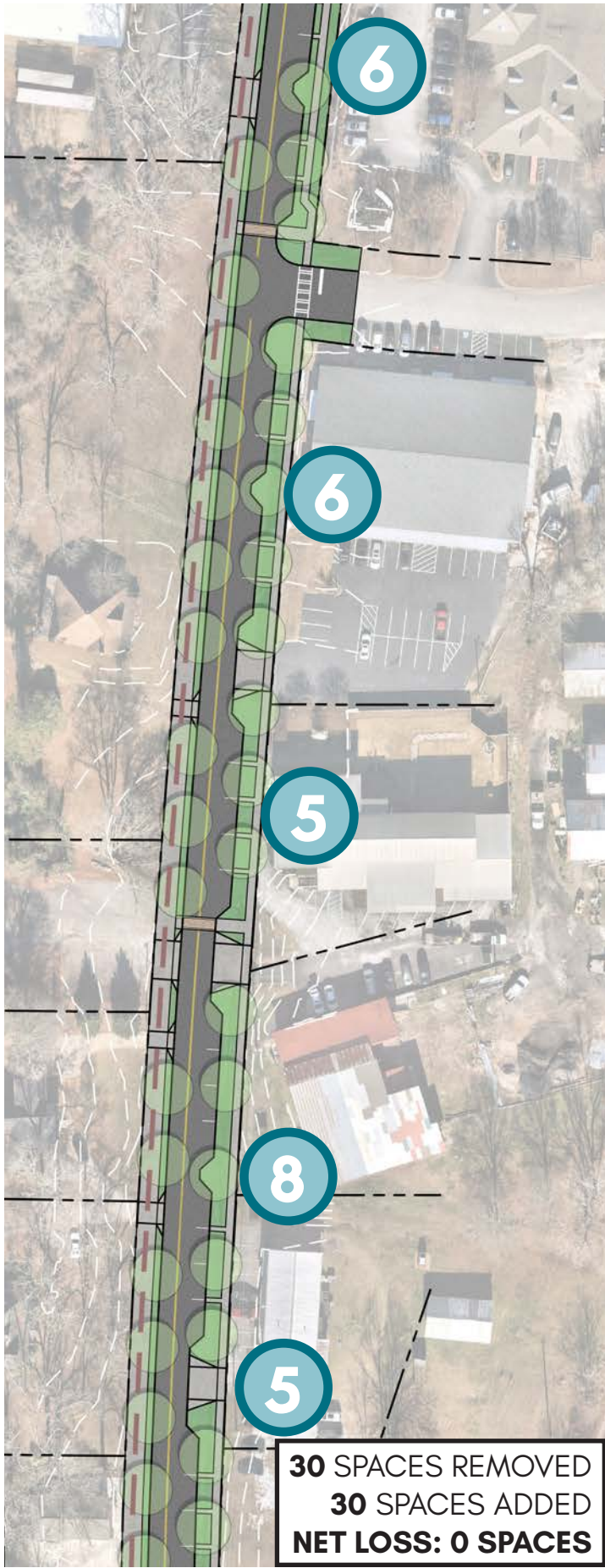


0 SPACES REMOVED
15 SPACES ADDED
NET GAIN: 15 SPACES

THE DEPOT / FUNKY SHACK



30 EXISTING SPACES



30 SPACES REMOVED
30 SPACES ADDED
NET LOSS: 0 SPACES

Additional Connections

There are multiple areas directly adjacent to the study area that can provide much needed connectivity to the Town core. While some of these projects are outside the study area, the project team felt it was important to address the areas below to update the public on current and future improvement efforts to provide a comprehensive view of the area.

IMPROVED RAILROAD CROSSINGS

Railroad crossings are an important part of the Town’s connectivity strategy. Additional pedestrian and golf cart crossings can be provided as part of future roadway improvements at Tyrone Road, Valleywood Road, and East Crestwood Road. Additional vehicular crossings will be more difficult, but may be possible as part of a larger future development. The Town is making every effort to work cooperatively with CSX to explore these opportunities; however, CSX’s cooperation is not guaranteed and may affect the feasibility or timing of future crossings.

FABON BROWN PARK TO EAST CRESTWOOD ROAD

Fabon Brown Park can be connected to East Crestwood road via new roadways and along Valleywood Road as outlined in the 2021 Envision Tyrone LCI Plan.

TUNNEL THROUGH RAILROAD FROM SHAMROCK PARK

The 2021 Envision Tyrone LCI Plan recommends adding a multi-use tunnel under the CSX railroad line just north of the current recreation center along the sewer easement that would provide direct access between the downtown core and residential properties east of the railroad. The

plan also recommends expanding multi-use trails east of the CSX railroad line associated with any proposed new development.

UTILITY EASEMENT GREENWAY

The existing utility easement can be utilized for a multi-use path as outlined in the 2021 Envision Tyrone LCI Plan.

EAST CRESTWOOD ROAD

A multi-use path has been designed for East Crestwood Road and the current recommendations are intended to tie into this project.

CONNECTION TO PEACHTREE CITY VIA DOGWOOD TRAIL

A project is currently underway to connect a path from Dogwood Road through the Tullamore and Brooks Drive neighborhoods to East Crestwood Road. This will provide better pedestrian and golf cart connectivity for residents further south and for those traveling on to Peachtree City.

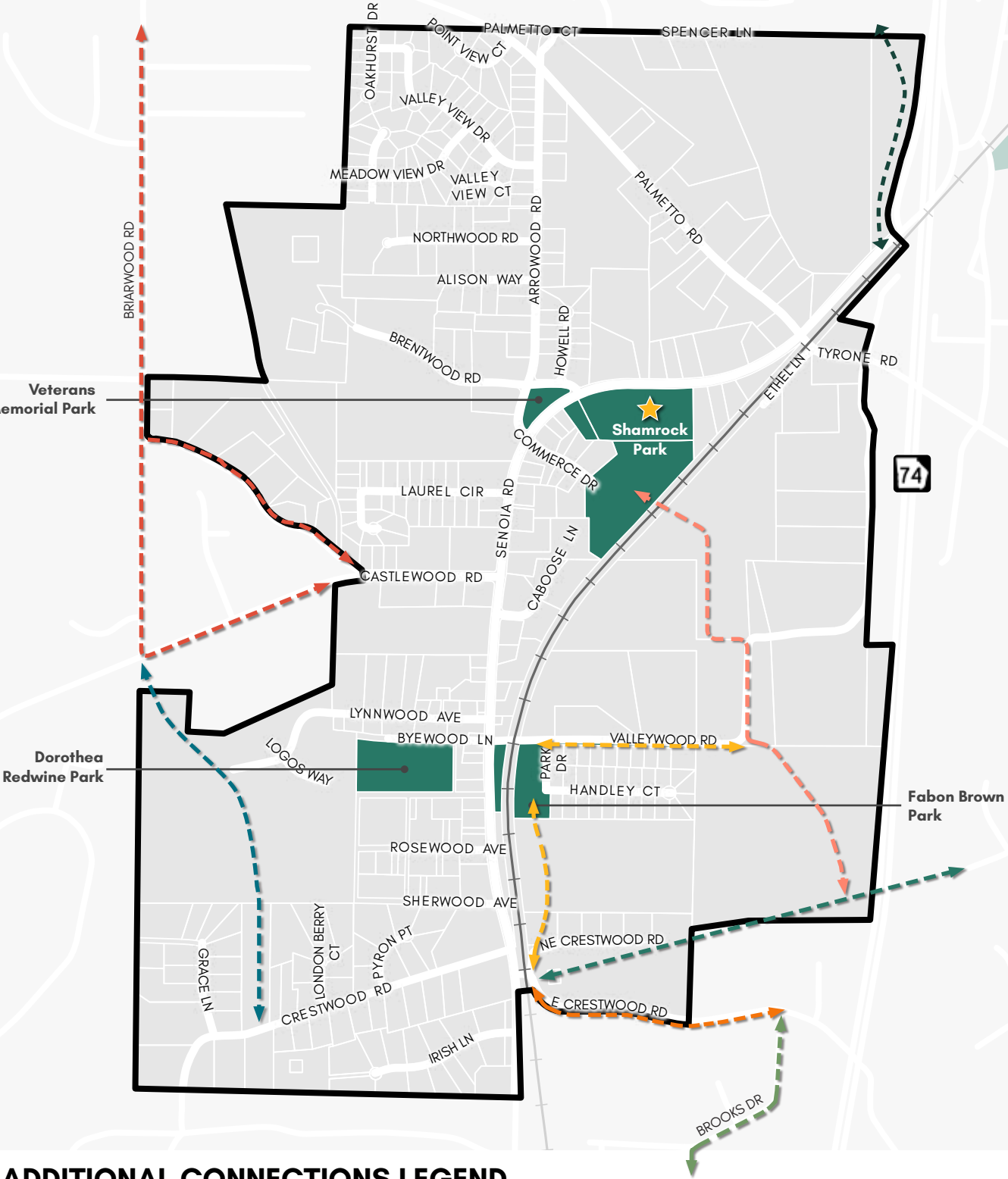
BRIARWOOD ROAD

The large concentration of residents along Briarwood Road and Laurelwood Drive are best connected to the study area via the existing multi-use paths along Castlewood Road. There are currently no more direct options for connectivity feasible at this time.

OM PROPERTY CONNECTIONS

OM (Operation Mobilization) may develop this property in the future and development could include additional roadway connections.

ADDITIONAL CONNECTIONS



ADDITIONAL CONNECTIONS LEGEND

- STUDY AREA BOUNDARY
- STREETS
- PARCELS
- RAILROAD
- PARKS



04

Implementation

IMPLEMENTATION STRATEGY
ACTION MATRIX
PHASING & IMPACT ANALYSIS
100-DAY ACTION PLAN
ORDINANCE AND POLICY RECOMMENDATIONS

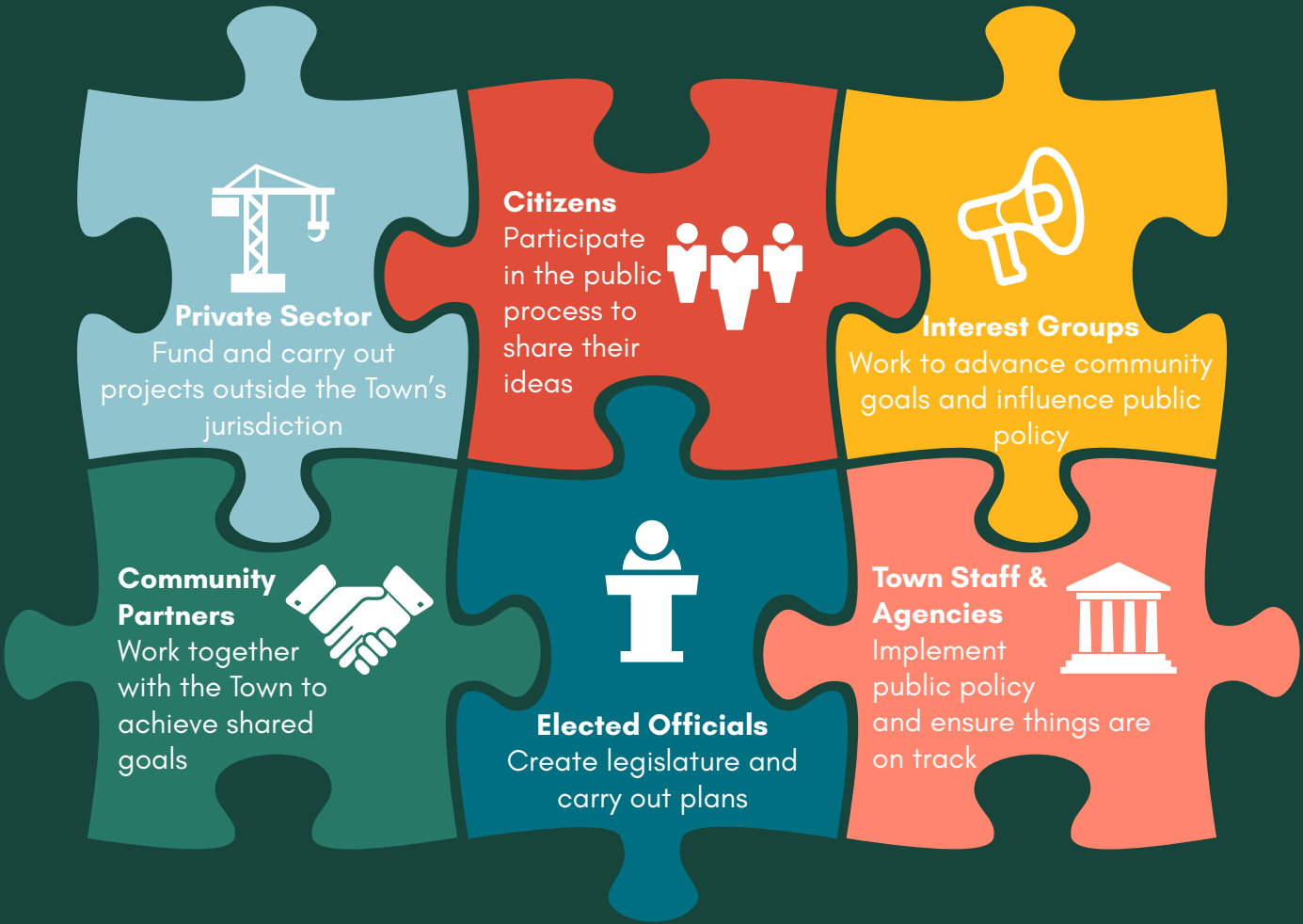
Implementation Strategy

OVERVIEW

The implementation strategy in this section provides key next steps to realize the vision of this LCI plan. The projects and initiatives identified lay the groundwork for short- and long-term improvements for Tyrone’s Town center. The projects and initiatives are divided into four groups: mobility, green infrastructure, placemaking, and parking.

HOW WILL THESE RECOMMENDATIONS BE IMPLEMENTED?

Implementing these recommendations will involve many groups working both independently and together to fulfill the Town’s vision and goals.



TOWN STAFF & AGENCIES

Most public projects will be managed by the Town of Tyrone staff in various departments including Community Development, Engineering, and Public Works.

ELECTED OFFICIALS

Local elected officials vote to adopt local plans and are important to the timeline and implementation of identified projects.

COMMUNITY PARTNERS

Community partners can include agencies outside of Tyrone, non-profits, special interest groups, and advocacy groups. They can help provide funding for projects, in some cases, provide the staffing needed to complete various Town initiatives. Not every project will require their participation, but efforts should be made to involve the applicable group when necessary. These community partners include, but are not limited to, the following organizations:

- » Atlanta Regional Commission (ARC)
- » Georgia Department of Transportation (GDOT)
- » Fayette County
- » Fayette Chamber of Commerce
- » Fayette County Development Authority
- » Fayette County Board of Education
- » Tyrone Museum
- » Volunteer groups
- » Neighborhood associations

PRIVATE SECTOR

Some of the ideas set forth in this plan will require the participation from the private sector, including donors and real estate developers. Donors can provide funding for public projects or volunteer time toward initiatives. Real estate developers can fund and construct projects including buildings, sidewalks and trails, and parks that the Town or its community partners cannot fund and / or construct themselves. The Town would encourage the participation of not only large-scale commercial and residential developers who can fund and construct larger projects, but they would also encourage smaller scale developers to participate, especially with infill development, renovations and re-use projects, and smaller real estate undertakings.

INTEREST GROUPS

Interest groups rally around common ideas. They work to advance goals, influence public policy, and provide advocacy for unheard voices. They may show up to community meetings to show support for ideas or to protest them. The Town of Tyrone should make sure to include these groups as stakeholders as much as possible. While not every project may warrant their participation, care should be taken to involve the appropriate groups when necessary to address their goals and gain their support as this plan is implemented. Examples of interest groups include, but are not limited to:

- » Environmental groups;
- » Economic interest groups;
- » Religious organizations;
- » Historic preservationists;
- » Affordable housing advocates;
- » Civil rights and social justice groups;
- » Business associations; and
- » Arts and cultural organizations.

FUNDING SOURCES

A majority of the recommended projects do not have a known cost yet, as it will depend on the size of the effort. Potential funding sources include:

General Fund

The Town’s general fund is a principle source of funding for town-wide improvement projects. This source takes in funding from property taxes, business taxes, franchise fees, licensing and permitting fees, special purpose taxes, fines and forfeitures, and other revenues. It is anticipated that many of the projects identified in the Action Matrix would utilize the general fund as a funding source.

Georgia Department of Transportation (GDOT)

GDOT provides funding to maintain and improve their highways. They also provide funding to local projects through grants.

GDOT’s Quick Fix program can pay for small improvements on state highways quickly and cheaply. Example projects include signage, striping, pedestrian hybrid beacon or Rapid Reflecting Flashing Beacons (RRFBs), flexible posts, etc. It is recommended to reach out to the local District Office as a first step.

Local Maintenance & Improvement Grant (LMIG)

LMIG is a part of GDOT and can be used for a variety of projects, including but not limited to intersection improvements; signal installation or improvements; patching, leveling, and resurfacing a paved roadway; preliminary engineering (including engineering work for ROW plans and utility plans); roadway signs and striping; sidewalk adjacent (within ROW) to a public roadway or street; turn lanes; and utility adjustments or replacement.

Special Purpose Local Option Sales Tax (SPLOST)

SPLOST funds can be used on any public infrastructure project, which encompasses roads, streets, bridges, trails, sidewalks, bike/pedestrian facilities, public art, streetscapes, gateways, and parks. These expenses include ROW acquisition, construction, rehabilitation/reconstruction, relocation, drainage improvements, repairs, and major equipment. SPLOST funds can be used on State-owned and maintained facilities. GDOT coordinates with the local governments on SPLOST funded transportation projects. The 2023 SPLOST has dedicated funding for this work, but not enough to implement all aspects of the LCI. Such funding can be utilized to match federal dollars.

County TSPLOST

Fayette County TSPLOST programs are similar to state-wide SPLOST programs, but managed on a smaller, county level. Funding is for use on transportation-related projects.

Federal Transportation Discretionary Fund

Each year, the U.S. Department of Transportation (DOT) awards billions of dollars in competitive grant funding to local governments, metropolitan planning organizations, transit agencies, and state departments of transportation. Some grant programs are also available to non-profit organizations, academic institutions, and private businesses that are doing work to advance community infrastructure projects, improve safety and economic development, or help to transition to a clean energy and more climate resilient future. Funding will be available programs such as Safe Streets for All and BUILD (formerly RAISE), at least until the new transportation funding reauthorization scheduled for Sept. 30, 2026.

Georgia Transportation Improvement Bank (GTIB)

GTIB is a grant and low-interest loan program administered by the State Road & Tollway Authority (SRTA). Since its inception, GTIB has provided over \$216 million in loans and grants to highly competitive transportation projects that have enhanced mobility and driven economic development in communities throughout Georgia.

Community Development Assistance Program (CDAP)

In 2018, the ARC launched a technical assistance and grant program with the goal of helping cities, counties, and nonprofit organizations find solutions to land use and transportation planning issues. In addition to maximizing ARC resources directed towards communities, CDAP is also a partnership with external agencies looking to tackle similar issues. Four types of technical assistance are offered through CDAP, one of which includes implementation. Implementation includes high-priority action items identified in adopted plans. Smart Communities is also one of the focus areas.

Redevelopment Fund (RDF)

The Georgia Department of Community Affairs recognizes that redevelopment projects can be the most challenging economic and community development projects a local government may undertake. The Redevelopment Fund (RDF) was created as a set-aside of Georgia’s non-entitlement Community Development Block Grant Program (CDBG). The RDF provides local governments access to flexible financial assistance for projects that cannot be undertaken with the usual public sector grant and loan programs. The RDF finances locally initiated public/private partnerships to leverage investments in commercial, downtown, industrial redevelopment, and revitalization projects that may not proceed otherwise. Many smaller scale projects (in downtown areas or blighted industrial areas) may be competitive for RDF financing.

Livable Centers Initiative (LCI) Funding

The ARC’s LCI is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services.

ARC’s Community Development Department runs a Tactical Study program that can provide funds for studies, policy/zoning work, scoping studies, site plans, and other non-infrastructure activities that help advance the implementation of the LCI Plan.

Tyrone has already received over \$500,000 in supplemental and tactical study funding to produce an LCI plan. Completion of this plan qualifies the Town to compete for a share of ARC’s \$314 million in allocated transportation funding through 2030 for projects identified in LCI studies.

ARC TRANSPORTATION FUNDING

The Atlanta Regional Commission (ARC) administers several key federal Transportation Improvement Programs (TIP) that local governments can access through a single Call for Projects process, typically every two years. All funds require a 20% local match. To be eligible, the Town of Tyrone must either obtain Local Administered Projects (LAP) certification or enter into an agreement with Fayette County to administer projects on its behalf.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

This program funds transportation projects that reduce emissions and improve air quality. To score well, projects must demonstrate measurable reductions in pollutants. Successful examples often include transit improvements, fleet conversions to electric or cleaner fuels, and intelligent transportation systems (ITS) that reduce idling. Bicycle and pedestrian projects generally do not score well under this program.

Carbon Reduction Program (CRP)

CRP funds projects that reduce transportation-related carbon emissions. Like CMAQ, projects must demonstrate quantifiable emissions benefits.

Transportation Alternatives Program (TAP)*

The Georgia Department of Transportation (GDOT) has partnered with the Federal Highway Administration (FHWA) to provide the opportunity for local governments to improve the quality of life for citizens in communities across the state by pursuing projects that might not otherwise be possible. Through the TA Program, local governments pursue projects such as pedestrian and bicycle facilities, pedestrian streetscape improvements, safe routes to school, and other non-traditional transportation related activities.

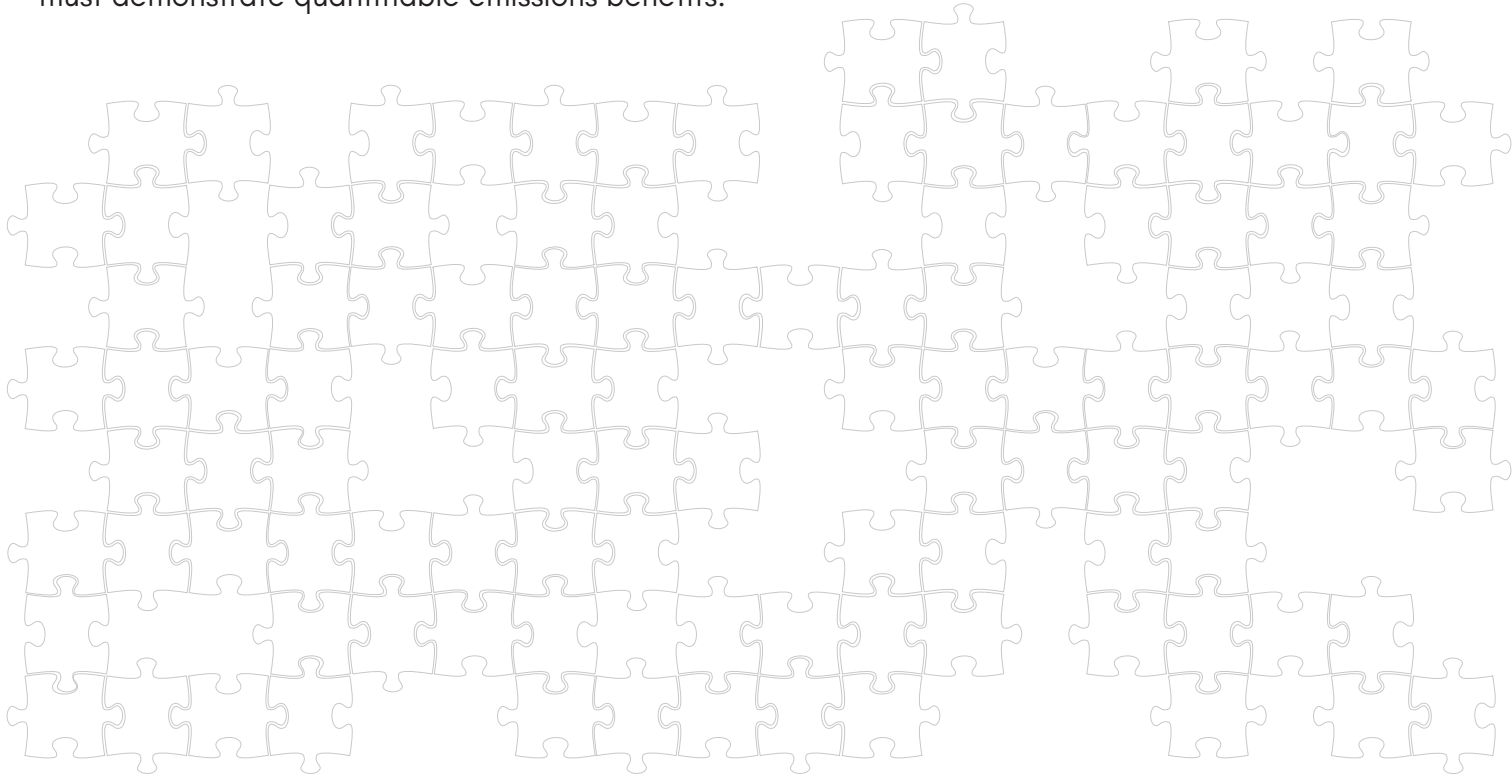
*Eligibility for this program is subject to change on a yearly basis.

Surface Transportation Block Grant Program (STBG)

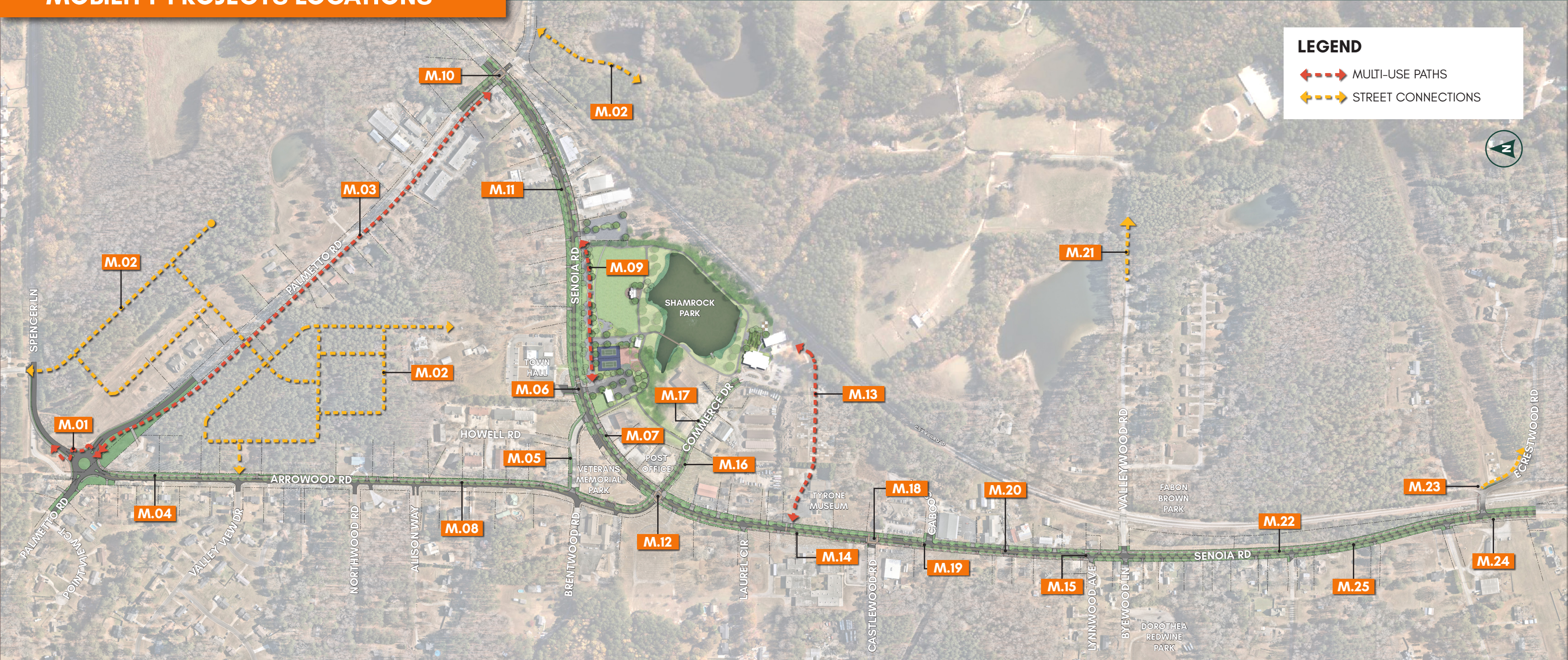
The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible activities include recreational trail construction, installation of electric vehicle (EV) charging infrastructure, installation and deployment of current and emerging intelligent transportation technologies, and various other transportation improvements.

Action Matrix

The following pages provide the key steps to fulfill the vision of this LCI plan. The project numbers match up to a project location for each recommendation group. Each project number is given a description, time frame, estimated cost, identifies the responsible party, and the potential funding sources.



MOBILITY PROJECTS LOCATIONS



Action Matrix

* None of the below Mobility projects have any projected ROW impact.

#	PROJECT	TYPE OF IMPROVEMENT	ENGINEERING YEAR	ENGINEERING COST	CONSTRUCTION YEAR
MOBILITY PROJECTS					
M.01	Multi-use path connection through the roundabout to Wynfield Dr as part of roundabout Project	Bicycle and Pedestrian Safety	2023	N/A	2026
M.02	Add additional street connections as part of future developments	Vehicular	2025	N/A	2027-2030
M.03	Multi-use path on Palmetto Rd as part of future development	Bicycle and Pedestrian Safety	2030	N/A	2035
M.04	Multi-use path along eastern side of Arrowood Road as part of future development	Bicycle and Pedestrian Safety	2027	N/A	2027-2030
M.05	Sidewalk along north side of Brentwood Road	Bicycle and Pedestrian Safety	2028	\$10,000	2030 - 2031
M.06	Drive cuts removed and reoriented with decorative/textured crosswalk	Vehicular	2025-2026	\$15,000	2027 - 2028
M.07	Recommend removal of extra drive cuts as portions of the streetscapes are improved	Vehicular	2030	\$4,000 per drive cut	2030-2035
M.08	Arrowood street section improvements	Vehicular, Bicycle and Pedestrian Safety	2030	Average \$74,000 per 1/10 mile	2030-2035
M.09	Divert multi-use path through Shamrock Park as part of Shamrock Park improvements	Bicycle and Pedestrian Safety	2025-2026	N/A	2027-2028
M.10	Signalized and traffic-calming intersection with decorative/textured pavement; recommend removal of extra drive cuts	Vehicular, Bicycle and Pedestrian Safety	2028-2030	\$108,000	2030-2035
M.11	Senoia Road North street section improvements	Vehicular, Bicycle and Pedestrian Safety	2030	Average \$78,000 per 1/10 mile	2030-2035
M.12	Add a 4-way stop and traffic-calming intersection with decorative/textured pavement; create a connection to the Veterans Park sidewalks	Vehicular, Bicycle and Pedestrian Safety	2030	\$27,000	2030-2035
M.13	Formalize the existing path connection to Community Center and Park through the cemetery	Bicycle and Pedestrian Safety	2028	TBD	2030

CONSTRUCTION COST	TOTAL PROJECT COST	RESPONSIBLE PARTIES	FUNDING SOURCES	LOCAL SOURCE	MATCH AMOUNT
N/A	N/A	Public Works	'23 SPLOST	'23 SPLOST, General Fund	
N/A	N/A	Public Works	Private Development	N/A	
N/A	N/A	Public Works	Future TSPLOST, Private Development, TAP, LCI, LMIG	Future TSPLOST, General Fund	
N/A	N/A	Public Works	Private Development, '23 SPLOST, TAP, LCI	'23 SPLOST	
\$40,000	\$50,000	Public Works	'23-SPLOST, TAP, LCI, LMIG	'23 SPLOST	
\$60,000	\$75,000	Public Works	'23-SPLOST	'23-SPLOST, General Fund	
\$16,000 per drive cut	\$20,000 per drive cut	Public Works	'23-SPLOST, TAP, LCI, LMIG	'23-SPLOST, General Fund	
Average \$525,000 per 1/10 mile	Varies	Public Works, GDOT	Private Development, '23-SPLOST, TAP, LCI	'23-SPLOST, General Fund	
N/A	N/A	Public Works	'23-SPLOST	'23-SPLOST	
\$432,000	\$540,000	Public Works, GDOT	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
Average \$560,000 per 1/10 mile	Varies	Public Works, GDOT	'23-SPLOST, TAP, LCI	'23-SPLOST	
\$180,000	\$207,000	Public Works	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
TBD	TBD	Public Works	'23-SPLOST	'23-SPLOST, Future TSPLOST, General Fund	

Action Matrix

#	PROJECT	TYPE OF IMPROVEMENT	ENGINEERING YEAR	ENGINEERING COST	CONSTRUCTION YEAR
MOBILITY PROJECTS CONTINUED					
M.14	Add a decorative/textured crosswalk	Bicycle and Pedestrian Safety	2030-2031	\$7,000	2030-2035
M.15	Multi-use trail switches to East Side of Senoia Road. Add a decorative/textured crosswalk for connection	Bicycle and Pedestrian Safety	2030-2031	\$7,000	2030-2035
M.16	Commerce Drive street section improvements	Vehicular, Bicycle and Pedestrian Safety	2033	Average \$78,000 per 1/10 mile	2035
M.17	As portions of the streetscapes are improved, recommend removal of extra drive cuts	Vehicular	2033	N/A	2035
M.18	Intersection improvements include traffic-calming measures with decorative/textured pavement and removing a turn lane for safety	Bicycle and Pedestrian Safety	2030	\$60,000	2035
M.19	Add a decorative/textured crosswalk	Bicycle and Pedestrian Safety	2030	\$7,000	2035
M.20	Intersection improvements include adding a decorative/textured crosswalk, re-aligning a drive-cut, and adding a new shared drive-cut	Vehicular, Bicycle and Pedestrian Safety	2030	\$13,000	2035
M.21	Pave and widen the gravel portion of Valleywood Rd	Vehicular, Bicycle and Pedestrian Safety	2027-2028	Average \$25,000 per 1/10 mile	2030
M.22	Senoia Road South street section improvements	Vehicular, Bicycle and Pedestrian Safety	2033	Average \$92,000 per 1/10 mile	2035
M.23	East Crestwood Path Connection	Bicycle and Pedestrian Safety	2025	N/A	2025-2026
M.24	Connection to existing trail along Senoia Rd	Bicycle and Pedestrian Safety	2025	N/A	2025-2026
M.25	Install street lights as portions of the streetscapes are improved	Bicycle and Pedestrian Safety	2025	Varies	2025-2035

CONSTRUCTION COST	TOTAL PROJECT COST	RESPONSIBLE PARTIES	FUNDING SOURCES	LOCAL SOURCE	MATCH AMOUNT
\$28,000	\$35,000	Public Works, GDOT	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST, General Fund	
\$28,000	\$35,000	Public Works, GDOT	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
Average \$560,000 per 1/10 mile	Varies	Public Works, GDOT	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
N/A	N/A	Public Works	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST, General Fund	
\$240,000	\$300,000	Public Works	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
\$28,000	\$35,000	Public Works, GDOT	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
\$52,000	\$65,000	Public Works	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
Average \$180,000 per 1/10 mile	Varies	Public Works, GDOT	Private Development	N/A	
Average \$660,000 per 1/10 mile	Varies	Public Works, GDOT	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, Future TSPLOST	
N/A	N/A	Public Works	'23-SPLOST	'23-SPLOST	
N/A	N/A	Public Works	'23-SPLOST	'23-SPLOST	
Varies	Varies	Public Works, GDOT	'23-SPLOST, TAP, LMIG, LCI, Future TSPLOST	'23-SPLOST, General Fund	

Action Matrix

#	PROJECT
GREEN INFRASTRUCTURE PROJECTS	
G.01	Potential for offsite detention as part of future development
G.02	Conduit installation for future Level II EV chargers and golf cart chargers as part of the Shamrock Park parking improvements
G.03	Incorporate large bioswales at Shamrock Park
G.04	Potential for drainage to Shamrock Park pond
G.05	Incorporate linear bioswales on Town-owned parcels
G.06	Install appropriate street trees as portions of the streetscapes are improved
G.07	Conduit installation for future Level II EV chargers and golf cart chargers as part of the on-street parking improvements
PLACEMAKING PROJECTS	
P.01	Art opportunity in the new roundabout
P.02	Public art on Town-owned property
P.03	Mural on Shamrock Park restroom
P.04	Installation of signage and wayfinding
VEHICULAR PARKING PROJECTS	
V.01	As portions of the streetscapes are developed, add 17 on-street parking spaces on Senoia Road near Kakao Café
V.02	As portions of the streetscapes are developed, add 16 on-street parking spaces around Veterans Park
V.03	As portions of the streetscapes are developed, add 15 on-street parking spaces near Laurel Circle
V.04	As portions of the streetscapes are developed, remove 5 parking spaces and add 25 on-street parking spaces in front of the Depot and the Funky Shack

COST	YEAR	RESPONSIBLE PARTIES	FUNDING SOURCES
N/A	2028	Public Works	General Fund
\$200/month per dual-port station	2027	Public Works	General Fund, SPLOST
Varies	2027	Public Works	General Fund
N/A	2030	Public Works	General Fund
Varies	2026 - 2035	Public Works	General Fund
Varies	2026 - 2035	Public Works	General Fund, LCI
\$200/month per dual-port station	2030 - 2035	Public Works	General Fund, SPLOST
Varies	2027	Community Affairs, DDA	General Fund
Varies	2027 - 2035	Community Affairs, DDA	General Fund
Varies	2027	Community Affairs, DDA	General Fund
\$325,000	2027	Community Affairs	General Fund RDF
Varies	2030 - 2035	Public Works	General Fund, SPLOST
Varies	2030 - 2035	Public Works	General Fund, SPLOST
Varies	2030 - 2035	Public Works	General Fund, SPLOST
Varies	2030 - 2035	Public Works	General Fund, SPLOST

GREEN INFRASTRUCTURE PROJECTS LOCATIONS



PLACEMAKING PROJECTS LOCATIONS



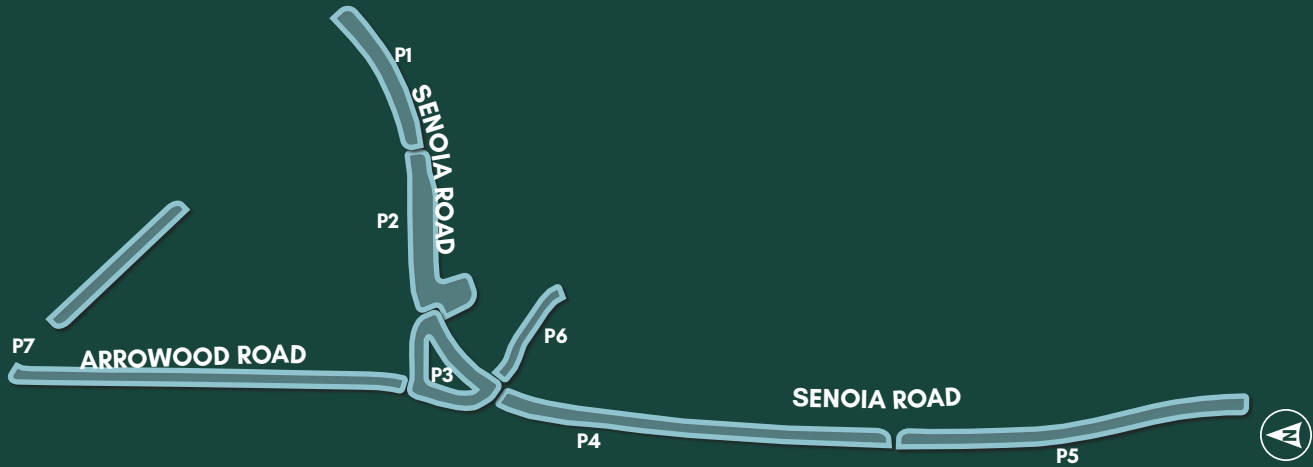
VEHICULAR PARKING PROJECTS LOCATIONS



Phasing & Impact Analysis

Implementation phasing is necessary to prioritize improvements in a way that makes sense for the expanding community and makes the most efficient use of available funds. Considerations include:

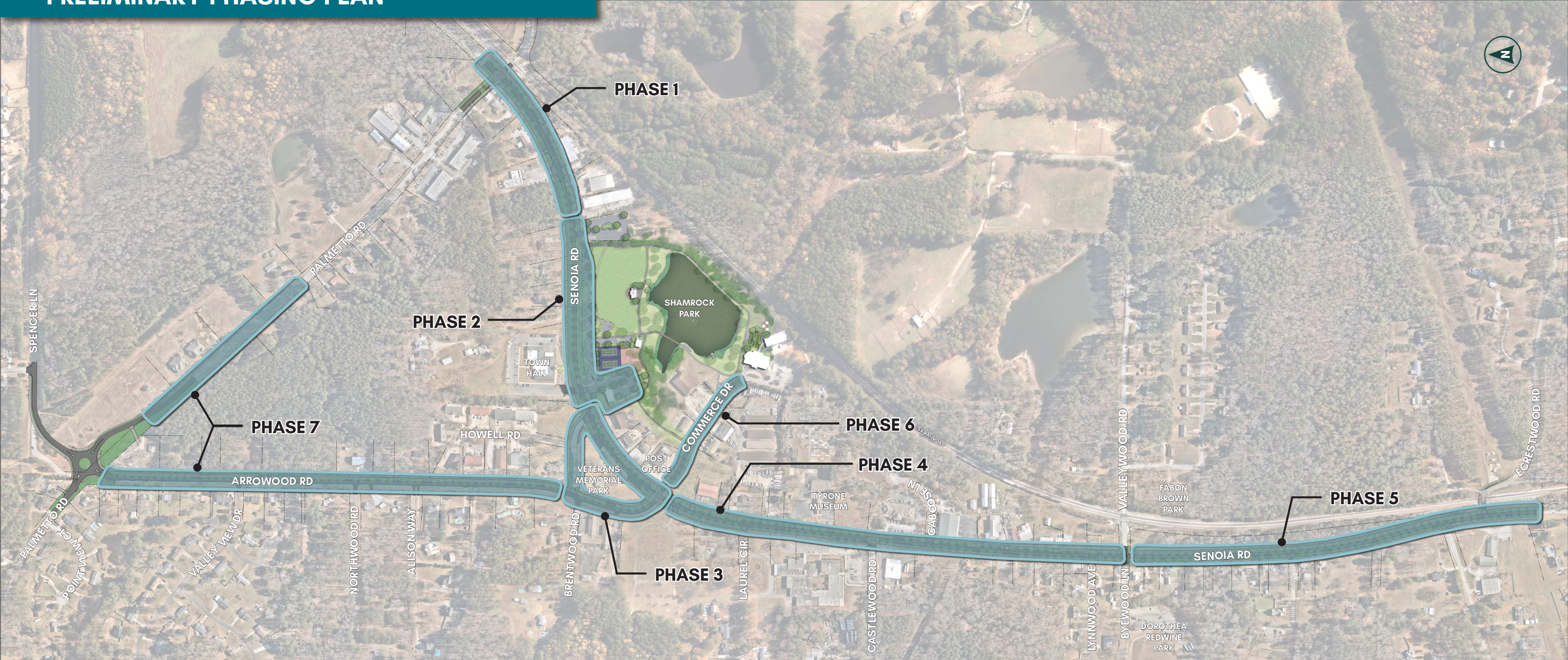
- » Access to Town core and public amenities
- » Access to existing infrastructure (sewer)
- » Best locations to spur future development



PHASE	SCOPE	ENVIRONMENTAL IMPACTS	TRANSPORTATION IMPACTS
Phase 1	All streetscape improvements noted in the Senoia Road North typical sections in the area from Palmetto Road to Shamrock Park along with the intersection improvements at Palmetto and Senoia.	Minimal	Signalized Intersection at Palmetto/Senoia
Phase 2	All streetscape improvements noted in the Senoia Road North typical sections in the area fronting Shamrock Park, along with the crossing improvements between the park and Town Hall. This phase could also include the parking improvements at Shamrock Park and EV charging facilities.	Minimal	Minimal
Phase 3	All streetscape improvements noted in the Senoia Road North typical sections in the area between Shamrock Park and the intersection with Commerce Drive and Arrowwood Road, along with the improvements to the intersection itself. This phase could also include the streetscape improvements along Arrowwood Road and Brentwood Drive in the area around Veteran’s Memorial Park.	Minimal	Addition of stop signs at intersection with Commerce/Arrowwood
Phase 4	All streetscape improvements noted in the Senoia Road South typical sections in the area between Commerce Drive and Castlewood Road, along with the improvements to the intersection at Castlewood and Senoia. Additionally, all streetscape improvements noted in the Senoia Road South typical sections in the area between Castlewood Road and Valleywood Road, including three mid-block crossings.	Minimal	Minimal
Phase 5	All streetscape improvements noted in the Senoia Road South typical sections in the area between Valleywood Road and East Crestwood Road, including one mid-block crossing.	Minimal	Minimal
Phase 6	All streetscape improvements noted in the Commerce Drive typical section for the entire length of the road.	Minimal	Minimal
Phase 7	All streetscape improvements noted in the Arrowwood Road typical section in the area between Veteran’s Memorial Park and Northwood Road. Additionally, all streetscape improvements noted in the Arrowwood Road typical section in the area between Northwood Road and the roundabout at Palmetto Road, intended to be completed in tandem with the future parcel development. This phase can also include improvements along Palmetto Road.	Minimal	Minimal

ROW IMPACT	UTILITY CONFLICTS	SAFETY IMPACTS	START YEAR	ESTIMATED COST RANGE
N/A	Minor - Electrical pole and drain inlet	Increased safety at intersection	2026-2028	\$1.65M - \$1.70M
N/A	Minor - Sanitary sewer lines in bioswale area	Increased safety at Town Hall/Park crossing	2026-2028	\$1.20M - \$1.25M
N/A	Intermediate - Various sanitary sewer lines and telecom boxes	Increased safety at intersection	2030-2035	\$1.35M - \$1.40M
N/A	Significant - Various drain inlets and power poles, Several power poles and fire hydrants	Increased safety at intersection and at all mid-block crossings, especially The Depot	2030-2035	\$3.55M - \$3.65M
N/A	Intermediate - Power pole, fire hydrant, and drain inlet	Increased safety at trail crossing	2030-2035	\$2.80M - \$2.85M
N/A	Intermediate - Telecoms, signage, fire hydrant	Increased safety for pedestrians	2033	\$800K - \$850K
N/A	Minimal - Sanitary sewer manholes	Increased safety for multi-use path users	2030-2035	\$2.5M - \$2.6M

PRELIMINARY PHASING PLAN



100-Day Action Plan

The following projects have been identified to be completed in the first 100 days following adoption of this plan. These were selected based on their impact and the implementation time frame.

MOBILITY

- » Install raised reflective pavement markers along Arrowood Road. (M.04)

PLACEMAKING

- » Install limited trail signage at existing trails. (P.04)

Temporary & Interim Improvements

While most of the potential benefits of these concepts will only be realized through permanent, built infrastructure, there are some low cost improvements that can be implemented into the corridor as it exists today.

GENERAL RECOMMENDATIONS

Branding of the existing trail network can be a powerful tool to increase community pride and gain public support for future improvements. Examples of low-cost improvements include:

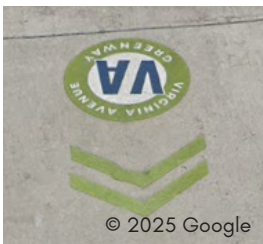
- » Small Signs
- » Pavement Markings
- » Mile Markers (0.25 mile intervals)

Items like signs and mile markers can also be re-used as a part of the final trail implementation.

The design of such branding could be community driven or selected through citizen voting. Areas with existing trails, like Castlewood Road and Crestwood Road, can become unique trail branches, increasing the sense of neighborhood identity and connectivity.



Small mile marker sign examples



Pavement marking examples



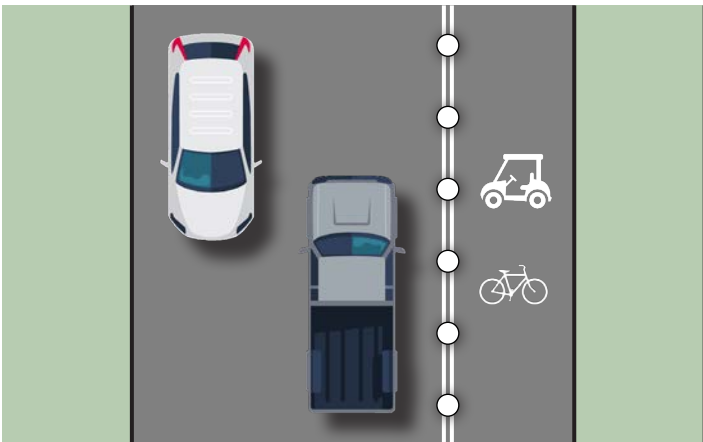
Mile marking examples

ARROWOOD ROAD

The existing pedestrian path along Arrowood Road could be temporarily improved with the addition of raised reflective pavement markers. These ceramic domes can be installed on the existing striping and will provide both a visual and physical deterrent for vehicles.



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COMMERCE DRIVE

Multi-modal access could be provided on Commerce Drive by removing the centerline (via hydro-blasting), double striping a multi-use path, and adding ceramic domes along the northern side. With the available pavement width of 26 feet, two (un-striped) 10-foot wide travel lanes and a 6-foot wide semi-protected multi-use path can be established – similar to the condition found on Arrowood Road. A double-yellow centerline is not required for a road with such low traffic volume.

MAGNOLIA DRIVE

Where the existing multi-use trail along Senoia Road intersects with Magnolia Drive, the trail becomes flush with the roadway and has the semblance of a turn lane, which would be unnecessary given the low traffic volume and desired low traffic speeds. Raised reflective pavement markers could be added here to protect trail users from vehicles preemptively merging.



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CEMETERY PATH

With appropriate signage or markings, an informal connection can be added though the Town-owned property and easements at the cemetery and museum. A rapid flashing beacon can also be added at the existing mid-block crossing on Senoia to improve safety. This one additional link can connect the entire Shamrock Park loop to the existing sidewalks along Senoia Road, which connect to the existing trail further south and the existing trails along Castlewood and Crestwood.



05

Appendix

Code Audit

Based on 2024 Town Center Streetscape LCI
(NOTE: Audit and any changes to zoning to be included in TSW Focused Zoning Updates)

Chapter 12 – Environmental and Natural Resource Management

Article II

Sec. 12-23.b. *Exemptions.*

- » Consider adding the proposed “green” stormwater management solutions in this section

Chapter 34 – Streets, Sidewalks, and other Public Spaces

Article III, Division 5

Sec. 34-178. *Responsibility for damages.*

- » Consider adding the replacement of street/ROW trees which may be damaged or removed due to utility installation into this section.

Chapter 36 – Traffic and Vehicles

Article I

Sec. 36-4.a. *Obstruction of view and use by trees and shrubs; notice.*

- » It appears this section only applies to trees on private property.
- » That said, this would seem to be the optimal place to create some basic maintenance standards for trees which may encroach off of private property into the ROW. (May also be appropriate in Chapter 105, Article V, Division 6)
 1. Trees over rights-of-way shall be maintained by pruning all limbs to a minimum height of 14 feet above the adjacent public street.
 2. Trees over sidewalks shall be maintained by pruning all limbs to a minimum height of 8 feet above the adjacent sidewalk.
- » May want to consider the inclusion of a “visibility triangle” or similar mechanism to provide clear guidelines for the placement of landscaping and other objects near street and/or driveway intersections.
- » Need to be clear about who maintains street trees. For example:
 - “Private trees shall be maintained by the property owner consistent with the standards of this section.”
 - “When the Town of Tyrone determines that any tree on private premises obstructs the view of any abutting public street, sidewalk, or multi-use trail, the town may notify the owner of the property where any tree is located that it is the duty of such person to remove or prune such tree or part thereof in accordance with the standards of this section.”
 - “The Town of Tyrone shall be responsible for the maintenance of trees located on public property.”

Article II.

Sec. 36-47.c. *Parking on certain streets, restrictions.*

- » This needs to be updated to reflect designated on-street parking spaces. For example: “It shall be unlawful for any person to park or cause to be parked, any automobile, truck, motorcycle or other motor vehicle or unmotorized trailer on either side of Senoia Road along the entire length of Senoia Road from the southern municipal limits of the town northerly to its end, **except in those areas specifically designated for on-street parking.**”

Article III.

Sec. 36-70. *Findings; definitions; general restrictions.*

- » Add definition of “multi-use path”. Current term used in this part of the ordinance, “recreational path”, is not defined. Recommend “multi-use” as it is a more broadly used term and may be included in other sections of the code (see comments below).
 - If definition is updated, these sections will need to be scanned so that term usage can be replaced as needed.

Sec. 36-74. *Registration; inspection.*

- » Part (a) includes the term “sidewalks” as an acceptable place of operation for these vehicles. This is not included in Sec. 36-75. Should be consistent.
 - Recommended that “sidewalks” be removed so that such vehicles are restricted to approved multi-use paths or streets only.

Sec. 36-75. *Operation regulations.*

- » Replace “recreational path” as needed.
- » Similar comment about sidewalk usage as above.

Sec. 36-76. *Paved recreation path users.*

- » If terms are updated, this section will need to be revised to reflect the new terminology.

Subpart B – Land and Use Development

Chapter 105 – Environmental and Natural Resource Protection

Article V.

Division 3

Sec. 105-170. *Tree replacement plan standards.*

- » Allow trees planted in the ROW to count towards replacement plans.
- » Part (i) – may need to revise item #3 if Row trees are allowed to be counted towards replacement

Division 6

Sec. 105-266. *Tree species selection list.*

- » Update section to include recommended trees in LCI for specific streets. (Note: can also be applied town-wide for any ROW planting.)

Article VI.

Sec. 105-298. *Definitions.*

- » Add definitions for alternative stormwater management processes identified in LCI, including bioswales, stormwater planters, etc. (this may be covered by “stormwater better site design” but it may be helpful to add specificity)

Code Audit

Chapter 109 – Land Development and Subdivisions

Article I.

Sec. 109-2. *Definitions.*

- » Update definitions to include terms which may not be reflected, such as “multi-use path”, “green stormwater infrastructure”, etc.

Article III.

Sec. 109-116. *Conceptual site plan specifications.*

- » Include “The approximate location and widths of any sidewalks or multi-use paths.”

Sec. 109-117. *Final site plan specifications.*

- » Update part (6) to include other adopted plans in the final site plan specification, “The applicant shall submit information sufficient to permit an adequate evaluation of the development proposal in conformance with these and all other regulations and in conformance with the town’s comprehensive land use plan and any other plans and studies adopted by the Town council.” (or similar)

Sec. 109-148. *General requirements.*

- » Revise part (3) to include “multi-use paths”.

Division 5

Subdivision I.

Sec. 109-175. *Conformance to adopted thoroughfare plan and other plans.*

- » This is very specific to arterial/collector streets.
- » Recommend adding language that references the other street typologies and that they should follow thoroughfare, comprehensive, and other plans and studies adopted by the town council by reference.

Sec. 109-181. *Electrical street lighting.*

- » May want to add language to part (e) to acknowledge the different standards for pole design established in the LCI.
 - For example, “Poles, fixtures and all related materials must be available standard stock items through the electric utility company servicing the subdivision or must be approved by the town. For those properties within the Town Center Overlay district, street lighting shall be of a design as established in Sec. XXX-XX” (insert reference to Overlay standards)

Sec. 109-188. *Sidewalks.*

- » Similar comment to above. Update text of code to:
 - Note that sidewalk widths are established by the zoning district and provide a section reference.
 - Require sidewalks within all new developments, not just residential subdivisions.
 - Remove provision prohibiting sidewalk construction over underground utilities; or, provide the town engineer the authority to waive that standard.

Subdivision II.

- » Since Section 109-224 is reserved, suggest that the code be amended to create a set of standards for “On-street parking”. Use dimensions as recommended in LCI.

Subdivision III.

Sec. 109-276. *Design standards.*

- » Include a provision that allows for alternative design standards for public and private streets to be accepted by the town engineer.
- » Part (e) – recommend that design criteria for certain streets included in the LCI be added to this section.
- » Part (f) conflicts with LCI recommendations regarding street paving widths.
 - Either:
 1. Create a standard which would allow more narrow pavement widths and/or travel lanes which could apply within the Town Center Overlay; or
 2. Add language which allows waivers by the administrator/engineer for alternative standards which are drawn from plans/studies approved by the town council.
- » Part (i) should be updated to allow for ditches/bioswales/other deviations from the standards when “approved by the town engineer”, or similar language.
- » Part (i)(6) Private Streets should be updated to allow for alternative design standards, specifically materials such as permeable pavers.

Division 6. Construction of Streets and Other Rights-of-Way

- » Recommend that one of the reserved sections be utilized to include language about creating stub-out streets for future connections between developments. This will help to incorporate a connected development pattern that may alleviate future traffic on arterial collector streets while providing routes for residents to avoid highly traveled corridors.

EV Parking

Chapter 113 – Zoning

- » Sidewalk standards need to be included within the zoning ordinance for all districts.
 - Design standards should be established such as:
 1. Minimum width of sidewalk. Note that this may vary by district or use.
 2. Minimum width of landscape strip/street tree zone.
 3. Spacing and placement of objects within the landscape strip, including trees, light poles, bicycle racks, or other objects.
- » It is recommended that this information be presented in a single location with a table or similar format.

Article VIII. Traffic and Parking Requirements

Sec. 113-106 should be updated to reference Sec. 113-211, which does allow for shared parking arrangements.

Sec. 113-211. *Off-street automobile parking.*

- » Include any provisions for EV parking (e.g. required and/or maximum allowed EV spaces) within this section.
- » Update design standards to require landscaping and trees within parking areas.
- » Update design standards to include pedestrian paths and walkways within parking areas which connect to the public sidewalk and the building entrance.

Maintenance Considerations

MATERIAL/ITEM	AVERAGE ESTIMATED LIFESPAN	MAINTENANCE INTERVALS/CONSIDERATIONS
Asphalt Roadway	20 – 25 years	» Year 5: Crack seal and slurry seal » Years 10,15: Slurry seal » Year 20-25: Mill and asphalt overlay
Vehicular Concrete	30 – 50 years	» Year 5: Clean and reapply sealant to damaged expansion joints » Year 10, 20: Repair cracks or replace sections as needed. » Year 15-20: Clean and replace expansion joints as needed. » Year 30-50: Replacement
Vehicular Pavers (concrete, clay, or asphalt)	20 – 30 years	» Polymeric sand: re-sand every 3-5 years to minimize gaps » Color sealant (optional): reapply every 3-5 years » Replace pavers as needed » Conduct base repairs as sections settle

APPROXIMATE MAINTENANCE COSTS	NOTES
Intermediate	» Proper installation/base preparation is important » Depends on traffic volume » Fastest/least labor intensive construction
Intermediate	» Proper installation/base preparation is important » Expansion joints are essential Increases noise – may not be an issue at lower speeds » Lifespan depends on traffic volume – max. 25 years in heavy traffic areas » Concrete finishes can be used to enhance the aesthetics and experience. Scoring patterns, exposed aggregate, integral color, and stamped patterns are commonly used.
Significant	» Proper installation/base preparation is important » Recommended Construction Method: - Concrete sub-base - Bituminous setting bed - Mastic layer - Polymeric sand joints - Herringbone paving pattern » Lifespan depends on product: concrete pavers (25-30 years) have higher compressive strength and tend to last longer than clay brick (20-25 years) » Depends on traffic volume and location of install (e.g. intersections or other location) » Slowest/most labor intensive construction » Concrete pavers: Consider colors that are more resilient to stains and fading over time (e.g. grays in lieu of reds). Color sealant can rejuvenate colors and protect, but require maintenance. » Pervious paver roadways are most prone to ongoing maintenance for vacuuming and often due to improper construction of the base. Recommend great care be taken in intersections or other locations with high turning movements - explore stamped concrete instead

Maintenance Considerations

MATERIAL/ITEM	AVERAGE ESTIMATED LIFESPAN	MAINTENANCE INTERVALS/CONSIDERATIONS
Pedestrian Pavers (concrete, clay, or asphalt)	30 - 40 years	» Polymeric sand: re-sand every 3-5 years to minimize gaps » Color sealant (optional): reapply every 3-5 years. » Replace pavers as needed. » Conduct base repairs as sections settle.
Concrete Curb/ Gutter	30 - 50 years	» Repair cracks or replace sections as needed.
Pedestrian Concrete Sidewalks	40 - 60 years	» Year 5: Clean and reapply sealant to damaged expansion joints » Year 10, 20: Repair cracks or replace sections as needed. » Year 15-20: Clean and replace expansion joints as needed. » Year 40-60: Replacement
Street Trees	30 - 40 years	» Regular Pruning: • Newly Installed: 3 to 5 years • Fully Mature: 5 to 10 years (focus on dead limbs)
Bioswales/ Stormwater Planters	50+ years	» Periodic weeding » Annual inspections and inspections after major storms • Remove sediment buildup and debris • Replace rock/plants as needed • Ensure intended drainage patterns/rates
Flex Post Bollards (flexible delineators)	6 months - 2 years	» Periodic inspection. » Replace bollard only if base is salvageable. » Replace entire system when loose.

APPROXIMATE MAINTENANCE COSTS	NOTES
Minimal	» Proper installation/base preparation is important » Recommended Construction Method: • Concrete sub-base • Bituminous setting bed between concrete and pavers • Polymeric sand joints » Lifespan depends on product: concrete pavers (25-30 years) have higher compressive strength and tend to last longer than clay brick (20-25 years) » Slowest/most labor intensive construction » Concrete pavers: Consider colors that are more resilient to stains and fading over time (e.g. grays in lieu of reds). Color sealant can rejuvenate colors and protect, but require maintenance.
Minimal	» Curbing segments nearest to intersections and driveways are most prone to routine damage from vehicles.
Minimal	» Increase concrete thickness when golf carts or utility task vehicles (UTVs) are anticipated. Use by compact vehicles such as UTVs will lower the lifespan. » Concrete flatwork panels closest to intersection corners and driveways are most prone to routine damage from vehicles. » Concrete finishes can be used to enhance the aesthetics and experience. Scoring patterns, exposed aggregate, integral color, and stamped patterns are commonly used.
Minimal	» Root barrier can be added to minimize pavement disturbance » Lifespan is contingent upon available root volume and harshness of conditions
Minimal	» Monoculture planting design can make weeding easier
Minimal	» Offered in a wide range of options by different manufacturers, which may improve durability when paired with curbs or other devices. » Coordinate placement to minimize conflicts with routine maintenance vehicles like street sweepers.

Maintenance Considerations

MATERIAL/ITEM	AVERAGE ESTIMATED LIFESPAN	MAINTENANCE INTERVALS/CONSIDERATIONS
Epoxy Pavement Markings	3 – 5 years	
Thermoplastic Pavement Markings	5 – 10 years	
MMA Pavement Markings	10 – 12 years	
Street Furniture (benches, bicycle racks, waste receptacles)	20 – 30 years	» Periodic inspection of fasteners. » Routine cleaning as needed in high traffic areas. » Reapply paint as needed.

APPROXIMATE MAINTENANCE COSTS	NOTES
Minimal	» Requires specialized equipment and often installed by contractors instead of municipal crews.
Minimal	» Crosswalks, in particular, may need more frequent maintenance for retroreflectivity at nighttime. » Often applied by contractors with resurfacing projects instead of municipal crews. » Increased upfront cost for initial installation, but a more durable material with a longer lifespan. » Abrasiveness of winter sanding and salting can result in a more rapid deterioration. » More complicated to add to existing pavement due to surface preparation needed to remove other material.
Minimal	» Can be applied at colder temperatures and has quicker curing time. » Requires specialized equipment and often installed by contractors instead of municipal crews. » Increased upfront cost for initial installation, but a more durable material with a longer lifespan. » Abrasiveness of winter sanding and salting can result in a more rapid deterioration.
Minimal	

Electric Vehicle Ordinance & EV Ready Policies

The Town of Tyrone, GA (“the Town”) is seeking ways to remove barriers and promote electric vehicle adoption by way of policy review. In the report below, you will find the results of 2KB’s review of the Town’s municipal code and recommended language that will allow the installation of electric vehicle charging stations (EVSE) throughout the Town’s jurisdiction. We have also identified EV Ready policies around the country that have been implemented with the purpose of simplifying the installation of EVSE in public and private parking lots.

Our review of the Town’s Code of Ordinances has revealed that there are no specific codes that prohibit EV charging infrastructure, but there may be some ambiguity and potential delays in the approval and installation process.

Additionally, we have identified EV Readiness Ordinances from various cities across the United States, ranging from large metropolitan areas to smaller towns. These ordinances provide valuable insights into best practices for promoting EV infrastructure development.

ORDINANCE REVIEW

2KB has reviewed the code of ordinance and has found no specific language that hinders the implementation of EV charging infrastructure. However, the ordinance does state that all utilities are to be underground and that architectural drawings and a traffic plan be submitted to the Town for approval.

A full analysis of the from Town Ordinance #2023-02 is listed below:

1. Zoning and Land Use:

The code doesn’t specifically mention EV charging stations in its zoning regulations. This lack of explicit mention could be interpreted as a potential barrier, as it may create uncertainty about where such installations are permitted.

2. Historical Preservation:

There are no specific historical preservation codes that would directly hinder EV charging station installation. However, Section 66-6 on “Architectural and Design Standards” might apply in certain areas, potentially affecting the aesthetic aspects of charging station design.

3. Electrical Codes:

Tyrone adopts the National Electrical Code (NEC) as per Section 14-31. This is generally favorable for EV charging installations, as the NEC includes provisions for EV charging. However, local interpretations may vary.

4. Parking Requirements:

Article VII of Chapter 70 covers parking regulations but doesn’t specifically address EV charging spaces.

This could create ambiguity in how EV charging spaces are counted towards parking requirements. Further, this requirement may be amended with the implementation of an EV Readiness Ordinance.

5. Permitting:

Chapter 14 on Buildings and Building Regulations outlines the permitting process. While not specific to EV charging, it suggests that installation would require proper permits and inspections.

Potential Hindrances:

1. Lack of specific EV charging station regulations could lead to inconsistent interpretation of existing codes.

EV READINESS POLICY REVIEW

Policy Considerations

EV ready policies vary across the country. There are several matters to consider before drafting a policy. Considerations for an EV-Ready policy includes:

- » Affected Projects:
 - New Construction
 - Major Renovations
- » Parking Percentages
 - EV Charging Requirements – Those number of spaces that are to be fully equipped with charging stations ready to use.
 - EV-Capable Requirements – Those number of spaces that are required to have conduit installed and space on the electrical panel for future charging station connections.
- » Signage
 - What are the signage requirements, if any, for spaces with EV Charging.

Electric Vehicle Ordinance & EV Ready Policies

Sample Ordinances

Many cities across the United States have implemented Electric Vehicle (EV) Readiness Ordinances to promote the adoption of electric vehicles and ensure that new construction is prepared for the growing EV market.

Large Cities

1. San Francisco, California

San Francisco implemented one of the most comprehensive EV readiness policies in 2017. The ordinance requires that all new residential and commercial buildings be 100% EV ready, meaning all parking spaces must be capable of supporting future EV charging infrastructure.

Link: <https://www.sfpuc.gov/sites/default/files/documents/SF%20EV%20Readiness%20Code%20-%202023-to-2024%20Permits.pdf>

2. Seattle, Washington

Seattle's ordinance, passed in 2019, requires that 20% of parking spaces in new multifamily and commercial buildings be EV-ready, with the infrastructure to support future charging stations.

Link: https://www.energy.wsu.edu/documents/EVReadinessOrdinance_Seattle_2-19.pdf

3. Atlanta, Georgia

In 2017, Atlanta passed an ordinance requiring that 20% of parking spaces in new commercial and multifamily buildings be EV-ready, with an additional 10% EV-capable.

Link: <https://www.100atl.com/resources>

Medium-sized Cities

4. Oakland, California

Oakland's 2017 ordinance requires that all new multifamily dwellings and non-residential developments have 10% of parking spaces be EV-ready and an additional 10% be EV-capable.

Link: <https://cao-94612.s3.us-west-2.amazonaws.com/documents/13419-CMS.pdf>

5. Salt Lake City, Utah

In 2018, Salt Lake City passed an ordinance requiring that 20% of parking spaces in new multi-family buildings be EV-ready, with conduit installed for an additional 20% of spaces.

Link: <https://www.slcdocs.com/slccgreen/EV%20Readiness%20Fact%20Sheet-%20ED%20Edit.pdf>

Smaller Cities

6. Boulder, Colorado

Boulder's 2019 ordinance requires that all new commercial, industrial, and multifamily developments with 5 or more parking spaces provide EV charging infrastructure for at least 10% of the spaces, with an additional 15% to be EV-capable.

Link: <https://assets.bouldercounty.gov/wp-content/uploads/2017/03/building-code-2015.pdf>

7. St. Louis Park, Minnesota

This suburb of Minneapolis passed an ordinance in 2019 requiring that 10% of parking spaces in new multifamily and commercial developments be EV-ready, with an additional 10% EV-capable.

Link: <https://www.stlouispark.org/home/showpublisheddocument/14428/637111309554370000>

These examples demonstrate that cities of various sizes across the United States are taking proactive steps to prepare for increased EV adoption. The specific requirements vary, but generally include a combination of EV-ready spaces (with all necessary electrical infrastructure installed) and EV-capable spaces (with conduit installed for future wiring).

Community Engagement

It is imperative that the Town communicates the intent and goals of the EV Readiness ordinance before it is codified. Means of communication include:

- » Stakeholder Presentations. Stakeholders may include citizens, Town staff, developer organizations such as BOMA or CBRE, and more.
- » Workbooks: the City of Atlanta developed a workbook for all stakeholders that is used to support compliance with the EV Readiness ordinance, but also provide step-by-step information on how to install EVSE in Atlanta. Link: <https://www.atlantaga.gov/home/showdocument?id=34401>
- » Marketing: Promote ordinance updates through social media, mailers, website updates, webinars and more.

References for Communication Materials and Resources:

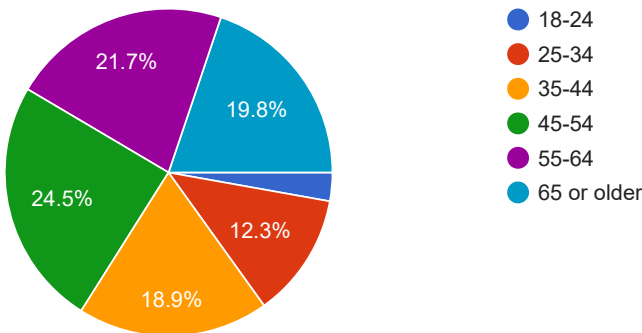
1. City of San Jose – EV Charging Station Outreach Materials:
<https://www.sanjoseca.gov/home/showpublisheddocument/25989/638228795294530000>
Includes information for Single-family/Duplex and Multifamily properties on how to obtain permits and plan reviews.
2. California Governor's Office of Business and Economic Development – EV Charging Station Permitting Guidebook:
<https://business.ca.gov/industries/zero-emission-vehicles/plug-in-readiness/>
While focused on permitting, this guidebook includes useful communication strategies.
3. Electrification Coalition – EV-Ready Codes for the Built Environment:
<https://electrificationcoalition.org/resource/ev-readiness-ordinance-case-study/>
Provides deeper case studies for those who have implemented EV-ready codes.

Online Survey Results

Demographic Survey

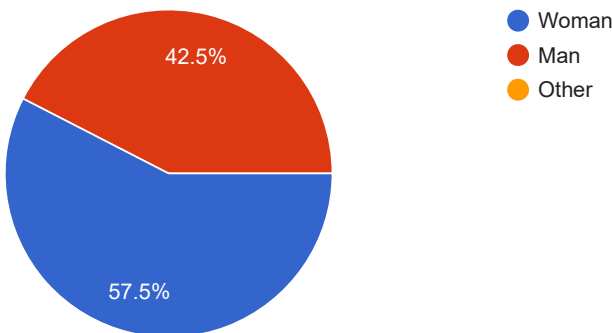
What is your age?

106 responses



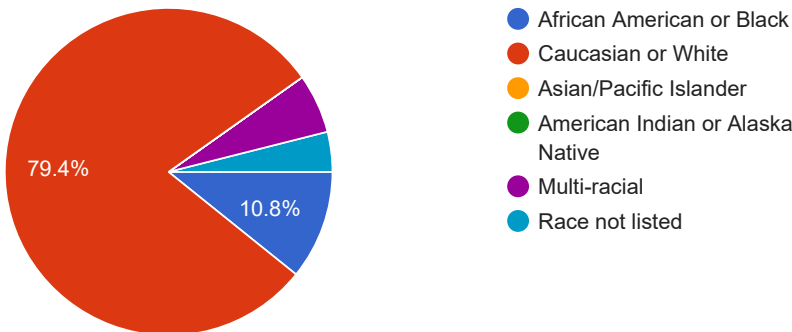
What is your gender?

106 responses



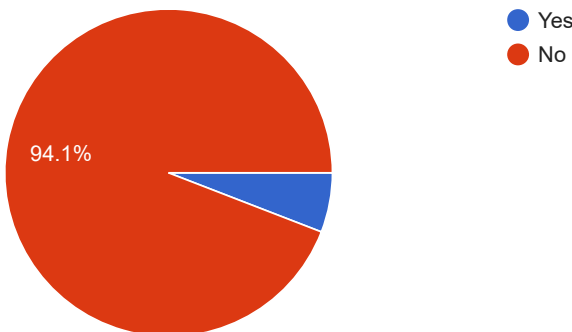
What is your race?

102 responses



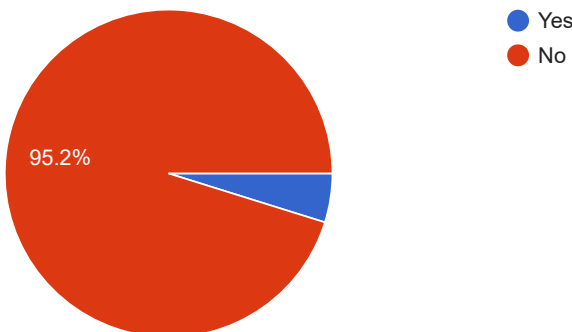
Do you consider yourself to be Latino/Latina or Hispanic?

102 responses



Do you identify as a member of an Immigrant and/or Refugee community?

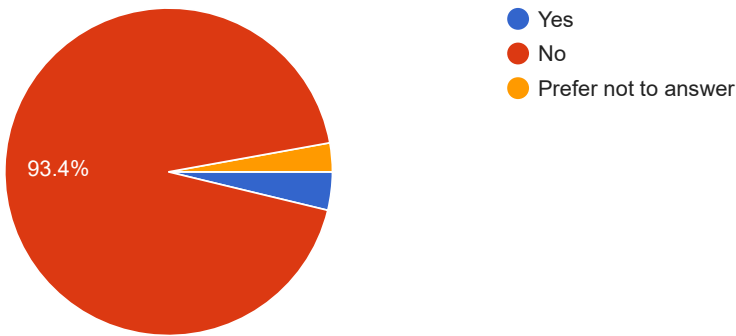
104 responses



Online Survey Results

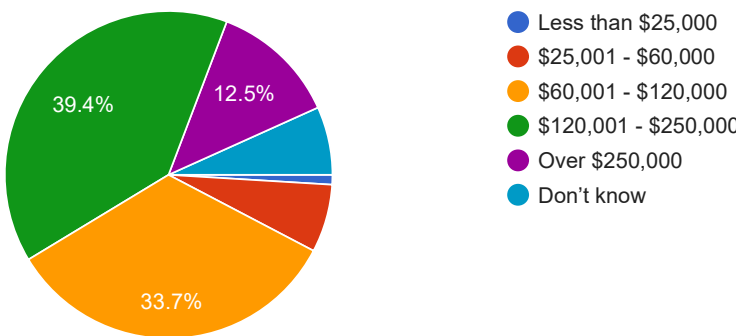
Do you identify as a person with a disability?

106 responses



What is your annual household income?

104 responses

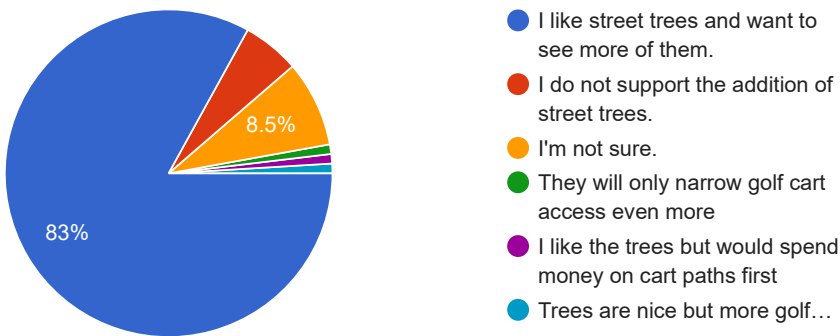


General Information

Street Trees have been noted by some citizens as an item of concern. Many different aspects have been taken into consideration and the design team believes that the various benefits greatly outweigh any downsides. With proper planning, there is much that can be done to maintain safety and views of businesses and reduce any associated maintenance costs.

What do you think about adding street trees throughout the corridor?

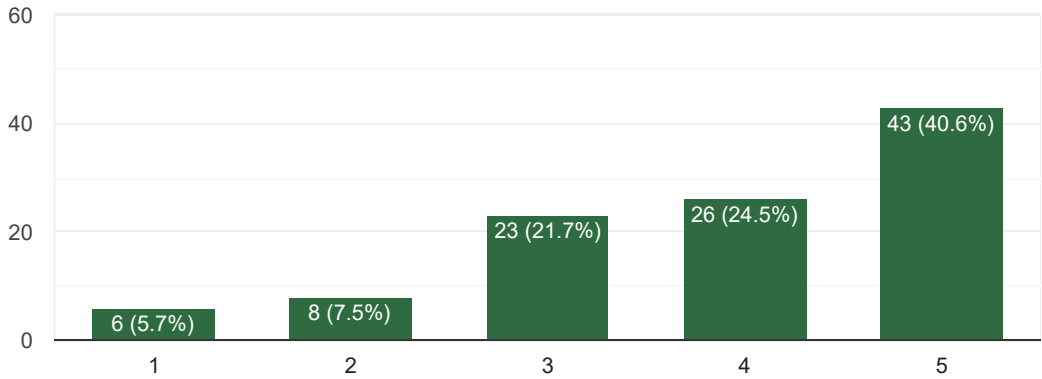
106 responses



Stormwater Management is crucial to managing runoff and water quality. While traditional roadside ditches and some off-site detention will be utilized, there are other innovative solutions, like bioswales and stormwater planters that can reduce the amount of pipes and other infrastructure needed.

How important is green infrastructure to you?

106 responses

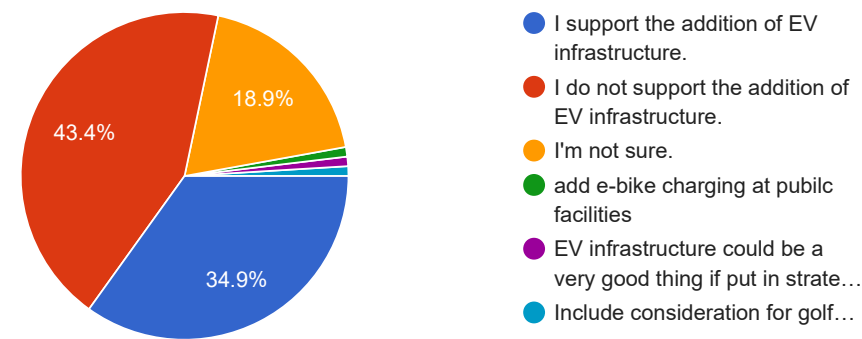


Online Survey Results

EV Charging is fast becoming a critical part of green-infrastructure in communities of every size. The design team is studying various sites with Coweta-Fayette EMC in regard to feasibility and cost, while also exploring available grants and funding to provide citizens and visitors with more Level-2 charging options. The Town will not be subsidizing EV charging.

What are your thoughts on adding EV charging infrastructure?

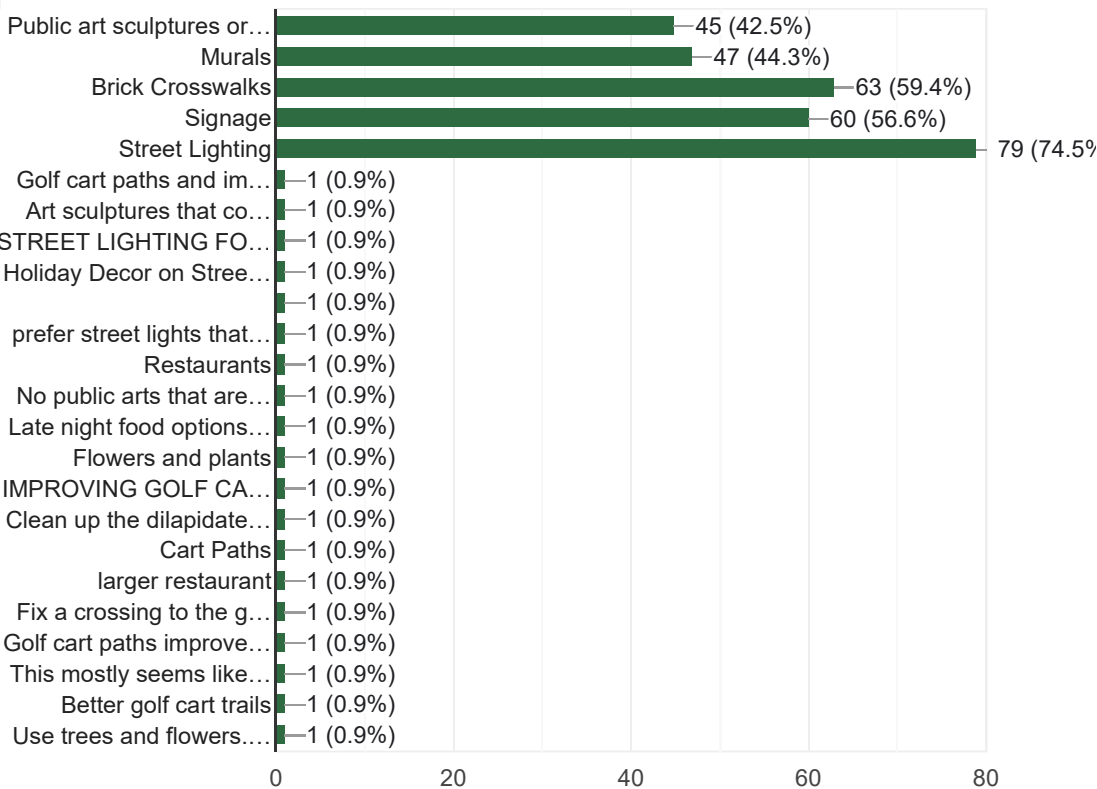
106 responses



Creative Placemaking helps reinforce the Town of Tyrone's sense of place and cultural identity. This includes the streetscape designs and concept plan shown in the next part of the survey, along with gateway and wayfinding signage, street lighting, and public art opportunities. All of these items assist in the goal of making the downtown core more of a destination and elevating the best parts about the Town of Tyrone.

Which of these types of improvements do you think are most important to Tyrone? (select as many as you like!)

106 responses



Online Survey Results

Senoia Road North

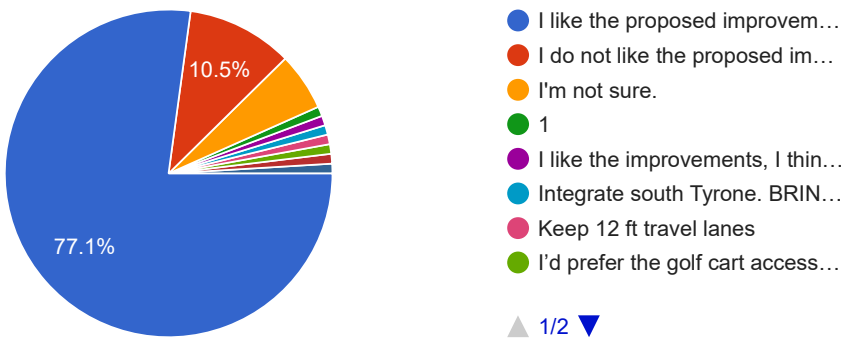
The proposed section(s) locate the multi-use trail on the east side of the roadway, protected by vegetated/street tree buffers. Vehicular lanes are also narrowed, leaving the western side of the road located as-is.

Condition 1 - In the more residential/park areas, on-street parking has been provided on one side of the street or not at all.

Condition 2 - Near the commercial area, on-street parking has been provided on both sides of the street to accommodate businesses.

What do you think about the proposed improvements to the north-end of Senoia Road?

105 responses



Senoia Road South

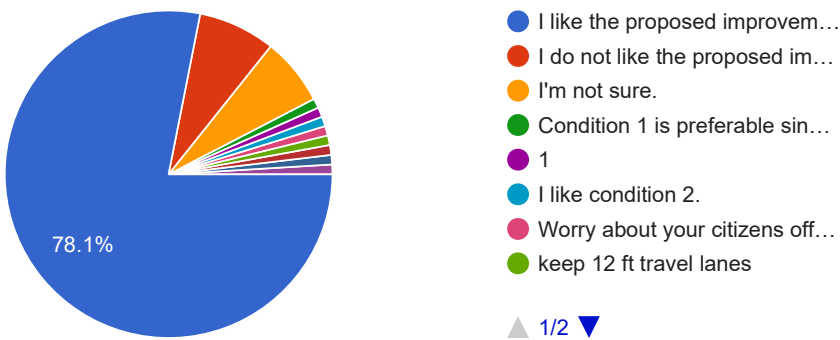
Shortly after the intersection with Commerce & Arrowwood, the available right-of-way narrows significantly. Here the multi-use trail switches to the west side of the roadway, still protected by vegetated/street tree buffers. Vehicular lanes are also narrowed, leaving the western side of the road located as-is.

Condition 1 - Again, near the commercial area, some on-street parking has been provided to support businesses. The multi-use trail is on the opposite side of the road.

Condition 2 - At Lynwood Avenue, the various constraints on that western side of the road, and available town-owned property on the eastern side of the road encouraged the movement of the trail back to the eastern side of the road. This allows for connections to the future East Crestwood Road trail further south.

What do you think about the proposed improvements to the southern end of Senoia Road?

105 responses



Online Survey Results

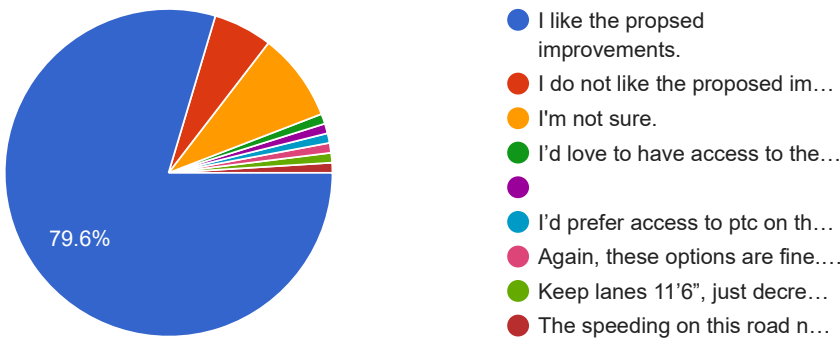
Arrowwood Road

The proposed section leaves the western side of the road untouched and focuses improvement efforts on the eastern side of the road, narrowing the vehicular lanes and providing the multi-use trail with a vegetated/ street tree buffer.

This will increase safety and provide a more pleasant experience for those on the trail. This will also tie-into the roundabout project that is currently underway and eventually connect to the Southampton Village neighborhood to the north.

What do you think about the proposed improvements to Arrowwood Road?

103 responses



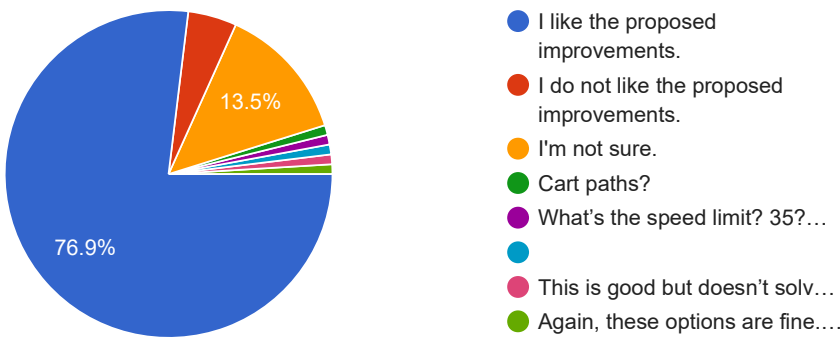
Commerce Drive

Commerce Drive is constrained by its limited right-of-way width. As such, the proposed streetscape design narrows the (very wide) vehicular lanes. This allows for a wider landscape area adjacent to the road, and wider sidewalks on either side.

As it is a dead-end street, golf cart users and cyclists should feel comfortable merging with the vehicular traffic in this area. This layout also provides a usable starting point for any future businesses that will front Commerce Drive.

What do you think about the proposed improvements to Commerce Drive?

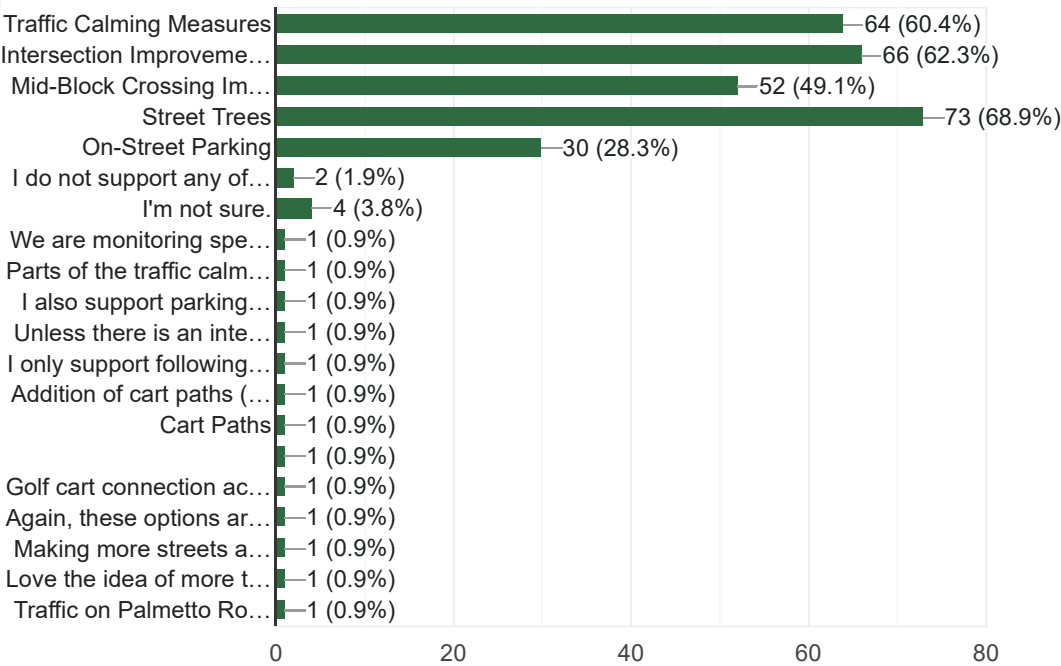
104 responses



Online Survey Results

Which of the improvements shown are most important to you? (select as many as you like!)

106 responses



Do you have any additional feedback or suggested improvements to the Concept Plan?

Improvements and implementation of multi-use paths and trees/vegetation would greatly improve walk ability and allow for various transportation options not specific to vehicular travel. Ensuring a safe and welcoming town center that allows people to enjoy visiting downtown is paramount.

Street lights along Arrowood would be very nice and the addition of Traffic calming measures would eliminate some of the thru traffic

I'm excited about the addition of wildlife as the trees are my favorite part of living in Tyrone. I can't wait to see more! If we could include native wildflowers as well, I'd be over the moon.

Create reasons to be downtown - places to eat instead of unkept predictions about such places - old firehouse for example. Entice a craft brewery to come to Tyrone n

Need recycling options

As someone with a larger vehicle and that tows trailers through town frequently. I do not support narrowing any lanes in town or raised intersections. Mcduff parkway is hell pulling a trailer and having to deal with that through town when I drive that multiple times of day just to get to and from my house is ridiculous. I am okay with better markings on the road flashing signs or even rumble strips. I like the idea of more trees but visibility pulling out of business, roads and clearance with tree limbs is a huge concern for me. I have trouble navigating the front parking lot at partners with the upgrades (too tight of a turn with a large vehicle when some one is parked in the end parking spaces just for reference it is a full sized f-150 with a 2 inch leveling kit nothing crazy) and have concerns that more of these so called improvements will make navigating through Town difficult. I have lived here my entire life and work in the community. We have so many improvements that I feel need to be made before we start doing these types projects.

More businesses in downtown! Allow for alcoholic beverage la at first Friday

More white lights lining street would be inviting and nice!

Online Survey Results

Do you have any additional feedback or suggested improvements to the Concept Plan?

- Please focus on the empty buildings and encouraging small business growth so they occupy those spaces. Too many empty buildings.
- Would be interesting to see how the multiuse paths connect to PTC legally
- Add bicycle parking locations, covered bike parking at city facilities, cart parking
- Why can't we ticket speeders electronically?
- Stop putting up signs. Remove signs that are not up straight, we look like a hick town of drunks. Make property owners repair signs and property.
- No
- Buried power lines
- Would like more near-residential sidewalks, such as along Swanson Rd. These are more heavily travelled areas that are used by pedestrians within neighborhoods to complete loops within the neighborhood.
- We need to try to compete with Senoia. More small store fronts and no hotel.
- A cart path down to maple shade subdivision and a safe way to get across the CSX tracks.
- Remember to look at Byewood Lane and make Dorothea Redwine Park accessible.
- Really looking forward to the roundabout in Enlargement A at Palmetto/Arrowood and Spencer. Being able to have sidewalks and walk/cart safely to the park is exciting.
- I love what has been done with the streetscape in front of Partners pizza. Although I realized the other day trying to turn left or right out of that parking lot the plants make it hard to see if your in a small car. I would definitely consider whats being planted as not to make a beautiful space a hazard.

Do you have any additional feedback or suggested improvements to the Concept Plan?

- I think pedestrian safety lights may be beneficial. The ones that flash to alert cars of crosswalk activity that only activate when pushed. Having them near shamrock park, the tyrone depot and near the proposed round about may be beneficial.
- I know this is much easier said than done, but a lot of the buildings around Tyrone could use a face-lift. Maybe a subsidized facade upgrade for the buildings that have not been updated yet would be great, if that's even possible.
- i think trees close off an area (I like open areas) and trees can block your view while driving/ parking/watching for pedestrians. If people insist on trees and street parking, maybe just on 1 side of the street, not both sides. I like the angled parking at Veterans Park. It's hard for me to see those pictures of the intersections but they all have a sizeable amount of traffic so improvements sound good. Sometimes, those calming measures are loud (that happened at Farr Rd/Dogwood Trail so they were removed.) I like the mid-block crossing idea at The Depot (if that's similar to Kakao and Partners).
- If you are going to make changes take a good look at downtown Senoia. You need to have unique small businesses to attract people to come to the town.
- Make Dogwood legal for golf carts.
- Please give us more golf cart paths, crossings, and improvements!
- Golfcart access/multiuse paths on the small end/railroad side of Dogwood Trail to Greencastle and tullamore for residents on Meadowood Ln. Lots of families with golf carts live there and have been loving life in Tyrone with their golf carts until this last weekend when it is now enforced that no golfcarts can drive down Dogwood trail or cross dogwood to Greencastle rd. It is absolutely unfair to isolate Meadowood Ln from multi use paths.
- Speed checks on Arrowwood needs to happen

Online Survey Results

Do you have any additional feedback or suggested improvements to the Concept Plan?

Allow carts to cross from the Tullamore Subdivision on Dogwood to Green Castle as has always been the case - make an exception in this section of Dogwood Trail for carts to travel 100 feet it takes to cross and do not wait until the paving and crosswalk project. This is a major handicap to residents of Tyrone that can no longer access PTC and not the right decision that after all these years this change or enforcement is happening. The speed limit is 35 and I don't recall an accident leaving our neighborhood turning left by a car or a golf cart since we've owned in this subdivision in 2009. Students from Tyrone attend Crabapple Lane Elementary since Tyrone Elementary was closed and many parents take their kids to school on carts, other teens use the carts to travel to/from work in PTC and residents of all ages travel to PTC via Golf Cart for a variety of reasons.

No need to make Tyrone a golf cart community. We are not equipped nor do we have the town structure for that.

Do not like the on street parking proposal. A parking lot across from Shamrock Park in the grass field would be better. Then you have a more pedestrian friendly area.

Create more golf cart paths that extend north.

We need something done about Ellison and Tyrone Road intersection. This intersection is dangerous. You can't turn left onto Tyrone from Ellison safely.

No roundabout

The number one priority for Tyrone residents is restoring the golfcarrs rule where we can cross dogwood into maple shade. Clearly the intention was there or Tyrone wouldn't have built a path there. Ow you have cut off all of Tyrone. We moved in Tullamore a year ago and bought a 13k golf cart and astronomical tags. This needs to be your priority. Golf carts are what makes this community special and you knew cPped the residents of Tyrone. All of these improvements do no good. If golf cart paths aren't restored people need to be told this is NOT a golf cart community with plans to access ptc or build new ones in Tyrone. None of these ideas matter now that we can't cross dogwood. We bought our home here for this! We are literally all wondering if we are going. To have to leave this gorgeous neighborhood. It's that important. Please do something now. Not five years from now, now!!

Online Survey Results

Do you have any additional feedback or suggested improvements to the Concept Plan?

Lovely plan but it lacks improved access to the Peachtree City cart paths and that should be the number one priority. Get us safely connected to PTC and then work on the other improvements. Thank you!

I would like to see some money or effort put into an economic development plan for the businesses in town such as attracting new businesses and building/rebuilding downtown dilapidated structures.

It is what is. This and all other surveys are just a formality. You're going to do what you want anyway. I'm sure many people will love it or learn to love it. It's a shame you feel the need to change so much that many people love. Most people choose to live here for the way it is, not for the way it can be.

The town needs to address infrastructure issues before they allow any more building. The traffic from Tyrone and Palmetto Road has reached a level that is not okay



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LANDSCAPE ARCHITECTURE